SCRCOG MEETING NOTICE & AGENDA
August 24, 2016 – 10:00 A.M.
Location: 127 Washington Avenue, 4th Floor West
North Haven, CT 06473

Full agenda materials can be found at our website – www.scrcog.org

1. Call to Order and Introductions – Mayor Benjamin Blake, Chairman
2. Adoption of 7/27/16 SCRCOG Minutes – First Selectman Joseph Mazza, Secretary
3. Treasurer’s Report for month ending 7/31/16 – First Selectman James Cosgrove, Treasurer
4. Transportation Committee Report – Mayor William Dickinson, Chairman
   Adopt Resolution to Approve 2015-2018 TIP Amendment Eighteen
5. Review and Possible Action on SCRCOG Comments re: U.S. DOT Notice of Proposed Rulemaking (NPRM) on MPO Coordination – Carl Amento, Executive Director
6. Congressional Reports – Louis Mangini, Aide to Congresswoman Rosa DeLauro;
   Evan Johnson, Aide to Senator Christopher Murphy; Ellen Graham, Aide to Senator Richard Blumenthal
7. State Legislative Report – Michael Muszynski, Advocacy Manager, CCM
8. SCRCOG Executive Director's Report – Carl Amento, Executive Director
9. Grant Opportunities and Upcoming Events – Carl Amento, Executive Director
10. REX Development Report – Ginny Kozlowski, Executive Director, REX Development
11. CTRides Quarterly Report- Joanne Cavadini, Outreach Coordinator, CTRides
12. DESPP/ DEMHS Report – John B. Field, Jr., Region 2 Coordinator
13. Regional Cooperation/Other Business
14. Adjournment
TO: SCRCOG Board  
FROM: First Selectman Joseph Mazza, Secretary  
DATE: August 17, 2016  
SUBJECT: SCRCOG Minutes of July 27, 2016

Present:  
Branford First Selectman James Cosgrove – Treasurer  
Hamden Julie Smith, proxy for Mayor Curt Leng  
Guilford Karen Quercia, proxy for First Selectman Joseph Mazza – Secretary  
Madison First Selectman Thomas Banisch  
Milford Mayor Benjamin Blake – Chairman  
New Haven Serena Neal-Sanjurjo, proxy for Mayor Toni Harp – Vice Chairman  
North Haven First Selectman Michael Freda – Immediate Past Chair  
Wallingford Mayor William Dickinson  
West Haven Jon Lewis, proxy for Mayor Edward O’Brien  

SCRCOG Staff Carl Amento – Executive Director, Albert Ruggiero, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Dane St. John (intern)

Guests: James Cole, Al Carbone, David Goodson and Tony Bialecki, United Illuminating Co.; Mary Bigelow, Greater New Haven Transit District; Miriam Brody, League of Women Voters of Hamden-North Haven; Ginny Kozlowski, Barbara Malmberg, Rohit Sharma, Lucan Hannen, Ines Nyandekwe, Fernando Palacios, David Baumann, Shanen Seale, REX Development; Michael Muszynski, CCM; Beth Nestariak RWA; Merilee Russat, Gateway Community College; Ben Florsheim, Office of U.S. Senator Christopher Murphy; Ellen Graham, Office of U.S. Senator Richard Blumenthal; Nan Birdwhistell, MurthaCullina

1. **Call to order and Introductions** –  
Chairman Benjamin Blake called the meeting to order at 10:05 a.m. All present introduced themselves.

2. **Presentation: UI Vegetation Management** –  
James Cole, Director of Electric System Operations, United Illuminating Co narrated a PowerPoint presentation on UI’s vegetation management program and responded to questions from SCRCOG Board members.

3. **Adoption of June 22, 2016 SCRCOG meeting minutes** –  
Chairman Blake presented the Minutes of the SCRCOG meeting of June 22, 2016 which were included in the agenda packet at pages 2-4. First Selectman Cosgrove moved for their approval. First Selectman Banisch seconded the Motion, which was approved unanimously.

4. **Treasurer’s Report for month ending June 30, 2016** –  
First Selectman Cosgrove presented the Treasurer’s Report for the month ending June 30, 2016, which was included in the agenda packet at pages 5 and 6. Total Assets were $1,370,417, including $387,948 due from
CTDOT. Expenses were in order for the month. First Selectman Cosgrove moved for acceptance of the Treasurer’s Report. First Selectman Banisch seconded the motion, which passed unanimously.

5. **Transportation Committee Report** –
   Mayor Dickinson moved for approval of the Resolution to Approve TIP Amendment Seventeen found at Page 13 of the agenda packet. First Selectman Banisch seconded. The motion was approved unanimously.

6. **Resolution Authorizing the Executive Director to Execute Agreements with the Connecticut Office of Policy and Management for Regional Performance Incentive Grant for Regional Open Space Inventory $74,228** –
   The Resolution is found at Page 14 of the agenda packet. First Selectman Banisch moved for approval. Serena Neal-Sanjurjo seconded. The Resolution was approved unanimously.

7. **Resolution Approving Re-Purposing of FY 2016-2017 State Grant In Aid (SGIA) Previously Approved For Economic Development Projects to Different Economic Development Projects and Authorizing the Executive Director to Negotiate and Execute Agreements with REX Development for such New Economic Development Projects** –
   The Resolution and explanation are found on pages 15-22 of the agenda packet. First Selectman Banisch moved for approval of the Resolution. First Selectwoman Freda seconded, and the Resolution was approved unanimously.

8. **FY 2016-2017 Budget Revision #1 ($29,000 carryover from FY 2015-2016)** –
   The Budget Revision is found on Pages 23-24 of the agenda packet. First Selectman Cosgrove moved for approval. First Selectman Banisch seconded, and the revision was unanimously approved.

9. **Discussion and Possible Action on U.S. DOT Notice of Proposed Rulemaking (NPRM) on MPO Coordination** –
   Executive Director Amento reviewed background materials and a Resolution that were distributed at the meeting. First Selectman Banisch moved to place the matter of approval of the Resolution on the agenda, and First Selectman Cosgrove seconded that motion. All were in favor of adding this matter to the agenda. First Selectman Banisch moved for approval of the Resolution. Serena Neal-Sanjurjo seconded. The Resolution was approved unanimously.

10. **Congressional Report** –
   Louis Mangini from Congresswoman Rosa DeLauro’s Office was not present. Ben Florsheim from U.S. Senator Murphy’s Office, and Ellen Graham from U.S. Senator Blumenthal’s Office were present and gave updates on federal government news.

11. **State Legislative Report** –
   Michael Muszynski from CCM reported on changes to school construction standards and guidelines.

12. **SCRCOG Executive Director’s Report** –
   Executive Director Amento introduced SCRCOG’s newest staff member, Regional Planner Rebecca Andreucci, and summer intern Dane St. John. Amento reviewed news from the Federal Railroad Administration and the CT Citizen’s Council, as well as a My Record Journal article on SCRCOG’s regional trail maps. Individual trail maps were distributed to those towns in attendance.

13. **Grant Opportunities and Upcoming Events** –
   Executive Director Amento reviewed the Grant Opportunities and Upcoming Events attached to the agenda packet. The attachment contained information on a NOAA Coastal Ecosystem Resiliency Grant. In addition, information on two other grants was distributed, People for Bikes Community Grant and NEA Our Town Placemaking Grant. Information on two additional Upcoming Events, the statewide bus study virtual workshop,
and the SCRCOG-Regional Leadership Council Tennis Reception at the CT Open on August 22nd was distributed.

14. **REX Development Report** –
   Ginny Kozlowski, Executive Director of REX Development, reviewed her report which is found at Pages 25-27 of the agenda packet. She also introduced the summer interns working in the SCRCOG towns.

15. **RPC Action Table for July** –
   The Action Table was reviewed.

16. **Regional Cooperation/Other Business** –
   None

17. **Adjournment** –
   First Selectman Freda moved to adjourn, First Selectman Cosgrove seconded. Mayor Blake adjourned the meeting at 11:40 am.

Respectfully submitted,

First Selectman James Cosgrove, Treasurer and Acting Secretary
## Balance Sheet

**So. Central Regional Council of Government**

As of period 7/31/2016

### Balance

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<td>State Grant-in-Aid</td>
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<td>Furniture &amp; Equipment</td>
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<td><strong>Total Assets</strong></td>
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<td>Deferred Revenue - LOTCIP</td>
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**Total Liabilities and Fund Balance** 1,407,614.06
# Statement of Resources and Expenditures

**So. Central Regional Council of Government**  
**As of period 7/31/2016**

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<td>(14,972.91)</td>
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South Central Regional Council of Governments
2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 18

Project 0092-0681  2016-A18-1  Intersection Improvement @ SR 745 and Kimberly  Page 6
Changes Amendment 18 adds a new project
Reason Project is for Intersection improvements at Ella T Grasso Blvd and Kimberly Ave, including widening to accommodate dedicated turn lanes on CT 10 approaches, drainage, traffic signal replacement, reconstruction of sidewalks, landscaping, and relocation of utilities. Local residents have been vocal in regards to this intersection's safety and congestion at multiple public informational meetings for Project No. 92-522 and traffic volumes are expected to increase in the future.

Project 0092-0682  2016-A18-2  Traffic Signal Modernization at Various Locations  Page 6
Changes Amendment 18 adds a new project
Reason Project is for the traffic signal modernization on SR 706 (North Frontage Rd./Martin Luther King Blvd.) at Rte. 10 (Ella T. Grasso Blvd.) and Sherman Ave. and on Rte. 34 (Legion Ave.) at Rte. 10 and Sherman Ave./Winthrop Ave in New Haven. This project was selected by CTDOT in 2016, through a COG solicitation, for funding under the CMAQ Program.

Project 0170-3346  2015-A5-1  Install Road Weather Info Systems  Page 7
Changes Amendment 18 increases funds for FD
Reason Action is necessary based on latest cost estimates for completion of the Final Design phase. The additional costs are attributable to Archeological and Environmental issues identified in 6 of the 25 sites.
South Central Regional Council of Governments
FFY2015-FFY2018 Transportation Improvement Program
Amendment 18

State Project #0092-0681
Municipality New Haven  
Project Name Intersection Improvement @ SR 745 and Kimberly Ave  
Description Intersection improvements at CT 10 and SR 745 and Kimberly Ave, includes adding dedicated turn lanes on CT 10 approaches, drainage, traffic signal replacement, reconstruction of sidewalks, landscaping, and relocation of utilities.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

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<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
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<th>2016</th>
<th>2017</th>
<th>2018</th>
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Amendment Notes
FY15 Amendment 18 adds a new project

State Project #0092-0682
Municipality New Haven  
Project Name Traffic Signal Modernization at Various Locations  
Description Traffic signal Modernization on SR 706 (North Frontage Rd./Martin Luther King Blvd.) at Rte. 10 (Ella T. Grasso Blvd.) and Sherman Ave. and on Rte. 34 (Legion Ave.) at Rte. 10 and Sherman Ave./Winthrop Ave in New Haven.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

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<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
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Amendment Notes
FY15 Amendment 18 adds a new project
State Project #0170-3346

Municipality: Statewide

Project Name: Install Road Weather Info Systems

Description: Project to design and deploy additional Road Weather Information System locations. Project will install approximately 23 locations in various towns and roads within the state.

