



Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

## **SCRCOG MEETING NOTICE & AGENDA**

**June 23, 2021 – 10:00 A.M.**

**NOTICE: This meeting is being held remotely with no in-person attendance**

**Log-on Information to attend this meeting remotely is provided below:**

Join Zoom Meeting: <https://us02web.zoom.us/j/82333461762>

Call-In Number: +1-929-205-6099

Meeting ID: 823 3346 1762

**Full agenda materials can be found at our website – [www.scrkog.org](http://www.scrkog.org)**

1. Call to Order and Introductions – *First Selectman Michael Freda, Chair*
2. **Presentation: Municipal Readiness Program for Electric Vehicles (Fleet Electrification and Charging Infrastructure)** - *Daphne Dixon, Live Green*
3. Approval of 5/26/21 SCRCOG Meeting Minutes – *First Selectman James Zeoli, Secretary* Pages 3-5
4. Treasurer's Report for month ending 5/31/21 – *First Selectman Paula Cofrancesco, Treasurer* Pages 6,7
5. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 8-16  
Adopt Resolution to Approve FY 2021-2024 TIP Amendment Six Page 15, 16
6. Certification Letter and Final FHWA-FTA Certification Report for New Haven Transportation Management Area (TMA) – ATTACHED- *Stephen Dudley* Page 17
7. Approval of Agreement (MOU) regarding Coordination of Transportation Planning in the New Haven Urbanized Area – *Stephen Dudley* Pages 18-25
8. Region 2 DEMHS Report- *Jacob Manke, Region 2 Coordinator*
9. FY 2021-22 Budget Revision #1 Pages 26-28
10. Resolution Authorizing Executive Director to enter into agreement with RKG Consultants for Regional Affordable Housing Plan project Page 29
11. Resolution Authorizing Executive Director to enter into agreements with Shared Services Consultants Funded by the Regional Services Grant (RSG) Pages 30,31
12. Approval of Regional Comprehensive Economic Development Strategy (CEDS) 2021 Update- Ginny Kozlowski and Barbara Malmberg, REX Development - ATTACHED Page 32
13. Congressional Reports – *Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Ellen Graham, Aide to U.S. Senator Richard Blumenthal; Lillian McKenzie, Aide to U.S. Senator Christopher Murphy*
14. State Legislative Reports – *Michael Muszynski, CCM; Betsy Gara, COST*
15. SCRCOG Executive Director's Report – *Carl Amento, Executive Director* Pages 33, 34
16. Grant Opportunities- *Carl Amento, Executive Director* Pages 35-41
17. REX Development Report – *Ginny Kozlowski, Executive Director, REX Development* Pages 42-44
18. Resilient CT Report—*Joanna Wozniak-Brown, UConn CLEAR*

19. Greater New Haven Transit District Report – *Mario Marrero, Executive Director*

20. Regional Planning Commission June Action Table

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21. Regional Cooperation/Other Business

22. Adjournment

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The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.org). Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week's notice.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en [www.scrkog.org](http://www.scrkog.org). Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de avis



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS  
*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**  
FROM: **First Selectman James Zeoli, Secretary**  
DATE: **June 16, 2021**  
SUBJECT: **SCRCOG Meeting Minutes of May 26, 2021**

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**Present:**

Bethany	First Selectman Paula Cofrancesco, <b><i>Treasurer</i></b>
Branford	First Selectman James Cosgrove
Guilford	First Selectman Matthew Hoey, <b><i>Vice Chair</i></b>
Madison	First Selectman Peggy Lyons
Milford	Mayor Benjamin Blake
New Haven	Kevin Alvarez, <i>proxy for Mayor Justin Elicker</i>
North Haven	First Selectman Michael Freda, <b><i>Chair</i></b>
Orange	First Selectman James Zeoli, <b><i>Secretary</i></b>
Wallingford	Mayor William Dickinson
Woodbridge	First Selectman Beth Heller, <b><i>Immediate Past Chair</i></b>

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Andy Cirioli

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**Guests:** Ginny Kozlowski and Barbara Malmberg, *REX Development*; Sara Radacsi, *CTDOT*; Louis Mangini, *Office of U.S. Representative Rosa DeLauro*; Ellen Graham, *Office of U.S. Senator Richard Blumenthal*; Lillian McKenzie, *Office of U.S. Senator Christopher Murphy*; Randy Collins, *Connecticut Conference of Municipalities*; Lynn Vasquez, *Eversource*; Joanne Cavadini and Ed Perzanowski, *CT Rides*; John Wardzala, Meg Haffner, and Laurie McElwee, *Kennedy Center*; Nan Birdwhistell, *Murtha Cullina Law Firm*; Richard LoPresti, *Town of North Haven*; Bill Villano, *Workforce Alliance*; Victoria Vetre, *CIRCA*

**NOTE: The May 2021 SCRCOG Board meeting was held remotely with no in-person attendance as permitted by Governor Lamont's Executive Orders, regarding the COVID-19 Pandemic.**

**1. Call to order and Introductions**

Chairman Freda called the meeting to order at 10:10 a.m. All present introduced themselves.

**2. Presentation: Regional Comprehensive Economic Development Strategy (CEDS) 2020 Update**

Ginny Kozlowski and Barbara Malmberg from REX Development presented on the update to the CEDS. The revised document will be voted on at the June SCRCOG Board Meeting.

**3. Adoption of the April 28, 2021 SCRCOG Meeting Minutes**

First Selectman Zeoli presented the Minutes of the SCRCOG Meeting of April 28, 2021, which were included in the agenda packet at pages 2-5. He moved for their approval, and First Selectman Cofrancesco seconded. All voted in favor.

**4. Treasurer's Report for month ending April 30, 2021**

First Selectman Cofrancesco presented the Treasurer's Report for the month ending April 30, 2021, which was included in the agenda packet at pages 6-7. The Balance Sheet shows that SCRCOG has total assets of

\$1,499,000 with \$1,363,000 of that in cash and investments. There is also \$75,000 due from CTDOT and \$400 due from CIRCA. Expenses for the month were in order. She moved for acceptance of the Treasurer's Report. First Selectman Heller seconded the motion, which passed unanimously.

**5. Transportation Committee Report**

Mayor Dickinson reviewed the Transportation Committee report on pages 8-17 of the agenda packet, with the resolutions found on pages 15-17.

a) Adopt Resolution to Approve FY 2021-2024 TIP Amendment Five:

Mayor Dickinson made a motion to adopt the resolution, and First Selectman Hoey seconded. All voted in favor.

b) Adopt Resolution to Approve FY22 and FY23 Unified Planning Work Program

Mayor Dickinson made a motion to adopt the resolution, and First Selectman Cofrancesco seconded. All voted in favor.

**6. Approval of Proposed SCRCOG FY 2021-22 Budget**

Chairman Freda presented the SCRCOG FY 2021-22 Budget, which was recommended for approval by the Executive Committee. First Selectman Hoey made a motion to approve, and First Selectman Heller seconded. All voted in favor.

**7. Approval of Proposed Regional Services Grant (RSG) FY 2021-22 Spending Plan**

Chairman Freda presented the proposed Regional Services Grant FY 2021-22 Spending Plan, which was recommended for approval by the Executive Committee. First Selectman Heller made a motion to approve. First Selectman Cofrancesco seconded. The vote was unanimous.

**8. Resolution Authorizing the Executive Director to enter into agreements for FY 2021-22 Regional Services Grant-funded Consultant Services**

Chairman Freda noted that the Executive Committee voted to table this agenda item until next month, after a review of deliverables completed by the proposed consultants.

**9. Presentation: Resilient CT Project**

Victoria Vetre from CIRCA presented on the latest updates from the Resilient CT project. She discussed the input received from stakeholder meetings, and presented the 12 opportunity areas identified in the SCRCOG Region. The next step will be to identify resiliency projects within those opportunity areas and select some to be designed.

**10. Congressional Reports**

Louis Mangini from Congresswoman DeLauro's office reported that he and SCRCOG staff have been meeting with municipalities one at a time on the American Rescue Plan. The Treasury Department released FAQ on funding and guidance on the distribution of funds. In the FAQ, there is more information on what constitutes "revenue loss." He is still waiting for more guidance on "investment loss."

Chairman Freda asked if the amount of county money each municipality will be receiving has been determined. Louis stated it has not yet been determined. Louis asked if the COG would like to submit a comment to the Treasury Department, asking the state to not take an administrative fee out of the funding. Zeoli made a motion for SCRCOG to take that position and submit a comment. First Selectman Hoey seconded, and all voted in favor.

Mayor Dickinson asked whether the final guidance had been released. Louis replied no, the only guidance released is interim.

Ellen Graham from Senator Blumenthal's office reported that "congressionally directed spending", previously known as earmarks, are back in the Senate. She recently sent out information on the application process.

Lillian McKenzie from Senator Murphy's office reported that she shared documents with Carl and Andy seeking projects within municipalities. There are no limitations on the number of projects that can be submitted for congressionally directed spending, although there are certain categories in which the requests must fit.

#### **11. State Legislative Reports**

Randy Collins from CCM reported on several important bills in the state Senate. The bottle bill will expand redeemable bottles and increase deposit to 10 cents. A surcharge on nips was added, with that funding going toward municipalities to use on solid waste programs. The Senate is working on language for virtual meetings. There is a push to allow those virtual meetings and allowing towns to choose their meeting format. CCM is looking for mandate relief on legal notice requirements. The House passed bills concerning the Governor's climate change initiative, enabling towns to create stormwater authorities which would assess a fee on impervious surfaces. The money collected would be dedicated to MS4 stormwater efforts. That bill is moving to the Senate now.

#### **12. SCRCOG Executive Director's Report**

Executive Director Amento reviewed the SCRCOG Municipal Services Newsletter found on pages 30-31 of the agenda packet. The region's planners met yesterday with a presentation on food waste diversion and composting. The housing group will discuss the regional initiative to produce municipal affordable housing plans. Procurement training has been scheduled on how to utilize the SCRCOG regional purchasing consortium, and specifically its first RFP for on-call engineering services for municipalities.

#### **13. REX Development Report**

Ginny Kozlowski of REX Development reviewed her written report on pages 32-35 of the agenda packet.

#### **14. CT Rides Report**

Joanne Cavadini from CT Rides reported that CTDOT will be launching a commuter survey next week. She introduced Ed Perzanowski, who is involved in the podcast "Along the Lines" hosted by CTDOT. Ed discussed that the podcast was created as a way to engage the public. Two episodes are scheduled per month, and include topics such as the history of rail in Connecticut, the impact of COVID on transportation, introduction to climate change, and the anniversary of CT FastTrak. Planned episodes include updates on CT Rail, the future of cities, and bikes as transportation. There have been over 1400 downloads across 12 episodes.

#### **15. Greater New Haven Transit District Report**

Mario Marrero from the Greater New Haven Transit District was unable to attend the meeting.

#### **16. Regional Planning Commission May Action Table**

The action table was reviewed on page 36 of the agenda packet.

#### **17. Regional Cooperation/Other Business**

There was no other business.

#### **18. Adjournment**

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Heller seconded. The meeting was adjourned at 11:20 am.

Respectfully submitted,

First Selectman James Zeoli, *Secretary*

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# Balance Sheet

South Central Regional Council of Governments

As of period 5/31/2021

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<b>Assets</b>
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**Cash and Investments**

Key Bank - Checking Account	326,378.07
State of CT - Short-Term Investment Fund	898,543.07
New Haven Bank	107,433.32

**Accounts Receivable**

CT Department of Transportation	57,045.58
CT Office of Policy and Management	(498.02)
Other State Grants (CIRCA)	467.65

**Other Assets**

Accrued Leave & Security Deposit	31,197.52
Furniture & Equipment	27,183.40

<b>Total Assets</b>	<b>1,447,750.59</b>
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<b>Liabilities</b>
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Deferred Revenue - Municipal	87,110.95
Deferred Revenue - OPM	64,744.35
Deferred Revenue - LOTCIP	206,267.18
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

<b>Total Liabilities</b>	<b>372,639.88</b>
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<b>Fund Balance</b>
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Fund Balance	1,002,300.26
Amount for Accrued Leave	19,534.60
Investment in Equipment	27,183.40
Change in Fund Balance	26,092.45

<b>Total Fund Balance</b>	<b>1,075,110.71</b>
<b>Total Liabilities and Fund Balance</b>	<b>1,447,750.59</b>

# Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 5/31/2021

	Current	Year-to-Date	Budget
<b>Resources</b>			
Municipal - Revenue	17,232.23	106,089.05	200,700.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	33,523.87	428,673.18	493,418.00
CTDOT - Transportation Planning	57,045.58	636,553.12	1,214,329.00
CTDOT - LOTCIP		5,115.09	211,465.00
CT SotS - Regional Election Monitor			3,691.00
CIRCA - Resilient CT Grant	467.65	18,210.89	37,000.00
Miscellaneous		.09	
Interest - Revenue	32.22	752.34	11,999.00
<b>Total Resources</b>	<b>108,301.55</b>	<b>1,195,393.76</b>	<b>2,183,429.00</b>
<b>Direct Expenses</b>			
Transportation Planning Consultants	9,870.00	130,512.00	475,000.00
Land-Use Planning Consultants	2,000.00	41,510.00	34,000.00
Other Consultants	11,250.12	118,750.00	166,100.00
Travel	64.40	262.21	8,300.00
Data Processing		4,000.00	3,600.00
Commercial Printing			600.00
Subscriptions and Books	1,063.50	3,217.04	3,500.00
Meeting Expenses and Advertising	800.00	5,553.62	17,707.00
Miscellaneous	.37	203.21	1,282.00
Transportation - Reserved			296,419.00
LOTCIP - Reserved			199,117.00
Hazard Mitigation Grant - Reserved			10,827.00
<b>Total Direct Expenses</b>	<b>25,048.39</b>	<b>304,008.08</b>	<b>1,216,452.00</b>
<b>Direct Labor</b>			
<b>Direct Labor - Employees</b>	<b>37,129.23</b>	<b>382,400.81</b>	<b>405,918.00</b>
<b>Overhead</b>			
Indirect Labor - Employees	7,990.97	132,822.26	173,599.00
Employee Benefits	18,361.95	194,251.12	212,560.00
Travel			100.00
Data Processing	24.00	10,129.83	13,000.00
Rent	9,201.54	110,089.38	111,100.00
Telephone and Internet	750.92	6,471.04	7,400.00
Office Supplies	362.25	1,464.14	3,500.00
Equipment Maintenance	1,479.02	17,070.42	17,200.00
Subscriptions and Books		425.00	
Insurance and Professional Services	182.17	8,916.17	21,100.00
Meeting Expenses and Advertising		691.99	800.00
Miscellaneous	43.94	561.07	700.00
<b>Total Overhead</b>	<b>38,396.76</b>	<b>482,892.42</b>	<b>561,059.00</b>
<b>Total Operating Expenses</b>	<b>100,574.38</b>	<b>1,169,301.31</b>	<b>2,183,429.00</b>

**South Central Regional Council of Governments**  
**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
Amendment Number 6

<b>Project</b>	<b>0092-EM01</b>	<b>2021-A6-1</b>	<b>Downtown Crossing Phase 4- Temple Street Crossing</b>
<b>Changes</b>	Amendment 6 adds this project to FYI for Potential Earmark Funding		
<b>Reason</b>	The City of New Haven is requesting \$20M in federal funding for New Haven Downtown Crossing Phase 4 – Temple Street Crossing (Project) that would complete the Downtown Crossing Program (Program), a \$104M reconstruction of the limited access Route 34 by-pass. The Program has catalyzed the development of over three developments totally over \$450M dollars of investment while re-connecting the street-grid with safer roadways and multimodal options. The Project itself is catalyzing the construction of a +\$100M bio-tower. In the national context of COVID-19, investment in areas that support biotech are critical to our nation's quality of life.		
<b>Project</b>	<b>0300-XXXX</b>	<b>2021-A0</b>	<b>NETWORK INFRASTRUCTURE UPGRADE PHASE 4</b>
<b>Changes</b>	Amendment 6 moves funding from FY21 to FY24		
<b>Reason</b>	This action is necessary based on a revised schedule		
<b>Project</b>	<b>0400-XXXX</b>	<b>2021-A0</b>	<b>CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS</b>
<b>Changes</b>	Amendment 6 reduces 5307P funding from FY21		
<b>Reason</b>	The CTTRANSIT Bus Replacements under funding source 5307P are reduced to maintain fiscal Constraint		
<b>Project</b>	<b>0424-XXXX</b>	<b>2017-A0-38</b>	<b>MILFORD TD ADMIN CAPITAL/SUPPORT</b>
<b>Changes</b>	Amendment 6 moves 5307 funds from FY20 to FY21		
<b>Reason</b>	Unexpended funding is moved to the current fiscal year to allow for obligation		
<b>Project</b>	<b>0424-XXXX</b>	<b>2017-A0-40</b>	<b>MILFORD TD- FACILITY IMPROVEMENTS</b>
<b>Changes</b>	Amendment 6 moves 5307 funds from FY20 to FY21		
<b>Reason</b>	Unexpended funding is moved to the current fiscal year to allow for obligation		
<b>Project</b>	<b>0427-XXXX</b>	<b>2017-A0-46</b>	<b>GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV</b>
<b>Changes</b>	Amendment 6 deletes 5307C funds from FY21		
<b>Reason</b>	In order to maintain Fiscal Constraint funding is reduced. GNHTD has sufficient funding available in open grants		
<b>Project</b>	<b>0427-XXXX</b>	<b>2017-A0-47</b>	<b>GNHTD- REPLACE PARATRANSIT VEHICLES</b>
<b>Changes</b>	Amendment 6 deletes 5307C funds from FY21		
<b>Reason</b>	In order to maintain Fiscal Constraint funding is reduced.		



South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0092-EM01**

**SCRCOG # 2021-A6-1**

**Municipality** New Haven

**AQ Code**

Proposed

**Project Name** Downtown Crossing Phase 4- Temple Street Crossing

**Description** Phase 4 will include the construction of the bridge connecting Temple Street to Congress Avenue.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
EM21	FD	Federal					20,000
		Local					3,200
		State					1,800
<b>TIP Funds</b>	<b>\$25,000</b>		0	0	0	0	25,000

**Amendment Notes**

**State Project #0300-XXXX**

**SCRCOG # 2021-A0**

**Municipality** Statewide

**AQ Code** X6

Proposed

**Project Name** NETWORK INFRASTRUCTURE UPGRADE PHASE 4

**Description**

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5337	CON	Federal	20,000				
		State	5,000				
<b>Total Cost</b>	<b>\$25,000</b>		0	25,000	0	0	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5337	CON	Federal				20,000	
		State				5,000	
<b>TIP Funds</b>	<b>\$25,000</b>		0	0	0	25,000	0

**Amendment Notes**

This STIP action will move the Network Infrastructure Upgrade Phase 4 from FY21 to FY24.

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0400-XXXX**

**SCRCOG # 2021-A0**

**Municipality** Statewide

**AQ Code X6**

Proposed

**Project Name** CTRANSIT SYSTEMWIDE BUS REPLACEMENTS

**Description**

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	9,500	8,000		17,000	
		State	2,375	2,000		4,250	
5307P		Federal	11,000				
		State	2,750				
5339		Federal	1,500	750	3,950	750	
		State	375	188	988	188	
<b>Total Cost</b>	<b>\$65,564</b>	0	27,500	10,938	4,938	22,188	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	9,500	8,000		17,000	
		State	2,375	2,000		4,250	
5307P		Federal	7,800				
		State	1,950				
5339		Federal	1,500	750	3,950	750	
		State	375	188	988	188	
<b>TIP Funds</b>	<b>\$61,564</b>	0	23,500	10,938	4,938	22,188	0

**Amendment Notes**

FY21 TIP Amend 6 adjusts 5307P funding for FY21

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0424-XXXX**

**SCRCOG # 2017-A0-38**

**Municipality** Milford

**AQ Code** X6

Proposed

**Project Name** MILFORD TD ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM

**Description** Transit District's Administrative Capital Funds for purchase of utility vehicles, vehicle parts, computer hardware, equipment, etc used to support Transit operations

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	480	320	320	320	320	
		State	120	80	80	80	80	
<b>Total Cost</b>	<b>\$2,200</b>		600	400	400	400	400	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal		320	320	320	320	
		State		80	80	80	80	
5307P		Federal		480				
		State		120				
<b>TIP Funds</b>	<b>\$2,200</b>		0	1,000	400	400	400	0

**Amendment Notes**

FY21 TIP Amend 6 moves 5307 funds from FY20 to FY21

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0424-XXXX**

**SCRCOG # 2017-A0-40**

**Municipality** Milford

**AQ Code** X6

Proposed

**Project Name** MILFORD TD- FACILITY IMPROVEMENTS

**Description** Provide funding for the necessary facility improvements and repairs

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	CON	Federal	120	60	60	60	80	
		State	30	15	15	15	20	
<b>Total Cost</b>	<b>\$475</b>		150	75	75	75	100	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	CON	Federal		60	60	60	80	
		State		15	15	15	20	
5307P		Federal		60				
		State		15				
<b>TIP Funds</b>	<b>\$400</b>		0	150	75	75	100	0

**Amendment Notes**

FY18 TIP Amend 7 increases funds for FY18. FY21 TIP Amend 6 moves 5307 funds from FY20 to FY21

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0427-XXXX**

**SCRCOG # 2017-A0-46**

**Municipality** Hamden

**AQ Code** X6

Proposed

**Project Name** GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM

**Description** Transit District's Administrative Capital Funds for purchase of utility vehicles, vehicle parts, computer hardware, equipment, etc used to support Transit operations

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	600	600	400	400	400	
		State	150	150	100	100	100	
<b>Total Cost</b>	<b>\$3,000</b>		750	750	500	500	500	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	600		400	400	400	
		State	150		100	100	100	
<b>TIP Funds</b>	<b>\$2,250</b>		750	0	500	500	500	0

**Amendment Notes**

FY21 TIP Amend 6 deletes funds for FY21

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 6

**State Project #0427-XXXX**

**SCRCOG # 2017-A0-47**

**Municipality** Hamden

**AQ Code** X6

Proposed

**Project Name** GNHTD- REPLACE PARATRANSIT VEHICLES

**Description** Transit District's Capital Funds for purchase of Paratransit buses to replace vehicles that have reached the end of their useful life. Generally 4 years or 125,000 miles

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	2,000	1,440	1,440	1,200	1,440	
		State	500	360	360	300	360	
<b>Total Cost</b>	<b>\$9,400</b>		2,500	1,800	1,800	1,500	1,800	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>		<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
5307C	OTH	Federal	2,000		1,440	1,200	1,440	
		State	500		360	300	360	
<b>TIP Funds</b>	<b>\$7,600</b>		2,500	0	1,800	1,500	1,800	0

**Amendment Notes**

FY18 TIP amend 15 reduces funds for FY19. FY21 TIP amend 6 deletes funds for FY21



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Six***

- Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and
- Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program* on September 23, 2020, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: *Air Quality Conformity Reports: Fiscal Year 2021-2024 Transportation Improvement Program* and the Region’s *Metropolitan Transportation Plans—2019 to 2045, (April, 2019)*; and
- Whereas:* The Council, on *September 23, 2020*, indicated that periodic *Program* adjustment or amendment was possible; and
- Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s metropolitan transportation plan *Metropolitan Transportation Plans—2019 to 2045, (April, 2019)*; and
- Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and
- Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and
- Whereas:* Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.



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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Six  
(Continued)***

*Now, Therefore, Be It Resolved By the Council of Governments:*

The Program Amendment *Six* shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **June 23, 2021**

Date June 23, 2021

By: \_\_\_\_\_  
First Selectman James Zeoli, *Secretary*  
South Central Regional Council of Governments





U.S. Department  
of Transportation

Federal Transit  
Administration  
Region I  
55 Broadway Suite 920  
Cambridge, MA 02142-1093  
617-494-2055  
617-494-2865 (fax)

Federal Highway Administration  
CT Division  
628-2 Hebron Ave., Suite 303  
Glastonbury, CT 06033-5007  
860-659-6703  
860-659-6724 (fax)

May 26, 2021

Mr. Michael Freda, Chairman  
South Central Regional Metropolitan Planning Organization  
127 Washington Avenue, 4<sup>th</sup> Floor West  
North Haven, CT 06473

Subject: Certification of the Transportation Planning Process  
New Haven Transportation Management Area

Dear Mr. Freda:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly conditionally certify the transportation planning process for the New Haven Transportation Management Area (TMA), subject to the completion of the corrective actions documented in the attached report. This certification is based on the findings from the Federal Certification Review conducted virtually on March 2, 3 and 4, 2021. The review looked at the cooperative planning process as conducted by the metropolitan planning organizations, state, and public transportation operators and the implementation of the planning requirements in 23 USC 134 and 49 USC 5303.

The final report is attached to this letter, documenting all findings including commendations and recommendations for continuing improvements and enhancements to the planning process, as well as corrective actions, which includes the timeline by which they must be addressed.

The FHWA and FTA would like to thank all participants in this Certification Review. We commend the SCRCOG for their conscientious attention to the transportation planning process and look forward to continuing to work with you and the other members of the MPO and the other planning partners to enhance the transportation planning process in the New Haven TMA.

Sincerely,

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Peter Butler  
Regional Administrator  
Federal Transit Administration Region 1

---

Amy Jackson-Grove  
Division Administrator  
Federal Highway Administration - Connecticut

cc: Joseph Giulietti, Commissioner, CTDOT  
Kim Lesay, CTDOT  
Robbin Cabelus, CTDOT  
Maribeth Wojenski, CTDOT  
Carl Amento, SCRCOG  
Sam Gold, RiverCOG



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

## **AGREEMENT**

### **Regarding**

### **Transportation Planning & Funding**

### **In the New Haven Urbanized Area**

#### **Section I. Purpose of Agreement**

As required by 23 CFR Sec. 450.314(a), The Metropolitan Planning Organization (MPO), the State, and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process, and 23 CFR Sec. 450.314 (e). If more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State, and the public transportation operator(s) describing how the metropolitan planning processes will be coordinated. Therefore, an Agreement must be established among the three Councils of Governments (COG) within the New Haven Urbanized Area, as well as the Connecticut Department of Transportation (CTDOT). The urbanized area is defined using the most recent Census blocks and population data. The New Haven Urbanized Area is defined as the towns, cities and suburbs in the south central region surrounding the City of New Haven. The population of the New Haven Urbanized area is over 200,000 and therefore is considered a Transportation Management Area (TMA). The attached map outlines each TMA in Connecticut. The COGs include the South Central Region Council of Governments (SCRCOG), the Lower Connecticut River Valley Council of Governments (RiverCOG), and the Naugatuck Valley Council of Governments (NVCOG).

The purpose of this Agreement is:

1. to define the method for distributing metropolitan planning funds received by the CTDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for transportation planning within the New Haven Urbanized Area;
2. to define the method for the development of financial plans for the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the list of obligated projects along with the coordination involved in Air Quality Conformity and Congestion management;
3. to define the method for distributing and administering FHWA Surface Transportation Block Grant Program (STBG) suballocated funds, Transportation Alternatives Set-Aside suballocated funds, FTA Section 5307 funds, and FTA Section 5310 funds earmarked for, or attributable to, the New Haven Urbanized Area; and
4. to define the responsibilities of each COG for carrying out its own transportation planning program and for coordinating with the other COGs in the New Haven Urbanized Area.

## **Section II. Distribution of Planning (PL) Funds among MPOs**

SCRCOG, RiverCOG, and NVCOG are the designated MPOs for their respective regions. As such they are entitled to a portion of the Metropolitan planning funds from the FHWA (known as PL funds) and the FTA (known as Section 5303 funds) through a statewide process administered by CTDOT. The funds will continue to be distributed according to a method developed by CTDOT in cooperation with all the MPOs in Connecticut. The method is based primarily on the total population in each urban planning region (not just the urbanized area within the region). Each MPO receives a share of the planning funds generally proportionate to its share of the combined population of all the urban planning regions in the state. The shares are adjusted to ensure that the smallest urban regions receive a funding level that is at least equal to the minimum needed to carry out a basic urban transportation planning program.

## **Section III. MTP, TIP, Obligated projects list, Air Quality Conformity, Congestion Management Process**

A financial plan is documentation required to be included with a metropolitan transportation plan and TIP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

MTP development – Each MPO shall receive from the CTDOT a financial plan with anticipated funding allocations for the 25-year period along with a list of major projects that are regionally and or statewide significant being funded with FHWA and FTA funds and to be included in the MTP. The formula used to calculate the anticipated funding allocation was developed in coordination with the MPOs throughout the state. Any changes to this formula will also be developed in coordination with the MPOs.

TIP development - Each MPO shall receive from the CTDOT a draft list of proposed projects for the MPOs use in the development of the draft TIP. Coordination between the MPOs and CTDOT on additions or deletions to this list will occur. The MPO will develop their TIP financial plan based on the projects they include in the TIP. Once approved, all MPOs TIPs are sent to the CTDOT for their use in the development of the Statewide Transportation Improvement Program (STIP).

Obligated projects list – Each MPO shall receive from the CTDOT, a listing of all federally funded projects that were obligated or awarded in a given federal fiscal year. The MPOs must publish, or otherwise make available for public review, an annual listing of projects for which federal funds have been obligated in the preceding year by the end of the first quarter of the next fiscal year. This listing must be consistent with the funding categories identified in the TIP.

Air Quality Conformity - The CTDOT, acting on behalf of the MPOs, must demonstrate conformity for all federally funded projects in the MTPs and TIPs located in either nonattainment or maintenance areas. In order to receive federal transportation funds, the CTDOT and the MPOs must cooperatively work to develop and endorse an Air Quality Conformity Determination report, which certifies to the federal government that all TIPs and MTPs within the State of Connecticut collectively conform to the requirements of the Clean Air Act.

Coordination of the Congestion Management Process for the New Haven TMA - As required by 23 CFR 450.320(a), the MPOs agree to develop and implement a Congestion Management Process as an integrated part of the metropolitan transportation planning process. SCRCOG, as the largest MPO in the TMA, will take the lead on gathering and analyzing relevant data.

Periodically, SCRCOG, in consultation with the other MPOs and CTDOT, will develop a CMP report that analyzes the performance of key corridors in the TMA. The MPOs and CTDOT will work cooperatively to develop and implement strategies to address and mitigate congestion. Each MPO will work with CTDOT to develop such strategies into projects for inclusion in their respective Long Range Transportation Plans and Transportation Improvement Programs. Each MPO will also ensure that congestion management strategies are considered in corridor and special studies carried out by the MPO.

#### **Section IV. Distribution of STBG Suballocated Funding for the New Haven UZA**

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Urbanized Area Boundaries are established following each decennial census. The boundaries distinguish between urban and rural places for funding and system classification purposes. The census defined boundary is used to set the MPO/TMA threshold and is the basis for funding distribution among urbanized areas. A percentage of the State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population, and is divided into three categories – urbanized areas with population over 200,000, areas with population of 5,000 or less, and areas of the State with a population of 5,001 to 200,000. This Agreement concerns the over 200,000 New Haven Urbanized Area funding. Suballocation of urbanized area funding is calculated by FHWA and apportioned to the State by urbanized area.

Prior to authorization of the State funded Local Transportation Capital Improvement Program (LOTICIP) in November of 2013, COGs submitted applications to CTDOT for funding on behalf of municipalities and STBG funds attributable to the New Haven Urbanized Area were divided among the three COGs by CTDOT based on population within the Census defined urbanized area. Given the availability of LOTICIP funds for municipal projects of regional significance, projects under the STBG are and will continue to be coordinated and programmed at the Urbanized Area level between CTDOT and the COGs ensuring projects are evaluated based on purpose and need, merit and regional benefit. At a minimum, the coordination will occur during CTDOT's Capital Plan preparation and as needed throughout the Fiscal Year.

In the event that the LOTICIP funds are not authorized for a given year or the program is discontinued, CTDOT will work cooperatively to prioritize the advancement of regional LOTICIP projects using available transportation funds. Should the LOTICIP program be discontinued, CTDOT will work with the COGs on a solution to transition back to the federal STBG program. Funding targets under the STBG would be reflective of populations within the Census defined urbanized area and collaboratively developed with the COGs.

Designated TMAs are allowed to utilize STBG suballocated funds anywhere within the planning region boundaries. SCRCOG and RiverCOG have been designated as TMAs, therefore, can utilize the New Haven Urbanized Area funding anywhere within its regional boundaries. One exception, however, exists for RiverCOG due to the merger of the prior planning regions (CT River Estuary and Midstate) and the inclusion of the CT River Estuary towns within the designated New Haven TMA and the Midstate towns within the designated Hartford TMA. The New Haven Urbanized Area funding can be used anywhere within the RiverCOG boundaries that include the prior CT River Estuary towns. If New Haven Urbanized Area funds are to be used within the RiverCOG boundaries of the towns that are part of the Hartford TMA, a formal request through FHWA would be required to transfer the funds to the Hartford Urbanized Area funding source.

NVCOG's primary funding source under the STBG comes from the Waterbury Urbanized Area (referred to as STP Other), which has been designated based on 2010 census results as an area of the State with population of 5,001 to 200,000, therefore, has not reached the threshold for designation as a TMA. NVCOG includes one town (Cheshire) that is located within the New Haven Urbanized Area. Because NVCOG is not a designated New Haven TMA, the New Haven Urbanized Area funding can only be used on eligible projects located within the New Haven urbanized areas within Cheshire

## **Section V. Solicitation of Projects for the Transportation Alternatives (TA) Set-Aside Funds for the New Haven UZA**

The TA Set-Aside authorizes funding for programs and projects defined as **transportation alternatives**, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The three COGs agree to assist CTDOT with soliciting projects for the TA Set-Aside Program. For funds suballocated to urbanized areas with populations of over 200,000, the MPOs representing the urbanized areas are responsible for developing the competitive process and selecting/prioritizing projects in consultation with CTDOT. SCRCOG and RiverCOG are the only regions with a population over 200,000, therefore, are responsible for the competitive process to select projects under the New Haven Urbanized Area TA Set-Aside funding source within their respective regional boundaries. NVCOG has one town within the New Haven Urbanized Area. SCRCOG and RiverCOG agree to coordinate with NVCOG to consider proposed projects for the TA-Set-Aside program located within eligible areas of NVCOG. NVCOG will submit applications to CTDOT for the New Haven Urbanized Area TA Set-Aside funding source should coordination result in agreement between SCRCOG, RiverCOG, and NVCOG that a portion of funding will be provided to progress a project in NVCOG located within the New Haven Urbanized Area.

## **Section VI. Distribution of FTA 5307 Funds for the New Haven UZA**

The Urbanized Area Formula Funding program (5307) makes Federal resources available to urbanized areas and to the Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. The three COGs and the CTDOT Bureau of Public Transportation agree to distribute Section 5307 funds from the FTA in the manner described below. The FTA Section 5307 funds attributable to the New Haven Urbanized Area will be pooled with all other Section 5307 funds in Connecticut and administered as a statewide program by CTDOT, following procedures specified in FTA Circular 9030.1E (as amended). CTDOT will coordinate as necessary with Transit Operators and the COGs when developing its capital investment priorities for public transportation. The annual 5307 program will be adopted by the MPOs into their respective TIPs.

This continues the procedure previously agreed to by all COGs in the state. It recognizes the inefficiency of trying to program large and infrequent capital purchases when individual regions are limited to small annual appropriations for their respective regions and/or urbanized areas. An example of this is the difficulty of programming funds for replacement of buses when the buses have a minimum 12-year life cycle and appropriated funds are typically available only for 4 years.



## **Section VII. Coordination and Administration of FTA 5310 Funds for the New Haven UZA**

Under the MAP-21 transportation legislation, FTA Section 5317, New Freedom Program, was absorbed into Section 5310 and administration of the program became flexible within a given Urbanized Area. The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The four COGs agree that the administration of Section 5310 will be the responsibility of CTDOT who will coordinate with the COGs. The COGs and CTDOT will collaborate on the development and periodic update of the required Coordinated Public Transit-Human Services Transportation Plan.

## **Section VIII. Basic Responsibilities of Each MPO**

Each of the three MPOs will conduct each of the following basic transportation planning activities as outlined in the “Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities”

1. Preparation of an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
8. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.
9. Adhere to all required Planning Regulations as outlined in 23 CFR part 450 and in 49 CFR part 613.
10. Cooperatively develop and implement a Congestion Management Process for the New Haven Urbanized Area.

## Section IX. Coordination among COGs and CTDOT

It is the goal of the three COGs to conduct their transportation programs in a manner that ensures their plans and programs are mutually supportive of major projects, programs, and policies to improve the transportation system in the New Haven Urbanized Area.

Coordination of Planning Activities. The three MPOs in the New Haven UZA (SCRCOG, RiverCOG and NVCOG) agree to coordinate their regional transportation plans, transportation improvement programs (TIPs), and annual work programs. The coordination efforts will include the exchange and review of annual work programs, regional transportation plans, and TIPs. Staff of the three MPOs will meet at least annually to review each other's planning programs and to identify projects or programs of mutual interest or potential conflict.

Coordination of the STBG Suballocated Program. Since the establishment of the state funded Local Transportation Capital Improvement Program (LOTICIP) in November 2013, the Department and the COGs have agreed to meet annually to coordinate project selection for the STBG. The intent of these annual meetings is:

- To review projects currently programmed using STBG funds within the COG and to identify any areas of under-programming, with the primary focus on the next federal fiscal year.
- To identify Department projects that appear to be good candidates for STBG funding to address any under-programming concerns in the upcoming fiscal year and to solicit the COG's comments regarding the best candidates from a regional perspective.
- To discuss the status of any projects being scoped by the Department.

