



Amity Region Tri -Town Resolution
for the
NegaWatt Savings 350 Campaign
and the
International Climate Action Day, October 24, 2009

We, the Amity Region First Selectmen for the towns of Bethany, Orange and Woodbridge, CT do hereby declare our endorsement of and participation in the **International Climate Action Day, October 24, 2009**. The purpose of this day is to raise awareness of the need to take bold action to arrest global climate change. See: www.350.org. As part of this international campaign, we are also launching our own tri-town campaign, “NegaWatt Savings 350” to help residents save energy and money while protecting the environment.

This Global Climate Action Day on October 24th is intended to heighten awareness of the number 350, which is the number of parts per million of CO₂ in the atmosphere that respected scientists feel is necessary for a sustainable planet. As of August 24, 2009 there were 1,339 climate awareness actions organized in 94 countries for this day. Local energy actions and citizen opinions will help inform world leaders when they are in Copenhagen in December 2009 for global climate treaty negotiations.

The goal of our tri-town campaign “NegaWatt Savings 350” campaign is to sign up 350 households in the three towns for the utility sponsored **Home Energy Solutions** (HES) energy audit and retrofit program. See: www.hesprogram.com. The three towns’ energy task forces will rebate \$25 of the \$75 utility fee to every resident who enrolls before October 24, 2009. A utility certified contractor will deliver the home energy audit and perform basic retrofits including: a blower door test to identify air leaks (a \$300 value), replacing light bulbs with CFLs, plugging holes, analyzing air duct efficiency, caulking and weather stripping windows, etc. In addition, the HES program distributes valuable rebate coupons for Energy Star™ appliance purchases and major home insulation. The benefits to our residents, the towns and the state are numerous, including:

- ▶ Increased home comfort (reduced drafts)
 - ▶ Lower energy bills (for homeowners and for the towns)
 - ▶ \$25 rebate to each homeowner after the audit is completed
 - ▶ Jobs for Connecticut (for auditors, installers, contractors, suppliers)
 - ▶ A cleaner environment (reduced CO₂ emissions)

The three towns' energy task forces also invite residents to sign up for renewable electricity. This program enables residents to require that the electricity that they buy is generated from renewable energy sources. See: www.ctcleanenergyoptions.com . So far, the three task forces have signed up over 575 residents for renewable electricity. By working together and pooling sign ups, the task forces have earned from the CT Clean Energy Fund several solar photovoltaic systems that are dedicated to the Amity Regional High School and other town buildings. These renewable energy systems save the towns money. In addition, by participating in “**NegaWatt Savings 350**” residents can save approximately three times the added cost (about \$120/year) of CT Clean Energy Options for the average household.

The Home Energy Solutions **HES** program is sponsored by the CT Energy Efficiency Fund and offers a unique opportunity for homeowners to save money and energy while making the air in our towns cleaner. Cleaner air reduces asthma and other lung diseases while creating jobs, reducing our country's dependence on foreign oil, and reducing global warming.

We urge all residents in the Amity Region to sign up during the “**NegaWatt Savings 350**” campaign (through October 24, 2009) and make your home more comfortable while saving energy and money and reducing global warming.

Declared this _____ Day of August 2009 by:

First Select Woman, Derrylyn Gorski, Bethany, CT _____

First Selectman, James Zeoli, Orange, CT _____

First Selectman, Edward Sheehy, Woodbridge, CT _____



Sign up at: www.hesprogram.com



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

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
127 Washington Avenue, 4th Floor West, North Haven, CT 06473
Judy Gott, Executive Director

TO: SCRCOG Board
FROM: First Selectman Edward Sheehy, SCRCOG Secretary
DATE: July 23, 2009
SUBJECT: SCRCOG Minutes of the Special Meeting held July 21, 2009

Present:

