1. Call to Order and Introductions – First Selectman James Cosgrove, Chairman

2. Presentation: SCRCOG Regional Plan of Conservation and Development – Eugene Livshits, SCRCOG Senior Regional Planner

3. Adoption of 5/23/18 SCRCOG Minutes – First Selectwoman Beth Heller, Secretary

4. Treasurer’s Report for month ending 5/31/18 – First Selectman Michael Freda, Treasurer

5. Transportation Committee Report – Mayor William Dickinson, Committee Chairman
   Adopt Resolution to Approve FY 2018-2021 TIP Amendment Six

6. Resolution Authorizing the Executive Director to enter into agreements for FY 19 Unified Planning Work Program (UPWP) Consultant Services

7. Resolution Approving the SCRCOG Regional Plan of Conservation and Development

8. Approval of SCRCOG FY 2018-19 Regional Services Grant Spending Plan

9. Resolution Authorizing the Executive Director to enter into agreements for FY 2018-19 Regional Services Grant-funded Consultant Services

10. Congressional Reports – Louis Mangini, Aide to U.S. Representative Rosa DeLauro
    Benjamin Florsheim, Aide to U.S. Senator Christopher Murphy;

11. State Legislative Report – Michael Muszynski, CCM

12. SCRCOG Executive Director’s Report – Carl Amento, Executive Director

13. REX Development Report – Ginny Kozlowski, Executive Director, REX Development

14. DESPP/DEMHS Report – John Field, Region 2 Coordinator

15. Regional Mobility Manager Report

16. Regional Planning Commission June Action Table

17. Regional Cooperation/Other Business

18. Adjournment

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

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


127 Washington Avenue, 4th Floor West, North Haven, CT 06473

www.scrcog.org T (203) 234-7555 F (203) 234-9850 camento@scrcog.org
**TO:** SCRCOG Board Members  
**FROM:** First Selectman James Cosgrove, Acting Secretary  
**DATE:** June 20, 2018  
**SUBJECT:** SCRCOG Meeting Minutes of May 23, 2018

<table>
<thead>
<tr>
<th>Present:</th>
<th></th>
</tr>
</thead>
</table>
| Bethany | First Selectwoman Derrylynn Gorski  
| Branford | First Selectman James Cosgrove, Chairman  
| East Haven | Salvatore Brancati, proxy for Mayor Joseph Maturo  
| Guilford | First Selectman Matthew Hoey  
| Hamden | Julie Smith, proxy for Mayor Curt Leng  
| Madison | First Selectman Thomas Banisch, Vice-Chairman  
| Milford | Mayor Benjamin Blake  
| New Haven | Mayor Toni Harp, Immediate Past Chairwoman  
| North Branford | Michael Paulhus, proxy for Mayor Doody  
| North Haven | First Selectman Michael Freda, Treasurer  
| Orange | First Selectman James Zeoli  
| Wallingford | Mayor William Dickinson  
| Woodbridge | Sheila McCreven, proxy for First Selectwoman Beth Heller, Secretary  

SCRCOG Staff: Carl Amento, Stephen Dudley, Albert Ruggiero, James Rode, Eugene Livshits, Rebecca Andreucci

**Guests:** Kevin Lembo, State Comptroller; Betsy McDermott, Office of the State Comptroller; Miriam Brody, Hamden-North Haven League of Women Voters; Andrea Sangrey and Mary Bigelow, Greater New Haven Transit District; Lori Vitagliano, Regional Water Authority; Michael Muszynski, CT Conference of Municipalities; Michael Piscitelli, City of New Haven; Ginny Kozlowski and Barbara Malmberg, REX Development; Ellen Graham, Office of U.S. Senator Richard Blumenthal; Louis Mangini, Abigail Malin and Anthony Campbell, Office of U.S. Representative Rosa DeLauro; Ben Florsheim, Office of U.S. Senator Christopher Murphy; Joanne Cavadini, CTRides; Nan Birdwhistell, Murtha Cullina LLP; Richard LoPresti, Avangrid; Garrett Sheehan, Greater New Haven Chamber of Commerce; John Field, Region 2 DEMHS; William Villano, Workforce Alliance

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

2. **Presentation: State Financial Update and Initiatives**  
State Comptroller Kevin Lembo reviewed state financial issues and initiatives.

3. **Adoption of April 25, 2018 SCRCOG Meeting minutes**  
Chairman Cosgrove presented the Minutes of the SCRCOG Meeting of April 25, 2018, which were included in the agenda packet at pages 2-4. Chairman Cosgrove moved for their approval. First Selectwoman Gorski seconded the motion, which passed unanimously.
4. **Treasurer’s Report for Month Ending April 30, 2018**
First Selectman Freda presented the Treasurer’s Report for the month ending April 30, 2018, which was included in the agenda packet at pages 5-6. The Balance Sheet shows that SCRCOG has total assets of $1,267,000 with approximately $1,073,000 of that in cash and investments. There is also $121,000 due from CTDOT. First Selectman Freda moved for acceptance of the Treasurer’s Report. First Selectman Banisch seconded the motion, which passed unanimously.

5. **Transportation Committee Report**
a. **Adopt Resolution to Approve FY 2018-2021 TIP Amendment Five**
   Mayor Dickinson presented the Transportation Committee Report found on pages 7 through 20 of the agenda packet. Mayor Dickinson moved for adoption of the Resolution approving FY 2018-2021 TIP Amendment Five. First Selectman Banisch seconded. The motion was approved unanimously.

b. **Adopt Resolution to Approve an Update of SCRCOG FY 2017-2019 UPWP**
   Mayor Dickinson moved for adoption of a resolution found at pages 13-20 to approve an update of SCRCOG FY 2017-2019 UPWP. First Selectman Banisch seconded. All were in favor.

6. **Approval of SCRCOG FY 2018-2019 Budget**
Chairman Cosgrove reported that the Executive Committee recommended the adoption of the proposed SCRCOG FY 2018-2019 Budget. After discussion, the consensus of the Board was to reduce the salary increases for SCRCOG staff from 2.5% to 2.0%. Chairman Cosgrove moved for adoption of the budget with the revision noted to the staff salary increases. Mayor Harp seconded the motion. It was approved unanimously.

7. **Resolution Approving the South Central Connecticut Comprehensive Economic Development Strategy (CEDS) 2018-2023**
Updates to the CEDS are found on page 26 of the agenda packet, and the Resolution is at page 27. First Selectwoman Gorski moved to approve the Resolution. Mayor Blake seconded the motion. All were in favor.

8. **Congressional Reports**
Louis Mangini from Congresswoman DeLauro’s Office reported that a disaster declaration was likely for New Haven County as a result of the tornado and windstorm of May 15th. Ben Florsheim from U.S. Senator Murphy’s office reported that Senator Murphy wrote a letter to PURA regarding disconnection of residential electricity customers, and PURA has subsequently begun an investigation. Ellen Graham of U.S. Senator Blumenthal’s office reported that the VA Mission Act was approved by both houses of Congress. The Act allows options for community care for veterans.

