

**CRCOG POLICY BOARD**

**DATE: Wednesday, December 7, 2016**

**TIME: 12:00 P.M.**

**PLACE: (Former) MIRA Trash Museum, 211 Murphy Road, Hartford**

12:00	1. Call to Order.
12:05	2. Public Comment.
12:10	3. Approval of Minutes from November 16, 2016 Meeting
12:20	4. MONTHLY REPORTS: a. Chair and Executive Director b. Metro Hartford Alliance c. Opportunities and Resources d. Policy and Planning Department e. Municipal Services and Purchasing Council f. Public Safety and Homeland Security g. Transportation Committee
12:30	<b>PRESENTATIONS/UPDATES:</b>
	5. Update on The Hartford Line TOD Action Plan by Elise Greenberg, CTDOT, and Kristen Ashby and Gregory Benoit, Parsons Brinckerhoff
	6. Update on the Bradley Airport Master Plan by CAA
	7. Service Award Presentation to Richard Hines
12:40	<b>ACTION ITEMS:</b>
	8. Action: Adoption of the 2017 Policy Board Meeting Schedule, Handout
	9. Action: Adoption of the 2017 Executive Committee Meeting Schedule, Handout
	10. Action: Adoption of the 2017 Legislative Agenda, Handout
	11. Action: CRCOG Transportation Alternatives Set-Aside Program, Handout
	12. Action: Resolution for Four Regional ezIQC General Contractor Awards – General Construction, Handout
	13. Action: Resolution for Four Regional ezIQC General Contractor Awards – Road and Bridge Maintenance, Handout
12:50	<b>INFORMATION/OPPORTUNITY/RESOURCE ITEMS</b>
	14. Crumbling Foundations Letter to Senators, Handout
	15. Distinguished Budget Presentation Award Letter, Handout
1:00	16. Adjournment
	<b>Upcoming Meetings Schedule</b> CRCOG Transportation Committee –January 9, 2017, MIRA Trash Museum, Noon CRCOG Municipal Services Committee –January 17, 2017, Noon CRCOG Policy Board – January 18, 2017, MIRA Trash Museum, Noon CREPC – January 19, 2017, South Church, 9:30am Regional Planning Commission-January 19, 2017, West Hartford Town Hall, 7p.m. CRCOG Executive Committee-March 8, 2017, MIRA Trash Museum, Noon

**NEXT POLICY BOARD MEETING:**

**Wednesday, January 18, 2017**

NOTE TO PERSONS WITH SPECIAL NEEDS: We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known to us by contacting us via mail, phone, fax or email as soon as possible.  
 Un traductor estará disponible para esta reunión si usted lo solicita al 860-522-2217, lo más pronto posible.

# Capitol Region Council of Governments

241 Main St., Hartford, CT 06106  
Phone: (860) 522-2217 FAX: (860) 724-1274

**Policy Board Meeting**  
**MIRA Trash Museum Board Room, Hartford**  
**Wednesday, November 16, 2016**  
**12:00 p.m.**

## Members and Alternates

Jeff Bridges  
Luke Bronin  
Garry Brumback  
Shari Cantor  
Jon Colman  
Thomas Delnicki  
John Elsesser  
Matthew Hart  
Lisa Heavner  
Chris Kervick  
Dave Kilbon  
Marcia Leclerc  
Robert Lee  
Christina Mailhos  
Denise McNair  
Dave Nagel  
Nancy Nickerson  
Lisa Pellegrini  
Brandon Robertson  
Scott Shanley  
Peter Souza  
Joyce Stille  
Ron Van Winkle  
Mark Walter  
Steve Werbner

## Town/Organization

Wethersfield  
Hartford  
Southington  
West Hartford  
Bloomfield  
South Windsor  
Coventry  
Mansfield  
Simsbury  
Windsor Locks  
East Granby  
East Hartford  
Plainville  
Willington  
Berlin  
Newington  
Farmington  
Somers  
Avon  
Manchester  
Windsor  
Bolton  
West Hartford  
Columbia  
Tolland

## Staff

Cheryl Assis  
Hedy Ayers  
Jennifer Carrier  
Mary Ellen Kowalewski  
Tim Malone  
Brittany Stephenson  
Terri Thompson

CRCOG  
CRCOG  
CRCOG  
CRCOG  
CRCOG  
CRCOG  
CRCOG

Lyle Wray  
Pauline Yoder

CRCOG  
CRCOG

**Guests**

Alexandra Beaudoin  
Larry Deutsch  
Cal Hauburger  
Katherine Lutz  
Matthew Morgan  
Charles Patton  
Grayson Wright

Hartford  
Hartford  
Plainville  
Rome Smith Lutz  
Journey Home  
Partnership Strong Communities  
CTDOT

**Roll Call**

**1. Call to Order:**

With a quorum present and in the absence of Chairperson Beckett, Vice-Chair Marcia Leclerc called the meeting to order at 12:05. She mentioned the invitation included in the agenda packet to the December 8<sup>th</sup> meeting co-sponsored by the Metro Hartford Progress Points organizations and the CRCOG Foundation.

**2. Public Comment**

There were no public comments.

**3. Adoption of Minutes from October 5, 2016 Policy Board Meeting**

**Vice Chair Marcia Leclerc requested a motion to adopt the minutes. Jon Colman made a motion to adopt the minutes of the October 5, 2016 Policy Board meeting. Nancy Nickerson seconded. Motion carried unanimously.**

**4. Monthly Reports**

**a. Chair and Executive Director Report**

Lyle Wray referred the Board to the CRCOG monthly report. He discussed adding opportunities for members on Nutmeg services now that the pilot phase has been completed for a number of services. He discussed progress on CRCOG becoming a Regional Economic District. Two of three necessary approvals have been received. CRCOG has applied for a US EDA planning grant. He briefly mentioned an update on crumbling foundations which have also been added to the legislative agenda. He discussed the CRCOG Ad Hoc Economic Development meeting was cancelled due to absence of Chair. There has been a lot of information received at the CT Economic

Competitiveness Council meeting that will be discussed at the next meeting. There were no questions.

**b. Opportunities and Resources**

There were no opportunities and resources included in the agenda packet.