Branford	First Selectman Anthony DaRos – <i>Treasurer</i>
East Haven	David Anderson, Zoning Enforcement Officer /Proxy for Mayor Capone-Almon
Guilford	First Selectman Carl Balestracci, Jr., <i>Chairman</i>
Hamden	Scott Jackson, Chief Administrative Officer / Proxy for Mayor Craig Henrici
Meriden	Lawrence Kendzior, City Manager / Proxy for Mayor Michael Rohde
Milford	Mayor James L. Richetelli, Jr.
New Haven	Mayor John DeStefano, Jr.
North Branford	Kurt Weiss, Town Engineer / Proxy for Mayor Michael Doody
North Haven	First Selectwoman Janet McCarty
Orange	First Selectman James Zeoli – <i>Vice Chairman</i>
Wallingford	Mayor William Dickinson, Jr.
West Haven	Mayor John Picard
Woodbridge	First Selectman Edward Sheehy, <i>Secretary</i>
SCRCOG Staff	Judy Gott – <i>Executive Director</i> Stephen Dudley, James Rode, Albert Ruggiero, Mona Beavis, Eugene Livshits

Guest Presenters from the Connecticut Department of Transportation:

Joseph Marie, Commissioner; *Jeffrey A. Parker*, Deputy Commissioner; *Thomas Harley*, P.E. Bureau Chief of Engineering and Construction; *Amy Jackson Grove*, FHWA Division Administrator for CT

Other Presenters: *Louis Mangini*, Congressional Aide to Congresswoman Rosa DeLauro

Attending Guests:

Stephen P. Livingston, Field Coordinator for the CT Dept. Transportation; *Thomas Cariglio*, UI Company; *Carlene Kulisch*, Kulisch Consulting, LLC; *Jean Taylor Stimolo*, Executive Director of Rideworks; *William Villano*, Executive Director of Workforce Alliance; *Mary Bigelow*, GNHTD Board of Directors; *Miriam E. Brody*, League of Women Voters; *Janice Plaziak*, Branford Town Engineer; *James Staunton*, East Haven Town Engineer; *James Portley*, Guilford Town Engineer; *Michael Ott*, Madison Town Engineer; *Richard Miller*, New Haven City Engineer; *Abdul Quadir*, West Haven City Engineer; *Robert Baltramaitis*, Wallingford Assistant Town Engineer; *David Nardone*, Major Project Team Leader-FHA; *Cheryl Malerba*, CT D.O.T. Director of Training and Staff Development; *Kristina Bensley*, Congress-woman Rosa DeLauro's Office; and *Joanne Wentworth*, Deputy Mayor of North Branford.

Chairing the Special July 21, 2009 meeting of the South Central Regional Council of Governments was First Selectman Carl A. Balestracci, Jr. At 11:10 A.M the meeting was called to order and the Chairman welcomed everyone, especially the Connecticut Department of Transportation guests: Joseph Marie, Commissioner; Jeffrey Parker, Deputy Commissioner; Thomas Harley, Bureau Chief of Engineering and Construction; Amy Jackson Grove, FHWA Division Administrator. Self introductions by all guests ensued.

ITEM 1 – Discussion of the Urban Funding Process and Standards

In Commissioner Marie’s opening remarks, he stated that last year significant effort was made by staff of the CT Department of Transportation to reach out to municipalities and the region. He expressed desire to answer all questions posed as thoroughly as possible so municipal and regional projects could be ushered along as rapidly as possible. He conveyed that at the state level, ninety percent obligation of both transit and highway/road projects under the American Recovery and Reinvestment Act (ARRA) will be met by September. Branford’s U.S. Route 1/Amtrak rail overpass project was recently awarded a contract, with a notice to proceed to be issued shortly. The contractors are proceeding to get mobilized.

Commissioner Marie indicated there was a certain amount of consternation within the state and county to get local projects through the federal pipeline and legislative requirements. Yesterday, at New Haven’s Union Station, Congresswoman Rosa DeLauro discussed extension of existing legislation and possible new legislation regarding authorization of federal monies for performance and processing transit-related projects. Commissioner Marie perceives that within the federal government a strong desire exists to insure wise spending of tax payers’ money. During the last few years, the Department moved aggressively to institute important recording standards. In the future, asset management for transportation infrastructure in the country will require sound business reasons and rational. Further, there will be closer scrutiny on how projects are developed.