9. **State Legislative Report**
Michael Muszynski distributed and reviewed a CCM Legislative Update report. Betsy Gara from COST could not attend but also sent a Legislative Update report which was distributed.

10. **SCRCOG Executive Director’s Report**
Executive Director Amento distributed the latest SCRCOG Demographic Report. SCRCOG will be organizing a meeting soon of the representatives of the SCRCOG towns participating in the Sustainable CT program. Alessandra Alling, from Milford, will be starting her internship at SCRCOG around June 1st, which will be paid by Sustainable CT, and will be available to assist the towns. Executive Director Amento introduced the new President of the Greater New Haven Chamber of Commerce.
11. **REX Development Report**
   Ginny Kozlowski of REX Development reviewed the REX report at Pages 28-30 of the agenda packet.

12. **DESPP/DEMHS Report**
   John Field reported that the Governor’s Annual Exercise is scheduled for June 15-16. Documentation of damage and costs from the May 15 windstorm/tornado must be submitted soon. Disaster declarations are being sought for New Haven, Fairfield and Litchfield counties.

13. **CTRides Report**
   Joanne Cavadini noted that the entire month of May had been designated “Drive Less CT”. The CTRides Showcase will be held on June 6th at the Yard Goats Stadium.

14. **Regional Cooperation/Other Business**
   First Selectman Zeoli noted the passing of former Mayor Joanne Wentworth of North Branford.

15. **Adjournment**
   First Selectman Zeoli moved to adjourn; First Selectman Hoey seconded. The meeting was adjourned at 11:10 am.

Respectfully submitted,

First Selectman James Cosgrove, *Acting Secretary*
Balance Sheet
South Central Regional Council of Governments
As of period 05/31/2018

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<th>Assets</th>
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<td><strong>Cash and Investments</strong></td>
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<td>Other Federal Grants (FEMA)</td>
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<td>National Fish &amp; Wildlife</td>
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<td><strong>Other Assets</strong></td>
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<tr>
<td>Accrued Leave &amp; Security Deposit</td>
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<tr>
<td>Furniture &amp; Equipment</td>
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<td><strong>Total Assets</strong></td>
<td>1,242,874.06</td>
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<th>Liabilities</th>
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<td>Deferred Revenue - Municipal</td>
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<td>Deferred Revenue - OPM</td>
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<td>Deferred Revenue - LOTCIP</td>
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<td>Deferred Rev. - Other (Election Monitor)</td>
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<td>Deferred Revenue - Special Assessment</td>
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<td>Amount for Accrued Leave</td>
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<td><strong>Total Liabilities and Fund Balance</strong></td>
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## Statement of Resources and Expenditures

**South Central Regional Council of Governments**  
**As of period 05/31/2018**

### Resources

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<th>Resources</th>
<th>Current</th>
<th>Year-to-Date</th>
<th>Budget</th>
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<td>CT SotS - Regional Election Monitor</td>
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<td>CIRCA - Municipal Resilience Grant</td>
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### Direct Expenses

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<td>LOTCIP - Reserved</td>
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### Direct Labor

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### Overhead

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South Central Regional Council of Governments
2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 6

Project  
Update the 2018 – 2021 Transportation Improvement Program Document to include a section on Performance-Based Planning and Programming.

Changes  
Amendment 6 adds Performance-Based Planning and Programming language to the Federal Requirements Section of the TIP document

Reason  
The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning was published on May 27, 2016. These planning rules establish new requirements for MPOs. These rules require for our TIP include a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

Project 0092-0675  2015-A6-1  Rehab BR 03094 over Amtrak
Changes  
Amendment 6 increases funding amount for Construction Phase
Reason  
This action is necessary based on final cost estimates

Project 0171-0413  2017-A0-15  CROMWELL/MEI-91 CCTV INSTALLATION
Changes  
Amendment 6 Adjusts funding for CON
Reason  
This action will reduce CON phase funding for FY19 and increase CON phase funding for FY18 based on revised cost estimates

Project 0171-0414  2017-A0-16  SOUTHINGTON I-691 CCTV INSTALLATION
Changes  
Amendment 6 Adjusts funding for CON
Reason  
This action will reduce CON phase funding for FY19 and add CON phase funding for FY18 based on revised cost estimates

Project 0173-0494  2018-A6-1  Replace Traffic Control Signals Various Locations
Changes  
Amendment 6 adds new project
Reason  
This Action is necessary to continue the program to replace traffic signals throughout district 3. Actual Signals to be replaced will be determined in the Final Design phase.
Performance-Based Planning and Programming

The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), SCRCOG, and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

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

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

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

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

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG, by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:
1. **Programmatic highway safety improvements**: Projects or programs that are conducted regularly throughout the state such as signing and pavement marking programs.

2. **Programmatic driver safety activities**: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

3. **Location-specific highway safety projects**: This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.

**Transit**

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

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5 point condition rating scale derived from FTA’s Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones.

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.” Beginning in October 2018, performance targets will be reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets will accompany targets starting 2019.

The STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans to be completed by October 1, 2018 to be shared with the MPOs. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT’s analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.
Pavement and Bridge Condition

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition.

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

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

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

System Reliability

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

The national system reliability performance measures assess the impact of the CTDOT’s various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same SHRP-2 study, “travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure.” Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system.

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

**Freight Movement**

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

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

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the freight plan, and which was approved by FHWA. Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and SCRCOG must use the trend and truck bottleneck analysis done for the recently completed Statewide Freight Plan.

**Air Quality**

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

The CMAQ program’s purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by selecting appropriate CMAQ eligible projects including: congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.
South Central Regional Council of Governments  
FFY2018-FFY2021 Transportation Improvement Program  
Amendment 6

<table>
<thead>
<tr>
<th>State Project #0092-0675</th>
<th>SCRCOG # 2015-A6-1</th>
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<tbody>
<tr>
<td>Municipality</td>
<td>New Haven</td>
</tr>
<tr>
<td>AQ Code</td>
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</table>

**Project Name** Rehab BR 03094 over Amtrak

**Description** Project will fund the rehabilitation of Bridge #03094 carries I-91 over Amtrak in New Haven. This bridge was identified as structurally deficient with poor upperstructure Condition rating

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<td>580</td>
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**Total Cost** $5,800

### Proposed TIP Funding (In Thousands)

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<th>Funding</th>
<th>Phase</th>
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<th>2020</th>
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<td>780</td>
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</table>

**TIP Funds** $7,800

**Amendment Notes**

FY 15 TIP Amend 6 adds new project. FY18 TIP Amend 3 reduces Funding amount for CON FY18 TIP Amend6 increases funds for CON
South Central Regional Council of Governments  
FFY2018-FFY2021 Transportation Improvement Program  
Amendment 6

State Project #0171-0413  
Municipality District 1

**Project Name** CROMWELL/MEI-91 CCTV INSTALLATION

**Description**  
Project to install 18 closed circuit television (CCTV) cameras and approximately 8.5 miles of fiber optic cable and conduit on I-91 from the Rte 9 Interchange in Cromwell to the Rte 15/ I-691 Interchange in Meriden.