**c. Policy and Planning Department**

Mary Ellen provided this update to the Board. She advised the Board on the Coordinated Water System Planning Process for the Central Connecticut Water Supply Management Area, which is currently underway. This is also known as the Water Utility Coordinating Committee (WUCC) Planning Process. A detailed memo on this topic was distributed in the October Policy Board meeting package. The Coordinated Water System Planning Process provides for a coordinated approach to long-range water supply planning by addressing water quality and quantity issues from an area-wide perspective. She indicated that representatives at WUCC meetings included large water companies, municipal and private water companies, and RPO's such as CRCOG. Some municipalities also attend. She stated the goal of the process is to identify present and future water system concerns, analyze alternatives, and set forth a means for meeting the identified needs. She updated the Board on key components of the Coordinated Water System Plan: 1) Individual Water Supply Plans—34 in region; 2) the Water Supply Assessment, which was just completed; 3) Declaration of Exclusive Area Boundaries, which has just started, to define the areas of current and future operation for individual community water systems; 4) the Integrated Report, which will address a range of issues identified through the planning process, such as infrastructure needs and funding for system improvements, prioritization of users, and water conservation; and 5) the Executive Summary. For those with a particular interest in the Exclusive Service Area Declaration Process, the Department of Public Health will be hosting a webinar on this topic at 10 a.m. on November 29; information on how to register for the webinar has been sent to Chief Elected Officials, Town Planners, and others. There were no questions.

**d. Municipal Services and Purchasing Council**

Peter Souza provided this update to the Board. He highlighted the extension of the annual CCM Survey which has a new deadline of November 30<sup>th</sup>. He mentioned the recording functionality for HR Salary tool should be available in December. He also invited the Board to attend the small towns IT services meeting which directly followed the Policy Board meeting. There were no questions.

**e. Public Safety and Homeland Security**

Joyce Stille provided this update to the Board. She shared the success of the recent statewide drill and stated the participation was impressive. She also updated the Board

on the DEMHS audit, stating representatives were happy with the results. She stated that the October 7<sup>th</sup> Impact 2016 active shooter exercise included over 500 participants and it was a very productive exercise. Cheryl and Joyce both highlighted the no-cost, emergency operations plan training for school districts, which should be forwarded to superintendents.

#### **f. Transportation Committee**

Jon Colman provided this update to the Board. He stated that the transportation committee was fairly busy and moving several projects along. He stated that one project in a rural community, which was originally approved and then became ineligible, prompted work to ensure all rural areas are eligible for LOTCIP projects. He stated the Transportation Committee may seek regulation relief through legislation. The goal is to guarantee rural communities have opportunities to participate. Lastly, he stated that the Transportation Committee would be hearing presentations for Set Asides on Friday, November 18<sup>th</sup>. There were no questions.

#### **5. Journey Home Report on Coordinated Response to Homelessness- Presentation by Matthew Morgan, Executive Director, Journey Home**

Matthew Morgan, Executive Director of Journey Home, spoke to the Board. He referenced the handout included in the agenda packet and highlighted the goals and objectives of the non-profit organization. He also discussed the veteran homelessness goal, which was reached earlier this year. This achieved goal included ending homelessness for veterans and Connecticut one of two states in the nation to attain such a goal. He discussed chronic homelessness as well as family/youth homelessness. He shared with the Board information on the coordinated access network (CAN) plan and how Journey Home operates as a 'backbone' agency. He handed out updated graphs as well as an approved incentive form for landlords to hold them harmless for housing homeless individuals and he hopes CRCOG towns would consider partnering with his organization.

#### **6. New Partnership Products to Improve Local Economies without Political Acrimony-Presentation by Charles Patton, Senior Policy Analyst, Partnership for Strong Communities**

Charles Patton, Senior Policy Analyst with Partnership for Strong Communities, spoke to the Board. He referenced the handout included in the agenda packet and discussed the cost of housing in Connecticut. He highlighted a sample housing profile and encouraged the Board to visit [www.pschohousing.org](http://www.pschohousing.org) for information on their respective towns.

#### **Action #7: Resolution Authorizing Application to U.S. Environmental Protection Agency (EPA) for Brownfield Community-Wide Assessment Grant**

Mary Ellen presented this action item to the Board. The resolution allows for CRCOG to apply for additional monies to maintain continued funding of the Metro Hartford Brownfield Assessment Program. The grant, which is due December 2016, will be for \$300,000. There were no questions.

**Scott Shanley moved to approve the resolution. Joyce Stille seconded. Motion carried unanimously.**

**Action #8: TIP Amendments**

Jennifer Carrier presented this action item to the Board. She discussed the three amendments which include moving funds from Bridge Program to STP Urban and new projects. The amendments were previously endorsed by the Transportation Committee.

**Jon Colman moved to adopt the amendments. Dave Kilbon seconded. Motion carried unanimously.**

**Action #9: Resolution on Conformity with the Clean Air Act-OZONE**

Jennifer Carrier presented this action item to the Board. CRCOG is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Region's Long Range Transportation (LRTP). The Connecticut Department of Transportation's assessment has found that plans and programs jointly meet mobile source emissions guidelines. The resolution allows CRCOG to approve the existing September 2016 Ozone Air Quality Conformity Determination.

**Jon Colman moved to approve the resolution. Dave Kilbon seconded. Motion carried unanimously.**

**10. Resignation of Richard Hines from CRCOG Policy Board**

Lyle Wray presented this item to the Board. The Avon Town Council accepted the resignation of Richard Hines, effective November 9, 2016. The Board agreed to draft and sign a letter of appreciation, present a plaque, and extend an invitation to Richard Hines to the December 7th meeting for a cake cutting ceremony.

**11. Draft of 2017 Legislative Agenda**

Lyle Wray presented this item to the Board. The third draft legislative agenda included in the packet discussed several issues to be finalized at the December 7th meeting. Lyle briefed the Board on the impacts of the federal administration, state budget and

rising deficit, and the change in Connecticut's state senate. He stated the major shifts in the three points were of large context and important for the upcoming agenda. He also discussed the two items added to the front of the agenda including framework of relief and ideas on how to manage crumbling concrete foundations and the ad hoc economic development committee's approaches to fiscal relief of the city of Hartford. The remainder of the items in the agenda are updates.