Current TIP Funding (In Thousands)

<table>
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<th>Funding</th>
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Total Cost: $4,999

Proposed TIP Funding (In Thousands)

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TIP Funds: $5,074

Amendment Notes:
FY15 TIP Amend 6 adds a new project. FY15 TIP Amend 18 increases funds for FD
Resolution
Fiscal Year 2015-Fiscal Year 2018 Transportation Improvement Program Amendment Eighteen

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 2015-Fiscal Year 2018 Transportation Improvement Program on October 22, 2014, 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 2015-2018 Transportation Improvement Program and the Region’s Long-Range Transportation Plans—2015 to 2040, (April, 2015); and

Whereas: The Council, on October 22, 2014, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s long-range transportation plan (South Central Regional Long Range Transportation Plan—2015 to 2040, (April, 2015)); 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.
Resolution
Fiscal Year 2015-Fiscal Year 2018 Transportation Improvement Program Amendment Eighteen (continued)

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

The Program Amendment Eighteen 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 August 24, 2016.

Date: August 24, 2016

By: ____________________________________

First Selectman Joseph Mazza, Secretary
South Central Regional Council of Governments
Agenda Item #5- Review and Possible Action on SCRCOG Comments re: U.S. DOT Notice of Proposed Rulemaking (NPRM) on MPO Coordination

Attached for your review is a copy of the Joint Comment submitted by all of the Connecticut COGs including SCRCOG.

SCRCOG will be adapting the CT COGs Joint Comment to create an individual SCRCOG Comment to be submitted to U.S. DOT on or before August 26, 2016.

The SCRCOG Comment will be emailed to you for review no later than Monday, August 22nd and will be discussed and considered for approval at the SCRCOG Board meeting on Wednesday, August 24th at 10 am.
The Honorable Gregory G. Nadeau  
Administrator  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

And

The Honorable Carolyn Flowers  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Regarding

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration - 23 CFR Part 450  
Federal Transit Administration - 49 CFR Part 613  
Docket No. FHWA-2016-0016, FHWA RIN 2125-AF68, FTA RIN 2132-AB28  
Metropolitan Planning Organization Coordination and Planning Area Reform

Summary of Issue: The United States Department of Transportation (USDOT) has released a proposed rule on “Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform.” The rule focuses on redrawing Metropolitan Planning Areas based on U.S. Census Urbanized Areas (UZAs), and then requiring that each UZA have a single MPO (with existing MPOs merging if necessary) or at least a single, shared Metropolitan Transportation Plan, Transportation Improvement Program and performance targets for each UZA.

The undersigned MPOs and Councils of Governments object strenuously to the Proposed Rule and would like to comment on a number of significant items affecting our agencies. Collectively, we are united in our concerns with the Department of Transportation, Federal Highway Administration and Federal Transit Administration’s Proposed Rule Change regarding Metropolitan Planning Organization Coordination and Planning Area Reform.

In summary, our organizations’ concerns are:

1. The Proposed Rule does not answer the fundamental question: why is the Proposed Rule needed - what is it trying to fix? We are not sure and are unaware of the compelling public need to change the current system. In fact, the coordination and mergers envisioned in the NPRM are already possible under current rules and statutes, and have been used extensively in Connecticut in recent years.
2. The Proposed Rule would undermine the key role of Metropolitan Planning Organizations: to provide a vehicle for local input into planning decisions. We are particularly concerned about removing the prerogative of elected officials to determine logical, functional transportation planning regions.

3. The Proposed Rule substantially changes the structure, function and role of the MPOs. A core function of MPOs is to inform and involve local decision-makers. The proposed rule would impose irrelevant geographies and geographic scales on local governments and elected officials. In effect, under the proposed rule, the U.S. Census Bureau will choose the local officials and governments to be involved in the metropolitan planning process, instead of elected officials determining what makes sense for their region and constituents. The imposed scoping of planning products into covering statistically-defined UZAs and/or creation of larger MPOs will impede public involvement, dilute local input, and will not ensure that the right decision-makers are at the table. The intent of the laws establishing and governing MPOs was to enable local input in regional decisions. We believe this Proposed Rule goes against that original intent.

4. MPOs are required by 23 U.S.C. § 134 (c) (3) to ensure that their work is “continuing, cooperative, and comprehensive.” We believe the proposed rule conflicts with this statutory requirement in several ways:

4.1. The Proposed Rule conflicts with the “continuing” statutory requirement with the use of Census methodologies. What is the value of a Long-Range Metropolitan Transportation Plan (which is a 30-year document) when there is no certainty that the MPO will exist beyond the next decennial census to fund or implement the plan?

4.2. The Proposed Rule does not foster “cooperative” work. If an MPO wishes to maintain existing MPA boundaries, the rule would require gubernatorial agreement. At the same time the Proposed Rule provides no conflict resolution process for if there is no agreement between the MPO(s) and governor(s). The resulting conflict could destroy the cooperative relationships that MPOs have built with their states and neighboring MPOs over the decades.

4.3. By disregarding political boundaries, the Proposed Rule will create Metropolitan Planning Areas (MPAs) that are independent from other geographic jurisdictions and divide logical and functional planning units - resulting in a less “comprehensive” approach to planning. The geography of UZAs will force many MPOs into a transportation planning configurations separated from the municipal, regional, and state boundaries within which economic development, emergency preparedness, disaster recovery, environmental management, and land use are currently planned.
5. U.S. Census Bureau-defined UZAs do not take into account the defining elements of a regional transportation system, in particular: road and highway networks, transit routes and services, travel patterns (including commuting and freight), and water-based transportation.

5.1. The methodology for determining UZAs changes with every census. In Connecticut, the primary driver for changes in UZAs has not been population growth and land development, but adjustments to the Census Bureau’s UZA methodology. In 2000, for example, the Bureau made significant changes. These changes resulted in the merger of the New Britain-Bristol UZA into the Hartford UZA. The underlying economy and population had not changed significantly prior to the UZAs being merged. The primary driver was the change in the methodology by the Census Bureau.

5.2. UZA boundaries can change and, since 1990 have changed, with each decennial census. The proposed rule would require potential change in MPAs and MPOs every decade. The resulting instability, where MPA boundaries and MPO membership (and existence) change every ten years, conflicts with and undermines an MPO’s core function of creating a Long-Range Metropolitan Transportation Plan with a 30-year horizon.

5.3. The Census Bureau is clear that the UZAs are not intended for planning purposes and, that if agencies use them for non-statistical programs, that UZA geography be assessed for appropriateness for the program and that modifications be considered to better align the UZA for the purposes of the program. \(^1\) USDOT, during its July 15, 2016 webinar, confirmed that no such assessment or modification had been done.

5.4. The Census Bureau methodology for creating UZAs makes the assumption that all undeveloped land is rural in function, when in highly urbanized areas of the country much of the adjacent undeveloped land actually provides essential urban services such as water supply and recreation space. The barriers created by these “rural” lands cut suburbs off from their central cities, and may assign those municipalities to more distant central cities, with which they have tenuous associations.

6. The new rule has potential implications for Title VI and Environmental Justice, and it appears that these implications have not been fully explored. These include:

6.1. If the governor(s) and MPOs agree that the MPOs’ boundaries need not change because of the complexity of the region, MPAs and MPOs may have incongruent boundaries. Jurisdictions in the MPOs, then, may have a vote on Metropolitan Transportation Plans and projects that are not in their MPA. In addition, municipalities with parts in two UZAs would be in two MPAs. The Proposed Rule creates many instances of this scenario in Connecticut and could give outlying suburbs and exurbs, which lie on the fringe of multiple metropolitan regions, a voice on two MPO policy boards, while jurisdictions located in the urban core will have only one voice on one MPO policy board. In

\(^1\) [http://www2.census.gov/geo/docs/reference/fedreg/fedregv76n164.txt](http://www2.census.gov/geo/docs/reference/fedreg/fedregv76n164.txt)
Connecticut, these suburban and exurban municipalities are consistently less racially and ethnically diverse and wealthier than the central cities and UZA as a whole.

6.2. The MPO mergers that would result from the Proposed Rule would disproportionately impact cities that were formerly central cities and now take on the role of secondary or tertiary satellite cities. Although structures may exist in larger, established MPOs to address Title VI and Environmental Justice mandates and concerns, there is nothing in the rule governing MPO mergers that relates to Title VI or EJ considerations. Smaller MPOs that are absorbed into larger MPOs will have no leverage to ensure that local issues and concerns, including Title VI and Environmental Justice, will be honored by a new MPO with different geography, a different policy board, and different constituencies.

7. Since 2014, Connecticut has had one MPO merger, three MPO redesignations, and one MPO dissolution. In addition, two MPOs have functionally integrated, with a single host agency. **All of Connecticut’s MPO changes were voluntary and were accomplished under existing rules and statutes.** These changes have been successful and we would like to share our experiences with the USDOT to help improve this and future proposals:

7.1. There will be significant costs to MPO mergers/redesignations during the compliance periods. The formation of the Lower Connecticut River Valley Council of Governments from the voluntary merger of Connecticut River Estuary Regional Planning Agency and Midstate Regional Planning Agency cost approximately $1.7 million in staff time and direct costs. The voluntary formation of River MPO was made possible by state grants, which incentivized the merger.

7.2. An implementation timeline of two years is too aggressive given the extent of the required changes, including mergers, redesignations, and coordination agreements. Lower Connecticut River Valley Council of Government’s merger took four years, despite being a voluntary merger.

7.3. We anticipate considerable resources will need to be redirected to the creation, merging and separation of Metropolitan Transportation Plans and existing planning documents. In addition, coordinating Transportation Improvement Programs (TIPs) across borders and negotiating within multi-state MPOs and MPAs will be a learning experience and will take resources to implement and negotiate properly. The Proposed Rule makes no clear provisions for new multi-state MPOs and the need for the additional time, work, and state legislation associated with their creation.

7.4. Given the potential for UZA changes following the 2020 census, many MPOs could face a second set of mergers/redesignations within a span of only four years. **For many MPOs in Connecticut, this would constitute a third restructuring in less than a decade.** Given the UZA mergers that have occurred in Connecticut following past censuses and the number of abutting UZAs in the state, more restructurings seem likely.
7.5. The Proposed Rule provides no incentive for rural municipalities that contain small portions of a UZA to join MPOs, leading to compliance issues. Specifically, these primarily rural municipalities may not want to be part of an MPO and pay consequent dues. By requiring the MPO be inclusive of these municipalities, an MPO could be out of compliance if the municipality chooses not to join. Most MPO-related projects and services do not reach these municipalities, and these municipalities will see little benefit in joining the MPO. In Connecticut, at least one community recently chose to leave its MPO, and there are a number of others who, we anticipate, will not want to join an MPO despite being overlapped by a UZA.