<table>
<thead>
<tr>
<th>Current TIP Funding (In Thousands)</th>
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<tbody>
<tr>
<td><strong>Funding</strong></td>
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<td>AC-Entry</td>
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<td><strong>Total Cost</strong></td>
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</table>

<table>
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<tr>
<th>Proposed TIP Funding (In Thousands)</th>
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<tbody>
<tr>
<td><strong>Funding</strong></td>
<td><strong>Phase</strong></td>
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<td>CMAQ</td>
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<td><strong>TIP Funds</strong></td>
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</table>

**Amendment Notes**  
FY18 TIP Amend 2 adds FD phase and adjusts CON schedule. FY18 TIP Amend 5 Adjusts funding for CON
## South Central Regional Council of Governments
### FFY2018-FFY2021 Transportation Improvement Program
#### Amendment 6

<table>
<thead>
<tr>
<th>State Project #</th>
<th>SCRCOG #</th>
<th>Municipality</th>
<th>Project Name</th>
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<tr>
<td>0171-0414</td>
<td>2017-A0-16</td>
<td>District 1</td>
<td>SOUTHDINGTON I-691 CCTV INSTALLATION</td>
<td>Project to install 9 closed circuit television cameras (CCTV), 3 VMS, and approximately 8.9 miles of fiber optic cable and conduit on I-691 from the I-84 Interchange in Southington to the I-91 Interchange in Meriden.</td>
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</table>

<table>
<thead>
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<tbody>
<tr>
<td><strong>Funding</strong></td>
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<td><strong>Total Cost</strong></td>
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<th>Proposed TIP Funding (In Thousands)</th>
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<tbody>
<tr>
<td><strong>Funding</strong></td>
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<tr>
<td>CMAQ</td>
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<tr>
<td><strong>TIP Funds</strong></td>
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**Amendment Notes**
FY18 TIP Amend 5 Adjusts funding for CON
South Central Regional Council of Governments
FFY2018-FFY2021 Transportation Improvement Program
Amendment 6

State Project #0173-0494  SCRCOG # 2018-A6-1
Municipality District 3  AQ Code

Project Name Replace Traffic Control Signals Various Locations
Description Provides funding for the ongoing program for the replacement of traffic signals at various location in District 3, Signal locations will be identified during the Final Design phase.

Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
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TIP Funds $4,885

Amendment Notes
FY18 TIP Amend 6 adds new project
Resolution

Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Six

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program on July 26, 2017, 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 2018-2021 Transportation Improvement Program and the Region’s Long-Range Transportation Plans—2015 to 2040, (April, 2015); and

Whereas: The Council, on July 26, 2017, 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, (May, 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 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Six (continued)

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on June 27, 2018.

Date: June 27, 2018

By: ___________________________
First Selectwoman Beth Heller, Secretary
South Central Regional Council of Governments
Resolution
Authorizing the Executive Director to enter into agreements for FY 19 UPWP Consultant Services

Whereas: SCRCOG’s Fiscal Year 2018 and Fiscal Year 2019 Transportation Unified Planning Work Program (UPWP), adopted by the Council on May 24, 2017, as amended 1-31-18, identified planning studies which are to be conducted with consultant services to complement staff efforts; and

Whereas: Approval has also been granted by CTDOT for the utilization of the region’s economic development partnership, REX Development, for providing travel and tourism services to the region; and

Whereas: Utilizing the Connecticut Department of Transportation-defined consultant outreach process and a Consultant Selection Committee review, interview and recommendation process for the remaining projects, it is recommended that the following consultants be retained for the noted assignments:

- City of New Haven Two Way Transit Study
- City of New Haven Fountain Street Corridor Study
- City of Meriden Town of Wallingford Route 5 Corridor Study
- City of New Haven Transportation Demand Management Study
- Travel and Tourism

- Milone and MacBroom
- CDM Smith
- VHB
- Foursquare ITP
- REX Development

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

That the Executive Director is authorized to negotiate and sign consulting services agreements with the above consultants consistent with the UPWP.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 27, 2018.

Date: June 27, 2018

By: __________________________

First Selectwoman Beth Heller, Secretary
South Central Regional Council of Governments
Resolution

Adopting the South Central Region: Plan of Conservation and Development 2018 - 2028

Whereas: The South Central Region: Plan of Conservation and Development (POCD) is a guidance document that sets policy priorities for the future of the region and its communities, the Regional Planning Commission (RPC) is responsible for updating the regional POCD at least once every ten years per the requirements of the Connecticut General Statutes 8-35a; and

Whereas: The RPC has guided the update of the regional POCD with the assistance of the consulting firm Milone & MacBroom through a thorough participatory planning process pursuant to CGS Section 8-35a, as amended, to replace the current Regional POCD, which was adopted June 2008, and amended July 2009; and

Whereas: The regional POCD has been submitted to the Office of Policy and Management (OPM) for review and a public hearing was noticed and held on April 30, 2018 per the requirements of CGS 8-35a; and

Whereas: The regional POCD has been found by OPM to be in accordance with CGS Section 8-35a(b), and OPM determined that the Regional POCD is not inconsistent with the Conservation and Development Policies: The Plan for Connecticut 2013-2018 (State C&D Plan); and

Whereas: The RPC voted during the June 14, 2018 meeting to recommend, by resolution, the South Central Region: Plan of Conservation and Development 2018 – 2028 for adoption by the South Central Regional Council of Governments Board.

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

South Central Region: Plan of Conservation and Development 2018 – 2028 is hereby adopted per CGS 8-35a.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 27, 2018.

Date: June 27, 2018

By: ____________________________
   First Selectwoman Beth Heller, Secretary
   South Central Regional Council of Governments
INTRODUCTION

The SCRCOG proposed RSG spending plan for FY 2018-19 represents an effort to expand SCRCOG’s products and services to its member municipalities in the non-transportation area. The Spending Plan seeks to meet state legislative goals associated with the RSG funding for regional approaches to inter-municipal service/operations sharing, tourism and economic development, GIS mapping, and environmental and sustainability initiatives. With funding almost doubled for next year over the current year, SCRCOG proposes to accomplish several long-standing objectives by utilizing third-party consultants in a similar manner to what has been successfully employed on the transportation side of SCRCOG’s work.

The objectives of the RSG Spending Plan are to:

- Leverage state RSG funding to provide match for federal transportation funding allowing it to be fully utilized;
- Maintain SCRCOG’s regional GIS program for the benefit of its member municipalities, and to add additional data layers to the GIS program;
- Fund SCRCOG staff work in the non-transportation areas of regional environmental protection and land use planning, as well as in the area of shared services/operations;
- Fund consultants that will identify and implement inter-municipal shared services/operations opportunities;
- Fund consultants to implement Sustainable CT initiatives on a regional or multi-town basis;
- Fund new and unique tools for regional and municipal economic development by partnering with REX Development to create a comprehensive business inventory database of businesses located in each SCRCOG municipality, and to create GIS mapping of cultural, historic and agricultural assets in each municipality to promote tourism;
- Fund consultant that will organize and empower a statutorily-mandated Human Services Coordinating Council.