#### **12. Draft of 2017 Policy Board Meeting Schedule**

Lyle Wray presented this item to the Board. The 2017 draft Policy Board meeting schedule will be approved at the December 7th meeting.

#### **13. Draft of 2017 Executive Committee Meeting Schedule**

Lyle Wray presented this item to the Board. The 2017 draft Executive Committee meeting schedule will be approved at the December 7th meeting.

#### **14. CRCOG Approval Letter as a CT Regional Economic Development District**

Lyle Wray presented this item to the Board. CRCOG received approval from OPM and DECD to establish a Regional Economic Development District.

#### **15. OPM Grant Programs**

Lyle Wray presented this item to the Board. Due to lack of funding, OPM will not be accepting applications in the fall for the Inter-town Capital Equipment Purchase Incentive Program or the Regional Performance Incentive Program.

Ron Van Winkle shared with the Board two reports which were released yesterday from CT OPM and CT OFA.

([http://www.ct.gov/opm/lib/opm/budget/fiscalaccountability/fiscal\\_accountability\\_november2016.pdf](http://www.ct.gov/opm/lib/opm/budget/fiscalaccountability/fiscal_accountability_november2016.pdf))

CT OFA ([https://www.cga.ct.gov/ofa/Documents/year/FF/2017FF-20161115\\_Fiscal%20Accountability%20Report%20FY%2017%20-%20FY%2020.pdf](https://www.cga.ct.gov/ofa/Documents/year/FF/2017FF-20161115_Fiscal%20Accountability%20Report%20FY%2017%20-%20FY%2020.pdf))

#### **16. Adjournment**

With no further discussion items, Vice Chair Marcia Leclerc requested a motion to adjourn.

**Joyce Stille moved to adjourn meeting. Jon Colman seconded. Motion carried unanimously. The meeting adjourned at 1:18pm.**

**POLICY BOARD  
2017 REGULAR MEETING SCHEDULE  
(Revised November 15, 2016)**

Regular meetings of the CRCOG Policy Board are typically held the fourth Wednesday of January, February, March, April, May, September, October, and the second Wednesday of November and December. Meetings are scheduled at noon at the **MIRA Trash Museum Board Room, 211 Murphy Road, Hartford, CT**, unless notice is sent to the contrary.

The Annual Meeting in June is held at a time, date and place selected by the Chairman.

**Wednesday, January 18, 2017**  
**Wednesday, February 15, 2017** (*moved due to President's holiday*)  
Wednesday, March 22, 2017  
Wednesday, April 26, 2017  
Wednesday, May 24, 2017  
JUNE – ANNUAL MEETING TBD  
Wednesday, September 27, 2017  
Wednesday, October 25, 2017  
**Wednesday, November 15, 2017** (*moved due to Thanksgiving holiday*)  
**Wednesday, December 13, 2017** (*moved due to Christmas holiday*)



**EXECUTIVE COMMITTEE  
2017 REGULAR MEETING SCHEDULE  
(Revised November 15, 2016)**

Regular meetings of the CRCOG Executive Committee are typically held the second Wednesday of January, March, May, August, and October., Meetings are scheduled at noon at the **Capitol Region Council of Governments, 241 Main Street, 4<sup>th</sup> Floor, Hartford, CT 06106**, unless notice is sent to the contrary.

**Wednesday, March 8, 2017**

Wednesday, May 10, 2017

Wednesday, August 9, 2017

Wednesday, October 11, 2017

In addition to the meetings listed above, special meetings of both the Policy Board and the Executive Committee are scheduled when necessary. Notices will be sent out in advance for both Regular and Special meetings, consistent with the requirements of FOIA.

## 2017 CRCOG Legislative Agenda

Approved by the CRCOG Policy Board December 7, 2016

The CRCOG approved the following 2017 legislative agenda at the December 7, 2016 Policy Board meeting.

### Transportation Items.

**1. Transportation Lockbox.** Rail, bus and infrastructure investments are critical to Connecticut's economic growth and competitiveness. To improve deteriorating infrastructure, structurally deficient bridges and protect new and planned investments in mass transit, CRCOG supports the creation of a transportation lockbox that ensures revenues targeted to transportation projects cannot be diverted for other purposes.

**2. Hartford Rail Line Service to New Haven and New York City.** Greatly expanded service is due to launch January 2018 with 17 trains daily to New Haven with some through to New York City. Construction is progressing well to meet this deadline. CRCOG strongly supports this project and an on time launch. CRCOG supports future completion of three new Hartford Rail stations in the region.

**3. Hartford Springfield Boston Rail Service.** Connecting the metro Hartford region to major economic centers is a vital part of our economic future. With much better connection to New Haven and New York City about a year away, the missing link is connecting the 1.8 million residents of metro Hartford Springfield region with metro Boston's 4.7 million residents. In the last few years frequent commuter service has been extended from Boston to Worcester leaving a relatively small gap between Springfield and Worcester that needs double tracking. Track and related improvements with rolling stock would be in the \$600 million range for the Hartford Springfield Boston service. Since the project is largely in Massachusetts between Springfield and Worcester, we need to work with state and federal officials in CT and Massachusetts to advance this important rail service project. CRCOG strongly supports connecting our metropolitan region with metro Boston region with frequent passenger rail service.

**4. CTfastrak Operation and Eastern Expansion.** CTfastrak launched in March 2015, and average daily ridership has greatly exceeded projections. Expansion of service east of the Connecticut River will be realized in two phases, the first of which was completed in the fall of 2016. Phase I implemented enhanced local service by expanding service hours on five existing routes. Phase II will include enhanced service between Hartford and the University of Connecticut Storrs campus, CTfastrak service and amenities along the Silver Lane and Burnside Avenue corridors in East Hartford, and shuttle service in the Buckland Hills area. CRCOG urges continued investments in the

infrastructure and operational subsidies for these expansion services, continued marketing of transit services, and timely delivery of the bus fleet and amenities to make Phase II a reality.

**5. Transit Oriented Development for CTfastrak and Hartford Line Services.** CT DOT has been carrying out planning efforts in support of development near rapid transit and rail stations and CRCOG has secured more than two grants to do so in the capital region. CRCOG supports the state assisting towns and cities in identifying tools and resources to leverage development around these stations and to work with anchor institutions to embrace and move on the opportunities being presented.

