August 2012
CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY
FINANCIAL REPORT AND CASH FLOW STATEMENT

REVENUES	Budget	Current Month	Year To Date	Balance	% Received
Municipal Contributions	91,500	32,622	71,496	20,004	78.14%
Transportation Planning Grant	728,318	47,984	75,559	652,759	10.37%
Paratransit Admin./Contractor	1,665,069	162,578	309,824	1,355,245	18.61%
Paratransit System Advertising	2,000	0	1,900	100	95.00%
SGIA	12,541	0	0	12,541	0.00%
R5EPT	3,000	543	543	2,457	18.10%
CEDS-Municipality	20,000	2,690	13,083	6,917	65.42%
Pequabuck River Dam	82,250	0	0	82,250	0.00%
CERT Administrative	8,000	0	0	8,000	0.00%
Sustainable Communities	15,000	0	0	15,000	0.00%
DEEP - Urban Forestry	8,000	0	0	8,000	0.00%
Miscellaneous Revenues	1,000	66	188	812	18.80%
Budgeted Revenues	2,636,678	246,483	472,593	2,164,085	
16.00 % completed					

EXPENDITURES	Budget	Current Month	Year To Date	Balance	% Used
Salaries/Payroll Taxes/Workers Comp.	593,342	53,001	88,949	504,393	14.99%
Retirement/Administration	18,533	641	1,595	16,938	8.61%
Health/Life & STD Insurance	156,101	8,761	17,778	138,323	11.39%
Directors & Officers/Liability/Bonding Ins.	7,000	0	3,960	3,040	56.57%
Accounting/Legal	17,500	0	0	17,500	0.00%
Paratransit Contractor	1,545,069	148,522	286,577	1,258,492	18.55%
Equipment Service Contracts/Maintenance	5,000	0	107	4,893	2.14%
Equipment/Software Purchases	30,300	788	1,178	29,122	3.89%
Rent	30,180	2,515	5,030	25,150	16.67%
Office Cleaning	5,200	711	1,321	3,879	25.40%
Telephone/Postage	4,500	259	839	3,661	18.64%
Supplies	3,800	14	292	3,508	7.68%
Training/Workshops/Seminars/Conf.	18,000	1,400	1,400	16,600	7.78%
Travel in State/Meetings/Forums	20,000	175	1,306	18,694	6.53%
Dues/Subscriptions	11,446	196	3,921	7,525	34.26%
Publications	400	0	0	400	0.00%
CPC Referral Consultant	2,000	0	0	2,000	0.00%
Advertising	3,000	0	0	3,000	0.00%
Special Projects/Consultants	75,132	0	0	75,132	0.00%
Pequabuck River Dam	82,250	0	3,424	78,826	4.16%
Miscellaneous Expenditures	7,925	333	713	7,212	9.00%
Budgeted Expenses	2,636,678	217,316	418,390	2,218,288	

CASH ON HAND					
Checking Acct. Balance - BOA				141,272	
CT State Treas.Short-Term Investment Fund				4,159	
Money Market - BOA				139,931	
CD - Thomaston Savings Bank				101,009	
CD - Webster Savings Bank				49,770	
	TOTAL CASH ON HAND			436,141	

CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY
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MEMORANDUM

TO: Program, Finance and Personnel Committee
FROM: Abigail St. Peter, Assistant Planner
DATE: September 27, 2012

FOR AGENDA: October 4, 2012

SUBJECT: DATTCO One-year Paratransit Service Contract Extension

On May 7, 2009, the Agency Board authorized execution of a three-year contract with DATTCO for the provision of paratransit services to the Region. These subsidized transit services are federally mandated services that ConnDOT is required to assure the provision of to all citizens with disabilities who live within three-quarters of a mile of a regular, or "fixed route," transit service and who are unable to use the fixed route transit service. In turn ConnDOT contracts with various agencies throughout the state to provide the paratransit service. We are ConnDOT's contractor for paratransit service in our Region. We screen the applicants for the service and have a contract with DATTCO to operate the buses.