Commissioner Marie announced that two new rail cars from Kawasaki Heavy Industries would be arriving by year’s end. Upon passage of required testing and scrutiny by the engineers and the FHA, these cars should become operable within 2010. Some of New Haven’s rail yard contracts have recently been released. Bids are currently being accepted for the largest and most expensive contract component, maintenance of the State’s rail car fleet. Another initiative undertaken by the Department and Bureau Chief of Public Transportation, James Redeker, is ascertaining access parking at rail stations.

Amy Jackson Grove, FHWA Division Administrator, reported on the amount of effort involved in project reporting and distribution of funds that the Department is accountable for. She praised SCRCOGG for their great job in moving projects forward. A lot of great projects exist in the state that will make the infrastructure better and get people back to work.

Several questions and remarks posed by the elected officials and municipal engineers were addressed.

First Selectman James Zeoli commended the efforts of Congresswoman Rosa DeLauro in obtaining approximately \$230 thousand from the Omnibus Bill for construction of the Edison Road project in Orange. This road, a link between West Haven and Orange, is in a commercial-industrial area next to Exit 41 from I-95. Since this project is ready to go to bid, First Selectman James Zeoli desired to know the amount of funding they would receive from the Connecticut Department of Transportation.

The Bureau Chief of Engineering and Construction, Thomas Harley, replied that there is a federal ceiling of ninety percent. No more than that would be allocated. Some funds are reserved by the Connecticut Department of Transportation to cover their engineering and oversight costs. Depending on the status of a project and the amount of effort required, that could be seven to ten percent. Like any federally-funded project passing through the Department, they have to determine whether there was any public involvement, project shortcomings, municipal bonding agreements, etc. Mr. Harley emphasized that projects have to be Title 23 compliant.

Mayor William Dickinson, Jr. expressed concern regarding the current 80-10-10 state funding formula. Commissioner Marie stated it was important to the Department to keep an open mind about the shares. He referenced a TNI Committee blueprint for reauthorization of the *Surface Transportation Act*. It would be prudent to see how that evolves. There is a push by Congress to place more responsibility into the hands of the regions and municipalities. For the time being, Deputy Commissioner Parker felt consideration should be given on a project-by-project basis. Wait and see how the new law will affect project funding.

SCRCOG's Executive Director declared that more projects would have been ready for stimulus funds, and perhaps stimulus two, if municipalities were allowed to design their projects as they had in the past. Projects could be placed on the shelf and then brought forward when funding becomes available. A crunch for ARRA money and urban programs exists because municipalities have no supply of ready projects.

Mr. Harley recapped the underlying reason for the changed funding formula. The Connecticut Department of Transportation and FHA had exorbitant contract cost overruns, primarily due to the quality of municipal project design. Mayor Dickinson did not concur. He stated that SCRCOG's Transportation Committee had looked into it. Cost overruns resulted from design requirements mandated by the state and federal government and not municipal project design. Commissioner Marie stated a middle ground could be compromised. There are limited resources. Mayor John DeStefano, Jr. recommended a higher level of approval be exercised to expedite projects.

Chairman Balestracci, Jr. mentioned that Guilford has been working on an additional commuter rail parking location since 2002, which does not necessitate eminent domain. They are waiting for a response from the Connecticut Department of Transportation. Commissioner Marie suggested the Bureau Chief of Public Transportation, James Redeker, be contacted.

A task force has been implemented to research additional rail parking locations for commuters. Next year's planned extension of Shore Line East to New London is one solution that could help alleviate this problem. Commissioner Marie disclosed that Ridership on the Shore Line East rose 18.1 percent last year.

