

Monday August 30, 2021

Board of Alders' Finance Committee Meeting

Public Testimony

Respectfully submitted by Dennis G. Bollier – Founder of Employee Health Matters, LLC, a New Haven based firm.

I have a short two minutes of considerations regarding the subject of today's meeting.

I am a Stratford native, UB grad, former Stratford HS teacher, founder of a Southern CT business, and a member of the New Haven Chamber of Commerce.

Many years ago, I learned to fly at Sikorsky Airport, and have landed at every airport in CT. But more germane to today's meeting, I am a former US Military Air Traffic Controller and former Airline Pilot, so I will keep my comments specific to Airline Operations, with the exception of this thought regarding the business community. The majority of those coming to Southern CT for business arrive into Bradley, or for more selection of flight options, are forced to choose LGA or JFK, and then suffer the interminable traffic of I-95. A new Tweed will inspire a refreshing breath of life for our economy.

Airline Operations are universally grounded first on safety. Runway length, prevailing winds, weather challenges, safety equipment, congested departing/arriving air traffic, solid airport management, etc. Having come from this industry, and having flown into and out of several airports where AVPORTS has involvement, all considered, it seems to me Tweed is now well poised to step into this next level of operations. Please consider the following:

- Aircraft engine manufacturing has been focused on quieter planes, making airline operations often quieter than corporate jets
- Runway safety using grooving for water runoff to avoid hydroplaning is the new standard in surface treatment
- Tweed lends itself well to safe arrival and departure paths
- Tweed must keep up with state-of-the-art Instrument Landing Systems
- New Haven's topography and lack of significant obstructions to flight paths lends itself well to takeoff noise abatement procedures
- Runway overrun safety provisions are essential and hopefully will be engineered and then upgraded at Tweed as new technologies are introduced
- Airline operations are universally safer than ever before, from pilot recurrent training to redundancy in aircraft back-up systems
- Tweed has a number of nearby alternate airports should weather require diversions

I see all the above contributing to a refreshing future for our business economy.

City of New Haven

Board of Alders, August 30, 2021

Testimony in Support of Tweed Airport

William P. Villano, Resident and President & CEO of Workforce Alliance

As a lifelong New Haven resident and as head of the New Haven-based Workforce Alliance that provides employment and training assistance to all of South Central Connecticut, I support the increase in service at Tweed Airport as it will benefit businesses in our region and create jobs for our residents.

More destination options will allow employers not only in New Haven, but in South Central CT, to expand their reach with more local flights to key industry locations. These new flights will also be accessible to the community and will enable access both to and from vacation and business destinations.

Already, those in leadership positions for airport operations, Avports and Avelo Airlines have partnered with Workforce Alliance and the American Job Centers to share lists of job openings and to request assistance with workforce recruiting. The opportunities range from entry-level to upper-management and we already have plans in place to support jobseeker access to these careers through training and outreach.

Transportation, Distribution and Logistics is already a vital employment sector in South Central CT given our proximity as a gateway to New England between Boston and New York. The increased service will add to that distinction and create new career paths.

I firmly believe the proposal is consistent with the City's Comprehensive Plan which has always focused on responsible growth of the airport. As an East Shore resident, I am

mindful of the concerns raised about traffic and parking, but I am satisfied that the traffic impacts will be managed by requiring parking only on paved surfaces. And with the new carbon-neutral LEED-certified passenger terminal planned, neighborhood traffic and parking in residential neighborhoods will further be minimized and safety improved.

On a personal note, I live a few blocks from Tweed and the take-off noise level is minimal and for a short duration, with the exception for the small corporate jets. When United Airlines had 737 service to Chicago, I rarely heard those take-offs.

In addition to my role at Workforce Alliance, I have long served on the board of the Greater New Haven Chamber of Commerce. Feedback gathered from interaction with business and community leaders have consistently lent support to the increased service.

Thank you for your consideration and the opportunity to share my testimony.

August 30, 2021

Board of Alders, Members of the Finance Committee

Public Testimony Rendered for Public Meeting on Monday, August 30th, 2021 regarding file #LM-2021-0309, ORDER OF THE BOARD OF ALDERS OF THE CITY OF NEW HAVEN APPROVING AN AMENDED AND RESTATED LEASE AND OPERATING AGREEMENT BY AND BETWEEN THE CITY OF NEW HAVEN AND TWEED NEW HAVEN AIRPORT AUTHORITY AND ORDINANCE AMENDMENT REPEALING SECTION 4-70 OF THE CODE OF GENERAL ORDINANCES

Dear Members of the Finance Committee, New Haven Board of Alders:

I strongly oppose approval of the 43-year lease and operating agreement between City of New Haven and Tweed New Haven Airport Authority. I have attended airport Master Plan update meeting since December 2019, attended Tweed Airport Authority meetings, given scientifically-based testimony on reflective heat coatings and water displacement at City Plan Commission site plan/special permit meetings, and made numerous attempts to have open, public forums for the New Haven, Fair Haven and East Haven communities by communicating with Sean Scanlon (Executive Director, Tweed Airport Authority) and Jorge Roberts (CEO, Avports Management, a subsidiary of Goldman-Sachs) via email and in person.

With civic engagement, all three neighborhoods have a long list of concerns that have not been addressed, negotiated or remediated in any way, shape or form. The short cut message is that the Tweed Master Plan is not complete, and that it is missing a Supplement to the Master Plan titled "Community Benefits Plan." It was done by Avports Management in 2019 at Westchester County Airport. I recommend you call George Latimer, Westchester County Executive, (a political position much like a Mayor) that ousted privatization attempts in the county by championing community concerns, making the same Avports Management corporation responsible for environmental degradation, water and air quality. We have no significant measures in writing for New Haven County residents.

- **All about Freight:** Since the May 6, 2021 airport expansion announcement, Sean Scanlon and Mayor Justin Elicker have told residents on Zoom and at Nathan Hale School (8/26/21) that freight is not a variable in the airport operations plan. This is contrary to the publicly available government report released in May 2021 by the Southern Connecticut Regional Council on Governments (SCRCOG) in the report titled "FY 2022 and 2023 Unified Planning Work Program" part of the Transportation Planning Work Program that is sent and seen by all "Chief Elected Officials of SCRCOG." The pertinent paragraph is on page 16 of actual report:

The runway safety improvements at Tweed New Haven Airport allow for improved freight utilization at the Airport. SCRCOG staff will work with the Airport Authority,

Town of East Haven and City of New Haven to evaluate potential increased freight operations to reduce congestion on the region's interstates and provide timely delivery of goods and food products to the region.

Source: https://scrcog.org/wp-content/uploads/2021/05/5_SCRCOG_May21.pdf (Page 53 of the link, actual report page is 16).

The elected officials have failed to communicate the freight plans at any public meeting or to the press, such as New Haven Independent and New Haven Register. Instead, I have to hear the same regurgitated words from Sean Scanlon that do not carry the weight of this written government report with connections directly to Tweed Airport Authority. The First Selectman of Guilford, Matt Hoey, also has a lead seat at SCRCOG and is a Board member of the Tweed Airport Authority. When presented with the facts of this report, Sean Scanlon wrote an email denying the existence of this report, that he became aware of it because I emailed him. This is outrageous disservice to the entire State of Connecticut that would have to be the financial fallguy to the entire lease/contract leaving East Haven as a giant, oppressive commuter lot with no economic benefits. Freight was disguised verbally, on purpose, as outed in this report.

When pressed to get the written economic analysis completed by a consultant of the Tweed Airport Authority for East Haven and New Haven, Sean Scanlon has denied access to the public three (3) times, but made promises to get it to elected officials such as State Representative Joseph Zullo (R) of East Haven. As of the date of this letter, Sean Scanlon has yet to comply with the release of the economic analysis done by the an outside consultant and reviewed by Tweed Airport Authority. It is not contained in any minutes or attachments at the flytweed.com website. I met face-to-face with State Rep. Zullo who informed me that the documents exist, and that he would attempt to get a copy. A public copy is needed to evaluate the financial ramifications of extending the lease/contract as written.

As you know, town and city staff as well as congressional staffers attend monthly SCRCOG meetings, and it is absurd to believe that this freight report is an oversight or unbeknownst to the elected officials at tonight's meeting. The report also contains the monies needed to start the study of freight (\$50000).

- **Contract Terms Serve Investors, Not Community:** In communication with Sean Scanlon, the "43" in the 43-year lease contract term was strictly chosen solely for the investor pool to pay back private bond interest and nothing more. That takes us to the year 2064. Other airport privatization deals in the US actually delve in knowing who the investors are, and reading the actual details of the private bonding including interest rate terms and timetable to pay. The public has not seen any of the private bond breakdown that would be needed to assess the fiscal responsibilities of both East Haven and New Haven that would have

extra costs for infrastructure such as roads. This is a missing data point to assess costly risk that will be handed down to our children.

Studying the 2020 Annual Report of Airport Privatization (pages 13, 15-21), it is easy to see that the private-sector financial structures in the United States have a low survival rate due to the compounding needs of federal monies and grants to escapegoat the airports. The report contains examples of where Avports uses UPS freight cargo and mentions the delicate attempt at Tweed New Haven Airport. Airport operational companies can only make a profit with the federal dollars that are pumped in, not the leisure travel airline selling tickets at now \$69 dollars (\$59 tickets were a gimmick that ran out last week). A must read, and is written by Robert Poole (a recognized federal legislation policy writer). This document proves that this is not a "done deal" as has been portrayed on mass media. The approval of the federal government is warranted in this relationship as noted in this paragraph (page 15):

Tweed New Haven Airport: Since early 2021, this Connecticut airport has been negotiating a long-term P3 contract with its airport management company, AvPORTS. The project would finance lengthening its main runway to accommodate start-up airline Avelo's larger 737 aircraft, and upgrade the terminal. It would also have the option to finance, build, and operate a replacement terminal. If this deal goes through, it would be the first time that an airport's contract manager became its financial partner, presuming that it receives federal approval under AIPP. Source: Sean Broderick, "Avelo, Tweed New Haven Airport Team Up on Expansion Plans," Aviation Daily, 7 May 2021.

Annual: Privatization Report - Airport July 2021

Source: <https://reason.org/wp-content/uploads/annual-privatization-report-2021-aviation.pdf>

Airport Privatization: Issues and Options for Congress

<https://sgp.fas.org/crs/misc/R43545.pdf>

- **Eminent Domain Language on Purpose**: Socially, Mayor Elicker and Sean Scanlon have stated that the eminent domain language in the contract protects them to cut down a tree that is too high, nothing more. However, that is not what is written in the contract itself. Instead, federal law as guided by FAA would override City or Town to use eminent domain. This is important as the runway is lengthened and new safety zone areas have to be created. The safety zones can impede existing homes and businesses in both East Haven and New Haven. The language protects Avports Management, not the taxpayers.

I have discussed this language with State Representative Joe Zullo, who was unaware of its importance in the lease contract. This requires a closer look and explanation to the residents of East Haven and New Haven.

- **Tweed Airport Authority Budget Forecasts are Overstated:** The August Tweed Airport Authority meeting had missing financials: month-end for June and July were not shown to the public, nor were the explanation information. The audit is outstanding till the September monthly meeting for Tweed Airport Authority. Looking at the Budget forecasts for FY22, the airport is counting on rental car revenue and parking lot fees to pay for the added bulky Avports salary line items. Prior audits have shown deficit that have added to the City of New Haven capital expenditures. The current lease contract will not eliminate future financing obligations of both East Haven and New Haven to the airport, including first responder services as utilized in July 2021 for Tropical Storm Elma, to sump pump the terminal. The site plan presented last week ignored addressing the issue of run-off and water displacement that occurs and spreads from the terminal flooding the side streets such as Dean Street.

I would like the Finance Committee to vote no on the lease contract terms as written, as sections and details are missing from the contract. There is no collusion statement that would prevent town employees or elected officials from gaining jobs. The statements need to be added to the contract: that no town employee, city official or family members gain employment as a result of this "deal" for the next 43 years. As you know, Ray Baldwin, Chief of Administrative Services and Economic Development in East Haven, already received a free airplane ride to Islip, Long Island paid by Avports Management (cited in New Haven Register). Unfortunately, he should have gone to see the mess at Westchester County Airport that is about to be transported here. Guess what, I was offered a free plane ride last week too by public relations staffer of Avports Management, but I turned it down. It is just not the right, moral, course to take, especially knowing the impacts of air pollution, noise pollution, traffic that damages property values and causes higher incidence of asthma in families.

Thank You for your time and consideration,

Lorena Venegas

73 George Street, East Haven, CT 06512

mindful of the concerns raised about traffic and parking, but I am satisfied that the traffic impacts will be managed by requiring parking only on paved surfaces. And with the new carbon-neutral LEED-certified passenger terminal planned, neighborhood traffic and parking in residential neighborhoods will further be minimized and safety improved.

On a personal note, I live a few blocks from Tweed and the take-off noise level is minimal and for a short duration, with the exception for the small corporate jets. When United Airlines had 737 service to Chicago, I rarely heard those take-offs.

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Thank you for your consideration and the opportunity to share my testimony.



Federal Aviation Administration

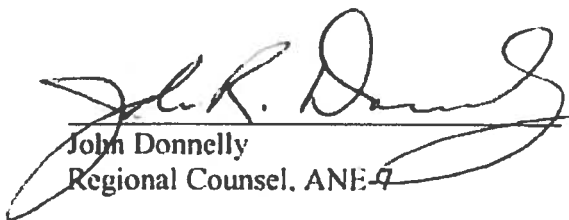
Memorandum

Date: May 8, 2013
From: Richard Doucette, Environmental Protection Specialist
To: Mary Walsh, Airports Division Manager
John Donnelly, Regional Counsel's Office
Subject: Tweed-New Haven Regional Airport, Part 150 Record of Approval

Attached is the Record of Approval for the Noise Compatibility Program developed by Tweed-New Haven Regional Airport.

No written comments were received during the FAA comment period.

In conformance with Regional and National procedures, AEE-1 has reviewed the draft Record of Approval and has no national policy concerns; and APP-400 has concurred with the draft Record of Approval. As soon as your concurrence is obtained, the Federal Register Notice on FAA's approval of the Noise Compatibility Program can be submitted.


John Donnelly
Regional Counsel, ANE-7

5/9/2013
Date

☒ Concur Nonconcur


Mary Walsh
Airports Division Manager

5/9/13
Date

☒ Approved Disapproved

**RECORD OF APPROVAL
14 CFR PART 150 NOISE COMPATIBILITY PROGRAM
Tweed-New Haven Regional Airport
New Haven & East Haven, Connecticut**

The Tweed-New Haven Regional Airport (HVN) sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with 14 CFR Part 150. HVN produced a report entitled "FAR Part 150 Noise Compatibility Study for Tweed-New Haven Regional Airport", November 2012. The Noise Compatibility Study includes both the Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM). These were developed concurrently and submitted to FAA for review and approval on November 13, 2012. The NEM were determined to be in compliance on November 26, 2012. This determination was announced in the Federal Register on February 6, 2013, and included:

Part 150 Noise Compatibility Program

Figure 3-24: Existing (2012) Baseline Noise Exposure DNL Contours with Land Use Areas (pg 52)

Figure 4-3: Future (2017) Baseline Noise Exposure Map

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future. New Haven's Noise Compatibility Program consists of 21 program measures, which are comprised of 6 Noise Mitigation measures and 10 Land Use Mitigation measures, and 5 Program Management measures.

The measures listed herein are those which the airport requests FAA act upon. It should be noted approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute FAA funding commitments or decisions to implement the actions. The FAA will make funding eligibility determinations as funds are requested. Later decisions concerning possible implementation of measures in this Record of Approval (ROA) will be subject to all applicable environmental compliance or other procedures and requirements, including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA).

The program measures below (shown indented) summarize the airport operator's recommendations in the noise compatibility program. The statements contained within the summarized program measures and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA. Any figures, chapters or page numbers cited in this section refer to figures in the Noise Compatibility Study document.

Noise Mitigation Measures

Measure N1 – Voluntary Noise Abatement Flight Procedures for Increased Altitudes over Communities, Section 5 page 67

There are currently no noise abatement departure procedures off any of the runways at HVN. However, an implementation of a voluntary noise abatement departure procedure would reduce the noise impact of overflights over the noise-sensitive communities surrounding the airport. From a flight profile perspective, these voluntary departure procedures would recommend preferred trajectories and altitudes to which aircraft would climb. From a two dimensional (x,y) flight track perspective, any recommended changes in departure flight tracks would provide a negligible decrease in noise in the surrounding communities. An analysis was performed by extending Runway 20 departure flight tracks so that on-course turns can only be performed after crossing the

coastline. The results of this analysis failed to produce meaningful reductions in modeled impacts at DNL noise contour levels of 65 dB and above. It is recommended that the airport put into place voluntary minimum altitude suggestions for departure procedures. Although extending the flight tracks over airport property before turning has little to no effect on modeled DNL noise exposure, creating voluntary altitude advisories over the impacted communities would help alleviate single-event noise effects over the communities.

