

CRCOG POLICY BOARD

DATE: Wednesday, January 18, 2017

TIME: 12:00 P.M.

PLACE: West Hartford Town Hall, Rm. 400, 50 South Main St., West Hartford, CT 06107

12:00	1. Call to Order.
12:05	2. Public Comment.
12:10	3. Approval of Minutes from December 7, 2016 Meeting
12:20	4. MONTHLY REPORTS: a. Chair and Executive Director b. Capital Workforce Partners 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	PRESENTATIONS/UPDATES:
	5. Presentation on Sustainable CT by the Institute for Sustainable Energy
12:40	ACTION ITEMS:
	6. Action: Resolution Authorizing Four EZIQC Regional Contractor Awards-Road and Bridge Maintenance, Handout
	7. Action: TIP Amendments, Handout
	8. Action: Transportation Alternatives Set Aside Contingency Projects. Handout
	9. Action: Resolution to Hire Marketing and Communications Person for Crumbling Foundations, Handout
12:50	INFORMATION/OPPORTUNITY/RESOURCE ITEMS
	10. Final MPO Coordination Rule, Handout
	11. CRCOG Public Participation Plan Update, Handout
	12. FFY 2016 Federal Obligated or Grant Projects, Handout
	13. Northeast Corridor Future Final EIS, Handout
	14. Public Health District Update, Handout
	15. SOS Municipal and Educational Showcase, Handout
	16. Sustainable CT Regional Forums, Handout
	17. CRCOG and Legislators Dialogue, Handout
1:00	18. Adjournment
	Upcoming Meetings Schedule: CREPC – January 19, 2017, South Church, 9:30am Regional Planning Commission-January 19, 2017, West Hartford Town Hall, 7p.m. CRCOG Transportation Committee –February 13, 2017, MIRA Trash Museum, Noon CRCOG Municipal Services Committee –February 21, 2017, MIRA Trash Museum, Noon CRCOG Policy Board – February 22, 2017, MIRA Trash Museum, Noon CRCOG Executive Committee-March 8, 2017, MIRA Trash Museum, Noon

NEXT POLICY BOARD MEETING:

Wednesday, February 22, 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, December 7, 2016
12:00 p.m.

Members and Alternates

Chair Chip Beckett
Luke Bronin
Garry Brumback
Ray Carpentino
Jon Colman
John Elsesser
Tony Frassinelli
Matthew Galligan
Joan Gamble
Matthew Hart
Lisa Heavner
Leslee Hill
Scott Kaupin
Chris Kervick
Dave Kilbon
Marcia Leclerc
Robert Lee
Melissa Mack
Christina Maihos
John Mehr
Dave Nagel
Nancy Nickerson
Lisa Pellegrini
Brandon Robertson
Scott Shanley
Peter Souza
Lori Spielman
Joyce Stille
Amy Traversa
Ron Van Winkle
Mark Walter
John Ward
Steve Werbner

Town/Organization

Glastonbury
Hartford
Southington
Rocky Hill
Bloomfield
Coventry
Stafford
South Windsor
Bloomfield
Mansfield
Simsbury
Canton
Enfield
Windsor Locks
East Granby
East Hartford
Plainville
Suffield
Willington
Rocky Hill
Newington
Farmington
Somers
Avon
Manchester
Windsor
Ellington
Bolton
Marlborough
West Hartford
Columbia
Vernon
Tolland

Staff

Cheryl Assis	CRCOG
Jennifer Carrier	CRCOG
Mike Cipriano	CRCOG
Maureen Goulet	CRCOG
Mary Ellen Kowalewski	CRCOG
Sotoria Montanari	CRCOG
Brittany Stephenson	CRCOG
Lyle Wray	CRCOG
Pauline Yoder	CRCOG

Guests

Kristin Ashby	Parsons Brinckeroff
Alex Beaudoin	Hartford
Gregory Benoit	Parsons Brinckeroff
Robert Bruno	CAA
Randy Collins	CCM
Elise Greenberg	CTDOT
Richard Hines	Avon
Kathie Lutz	RSL
Molly Parsons	CAA
Grayson Wright	CTDOT

Roll Call

1. Call to Order: With a quorum present, Chair Chip Beckett called the meeting to order at 12:03pm.

2. Public Comment

There were no public comments.

3. Adoption of Minutes from November 16, 2016 Policy Board Meeting

Chair Chip Beckett requested a motion to adopt the minutes.

Jon Colman made a motion to adopt the minutes of the November 16, 2016 Policy Board meeting. Dave Kilbon seconded. Motion carried unanimously.

4. Monthly Reports

a. Chair and Executive Director Report

Chairperson Chip Beckett introduced the interim Rocky Hill town manager, John Mehr, and alternate, Ray Carpentino. Executive Director Lyle Wray discussed the monthly report distributed to the Board, highlighting several municipal services activities. Thirty-five towns are connected to the Nutmeg network. Thirty three towns are in the online regional permitting project. Fifteen towns or 40% of CRCOG's membership now have online permitting. A number of IT Services series are available to the towns from replacing servers to internet based telephone service. He also updated the Board on the positive projects and success within the region at the end of the year. The first transit project is a plus for the region and result of last 20 years of work. By 2018, there will be connecting rail service to New Haven and New York. The region has a number of public safety shared services including regional bomb square, dive team and SWAT team as well as the CAPTAIN squad care communication system. CRCOG is advancing as a region and it is ahead in comparison to other regions. There were no questions.

b. Metro Hartford Alliance

No update was offered by the Metro Hartford Alliance.

c. Opportunities and Resources

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

d. Policy and Planning Department

Mary Ellen provided this update to the Board. She advised the Board on the completion of the 2016 MetroHartford Comprehensive Economic Development Strategy (CEDS) Annual Progress Report for the region. Staff filed a grant application for additional EDA funds to support development of the next regional CEDS, which will include all 38 Capitol Region Municipalities. After several meetings with state officials, CRCOG has received Regional Economic Development District approval from OPM and DECD. The Regional Planning Commission (RPC) has requested appointments for next year. Appointments must be approved by town councils and/or boards of selectmen, if those boards appoint RPC members. She invited the Board to attend a December 19th workshop on the next update of the State Plan of Conservation and Development. There were no questions.

e. Municipal Services and Purchasing Council

Peter Souza provided this update to the Board. He shared with the Board on a meeting held on December 6, 2016 which has engaged in a project set to collect public information for region and other towns on current service sharing activities in member towns. The results used from the survey will be quantified and the audience will include the region and others. The goal is to have information available by mid-January 2017. The Human Resources Portal is just about ready to go live. Model documents and forms are coming soon and if any town needs assistance, Hedy Ayers (CRCOG) is the

contact. He briefed the Board on the action items on the agenda. There were no questions.

f. Public Safety and Homeland Security

Joyce Stille provided this update to the Board. There will be a CREPC meeting on January 19th which will include a crisis leadership seminar. A save the date notice will be distributed soon.

g. Transportation Committee

Jon Colman provided this update to the Board. The Transportation Committee met on December 5, 2016. He discussed the alternative set-aside program on the agenda for endorsement. It has been a quiet month for the Transportation Committee. There were no questions.

5. Update on the Hartford Line TOD Action Plan by Elise Greenberg, CTDOT, and Kristen Ashby and Gregory Benoit, Parsons Brinckerhoff

Elise Greenberg, CTDOT, and Kristen Ashby and Gregory Benoit, Parsons Brinckerhoff, updated the Board on The Hartford Line TOD Action Plan. They highlighted the project background, overview, and status. They also discussed the outcome of the four key criteria regarding the desire and readiness assessment. They outlined next steps for the project. A copy of their presentation is available at <http://crocog.org/wp-content/uploads/2016/10/Hartford-Line-TOD-CRCOG-Policy-Board-Meeting-12.7.16.pdf>.

6. Update on the Bradley Airport Master Plan by CAA

Robert Bruno and Molly Parsons, CAA, updated the Board on the Bradley Airport Master Plan. They described the role of the CAA does and how it operates. They highlighted the master plan kicked off in September and is currently in the data collection process. This 18-month study provides for a 20 year planning horizon, including short, mid, and long term goals for airports. The comprehensive plan will cover wide ranges of plans including parking. The CAA will analyze forecast after the data is processed and keep the Board and interested parties informed. For more information on the Bradley Airport Master Plan, please visit www.bradley-planning.com.

7. Service Award Presentation to Richard Hines

On behalf of the Board, Chairperson Beckett presented Richard Hines with a service award plaque for his service as a CRCOG Town of Avon Representative since 1984. The town of Avon accepted the resignation of Richard Hines at their November meeting. Richard Hines thanked the Board for the work done in the region and expressed his gratitude to have been able to serve. Scott Shanley, Marcia Leclerc, Lyle Wray, and Chip Beckett all thanked him for his service.

Action #8: Adoption of the 2017 Policy Board Meeting Schedule

Chip Beckett requested a motion to adopt the 2017 Policy Board Meeting Schedule.

Joyce Stille moved to adopt the meeting schedule. Jon Colman seconded. Motion carried unanimously.

Action #9: Adoption of the 2017 Executive Committee Meeting Schedule

Chip Beckett requested a motion to adopt the 2017 Executive Committee Meeting Schedule.

Jon Colman moved to adopt the meeting schedule. Joyce Stille seconded. Motion carried unanimously.

Action #10: Adoption of the 2017 Legislative Agenda

Lyle Wray presented the proposed legislative agenda action item to the Board. He discussed the proposed 2017 CRCOG Legislative Agenda, Road Use Tax in Lieu of Town Aid memo, Crumbling Concrete Foundations memo, and PILOT and Urban Stabilization Bonds memo. He asked the Board to consider voting on the full legislative agenda and crumbling foundations memo. He suggested the Board continue to study the Road Use Tax (RUT) item in the event there is a proposal to eliminate or reduce the Town Aid Road (TAR) program. He opened the PILOT memo up for discussion. The Board agreed to advocate for a common approach to full funding of the PILOT and related programs in the upcoming session. The Board requested Executive Director Lyle Wray forward a note to the City of Hartford, CCM, COST, and the Metro Hartford Alliance detailing the same. There were three separate motions.

Chairperson Chip Beckett requested a motion to adopt the proposed 2017 Legislative Agenda and Crumbling Concrete Foundations memo.

Jon Colman moved to adopt the proposed 2017 legislative agenda and crumbling concrete memo. Joyce Stille seconded. Motion carried unanimously.

Chairperson Chip Beckett requested a motion to accept the proposal of the RUT memo and hold it for negotiations in the future, if needed.

Jon Colman moved to accept the RUT proposal. Joyce Stille seconded. Motion carried unanimously.

Chairperson Chip Beckett requested a motion authorizing CRCOG Executive Director to send a letter to the City of Hartford, CCM, COST, and Metro Hartford

Alliance regarding developing a common approach for full funding of the PILOT and other related programs.

Marcia Leclerc moved to approve this item. Joyce Stille seconded. Motion carried unanimously.

Action #11: CRCOG Transportation Alternatives Set-Aside Program

Jennifer Carrier presented this item to the Board. The region recently received five candidate projects for FFY2016-2020 TA Set-Aside funding. The projects, with the exception of Rocky Hill which was approved previously as a top priority, were required to present proposals to the Transportation Committee who scored the projects. The combined projects total \$6.1 million dollars. The endorsement for Rocky Hill, Hartford, New Britain, and Ellington were presented for the Board's consideration.

Jon Colman moved to approve these projects. Dave Kilbon seconded. Motion carried unanimously.

Action #12: Resolution for Four Regional ezIQC General Contractor Awards-General Construction

Maureen Goulet presented this item to the Board. The current ezIQC contract expires December 31st. There are four new contracts for consideration. 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. The resolution authorizes CRCOG Executive Director to act on behalf of the organization in negotiating and executing contractual instruments of the on-call construction services.