Chairman Balestracci, Jr. asked why urban project contracts could not be reduced to fifteen pages or less of boiler plate. Commissioner Marie replied that ongoing efforts had been launched within the Department examining ways transportation district agreements could be simplified. They have an agreement from the Attorney General's office to use a boiler-plate proforma. The only changes would be for individual letters. An agreement for every single project will not be needed. Master agreements are proposed. Mr. Harley stated that ARRA projects take about six months, but there is an attempt to reduce the processing time. The *Vendor In Place* program is not a single low bid for a single project. Even they cannot use federal funds in the *VIP* program. Only state program monies are utilized.

Chairman Balestracci, Jr. read the following prepared question: "*Urban pavement rehab also requires full highway road widths in towns and cities where the edges of roads are built. Why can't the federal and state rules include: to the extent possible without taking private property?*" Mr. Harley replied that "pavement preservation" is a limited type of improvement to the blacktop to extend its useful life. This type of improvement does not need to address safety issues. Most in-depth rehabs are projects that do require the addressing of safety concerns.

Mayor John DeStefano, Jr. illustrated Whalley Avenue and Whitney Avenue as two New Haven road projects having safety issues. Approaches to accommodate highway designs, in terms of width, have often increased traffic speed on very dense urban roads in urban neighborhoods causing a number of traffic fatalities. He expressed discontent of the design for those projects. Remarks were added by Richard Miller, New Haven's City Engineer. Deputy Commissioner Parker responded that a lot of old design guidelines only accommodated vehicles and did not integrate pedestrians and bicyclists.

Chairman Balestracci, Jr. inquired about the rehab and widening of Route 146, a scenic route through Branford and Guilford. Safety concerns of the bike lane were discussed.

SCRCOG officials requested the reason the new TIP did not include regional and statewide TDM programs, as it had in the past. Existing program agreements expire on September 30, 2009. Mr. Harley responded that the TDM programs would be on the next list of projects.

At this juncture, Chairman Balestracci, Jr. moved to agenda Item 6.

ITEM 6 – Plan of Conservation and Development: South Central Region

Executive Director, Judy Gott, stated that amended maps detailing municipal sewer service areas had been prepared and submitted for inclusion in the *Plan of Conservation and Development: South Central Region*.

First Selectman Edward Sheehy offered a motion to approve the resolution for adoption of the amendments to the *Plan of Conservation and Development: South Central Region*. Mayor Picard seconded. The vote was unanimous and the motion passed.

ITEM 5– Transportation Committee Report

TIP Amendment Twenty-Eight was presented by the Chairman of SCRCOG’s Transportation Committee, Mayor William Dickinson, Jr.

TIP Amendment Twenty-Eight:

- Proposed construction of Farmington Canal Greenway Tunnel under Skiff Street (Hamden) – to allow users of the Farmington Canal Greenway Trail to avoid crossing Skiff Street at a dedicated pedestrian signal;
- Greater New Haven Transit District HyRide Program Phase 1 (Hamden) – a TIGGER proposal for the development of a hydrogen-fueled internal combustion engine, low-floor paratransit vehicles, and infrastructure project;
- Greater New Haven Transit District HyRide Program Phase 2 (Hamden) – a TIGGER proposal submitted by the GNHTD for the expansion of HyRide to include hydrogen infrastructure and vehicle development at the GBTA forming the first leg of hydrogen highway along I-95 in southern Connecticut;
- Job Access and Reverse Commute Operations (Statewide) – moves funds from FY07 to FY09 to allow FTA application to proceed. These are lapsing funds that must be applied for before the end of FY09;
- New Freedom – New Haven (Statewide) – moves unused funds from FY07 to FY09 to allow FTA application to proceed. These are lapsing funds that must be applied before the end of FY09.

As recommendation by the Transportation Committee, a motion to adopt the resolution to include *Amendment Twenty-Eight* in the State’s *2007-2011 Transportation Improvement Program* was offered by Mayor James Richetelli, Jr. Mr. Kurt Weiss, Proxy for Mayor Michael Doody, seconded. The motion passed by unanimous vote.