Disapproved for purposes of Part 150. As the noise study indicates, this measure would provide little to no change in DNL noise exposure. But this does not preclude the airport authority from working with airport users and the air traffic control tower to implement voluntary procedures that may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Measure N2 – Perform a Site Selection/Feasibility Study for Noise Barriers, Section 5 page 68
A noise barrier, shown in Figure 5-1 in the NCP, can provide relief to some airport neighbors from noise created by aircraft while on the ground, such as the use of reverse thrust, initial departure roll, and engine run-ups. At HVN, there is significant ground pre-flight run-up noise from commercial aircraft at the terminal. This noise propagates into the neighboring communities of New Haven adjacent to the airport boundary west of the airport terminal building. Figure 5-2 in the NCP shows the locations selected for a specific point analysis performed for the Future (2017) Baseline condition at HVN. Of the four locations, Point T3 had the largest noise contribution from terminal ground operations. Seventy-five percent of all sound energy at that location is due to the terminal aircraft start-up/shut-down operations. A suitably positioned barrier could therefore reduce overall noise levels in the adjacent community. Point T1 has a noise contribution of 15% from terminal ground operations, so a sound barrier would probably not significantly reduce the overall noise at this location.

Approved for further study.

Measure N3 – Relocate or Contain GA Maintenance Run-up Operations, Section 5 page 70
Relocating these run-up operations to a designated area west or southwest of the current area would reduce the noise impact to the community. There are approximately 10 parcels in East Haven within the 65 dB DNL contour affected by these maintenance run-up operations, and relocating these operations to an area further away from this community would decrease the noise. If relocation is not feasible, a contained run-up enclosure on the GA ramp may be considered. A ground run-up enclosure is a facility that is designed to house aircraft during engine maintenance activities. It is typically constructed of sound absorbing materials on three sides and open to the predominant wind direction. These facilities absorb and reflect sound from aircraft maintenance run-ups to the benefit of nearby noncompatible land uses. But due to the low number of houses in the 65 dB contour affected by the maintenance run-ups, and the potentially high cost for an enclosure, it is recommended that the enclosure be considered only as a last resort if the maintenance run-up operations cannot be moved from their current location. If Measure N2 is adopted, and the feasibility study determines that a barrier adjacent to the airport property, next to the Robinson Aviation building is feasible, practical, and approved, then this measure would no longer be necessary since modeled DNL noise would be reduced in the subject area due to the noise barrier. Similarly, if this Measure (N3) is implemented and the maintenance run-ups are relocated, then a noise barrier northeast of the Robinson Aviation building may no longer be needed.

Approved in Part. A decision on relocation of the maintenance run-ups should be made first. If that is not feasible, the 10 homes in Zone C could be sound insulated as recommended in Measure L2. If that is not feasible, the cost and effectiveness of the sound barrier recommended in Measure N2

should be considered. A maintenance run-up sound enclosure does not appear cost effective at this time and is not approved.

Measure N4 – Feasibility Study for Potential Relocation of Helipad Operations, Section 5 page 71

Currently, the helipad is near an impacted community with approximately 10 parcels on Victor Street within the modeled DNL 65 dB contour. There are approximately 4 helicopter flights per day that use this helipad for the Future (2017) Baseline condition. Relocating this helipad and the helicopter arrival and departure operations associated with the helipad to a designated area west or southwest of the current area could potentially reduce the modeled DNL impacts on the community. It is recommended that a feasibility study be performed to analyze various alternative helipad locations along with operational profiles for the optimal implementation of Helipad operations. The study would take into account the viability of the alternative helipad locations from both noise and safety standpoints, but also operational alternatives such as hover taxi operations. In addition, the analysis will have to rely on advanced modeling tools to take into account the specific noise and performance characteristics of helicopters in order to identify accurate alternatives for this measure.

To show the impact that moving the GA maintenance run-up location and the helipad has on the community, an analysis was performed with both the maintenance location (N3) and helipad location (N4) moved approximately 500ft to the southwest of their current location. Figure 5-3 in the NCP shows a comparison of the adjusted and baseline contours. The DNL 65 dB contour of the Future (2017) Baseline is shown as the solid contour while the DNL 65 dB contour that has the maintenance run-ups and helipad location moved 500ft southwest is the dashed contour. It is clear from the figure that by moving the run-up and helipad operations, the contour shrinks nearly 300 ft at the bulge in the baseline contour. Measures N3 and N4 have the potential to remove all 10 parcels exposed north of the Robinson Aviation building to outside of the DNL 65 dB noise exposure contour. It is recommended that both the maintenance run-up location and the helipad location be moved at least 500 feet west or southwest of their current locations to lessen the exposure in the community north of the Robinson Aviation building.

Approved for further study.

Measure N5 - Encourage the use of GPS, RNAV, WAAS, and FMS enabled procedures to enhance noise abatement navigation, Section 5 page 74

This measure would encourage the creation and use of advanced navigation techniques for implementation at the airport. The use of RNAV, GPS, FMS, and WAAS systems collectively will allow the better utilization of future noise abatement departure procedures as well as more accurate approaches, with the benefit of reducing noise exposure over noise-sensitive areas.

The measure recommends the continued use of advanced navigation techniques, and as technology and its adaptation increases, the airport should identify and evaluate the use of alternative arrival and departure corridors and the refinement of existing corridors. No further action would be required, and the recommendation of this measure would be a policy statement as opposed to a statement of immediate action.

Disapproved for purposes of Part 150. Based on the information presented, it is unclear if this would result in a change in DNL noise exposure. But this does not preclude the airport authority from working with airport users and the air traffic control tower to encourage the use of advanced navigation techniques, which may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Measure N6 – Establish a Voluntary Curfew for Night Flights and Run-up Operations, Section 5 page 74

This measure recommends a voluntary curfew at the airport to reduce operations that occur during acoustic night (10pm – 7am). During those hours, operations have a higher contribution to the overall DNL because aircraft overflights are more intrusive at night. Currently, 28% of commercial flights and 4% of non-commercial flights occur during acoustic nighttime. This voluntary curfew could also reduce the number of terminal and pre-flight run-ups that occur late at night or early in the morning, but it would be subject to the cooperation of airport users and aircraft operators.

Disapproved for purposes of Part 150. Based on the information presented, it is unclear if this would result in a change in DNL noise exposure. But this does not preclude the airport authority from working with airport users encourage voluntary efforts, such as nighttime restrictions, which may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Land Use Mitigation Measures

Measure L1 – Offer Voluntary Acquisition to Residential Structures within the Modeled Future (2017) DNL 70 dB Noise Exposure Contour, Section 5 page 75

Voluntary acquisition programs are generally instituted in the most impacted areas around an airport, usually defined as those within the modeled DNL 75 or 70 dB noise exposure contour. The programs are voluntary, and are subject to the provisions set forth in the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) (Uniform Act). This measure would offer voluntary acquisition to the residential land uses located within and immediately contiguous to the modeled DNL 70 dB noise exposure contour. There are approximately 14 parcels affected by this measure in the residential area west of the terminal and east of Stewart Street and only one parcel affected southwest of the airfield on Morris Causeway, identified in Figure 5-4 in the NCP.

Approved.

Measure L2 – Voluntary Sound Insulation of Residential Structures within the Modeled DNL 65 dB Noise Exposure Contour and Contiguous Areas, Section 5 page 79

A voluntary sound insulation program is an airport-sponsored program designed to reduce the interior audibility of aircraft overflights through modifications and replacement of building materials. In its most common form, a voluntary sound insulation program reduces the ability of sound energy to enter a structure through replacement of windows and sealants, the addition of efficient climate control systems, the reduction of structural air passages (modifications to venting), attic or wall insulation, and the installation of solid core doors. Windows and doors, as well as the seals that surround them, are the most common elements of an effective program. It is important to note that this program is completely voluntary, and homeowners who are eligible for the program are not required to participate.

The goal of a voluntary sound insulation program is to reduce the interior intrusion of aircraft overflights to a point that minimal interference with daily activities, such as telephone conversations, watching television, and sleep, occur. The FAA Program Guidance Letter, as described in Section 1.1, clarifies the two-step procedure for defining eligibility as described in the AIP Handbook, namely that: a) structures must be located within the current modeled DNL 65 noise contour, and (b) current interior noise levels must be DNL 45 or greater. Sound insulation, as well as other types of remedial mitigation, is generally only applicable to structures which have been found to be adversely affected by aircraft noise through the completion and approval of an

NCP. Generally, only those structures within the modeled DNL 65 dB noise exposure contour are eligible; however, the FAA allows for a 'humanizing' of the sound insulation boundaries to avoid the disruption of contiguous neighborhoods.

Four zones have been identified, based on their location around the airfield. Zone A¹ is the largest area located to the west of Runway 02/20 and to the north, west, and southwest of the terminal. Zone B is located to the north of Dodge Avenue northeast of Runway 02/20. Zone C is located along Victor Street just north of the Robinson Aviation building, and Zone D is located southwest of Runway 02/20. The sound insulation zones are identified in Figure 5-5 in the NCP, and depicted in the table below.

Potentially Eligible Residential Structures

Zone A	101
Zone B	13
Zone C	10
Zone D	65

Source: Wyle, 2012

Approved. Approved for homes constructed before October 1, 1998. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for federal funding.

Measure L3 – Remedial Easement Acquisition, Section 5 page 82

The primary vehicle for obtaining avigation easements in a 14 CFR Part 150 mitigation program is in exchange for sound insulation improvements. However, due to the voluntary nature of the sound insulation program (Measure L2), property owners may elect to decline participation in the program for various reasons, such as having previously performed home renovations. In such cases, an airport sponsor may elect to offer the property owner a one-time fee in exchange for an avigation easement. With the signing of an avigation easement, a property owner gives the airport the right of flight over the property, and also, in some cases, agrees to a restriction of future modifications or changes of land use. An airport will then hold the easement until sold or released. The avigation easement, as a legal document, would be attached to the property deed and, in the case of sale of the property, would be transferred to any future owners. As with all land use mitigation measures, this program is completely voluntary.

Approved.

Measure L4 – Sound Insulate Educational Facility, Section 5 page 83

The Shoreline Clinical Day School and East Haven Adult Education both rent out the same facility in a commercial/industrial center at 290 Dodge Ave in East Haven. This measure recommends that the airport investigate the feasibility of sound insulating this facility if it is deemed eligible for mitigation. This facility is located inside the modeled DNL 65 dB noise exposure contour, so could be deemed eligible for sound insulation provided it is possible to insulate only the one facility and not the entire industrial center. The school facility location is shown on Figure 5-6 in the NCP.

¹ Zone A includes 14 parcels located within the DNL 70 dB noise exposure contour. These residences are identified as potentially eligible for participation in the Voluntary Acquisition Program (Measure L1). Should they accept, no sound insulation would occur as the properties would be acquired and removed.

It is recommended that the airport perform acoustic testing in order to determine if the facility is eligible for sound insulation. The first step in the process would be to perform a feasibility study, which would identify the building noise level reduction and the impacts of aircraft noise, and also identify the times the facility is open and use of the facility by the community.

Eligibility for sound insulation of noise sensitive facilities is determined not only by the building's NLR, but also on the use of the facility. For example, a facility that is only in use during evening hours when aircraft activity is low may not be deemed eligible. Pending the results of the feasibility study, and ultimately, Town of East Haven and FAA approval of the proposal, the design phase, which identifies the type of modifications needed to meet FAA guidelines, would begin, followed by construction and a post modification evaluation.

Disapproved. The educational facility operates in leased space, located in an industrially-zoned area. Such an arrangement appears to be a temporary land use. Under these circumstances, the FAA cannot fund sound insulation.

Measure L5 - Preventive Easement Acquisition, Section 5 page 84

Similar to the acquisition of easements through sound insulation and purchase assurance programs, easements can be acquired in order to prevent future incompatible development in specified areas. In the case of easement acquisition of undeveloped or compatible land uses, they can act as a deterrent for future incompatible development. This measure would allow the Airport Authority, City of New Haven and Town of East Haven to prevent future incompatible development within or adjacent to the DNL 65 dB noise exposure contour without proper sound attenuation materials or other development controls.

Approved.

Measure L6 – Modify Existing Zoning within the Modeled DNL 65 dB Noise Exposure Contour, Section 5 page 85

A very common and effective method for reducing both existing and potential noise-sensitive development in the vicinity of airports is modification of the existing zoning code. A zoning code establishes permitted and non-permitted uses in geographic areas surrounding an airport, and includes regulations pertaining to elements such as height, density, and siting of buildings. A community relies on its zoning code to promote orderly growth and safe separation of many differing types of land uses. When considering airport noise issues, various approaches to conventional zoning are often considered. Zoning for compatible land uses within a specified boundary, such as the DNL 65 dB noise exposure contour, entails eliminating zoning designations that would allow for noncompatible development, such as residential districts. Changing these zoning designations from an incompatible land use to a compatible land use, such as commercial or industrial, would promote compatible land uses in noise sensitive areas. Alternatively, a jurisdiction may not desire to eliminate the feasibility of incompatible development, but may rather reduce the density of permitted residential units or to increase the size of residential lots in areas near the airport.

An analysis of zoned land within the DNL 65 dB noise exposure contour indicated that approximately 44 acres of incompatibly zoned land uses are within the contour. The majority of the land is developed, but there is potentially undeveloped Residential (RA, RB, or RC) zoned land inside the DNL 65 dB contour. Figure 5-7 in the NCP shows the current zoned land use areas surrounding the airport.

Following the completion of the NCP, the City of New Haven and Town of East Haven should evaluate those parcels of land which, although currently undeveloped, have the potential to be

developed as a non-compatible land use within the DNL 65 dB noise exposure contour. Where the possibility of development exists, the municipalities should attempt to work with landowners to change the zoning of the land to avoid future incompatibilities.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L7 - Voluntary Undeveloped Land Acquisitions, Section 5 page 88

Preventive land acquisition works in a manner similar to preventive easement acquisition, and the two are often paired prior to resale or development of potentially incompatible land. In some instances, land may become available for purchase in a noise-sensitive area, and in order to prevent future incompatible development, an airport or sponsor may choose to purchase the land and apply land use controls designed to discourage incompatible development. There is an area of undeveloped land northwest of the airfield along the entire length of Raynham Hill Drive off of Townsend Avenue. Additionally, there are several scattered parcels in the study area that are vacant properties. Factors to consider in this measure include the amount of available land, the ability of an airport or jurisdiction to make available the funds required to purchase the land, and the development potential of the land in question. Land uses that are generally compatible with airport options may not need to be purchased, as their noncompatible development potential is low. Generally, these types of purchases are eligible for AIP funding; however, the airport may be obligated to utilize the funds resulting from the sale of the land for other noise mitigation purposes or return the funds to the Aviation Trust Fund.

Approved.

Measure L8 - Airport Noise Overlay District, Section 5 page 88

This measure recommends that the City of New Haven and Town of East Haven pursue the development of an Airport Noise Overlay District (ANOD) based on the Future (2017) Noise Exposure Contour. An Airport Noise Overlay District can require noise-level disclosure in real estate transactions, and could also require specified noise level reduction in the construction of new structures or the modification of existing structures. The measure can also prohibit non-compatible development within a specified boundary, such as the modeled DNL 65 dB noise contour, or establish "buffer zones" that impose restrictions on noise-sensitive development in the area between the non-compatible area and the fully compatible areas beyond. Typical elements of an airport noise overlay district include a statement of purpose and intent, definitions of common terms, applicability, permitted uses as well as exemptions and nonconforming structures, a permitted use table, and NLR requirements.

Airport Staff will need to work in conjunction with City of New Haven and Town of East Haven officials and staff, and ultimately, the public in order to define the goals, restrictions, and boundaries of an Airport Noise Overlay District. Primarily, consensus on the boundary of an overlay district, whether defined as the DNL 65 dB of the Future (2017) Noise Exposure Contour or a geographic boundary that encompasses areas considered by the City of New Haven to be noise sensitive land uses, needs to be identified. Following that determination, various types of land use restrictions need to be evaluated, including potential restrictions on new non-compatible development, noise disclosure, acquisition of easements, and limitations on modifications to existing structures. Finally, the issue of identifying a buffer zone beyond the limits of areas considered to be impacted by noise exposure should be considered. Ultimately, the recommendations can be presented to city officials, at which time the ANOD would be subject to the standard public process of all changes to the city zoning regulations.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L9 - Real Estate Disclosure, Section 5 page 89

This measure directs the Airport Manager to pursue the implementation of real estate disclosure through both coordination with local real estate professionals to include information about airport noise and overflights, and through the inclusion of a noise disclosure ordinance attached to a property deed.

Real estate notices are an effective means of acknowledging potential impacts from aircraft overflights in an area surrounding an airport to prospective property owners. Real estate disclosure notices, if implemented by local or State real estate associations, can effectively incorporate information about aircraft overflights, the location of the property in relation to the airport or flight patterns, and potential effects in either a legal document (through an easement) or in real estate marketing materials.