7.6. The Proposed Rule does not have a resolution mechanism for when governor(s) and MPOs disagree on whether area is “complex” enough for two or more MPOs in a single UZA. The local elected officials that comprise the MPO policy board will not have any leverage on the governors, besides refusing to grant their approval to projects and air quality determinations. Such a conflict would be extremely disruptive to the cooperative metropolitan planning process.

8. The Proposed Rule is unnecessary, at least in Connecticut and the tristate New York metro area, Massachusetts and Rhode Island. MPOs and COGs in this state and area already coordinate extensively, both formally and informally, on a regular basis. The Proposed Rule fails to account for the high level of coordination already occurring among MPOs:

8.1. MPOs and COGs in Connecticut already participate in a number of high level coordination activities with each other and with MPOs in our bordering states of New York, Massachusetts, and Rhode Island. These include interregional planning initiatives, inter-MPO voluntary agreements regarding funding and planning, regular, frequent coordination meetings, and support and planning of various projects across MPO boundaries.

8.2. This Proposed Rule would add unnecessary complexity to the planning process. Municipalities divided into multiple MPA will need to be members of multiple MPOs and be included in multiple Metropolitan Transportation Plans and Transportation Improvement Programs. These artificial and seemingly arbitrary geographies will confuse local officials and members of the public alike, hindering their involvement. In addition, the Proposed Rule provides no new funding for the additional work needed to create cross-coordinating MTPs and TIPs, particularly across state boundaries, where MPOs will be working with multiple state departments of transportation and multiple ways of doing business.

8.3. If the Proposed Rule were applied as suggested by USDOT during its webinars (with contiguous MPAs merging), there could be one MPA from Massachusetts to Maryland consisting of eight states. Encouraging the creation of mega-MPOs does not learn from history and the failed Tri-State Regional Planning Commission, which was dissolved due
to overextension and unworkability in 1981. The creation of very large MPOs may not be a workable or desirable solution in parts of the country with a strong home rule history.

9. We believe the Proposed Rule conflicts with existing statutes, including the requirements of 23 U.S. Code § 134 (c) and (j), which state that each MPO must create its own MTP and TIP. The Proposed Rule would contradict this by requiring MPOs to jointly create a single MTP and TIP per UZA. Under the Proposed Rule, MPOs sharing an UZA would not have their own MTP or TIP.

Due to the numerous issues detailed in this testimony, the MPOs and COGs of Connecticut strongly believe that the NPRM should be withdrawn. Local governments, via their elected officials, should be afforded maximum flexibility in defining logical transportation planning areas that are based on local and regional conditions, transportation facilities and systems, travel sheds, congestion patterns, and demographic and travel forecasts. The Census Bureau’s UZAs should not be used as the sole determinants for metropolitan transportation planning. If a resolution must be sought, it should come through a legislative, rather than rulemaking process.

Alternative Proposals
If the NPRM is not withdrawn, we recommend the following:

1. **Extend the public comment period to 180 days to allow MPOs, members of Congress, states, communities of concern, and other critical stakeholders ample time to comment and propose modifications to the Proposed Rule.** This is especially critical given that this comment period overlaps with the final NPRM for MAP-21 and FAST Act.

2. **Preserve elected officials’ power to determine appropriate MPO or MPA boundaries based on their local understandings of what constitutes a logical planning region** – rather than basing such determinations on a statistical construct not intended for such purposes.

3. **Delay of implementation of the rule until after the 2020 census** to avoid the unnecessary cost and disruption of repeated mergers or redesignations.

4. **Exempt municipalities with little territory within a UZA from having to join an MPO,** when those municipalities are expected to remain predominately rural for the next 20 years.

5. **Exempt MPOs that can demonstrate that their organizations have been pursuing significantly increased coordination and efficiency within the past three years.**

6. **Extend the implementation timeline to three years** following the decennial census to enable orderly implementation and limit unnecessary cost and disruption.

7. **Investigate incentives** such as funding bonuses to achieve voluntary MPO mergers under existing regulations and statutes.
8. Modify the Proposed Rule to include proven strategies that increase MPO coordination and other tools such as cross-acceptance procedures to realize better coordination.

Conclusion

We request a complete withdrawal of the rule. Having led the country in significant MPO changes, Connecticut’s COGs are experts on the real cost and consequences of MPO dissolutions, mergers, and redesignations. These activities will not be completed at “minimal cost.” The work needed to accomplish these MPO transformations will disadvantage and handicap specific regions of the country, as they will have to dedicate substantial staff time and resources towards multiple MPO mergers during the next five years, at the expense of transportation planning responsibilities and services. The rule undermines the 3-Cs of continuing, cooperative, and comprehensive transportation planning and for affected MPOs replaces it with a more temporary, adversarial, and self-contained transportation planning practice.

In conclusion, we thank the Department of Transportation for their consideration of our views on the Proposed Rule. We are prepared to work with the Department, FHWA and FTA in any constructive manner to improve transportation planning locally and nationally.

Thank you.

Francis Pickering, Executive Director
Western Connecticut Council of Governments

John Filchak, Executive Director
Northeastern Connecticut Council of Governments

Lyle Wray, Executive Director
Capitol Region Council of Governments

Carl Amento, Executive Director
South Central Region Council of Governments

Rick Dunne, Executive Director
Naugatuck Valley Council of Governments

Samuel Gold, Executive Director
Lower Connecticut River Valley Council of Governments

Rick Lynn, Executive Director
Northwest Hills Council of Governments

Brian Bidolli, Executive Director
Connecticut Metropolitan Council of Governments

James Butler, Executive Director
Southeastern Connecticut Council of Governments
Grant Opportunities
&
Upcoming Events
CT DEEP State Diesel Emissions Reduction Act Funding

**Deadline:** September 7, 2016

**Background**
The Diesel Emission Reduction Act (DERA), contained within the Energy Policy Act of 2005, provides grants and loans to states and other eligible entities to achieve significant reductions in diesel emissions. The CT Department of Energy and Environmental Protection (DEEP) receives funds from the U.S. Environmental Protection Agency (EPA) through the State DERA Program. From time to time, project proposals have been solicited from municipalities, organizations, and individuals for diesel reduction projects that are environmentally and economically beneficial. CT DEEP anticipates approximately $189,000 in funding will be available for the reduction of diesel emissions in the state.

More information, including the Request for Proposals, is attached to this document.

NEA Our Town: Arts Engagement, Cultural Planning, and Design Projects Grants

**Deadline:** September 12, 2016

**Background**
The National Endowment for the Arts (NEA) plans to support a variety of projects across the country in urban and rural communities of all sizes. Successful Our Town projects will impact livability by affecting community priorities such as public safety, health, blight and vacancy, environment, job creation, equity, local business development, civic participation, and/or community cohesion.

Applicants may request a grant amount at one of the following levels: $25,000, $50,000, $75,000, $100,000, $150,000, or $200,000. All grants require a nonfederal match of at least 1 to 1. These matching funds may be all cash or a combination of cash and in-kind contributions.

Projects should represent the distinct character and quality of their communities, and must reflect the following livability requirements:

- A vision for enhancing the social and/or economic livability of the community.
- The needs of existing residents and institutions in the community.
- Support for artists, design professionals, and arts organizations that integrate the arts and design into the fabric of civic life and/or community plans.
- Creative approaches to addressing community challenges or priorities.

Projects may include arts engagement, cultural planning, and design projects such as:

**Arts Engagement**
Arts engagement projects support artistically excellent artistic production or practice as the focus of creative placemaking work. This includes artist-led projects that impact livability.
• Innovative programming that fosters interaction among community members, arts organizations, and artists, or activates existing cultural and community assets.
• Public art that improves public spaces and strategically reflects or shapes the physical and social character of a community.
• Artist residencies that provide artists with the opportunity to bring their creative skill sets to non-arts institutions, including residencies in government offices, businesses, or other institutions.
• Projects that provide artists professional development and access to markets and capital for business development in communities, including support for creative entrepreneurship.
• Festivals and performances that activate spaces not normally used for such purposes.

Cultural Planning
Cultural planning projects support the development of artistically excellent local support systems necessary for creative placemaking to succeed.

• Creative asset mapping.
• Cultural district planning.
• The development of master plans or community-wide strategies for public art.
• Community workshops and plans for the integration of arts and cultural activities that address local challenges and priorities, including artist involvement and leadership in the processes that empower local residents.

Design
Design projects that demonstrate artistic excellence while supporting the development of places where creative activities occur, or where the identity of place is created or reinforced.

• Design of public spaces, e.g., parks, plazas, landscapes, neighborhoods, districts, infrastructure, bridges, and artist-produced elements of streetscapes.
• Community engagement activities including design charrettes, design competitions, and community design workshops.
• Design of rehearsal, studio, or live/work spaces for artists, including innovative new models of artist space like co-working and shared spaces.
• Design of cultural facilities – new or adaptive reuse.

Where appropriate, Our Town applications should demonstrate how the project will align with other place-based federal grant programs and policies, including, but not limited to, those from the Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), the Department of Commerce, the Environmental Protection Agency (EPA), such as Consolidated Plans, Analysis of impediments to Fair Housing Choice, Long Range Transportation Plans, and Asset Management Plans.

Required Partnerships
A key to the success of creative placemaking is involving the arts in partnership with committed governmental, nonprofit, and private sector leadership. All applications must demonstrate a
partnership that will provide leadership for the project. These partnerships must involve two primary partners, as defined by these guidelines:

- Nonprofit organization
- Local government entity

One of these two primary partners must be a cultural (arts or design) organization. The highest ranking official of the local government is required to submit a formal statement of support designating the project as one of the up to two applications being submitted for the local government.

Additional partners are encouraged and may include an appropriate variety of entities such as arts organizations and artists, design professionals and design centers, state level government agencies, foundations, nonprofit organizations, educational institutions, real estate developers, business leaders, community organizations, council of governments, rural planning organizations, transportation agencies, special districts, educational organizations, as well as public and governmental entities.


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**CIRCA Municipal Resilience Grant Program**

**Deadline:** November 1, 2016

**Background**
The Connecticut Institute for Resilience and Climate Adaptation (CIRCA) is requesting grant proposals from municipal governments and councils of government for initiatives that advance resilience, including the creation of conceptual design, construction (demonstration projects or other) of structures, or the design of practices and policies that increase their resilience to climate change and severe weather.

This program is focused on implementation and proposals must review and consider integration of CIRCA’s research products projects into proposed projects. The CIRCA Executive Steering Committee has made up to $200,000 in funds available to municipal governments and councils of government for the execution of resilience initiatives. Project proposals should not be less than $20,000 and no more than $200,000. Project proposals seeking less than $20,000 may be reviewed by the CIRCA Executive Steering Committee.