The three-year contract with DATTCO commenced July 1, 2009 and could be extended for a maximum of two years beyond the original expiration date of June 30, 2012. On March 1, 2012, on your recommendation, the Board authorized an extension of the contract with DATTCO for the provision of paratransit services to the Region for one year, expiring June 30, 2013. At that time the extension of the contract was contingent upon the successful achievement of various actions by DATTCO by certain noted dates. DATTCO has successfully achieved, or is in the process of achieving, all of the notations outlined in the extension. For this reason, we believe DATTCO is well positioned to continue fulfilling the provisions of the contract and providing paratransit service for our Region through June 30, 2014, at which time a new contract will have to be executed after appropriate advertising of a request for proposals.

On September 11, 2012, we received a letter from Mr. Thomas Morrow, Executive Director of the Bristol Community Organization, Inc. (BCO) requesting that the paratransit service be advertised for bid when the current contract extension expires on June 30, 2013 due to recent investigations by the State Ethics Commission in regards to Mr. Tricarico. Furthermore, Mr. Morrow requested that the bid be structured to allow vendors to bid for

the operation of paratransit service in Bristol separately from the rest of the service region. We have advised Mr. Morrow that you will be discussing this at the meeting on October 4, 2012.

At this time, we are approximately one year removed from when Mr. Tricarico resigned from the Agency. From that time on, the Agency has been working closely with DATTCO to ensure the continued provision of paratransit service to our clients. With the guidance we have provided to DATTCO, the service has been working well during this time and DATTCO has fulfilled the provisions of the contract. Therefore we do not think it is timely to re-bid the service.

On that basis, it is my

RECOMMENDATION

That your Committee

Recommend that the Agency Board authorize the attached one-year extension to our contract with DATTCO for the provision of paratransit services to the Region.

cc: Agency Board and Mr. Thomas Morrow

Attachments: Letter from Mr. Thomas Morrow, Executive Director BCO
Draft DATTCO One-year Paratransit Service Contract Extension

BRISTOL COMMUNITY ORGANIZATION, INC.
55 SOUTH STREET
BRISTOL, CT 06010

TELEPHONE (860) 584-2725
FAX (860) 582-5224
WEBSITE: www.bcoct.org EMAIL: bco@bcoct.org

Helping People. Changing Lives.

SEP 1 2012

Carl J. Stephani
Executive Director, CCRPA
225 North Main Street
Suite 304
Bristol, CT 06010

September 11, 2012

Dear Carl:

As you know, the Bristol Community Organization (BCO) provided Americans with Disabilities Act (ADA) Para-Transit services to Bristol residents for many years. In fact, this service represented the bulk of the transportation program we ran at BCO. That all changed when it was decided to award the Bristol contract to Dattco of New Britain along with the rest of the region.

In light of recent investigations by the State Ethics Commission in regards to your former transit manager, the BCO Board of Directors took the following action at it's monthly Board of Director's meeting on September 10th. At this meeting it was voted: "To request that the Central Connecticut Regional Planning Agency (CCRPA) rebid the Para-Transit service for the Central Connecticut region and structure such bid as it was in 2009 (allowing for vendors to bid for the Bristol portion of the region)."

It is our understanding that the Dattco Bus Company is currently operating under a one year contract extention set to expire on June 30, 2013. For this reason, it is hoped that this re-bidding of the program be done so that the successful bidder(s) could begin with a new contract on July 1, 2013.

Your attention to this matter will be greatly appreciated.

Sincerely,

TM

Tom Morrow
Executive Director

Cc: James P. Redeker, Commissioner
Connecticut Department of Transportation

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CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY (CCRPA)
AND
DATTCO INCORPORATED

CONTRACT EXTENSION FOR

CONTRACT BETWEEN THE CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY AND DATTCO INCORPORATED CONCERNING PROVISION OF AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT SERVICES

JULY 1, 2009 THROUGH JUNE 30, 2012

A. **Whereas** The Central Connecticut Regional Planning Agency (CCRPA) and DATTCO, Inc. entered into a contract ("Contract") for the provision of paratransit services in accordance with the Americans with Disabilities Act (ADA) commencing July 1, 2009 and ending June 30, 2012 and said Contract may be extended for a maximum of two (2) years beyond the original expiration date, and whereas both parties entered into an extension for one (1) year commencing July 1, 2012 and ending June 30, 2013, and whereas both parties are desirous of enacting an extension of the agreement, then,

B. **Terms of Contract** Both the Central Connecticut Regional Planning Agency and DATTCO, Inc. agree to extend the Contract for a period of one (1) year, from July 1, 2013 through June 30, 2014.