Coordination of the Capital Plan/Project Selection Process. CTDOT will send a *draft* of a proposed 5-year Capital Plan (the Plan) to the COGs for review and comment in the summer of each calendar year. The draft may reflect input that the Department received from the COGs during the COG consultation process on the previous year's plan. This consultation process consists of annual meetings with each COG to address comments and concerns and potential selection of projects for the outer years of the Plan.

Moving forward the CTDOT will coordinate with the COGs on developing a project selection process to ensure consideration of fiscal constraint, federal funding restrictions, regional priorities, environmental justice, project readiness and ensuring a state of good repair. The selection process will be transparent and will align with the Department's and COGs mission and vision.

CTDOT is responsible for effectively managing the federal resources entrusted to it and for maximizing the use of these federal resources. Obligating 100% of the obligation limitation (ceiling) provided each fiscal year by Congress is critical to maximizing the use of federal funding. The STBG suballocated program is an important component in the obligation of 100% of ceiling, and CTDOT assumes obligation of 100% of the current fiscal year apportionment in its Capital Plan to accomplish this. Because the TIP/STIP is a critical part of the project funding/implementation process as required by Title 23, the COGs play an important role in the process to ensure maximum use of federal funds. At a minimum, CTDOT will meet annually with each COG. This meeting will be to discuss overall programming within the STBG to enhance coordination, provide project details for new projects determined to be good candidates, and understand regional needs and priorities as outlined in each COGs response to the DRAFT 5-Year Capital Plan. Additional coordination meetings may be needed to ensure that any programming shortfalls that may occur as a result of schedule and cost changes occurring throughout the fiscal year are cooperatively addressed which may result in the need to provide timely approval near fiscal year-end to move a project into the STBG suballocated program or process an Advance Construction (AC) conversion utilizing STBG New Haven Urbanized Area

funding. If there are no options for addressing a programming shortfall within the New Haven Urbanized Area within the current fiscal year, funding will carry forward into the next fiscal year and CTDOT will work with the COGs to program these funds.

Coordination of the selection of performance targets for each metropolitan area. According to 23 CFR 450.314(h), The MPOs, Operators of Public Transportation and the CTDOT must mutually agree upon and document the roles and responsibilities for conducting performance-based planning and programming in an Agreement. Therefore, the MPOs, transit operators and CTDOT agree to meet to discuss setting performance targets, include performance measures and performance targets in the MTP and Transportation Improvement Plans, coordinate reporting of these performance targets to the United States Department of Transportation (USDOT) and develop a separate performance management agreement

## **Section X. Coordination of Transit and TDM Planning**

It is the goal of the parties to this Agreement to conduct their planning activities in a manner that supports multiple modes of transportation throughout the New Haven Urbanized Area.

Coordination of the Locally Coordinated Public Transit – Human Services Transportation Plan (LOCHSTP). In support of the FTA 5310 program, the parties to this Agreement agree to coordinate on developing and maintaining the LOCHSTP for the New Haven Urbanized Area. As the designated recipient of funds under the 5310 program, CTDOT will continue to take the lead role in ensuring that locally coordinated plans throughout the state are developed in a consistent fashion. The three COGS in the New Haven Urbanized Area will work with CTDOT to update and maintain the plan.

Coordination of Transit Planning Activities. The parties agree to participate, as needed, in CTTTransit's Bus Service Review Committee. The parties will assist with demographic data evaluation and municipal coordination. The parties also agree to cooperate on initiatives that seek to maintain and improve security and safety of transit facilities within the New Haven Urbanized Area.

Coordination of Transportation Demand Management (TDM) Strategies. The parties agree to work collaboratively to develop TDM strategies and work toward implementing them. CTDOT will take a lead role in developing and implementing TDM strategies that seek to incentivize, and inform the public of, alternatives to single occupancy vehicles. The COGs and transit operators will assist CTDOT with evaluating such strategies and, where appropriate, implementing them.

## **Section XI. Amendment**

This Agreement may be amended as jointly deemed necessary or in the best interest of all parties, including Federal Transportation agencies.

Nothing contained in this Agreement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.



## Section XII. Periodic Review of Agreement

This Agreement will be reviewed periodically so that it remains current in describing the roles and responsibilities of the impacted COGs and CTDOT relative to the New Haven Urbanized Area. The Agreement will be assessed at a minimum in the year following each federal certification review of the TMA regions' planning process to capture any changes in federal transportation authorizations, federal regulations and guidance, changes in State regulations pertaining to transportation, and comments that were part of the certification review.

\_\_\_\_\_  
First Selectman Michael Freda, Chairman  
South Central Regional Council of Governments

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME, Chairman  
The Lower Connecticut River Valley Council of Governments (RiverCOG),

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME, Chairman  
The Naugatuck Valley Council of Governments (NVCOG)

\_\_\_\_\_  
NAME, Chairman  
Greater New Haven Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME, Chairman  
Milford Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME, Chairman  
Estuary Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME,  
Connecticut Department Of Transportation

\_\_\_\_\_  
Date

## ***FY 2021-22 Budget Revision # 1***

### **Revenue**

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Budget Revision #1 adds \$15,500 of SCRCOG Reserve Funds to the adopted FY 2021-22 budget.

### **Expenses**

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Budget Revision #1 adds \$15,500 to the Other Consultants line item for the Regional Affordable Housing Plan project, broken down as follows.

- The Town of Woodbridge has expressed interest in participating in the Regional Affordable Housing Plan project. The cost to include Woodbridge is \$9,500.
- The remaining \$6,000 increase in the budget for the Regional Affordable Housing Plan project is due to an expansion of the consultant scope of work. The meeting structure was revised, based on municipal feedback, to accommodate individual municipal meetings.
- These changes increase the total cost of the project to \$120,500 (from \$105,000).

Actual line item revisions are on the following page, followed by a resolution authorizing Budget Revision #1.

***FY 2021-22 Budget Revision # 1***

<i>Revenue</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
<b>Municipal Contribution</b>			
Municipal Contribution - Dues	192,700		192,700
Municipal Contribution - Special Projects	10,827		10,827
SCRCOG Reserve Funds	117,750	15,500	133,250
<b>Transportation Planning</b>			
U.S. DOT - FY 2021-22	1,022,354		1,022,354
U.S. DOT - Carryover	150,000		150,000
CTDOT - FY 2021-22	127,794		127,794
CTDOT - Carryover	18,750		18,750
CTDOT - LOTCIP	211,465		211,465
<b>Regional Planning</b>			
CT OPM - Regional Services Grant (RSG)	575,000		575,000
CT Secretary of the State - Regional Election Monitor	3,691		3,691
CIRCA - ResilientCT Grant	19,000		19,000
<b>Investment Income</b>	2,000		2,000
<b>TOTAL</b>	<b>2,451,330</b>	<b>15,500</b>	<b>2,466,830</b>

<i>Expenses</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
Salaries	610,812		610,812
Benefits	227,463		227,463
Travel	7,900		7,900
Computer Supplies & Software	17,600		17,600
Rent	112,300		112,300
General Office Expenses	74,806		74,806
Transportation Consultants	660,500		660,500
Other Consultants	371,200	15,500	386,700
Contingency	-		-
Transportation - Reserved	158,675		158,675
LOTICIP - Reserved	199,249		199,249
Hazard Mitigation - Reserved	10,827		10,827
<b>Total</b>	<b>2,451,330</b>	<b>15,500</b>	<b>2,466,830</b>



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

***Resolution***

**South Central Regional Council of Governments  
Fiscal Year 2021-22 - Budget Revision # 1**

- Whereas: The South Central Regional Council of Governments adopted an operating budget for FY 2021-22 on May 26, 2021;
- Whereas: The Town of Woodbridge has expressed interest in participating in the Regional Affordable Housing Plan project;
- Whereas: Based on municipal feedback, the proposed meeting structure in the consultant scope of work for the Regional Affordable Housing Plan was revised to include individual municipal meetings; and
- Whereas: The additional cost for RKG Associates to include the Town of Woodbridge in the Regional Affordable Housing Plan and to conduct individual municipal meetings is \$15,500.

Now, therefore be resolved by the South Central Regional Council of Governments:

That Fiscal Year 2021-22 Budget Revision # 1, which amends the adopted FY 2020-21 budget to add \$15,500 of SCRCOG Reserve Funds for the Regional Affordable Housing Plan project, is adopted.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on June 23, 2021.

Date: June 23, 2021

By:

\_\_\_\_\_  
First Selectman James Zeoli, *Secretary*  
South Central Regional Council of Governments



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

***Resolution Re:***

***Authorization for the Executive Director to Negotiate and Sign a Consultant Agreement with RKG Associates, Inc. regarding the Regional Affordable Housing Plan***

***Whereas:*** Each municipality must complete an Affordable Housing Plan in accordance with CGS 8-30j; and

***Whereas:*** On February 24, 2021, the SCRCOG Board authorized SCRCOG staff to manage, coordinate, and produce a Regional Affordable Housing Plan that satisfies the requirement within CSG 8-30j and is comprised of individual and unique municipal chapters; and

***Whereas:*** Requests for proposals were solicited from interested consultants for undertaking the Regional Affordable Housing Plan; and

***Whereas:*** After a Consultant Selection Committee review and recommendation process, RKG Associates, Inc. was selected as the Consultant for the project.

***Now, Therefore, Be It Resolved By the Council of Governments that:***

The Executive Director is authorized to negotiate and sign a consulting services agreement with RKG Associates, Inc. for the Regional Affordable Housing Plan.

***Certificate***

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on **June 23, 2021**.

***Date: June 23, 2021***

***By:*** \_\_\_\_\_  
First Selectman James Zeoli, *Secretary*  
South Central Regional Council of Governments



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

***Resolution***

***Authorizing the Executive Director to enter into agreements for FY 2021-22 Regional Services Grant-funded Consultant Services***

*Whereas:* SCRCOG's Regional Services Grant (RSG) Spending Plan for FY 2021-22 was adopted by the Council on May 26, 2021; and

*Whereas:* The RSG Spending Plan identifies programs and projects which are to be advanced by consultant services to complement SCRCOG staff efforts; and

*Whereas:* Because the RSG funding must be spent by June 30, 2022, and in all cases except one, the projects specified in the RSG Spending Plan are ongoing programs which need to be continued without interruption at the beginning of the new fiscal year; and

*Whereas:* The consultants for the Shared Services/Operations program should have municipal employment experience, as well as expertise in particular specialty areas of municipal government; and

*Whereas:* The SCRCOG By-Laws provide that "The Executive Director may at his/her discretion and under unusual circumstances, suggest that the Executive Committee consider only a single consultant possessing unique prerequisites, clearly establishing skills and background which might render "sole source" selection in the best interests of the Council"; and

*Whereas:* The "unusual circumstances" of time constraints (the RSG funds must be spent by June 30, 2022) and continuity of projects, and the "unique prerequisites" (knowledge and experience in municipal government administration in particular subject areas) are demonstrated by the skills and backgrounds of the proposed consultants; and

*Whereas:* The Executive Director proposes that the following consultants be engaged by SCRCOG for the work specified in the FY 2021-22 RSG Spending Plan:

Pamela Roach (continued)	Solid Waste/Recycling/Energy Consultant
David Fink (continued)	Regional Housing Consultant
NOVUS Insight (continued)	IT/Cybersecurity Consultant
Wilma Petro (continued)	Purchasing Consultant
Juliet Burdelski (new)	Grant Writing Consultant

*Now, Therefore, Be It Resolved by the Council of Governments:*

That the Executive Director is authorized to negotiate and sign consulting services agreements in accordance with the terms and conditions of this Resolution.

*Certificate*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 23, 2021.

Date: June 23, 2021

By: \_\_\_\_\_  
First Selectman James Zeoli, *Secretary*  
South Central Regional Council of Governments



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

***Resolution***

***Approving the 2021 South Central Connecticut: Comprehensive Economic Development Strategy Update***

*Whereas:* South Central Connecticut aims to develop the region's resiliency, diversity, and community while striving for the creation and implementation of business-friendly policies and projects that result in a more attractive business environment and higher quality of life for its residents;

*Whereas:* South Central Connecticut is a designated Economic Development District (EDD) through the US Economic Development Administration (US EDA);

*Whereas:* South Central Connecticut Regional Economic Development Corporation a.k.a. REX Development is responsible for developing a Comprehensive Economic Development Strategy every five years that is amended annually, as required by US EDA;

*Whereas:* The purpose of the 2021 Comprehensive Economic Development Strategy (CEDS) Update is to create a cohesive plan for the entire region to promote economic activity and to prepare for potential economic disruptions; and

*Whereas:* The plan was developed over the past year by a broad spectrum of regional stakeholders from the public, private, and nonprofit sectors.

*Now, Therefore, Be It Resolved by the Council of Governments*

That the *2021 South Central Connecticut: Comprehensive Economic Development Strategy Update* is hereby approved.

***Certificate***

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 23, 2021.

*Date:* June 23, 2021

*By:* \_\_\_\_\_  
First Selectman James Zeoli, Secretary  
South Central Regional Council of Governments



# NEWSLETTER

# MUNICIPAL SERVICES

VOLUME 1, ISSUE 6 | JUNE 2021

## PURCHASING

SCRCOG's Regional Purchasing Consortium received 41 responses to the On-Call Engineering Services RFQ. 26 firms were invited to interview before a selection panel of five municipal engineers from the South Central Region. A complete On-Call Engineering Services List, covering twenty-eight specializations, will be made available to the SCRCOG municipalities and posted on the [SCRCOG website](#) by the end of June. The June 30th Municipal Procurement Training Session will inform municipalities on how to participate in a purchasing consortium and use the On-Call List.

## CYBERSECURITY

Six SCRCOG municipalities have begun integrative cybersecurity awareness training for their municipal employees. Three additional towns are either in the process of on-boarding or waiting for the next round of training seats to become available.

Cities and towns interested in participating in this training program can do so by completing [this start-up questionnaire](#). At the end of the questionnaire, respondents are prompted to schedule a planning/implementation meeting with SCRCOG's Cybersecurity Consultant, Novus Insight.

## HOUSING

The Housing Working Group met on June 8th to discuss the Regional Affordable Housing Plan. More specifically, updates were provided on the selected consultant, RKG Associates, and the project's timeline, process, and expectations. The project will begin in July 2021.

[Click here](#) to access a recording of this meeting.

## UPCOMING MEETINGS AND EVENTS

### **Solid Waste & Recycling, Food Waste Diversion, and Composting Working Group Meeting**

Tues. Jun 29 | 1 pm to 3 pm | [Register Here](#)

### **Municipal Procurement Training Series Session 7: How to Participate in a Purchasing Consortium and use On-Call Engineering Services List**

Wed. Jun 30 | 10 am to 11:45 am | [Register Here](#)

### **Regional Hazard Advisory Committee Meeting**

Thurs. Jul 15 | 10 am to 11:30 am | [Click Here to Join](#)

## AMERICAN RESCUE PLAN FUNDING FOR MUNICIPALITIES

SCRCOG staff and the Office of Congresswoman DeLauro's Office are compiling resources for municipal leaders pertaining to American Rescue Plan Funding. These resources will include a list of State projects using ARP funds, a list of projects being considered by municipalities, and other relevant materials.

[Click here](#) to access the Treasury Department's guidance on this funding.

### ENERGY CONSERVATION

Live Green is offering free Clarity Sessions in addition to providing other free support to municipalities that wish to complete an EV project(s). Municipalities that participate in a Clarity Session may be awarded 5 Sustainable CT points. Contact [Daphne Dixon](#) at Live Green for more information.

SCRCOG is collaborating with [Toyah Barigye](#) at SolSmart to provide free technical assistance to municipalities in achieving [SolSmart designation](#) 20 Sustainable CT points may be awarded for SolSmart Designation.

### SOLID WASTE & RECYCLING

SCRCOG, RiverCOG, and Town of Mansfield are Partnering with the Center for EcoTechnology on Deconstruction vs Demolition. CET is applying for funding to provide support to cities and towns that would like to raise awareness about deconstruction as an alternative to demolition. Residential renovations will primarily be targeted, which tend to have easy to access and high value salvage, like cabinets, fixtures, and sinks and plumbing materials. Please contact SCRCOG's Environmental Sustainability Consultant, [Pam Roach](#), with any questions.

### SUMMER SCRCOG INTERNS

SCRCOG is hosting three Municipal Services and Regional Planning interns this summer:

- Charles Butler, MA in Political Science Candidate at Southern Connecticut State University
- Antoine Campbell, JD Candidate at Quinnipiac University
- Michelle Skowronek, MPA Candidate at the University of Connecticut

In addition, SCRCOG is hosting one Sustainable CT Fellow this summer:

- Hope Marino, BS/BA in Environmental Studies & Psychology Candidate at Fairfield University



If you would like more information on any municipal service program, please contact:

**Carl Amento**, Executive Director  
203-466-8625 | [camento@scrcog.org](mailto:camento@scrcog.org)

**Andy Cirioli**, Municipal Services Manager / Regional Planner  
203-466-8603 | [acirioli@scrcog.org](mailto:acirioli@scrcog.org)

## GRANT OPPORTUNITIES

### Open Space & Watershed Acquisition Urban Green and Community Garden Program

#### - Two Grants Available -

The Connecticut Department of Energy and Environmental Protection (DEEP) is accepting applications. Municipalities, land trusts, and water companies are welcome to apply for the next round of the competitive [Open Space and Watershed Land Acquisition Grant Program](#) (OSWA).

DEEP is also accepting applications from municipalities, **designated as targeted and/or distressed**, and their non-profit partners under the competitive [Urban Green and Community Garden Program](#) (UGCG).

#### Featured Links:

[OSWA 2021 Application Package](#)

[UGCG 2021 Grant Application](#)

[Open Space in Connecticut](#)

[Additional Information and Assistance](#)

**Application Deadline - September 30, 2021**

## GRANT OPPORTUNITIES

### **Sustainable CT Composting & Food Waste Diversion Information Session**

JUNE 23, 2021 - 1:00 PM TO 1:30 PM

[REGISTER AND LEARN MORE](#)

June 23, 1:00 - 1:30, Composting and Food Waste Management Funding Info Session - [Sustainable CT's Community Match Fund](#) has fast, flexible funding for composting projects and other initiatives dealing with food waste. During this call we'll provide an overview of the funding program and share great examples of projects we are already supporting. Register [here](#).

*Conserving, improving and protecting our natural resources and environment;  
Ensuring a clean, affordable, reliable, and sustainable energy supply.*

## **Outdoor Recreation Legacy Partnership Program (ORLP)**

The State of Connecticut, through its Department of Energy and Environmental Protection (DEEP) is seeking proposals to evaluate for potential submittal to the National Park Service's (NPS) **Outdoor Recreation Legacy Partnership Program (ORLP)**. DEEP will select and submit applications for the LWCF ORLP grants through [www.grants.gov](http://www.grants.gov) to the NPS. DEEP is seeking eligible sub-recipients – known as project sponsors to partner for outdoor recreation development and redevelopment projects. Only DEEP is authorized to submit applications for this program.

### ***Eligible Applicants***

Eligible Applicants must:

- Represent a jurisdiction of at least 50,000 people, AND
- Be situated within or contiguous with [the geographic boundary](#) of one of the 497 urbanized areas delineated by the Census Bureau.

A list of the 497 urbanized areas was published in the Federal Register on March 27, 2012 (77 Fed. Reg. 18652-18669). The Census Bureau has published maps delineating each urbanized area, which can be found at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

### ***ORLP Program Competition Priorities***

The competition will prioritize the selection of projects that will directly connect people to outdoor places, and that:

- Serve communities that are underserved in terms of number of parks and other outdoor recreation areas and have significant numbers of individuals who are economically disadvantaged;
- Create short-term and/or permanent jobs;
- Help stimulate local economic development;
- Engage and empower members of the affected community in the development of the project;
- Create or expand public-private partnerships;
- Benefit from a high degree of coordination among the public, multiple levels of government, and the private sector, to improve recreation opportunities for all; and
- Advance goals of, or meet, priority recreation needs identified in the state's SCORP and other local, regional, state plans and/or initiatives

### ***Submittal Requirements and Deadline***

DEEP is seeking projects that meet outdoor recreation goals set out in [Connecticut's Statewide Comprehensive Outdoor Recreation Plan](#) (SCORP). To be considered by DEEP for selection and submittal of a pre-application to the NPS, project sponsor must email Lindsay Suhr ([Lindsay.Suhr@ct.gov](mailto:Lindsay.Suhr@ct.gov)) the following items **no later than Friday August 6, 2021 at 11:59 PM**.

1. Project narrative (maximum length: 10 pages, 12 point font)
  - *Project Data Sheet (1 page limit)*
  - *Project Overview (2 page limit)*
  - *Project Criteria Information (Remaining pages) – Provide information required in the following criteria:*
    - *Criterion 1 – Extent of Outdoor Recreation and Economic Need*
    - *Criterion 2 – Appropriateness of Project to Meet Community Outdoor Recreation and Economic Needs*
    - *Criterion 3 – Community Involvement in, and Support of, Proposed Project*
    - *Criterion 4 – Embracing New Parks and Innovative Project Attributes*
    - *Criterion 5 – Project Alignment with SCORP and Other Applicable Plans*
    - *Criterion 6 – Project Feasibility and Likelihood of Success*
2. Budget narrative (maximum length: 5 pages, including tables)
- 3) Project Timeline (1 page limit)
- 4) Photos
- 5) Maps and Plans Including:
  - a. Recreation Area Map showing the location of the project and identifying all existing recreation resources (if any) within a 1- mile vicinity of the project site;
  - b. Map (or Aerial Photo) Delineating the Project Area and the Proposed Boundary – must clearly indicate the area to be acquired and/or developed, as well as the proposed boundary of the larger park/recreation area that would be subject to the perpetual protection provisions of the LWCF Act ([54 U.S.C. 200305\(f\)\(3\)](#)), all known outstanding rights and interests in the area held by others, total acres within the boundary(ies), and a north arrow;
  - c) Plan or Sketch of the Site Features identifying location of planned recreational improvements and other features such as where the public will access the site, parking, etc.
6. Letters of support documenting secured contributions of matching share clearly stating the amount and type of contribution, or Co-Sponsor/Ownership Agreements if project sponsor is not the title holder
7. Analysis of how the project satisfies the goals of [Connecticut's Statewide Comprehensive Outdoor Recreation Plan](#) (maximum length: 2 pages)

**To assist applicants in ensuring that required information is included, suggested formats for the Project and Budget Narratives and Timeline, as well as, an application checklist and a photos form are included under the “Related Documents” tab on the ORLP opportunity page. Click this [link](#) and then the opportunity number P21AS00509 to access the information.**

***Expected Award Amount***

Maximum Award: \$5,000,000

Minimum Award: \$300,000

***Cost Sharing or Matching***

In accordance with the LWCF Act ([54 U.S.C. 200305\(c\)](#)), ORLP grant projects must be cost-shared with non-federal funds at a minimum ratio of 1:1. The budget narrative must clearly identify how the match will be met.

For more detailed information see the attached document. If you have any questions on this opportunity after reading the attached document, please contact Lindsay Suhr ([Lindsay.Suhr@ct.gov](mailto:Lindsay.Suhr@ct.gov)).

## SECTION 5310 GRANT PROGRAM 2021 APPLICATION ANNOUNCEMENT

Section 5310 applications are now available on the state of Connecticut's contracting portal, CTsource.

**Applications are due no later than 4:00 pm on Tuesday, August 3, 2021.**

The Section 5310 program provides Federal funding for capital and operating expenses to improve mobility for seniors and individuals with disabilities.

For the 2021 application cycle, CTDOT will fund viable Traditional vehicle projects selected for award at 100% federal share, with no local match requirement, per the language in the budget page.

CTDOT will also attempt to fund viable Nontraditional projects selected for award at 100% federal share, as funding permits and per the language in the budget pages.

**To read the Application Instructions and navigate to the applications, visit:**  
**[www.ct.gov/dot/5310](http://www.ct.gov/dot/5310)**

### Eligible Applicants

- Private nonprofit organizations
- State or local government authorities
- Operators of public transportation

### Application Types

- Traditional Section 5310 Capital
- Nontraditional Section 5310 Capital
- Section 5310 Operating

### Traditional Capital

- A Public Notice must be published in a major newspaper in the proposed service area by July 23, 2021
- Emails or letters notifying transportation operators of the Public Notice must be sent one week prior to the publish date
- The useful life requirement for replacement vehicles is 4 years or 100,000 miles for a mini-van and 5 years or 150,000 miles for a mini-bus or bus

Applications and supporting documentation must be submitted as one (1) PDF file via email to [DOT.Section5310@ct.gov](mailto:DOT.Section5310@ct.gov) with a cc to the appropriate Regional Council of Governments.





HELP COMMUNITIES SECURE FUNDING

# CBI MUNICIPAL ASSISTANCE PROGRAM

Connecticut Brownfield Initiative



The Connecticut Brownfields Initiative (<http://cbi.uconn.edu/>) is pleased to announce the release of a Request for Proposals for the **Fall 2021 Municipal Assistance Program (MAP)**. The MAP will support entities that are eligible for federal and state brownfield assistance programs (towns, municipalities, regional planning and redevelopment agencies, non-profit organizations, Indian tribes) on the development of an **EPA Assessment or Cleanup Brownfield Grant** proposal at no cost to the applicant.

The online application can be found [here](#). The deadline to respond to the RFP is **July 15<sup>th</sup>, 2021**. For more information, visit our [website](#) and join us for a webinar on:

### *Funding Opportunities for Brownfields*

The webinar will cover the following topics:

- ✓ Overview of financing options (EPA, DECD) for brownfield sites in CT
- ✓ CBI's *New* Fall Municipal Assistance Program
- ✓ Brownfields project support with no cost the applicant

Date and Time:

**Thursday, June 24<sup>th</sup> 2021 at 1:00 pm**, Eastern Daylight Time (New York, GMT-04:00)

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To register for the online event  
-----

1. Go to <https://uconn-cmr.webex.com/uconn-cmr/onstage/g.php?MTID=ee8f37af3774a62c59f7ad4dc601d32bf>
2. Add your Name and Email.
3. Click "Register"

Once the host approves your registration, you will receive a confirmation email message with instructions on how to join the event.  
-----

Questions may be sent to [brownfields@uconn.edu](mailto:brownfields@uconn.edu)





June 16, 2021

Dear Chief Elected Officials of SCRCOG,

In the past month, REX's attention has shifted to an open for business message. As the state continues to encourage vaccinations, REX is moving forward with key goals and objectives. The greatest cause for celebration was the ground-breaking ceremony for Phase 3 of Downtown Crossing and 101 College Street. These projects are the next steps in Greater New Haven's growing presence in the bioscience sector. With the commitments from Arvinas and Yale University to occupy the new tower, Arvinas' vacated space at Science Park will provide much need graduation space for our startup bioscience companies.

In support of the hospitality and leisure industry, we are currently in discussions with Hearst Media to publish a 2022 Greater New Haven Visitors and Relocation Guide. We are also exploring a possible co-op opportunity to promote our towns for both business development and leisure visitation with NBC Connecticut. REX also participated in an introductory marketing meeting with Avelo Airlines.

As the future of COVID-19 is unpredictable, we are leveraging the decline in infections to move forward on our most essential efforts. In addition, we continue to work with SCRCOG and DEMHS Region 2 to address unmet needs and prepare for any future crises.

At our monthly REDFO meeting, we hosted Jennifer Widness of the Connecticut Conference of Independent Colleges. She shared the impact the pandemic had on college enrollment, the council's continuing advocacy for PILOT funding and an expected decrease in enrollment in future years due to declining birth rates. The birth rate in Connecticut declined from 56.5 in 2009 to 51.1 in 2019.

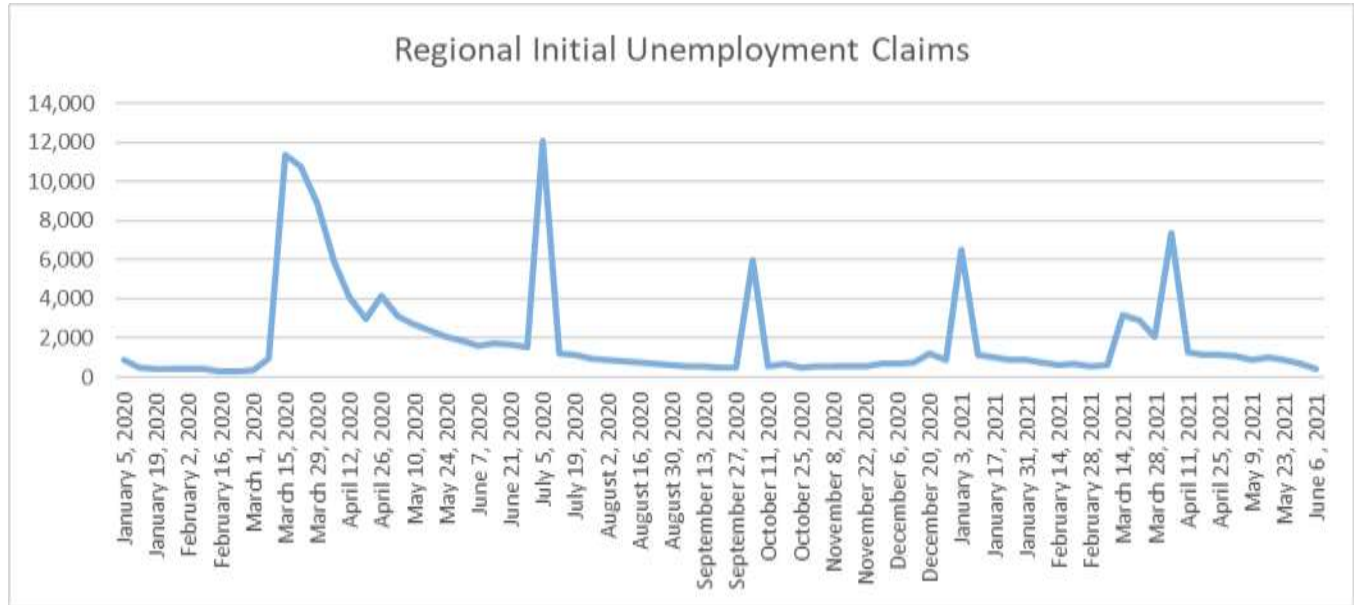
On June 6, CEDS Strategic Planning committee approved the 2021 South Central Connecticut Comprehensive Economic Development Strategy. Attached is the 2021 CEDS for your approval. We are required to submit the document to the US EDA by June 30<sup>th</sup>. We have also provided a summary of the public comments we have received beginning on page 71.

Graphs of regional unemployment claims are attached. If you would like the spreadsheet by town, please let us know.

Sincerely,

Ginny Kozlowski  
Executive Director

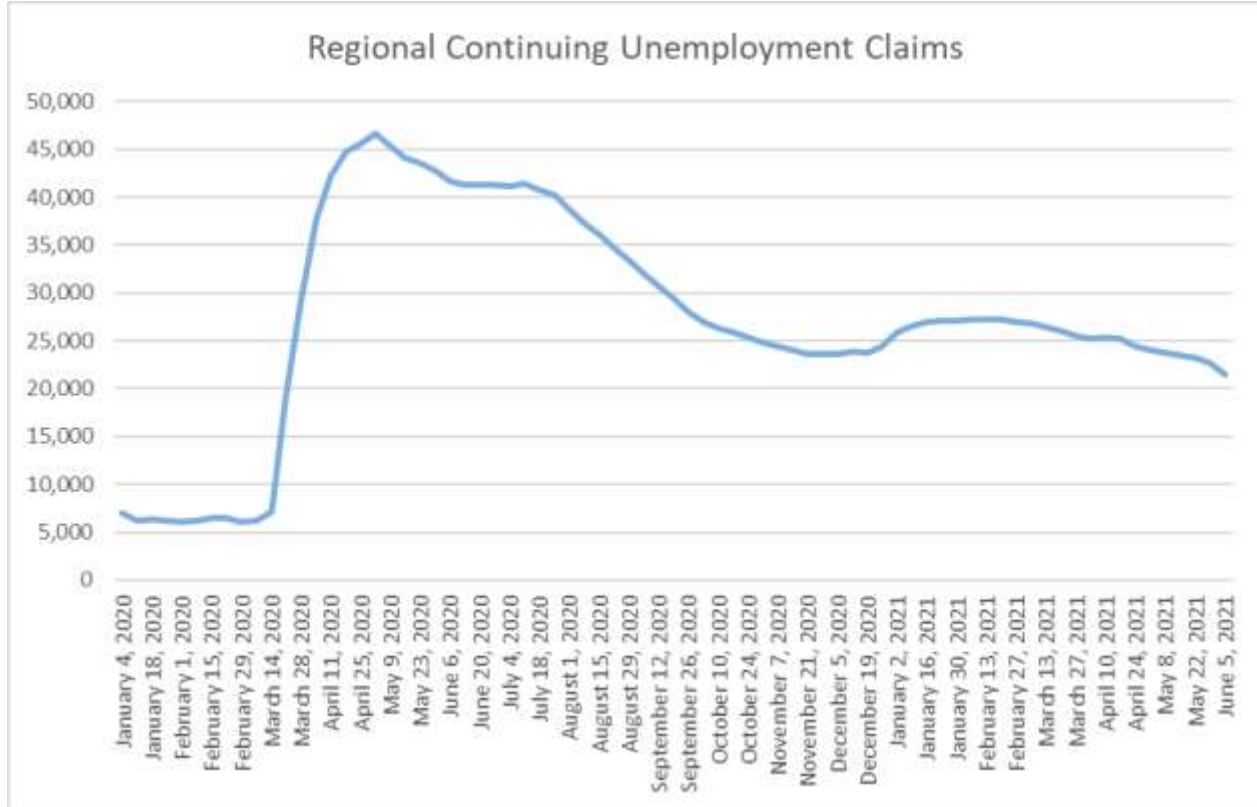
Regional Initial Claims – Updated June 14, 2021  
Dept. of Labor Office of Research



# REX

## DEVELOPMENT

Regional Continuing Claims – Updated June 14, 2021  
 Dept. of Labor Office of Research  
 Claims after May 22, 2021 incomplete



**SOUTH CENTRAL CONNECTICUT  
Regional Planning Commission**

**June 2021 Action Table**

<b>Ref. #</b>	<b>Received</b>	<b>Description</b>	<b>Adjacent RPC Towns</b>	<b>Abridged RPC Action</b>
<b>2.1</b>	05/14/2021	<b>City of New Haven:</b> Proposed Zoning Ordinance Amendment to permit Accessory Dwelling Units and a plus 1 Density Increase in RM1, RM2, RS1 and RS2 Zoning Districts and to reduce Minimum Lot Size to 4000 SF	East Haven, Hamden, North Haven, Orange, West Haven, Woodbridge	Although there was not an official quorum at the meeting, by consensus of the members present, the RPC recommends that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
<b>2.2</b>	05/25/2021	<b>Town of North Branford:</b> Proposed Zoning Regulation Amendments to establish a new Section 42A.9 – Special Permit Use in R-40 Zoning Districts to permit a Multiple Dwelling Community	Branford, East Haven, Guilford, North Haven, Wallingford	Although there was not an official quorum at the meeting, by consensus of the members present, the RPC recommends that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.



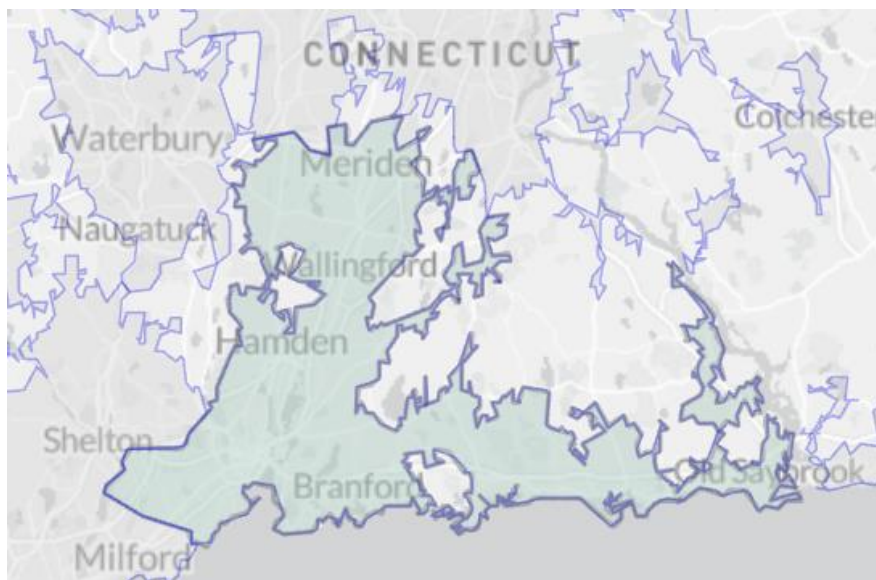
U.S. Department  
of Transportation

Federal Highway  
Administration

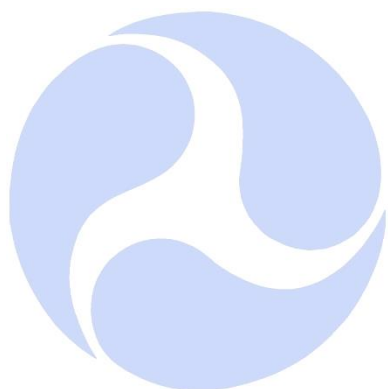
Federal Transit  
Administration

# Transportation Management Area Planning Certification Review

## New Haven, CT Transportation Management Area



**May 26, 2021**





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## 1.0 EXECUTIVE SUMMARY

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the New Haven – CT urbanized area through a series of virtual meetings held March 2, 3 and 4 2021 in lieu of an on-site meeting. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

### 1.1 Summary of Current Findings

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by Connecticut Department of Transportation (CTDOT), South Central Regional Council of Governments (SCRCOG), Lower Connecticut River Valley Council of Governments (RiverCOG) – the Metropolitan Planning Organizations (MPO), and the region’s public transportation operators subject to addressing corrective actions. There are also recommendations in this report that warrant close attention and follow-up, as well as areas the MPOs are performing very well in that are to be commended.