Scott Shanley moved to adopt the general construction resolution. Jon Colman seconded. Motion carried unanimously.

Action #13: Resolution for Four Regional ezIQC General Contractor Awards-Road and Bridge Maintenance

Maureen Goulet presented this item to the Board. The Policy Board expressed some concerns and requested further investigation on this item before adopting the road and bridge maintenance resolution. **There was no vote on this item.**

14. Crumbling Foundations Letter to Senators

Lyle Wray presented this informational item to the Board. The letter addressed to Senator Larson and Senator Osten was in response to the ad hoc committee on crumbling foundations meeting and included recommendations on funding source.

15. Distinguished Budget Presentation Award Letter

Lyle Wray presented this information item to the Board. For the seventh year in a row, CRCOG has received the Distinguished Budget Presentation Award for the budget year from GFOA. This award is the highest form of recognition in governmental budgeting and represents a significant achievement.

16. Other Business

Regarding the upcoming legislative session, Kathie Lutz shared with the Board that the legislative committee assignments have yet been made. Information will be forwarded once it is available.

Joyce Stille reminded the Board of upcoming Department of Health meetings on a proposed reorganization. She urged towns to attend and send representatives.

Chairperson Chip Beckett requested a motion to add a discussion on the Department of Health's current public health proposal.

Jon Colman moved to add the discussion to the agenda. Marcia Leclerc seconded. Motion carried unanimously.

The Board opposes the current proposal for the public health reorganization specifically due to the uncertain benefit for higher cost and the lack of connection to any local leadership. The Board agreed to have Executive Director Lyle Wray send a letter to the Governor and Ben Barnes on behalf of CRCOG before any proposal of reorganization is adopted. The Board would also send separate letters in opposition of the reorganization.

Chairperson Chip Beckett requested a motion authorizing Executive Director Lyle Wray to send a letter of opposition on behalf of CRCOG to the governor and Ben Barnes on the proposed public health reorganization.

Jon Colman moved to authorize the letter. Joyce Stille seconded. Motion carried unanimously.

17. Adjournment

With no further discussion items, Chair Chip Beckett requested a motion to adjourn.

Jon Colman moved to adjourn meeting. Joyce Stille seconded. Motion carried unanimously. The meeting adjourned at 1:09pm.



State Funding for Employment and Training Programs

1. Sustain Jobs First Employment Services at \$18.5 million, \$5.1 million for North Central Region

- **RATIONALE:** Sustain the State's Jobs First Employment Services (JFES) statewide to maximize JFES job placement, ensuring required federal participation rate that enhances job placement. Also, increase emphasis on subsidized employment to optimize success. **Sustain \$18.5 million.**
- **IMPACT:** About 6,000 TFA individuals in the Capitol Region and 15,000 statewide receive job search services, moving into employment and career pathways. JFES provides substantive supports to CT's American Jobs Centers.
- **SUGGESTED ACTION:** The JFES appropriation is made through the Governor's budget proposal, through the Department of Labor, and contracted to CWP and CT's four other Workforce Development Boards. The Legislative Committees of cognizance are Appropriations and Finance, Revenue & Bonding. The Higher Education and Employment Committee and Human Services are involved in reform and updates to JFES.

2. Sustain Ex-Offender Reentry through BEST CHANCE the I-BEST, Second Chance Initiative at \$1.3-million

- **RATIONALE:** The IBEST Second Chance Program has supported hundreds of Returning Citizens to gain training credentials and many placed in employment in the Capitol area. Our goal is to continue to build this program to assist more former inmates with successful reentry into society, work and sustainable careers.
- **IMPACT:** About 200 ex-offenders served a year, with many achieving employment, reduced recidivism. Consideration to sustain the program in the Capitol region and expand this to the rest of the state.
- **SUGGESTED ACTION:** The IBEST appropriation is made through the Governor's budget proposal, through the Department of Labor, and contracted to CWP. Legislative support originated from the Criminal Justice Policy Advocacy Committee and OPM. Other importance committees will include Appropriations and Finance, Revenue & Bonding. The Higher Education and Employment Committee might also have some involvement.

3. Sustain Youth Employment Programs at \$5.5-million

- **RATIONALE:** Sustain the State's \$5.5 million investment in its 14-19 year old, in-school youth participating in an employment / internship experiences. Consider set aside for startup costs. Consider a portion of this funding for opportunity youth strategies to reconnect more 18-24 year old, out-of-school, disconnected youth to jobs".
- **IMPACT:** In the Capitol Region, this program contributes to over 1500 summer employment and learning jobs, and several thousand statewide, leveraging additional youth employment funding. With high youth

unemployment, particularly in the distressed communities, these work experiences contributes to future success for youth, and a talent pipeline needed by state businesses.

- **SUGGESTED ACTION:** The youth employment appropriation is made through the Governor's budget proposal, through the Department of Labor, and contracted to CWP and CT's four other Workforce Development Boards. The Legislative Committees of cognizance are Appropriations and Finance, Revenue & Bonding. The Higher Education and Employment Committee and Human Services occasionally are involved in updates to youth employment.

4. Sustain Jobs Funnel Program funding at \$700,000 statewide, \$150,000 for North Central Region

- **RATIONALE:** Support Jobs Funnel Statewide (presently three programs) to connect more unemployed (many ex-offenders) to the trades related to construction occupations.
- **IMPACT:** Over one hundred unemployed individuals are served a year, with many achieving employment, reduced recidivism; with other programming also supported throughout the state.
- **SUGGESTED ACTION:** The Jobs Funnel appropriation is made through the Governor's budget proposal, through the Department of Labor, and contracted to CWP. Other importance committees will include Appropriations and Finance, Revenue & Bonding. The Higher Education and Employment Committee might also have some involvement.

5. Support the Senate FY17 Workforce Priorities for Vocational Adult Training Funding

- **RATIONALE:** Support State vocational adult training funding through Workforce Development Boards, to train in manufacturing, construction and other vocational trades and placed in employment.
- **IMPACT:** In the Capital Region. over one hundred unemployed individuals have been served a year and placed in vocational jobs, where many job openings are otherwise difficult to fill.
- **SUGGESTED ACTION:** The vocational adult education appropriation is made through the State Bond Commission, with a need to fully authorize the \$1.5 million for bonding, previously legislated. This would be in coordination with the State Department of Education, and with specific funds supporting job training and placement through CWP. Other importance committees will include Finance, Revenue & Bonding.

See Attachment for Legislative Leadership List

ATTACHMENT
Connecticut Executive & Legislative Leadership
Emphasis on Workforce Development Policy & Issues

Leadership

Governor Dannel Malloy	
*Rep. Joe Aresimowicz	Speaker of the House
*Rep. Matt Ritter	Majority Leader of the House
Rep. Bob Godfrey	Deputy Speaker Pro-Tempore
Rep. Themis Klarides	Minority Leader of the House
Sen. Martin M. Looney	Senate Democrat President Pro Tempore
Sen. Bob Duff	Senate Majority Leader
Sen. Len Fasano	Senate Republican Pro Tempore
*Sen. Kevin Witkos	Senate Deputy Leader

Appropriations Committee

Sen. Paul Formica	Co-Chair, Appropriations Committee,
Sen. Catherine Oston	Co-Chair, Appropriations Committee
Rep. Toni Walker	Co-Chair, Appropriations Committee
*Rep. Henry Genga	Vice Chair, Appropriation Committee
*Rep. Jeff Currey,	Member, Appropriations Committee
*Rep. Andrew Fleischmann	Member, Appropriations Committee
*Rep. Terry Gerratana	Member, Appropriations Committee
*Rep. Minnie Gonzalez	Member, Appropriations Committee
*Rep. Douglas McCrory	Member, Appropriations Committee
*Rep. William Petit	Member, Appropriations Committee
*Rep. Peter Tercyak	Member, Appropriations Committee

Finance, Revenue & Bonding

*Sen. John Fonfara	Co-Chair, Finance, Revenue & Bonding
*Rep. Jason Rojas	Co-Chair, Finance, Revenue & Bonding
Sen. L. Scott Frantz	Co-Chair, Finance, Revenue & Bonding
*Rep. Brandon L. McGee	Member, Finance, Revenue & Bonding
*Rep. Angel Arce	Member, Finance, Revenue & Bonding
*Sen Steve Cassano	Member, Finance, Revenue & Bonding

Higher Education & Employment Committee

Gregory Haddad	Co-Chair, Higher Education and Employment Committee
*Beth Bye	Co-Chair, Higher Education and Employment Committee
Art Linares	Co-Chair, Higher Education and Employment Committee

Human Services Committee

*Rep. Catherine Abercrombie	Chair, Human Services Committee
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**From a District represented in the North Central Region*

**DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT
OFFICE OF CAPITAL PROJECTS (OCP)**

Contact: Nelson Tereso – Director

Email: nelson.g.tereso@ct.gov

Phone: (860) 270-8213

The Office of Capital Projects is currently managing a portfolio of over \$100 million of active infrastructure and construction projects funded by Urban Act, STEAP, and Special Act funds, including more than \$50 million of projects supporting arts and cultural institutions across the state.

Our projects go through the State Bond Commission approval process. OCP Projects either go through a DECD application process or are assigned to us by OPM once a project is on the Bond Commission Agenda. Over the past few years, we have noticed a decrease in requests for municipal development projects so we wanted to just remind the municipalities that OCP can act as a conduit in getting state financial assistance for these much needed projects approved through the Bond Commission. More importantly, we can evaluate, assess, and review your potential projects in the planning stages from a CEPA perspective to make sure these project can move forward with state funding.

Example of Past/Present Regional Projects administered by the DECD under the Urban Act Program

- East Hartford - \$12,000,000 to the Town for public infrastructure improvements associated with the Rentschler Field Corridor.
- Mansfield - \$10M to finance the construction of a parking garage to serve the Storrs Center mixed use development. An additionally \$2.5M was utilized to fund the State DOT/OSTA mandated roadway improvements.
- New Britain - \$850K for certain roadway/sidewalk improvements along Hartford Road (CT Route 71) to support economic development.
- Suffield - \$980K to finance the extension of water/sewer lines along Route 75. The extensions will allow for future development of approximately 80 acres of buildable land within the Bradley International Airport Development Zone.

STEAP Program

The Small Town Economic Assistance Program funds economic development, community conservation and quality-of-life capital projects for municipalities is managed by OPM through a yearly competitive application process. Program is approximately \$20M a year, with a \$500K cap per town grants per year. STEAP Awards are now made on a rolling basis. There are no set dates for award announcements as was previously the cause. Of the 169 towns in CT, 108 are eligible to participate in the STEAP Program

2014 STEAP LEAN EVENT ACCOMPLISHMENTS

- Delete the DECD PROPOSAL phase
- Standardize the AA CONTRACT (pre-approved by AG)
- Establish a GRANT ASSIGNMENT GROUP (OPM, DOT, DEEP, DECD) to facilitate assignment of STEAP projects between agencies

Arts, Cultural, & Historic Preservation Projects

We also work alongside of the DECD Office of the Arts. We currently manage a broad array of capital improvement projects which provide financial aid to many significant non-profit organizations throughout Connecticut.