Project proposals should develop knowledge or experience that is transferable to multiple locations in Connecticut and have well-defined and measurable goals. Preferable projects will be implemented in no more than an 18-month time frame. Preference will also be given to those projects that leverage multiple funding sources and that involve collaboration with CIRCA to address at least one of the following priority areas:
1. Develop and deploy natural science, engineering, legal, financial, and policy best practices for climate resilience;
2. Undertake or oversee pilot projects designed to improve resilience and sustainability of the natural and built environment along Connecticut's coast and inland waterways;
3. Foster resilient actions and sustainable communities - particularly along the Connecticut coastline and inland waterways - that can adapt to the impacts and hazards of climate change; and
4. Reduce the loss of life and property, natural system and ecological damage, and social disruption from high-impact events;

Application materials can be found on the CIRCA website: http://circa.uconn.edu.
Subject: Funds Available for Diesel Reduction Projects

Dear Clean Diesel Stakeholders:

The Connecticut Department of Energy and Environmental Protection (DEEP) anticipates the availability of approximately $189,000 in new federal funds for the reduction of diesel emissions in our state. This money is authorized under the federal Diesel Emissions Reduction Act (DERA) and is administered by the U.S. Environmental Protection Agency (EPA). Since EPA limits the reimbursement coverage of the DERA grants, DEEP suggests stakeholders familiarize themselves with the proposed Partial Volkswagen (VW) Consent Decree at https://www.epa.gov/sites/production/files/2016-06/documents/vwpartialsettlement-cd.pdf as the Environmental Mitigation Trust Agreement (see Appendix D and Part 10 of Appendix D-2) within the proposed Partial VW Consent Decree may offer more favorable reimbursement coverage.

DERA and EPA require that DEEP use DERA funds for projects that reduce diesel emissions. Projects must be completed by August 31, 2017. DEEP is seeking grant proposals from municipalities, organizations, and businesses for diesel reduction projects that are environmentally and economically-beneficial, can be initiated promptly, and will be completed quickly. These grants will be subject to applicable provisions of the EPA Subaward Policy, which can be found at https://www.epa.gov/sites/production/files/2016-02/documents/grants_policy_issuance_gpi_16_01.pdf.

Clean Diesel Projects Eligible for State Funding

Additional information regarding this opportunity, including definitions for key terms used below, may be found at https://www.epa.gov/cleanfunding. Eligible projects are listed below; further details can be found in the FY 2014 – 2016 State Clean Diesel Grant Program Information Guide, which is available at https://www.epa.gov/sites/production/files/2016-03/documents/420b16046.pdf.

- Early Replacement or Repower:
  - Reimbursement for early replacement can be funded up to 25% for vehicle/equipment replacement, or up to 50% for drayage truck¹ replacement.
  - Reimbursement for repowering/engine replacement with engine configurations certified by EPA or the California Air Resources Board (CARB) can be funded up to 40%.
- Engine upgrades that are verified or certified by EPA or CARB can be funded up to 40% of the cost of the eligible upgrade.
- EPA-Verified Idle Reduction Technologies:
  - Stationary idle reduction technologies, such as shore connections and electrified truck stops, can be funded up to 25%.
  - Idle reduction technologies for locomotives can be funded up to 40%.
  - Idle reduction for school buses MY 2006 and older that have previously been retrofitted with EPA or CARB-verified exhaust emission controls can be funded up to 100%.

¹ A “drayage truck” means any Class 8b in-use on-road vehicle with a gross vehicle weight rating of greater than 33,000 pounds operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.
Funding for auxiliary power units and other idle reduction technologies for 2007 MY and older Class 8 trucks can be funded up to 100%, but only if EPA or CARB-verified exhaust emission controls are included on the vehicle.

- Exhaust emission control technologies that are verified or certified by EPA or CARB can be funded up to 100%.
- Funding for EPA-verified aerodynamic technologies and low rolling resistance tires on long haul Class 8 trucks is available up to 100%, but only if combined with EPA or CARB-verified exhaust emission control technologies on the truck.
- Clean alternative fuel conversions can be funded up to 40%. Aftermarket alternative fuel conversion systems must be certified for the specific vehicle or engine family that is being converted, whether they are CARB or EPA-certified, provided the vehicle being converted is CARB or 50-state certified and is otherwise eligible for sale in the state of Connecticut. Additionally, conversions must be consistent with any applicable Connecticut Department of Motor Vehicles safety policies for alternatively-fueled vehicles so as to ensure public safety.

EPA guidelines restrict replacement projects to those that would not have occurred through normal attrition within three years of the project start date. Any application for an early replacement project must specifically identify the vehicle(s) to be replaced and must include a copy of the vehicle or fleet owner’s budget plan, operating plan, standard procedures or retirement schedule to confirm that any vehicle to be replaced is eligible for the program.

DERA rules require that vehicle or technology vendors be selected through an open and competitive process that will ensure a reasonable price for the item. The equipment owner who receives the grant is obligated to demonstrate compliance with these rules for open and competitive procurement of contractual services, replacement vehicles, and/or technologies used on the project. Award recipients also must enter into a contract with the State of Connecticut, and all recipients must comply with state and federal contracting requirements. Applicants should verify that there are no prohibitions or restrictions on the use of federal funds for the proposed project.

Proposed projects will be evaluated based on diesel emission reductions, cost effectiveness (including the applicant’s ability to provide matching funds) and the potential for completion by August 31, 2017. Funding cannot be guaranteed for projects completed and invoiced after that date. To advance EPA’s priorities for the DERA program, projects also will be prioritized based on the degree to which they meet the seven criteria listed in the proposal form and achieve the greatest air pollution reductions.

DERA funds provide an opportunity to save money and support green technologies while addressing the public health and environmental concerns posed by diesel emissions in Connecticut. All interested parties are encouraged to apply and must submit their proposal on the enclosed form, which can also be found at: http://www.ct.gov/deep/cwp/view.asp?a=2684&q=322100&deepNav_GID=1619. Completed forms and inquiries should be directed to Patrice.Kelly@ct.gov; proposals must be submitted no later than September 7, 2016.

Sincerely,

Robert J. Klee
Commissioner
Proposals for Use of State DERA Money for Diesel Reduction Projects

INSTRUCTIONS:
Complete all sections of this form. All proposals must be received by Thursday, September 7, 2016 to be considered. Proposals should be submitted to the attention of Patrice Kelly at the Connecticut Department of Energy and Environmental Protection (DEEP) via e-mail at Patrice.Kelly@ct.gov. She can also be contacted at (860) 424-3410.

Applicant Name:
Organization Name:
Address:
City: State: Zip Code:
E-Mail: Telephone:
Additional Contact: (Optional: name, e-mail, phone)

Eligible Use of Funding
This funding must be used for clean diesel projects. Please identify which of the following categories your project would qualify for:

Categories Potentially Available for Funding: Please check those that apply.

- **Early replacement, or repower with certified engine configurations:** Replacement reimbursement is limited to 25% for vehicles and equipment, 40% for replacement of engines, and 50% for drayage trucks.¹

- **Engine Upgrades:** Engine upgrades using kits that are verified or certified by EPA or the California Air Resources Board (CARB) can be funded up to 40% of the cost of the eligible upgrade.

- **Emission Control Technologies:** Retrofit technologies for emission control that are certified or verified by EPA or the CARB can be funded up to 100%. *(EPA’s discussion of available retrofit technologies can be found at [https://www.epa.gov/verified-diesel-tech](https://www.epa.gov/verified-diesel-tech).)*

- **Idle reduction technologies that are verified by the U.S. Environmental Protection Agency (EPA):** Reimbursements are limited to 25% for shore connections or electrified truck stops; and to 40% for locomotive idle reduction. Funding for idle reduction technologies for trucks is available up to 100%, but only if verified exhaust emission controls are included in the project. *(EPA-verified idle reduction technologies can be found at [https://www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school](https://www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school).)*

- **EPA-Certified Aerodynamic Technologies:** Aerodynamic technologies can be funded up to 100%, but only if combined with verified exhaust emission controls.

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¹ A “drayage truck” means any Class 8b in-use on-road vehicle with a gross vehicle weight rating (GVWR) of greater than 33,000 pounds operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.
Clean Alternative Fuel Conversions: Funding is available up to 40%. Aftermarket alternative fuel conversion systems must be certified for the specific vehicle or engine family that is being converted, whether they are CARB or EPA-certified, provided the vehicle being converted is CARB or 50-state certified and is otherwise eligible for sale in the state of Connecticut. Additionally, conversion must meet any applicable Connecticut Department of Motor Vehicles safety policies for alternatively fueled vehicles so as to ensure public safety. (EPA’s website, at http://www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm, includes a discussion of fuel conversions and links to EPA-certified conversion systems.)

Proposed Project Title:

Project Summary:
Please describe briefly the proposed project. You may add more lines if necessary. Also complete the requested information on the vehicle/engine to be replaced in this proposed project and provide a timeline in the forms below.

<table>
<thead>
<tr>
<th>Class/Equipment</th>
<th>Engine Make</th>
<th>Engine Model</th>
<th>Engine Model Year</th>
<th>Horsepower</th>
<th>Current Fuel Type</th>
<th>Amount of Fuel Used Annually</th>
<th>Annual Miles/Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Duration of Project Requested:

<table>
<thead>
<tr>
<th>Months</th>
<th>Project Start Date</th>
<th>Project End Date</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

Early Replacement Projects:

On-Road: A copy of the owner’s schedule for vehicle retirement must be attached to confirm that the vehicle to be replaced is eligible for the program.

Nonroad: Eligibility of nonroad equipment such as agricultural or construction equipment is based on remaining useful life, which has been determined by EPA and can be found in tables at: https://www.epa.gov/sites/production/files/2015-10/documents/fy14-nonroad-remaining-useful-life.pdf.
Proposed Project Budget:
Please provide a list of the expenses for the proposed project. You may add line items as needed. In addition, please provide a brief description of each line item being proposed, i.e. “engine replacement/installation” or “2015 BrandX truck”.

<table>
<thead>
<tr>
<th>Line Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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</tbody>
</table>

Total Project Cost:

Evaluation Criteria
Proposed projects should reduce diesel emissions, be cost effective (including consideration of the applicant’s ability to provide matching funds), and have potential for completion by August 31, 2017. Project ideas will be ranked according to the following criteria developed to be consistent with EPA’s priorities for this grant program and with the transportation section of the 2013 Comprehensive Energy Strategy for Connecticut, found at [http://www.ct.gov/deep/lib/deep/energy/cep/2013_ces_final.pdf](http://www.ct.gov/deep/lib/deep/energy/cep/2013_ces_final.pdf). To complete the ranking criteria section below, use the geographical area in which the vehicle operates; this may be different from the business address.

**Ranking Criteria:**
Please check those that apply

- In an EPA-designated maintenance area for particulate matter (Fairfield or New Haven Counties) (1 point); ☐
- In an environmental justice community (1 point); ☐
- Near transportation hubs or corridors (1 point); ☐
- In a U.S. Census-defined urban area (1 point); ☐
- In an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers; (1 point); ☐
- Includes motor vehicle anti-idling education and outreach (1 point); ☐
- Consistency with the transportation section of the 2013 Comprehensive Energy Strategy for Connecticut and the state’s clean fuels/clean vehicles initiative (1 point). ☐

Total Criteria Points Met:
If you have claimed an anti-idling education and outreach program please describe it below.