South Central Regional MPO	
Review Area	Corrective Actions/ Recommendations/ Commendations
MPO Structure and Cooperation	<p><b>Corrective Action:</b> SCRCOG and CTDOT should work together to formally include a state transportation official on the MPO Board, to comply with 23 CFR 450.310(d), no later than December 31, 2021. FHWA and FTA can provide guidance as needed.</p> <p><b>Recommendation:</b> The MPO should consider amending their bylaws or developing other documentation to better clarify roles, responsibilities and the MPO voting structure as well as defining the Transportation and Transportation Technical Committees.</p> <p><b>Recommendation:</b> In cooperation with the region’s transit providers, SCRCOG should more formally define the process by which a transit representative to the MPO board is selected, as well as an option to assign an alternate. This will ensure a continuous voice for transit even as board members change over time. The MPO may consider including this in updated bylaws.</p>
TMA Coordination	<p><b>Corrective Action:</b> An MOU must be developed describing how transportation planning efforts are coordinated between agencies within the New Haven TMA, in accordance with 23 CFR 450.314(e) regulation. The TMA MOU must be executed by all parties on or before December 31, 2021.</p>



Review Area	Corrective Actions/ Recommendations/ Commendations
Financial Planning	<p><b>Recommendation:</b> The federal team understands the collaboration between CTDOT and MPOs as it relates to providing financial projections for the MTP. It is recommended that the MPO takes a more active role in the development of the financial plan and better document its coordination with CTDOT and local transit providers. The MPO should ensure these projections are analyzed and summarized in a way that demonstrates fiscal constraint for the MTP.</p> <p><b>Recommendation:</b> The TIP should be improved to include a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint. Continued coordination with CTDOT will ensure reasonable funding program estimates. The TIP document should include a summary demonstrating financial constraint by year by funding source.</p>
Transit Planning	<p><b>Recommendation:</b> An updated LOCHSTP should be developed in a collaborative process with seniors; individuals with disabilities; representatives of public, private, nonprofit transportation and human service providers; and other members of the public. The designated recipient is not directly responsible for developing the coordinated plan but is responsible for ensuring that the plan from which a selected project was included is developed in compliance with the statutory requirements. An agency or organization other than the designated recipient may take the lead in developing the coordinated plan. As of April 2021, CTDOT has committed to developing an updated LOCHSTP by the end of the calendar year. The State and MPOs should cooperatively ensure this process is completed</p> <p><b>Recommendation:</b> In the next MTP update, the MPO should provide a narrative to document its coordination and collaborative efforts with local transit providers. The MPO should detail its working relationships and continue to demonstrate how the MPO supports transit planning for the wide range of transit services in the region.</p>
Transportation Improvement Program	<p><b>Commendation:</b> SCRCOG is commended for their TIP action and amendment process which transparently shares detailed information on projects and tracks financial histories, assisting MPO officials and the public in making sound decisions.</p> <p><b>Recommendation:</b> SCRCOG should coordinate with the CTDOT to understand the eTIP platform that is under development and how it may or may not be compatible with the region's existing TIP database. Early coordination could identify opportunities to make the two systems more harmonious.</p>



Review Area	Corrective Actions/ Recommendations/ Commendations
<b>Continued -</b> Transportation Improvement Program	<b>Recommendation:</b> As SCRCOG considers the future of the TIP management system and collaboration with the eSTIP initiative, it is recommended that the feasibility of creating an on-line, visual TIP be explored in partnership with CTDOT. This visual TIP could provide location-based TIP projects along with project descriptions, histories and photos.
Public Participation	<b>Recommendation:</b> SCRCOG is encouraged to research and consider new public involvement tools that may enhance current processes. Additionally, the region should consider the needs and concerns from groups that are traditionally underserved and underrepresented by the existing transportation and assess how those groups can be better engaged in transportation planning.
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	<p><b>Title VI – Recommendation:</b> The MPO should develop a new complaint form that will accurately capture the nondiscrimination statutes and protections. The new complaint form should be limited to race, age, color, disability, national origin and sex. In addition, all complaints filed directly with the MPO should be forwarded and processed by CTDOT in accordance with the complaint procedures required under 23 CFR 200.9(b)(3). Copies of these complaints should be sent to FHWA and FTA.</p> <p><b>ADA Recommendation:</b> The MPO is recommended to work with CTDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs, activities, and services under the municipality’s jurisdiction are examined to identify barriers to access for persons with disabilities. With CTDOT’s assistance, an ADA Transition Plan or Program Access Plan should be developed which would describe the steps to ensure the municipality’s program areas are accessible to persons with disabilities.</p> <p><b>ADA Recommendation:</b> The MPO should assess how it communicates with disabled persons. Alternative formats such as TTY (Teletypewriter) and TDD (Telecommunication Device for the Deaf) or relay services that will allow hearing-impaired individuals to communicate through the telephone to receive information from the MPO should be considered. As discussed at the certification review, CTDOT is willing to provide technical assistance on the alternative formats to fully communicate with people with disabilities.</p>



Review Area	Corrective Actions/ Recommendations/ Commendations
<b>Continued</b> - Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	<b>EJ Recommendation:</b> To be consistent with the Executive Order on EJ, the MPO will need to conduct a benefit and burden analysis on projects selected in the TIP and MTP. The data collection and analysis should be consistent in its consideration of all groups under Title VI and not limited to minority individuals. Title VI protected classes include persons of any race, color and national origin. The MPO staff should become familiar with the requirements of the EJ Executive order and associated guidance. Staff is recommended to take the virtual NHI EJ class, course number FHWA-NHI-142074 to under the basics of EJ and document the analysis in the TIP and LRTP. The Review Team is available to provide technical assistance as needed.
Transportation Safety	<b>Recommendation:</b> SCRCOG should work with the Safety Office at the CTDOT to obtain guidance on how the RTSP may be used to obtain funding to implement specific safety improvements identified within the RTSP. These discussions should also address the concerns SCRCOG raised with respect to the liability, if any, that exists with the publication of the RTSPs.
Transportation Security Planning	<b>Recommendation:</b> Ensuring diversion routes are easily available to regional first responders and up to date would be a benefit within the region. SCRCOG is encouraged to work with CTDOT, First Responders, and other stakeholders to update previous plans if necessary and post the plans in a location accessible to first responders.
Nonmotorized Planning / Livability	<b>Recommendation:</b> SCRCOG has an extensive network of transit services that connect to critical educational, employment, health and housing facilities. It may be beneficial to graphically identify areas of opportunity, ensuring regional transit assets are providing the optimal access to these facilities in addition to an enhanced quality of life.
Performance Management	<b>Recommendation:</b> In the next MTP update, the MPO should include a system performance report that contains the performance targets it has adopted for all performance measures as well as include information describing the existing conditions of assets and system performance and the progress made toward achieving the performance targets in comparison to previous reports. This information should be included in the MTP as a stand-alone chapter or as an independent document and updated in synchronization with the MTP. The MPO has the option to update the report more frequently and can include progress on a year by year basis.  <b>Recommendation:</b> The TIP should include a description of the effect projects and programs in the TIP have in achieving performance targets identified in the MTP.



Review Area	Corrective Actions/ Recommendations/ Commendations
Congestion Management Process / Management and Operations	<p><b>Recommendation:</b> Federal regulations cited in 23 CFR 450.320(a) call for a TMA-wide CMP process and product. With the next update of the CMP, the MPOs should collaborate with NVCOG to ensure congested corridors in TMA portions of Cheshire are accounted for.</p> <p><b>Recommendation:</b> To ensure congestion is managed through an integrated, multi-modal process, the MPOs should collaborate with transit agencies to obtain available transit data (such as on-time performance) for analysis and inclusion in the next CMP.</p> <p><b>Recommendation:</b> Coordination with CTDOT as it relates to ITS within the SCRCOG region is essential, ensuring that future opportunities are identified and planned for. Opportunities for planning, designing, and incorporating ITS elements (e.g. traffic signal technologies, cameras, roadway weather information systems) into regionally sponsored projects should be continually considered. The region should also consider collaborating with CTDOT as it relates to Computerized Traffic Signal Systems needs within the region.</p>
Environmental Mitigation	<p><b>Recommendation:</b> The MPO should expand the Environmental Mitigation discussion in the MTP to document required consultation activities and to identify the types of mitigation strategies that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The MPO should also include the potential areas for which these strategies can be used.</p> <p><b>Recommendation:</b> Establish and document relationships with Tribal, State, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the MTP. It would be useful to develop a list of resource agencies and contacts consulted, as well as any consultation agreements, and include it as an appendix in the next update of the MTP. References in the documents should include any existing conservation plans, land use planning maps, resource maps, and natural or historic/cultural resource inventories, as appropriate, utilized in developing the MTP.</p> <p><b>Recommendation:</b> It is recommended to invite <a href="#">CTDEEP's appropriate Watershed Manager(s)</a> to participate in their programmatic and project level consultation efforts. The Watershed Manager may be able to provide assistance in prioritizing projects based on environmental complexity or regional resource goals. Their stakeholder liaison role gives them broad familiarity with watershed planning documents, funding availability, and which sources may be able to be used as State match under Title 23.</p>



Lower CT River Valley MPO	
Review Area	Corrective Actions/ Recommendations/ Commendations
MPO Structure and Cooperation	<p><b>Recommendation:</b> RiverCOG and CTDOT should work together to ensure the state transportation official to the MPO board is well-defined and engaged. FHWA and FTA can provide guidance as needed.</p> <p><b>Recommendation:</b> The MPO should consider amending their bylaws or developing other documentation to better clarify roles, responsibilities, and the MPO voting structure.</p>
TMA Coordination	<p><b>Corrective Action:</b> An MOU must be developed describing how transportation planning efforts are coordinated between agencies within the New Haven TMA, in accordance with 23 CFR 450.314(e) regulation. The TMA MOU must be executed by all parties on or before December 31, 2021.</p>
Financial Planning	<p><b>Recommendation:</b> It is recommended that the MPO take a more active role in the development of the financial plan and better document its coordination with CTDOT and local transit providers in the process. The MPO should clearly demonstrate financial constraint in the MTP based on reasonably anticipated funding for the region.</p> <p><b>Recommendation:</b> The TIP should be improved to include a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint. Continued coordination with CTDOT will ensure reasonable funding program estimates. The TIP document should include a summary demonstrating financial constraint by year by funding source.</p>
Transit Planning	<p><b>Recommendation:</b> An updated LOCHSTP should be developed in a collaborative process with seniors; individuals with disabilities; representatives of public, private, nonprofit transportation and human service providers; and other members of the public. The designated recipient is not directly responsible for developing the coordinated plan but is responsible for ensuring that the plan from which a selected project was included is developed in compliance with the statutory requirements. An agency or organization other than the designated recipient may take the lead in developing the coordinated plan. As of April 2021, CTDOT has committed to developing an updated LOCHSTP by the end of the calendar year. The State and MPOs should cooperatively ensure this process is completed.</p>



Review Area	Corrective Actions/ Recommendations/ Commendations
<b>Continued</b> - Transit Planning	<p><b>Commendation:</b> The federal team commends the MPO for the work on the transit system study that identified the benefits of integrating the region's two bus providers and working to achieve the goal for improving and more effectively delivering transit service. As the merger progresses the MPO should continue to be intimately involved in executing the recommendations from the Lower Connecticut River Valley Regional Bus Integration Study.</p> <p><b>Recommendation:</b> It is recommended that the MPO provide better documentation of its collaborative efforts with transit providers.</p>
Transportation Improvement Program	<p><b>Recommendation:</b> The MPO should ensure the current TIP, including any adopted amendments, can be easily found online. Although not ideal, a PDF of the amendments can be posted to the RiverCOG website in the short term, until an enhanced process can be developed.</p> <p><b>Recommendation:</b> RiverCOG should make the list of federally obligated projects available on-line, to enhance transparency and comply with 23 CFR 450.334</p> <p><b>Recommendation:</b> RiverCOG should continue to collaborate with CTDOT as it relates to a potential statewide mapping tool and, if it does not appear to be feasible, RiverCOG should consider the expansion of the on-line tool developed under the POCD effort to enhance the regional TIP.</p>
Public Participation	<p><b>Commendation:</b> RiverCOG is commended for their multi-faced approach to engaging the public throughout the transportation planning process and engaging public transit agencies during the update of the PPP.</p>
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	<p><b>Title VI:</b> The MPO's planning process regarding this topic area is consistent with the applicable federal requirements.</p> <p><b>ADA Recommendation:</b> The MPO is recommended to work with CTDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs, activities, and services under the municipality's jurisdiction are examined to identify barriers to access for persons with disabilities. With CTDOT's assistance, an ADA Transition Plan or Program Access Plan should be developed which would describe the steps to ensure the municipality's program areas accessible to persons with disabilities.</p>
Transportation Safety	<p><b>Recommendation:</b> RiverCOG should work with the Safety Office at the CTDOT to advance and finalize the RTSP, discussing potential solutions to publication of the documentation considering regional concerns.</p>





Review Area	Corrective Actions/ Recommendations/ Commendations
Performance Management	<p><b>Recommendation:</b> The next MTP update should include a System Performance Report as a chapter in the MTP or as an independent stand-alone document describing the performance of the transportation system. The MPO should decide whether this information will be provided in a quantitative or qualitative format but should include all federally required measures and associated targets along with information describing the existing conditions of assets and system performance and the progress made toward achieving the performance target in comparison to previous reports. The MPO should also synchronize the System Performance Report update with the MTP although the MPO has the option to update the report more frequently and can include progress made on a year by year basis.</p> <p><b>Recommendation:</b> The TIP should include a description of what the effects of the projects in the TIP are anticipated to be in working toward achievement of the adopted performance targets.</p>
Congestion Management Process / Management and Operations	<p><b>Recommendation:</b> Federal regulations cited in 23 CFR 450.320(a) call for a TMA-wide CMP process and product. With the next update of the CMP, the MPOs should collaborate with NVCOG to ensure congested corridors in TMA portions of Cheshire are accounted for.</p> <p><b>Recommendation:</b> To ensure congestion is managed through an integrated, multi-modal process, the MPOs should collaborate with transit agencies to obtain available transit data (such as on-time performance) for analysis and inclusion in the next CMP.</p> <p><b>Recommendation:</b> Coordination with CTDOT as it relates to ITS within the RiverCOG region is recommended, ensuring that future opportunities are identified and planned for. Opportunities for planning, designing, and incorporating ITS elements where appropriate (e.g. traffic signal technologies) into regionally sponsored projects should be considered.</p>



Review Area	Corrective Actions/ Recommendations / Commendations
Environmental Mitigation	<p><b>Recommendation:</b> It is recommended that a list of resource agencies consulted, and contacts, as well as any consultation agreements, be included as an appendix in the next update of the MTP. References in the documents should include any existing conservation plans, land use planning maps, resource maps, and natural or historic/cultural resource inventories, as appropriate, utilized in developing the MTP.</p> <p><b>Recommendation:</b> Ensure a process is followed to document the intergovernmental and interagency consultation efforts that are undertaken, as well as any consultation agreements that may exist. Explicitly include Tribal and historic/cultural resource agencies in the consultation process. Consider inviting <a href="#">CTDEEP's appropriate Watershed Manager(s)</a> to participate in their programmatic and project level consultation efforts. The Watershed Manager may be able to help MPOs prioritize projects based on environmental complexity or regional resource goals. Their stakeholder liaison role gives them broad familiarity with watershed planning documents and funding availability and which sources may be able to be used as State match under Title 23.</p>

Details of the certification findings for each of the above items are contained in this report.



## 2.0 INTRODUCTION

### 2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, Air-Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.



## 2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The South Central Regional Connecticut Council of Governments (SCRCOG) and the Lower Connecticut River Valley Council of Governments (RiverCOG) are the two designated MPOs for the New Haven urbanized area. The Central Naugatuck Valley MPO (CNVMPO) has a small portion of the New Haven urbanized area as well. The Connecticut Department of Transportation (CTDOT) is the responsible State agency and CTtransit New Haven Division, the Greater New Haven Transit District (GNHTD), Milford Transit District (MTD), and Middletown Transit District (MTD) are the primary public transportation operators within the TMA with Estuary Transit District (ETD), and Shoreline East (SLE) also providing transit services.

Municipalities served by each COG are summarized below along with towns that fall within the New Haven TMA. Towns noted with an “\*” do not have New Haven TMA areas.

SCRCOG		RiverCOG		New Haven TMA Municipalities in other MPOs
Bethany*	New Haven	Chester	Killingworth	
Branford	North Branford	Clinton	Lyme*	
East Haven	North Haven	Cromwell*	Middlefield	Cheshire - CNVMPO
Guilford	Orange	Deep River	Middletown	Prospect - CNVMPO
Hamden	Wallingford	Durham	Old Lyme*	
Madison	West Haven	East Haddam*	Old Saybrook	
Meriden	Woodbridge*	East Hampton*	Portland*	
Milford*		Essex	Westbrook	
		Haddam		

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.



## **3.0 SCOPE AND METHODOLOGY**

### **3.1 Review Process**

Participants in the review included representatives of FHWA, FTA, CTDOT, SCRCOG, RiverCOG and public transit providers. A full list of participants is included in Appendix A, along with copies of the agendas for each virtual meeting which were held March 2, 3, and 4, 2021. Opportunities for public comment were provided via a virtual meeting held on March 10, 2021 and input from MPO members was also solicited. Written comments were also accepted through email and regular mail submittals.

A desk audit of current documents and correspondence was completed prior to the virtual meetings. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPOs, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for key topic areas. While many facets of the planning process were included in the desk audit, this report focuses on areas with notable findings. All subject areas not included in the report were found to be compliant with federal regulations.

### **3.2 Documents Reviewed**

A number of documents, agreements, and materials (e.g. COG websites, project solicitation materials) were consulted and assessed for conformity with federal regulations. The following list summarizes a few of the key MPO documents that were reviewed and considered during this certification review.

- MPO Agreements, By-Laws, MPO Designation, MOUs
- FY 2020-2021 Unified Planning Work Programs
- MPO MTPs, 2019-2045
- MPO FFY 2021-2024 TIPs and Self-Certifications
- Public Participation Guidelines (SCRCOG January 2021)
- Public Participation Plan (RiverCOG, August 2020)
- Title VI Policy and Documents (SCRCOG, RiverCOG)
- Language Assistance Plan (SCRCOG November 2017)
- SCRCOG Congestion Management Process Report, June 2018



- SCRCOG Bicycle and Pedestrian Plan Update, June 2017
- South Central Region Multi-Jurisdiction Hazard Mitigation Plan Update (May 2018, Addendum – September 2018)
- SCRCOG and RiverCOG Studies (Corridor and Transit)

## **4.0 PROGRAM REVIEW**

### **4.1 MPO Structure and Cooperation**

#### **4.1.1 Regulatory Basis**

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

As it relates to MPO composition, according to 23 CFR 450.310(d), the MPO Policy Board shall consist of (a) local elected officials, (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, including representation by providers of public transportation, (c) appropriate State transportation officials.

#### **4.1.2 Current Status**

##### **SCRCOG**

The SCRCOG board, which serves as the MPO Policy Board, meets regularly each month and acts on MPO items. SCRCOG passed a resolution in January 2017 to include a transit representative on the Board; the transit representative was named as a current chief elected official, who also serves on a transit board representing the region. SCRCOG bylaws were last amended in October 2010.

Roles and responsibilities of the SCRCOG MPO, CTDOT, and the public transportation operators are defined in the Prospectus, a written document within the MPO's approved Unified Planning Work Program (UPWP) for FY 2020 and FY2021 which outlines the Federally required elements of transportation planning between the parties. SCRCOG also has a 1996 Memorandum of Understanding (MOU) with CTDOT and the Milford and Meriden Transit Districts, but it does not appear to reflect current practices. It is unclear if this transit MOU has been superseded by another agreement.



The region also has an active Transportation Committee and Transportation Technical Committee, which are discussed briefly in the introduction of the UPWP and listed on the SCRCOG website. These committees meet monthly to make recommendations to SCRCOG on transportation matters. The federal team was not able to identify where the membership, roles, and responsibilities of these committees are formally established as they are not identified in the Prospectus, MOUs, or bylaws.

### **RiverCOG**

The RiverCOG board is designated as the MPO Policy Board and meets regularly each month, acting on MPO items. In addition to the Chief Elected Official of each member town, RiverCOG's MPO has representatives for Estuary Transit District and Middletown Area Transit, a State Transportation Official, and an appointed member of the Middlesex County Chamber of Commerce on their board. Bylaws were last amended in December 2014.

Roles and responsibilities of the RiverCOG MPO, CTDOT, and the public transportation operators are defined in the Prospectus, a written document within the MPO's approved Unified Planning Work Program (UPWP) for FY 2020 and FY2021 which outlines the Federally required elements of transportation planning between the parties.

#### **4.1.3 Findings**

### **SCRCOG**

Per 23 CFR 450.310(d) the MPO, in addition to Local Elected Officials and Officials of public agencies that administer or operate major modes of transportation including public transportation providers, shall consist of appropriate state officials. No current SCRCOG documents, including MOUs or bylaws, define the MPO composition or decision-making process; however, the 2017 resolution Concerning Transit Representation on the SCRCOG Board generally outlines the member framework specifically for addressing the requirement to have a representative of public transit providers. The process by which a new transit representative is named if that individually named representative leaves their office is not clear. The MPO structure does not have a state transportation official on the board.

**Corrective Action:** SCRCOG and CTDOT should work together to formally include a state transportation official on the MPO Board, to comply with 23 CFR 450.310(d), no later than December 31, 2021. FHWA and FTA can provide guidance as needed.

**Recommendation:** The MPO should consider amending their bylaws or developing other documentation to better clarify roles, responsibilities and the MPO voting structure as well as defining the Transportation and Transportation Technical Committees.



**Recommendation:** In cooperation with the region's transit providers, SCRCOG should more formally define the process by which a transit representative to the MPO board is selected, as well as an option to assign an alternate. This will ensure a continuous voice for transit even as board members change over time. The MPO may consider including this in updated bylaws.

### **RiverCOG**

RiverCOG is compliant with federal regulations and the MPO board includes Local Elected Officials, Officials of public agencies that administer or operate major modes of transportation including public transportation providers, and an appropriate state official. Documentation of MPO membership and voting structure was not found.

**Recommendation:** RiverCOG and CTDOT should work together to ensure the state transportation official to the MPO board is well-defined and engaged. FHWA and FTA can provide guidance as needed.

**Recommendation:** The MPO should consider amending their bylaws or developing other documentation to better clarify roles, responsibilities, and the MPO voting structure.

## **4.2 TMA Coordination**

### **4.2.1 Regulatory**

In accordance with 23 U.S.C. 134 and 23 CFR 450, MPOs must carry out a planning process that is "continuing, cooperative and comprehensive" (3C). This includes establishing agreements to address the responsibilities and situations arising from there being more than one MPO in a metropolitan area.

More specifically, 23 CFR 450.314(e) states:

"If more than one MPO has been designated to serve an urbanized area there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs.





Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.”

In 2014, U.S. DOT outlined three Planning Emphasis Areas. These are not regulations, but rather topic areas that MPOs and State DOTs are encouraged to focus on when conducting their planning processes and developing their planning work programs. One of these Emphasis Areas is Models of Regional Planning Cooperation, which reads:

“Promote cooperation across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. The cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means.”

#### **4.2.2 Current Status**

SCRCOG and RiverCOG have a good history of collaboratively working together within the TMA. A few examples include the MPOs involvement on joint planning initiatives (e.g. shared mobility manager, preparing the Congestion Management Process), collaborating on regional committees (e.g. DEMHS Region 2), and regular COG staff conversations and interactions. The COGs have also established good working relationships with transit partners and CTDOT officials.

The Memorandum of Understanding (MOU) within the New Haven TMA, between SCRCOG, RiverCOG, CTDOT, and transit providers has not been advanced and existing MOUs continue to be outdated, and in some cases, obsolete, due to MPO redesignations. A 2002 MOU between SCRCOG, the Central Naugatuck Valley COG, and two regional planning agencies that no longer exist covered distribution of planning funds, STP and 5307 funds and the responsibilities of each MPO within the New Haven urbanized area. The MOU is outdated, includes MPOs and regional planning agencies which no longer exist, and does not address current federal requirements.

Beyond the New Haven urbanized area, both RiverCOG and SCRCOG are also involved in the Metropolitan Area Planning (MAP) Forum which brings together MPOs from throughout the greater New York City area to work on shared issues. Both MPOs have found this coordination to be helpful for their regions.



### 4.2.3 Findings

Although a proven record of coordination exists within the New Haven TMA, a formal MOU has not been executed. CTDOT has been advancing structured TMA MOUs as it relates to Transportation Planning and Funding in other areas of Connecticut. Parties of the agreement include the MPOs, transit providers and CTDOT representatives for the given TMA.

**Corrective Action:** An MOU must be developed describing how transportation planning efforts are coordinated between agencies within the New Haven TMA, in accordance with 23 CFR 450.314(e) regulation. The TMA MOU must be executed by all parties on or before December 31, 2021.

## 4.3 Financial Planning

### 4.3.1 Regulatory Basis

The MTP and TIP (23 U.S.C. 134(j)(2)(B)) must include a financial plan that “indicates resources from public and private sources that are reasonably expected to be available to carry out the program” and demonstrates fiscal constraint for these documents. Estimates of funds available for use in the financial plan must be developed cooperatively by the MPO, public transportation operator(s), and the State (23 CFR 450.314). This cooperative process must be outlined in a written agreement that includes specific provisions for developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (23 CFR 450.314).” Additional requirements for financial plans are contained in 23 CFR 450.324(f)(11) for the Metropolitan Transportation Plan (MTP) and 23 CFR 450.326(e–k), for the Transportation Improvement Program (TIP).

### 4.3.2 Current Status

#### CTDOT

The Statewide Transportation Improvement Program (STIP) for FFY 2021-2024 was conditionally approved on January 26, 2021, subject to CTDOT demonstrating financial constraint and developing a strategy to improve the consistency, accuracy, and transparency of its fiscal constraint no later than March 31, 2021. Understanding that CTDOT assists MPOs in maintaining fiscal constraint and regularly transmits financial information to MPOs through the MTP and TIP processes, this federal planning finding directly impacts MPO fiscal constraint.



### **SCRCOG**

The TIP, covering FFY 2021-2024, was adopted in September 2020. Included in the TIP is a narrative that references SCRCOG is dependent on CTDOT to provide estimates of federal funds available statewide, and for assuming that a sufficient portion of those funds are allocated to SCRCOG to cover the cost of their program of projects.

As it relates to the MTP, CTDOT provides an estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs. Additional fiscal / financial planning coordination is outlined in the UPWP Prospectus.

### **RiverCOG**

The TIP, covering FFY 2021-2024, was adopted in October 2020. Included in the TIP is a financial plan narrative that references the CTDOT, in cooperation with the MPO's, developed twenty-five year revenue estimates under the MTP that serve as the basis for TIP development and fiscal constraint.

As it relates to the MTP, CTDOT provides an estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs. Additional fiscal / financial planning coordination is outlined in the UPWP Prospectus.

## **4.3.3 Findings**

### **CTDOT**

In January 2021, FHWA and FTA conditionally approved the FFY 2021-2024 STIP subject to the CTDOT demonstrating fiscal constraint. CTDOT reviewed their existing practices and, in April 2021, issued a list of steps that will be taken to ensure the STIP is fiscally constrained. These steps generally include:

- The development of a working STIP that manages CTDOT Capital Services amendments and actions to evaluate fiscal constraint prior to asking MPOs to take TIP actions
- CTDOT oversight of TIP amendments on Transportation Committee and MPO agendas
- Enhanced CTDOT communication with FHWA and FTA
- Quarterly updates of authorization levels and funding categories to evaluate constraint against
- Enhancements to the STIP narrative



- CTDOT coordination with MPOs related to TIP actions necessary for Transit District grant application projects
- Meetings between CTDOT and FHWA/FTA to monitor the implementation of fiscal constraint steps outlined above

FHWA and FTA will be meeting with the CTDOT STIP development team in early June 2021 to further discuss these steps and assess if these actions have assisted in demonstrating fiscal constraint. The below corrective action remains open.

**Corrective Action (from January 26, 2021 STIP Conditional Approval):** CTDOT must provide a clear demonstration of financial constraint, based on reasonable financial planning practices. The financial constraint should clearly show that the funds programmed in the STIP do not exceed the funds available or expected to be available for each year. This demonstration of constraint must be maintained with each STIP action and submitted with each STIP amendment requesting federal approval.

### **SCRCOG**

Fiscal constraint is a tool to establish a budget, prioritize within that budget, and then illustrate that the adopted MTP and TIP are realistic. Although CTDOT initiates and provides MPOs with financial data, enhanced collaboration between all parties, including transit providers, would benefit the financial planning process.

**Recommendation:** The federal team understands the collaboration between CTDOT and MPOs as it relates to providing financial projections for the MTP. It is recommended that the MPO takes a more active role in the development of the financial plan and better document its coordination with CTDOT and local transit providers. The MPO should ensure these projections are analyzed and summarized in a way that demonstrates fiscal constraint for the MTP.

**Recommendation:** The TIP should be improved to include a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint. Continued coordination with CTDOT will ensure reasonable funding program estimates. The TIP document should include a summary demonstrating financial constraint by year by funding source.

### **Available FHWA / FTA Resources:**

- National Transit Institute (NTI) 'Financial Planning in Transportation' course



## **RiverCOG**

The MTP offers a Financial Plan narrative that describes how the MTP will be implemented through System Preservation, System Improvement and Major projects however enhancements to the financial plan could be a benefit to regional stakeholders throughout project planning.

The Financial Plan narrative in the TIP appears to include the anticipated Statewide Federal sources of funding as the available funding for the Region. It is not clear if the estimated amount of anticipated funding is for the state of Connecticut or for the Region. Therefore, it is difficult to determine if the TIP is fiscally constrained to the regions anticipated funding or the entire states anticipated funding.

**Recommendation:** It is recommended that the MPO take a more active role in the development of the financial plan and better document its coordination with CTDOT and local transit providers in the process. The MPO should clearly demonstrate financial constraint in the MTP based on reasonably anticipated funding for the region.

**Recommendation:** The TIP should be improved to include a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint. Continued coordination with CTDOT will ensure reasonable funding program estimates. The TIP document should include a summary demonstrating financial constraint by year by funding source.

### **Available FHWA / FTA Resources:**

- National Transit Institute (NTI) 'Financial Planning in Transportation' course

## **4.4 Metropolitan Transportation Plan**

### **4.4.1 Regulatory Basis**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20 year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the



transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

#### **4.4.2 Current Status**

##### **SCRCOG**

The South Central Regional Metropolitan Transportation Plan (covering the years 2019-2045) was completed in April 2019.

##### **RiverCOG**

The Lower Connecticut River Valley Regional Metropolitan Transportation Plan (covering the years 2019-2045) was completed in March 2019.

#### **4.4.3 Findings**

##### **SCRCOG**

The MTP provides a comprehensive multi-modal summary of regional assets, short- and long-range strategies, and actions that facilitate the efficient movement of people and goods



however enhancements to the financial plan and performance target sections could be a benefit to regional stakeholders throughout project planning.

*Recommendations are included in Financial Planning, Transit Planning and Performance Management sections.*

### **RiverCOG**

The MTP includes a variety of multimodal short and long-range projects and strategies, including bicycle and pedestrian walkway facilities, transportation alternatives, and associated transit improvements. Enhancements to the financial plan and performance target sections could be a benefit to regional stakeholders throughout project planning.

*Recommendations are included in Financial Planning, Transit Planning and Performance Management sections.*

## **4.5 Transit Planning**

### **4.5.1 Regulatory Basis**

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

### **4.5.2 Current Status**

#### **SCRCOG**

The SCRCOG region has a diverse transit network and offers various modes of transportation. The transit providers that serve the region include *CTtransit* New Haven Division, the Greater New Haven Transit District (GNHTD), Milford Transit District (MTD), *CTrides*, the Shoreline East Railroad, and the *CTrail* – the Hartford Line. The MPO's transit planning efforts have been supportive to the region's transit providers and transit planning initiatives. The Move New Haven Transit Mobility study was completed in 2019 to develop and evaluate alternative actions that will improve the Greater New Haven transit system. The MPO is also prioritizing service enhancements and expansion at many of the region's rail stations. Incorporating access connections to bicycle and pedestrian facilities with the current enhancements and expansion should be an important aspect to the planning process. The current MTP does a good job with



identifying all the transit service providers in the MPO, however, there is little explanation that demonstrates the collaboration and coordination between the MPO and transit agencies.

SCRCOG, in collaboration with the RiverCOG, continues to support a Mobility Management Program contracted through the Kennedy Center. The program provides a one-stop resource that identifies the best transportation options for the elderly and individuals with disabilities. The program serves the 32 municipalities throughout South Central Connecticut and is a vital component in eliminating barriers to service and filling gaps for these individuals. The program was derived from the Locally Coordinated Public Transit Human Service Transportation Plan (LOCHSTP), which was originally developed as a statewide initiative in 2007 and later amended in 2009.

### **RiverCOG**

The transit providers that serve the MPO region include Middletown Transit District (MTD), Estuary Transit District (ETD) and the Shoreline East Railroad. The MPO recently conducted a Transit Study in the summer of 2020, which examined integrating the region's two bus providers, MTD and ETD. The study assessed the transit service and performance for the 17 communities that are currently served by the two transit agencies. The study also evaluated the condition and future needs for facilities and the restructuring of governance for the member communities within the service area. The MPO conducted several outreach activities to identify the service priorities for stakeholders from the Spring 2019 through the Summer 2020. The outreach methods included the circulation of on board surveys, stakeholder's interviews, a project website, pop-up events, cable TV broadcasts and social media. The MPO identified three objectives derived from the study to improve the current transit system which include achieving increased service efficiency, implementing the proposed merger with MTD and ETD, and improving the regional transit service.

RiverCOG also continues to partner with SCRCOG to implement the Mobility Management Program for South Central Connecticut. As discussed in the current status for SCRCOG, the current LOCHSTP is significantly outdated.

Overall, the MPO demonstrates a strong partnership with its transit providers and good coordination. The most recent MTP does a good job describing the overall transit network, as well as the regions motivation and action to integrate the networks modes. The Transit Planning section in the MTP also described how the region's transit providers worked with CTDOT, but the document should also reiterate the collaboration between RiverCOG and its transit providers.





### 4.5.3 Findings

**Recommendation:** An updated LOCHSTP should be developed in a collaborative process with seniors; individuals with disabilities; representatives of public, private, nonprofit transportation and human service providers; and other members of the public. The designated recipient is not directly responsible for developing the coordinated plan but is responsible for ensuring that the plan from which a selected project was included is developed in compliance with the statutory requirements. An agency or organization other than the designated recipient may take the lead in developing the coordinated plan. As of April 2021, CTDOT has committed to developing an updated LOCHSTP by the end of the calendar year. The State and MPOs should cooperatively ensure this process is completed.

#### SCRCOG

The region has an effective Mobility Management Program that identifies service gaps for the elderly and individuals with disabilities. One issue that continues to be of concern in the region and across the State of Connecticut is the lack of progress updating the LOCHSTP. As noted in the findings of the 2017 certification review for New Haven; at a minimum, the coordinated plan should follow the update cycles for Metropolitan Transportation Plans (MTPs). This should be at least every four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas. FTA circular 9070.1G for Enhanced Mobility for Seniors and Individuals with Disabilities also states that the designated recipient must certify that all projects funded through the section 5310 program are included in a locally developed, coordinated public transit-human service transportation plan.

**Recommendation:** In the next MTP update, the MPO should provide a narrative to document its coordination and collaborative efforts with local transit providers. The MPO should detail its working relationships and continue to demonstrate how the MPO supports transit planning for the wide range of transit services in the region.

#### RiverCOG

The region has an effective Mobility Management Program that identifies service gaps for the elderly and individuals with disabilities. One issue that continues to be of concern in the region and across the State of Connecticut is the lack of progress updating the LOCHSTP. As noted in the findings of the 2017 certification review for New Haven; at a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (MTPs). This should be at least every four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas. FTA circular 9070.1G for Enhanced Mobility for Seniors and Individuals with Disabilities also states that the designated recipient must certify that all



projects funded through the section 5310 program are included in a locally developed, coordinated public transit-human service transportation plan.

**Commendation:** The federal team commends the MPO for the work on the transit system study that identified the benefits of integrating the region's two bus providers and working to achieve the goal for improving and more effectively delivering transit service. As the merger progresses the MPO should continue to be intimately involved in executing the recommendations from the Lower Connecticut River Valley Regional Bus Integration Study.

**Recommendation:** It is recommended that the MPO provide better documentation of its collaborative efforts with transit providers.

## 4.6 Transportation Improvement Program

### 4.6.1 Regulatory Basis

23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.
- Include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those targets.
- Established criteria and procedures for amending the TIP

### 4.6.2 Current Status

#### SCRCOG

The current SCRCOG TIP is the FFY 2021-2024 TIP, adopted in September 2020.



SCRCOG also publishes an annual list of projects for which Federal funds have been obligated in the preceding year and posts it on-line.

Project selection procedures are generally based on the purpose and need of the given funding source / solicitation with a consideration to the goals outlined in the MTP.

### **RiverCOG**

The current RiverCOG TIP is the FFY 2021-2024 TIP, adopted in October 2020.

RiverCOG shares an annual list of projects for which Federal funds have been obligated in the preceding year with the MPO however this is not made available on-line.

RiverCOG has formal project selection criteria for the Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA) and Local Transportation Capital Improvement Program (LOT/CIP) (state funded) programs.