**6. I-84 Viaduct and I-84 and I-91 Interchange.** CRCOG been active in the planning efforts to replace the Interstate 84 highway viaduct in a manner that addresses mobility and safety, reduces congestion, maintains access to regional employers and destinations, and looks to reknit Hartford neighborhoods with the downtown area. We support the advancement of fiscally responsible alternatives that reconstruct this segment of Interstate 84 while considering the importance of the Hartford Rail Line and a strong transportation hub in Union Station during the process. CRCOG further supports planning efforts to evaluate improvement alternatives for the Interstate 84 / Interstate 91 Interchange. CRCOG recognizes the need to explore alternative transportation revenues beyond federal funds to advance I-84 and I-91 projects. CRCOG further supports planning efforts to evaluate future improvement alternatives for the Interstate 84 and Interstate 91 Interchange.

### Other Issues

**7. Support Expanding Shared Services.** Over the past 10 years CRCOG has launched a number of new shared municipal services in addition to the longstanding cooperative purchasing and public safety services such as CAPTAIN. Nutmeg Network: With help from a number of partners and state funding, 35 out of 38 town and city governments are now connected to the Nutmeg network and are able to use the Nutmeg Municipal Cloud for a variety of services. So far internet telephone, hosting services, internet streaming of public meetings, and an human resources portal are up with electronic document management to follow shortly. CRCOG requests the reinstatement of the Regional Performance Incentive Program grants (funded through car rental and hotel taxes) to support CRCOG expanding this critically important platform for our member towns and statewide. CRCOG also requests continued state support for building out the Nutmeg network and supporting innovative service sharing pilots.

**8. Allow Municipalities to Issue Urban Stabilization Bonds.** State law change would allow municipalities to have discretion to increase the term of bonds from a maximum of 20 years to a maximum of 30 years for both new and refunding bonds. This would not require any state funds. These provisions, particularly the ability to issue refunding bonds in this manner, could provide significant debt service relief to Connecticut

municipalities, particularly urban communities. There would be a “sunset provision” of four years from the date of enactment, so that municipalities would not have an unlimited timeframe to utilize this provision. CRCOG requests that the state legislature pass act to allow cities and towns the option to use urban stabilization bonds with a maximum term of 30 years up from the current 20 year limit.

**9. Provide Stable Funding for COG Regions.** As the largest of Connecticut’s 9 councils of governments, CRCOG would benefit from stable funding in order to build capacity to serve towns and increase shared municipal services. State funding has fluctuated dramatically in recent years. CRCOG and the other 8 COGs can act as partners with the state and town and city members to work on important issues for the state in planning and operations. CRCOG requests stable funding to support regional efforts to enhance local government efficiencies and to serve our member towns and cities.

**10. Use COG Boundaries as Framework.** In 2014 CRCOG assumed new boundaries as a regional planning organization with almost 1 million residents and 38 towns. In 2015, transportation planning boundaries were completed for Metropolitan Planning Organizations including CRCOG. CRCOG is now carrying out the LOTCIP program of decentralizing and speeding up transportation projects.

CRCOG has recently received state approval to be a regional Economic Development District and will reapply for federal funds for regional economic development planning. This will allow a new Comprehensive Economic Development Strategy to be developed for the new region.

CRCOG launched a regional human services council in 2015, as required by law, to consider issues that cross cut this very complex and resource intensive area such as opioid addition, homelessness and mental health services.

CRCOG requests that when state government wishes to regionalize services, such as public health, that they first consider councils of governments as the possible framework and consult with councils of governments to come up with solutions to complex challenges such as public health boundaries, 911 dispatch and other areas.

**11. Accelerate Use of Information Technologies to Transform Services by Implementing the State Strategic IT Plan.** In 2016, a report endorsed by the MORE Commission recommended greater use of IT as a strategic resource for state and local government service improvement. Recommendations included support for the creation of a statewide technology plan, expansion the Nutmeg Network and Nutmeg Public Service Cloud and promotion of the Nutmeg Network through pilot projects that use the power of the network to enhance local government service delivery. The plan contemplated state agencies moving to electronic forms management, single application processes, common application and standardization of forms and common criteria for various qualification programs. IT capacity and services are very important for economic development and or the growth of the state’s economy. CRCOG requests

that the state adopt and implement the strategic IT plan to transform services in the state.

**12. State Assumption of Special Education K-12 Funding.** K-12 funding makes up a majority of most local budgets in the CRCOG region. Unfunded state special education mandates cause the towns and cities financial hardship that falls unevenly across the region. Communities that provide excellent special education services are apt to recruit families seeking those services and hence placing a burden on local taxpayers. CRCOG requests that the State assume costs of special education, holding towns harmless for providing quality programs for families in need, and families that move to towns for improved services. CRCOG also requests a streamlined needs determination process operated at the regional (RESC) level accompany this assumption.

**13. Update Prevailing Wage Provisions.** CRCOG along with CCM and COST supports updating the threshold for prevailing wage projects to \$1 million. CRCOG further supports having the project minimum threshold indexed automatically to inflation in the construction industry. CRCOG further supports combining the prevailing wage threshold for renovation and new construction projects and CHRO projects into a single threshold. CRCOG additionally supports proceeding with the regulatory process by the CT Department of Labor to establish clear definitions for the criteria that identify prevailing wage projects. CRCOG supports updating the prevailing wage provisions in state law.

**14. Fair Share of Federal Homeland Security Funding for CRCOG Region.** Federal resources for homeland security for the CROCG metropolitan area has been dramatically reduced in recent years. As funding is reauthorized at the federal level, CRCOG requests that the risk areas in the region receive their fair share of funding compared to other metropolitan regions nationally with similar levels of targeted risk.

## **CRCOG 2017 Legislative Agenda**

### **Crumbling Concrete Foundations**

**Approved December 7, 2016 by the CRCOG Policy Board**

On December 7, 2016 the CRCOG Policy Board acted to approve the following as part of its 2017 legislative agenda. The Northeast Council of Governments Board had previously voted to support this package of recommendations. CRCOG plans to work with CCM and COST in an effort to secure their support for this approach in the upcoming legislative session.