Noise disclosure ordinances typically address property either within the 65 DNL noise exposure contour, which is considered incompatible with airport operations according to Federal guidelines, or in other predefined boundaries around an airport. At the municipality's discretion, the disclosure ordinance should be expanded to include property within the proposed Airport Noise Overlay District.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L10 – Recommend Building Code Modifications, Section 5 page 90

Modifications to building codes can include elements to address the inclusion of sound insulation materials, such as windows and doors with higher Sound Transmission Class (STC) ratings and other elements designed to reduce the transmission of sound from the exterior environment to the interior of a structure. Building code revisions only address new construction and significant modifications to existing structures. The City of New Haven and Town of East Haven, in accord with all other jurisdictions in Connecticut, adhere to the Connecticut State Building Code as its guiding document. All construction and renovation of detached one and two family homes are regulated by the Board of Building Regulations and Standards (BBRS). As such, any changes designed to address airport noise would require modifications to the state code. This measure directs the Airport Manager to engage the BBRS to encourage changes in the state building code that include requirements to address noise impacts from aircraft sources. While changes to the State building code are outside of the scope of 14 CFR Part 150, it is recommended that the airport, in conjunction with other airports around the state, further investigate the feasibility and practicality of suggesting these revisions.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Program Management Measures

Measure P1 – Establish a Noise Mitigation Advisory Committee, Section 5 page 91

This measure directs the airport to establish a Noise Mitigation Advisory Committee to assist with the management and communication of noise issues. The airport could solicit a group of

individuals comprising of the Airport Manager or designee, personnel from various airport tenants, including staff from Robinson Aviation, City of New Haven and Town of East Haven Planning Department staff, elected officials, and representatives from neighborhood groups or subdivisions. The mission of the committee would be to disseminate information about operations at the airport, to monitor the implementation of various mitigation measures, and to provide an ongoing dialog that links the City of New Haven and Town of East Haven and surrounding communities with Tweed Airport. It is anticipated that the Noise Mitigation Advisory Committee would meet twice per year, depending on the implementation of the mitigation measures recommended in the NCP.

Approved.

Measure P2 – Institute a Community Awareness Program, Section 5 page 92

A community awareness program consists of educational materials designed to help members of the public understand the characteristics of operations at the airport. One of the largest obstacles to airport growth and development is a lack of understanding of the type of operations at an airport. A community awareness program provides details about airport tenants, the types of operations flown, and the times of days operations are flown. Additionally, these programs share the pilot's and airport tenant's perspectives, information regarding planning and development, and any temporary construction projects that would change the typical operating conditions at the airport. This type of program could also provide detail on various noise and land use mitigation projects undertaken by the airport. This measure directs the Airport Manager to transmit information as provided in Measure P1 to the larger public in the City of New Haven and Town of East Haven.

Approved.

Measure P3 – Institute a Fly Quiet Program, Section 5 page 93

This measure recommends that the airport create and institute a Fly Quiet Program for use at the airport. A Fly Quiet Program can include a number of measures designed to educate pilots and other aircraft tenants about noise sensitive uses in the airport environs. Among the range of measures that can be included are the installation of signage at each runway end reminding pilots about the noise abatement procedures, the creation of a color-coded map that identifies noise-sensitive land uses in the airport environs, and brochures keeping airport tenants aware of noise-related community concerns, as well as encouraging the use of both NBAA noise abatement procedures and AOPA Noise Awareness Steps.

Approved. This measure is within the jurisdiction of the airport management. This approval does not imply approval of any enforcement actions to ensure compliance with flight procedures by the Airport Sponsor. Any recommended change to existing flight procedures and any flight procedures or flight tracks not already in place at HVN would need to be separately reviewed, for reasons of aviation safety and efficiency, by the FAA. Changes in flight procedures normally also need appropriate environmental analysis. Any new procedures proposed for noise abatement at HVN may not be implemented prior to a study to determine whether they can be implemented safely and efficiently, and whether they are noise beneficial. Wording for publications and signage, and location of any on-airport sign age, must be coordinated with the FAA before final issuance.

Measure P4 – Periodic Evaluation of Noise Exposure, Section 5 page 93

This measure would direct the airport to periodically update the noise exposure maps at the airport either within a five-year time frame or when operating conditions at the airport change (such as runway extensions). The implementation of this measure would ensure a continuation of the evaluation of noise exposure, and would also allow for modifications to the boundaries of various land use mitigation programs should the need arise.

Approved.

Measure P5 – Acquire and Operate a Flight Tracking System, Section 5 page 94

A flight tracking system would assist with the identification and documentation of local flight operations at HVN and with the active management of noise complaints.

Approved. This measure would provide data to the airport on existing noise and flight procedures and flight track adherence and implementation, and enable the airport sponsor to improve its ability to monitor the effectiveness of its Part 150 Program. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment upgrades. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

Asthma in Greater New Haven: Local context and the role of walkability, bikeability, parks, and safety

A report on asthma and the environment for
the New Haven Green Fund



By Josephine Ankrah, MPH
Research Coordinator, DataHaven
June 2019

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This project solely represents the views of the author, and should not be interpreted to represent the official views of any of the organizations involved.

Introduction

Purpose of this report

This report will highlight the burden of asthma in Connecticut with a special focus on four communities in Greater New Haven, specifically: **East Haven, Hamden, New Haven, and Woodbridge**. There are many factors that affect asthma, however, the scope of this report includes environmental factors such as, walkability, bikeability, parks access, and neighborhood safety.

General asthma facts

In the United States, about 8.4 percent of children and 7.7 percent of adults have asthma.¹ These rates have been on the rise in recent years.² Asthma is a chronic respiratory disease that presents in various forms when triggered, including coughing, wheezing, and difficulty breathing.³ These symptoms can escalate and even be life-threatening, if not properly managed. There are plenty of factors that trigger asthma symptoms.⁴ Many of these triggers are environmental and they include dust mites, tobacco smoke, pet dander, chemicals, and pests.⁵ Extreme heat and other effects of climate change also correlate with exacerbated asthma outcomes and increased hospitalizations.⁶

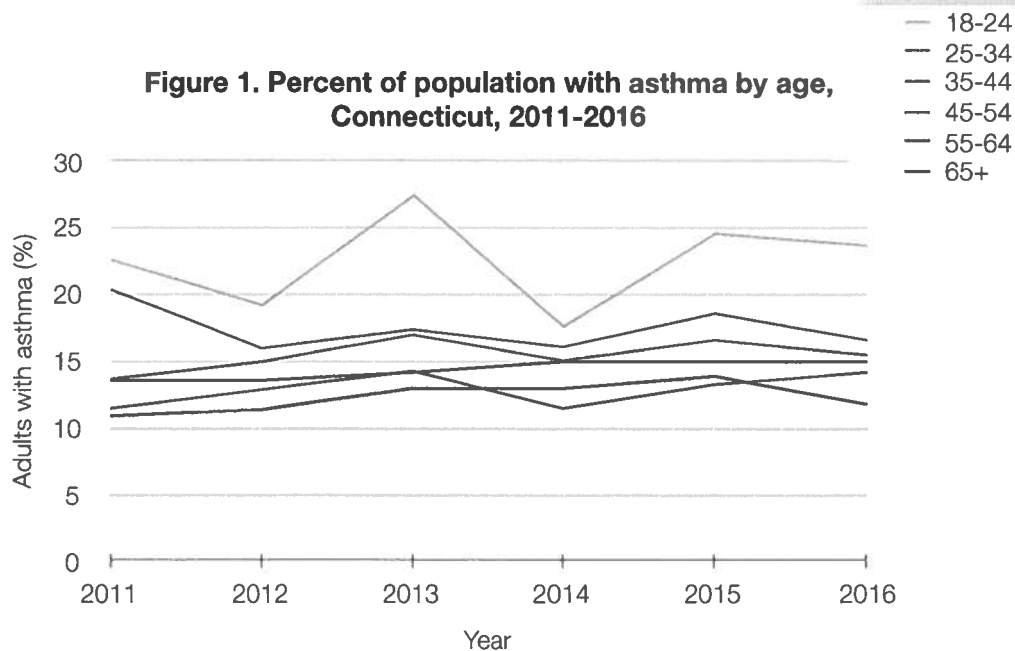


Photo credit: Amber Collett; Faces of Cycling

Scope of asthma in Connecticut

Asthma is the most common childhood chronic disease among children in Connecticut. Statewide prevalence decreases with age—meaning as people get older they are less likely to have asthma. Among adults, those between the ages of 18 and 24 have the highest prevalence (Fig.1). According to the Connecticut Department of Public Health, statewide asthma rates have been higher than nationwide rates since 2000.⁷

In Connecticut, certain people are affected by asthma more than others. Women, people of color, those with low income and educational attainment tend to be more heavily affected compared to members of the population that are not in those groups. As illustrated in Figures 2-5, the asthma rates between demographic groups seem relatively consistent from 2011-2016 for all groups.



Additional statewide trends

Figure 2. Lifetime asthma prevalence by sex

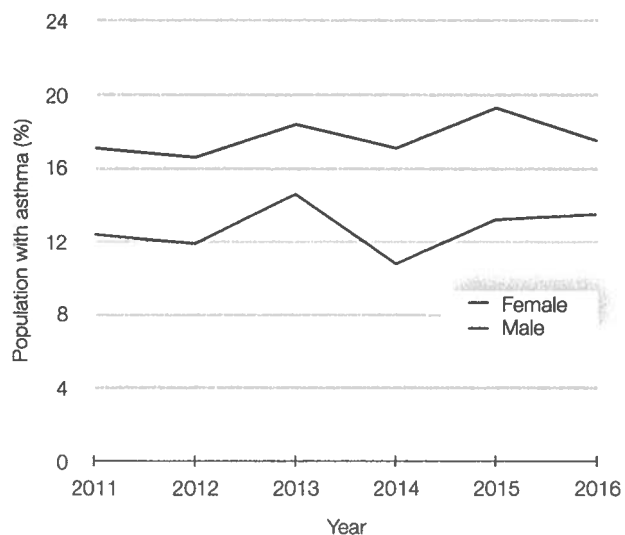


Figure 3. Population with asthma by education level

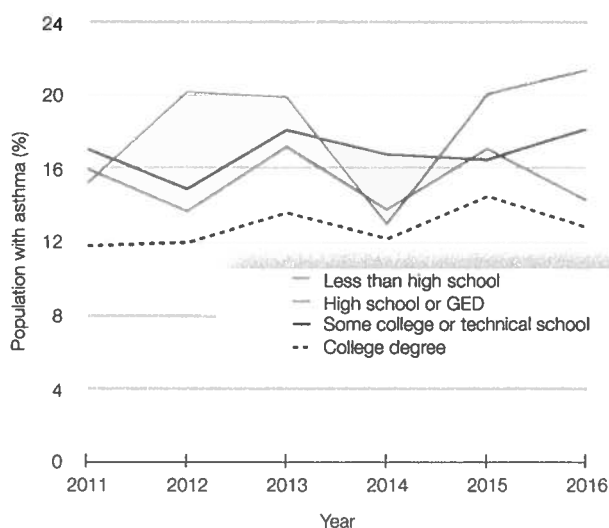


Figure 4. Population with asthma by race/ethnicity

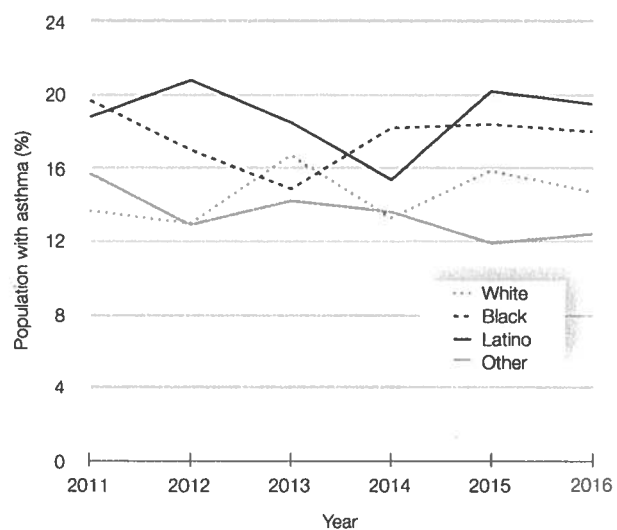
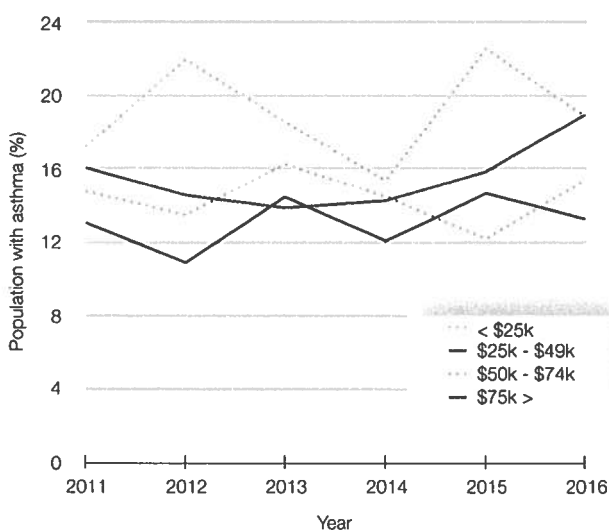


Figure 5. Population with asthma by household income



Disparities also exist in terms of who is hospitalized for asthma. This suggests that there are differences in how various groups are able to manage the condition, or the quality of care and resources that are available and accessible. Unintended consequences from systemic health and housing policies also play a role in the vast disparities illustrated in Figure 6.

People of color are more likely to be hospitalized for asthma compared to white people. Black children under 18 years old are especially at risk of hospitalization compared to other racial and age groups. In terms of emergency department (ED) visits, children visit the ED because of asthma much more than adults in the state (Fig. 7). Further, children of color have higher ED visit rates for asthma than white children.

Figure 6. Age-adjusted asthma hospitalization rates by age group, Connecticut 2000-2017

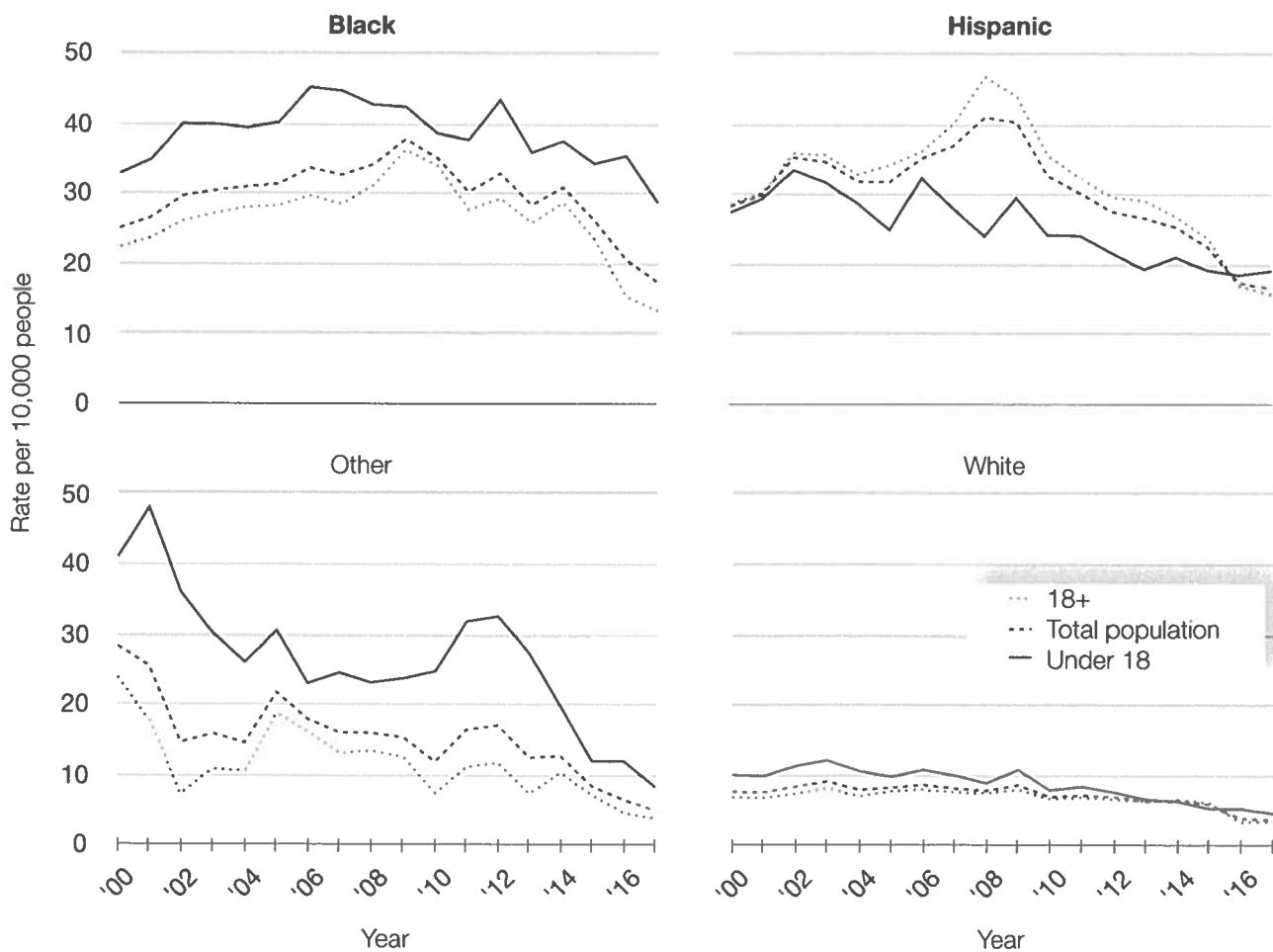
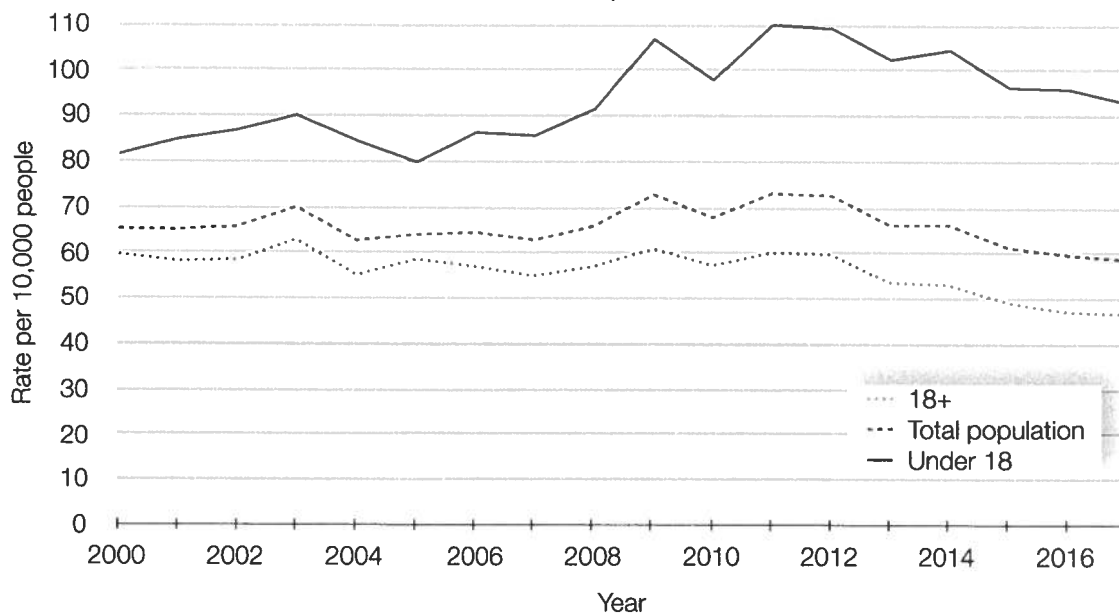
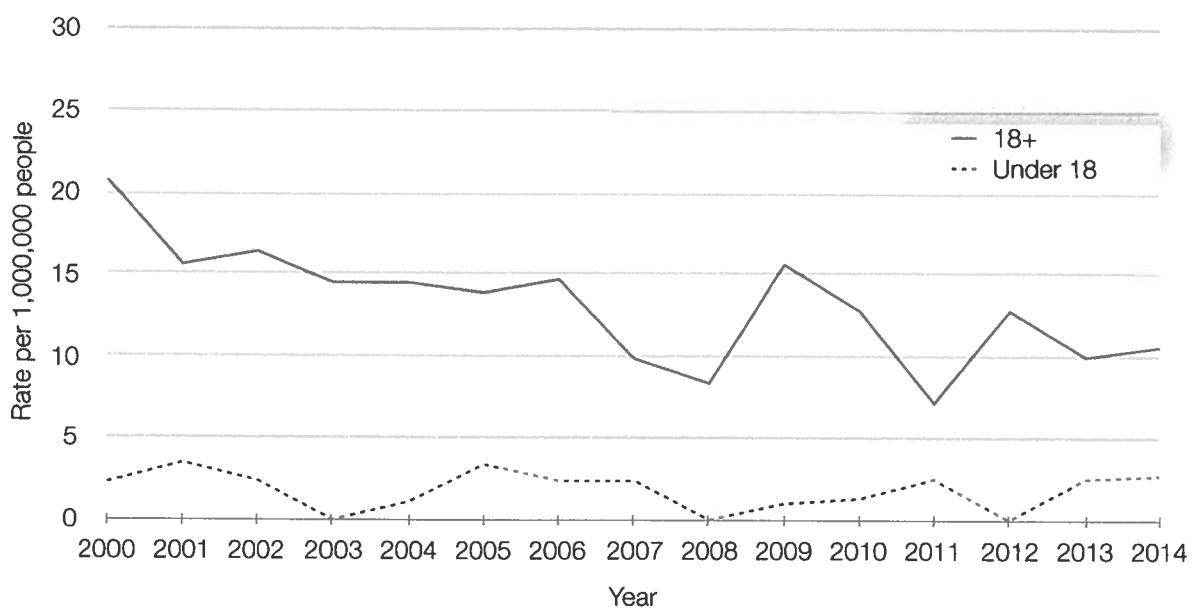