C. **Compensation.** DATTCO, Inc. shall be compensated for services rendered pursuant to this Contract at an hourly rate of $45.58 for Fiscal Year 2013-2014 based upon Revenue Vehicle Hours. All fares collected from passengers shall be retained by DATTCO, Inc. and offset the total amount requested in the monthly invoice. In addition to the hourly rate, DATTCO, Inc. will be compensated for all costs related to the purchase of Ultra-low sulfur #2 diesel fuel with the exception of Connecticut's diesel fuel excise tax. This amount will be billed separately and accompanied by a monthly report to CCRPA detailing fuel usage under the terms of this Contract.

DRAFT

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year indicated.

WINTESSES:

Central Connecticut Regional Planning Agency

By: _____Seal
Carl J. Stephani
Executive Director

_____
Name

_____
Name

Date: _____

DATTCO Incorporated

By: _____Seal
Louis A. DeVivo
Chairman/CEO

_____
Name

_____
Name

Date: _____

DRAFT

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MEMORANDUM

TO: Program, Finance and Personnel Committee
FROM: Carl J. Stephani, Executive Director

DATE: October 2, 2012

FOR AGENDA: October 4, 2012

SUBJECT: Recommendation to the Agency Board - Authorization for the Executive Director to Submit a$500,000 Brownfields Remediation Grant Application to the CT DECD on behalf of the Town of Berlin, and to execute a form of "Pass-Thru" Agreement for the funds

On Wednesday, September 26, 2012, we received the attached draft application from the Town of Berlin for a $500,000 grant from the Connecticut Department of Economic and Community Development (DECD) for the remediation of a brownfield site across from the Berlin Amtrak Station. The Town had submitted the application directly to DECD but been advised that the program was only available to Regional Planning Organizations. This remediation work will be completely consistent with our Regional Plan of Conservation and Development and other Regional Plans.

Town staff then contacted us and asked if we would re-submit the application on their behalf, serving only as an intermediary so that the grant funds could "pass-thru" to them. To accomplish that the Town and the Agency would sign a form of Financial Assistance Passthrough Agreement commonly used by State agencies (see attachment).

If you authorize submission of this application, and execution of the proposed pass-thru agreement, when the grant is approved the Town would enter into an agreement with CCRPA to pass through the grant funds and require that the Town take care of compliance with all grant terms and conditions. The Town would then enter into contracts with consultants and contractors to complete the remediation work.

On that basis, it is my

RECOMMENDATION

that your Committee

Recommend that the Agency Board authorize the Executive Director to submit the attached $500,000 Brownfields Remediation Grant application to DECD, and to execute a Passthrough Agreement with the Town of Berlin for assumption of all grant-related responsibilities.

cc: Agency Board

Attachments: Grant Application
Project Description
Pro forma Financial Assistance Passthrough Agreement

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MEMORANDUM

TO: Agency Board
FROM: Kristin Thomas, Associate Planner
DATE: September 27, 2012

FOR AGENDA: October 4, 2012

SUBJECT: Recommendation to the CT OPM regarding the draft State POCD

The Office of Policy and Management (OPM) is receiving comments on the Draft 2013-2018 State Plan of Conservation and Development (POCD) through October 5, 2012. The State POCD consists of a comprehensive statement of the development and resource management policies for the state. State statute requires that any state agency wishing to use state or federal funds for certain actions must be consistent with the POCD. The draft Locational Guide Map is used to demark general areas of conservation and development according to the state's priorities but is not a determining force on whether or not a project or action will be deemed consistent with the plan. For your reference, the draft plan and map can be viewed here:

http://www.ct.gov/opm/cwp/view.asp?a=2990&q=467686

Agency staff have compiled comments on the draft plan and map to submit to OPM. Staff found several issues within both documents, including inaccurate map data, flawed and inconsistent conservation and development policies, and oversight on environmentally-critical areas that should be deemed conservation areas.

On that basis, it is my

RECOMMENDATION

that your Board

Endorse the attached document regarding staff comments on the State Draft Plan of Conservation and Development.

Attachment: CCRPA Comments on State Draft POCD

CCRPA Comments on State Draft POCD and Locational Guide Map

Plan of Conservation and Development Comments

- The text of the draft POCD does not place a priority on preserving open space areas that are contiguous to existing preserved open space. All else equal, large, contiguous parcels are more efficient to manage and provide greater environmental benefits and ecosystem services than smaller, scattered parcels. Preservation of contiguous tracts and corridors of open space should be a priority. Undeveloped land that is adjacent or proximate to existing, preserved open space should be considered a Priority Conservation Area (PCA).