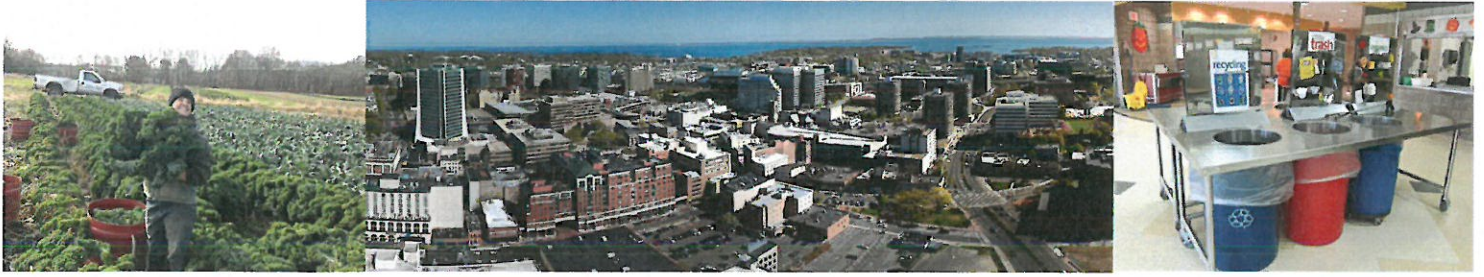
Sustainable CT

Local Actions. Statewide Impact.

Managed by Institute for Sustainable Energy
at Eastern Connecticut State University

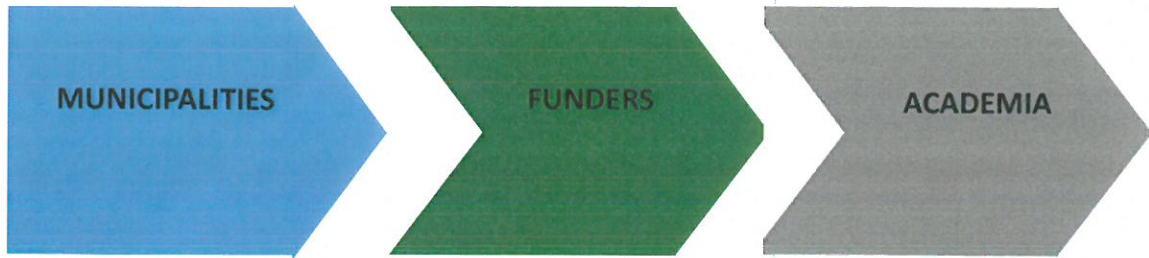


The Vision and Program Framework

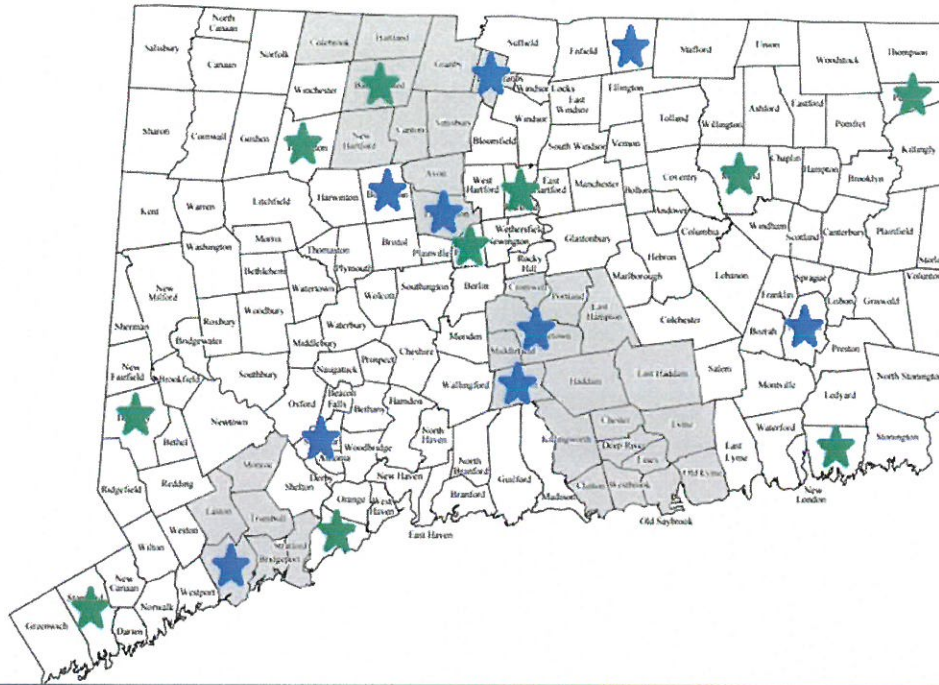


- **Road map.** A menu of coordinated, voluntary actions to promote sustainability.
- **Resources.** Support, including funding, to help municipalities implement actions.
- **Certification.** To recognize municipalities for their sustainability achievements.
- **Flexibility.** Meeting the needs of *all* municipalities, urban or rural, big or small.
- **Livability.** More sustainable, efficient, healthy, safe, resilient, thriving municipalities.

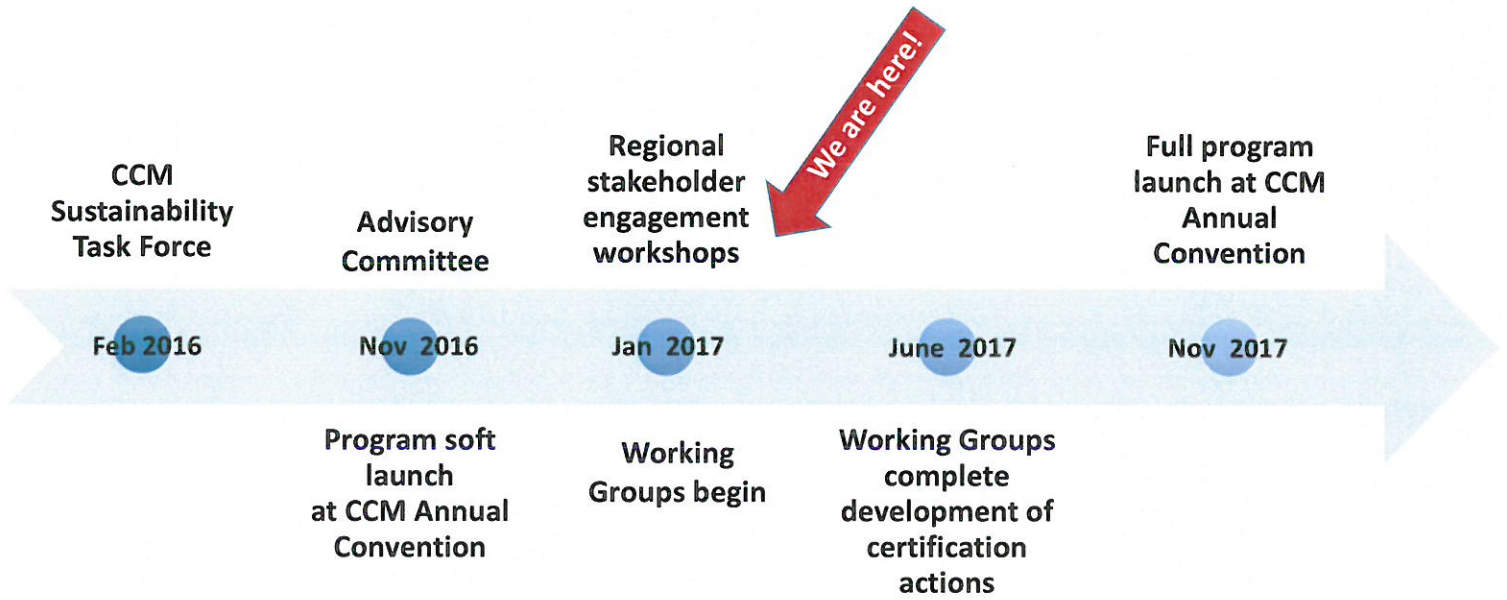
Initial Partners



Being Created For Towns, by Towns

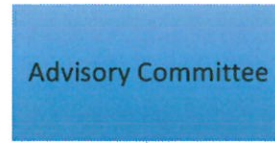
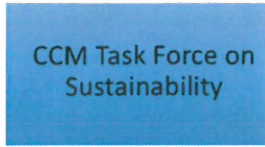


Program Development Timeline

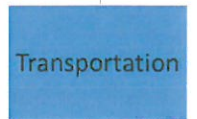
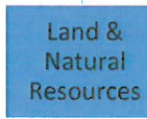
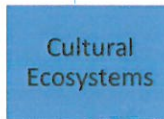
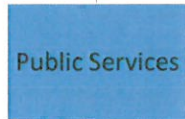
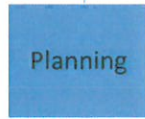
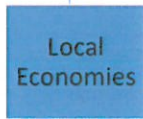
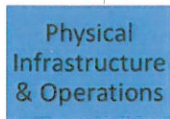
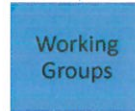


Program Structure

CCM Task Force developed vision and recommended program framework



Advisory Committee oversees certification system development, defines formal long-term program governance



Questions?



**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

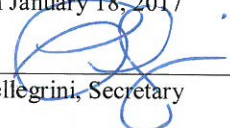
WHEREAS, to date, 41 municipalities have used the system, totaling \$27.6 million in purchase orders; and

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: Hemlock 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 three preferred contractors (Laviero Construction; Hemlock Construction; BMP Construction, final region awards 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 January 18, 2017



Lisa Pellegrini, Secretary



Date

To: Policy Board
From: Jennifer Carrier, Director of Transportation
Date: January 11, 2017
Subject: Transportation Alternatives Set-Aside Program
Contingency Projects

Following the December 7, 2016 endorsement from CRCOG's Policy Board, the following applications for the Transportation Alternatives (TA) Set-Aside program funding were transmitted to the Connecticut Department of Transportation (CTDOT):

1. Rocky Hill, Silas Deane Highway Streetscape Improvements-Phase III
(Previously Submitted to CTDOT as part of CRCOG's 2012 TE solicitation)
2. Hartford, Hartford-Windsor Riverwalk Extension
3. New Britain, New Britain's "Stanley Loop Trail"
4. Ellington, Route 83 Corridor Sidewalks

These projects represent the region's "priority" projects for FFY2016-2020 TA Set-Aside funding. Their cumulative federal shares are estimated at \$6.1 million which is consistent with CRCOG's estimate of available funding within our region.

As part of this solicitation, CTDOT has also asked regions to endorse four additional contingency projects under the TA Set-Aside Program.

- Glastonbury, Trail Connection to Putnam Bridge
- Southington, Farmington Canal Heritage Trail
- Columbia, Hop River State Park Trail
- East Hartford, Hockanum River Park Trail - Phase

These contingency projects are CTDOT identified projects currently programmed with other funding sources. CRCOG's approval of these projects will allow CRCOG and CTDOT the flexibility to utilize TA Set-Aside funding for these projects if the need arises in the coming years. These contingency projects will only utilize TA funding in the event delivery issues associated with the region's priority projects create a possible funding lapse.

To date, CRCOG received two completed applications for the Glastonbury and Southington projects. At the January 9, 2017 Transportation Committee meeting these two projects were approved as regional contingency projects and will be forwarded to CTDOT with the understanding that utilization of TA Set-Aside funding for these projects will only occur if there is a pending funding lapse resulting from delivery issues with the region's priority projects. The Columbia and East Hartford projects will be considered by the Transportation Committee upon receiving complete applications. Understanding this, we are asking for the Policy Board's endorsement of all contingency projects with the condition that completed applications and Transportation Committee approval for the Columbia and East Hartford projects are required.

**RESOLUTION AUTHORIZING COMMUNICATIONS AND MARKETING FOR
CRUMBLING FOUNDATIONS**

WHEREAS, a number of CRCOG members and towns outside of CRCOG have homeowners affected by crumbling foundations; and

WHEREAS, CRCOG has had an Ad-Hoc Working Committee on Crumbling Foundations; and

WHEREAS, the Ad-Hoc Working Committee is interested in hiring a marketing / communications person or company to help with crumbling foundations as a legislative issue; and

WHEREAS, Northeastern Connecticut Council of Governments (NECCOG) has been participating in the Working Committee and is interested in jointly, with CRCOG, hiring a marketing / communications person or company for this issue; and

WHEREAS, individual municipalities would also be interested in contributing to a marketing / communications person or company; 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 hiring a marketing / communications person or company for the crumbling foundations with a cost to CRCOG not to exceed \$10,000 and an appropriate division of costs to be developed with NECCOG and if needed, affected towns.