#### **Background**

On August 10<sup>th</sup>, the CRCOG Executive Committee appointed an Ad-Hoc Working Committee Crumbling Foundations to assist towns in addressing this issue. A total of 36 towns, of which 20 are CRCOG members have been impacted by crumbling concrete foundations presumably related to the presence of a mineral pyrrhotite in the concrete mix. This is a significant and growing issue for home owners and towns.

The Working Committee has made a number of recommendations to assist in assessing the situation and in moving forward with remediation. These recommendations to the Policy Board were finalized at the Working Committee's December 1<sup>st</sup> meeting.

**1. Concrete Testing Funding.** CRCOG supports the use of Community Development Block Grant (CDBG) funds from the Small Cities Program or program income funds to help homeowners with crumbling foundations to, at a minimum, test the affected property to verify the existence of a problem. Any income restrictions for this purpose should be waived. Current entitlement communities CDBG funding use would be at the discretion of those communities.

**2. Remediation Fund.** CRCOG supports the creation of a relief fund for homeowners experiencing crumbling foundations. CRCOG's Ad-hoc working committee has a template in progress that it is willing to discuss with legislators details regarding the program. Some key points regarding any relief funding should include:

- Any state funding for crumbling foundations should be exempt from CHRO and prevailing wage requirements. The homeowners will be the ones who are finding contractors or other services for this project and to require them to adhere to CHRO or prevailing wage requirements will be too high of a bar.

- In conjunction with the development of a process and a cut-off date after which buyers will no longer be eligible for relief (proposed cut-off date is the date the bill is implemented), the sales disclosure statement should reflect that the buyer is aware that such a problem exists if it does not do so already.

**3. Remediation Funding Sources.** CRCOG recognizes that funding for the relief fund will be a challenge. CRCOG's Ad-hoc Working Committee on Crumbling Foundations has put forward a few suggestions as a starting point for this discussion – recognizing that any funding mechanism will cause economic reverberations. This issue is a challenging and difficult one that is already having economic impact on the affected municipalities and will continue to affect those communities. Some potential suggested funding mechanisms for a relief fund are as follows:

- An increase in the conveyance tax for affected municipalities by 1/4%
- Potentially increasing sales tax on construction only by 1% or .5%
- Insurance companies: CRCOG would support the state encouraging insurance companies to participate in a relief fund to which a few insurance companies have already pledged some support.

**4. Guaranteed Loan Fund for Concrete Remediation.** CRCOG supports pursuing a potential state-guaranteed private loan fund or other private banking based loan fund to help homeowners facing crumbling foundations.

**5. State Building Fee Waiver.** CRCOG supports waiving the state portion of the building fee for any municipalities waiving fees for work on crumbling foundations.

**6. Future Testing.** CRCOG supports testing of residential and commercial concrete for the presence of pyrrhotite and possibly establishing and regulating a maximum acceptable amount to be present in concrete loads.

**7. Time Limits for Filing Claims.** CRCOG supports reviewing increasing time limits for filing claims related to crumbling foundations with insurance companies as well as examining time limits for appeals and adjudication of such claims.

**8. Peril of Collapse Insurance Coverage.** CRCOG supports requiring insurance companies to provide coverage for the “peril of collapse” due to the presence of pyrrhotite resulting in the impairment of the structural integrity of the building.

## Draft Road Use Tax in Lieu of Town Aid Road

December 7, 2016

At the December 7, 2016 CRCOG Policy Board meeting action was taken to direct further development of the Road Use Tax option in the event that Town Aid Road funds were proposed for reduction or elimination in the 2017 legislative session. The direction was to have a proposal ready in that event that mitigates negative effects on towns under the simple \$25 dollar tax.

In the event of reduction or elimination of Town Aid Road (TAR) funds, one possibility would be to use a Road Use Tax (RUT) in lieu of State borrowing to fund Town Air Road (TAR). The recommendation if adopted would be: Authorize towns and cities to a per vehicle Road Use Tax of \$25 per vehicle to be used exclusively for the purposes allowed under Town Aid for Road (TAR) in lieu of State borrowing for same purposes.

CRCOG staff research on RUT versus TAR shown below indicates the difference for each CRCOG town. Although there are a number of towns that would either have very little difference or stand to gain with a RUT, there are a number of especially smaller towns that could potentially lose considerable amount in a RUT versus TAR proposal.

The intent is to continue to study this item to be ready in the event that there is a proposal to reduce or eliminate the TAR program. Specifically, the RUT would provide \$4.3 million in new funding and it is proposed to hold towns harmless in their allocation and to distribute any remaining funds of the \$4.3 million on a proportionate basis.

Tax/TownName	Estimated RUT	TAR (2014)	Difference
Andover	\$86,750.00	190432.3	(\$103,682.30)
Avon	\$400,200.00	\$310,738.66	\$89,461.34
Berlin	\$537,725.00	\$327,928.02	\$209,796.98
Bloomfield	\$457,050.00	\$336,688.93	\$120,361.07
Bolton	\$124,225.00	\$200,674.51	(\$76,449.51)
Canton	\$234,900.00	\$260,786.50	(\$25,886.50)
Columbia	\$139,675.00	\$205,826.25	(\$66,151.25)
Coventry	\$293,450.00	\$292,762.46	\$687.54
East Granby	\$140,675.00	\$201,792.14	(\$61,117.14)
East Hartford	\$960,000.00	\$588,529.96	\$371,470.04
East Windsor	\$274,475.00	\$265,770.32	\$8,704.68
Ellington	\$369,900.00	\$338,371.61	\$31,528.39