SUMMARY BUDGET

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Match for Transportation Planning Funds</td>
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<tr>
<td>GIS Program Hosting and Maintenance</td>
<td>25,000</td>
</tr>
<tr>
<td>GIS Mapping Consultants</td>
<td>55,000</td>
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<tr>
<td>Regional Planning and Municipal Assistance (Staff Labor and Expenses)</td>
<td>166,145</td>
</tr>
<tr>
<td>Shared Services/Operations Consultants</td>
<td>90,000</td>
</tr>
<tr>
<td>Regional Asset Mapping/ Tourism Initiative (REX)</td>
<td>25,000</td>
</tr>
<tr>
<td>Regional Business Inventory Database Consultant (REX)</td>
<td>27,500</td>
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<tr>
<td>Sustainable CT Consultants</td>
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<tr>
<td>Human Services Coordinating Council Consultant</td>
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</tr>
<tr>
<td><strong>Total RSG Grant to SCRCOG</strong></td>
<td><strong>$ 493,904</strong></td>
</tr>
</tbody>
</table>
SPECIFIC PROJECT DESCRIPTIONS

a. **Match for Federal Transportation Funding**
   Due to reduced funding in the state budget, the state’s traditional 10% match of federal transportation funding has been reduced to 7.6%. Approximately $25,000 of the SCRCOG RSG funding will be used to provide match for federal PL funds to provide planning studies for the benefit of SCRCOG municipalities and the region. Utilizing $25,259 of RSG funds will allow full utilization of the federal transportation funding available to SCRCOG in FY 2018-19.

b. **Regional GIS Program Hosting and Maintenance**
   During FY 2018-19, the Regional GIS Program hosting and maintenance will be sustained through SCRCOG RSG funding in the amount of $25,000.

   The regional web-based GIS program consists of a uniform regional parcel database, and the following data layers: Zoning, Land Use, ESRI Demographics, Environmental, Points of Interest, and Regional Trails. In addition, 2013 Aerial Imagery, 2016 Aerial Imagery and 2016 Oblique Imagery has been included within the Regional GIS Viewer. These data layers allow municipal planners and other users to view and analyze data in a broader context across municipal boundaries. The regional GIS program continues to be available and utilized extensively by our member municipalities as a regional asset and shared service.

c. **Regional GIS Mapping Consultants**
   SCRCOG RSG funding in the amount of $55,000 will be used to develop a Regional Tree Canopy Assessment, integrate the Open Space Inventory database (grant funded) into the SCRCOG GIS Viewer, and update the popular Regional Recreational Trails Mapping program for the benefit of SCRCOG municipalities and the region.

   The Tree Canopy Assessment will allow SCRCOG and its member municipalities to understand the current tree coverage and plan/prioritize for future planting goals of each community. The assessment can also determine the location and amount of impervious cover. Improving a community’s tree canopy can have a variety of benefits including climate resiliency, ecological, social and economic benefits.

   The Regional Open Space Inventory funded through the Regional Performance Incentive Grant program categorizes open space by type, use, ownership, and protection status. The completed open space database will be integrated within the SCRCOG GIS Viewer.

   SCRCOG will continue to make necessary updates to the Regional Recreational Trails program, including the GIS Trail Database and Viewer. Upon request, SCRCOG will provide additional printing of the Trail Brochures. A consultant will be contracted to meet with each municipality to update the trails data, content (narrative/photos) and mapping. In addition, the consultant will update the SCRCOG Trails Webpage to integrate a Search Functionality option.
d. Regional Planning and Municipal Assistance (Staff Labor and Expenses)
RSG funding in the amount of $166,145 will fund SCRCOG staff work on non-transportation areas of regional concern, including environmental and land use planning. In cooperation with REX, SCRCOG will complete a Regional Asset Mapping program, which includes identifying cultural, historic, and agricultural assets for each town. The final product will be a map brochure for each municipality to be used for local promotion and tourism.

Funding will also allow SCRCOG staff to manage the consultants selected to complete other projects, and to continue operating regular non-transportation programs, such as overseeing the Regional Planning Commission or providing technical assistance to municipalities. SCRCOG has no other sources of funding for non-transportation programs except local dues. The vast majority of SCRCOG’s local dues are programmed for match of federal transportation funding.

e. Shared Services/Operations Consultants
The Shared Services Program is a follow-up and implementation of a Shared Services/Operations Feasibility Study funded by Regional Performance Incentive Program Grant (completed in FY 2013-2014). SCRCOG staff, in consultation with representatives from the member municipalities and a Shared Services Consultant, surveyed the member municipalities for opportunities to implement shared services/operations to promote efficiencies.

Activities under the Shared Services Program, to date, have been divided into three distinct bodies of municipal staff involving the creation of a Regional Purchasing Council, a Regional Permitting Council, and a Regional IT Directors Council. Below is a description of the work accomplished to date and the new initiatives which SCRCOG proposes for these three regional councils:

(1) Regional Purchasing Council
The Regional Purchasing Council is made up of municipal staff who are responsible for purchasing in their respective municipalities. By and large, the group consists of finance directors and purchasing agents. The Council previously recommended to the SCRCOG Board that the fifteen SCRCOG municipalities join the Capitol Region Purchasing Council as a region at a cost of $7500 ($500 per municipality). These regional dues were paid by SCRCOG. The regional dues represented a considerable savings from the $35,337 it would have cost for the 15 towns to join individually.

A shared services consultant will re-convene the Council this year and encourage work on other projects of common interest such as coordinating the adoption of new dollar thresholds for bidding and new purchasing regulations, joining other purchasing consortia, sharing bidding on a multi-town basis for certain products or services, implementing sustainable purchasing, and reviewing and possibly adopting common software systems for procurement.
(2) Regional Permitting Council
   The Regional Permitting Council is made up of municipal staff that are involved in municipal permitting activities. In the past, the Council has discussed and reviewed permitting software and best practices.

   In the coming year, a shared services consultant will ensure that the Council continues to focus on technology (software) and best practices. In addition, under the consultant’s direction, the Council will look for opportunities to adopt a common software platform, to share expertise, and to adopt best practices in permitting within the region.

(3) Regional IT Directors Council
   This group so far has focused on discussing! financial software, such as MUNIS, and comparing it with other platforms in use in the region.

   In the coming year, the shared services consultant will continue the focus on financial software platforms, but will expand the focus to other software systems in use in different municipal departments within the region. The objective will be to identify opportunities to adopt common software systems and to share best practices among the member municipalities.

New initiatives
   The shared services consultants will work with SCRCOG members in the implementation of already-identified opportunities for sharing of services and operations among SCRCOG municipalities. Those already-identified opportunities include two SCRCOG towns who wish to share a financial software platform and two towns working on a shared animal shelter. The consultants will also be working at the municipal departmental level, with the permission of SCRCOG mayors and first selectmen, conducting field interviews and organizing municipal staff members and designated citizens into regional councils. Areas for review include: public works, parks, recreation, human resources, risk management, and energy conservation. A particularly fruitful area of focus is likely to be identifying service/operations sharing opportunities between municipalities and their Boards of Education.