I certify that the above is a true copy of the resolution adopted by the Policy Board at its meeting held on January 18, 2017



Lisa Pellegrini, Secretary



Date

Memorandum

DATE: January 11, 2017
FROM: Lyle Wray
TO: Policy Board, Transportation Committee
RE: Metropolitan Planning Organization Coordination and Planning Area Reform Final Rule

As you may recall, this past summer, the US Department of Transportation (DOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) proposed a new rule regarding Metropolitan Planning Organization (MPO) coordination and Metropolitan Planning Area (MPA) requirements.

CRCOG vigorously opposed the rule for a number of reasons. The final US DOT rule was released on December 15, 2016. Although there are broad implications for CRCOG, staff recommends taking a "wait and see" attitude as the implementation timeline has been pushed back until after the next census in 2022 to the year 2024.

The rule requires the following:

- Requires MPOs to encompass the entire Urbanized Area (UZA) as defined by census. If there are currently multiple MPO's they are encouraged to combine or reorganize to encompass the entire urbanized area.
- Regardless of whether the MPOs combine or not, the MPOs must jointly produce unified planning documents (Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP)
- The rule allows for exceptions if all the MPOs and all the governors agree that it is too complex to combine or produce the planning documents and are granted permission by FHWA, FTA and US DOT.

As a note, under the current Census, CRCOG encompasses two UZAs: the Hartford UZA which extends across three other COGs and the Springfield UZA.

- The rule delays implementation until after the next census and the next determination of the UZAs which is anticipated to be completed in 2022. The MPOs then have 2 years to implement the rule in their region.

CRCOG staff believes this rule will result in significantly larger planning regions that dilute local influence over transportation planning and the programming of federal transportation funds. TIP amendments, for example, will have to be approved by both governors of Connecticut and Massachusetts.

Given the long implementation timeframe, however, staff believes that there are many motivated parties outside of Connecticut, who will work to have this rule changed during the next administration.

CRCOG staff, however, is concerned about Connecticut's response to this rule. Specifically, the state could move to make changes in the near term that could adversely affect the planning processes, TIPs and COGs.

To: CRCOG Policy Board
From: Cara Radzins, Principal Transit Planner
C: Jennifer Carrier, Director of Transportation
Date: January 10, 2017
Subject: Update to the CRCOG Public Participation Plan

The Capitol Region Council of Governments (CRCOG) conducts an extensive multi-modal transportation planning program that is guided by federal regulations and its Public Participation Plan. The Public Participation Plan explains the methods CRCOG uses to provide open and inclusive public involvement in its transportation planning process, including outreach to underserved populations. The Plan also serves as a guide for citizens to understand CRCOG’s approach to public participation and how to become involved in shaping the future of transportation for the 38 communities in the Capitol Region. Activities subject to the Plan’s guidelines include the planning and programming activities identified below.

Planning Activities	Programming Activities
Corridor Studies	Congestion Mitigation and Air Quality (CMAQ)
Regional Transportation Plan (RTP)	Local Transportation Capital Improvement Program (LOTICIP)
Unified Planning Work Program (UPWP)	Surface Transportation Block Grant
	Transportation Alternatives Set-Aide
	Transportation Improvement Program (TIP)

CRCOG’s existing Public Participation Plan is from 2007, and it needs to be updated to incorporate current practices and federal requirements. CRCOG has prepared a new DRAFT Public Participation Plan, which is subject to a 45-day public comment period. The schedule for this comment period can be found on the next page, and a copy of the DRAFT Plan is attached.

CRCOG has posted the DRAFT Public Participation Plan on its website, and hard copies are available for review at the Hartford Public Library (downtown) and the New Britain Public Library. Comments on the DRAFT Plan will be accepted at public meetings; at CRCOG Transportation Committee and Policy Board meetings; and by mail, email, phone, or fax.

Following the public comment period and incorporation of feedback into the DRAFT Plan, we will be looking for the Policy Board to consider adoption of the Public Participation Plan at the meeting on April 26, 2017.

Updated: January 17, 2017

CRCOG Public Participation Plan Update Public Comment Period Schedule

January 9, 2017	Approval from CRCOG Transportation Committee to release DRAFT Public Participation Plan for public comment
January 10, 2017	DRAFT Public Participation Plan posted on CRCOG website Notice sent to libraries and town halls
January 2017	Legal Notices in Newspapers (English, Spanish, Polish) Opening of Public Comment Period (minimum 45 days)
January 24, 2017 (Snow Date: February 2)	Public Meeting New Britain Public Library, Community Room 20 High Street, New Britain (Note: Address has been corrected) 4:30-6:30 PM, presentation at 5:30 PM
January 26, 2017 (Snow Date: February 1)	Public Meeting Hartford Public Library, Center for Contemporary Culture 500 Main Street, Hartford 4:30-6:30 PM, presentation at 5:30 PM
February 13, 2017	Transportation Committee Meeting Opportunity for public comment
February 22, 2017	Policy Board Meeting Opportunity for public comment
March 20, 2017	Transportation Committee Meeting Presentation and opportunity for public comment
March 22, 2017	Policy Board Meeting Opportunity for public comment
April 10, 2017	Deadline for public comments to receive full consideration
April 24, 2017	Transportation Committee Meeting Opportunity for public comment and anticipated endorsement
April 26, 2017	Policy Board Meeting Opportunity for public comment and anticipated adoption

Updated: January 17, 2017

To: CRCOG Policy Board
From: Jennifer Carrier, CRCOG Transportation Director
Date: January 11, 2017
Subject: ***FFY 2016 Obligated Project List***

Attached please find a list of projects that have had federal funds obligated to them during Federal Fiscal Year (FFY) 2016. Title 23 Code of Federal Regulations (CFR) requires Metropolitan Planning Organizations (MPOs) publish this list, or otherwise make it available for public review. The list contains region specific, district-wide, and statewide projects and also highlights any project that had a bicycle and/or pedestrian element.

CRCOG has published this list of federally obligated projects on our website here:
<http://croog.org/wp-content/uploads/2017/01/FFY16-Federally-Obligated-Projects.pdf>

FFY 2016 Federal Obligated or Grant Projects

REGION	PROJECT	PHASE	PROGRAM	ROUTE	TOWN	DESCRIPTION	TOTAL COST \$(000)	FEDERAL COST \$(000)	STATE COST \$(000)	LOCAL COST \$(000)
CAPITOL										
10	0171-XXXX	CON	5337	CTfastrak	VARIOUS	CDOT - CTFASTRAK FACILITIES IMPROVEMENTS SGR FY 13, 14, 15, 16	5,395	4,316	1,079	
10	0426-0070	OTH	5307C	GHTD	HARTFORD	GHTD - PURCHASE SUPPORT EQUIPMENT FY 16	250	200	50	
10	0426-0070	CON	5307C	GHTD	HARTFORD	GHTD - UNION STATION IMPROVEMENTS FY 16	1,225	980	245	
10	0426-0070	ACQ	5307C	GHTD	HARTFORD	GHTD - PURCHASE PARATRANSIT VEHICLES FY 16	1,285	1,028	257	
10	0063-0699	CN	BRX	I-84	HARTFORD	NHS - REHAB BRIDGES 03160A-D, 03301 & 03303 - HARTFORD VIADUCT	89	89	0	0
10	0004-0131	CN	BRZ	Wheeler Lane	AVON	REHAB BR 05850 O/ ROARING BRK	943	755	0	189
10	0053-0188	RW	BRZ	Eastern Blvd	GLASTONBURY	REPLACE BR 05608 O/ SALMON BRK	50	40	0	10
10	0053-0188	PE	BRZ	Eastern Blvd	GLASTONBURY	REPLACE BR 05608 O/ SALMON BRK (FD)	160	128	0	32
10	0053-0188	CN	BRZ	Eastern Blvd	GLASTONBURY	REPLACE BR 05608 O/ SALMON BRK	2,649	2,119	0	530
10	0078-0093	PE	BRZ	South Main St	MARLBOROUGH	REPLACE BR 05650 OVER FAWN BROOK (PD)	140	112	0	28
10	0088-0186	CN	BRZ	Curtis St	NEW BRITAIN	REHAB BR 02917 CURTIS ST O/ ROUTE 72	6,882	5,506	1,376	0
10	0146-0200	PE	BRZ	Pleasantview Dr	VERNON	REPLACE BR 04576 OVER THE HOCKANUM RIVER (PD)	210	168	42	0
10	0160-0148	PE	BRZ	Potter School Rd	WILLINGTON	REHAB BR 00847 OVER I-84 (PD)	300	240	60	0
10	0088-0192	PE	CMAQ	Various	NEW BRITAIN	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS (PD)	175	175	0	0
10	0093-0209	TR	CMAQ		NEWINGTON	DOT TRAINING AND WORKFORCE DEVELOPMENT, CY16	1,017	1,017	0	0
10	0093-0211	OTH	CMAQ		NEWINGTON	CO-OP EDUCATIONAL PROGRAM	300	300	0	0
10	0118-0170	PE	CMAQ	3, 99, 411	ROCKY HILL	REPLACE COMP. TRAF. SIG. SYS. EQUIP. & INSTALL FIBER OPTIC CABLE (PD)	1,133	906	227	0
10	0164-0240	PE	CMAQ	Day Hill Rd	WINDSOR	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS (PD)	120	120	0	0
10	0093-0207	CN	MISH		NEWINGTON	DEPARTMENT COMPUTER PURCHASES	100	100	0	0
10	0048-0197	RW	NHPP	CT 190	ENFIELD	REHAB BR 05579 (CULVERT) O/ TERRY BRK	61	49	12	0
10	0048-0197	PE	NHPP	CT 190	ENFIELD	REHAB BR 05579 (CULVERT) O/ TERRY BRK (FD)	200	160	40	0
10	0053-0189	PE	NHPP	CT 17	GLASTONBURY	REHAB BR 00388 ON CT 17 NB OVER CT 17 SB RAMP 007 (PD)	300	240	60	0
10	0055-0141	PE	NHPP	CT 10/US 202	GRANBY	INTERSECTION IMPROVEMENTS AT EAST ST. & NOTCH RD. (PD)	850	680	170	0
10	0063-0692	PE	NHPP	I-91 & CSR 508	HARTFORD	REHAB OF BRIDGES 01469A & 01469C (FD)	1,200	1,080	120	0
10	0063-0692	CN	NHPP	I-91 & CSR 508	HARTFORD	NHS - REHAB OF BRIDGES 01469A & 01469C	6,215	5,593	621	0
10	0063-0699	CN	NHPP	I-84	HARTFORD	NHS - REHAB BRIDGES 03160A-D, 03301 & 03303 - HARTFORD VIADUCT	0	0	0	0
10	0063-0699	RW	NHPP	I-84	HARTFORD	REHAB BRIDGES 03160A-D, 03301 & 03303 - HARTFORD VIADUCT	610	549	61	0
10	0063-0699	CN	NHPP	I-84	HARTFORD	NHS - REHAB BRIDGES 03160A-D, 03301 & 03303 - HARTFORD VIADUCT	15,000	15,000	0	0
10	0063-0700	CN	NHPP	I-84 EB	HARTFORD	NHS - REHAB BR 01765 O/ AMTRAK RR	9,899	8,909	990	0
10	0063-0701	CN	NHPP	I-84 WB	HARTFORD	NHS - REHAB BR 01766 O/ AMTRAK RR	7,624	6,861	762	0
10	0063-0703	RW	NHPP	I-91/RT 15	HARTFORD	RELOCATION & RECONFIGURATION OF INTERCHANGE 29	140	112	28	0
10	0063-0703	PE	NHPP	I-91/RT 15	HARTFORD	RELOCATION & RECONFIGURATION OF INTERCHANGE 29 (FD)	11,000	8,800	2,200	0
10	0063-0705	PE	NHPP	I-84	HARTFORD	REHAB BR 03367 & 03368 O/NEW PARK AVE (FD)	800	720	80	0
10	0063-0707	PE	NHPP	I-84/US44	HARTFORD	REHAB BR 01686A I-84 O/ MARKET ST & BR 06048 US44 O/ I-91 (FD)	630	567	63	0
10	0063-0708	PE	NHPP	I-84	HARTFORD	REHAB BRIDGES 03399A-D, 03400A-C, 03401A-B, 03402A-B; VIC. SISSON AVE (PD)	1,000	900	100	0