Figure 7. Age-adjusted emergency department (ED) visit rates by age group, Connecticut, 2000-2017



In terms of asthma mortality, the good news is that fewer children have been dying from asthma in recent years. In 2014, the mortality rate for children was almost half of what it was in 2000 (Fig. 8). While this is a positive trend, for every 1,000,000 children, there are still about 3 children dying from asthma each year, despite it being a largely manageable condition.

Figure 8. Age-adjusted asthma mortality rate, Connecticut, 2000-2014



A fact sheet published in 2009 by the Connecticut Department of Public Health, gives insight on exactly who is dying from asthma. The fact sheet focuses on the five largest cities in the state, of which New Haven comes in second. Between 1996 and 2005, women were 4 times more likely than men to die from asthma.⁸ Deaths from asthma were highest among adults between the ages of 35 and 44 years old, as well as those 65 and older.⁹ Blacks were more than 2 times more likely than whites and 1.7 times more likely than Latinos to die from asthma.¹⁰ Climate change is expected to worsen these disparities as groups with more resources are likely to be more prepared to combat the threatening effects of our changing climate.¹¹

Regional perspective

The next part of this report will narrow in on four particular places in southern

Connecticut: the city of New Haven and the towns of Hamden, East Haven, and Woodbridge.

Residents living in New Haven have both the highest asthma hospitalization rates and asthma ED visit rates compared to those living in the suburbs around the city (Fig. 9). The average ED visit rates from 2010-2014 for New Haven residents (133 per 10,000) are more than twice as high as the ED visit rates for East Haven residents (58,000), 3 times as high as the ED visit rates for Hamden residents (44 per 10,000), and ten times as high as the ED visit rates for Woodbridge residents (13 per 10,000).¹²

Children in New Haven visit the emergency room for asthma far more than children from neighboring suburbs (Fig. 10).

Figure 9. Age-adjusted hospitalization rate, 2010-2014 average

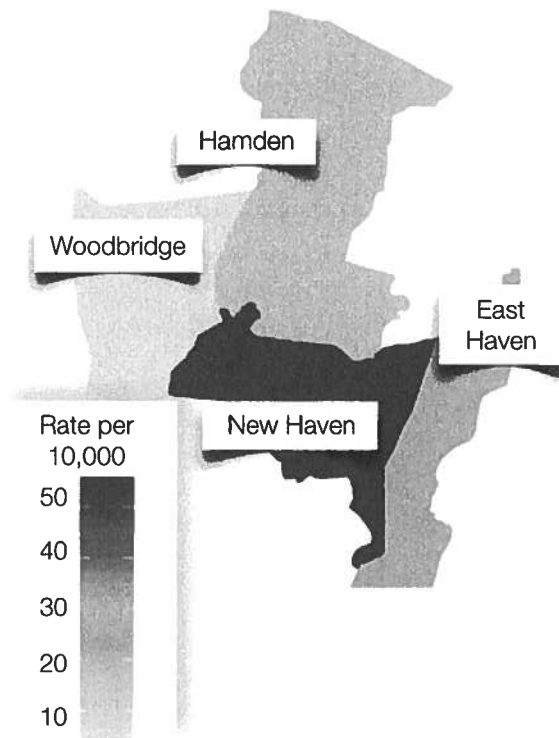
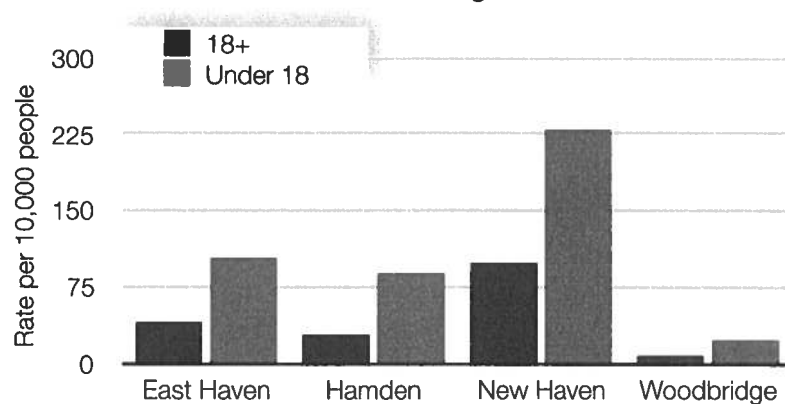
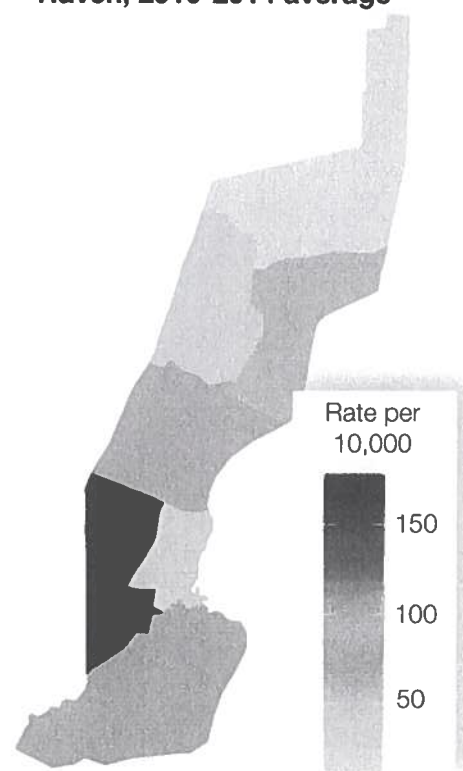


Figure 10. Age-adjusted asthma ED visit rate by age group, 2010-2014 average



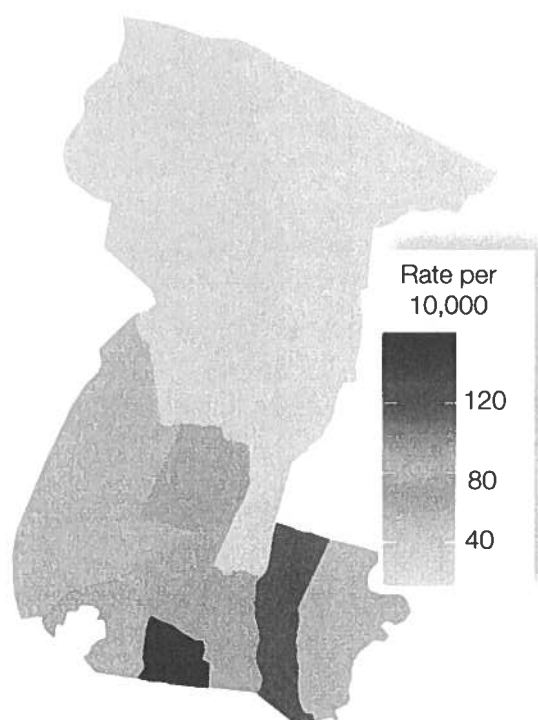
So far, it may seem as though the data calls for improving asthma conditions for children and adults in New Haven as opposed to East Haven, Hamden, and Woodbridge. However, there is more to the story, as great disparities also exist within each of these places. As illustrated in Figure 11, in East Haven, there is a disproportionately high burden of asthma in one particular census tract. This happens to be the tract nearest a local airport and power plant. It is likely that residents in that tract have greater exposure to poor air quality, which is a well-known asthma risk factor, than residents elsewhere in the town. The combined ED visit and hospitalization rate for residents living in the highly-burdened tract is 173.9 per 10,000 residents—up to 13 times greater than other parts of the town of East Haven.

Figure 11. Combined asthma ED and hospitalizations by census tract, East Haven, 2010-2014 average



East Haven is not alone in regard to stark disparities within the town borders. Hamden is similar in the sense that there is one census tract that has disproportionately higher asthma-related hospital encounters compared to the rest of the suburb (Fig. 12). One possible, although, partial explanation supported by Figure 15 is the relatively low household income in that particular tract compared to the others. It is possible that housing conditions may be in worse shape compared to homes in the other tracts. Housing-related asthma risk factors include pet dander, overcrowding, dust mites, cockroaches, rodents, and mold, among others.¹³

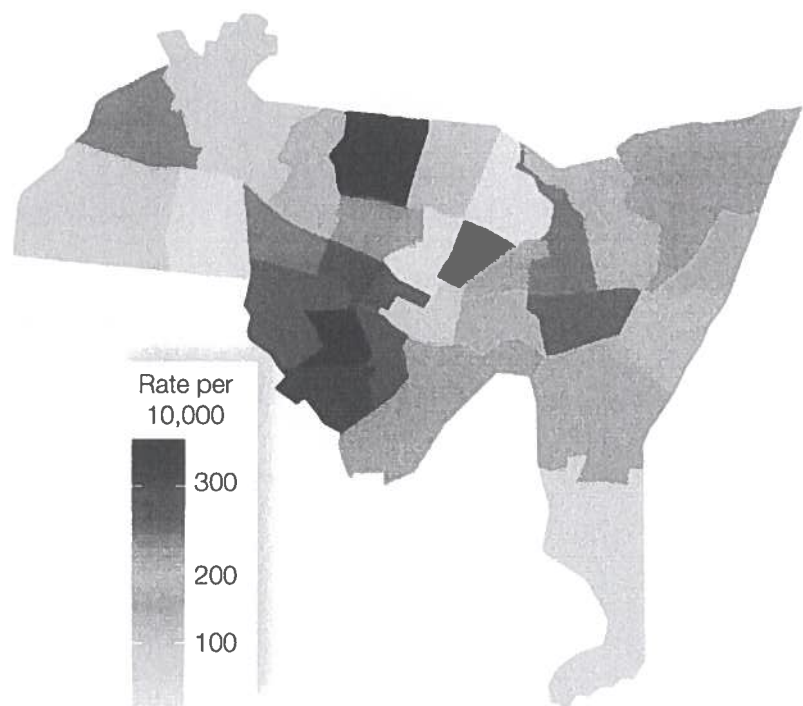
Figure 12. Combined asthma ED and hospitalizations by census tract, Hamden, 2010-2014 average



There happen to be several hotspots—places where residents are experiencing comparably worse asthma outcomes—within the City of New Haven (Fig. 13). The areas with high asthma-related hospital encounters tend to also be neighborhoods where residents are mostly people of color and low-income.¹⁴ Residents also carry a heavier load of other chronic diseases in these areas.

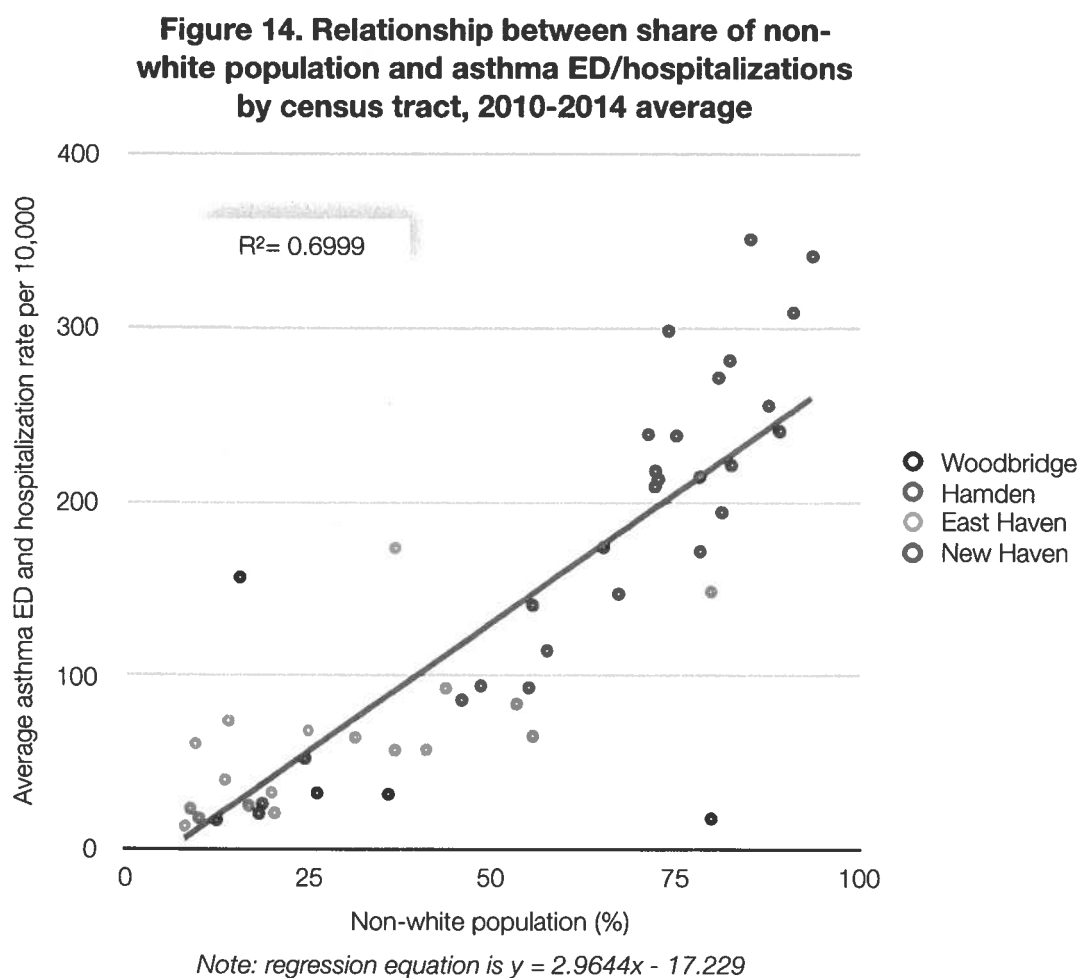
Woodbridge is not included since its rates are generally lower and since there are only two census tracts.