- The text fails to mention preserving resources of scenic or recreational value. Major ridgelines and trail systems, such as the Metacomet Ridge and the Appalachian and New England Trails, should be considered for the PCA.

- Under the first Growth Management Principle, the following State Agency policy is listed: promote urban areas as centers for arts, entertainment and culture, while also supporting community-based agriculture and historic preservation. Urban area is an unnecessarily broad term. Instead, it is recommended that the terms "downtown" or "town center" should be used. These terms focus development in the core of a community instead of spreading it out over a potentially large area. Civic activities and government businesses should also be included in the list of activities to be promoted in urban centers. In addition to the existing criteria for Priority Development Areas (PDAs), development in downtowns, town centers, and transit hubs should be prioritized.

- While the text recognizes a host of criteria that render an area appropriate for conservation or development, the text fails to prioritize areas that meet several conservation or development criteria above areas that only meet one or two. In other words, the map treats a Census block that is served by one bus a day the same as one that is served by a rail line every half hour, twenty buses a day, and has existing sewer and water. This failure to distinguish among varying intensities of the suitability of conservation or development, rather than just whether conservation or development is suitable at all, does not promote the varied types of development that the State and region needs; it is, frankly, a recipe for sprawl. If the State is to thrive in the 21st century, it must focus its efforts on downtowns, town centers, and transit hubs—places that grow up, rather than out, and that give residents and workers the option to walk, bike, and ride transit rather than drive. In terms of the plan, it is recommended that areas meeting six development criteria should not be treated the same as those meeting one but

rather given priority. The map should reflect this by differentiating the PDA into varying levels of intensity. This would encourage investments to be made where populations and existing services and infrastructure are the greatest.

- On a related note, State agencies are required to determine if an action is consistent with the POCD, but no guidelines are provided regarding how to make that determination. The gradation of PDAs suggests that consistency would be determined by summing the number of development factors a project area possesses. The plan text, however, treats all PDAs equally (whether it meets one criterion or four). A project may be consistent with the plan's goal of concentrating development in areas with sewer service but inconsistent with the plan's goal of supporting transit-oriented development. How a State Agency determines which factor is more important is left to its own judgment. This is especially important when multiple investment sites are possible, since, in the absence of conservation criteria, only one development criterion must be met for a site to be considered a PDA. When presented with multiple sites, State agencies do not have to pick the best or the one meeting the most development criteria; they need only select a site that meets at least one development criterion. The failure to adequately count the presence of multiple criteria in site selection may yield suboptimal development patterns. To address this, it is recommended that the plan mandate or recommend that State agencies give sites that satisfy more criteria preferential treatment over those that meet fewer or just one.

- The plan does not speak to site design, only site selection. While location may be the most important factor in planning, site design also makes a difference in the relationship of a site to the built and natural environment. All else equal, priority should be given to development that is environmentally-sound. Among others, factors that may be considered include minimizing impervious surfaces, promoting mixed use, and avoiding development locations where polluted storm water would run into nearby waterways. Additional prioritization could also be given to projects which seek to go above and beyond the industry standards (e.g. employing green technology and site design standards).

Locational Guide Map (LGM) Comments

- What is the data source for the existing preserved open space layer in the map? The latest publicly available version of DEEP's Protected Open Space Mapping project is incomplete and completely lacks data for many municipalities, including all of CCRPA's. This is a problem, as errors and omissions in the map could result in open space—and adjacent land—being designated as 'Balanced Growth' or 'Priority Development' areas.

  An example of this is the Sessions Woods Wildlife Management Area in the Town of Burlington. The property directly north of this area is currently preserved open space. However, the map does not show it as such. To allow for corrections, it is recommended that OPM update the

existing, preserved open space layer as newer and better data become available. While OPM understandably may not have the resources to update the preservation status individual parcels, it should accept statewide and regional submissions of new data from DEEP and the RPOs.