FFY 2016 Federal Obligated or Grant Projects

REGION	PROJECT	PHASE	PROGRAM	ROUTE	TOWN	DESCRIPTION	TOTAL COST \$(000)	FEDERAL COST \$(000)	STATE COST \$(000)	LOCAL COST \$(000)
10	0063-0708	PE	NHPP	I-84	HARTFORD	REHAB BRIDGES 03399A-D, 03400A-C, 03401A-B, 03402A-B; VIC. SISSON AVE (FD)	1,000	900	100	0
10	0063-0712	PE	NHPP	I-84	HARTFORD	REHAB BR 00980B O/CT RIVER, I-84 WB TR 826 TO I-91 NB (PD)	425	383	43	0
10	0078-0092	PE	NHPP	CT 2	MARLBOROUGH	REHAB BR 01708 & 03374 OVER WEST ROAD (PD)	800	640	160	0
10	0093-0210	PE	NHPP		NEWINGTON	HWY OPS CENTER EXPANSION & RECONSTRUCTION (PD)	320	256	64	0
10	0139-0113	PE	NHPP	CT 190	SUFFIELD / ENFIELD	REHAB BR 03295 OVER THE CT RIVER AND AMTRAK RAILROAD (PD)	400	320	80	0
10	0109-0172	CN	NHPP-Exempt	I-84	PLAINVILLE	REHAB BRIDGES 03311, 03312, 03313, 03320, 03322	8,022	8,022	0	0
10	0077-0233	RE	RTAP	UCONN	MANSFIELD	SFY 15/16 LTAP TECHNOLOGY TRANSFER CENTER - FY16	92	92	0	0
10	0077-0239	RE	RTAP	UCONN	MANSFIELD	SFY 17/18 TECHNOLOGY TRANSFER CENTER - LTAP	83	83	0	0
10	0088-0188	CN	SIPH	Columbus Blvd.	NEW BRITAIN	RECONSTRUCTION OF COLUMBUS BLVD. @ MAIN & BANK STREETS	3,974	3,554	0	420
10	0132-0132	CN	SIPH	Abbe Road	SOUTH WINDSOR	GEOMETRIC IMPROVEMENT TO ABBE RD. @ ROBERT DR.	544	490	0	54
10	0063-0698	CN	STPA	Misc	HARTFORD	DRS: MOTOR FUEL TAX ENFORCEMENT (14-16)	35	35	0	0
10	0063-0704	PE	STPA	Airport Rd	HARTFORD	REHAB BR 00481 O/ RTE 15 (PD)	150	120	30	0
10	0063-0704	PE	STPA	Airport Rd	HARTFORD	REHAB BR 00481 O/ RTE 15 (FD)	370	296	74	0
10	0078-0090	CN	STPA	RT 66	MARLBOROUGH	REHAB BR 06690 O/ LYMAN BRK	668	534	134	0
10	0131-0203	PE	STPA	Trail	SOUTHINGTON	CONSTRUCTION OF A PORTION OF THE FARMINGTON CANAL HERITAGE TRAIL (PD)	198	158	40	0
10	0155-0169	CN	STPA	Mayflower St	WEST HARTFORD	REHAB BR 01748 O/ I-84	4,028	3,222	806	0
10	0171-0373	CN	STPA	Various	DISTRICT 1	BRIDGE PRESERVATION, 3 BRIDGES ON BIA ACCESS ROADS	4,290	3,432	858	0
10	0171-0394	PE	STPA	Various	DISTRICT 1	OSTA TRAFFIC SIGNALS IN DISTRICT 1 (FD)	195	195	0	0
10	0171-0394	RW	STPA	Various	DISTRICT 1	OSTA TRAFFIC SIGNALS IN DISTRICT 1	255	255	0	0
10	0011-0152	CN	STPH	Greenway	BLOOMFIELD	BLOOMFIELD GREENWAY (PHASES A-C)	1,622	1,298	0	324
10	0051-0269	PE	STPH	Rt 177	FARMINGTON	INTERSECTION IMPROVEMENT ON RT 177 @ NEW BRITAIN AVE (FD)	400	320	40	40
10	0051-0269	RW	STPH	Rt 177	FARMINGTON	INTERSECTION IMPROVEMENT ON RT 177 @ NEW BRITAIN AVE	740	592	74	74
10	0063-0704	CN	STPH	Airport Rd	HARTFORD	REHAB BR 00481 O/ RTE 15	5,203	4,163	1,041	0
10	0088-0185	CN	STPH	Hart Street	NEW BRITAIN	RECONSTRUCTION OF HART ST	3,800	3,040	380	380
10	0146-0195	CN	STPH	South St	VERNON	RECON. & MINOR WIDENING ON SOUTH ST	4,335	3,468	434	434
10	0155-0169	CN	STPH	Mayflower St	WEST HARTFORD	REHAB BR 01748 O/ I-84	4,028	3,222	806	0
10	0159-0189	PE	STPH	Ridge Road	WETHERSFIELD	REHAB BR 00807 O/ CTS/15 (FD)	300	240	60	0
10	0039-0099	CN	STPR	CT 20	EAST GRANBY	REPLACE BR 06705 (CULVERT) O/ MUDDY BRK	1,086	868	217	0
10	0134-0147	PE	STPR	RT 190	STAFFORD	INTERSECTION IMPROVEMENTS ON ROUTE 190 AT RTE 319 (PD)	800	640	160	0
10	0142-0150	PE	STPR	CT 74	TOLLAND	REPLACE BR 01120 OVER SKUNGAMAUG RIVER (PD)	350	280	70	0
10	0160-0139	CN	STPR	CT 74	WILLINGTON	REHAB BR 00982 O/ WILLIMANTIC RIVER	7,781	6,225	1,556	0
10	0088-0188	CN	STPX	Columbus Blvd.	NEW BRITAIN	RECONSTRUCTION OF COLUMBUS BLVD. @ MAIN & BANK STREETS	781	781	0	0
10	0011-0152	CN	TAPH	Greenway	BLOOMFIELD	BLOOMFIELD GREENWAY (PHASES A-C)	1,512	1,210	0	302
STATEWIDE										
70	0170-3403	OTH	5307C	Various	VARIOUS	TRANSIT CAPITAL PLANNING FY 15	400	320	80	

FFY 2016 Federal Obligated or Grant Projects

REGION	PROJECT	PHASE	PROGRAM	ROUTE	TOWN	DESCRIPTION	TOTAL COST \$(000)	FEDERAL COST \$(000)	STATE COST \$(000)	LOCAL COST \$(000)
70	Various	OTH	5310E	Various	VARIOUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS W/DISABILITIES-RURAL	4,308	2,902	0	1,406
70	0170-2781	OTH	5311T-21	CDOT	SECTION 5311	CDOT - SECTION 5311 RTAP CONSORTIUM FY 16	65	65	0	0
70	0170-2825	OTH	5311T-21	Rural	RURAL	SECTION 5311 - STATE ADMINISTRATION FY 16	252	252	0	0
70	0170-2848	OTH	5311T-21	CDOT	SECTION 5311	CDOT - SECTION 5311 RTAP TECH ASSISTANCE FY 16	19	19	0	0
70	0170-3422	PE	BRZ	Local Br Prog	STATEWIDE	LOCAL BRIDGE PROGRAM CLE SERVICES (CJM/BL)	560	560	0	0
70	0170-3423	PE	BRZ	Local Br Prog	STATEWIDE	LOCAL BRIDGE PROGRAM CLE SERVICES (CME)	320	320	0	0
70	0170-3427	OTH	DBE	DBE	STATEWIDE	DBE SUPPORTIVE SERVICES (EXPIRES 9/30/17)	165	165	0	0
70	0093-0215	OTH	NHPP	Various	VARIOUS	STAFF NEWINGTON OPS. CTR. (8/1/16 - 7/31/18)	0	0	0	0
70	0093-0215	OTH	NHPP	Various	VARIOUS	STAFF NEWINGTON OPS. CTR. (8/1/16 - 7/31/18)	4,497	3,597	899	0
70	0093-0217	OTH	NHPP	Various	VARIOUS	CHAMP SAFETY SERVICE PATROL ON INTERSTATES & LIMITED ACCESS HWYS (8/1/16 - 7/31/18)	0	0	0	0
70	0093-0217	OTH	NHPP	Various	VARIOUS	CHAMP SAFETY SERVICE PATROL ON INTERSTATES & LIMITED ACCESS HWYS (8/1/16 - 7/31/18)	2,394	1,915	479	0
70	0170-3222	OTH	NHPP	Various	STATEWIDE	SF BRIDGE INSP - NHS ROADS 9/1/13 - 12/31/16	820	656	164	0
70	0170-3339	OTH	NHPP	Various	STATEWIDE	CE BRIDGE INSP - UWATER - NHS ROADS (9/1/15-8/31/18)	1,300	1,040	260	0
70	0170-3346	PE	NHPP	Various	STATEWIDE	INSTALL ROAD WEATHER INFO SYSTEMS (RWIS) AT 25 LOCATIONS WITHIN THE STATE (FD)	419	335	84	0
70	0170-3362	PE	NHPP	Various	STATEWIDE	SIGN SUPPORT REPLACEMENTS (PD)	190	152	38	0
70	0170-3382	OTH	NHPP	Various	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	0	0	0	0
70	0170-3382	OTH	NHPP	Various	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	2,000	1,600	400	0
70	0170-3411	OTH	NHPP	Various	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3411	OTH	NHPP	Various	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	2,915	2,332	583	0
70	0170-3413	OTH	NHPP	Various	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3413	OTH	NHPP	Various	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	11,730	9,384	2,346	0
70	0170-3415	OTH	NHPP	Various	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3415	OTH	NHPP	Various	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	2,000	1,600	400	0
70	0170-3408	RE	RTAP		STATEWIDE	PRECAST CONCRETE PAVEMENT TECHNOLOGY PROGRAM DEVELOPMENT	75	75	0	0
70	0170-3306	CN	SIPH		DISTRICT 1 & 2	REPLACE STOP SIGNS IN D1 & 2	735	735	0	0
70	0170-3307	CN	SIPH		DISTRICT 3 & 4	REPLACE STOP SIGNS IN D3 & 4	626	626	0	0
70	0170-3336	PE	SIPH	Various	STATEWIDE	INSTALLATION OF CENTERLINE RUMBLE STRIPS (FD) (INCLUDES 171-410, 172-452, 173-470)	25	25	0	0
70	0170-3336	CN	SIPH	Various	STATEWIDE	INSTALLATION OF CENTERLINE RUMBLE STRIPS	676	676	0	0
70	0170-3350	PE	SIPH	Various	STATEWIDE	INSTALL CENTERLINE & SHOULDER RUMBLE STRIPS (FD)	25	25	0	0
70	0170-3360	PL	SIPH	Various	STATEWIDE	CT SAFETY ANALYSIS METHODS	2,002	1,802	200	0
70	0170-3380	PL	SIPH	Various	STATEWIDE	SAFETY CIRCUIT RIDER PROGRAM (3 YEARS: 1/1/16-12/31/18)	1,051	945	105	0
70	0063-0715	CN	STPA	Misc	STATEWIDE	DRS: MOTOR FUEL TAX ENFORCEMENT (FFY17-FFY19)	35	35	0	0
70	0170-3338	OTH	STPA	Various	STATEWIDE	BRIDGE SCOUR MONITORING (3/1/15-2/28/18)	17	14	3	0
70	0170-3340	OTH	STPA	Various	STATEWIDE	CE BRIDGE INSP - UWATER - NON-NHS ROADS (9/1/15-8/31/18)	1,200	960	240	0
70	0170-3359	CN	STPA	Various	STATEWIDE	SIZE & WEIGHT ENFORCEMENT PROGRAM (EFFECTIVE 9/9/15, YR 2)	500	400	100	0