### **4.6.3 Findings**

#### **SCRCOG**

SCRCOG transparently provides historic TIP information in addition to enhanced project descriptions and the MPO Board considers both actions and amendments to the TIP when changes are requested. A visual TIP representation has not been developed.

For several years, in an effort to manage their TIP, SCRCOG uses an access database (TELUS, developed out of NJIT). SCRCOG expressed concerns that the future eSTIP initiative could impact their current process and add time to the TIP approval process.

SCRCOG meets with CTDOT annually to discuss programming, providing input on the DOT suggested list and SCRCOG expressed this process has worked well to date. Regional project solicitations are made for specific programs (e.g. CMAQ, TAP) and selections are based on purpose and connectivity, ensuring equity among member towns.

Enhancements to better illustrate fiscal constraint could benefit regional stakeholders and specific recommendations are included in the financial planning section of this report.

**Commendation:** SCRCOG is commended for their TIP action and amendment process which transparently shares detailed information on projects and tracks financial histories, assisting MPO officials and the public in making sound decisions.



**Recommendation:** SCRCOG should coordinate with the CTDOT to understand the eSTIP platform that is under development and how it may or may not be compatible with the region's existing TIP database. Early coordination could identify opportunities to make the two systems more harmonious.

**Recommendation:** As SCRCOG considers the future of the TIP management system and collaboration with the eSTIP initiative, it is recommended that the feasibility of creating an on-line, visual TIP be explored in partnership with CTDOT. This visual TIP could provide location-based TIP projects along with project descriptions, histories and photos.

### **RiverCOG**

The RiverCOG MPO regularly entertains TIP amendments, summarizing project additions, deletions or change in the meeting documents and during MPO meetings. Other than the meeting minutes, these changes are not formally documented following MPO approval. RiverCOG expressed an interest in coordinating with CTDOT on a state folder system.

The current, newly adopted TIP is not posted on-line, rather a copy of the draft FFY 2021-2024 TIP (dated August 13, 2020) is on-line.

RiverCOG has discussed a potential mapping tool with CTDOT, as a statewide effort and CTDOT is looking into this. A visual TIP representation has not been developed by RiverCOG however they have developed an on-line mapping tool, through the POCD effort, that is expandable.

Enhancements to better illustrate fiscal constraint could benefit regional stakeholders and specific recommendations are included in the financial planning section of this report.

**Recommendation:** The MPO should ensure the current TIP, including any adopted amendments, can be easily found online. Although not ideal, a PDF of the amendments can be posted to the RiverCOG website in the short term, until an enhanced process can be developed.

**Recommendation:** RiverCOG should make the list of federally obligated projects available on-line, to enhance transparency and comply with 23 CFR 450.334

**Recommendation:** RiverCOG should continue to collaborate with CTDOT as it relates to a potential statewide mapping tool and, if it does not appear to be feasible, RiverCOG should consider the expansion of the on-line tool developed under the POCD effort to enhance the regional TIP.



## **4.7 Public Participation**

### **4.7.1 Regulatory Basis**

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require an MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

### **4.7.2 Current Status**

#### **SCRCOG**

SCRCOG completed a minor update of their Public Participation Guidelines for Transportation Planning in January 2021. A significant update of the document has not been completed recently.

Public involvement associated with studies is generally facilitated by consultants and consists of traditional approaches, such as public meetings or information tables at community events, to obtain input. SCRCOG transitioned to an on-line public meeting platform for the Route 146 Corridor Study in Branford and Guilford during 2020, in response to the pandemic, and expects to consider this option for future studies.

In 2020, SCRCOG pivoted to virtual meetings for its standing boards and committees, as a result of the pandemic, and have realized increased attendance at meetings.

#### **RiverCOG**

RiverCOG endorsed a revision to their Public Participation Plan (PPP) on August 28, 2020 to include new processes used in response to the pandemic. The revised plan was coordinated



with Middletown Area Transit and Estuary Transit District and a 45-day comment period was extended to the public before adoption. During the virtual review RiverCOG commented that they may to do an overhaul of the PPP in the future which will include a meeting format that has a combination of in-person and virtual options (hybrid meetings) as well as Title VI updates.

RiverCOG provides opportunities for the public to formally comment and provide input through their website. They also use social media, maintaining a Facebook page. While RiverCOG has limited followers on social media, they have utilized sharing through the elected officials' social media accounts as a way of getting the word out more broadly.

Corridor studies include multiple public outreach approaches, including such events as 'pop-ups', booths at community events, and using technology such as ipads for surveys. Business cards were also prepared for the Route 66 and Route 81 corridor studies, identifying the corridor study website and contact information.

RiverCOG is in the process of developing an ArcGIS mapping tool that can be used in the analysis and evaluation of transportation plans and programs and assist in guiding their outreach activities.

### 4.7.3 Findings

#### **SCRCOG**

**Recommendation:** SCRCOG is encouraged to research and consider new public involvement tools that may enhance current processes. Additionally, the region should consider the needs and concerns from groups that are traditionally underserved and underrepresented by the existing transportation and assess how those groups can be better engaged in transportation planning.

#### **Available FHWA / FTA Resources:**

- Broward MPO (Florida) Public Participation: <https://browardmpo.org/core-products/public-participation-plan-ppp>
- The Innovative MPO - Smart Planning, Strong Communities <https://t4america.org/wp-content/uploads/2014/12/The-Innovative-MPO.pdf>
- Public Involvement Techniques for Transportation Decisionmaking (FHWA) [https://www.fhwa.dot.gov/planning/public\\_involvement/publications/pi\\_techniques/fhwahep15044.pdf](https://www.fhwa.dot.gov/planning/public_involvement/publications/pi_techniques/fhwahep15044.pdf)
- Case studies and examples: [https://www.fhwa.dot.gov/planning/public\\_involvement/](https://www.fhwa.dot.gov/planning/public_involvement/)



## **RiverCOG**

**Commendation:** RiverCOG is commended for their multi-faced approach to engaging the public throughout the transportation planning process and engaging public transit agencies during the update of the PPP.

## **4.8 Civil Rights (Title VI, EJ, LEP, ADA)**

### **4.8.1 Regulatory Basis**

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Under the ADA (28 CFR § 35.105) and Section 504 (49 CFR § 27.11), public entities must ensure that all programs, activities, and services are examined to identify barriers to access for persons with disabilities. Every State and municipality is required by Section 504 and by the ADA, to have completed a self-evaluation and an ADA transition plan. The self-evaluation is an inventory of an entity’s facilities (e.g. sidewalks, curb ramps, detectable warnings) that identifies barriers in policies (e.g., public meetings in inaccessible locations), programs (e.g.,



sidewalks and curb ramps— both considered to be “programs”—that are inaccessible to persons with disabilities, or, missing where they should have been constructed) and other activities and services that prevent access for persons with disabilities.

An ADA transition plan is the document that identifies the steps necessary to complete the changes identified in the entity’s self-evaluation to make its programs, activities, and services accessible; it describes in detail the actions the public entity will take to make facilities accessible and a prioritized schedule for making the improvements. All public entities with 50 or more employees (agency-wide) are required to develop a transition plan. Whereas agencies with less than 50 employees must develop a “Program Access Plan,” that describes how it will address non-compliant facilities.

#### **4.8.2 Current Status**

##### **SCRCOG**

Title VI Policy - The Title VI Complaint Process/Procedures discusses the process to file a Title VI Complaint. The Form does not include age as a protected class. The Form should be retitled as a “Title VI/Non-Discrimination Complaint Form” and include the relevant nondiscrimination classes including, race, age, color, disability, national origin and sex. Also, any person or any specific class of persons, by themselves or by a representative, that believe they have been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964 and related statutes, Section 504 of the Rehabilitation Act of 1973, or Title II of the Americans with Disabilities Act of 1990 may file a complaint.

ADA - Under the ADA (28 CFR § 35.105) and Section 504 (49 CFR § 27.11), public entities must ensure that all programs, activities, and services are examined to identify barriers to access for persons with disabilities. Every State and municipality is required by Section 504 and by the ADA, to have completed a self-evaluation and an ADA transition plan. The self-evaluation is an inventory of an entity’s facilities (e.g. sidewalks, curb ramps, detectable warnings) that identifies barriers in policies (e.g., public meetings in inaccessible locations), programs (e.g., sidewalks and curb ramps— both considered to be “programs”—that are inaccessible to persons with disabilities, or, missing where they should have been constructed) and other activities and services that prevent access for persons with disabilities.

The MPO has stated that all their meetings are held in ADA accessible facilities that includes accessible bathrooms, sidewalks and curb ramps.

Environmental Justice - The Executive Order 12898 of February 11, 1994 focuses on recipients of federal financial assistance to address Environmental Justice in minority populations and low-income populations. The Review Team understands that there are projects programmed in





the MPO's TIP and MTP that were selected by CTDOT, and not by the MPO. However, for projects selected by the MPO, an EJ analysis to examine the burdens and benefits of the transportation projects was not conducted in either the TIP or MTP.

### **RiverCOG**

Title VI - The Title VI Policy Statement, Title VI Organization Chart and the LEP Four Factor Analysis and Language Assistance Plan were reviewed. The Policy Statement lists the protections included under Title VI, race, color and national origin. It also lists other statutory protections, sex, age and disability. The LEP analysis is thorough and comprehensive. The MPO's complaint process is shown in the Organization Chart (Title VI), and it is consistent with FHWA and FTA procedures.

ADA - Under the ADA (28 CFR § 35.105) and Section 504 (49 CFR § 27.11), public entities must ensure that all programs, activities, and services are examined to identify barriers to access for persons with disabilities. Every State and municipality is required by Section 504 and by the ADA, to have completed a self-evaluation and an ADA transition plan. The self-evaluation is an inventory of an entity's facilities (e.g. sidewalks, curb ramps, detectable warnings) that identifies barriers in policies (e.g., public meetings in inaccessible locations), programs (e.g., sidewalks and curb ramps— both considered to be “programs”—that are inaccessible to persons with disabilities, or, missing where they should have been constructed) and other activities and services that prevent access for persons with disabilities. For municipalities that have less than 50 staff, and Public Access Plan is required.

EJ - The MPO considers EJ in their planning process. For transit, the Fixed route transit is mapped in relation to minority and low income census tracts in the transit district's Title VI reports which identifies minority communities, and inventories transit service and travel patterns. It also analyses and compares level of service and quality of service in the minority and low income tracts versus the non-minority and low income tracts.

The MPO considers EJ during the public participation process that involves minority and low income populations in decision making during early stages of the planning and project development. The MPO states that the majority of EJ studies are done on a project level basis due to the small minority and low income population found in the region. Special studies, such as corridor studies have an EJ representative on the advisory committee and neighborhood organizations are consulted. In addition, EJ organizations are contacted on a project level basis such as for meetings relating to STP projects. Also, outreach efforts for the TIP and similar documents include publishing notices in local and Spanish newspapers and sending information to those on the special EJ mailing list.



### 4.8.3 Findings

#### SCRCOG

**Title VI – Recommendation:** The MPO should develop a new complaint form that will accurately capture the nondiscrimination statutes and protections. The new complaint form should be limited to race, age, color, disability, national origin and sex. In addition, all complaints filed directly with the MPO should be forwarded and processed by CTDOT in accordance with the complaint procedures required under 23 CFR 200.9(b)(3). Copies of these complaints should be sent to FHWA and FTA.

**ADA Recommendation:** The MPO is recommended to work with CTDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs, activities, and services under the municipality's jurisdiction are examined to identify barriers to access for persons with disabilities. With CTDOT's assistance, an ADA Transition Plan or Program Access Plan should be developed which would describe the steps to ensure the municipality's program areas are accessible to persons with disabilities.

**ADA Recommendation:** The MPO should assess how it communicates with disabled persons. Alternative formats such as TTY (Teletypewriter) and TDD (Telecommunication Device for the Deaf) or relay services that will allow hearing-impaired individuals to communicate through the telephone to receive information from the MPO should be considered. As discussed at the certification review, CTDOT is willing to provide technical assistance on the alternative formats to fully communicate with people with disabilities.

**EJ Recommendation:** To be consistent with the Executive Order on EJ, the MPO will need to conduct a benefit and burden analysis on projects selected in the TIP and MTP. The data collection and analysis should be consistent in its consideration of all groups under Title VI and not limited to minority individuals. Title VI protected classes include persons of any race, color and national origin. The MPO staff should become familiar with the requirements of the EJ Executive order and associated guidance. Staff is recommended to take the virtual NHI EJ class, course number FHWA-NHI-142074 to under the basics of EJ and document the analysis in the TIP and LRTP. The Review Team is available to provide technical assistance as needed.

#### RiverCOG

**Title VI:** The MPO's planning process regarding this topic area is consistent with the applicable federal requirements.

**ADA Recommendation:** The MPO is recommended to work with CTDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs,



activities, and services under the municipality's jurisdiction are examined to identify barriers to access for persons with disabilities. With CTDOT's assistance, an ADA Transition Plan or Program Access Plan should be developed which would describe the steps to ensure the municipality's program areas accessible to persons with disabilities.

**EJ:** The MPO's planning process regarding this topic area is consistent with the applicable federal requirements.

## **4.9 Freight Planning**

### **4.9.1 Regulatory Basis**

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

### **4.9.2 Current Status**

#### **SCRCOG**

There is a wide variety of freight modes in operation in the region. The MPO is supporting the CTDOT in their production of a state freight plan and has compiled a list of freight providers in the region. The region reports involvement with the MAP Forum and NYMTC based on the heavy truck freight traffic generated in NY and NJ that travels I-95 and with the New Haven Port Authority. The region stays up to beat with all major national freight news. The MPO has worked on local freight infrastructure projects and rail issues. The region coordinates well with surrounding MPOs and has discussions about freight in their region with them. The MPO has sponsored a freight cargo study in 2014 for Tweed New Haven Airport, 2018 Freight Access study in New Haven Port and truck studies along I-95 in the past to inform their transportation planning activities.



### **RiverCOG**

The MPO reported that, while freight concerns touch many other elements of their planning processes, the nature of freight in the region is pass-through. A new FedEx and Amazon facility has affected some of their local areas. The region reports involvement with the MAP Forum and NYMTC based on the heavy truck freight traffic generated in NY and NJ that travels I-95. The region stays up to beat with all major national freight news. Many elements of freight traffic occur in the region including truck, marine and pipeline. The region foresees involvement with the state Port Authority in the future. Results of the Valley Railroad study were useful for understanding that future freight movements will not be possible via this rail line. The rural nature of much of the MPO implies the need for farm freight movements and they have been educating the public on how freight can be a “good neighbor” to residential areas. The region is home to a variety of freight modes and various freight-related issues that are both common among the State’s regions and unique to this MPO. The region coordinates well with surrounding MPOs and has discussions about freight in their region with them. The MPO is assisting the state with their freight plan and collecting important region-specific data at the same time.

### **4.9.3 Findings**

#### **SCRCOG**

The MPO is in compliance with federal regulations for this topic area.

#### **RiverCOG**

The MPO is in compliance with federal regulations for this topic area.

## **4.10 Transportation Safety**

### **4.10.1 Regulatory Basis**

The FAST Act requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.



In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

23 CFR 490.209 and 23 CFR 450.306 require MPOs to establish targets annually for each highway safety performance measure in coordination with the relevant State(s) to ensure consistency to the maximum extent practicable. MPOs are to establish performance targets not later than 180 days after the date on which the relevant State establishes their performance targets.

#### **4.10.2 Current Status**

##### **SCRCOG**

SCRCOG noted that CTDOT completed the development of a Regional Transportation Safety Plan (RTSP) for the SCRCOG. SCRCOG indicated that the RTSP was not considered to be a valuable resource for a number of reasons including lack of historical context on what solutions have been tried, and inconsistent coordination with Town officials during development of the plan. Also, the SCRCOG noted that the RTSP may cause challenges due to potential concerns with liability ramifications from the region identifying safety concerns. Further, the SCRCOG expressed concerns that the RTSP is not supported by funding for implementation of any identified safety improvements.

SCRCOG commented that safety is considered during their project selection processes.

The MPO also works with the T2 Center Safety Circuit Rider.

##### **RiverCOG**

The CTDOT is developing a Regional Transportation Safety Plan (RTSP) for each of the COGs within the state, the RiverCOG RTSP is underway and expected to be completed in 2021. RiverCOG is assessing how the RTSP may be used and expressed concerns with a performance-based approach due to legal ramifications from publishing such information.

RiverCOG is using the UConn Crash Data Repository to locate and analyze potential safety issues within their region. The region has also worked with their towns on Road Safety Audits (RSAs) and advancing projects through the CTDOT's Community Connectivity Grant program. The MPO also collaborates with the T2Center Safety Circuit Rider.



RiverCOG has recently completed two corridor studies (Route 66 and Route 81) which include assessments and recommendations to address safety concerns along these corridors. RiverCOG and CTDOT are working on ideas to incorporate a pedestrian walkway along the Haddam / East Haddam Swing Bridge to address pedestrian safety.

RiverCOG has project selection criteria for their Transportation Alternative Program, the CMAQ Program, and the State funded LOTCIP program. The selection criteria vary by program, including safety, cost effectiveness, and project readiness to name a few, and is used by the region to prioritize and select projects.

#### **4.10.3 Findings**

##### **SCRCOG**

**Recommendation:** SCRCOG should work with the Safety Office at the CTDOT to obtain guidance on how the RTSP may be used to obtain funding to implement specific safety improvements identified within the RTSP. These discussions should also address the concerns SCRCOG raised with respect to the liability, if any, that exists with the publication of the RTSPs.

##### **RiverCOG**

**Recommendation:** RiverCOG should work with the Safety Office at the CTDOT to advance and finalize the RTSP, discussing potential solutions to publication of the documentation considering regional concerns.

### **4.11 Transportation Security Planning**

#### **4.11.1 Regulatory Basis**

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(a)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.



#### 4.11.2 Current Status

SCRCOG falls within the Connecticut Department of Emergency Services and Public Protection's (CTDESPP) Division of Emergency Management and Homeland Security (DEMHS) Region 2; RiverCOG falls within Regions 2, 3 and 4. These regions were created to facilitate emergency management and homeland security planning. The Regional Emergency Planning Team (REPT) in each Region is supported by Regional Emergency Support Functions (RESF) or discipline oriented working groups. SCRCOG and RiverCOG participate in regular DEMHS meetings and coordination. DEMHS Region 2 has prepared a draft Evacuation and Shelter Plan that has not yet advanced to completion.

##### SCRCOG

Critical transportation assets within SCRCOG include two major interstate highways (Interstate 95 and Interstate 91); a major rail hub serving Amtrak, Metro-North, and Shoreline East; Tweed New Haven Regional Airport; and the Port of New Haven. Critical facilities by municipality are identified and mapped in the region's Hazard Mitigation Plan (May 2018, September 2018 Addendum). Interstate diversion plans were prepared within the region more than 10 years ago by CTDOT and SCRCOG is unaware of any plans to update them.

##### RiverCOG

The region's MTP identifies recommendations for on-going security planning including continued support of ESF-1 (Transportation) activities, promotion of transit operator training for security and crisis management, and improving security at park and ride lots throughout the region. Critical transportation assets within RiverCOG include two major interstate highways (Interstate 95 and Interstate 91), the Amtrak station in Old Saybrook, and the Shoreline East commuter rail service. Diversion Plans associated with Interstate 91 are in the process of being updated, in collaboration with CTDOT.

#### 4.11.3 Findings

##### SCRCOG

**Recommendation:** Ensuring diversion routes are easily available to regional first responders and up to date would be a benefit within the region. SCRCOG is encouraged to work with CTDOT, First Responders, and other stakeholders to update previous plans if necessary and post the plans in a location accessible to first responders.



## **RiverCOG**

The MPO is in compliance with federal regulations for this topic area.

## **4.12 Nonmotorized Planning / Livability**

### **4.12.1 Regulatory Basis**

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life."

### **4.12.2 Current Status**

## **SCRCOG**

SCRCOG published the South Central Regional Bicycle and Pedestrian Plan Update in June 2017. Recommendations address on and off- road priority areas, design (corridors and intersections), and policies (complete streets, transit-oriented development, data collection, advancing improvements).

The region continues to advance studies in partnership with their member towns which address connectivity, livability, and bicycle/pedestrian mobility.

## **RiverCOG**

RiverCOG will be working to complete their bicycle and pedestrian plan in the coming year and is in the process of hiring a consultant to assist. An on-line mapping tool, to gather and analyze public input, has been developed.

The region continues to advance planning efforts associated with the Airline trail, working with other stakeholders to develop ways to complete this important multi-regional connection.





RiverCOG has also been working with stakeholders to advance planning for a sidewalk on the Haddam / East Haddam Swing Bridge.

RiverCOG is in the process of preparing the region's first Plan of Conservation and Development which has 4 key themes – sustainable, connected, innovative, and community.

#### **4.12.3 Findings**

##### **SCRCOG**

**Recommendation:** SCRCOG has an extensive network of transit services that connect to critical educational, employment, health and housing facilities. It may be beneficial to graphically identify areas of opportunity, ensuring regional transit assets are providing the optimal access to these facilities in addition to an enhanced quality of life.

##### **Available FHWA / FTA Resources:**

- The Denver Regional Equity Atlas (Colorado) <http://ctod.org/mhc/demographicsbook-final-web.pdf>

##### **RiverCOG**

The MPO is in compliance with federal regulations for this topic area.

### **4.13 Performance Management**

#### **4.13.1 Regulatory Basis**

The following citations pertain to requirements for MPOs under performance management:

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals,



objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.324(f)(3) and (4) outline requirements to the MTP. The MPO MTP shall include:

- a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system.
- a system performance report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO the performance targets.

23 CFR 450.218(q) and 23 CFR 450.326(d) require that, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO in the MTP. TIPs shall link investment priorities to achievement of performance targets in the plan.

23 CFR 450.314(h) requires that the MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to:

- transportation performance data,
- the selection of performance targets,
- the reporting of performance targets,
- the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)) and the collection of data for the State asset management plan for the NHS.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.

#### **4.13.2 Current Status**

##### **SCRCOG**

The MPO's approach to performance based planning and programming is an ongoing effort that is being developed and centered around adopting the states targets. The MPO has not considered creating a set of individual targets unique to the region.



The MTP lists the federally required performance measures, but it only identifies targets for the transit asset management (TAM) measures. In addition to the TAM targets, the MTP also includes current performance numbers for each TAM measure (although it is unclear what time period is represented by this information). For all other measures, the MTP does not provide any detail on existing conditions and where the MPO stands on meeting their performance targets.

The TIP contains a full listing of the federally-required performance measures (with the exception of the public transportation safety measures which were not yet required at the time of TIP adoption) along with the performance targets adopted by CTDOT and the MPO for each measure. The information includes baseline performance as well as the targets. The TIP includes reference to the STIP as programming projects to meet the targets with no description of what the anticipated effects of the projects identified in the TIP are toward achievement of the adopted performance targets.

#### **RiverCOG**

To date, the MPO has adopted each performance target set by the State and has not adopted any measures or targets unique to the region. The MPO's MTP includes a PBPP section that describes each of the federal performance measures for assessing performance of the transportation system. The MTP only includes the targets for highway safety and transit asset management measures. The PBPP section does not include information, quantitative or qualitative, on current condition and performance of the system and where the MPO stands on achieving their performance targets. The section does include a discussion of CTDOT's Transportation Asset Management Plan.

The TIP contains a full listing of the federally-required performance measures (with the exception of the public transportation safety measures which were not yet required at the time of TIP adoption) along with the performance targets adopted by CTDOT and the MPO for each measure. The information includes baseline performance as well as the targets.

The TIP includes reference to the STIP as programming projects to meet the targets with no description of what the anticipated effects of the projects identified in the TIP are toward achievement of the adopted performance targets.

#### **4.13.3 Findings**

##### **SCRCOG**

The MTP provides a discussion on performance goals and targets setting but additional information is needed to fully develop a System Performance Report.



**Recommendation:** In the next MTP update, the MPO should include a system performance report that contains the performance targets it has adopted for all performance measures as well as include information describing the existing conditions of assets and system performance and the progress made toward achieving the performance targets in comparison to previous reports. This information should be included in the MTP as a stand-alone chapter or as an independent document and updated in synchronization with the MTP. The MPO has the option to update the report more frequently and can include progress on a year by year basis.

**Recommendation:** The TIP should include a description of the effect projects and programs in the TIP have in achieving performance targets identified in the MTP.

**Available FHWA / FTA Resources:**

- [Example Practices for Performance-Based Planning and Programming, FHWA 2020](#)
- [Model Long-Range Transportation Plans: A Guide for Incorporating Performance Based Planning, FHWA 2014](#)
- [Performance-Based Planning and Programming Guidebook, FHWA 2013](#)

**RiverCOG**

The MTP is not accompanied by a Transportation System Performance Report, although the MPO has included some of the information required for that report in the TIP.

**Recommendation:** The next MTP update should include a System Performance Report as a chapter in the MTP or as an independent stand-alone document describing the performance of the transportation system. The MPO should decide whether this information will be provided in a quantitative or qualitative format but should include all federally required measures and associated targets along with information describing the existing conditions of assets and system performance and the progress made toward achieving the performance target in comparison to previous reports. The MPO should also synchronize the System Performance Report update with the MTP although the MPO has the option to update the report more frequently and can include progress made on a year by year basis.

**Recommendation:** The TIP should include a description of what the effects of the projects in the TIP are anticipated to be in working toward achievement of the adopted performance targets.



#### Available FHWA / FTA Resources:

- [Example Practices for Performance-Based Planning and Programming, FHWA 2020](#)
- [Model Long-Range Transportation Plans: A Guide for Incorporating Performance Based Planning, FHWA 2014](#)
- [Performance-Based Planning and Programming Guidebook, FHWA 2013](#)

## 4.14 Congestion Management Process / Management and Operations

### 4.14.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

### 4.14.2 Current Status

Regular CMP reports for the New Haven TMA are prepared, concentrating on roadways with volume-to-capacity (V/C) ratios greater than one. The latest CMP was prepared in 2018; the 2020 CMP was not prepared given reduced traffic volumes in 2020 associated with the pandemic. The next CMP is anticipated to be initiated in July 2021. Although most of the New Haven TMA is included in the CMP, the Town of Cheshire is not represented.

The [Connecticut Statewide ITS Architecture](#) was prepared in 2005, and the Connecticut ITS Strategic Plan was last updated in 1999. Another important document related to traffic signal operations includes the [CTDOT Statewide Computerized Traffic Signal System Needs Assessment](#) (November 2015).



## **SCRCOG**

The region primarily relies on the initiatives from CTDOT to direct the ITS strategies in the state. The region has not received significant interest in ITS initiatives or requests to implement specific ITS technologies from municipalities. ITS interests that transit agencies have are typically coordinated directly between the transit agency and CTDOT.

SCRCOG regularly conducts studies that include operational assessments. Two specific studies were highlighted during the virtual review: Route 146 Corridor Study in Branford / Guilford and Move New Haven Transit Mobility Study. Recommendations from these studies help identify future mobility needs and inform the CTDOT program.

The MPO indicated that for the past 5 or 6 years they have not been actively using their Travel Demand Forecasting model and are instead relying upon CTDOT's statewide model. Although SCRCOG keeps the software up to date, the model inputs have not been regularly maintained.

The T2 Center Traffic Signal Circuit Rider has worked with and presented to SCRCOG.

## **RiverCOG**

A pilot on-demand transit service, XtraMile, was initiated in 2019 by the Estuary Transit District in partnership with RiverCOG. Through a Microtransit mobile application, or by calling the transit district, passengers were offered door-to-door service within an established pilot area covering a three town area and supporting two Shore Line East rail stations.

Within RiverCOG, ITS initiatives are minimal, and efforts are primarily led by CTDOT. Main Street in Middletown is the only coordinated traffic signal system in region and this is managed by the City. RiverCOG is using cell phone data (via Streetlight) to support their planning work and awareness of trip generation within/to their region.

RiverCOG conducts studies that include operational assessments. Two specific studies were highlighted during the virtual review: Route 66 Transportation Study (Portland and East Hampton) and the Route 81 Corridor Study (Clinton). Recommendations from these studies help identify future mobility needs.

The T2 Center Traffic Signal Circuit Rider has worked with and presented to RiverCOG. RiverCOG is a member of the Greater Hartford Traffic Incident Management (TIM) Coalition.



### 4.14.3 Findings

**Recommendation:** Federal regulations cited in 23 CFR 450.320(a) call for a TMA-wide CMP process and product. With the next update of the CMP, the MPOs should collaborate with NVCOG to ensure congested corridors in TMA portions of Cheshire are accounted for.

**Recommendation:** To ensure congestion is managed through an integrated, multi-modal process, the MPOs should collaborate with transit agencies to obtain available transit data (such as on-time performance) for analysis and inclusion in the next CMP.

### SCRCOG

**Recommendation:** Coordination with CTDOT as it relates to ITS within the SCRCOG region is essential, ensuring that future opportunities are identified and planned for. Opportunities for planning, designing, and incorporating ITS elements (e.g. traffic signal technologies, cameras, roadway weather information systems) into regionally sponsored projects should be continually considered. The region should also consider collaborating with CTDOT as it relates to Computerized Traffic Signal Systems needs within the region.

### RiverCOG

**Recommendation:** Coordination with CTDOT as it relates to ITS within the RiverCOG region is recommended, ensuring that future opportunities are identified and planned for. Opportunities for planning, designing, and incorporating ITS elements where appropriate (e.g. traffic signal technologies) into regionally sponsored projects should be considered.

## 4.15 Environmental Mitigation

### 4.15.1 Regulatory Basis

23 CFR 324(f)(10) sets forth requirements for the MTP to include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. Environmental mitigation includes activities that avoid, minimize, and compensate for impacts to resources. During planning, environmental mitigation may be appropriately conducted at the programmatic level, as well as at the project level. Mitigation activities may be targeted to include actions determined to have the greatest potential to restore and maintain the environmental functions affected by the MTP.

Mitigation efforts undertaken during planning may often be leveraged to provide streamlining throughout project development when these efforts are conducted in consultation with



Federal, State, and Tribal land use and natural/cultural resource regulatory agencies. 23 CFR 450.324(g) requires consultation with these agencies, as appropriate, during development of the MTP. Consideration of existing conservation plans, land use planning maps, resource maps, and natural or historic/cultural resource inventories, as appropriate, in developing the MTP may demonstrate an effort at consultation.

Consultation requirements are primarily set forth in 23 CFR 316 (b-e), and 23 CFR 450.324(f)(10) allows the MPO to establish reasonable timeframes for performing this consultation. In non-attainment and maintenance areas for transportation-related pollutants, 23 CFR 450.324(m) requires interagency consultation, in accordance with EPA's Clean Air Act conformity regulations, at 40 CFR part 93, subpart A, for any interim MTP prepared during a conformity lapse, and consultation in accordance with 23 CFR 450.324(g) when such a plan contains projects not included in a previously approved TIP.

#### **4.15.2 Current Status**

##### **SCRCOG**

SCRCOG's environmental mitigation discussion is focused on project level efforts and would benefit from an expanded description of mitigation activities that they have undertaken (e.g. NHMP) but not given themselves credit for.

SCRCOG's Public Participation Guidelines do not include a section specific to agency consultation but does mention the inclusion of environmental and Tribal groups when scoping Corridor Studies and other Special Studies. The guideless do detail the various notifications and meeting types that are employed for the different transportation products and processes in the region.

SCRCOG has worked with their municipalities to develop Natural Hazard Mitigation Plans and has been able to implement a regionally integrated plan over most of their jurisdiction. Flood Resiliency studies have included consideration of transportation asset vulnerability.

##### **RiverCOG**

RiverCOG's MTP includes a well-developed Environmental Mitigation discussion, which includes a review of efforts to identify and prioritize environmentally sensitive lands. They have included an overall discussion about environmental mitigation activities and potential areas to carry out these activities in the MTP. It includes recommendations to help offset transportation impacts on the natural environment and presents a prioritized strategic conservation plan that utilizes geospatial planning to prioritize creation and maintenance of a network of habitat





connectivity, provide water quality benefit, and protect open space/agriculture/aesthetic resources.

RiverCOG's Public Participation Plan includes a section on Consultation. The term is applied broadly, and not specifically with reference to interagency or intergovernmental consultation. Tribal entities and historic/cultural resource agencies are not included in the list of groups identified for consultation.

RiverCOG has worked with their municipalities to develop a Natural Hazard Mitigation Plan and has been able to implement a regionally integrated plan over most of their jurisdiction. Flood Resiliency studies have been completed and included consideration of transportation asset vulnerability.

#### **4.15.3 Findings**

##### **SCRCOG**

**Recommendation:** The MPO should expand the Environmental Mitigation discussion in the MTP to document required consultation activities and to identify the types of mitigation strategies that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The MPO should also include the potential areas for which these strategies can be used.

**Recommendation:** Establish and document relationships with Tribal, State, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the MTP. It would be useful to develop a list of resource agencies and contacts consulted, as well as any consultation agreements, and include it as an appendix in the next update of the MTP. References in the documents should include any existing conservation plans, land use planning maps, resource maps, and natural or historic/cultural resource inventories, as appropriate, utilized in developing the MTP.

**Recommendation:** It is recommended to invite [CTDEEP's appropriate Watershed Manager\(s\)](#) to participate in their programmatic and project level consultation efforts. The Watershed Manager may be able to provide assistance in prioritizing projects based on environmental complexity or regional resource goals. Their stakeholder liaison role gives them broad familiarity with watershed planning documents, funding availability, and which sources may be able to be used as State match under Title 23.



## **RiverCOG**

**Recommendation:** It is recommended that a list of resource agencies consulted, and contacts, as well as any consultation agreements, be included as an appendix in the next update of the MTP. References in the documents should include any existing conservation plans, land use planning maps, resource maps, and natural or historic/cultural resource inventories, as appropriate, utilized in developing the MTP.

**Recommendation:** Ensure a process is followed to document the intergovernmental and interagency consultation efforts that are undertaken, as well as any consultation agreements that may exist. Explicitly include Tribal and historic/cultural resource agencies in the consultation process. Consider inviting [CTDEEP's appropriate Watershed Manager\(s\)](#) to participate in their programmatic and project level consultation efforts. The Watershed Manager may be able to help MPOs prioritize projects based on environmental complexity or regional resource goals. Their stakeholder liaison role gives them broad familiarity with watershed planning documents and funding availability and which sources may be able to be used as State match under Title 23.



## APPENDIX A – PARTICIPANTS AND MEETINGS

The following individuals from the federal team were involved in the New Haven urbanized area virtual review meetings:

FHWA	FTA
Kurt Salmoiraghi	Leah Sirmin
Jennifer Carrier	Brandon Burns
Erik Shortell	Chcolby McFarland
Michael Chong	Margaret Griffin
Tim Snyder	
Emilie Holland	

Agendas and attendees of the virtual and public meetings can be found in the next few pages.