- "Existing or planned sewer or water service" are included as a criterion for Priority Development Areas. The word "planned" in this context is problematic because, over the course of the years, countless plans have been issued. (E.G., consider the State's numerous canceled highway plans.) By including the word "planned" without any limitations on its definition, any sewer or water extension ever planned—even ones long since abandoned as imprudent or undesirable—could be used to justify inclusion in a PDA. To avoid this, it is recommended that the language read "existing or currently planned sewer or water service" or "sewer or water service that currently exists or to whose construction the State or municipality has committed."

- The LGM includes several major watercourses and bodies in the PDA or Balanced Growth Area. Hammonasset Beach State Park is an example. While the park itself is depicted as existing, preserved open space, the beach is marked as a Priority Development Area. The plan should not support but discourage development in/on rivers, lakes, ponds, flood plains, beaches, and tidal areas. To reflect this, all major watercourses and bodies should be reclassified from Priority Development and Balanced Growth Areas to Priority Conservation Areas.

- The map labels portions or the entirety of many lakeside communities in the state (including Bantam Lake, Bolton Lake, Coventry Lake, Fall Mountain Lake, Lake Pocotopaug, and Lake Plymouth) as Priority Development Areas or Balanced Growth Areas because of existing sewer infrastructure. (See Map 1 in Appendix A for examples.) Many of these systems were installed to address water quality issues caused by high levels of lakeside development (pollution of the lake water by septic systems). While the sewer systems have addressed the water quality problems, additional development in these areas could degrade lake water by increasing surface runoff from impervious surfaces into the lake. The plan should not set back decades of progress in these communities by promoting unsustainable development. A solution would be to create a buffer zone around sizable bodies of water across the state, excluding them from Priority Development Areas and Balanced Growth Areas. The same method could be used to protect flood plains critical to flood control, agriculture, and species habitat, such as The Great Meadows in Wethersfield and Glastonbury. This area is currently marked as a Balanced Growth Area.

- The use of Census blocks as the minimum mapping unit for PDAs, particularly in rural parts of the state, where blocks are much larger, can produce bizarre development scenarios—in some cases, lakes are literally sliced in two, with one marked as conservation and the other as development (or balanced growth). Bantam Lake exemplifies this: while the part in Litchfield is shown as a preservation area, the portion of Bantam Lake in Morris is designated as a balanced growth area (see Map 1 in Appendix A).

- Because development areas are based on Census blocks, they are contiguous. However, conservation areas are based on features of interest. As a result, many of them are not only discontinuous, but they are also full of holes. This makes them hard to interpret and may result in nonsensical plan and funding determinations, e.g., a forest may be denoted as a conservation area *except* for a one-acre clearing in the middle of it. This is not speculation—CCRPA staff have identified countless such anomalies.

  In addition, conservation areas are heavily influenced by forest cover; pastures and meadows are not included. As a consequence, farm-heavy areas—the places in the state where people live the most from the land and the economy has the most to lose from development—are *not* indicated for conservation.

  There are two possible solutions to these problems. The first solution is to use 250-acre blocks of *undeveloped* (instead of *forested*) land as the basis for conservation areas. This would ensure that farmed areas are treated equally to forested ones. Given that most of the forests that the map targets for preservation were farms as little as fifty years ago, this is not unreasonable—farms, unlike developed areas, can easily revert to forest (and thus should be deserving of similar protection). Given that the state is losing existing forest, if preservation of the state's tree canopy is a goal, protection of potential future forests is critical. (It should also be noted that meadows and pastures are also worthy of preservation in their own right—they serve as critical habitat for a variety of wildlife but are vanishing across the state.)