FFY 2016 Federal Obligated or Grant Projects

REGION	PROJECT	PHASE	PROGRAM	ROUTE	TOWN	DESCRIPTION	TOTAL COST \$(000)	FEDERAL COST \$(000)	STATE COST \$(000)	LOCAL COST \$(000)
70	0170-3383	OTH	STPA	Various	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	0	0	0	0
70	0170-3383	OTH	STPA	Various	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	1,000	800	200	0
70	0170-3412	OTH	STPA	Various	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3412	OTH	STPA	Various	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	2,385	1,908	477	0
70	0170-3414	OTH	STPA	Various	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3414	OTH	STPA	Various	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	6,521	5,217	1,304	0
70	0170-3416	OTH	STPA	Various	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	0	0	0	0
70	0170-3416	OTH	STPA	Various	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	500	400	100	0
70	0170-3315	CN	STPX		DISTRICTS 3 & 4	INSTALL RAILROAD SIGNS AND PAVEMENT MARKINGS IN DISTRICTS 3&4	812	812	0	0
DISTRICT 1										
71	0171-0305	OTH	5307S	CTfastrak	NEW BRITAIN/ HARTFORD	CDOT - CTFASSTRAK OPERATIONS	16,250	13,000	3,250	
71	0171-0372	CN	SIPH	Various	DISTRICT 1	ACCESSIBLE PED SIGNALS (APS) @ ~45 TRAFFIC SIGNALS (PHASE 3)	4,464	4,464	0	0
71	0171-0375	CN	CMAQ	Various	DISTRICT 1	REPLACE VMS: I-91, 84, 384, CT2, 5, 15, 20	10,726	10,726	0	0
71	0171-0378	CN	SIPH	Various	DISTRICT 1	SLOSSS TRAFFIC SIGNALS	452	452	0	0
71	0171-0393	PE	SIPH	Various	DISTRICT 1	SIGNAL IN NEWINGTON (FD)	15	15	0	0
71	0171-0396	PE	SIPH	Various	DISTRICT 1	REPLACE PED SIGNS IN DISTRICT 1 (FD)	75	75	0	0
71	0171-0396	PE	SIPH	Various	DISTRICT 1	REPLACE PED SIGNS IN DISTRICT 1 (PD)	225	225	0	0
71	0171-0409	PE	SIPR	Various	DISTRICT 1	INSTALL SIGNS & PVM'T MARKINGS ON HRRR HORIZONTAL CURVES (PD)	320	320	0	0
71	0171-0410	CN	SIPH	Various	DISTRICT 1	INSTALL RUMBLE STRIPS - CENTER & SHOULDERLINES	447	447	0	0
DISTRICT 2										
72	0172-0424	CN	SIPH	Various	DISTRICT 2	SLOSSS TRAFFIC SIGNALS (100% SIPH)	591	591	0	0
72	0172-0435	PE	SIPH	Various	DISTRICT 2	SLOSSS TRAFFIC SIGNALS & APS - 100% (FD)	60	60	0	0
72	0172-0435	RW	SIPH	Various	DISTRICT 2	SLOSSS TRAFFIC SIGNALS & APS - 100%	75	75	0	0
72	0172-0436	RW	STPA	Various	DISTRICT 2	OSTA TRAFFIC SIGNALS IN DISTRICT 2	75	75	0	0
72	0172-0436	PE	STPA	Various	DISTRICT 2	OSTA TRAFFIC SIGNALS IN DISTRICT 2 (FD)	150	150	0	0
72	0172-0438	PE	SIPH	Various	DISTRICT 2	REPLACE PED SIGNS IN DISTRICT 2 (PD)	258	258	0	0
72	0172-0447	CN	STPA	Various	DISTRICT 2	BEAM & BEARING PRESERVATION FOR NON-NHS BRIDGES	4,378	3,502	876	0
72	0172-0450	PE	SIPH	Various	DISTRICT 2	TRAFFIC SIGNAL REPLACEMENTS FOR APS UPGRADES (PD)	630	630	0	0
72	0172-0452	CN	SIPH	Various	DISTRICT 2	INSTALL RUMBLE STRIPS - CENTERLINES	536	536	0	0
DISTRICT 4										
74	0174-0377	CN	SIPH	Various	DISTRICT 4	SLOSSS TRAFFIC SIGNALS	722	722	0	0
74	0174-0391	PE	SIPH	Various	DISTRICT 4	SIGNALS IN NAUGATUCK (FD)	30	30	0	0
74	0174-0392	RW	STPA	Various	DISTRICT 4	OSTA TRAFFIC SIGNALS IN DISTRICT 4	125	125	0	0
74	0174-0392	PE	STPA	Various	DISTRICT 4	OSTA TRAFFIC SIGNALS IN DISTRICT 4 (FD)	300	300	0	0
74	0174-0394	PE	SIPH	Various	DISTRICT 4	REPLACE PED SIGNS IN DISTRICT 4 (FD)	53	53	0	0
74	0174-0394	CN	SIPH	Various	DISTRICT 4	REPLACE PED SIGNS IN DISTRICT 4	655	655	0	0
74	0174-0405	PE	SIPH	Various	DISTRICT 4	TRAFFIC SIGNAL REPLACEMENTS FOR APS UPGRADES (PD)	630	630	0	0
74	0174-0406	PE	SIPR	Various	DISTRICT 4	INSTALL SIGNS & PVMT MARKINGS ON HRRR HORIZONTAL CURVES (PD)	580	580	0	0

FFY 2016 Federal Obligated or Grant Projects

REGION	PROJECT	PHASE	PROGRAM	ROUTE	TOWN	DESCRIPTION	TOTAL COST \$(000)	FEDERAL COST \$(000)	STATE COST \$(000)	LOCAL COST \$(000)
76	0170-3115	OTH	5307S	Various	GR.CT MODERATE	FY15: STATEWIDE MARKETING (GR.CT MODERATE) TRANSFER FROM NON-FHWA (CMAQ)	460	368	92	
76	0170-3400	OTH	CMAQ	Various	STATEWIDE	FY16: STATEWIDE TRANS DEMAND MGMNT (GREATER CT MODERATE)	1,595	1,276	319	0
76	0170-3402	OTH	CMAQ	Various	STATEWIDE	FY16: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	221	177	44	0
76	0170-3407	OTH	CMAQ	Various	STATEWIDE	FY16: STATEWIDE MARKETING (GREATER CT MODERATE)	474	379	95	0
79	0171-0305	OTH	5307S	CTfastrak	VARIOUS	CDOT - CTFASTRAK OPERATIONS - TRNFER FROM FHWA-CMAQ	15,000	12,000	3,000	
79	0400-0048	ACQ	5307C	CTTransit	VARIOUS	CTTRANSIT - SYSTEMWIDE BUS REPLACEMENTS FY 15	56,700	45,360	11,340	
79	0400-0055	OTH	5307C	CTTransit	VARIOUS	CTTRANSIT - MISC SUPPORT EQUIP. FY 15	1,800	1,440	360	
79	0400-0056	OTH	5339	CTTransit	VARIOUS	CTTRANSIT - SYSTEMWIDE BUS REPLACEMENT	13,496	10,797	2,699	0
MULTI-REGIONAL PROJECT LISTING										
8, 10	0171-0404	CN	NHPP	Various	DISTRICT 1	REPLACE JOINTS FOR VARIOUS NHS BRIDGES IN DISTRICT 1	6,338	5,070	1,268	0
8, 11, 13	0173-0354	PE	NHPP	I-95	DISTRICT 3	UPDATE SIGNING, EXITS 54 TO 85 (PD)	360	324	36	0
8, 10	0171-0414	PE	CMAQ	I-691	Southington/ Meriden	I-691 CCTV INSTALLATION (PD)	665	599	67	0
2,3,6,10	0174-0407	PE	NHPP	Various	DISTRICT 4	REPLACEMENT OF HIGHWAY ILLUMINATION AT VARIOUS LOCATIONS (PD)	800	640	160	0
3,10,11, 13,15	0170-3424	OTH	5311P	SECTION 5311	VARIOUS	SECTION 5311 - INTERCITY BUS PROJECTS FY 16	46	37	0	9
5,10	0171-0305	OTH	CMAQ	CTfastrak	New Britain/ Hartford	CTFASTRAK OPERATING - FUNDS TRANSFERRED TO FTA	1,261	1,009	252	0
5,10	0171-0305	OTH	CMAQ	CTfastrak	New Britain/ Hartford	CTFASTRAK OPERATING - FUNDS TRANSFERRED TO FTA	13,739	10,991	2,748	0
72, 73	0015-0375	OTH	NHPP	Various	VARIOUS	STAFF BRIDGEPORT OPS. CTR. (8/1/16 - 7/31/18)	0	0	0	0
72, 73	0015-0375	OTH	NHPP	Various	VARIOUS	STAFF BRIDGEPORT OPS. CTR. (8/1/16 - 7/31/18)	2,633	2,369	263	0
72, 73	0015-0377	OTH	NHPP	Various	VARIOUS	CHAMP SAFETY SERVICE PATROL ALONG I-95 CORRIDOR (8/1/16 - 7/31/18)	0	0	0	0
72, 73	0015-0377	OTH	NHPP	Various	VARIOUS	CHAMP SAFETY SERVICE PATROL ALONG I-95 CORRIDOR (8/1/16 - 7/31/18)	2,128	1,915	213	0

Note: Yellow highlighted entries are bicycle and pedestrian facility projects.

To: CRCOG Policy Board
From: Lyle Wray, Executive Director
C: Jennifer Carrier, Director of Transportation
Cara Radzins, Principal Transit Planner
Date: January 17, 2017
Subject: NEC Future – Final Environmental Impact Statement

NEC Future is a comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC), from Washington, D.C., to Boston. On December 16, 2016, the Federal Railroad Administration (FRA) released the Final Environmental Impact Statement (EIS) for the NEC Future project. The Final EIS recommends a Preferred Alternative and responds to comments received on the preliminary alternatives shown in the Draft EIS. The attached document includes a summary of the highlights of the Final EIS. Some notable changes include the addition of enhanced service between New Haven and Springfield and the identification of Hartford as a hub. The Preferred Alternative does, however, still include a bypass through Old Lyme, which has not been well received by neighboring regions.

FRA is holding a waiting period through January 31, 2017. People are invited to submit feedback during this time, but unlike a formal comment period, FRA will not be responding to individual comments. Following the waiting period, a Record of Decision will identify a Selected Alternative, which may or may not be the same as the Preferred Alternative identified in the Final EIS. FRA will then develop a Service Development Plan for the Selected Alternative.

A public open house on the Final EIS has been scheduled in Springfield, MA as follows:

January 25, 2017
4:00-7:00 p.m.
Pioneer Valley Planning Commission
60 Congress Street / Springfield, MA

In addition, two virtual meetings (webinars) will be held on February 13 and February 16. More information is available on the project website at http://necfuture.com/get_involved.