### Tuesday, March 2, 2021: Lower CT River Valley COG

- 8:30-8:40 (10 Minutes) Virtual Meeting Logistics, Overview and Introductions
- 8:40-8:55 (15 Minutes) RiverCOG Presentation / Comments to Federal Team
- 8:55-9:25 (30 Minutes) Programming Efforts, Financial Planning and TIP Development

Attendees: FHWA: Kurt Salmoiraghi, Jennifer Carrier, Erik Shortell, Michael Chong, Timothy Snyder, Emilie Holland; FTA: Leah Sirmin; Colby Mcfarland; Brandon Burns; Margaret Griffin; CTDOT: Maribeth Wojenski, Sara Radacsi, Grayson Wright, Katheryn Faraci, Rose Etuka; RiverCOG: Sam Gold, Rob Haramut, Paula Fernald, Janice Ehlemeyer, Kevin Armstrong, Margot Burns

### Tuesday, March 2, 2021: Lower CT River Valley COG

- 1-1:40 (40 Minutes) Transit Planning Including Coordination with Partnering Agencies, Livability and Bicycle & Pedestrian Planning
- 1:40-2:10 (30 Minutes) Safety, Security and Operations Planning



2:10-2:25 (15 Minutes)	BREAK
2:25-3:10 (45 Minutes)	Civil Rights (Title VI, EJ, LEP, ADA)
3:10-3:30 (20 Minutes)	Public Participation
3:30-3:40 (10 Minutes)	Environmental Mitigation
3:40-3:55 (15 Minutes)	Other Items Surfacing During Earlier Sessions, Closing and Next Steps

Attendees: FHWA: Kurt Salmoiraghi, Jennifer Carrier, Erik Shortell, Michael Chong, Timothy Snyder, Emilie Holland; FTA: Leah Sirmin; Colby Mcfarland; Brandon Burns; Margaret Griffin; CTDOT: Maribeth Wojenski, Sara Radacsi, Grayson Wright, Katheryn Faraci, Tiffany Garcia, Debra Goss; RiverCOG: Sam Gold, Rob Haramut, Paula Fernald, Janice Ehlemeyer, Kevin Armstrong, Margot Burns, Torrance Downes, Megan Jouflas; Others: Joseph Comerford – Estuary Transit

### **Wednesday, March 3, 2021: South Central CT COG**

8:30-8:40 (10 Minutes)	Virtual Meeting Logistics, Overview and Introductions
8:40-9:00 (20 Minutes)	SCRCOG Presentation / Comments to Federal Team
9:00-9:45 (45 Minutes)	Programming Efforts, Financial Planning and TIP Development
9:45-10 (15 Minutes)	BREAK
10-10:45 (45 Minutes)	Transit Planning Including Coordination with Partnering Agencies, Livability and Bicycle and Pedestrian Planning

Attendees: FHWA: Kurt Salmoiraghi, Jennifer Carrier, Erik Shortell, Michael Chong, Timothy Snyder, Emilie Holland; FTA: Leah Sirmin; Colby Mcfarland; Brandon Burns; Margaret Griffin; CTDOT: Maribeth Wojenski, Sara Radacsi, Grayson Wright, Katheryn Faraci, Rose Etuka; SCRCOG: Carl Amento, Stephen Dudley, Jim Rode, Eugene Livshits, Rebecca Andreucci, Christopher Rappa, Andy Cirioli; Others: Rob Haramut – River COG, Mario Marrero – GNHTD, Henry Jadach– Milford Transit District



### **Wednesday, March 3, 2021: South Central CT COG**

1:00-1:45 (45 Minutes)	Civil Rights (Title VI, EJ, LEP, ADA)
1:45-2:05 (20 Minutes)	Public Participation
2:05-2:35 (30 Minutes)	Safety, Security and Operations Planning
2:35-2:55 (20 Minutes)	Environmental Mitigation
2:55-3:15 (20 Minutes)	Other Items Surfacing During Earlier Sessions, Closing and Next Steps

Attendees: FHWA: Kurt Salmoiraghi, Jennifer Carrier, Erik Shortell, Michael Chong, Timothy Snyder, Emilie Holland; FTA: Leah Sirmin; Colby Mcfarland; Brandon Burns; Margaret Griffin; CTDOT: Maribeth Wojenski; Sara Radacsi; Grayson Wright; Katheryn Faraci; Etuka Rose; Tiffany Garcia; Debra Goss; SCRCOG: Carl Amento, Stephen Dudley, Jim Rode, Eugene Livshits, Rebecca Andreucci, Christopher Rappa, Andy Cirioli; Others: Rob Haramut – River COG

### **Thursday, March 4, 2021: Joint Initiatives – RiverCOG and SCRCOG**

1-1:10 (10 Minutes)	Virtual Meeting Logistics and Introductions
1:10-1:55 (45 Minutes)	TMA / MPO Coordination: Overview of coordination efforts (includes SCRCOG, RiverCOG, MetroCOG, and NVCOG) (Includes agreements, MPO structure); Transit partners welcome
1:55-2:25 (30 Minutes)	Congestion Management Process (CMP)
2:25-2:40 (15 Minutes)	Break
2:40-3:10 (30 Minutes)	PBPP (including target setting)
3:10-3:30 (20 Minutes)	Freight Planning
3:30-3:45 (15 minutes)	Other Items Surfacing During Earlier Sessions, Closing and Next Steps



Attendees: FHWA: Kurt Salmoiraghi, Jennifer Carrier, Erik Shortell, Timothy Snyder, Emilie Holland; FTA: Leah Sirmin; Colby Mcfarland; Brandon Burns; Margaret Griffin; CTDOT: Maribeth Wojenski; Katheryn Faraci; Sara Radacsi; Grayson Wright; SCRCOG: Carl Amento, Stephen Dudley, Jim Rode, Rebecca Andreucci, Andy Cirioli; RiverCOG: Sam Gold, Rob Haramut, Kevin Armstrong, Megan Jouflas; Others: Henry Jadach – Milford Transit District; Mario Marrero – GNHTD



## **APPENDIX B – PUBLIC COMMENTS**

No public comments were received during the review process.



## APPENDIX C – PREVIOUS FINDINGS AND DISPOSITION

The previous certification review for the New Haven urbanized area was conducted in 2017, with the certification issued on June 1, 2017. The 2017 Certification Review recommendations and the current appraisal are summarized below:

### SCRCOG

Recommendations from 2017 Certification Review Report	Current MPO Appraisal (2021)
MPO Structure and Agreements: All MOUs should be updated. The CTDOT has agreed to coordinate with the MPO on an update of all agreements under which the MPO operates.	Per MPO - Update of agreements was started in late 2019 but came to a halt with the pandemic. We will re-commence this project once all can return to the office and coordinate and execute properly.
Metropolitan Transportation Plan: Per 23 CFR 450.322(10), for the 2019 MTP, the MPO should develop financial tables consisting of short-term project expectations (e.g., projects in the TIP), medium and/or longer term projects or programs, compared to expected revenues developed by the CTDOT. Project estimates should be made available by the responsible units at CTDOT through their established methodology.	MPO commented 'Included'
Transit Planning: It is recommended that the MPO formalize its process for designating a transit representative either in its bylaws or its MOU.  The region should evaluate its LOCHSTP and consider updating it in concert with the next MTP update cycle, as allowed for in FTA Circular 9070.1G.	MPO provided resolution  MPO did not comment on this





<p>Civil Rights and Public Involvement: The MPO should merge a spatial representation of TIP projects and descriptions with the demographic mapping that has been produced to help the MPO analyze impacts and to provide a geographic portrayal of the TIP projects for public review.</p> <p>The MPO should develop some strategies to measure Title VI, EJ, LEP or ADA impacts of a targeted project in a selected population cluster, and conduct a pilot social impact report in an attempt to determine the benefits and burdens of a particular project on a particular neighborhood.</p>	<p>MPO commented – ‘Awaiting assistance from CTDOT on location information’</p> <p>MPO commented – ‘Will undertake as appropriate’</p>
<p>TMA Coordination: SCRCOG should work with the other appropriate agencies to update its UZA-based MOUs. They should be updated to reflect changes to COGs and MPOs that have occurred due to restructuring in recent years. They should also incorporate changes to processes since 2002 as well as requirements identified in the US DOT’s final planning rule published in 2016, including 23 CFR 450.314(e) and (g).</p>	<p>See item above</p>
<p>Transportation Safety: The MPO should review the draft SHSP and provide input to the CTDOT on the Plan’s detail. The Safety Circuit Rider should present the state program to the MPO in the near term at a time convenient to the MPO.</p>	<p>MPO commented this was completed</p>
<p>Operations: When a Signal Systems Circuit Rider is hired at UConn’s LTAP Center, the MPO should sponsor an opportunity for its municipalities to have a presentation of what the circuit rider program can offer.</p>	<p>MPO commented that an opportunity has been provided</p>
<p>Nonmotorized Planning / Livability: The Safety Circuit Rider at UConn’s LTAP Center can hold Roadway Safety Assessments in the area of bicycle and pedestrian safety, and the MPO should sponsor an opportunity for its municipalities to have a presentation of what the circuit rider program can offer.</p>	<p>MPO commented ‘Individual communities are taking advantage of this program through CTDOT’</p>



Congestion Management Process: For the next iteration of the CMP, the MPO should include the Town of Cheshire to make the CMP inclusive of the entire TMA.	MPO commented ' Would have been included in update scheduled for FY19-20 but not undertaken due to reduced traffic volumes and pandemic'
Incorporate the latest CMP within the next MTP in 2019. The MPO should try to compare congested sites with safety data for those sites for any correlation to help identify priority projects for the next MTP.	MPO commented that this was reviewed and addressed.

## RiverCOG

Recommendations from 2017 Certification Review Report	Current Appraisals (2021)
MPO Structure and Agreements: All MOUs should be updated. The CTDOT has agreed to coordinate with the MPO on an update of all agreements under which the MPO operates.	MOUs within the New Haven and Norwich-New London TMA have not been updated.
Transit Planning: The region should evaluate its LOCHSTP and consider updating it in concert with the next MTP update cycle, as allowed for in FTA Circular 9070.1G.	LOCHSTP has not been updated since the last review; The regional Mobility Manager continues to be available to assist individuals in finding public transit options.
Transportation Improvement Program: The TIP should include a clear depiction of the amount of revenue estimated to be available for the region, along with discussion of the assumptions made to determine that figure. This revenue figure can then easily be compared to the programmed costs to clearly demonstrate financial constraint.	MPO commented STIP shows financial constraint and it is challenging for COGs to assess authorizations understanding they do not come at an MPO level.
Civil Rights: The MPO should develop some strategies to measure Title VI, EJ, LEP or ADA impacts of a targeted project in a selected population cluster, and conduct a pilot social impact report in an attempt to determine the benefits and burdens of a particular project on a particular neighborhood in either urban or rural setting.	New Title VI, EJ and LEP strategies were developed in 2019; other updates included an organization chart, complaint procedures, and resolutions.



Freight: While the MPO is assisting in the State's freight plan, it is recommended that the MPO initiate a series of smaller studies that focus on one or more of their unique situations, such as movement of farm products, commercial marine concerns, freight pattern route shifts, freight accommodation in complete streets, and/or conflicts between freight movements and residential land uses. The National Performance Management Research Data Set (NPMRDS) could assist in identifying truck patterns and volumes.	MPO commented that freight issues were looked at in relation to the Rt 81 and Rt 66 Corridor Studies; The Metropolitan Area Planning (MAP) Forum was also referenced and RiverCOG's coordination with NYMTIC on freight (commodity flow analysis)
Transportation Safety – Performance Management: The MPO should review the regional safety data available to begin a preliminary look at specific data at particular sites and work with the CTDOT to pinpoint any trends and to review countermeasures for these locations. The MPO should work with the CTDOT to coordinate the development and documentation of safety targets, per 23 CFR 490.209(c).	MPO referenced the regional safety plan development and coordination with member towns; MPO coordinates with CTDOT annually on safety performance targets
Nonmotorized Planning/Livability: Tangible actions should be developed in the Bicycle and Pedestrian Plan to support the stated objectives. The MPO should take advantage of RSA training through the LTAP center or FHWA Resource Center, so staff can provide assistance to towns not participating in the state's Community Connectivity program and to support actions developed in the Bicycle and Pedestrian Plan. A gap analysis study, to identify network and facility needs, should be undertaken as an action of the Bicycle and Pedestrian Plan, and such analysis should be folded into the 2019 update to the MTP.	RiverCOG will be working in the coming year to finish their bicycle/pedestrian plan; The COG also initiated their first Regional POCD; RiverCOG has worked with the towns on RSAs
Congestion Management Process: The MPO should combine the congestion data from the 2015 Congestion Management report with safety data from recommendations from major corridor plans and the CT Crash Data Repository to present evidence for priority roadway projects for the next MTP in 2019 and for CTDOT project consideration in the near term. Such a process may help the MPO utilize performance management data from both the CMP and safety data compilations to inform the next MTP and support project development.	MPO provide information related to New Haven UZA congested corridors



TMA Coordination Efforts: RiverCOG should work with the other appropriate agencies to update its UZA-based MOUs. They should be updated to reflect changes to COGs and MPOs that have occurred due to restructuring in recent years. They should also incorporate changes to processes since 2002 as well as requirements identified in the US DOT's final planning rule published in 2016, including 23 CFR 450.314(e) and (g).

MOUs within the New Haven and Norwich-New London TMA have not been updated.



## APPENDIX D - LIST OF ACRONYMS

**ADA:** Americans with Disabilities Act  
**AMPO:** Association of Metropolitan Planning Organizations  
**CAA:** Clean Air Act  
**CFR:** Code of Federal Regulations  
**CMP:** Congestion Management Process  
**CO:** Carbon Monoxide  
**DEMHS:** Department of Emergency Management and Homeland Security  
**DOT:** Department of Transportation  
**EJ:** Environmental Justice  
**FAST:** Fixing America's Surface Transportation Act  
**FHWA:** Federal Highway Administration  
**FTA:** Federal Transit Administration  
**FY:** Fiscal Year  
**HSIP:** Highway Safety Improvement Program  
**ITS:** Intelligent Transportation Systems  
**LEP:** Limited-English-Proficiency  
**M&O:** Management and Operations  
**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century  
**MPA:** Metropolitan Planning Area  
**MPO:** Metropolitan Planning Organization  
**MTP:** Metropolitan Transportation Plan  
**NAAQS:** National Ambient Air Quality Standards  
**NO<sub>2</sub>:** Nitrogen Dioxide  
**O<sub>3</sub>:** Ozone  
**PTASP:** Public Transportation Agency Safety Plan  
**PM<sub>10</sub> and PM<sub>2.5</sub>:** Particulate Matter  
**SHSP:** Strategic Highway Safety Plan  
**SMS:** Safety Management Systems  
**STIP:** State Transportation Improvement Program  
**TDM:** Travel Demand Management  
**TIP:** Transportation Improvement Program  
**TMA:** Transportation Management Area  
**U.S.C.:** United States Code  
**UPWP:** Unified Planning Work Program  
**USDOT:** United States Department of Transportation





**Report prepared by:**

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**FTA Region 1  
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Cambridge, MA 02142**

2021 ANNUAL PERFORMANCE REPORT AND UPDATE  
SOUTH CENTRAL CONNECTICUT REGIONAL ECONOMIC  
DEVELOPMENT CORPORATION



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## STRATEGIC PLANNING COMMITTEE

Representative	Organization	Sector	Town/Region/State
First Selectman Mike Freda (Chair)	Town of North Haven	Municipal North Haven	North Haven
Carl Amento	SCRCOG	Government	Regional
Rebecca Andreucci	SCRCOG	Government	Regional
Todd Arnold	DNAMX	Bioscience	Branford
Avneet Benipal	REX Development	Economic Development	Regional
Renata Bertotti	City of Meriden	Municipal	Meriden
Tony Bialecki	H. Pearce Realty	Real Estate	Regional
Mary Ellen Cody	Gateway Community College	Higher Education	New Haven
Mark Cousineau	Community Investment Corporation	Finance/Banking	Regional
David Hunter	Mary Wade: Nursing Home and Assisted Living	Healthcare	Regional
Ginny Kozlowski	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development	Regional
Richard LoPresti	Economic Development Commission – Town of North Haven	Economic Development	Regional
Barbara Malmberg	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development/Tourism	Regional
Edwin Moore	State of Connecticut Department of Community & Economic Development	Economic Development	Statewide
Clio Nicolakis	Science Park Development Corporation	Bioscience	New Haven
Edward Norris	Regional Water Authority	Utilities	Regional
Usha Pillai	Aria Consulting	Bioscience	Statewide
Michael Piscitelli	City of New Haven	Municipal	New Haven
Sue Rapini	Southern Connecticut State University	Higher Education	New Haven
Shelly Saczynski	REX Development	Economic Development	Regional
Jamison Scott	Air Handling Systems/ManufactureCT	Manufacturing	Statewide
Garrett Sheehan	Greater New Haven Chamber of Commerce	Business	Regional
Lucy Sirico	Yale New Haven Health	Healthcare	Statewide
Ryan Wolfe	Avangrid (UI & Southern Connecticut Gas)	Utilities	Regional

## COMMUNITY OUTREACH

Representative	Town	Representative	Town
First Selectperson Paula Cofrancesco	Bethany	Town Planner Dave Anderson	Madison
Tom Ellis	Bethany	Joseph Feest	Meriden
Alisa Waterman	Branford	Anthony M. Sagnella	New Haven
Ellen Carucci	Branford	Carlos Eyzaguirre	New Haven
First Selectman Jamie Cosgrove	Branford	David Valentino	New Haven
John Leonard	Branford	Margaret Lee	New Haven
Perry Maresca	Branford	Michael Piscitelli	New Haven
Richard Squeglia	Branford	Miguel Pittman	New Haven
Bob Schumitz	East Haven	EDC Coordinator Roger Salway	North Branford
Dale Kroop	East Haven	Joan Tutor	North Branford
John Tarducci	East Haven	Kim Dawson	North Branford
Mayor Joseph Carfaro	East Haven	Melissa Pantaleo	North Branford
Raymond Baldwin, Jr.	East Haven	Town Manager Michael Paulhus	North Branford
Steve Haddon	East Haven	Deb Moore	North Haven
Amy Earls	Guilford	First Selectperson Michael Freda	North Haven
Beth Brause	Guilford	Frank Maher	North Haven
Damian Gunningsmith	Guilford	Richard LoPresti	North Haven
David Egan	Guilford	Robert Zambrano	North Haven
John Sullivan	Guilford	Stephen Fontana	North Haven
Karen Stephens	Guilford	Walter Mann	North Haven
Mark Wasserman	Guilford	Annemarie Sliby	Orange
Michael Meisel	Guilford	Carl Russell	Orange
Tracy Brent Calafiore	Guilford	Erika Muik	Orange
Wendy Dockray	Guilford	Michael Latella	Orange
Anthony DelGrego	Hamden	Paul Gehr	Orange
Anthony Sachetti	Hamden	Roy Cuzzocreo	Orange
Dan Smolnik	Hamden	Gary J. Fappiano	Wallingford
Dashone Hughey	Hamden	Hank Baum	Wallingford
David DeNicola	Hamden	Joseph E. Mirra	Wallingford
Donald Moses	Hamden	Mark Gingras	Wallingford
Economic Development Director Curtis Eatman	Hamden	Patricia Cymbala	Wallingford
Energy Efficiency Coordinator Kathleen Shomaker	Hamden	Rosemarie Prenata	Wallingford
Ken Good	Hamden	Tim Ryan	Wallingford
Steven Diaz	Hamden	Chris Soto	West Haven
Town Planner Erik Johnson	Hamden	Douglas Colter	West Haven
Board of Finance Justin Murphy	Madison	Mayor Nancy Rossi	West Haven
Commissioner Anne Foley	Madison	Betsy Yagla	Woodbridge
Commissioner Eric Dillner	Madison	Clio Nicolakis	Woodbridge

Commissioner Jonathan Stein	Madison	Debra Brander Barbieri	Woodbridge
Commissioner Lisa Miksis	Madison	Donavon Lofters	Woodbridge
Commissioner Matt Bloom	Madison	J. Brooks Dougherty	Woodbridge
Commissioner Ryan Duques	Madison	Jeremy Rosner	Woodbridge
First Selectperson Peggy Lyons	Madison	Shawn Flynn	Woodbridge
Gerry Davis	Madison	Tobenna Nwangwu	Woodbridge
Selectman Bruce Wilson	Madison	Wayne Luciani	Woodbridge

## **PREFACE TO THE 2021 CEDS ANNUAL UPDATE AND PERFORMANCE REPORT**

When we completed the 2020 CEDS Annual Update and Performance Report, we were using data as of February 2020. By March, the economic development landscape was dramatically different. The abrupt change resulted in a very difficult period for our residents, both personally and professionally. As we analyze the 2021 data, there is certainly cause for optimism as we move into the summer. With a high vaccination rate plus the seasonal advantages of outdoor activities, we anticipate relatively few COVID-19 cases, resulting in a summer that encourages economic activity.

This document addresses key issues through two lenses. One is through our 5-year strategic plan and the other is through the pandemic impact. The past year has set us back in accomplishing our goals and objectives, but it has also shown why addressing our issues of inequality is essential for the entire community. The shared experience of the pandemic has drawn much-needed attention to these issues for all residents, not just those who have traditionally been impacted by systemic challenges.

To accomplish our economic development goals, we must address several difficult issues related to equity (wealth, education, workforce, healthcare, technology, food insecurity, transportation, childcare, housing, and more). The CARES Act and the American Rescue Plan can create a path toward economic growth and equity if used wisely.

With these resources, we look forward to working with our regional and state partners at the Department of Emergency Management and Homeland Security, AdvanceCT, CT Department of Economic and Community Development, and our towns to implement a visionary plan that encompasses all towns and residents of South Central Connecticut. We recognize that we have two challenges facing us. The first is resolving the existing threats and weaknesses of our economy. The second is preventing and preparing for crises that seemed unimaginable in 2019. We have seen power grid failures in Texas, water contamination in Michigan and Florida, cyberattacks that shutdown fuel lines, and global supply chain disruptions via the pandemic and a ship blockage of the Suez Canal. While we are reliant on state and federal assistance in any of these types of scenarios, we must expand our definition of resilience planning and move beyond extreme weather events and short-term power outages. Prevention is the goal, anticipation is the plan, execution is the response. As unexpected and horrific the COVID-19 pandemic has been, we have gained a new understanding of resilience, and Connecticut can take pride in our response.

## OVERVIEW

South Central Connecticut Regional Economic Development Corporation, a.k.a. REX Development, is the Economic Development District for South Central Connecticut. This public/private partnership promotes economic development in the towns of Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. Funded by private sector partners and the towns of the South Central Regional Council of Governments, REX/SCCREDC supports programs and policies aimed at making the region more competitive in the global economy and providing stakeholder education regarding municipal economic development opportunities. REX/SCCREDC also coordinates the development and implementation of the Comprehensive Economic Development Strategy.



The 2018-2023 South Central Connecticut Comprehensive Economic Development Strategy noted some significant weaknesses and threats, including mismatched skillsets, insufficient affordable housing, limited access to healthcare, and an aging population, to name a few. While progress had been made in addressing these issues, the impact of these disadvantages became patently obvious in the face of the COVID-19 pandemic.

At present, Connecticut is well-positioned for a smoother economic recovery to pre-pandemic levels, but that is not the goal. The issue of social equity needs to be addressed in our recovery plans. Not only is it the morally-responsible path, but it is also essential to overall community wellness.

## VISION STATEMENT

South Central Connecticut aims to develop the region's resiliency, diversity, and community while striving for the creation and implementation of business-friendly policies and projects that result in a more attractive business environment and higher quality of life for its residents.

## DEMOGRAPHICS & SOCIOECONOMIC TRENDS

According to the United States Census Bureau, Connecticut was the slowest-growing state in the U.S., with the population increasing 0.9% from 2010-2020 to a total population of 3,605,944.<sup>1</sup>

Population (2019) <sup>2</sup>	567,954
Households (2019) <sup>1</sup>	221,467
Per Capita Income (2019) <sup>1</sup>	\$39,549
Median Household Income (2019) <sup>1</sup>	\$73,587
Median Sales Price Single Family Homes – New Haven Market (Q1 2021) <sup>3</sup>	\$250,000
Median Age (2019) <sup>1</sup>	40.5
Largest Population (2019) <sup>1</sup>	New Haven, 130,250
Smallest Population (2019) <sup>1</sup>	Bethany, 5,548
Workforce Population (2019) (age 16+) <sup>4</sup>	289,520

Since our 2020 update, the workforce has shrunk from 314,261 to 289,520, approximately an 8% decline. Given that our total population has declined by less than 3,000 people, the reduction in available workforce bears additional scrutiny. While some portion can be attributed to our aging population and resulting retirements, it is not nearly enough to account for this dramatic change. Given that unemployment benefits no longer require proof of actively seeking employment, it is confounding. Additional research will be performed to identify the root causes of this development.

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<sup>1</sup> U.S. Census Bureau, The 2020 Census: Our Growing Nation. Accessed May 20, 2021 from <https://www.census.gov/newsroom/blogs/director/2021/04/2020-census-our-growing-nation.html>

<sup>2</sup> U.S. Census Bureau, Census 2000 (Tables DP-1 & DP-2), 2010 U.S. Census Demographic Profile Data (Table DP-1), 2006-2010 American Community Survey 5- Year Estimates (Tables B19013 & B19301), and 2013-2017 American Community Survey 5-Year Estimates (Tables B01003, DP02, DP05, B19013, B19301)

<sup>3</sup> Berkshire Hathaway Home Services, New England Properties, 1st Quarter 2021 Market Report New Haven County

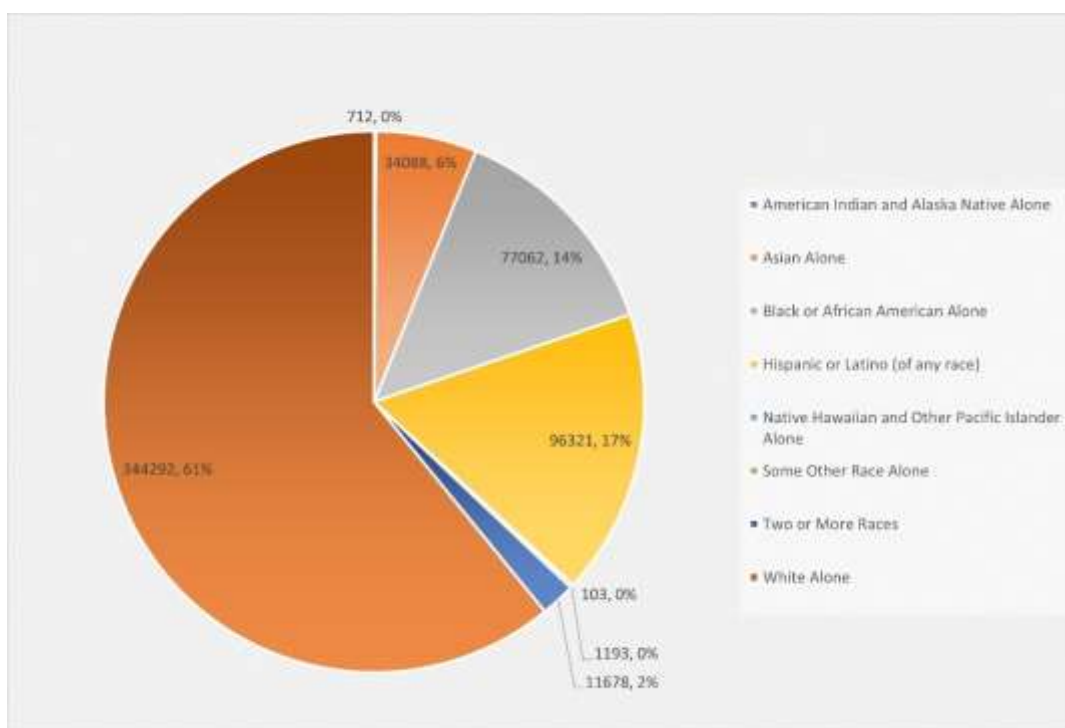
<sup>4</sup> CT Department of Labor, March 2021 Local Area Unemployment Statistics (LAUS). Accessed May 20, 2021 from <https://www1.ctdol.state.ct.us/lmi/laus/lmi123.asp>



## RACE & ETHNICITY

According to the United States Census Bureau, in 2015-2019 about 61% of the population in the South Central Region identified themselves as White Alone, while roughly 14% identified themselves as Black or African American Alone. About 17% of the region's population identifies itself as Hispanic or Latino (taking into account all races).<sup>5</sup>

**Regional Population by Race, 2015-2019**



## EDUCATIONAL ATTAINMENT OF THE POPULATION 25 YEARS AND OLDER, 2019

Greater New Haven region<sup>6</sup>

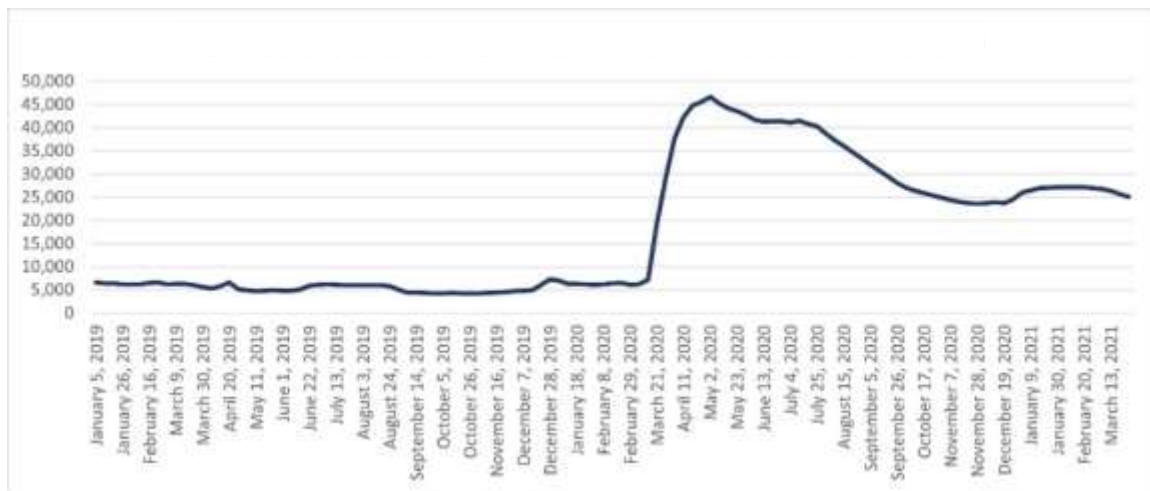
	Population 25 Years and Older	High School		College		
		No Diploma	Diploma	Some College	Associates Degree	Bachelor's Degree or Higher
Region	396,653	6.76%	38.01%	30.24%	8.88%	16.10%
Connecticut	2,483,095	7.73%	39.28%	26.85%	9.37%	16.76%

<sup>5</sup> CT Data Collaborative, Population by Race. Accessed May 20, 2021 from <http://data.ctdata.org/visualization/population-by-race>

<sup>6</sup> CT Data Collaborative, Educational Attainment. Accessed May 20, 2021 from <http://data.ctdata.org/visualization/educational-attainment>

## JANUARY 2019-MARCH 2021 PANDEMIC UNEMPLOYMENT REGIONAL CONTINUING CLAIMS TOTAL

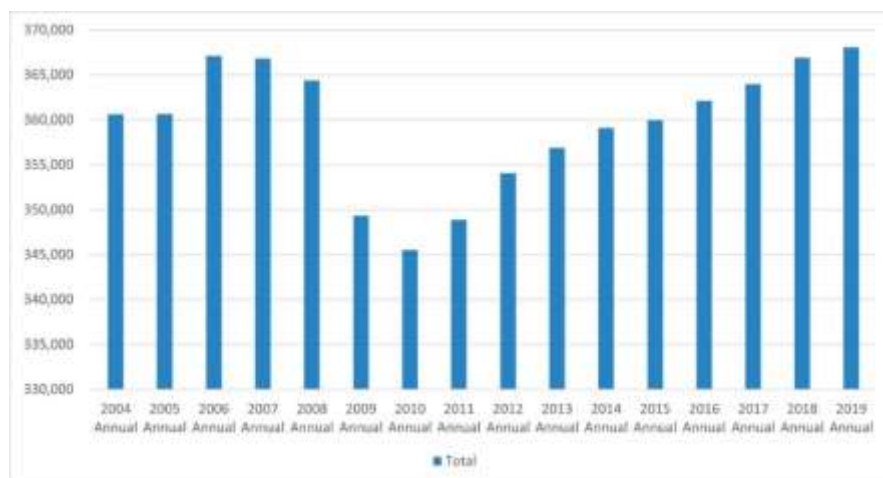
South Central Connecticut continues to struggle with unemployment through March 2021, as demonstrated by the reported continuing unemployment claims in our region.<sup>7</sup> Employers are reporting an inability to hire staff due to health concerns, vaccine hesitancy, childcare issues, and sufficient unemployment benefits to meet the workers' essential needs.



## JOB RECOVERY AS OF DECEMBER 2019

As of 2019, New Haven County had recovered all of its Great Recession job losses. Of course, the pandemic created significant unemployment: January 2019-March 2021 continuing unemployment claims is displayed below the 2004 - 2019 graph.<sup>8</sup>

**New Haven County Employment 2004-2019**



<sup>7</sup> CT Department of Labor, March 2021 Continuing Monthly Unemployment Claims by Town. Accessed May 20, 2021 from <https://www1.ctdol.state.ct.us/lmi/claimsdata.asp>

<sup>8</sup> StatsAmerica, Unemployment Claims by County. Accessed May 20, 2021 from [statsamerica.org/USCP](https://statsamerica.org/USCP), 2019

## SUMMARY BACKGROUND

Connecticut was an early victim of the ravages of the COVID-19 virus. According to the Stat News COVID-19 Tracker, Connecticut's first case was diagnosed on March 9, 2020<sup>9</sup>. At the start, very little was known about the virus, reliable treatments were non-existent, and we experienced disproportionate mortality rates for senior citizens and residents of communities with a high Social Vulnerability Index (SVI). The pandemic's onset was both overwhelming and tragic. As of May 12, 2021, 8,156 deaths in Connecticut have been attributed to COVID-19.<sup>10</sup>

Confronted with a devastating public health crisis, the newly-minted governor and his administration developed and executed an effective and flexible plan to address the most urgent issues the state faced. The value and impact of the public/private partnerships created in response to this crisis cannot be overstated. Together these partners addressed:

- Shortages of personal protective equipment (PPE) and other essential goods
- Scarce hospital and ICU beds, ventilators, and medical staff
- Raging infection rates in congregate living settings, in particular our nursing homes
- Reopening the state's economy by sector in a measured way in the face of tremendous uncertainty

In March 2020, to mitigate the spread of the virus, the state instituted a ban on in-person work for non-essential businesses. Given the relatively broad definition of essential businesses and the prioritization of providing adequate safety materials to these companies, Connecticut did not experience the complete shutdown of its economy that other states endured. Nonetheless, the twin tentpoles of South Central Connecticut's economy were upended. We had believed our world-renowned healthcare and higher education institutions were insulated from a catastrophe of this magnitude. We were mistaken.

Our region, also known as Greater New Haven, is fortunate to have five solid sectors supporting our economy: healthcare; higher education; bioscience; manufacturing; and arts, culture, and tourism. However, every sector encountered enormous challenges during the pandemic.

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<sup>9</sup> Stat News: COVID-19 Tracker. Accessed May 20, 2021 from <https://www.statnews.com/feature/coronavirus/covid-19-tracker/>

<sup>10</sup> Ibid.

At the height of the pandemic:

- Our hospitals were inundated with COVID patients to the point where elective procedures ceased, dramatically decreasing the hospitals' revenue as the costs of caring for complex COVID patients skyrocketed.
- Colleges and universities transitioned to remote learning. In some cases, colleges were on spring break when abruptly it was determined it was unsafe for students to return to campus.
- Greater New Haven's bioscience expertise was an invaluable resource in educating the community, guiding public health policy, and participating in vaccine research.
- Manufacturing continued as essential businesses. Companies redesigned their factories to produce hand sanitizer when it was at a premium and worked diligently to fulfill orders in the face of increasing supply shortages.
- Arts, culture, and tourism were devastated. All arts, attractions, entertainment venues, and cultural organizations were fully closed. Restaurants were limited to takeout and delivery only. Hotels were subjected to a series of executive orders, from initially banning all hotel guests except healthcare workers, first responders, and people experiencing homelessness through an array of travel advisories requiring quarantines or rigorous testing protocols.

In response to this public health crisis, the state quickly developed a phased response plan:

- Securing essential PPE.
- Establishing testing locations throughout the state.
- Beginning a Reopen Connecticut strategy in conjunction with surrounding states that provided each sector with specific guidelines to prevent the spread of the virus.
- Organizing a vaccine rollout by age group, deviating from CDC recommendations with tremendous success (see vaccine statistics below).
- Reopening all businesses in the state at full capacity with no state restrictions beyond the Center for Disease Control mask recommendations in May 2021.

## VACCINATIONS

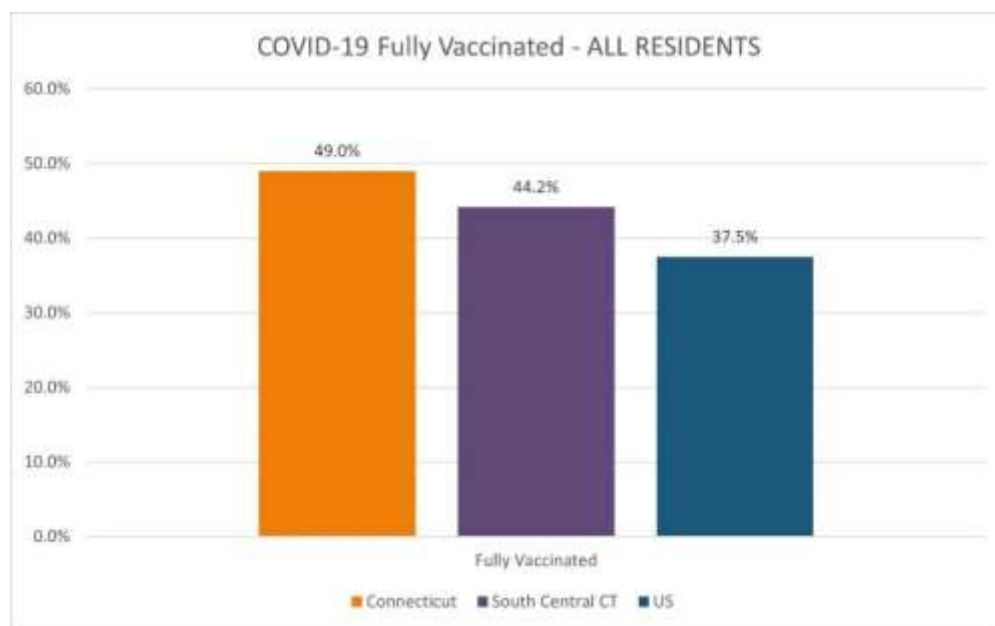
One of the key indicators of recovery is consumer confidence which directly correlates with the vaccine delivery in the region. As of May 18, 2021, the CDC reports that the South Central Connecticut region has 53.5% of its total population having received its first dose and 44.2% fully vaccinated.<sup>11</sup> Those

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<sup>11</sup> WNPR: Tracking COVID Data: Vaccinations, Hospitalizations & Your Town's Infection Rate. Accessed May 12, 2021 from <https://www.wnpr.org/post/tracking-covid-data-vaccinations-hospitalizations-your-towns-infection-rate>

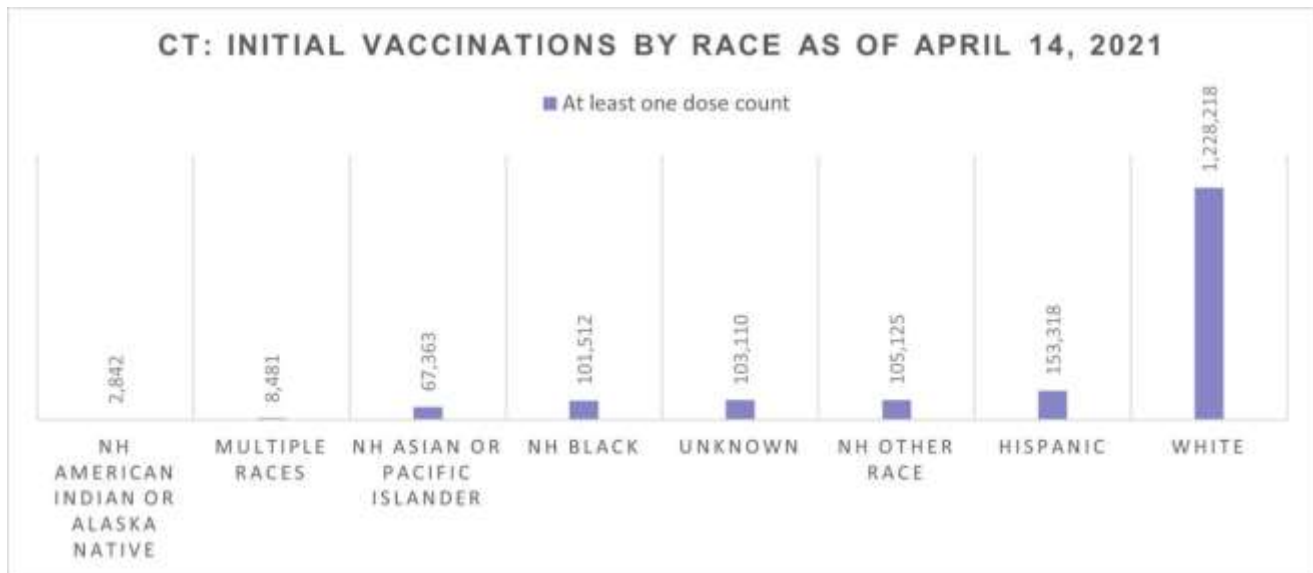
residents under the age of 12 are not yet eligible to receive the vaccine but are still included as members of the population. Connecticut has ranked in the top five states throughout the process, often in the top three. The vaccine rollout did not follow the CDC's recommendations for prioritizing specific existing conditions for several reasons:

- Analyzing data and determining that the older age groups were most likely to have existing comorbidities.
- Expediting the overall process by not requiring documentation from a physician for eligibility.
- Preventing scamming the system.