Figure 13. Combined asthma ED and hospitalizations by census tract, New Haven, 2010-2014 average



To further illustrate the reality that poor asthma outcomes are more pronounced for certain groups than others, two regressions were plotted. The purpose of the first regression (Fig. 14) is to examine how the asthma ED and hospitalization rate for a census tract is influenced by the racial composition of the population. The figure shows that every 1 percent increase in the non-white share of the population correlates with an increase of 3 in the combined ED and hospitalization rate per 10,000 people. Further, 70 percent of the variance in these rates is explained by the non-white share of the population.

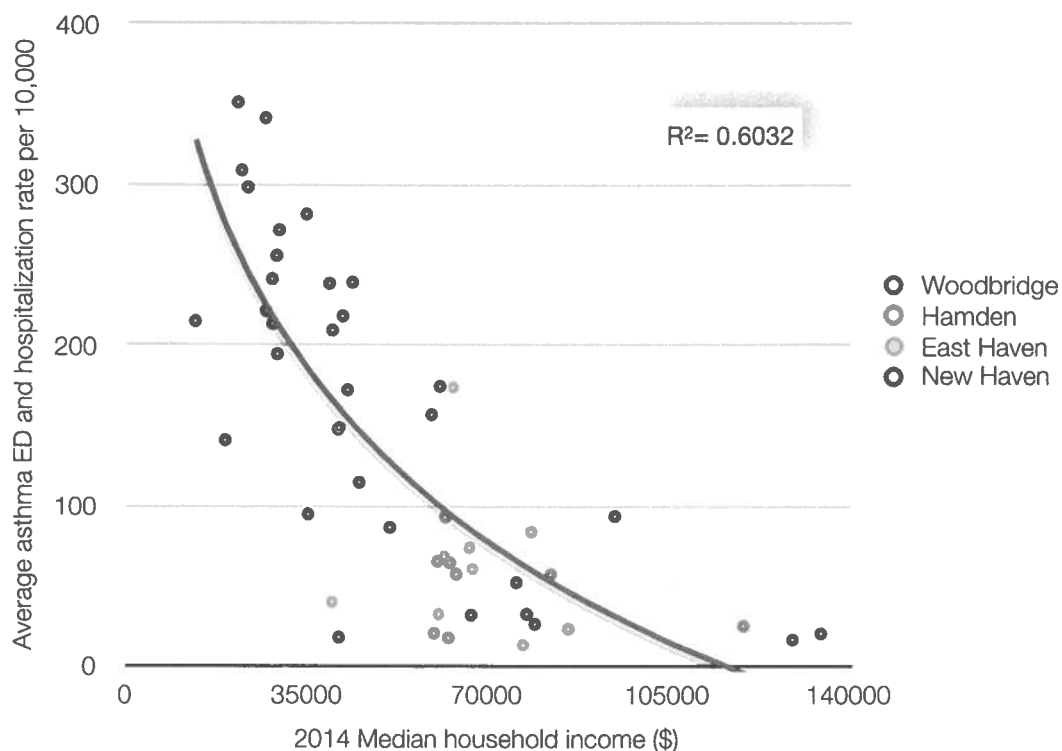
The purpose of the second regression (Fig.15) is to examine if there is any association between household income and the asthma ED and hospitalization rate. It turns out that there is.



According to Figure 15, every 1 percent increase in household income is associated with a decrease of 1.5 asthma ED and hospitalizations per 10,000 population. Further, 60 percent of the variance in these rates can be explained by the median household incomes in each census tract.

While race and income are important factors to examine when looking at health trends it is not enough to examine them in isolation because they do not operate in isolation. In this same vein, there are plenty of other determinants also influencing asthma outcomes that are important to consider. The next section will focus specifically on those that pertain to the built and natural environment.

Figure 15. Relationship between median household income and asthma ED/hospitalizations by census tract, 2010-2014 average



Note: regression equation is $y = -150.81\ln(x) + 1758.9$

Role of the environment

A substantial body of research supports the claim that the environment plays a large role in asthma outcomes. This report examines the local context of asthma, but due to space limitations does not consider the potential role of other factors in asthma, such as housing quality, health care, smoking, trauma, and financial stress. The factors that are known to affect asthma that will be discussed are neighborhood safety,¹⁵ walkability,¹⁶ bikeability,¹⁷ and access to parks and public recreation facilities.¹⁸

Children in neighborhoods that parents perceive to be only sometimes or never safe are more likely to have asthma compared to those in neighborhoods that parents do perceive to be safe.¹⁹ Parents who view their neighborhood as unsafe are likely to limit their children's outdoor play. In addition to actual incidences of crime and violence, there are many built characteristics—that sometimes even help to facilitate crime—of an unsafe neighborhood. A few general features of safe neighborhoods include ample street lighting, pedestrian-oriented building entries, and well-kept public transit shelters.²⁰

Additionally, walkable and bikeable areas are those that are safe, convenient and comfortable for people traveling by foot or bicycle, as well as those traveling by any non-motorized means.

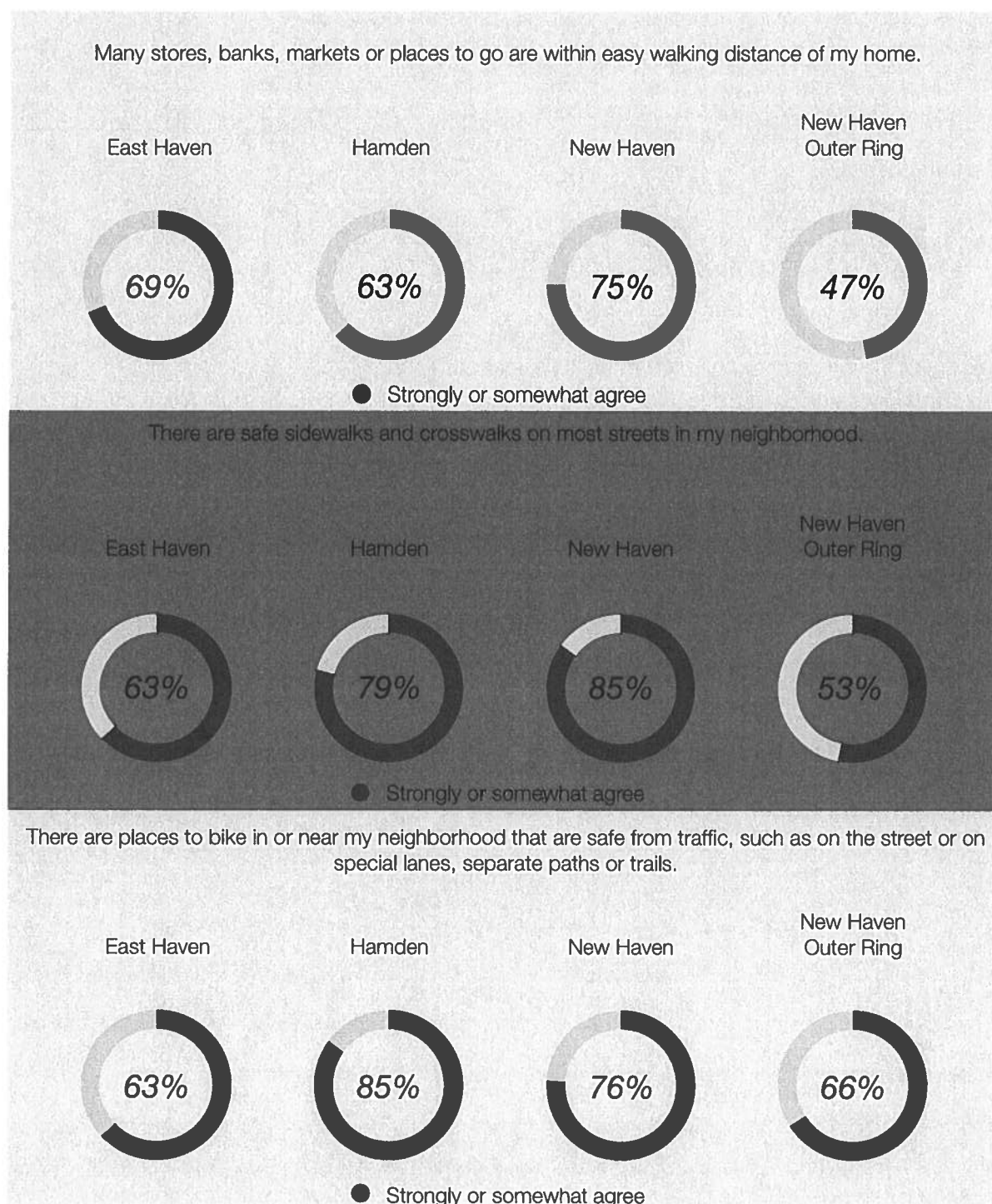
²¹ Features of walkability and bikeability include clearly marked and well-lit bike paths, maintained and easy-access sidewalks, tire-pump stations, comfortable benches, rest areas, and conveniently-located water fountains.²² People—older adults in particular—living in areas that lack these features tend to have lower levels of physical activity than those that live in areas that support walking and other non-motorized movement.²³

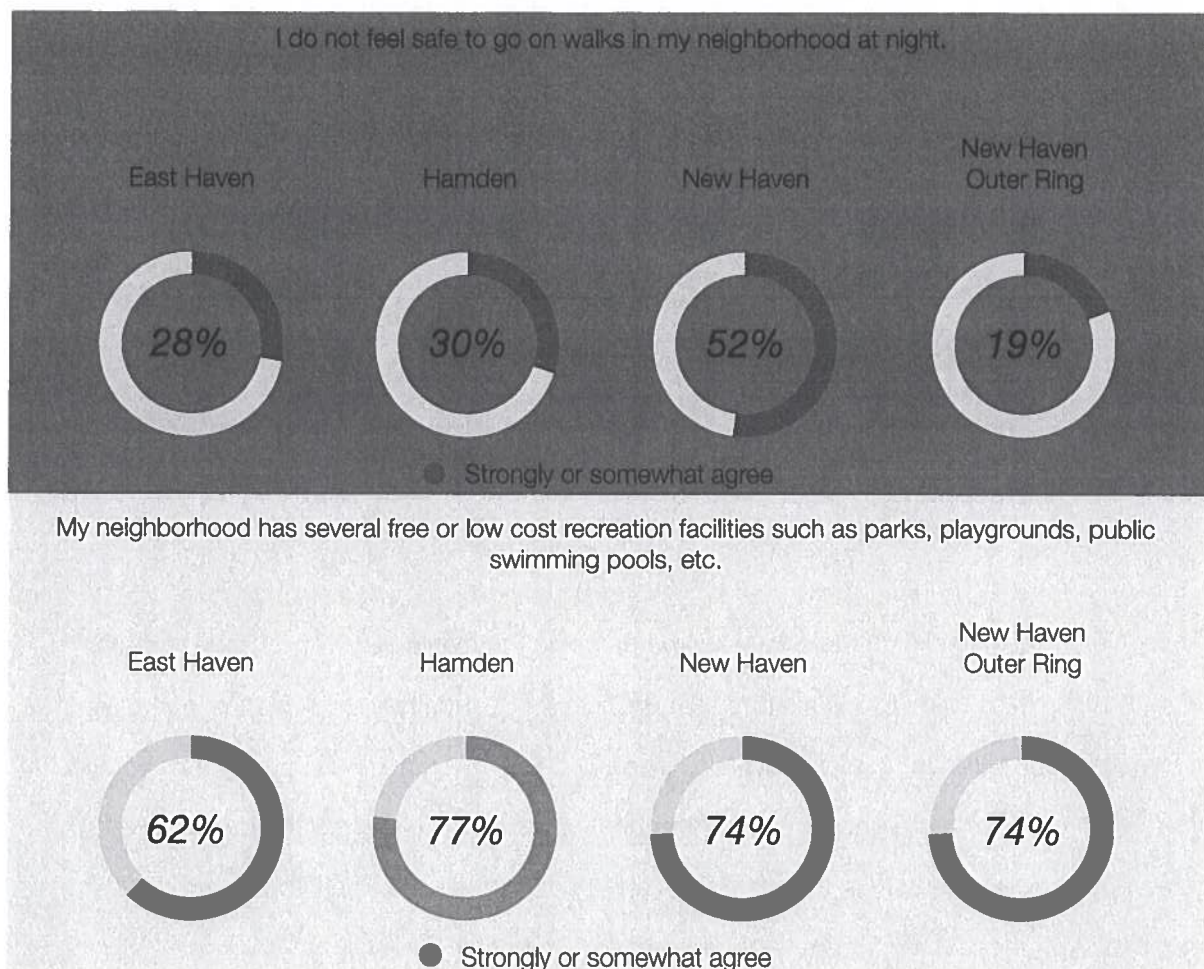
Children in these neighborhoods are more likely to develop asthma than those who live in areas deemed more walkable or bikeable. They are also more likely to have asthma persist as they age.²⁴

According to a study based on national survey data, children who are overweight are more likely to have asthma compared to those who have normal weight.²⁵ Those who have access to parks and public recreation facilities are less likely to be overweight or obese than those who do not.²⁶ Increasing access to aesthetically-pleasing, physically-accessible and multi-purpose parks can potentially increase physical activity, promote healthy weight, and improve asthma outcomes.²⁷

On the next three pages, data from the 2018 DataHaven Community Wellbeing Survey will help sketch a picture of three environmental factors: neighborhood safety, walkability/bikeability, and access to parks and public recreation facilities in East Haven, Hamden, New Haven, and Woodbridge. The results derive from live interviews of 35,000 residents in every zip-code across the state. Due to the small sample size in Woodbridge, the New Haven Outer Ring—a group that consists of towns similar to Woodbridge, such as Orange—will be used instead. Respondents were asked to share how much they agree or disagree with a series of statements about their neighborhood. They also shared perceptions about their neighborhood's public parks, how often they exercise and daily modes of transportation.

Figure 16. Perceptions of neighborhood walking, biking and physical activity features





According to Figure 16, perception of neighborhood walkability is highest among New Haven respondents compared to the other towns. Walkability is perceived the lowest by those from the New Haven outer ring, (“outer ring”). In terms of bikeability, New Haven and Hamden respondents feel the most positive about being able to get around by bike, while East Haven residents do not share those sentiments quite as much. Additionally, neighborhood safety is most positively perceived in the outer ring.

Figure 17. Comparison of asthma rates, frequency of physical activity and perception of public parks

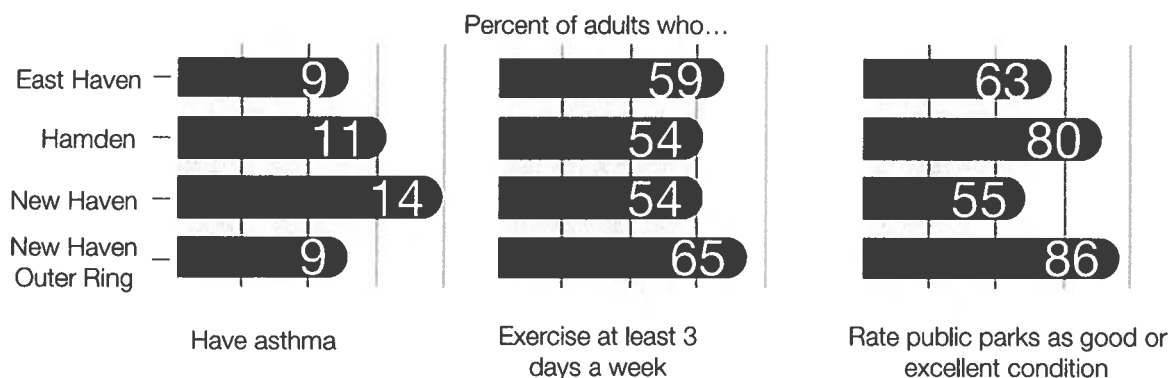
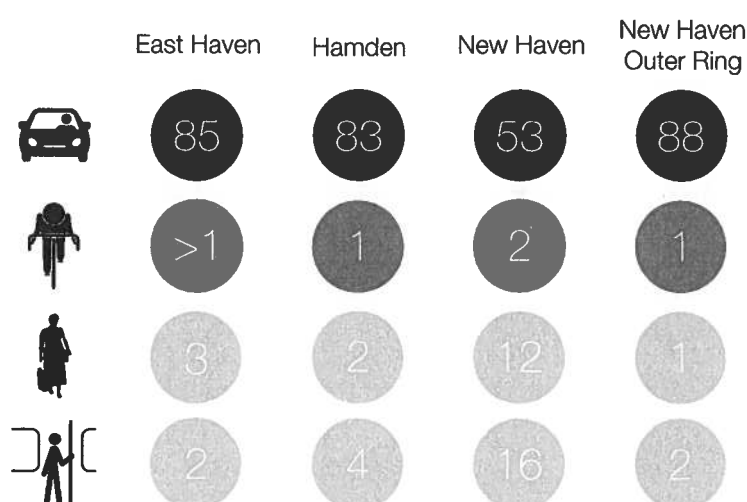


Figure 17 shows that residents in East Haven perceive the availability of parks and public recreation facilities to be low, while those in the outer ring and Hamden feel their parks are in better condition than do residents in New Haven and East Haven. Levels of physical activity are relatively similar but highest in the outer ring, and lowest in New Haven and Hamden. The current asthma rate is highest in New Haven and tied for lowest in East Haven and the outer ring. In all four places, most people drive to work or school (Fig. 18).