Enfield	\$878,750.00	\$536,209.21	\$342,540.79
Farmington	\$578,700.00	\$372,175.10	\$206,524.90
Glastonbury	\$748,675.00	\$463,798.39	\$284,876.61
Granby	\$260,300.00	\$259,672.69	\$627.31
Hartford	\$1,238,400.00	\$1,205,201.65	\$33,198.35
Hebron	\$218,925.00	\$242,180.96	(\$23,255.96)
Manchester	\$1,113,625.00	\$647,712.69	\$465,912.31
Mansfield	\$254,400.00	\$423,034.22	(\$168,634.22)
Marlborough	\$145,925.00	\$212,336.26	(\$66,411.26)
New Britain	\$1,092,275.00	\$772,658.10	\$319,616.90
Newington	\$692,500.00	\$415,969.23	\$276,530.77
Plainville	\$427,425.00	\$307,216.56	\$120,208.44
Rocky Hill	\$449,325.00	\$341,638.34	\$107,686.66
Simsbury	\$496,450.00	\$360,991.28	\$135,458.72
Somers	\$237,575.00	\$270,095.76	(\$32,520.76)
Southington	\$1,002,775.00	\$521,381.45	\$481,393.55
South Windsor	\$593,575.00	\$380,375.06	\$213,199.94
Stafford	\$289,950.00	\$392,422.22	(\$102,472.22)
Suffield	\$324,900.00	\$290,658.13	\$34,241.87
Tolland	\$351,550.00	\$339,492.68	\$12,057.32
Vernon	\$604,750.00	\$403,154.76	\$201,595.24
West Hartford	\$1,139,675.00	\$689,310.95	\$450,364.05
Wethersfield	\$554,925.00	\$403,402.06	\$151,522.94
Willington	\$138,100.00	\$258,023.29	(\$119,923.29)
Windsor	\$644,475.00	\$404,298.04	\$240,176.96
Windsor Locks	\$505,650.00	\$263,439.19	\$242,210.81
	\$19,002,600.00	\$14,697,149.93	

## **CRCOG Legislative Agenda Item on Full Funding of PILOT Payments**

**December 7, 2016**

At the December 7, 2016 meeting the CRCOG Policy Board acted to request that the CRCOG Chair and Legislative Co-Chairs work toward a common approach for the 2017 legislative session on PILOT and related measures in cooperation with the City of Hartford, CCM, COST and the Metro Hartford Alliance. Any agreement among the parties would need to be returned to the full CRCOG Policy Board for approval.

### **Payment in Lieu of Taxes (PILOT) Funding for Cities and Towns**

The city of Hartford is experiencing well publicized financial challenges and a number of other CRCOG member communities also have a low per capita property tax base often with a sizable portion of the property off of the tax roles as government or nonprofit in nature.

The CRCOG Ad Hoc Economic Development Committee considered a number of options to address these issues and desires to arrive at a common approach among CRCOG member cities and towns in advance of the 2017 legislative session. CRCOG supports fully funding the state Payment in Lieu of Taxes (PILOT) program as a way of relieving fiscal stress on urban communities and of appropriately compensating these communities for nonprofit and government properties and services to them.

If the current program formula was fully funded the city of Hartford would receive \$44 million more and the following CRCOG region towns would receive the indicated increases: Mansfield \$6.5 million, New Britain \$5.44 million, Windsor Locks \$3.7 million, Suffield \$3 million, Newington \$2.9 million, Farmington \$2.66 million, Manchester \$1.7 million, West Hartford \$1.5 million, Somers \$1.3 million, East Hartford \$1.3 million, and Enfield \$1.2 million.

To fully fund the current formula for PILOT, the cost would be \$206 million dollars statewide. A one percent state sales tax generates \$635 million dollars a year statewide. To fully fund the current PILOT formula would require a 0.32 increase in sales tax statewide.

In addition to the main recommendation on PILOT, there are a number of variations on the recommendation that would increase or decrease the cost of the recommendations to the state.

Further increased aid to affected towns could be provided in a variety of ways:

- Reinstating the Manufacturing, Machinery and Equipment PILOT program that affects a number of CRCOG member towns significantly. Reinstating MME PILOT is estimated to be an additional \$60 million for the entire state (0.10 increase in sales tax statewide). Potential impact to CRCOG towns include East Hartford \$3.8 million, Windsor Locks \$1.7 million, Hartford \$1.6 million, Windsor, 1.54 million, New Britain \$1.4 million, South Windsor \$1.2 million, Manchester \$1.1 million, Newington \$890,000, Southington \$873,000, and Berlin 755,000.
- Increase PILOT costs with state buildings at the same percentage as private colleges and hospitals. To fully fund the increase to state to fully fund PILOT and change formula for state's share to be the same as colleges and hospitals the cost would be \$272 million dollars. Fully funding PILOT at this higher rate would require a rate increase in sales tax of 0.43 percent statewide.

Costs of the recommendation could be reduced by:

- Restricting PILOT full funding to "distressed" communities in the state. To fully fund only the 25 distressed municipalities in the state would cost \$145 million at the current formula.

Several other PILOT funding options include:

- PILOT increased to 60% for state and full funding of nonprofits. If the state PILOT was increased to 60% and the share for nonprofits fully funded, fully funded, Hartford's share would have been \$53 million and other CRCOG towns: Mansfield \$10.9 million, New Britain \$7.3 million, Windsor Locks \$6.27 million, Suffield \$5.2 million, Newington \$3.3 million, Farmington \$4.45 million, Manchester \$2.23 million, West Hartford \$1.76 million, and East Hartford \$1.77 million.
- State PILOT at level of private colleges and hospitals. If the State PILOT was at the same level as Colleges and Hospitals, Hartford's share would be \$62 million and other CRCOG town examples are: Mansfield \$15.4 million, New Britain \$9.23 million, Windsor Locks \$8.8 million, Suffield \$7.3 million, Newington \$3.8 million, Farmington \$6.25 million, Manchester \$2.72 million, West Hartford \$1.94 million, and East Hartford \$2.23 million.

One important possible joint action would be for CRCOG, along with the City of Hartford, CCM and COST, to request that the legislature fully fund the Payment in Lieu of Taxes (PILOT) program statewide to compensate cities and towns for statutory provisions removing these properties from local tax rolls. Other enhancements could include PILOT formula changes and reinstatement of MME PILOT funding.

**To:** Policy Board  
**From:** Jennifer Carrier, Director of Transportation  
**Date:** December 1, 2016  
**Subject:** Transportation Alternatives Set-Aside Program  
 Project Rankings

The region recently solicited and received five (5) candidate projects for FFY2016-2020 Transportation Alternatives (TA) Set-Aside Program funding. The following types of projects are eligible under this program: on-and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, multi-use trail projects, and safe routes to school projects. Four (4) of the applications were new projects and the fifth application was a resubmittal of Rocky Hill's Silas Deane Streetscape project, previously approved by CRCOG in 2012.