ITEM 2 – Legislative Reports

Mr. Louis Mangini, Congressional Aide to Congresswoman Rosa DeLauro, stated that Congresswoman DeLauro and the U. S. House of Representatives want something done before the current reauthorization obligation ends on September 30. She expects an 18-month extension will be passed for the SAFETEA- LU and plans to operate off of that. Hopefully, within that period there will be a new transportation reauthorization. There’s a lot of discussion regarding mass transit and smart growth. With reference to the reauthorization, Mr. Mangini expressed the need for continued infrastructure and process streamlining. On another issue, he reported that some municipal post offices are being contemplated for closure. Municipalities having more than one post office should be concerned.

ITEM 3 – Adoption of the June 24, 2009 SCRCOG Minutes

A motion was offered by First Selectman Edward Sheehy, seconded by Mayor James Richetelli, Jr. to adopt the SCRCOG minutes of June 24, 2009, as presented. By unanimous vote, the motion passed.

ITEM 4 – Treasurer’s Report for Month of June, 2009

SCRCOG Treasurer, First Selectman Anthony DaRos, stated that the final *Treasurer’s Report for fiscal year 2009* was located on pages six and seven in the agenda packet. Page six shows \$54,000 in the Bank of America and \$547,000 in the STIF account. Another \$212,000 is reserved in the STIF account for three authorized projects. Upon examination of the expenses, it appears staff finished the fiscal year well within the budget.

Mayor James Richetelli, Jr. offered a motion to adopt the *Treasurer's Report for the Month of June, 2009*. Mayor William Dickinson, Jr. seconded. By unanimous vote, the motion was carried.

ITEM 7 – Roy Piper / CT DEMHS

No report.

ITEM 8 – Governor M. Jodi Rell's Letter re: American Reinvestment and Recovery Act (ARRA)

Governor M. Jodi Rell appointed OPM Undersecretary of Intergovernmental Policy, David LeVasseur, as the state's stimulus ombudsman to municipalities and regional planning organizations. He will assist municipal partners navigate the ARRA requirements, meet their deadlines, and provide clarity every step of the way.

ITEM 9 - Regional Cooperation / Other Business

Executive Director Judy Gott reported that funds were still available through the Office of Policy and Management's Regional Incentive Grant. SCRCOG applied some to their waste disposal and website portal projects. The Executive Director requested the remaining differential of \$90,000 be acquired to help finance the Regional Land Use Planner's position. A certificate as well as endorsement by each legislative body is required. The consensus of the board was to move forward with the acquisition process.

ITEM 10– Adjournment

With no other business to address, a motion to adjourn was offered by First Selectman Anthony DaRos and seconded by Mayor James Richetelli, Jr. The vote was unanimous and the meeting concluded at 12:30 P.M.

Submitted by,
Edward Maum Sheehy
SCRCOG Secretary and First Selectman of Woodbridge

BALANCE SHEET - August, 2009

ASSETS	
Cash and Investments	
Bank of America	169,026
Connecticut Short-Term Investment Fund - SCRCOG	447,143
STIF - Shoreline Greenways Trail	71,049
STIF - Economic Development Web Portal Development	44,120
STIF - Solid Waste Disposal Study	92,273
Total Cash and Investments	823,611
Accounts Receivable	
Municipal Dues - FY09/10	56,000
Connecticut Department of Transportation	71,145
Shoreline Greenways Trail - Federal Share	4,805
Amount for Accrued Leave	8,652
Pre-Paid Expense & Other Receivables	11,663
Total Accounts Receivable	152,265
Property and Equipment	
COG Equipment	122,503
Less, Accumulated Depreciation	-107,102
C-MED Communications Equipment	0
Less, Accumulated Depreciation	0
Total Property & Equipment	15,401
TOTAL ASSETS	991,277

LIABILITIES AND FUND BALANCE	
Liabilities	
Accounts Payable	0
Deferred Revenue - Municipal	125,917
RPI Grant - Economic Development Web Portal	36,198
RPI Grant - Solid Waste Disposal Study	92,273
Shoreline Greenways Trail - Municipal Share	71,049
Other Liabilities	0
Total Current Liabilities	325,437
Fund Balance	
Estimated Fund Balance - July 1, 2009	653,674
Amount for Accrued Leave	8,652
Investment in Equipment	22,736
Fund Change	-19,222
Fund Balance - August 31, 2009	665,840
TOTAL LIABILITIES AND FUND BALANCE	991,277