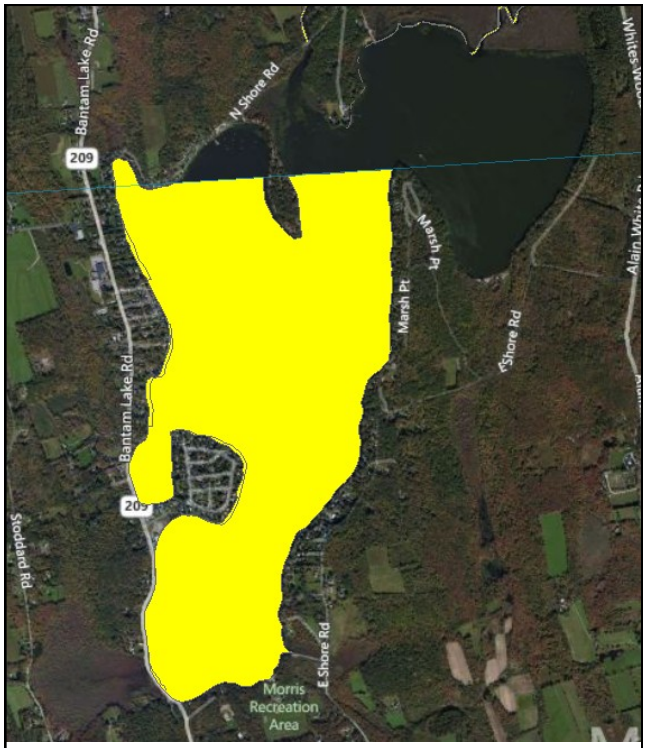
  A complementary or alternate solution would be to eliminate small holes from conservation areas. This would simplify interpretation of the map, make conservation areas more workable, and ultimately improve the validity of the mapping approach. (Some of these areas are likely to be meaningless artifacts produced by imprecision in the GIS layers used as a source.) Map 2 in Appendix A illustrates the problem. Holes in PCAs of up to 100 acres are shown in red. As the map shows, towns with many fields or farms have more holes; Lebanon, the number one farming town in the state, may have the most holes of all. Filling these holes (by designating them as PCAs) could benefit the interpretability of the map and conservation efforts in meadow and pasture-rich towns such as Lebanon without greatly altering the balance of conservation and development across the state. (Eliminating holes of up to 100 acres would increase the total PCA by less than 2 %.)

Appendix A : Maps

Map 1: CT Water Bodies Marked as Priority Conservation Areas or Balanced Growth Areas

Lake Plymouth is marked as both a Priority Development Area and a Balanced Growth Area.

Fall Mountain Lake, in Plymouth, is marked as a Priority Development Area.



Bantam Lake is marked as a Balanced Growth Area in Morris and a Preservation Area in Litchfield (unmarked northern portion of lake).