The graph on the next page (statewide as of 4/14/2021) clearly demonstrates the vast vaccination gap between Whites, Hispanics, and Blacks.<sup>12</sup> Both state and local Departments of Health have expanded their outreach to SVI areas and are providing pop-up, no appointment necessary vaccination sites in neighborhoods and events. Efforts also include engaging trusted advocates within the community, extensive messaging, and private sector incentives. Increasing the vaccination rates across the board is the only way to achieve equity in COVID-19 outcomes.

<sup>12</sup> CT Data Collaborative: COVID-19 Vaccination Coverage for Residents of SVI Priority Zip Codes. Accessed May 12, 2021 from <https://data.ct.gov/Health-and-Human-Services/COVID-19-Vaccination-Coverage-for-Residents-of-SVI/5gk3-gnrm>

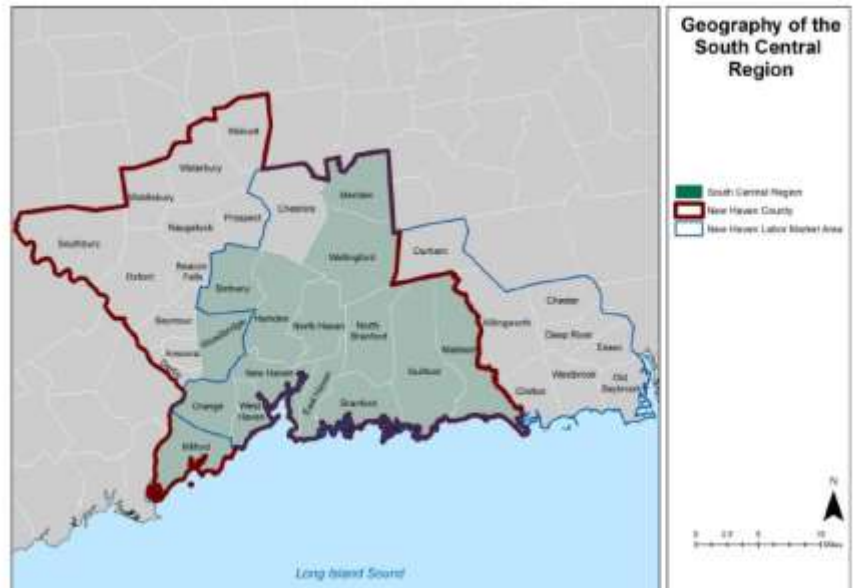


The disparity in vaccine administration is just one area where we have seen inequities within our region. Vaccine hesitancy stems from a distrust of the medical community by some members of the Black and Brown communities and a lack of existing relationships with medical providers.

## ENVIRONMENTAL, GEOGRAPHIC, CLIMATIC & CULTURAL INFORMATION

The region used in this analysis includes 15 municipalities in South Central Connecticut: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven and Woodbridge.

Unless noted, we are reporting on the region. However, some data will be identified as New Haven County or the New Haven Labor Market Area.



New Haven County: Ansonia, Beacon Falls, Bethany, Branford, Cheshire, Derby, East Haven, Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Naugatuck, New Haven, North Branford, North Haven, Orange, Oxford, Prospect, Seymour, Southbury, Wallingford, Waterbury, West Haven, Wolcott, and Woodbridge.

New Haven Labor Market Area: Bethany, Branford, Cheshire, Chester, Clinton, Deep River, East Haven, Essex, Guilford, Hamden, Killingworth, Madison, Meriden, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, Westbrook, and Orange.<sup>13</sup>

<sup>13</sup> CT Department of Labor, Labor Market Information - Glossary of Terms. Accessed on May 20, 2021 from <http://www1.ctdol.state.ct.us/lmi/glossary.asp#L>

This map shows Greater New Haven's prime location on the eastern seaboard, with convenient access to both New York City and Boston. Both cities are connected by highway and rail service. New York has rail service via Metro-North and Amtrak. Boston has service via Amtrak.

Greater New Haven is bordered on the south by Long Island Sound. The Port of New Haven is the highest-volume commercial shipping port on Long Island Sound and is the busiest port between Boston and New York City.



### Climate in New Haven, Connecticut

New Haven, Connecticut gets 48 inches of rain, on average, per year. The US average is 38 inches of rain per year.

New Haven averages 29 inches of snow per year. The US average is 28 inches of snow per year.

On average, there are 204 sunny days per year in New Haven. The US average is 205 sunny days.

New Haven gets some kind of precipitation, on average, 108 days per year. Precipitation is rain, snow, sleet, or hail that falls to the ground. In order for precipitation to be counted, you have to get at least .01 inches on the ground to measure.

#### Weather Highlights

Summer High: the July high is around 83 degrees

Winter Low: the January low is 21

Rain: averages 48 inches of rain a year

Snow: averages 29 inches of snow a year

Source: [https://www.bestplaces.net/climate/city/connecticut/new\\_haven](https://www.bestplaces.net/climate/city/connecticut/new_haven)

### Cultural Assets

New Haven is considered the cultural capital of Connecticut. As the home of Yale University, we have access to collections selected from literally millions of paintings, sculptures, coins, books, and manuscripts. The Yale Center for British Art holds the largest collection of British art outside of the United Kingdom. Its extensive collection includes works by J. M. W. Turner, Thomas Gainsborough, George Stubbs, Joseph Wright, and John Constable. Paintings and sculptures by Josef Albers, Edgar Degas, Joan Miró, Piet Mondrian, Pablo Picasso, Mark Rothko, and Roy Lichtenstein are just some of



the highlights of the Yale University Art Gallery. Smaller galleries throughout the region showcase the painting, pottery, sculpture, and jewelry created by local artists. Theater-goers can catch award-winning shows at the Shubert, Yale Repertory, and Long Wharf theaters in New Haven. Annual events include the two-week extravaganza of the International Festival of Arts & Ideas, country fairs, craft festivals, summer concert series, and City-wide Open Studios. Each July, the Guilford Art Center presents its Craft Expo, celebrating the arts with its extensive array of handmade crafts by 180 nationally-recognized American artists. Numerous arts organizations offer classes for both children and adults contributing to a vibrant quality of life.

## INFRASTRUCTURE

South Central Connecticut has an aging multi-modal transportation system. In alignment with state and federal proposals, we support continued investments in roadways and bridges. We also support a variety of transportation options that are conducive to regional growth, including rail, bus, and air travel. Our towns are expanding transit-oriented development (TOD) surrounding the region's multi-modal transportation hubs. Greater New Haven is expanding bicycle and pedestrian infrastructure throughout the region.

To expand the freight capacity of the region, we support the expansion of the Port of New Haven, which currently has a channel depth of 35 feet and a width of 400-800 feet. We also recommend improved rail connections from the port area.

We collaborate with the Regional Water Authority to optimize water infrastructure and potential partnerships for maximum economic impact. As water is a critical infrastructure component, we are reviewing the plans for response and recovery in the event of a water crisis.

During the pandemic, we experienced uneven distribution of broadband service. While U.S. News and World Report's Internet Access Rankings demonstrated improvement in Connecticut's overall performance, our current network does not provide adequate home or commercial use service to maximize the economic impact of our key sectors. Connecticut ranked #35 overall, #14 for broadband access, and #48 ultra-fast internet access in 2018 by U.S. News and World Report. In 2020, Connecticut improved in 2021 to #30 overall, #11 broadband subscription rate, and #41 with access to gigabit internet.<sup>14</sup>

The region's electric and natural gas services are provided by Avangrid (United Illuminating and Southern Connecticut Gas) and Eversource Energy. In response to findings by PURA (Public Utilities Regulatory Authority), both companies will be implementing changes to improve response and recovery in the event of outages. The most recent tropical storm, Isaias, resulted in extended outages and identified a need for upgrades. In addition to these efforts, there is continued focus on the expansion of natural gas mains and green energy options. REX/SCCREDC will also confirm with each company their recovery and response plans for events such as the power grid failure in Texas.

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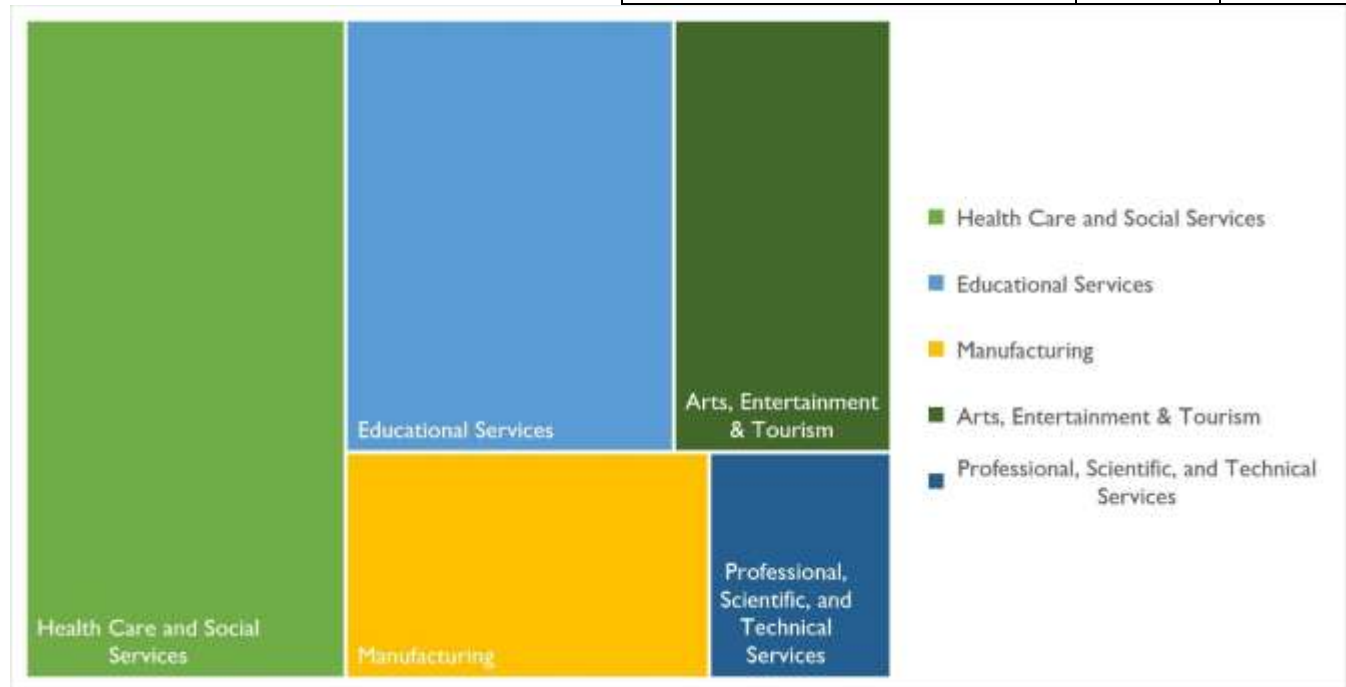
<sup>14</sup> U.S. News & World Reports: Internet Access Rankings. Accessed on May 20, 2021 from <https://www.usnews.com/news/best-states/rankings/infrastructure/internet-access>

## TOP 5 ECONOMIC DRIVERS

1. Healthcare, Biomedical, & Life Sciences
2. Higher Education
3. Arts, Entertainment, & Tourism
4. Advanced Materials & Manufacturing
5. Professional, Scientific, and Technical Services

Through 2019, the top 5 regional sectors remained unchanged.<sup>15</sup>

2019 Annual Industry Distribution of Jobs by Key Sectors	Jobs	%
Health Care and Social Services (includes Biomedical & Life Sciences)	77,153	36.99%
Educational Services	51,876	24.8%
Arts, Entertainment, & Tourism	34,432	16.51%
Manufacturing	30,053	14.41%
Professional, Scientific, and Technical Services	15,080	7.23%
<b>Total Number of Jobs in Key Sectors</b>	208,594	



<sup>15</sup> StatsAmerica: Employment by NAICS Code by County. Accessed on May 20, 2021 from <https://www.statsamerica.org/USCP/>

## PANDEMIC UNEMPLOYMENT CONTINUING CLAIMS BY SECTOR

South Central Connecticut continues to struggle with unemployment through March 2021 as demonstrated by the reported continuing unemployment claims in our region.<sup>16</sup> Employers are reporting an inability to hire staff due to health concerns, vaccine hesitancy, childcare issues, and sufficient unemployment benefits to meet workers' essential needs. The state recently announced a \$1,000 Return to Work Program to incentivize the long-term unemployed to return to the workforce.<sup>17</sup>



## HEALTHCARE, BIOMEDICAL, AND LIFE SCIENCES

Healthcare and Life Sciences serve as major drivers in the local economy. Yale New Haven Health (YNHH), one of the largest and highly-respected healthcare delivery networks in the country, continues to expand its services and investment in the community. In addition to YNHH, Hartford HealthCare is also expanding services in our region.

In 2020, the healthcare industry experienced a massive reduction in revenue with the elimination of elective surgeries and reduced office visits during the first wave of the pandemic. The costs associated with caring for COVID-19 inpatients are significantly higher than for the general hospital population. As we have seen, COVID-19 patients with existing health issues have experienced more severe symptoms, required more extensive treatment for an extended period, and suffered the highest number of deaths. While certainly a known issue, the magnitude of healthcare inequality impacted our region's ability to contain the virus and required extraordinary interventions.

<sup>16</sup> Connecticut Department of Labor, Statewide Claims Profile - State of Connecticut. Accessed on May 20, 2021 from <https://www1.ctdol.state.ct.us/lmi/claimsdata.asp>

<sup>17</sup> Ibid.

Throughout the crisis, our health systems joined forces to provide excellent care and expert advice to government health organizations. The second wave was more severe in the total number of cases. However, the hospitals implemented new protocols to provide outpatient care, reduce inpatient admissions, and decrease the number of patients in Intensive Care Units. By prohibiting visitors, reallocating resources, and implementing stringent infection prevention measures, patient outcomes improved. Elective procedures were performed with the second wave, and patients who delayed routine care began to return for outpatient services.

Yale New Haven Health is moving forward with the Neurosciences Center on its Saint Raphael Campus.

## **BIOSCIENCE**

We have several early-stage and mature bioscience companies working on treatments for co-morbidities such as diabetes, migraines, rare diseases, cancer, and more. In 2020, NIH provided over \$567 million in grants to colleges, universities, and private ventures in Greater New Haven.<sup>18</sup>

In June 2021, Downtown Crossing (DTX) Phase 3 and 101 College Street broke ground. DTX Phase 3 will continue the work of transforming the former Route 34 corridor into urban boulevards for use by pedestrians, cyclists, and motor vehicles alike. It will serve as the foundation both for connecting Temple Street across the highway cut to Congress Avenue and for creating land on which Carter Winstanley will build 101 College Street, a 500,000-square-foot bioscience lab/office tower, for 2023 occupancy.

## **HIGHER EDUCATION**

The region hosts seven colleges and universities, including two law schools, two medical schools, and the world-renowned Yale University. The University of New Haven is home to the Henry C. Lee Institute of Forensic Science. Although not a true cluster, the education sector is a main economic driver, producing a well-educated workforce, while employing more than 30,000 people and having a total economic impact of more than \$2 billion annually.

While the pandemic posed significant challenges in the spring of 2020, our local colleges and universities bounced back with effective testing protocols and establishing social bubbles. The

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<sup>18</sup> National Institute of Health, 2020 Awards. Accessed on May 20, 2021 from <https://report.nih.gov/award/index.cfm#tab2>

institutions offered hybrid learning options and expect to return to full capacity in Fall 2021. To date, Yale University and Quinnipiac University have announced mandatory vaccinations for both students and staff.

These institutions continue to be dynamic partners in solving workforce issues. Recent programs include:

- Open Yale Courses provides free and open access to a selection of introductory courses taught by distinguished teachers and scholars at Yale University. The aim of the project is to expand access to educational materials for all who wish to learn.
- Southern Connecticut State University STEM curriculum: B.S. in Biotechnology, Biochemistry Concentration within B.S in Chemistry, Graduate Certificate Programs (to support the career advancement needs of current regional biotechnology employees), and Biotechnology Concentration to create unique concentrations for students in other STEM disciplines.
- Gateway Community College
  - Public Utility Management (Associates Degree)
  - Computer Science Certificate
  - Skill Up for Manufacturing
- Workforce Alliance Hospitality Careers Initiative Certificate

### **Recent Higher Education Facility Investment**

The region's colleges and universities also create many permanent and temporary jobs through facility investment.

#### **University of New Haven**

- 2020 – \$26 million Bergami Center for Science, Technology, and Innovation

#### **Southern Connecticut State University**

- 2020 – \$48 million, 94,750-square-foot building for the school's College of Health & Human Services scheduled for completion fall, 2021

#### **Yale University**

- Stephen A. Schwarzman Center at Yale – a world class center for student life and the arts. Yale \$150 million+ Tsai Center for Innovative Thinking at Yale

- Center for the Humanities
- Underway – Yale Peabody Museum expansion and renovation. Expected completion 2023.  
\$250 million

## **HOSPITALITY AND LEISURE**

As of February 2020, there were eighteen hotels in the pipeline for Greater New Haven and all but two are currently stalled.

The hospitality and leisure sector has been decimated by the pandemic. With the prohibition of all public gatherings, including for theater, music, and dance performances, as well as the elimination of indoor restaurant dining, this sector was one of the first to suffer from the pandemic on a significant scale.

With the steep decline in both leisure and business travel, many lodging facilities were forced to shutter at least temporarily. The negative impact increased when the governor restricted the use of hotels for any guests other than essential personnel, hospital employees, first responders, and the at-risk population.

With a decline in hotel occupancy to less than 20% nationwide and no expectation for a meaningful recovery until 2024, there will be many permanent hotel closures and additional employee layoffs. How long it will take for the industry to recover is unknown, but according to the American Hotel & Lodging Association and STR (the global leader in lodging data collection and analysis), the timeframe is expected to exceed the post-9/11 recovery. Unlike restaurants (Restaurant Revitalization Fund) and entertainment venues (Shuttered Venue Operating Grants), hotels do not have access to direct business assistance. While a full recovery is years away, we do expect an increase in seasonal leisure travel due to pent-up demand. It is unclear if guests will return to hotels or elect to stay in homes available through short-term rentals.

## **ADVANCED MATERIALS AND MANUFACTURING**

The manufacturing sector is facing an employment crisis. Our highly-educated workforce simply does not have the particular skills needed to work in the manufacturing sector.

Workforce Alliance (the local American Job Center) created the SkillUp for Manufacturing certificate program to provide general shop skills required for a beginner-level helper, as well as apprentice-level skills needed to start working independently as a semi-skilled manufacturing employee. In 2019, a plastics program, which can be completed in as little as five weeks, was added to the course offerings. In early 2020, the Workforce Alliance Manufacturing Careers Partnership applied for state funding to continue and expand their manufacturing training initiative. As a result of the American Rescue Plan, funding will be available to expand training opportunities in manufacturing.

The international interruption of the supply chain will continue to challenge this industry's recovery.

## **TECHNOLOGY SUPERCLUSTER**

Yale University is the primary source for technology transfer in New Haven. In 2020, ten startups were launched, \$52.2 million raised in venture financing, and two Investigational New Drug applications (INDs) were approved by FDA to initiate human clinical trials.<sup>19</sup>

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<sup>19</sup> Yale Office of Cooperative Research, About the Office of Cooperative Research. Accessed on May 20, 2021 from <https://ocr.yale.edu/about-office-cooperative-research>

## COLLABORATORS/SUPPORTERS FOR ECONOMIC DEVELOPMENT

The list of partners in Economic Development is diverse and includes businesses, municipalities, non-profits, community groups, and more. Below is a partial list of REX/SCCREDC's partners:

- AdvanceCT
- Albertus Magnus
- Arts Council of Greater New Haven
- AT&T
- Avangrid
- BioCT
- CEDAS
- Central Regional Tourism District
- Community Foundation for Greater New Haven
- Connecticut Department of Economic and Community Development (CTDECD)
- Connecticut Department of Energy & Environmental Protection
- Connecticut Lodging Association/American Hotel & Lodging Association
- Connecticut Office of Tourism
- CTNext
- Discover New England
- Eversource
- Frontier Communications
- Gateway Community College
- MakeHaven
- Market New Haven
- Municipal Economic Development Staff & Commission Members
- New Haven Festivals
- New Haven Manufacturers Association
- Regional Chambers of Commerce
- Regional Leadership Council
- Regional Water Authority
- South Central Regional Council of Governments
- Southern Connecticut Gas
- Southern Connecticut State University
- Tweed New Haven Regional Airport
- United Illuminating Company
- University of New Haven
- US Economic Development Administration
- US Environmental Protection Agency
- Workforce Alliance
- Yale University
- Yale New Haven Health



## **SWOT ANALYSIS**

### **Strengths**

- Prime location on the eastern seaboard & exceptional quality of life
- Highly educated workforce
- Stable employer base
  - Manufacturing
  - Bioscience
  - Healthcare
  - Higher Education
- Access to a huge consumer market makes the region appealing for distribution centers
- Collaboration with Connecticut Department of Economic and Community Development

### **Weaknesses**

- State government's unfunded pension liability
- Mismatched workforce skill set
- Aging transportation infrastructure
- Aging population resulting in smaller workforce
- Unanticipated global pandemic

### **Opportunities**

- Transit-oriented development along the Hartford line
- Ongoing collaborative efforts with colleges, universities and hospitals to provide programming specific to our job market and to narrow the wealth disparity
- Revisit our established bus and rail transportation assets and reimagine a more efficient design that supports the needs of our residents
- Increase utilization of the Port of New Haven
- Possibility of reshoring some manufacturing to strengthen the supply chain
- Funding for transformative projects through the American Rescue Plan Act
- Potential use of federal funding to reduce the wealth gap

### **Threats**

- Competition for businesses and talent with New York and Boston

- Limited housing inventory and current housing boom may be pricing out Connecticut residents, particularly first time home buyers
- Wealth inequality demonstrated by inequality of income, access to broadband, access to healthcare, etc.

## **STRATEGIC DIRECTION/ACTION PLAN**

### **GOAL 1: BUSINESS DEVELOPMENT AND RECRUITMENT**

Foster efficient business development, recruitment, access to jobs, wealth creation, and entrepreneurial activity throughout the region.

Pandemic Note: Some small businesses did not have existing relationships with banks and support entities to navigate the pitfalls and opportunities during the pandemic. From the onset, it was clear that many of our small businesses were ill-prepared to access the direct business assistance available through federal and state programs. Poor recordkeeping prevented some businesses from completing applications, banks were prioritizing existing customers and some small business owners simply were not aware of the programs.

The lack of communication was an issue at the state, regional and municipal levels. REX/SCCREDC is working with the CT Data Collaborative, the Office of the Secretary of State, and the South Central Regional Council of Governments to establish a better mechanism for sharing information with all businesses. Additional consideration for webinars and collateral in multiple languages needs to be expanded. Webinars for basic business requirements should be made available for all businesses. During the pandemic, it was difficult to reach businesses because they were closed. Representatives from the various municipalities hit the streets, going door-to-door to provide information. However, verbal communication was limited due to occupancy restrictions and other public health initiatives.

We are evaluating the region's response to the pandemic to identify best practices and determine which activities we should do differently in the future. Much of what we learned can be applied when we are in "business as usual" mode. It will also help us prepare for other major disruptions in the future.

**Objective 1: Actively engage our stakeholder network to support the targeted development and recruitment of high-value businesses in the region.**

## Action Items

- Identify best practices from towns that are described as “business-friendly” and share with all towns within the region. Completion: Ongoing
  - The CEDAS Best Practices Certificate Program will resume in spring 2021.
- Act upon short-term recommendations obtained through interviews and outreach meetings, including increased support for anchor institutions, expanded promotion of the region, and building the workforce pipeline. Completion: Ongoing
  - Workforce Alliance has received additional funding for both the Hospitality Career Initiative and the SkillUp Manufacturing program.
  - When on-site services were banned, Workforce Alliance continued working remotely on the development of new programs and the promotion of the state’s online upskilling courses.
- Provide entrepreneurial support in all sectors, directly and through referrals to other organizations. Completion: Ongoing
  - REX/SCCREDC and its sister organization, the Economic Development Corporation of New Haven (EDC), work directly with the New Haven Innovation Collaborative. Some projects include:
    - **Collab** provides funding, mentorship, education, and more to underserved early stage entrepreneurs in Connecticut at no cost.
    - **Ives Squared**, located in the New Haven Free Public Library, is a center for innovation and collaboration designed to assist entrepreneurs and creatives at no cost.
    - **Concepts for Adaptive Learning (CfAL)** uses the resources of technology to improve the education of public-school children and boost workforce development skills for adults residing in New Haven. It has expanded to three locations.
    - **MakeHaven** supports the development of, and collaboration on, a wide variety of projects including prototyping, fabrication, mechanics, electronics, crafts, art, and woodworking. During the pandemic, MakeHaven activated its network of people who sew to address the issue of mask shortages.
  - BOROUGH496 is a business incubator in Hamden that is focused on innovation and inclusivity in three main areas: sustainability, workforce development, and

micro-enterprise entrepreneurship. New ownership by ConnCorp, supporting women minority-owned businesses.

- Continue to engage key sectors and businesses through one-on-one conversations, professional meetings, and networking events. Completion: Ongoing
  - Throughout the pandemic there has been significant outreach to businesses primarily through Zoom calls, webinars, etc., providing information on topics including pandemic response, best hiring practices, government financial/business assistance resources, marketing, and training.
- Maintain communication with town economic development administrators and commissions through the Regional Economic Development Forum meetings. Completion: Ongoing
  - 2020-2021 REDFO presenters:
    - April – Lou Mangini, Congresswoman Rosa DeLauro's Office
    - March – Daniel Fitzmaurice, Arts Council of Greater New Haven
    - February – Bob Motley, Cushman & Wakefield
    - January – Kevin Hively, Ninigret Partners
    - November/December – Usha Pillai, Bio strategist
    - September – Ginny Kozlowski, Municipal Updates and Future Needs
    - July – Mark Abraham, DataHaven
    - June – Michelle Riordan-Nold, CT Data Collaborative
    - April – Lou Mangini, Congresswoman Rosa DeLauro's Office

**Objective 2: Collaborate with regional partners to provide access to and actively disseminate complete and accurate information on available resources and incentives.**

**Action Items**

- Identified lab space that is being currently developed or will become available for graduation space upon Arvinas' move to 101 College Street. Completion: Ongoing
- The SCRCOG-funded data initiative with REX/SCCREDC and the CT Data Collaborative will be extended.
- Increase the REX/SCCREDC newsletter list by 2% annually. Completion: Ongoing
  - Did not meet goal in 2020-2021. Efforts were hampered without in-person trade shows.
- Post events, programs, and media announcements on social media a minimum of three times per week. Completion: Ongoing
  - Achieved goal in 2020-2021.

- Continue active participation in associations, chambers of commerce and municipal economic development initiatives. Completion: Ongoing
  - Achieved goal in 2020-2021.

**Objective 3: Advocate for business-friendly initiatives at the federal, state, and local levels that will encourage economic growth and vitality.**

Action Items

- Support business-friendly initiatives through legislative outreach and community involvement. Completion: Ongoing
  - We receive monthly updates from representatives of our Congressional offices, the Connecticut Conference of Municipalities (CCM), and the Connecticut Council of Small Towns (COST) at SCRCOG meetings.
  - REX/SCCREDC is a leading advocate for state and federal tourism initiatives.
- Testify on relevant economic development issues. Completion: Ongoing
  - We provided testimony for:
    - Tweed New Haven Regional Airport
    - Revision to the Transfer Act
  - The 2021 legislative session is underway and is working with the Governor on pandemic response with American Rescue Plan funds.

**Objective 4: Expand global opportunities by forging economic and cultural ties in conjunction with our community partners.**

Action Items

- Regularly attend national and international trade shows to promote our key economic drivers. Completion: Ongoing
  - Tradeshow update:
    - Most tradeshows were canceled due to the pandemic.
    - We attended virtual Biomedical Device Show (Boston) in April 2021.
    - We are attending the American Bus Association Tradeshow with virtual appointments with tour operators (April & May 2021).
    - We will resume regular tradeshow schedule when events are held.

**GOAL 2: WORKFORCE AND HOUSING**

Identify, stimulate, and coordinate programs and services, ensuring that the region's residents have affordable access to the high-quality training, education, and housing opportunities they need to be productive members of emerging industry clusters in the regional economy.

**Objective 1: Create a broad spectrum of career pathways within our key industry clusters to provide the opportunity for all to earn a livable wage.**

- Execute Pandemic Response Programs
  - In response to the pandemic Workforce Alliance received federal and state funding to ensure short-term certification training, temporary employment opportunities, incumbent worker training and on the job training which will allow for stackable credentialing and potential for higher earnings through the roll-out of the CARES Act I, NEG DW-COVID 19 and WHISP initiatives. Details about the NEG - DW - COVID 19 can be found at [www.workforcealliance.biz](http://www.workforcealliance.biz). Summary of each initiative details follows:
    - CARES Act I targeted workers who were unemployed or underemployed because of the Coronavirus pandemic and who were seeking to upskill or change careers. Also, it targeted underrepresented and marginalized populations. Workforce Alliance along with its' training partners (GWCC, DCI and MXCC) collaborated to offer certification training in three areas: 1) CNA+, 2) Information Technology (i.e., Cyber Security, Help Desk and Business Analyst) and 3) Logistics - Forklift. Certification training, On the Job Training contracts and Subsidized Employment contracts started mid-September 2020 and were completed by December 30, 2020.
  - NEG DW - COVID
    - The National Emergency Grant Dislocated Worker - COVID Grant (NEG DW – COVID) offered up to six (6) months of temporary employment to those individuals who met one of the following criteria: temporary or permanently laid off because of the disaster (Covid-19); a dislocated worker; a long-term unemployed worker or self-employed individual who became unemployed or significantly under-employed because of the disaster. The start date of this grant was July 1, 2020. And the end date is September 30, 2021. The NEG DW - COVID is designed to assist approximately 38 individuals. We hope to temporarily employ individuals at one the following worksites: Boys and Girls Club New Haven, Helping Our People to Excel, Incorporated, YMCA of Greater New Haven and Downtown Evening Soup Kitchen.
  - WHISP

- Capital Workforce Partners (CWP) proposed the Connecticut Workforce & High-Tech Industry Skills Partnership (CT-WHISP) on behalf of a public-private partnership facilitated by the five Connecticut local workforce development boards (WDB) and the Governor's Workforce Council and driven by the documented needs of 54 industry partners. The proposed project addresses Option 1 of the H-1B One Workforce Grant Program and develops a pipeline of Connecticut workers in occupations in two industry sector-based initiatives: 1) tapping new talent for information technology (IT); and 2) retooling the advanced manufacturing workforce. Occupations in these industry sectors meet three criteria: a) in-demand (current); b) high-growth (future); and c) high-quality, as defined by wages and career advancement opportunities. The project area includes the entire state of Connecticut. Specifically, for Workforce Alliance in the South-Central region, the launch date for creating an Information Technology talent pipeline is July 1, 2021. For Workforce Alliance in the South-Central region starting July 1, 2021, through June 30, 2025, the goals are to assist 255 job seekers within the Information Technology and Manufacturing through the creation of an Information Technology talent pipeline, Incumbent Worker Training within Manufacturing, and Information Technology. Within the Information Technology occupation On the Job Training contracts will assist those who are un/under employed.
- Create database of training and education resources for local economic development professionals and/or town planners. Completion: Ongoing
  - New Haven Promise - a first-of-its-kind scholarship program in Connecticut - is a location-based program that provides scholarships of up to 100% tuition for New Haven residents, graduates of New Haven Public Schools, and approved charter schools.
  - The committee is on its way to achieving this goal. Members are reaching out to the other communities in the region to gather this information. As the information is gathered, a formalized process for disseminating the information needs to be enacted. This project is currently paused.
  - Regional Key Industry Cluster Meetings:
    - New Haven Manufacturers Association monthly workshops.
    - Regional tourism meetings with the lodging and tourism businesses.

- Holberton School hosts meetups and open houses to increase awareness of its intensive coding program.
  - New Haven Innovation Collaborative that targets a number of workforce initiatives including those for entrepreneurs and small-scale manufacturing.
- Develop marketing campaign for distribution to the public-school system.
  - Committee has paused this program.
  - Workforce Alliance is identifying training gaps and opportunities for program expansion.
  - The Town of Hamden has completed an eight-part series on workforce readiness. Part Two of this series was paused in 2020.
- Retain and attract young professionals. Build upon and promote a variety of regional young professional organizations to develop additional programs, policies, and mentorships to attract, engage, and retain young professionals in the CEDS region.  
Completion: Paused
  - A new project is being launched with the Central Regional Tourism District to increase interaction with local colleges and universities. While an improvement on the existing objective, the participation base needs to include all segments of the post-secondary-school population. Completion: Paused
- Prioritize education and training opportunities in collaboration with the evolving economy and prioritize the needs of the local and regional industry clusters. Completion: Ongoing (due date updated to reflect the dramatic change in the economy)
  - Continue collaboration with private industry to make it a part of the towns workforce development initiatives.
    - Workforce Alliance's Project CEO, a work readiness/career development program for older youth.
    - Industry Pipeline Programs/Initiatives for Youth and Adults in areas of Manufacturing, Hospitality and Healthcare. IT and Transportation & Logistics to be completed by Year 4.
    - Tech Talent Bridge through CTNext - a grant opportunity for Connecticut small businesses to provide funding for the hire of student interns. The program aims to develop a talent "bridge" between the small business and the student, to ultimately create jobs.



- New Haven Works – a program to train New Haven residents and connect them to good jobs.
- Utilize available public and private resources to support incumbent worker training for lifelong learning to assure marketable skills are maintained and earning potential is increased. Completion: Year 3
  - All new Workforce Alliance programs must include career pathways. A Plastics Program in manufacturing was initiated in 2019 in response to business demand. Future plans include Metatronics and Welding programs for incumbent manufacturing workers.
  - Workforce Alliance and regional partners will meet emerging workforce needs within priority industry clusters by publicizing innovative workforce development efforts at Gateway Community College, Middlesex Community College, Southern Connecticut State University, Albertus Magnus College, and area middle and high schools.
- Actively engage public and private sector partners to address critical school-to-work issues by providing educational programs in STEM, Artificial Intelligence (AI), and Internet Technology (IT) at all levels. Completion: Year 5
  - Wallingford has developed a model for Healthcare which we anticipate will be replicated. Regional chambers of commerce have been instrumental in identifying business partners.
  - The Hamden Board of Education launched its first cohort of the STEM Academy, offered through the Hamden Engineering Careers Academy (HECA), in September 2019. The STEM Academy will welcome the second cohort in September 2021, and in partnership with Gateway Community College, students will obtain both a high school diploma and an Associates degree. The New Haven Manufacturers Association will serve as the private-sector partner to create internships with manufacturers.
- Prepare primary and secondary school students for college, internships, externships, apprenticeships, or vocational/technical programs to meet existing, anticipated, and emerging employment needs. Completion: Year 5
  - Existing programs include the North Branford public schools, Eli Whitney Technical High School, and Platt Technical High School. Expansion of these programs has been hampered by the lack of certified teachers. Efforts are

underway to update the certification requirements for these programs to increase the pool of qualified instructors.

- NextGen workforce initiative launched in fall of 2020 in coordination with the State of Connecticut's Workforce Council. This is a regional effort with the So. Central CT region and the River Valley region to prepare a workforce pipeline for two of the region's priority sectors, Bioscience and Advanced Manufacturing. The NextGen process is led by industry CEOs.

**Objective 2: Enhance opportunities for attainable and affordable housing for all income and demographic levels.**

Note: Housing has been elevated to a top priority issue in the region and the state. The South Central Regional Council of Governments has established a working group with representatives from all fifteen towns to meet monthly to develop and implement best practices. The series, which is completing its second year, has focused on presentations by developers and towns with successful execution of affordable housing plans. The group has decided to create a regional housing plan, supplemented with additional information specific to each town, for submission to the state by July 2022.