   A budget of $90,000 in RSG funding is proposed for the hiring of consultants to identify and implement service and operations sharing opportunities on a multi-town basis within the region. Beyond funding for consultants, funds would be available on a case-by-case basis for assisting municipalities with the costs of consummating a service or operations sharing arrangement.

f. Regional Asset Mapping/ Tourism Initiative (REX)
   The mapping of cultural, historical and agricultural assets on a town-by-town basis will require extensive work-sharing between SCRCOG and REX Development. Identifying these assets and depicting them in map form, both on the web and in brochures, will provide an invaluable tourism tool for REX and the individual SCRCOG municipalities. This initiative would provide REX with RSG funding in the amount of $25,000.
g. **Regional Business Inventory Database Consultant (REX)**

SCRCOG and REX have worked jointly over the past year to develop a unique business inventory database for each town in the SCRCOG region. A list of businesses with contact and location information and identification of industry category does not exist in Connecticut and is rarely found anywhere in the United States. The creation of the existing list by SCRCOG and REX, which has been featured at a statewide data conference, was developed from open source databases by meticulous and time-consuming work. The next step is to merge the SCRCOG-REX list with a list of businesses created by CT Data Collaborative from the Secretary of the State’s business registration database. After the data merger, further work will be needed to develop and refine the database. An important part of the process will be to compare and merge further business lists such as Chamber of Commerce membership lists, and to have the lists reviewed and field-checked by municipal and other local leaders in each SCRCOG member municipality. The ultimate objective is to create the best possible town-by-town inventory of businesses with several criteria collected for each business in a searchable database by the end of the FY 2018-19 Fiscal Year. The estimated cost of this further development of the business inventory database is $27,500, which would be paid to and administered by REX Development.

h. **Sustainable CT Consultants**

Consultants funded by the RSG will convene representatives of each member municipality to work on a regional basis to accomplish sustainability-related projects pertaining to: energy conservation, water conservation, fleet management, solid waste and recycling, and watershed protection. Consultants will be utilized to identify projects where multi-town collaboration is possible and to begin completing those identified projects.

Projects will be selected based on their applicability to the Sustainable CT program, which 9 SCRCOG municipalities have already chosen to join. Sustainable CT is a voluntary certification program to recognize municipalities that are leading the way in environmental sustainability, to the benefit of their citizens and local economy. The program provides a list of actions that municipalities may choose to complete and receive credit for. Municipalities will be able to take credit for the work completed by SCRCOG when submitting for Sustainable CT Certification. RSG funds in the amount of $75,000 for such consultant work and activities will be budgeted for FY 2018-19.

i. **Human Services Coordinating Council**

Connecticut statutes mandate the creation and convening of a Human Services Coordinating Council in each COG region. The Coordinating Council provides a platform for municipal staff working in human services, youth services, and senior services to share resources and best practices with one another, while also hearing from representatives of state agencies and non-profits. With assistance from the United Way of Greater New Haven, SCRCOG has convened one meeting of such a council. RSG funding with a budget of $5,000 will pay for a consultant to organize the Council and facilitate discussion within the meetings.
Resolution
Authorizing the Executive Director to enter into agreements for FY 2018-19 Regional Services Grant-funded Consultant Services

Whereas: SCRCOG’s Regional Services Grant (RSG) Spending Plan for FY 2018-19 was adopted by the Council on June 27, 2018; and

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

Whereas: The RSG funding must be spent by June 30, 2019, and it is important to begin the programs and projects specified in the RSG Spending Plan as soon as possible; and

Whereas: Time is needed to organize representatives of the SCRCOG member municipalities into working groups and to solicit comments from municipal leaders in the field in order to provide input and direction on each program and project; and

Whereas: The consultants for the Shared Services/Operations and Sustainable CT program should have municipal employment experience, as well as expertise in the areas of energy conservation, water conservation, solid waste and recycling and watershed protection in the case of the Sustainable CT program; and

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

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

<table>
<thead>
<tr>
<th>Consultant Name</th>
<th>Consultant Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>JRG Consulting, LLC (Jay Ghassem-Zadeh)</td>
<td>Shared Services/Operations Consultant</td>
</tr>
<tr>
<td>Joseph F. Celotto</td>
<td>Shared Services/Operations Consultant</td>
</tr>
<tr>
<td>REX Development</td>
<td>Regional Asset Mapping/Tourism Consultant</td>
</tr>
<tr>
<td>REX Development</td>
<td>Regional Business Inventory Database Consultant</td>
</tr>
<tr>
<td>Pamela Ricci Roach</td>
<td>Sustainable CT Consultant</td>
</tr>
<tr>
<td>Christopher Gerald Marchand</td>
<td>Sustainable CT Consultant</td>
</tr>
</tbody>
</table>

The above-named consultants, other than REX Development, will be given short-term contracts for their work, with their progress and any proposed subsequent work to be reviewed by the SCRCOG Executive Committee at the September meeting.
Now, Therefore, Be It Resolved By the Council of Governments:

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

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 27, 2018.

Date: June 27, 2018

By: ____________________________

First Selectwoman Beth Heller, Secretary
South Central Regional Council of Governments
Consultant Information for Resolution Authorizing the Executive Director to enter into agreements for FY 18-19 Regional Services Grant-funded Consultant Services

**JRG Consulting, LLC (Jay Ghassem-Zadeh)**

*Shared Services/Operations Consultant*

Jay’s tasks will include identifying and implementing inter-municipal shared services/operations initiatives in the SCRCOG region. Jay was the Municipal Services Manager at the Capitol Region Council of Governments (CRCOG) where he managed the regionalized IT back office solutions developed by CRCOG as well as the IT Services Collaborative services to municipalities. He also served as a Management and Budget Analyst for the Town of Mansfield, CT and for Loudon County, VA, and a was Special Projects Analyst at the Capitol Region Education Council (CREC). Jay holds a Masters in Public Administration degree from the University of Connecticut.

Jay’s background in regional shared services/operations and knowledge and experience in local government uniquely qualify him to be a consultant to SCRCOG. Jay would begin work in the areas of purchasing, permitting and information technology.

**Joseph F. Celotto**

*Shared Service/Operations Consultant*

Joe served as Finance Director for 2 years and Public Works Director for two years for the Town of Hamden. Before his local government service, Joe worked for Pitney Bowes, IBM, and Tandem Computers for 36 years in the areas of management, software development, finance and marketing. Since leaving government service, he has been the Director of Planning and Technology at Trash Master LLC and was Chief Financial Officer at Carla’s Pasta, Inc. Joe holds an Executive Masters degree in Business Administration from the University of New Haven.

Joe’s background in management, finance and technology will be a good fit for his initial SCRCOG assignments to work with two SCRCOG towns that wish to share a MUNIS financial system, and two towns who wish to share an animal shelter. In addition, Joe will interview department heads, with the permission of the mayors and first selectmen, to identify opportunities for shared services/operations, and will explore opportunities for shared services/operations between municipalities and their Boards of Education.