Figure 18. Modes of commuting

Percent of adults who commute by car, bike, foot, or bus & train



Conclusion

The main takeaways from this report are the following:

- The rate of asthma in Connecticut has been higher than that of the nation in recent years.
- In the state, people are still dying from asthma, which is a manageable condition.
- While the burden of asthma is greatest in New Haven, there are certain places within the city, as well as certain places within the neighboring suburbs that experience high rates of asthma hospitalizations and emergency department visits.
- Not everyone with asthma experiences the condition in the same way since environmental factors can have a positive or negative impact on how the disease is managed.
- Neighborhood characteristics such as walkability, bikeability, parks access, and safety can influence how asthma is experienced.

The DataHaven Community Wellbeing Survey data confirm that in East Haven, Hamden, New Haven, and Woodbridge there are perceived differences in these neighborhood characteristics. This means that there are opportunities to improve aspects of the built environment, such as street connectivity, and the quality of parks and sidewalks among many others. These efforts will consequently make a positive difference in the lives of people living with asthma.

Notes on figures

The data from figures 1-8 are all from the Connecticut Department of Public Health Behavioral Risk Factor Surveillance System. The data tables for each figure are specified below and can be found at this link: <https://portal.ct.gov/DPH/Health-Education-Management--Surveillance/Asthma/Asthma-Statistics>.

Figure 1. Percent of population with asthma by age, Connecticut, 2011-2016. Data table "Adult Lifetime Prevalence".

Figure 2. Lifetime asthma prevalence by sex. Data table "Adult Lifetime Prevalence".

Figure 3. Population with asthma by education level. Data table "Adult Lifetime Prevalence".

Figure 4. Population with asthma by race/ethnicity. Data table "Adult Lifetime Prevalence".

Figure 5. Population with asthma by household income. Data table "Adult Lifetime Prevalence".

Figure 6. Age-adjusted asthma hospitalization rates by age group, Connecticut, 2000-2017. Data table "Hospital Discharge Rates-primary diagnosis".

Figure 7. Age-adjusted emergency department (ED) visit rates by age group, Connecticut, 2000-2017. Data table "ED Visit Rates-primary diagnosis".

Figure 8. Age-adjusted asthma mortality rate, Connecticut, 2000-2014. Data table "Mortality Rates-underlying cause".

The data from figures 9 and 10 are from Connecticut Department of Public Health available at <https://portal.ct.gov/DPH/Health-Education-Management--Surveillance/Asthma/Asthma-Burden-Report>. Specific tables are listed below:

Figure 9. Age-adjusted hospitalization rate, 2010-2014 average. Data table "Table F-1: Asthma Hospitalization by Town".

Figure 10. Age-adjusted asthma ED visit rate by age group, 2010-2014 average. Data table "Table H-1: Asthma ED Visit by Town".

The data from figures 11-15 are primarily from the Connecticut Department of Public Health and can be found this link: <https://data.ct.gov/Health-and-Human-Services/Combined-Asthma-Emergency-Department-and-Hospital/javn-ujwr>. Additional sources are listed accordingly.

Figure 11. Combined asthma ED and hospitalizations by census tract, East Haven, 2010-2014 average

Figure 12. Combined asthma ED and hospitalizations by census tract, Hamden, 2010-2014 average

Figure 13. Combined asthma ED and hospitalizations by census tract, New Haven, 2010-2014 average

Figure 14. Relationship between share of non-white population and asthma ED/hospitalizations by census tract, 2010-2014 average

Population estimates are from the 2014 American Community Survey, table B03002 "Hispanic or Latino Origin by Race".

Figure 15. Relationship between median household income and asthma ED/hospitalizations by census tract, 2010-2014 average

Median household income estimates are from the 2014 American Community Survey, table B19013 "Median Household Income in Past 12 Months".

The data from figures 16-18 are all from the 2018 DataHaven Community Wellbeing Survey available at ctdatahaven.org.

Figure 16. Perceptions of neighborhood walking, biking and physical activity features.

Figure 17. Comparison of asthma rates, frequency of physical activity and perception of public parks.

Figure 18. Modes of commuting.

References

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SCRCOG

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

Carl J. Amento, Executive Director

SCRCOG MEETING NOTICE & AGENDA **May 26, 2021 – 10:00 A.M.**

NOTICE: As permitted by Governor Lamont's Executive Order 7B, as extended by Executive Order 9A, regarding the COVID-19 Pandemic, this meeting is being held remotely with no in-person attendance

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

Join Zoom Meeting: <https://us02web.zoom.us/j/85238712838>

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

Meeting ID: 852 3871 2838

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

1. Call to Order and Introductions – *First Selectman Michael Freda, Chair*
2. **Presentation: Regional Comprehensive Economic Development Strategy (CEDS) 2020 Update**
Ginny Kozlowski and Barbara Malmberg, REX Development
3. Approval of 4/28/21 SCRCOG Meeting Minutes – *First Selectman James Zeoli, Secretary* Pages 2-5
4. Treasurer's Report for month ending 4/30/21 – *First Selectman Paula Cofrancesco, Treasurer* Pages 6,7
5. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 8-17
 - a. Adopt Resolution to Approve FY 2021-2024 TIP Amendment Five Pages 15,16
 - b. Adopt Resolution to Approve FY22 and FY23 Unified Planning Work Program (Attached) Page 17
6. Approval of Proposed SCRCOG FY 2021-2022 Budget Pages 18-23
7. Approval of Proposed Regional Services Grant (RSG) FY 2021-22 Spending Plan Pages 24-27
8. Resolution Authorizing the Executive Director to enter into agreements for FY 2021-22 Regional Services Grant-funded Consultant Services Pages 28,29
9. **Presentation: Resilient CT Project-** *Joanna Wozniak- Brown, UConn CIRCA*
10. Congressional Reports – *Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Ellen Graham, Aide to U.S. Senator Richard Blumenthal; Lillian McKenzie, Aide to U.S. Senator Christopher Murphy*
11. State Legislative Reports – *Michael Muszynski, CCM; Betsy Gara, COST*
12. SCRCOG Executive Director's Report – *Carl Amento, Executive Director* Pages 30,31
13. REX Development Report – *Ginny Kozlowski, Executive Director, REX Development* Pages 32-35
14. CTRides Report, *Joanne Cavadini, Commuter Program Manager* Attached
15. Greater New Haven Transit District Report – *Mario Marrero, Executive Director*
16. Regional Planning Commission May Action Table Page 36
17. Regional Cooperation/Other Business
18. Adjournment

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

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

SCRCOG

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**
FROM: **First Selectman James Zeoli, Secretary**
DATE: **May 19, 2021**
SUBJECT: **SCRCOG Meeting Minutes of April 28, 2021**

Present:

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

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Andy Cirioli, Daria Larson (intern), Burton Guion (intern)

Guests: Ginny Kozlowski and Barbara Malmberg, *REX Development*; Sara Radacsi, *CTDOT*; Lou Mangini, *Office of U.S. Representative Rosa DeLauro*; Ellen Graham, *Office of U.S. Senator Richard Blumenthal*; Lillian McKenzie, *Office of U.S. Senator Christopher Murphy*; Michael Muszynski and Randy Collins, *Connecticut Conference of Municipalities*; Betsy Gara, *Council of Small Towns*; Jacob Manke, *DEMHS/DESPP*; Lynn Vasquez, *Eversource*; Mario Marrero, *Greater New Haven Transit District*; John Wardzala, *Kennedy Center*; Anne Benowitz, *Greater New Haven Chamber of Commerce*; Lori Vitagliano, *Regional Water Authority*; Nan Birdwhistell, *Murtha Cullina Law Firm*; Lynn DiGiovanni, *Luchs DeCarlo & Doll*; Walter Morton, *Town of Hamden*; Richard LoPresti, *Town of North Haven*; Ted Stevens, *Hamden Planning & Zoning*; Toyah Barigye, *SolSmart*; Pam Roach, *SCRCOG Consultant*;

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

1. Call to order and Introductions

First Selectman Hoey, as Acting Chair, called the meeting to order at 10:05 a.m. All present introduced themselves.

2. Presentation: SolSmart Update

Toyah Barigye from SolSmart presented an update on the U.S. Department of Energy program. She announced that SCRCOG received Silver Designation as a region, only the eighth region in the country to obtain such designation. Branford and Hamden have also achieved SolSmart designation. First Selectman Freda inquired about resources for speeding up commercial solar permitting. Toyah stated that the SolSmart program is focused on residential solar installation, for which they have created a permitting checklist.

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3. Adoption of the March 24, 2021 SCRCOG Meeting Minutes

First Selectman Zeoli presented the Minutes of the SCRCOG Meeting of March 24, 2021, which were included in the agenda packet at pages 2-5. He moved for their approval, and First Selectman Hoey seconded. All voted in favor.

4. Treasurer's Report for month ending March 31, 2021

First Selectman Cofrancesco presented the Treasurer's Report for the month ending March 31, 2021, which was included in the agenda packet at pages 6-7. The Balance Sheet shows that SCRCOG has total assets of \$1,433,000 with \$1,335,000 of that in cash and investments. There is also \$31,000 due from CTDOT. Expenses for the month were in order. First Selectman Hoey moved for acceptance of the Treasurer's Report. Mayor Leng seconded the motion, which passed unanimously.

5. Transportation Committee Report

Mayor Dickinson reviewed the Transportation Committee report on pages 8-32 of the agenda packet, with the resolutions found on pages 12-32.

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

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

b) **Approve of Resolution re CMAQ (Congestion Mitigation Air Quality) Application Priorities:**

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

c) **Resolution for Endorsement of Targets for Transit Safety Performance Measures:**

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

6. FY 2020-21 Regional Services Grant (RSG) Spending Plan Revision #1

Executive Director Amento presented the RSG Spending Plan Revision #1 found on page 33 of the agenda packet. The amendment, which moves \$5,000 from the REX Project line item with the permission of REX to the Staff Labor & Expenses line item, was approved at the Executive Committee meeting. The funds will be used to support SCRCOG summer interns during May and June of this fiscal year. Mayor Leng made a motion to approve the revision, and First Selectman Cofrancesco seconded. The vote was unanimously in favor.

7. FY 2020-21 Budget Revision #3

Executive Director Amento presented the FY 2020-21 Budget Revision #3 found on pages 34-36 of the agenda packet. The revision reflects the RSG Spending Plan change from Agenda Item 6, moving \$5,000 from REX Project to Staff Labor & Expenses. First Selectman Cofrancesco made a motion to approve. First Selectman Heller seconded, and all voted in favor.

8. DESPP/DEMHS Report

Jacob Manke discussed Region 2 DEMHS's work coordinating pandemic response. There are hundreds of volunteers in the region distributing supplies and assisting medical staff. DEMHS is working on coordinating the distribution of long-term funding to its constituents. They are seeing the demand for testing and vaccinations going down, though mobile vaccination clinics are expanding. The state's Emergency Management Director, William Hackett will be retiring this summer.

9. Congressional Reports

Lou Mangini from Congresswoman DeLauro's office reported that the restaurant revitalization fund is opening for applications on Monday. It will likely run out of money before all needs are met. Interested businesses will apply directly to the SBA via an online portal. SCRCOG and Lou will be scheduling workshops on American Rescue Plan funding for municipalities with SCRCOG towns to assist with project brainstorming. Guidance on allowed spending will be coming from the Treasury Department soon. Mayor Blake asked for clarification on how the county funding will be distributed to municipalities. Lou stated the county funding (since Connecticut does not have counties) will be distributed to the municipalities on a population-based formula. He has not yet seen the breakdown of actual funding for each municipality.

Ellen Graham from Senator Blumenthal's office reported that the Senate will be bringing back community funded projects, previously known as earmarks.

Lillian McKenzie from Senator Murphy's office reported that funding for summer youth enrichment programs will be distributed from two grant sources: an expansion grant up to \$25,000 for community organizations that plan to expand their capacity to serve children, and an innovation grant for between \$50,000 - \$250,000 per organization for new programming.

10. State Legislative Reports

Michael Muszynski from CCM reported he is partnering with the delegation on the American Rescue Plan to distribute relevant information quickly. Guidance is now available on the CCM website, and they are working on developing a webinar with more information. The religious exemption for vaccinations has been removed, but students already enrolled in K-12 are grandfathered in. Randy Collins from CCM presented an overview of the key bills they are monitoring.

Betsy Gara from COST reported that the proposed budget changes the ECS funding formula. Smaller towns may lose some education funding. There are six weeks left in the session, but there has not been much action overall. DesegregateCT's housing bill has moved out of committee, and largely focuses on accessory dwelling units as-of-right. A fair share housing assessment bill which also was voted out of committee was modeled after New Jersey's. COST is supportive of the broadband bill. The Environment Committee is discussing the bottle bill and organics recycling.

11. SCRCOG Executive Director's Report

Executive Director Amento reviewed the SCRCOG Municipal Services Newsletter found on pages 37-38 of the agenda packet. SCRCOG is proceeding with completing the Affordable Housing Plan on a regional level with 12 municipalities. The RFP received one response, and an interview with that firm will be completed next week. Responses to the SCRCOG Purchasing Consortium's RFQ for on-call engineering services is due on Friday. SCRCOG's SolSmart program is ongoing. LiveGreen is currently assisting with EV Readiness. SCRCOG has been meeting with each municipality individually on solid waste and recycling options and possible pilot programs. Cybersecurity trainings for municipal employees are being set up for the region's towns and cities. Executive Director Amento recognized Daria Larson and Burton Guion, SCRCOG interns completing their graduate degrees in Public Policy at UConn, for their outstanding work at SCRCOG during the past academic year.

12. REX Development Report

Ginny Kozlowski of REX Development reviewed her written report on pages 39-41 of the agenda packet. She stated that there is a nationwide workforce shortage, especially in the fields of tourism and hospitality. The

American Rescue Plan tourism and hospitality funding does not include direct funding for tourism attractions and hotels. Travel prices are substantially higher than last year.

13. Resilient CT Report

The Resilient CT written report was reviewed on pages 42-48 of the agenda packet.

14. Greater New Haven Transit District Report

Mario Marrero from the Greater New Haven Transit District reviewed the extent of their programming and passenger service reductions during the pandemic. Their vehicle trips are averaging 95% on time service. They are currently down 20 full-time drivers. Mario also noted the vacancies on the GNHTD board if any municipality was interested in appointing a member.

15. Regional Cooperation/Other Business

There was no other business.

16. Adjournment

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Heller seconded. The meeting was adjourned at 11:42 am.

Respectfully submitted,

First Selectman James Zeoli, *Secretary*

Balance Sheet

South Central Regional Council of Governments

As of period 4/30/2021

Assets

Cash and Investments

Key Bank - Checking Account	357,428.86
State of CT - Short-Term Investment Fund	898,511.08
New Haven Bank	107,433.32

Accounts Receivable

CT Department of Transportation	75,113.27
CT Office of Policy and Management	(498.02)
Other State Grants (CIRCA)	432.13

Other Assets

Prepaid Expense (UConn MPA Intern)	3,000.12
Accrued Leave & Security Deposit	31,197.52
Furniture & Equipment	27,183.40

Total Assets **1,499,801.68**

Liabilities

Deferred Revenue - Municipal	104,343.18
Deferred Revenue - OPM	107,290.38
Deferred Revenue - LOTCIP	206,267.18
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

Total Liabilities **432,418.14**

Fund Balance

Fund Balance	1,002,300.26
Amount for Accrued Leave	19,534.60
Investment in Equipment	27,183.40
Change in Fund Balance	18,365.28

Total Fund Balance **1,067,383.54**
Total Liabilities and Fund Balance **1,499,801.68**

Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 4/30/2021

	Current	Year-to-Date	Budget
Resources			
Municipal - Revenue	12,482.94	88,856.82	200,700.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	55,567.00	395,149.31	493,418.00
CTDOT - Transportation Planning	75,113.27	579,507.54	1,214,329.00
CTDOT - LOTCIP	197.20	5,115.09	211,465.00
CT SotS - Regional Election Monitor			3,691.00
CIRCA - Resilient CT Grant		17,743.24	37,000.00
Miscellaneous		.09	
Interest - Revenue	89.72	720.12	11,999.00
Total Resources	143,450.13	1,087,092.21	2,183,429.00

Direct Expenses			
Transportation Planning Consultants	26,460.00	120,642.00	475,000.00
Land-Use Planning Consultants	2,000.00	39,510.00	34,000.00
Other Consultants	12,416.65	107,499.88	166,100.00
Travel		197.81	8,300.00
Data Processing		4,000.00	3,600.00
Commercial Printing			600.00
Subscriptions and Books	1,354.54	2,153.54	3,500.00
Meeting Expenses and Advertising	2,518.87	4,753.62	17,707.00
Miscellaneous	113.82	202.84	1,282.00
Transportation - Reserved			296,419.00
LOTICP - Reserved			199,117.00
Hazard Mitigation Grant - Reserved			10,827.00
Total Direct Expenses	44,863.88	278,959.69	1,216,452.00

Direct Labor			
Direct Labor - Employees	43,944.44	345,271.58	405,918.00

Overhead			
Indirect Labor - Employees	12,174.56	124,831.29	173,599.00
Employee Benefits	18,572.13	175,889.17	212,560.00
Travel			100.00
Data Processing	24.00	10,105.83	13,000.00
Rent	9,344.79	100,887.84	111,100.00
Telephone and Internet	980.92	5,720.12	7,400.00
Office Supplies	11.99	1,101.89	3,500.00
Equipment Maintenance	1,508.72	15,591.40	17,200.00
Subscriptions and Books		425.00	
Insurance and Professional Services	139.33	8,734.00	21,100.00
Meeting Expenses and Advertising	203.39	691.99	800.00
Miscellaneous	53.56	517.13	700.00
Total Overhead	43,013.39	444,495.66	561,059.00
Total Operating Expenses	131,821.71	1,068,726.93	2,183,429.00

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 5

Project	0106-0130	2019-A14-2	Interchange 57/58 Improvements at CT34
Changes	Amendment 5 adjusts funding and changes source.		
Reason	Construction phase funding is increased, based on latest cost estimate. STPNH is used to ensure full utilization of available funding		
Project	0148-0209	2017-A2-3	Rehab Br #06537 carrying SR 702 O/ Wharton Brook
Changes	Amendment 5 increases estimate		
Reason	Action is necessary to update project cost based on latest estimate. Project to be phase financed over 2 fiscal years		
Project	0170-3605	2021-A5-3	STATEWIDE TDM (NY-NJ-CT MODERATE)
Changes	Amendment 5 adds a new project		
Reason	Action is necessary to fund CTDOT efforts to market, educate and provide outreach to individuals and employers in support of CTDOT's statewide Transportation Demand Management (TDM) program in the Southwest CT, Danbury, Bridgeport, Greater New Haven and Waterbury areas of the state under the brand name CTrides. This program assists in the formation and long-term viability of carpools and vanpools, This program also provides comprehensive resources to help employers design, implement and maintain teleworking programs. This program will reduce the number of employee work trips, decreasing traffic congestion, energy consumption and air pollution.		
Project	0173-0486	2017-A20-1	Replace Traffic control Signals @ Various location
Changes	Amendment 5 increases estimate		
Reason	Action is necessary to update project cost based on the final estimate at design completion.		
Project	0173-0494	2019-AO-8	Replace Traffic Signals at Various Locations
Changes	Amendment 5 increases estimate		
Reason	Action is necessary to update project cost based on latest estimate		
Project	0300-0196	2021-A5-1	NHL - SCOUR REHABILITATION PROJECT
Changes	Amendment 5 adds new project		
Reason	Action is necessary to include the Scour Rehab of the New Haven Line Bridges under FY 2021 Section 5337 grant program. This project will provide funding for the rehabilitation for 4 bridges and will include performing full repairs of the structures to raise the condition rating to a state of good repair.		