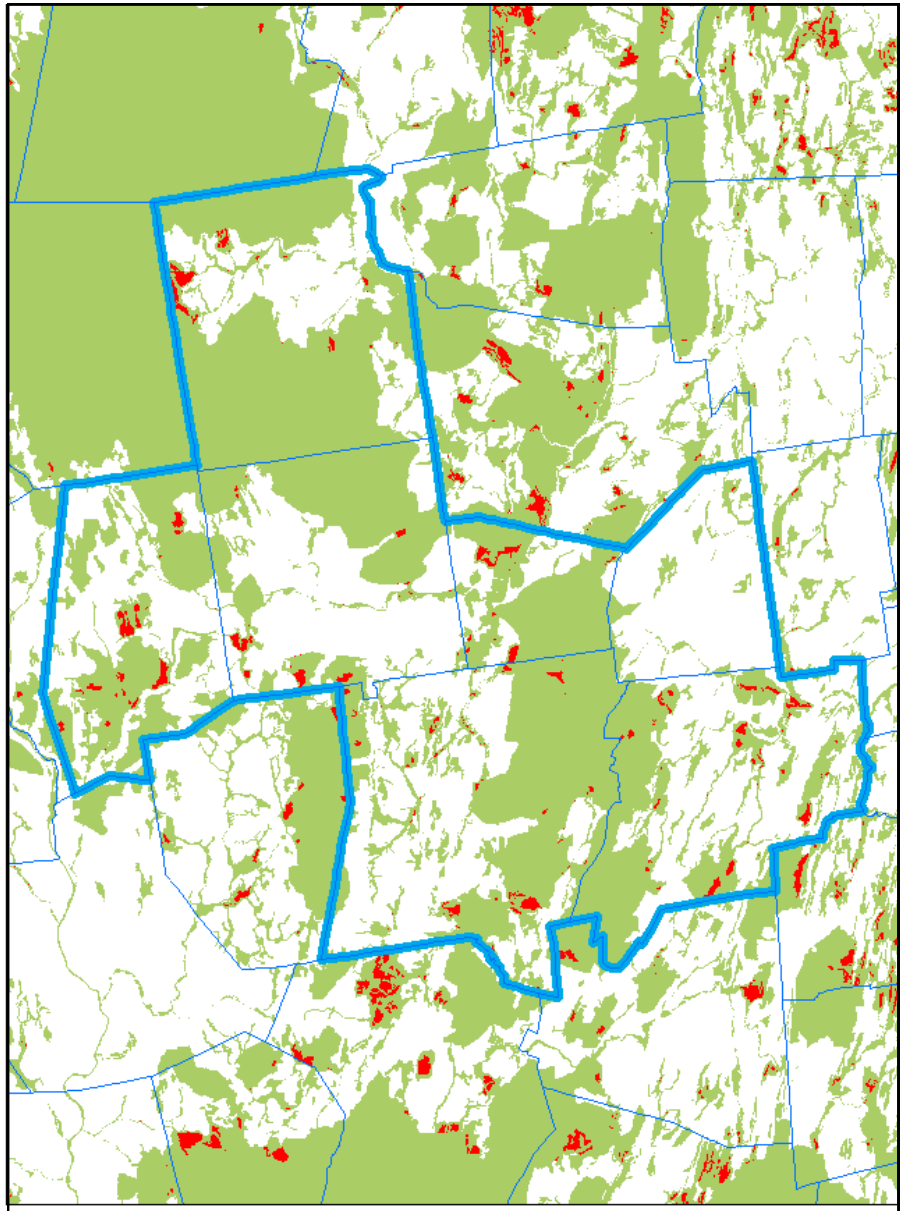
N

CT Town Boundary

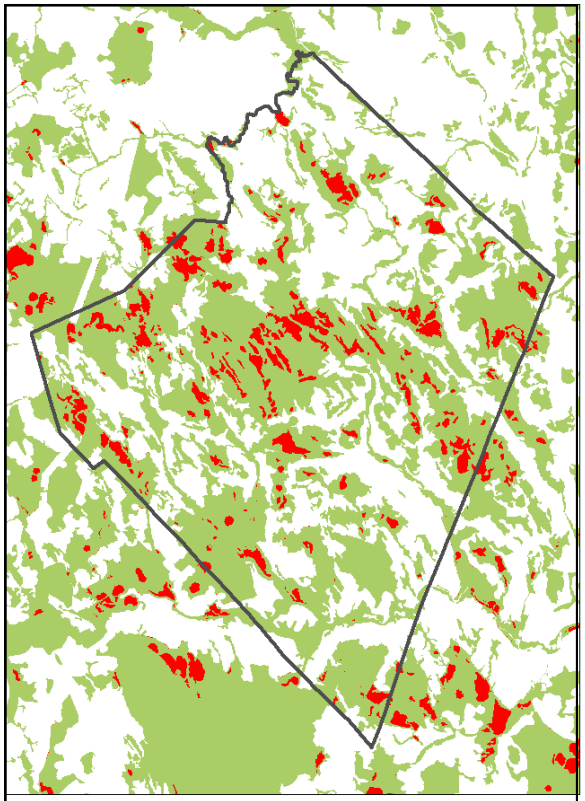
Priority Development Areas

Balanced Growth Areas

Map 2: Conservation Area Gaps



Gaps (shown in red) in the Priority Conservation Areas in the CCRPA Region.



Gaps (shown in red) in the Priority Conservation Areas in Lebanon.

Lebanon Town Boundary

CT Town Boundary

CCRPA Region Boundary

Priority Conservation Areas (original from OPM)

Priority Conservation Areas (holes up to 100 acres filled)

N

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MEMORANDUM

TO: Agency Board
FROM: Timothy Malone, Associate Planner
DATE: September 25, 2012

FOR AGENDA: October 4th, 2012

SUBJECT: Proposed legislation regarding fees in lieu of sidewalks

Sidewalks are a vital part of a safe and accessible transportation system. For these reasons, municipalities are empowered to require sidewalks within new developments. However, this authority does not extend to connecting roads, and municipalities have few options to pay for sidewalks on existing roads other than issuing bonds or relying on special assessments. As a consequence, sidewalks have often been installed where they are not needed (e.g., on a quiet cul-de-sac) but remain absent where they are needed the most (e.g., along the busy road the cul-de-sac links to). To address this situation, we have developed proposed legislation empowering municipalities to collect fees in lieu of sidewalk installation. This legislation would be similar to provisions allowing payments in lieu of open space. Our proposal would give municipalities a new tool for securing funding for this vital piece of infrastructure, without imposing burdensome regulations on developers. It would provide flexibility for municipalities and developers within the existing regulatory framework.