**Pamela Ricci Roach**

*Sustainable CT Consultant*

Pam was the Town of Hamden’s Solid Waste and Recycling Coordinator for 10 years where she initiated many new and successful programs, and created and managed Hamden’s Annual Earth Day Celebration which drew 4,000 attendees annually. She also served as an Environmental Analyst at the Metropolitan District (MDC) in Hartford, and as Land Management Coordinator and Coordinator of the Household Hazardous Waste Collection Program at the Regional Water
Authority. She has a Masters in Environmental Science with a concentration in GIS from the University of Connecticut.

Pam would support SCRCOG’s work on Sustainable CT regional projects and would assist SCRCOG municipalities within the Sustainable CT framework in the areas of energy and water conservation, watershed management and solid waste and recycling.

Christopher Gerald Marchand  
Sustainable CT Consultant

Chris served in various capacities for the Town of Hamden over a period of 10 years, including serving as Grants Administrator, Community Development Manager, Fair Housing Officer, Energy Conservation Coordinator and ADA Coordinator. Before his local government service, Chris was the Grants Administrator at the Urban Resources Initiative of the Yale School of Forestry and Environmental Sciences. Since leaving town service, Chris was statewide development manager for StreetScan Inc., which provides pavement inspection services to municipalities. Chris has a Bachelor’s degree in Business Management from Indiana University.

Chris would support SCRCOG’s work on regional projects and would assist SCRCOG municipalities within the Sustainable CT framework in the areas of energy conservation (including solar permitting), woodlands and forestry, and historic resources.

REX Development  
Regional Asset Mapping/Tourism Consultant  
Regional Business Inventory Database Consultant

As the regional economic development agency for the South Central Region, REX is SCRCOG’s natural partner on these two regional economic development projects funded by RSG. REX has already partnered with SCRCOG over the past year on the development of the Business Inventory Database project. REX has existing data which can be used as a foundation for the asset mapping of cultural, historical and agricultural assets within each SCRCOG municipality. Ultimately, the products of both projects will be used by REX and municipal economic development officials to promote the region and each town for tourism.
Business Development & Recruitment

Working with three healthcare/bioscience and one software companies on attraction (1), retention and expansion (3)

Attended Bio—CT in Groton

Global Expansion

Represented the region with the Town of Branford and Elm City Innovation Collaborative at 2018 BIO International Convention in Boston.

Entrepreneurs

Program support for Elm City Innovation Collaborative
Bioscience Clubhouse Event: Dr. Christine Broadbridge—Accelerator for BioScience of Connecticut Roundtable event

Brownfields

Attended the ribbon-cutting for Phase II of the Business Incubator in Hamden

Grant Opportunities

Attended US EDA Webinar

Infrastructure

Attended launch of the New Haven—Hartford—Springfield Rail Line

Advocacy

Conference call with DRS representatives regarding occupancy tax issues on short-term rentals
Marketing, Communications & Stakeholder Education

Tourism

Hosted a regional brochure swap at the Hampton Inn - West Haven. Collateral was shared among local hotels and attractions, as well as CTM (NYC metro) and State of Connecticut for broader distribution.

Promoted attractions at Metro-North Getaway Day and at the Orange Expo.

Connecticut Lodging Association

Meet & Greet with the Connecticut Restaurant Association at the Courtyard by Marriott—New Haven

Activated Webscribe job posting software

CLA Board Meeting

Education

Hosted Michelle Riordan-Nold from the Connecticut Data Collaborative at our monthly REDFO (Regional Economic Development Forum) meeting.

Media

Media hit in Group Tour Magazine

Community Outreach

New Haven Manufacturers Annual Meeting

Connecticut Supplier Growth Summit

Greater New Haven Chamber of Commerce Board Meeting

Regional Leadership Council

Assist with the New Haven Food Truck Festival

Info New Haven Partner Meeting

Assist with the Canal Dock Opening event

Regional Quarterly Marketing Meeting at CERC

West Haven Chamber Board of Directors Meeting

Meeting with Roger Salway, EDC of North Branford

CTNext Quarterly Meeting

United Illuminating event at the 2018 Travelers Championship
South Central Mobility Management Status Report

The Kennedy Center
John Wardzala
Regional Mobility Manager
7 Research Drive, Woodbridge, CT 06525

May 1, 2018 – May 31, 2018

SUMMARY

Outreach Awareness of Proposed Bus and ADA Para Fare Increase
For the past several months I distributed CTtransit information flyers (in English and Spanish) regarding the proposed fare increase at monthly venues including outdoor mobile food pantries and soup kitchens throughout South Central Connecticut. The majority of the population I outreach to do not have Internet access and were not aware of the proposed fare increase.

9 Town Transit Public Hearings on Proposed Bus Cuts, Fare Increases
Disseminated informational flyers with date, time and location of May’s 9 Town Transit public hearings. Additionally provided a list of representatives urging people to support funding public transit. Attended and provided transportation information to attendees at the 9 Town Transit public hearings in Deep River, Clinton and Westbrook.

Rail, Bus Fare Hike cancellation (formally announced 5/17/18)
Disseminating information regarding rail, bus fare hike cancellation at outreach venues where the majority of the population I outreach to do not have Internet access and are not aware of the cancellation.

Heath & Services Fair
Exhibited transportation information and offered to print photos for the Transportation Reduced Fare ID application for attendees at the East Hampton Heath & Services Fair.

Outreach Regarding CT DOT’s Transit Reduced Fare Photo ID Program
Bella Vista is a Senior Living Community with approximately 1,400 apartments located in five buildings in New Haven. I offered help completing the Transit Reduced Fare Photo ID application at Bella Vista’s monthly Outdoor Mobile Food
Pantry by bringing everything Bella Vista residents needed to apply for the photo ID program including CT DOT provided self addressed stamped envelopes and a small Inkjet printer from The Kennedy Center to print the applicant’s required photo.

The application’s required photo has been a barrier to getting the ID since many people I outreach to do not have access to a color printer or the funds to get a color photo. Also, many are not aware that the Transit Reduced Fare Photo ID Program exists.

Presentation to the West Haven Interagency Network for Children
Presented Mobility 101/Travel Training presentation to the West Haven Interagency Network for Children (WHINC).

WORKS IN PROGRESS
Outreach at Middletown’s St. Vincent de Paul ‘s Amazing Grace Food Pantry
Worked with St. Vincent de Paul ‘s Amazing Grace Food Pantry’s Program Coordinator and am scheduled to go onsite next month (6/18) to set up a table with transportation information and a printer to print photos for people interested in applying for CT DOT’s Transit Reduced Fare Photo ID Card program.

Continued presence at Connecticut Food Bank’s outdoor Mobile Food Pantry sites in the South Central CT region.
Attendance continues to increase at the outdoor mobile food pantries in Middletown, Portland, Old Saybrook, Clinton and the New Haven region. While the people who have a disability and/or are over 65 that wait outdoors in line to get food, I walk the line answering their transportation questions and inform them of transportation options by offering printed news and literature including CT DOT’s Transit Reduced Fare Photo Identification Card Program application, Paratransit information, Non-Emergency Medical Transportation, The Kennedy Center’s Travel Training program, town and city street maps, bus schedules and more.

Ombudsman Services
Offering ombudsman services by helping resolve transportation issues on an individual basis for people that have a disability and/or those over 65.