Project	0301-0154	2021-A0	NHL-SIGNAL SYSTEM REPLACEMENT
Changes	Amendment 5 deletes FY24 Funds		
Reason	Action is necessary to delete the NHL - Signal System Replacement project from FY24, as it is currently programmed in FY22 and FY23 under Section 5337 federal program.		
Project	0301-0168	2021-A0	NHL-DEVON MOVABLE BRIDGE ADDITIONAL PE
Changes	Amendment 5 removes 5337 funds from FY21		
Reason	Action is necessary to delete the NHL - Devon Movable Bridge project from FY2021, as it is currently funded in FY2023 under the Section 5307C federal program.		
Project	0400-XXXX4	2021-A5-2	CTTRANSIT ADMIN CAPITAL/MISC SUPPORT FY 21
Changes	Amendment 5 adds a new project		
Reason	Action is necessary to include funding for CTTransit for the replacement of equipment that has reached the end of its useful life or requires updating.		

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 5

State Project #0106-0130

Municipality Orange

SCRCOG # 2019-A14-2

AQ Code X7

Proposed

Project Name Interchange 57/58 Improvements at CT34

Description Improvements to CT Route 15 interchange #57/58 in Orange to provide an acceleration lane for CT Route 34 eastbound traffic entering CT Route 15 southbound and to mill and overlay the four circular interchange ramps with high friction pavement.

Current TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
NHPP	FD	Federal	424					
		State	106					
	CON	Federal		2,240				
		State		560				
Total Cost	\$3,330		530	2,800	0	0	0	0

Proposed TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
NHPP	FD	Federal	424					
		State	106					
STPNH	CON	Federal		2,720				
		State		680				
TIP Funds	\$3,930		530	3,400	0	0	0	0

Amendment Notes

Fy 18 Amend 14 Introduces Project. FY21 TIP Amend 5 adjusts funding

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 5

State Project #0148-0209

SCRCOG # 2017-A2-3

Municipality Wallingford

AQ Code X6

Proposed

Project Name Rehab Br #06537 carrying SR 702 O/ Wharton Brook

Description Project is for rehab of Bridge 06537 (Culvert) carries SR702 (Exit 13) over Wharton Brook. Culvert has extensive rust and thinning from waterline for entire length.

Current TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
STPNH	CON	Federal	728				
		State	182				
Total Cost	\$910		0	910	0	0	0

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
STPNH	CON	Federal	100	1,980			
		State	25	495			
TIP Funds	\$2,600		0	125	2,475	0	0

Amendment Notes

FY18 TIP Amend 2 adds a new project. FY21 TIP Amend increases estimate

State Project #0170-3605

SCRCOG # 2021-A5-3

Municipality Statewide

AQ Code

Proposed

Project Name STATEWIDE TDM (NY-NJ-CT MODERATE)

Description Provide funds for Statewide Transportation Demand Management (TDM) project (NY-NJ-CT moderate portion) for the period 07/01/2021-06/30/2022; PAED 06/29/2024.
This project replaces P/N 170-3562OP which expires on 06/30/2021.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
CMAQ	OTH	Federal	2,684				
		State	671				
TIP Funds	\$3,355		0	3,355	0	0	0

Amendment Notes

FY21 TIP Amend 5 adds a new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 5

State Project #0173-0486

SCRCOG # 2017-A20-1

Municipality District 3

AQ Code X7

Proposed

Project Name Replace Traffic control Signals @ Various location

Description Project to replace signals at Various locations in District 3.

Current TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
STPA	CON	Federal		3,538				
Total Cost	\$3,538		0	3,538	0	0	0	0

Proposed TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
STPA	CON	Federal		4,400				
TIP Funds	\$4,400		0	4,400	0	0	0	0

Amendment Notes

FY15 TIP Amend 20 adds a new project Moved to FY21 TIP. FY21 TIP Amend 5 increases estimate

State Project #0173-0494

SCRCOG # 2019-AO-8

Municipality Statewide

AQ Code

Proposed

Project Name Replace Traffic Signals at Various Locations

Description

Current TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
HIPNH	CON	Federal		2,974				
STPNH		Federal		1,014				
Total Cost	\$3,988		0	3,988	0	0	0	0

Proposed TIP Funding (In Thousands)

Funding	Phase		Prior	2021	2022	2023	2024	FYI
HIPNH	CON	Federal		2,974				
STPNH		Federal		1,671				
TIP Funds	\$4,645		0	4,645	0	0	0	0

Amendment Notes

Introduced with the FY21 TIP. FY21 TIP Amend 5 increases funding

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 5

State Project #0300-0196

SCRCOG # 2021-A5-1

Municipality Statewide

AQ Code

Proposed

Project Name NHL - SCOUR REHABILITATION PROJECT

Description This project for the rehabilitation of 4 NHL bridges (Bridge 08022R in Darien, Bridge 08086R in Milford, Bridge 08207R in Wilton, Bridge 08268R on the Waterbury Branch)

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
5337	CON	Federal	6,400				
		State	1,600				
TIP Funds	\$8,000		0	8,000	0	0	0

Amendment Notes

FY21 TIP Amend 5 adds new project

State Project #0301-0154

SCRCOG # 2021-A0

Municipality Statewide

AQ Code X6

Proposed

Project Name NHL-SIGNAL SYSTEM REPLACEMENT

Description

Current TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
5337	CON	Federal	30,000		20,000	20,000	
		State	7,500		5,000	5,000	
Total Cost	\$87,500		0	37,500	0	25,000	25,000

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
5337	CON	Federal	30,000		20,000		
		State	7,500		5,000		
TIP Funds	\$62,500		0	37,500	0	25,000	0

Amendment Notes

FY21 TIP Amend 5 deletes FY24 Funds

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 5

State Project #0301-0168

SCRCOG # 2021-A0

Municipality Statewide

AQ Code X6

Proposed

Project Name NHL-DEVON MOVABLE BRIDGE ADDITIONAL PE

Description

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	PD	Federal		12,000	12,000		
		State		3,000	3,000		
5337		Federal	12,000				
		State	3,000				
Total Cost	\$45,000		0	15,000	15,000	15,000	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	PD	Federal		12,000	12,000		
		State		3,000	3,000		
TIP Funds	\$30,000		0	0	15,000	15,000	0

Amendment Notes

FY21 TIP Amend 5 removes 5337 funds from FY21

State Project #0400-XXXX

SCRCOG # 2021-A5-2

Municipality Statewide

AQ Code

Proposed

Project Name CTTRANSIT ADMIN CAPITAL/MISC SUPPORT FY 21

Description This STIP action will include funding for CTTransit for the replacement of equipment that has reached the end of its useful life or requires updating.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339	OTH	Federal	841				
		State	210				
TIP Funds	\$1,051		0	1,051	0	0	0

Amendment Notes

FY21 TIP Amend 5 adds a new project

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Five

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

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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Resolution

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

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **May 26, 2021**

Date May 26, 2021

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

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

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Carl J. Amento, Executive Director

Resolution

Approving the Final Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program

Whereas: comments from the U.S. Federal Transit Administration, the U.S. Federal Highway Administration, and the Connecticut Department of Transportation were incorporated into a final *Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program*; and

Whereas: The Council's Transportation Committee reviewed *Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program* on May 12, 2021 and recommended that the Council of Governments adopt the final work program.

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

That the final *Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program* is hereby adopted.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on May 26, 2021.

Date May 26, 2021

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

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

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MEMORANDUM

FROM: Executive Director Carl Amento, Deputy Director Stephen Dudley, Finance Director Christopher Rappa, and Finance Manager Rebecca Andreucci

TO: SCRCOG Board

RE: FY 2021-22 Proposed SCRCOG Budget

DATE: May 19, 2021

The FY 2021-22 Proposed SCRCOG Budget contains the following highlights:

- **Total budget increased from \$2.1 to \$2.45 million**

The proposed SCRCOG budget for FY 2021-22 totals \$2,451,330 as compared to a FY 2020-21 budget of \$2,183,429. This increase is predominantly due to the available Transportation Carryover Funds and an expected increase in RSG funds.

- **No municipal dues increase**

The proposed FY 2021-22 SCRCOG Budget includes no dues increase. Previous dues increases have improved SCRCOG's ability to provide match for and more fully utilize federal transportation funding without creating unsustainably large carryovers of unused funds and also to provide a cushion against further state funding reductions.

- **Amount of SCRCOG's State OPM Regional Services Grant (RSG) will likely increase from \$493,418 to \$575,000**

The amount of the FY 2021-22 RSG funds awarded to SCRCOG for the next fiscal year will likely be increased. For the past two years, the General Assembly mistakenly reverted to bonus funding for those COGs which had merged with adjoining COGs. That bonus was supposed to be only for FY 2013-14, yet by mistake it was also awarded for FY 2019-20 and FY 2020-21. SCRCOG never merged with another COG and, therefore, was not awarded the bonus when it was intended nor when it was a mistake. It is the intention of the State to rectify the mistake and return to a straightforward formula for distribution of the RSG to the COGs, thereby increasing SCRCOG's allocation from the current year's budget of \$493,418 to \$575,000 for FY 2021-22. RSG funds, municipal dues, and competitively-awarded grants received by SCRCOG, account for all non-federal revenue to SCRCOG. RSG funds are used for non-transportation regional planning, municipal shared services and special projects.

- **State match for Current-Year Federal Transportation Funds remains the same; State match for Carryover Funds increasing**

FY 2021-22 is the beginning of a new two-year Unified Planning Work Program (UPWP). It is expected that CTDOT will continue to provide its 10% match for the next fiscal year for current-year funds. State match for carryover funds is expected to increase from 0% to 10%.

- **Slight decrease in current-year transportation funding**

Current-year federal and state transportation funding will decrease in FY 2021-22 to \$1,150,148 from a current funding level of \$1,166,329. In addition, federal carryover funds in the amount of \$150,000 (plus \$18,750 in related state match) are expected to be available under the UPWP for use in FY 2021-22.

- **CIRCA ResilientCT Grant Extended¹**

In FY 2020, SCRCOG was awarded a \$37,000 CIRCA ResilientCT Grant. The grant performance period expired on May 1, 2021. SCRCOG has been notified of CIRCA's intent to amend the scope of work and extend the project deadline until June 30, 2022. Based on past and projected spending, we expect to have \$19,000 remaining in the grant for use in FY 2021-22.

- **Regional Affordable Housing Plan Consultant (\$105,000 from SCRCOG Reserves)¹**

SCRCOG issued a Request for Proposals (RFP) seeking qualified consultant(s) with expertise in planning, zoning regulations, evaluation and implementation of affordable housing policies, and development of affordable housing plans to assist in the creation of a SCRCOG Regional Affordable Housing Plan. The Plan must be in compliance with the statutory requirements set forth in the General Statutes of the State of Connecticut Section 8-30j.

A proposal was received from RKG Associates of Boston, MA, which met the requirements outlined in the RFP. The SCRCOG Housing Working group was notified of the proposal, and were provided an opportunity to provide feedback. A Selection Panel was formed with representation from SCRCOG staff and municipal staff. An interview with RKG Associates was conducted, and the Selection Panel determined the firm has the necessary experience/qualifications. SCRCOG notified RKG Associates that they have been selected to develop the SCRCOG Affordable Housing Plan, with specific sections with analysis, goals, and recommendations for the 12 participating municipalities in the SCRCOG Region.

- **SCRCOG's application for additional non-transportation grant funding is pending – Regional Hazard Mitigation Plan** (grant awards have yet to be announced)

Regional Hazard Mitigation Plan

SCRCOG applied for funding to the FEMA Building Resilience Infrastructure and Communities (BRIC) Grant Program to update the Regional Hazard Mitigation Plan (HMP), which needs to be updated every five years. Pursuing the grant funding in the Fiscal Year 2020 application cycle, and beginning the HMP planning process this Fall will ensure that the HMP update can be reviewed, revised, and updated as appropriate before the current Plan expires on August 15, 2023. The production of a Multi-Jurisdiction HMP by SCRCOG is the most cost-effective way to produce this plan for our member municipalities. The total

¹ Change since April 28, 2021 draft budget

estimated funding for the HMP Update is \$173,250, with 25% (\$41,250) of cost as the Non-Federal Share/ Local Match.

Regional Hazard Mitigation Plan – Local Match

In FY 2016-17, due to the rescission of the fourth quarter RSG funds, SCRCOG no longer had the required 25% local match available to commence the HMP update. The SCRCOG Board, at that time, authorized a special assessment of \$4,821 per participating municipality to provide for the required 25% local match. The entire amount of the special assessment was not needed and a balance of \$10,827 remains. This remaining balance from the special assessment was placed in reserves as the initial portion of the required 25% local match for the hopefully awarded FEMA Grant for the next update. Available grants or additional municipal contributions may be required to fund the remaining match. As we approach the next plan preparation process, determinations will be made at that time as to how the remaining match will be funded.

- **Operating Expenses Increase Slightly**

Total operating expenses (Salaries, Benefits, Travel, Computer Supplies & Software, Rent and General Office Expenses) are slightly increasing from \$996,968 this year to a proposed \$1,050,880 in FY 2021-22, primarily due to the current budget only reflecting a half-year of the Municipal Services Manager position and a change in the benefit status of several employees.

South Central Regional Council of Governments
Fiscal Year 2021-22 Budget Summary
Proposed - May 26, 2021

<i>Revenue</i>	<i>FY 21 Budget</i>	<i>FY 22 Budget</i>
Municipal Contribution		
Municipal Contribution - Dues	193,200	192,700
Municipal Contribution - Special Projects	10,827	10,827
SCRCOG Reserve Funds	7,500	117,750
Transportation Planning		
U.S. DOT - FY 2021-22	1,036,737	1,022,354
U.S. DOT - Carryover	48,000	150,000
CTDOT - FY 2021-22	129,592	127,794
CTDOT - Carryover	-	18,750
CTDOT - LOTCIP	211,465	211,465
Regional Planning		
CT OPM - Regional Services Grant (RSG)	493,418	575,000
CT Secretary of the State - Regional Election Monitor	3,691	3,691
CIRCA - ResilientCT Grant	37,000	19,000
Investment Income	12,000	2,000
TOTAL	2,183,429	2,451,330

<i>Expenses</i>	<i>FY 21 Budget</i>	<i>FY 22 Budget</i>
Salaries	574,518	610,812
Benefits	212,560	227,463
Travel	8,400	7,900
Computer Supplies & Software	16,600	17,600
Rent	111,100	112,300
General Office Expenses	73,789	74,806
Transportation Consultants	475,000	660,500
Other Consultants	205,100	371,200
Contingency	0	0
Transportation - Reserved	296,419	158,675
LOTICIP - Reserved	199,117	199,249
Hazard Mitigation - Reserved	10,827	10,827
Total	2,183,429	2,451,330

Municipal Dues

Fiscal Year 2021-22 Municipal Dues

<i>Municipality</i>	<i>FY 2021-22 Dues</i>		
	<i>Per Capita (rounded to \$100)</i>		
<i>Municipality</i>	<i>CT DPH Population ⁽¹⁾</i>	<i>\$</i>	<i>0.34</i>
<i>Bethany</i>	5,548	\$	1,900
<i>Branford</i>	27,900		9,500
<i>East Haven</i>	28,569		9,700
<i>Guilford</i>	22,133		7,500
<i>Hamden</i>	60,556		20,600
<i>Madison</i>	18,030		6,100
<i>Meriden</i>	59,395		20,200
<i>Milford</i>	54,747		18,600
<i>New Haven</i>	130,250		44,300
<i>North Branford</i>	14,146		4,800
<i>North Haven</i>	23,683		8,100
<i>Orange</i>	13,926		4,700
<i>Wallingford</i>	44,326		15,100
<i>West Haven</i>	54,620		18,600
<i>Woodbridge</i>	8,750		3,000
<i>Total</i>	566,579	\$	192,700

(1) State of Connecticut, Department of Public Health, Estimated Population in Connecticut Towns As of July 1, 2019.