Per October Transportation Committee action, the Rocky Hill project will be submitted as the region's top priority for TA Set-Aside funding. The remaining projects were required to present their proposals to a subcommittee of the Transportation Committee who scored the projects.

The Transportation Committee will be considering endorsement of the projects below at their December 5, 2016 meeting. We will be looking for the Policy Board's action on these projects as well.

Town	Project	Project Rating <sup>1</sup>	Federal Share
Rocky Hill	Silas Deane Streetscape - Phase III	Previously approved top priority	\$ 2,102,016
Hartford	Hartford - Windsor Riverwalk Extension	2.2	\$ 1,237,200
New Britain	New Britain's "Stanley Loop Trail" (Phase 2)	2.3	\$ 853,600
Ellington	Route 83 Corridor Sidewalks	2.5	\$ 1,920,000

<sup>1</sup> The lower the rating the better the rating

Selection of the above ranked projects and their corresponding federal share would result in the approval of an estimated \$6,112,816, which is consistent with CRCOG's estimate of almost \$6.1 million in available funding for the region. We also expect to coordinate with CTDOT as it relates to strategically prioritizing the phasing of these projects in order to ensure the advancement of multiple regional projects and minimize carryover.

**RESOLUTION AUTHORIZING FOUR EZIQC REGIONAL  
CONTRACTOR AWARDS – General Construction**

**WHEREAS**, CRCOG has been providing an Indefinite Quantity Construction Services Program (eziQC) for its members since 2009 in partnership with The Gordian Group; and

**WHEREAS**, CRCOG's current contract with The Gordian Group runs through December 31, 2019; and

**WHEREAS**, to date, 41 municipalities have used the system, totaling \$27.6 million in purchase orders; and

**WHEREAS**, the four (4) current regional service contracts are slated to expire on December 31, 2016; and

**WHEREAS**, The Gordian Group and CRCOG staff performed a competitive bidding process and have four recommended contractors to serve the program for the next two years: Northwest Region: Millennium Builders; Northeast Region: Rockfall Company, LLC; Southwest Region: NAC Construction; and Southeast Region: Evergreen Construction; and

**NOW THEREFORE BE IT RESOLVED**, that CRCOG's Executive Director is authorized to negotiate, execute and amend, as necessary, contractual instruments for the purpose of providing on-call construction services under the agency's eziQC program with the four preferred contractors (Northwest Region: Millennium Builders; Northeast Region: Rockfall Company, LLC; Southwest Region: NAC Construction; and Southeast Region: Evergreen Construction).

I certify that the above is a true copy of the resolution adopted by the Policy Board at its meeting held on December 7, 2016

  
\_\_\_\_\_  
Lisa Pellegrini, Secretary

  
\_\_\_\_\_  
Date

**RESOLUTION AUTHORIZING FOUR EZIQC REGIONAL  
CONTRACTOR AWARDS – Road and Bridge Maintenance**

**WHEREAS**, CRCOG has been providing an Indefinite Quantity Construction Services Program (ezIQC) for its members since 2009 in partnership with The Gordian Group; and

**WHEREAS**, CRCOG's current contract with The Gordian Group runs through December 31, 2019; and

**WHEREAS**, to date, 41 municipalities have used the system, totaling \$27.6 million in purchase orders; and

**WHEREAS**, The Transportation COST Sub-Committee acted to approve developing an ezIQC program for Transportation Services, known as the Road and Bridge Maintenance ezIQC program, on June 20, 2016; and

**WHEREAS**, The Gordian Group and CRCOG staff performed a competitive bidding process and have four recommended contractors to serve the program for the next two years: Region 1: Laviero Construction; Region 2: Hemlock Construction; Region 3: Old Colony Construction; and Region 4: BMP Construction; and

**NOW THEREFORE BE IT RESOLVED**, that CRCOG's Executive Director is authorized to negotiate, execute and amend, as necessary, contractual instruments for the purpose of providing on-call construction services under the agency's ezIQC program with up to four preferred contractors (Region 1: Laviero Construction; Region 2: Hemlock Construction; Region 3: Old Colony Construction; and Region 4: BMP Construction or Hemlock Construction, to be determined based on BMP's DOT qualification, which is in process).

I certify that the above is a true copy of the resolution adopted by the Policy Board at its meeting held on December 7, 2016

\_\_\_\_\_  
Lisa Pellegrini, Secretary

\_\_\_\_\_  
Date

November 21, 2016

Senators Timothy Larson and Catherine Osten  
Legislative Office Building, Room 3600  
Hartford, CT 06106

**RE: Crumbling Foundations**

Dear Senators Larson and Osten:

Over the last several months the Capital Region Council of Governments' Ad Hoc Committee on Crumbling Foundations has taken affirmative steps to assist those residents dealing with the problem of crumbling foundations. This includes: advice to local assessors on how to deal with requests from home owners with crumbling foundations for reduced assessments; suggested wording for resolutions waiving local building permit fees for work related to repairing foundations; soliciting and vetting proposals from contractors, engineers and concrete testers which can be utilized by homeowners in their search for competent and cost effective remedies; discussions with the State Commissioner of Housing regarding the possibility of using CDBG funds and/or program income to create a fund to offset the cost of concrete tests and exploring the possibility of having a third party perform a financial impact study on the region as a result of crumbling foundations. The committee's work also includes the creation of a suggested legislative package including waiving the state portion of building permit fees when local fees are waived for foundation repair work, offsets to the state income tax for those with expenses related to this issue and longer time limits to either make claims against insurance companies or to institute legal action after a denial of a claim and the creation of a template modeled after a program in Canada to provide financial assistance to impacted homeowners.

We have heard loud and clear the emotional and financial havoc crumbling foundations are causing residents in our region. Some thirty-six (36) municipalities have at least one home with a crumbling foundation and over 390 homeowners have registered problems with the State Department of Consumer Protection. This is a problem of monumental proportion requiring that local, state, and federal officials work together with our concerned residents to further develop programs to address what is an ever growing concern.