<table>
<thead>
<tr>
<th>Terms and Conditions:</th>
<th>Vehicle/equipment owner has read and understands the following terms and conditions.</th>
<th>Check here:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle/Equipment Owners are required to conduct an open and competitive procurement process for contractual services and/or technologies used on the project.</td>
<td></td>
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</tr>
<tr>
<td>Vehicle/Equipment Owners must enter into a contract with the State of Connecticut and comply with state and federal contracting requirements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle/Equipment Owners must agree to keep the replaced, repowered or retrofitted vehicle or equipment operational, with emission controls in place, for a minimum of three years or to replace with equipment with equal or better emissions reductions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the proposal includes the early replacement of a vehicle or engine, Vehicle/Equipment Owners must provide documentation that the old vehicle or engine has been rendered permanently disabled before funds are released for final payment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the proposal is for a vehicle replacement, which is eligible for 25% funding, or engine replacement, eligible 40% funding, or drayage truck replacement, eligible for 50% funding, Owners must provide a statement that they can secure the balance of funds and will ensure that the balance of funds comes from a source eligible to supplement this grant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project must be completed and paperwork submitted no later than August 31, 2017. DEEP cannot guarantee reimbursement payments for submissions after that date.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>These grants will be subject to applicable provisions of the EPA Subaward Policy found at <a href="https://www.epa.gov/sites/production/files/2016-02/documents/grants_policy_issuance_gpi_16_01.pdf">https://www.epa.gov/sites/production/files/2016-02/documents/grants_policy_issuance_gpi_16_01.pdf</a>.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DWS Circular Letter #2016-19

To: Related State Agencies
   Executive Directors of Councils of Governments
   Chief Elected Officials
   Local Health Departments and Districts
   Town Planners
   Public Water Systems
   Town Clerks
   Other Interested Persons
   Planning and Zoning Officers

From: Lori J. Mathieu, Public Health Section Chief, Drinking Water Section

Date: June 29, 2016

Subject: Webinar Explaining the Water Utility Coordinating Committee Process

The Connecticut Department of Public Health Drinking Water Section (DWS) will be conducting a webinar on August 25, 2016 at 1pm, to discuss steps taken to date in order to convene the three Water Utility Coordinating Committees (WUCCs).

The Western, Central Corridor, and Eastern WUCCs have been convened on June 14, 2016, June 15, 2016 and June 17, 2016 respectively. This webinar will cover the history and implementation of Conn. Gen. Stat §§ 25-33f, 25-33g and 25-33h. Other topics to be discussed include the data collection process, the contract and role of Milone and MacBroom to facilitate the process, in addition to the responsibilities each WUCC is mandated to complete over the next 24 months.

We would encourage those involved or interested in the WUCC process to register for this informational webinar. For more information, please visit the DWS Water Utility Coordinating Committee website at www.ct.gov/dph/WUCC.
MERIDEN GREEN OPENING, SEPTEMBER 9-10, 2016

Save the Date!
The two-day grand opening of the Meriden Green is scheduled for September 9 & 10, 2016 in downtown Meriden, CT!

Friday, September 9, 2016--5:00 PM to 9:00 PM
5:00 PM Ribbon Cutting at the Silver City Bridge with Governor Dannel P. Malloy, Mayor Kevin M. Scarpati and Special Guests
5:30 PM Food & Entertainment at the Amphitheater
6:30 PM Outdoor concert with Shades of Soul and Food Trucks
8:30 PM Bridge Lighting

Saturday, September 10, 2016 ---9:00 AM to 4:00 PM
Community Day

Tours of the Meriden Green
Meriden Farmer’s Market
Arts & Crafts Booths
Exhibits by Community Groups
Local Food Vendors
Live Music in the Amphitheater
Exploring Climate Solutions Webinar Series
Brought to you by the Governor's Council on Climate Change (GC3)

Date and time:  Friday, September 9, 2016 12:00 pm

Program:  Land Use Collaborative

Description:
In the upcoming September lunchtime webinar, join us to learn about how local governments, with their power to plan and regulate land use, are a critical ally of state and federal governments in the race to mitigate climate change. They have always been laboratories for experimentation—crucibles of change—from the time that New York City invented the comprehensive zoning ordinance through a host of celebrated land use movements: post-Euclidean zoning, growth management, the advent of local environmental law, and smart growth. Presenters will discuss models for greening public and private buildings, reducing vehicular travel, preserving undisturbed lands for sequestration, and fostering wind and solar power. Join us to hear how global leaders have begun to realize the role of local governments and bottom up approaches and the benefits of urbanization as a way to mitigate the effects of climate change.

STATE & LOCAL GOV INNOVATORS VIRTUAL SUMMIT

September 14, 2016

State and local governments pioneered cloud adaption and infrastructure efficiencies. They are at the forefront of innovative citizen engagement strategies and workforce overhauls. And you, the public servants in state and local government, do this while facing budget challenges, resource constraints, and the constant threat of a cyberattack.

On Wednesday, September 14, join GovLoop and 1,000+ state and local govies for the Third Annual State and Local Government Innovators Virtual Summit.

WHY ATTEND?

- It's completely free and you'll learn a lot.
- Earn up to 6 continuing professional education (CPE) credits in computer science.
- Unlike in-person events, you can come and go as you please and learn a few things without ever leaving your office chair!
- Network (virtually, of course) with your state and local government peers.
- Learn from experts in an interactive virtual environment.

KEYNOTE ANNOUNCED!

Dr. Jonathan Reichental, currently the Chief Information Officer (CIO) for the City of Palo Alto, is a multiple award-winning technology leader whose 25-year career has spanned both the private and public sectors. In 2013 he was recognized as one of the 25 doers, dreamers, and drivers in government in America. He also won a best CIO in Silicon Valley award and a national IT leadership prize. His innovative work in government has also been recognized by the White House.

5 THINGS TO DO IN THE INTERACTIVE VIRTUAL ENVIRONMENT:

1. **Win free stuff!** Everyone likes a little competition, right? The more active you are in the virtual environment, the higher you'll be on the GovLoop Leaderboard. The Top 20 will get the ultimate Govloop swag bundle (we promise it's cool).
2. **Chat with GovLoop:** When training sessions aren't occurring, join GovLoopers including Steve Ressler, Founder of GovLoop in our online chats to learn about helpful resources, virtual learning and more.
3. **Get career advice:** Whether you are new to government or SES, we’ve all got career-related questions. Come chat with career experts throughout the day to get your questions answered.
4. **Download over 200 resources:** We'll have information on nearly every topic in government to help you do your job better. Meet your peers: Hang out in the Networking Lounge (be sure to set up your profile + avatar) and kick it with your fellow govies.
**SCHEDULE:**

<table>
<thead>
<tr>
<th>Time</th>
<th>Session Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:00 - 10:30 AM ET / 7:00 - 7:30 AM PT</td>
<td>WELCOME SESSION</td>
</tr>
<tr>
<td>10:30 - 10:50 AM ET / 7:30 - 7:50 AM PT</td>
<td>OPENING KEYNOTE: JONATHAN REICHERNTAL, PH.D., CHIEF INFORMATION OFFICER FOR THE CITY OF PALO ALTO, CA</td>
</tr>
</tbody>
</table>
| 11:00 - 11:50 AM ET / 8:00 - 8:50 AM PT | SESSION 1: DIGITAL TRANSFORMATION  
1 CPE awarded for attendance                                                                 |
| 12:00 - 12:50 PM ET / 9:00 - 9:50 AM PT | SESSION 2: OPEN SOURCE / HYBRID CLOUD  
1 CPE awarded for attendance                                                                 |
| 1:00 - 1:20 PM ET / 10:00 - 10:20 AM PT | LUNCH BREAK                                                                                                                                             |
| 1:30 - 2:20 PM ET / 10:30 AM - 11:20 AM PT | SESSION 3: GOV COMPLIANCE  
1 CPE awarded for attendance                                                                 |
| 2:30 - 3:20 PM ET / 11:30 AM - 12:20 PM PT | SESSION 4: BODY CAMS + DATA STORAGE  
1 CPE awarded for attendance                                                                 |
| 3:30 - 4:20 PM ET / 12:30 - 1:20 PM PT | SESSION 5: SMART COMMUNITIES  
1 CPE awarded for attendance                                                                 |
| 4:30 - 5:00 PM ET / 1:30 - 2:00 PM PT | CAREER CHAT AND VISIT VIRTUAL BOOTH TO WIN SWAG                                                                 |

Dr. Jonathan Reichental, currently the Chief Information Officer (CIO) for the City of Palo Alto, is a multiple award-winning technology leader whose 25-year career has spanned both the private and public sectors. In 2013 he was recognized as one of the 25 doers, dreamers, and drivers in government in America. He also won a best CIO in Silicon Valley award and a national IT leadership prize. His innovative work in government has also been recognized by the White House. Dr. Reichental works with his teams to apply technology innovation in organizations to create new value and to enable work to be more meaningful and fun. He is a popular writer, including recently co-authoring The Apps Challenge Playbook and he is a frequent public speaker on a wide range of technology and business-related topics.
UPCOMING EVENTS

MAKE PLANS TO ATTEND!

MUNICIPAL ENERGY SUMMIT 2016
Thursday, September 22, 8:00 am to 1:00 pm
Courtyard by Marriott, Cromwell CT

Don't miss this opportunity to hear about current and emerging energy savings opportunities for your town. Take part in a policy discussion with key decision-makers and legislators on future renewable energy initiatives impacting municipalities and the renewable energy industry in Connecticut. View the proposed agenda here.

CLICK HERE TO REGISTER
Registration Fee: $65.00
For more information contact Kathryn Dube at kdube@ctcost.org.
MUNICIPAL STORMWATER CONFERENCE
Wednesday, October 19, 8:00 am to 1:30 pm
Aqua Turf, Plantsville CT

Speakers will update attendees on the requirements of the state Department of Energy & Environmental Protection's revised MS4 General Permit, including:

1. How the requirements have changed and what your community needs to do to comply;
2. Complying with new Illicit Discharge Detection and Elimination (IDDE) requirements;
3. New monitoring, screening, sampling and mapping requirements;
4. Developing public education and outreach materials;
5. How to incorporate Low Impact Development and other requirements in local ordinances; and
6. What other organizations are doing to assist municipalities in complying with the new requirements.

SAVE THE DATE!
Registration information will be available soon.
For more information contact COST’s Outreach Coordinator, James Berardino at jberardino@bryant.edu.

Connecticut Council of Small Towns, 1245 Farmington Avenue, 101, West Hartford, CT 06107
Business Recruitment, Retention

Business Assistance

- Reviewing OneSource database with SCRCOG staff
- Follow up with contact at Macy’s—store closings not to be announced until 1st quarter 2017
- SeeClickFix User Conference
- Attending International Manufacturing and Technology Show in Chicago (largest manufacturing show in North America), 9/14 & 15

Business Recruitment & Retention

- Developing a business survey in conjunction with the North Branford EDC. Copy attached.
- We continue to work with an industrial manufacturer as they move from R&D to production. The company will be securing at least 10,000 of additional space within 60 days and immediately begin production. We’ve been working with this company for two years and helped them secure their current R&D space.
- Working with an ice cream start up to locate in New Haven

Featured Development Site

65-9 North Branford Rd.
Branford
Type: Office
Min Size: 1,970 sqft
Max Size: 2,402 sqft
• NEDA Conference Planning

• Hosting two international healthcare startups participating in CT Venture Clash

Transit Oriented Development & Smart Growth

• Initiating a project with Tweed New Haven Airport, City of New Haven and a consultant to update the Air Service Development plan

• NEC FUTURE Comment Summary Report available at www.necfuture.com

• Meriden Green and Silver Bridge Grand Opening on 9/8

Brownfields

• Providing assistance to a former dry cleaning site for possible housing development on Dixwell Ave.