A Rail Investment Plan for
the Northeast Corridor

Our Future on Track

HIGHLIGHTS OF THE
TIER 1 FINAL ENVIRONMENTAL
IMPACT STATEMENT

DECEMBER 2016



U.S. Department of Transportation
Federal Railroad Administration



A Long-Term Vision is Needed

The Preferred Alternative: a Vision for Growth on the Northeast Corridor

The Federal Railroad Administration (FRA) has released the Tier 1 Final Environmental Impact Statement (EIS) for NEC FUTURE, the comprehensive planning effort for the Northeast Corridor (NEC) rail line from Washington, D.C., to Boston. The Tier 1 Final EIS presents the FRA's Preferred Alternative, a vision for future growth on the NEC that incorporates feedback from the public and stakeholders along the corridor.

The Preferred Alternative defines an investment plan for the NEC that would **grow the role of rail** in the Northeast, providing the capacity to dramatically increase the number of trains and improve the railroad's performance. The Preferred Alternative focuses investment on the existing NEC, improving reliability by bringing it to a state of good repair and eliminating chokepoints that cause delays. Trains would operate frequently with improved connections, greatly enhancing travel options. Travel time would also improve. This vision reflects public preferences and is supported by the FRA's analysis.

The Preferred Alternative would:

- Provide the capacity for up to five times as many Intercity trains as today, with multiple trains each hour, and double the number of Regional rail trains during peak hours
- Achieve high on-time reliability and efficient performance
- Reduce travel time, shortening commutes and enabling faster trips:
 - Washington, D.C., to New York City in as little as 2 hours and 10 minutes
 - New York City to Boston in as little as 2 hours and 45 minutes
- Improve connections, with new stations, easier access to airports from the NEC, and enhanced service to connecting corridors
- Enhance passenger convenience, with coordinated schedules and ticketing for seamless travel across the NEC
- Improve the efficiency of rail operations through opportunities for service integration
- Provide a broader range of travel choices

PREFERRED ALTERNATIVE MEETS KEY NEEDS:

 Aging Infrastructure

 Connectivity

 Capacity

 Performance

 Resiliency

 Sustainability

 Economic Growth

It takes many years to plan, design, and build major rail infrastructure, which can last for a century or more. With multiple owners and operators on the NEC, a coordinated approach is critical to ensure that different investments made along the corridor work together to the benefit of all users. As the first comprehensive plan for the 457-mile Northeast Corridor rail line in 40 years, NEC FUTURE will establish a framework for future projects that may be undertaken and financed by the federal government, states, and railroads in the coming decades.

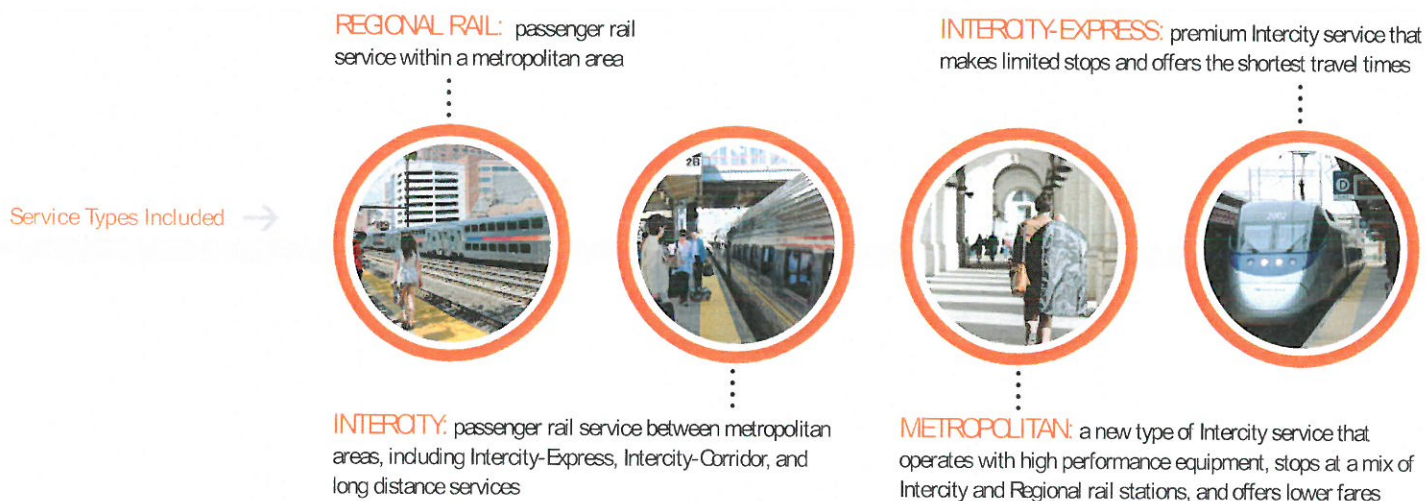
The Preferred Alternative, described below and in the Tier 1 Final Environmental Impact Statement, indicates the FRA's direction toward selecting an investment plan for the NEC. The FRA will identify the Selected Alternative in the Record of Decision, the next and final step in the Tier 1 environmental process.

Why Grow the NEC?

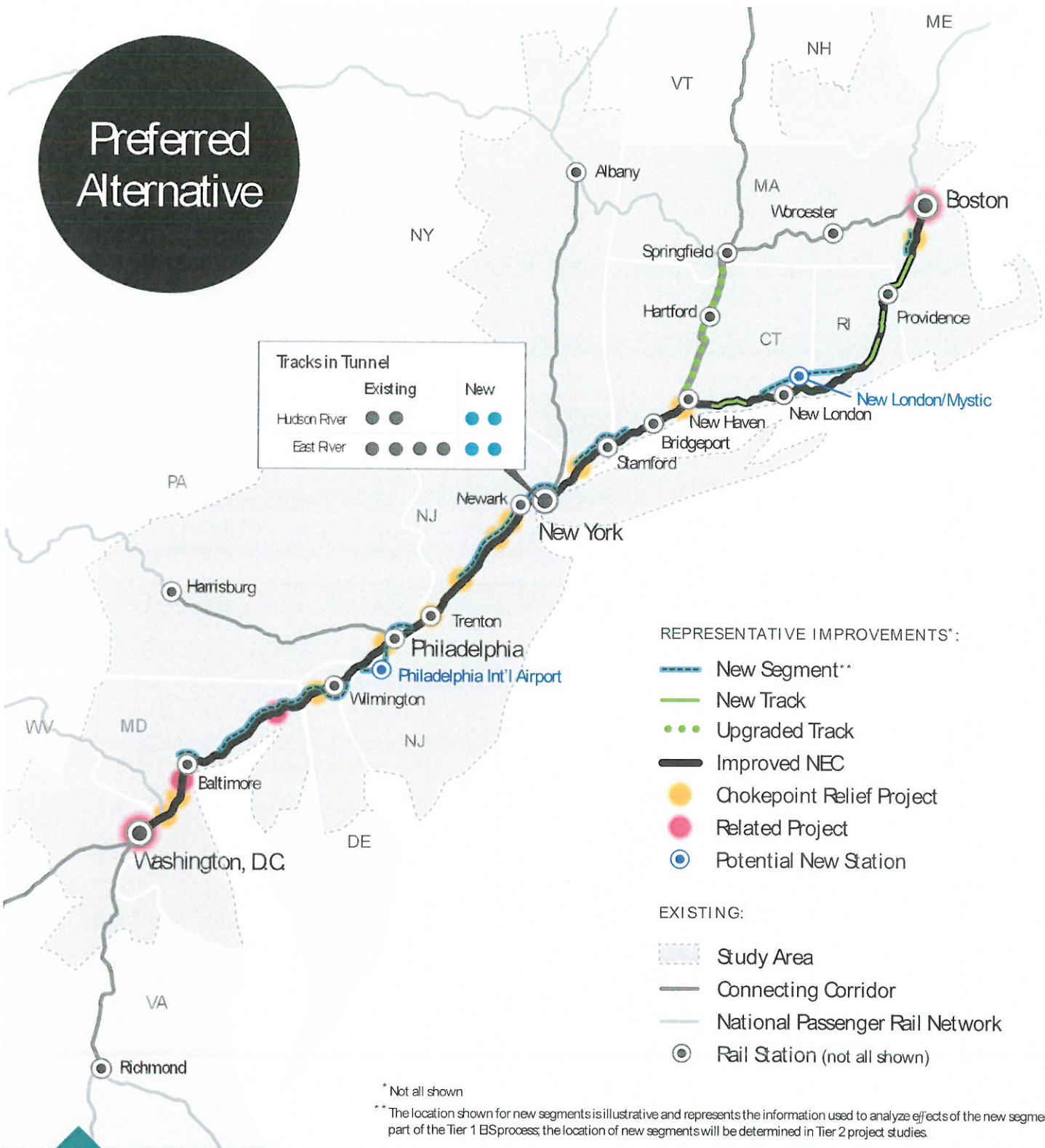
The Northeast United States is the world's fifth largest economy, contributing 30 percent of all jobs in the U.S. and generating 20 percent of the nation's Gross Domestic Product. By 2040, the Northeast is expected to add seven million new residents, putting further pressure on all travel modes. Stronger, more reliable transportation options—including investment in the Northeast Corridor—are essential to support mobility and sustain the region's economic growth.

The Tier 1 Draft EIS, published in November 2015, evaluated three distinct visions for the NEC's future that would either maintain, grow, or transform the role of rail in the Northeast. The FRA received comments on the Tier 1 Draft EIS from over 3,200 individuals, agencies, and interested organizations. The Preferred Alternative represents a balanced approach, favored by many stakeholders, that supports growth while addressing the most immediate needs for the NEC's aging infrastructure. Information on the FRA's process for identifying the Preferred Alternative can be found in the Tier 1 Final EIS, available online at www.necfuture.com.

By 2040, the Northeast is expected to add seven million new residents, putting further pressure on all travel modes. Stronger, more reliable, transportation options—including investment in the Northeast Corridor—are essential to support mobility and sustain the region's economic growth.



Preferred Alternative



The Preferred Alternative includes improvements to bring the NEC to a state of good repair and relieve chokepoints that cause delay. It adds new track to grow the NEC to four tracks at most locations, with more tracks in areas with the greatest demand. In addition, the Preferred Alternative integrates direct service on the Hartford/Springfield Line into the NEC, with upgraded track and electrification.