In the 2021, the Connecticut Legislature passed HB 6107 which legalizes accessory dwelling units, caps excessive parking requirements, develops a model form-based code, defines character by physical standards, mandates training for land use commissioners, clarifies technical standards, defines "as-of-right," eliminates unreasonable application fees, and requires towns to affirmatively further fair housing and address housing disparities.

- Create a database for distribution that includes housing options related to location, cost, and type. Completion: Ongoing
  - There is an existing website, [lowincomehousing.us/CT](http://lowincomehousing.us/CT), that provides partial information.
- Create a database and marketing plan for transportation options. Completion: Year 4
  - During the pandemic, all modes of public transportation were dramatically reduced due to a lack of demand. Increasing passenger counts are starting to return. The State of Connecticut will be providing free public bus transportation on weekends all summer.
  - The Move New Haven study was completed in the fall of 2019. It proposed additional hubs in New Haven, but no changes in the remaining towns. CT Department of Transportation required that the proposal not exceed current

costs, leaving the committee with few options. The South Central CT Regional Development Corp./REX will advocate for use of ARP or infrastructure funding to utilize the study's data to create a full-spectrum transportation system.

- Improve the quality, affordability, quantity, and diversity of housing in the region. Seek design and funding opportunities for the region's communities to help the municipalities address the region's critical housing shortage at price points for service and technical workers, low- and middle-income families, and the Millennial-aged workforce.

Completion: Year 2 – completion date revised to Year 4

- SCRCOG Housing Committee has presented some measures to ease affordable housing problems. As the committee moves into its second year, the focus will be on best practices for different types of towns.
  - Density bonuses: Cities may allow developers extra population density if they reserve at least a portion of housing for lower earners.
  - Tax relief: Since many urban areas are subject to high property taxes, cities may offer tax cuts for properties that provide low-income housing.
  - Accelerated permits: Cities may expedite building or rehabilitation permits to help increase the housing supply faster.
  - Land banks: This system helps developers get financing for land that contains buildings that are scheduled for demolition or renovation.
  - Lower parking requirements: Some cities may reduce their typical onsite parking requirements for buildings that are close to mass transportation.
- Yale New Haven Health, The City of New Haven, and Yale University offer homebuyer programs to workers to encourage employees to purchase homes in New Haven. The funding consists of forgivable loans or direct grants.
- The legislature is considering a bill revising housing-related planning and zoning regulations.
- Create a marketing plan for housing opportunities for all workers. Completion: Year 3
  - Pending funding.
- Working with state, federal, local, and industry partners to create a fundable strategy to improve public transportation throughout the region, especially considering east-to-west routes to meet workforce needs. Completion: Year 5
  - The completed Move New Haven study has not received approval or funding for implementation.
  - Transportation infrastructure projects anticipate funding from the ARP.

- Encourage real estate developers, municipalities, residents, and local businesses to invest in and support diverse housing options for singles, couples, families, millennials, baby boomers, and seniors in integrated communities. Completion: Year 5
  - Integrated housing is a priority for much of the transit-oriented development in the region.
- Develop a transportation strategy aligned with priority clusters for the region and the towns. Completion: Year 5
  - Underway

### **GOAL 3: INFRASTRUCTURE**

Develop, maintain, and effectively utilize a robust, integrated, multi-modal transportation, communications and information system that facilitates the efficient and convenient movement of people, goods, and data intra-regionally, inter-regionally and internationally.

Note: Anticipating ARP funding.

#### **Objective 1: Enhance multi-modal transportation network.**

Support a variety of transportation options that are conducive to regional growth, including rail, bus, and air travel. Promote expansion of transit-oriented development (TOD) surrounding the region's multi-modal transportation hubs. Replicate existing bicycle and pedestrian infrastructure throughout the region.

- The Move New Haven study was completed in 2019. Anticipating ARP funding for implementation.
- Work in conjunction with RPA's Connecticut office to promote smart and efficient land use practices, sound environmental policies and economic development that is connected to the transit network. Completion: Ongoing
- Continue to participate in NEC Future to create a high-speed rail network in the region. Completion: Ongoing
  - The region has monitored the NEC Future Northeast Corridor Rail Project which has had little activity.
- Continue efforts to modernize and expand Tweed New Haven Airport and provide advocacy for collaborations with the State and other regional airports. Completion: Ongoing
  - In May 2021, Tweed New Haven Regional Airport announced completion of the Master Plan Update.
  - In addition, a new agreement between Tweed-New Haven Airport Authority and Avports LLC includes:

- Construction of a new, modern terminal on the east side of the Airport.
  - Extending existing runway to allow for more direct flights to more destinations.
  - Renovation of Existing Terminal and other infrastructure improvements that will improve safety and mitigate local traffic concerns.
  - Improving the Airport will generate much-needed economic activity in the region, including the creation of up to an estimated 11,000 jobs and \$47 million in state and local taxes in the long term.
  - The plan will eliminate the need for existing subsidies from the City of New Haven or State of Connecticut, currently totaling approximately \$1.8 million each year.
  - Under the agreement, Avports will undertake and pay for the improvements listed above and also operate and manage the Airport on behalf of the Authority for a period of 43 years, after which the improved assets will revert to the full control and ownership of the Authority and the community it serves.
  - Construction for all phases of the project will be undertaken with Project Labor Agreements.
  - Project includes full environmental assessment and protection plan, as well as construction of a carbon-neutral passenger terminal following LEED principles.
  - In addition to abiding by the local noise ordinances, Avports will implement requirements from an updated noise study within 5 years of FAA approval, and will invest up to \$1.75 million in additional noise mitigation programs, as part of an approximate \$5 million community investment.
  - Avports will also fund environmental and traffic mitigation, with total community investments of approximately \$5 million.
- Market the region's commuter rail and TOD assets to attract potential businesses/investors. Completion: Ongoing
  - The proposed train station in North Haven is likely to be funded by the American Rescue Plan.
  - Coordinate with CTTransit to evaluate upgrades and the potential for service improvements. Completion: Ongoing

- The Move New Haven study was completed in 2019. Anticipate ARP funding to support portions of the Move New Haven study.
- Continue engagement of public and private partners in planning an economic development strategy around the New Haven-Hartford-Springfield, Shoreline East, and Metro-North rail corridors, highlighting opportunities for TOD. Completion: Ongoing
  - Ridership on the Hartford Line and Shore Line East dramatically declined during the pandemic. Additional service is being added as we start to recover from the pandemic.
- Engage CTTransit and the private sector to evaluate opportunities to increase transit ridership. Completion: Ongoing
- Support upcoming projects in West Haven including Allintown conversion to College Village, The Haven, Stiles and TOD along with the replacement of the Kimberly Avenue Bridge. Completion: Ongoing

**Objective 2: Expand freight capacity of the region.**

Continue to support the expansion of the Port of New Haven, which currently has a channel depth of 35 feet and a width of 400-800 feet.

- Support investments in the Port of New Haven to expand freight capacity through dredging of the channel, as well as economic development opportunities in Milford and West Haven. Completion: Ongoing
  - The project was funded by the state bonding commission. The projected completion date is Q4 2025.
  - The Connecticut Port Authority Five Year State Maritime Strategy released in August 2018 is consistent with the objectives set forth in the region's CEDS.
  - Garner support and advocate for continued federal funding to perform shipyard improvements and ship repairs. Completion: Ongoing
  - Continue supporting the State and port landowners in connecting the Port of New Haven with the Providence and Worcester Railroad. Completion: Ongoing
  - Coordinate site development projects with transportation improvement plans contained in the region's Long-Range Transportation Plan. Completion: Ongoing
  - The Port of New Haven also has Foreign Trade Zone designation.
  - Support efforts to establish dependable funding sources for the state's Special Transportation Fund. Completion: Ongoing

**Objective 3: Support continued Investments in roadways and bridges.**

- Support significant regional transportation projects such as the reconfiguration of the I-91/I-691 merge and rehabilitation of the West Rock Tunnel. Completion: Ongoing
  - Planning and exploratory drilling for route alterations during the repair of the tunnel are underway.
  - Additional projects are on hold pending funding.
- Maintain balance between local and regional interests in considering approval of infrastructure projects and when advocating for infrastructure funding. Completion: Ongoing

**Objective 4: Optimize water infrastructure and partnerships for maximum economic impact.**

- Identify municipalities that are ready and able to fund, or regionally partner in funding, water system expansion into unserved areas. Completion: Ongoing
  - The South Central Connecticut Regional Water Authority (RWA) is working with a municipality that is currently in the design phase.
- Determine if ARP funds are available for economically-driven water system expansion. Completion: Ongoing
- Identify and target industries that are water-use intensive and develop a long-term marketing strategy to attract these industries. Completion: Ongoing
  - RWA is researching target industries.
- Determine the areas within the RWA's service area that have the potential for commercial and industry growth but are not currently served by RWA's distribution system. Completion: Ongoing
  - Regional Water Authority is looking at improved service in Cheshire and North Haven. Adding a second line on Rt. 10 in Hamden is in a longer-term budget.

**Objective 5: Ensure the entire region has adequate telecommunications infrastructure to support modern communication and information systems.**

- Determine access and infrastructure requirements in the region. Completion: Year 3
  - Internet Access Rankings: Connecticut ranked #30 overall, #41 for access to Gigabit Internet, and #11 for Broadband Subscription Rate in 2019 for connectivity by US News.<sup>20</sup>

<sup>20</sup> U.S. News & World Reports, Internet Access Ratings. Accessed May 12, 2020 from [www.usnews.com/news/best-states/rankings/infrastructure/internet-access](http://www.usnews.com/news/best-states/rankings/infrastructure/internet-access)

- Low-income areas are underserved with access to broadband and technology in general. These areas were disproportionately impacted compared to higher income communities during the pandemic.
- Organize partners to develop regional access. Completion: Ongoing
  - Access will be included as part of the state's ARP funding.
- Support and promote efforts to enhance faster and cheaper broadband service to the region. Completion: Ongoing
  - Access to highspeed internet access, particularly in cities, is a high priority for state government. Governor Lamont's goal is that New Haven will become the first to reach ultra-fast 5G cellular technology in New England. This is a priority for ARP and other funding.
  - AT&T will be installing 5G service along the New Haven rail line that serves both Metro-North and Amtrak.
  - While Verizon is rolling out 5G in parts of New Haven. Status: Completed December 2020

**Objective 6: Support the expansion of natural gas mains and explore green energy options.**

- Continue to advocate for and educate about natural gas use throughout the region. Completion: Ongoing
- Market energy efficient programs. Completion: Ongoing
  - The 2020 State Energy Efficiency Scorecard by the American Council for an Energy-Efficient Economy ranked Connecticut 7th in the nation.<sup>21</sup>
  - Both Avangrid and Eversource Energy market energy efficient programs.

**GOAL 4: REAL ESTATE, LAND USE AND SUSTAINABILITY**

Developable land is an extremely limited resource in the region. It is critical that the region continue to embrace and adopt strategies that focus on cleaning up contaminated sites, support effective and efficient development plans, and protect resources that add to the region's overall sustainability.

The actions recommended by the committee align with SCRCOG's Regional Plan of Conservation and Development that is available for review at [scrcog.org](https://scrcog.org).

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<sup>21</sup> American Council for an Energy-Efficient Economy, The 2020 State Energy Efficiency Scorecard, <https://database.aceee.org/state/connecticut>



## Overall Activities

- SCRCOG approved the updated 15-town region's Hazardous Mitigation Plan in November 2020.
- Design and Technical Guide for Implementing Innovative Municipal Scale Coastal Resilience in Southern Connecticut is being implemented.
- Sustainable CT ([sustainablect.org](https://sustainablect.org)) offers a voluntary certification program to recognize thriving and resilient Connecticut municipalities based on the following criteria:
  1. Thriving Local Economies
  2. Well-Stewarded Land and Natural Resources
  3. Vibrant and Creative Cultural Ecosystems
  4. Dynamic and Resilient Planning
  5. Clean and Diverse Transportation Systems and Choices
  6. Efficient Physical Infrastructure and Operations
  7. Strategic and Inclusive Public Services
  8. Healthy, Efficient and Diverse Housing
  9. Inclusive and Equitable Community Impacts
  10. Innovation Action

As of 2021, five towns have bronze certification, two have silver certification, six are registered to participate, and two have not registered.

### **Objective 1: Support brownfield redevelopment.**

- Identify properties within the region with the greatest potential for return on investment that are vacant or underutilized due to environmental contamination and that would have strong market demand for reuse if remediation occurred. Criteria should include the potential for development and private investment and proximity to public transit.  
Completion: Ongoing
- Develop Best Practices Guide and facilitate regional information meetings on brownfield redevelopment through REX/SCCREDC/REDFO. Completion: Paused
  - A list of brownfields by town is published annually by CT Department of Energy and Environmental Protection<sup>22</sup>

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<sup>22</sup> Connecticut Department of Energy and Environmental Protection, List of Contaminated or Potentially Contaminated Sites in Connecticut. Accessed on May 24, 2021 from <https://portal.ct.gov/DEEP/Remediation--Site-Clean-Up/List-of-Contaminated-or-Potentially-Contaminated-Sites-in-Connecticut>

- Identify opportunities for inter-local collaboration on large brownfield redevelopment projects. Completion: Ongoing
- Identify and advocate for funding opportunities for environmental assessment and clean-up and seek to aggregate resources for use in the region and promote those resources region-wide. Completion: Ongoing
  - DEEP and the Department of Economic and Community Development (DECD) are working with legislative leaders, and a variety of stakeholders to chart a new path for Connecticut's cleanup program. DEEP and DECD have co-convened a working group to receive advice and feedback for regulations to be adopted by DEEP. Completion: Ongoing
- Encourage towns that do not have in-house planning or development staffs to identify, conduct assessments, and apply for clean-up grants to use the state DEEP and DECD, Development Corporations, and non-profits. DEEP and DECD have a variety of programs that allow towns and developers to access funding for assessment and clean-up of brownfields. The UCONN School of Engineering operates the Connecticut Brownfield Initiative that provides towns with technical assistance for the assessment, clean-up, and redevelopment of brownfields. Completion: Ongoing
  - All the REX/SCCREDC Development Revolving Loan Fund money is currently dispensed.
- Actively market target sites. Completion: Ongoing

**Objective 2: Define and encourage next-generation mixed-use and transit-oriented development.**

- See Goal 3, Objective 1 for additional information.
- Through a series of events, share the resource list of next-generation mixed-use and TOD opportunities with partners. Completion: Year 4
  - Through the SCRCOG Housing Committee, there have been presentations by town officials and developers presenting best practices on mixed-use and TOD opportunities. Some of these ideas will be incorporated into the regional housing document.
- New Haven has two Opportunity Zone projects.
  - Industrial Flow Solutions was completed in January 2021 at the former Radiall site.
  - The former Pirelli site is scheduled to open as a hotel in December 2021.

- Develop a marketing plan for sites that could support these types of development.  
Completion: Paused
- Develop a resource list of next-generation mixed-use combinations and TOD that take advantage of unique municipal characteristics and target emerging industry needs.  
Completion: Paused
- Create Resource Team of professionals to define next-generation mixed-use combinations and TOD and provide technical assistance to municipalities. Completion: Ongoing
  - David Fink (chair of the SCRCOG Housing Committee) and other professionals have provided these services. The final recommendations will be included in the SCRCOG regional housing report.

**Objective 3: Develop regional resource use and awareness.**

- Increase awareness of and support preservation of open space including working farms.  
Completion: Ongoing
  - SCRCOG and REX/SCCREDC completed an asset mapping project that includes both agricultural and cultural assets by town. The brochures were distributed by the towns and are available online at the Visit New Haven website. These brochures are in the process of being updated for 2021.
- Develop resources to support a sustainable, diverse, and equitable local food system that includes production, food processing and distribution infrastructure and encourages food-based business development as well as creative reuse of existing infrastructure.  
Completion: Ongoing
  - SCRCOG is partnering with the Regional Agricultural Council on a Farm Viability Grant.
- Monitor use and support the development of recreational land use assets including parks, greenways, and bicycle/pedestrian trails. Completion: Ongoing
  - SCRCOG and REX/SCCREDC completed an asset mapping project that includes both agricultural and cultural assets by town. The brochures were distributed by the towns and are available online at the Visit New Haven website. These brochures are in the process of being updated for 2021.
- Encourage connectivity of trails and of recreational assets to transportation nodes and centers for economic activity, including commercial centers and downtown areas.  
Completion: Ongoing

- SCRCOG continues work on this item through its trail maps, its GIS system and as a factor in the Housing Committee.
- Monitor and support energy usage and reliability and encourage development of renewable energy assets for residential, commercial, and agricultural uses. Completion: Ongoing
- Facilitate coordinated efforts and information sharing among municipalities, organizations, and agencies toward improved storm preparation along the coastline and climate change resilience. Completion: Ongoing
  - SCRCOG continues to work with the region's municipalities in alignment with the goals and action items set forth in the 2017 Southern Connecticut Regional Framework for Coastal Resilience.

## **GOAL 5: MARKETING, COMMUNICATIONS AND STAKEHOLDER EDUCATION**

Harness collaborative and resourceful marketing and communications opportunities and partnerships that support economic success while raising the awareness of stakeholders in and outside of South Central Connecticut.

### **Objective 1: Encourage local economic activity by educating stakeholders about resources and funding opportunities.**

- Establish a quarterly, regional marketing meeting with economic development professionals and business leaders to disseminate information to other stakeholders. Completion: Ongoing
  - We host monthly REDFO meetings.
  - We participate in the Regional Monthly Marketing Meeting with AdvanceCT, the public/private partnership dedicated to developing and recruiting high-value businesses in Connecticut.
- Share best practices from the CEDS Strategic Planning Committee on a dedicated webpage via REX/SCCREDC. Completion: Paused
  - The CEDAS best practice program has been on hold since the last update. We anticipate a relaunch in late spring or early summer.
  - We increased the distribution of both the REX/SCCREDC and Visit New Haven newsletters to weekly from bi-weekly. For REX/SCCREDC, regulation changes and business assistance opportunities were being released at a furious pace and we opted to increase our newsletters to assist our constituents. On the tourism

newsletter, we focused on messaging for in-state residents that featured safe activities and promoted public health messages.

**Objective 2: Market the region to attract and retain businesses at the local, state, national and international level.**

- We have created a new Greater New Haven profile sheet for travel trade shows that highlights the assets of the region, particularly for group and bus tours.
- Design an impactful one-page handout that conveys the strengths of region to the business community as outlined in the CEDS. Completion: Year 2 – we are working with the City of New Haven on a high-quality “lure” piece that features Greater New Haven – on hold per City of New Haven.
- Solicit formal feedback from students, young professionals, start-ups, and established business entities who have elected to or are planning to relocate outside of Connecticut. Similarly, collect feedback from stakeholders who have recently relocated to Connecticut. Completion: Year 2
  - On temporary hold
- Additional Actions:
  - Create a global recruitment brochure. Status: paused.
  - Update International Council of Shopping Centers (ICSC) collateral. Status: paused
  - 2020-2021 Greater New Haven Visitors and Relocation guide completed with ongoing distribution throughout New England and the New York metro area. Through a grant from CTM (media distribution company), we have been able to place our guides in AAA offices. We are anticipating visitor interest from day-trippers rather than air travelers.
  - Advertised in AAA magazine and on their website.
  - Created a new logo for Visit New Haven.
  - Our 2020 media hits and inquiries included WTIC Fox 61, patch.com, Waterbury Republican American, New England Business Media, we-ha.com, CT News Junkie, Real Deal Magazine, WFSB Eyewitness News, New Haven Biz, CT Insider, The Day of New London, Hartford Daily Voice, Hartford Courant, Westfair Online, MNR (Metro-North Railway) Getaways, CT Post, Amazon Docuseries, CT Mirror, getawaymaven.com, Yankee Magazine, New Haven Independent, Yale Daily News, New Haven Register, WTNH News 8 and CT Examiner
  - Our communications outreach delivered the following results:

- The VNH website experienced a decrease in visits by 14.69% from 2019 through 2020.
- The VNH website experienced a decrease in visits by 26% from 2019 through 2020.
- CT Visit webpage views – There was an 3.76% decrease in page views for Greater New Haven listings from 2019 through 2020.
- We activated the Visit New Haven Instagram account this spring and have accumulated 1600 followers.

**Objective 3: Grow tourism marketing in conjunction with the State of Connecticut Office of Tourism.**

- Refresh/replace the REX/SCCREDC website. Completion: Year 2
  - The project has been completed.
- Establish a brand for Greater New Haven to strengthen the state’s brand. Completion: Ongoing
  - Ginny Kozlowski of REX/SCCREDC has been appointed to the Governor’s Council on Tourism.
  - The Connecticut Office of Tourism is launching a new brand for the summer, “Say Yes to Connecticut” after a year of having to say no to almost everything. Visit New Haven will be supporting this message and have suggested a “Host It Here” campaign to the state’s marketing firm to encourage residents who belong to clubs and associations to host events in Connecticut.
  - We are working with the state’s economic development public/private partnership, AdvanceCT, to create consistent messaging and visuals for collateral.

## EVALUATION FRAMEWORK

Each committee identified specific tasks and timeframes to support their goals and objectives. The measures of success of these efforts will be collective, as there is tremendous interdependency between the sectors, external factors, and available resources.

- Increase the number of new businesses by 2% annually.  
There was a 13.7% gain in new businesses from 2019 to 2020.<sup>23</sup> However, the number of business closing during 2020 is not yet available.
- Reduce regional unemployment to not exceed the national unemployment rate.
  - We did not meet this goal in 2020.
- Dredge the Port of New Haven to 42 feet by 2020.
  - The project was funded by the state bonding commission. The projected completion date is Q4 2025.
- Increase median household income by 2% annually.
  - The regional median household income increased 6.31% (using US Census data for 2018-2019). Median household income was expected to increase at a more rapid pace given proposed increases in Connecticut's minimum wage. However, with post-pandemic unemployment likely to increase, it is not clear if that outcome will be realized.
- Decrease number of people living below the poverty level in New Haven County by 1% annually.
  - The number of people living below the poverty increased from 11.6% in 2018 to 12% in 2019, a 3.4% increase.<sup>24</sup>
- Increase enplanements at Tweed New Haven Regional Airport by 5% annually.
  - The 2020 enplanement data has not been released. However, the number of enplanements decreased dramatically. Tweed experienced months without any commercial air service and a very limited schedule at all other times throughout the pandemic.
- Increase number of airline carriers at Tweed New Haven Regional Airport to 3 by 2020.

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<sup>23</sup> CT Data Collaborative, Business Formations Over Time, Accessed April 12, 2021 from [www1.ctbusiness.ctdata.org/#!/formations-over-time](http://www1.ctbusiness.ctdata.org/#!/formations-over-time)

<sup>24</sup> StatsAmerica, USA Counties in Profile. Accessed May 15, 2021 from <https://www.statsamerica.org/USCP/>

- American Airlines has resumed limited service at Tweed.
- The status of the two seasonal airlines has not been announced.
- A new airline, Avelo Air, is establishing Tweed as its east coast base. Flights are expected to begin in the summer of 2021. Destinations have not yet been announced.
- By 2023, return ridership on public transportation to 2019 levels.
- Increase the REX/SCCREDC and VNH newsletter subscription lists by 2% annually.
  - Newsletter subscribers decreased by 2% in 2020.
- Increase website visits to REX/SCCREDC, VNH and Greater New Haven section on ctvisit.com by 5% annually.
  - The REX website experienced a decrease in visits by 14.69% from 2019 through 2020.
  - The VNH website experienced a decrease in visits by 26% from 2019 through 2020.
  - CT Visit webpage views – There was an 3.76% decrease in page views for Greater New Haven listings from 2019 through 2020.
- Increase housing starts by 2% annually.
  - The number of housing starts increased from 674 in 2018 to 940 in 2019, a 39.46% increase.<sup>25</sup>
- Increase affordable housing units by 1% annually.
  - The region increased the number of affordable housing units by 1.39%
- Increase number of tradeshow by two events per year.
  - Most tradeshow were canceled due to the pandemic, so we attended two virtual tradeshow.
    - We attended virtual Biomedical Device Show (San Diego) in April 2021.
    - We attended the American Bus Association Tradeshow with virtual appointments with tour operators (April & May 2021).
  - We will resume regular tradeshow schedule when events commence.

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<sup>25</sup> CT DECD, Housing & Income Data. Accessed 5/22/2021 from [https://portal.ct.gov/DECD/Content/About\\_DECD/Research-and-Publications/01\\_Access-Research/Exports-and-Housing-and-Income-Data](https://portal.ct.gov/DECD/Content/About_DECD/Research-and-Publications/01_Access-Research/Exports-and-Housing-and-Income-Data)



## RECOVERY AND RESILIENCE

Historically, our resilience planning has focused on weather events such as hurricanes and tornados, rising sea levels and localized, short-term issues. While these will continue to challenge the region due to climate change, we were not prepared for the COVID-19 pandemic and its consequences.

As we work our way through the region's arduous response and recovery tasks, our existing targeted planning is insufficient. In the U.S. alone, we have seen contaminated water (Manatee County, FL), electrical grid failure (TX), ongoing global supply chain disruptions (pandemic and Suez Canal blockage) and cyberattacks of both public and private organizations including the Colonial Pipeline shutdown.

REX/SCCREDC and the South Central Regional Council of Governments (SCRCOG) is collaborating with the Department of Emergency Management and Homeland Security (CT DEMHS Region 2) to resolve unmet needs from the current crisis. However, we need to expand our collaboration to include these additional potential crises. By detailing the current inadequacies, we can work with the state and federal government to improve the situation. The American Rescue Plan and future recovery packages provide funding for initiatives such as this. As the past year has demonstrated with unnecessary zeal, the threats to our economy are vast and varied. While we cannot prepare for every type of disaster, we can prioritize hardening essential infrastructure; ensuring adequate housing, healthcare, and food; and stockpiling essential goods. We cannot be certain that the next pandemic will require ventilators or another durable medical device, we know we will need Personal Protective Equipment (PPE), disinfecting supplies and trained personnel to respond.

One example where Connecticut is woefully unprepared is in food production. The state currently produces only 2% of the food consumed here. After seeing the shortages of PPE and disinfected at the onset of the pandemic and the ever-increasing prices for essential goods, we need to explore modern agriculture as both a protection in the event of a crisis and as an opportunity for economic growth.

We have been asked if we knew six months earlier that the pandemic was imminent, what would we do differently. In response, it is evident that there would need to be some pandemic-specific preparations but more importantly the public health crisis underscored many of the problems identified as threats and weaknesses in the 2018-2023 South Central Connecticut

Comprehensive Economic Strategy. This situation is not unique to our region, but rather is a call-to-action for the state and country.

## REGIONAL ANALYSIS

### THE REGION DEFINED

The region used in this analysis includes 15 municipalities in South Central Connecticut: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

Unless noted, we are reporting on the region. However, some data will be identified as New Haven County or the New Haven Labor Market Area.

New Haven County: Ansonia, Beacon Falls, Bethany, Branford, Cheshire, Derby, East Haven, Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Naugatuck, New Haven, North Branford, North Haven, Orange, Oxford, Prospect, Seymour, Southbury, Wallingford, Waterbury, West Haven, Wolcott, and Woodbridge.

New Haven Labor Market Area: Bethany, Branford, Cheshire, Chester, Clinton, Deep River, East Haven, Essex, Guilford, Hamden, Killingworth, Madison, Meriden, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, Westbrook, and Orange.



## DEMOGRAPHICS

Between 2010 and 2019, the region's population and number of households have declined slightly.<sup>26</sup>

The per capita income increased 20.4% in the region and 19.38% in the county between 2010 to 2019. The median age has been steadily increasing in both geographies since 2000. From 2010 to 2017, the median household income increased by 3.85% in the South Central Region, with slightly less growth happening in New Haven County.

The state's minimum wage increased from \$10.10 to \$11 in October 2019, to \$12 in September 2020, and will increase to \$13 in August 2021.<sup>27</sup>

	SOUTH CENTRAL REGION		% CHANGE	NEW HAVEN COUNTY		% CHANGE
	2010	2019		2010	2019	
Population	570,001	567,954	-0.36%	862,477	854,757	-0.90%
Households	222,620	221,467	-0.52%	334,502	330,572	-1.17%
Per Capita Income	\$32,849	\$39,549	20.40%	\$31,720	\$38,009	19.38%
Median Household Income	\$64,653	\$73,587	13.82%	\$61,114	\$69,905	14.38%
Median Age	39	40.5	3.85%	39.3	40.5	3.05%

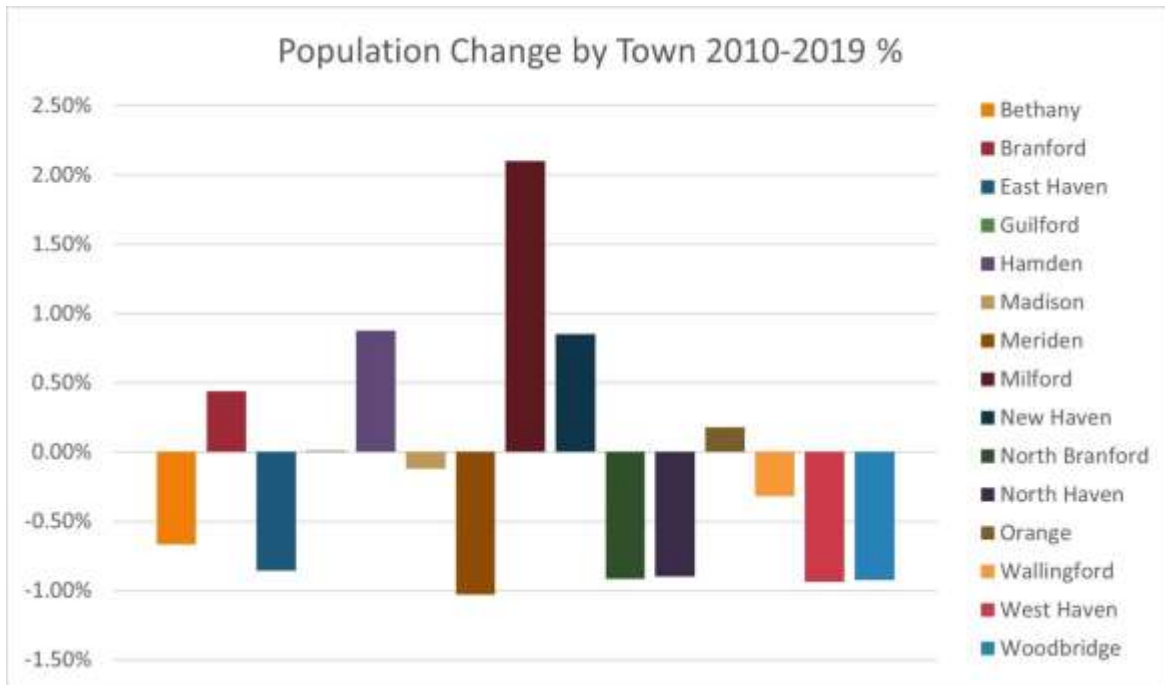
<sup>26</sup> 2015-2019 American Community Survey 5-year estimates, table B15002, <https://datausa.io/profile/geo/new-haven-county-ct>  
<sup>27</sup> Governor Lamont Signs Minimum Wage Increase (5/28/2018 Governor's Press Releases [portal.ct.gov/Office-of-the-Governor/News/Press-Releases](https://portal.ct.gov/Office-of-the-Governor/News/Press-Releases))

## POPULATION BY TOWN 1990-2019

The figure below shows the population in the region's municipalities between 2010 and 2019 declined less than one percent.<sup>28</sup> Population is expected to increase as many New Yorkers relocated to Connecticut during the pandemic. A full accounting of those moves and determination of permanence is uncertain currently.

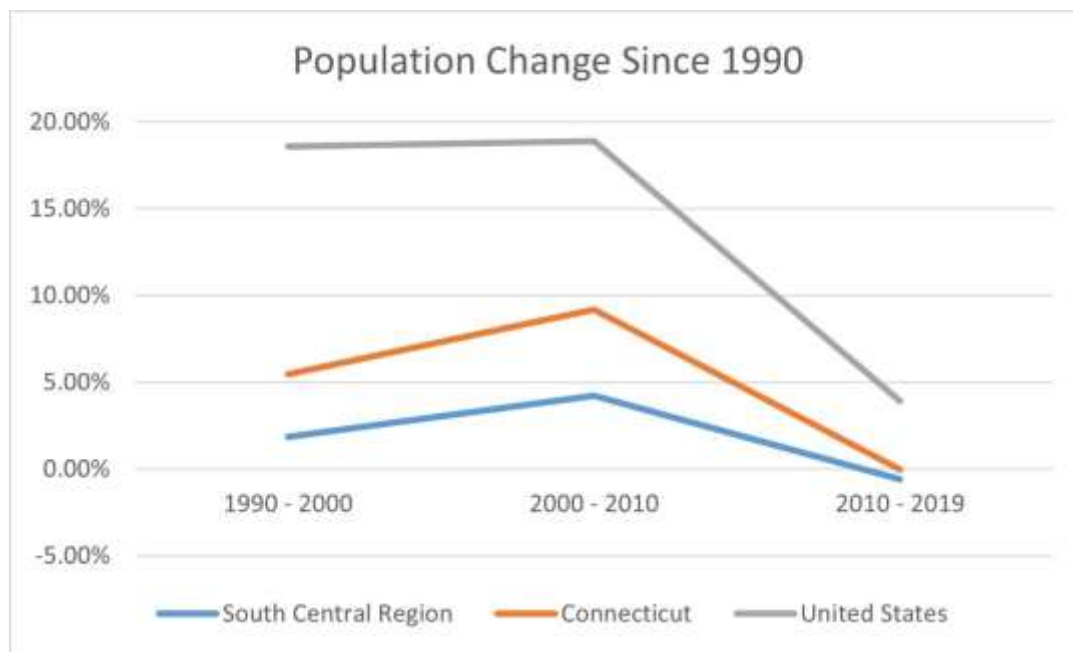
	1990	2000	2010	2019
<b>Bethany</b>	4,608	5,040	5,563	5,548
<b>Branford</b>	27,603	28,683	28,026	27,900
<b>East Haven</b>	26,144	28,189	29,257	28,569
<b>Guilford</b>	19,848	21,398	22,375	22,133
<b>Hamden</b>	52,434	56,913	60,960	60,556
<b>Madison</b>	15,485	17,858	18,269	18,030
<b>Meriden</b>	59,479	58,244	60,868	59,395
<b>Milford</b>	49,938	52,305	52,759	54,747
<b>New Haven</b>	130,474	123,626	129,779	130,250
<b>North Branford</b>	12,996	13,906	14,407	14,146
<b>North Haven</b>	22,247	23,035	24,093	23,683
<b>Orange</b>	12,830	13,233	13,956	13,926
<b>Wallingford</b>	40,822	43,026	45,135	44,326
<b>West Haven</b>	54,021	52,360	55,564	54,620
<b>Woodbridge</b>	7,924	8,983	8,990	8,750
<b>Total</b>	536,853	546,799	570,001	566,579

<sup>28</sup> CT Data Collaborative, Census Annual Population Estimates by Town. Accessed May 15, 2021 from <http://data.ctdata.org>



## CHANGE IN POPULATION: REGION, CONNECTICUT, U.S.

As seen in the graph below, the decline in population growth for the region closely follows the trend for the state and the country. However, both Connecticut and Greater New Haven are experiencing a slower growth in population relative to the rest of the United States. In Connecticut, there is concern that the aging population will elect to retire out-of-state and possibly result in a decline in population.<sup>29,30</sup> Again, the influx of residents during the pandemic may influence this trend.