Advocacy/New Legislation

• July Regional Leadership meeting with speaker Michael Bzdyra, Commissioner of DMV

Regional Collaboration

• Meeting with Connecticut economic development partners at CERC, 8/2

• Partnering with the Greater New Haven Chamber of Commerce on CERC program with the Hartford Business Journal. Will include a profile of the region, written by an HBJ reporter, to be distributed to attendees of Celebrate CT, 10,000 copies of the Hartford Business Journal Book of Lists and provided to REX as a single page PDF for ongoing use.

• Collecting project information for Conway Projects Database in conjunction with CERC. The data is used for media pitches.

• Letter of support for Quinnipiac University’s NCAA Women’s Frozen Four bid

• Annual RLC chief elected officials event, 8/22

Entrepreneurs & Startups

• Startup Grind on 8/16 with Ben Berkowitz of SeeClickFix at The Grove

• Evening with Entrepreneurs with Governor Malloy and Commissioner Catherine Smith at the Connecticut Open (sponsored by UI), 8/24

REDFO
August—No meeting

July Presentation
Andrea Pereira
Executive Director of Hartford & Connecticut Statewide LISC
CT-TOD Fund

Visitor Newsletter Features

• Milford Oyster Festival

• Opera-Palooza

• Shoreline Wine Festival

• North Branford Potato & Corn Festival

• Craft Brew Races

• Connecticut Open
Align Education to Business Growth

- Internship update—5 candidates have been placed
- Meeting with Connecticut Innovations and Southern Connecticut State University on Technology Talent Bridge opportunities for the region
- Submitted support letter for CHAMP Workforce Alliance Grant

Tourism

- Aer Lingus Fam Tour, 9/28
- Sunshine Tours Group, 25 visitors Milford - 9/19, 9/25, 9/26, 10/2, 10/19, 10/28
- Sunshine Tours Group, 40 visitors Milford - 10/3
- K of C Edmonton, Alberta Chapter: Connecticut Tour, 35 visitors Meriden-Aug. 11-17
- Titan Travel, UK - 2017 dates: 9/30, 10/21
- Grand Prix New Haven, Sept. 16
- CLA Annual Meeting, end of Sept.
- CLA American Society for Asset Protection Seminar, Oct. 27
- CEDIA Tech Forum, 100 attendees - Oct. 27

Implementation Funding

- Agreement with SCRCOG to provide tourism services for the region
- Contract with the City of New Haven for website consulting services
North Branford Business Retention & Expansion Survey

This survey is intended to assist the Town of North Branford in addressing the needs and concerns of the business community. The Economic Development Commission will make recommendations to Town departments based on your input. Your participation will provide vital information to the Economic Development Commission, enabling implementation of changes for a stronger business community. Together we can have a powerful effect.

* Required

1.) Which of the following best describes your business? *

- Import / Export
- Manufacturing
- Professional Services
- Retail
- Wholesale
- Other:
2.) Where is your primary market located? Check all that apply.

- Local
- Regional
- National
- International

3.) Which of the following best describes your business location?

- Home-based
- Sole location
- Headquarters
- Branch of a larger facility
- Subsidiary of a larger corporation
- Other:

4.) How long has your business been in North Branford? *

Your answer

5.) Regarding your customer base and overall growth, which of the following describes your company's projected growth rate within the next 3 years? *

- Expanding
- Stable
- Unsure
- Declining
6.) What do you like about the North Branford community as a business environment. Feel free to write in as much detail as you'd like. *

Your answer

7.) What changes to North Branford, if any, would make the business environment more appealing? Feel free to write in as much detail as you'd like. *

Your answer

8.) Rate North Branford as a place to Live/Do business

- Excellent
- Above Average
- Fair
- Below Average
- Poor
9.) Are there constraints your business faces within North Branford? If you choose other, please indicate the specific constraint. Check all that apply. *

☐ Lack of skilled labor
☐ Zoning and building regulations
☐ Limited utility capacity/infrastructure
☐ Lack of industrial space
☐ Federal/State regulations
☐ Employment/Hiring
☐ Other:

10.) If there are any utility issues that are negatively impacting your company (i.e. water, sewer, gas, electric), please list them below. Feel free to write in as much detail as you'd like.

Your answer

11.) Have you thought about relocating or expanding your business? *

☐ Yes. I am actively trying to expand in North Branford.
☐ Yes. I am actively trying to relocate within North Branford.
☐ Yes. I am trying to relocate and expand outside of North Branford.
☐ No.
12.) Which forms of technology is your business currently using for digital marketing purposes? Check all that apply.

- Website
- Instagram
- Facebook
- Twitter
- Customer Surveys
- E-mail blast
- None
- Other:

13.) If the Economic Development Commission offered to host a free technology seminar (website building, digital marketing, etc...), would someone from your business be interested in attending? *

- Yes
- No

14.) What type of economic development assistance could be beneficial to your company? Check all that apply.

- Business financing / incentives
- Information resource
- Employee training
- Regional transportation improvement
- Workforce development
- Infrastructure upgrades
- Other:
15.) Which of the following Small Business Financing programs does your business have knowledge of? Check all that apply. *

- Economic and Manufacturing Assistance Act (MAA)
- Small Business Express Program
- Connecticut Center for Advanced Technology, Inc. (CCAT)
- Small Business Incubator Grant Program
- Crossroads Venture Group (CVG)
- U.S. Small Business Administration (SBA)
- U.S. Department of Agriculture (USDA)
- Community Economic Development Fund (CEDF)
- Connecticut Community Investment Corporation (CTCIC)
- BDC Capital
- North Branford's Assessment Deferral Program
- None

16.) Which of the following Workforce Alliance Programs does your business have knowledge of? Check all that apply. *

- On-The-Job Training
- Recruiting & Hiring
- Worker Training Expansion
- Manufacturing & Technical Programs
- Subsidized Employment
- Health Care & Science, Technology, Engineering, Math and Medicine (STEM)
- None
17.) Have you utilized any of the programs stated in questions 15 & 16? *
- Yes
- No, but I am aware of said programs
- I do not have knowledge of said programs

18.) Are you aware that North Branford businesses are eligible to join the Shoreline Chamber of Commerce? *
- Yes
- No

19.) Are there any immediate business concerns or questions you have that were not addressed by this survey? Feel free to list all of your concerns.

Your answer

20.) Please list your contact information below (Business name, Address, Email, Phone). Identities and other contact information will not be shared when evaluating this survey.

Your answer

Concluding Statement

Thank you for participating in our Business Retention and Expansion Survey. We appreciate the time you have given us and the contribution that your business is making to our local economy.
DEMHS Region 2
John B. Field Jr., Emergency Management Area Coordinator

Re: August 2016 COG Report

CT DEMHS Region 2
DEMHS Region 2 Office staff continue to collect and work with communities on their Emergency Management Performance Grants (EMPG). EMPG FY 2013 and FY 2014 are complete and the DEMHS Grant’s Unit continues to complete the reimbursement process. Upon their completion all participating towns will have received their reimbursements. We are now processing FY 2015 EMPG grants. Please be sure to submit your reimbursement request in accordance with the identified time frame. This will allow your community to receive the reimbursement sooner and reduce the normal deadline rush and reimbursement delay. EMPG FY 2016 applications were forwarded this week and communities wanting to participate should complete and submit the application as soon as possible. Please feel free to contact the DEMHS Region 2 Office with any questions and/or issues related to EMPG.

The Region 2 Regional Emergency Planning Team (REPT) continues to work on projects acquired with Homeland Security Grant Program (HSGP) funding. We have recently completed the spending of our FY 2014 HSGP funds and are now working on the spending of the FY 2015 HSGP funds. We recently completed and submitted the application with budget for the FY 2016 HSGP funds. Please feel free to forward any questions you may have to your city/town’s REPT representative.

CT DEMHS has forward new/updated Local Emergency Operation Plan (LEOP) templates to all local emergency management directors. The template is to be utilized at the local level to update their LEOP. They may utilize the contents of the template as they see necessary. Regional planners are currently producing a training program that will be presented to all EMDs. The next LEOP update is due January 1, 2017. Any questions may be forwarded to the Region 2 Office.

Web EOC 8.1 has been rolled out to all State partners. This is the new updated version of Web EOC. Training was offered to all partners and each partner has received their credentials for utilizing the new Web EOC 8.1. Anyone not receiving their credentials or requiring additional training/assistance with the new Web EOC should contact the DEMHS Region 2 Office.

Due to budget constraints and in an effort to be more efficient and effective, Commissioner Shriro has transferred responsibility of the Homeland Security side of DEMHS (CTIC, Fusion Center, Critical infrastructure, etc.) to the CT State Police. This transfer of responsibility also coincides with their move to DESPP headquarters. DEMHS will continue to work with and assist CTIC and the other units as requested.

CT DEMHS Region 2 Office is currently collected the updated Citizen Corps (CERT & MRC) rosters as required under State Statute. Annually each August, EMDs and/or CERT/MRC

25 Sigourney Street, 6th floor, Hartford, CT 06106
Phone: 860.256.0800 / Fax: 860.256.0815
An Affirmative Action/Equal Employment Opportunity Employer
Directors must submit an updated roster of all members who have taken the State’s Loyalty Oath. This will assure liability coverage to team members when they are activated and mobilized appropriately.

DEMHS Region 2 Office has scheduled a National Incident Management System (NIMS) review program in Essex. The program was requested by new local Chief Elected Officials and responders. The program will be held on August 29th at 5pm. There is no charge for the program and all local officials and responders are invited. Please contact the Region 2 Office if you are interested in attending.

Region 2 personnel continue to provide assistance as needed. Please do not hesitate to contact the Region 2 Office at any time.

Respectfully submitted:

John B. Field Jr.

John B. Field Jr.
DEMHS Region 2
Emergency Management Area Coordinator
P.O. Box 2794
1111 Country Club Road
Middletown, CT 06457
(860)685-8105 Office
(860)685-8366 Fax
(860)250-3453 Cell
(860)708-0748 24-Hour Pager
john.field@ct.gov
Quarterly Report
April—June 2016

CT rides
1-877- CTrides (287-4337)
info@CTrides.com

A Service of the Connecticut Department of Transportation
CTrides: Quarter 2 Activity Summary
April—June 2016

The second quarter of 2016 featured two major Outreach-focused campaigns for CTrides — Earth Week in April and CTrides Week in May.

Earth Week—April 18-22
Using the nationally celebrated Earth Day on April 22, CTrides planned events throughout the week to tie the message of “Green Commuting” into the overarching theme of helping the Earth by being eco-focused.

This year’s campaign theme was “Make A Difference. Change Your Commute.” and was featured on an event poster, in an email blast, and with a Facebook event. Additionally, a special Earth Week poster was created so employees could sign the poster as a form of pledging their support of executing a green commute for the week.