At the last meeting of the Ad Hoc committee just prior to the recent elections a number of legislators were in attendance representing both political parties. A commitment was made to identify after the election those elected leaders who could best work with our committee to further the initiatives already started. A key issue remaining is how best to fund the assistance template previously mentioned. Obviously the next State legislative session is quickly approaching and it behooves us all to develop together alternative means to create a fund. It is the ad hoc committee's strong feeling that this is not a problem of any singular town, but one which must be looked at on a regional and statewide basis.

A fund of this nature to assist private homeowners with their repair costs is unique. This is nothing like municipalities using their bonding authority to repair public roads or public facilities. Towns required to borrow funds for this purpose individually would: result in increased costs for bond council and debt managers; require Towns to hold public referendums and/or Town Meetings leading to the possibility that some communities secure authorization to pursue relief while others

do not; result in each program in the thirty-six (36) Towns potentially having different requirements and benefit levels; put this need in competition with other public needs such as improvements to schools, public safety facilities , roads, bridges etc.; in very difficult economic times put a number of smaller Towns in a difficult financial position having to deal with increased borrowing costs; and put homeowners in limbo as to whether this program is meant to be a loan or grant. There are also a number of legal questions which would need to be addressed with the use of municipal bonds, including: can such bonds be passed onto private citizens and still retain their tax exempt status, and does the use of such public funds require that prevailing wage be utilized as well as minority preference bidding. Moreover, use of municipal bond funds for private use could require state law change as well as charter revisions for the affected towns. Finally, because municipal bonds are time-limited and towns will not have control of the timing of the individual projects, this could cause additional complications and difficulties for all involved.

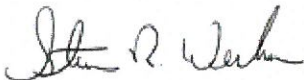
The ad hoc committee would recommend that any such fund come from federal, state or insurance sources. An initial fund of \$35 million dollars utilizing our funding guidelines would be an appropriate starting point to address the immediate needs of homeowners. We recognize the financial constraints facing the State and would offer the following proposals as potential ways to minimize the impact of such a fund:

1. In the impacted communities increase the conveyance tax by 1/4% to 1/2% with the increase going to the fund as an ongoing source of revenue;
2. Segregate out the tax on building construction materials in the impacted communities with the tax amount going to the fund;
3. Consider using bonded STEAP funds for the next year or two as seed money to start the fund. This money is intended to promote economic development and what better purpose then insuring that the home values in eastern Connecticut remain vibrant, that homes deemed unmarketable return to marketable status and that diminishing grand lists in impacted Towns are assisted.

Impacted Town governments are dealing with this issue on a daily basis. We are seeing our grand lists reduced; residents in some cases abandoning properties creating possible blight conditions; added pressure on our building and assessment officials and concerned citizens looking for help from all levels of government for a problem which unfortunately could be with us for many more years.

We encourage interested legislators to reach out to our committee so that we can work together to develop meaningful programs to best help our residents. Our next committee meeting is December 1<sup>st</sup> at noon at the CRCOG offices and we look forward to continuing the dialogue at that time.

Sincerely,



Steven Werbner, Town Manager, Tolland  
Co-Chairs, CRCOG Ad-Hoc Working Committee on Crumbling Foundations



Lisa Pellegrini, First Selectman, Somers



cc:

Timothy Ackert, Representative

Samuel Belsito, Representative

Jeff Currey, Representative

Christopher Davis, Representative

Anthony Guglielmo, Senator

Kurt Vail, Representative

Ad-Hoc Working Committee on Crumbling Foundation Members

Lieutenant Governor Nancy Wyman



**Government Finance Officers Association**  
203 North LaSalle Street, Suite 2700  
Chicago, Illinois 60601-1210  
312.977.9700 fax: 312.977.4806

NOV 30 2015

November 14, 2016

Lyle Wray  
Executive Director  
Capitol Region Council of Governments  
241 Main Street, 4th Floor  
Hartford, CT 06106

Dear Dr. Wray:

I am pleased to notify you that Capitol Region Council of Governments, Connecticut has received the Distinguished Budget Presentation Award for the current budget from the Government Finance Officers Association (GFOA). This award is the highest form of recognition in governmental budgeting and represents a significant achievement by your organization.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual or department designated as being primarily responsible for its having achieved the award. This has been presented to:

**Pauline Yoder, Special Projects**

We hope you will arrange for a formal public presentation of the award, and that appropriate publicity will be given to this notable achievement. A press release is enclosed for your use.

We appreciate your participation in GFOA's Budget Awards Program. Through your example, we hope that other entities will be encouraged to achieve excellence in budgeting.

Sincerely,

A handwritten signature in black ink that reads "Stephen J. Gauthier". The signature is written in a cursive, flowing style.

Stephen J. Gauthier, Director  
Technical Services Center

Enclosure



**Government Finance Officers Association**  
203 North LaSalle Street, Suite 2700  
Chicago, Illinois 60601-1210  
312.977.9700 fax: 312.977.4806

November 14, 2016

**PRESS RELEASE**

For Further Information Contact  
Stephen J. Gauthier (312) 977-9700

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Chicago--The Government Finance Officers Association of the United States and Canada (GFOA) is pleased to announce that **Capitol Region Council of Governments, Connecticut** has received the GFOA's Distinguished Budget Presentation Award for its budget.

The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity's budget serves as:

- a policy document
- a financial plan
- an operations guide
- a communications device

Budget documents must be rated "proficient" in all four categories, and the fourteen mandatory criteria within those categories, to receive the award.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual or department designated as being primarily responsible for its having achieved the award. This has been presented to **Pauline Yoder, Special Projects**

For budgets beginning in 2015, 1,565 participants received the Award. Award recipients have pioneered efforts to improve the quality of budgeting and provide an excellent example for other governments throughout North America.

The Government Finance Officers Association is a major professional association servicing the needs of nearly 19,000 appointed and elected local, state, and provincial-level government officials and other finance practitioners. It provides top quality publications, training programs, services, and products designed to enhance the skills and performance of those responsible for government finance policy and management. The association is headquartered in Chicago, Illinois, with offices in Washington D.C. The GFOA's Distinguished Budget Presentation Awards Program is the only national awards program in governmental budgeting.