MEDIA UPDATES
• Continue to update and maintain content on the knowhowtogo.scct.org website.

• Running weekly Google Analytics on the knowhowtogo.scct.org website, tracking and reporting website traffic, running software to check for broken links and accessibility issues.

• Continue to update and maintain the Know How To Go SCCT Twitter account. Tweeted 58 transportation related Tweets throughout the month of May.
### June 2018 Action Table

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Received</th>
<th>Description</th>
<th>Adjacent RPC Towns</th>
<th>Abridged RPC Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>5/10/2018</td>
<td><em>City of Meriden: Proposed Zoning Regulation Amendments to Sections 213-7B, 213-31B, and 213-47B regarding Indoor Automotive Sales and Service</em></td>
<td>Wallingford</td>
<td>By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</td>
</tr>
<tr>
<td>2.2</td>
<td>5/16/2018</td>
<td><em>Town of Branford: Proposed Zoning Regulation Amendments to Sections 2.2 and 6.12 regarding sight triangles and driveway requirements</em></td>
<td>East Haven, Guilford, North Branford</td>
<td>By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</td>
</tr>
<tr>
<td>2.3</td>
<td>5/31/2018</td>
<td><em>Town of North Branford: Proposed Subdivision Application of 67 Totoket Road</em></td>
<td>Branford, East Haven, Guilford, North Haven, Wallingford</td>
<td>By resolution, the RPC has determined that the proposed subdivision application does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</td>
</tr>
<tr>
<td>3.1</td>
<td>N/A</td>
<td><em>Final Draft South Central Region: Plan of Conservation and Development 2018-2028(POCD)</em></td>
<td>N/A</td>
<td>By resolution, the RPC has determined that the Final Draft of the POCD be referred to the South Central Regional Council of Governments Board for adoption.</td>
</tr>
</tbody>
</table>
The South Central Regional Plan of Conservation and Development is a general guide for land use conservation and development for the 15 town region comprised of Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The chapters and content of South Central Region: Plan of Conservation and Development 2018-2028 are determined by State Statute (CGS 8-35a) and must be consistent with the Connecticut Conservation and Development Policies Plan.

Once adopted, this document must be updated every 10 years. This plan was developed through a participatory process, and reviewed extensively with local planning staff and the Regional Planning Commission (RPC) in coordination with local chief elected officials.

The RPC members and Chief Elected Officials for each municipality are as follows:

**Regional Planning Commission**

- Bethany - Michael Calhoun
- Branford - Charles Andres
- East Haven - Sal Brancati
- Guilford - Matthew Yorzinski
- Hamden - Robert Roscow
- Madison - Joel Miller
- Meriden - David White
- Milford - Jim Quish
- New Haven - Kevin DiAdamo
- North Branford - Frances Lescovich
- North Haven - James Giulietti
- Orange - Ralph Aschettino
- Wallingford - Jeffrey Kohan
- West Haven - Kathleen Hendricks
- Woodbridge - Andrew Skolnick

**Council of Governments Board Members**

- Bethany - First Selectwoman Derrylyn Gorski
- Branford - First Selectman James Cosgrove
- East Haven - Mayor Joseph Maturo
- Guilford - First Selectman Matthew Hoey
- Hamden - Mayor Curt Leng
- Madison First Selectman Thomas Banisch
- Meriden - Mayor Kevin Scarpati
- Milford - Mayor Benjamin Blake
- New Haven - Mayor Toni Harp
- North Branford - Mayor Michael Doody
- North Haven - Mayor Michael Freda
- Orange - First Selectman James Zeoli
- Wallingford - Mayor William Dickinson
- West Haven - Mayor Nancy Rossi
- Woodbridge - First Selectwoman Beth Heller
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EXECUTIVE SUMMARY

The South Central Regional Council of Governments (SCRCOG) was established in 1985 per the Connecticut General Statutes (CGS) with the approval of each legislative body from the following fifteen municipalities: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. In 1947, the Connecticut General Assembly (CGA) enacted legislation allowing two or more contiguous towns with planning commissions to form a regional planning authority. In 1948, a few municipalities in our region were the first to take advantage of the opportunity and formed the Regional Planning Authority of the South Central Region. By 1960, the authority was serving all fifteen towns in the region.

SCRCOG is one of nine Councils of Governments (COGs) in Connecticut. For federally-mandated transportation planning purposes, SCRCOG has been designated as Metropolitan Planning Organization (MPO).

SCRCOG provides a platform for inter-municipal coordination, cooperation, and decision making. Over the years, SCRCOG has addressed numerous issues, such as those related to transportation planning, land use planning, and environmental planning. In addition, SCRCOG coordinates the Regional Planning Commission (RPC), which acts as an advisory board on Statutory Referrals. Referrals may include amendments to Zoning Regulations, Subdivision Applications, and Municipal Plans of Conservation and Development. The RPC is responsible for preparing and updating the Regional Plan of Conservation and Development (POCD), per the requirements of CGS Section 8-35a. The regional POCD is updated at least once every ten years is a guidance document that set policy priorities for the future of the region.
The regional POCD was last updated in June 2008, and amended in July 2009 to incorporate updated Sewer Service Area Mapping for the fifteen municipalities in the region. Since the adoption of the 2008 regional POCD, the State established new standards around priority funding areas identified within its 2013-2018 State Conservation and Development Policies Plan. Public Act 16-144 requires regional POCDs to consider the need for technology infrastructure. This regional POCD was developed with these changes and requirements in mind.

The data and analysis for this POCD reflect the region’s transition out of the Great Recession of the late 2000s. While total population remained flat over the past decade, its composition changed. The population of the region is aging. Yet, the region is home to a larger proportion of younger millennials than other regions, and the State on the whole. The region's economy is diverse, While “Eds and Meds” (Educational and Medical Institutions) and arts, entertainment, and tourism are significant industries, manufacturing, professional services and the financial industry remain important. Through significant planning and investment, transit oriented development is beginning to take root along the two main rail corridors, and is expected to continue over the next decade, helping to diversify the region’s housing stock, reduce traffic congestion, and facilitate better connections between housing and employment.

Public engagement throughout the planning process highlighted economic development and innovation as a high priority issue for the region. This priority includes developing an educated workforce, and ensuring that a variety of employment and transportation options exist.