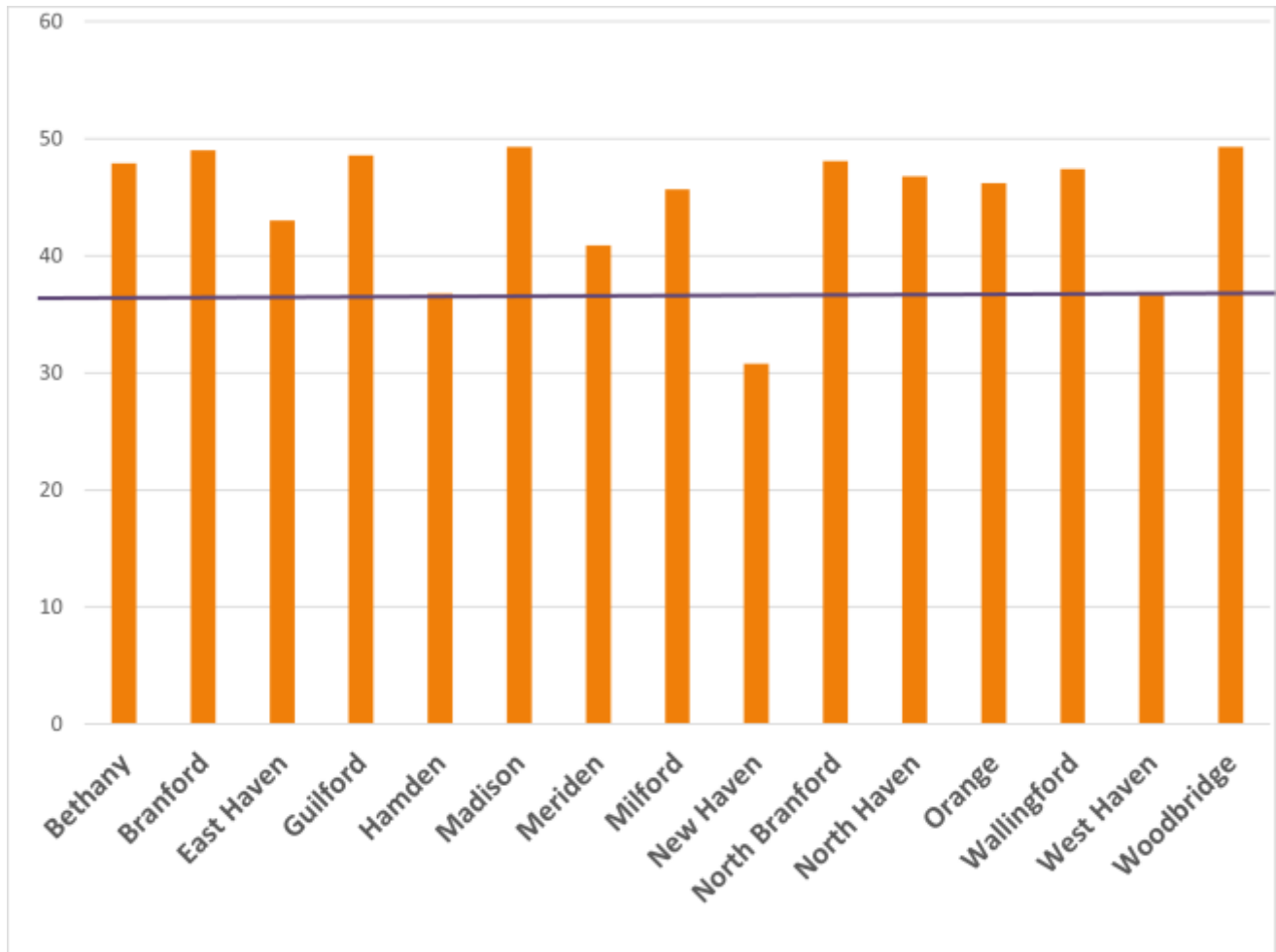


<sup>29</sup> U.S. Census Bureau, 1990 Census Data Profile 1, Census 2000 Data Profile 1, 2010 U.S. Census Demographic Profile Data (Table DP-1)

<sup>30</sup> 2015-2019 American Community Survey 5-Year Estimates (Table B01003)

## POPULATION: MEDIAN AGE BY TOWN

As of 2019 only Hamden, New Haven and West Haven's median age are below the national average of 38.1 (noted by the horizontal line). One of the objectives set forth in the CEDS Action Plan is to develop career pathways, housing and amenities that will allow younger people to remain in, or relocate to, the region.<sup>31,32</sup>

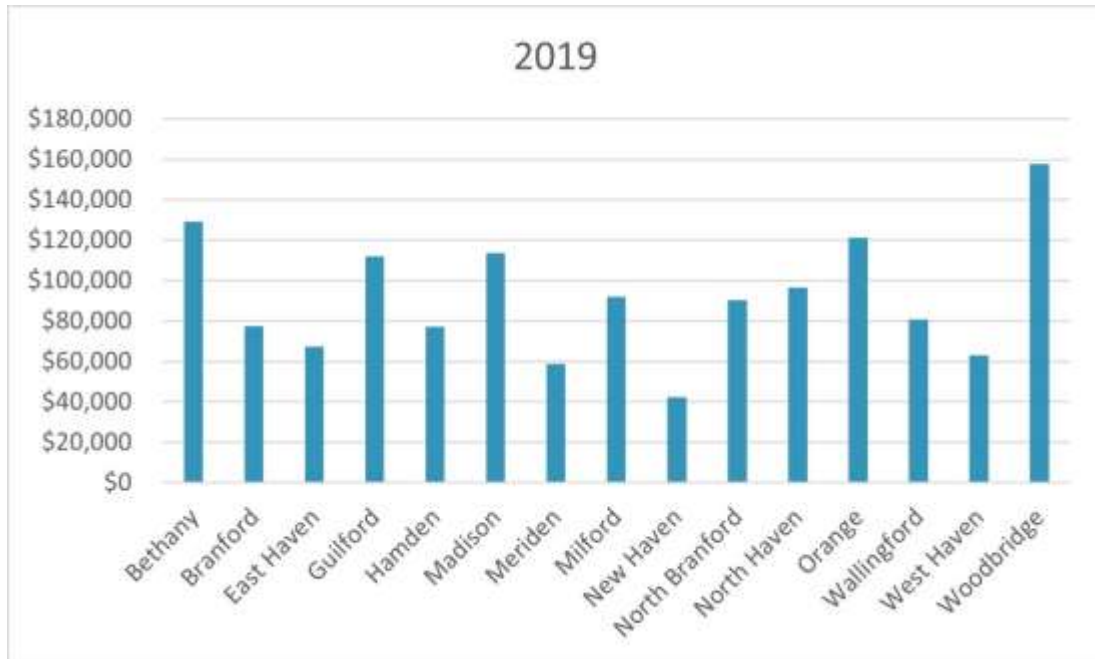


<sup>31</sup> U.S. Census Bureau, 1990 Census Data Profile 1, Census 2000 Data Profile 1, 2010 U.S. Census Demographic Profile Data (Table DP-1)

<sup>32</sup> 2015-2019 American Community Survey 5-Year Estimates (Table B01003)

## WEALTH: MEDIAN HOUSEHOLD INCOME BY TOWN

The disparities are dramatic in wealth between urban and suburban towns within the South Central Connecticut region. Woodbridge led the region with a median household income of approximately \$158,000, while New Haven's median household income was about \$42,222 according to 2019 data. All towns experienced an increase in median household income since 2010.<sup>33</sup>



<sup>33</sup> CT Data Collaborative, Census Annual Median Household Income by Town. Accessed May 15, 2021 from <http://data.ctdata.org>



## WEALTH: POVERTY

With respect to individuals living below the federally-defined poverty level, poverty continues to be a problem in the some of the larger communities (New Haven, West Haven and Meriden) where more than 10% of the population lives below the poverty line. While Meriden has more than 10% of the population living below the poverty line, poverty has dropped from 13.8% in 2015 to 10.4% in 2019. Even our wealthiest towns are seeing increases in poverty.<sup>34</sup> As this data is pre-pandemic, we anticipate that more individuals will meet the threshold. One of the potential causes is the aging of the workforce and constrained retirement income.

Municipality	2000	2010	2019	Municipality	2000	2010	2019
Bethany	2.6%	2.1%	2.4%	Milford	3.7%	3.9%	4.8%
Branford	4.1%	5.8%	5.9%	New Haven	24.4%	25.2%	26.5%
East Haven	5.2%	8.3%	8.8%	North Branford	1.6%	0.7%	2.5%
Guilford	3.1%	2.8%	3.0%	North Haven	3.5%	3.9%	5.0%
Hamden	7.8%	6.8%	8.8%	Orange	2.5%	2.1%	2.6%
Madison	1.3%	0.7%	3.1%	Wallingford	3.6%	6.8%	5.3%
Meriden	11.0%	13.8%	10.4%	West Haven	8.8%	10.1%	11.8%
				Woodbridge	2.3%	1.7%	3.5%

<sup>34</sup> Source: U.S. Census Bureau, Census 2000, Census 2010, & 2015-2019 American Community Survey (Table S1701)

## WEALTH: ECONOMICALLY DISTRESSED TOWNS

The Connecticut Department of Economic and Community Development ranks all 169 municipalities in the state according to their level of distress with the top 25 being labeled distressed at the state level. The factors used to calculate this ranking include high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population, per capita income, percentage of population with high school diploma or higher, and per capita adjusted equalized net grand list. Taken together, these metrics give an overall picture of the economic well-being a community. Four municipalities are identified as distressed in our region in 2020.<sup>35</sup>

#17: East Haven

#19: Meriden

#20: New Haven

#23 West Haven

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<sup>35</sup> State of Connecticut. Distressed Municipalities. CT DOL, DOE compiled by DECD Research, September 2020 Accessed May 15, 2021 from [https://portal.ct.gov/-/media/DECD/Research-Publications/Distressed\\_Municipalities/2020-Distressed-Municipalities-List.xlsx](https://portal.ct.gov/-/media/DECD/Research-Publications/Distressed_Municipalities/2020-Distressed-Municipalities-List.xlsx)

## HOUSING: CHANGE IN MEDIAN SALES PRICE Q1 2020 V. Q1 2021

Comparing Q1 2021 over Q1 2020, median sales prices for homes in New Haven County have increased by 22% from \$205,000 to \$250,000. The inventory of available houses is shrinking as the cost of building materials increase.<sup>36</sup> The shift in demand for housing in New Haven County exacerbates our existing issue regarding affordable and attainable housing. Anecdotally, we are hearing from several sellers that they are receiving multiple offers on the first day the property is listed and are receiving offers from out-of-state buyers prior to viewing the property.

Market Area	New Listings			Properties Sold			Median Sold Price			Median DOM		
	Q1 2021	Q1 2020	% Change	Q1 2021	Q1 2020	% Change	Q1 2021	Q1 2020	% Change	Q1 2021	Q1 2020	% Change
New Haven	2877	3105	-7.34% ▼	2314	1872	24% ▲	\$250 K	\$205 K	22% ▲	36	62	-42% ▼
Single Family Homes	2145	2391	-10% ▼	1785	1429	25% ▲	\$274 K	\$230 K	19% ▲	39	63	-38% ▼
Condo-Townhome	732	714	2.52% ▲	529	443	19% ▲	\$163 K	\$140 K	17% ▲	31	56	-45% ▼

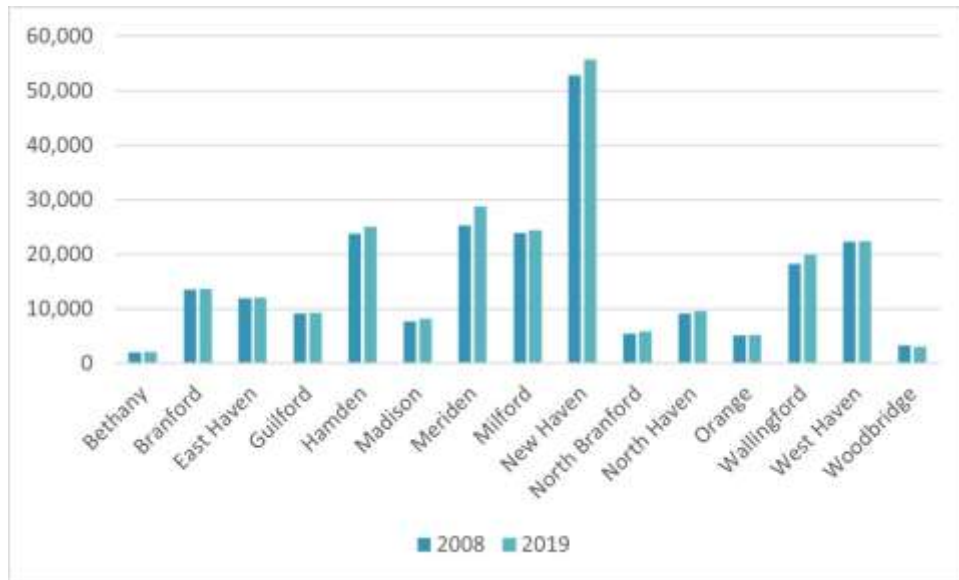
<sup>36</sup> Berkshire Hathaway Quarterly Market Report, Q1 2021. Accessed May 12, 2021 from [https://www.bhhsneproperties.com/mce/prj/bne/Graphs/qr/preview/CT\\_ALL.htm](https://www.bhhsneproperties.com/mce/prj/bne/Graphs/qr/preview/CT_ALL.htm)

## HOUSING: HOUSING STOCK

From 2008 to 2019, the housing stock in the region grew by 4.99% driven by residential investment in Meriden and New Haven. However, there is insufficient affordable development to support the goals and objectives of the Workforce and Housing section of the CEDS.<sup>37</sup>

	2008	2019	Change	% Change
<b>Bethany</b>	1,979	2,075	96	4.85%
<b>Branford</b>	13,590	13,632	42	0.31%
<b>East Haven</b>	11,976	12,052	76	0.63%
<b>Guilford</b>	9,121	9,249	128	1.40%
<b>Hamden</b>	23,808	25,084	1,276	5.36%
<b>Madison</b>	7,661	8,204	543	7.09%
<b>Meriden</b>	25,249	28,826	3,577	14.17%
<b>Milford</b>	23,858	24,417	559	2.34%
<b>New Haven</b>	52,812	55,682	2,870	5.43%
<b>North Branford</b>	5,457	5,855	398	7.29%
<b>North Haven</b>	9,171	9,583	412	4.49%
<b>Orange</b>	5,156	5,194	38	0.74%
<b>Wallingford</b>	18,201	19,934	1,733	9.52%
<b>West Haven</b>	22,305	22,397	92	0.41%
<b>Woodbridge</b>	3,294	3,107	-187	-5.68%
<b>Total</b>	233,638	245,291	11,653	4.99%

<sup>37</sup> CT Data Collaborative, Total Housing Units by Town. Accessed May 15, 2021 from <http://data.ctdata.org>



### HOUSING: NUMBER OF AFFORDABLE UNITS

As noted in the 2018 Comprehensive Economic Development Strategy, the availability of housing options for low wage workers and their families is scarce. A single parent with two children must earn over \$27.06 per hour for housing costs to be below 30% of total income in New Haven County.<sup>38</sup> Currently, the minimum wage in Connecticut is \$12.00 which went into effect September 2020 Minimum wage will increase over the next 3 years:

August 2021: \$13.00

July 2022: \$14.00

June 2023: \$15.00

Subsequent increases will be based on federal economic indicators.<sup>39</sup>

<sup>38</sup> Partnership for Strong Communities: Data on housing and affordability for each of Connecticut's 169 towns and cities. Accessed May 12, 2021 from <https://housingprofiles.pschohousing.org/>

<sup>39</sup> Press Release: Governor Lamont Signs Minimum Wage Increase, May 28, 2019

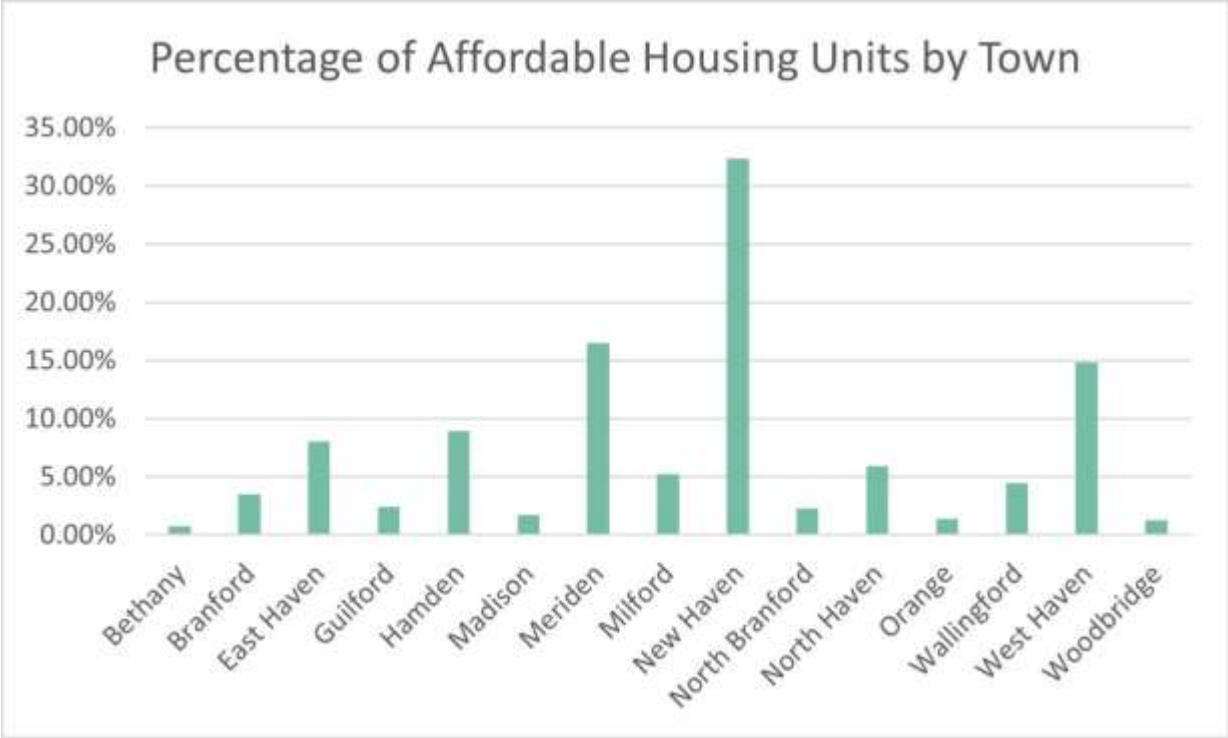
### Existing Affordable Housing Units per the State Definition, 2020<sup>40</sup>

Town	2020
Bethany	0.73%
Branford	3.50%
East Haven	8.07%
Guilford	2.40%
Hamden	8.97%
Madison	1.69%
Meriden	16.51%
Milford	5.20%
New Haven	32.38%
North Branford	2.26%
North Haven	5.96%
Orange	1.37%
Wallingford	4.47%
West Haven	14.84%
Woodbridge	1.27%

Suburban towns have extremely limited inventory of affordable units. To address this issue, the South Central Regional Council of Governments has established a Housing Group with representatives from each town in the region. Thus far, the committee has focused on learning best practices and avoiding potential pitfalls in pursuing increased affordable housing in each town. To increase the number of affordable units throughout the region, the South Central Regional Council of Governments is producing a regional housing plan with each town supplementing the regional plan with additional information pertinent to their town. Connecticut State law (Statute 8-30J) requires towns to prepare affordable housing plans at least once every five years. Under this statute, municipalities have until July 2022 to adopt an affordable housing plan. Our region has elected to use this opportunity to develop a robust housing plan to address our housing shortages beyond the required affordable component.

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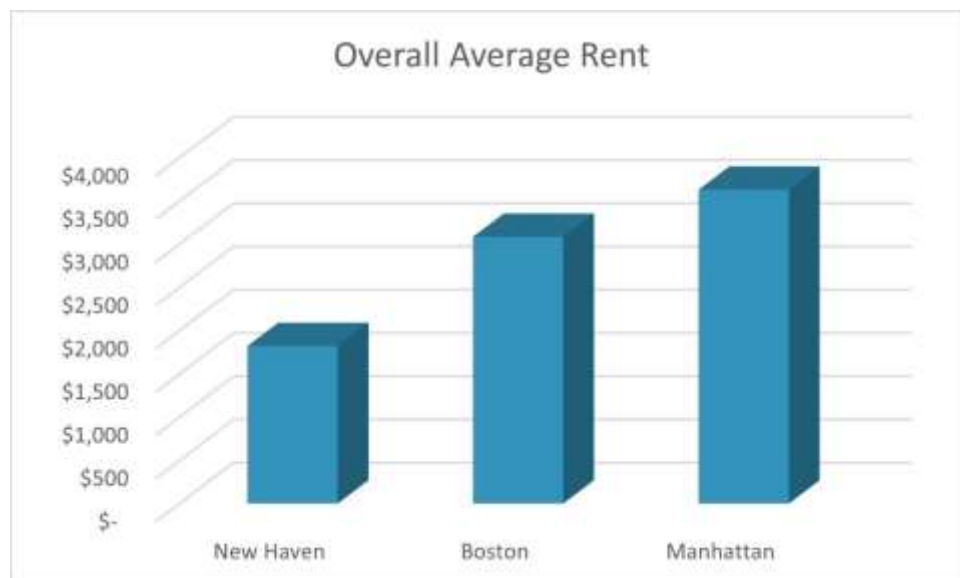
<sup>40</sup> CT Department Housing: 2020 Affordable Housing Appeals List <https://portal.ct.gov/-/media/DOH/2020-Affordable-Housing-Appeals-List.pdf>



## HOUSING: COMPARATIVE RENTAL RATES

As the cost of renting an apartment continues to be out-of-reach in the major metro areas of New York, Boston and Washington D.C., Greater New Haven is looking to maximize the appeal of our region to Millennials. With our vibrant quality of life, there is a concerted effort among the fifteen towns to retain and attract younger people. Below is a cost of residential rent comparison between the three metro areas and New Haven. From March 2020-March 2021, rents in New Haven increased by 6%, while those in Manhattan dropped by 14% and by 10% in Boston.<sup>41</sup>

Location	Overall Average Rent	Average Apartment Size
New Haven	\$1,821	775 sq. ft.
Manhattan	\$3,628	703 sq. ft.
Boston	\$3,083	811 sq. ft.



<sup>41</sup> Rent Café, Rental Rate. Accessed on May 12, 2021 from [rentcafe.com](https://rentcafe.com)



## WORKFORCE: UNEMPLOYMENT

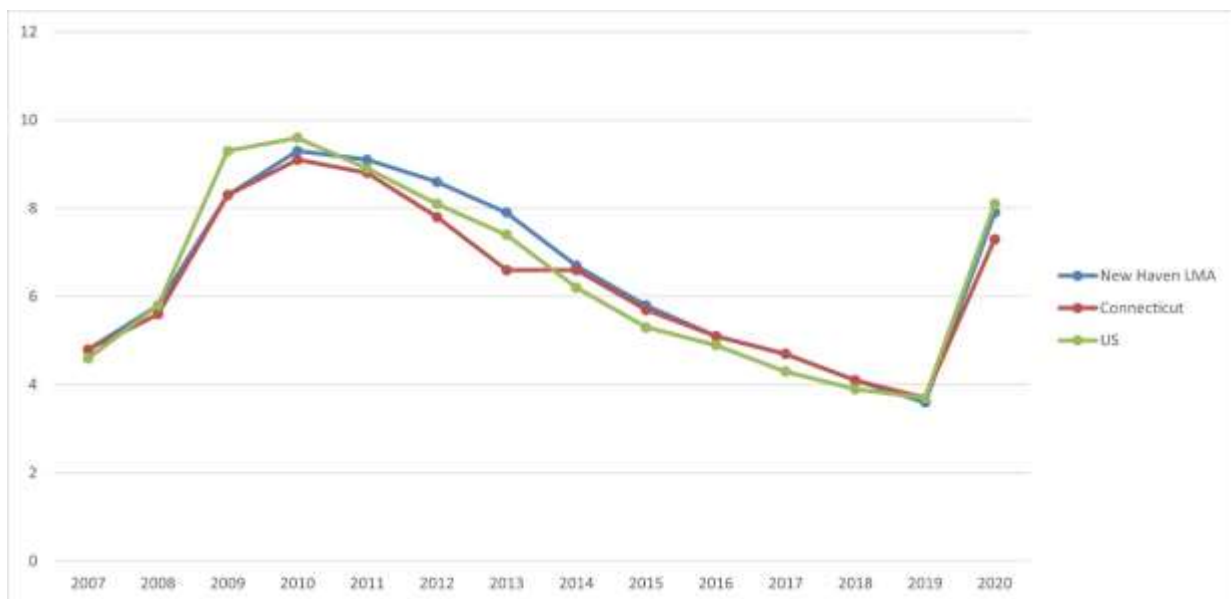
Unemployment in the New Haven Labor Market Area (LMA)\* has trended consistently with the unemployment of Connecticut and U.S. overall. In the LMA, unemployment had been declining every year since 2010.<sup>42</sup>

2020 Annual Unemployment

New Haven LMA: 7.9%

Connecticut: 7.3%

U.S.: 8.1%



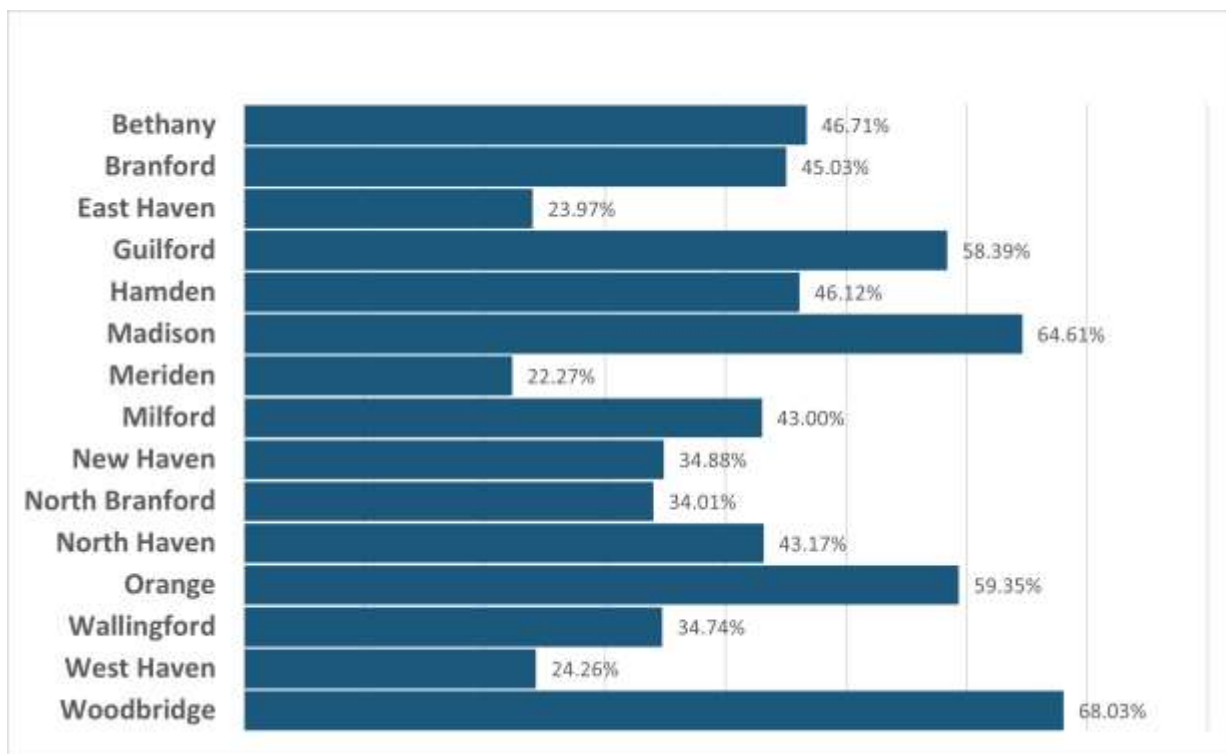
<sup>42</sup> Connecticut Department of Labor, Unemployment Claims. Accessed May 12, 2021 from [ctdol.state.ct.us/lmi/laus/lauslma.asp](http://ctdol.state.ct.us/lmi/laus/lauslma.asp)

## WORKFORCE: EDUCATIONAL ATTAINMENT BY TOWN

The chart below shows the Percentage of Population 25+ years with a Bachelor's Degree or More. Not surprisingly, the level of education closely aligns with median household income. East Haven, West Haven and Meriden have the lowest levels of educational attainment, with Guilford, Madison, Orange, and Woodbridge having more than one-half of their population with a Bachelor's degree or more.<sup>43</sup>

Percent of Population 25+  
Years with a Bachelor's  
Degree or Higher

38.01%



<sup>43</sup> CT Data Collaborative, Educational Attainment by Town. Accessed May 15, 2021 from <http://data.ctdata.org>

## WORKFORCE: STUDENT DEMOGRAPHICS

Students play a significant role in the region's economic vitality. The eight colleges and universities in Greater New Haven have a combined student population of over 50,000.<sup>44</sup>

### Number of Students per College

Yale University	13,609
Southern Connecticut State University	9,817
Quinnipiac University	9,708
Gateway Community College	6,864
University of New Haven	6,793
Middlesex Community College	2,424
Albertus Magnus	1,419

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<sup>44</sup> College Navigator. Accessed May 15, 2021 from <https://nces.ed.gov/collegenavigator/>

## EMPLOYERS: LEADING EMPLOYERS IN REGION

Many of the region's leading employers can be found in Healthcare, Biomedical/Life Sciences, Higher Education, and Advanced Materials and Manufacturing sectors.<sup>45</sup>

Company Name	Town	Industry/Business Description	Size/Range
<b>Yale New Haven Health</b>	New Haven	Hospitals/Clinics	10,000+
<b>Yale University</b>	New Haven	Schools-Universities & Colleges Academic	10,000+
<b>Avangrid (United Illuminating and Southern Connecticut Gas)</b>	Orange	Utilities	1,000-4,999
<b>Laticrete International, Inc.</b>	Bethany	Adhesives & Glues (Whls)	1,000-4,999
<b>Life Insurance – Family First</b>	Wallingford	Insurance	1,000-4,999
<b>Masonicare</b>	Wallingford	Hospitals	1,000-4,999
<b>Medtronic</b>	North Haven	Surgical Appliances-Manufacturers	1,000-4,999
<b>Southern Connecticut State University</b>	New Haven	Schools-Universities & Colleges Academic	1,000-4,999
<b>Veterans Affairs Connecticut Healthcare System</b>	West Haven	Hospitals	1,000-4,999
<b>Amazon</b>	Wallingford/North Haven	Internet & Catalog Shopping/Fulfillment Center	1,000-4,999
<b>Assa Abloy Door Security Solutions</b>	New Haven	Security Systems	500-999
<b>Edgewell Personal Care</b>	Milford	Home & Personal Care Products	500-999
<b>Honeywell</b>	North Branford	Safety Equipment & Clothing-Mfrs	500-999
<b>Knights of Columbus Insurance</b>	New Haven	Insurance	500-999
<b>MidState Medical Center</b>	Meriden	Hospitals	500-999
<b>Milford Hospital</b>	Milford	Hospitals	500-999
<b>Quest Diagnostics</b>	Wallingford	Laboratories	500-999
<b>Quinnipiac University</b>	Hamden	Schools-Universities & Colleges Academic	500-999
<b>SUBWAY World Headquarters</b>	Milford	Restaurant Management	500-999

<sup>45</sup> Connecticut Department of Labor

## EMPLOYERS: SIZE OF ESTABLISHMENTS

According to the US SBA, small businesses account for 99.4% of total businesses in Connecticut and employ 745,085 people.<sup>46</sup>

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<sup>46</sup>2020 United State Small Business Administration Advocacy Office. Accessed on May 12, 2021 from <https://advocacy.sba.gov/2020/05/20/2020-small-business-profiles-for-the-states-and-territories/>

## ACADEMIC R&D

Academic Research and Development is a powerful economic driver in the region. Beyond the medical and technological gains created by this research, spinoff companies are created in the private sector, with the associated economic impact of hiring employees, utilizing local goods and services, and serving as resources for the entrepreneurs and startups that are affiliated with a college or university.

### 2020 National Institute of Health Awards to Organizations in South Central Connecticut<sup>47</sup>

Allyx Therapeutics	\$ 499,995
Carogen Corp.	\$ 1,068,496
Center for Progressive Recovery	\$ 251,500
Connecticut Agriculture Station	\$ 293,370
Cornovus Pharmaceuticals	\$ 968,717
Haskins Laboratories	\$ 2,393,943
Pierce Laboratories	\$ 2,023,995
L2 Diagnostics	\$ 2,460,227
OUI Therapeutics	\$ 481,035
Proteowise	\$ 251,994
SCSCU	\$ 422,566
Renetx Bio	\$ 1,545,547
Thetis Pharmaceuticals	\$ 2,481,227
Virscio	\$ 1,119,343
Yale University	\$ 550,947,887

**2020 Total NIH  
Grants to South  
Central  
Connecticut  
\$567,209,842**

## PUBLIC COMMENTS AND LEGAL NOTICES

### Business Development & Recruitment

- Improve access to technology
- Increase competition among broadband providers
- Barriers to participation in business assistance programs
  - Some businesses did not have established relationships with local banks which prevented them from accessing the Payroll Protection Program and others
  - Some businesses did not meet the standards for documentation of basic business finance
  - Need bilingual training programs to reach more businesses
- Access to a large population makes the region attractive to distribution centers
- Connecticut's high utility costs hamper business retention and recruitment
- Encourage small business disaster planning
- HB 6633 restores the Unemployment Insurance Trust Fund while also reducing taxes on the majority of Connecticut businesses

<sup>47</sup> NIH Awards by Location & Organization. Accessed May 21, 2021 from <https://report.nih.gov/award/index.cfm>

- Connecticut received four upgrades from independent bond credit rating agencies

## Workforce & Housing

- Insufficient affordable/attainable housing
  - SCRCOG regional housing plan (July 2022) will lay the regional groundwork moving forward and will be supplemented by town-specific information
  - Trailer parks offer affordable options but are not included in the state's formula
  - State zoning bill allows for accessory dwelling units and fewer parking spaces
- Offer incentives for childcare
- Increase manufacturing training programs
- Need to include under-employed as well as unemployed in workforce training
- Companies should consider re-instating management training programs that were common in the 1980's
- Job descriptions are too specific regarding skills and prevent qualified applicants from being hired
- Unemployment benefits are discouraging some people from returning to the workforce
  - CT Dept. Of Labor reinstated weekly work search requirement effective May 30, 2021
  - State of Connecticut announced *Back to Work CT* program, which will provide a one-time \$1,000 bonus payment to 10,000 long-term unemployed people who live in Connecticut and obtain new jobs
- Concerns about shrinking workforce in Connecticut due to age
  - Consider promoting a gap year between high school and college to increase the workforce and allow students to determine their career paths
  - Create stackable certificate programs (with possible college credits) to get trained individuals into the workforce faster
  - Expansion of Connecticut's Youth Employment Program: Additional COVID-19 relief funding brings total investment to \$7.7 million

## Infrastructure

- Cybersecurity concerns in both the public and private sectors
- Transportation
  - Continued congestion issues at the I-91 and I-95 interchange
  - Branford's economic development has been hampered by limited access at exits 53 and 56 on I-95, increased road damage
  - Faster rail times between New Haven and New York that are aligned with connections to Shore Line East and the Hartford Line

## Real Estate, Land Use and Sustainability

- Vacant office space
- Vacant retail space
- Limited available space for development
  - Increased brownfield assessment and remediation funding
- Final legislative approval of the Long Island Sound Blue Plan to support both water-dependent uses and the marine environment, this pioneering marine spatial planning initiative compiled an inventory of Long Island Sound resources and uses and established siting priorities, standards, and science-based management practices to foster sustainable uses, activities and habitats

## Marketing, Communications and Stakeholder Education

- Assist small businesses in creating/maintaining an online presence
- Build stronger connections between official entities and small businesses

## Healthcare

- Improve access to routine and specialized care for at-risk individuals
- Using experiences from the first wave of infections, the hospitals were able to reduce the number of admissions, patients in ICU and patients on ventilators with improved outcomes overall
- Hospitals were able to maintain revenue source from elective procedures through stringent protocols during the second wave
- H.B. No. 5596 passed allowing telehealth services are those that enable healthcare providers to interact with patients, including those with Medicaid coverage, by using electronic methods, such as videoconferencing and telephones, without needing to meet in person

## Higher Education

- Improve connections between municipal economic development administrators and college students through the Connecticut Conference of Independent Colleges in addition to the existing relationships with public colleges
- Paier School of Art is leaving the region to become part of the University of Bridgeport (less than 200 students)
- Create stackable certificate programs for bioscience, trades, manufacturing, hospitality, IT, and healthcare to get residents into the workforce faster and allowing to learn at their own pace
- Established testing and quarantine protocols to allow students on campus for the Fall Semester

## Bioscience

- Make New Haven synonymous with bioscience
- Create a hands-on life science museum for kids in the medical district
- When 101 College Street tower is complete, we will have sufficient graduation space for bio companies for five years
- Support global telehealth with appropriate broadband service
- Maximize space in the medical district by relocating administrative services to other areas of the city
- Improve physical connectivity (dedicated routes) between York St. and St. Raphael's campuses

## Manufacturing

- Ongoing need for skilled workers
- Continuing disruption in the supply chain

## Pandemic Lessons

- Support retail and restaurants by creating timed entries during height of the pandemic
- Increased compliance of rules and regulations to be eligible for assistance (financial, zoning, etc.)
- Better internet access to support remote learning and work from home
- Consistent plans for distance learning
- Prepare for increased food and housing insecurity
- Quinnipiac University
  - Offered an online IPE (interprofessional education) focus on health outcomes and health disparities among those most affected by COVID; having conversations with patients



- about the COVID-19 vaccine and possible viral resistance to it; and how to inform patients and the general public about getting vaccinated
  - The Institute for Global Public Health is working to raise awareness and prepare physicians to address the challenges of current and future global health issues.
- Use of touchless technology for public facing services including hotels, restaurants, stores, libraries, etc.
- Plan for preventive and continuing care for non-COVID patients, continuing elective procedures (implemented prior to the second wave at YNHH)
- Develop cohorting strategies
- Identify better ways of providing addiction, mental health, and social services
- Prepare meal distribution strategy
- Plan for reducing densely populated areas (i.e. group homes) and people experiencing homelessness
- Maintain a sufficient supply of personal protective equipment (PPE), plexiglass, disinfectants, ventilators
- Encourage preventive care in high SVI areas as existing pre-conditions increased severity and mortality rates
- Perform HVAC maintenance/upgrades in public and private buildings
- Improve access to technology, hardware and broadband
- Train for parents/caregivers on education software
- Establish safety checks on children and other at risk individuals
- Provide better access to child care
- Utilize college students to support teachers in online learning, improving the student to adult ration and additional resources for teachers, students, parents and caregivers

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## New Haven Register

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**LEGAL NOTICE**  
**Comprehensive Economic Development Strategy (CEDS) Public Comment Period**  
 The draft of the South Central region's CEDS Update is available for public review & comment May 24-June 21, 2021. Draft is available at [www.rexdevelopment.com](http://www.rexdevelopment.com). Send all comments to [barbaram@rexdevelopment.org](mailto:barbaram@rexdevelopment.org) or REX Development, PO Box 1576, New Haven, CT 06506, (203) 821-3682.

La Voz – pending image

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