The FRA has also determined a need for new track segments in particular geographic sections of the NEC. New segments in the following areas would grow capacity, allow higher speeds to reduce travel time, and enhance system resilience:

- ▢ Baltimore to Wilmington, supporting speeds up to 220 mph
- ▢ Replacement of the Baltimore and Potomac (B&P) tunnel
- ▢ In Philadelphia, connecting to an Intercity station at the Philadelphia International Airport
- ▢ Two new tracks in tunnels under both the Hudson and East Rivers to an expanded Penn Station New York
- ▢ Southeastern Connecticut to Western Rhode Island, supporting higher speeds and increased frequencies

Better Service for Passengers

MORE RELIABLE, FREQUENT TRAINS:

- Double the number of Regional rail trains during peak hours in major metropolitan areas, making it easier to commute by rail (for instance, at the Hudson River crossing, today's 21 trains per hour would double to 42)
- Up to five times the number of Intercity trains, giving travelers more choices and the opportunity for spontaneous trips



BETTER CONNECTIONS TO MORE PLACES:

- Frequent, direct service to Hartford, CT, and Springfield, MA and points in between, integrating the Hartford/Springfield Line with the NEC
- Additional one-seat rides among communities on the NEC, and between NEC markets and connecting corridors, including Harrisburg, PA, Richmond, VA, and points south of Richmond
- Access to airports, with frequent connections to Baltimore-Washington International Airport, Philadelphia International Airport, Newark Liberty International Airport, T.F. Green Airport, and Bradley International Airport
- 22 new stations with Intercity or Regional rail service, expanding upon the 116 stations served today
- Five station upgrades to Hubs, with Regional rail and new Metropolitan service that fills gaps in regional connectivity: Odenton, MD; Secaucus, NJ; Greens Farms, CT; Hartford, CT; and T.F. Green Airport, RI



FASTER TRIPS:

- Trips between Boston and New York City in 2 hours 45 minutes, a decrease of 45 minutes from today's best time
- Trips between Washington, D.C. and New York City in 2 hours 10 minutes, a decrease of 35 minutes from today's best time
- Reductions in delays for all services, saving time and reducing frustration for both Regional rail and Intercity passengers

MORE SERVICE OPTIONS TO CHOOSE FROM:

- More Regional rail service in every metropolitan area for easier commutes and trips throughout the day
- New, affordable Metropolitan service that stops frequently at more stations and links local and metropolitan markets
- More Intercity-Express trains with higher quality amenities and reduced travel times



INCREASED CONVENIENCE:

- Integrated, seamless service, with a unified schedule for the NEC and a single ticket from any point on the NEC to one's destination
- Regular, repeating and predictable service patterns
- Easier transfers, with coordinated arrivals at Hub stations



Benefits for Cities and Communities

The Preferred Alternative would:

STRENGTHEN ECONOMIES WITH:

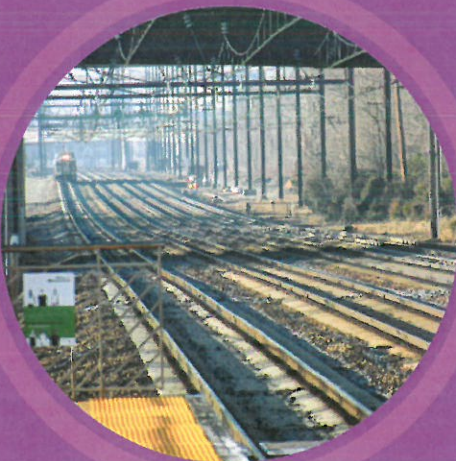
- Expanded access to jobs and skilled workers
- Economic development opportunities in cities to leverage new or improved rail connections
- Enhanced economic integration among Northeast cities
- Improved rail-airport connections, benefiting business travel and tourism
- Reduced vulnerability to service disruptions, as rail infrastructure is improved and new segments provide redundancy

INCREASE ENVIRONMENTAL SUSTAINABILITY WITH:

- Lower greenhouse gas emissions as travelers shift to rail from other modes of transportation, generating air quality benefits
- Reduced energy use
- Resiliency to flooding and extreme weather events

A MORE RESILIENT NEC

The Preferred Alternative includes infrastructure both north and south of New York City that would improve the resiliency of the NEC. In particular, the investment in new infrastructure in the off-corridor sections of the Preferred Alternative would provide an opportunity to locate and design the infrastructure in a way that minimizes its risk to impacts from floods and extreme heat. In addition to upgrading the NEC to be more resilient, the Preferred Alternative includes redundant track outside of the areas of risk that would provide alternative routing during flooding events or other situations where the track needs to be closed, allowing some service to be maintained.



Achieving the Vision

Achieving the system-wide benefits of the Preferred Alternative will require implementation of many interrelated projects, requiring a coordinated process over time. The Preferred Alternative provides a flexible approach to implementation, allowing investments to be made in phases as funding becomes available. It also provides flexibility to respond to immediate needs or changing market conditions. States and railroad operators would work together to determine the order in which the improvements are made, and affected communities would have an opportunity to help shape future rail infrastructure projects during Tier 2 project development processes.



Next Steps

In the coming months, the FRA will complete the NEC FUTURE planning process and move toward implementation. The next steps include:

A 30-DAY WAITING PERIOD

The FRA will hold a 30-day waiting period after release of the Tier 1 Final EIS. This waiting period allows the public to review and provide feedback on the Preferred Alternative and the contents of the Tier 1 Final EIS. This is not a formal comment period and the FRA will not respond to individual comments as was required for the Tier 1 Draft EIS. The FRA will consider feedback on the Preferred Alternative received during the waiting period and then identify an alternative, referred to as the Selected Alternative, in the Record of Decision (ROD). The Selected Alternative documented in the ROD may or may not be the same as the Preferred Alternative described in the Tier 1 Final EIS.

RECORD OF DECISION (ROD)

The ROD will document the formal selection of an investment program (referred to as the Selected Alternative). The Selected Alternative will serve as a framework to guide future Tier 2 project investments on the NEC. The issuance of the ROD will complete the Tier 1 NEPA process.

SERVICE DEVELOPMENT PLAN (SDP)

The SDP will detail the process for implementing the Selected Alternative, including a first phase of projects to address the most critical needs on the NEC. The SDP will be prepared in 2017.

To learn more about NEC FUTURE and the Preferred Alternative, please refer to the Tier 1 Final EIS, available online at www.necfuture.com. See Volume 1, Chapter 4 for a description of the Preferred Alternative and its development; Chapters 5, 6, and 7 for an assessment of transportation, economic, and environmental effects; Chapter 10 for information on phasing and implementation; Chapter 11 for a description of public and agency involvement, and Appendix JJ for FRA's responses to comments received on the Tier 1 Draft EIS.

Also available online is the Programmatic Agreement prepared under Section 106 of the National Historic Preservation Act of 1966. The Programmatic Agreement, contained in Appendix GG, provides a framework for compliance with Section 106 in future Tier 2 actions that could affect historic properties along the NEC.



Thanks for your help in keeping

Our Future on Track



U.S. Department of Transportation
Federal Railroad Administration



necfuture.com



MEMORANDUM

DATE: January 17, 2017
TO: CRCOG Policy Board Members
FROM: Lyle Wray, Executive Director
SUBJECT: **State Public Health District Legislative Proposal**

CT DPH Commissioner Pino, after receiving numerous letters an input from various towns, Councils of Governments (COG) – CRCOG submitted a letter as was discussed at the last Policy Board meeting -- and others has revised his proposed health district plan considerably but he has expressed a clear desire to move forward with regionalization of health districts.

He met with the COG directors on January 9th and distributed detailed plans and proposed language. The revised proposal is summarized below electronic copies of all the materials provided are available from us.

Boundaries and Governance

The proposal would regionalize all health departments into health districts that follow current COG boundaries. The governing board would be the Council of Governments board and the Board must meet at least annually.

Other aspects of the governance are:

The governing board would appoint an executive board for the health district comprising of at least ten (10) members with at least one from each of the following:

- Physician or surgeon
- Nurse
- Oral health professional
- Mental health professional
- One member of the public

The executive board membership is a three year term with one third of the board expiring every year. The executive board must meet at least quarterly and may appoint an executive committee.

A report of activities is required annually to the Commissioner of Health

Health Directors and Current Employees

The executive board appoints a Health Director (HD) for a two year term. The language is silent on whether this term may be renewed

- The HD must be appointed after approval by the Commissioner

- If an HD is not appointed, within 60 days, Commissioner can appoint an HD.

When an HD is appointed, the current HDs terms are terminated

Full time employees of current health districts and departments automatically are employees of the district and will continue to have the same pension benefits as they do currently

Any additional employees will be filled in accordance with the new health district's system

Budgeting and Finances

The executive board draws upon each town' treasurer for a proportionate share of the expenses of the district on a per capita basis. No specific amounts are defined.

The executive board holds a public meeting regarding its upcoming budget with projected estimates by April 30th.

The state provides a pro rata share to each district to be determined by the General Assembly (this is an unknown amount and presumably will fluctuate with each biennial budget). No minimum is prescribed.

Transition

Commissioner of Public Health will appoint a local health organization to lead the transition for each COG. This says that director of health may be appointed for three years which term may be renewed (staff assumes this was a copy paste error).

There is one mention of January 1, 2020 which says the COG can take over prior to January 1, 2020, if they so choose.

There is no other indication of transition period. The provision of COGs taking over prior to January 1, indicates that the language was meant to include a due date for a transition but that is not included in the current language that was sent to the COG directors.

This proposal is considerably changed from the original but in our view does not meet the challenge of making a compelling case for the need for the proposal and of demonstrating the merits and benefits of such a transition. In addition, the question of funding is not clear and that the actual costs could be a very serious concern.

SOS
Successes, Obstacles and Solutions to Sharing:
a Municipal and Educational Showcase

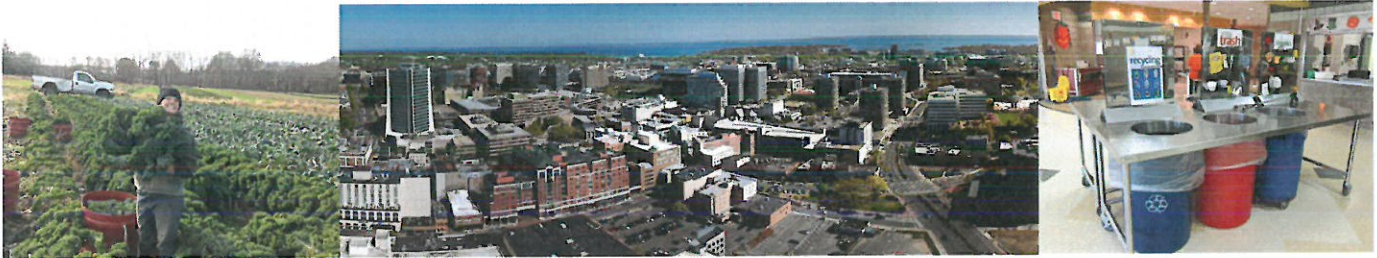
Wednesday, February 1, 2017
8:30 AM - 11 AM, Room 1B of the Legislative Office Building

✦ RSVP: druscio@crec.org by January 30th, 2017

CRCOG CAPITOL REGION
COUNCIL OF GOVERNMENTS
Working together for a better region.

CREC
Expert Solutions

Sustainable CT: What's *YOUR* Local Vision?



January 2017 Regional Forums:

Join us and be a part of community conversations on Connecticut's developing, voluntary sustainable communities certification program—for towns of every size.

- **Tuesday, January 10th, 1 to 2:30 p.m.**, Brookfield Town Hall (Room 133)
- **Thursday, January 19th, 11:00 a.m. to 12:30 p.m.**, Middlesex Community College (Multipurpose rooms 808C and D), Middletown
- **Thursday, January 19th, 7 to 8:30 p.m.**, West Hartford Town Hall (Room 400)
- **Wednesday, January 25th, 2:30 to 4:00 p.m.**, Three Rivers Community College (F-Wing, Multipurpose room), Norwich
- **Friday, January 27th, 9:00 to 10:30 a.m.**, Seymour Town Hall

Forums are free, open to all and organized by the Institute for Sustainable Energy at Eastern Connecticut State University, in partnership with Connecticut's 9 councils of government.



Please register for one or more:

<http://tinyurl.com/hhhhzkt>

Sustainable CT is a partnership of municipal leaders, philanthropic foundations, the Institute for Sustainable Energy, and other stakeholders. The Connecticut Conference of Municipalities' Task Force on Sustainability developed a vision and recommended program framework. Three Connecticut-based foundations are providing funding to develop Sustainable CT: Emily Hall Tremaine Foundation, Common Sense Fund, and the Hampshire Foundation. The Institute for Sustainable Energy is leading and coordinating program development and providing technical support.

Capitol Region Council of Governments and State Legislators Dialogue

January 31, 2017

Refreshments: 9:30 AM
Program: 10 AM - 12:30 PM

Location:
Old Judiciary Room
at the State Capitol

RSVP: bstephenson@crcog.org
(860) 522-2217 ext. 213

Who should attend:
State legislators and municipal
chief elected officials