The vision, goals, and strategies presented in this plan reflect the trends, analysis and input obtained from municipal and regional officials and other stakeholders. This plan is organized around three broad themes: the human, natural, and built environments — all of which are integral to one another and include overlapping goals. Ensuring the long-term sustainability of the region is an over-arching objective of this plan that applies to all three thematic areas. Planning strategies focus on promoting growth and transit-oriented development within existing town/village centers; ensuring the protection and preservation of natural resources for the ecological, economic and cultural benefits they offer; increasing housing diversity where it can be supported; and promoting easy access to job centers. The Plan concludes with a framework for implementation (“Action Plan”), which is only possible with continued inter-municipal coordination and cooperation.
INTRODUCTION

South Central Connecticut is a dynamic region that is home to large-scale, nationally recognized businesses and institutions as well as a myriad of smaller biotech, digital, software services and advanced manufacturing companies. Several multi-family housing units and transit-oriented development (TOD) projects are built, under construction or planned, opening up new housing opportunities for current and future residents. The State has made significant investment in regional infrastructure, from the Pearl Harbor Memorial Bridge to the New Haven-Hartford-Springfield (NHHS) Rail line. Bike and pedestrian improvements, and coastal infrastructure improvements have garnered public and financial support. Considerable progress has been made to reduce greenhouse gas emissions and conserve energy over the past five years thus improving the overall public health of the region. The scheduled opening of two new train stations at Wallingford and Meriden in 2018 to serve the NHHS Rail and implementation of potential rail upgrades to accommodate high speed rail service in the Northeast Corridor over the next decade will further open up opportunities for better establishing South Central Connecticut’s role within the wider region, as well as attracting new talent and, enhancing employment and housing opportunities within the region.
The region’s close proximity to New York and Boston, the presence of high quality educational institutions, successful bio-tech and health industries, internationally recognized arts and cultural destinations, high quality regional parks, a high functioning regional port, one of the nation’s busiest commuter rail systems, a growing airport, and a beautiful coastline position the region to serve as one of the major economic and cultural destinations in the northeast.

In creating this regional plan, the South Central Regional Council of Governments (SCRCOG) assessed current conditions throughout the region, and engaged its fifteen diverse member municipalities and other regional stakeholders through a variety of methods in discussions about the region’s current opportunities and challenges, and its future. The results of this thoughtful dialogue are incorporated throughout the vision, goals and strategies presented in this plan. SCRCOG intends for this plan to promote engagement with and among its members on significant issues facing the region.
Our Region Today

Home to 570,596 people and covering 370 square miles, the South Central Connecticut Region (SCRCOG) provides varied lifestyles choices and natural environments in its fifteen diverse towns/municipalities. The presence of world class arts, cultural, and entertainment facilities and healthcare and educational institutions makes it unique in Connecticut, thus attracting visitors from all over the world. It has the third highest population among the nine regional council of governments in Connecticut.

Surrounding Regions

- 1 in 6 (16%) CT residents live in the region
- 1 in 6 are seniors aged 65 and over
- 1 in 8 are millennials between ages 20-29
- 1 in 7 are Hispanic
- 1 in 8 are African American

1 Unit
- 59%
2-4 Units
- 20%
5+ Units
- 21%

244k dwellings
- 56% owner occupied
359k jobs
- 31k affordable housing units

Top Three Industries

- 34% Health care and social services
- 23% Educational services
- 15% Arts, entertainment and tourism

Commuting to Work

- 437k Drive alone 80%
- 47k Carpool 8%
- 30k Public Transit 5%
- 26k Walking 5%
- OTHER 9k Other 2%

Source: U.S. Census 2010.
THE VISION FOR SOUTH CENTRAL CONNECTICUT

SCRCOG and its members envision South Central Connecticut will be

• …a region that preserves the character of its unique centers, villages, neighborhoods, and places.

The region has fifteen diverse municipalities, each with its own values, and unique social, natural and physical attributes. This variety is what makes South Central Connecticut an attractive and livable region. The region maintains this diversity that helps shape its character, even as it continues to grow and evolve.

• …a region with strong urban cores and thriving suburban/rural communities.

Many attractive and growing regions in the nation have vital urban cores with supporting suburbs and more rural areas that lend their unique qualities to the identity of the overall region. In the South Central Region, New Haven, Hamden, West Haven, Milford and Meriden represent urban cores providing significant employment and housing opportunity, as well as a higher density of cultural, entertainment and recreational amenities. The South Central Region’s more suburban and rural communities provide significant natural and recreational amenities, and diversity in employment and housing opportunities that are critical to the overall function of the region. South Central Connecticut maintains and supports this diversity of successful urban, suburban and rural communities.
• ...a region with several vibrant and livable “centers.”

Millennials and seniors have a large representation in the region presently. These growing segments of the population typically seek smaller housing units, accessible services, and efficient public transportation systems. Moreover, compact development optimizes public infrastructure investments and promotes public health. Therefore, the region promotes livable centers that are diverse in scale in appropriate village, town and urban locations.

• ...a region with diverse housing choices.

While housing prices within the region are considered reasonable compared to neighboring counties and regions, affordability remains a concern due to uneven distribution of household incomes and housing choice within the region. South Central Connecticut therefore supports providing a diversity of housing types in appropriate locations that enable all households to access quality educational, employment and transportation opportunities.

• ...a region with high quality transportation and infrastructure systems.

The region has already seen significant recent investments in aging infrastructure, such as the Pearl Harbor Memorial Bridge/ I-91 and I-95 interchange, improvements to existing transit services along the Shoreline East commuter rail line, and new multi-modal transportation systems, such as the NHHS line, as well as improved public water and wastewater infrastructure. The region continues to support enhancements to its aging infrastructure, as well as the development of new, modern infrastructural assets.

• ...a region with a balanced and globally competitive economy.

Research indicates that global and major domestic industries across the nation are choosing to locate where skilled labor, low taxes, and a creative culture exist. The region attracts, supports, and promotes the growth and success of existing industries, while attracting new businesses from a variety of economic sectors.

• ...a region that fosters a sense of pride and belonging.

South Central Connecticut is increasingly demographically diverse. It is imperative to develop a sense of place and belonging for all in order to better attract and maintain residents. South Central CT is a region where individual communities realize that their success is directly linked to the success of the region, thus governmental and community organizations coalesce around and promote an open and inclusive regional identity.

• ...a region that is sustainable and healthy.

Fostering a sustainable and healthy region requires addressing social, environmental and physical impediments that affect diverse issues such as air quality, coastal resilience, impaired waters, and socio-economic isolation and stratification. The region considers sustainability in all decision-making processes.

• ...a region that is safe and resilient.

Unfortunately, South Central CT has seen how vulnerable the region is to extreme weather, sea level rise, flooding, and erosion several times over the last few years. The region thus supports land use decisions that reduce vulnerabilities and minimize losses of life and property.

This vision guides the objectives and strategies contained in this plan.
THE PLANNING PROCESS

The process to develop this plan began in May 2017 with a review of the 2008 regional POCD and all 15 municipal POCDs. Common planning themes across the region were identified (see Appendix A). The planning team conducted a series of focus group meetings with a wide variety of municipal and state officials, non-profit organizations active in the region, regional institutions, utility companies, housing developers, and area realtors, among others. Each of these meetings focused on specific planning topics such as demographics, housing, and economic development; TOD, smart growth, and transportation; agriculture, natural resources, open space and recreation; hazard mitigation, public safety, emergency management, utilities, and energy conservation. A summary of meeting minutes is included within Appendix B. Two surveys (one for municipal officials and one for the general public) were made available from April to August 2017 to help inform the POCD update. These were distributed through social media, individual town websites, the SCRCOG website, focus groups, and other avenues. Questions within the survey aimed at identifying issues important to the region, developing a vision for its future. Results of both surveys are available in Appendix C. The planning team also provided regular updates on the planning process and outcomes at RPC meetings and incorporated their feedback within the Plan document.