Engagement was especially strong this year with 25 events over the 5 days for Earth Week including 8 Earth Day events at some of CTrides’ top partners including The Hartford, Pratt & Whitney, Bigelow Tea, L+M Hospital, and Sikorsky Aircraft. Further, there were 387 sign-ups during the week for the Ridematching & Rewards program. All of the Earth Week efforts were supported by gamification with the “Putt for Points” golf game, as well as a value ad radio interview to promote Earth Week.

CTrides Week—May 16-20
CTrides Week, the program’s annual capstone event, encourages Connecticut commuters to try a new green commute just once during the week. This year’s theme was: “A Better Commute. A Click Away.” In order to promote the week, CTrides took a four-fold approach that included the outreach team, paid media, public relations and organic engagement through social media.

There was strong support from CT DOT Commissioner James Redeker, as well as a declaration from Governor Dannel Malloy proclaiming the week CTrides Week!

CTrides set record numbers using a website pledge page, as well as worksite pledging:
- Pledges: 1,289
- Participating Partners: 54
- Corporate Awards: 5

More on next page->
CTRides Week Continued...

The CTRides Week kick-off event, intended to announce the start of the week as well as create a media and public relations opportunity, was held at the Stamford Transportation Center in the southwestern corner of the state. Invited to the event were state and local officials, media, transportation stakeholders in the area and CTRides partners. Commissioner Redeker, Stamford Mayor David Martin, Bigelow Tea Partner contact Jim Gildea and CTRides Project Manager Russell McDermott all made brief comments to the media and commuters in attendance. It was a highly successful event and CTRides garnered significant media coverage. Here is a snapshot:

- **TV:** NBC CT, FOX 61, WFSB Channel 3, News 12
- **Radio:** WCBS - NYC, WLAD, WGCH, WHCN, WCUM
- **Print:** Associated Press (various), Stamford Advocate, Greenwich Times, Norwalk Hour, El Sol
- **Digital:** AP (various), Daily Voice – Fairfield County, Hey Stamford, Fairfield County Business Journal
- **PSAs:** WPLS, WYBC, WFOX, WEZN

Other marketing efforts during the week included sending a post-event alert out to the media, sharing a new Commuter Story a day on social media, and awarding five trophies to partner companies that went above and beyond during the week. The corporate winners were:

- **Corporate Champion:** Aetna - Most miles saved not driving alone with more than 34,000.
- **Get Involved Award:** Connecticut Department of Revenue Services - Most employees who pledged a trip DRS with nearly 100 pledges.
- **Take A Ride Award:** Yale University - Most employees who tracked a trip with almost 250.
- **Trailblazer:** Bigelow Tea - Highest percentage of employees who pledged a trip at nearly 20%.
- **Step Up Award:** SeeClickFix - Highest percentage of employees who tracked a trip at over 22%.

CTRides awarded the five winners with a trophy and additionally awarded all the participating partners with a certificate to thank them for their efforts in driving the success of the week.

Other events during the week included a rewards day, hosted by CTRastrak, which included setups at various stations and promoted the CTRastrak Rewards program.

CTrides Advertising and Public Relations

During Q2 2016, CTrides continued with the “Give Your Car a Rest” campaign across all channels through April 25, when media was swapped for creative linked to the CTrides Week campaign.

The new creative ran through the end of CTrides Week, May 20, and then the overarching-themed messaging was put back into circulation.

The mediums that were swapped were:
- Pandora Digital
- Outdoor Digital
- Desktop/Mobile Digital
- Facebook
- Print: Hartford Business Journal (5/16)

A quarterly partner Newsletter was also disseminated in April as a way to promote the spring events, specifically, Earth Week and CTrides Week. This was channeled out to all CTrides partners and stakeholders using the most recent and updated data.

CTrides Social Media

In addition to the various posts promoting local transit agencies, interesting and notable commuting articles, and fun, partner engagement at CTrides events, a pilot social media scavenger hunt was tested during April: the Commute Pursuit Challenge.

This event was targeted toward college students via social media and it was piloted with Gateway Community College in New Haven. The goal was to get students out into their surrounding communities and find out about transportation options available to them, and use those options to get to local landmarks. They posted photos on Facebook, Twitter and Instagram and prizes were awarded to local eateries and sponsored by the school.

This challenge was completely grassroots, promoted solely on the CTrides social media channels, the school’s social media channels and at on-site events. There were seven winners in all, including a class of 11 students from the Step Forward program, which assists adults with disabilities to prepare for their career. The instructor was extremely appreciative to take part in the challenge as it correlated to what she was teaching in class. There are efforts now to expand the “Pursuit” to other schools.
Partner Activity

CTrides added two new partners this quarter:
- Gaylord Rehabilitation Hospital
- Homegoods Distribution Center

This brings the total number of CTrides Partners to 217 and the number of Stakeholders to 191.

The team also recognized three partners, one from each of the three CT regions, for their commitment in offering employees various commuter benefits.

- **New Haven Job Corps**—Goes above and beyond to post CTrides materials and host events, including two lunchtime events a month; invites CTrides to new student training and graduation events.
- **Connecticut Children’s Medical Center**—Working hard to improve partner level; trying to implement vanpools; heavily involved with program.
- **Southwest Community Health Center**—Encourage the use of mass transit to facilities; as a health center, have vested interest in improving the community they serve; disseminate transportation information to clients and employees alike.

The CTrides Outreach Team held 222 Worksite Meetings and 167 Commuter Events with their worksite partners during Q2. The partner total is now up to 217 and the stakeholder total is now 191.

This quarter’s worksite activity, segmented by region, can be found on the following pages. A complete list of program partners is in Appendix A.
Regional Worksite Highlights

**Western CT** includes Litchfield, Housatonic, Bridgeport & Stamford regions.

**Highlights**

**Bigelow Tea** – Raffled off a bike, bike rack and helmet for CTrides Week. Won a trophy for the second year in a row with great employee participation, including internally tracking vehicle miles not traveled during the week.

**Cartus**—Quarterly carpool raffle for 5 employees to get preferred parking.

**UConn Stamford**—New student orientation events with transit partners.

**Sikorsky**—170 Earth Week sign-ups.

**ASML, Inc.**—Seeking CTrides assistance during parking reconstruction.

**Diageo**—Using CTrides to tie into wellness campaign focusing on healthy, stress-free habits.

**Northwest Community College**—Fall events setup with interest in becoming a partner with greater involvement.

**Events**

- ASML, Inc.
- Bigelow Tea
- Bridgeport Neighborhood Trust
- Cartus
- City of Stamford
- City of Waterbury
- Crunch Fitness
- Diageo, Inc.
- HARTransit
- Housatonic Community College
- Naugatuck Valley Comm. College
- Northwestern Comm. College
- Northwestern CT Community College
- Norwalk Community College
- Norwalk Community Technical College
- Oracle Corporation
- PEP - Lacey Manufacturing
- Sikorsky Aircraft
- Southbury Training School
- Southwest Community Health Center
- St. Mary's Hospital
- Stone Academy (Waterbury)
- Tauck Tours
- Town of Greenwich
- UConn - Stamford
- University of Connecticut-Stamford
- Waterbury Hospital
- Yale New Haven Hospital

**Meetings**

- ASML, Inc.
- Atria Healthcare - Stratford
- Bigelow Tea
- Cartus
- City of Bridgeport
- City of Stamford
- City of Waterbury
- HARTransit
- Housatonic Community College
- Jewish Senior Services
- Macy's Logistics & Operations
- Naugatuck Valley Community College
- Naugatuck Valley Council of Governments
- North East Transportation Co.
- Northwestern CT Community College
- Norwalk Community Technical College
- Norwalk Transit
- Oracle Corporation
- People Friendly Stamford
- People's United Bank
- PEP - Lacey Manufacturing
- Sikorsky Aircraft
- Solvay
- Southbury Training School
- Southwest Community Health Center
- St. Mary's Hospital
- Starwood Hotels
- Stone Academy (Waterbury)
- Tauck Tours
- The Business Council of Fairfield County
- Town of Greenwich
- University of Bridgeport
- University of Connecticut-Stamford
- Valley Transit District
- Vitas Healthcare
- Waterbury Hospital
- Western CT Council of Governments
Southern CT includes Middlesex, New Haven & coastal regions

Highlights
Gateway Community College — Piloted a new social media scavenger hunt program that identified transit landmarks and awarded prizes for winners.
L+M Hospital—Free Bike-to-Work breakfast on National Bike-to-Work day.
City of Norwich—Created bike-to-work day between seven local agencies and received official proclamation from Mayor.
West Haven VA—Hosted a Transportation Fair with local bus and vanpool providers to promote employer-offered transit subsidy.
Gaylord Specialty Healthcare—Signed up as a new CTrides partner, hosted first employee event with lots of interest in carpooling.
Yale University—CTrides Week virtual event that garnered them a trophy for the second straight year.

Meetings
• Albert J. Solnit Psychiatric Center
• Alexion Pharmaceuticals
• Amazon Sorting Center
• Anthem
• Bike New London
• BikeWalkCT
• City of New Haven
• Collins and Jewell Co Inc.
• Community Health Center of New London
• Connecticut Valley Hospital
• Connecticut Water
• Eastern Connecticut State U.
• First Niagara Bank
• Frontier Communications
• Gateway Community College
• Gaylord Specialty Healthcare
• Girl Scouts of Connecticut
• GoNHGO
• IKEA - New Haven
• Job Corps New Haven
• Lawrence + Memorial Hospital
• Legrand Ortronics
• Mitchell College
• Norwich Community Development Corporation
• Quinnipiac University
• Quinnipiac University - North Haven Campus
• Southern Connecticut State U.
• State of Connecticut
• VA - West Haven
• Western Connecticut State U.
• Yale-New Haven Hospital
• Yale University

Agency
• Knights of Columbus
• Lawrence + Memorial Hospital
• Pequot Health Center
• Milone & MacBroom
• Mitchell College
• Nelson\Nygaard Consulting
• Norwich Community Development Corporation
• Quinnipiac University
• Quinnipiac University - North Haven Campus
• SeeClickFix
• South Central Regional COG
• Southern Connecticut State U.
• State of Connecticut
• Town Green Special Services District
• VA – West Haven
• Western Connecticut State U.
• Windham Region Transit District
• Winstanley Enterprises LLC
• Yale New Haven Hospital
• Yale University
Eastern CT includes the Hartford, North and Central regions of Connecticut

Highlights
Homegoods Distribution Center – Brought on as a new partner. Held events for first and third shift workers.
Goodwin College—Fall events planned including Transportation Resources Day with all commute methods represented.
Cabela’s—Held first event after a year of prospecting; very successful with more events planned.
Pratt & Whitney—Great turnout for Earth Day and Bike-to-Work events.
Connecticut Children’s Medical Center—Looking to increase activity with CTrides and grow partner levels.

Dept. of Administrative Services—Overwhelming interest in program with 50+ registrations during Health Fair.