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Resolution

South Central Regional Council of Governments Budget Fiscal Year 2022 (July 1, 2021 – June 30, 2022)

Whereas: The South Central Regional Council of Governments (SCRCOG) By-Laws prescribe that the Council shall review and approve SCRCOG budgets, and

Whereas: SCRCOG's Executive Committee has reviewed and recommends acceptance of the proposed Fiscal Year 2022 budget totaling \$2,451,330.

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

That a Fiscal Year 2022 Budget is adopted (copy attached), and

That Fiscal Year 2022 SCRCOG municipal dues are established at 34 cents per capita, per the Connecticut Department of Public Health's July 2019 population estimates.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on May 26, 2021.

Date: May 26, 2021

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

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**FISCAL YEAR 2021-22
PROPOSED REGIONAL SERVICES GRANT (RSG) SPENDING PLAN**

Source of Project Funding

CT OPM - Regional Services Grant (RSG)	\$575,000
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Proposed Budget

1.	Staff Labor and Expenses	\$317,500
2.	Shared Services Consultants (see table below for details)*	\$209,000
3.	UConn MPA Intern Program	\$33,000
4.	Capitol Region Purchasing Council Membership	\$7,500
5.	GIS Consultant -Technical Support	\$8,000

Total	\$575,000
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**Details of Shared Services Consultants Line Item*

2a.	<p>Solid Waste & Recycling; Food Waste Diversion; Energy Conservation</p> <p>Consultant: Pamela Roach</p> <p>Description: (1) The SW&R program will include: Exploration of pilot programs with DEEP; separation of food waste, textiles and glass; school-based food diversion program; identification of composting sites in region. (2) The Energy Conservation Program will include:-EV Readiness; alternative fuel vehicles, fleet conversion; charging infrastructure; solar energy; building energy conservation.</p>	\$60,000
2b.	<p>Information Technology; Cybersecurity</p> <p>Consultant: Novus Insight</p> <p>Description: The cybersecurity program will include: (1) vulnerability, asset management, and cyber threat monitoring pilot program, including development of best practices to address key challenges uncovered by National Guard Assessment; and (2) expansion of municipal employee integrated "cyber awareness" service training.</p>	\$75,000
2c.	<p>Procurement</p> <p>Consultant: Wilma Petro</p> <p>Description: The purchasing program will include: (1) continuation of the Regional Purchasing Consortium; (2) five to seven purchasing trainings/workshops; and (3) consulting services for municipalities.</p>	\$30,000
2d.	<p>Affordable Housing</p> <p>Consultant: David Fink</p> <p>Description: This portion of the Affordable Housing Program will include: (1) continued facilitation of meetings and workshops of the SCRCOG Housing Working Group; (2) assistance to SCRCOG municipalities in forming Housing Advisory Commissions, (3) organizing and facilitating public meetings; (4) educational outreach to citizens in SCRCOG towns; (5) assistance in production of housing plans.</p>	\$30,000
2e.	<p>Grants</p> <p>Consultant: Juliet Burdelski</p> <p>Description: The municipal grants program will include: (1) facilitation of meetings and workshops of Grants Working Group; (2) presentation of training sessions; consulting services for municipalities.</p>	\$14,000

Total	\$217,000
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**FISCAL YEAR 2021-22
PROPOSED REGIONAL SERVICES GRANT (RSG) SPENDING PLAN**

Overview

Over the past several years, SCRCOG has been working with its municipalities to share best practices and develop opportunities for cost-saving and collaborations. Currently, and since September of 2018, SCRCOG has convened regular Working Group meetings of officials from each of its municipalities in the areas of: Finance, Information Technology, Purchasing, Permitting, Public Works, Grants, Solid Waste & Recycling, Stormwater Management/ Watershed Protection, Energy Conservation, and Affordable Housing. During the past year, a focus has developed upon five subject areas: (1) Solid Waste, Recycling, Food Waste Diversion, and Composting; (2) Energy Conservation; (3) Information Technology and Cybersecurity; (4) Procurement and (5) Affordable Housing. In the next fiscal year, we will begin a new focus area on Grants, including grant finding, writing and administration to assist SCRCOG municipalities.

A. Solid Waste & Recycling and Food Waste Diversion

Emerging from SCRCOG's Regional Working Group on Solid & Recycling Waste, a program was developed that involved sharing by, and cost savings to, SCRCOG municipalities and their counterpart Boards of Education. SCRCOG developed a plan for a Regional School Food Waste Diversion Program that was met with great enthusiasm among the schools and education systems, as well as the towns in the SCRCOG region. Unfortunately, the COVID pandemic prevented the program from being implemented during 2020. SCRCOG intends to partner with educators, funders and food diversion experts to launch the program later in 2021.

In 2016, CT DEEP released their Comprehensive Materials Management Strategy (CMMS) which outlines a statewide goal of 60 percent diversion of solid waste from disposal by 2024. To achieve this goal, DEEP states that "state and local governments and regional planning organizations must work together to plan, implement, and evaluate waste reduction and recycling programs." DEEP notes that organics provide the largest opportunity for Connecticut to increase waste diversion. SCRCOG has been working with its municipalities and DEEP to develop pilot projects for the co-collection with Municipal Solid Waste and diversion of food waste to local composting sites in order to address the 40% of food produced that is wasted and create cost savings to municipalities in disposal costs.

B. Energy Conservation

The Regional Energy Conservation Working Group has focused on educating and preparing the municipalities for fleet electrification and planning for EV charging infrastructure in conjunction with a program sponsored by Live Green entitled "Municipal EV Readiness Toolkit." SCRCOG has also been heavily promoting a U.S. Energy Department program called "SolSmart" which provides technical assistance to municipalities to make them "solar-friendly."

C. Information Technology and Cybersecurity

SCRCOG has also focused its attention on the introduction of new technology on a multi-town or regional basis. With the assistance of the Capitol Region Council of Governments (CROG) and the experience of the municipal staff members involved in our Technology, Permitting, Purchasing, Finance and Public Works Working Groups who have been meeting for the past two and one-half years, SCRCOG was successful in fostering the adoption of common

FISCAL YEAR 2021-22 PROPOSED REGIONAL SERVICES GRANT (RSG) SPENDING PLAN

technology platforms among our municipalities such as on-line permitting, on-line purchasing software systems.

Over the past year, the focus of the Regional Technology Working Group became municipal cybersecurity. This evolving problem hit home for several of our municipalities who were victims of ransomware and malware attacks.

SCRCOG, with the assistance of consultants, and the experience and knowledge of the Technology Working Group members, has developed a Regional Cybersecurity Initiative which will provide a comprehensive program to bring all fifteen SCRCOG municipalities to a higher level of protection against cyberattacks, including (1) surveying and assessing of each municipality's current cybersecurity status and (2) municipal employee cybersecurity training.

D. Purchasing

Through the efforts of the Regional Purchasing Working Group, SCRCOG came to understand that the purchasing function was understaffed and under-trained in several of its municipalities. Six of SCRCOG's fifteen municipalities did not have a full-time Purchasing Agent but instead relied upon a clerk in the Finance or Public Works Department. In response, SCRCOG's consultant, a very experienced, retired municipal Purchasing Officer, developed a procurement training program and made herself available for consulting and advising all of the SCRCOG municipalities in the area of municipal procurement.

In addition, SCRCOG, in response to requests from the municipalities, has established the SCRCOG Regional Purchasing Consortium ("the Consortium") as a voluntary purchasing cooperative serving our region's fifteen municipalities. Operating under the auspices of SCRCOG, the Regional Purchasing Consortium functions as a supplemental procurement office, without additional charge, for its member municipalities. The Consortium sponsors competitive bids and request for qualifications/proposals covering a wide range of products and services requested by the member municipalities. A dedicated Consortium webpage was created to display current bid opportunities and awarded bids. The first several bids for the new Regional Purchasing Consortium will be for services and items requested by the SCRCOG municipalities such as on-call consulting services and rental equipment.

The Consortium will supplement SCRCOG's membership in the Capitol Region Purchasing Council (CRPC), which SCRCOG members will still actively use. SCRCOG pays special regional dues of \$500 for each of its municipalities to be a member of CRPC. With 15 members, SCRCOG's regional dues to CRPC amounts to \$7,500 per year. If the 15 SCRCOG towns joined CRPC individually, their dues would total over \$35,000. SCRCOG municipalities save hundreds of thousands of dollars by utilizing the offerings of CRPC.

E. Affordable Housing

The Affordable Housing Working Group has been meeting for two years under the guidance of SCRCOG consultant David Fink. The group through expert presentations, sharing of best practices and robust discussion have reviewed the many options available to towns for increasing housing affordability.

In the coming year, SCRCOG will continue through David Fink to facilitate meetings and workshops of the SCRCOG Regional Housing Working Group; will provide assistance to

**FISCAL YEAR 2021-22
PROPOSED REGIONAL SERVICES GRANT (RSG) SPENDING PLAN**

SCRCOG municipalities in forming Housing Advisory Commissions, and organize and facilitate public meetings and provide educational outreach to citizens in SCRCOG towns. With the help of RKG Associates, the selected consultant, will produce state-mandated affordable housing plans for 12 of the SCRCOG municipalities. Woodbridge, Bethany and Branford are using state grants to produce their own housing plans, but will be coordinating their activities with the SCRCOG multi-town initiative.

F. Grants

One of the most frequent requests for assistance heard by SCRCOG from our towns is for SCRCOG to provide assistance to our towns with obtaining municipal grants. Although we frequently distribute grant information to the towns, we would like to provide a more comprehensive service. We have convened a couple of meetings of municipal grant writers in recent years. This coming year, however, under the guidance of grants consultant Juliet Burdelski, formerly grant writer for the City of Meriden, we will be launching a full grants program for the benefit of SCRCOG municipalities.

Our consultant will conduct and hold workshops for representatives of SCRCOG towns who are involved in grants. The workshops will focus on best practices for grant writing and administration, such as grant writing basics, researching grants, writing the application, compiling the work plan, budgeting, project management, staffing, subcontracting, and implementing the grant-funded activity, programmatic reporting, financial reporting, accounting, and audits.

The consultant will conduct and hold training webinars related to grant management. These sessions are envisioned as a deeper dive into subject areas that will be discussed generally at the workshops, such as review and discussion of compiling a list of recurring federal and state grants, procurement best practices when using state and federal funds, financial reporting best practices when using state and federal funds, and using multiple funding sources and leveraging public-private partnerships for complex projects.

The consultant will also be available to conduct one-on-one coaching to SCRCOG towns. This activity may also include peer review of grant-related materials at the request of each town.

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

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

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

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

Whereas: The RSG funding must be spent by June 30, 2022, and it is important to begin the new programs and projects as soon as possible and continue the ongoing programs and projects specified in the RSG Spending Plan; and

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

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

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

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

Pamela Roach (continued)	Shared Services/ Operations Consultant
David Fink (continued)	Regional Housing Consultant
NOVUS Insight (continued)	IT/Cybersecurity Consultant
Wilma Petro (continued)	Purchasing Consultant
Juliet Burdelski (new)	Grant Writing Consultant

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

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

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on May 26, 2021.

Date: May 26, 2021

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

NEWSLETTER

MUNICIPAL SERVICES

VOLUME 1, ISSUE 5 | MAY 2021

AMERICAN RESCUE PLAN FUNDING FOR MUNICIPALITIES

SCRCOG staff and Lou Mangini from Congresswoman DeLauro's Office are meeting with the region's Chief Elected Officials to discuss American Rescue Plan (ARP) funding for municipalities. These meetings are an opportunity for municipal leaders to gain insight and clarity into the Treasury Department's guidance for how to use Coronavirus State & Local Fiscal Recovery Funds.

SCRCOG and Congresswoman DeLauro's Office will maintain a list of programs being pursued by the State of Connecticut in an effort to minimize unintentional repetitive programs. SCRCOG will also keep municipal leaders informed of local best practices and intended use for ARP funding.

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

HOUSING

The Housing Working Group met on May 11 to discuss strategies and resources available for Transit-Oriented Development, facilitated by: Garrett Eucalitto, Deputy Commissioner, CTDOT; Mark Barnhart, Director of Community and Economic Development, Town of Fairfield; and Robert Friedmann, Chairman, Old Saybrook Zoning Commission. [Click here](#) to access a recording of this meeting.

SCRCOG completed the interview process for the Regional Affordable Housing Plan consultant. The interview panel, which included SCRCOG staff and municipal representatives, selected RKG Associates as the preferred consultant. SCRCOG and David Fink are in the process of negotiating the scope with RKG Associates, and anticipates a start date on July 1.

SCRCOG has been meeting individually with CEOs to update them on the status of the RFP and discuss their participation in developing the Plan. Contact [Eugene Livshits](#) for more information.

UPCOMING MEETINGS AND EVENTS

Housing Working Group Meeting

SCRCOG Regional Housing Plan

Tues. Jun 8 | 1:30 pm to 3 pm | [Click Here to Join](#)

Municipal Procurement Training Series

Session 7: How to Participate in a Purchasing

Consortium and use On-Call Engineering Services List

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

PURCHASING

SCRCOG's Regional Purchasing Consortium received 41 responses to the On-Call Engineering Services RFQ. Interviews will be held to select the most qualified firms for the On-Call List. SCRCOG is currently forming the interview panel and is seeking municipal employee volunteers. [Click here](#) for details on this RFQ. The June Municipal Procurement Training Session will inform municipalities on how to participate in a purchasing consortium and use the SCRCOG On-Call Engineering Services List.

ENERGY CONSERVATION

SCRCOG has officially achieved SolSmart's Silver Designation for the region's commitment to solar energy utilization. Branford and Hamden have received a SolSmart Designation, while Guilford is working toward one. Towns interested in earning [SolSmart designation](#) can email [Toyah Barigye](#), Senior Project Manager at SolSmart.

Live Green is providing free support to municipalities that are looking to complete an EV project(s). Towns are encouraged to contact [Daphne Dixon](#) at Live Green with any EV project needs. [Click here](#) for examples of projects Live Green can assist with.

SOLID WASTE & RECYCLING

SCRCOG and CT DEEP are continuing to demonstrate the economic and environmental benefits of waste reduction measures including co-collection of food waste and glass. Additionally, we are working to identify potential composting sites within the region either at town leaf compost sites and/or farms.

CT DEEP approved West Haven's application for a project that adds food scraps to the city's registered leaf and grass composting operation.

5 to 10 Sustainable CT Points can be earned for developing a food waste prevention campaign or food scraps recovery campaign or program. This is outlined in [section 9.4](#).

CYBERSECURITY

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

Currently, 7 out of 15 towns have launched the program for their municipal employees.



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

Carl Amento, Executive Director
203-466-8625 | camento@scrcog.org

Andy Cirioli, Municipal Services Manager / Regional Planner
203-466-8603 | acirioli@scrcog.org



May 19, 2021

Dear Chief Elected Officials of SCRCOG,

Since our April report, we have been fortunate to meet with many of you and your economic development commissions as part of our community outreach program for the South Central Connecticut Comprehensive Economic Development Strategy. We have gained valuable insight regarding ongoing issues and priority concerns in terms of pandemic response and long-term recovery. Some of the areas that need additional attention include bilingual small business training, personal finance management, company disaster recovery planning, and comprehensive access to essential broadband service for remote learning and work from home. Commercial broadband service to support economic development initiatives in data mining, bioscience, telehealth and manufacturing has also been raised as a priority issue. We are also seeing the fruits of the SCRCOG Housing Committee in developing the region's housing plan. The critical need for attainable and affordable housing in our towns is becoming critical with the increased demand for homes in Connecticut. In addition to meeting with the towns, we have been collaborating with sector specialists to identify paths to recovery. We continue to collaborate with DEMHS Region 2 and AdvanceCT on recovery and best practices.

With the full reopening of the state, we are marketing our regional tourism assets including restaurants and attractions. While many of our indoor attractions have not yet reopened, we are seeing a dramatic uptick in outdoor events. We cohosted the Spring Brochure Swap and have contracted with CTM for the distribution of the 2021-2022 Greater New Haven Visitors and Relocation Guide at AAA office within our drive market. We anticipate an increase in leisure travel during the summer months and want to maximize the economic impact of seasonal travelers as we expect a protracted decline in business travel.

At our monthly REDFO meeting, we hosted Lou Mangini from Congresswoman Rosa DeLauro's office. He shared the pertinent information about the American Rescue Plan at that time. Since then, he provided us with the US Treasury's Interim Final Guidance and Fact Sheet which you should have received from us via email.

We will be providing a draft 2021 Comprehensive Economic Development Strategy Annual Update and Performance Report on Monday, May 24 and will present an overview strategy at the meeting on May 26. We are eager to receive your feedback on the data we have collected and your thoughts on moving forward.

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

Sincerely,

Ginny Kozlowski
Executive Director

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