Statement of Resources and Expenditures - August, 2009

Resources	FY 09 Budget	Month of August, 2009	To Date
Municipal Contribution	151,100	12,592	25,183
ConnDOT - Transportation Planning			
U.S. Dept of Transportation	994,429	41,999	76,418
Safe Routes To Schools	0	0	0
Transportation -- ConnDOT	122,556	5,250	9,552
Connecticut Office of Policy & Management			
RPI Grant - Econ. Dev. Web Portal	0	5,550	5,550
Emergency Response Planning			
DEMHS - FY 07 NHASH Grant	0	0	0
Shoreline Greenway Trails Planning Study			
U.S. Department of Transportation	0	0	0
Municipal Share	0	0	0
Interest	15,000	191	432
TOTAL	1,283,085	65,582	117,135

Expenses	FY 09 Budget	Month of August, 2009	To Date
Labor & Benefits	645,700		77,517
Salaries		30,935	58,557
Fringe Benefits		9,497	18,960
Print & Reproduction	2,900	0	0
Travel	14,300	99	180
Data Process	32,700	2,027	2,716
General Operations	165,000		30,478
Rent	99,100	16,427	16,526
Postage & Telephone	8,500	274	274
Office Supplies	4,100	196	196
Equipment Maintenance	18,400	665	1,118
Publications	900	0	0
Insurance	13,100	0	12,100
Professional Services	11,800	0	0
Meeting Expenses & Advertising	8,800	210	251
Miscellaneous & Equipment Use	300	13	13
Consultant	404,500	0	0
Capital Purchase	1,000	0	0
NHASH Grant	0	0	0
RPI Grant - Web Portal	0	5,550	5,550
Shoreline Greenway Trail	0	0	0
Contingencies	16,985	0	0
TOTAL	1,283,085	65,893	116,441

Budget Revision # 1

Three FY09 projects will continue into FY10 increasing SCRCOG’s operating budget by \$437,480 to \$1,720,565. Projects include two SAFETEA-LU High Priority Projects for the development of a Shoreline Greenway Trail Planning Study in the towns of East Haven, Branford, Guilford and Madison, funds for NHASH training & equipment, and completion of our Regional Performance Incentive Program.

<i>REVENUE</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Proposed Budget</i>
Municipal Contribution	151,100		151,100
Transportation Planning			
<i>U.S. Department of Transportation</i>	994,429		994,429
<i>Connecticut Department of Transportation</i>	122,556		122,556
Emergency Response Planning			
<i>NHASH Homeland Security Grant</i>	0	39,895	39,895
Regional Performance Incentive Program			
<i>Regional Economic Development Web Portal</i>	0	42,624	42,624
Shoreline Greenway Trails Planning Study			
<i>U.S. Department of Transportation - # H074</i>	0	212,976	212,976
<i>U.S. Department of Transportation - # H103</i>	0	70,992	70,992
<i>Municipal Share</i>	0	70,993	70,993
Investment Income	15,000		15,000
TOTAL	1,283,085	437,480	1,720,565

<i>Expenses</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Proposed Budget</i>
1.00 Labor	645,700		645,700
2.00 Print & Reproduction	2,900		2,900
3.00 Travel	14,300		14,300
4.00 Data Process	32,700		32,700
5.00 General Operations	165,000		165,000
6.00 Consultant Services	404,500		404,500
7.00 COG Capital	1,000		1,000
8.00 NHASH Homeland Security Grant	0	39,895	39,895
10.00 Regional Performance Incentive Program	0	42,624	42,624
11.00 Shoreline Greenway Trails Planning Study	0	354,961	354,961
Contingencies	16,985	0	16,985
TOTAL	1,283,085	437,480	1,720,565