Events
- AECOM
- Aetna
- Albertus Magnus (E. Hartford)
- Asnuntuck Comm. College
- Bradley Airport
- Branford Hall (Windsor)
- Cabela’s
- Capital Community College
- Carrow Real Estate Services
- Central CT State University
- Cigna
- City of New Britain
- Connecticut Children’s Medical Center
- Connecticut Dept. of Motor Vehicles
- CT Dept. of Administrative Services
- CT Dept. of Children & Families
- CT Department of Corrections
- CT Dept. Energy & Environmental Protection (DEEP) – New Britain
- CT Dept. Revenue Services
- CT Dept. of Transportation
- CTfastrak
- Freemont Group
- Goodwin College
- Homegoods Distribution
- ING (Voya)
- IRS
- Jackson Laboratory
- Job Corps
- Lincoln Tech. - New Britain
- Manchester Comm. College
- MassMutual
- New Britain Downtown District
- Office of State Comptroller
- Pratt and Whitney
- Saint Francis Hospital
- State of Connecticut
- The Hartford
- Town of East Hartford
- Travelers
- Tunxis Community College
- UConn (Storrs)
- UConn Health Center
- Voya
- West Hartford Health & Rehab
- Windsor Economic Develop.

Meetings
- AECOM
- Advance Auto Parts
- Aetna
- Albertus Magnus, East Hartford
- Cabela’s
- Capital Community College
- Carrow Real Estate Services
- Central CT State University
- City of Hartford
- City of New Britain
- Connecticut Children’s Medical Center
- CT Dept. of Children & Families
- CT Dept. of Corrections
- CT DEEP – New Britain
- CT Dept. of Motor Vehicles
- CT Dept. of Revenue Services
- CT Dept. of Transportation
- CTfastrak
- Duncaster Retirement Community
- Economic Development - Windsor
- Freemont Group
- Goodwin College
- Homegoods Distribution
- ING (Voya)
- iQuilt Partnership
- IRS
- Jackson Laboratory
- Job Corps
- Lincoln Technical (New Britain)
- MassMutual
- Pratt and Whitney
- Saint Francis Hospital
- Simsbury Free Bike
- Town of East Hartford
- Town of Farmington
- Town of Windsor
- Travelers
- TTM Technologies
- UConn Health Center
- UConn Law School
- UConn (Storrs)
- vRide
- West Hartford Health & Rehab
- Wiremold/Legrand
Customer Feedback:

Second quarter highlights for the Customer Service team:

1) Began testing ‘Live Text’ feature for mobile users, which will afford them the option of using an SMS-based chat in place of the traditional ‘Live Chat’ online feature. Will launch early Q3.

2) Updated the Custom Commute Plan to make it more condensed and user-friendly, while providing an equal amount of information.

3) Processed a record number of trial bus passes for the month of May.

4) Additional training for compiling and processing Custom Commute Plans.

Customer Service Details:

- 5,517 Total Inquiries into CTrides
  - 2,043 inbound calls
    - 11 inquiries about available disabled services
    - 1 bilingual inquiry
  - Responded to 2,852 email inquiries
  - Made 261 marketing or informational outbound calls
  - Facilitated 361 live chats
    - 4.88 out of 5 (best) avg. rating on all chats

- Provided 113 Guaranteed Rides to 77 monthly vanpool riders, 30 express bus commuters and six Shore Line East/Metro-North train riders.

- Distributed 347 trial bus passes to commuters meeting the program’s Trial Ride criteria.

- A follow-up survey for the quarter netted the following results with 25 follow-up survey respondents, 14 used the pass, 11 will continue to use transit and nine rated service 4-5 out of 5.
Telework Marketing & Activities

In June, CTrides engaged employees and employers at the state’s biggest business convention, the Connecticut Business Expo. Through value advertising, CTrides was able to be a gold sponsor of the event, have an entire area where sessions were being held branded CTrides, as well as additional branding throughout the event (photos below). Booth space was also included as CTrides setup a mock home office and used fake snow to promote the theme that weather does not have to halt business productivity. A CTrides Telework session was also held for those in attendance to inform them about the benefits of a telework program. Additionally, CT DOT Commissioner James Redeker attended and spent time engaging people at the booth.

The overall paid media campaign ran through June with digital and print advertising statewide. In evaluating the digital campaign from Fall 2015—Spring 2016, it was found that the Click Through Rate was .13%, performing 88% better than the industry average for the target audience of .05%. A deeper dive into how this was affecting traffic to the Telework page at CTrides.com found that year-over-year traffic was up 440% on the strength of this media campaign.

Telework Client Activities

Telework business consulting consisted of work with the following companies:

- **SERC**, Middletown—Created a telework program that was piloted during Q2 2016. This included meeting with management about the selection process for teleworkers, formalizing the program and all required documentation, and following-up on Q&A included during the testing process.

- **The Pita Group**, Rocky Hill—Exploring formalizing program after meeting at the Business Expo.

- **PluginMuse**, West Suffield—Technology company that would fit the telework mold well. Initial contact made at the Business Expo with consultation regarding best practices ongoing.
CTrides Ridematching & Rewards Program

In the second quarter of 2016, 2,504 new members were added to the CTrides Ridematch & Reward program.

These additional members reflect on the marketing and outreach efforts as well as a number of raffles, sponsored and administered through the program vendor NuRide. The major second quarter raffle can be seen below. The website was also used to support the CTrides Week effort by posting updated graphics on the dashboard scroll, sending out reminder emails and following-up with sponsors who provided donated prizes for CTrides Week.

Notably, from a technological angle, development began on an App for iOS to include trip synching with third-party apps like Lyft, Uber, Strava, & Fitbit as well as automatic trip-tracking. No launch timetable has been established. Additionally, a number of technical updates were launched:

Version 8.3.1 was updated:
- This included fixes to the “Find NuRiders” page, Google Map clusters and profile location.

Version 8.4.0 was released and included:
- Auto-send dashboard report pilot

Notable New Rewards in the CTrides Ridematch & Reward Program:
- JC Penny—15% OFF online
- Funny Bone Comedy Club—2 FREE tickets
- Verizon Wireless—$100 OFF select devices
- Advance Auto—$20 OFF $75
- Modell’s Sporting Goods—10% OFF $50 online
- New England Revolution (MLS) - $12 OFF $40 tickets
- Bloomberg Businessweek—86% OFF subscription

The Ridematching & Rewards program continued the momentum of its Fall/Winter raffles with this great Summer raffle—a Family Vacation (with lodging included) to Smugglers’ Notch Resort in Vermont!
As of the 2Q 2016, there are more than 200 businesses, agencies and municipalities partnered with CTrides — New Partners highlighted in bold

1. 1-169th Aviation Regiment
2. 3M Purification
3. Aaron Manor
4. Albertus Magnus
5. Allied World Assurance Inc.
6. American Cancer Society
7. American Heart Association
8. Anthem Blue Cross Blue Shield
9. ASML, Inc.
10. Aurora Products Inc.
11. Avon Health Center
12. BELIMO Aircontrols
13. Bigelow Tea
14. BikeWalkCT
15. Bishop Woods Executive Academy
16. BLT Management, LLC
17. Branford Hall (Branford campus)
18. Branford Hall (Southington campus)
19. Branford Hall (Windsor campus)
20. Bridgeport Fittings
21. Bridgeport Public Schools
22. Building & Land Technology
23. Capital Community College
24. Carrow Real Estate
25. Cartus
26. Cheshire Public Schools
27. CHUBB Specialty Ins.
28. Cigna
29. City of Bridgeport
30. City of Danbury
31. City of New Britain
32. City of New Haven
33. City of New London
34. City of Stamford Land Use Bureau
35. City of Waterbury
36. City of Waterbury - Dept. of Public Works
37. City of Waterbury - Public Health
38. Collins and Jewell Co.
39. Comet Technologies
40. Community Health Group
41. Connecticare
42. Connecticut Children's Medical Center
43. Connecticut Department of Labor
44. Connecticut Department of Transportation
45. Connecticut Valley Hospital
46. Connecticut Water
47. Connecticut Water Company
48. Coventry Public Schools
49. Covidien
50. Danbury Public Schools
51. Department of Administrative Services
52. Department of Economic and Community Development
53. Department of Emergency Services & Public Protection
54. Department of Energy and Environmental Protection (DEEP) - Hartford
55. DEEP— (New Britain)
56. Department of Public Health (Rocky Hill)
57. Department of Revenue Services
58. Diageo, Inc.
59. Duncaster Retirement Community
60. Eastern Account Systems
61. Eastern Connecticut State University
62. Eastern Connecticut Transportation Consortium
63. Eastern CT Workforce Investment Board
64. Eastern Workforce Investment Board
65. Electric Boat
66. Fairfield Public Schools
67. Ferguson Electric CO
68. First Niagara Bank
69. Foxwoods Resort Casino
70. FTD
71. Fusco Corporation
72. Gateway Community College
73. Gaylord Rehabilitation Hospital
74. Generations Family Health Center
<table>
<thead>
<tr>
<th>Appendix A: Partner List</th>
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<td>75. Glastonbury Chamber of Commerce</td>
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<td>76. Globe Pequot Press</td>
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<td>77. Goodwin College</td>
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<td>78. Greater Bridgeport Regional Council</td>
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<td>79. Greater Bridgeport Transit</td>
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<td>80. Greater Waterbury YMCA</td>
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<td>81. The Hartford</td>
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<td>82. Hartford Steam Boiler</td>
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<td>84. Homegoods Distribution Center</td>
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<td>85. Housatonic Community College</td>
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<td>86. Hughes Health and Rehabilitation</td>
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<td>87. IKEA (New Haven)</td>
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<td>88. IRS Federal Building</td>
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<td>89. JLL Americas</td>
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<td>90. Job Corps New Haven</td>
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<td>91. Kimberly Hall Healthcare</td>
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<td>92. Lawrence + Memorial Hospital</td>
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<td>93. Legrand Ortronics</td>
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<td>94. Lincoln Culinary Institute (Hartford)</td>
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<td>95. Lincoln Life Insurance/Freemont Group Management</td>
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<td>96. Lincoln Technical Institute (New Britain)</td>
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<td>97. Litchfield Public Schools</td>
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<td>98. Lord Chamberlain Nursing Center</td>
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<td>100. Lowe’s Distribution Center</td>
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<td>101. Macy’s Logistics &amp; Operations</td>
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<td>102. Macy’s.com</td>
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<td>103. Malkin Logistics &amp; Operations</td>
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<td>105. Marrakech</td>
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<td>116. Mystic Aquarium</td>
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<td>117. Naugatuck Valley Community College</td>
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<td>118. New Britain CT Works Center</td>
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<td>120. Newtown High School</td>
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<td>122. Northeastern Connecticut Council of Governments</td>
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<td>123. Northwest Connecticut Chamber of Commerce</td>
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<td>124. Norwalk Community Technical College</td>
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<td>125. Norwalk Transit</td>
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<td>126. Oracle Corporation</td>
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<td>127. Paier College of Art</td>
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<td>128. People’s Bank (Bridgeport)</td>
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<td>129. Pratt &amp; Whitney (Middletown)</td>
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<td>131. Projects Inc.</td>
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