On that basis, it is my

RECOMMENDATION

that your Board

Endorse the attached proposed legislation regarding fees in lieu of sidewalks.

Attachment: Proposed Sidewalk Legislation

Proposed Sidewalk Legislation

Sidewalks are a vital part of the transportation system. They provide safe routes for pedestrians, especially children, the elderly, and the disabled—a critical need, given the 373 pedestrians killed (and thousands injured) on Connecticut streets from 2000 to 2009. By limiting the number of pedestrians in the roadway, sidewalks also improve traffic flow (and thus benefit drivers).

For these reasons, municipalities are empowered to require sidewalks within new developments. However, this authority does not extend to connecting roads, and municipalities have few options to pay for sidewalks on existing roads other than issuing bonds or relying on special assessments. As a consequence, sidewalks have often been installed where they are not needed (e.g., on a quiet cul-de-sac) but remain absent where they are needed the most (e.g., along the busy road the cul-de-sac links to).

To address this situation, municipalities should be empowered to collect fees in lieu of sidewalk installation. We propose legislation similar to provisions allowing payments in lieu of open space. It would:

- Impose **no new costs** on developers
- Permit municipalities to accept a fee in lieu of required sidewalk installation
- Require said fees be deposited into an account to be used for sidewalk installation
- Limit the fee to no more than the installation cost that would have been incurred
- Allow municipalities to provide incentives to developers opting to pay the fee

Sample language is included below, to be added to C.G.S. Section 8.25 of Chapter 126:

> ***Such regulations shall also provide that the commission may require the provision of sidewalks when, and in places, deemed proper by the planning commission, which sidewalks shall be shown on the subdivision plan. Such regulations may, with the approval of the commission, authorize the applicant to pay a fee to the municipality in lieu of installing the totality of, or a portion of, required sidewalk infrastructure. Such payment will not exceed the estimated cost that would be incurred by the developer to install sidewalks, or portion thereof, onsite. Such payments shall be deposited into a fund to be used for the installation or maintenance of sidewalks or multi-use trails in locations that are deemed appropriate by the governing body of the municipality.***
>
> ***The regulations may also provide for incentives for developers who choose to pay the fee in lieu of sidewalks, such as a reduced fee. Such incentives shall require a two-thirds majority vote of the commission.***

CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY
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Memorandum *for the Agency Board meeting of 10/4/2012*

To: Agency Board

From: Don Padlo, TIC Chairman

Subject: STIP/TIP amendments for three statewide Epoxy Pavement Marking projects

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Attached to this memo are details regarding 3 ConnDOT proposed amendments to the STIP (Statewide Transportation Improvement Plan). Before the STIP is officially revised, the MPO(s) in the boundary of the projects must approve of the changes in the amendments. Therefore, ConnDOT has submitted these amendments to us for approval. Normally, the TIC (Transportation Improvement Committee) reviews the amendments first and makes a recommendation to the Agency Board. In this case, no other business was scheduled for the September TIC meeting, and the chairman and TIC members agreed to allow this to go directly to your board.

The three amendments are for projects related to restriping lane markings on interstate and non-interstate routes. The amendments reflect the latest cost estimates and show that the projects are moving from FY12 to FY13. The projects are all 100% federally funded.

Project #0171-0361 Epoxy Pavement Markings - Interstate Routes for District 1
Funding Program: Interstate Maintenance
Increase cost estimate from $952,400 to $3,200,000

Project #0171-0362 Epoxy Pavement Markings - Non-Interstate Routes for District 1
Funding Program: Surface Transportation Program Anywhere
Increase cost estimate from $952,400 to $1,500,000

Project #0171-0366 Epoxy Pavement Markings - Non-Interstate Routes for District 4
Funding Program: Surface Transportation Program Anywhere
Increase cost estimate from $952,400 to $1,900,000

These projects ensure a continued commitment to safety and system preservation statewide and within our region, which are both supported by CCRPA.

On that basis, it is my RECOMMENDATION

That the Agency Board approve these proposed STIP/TIP amendments.

//Attachments

To: Maribeth C. Wojenski
Bureau of Policy and Planning

TIP/STIP~Action and Amendment Details

9/7/12

Project No	Region	Route	Town	Description	Project Manager
0171-0361	171	VARIOUS	DISTRICT 1	EPOXY PAVEMENT MARKINGS - INTERSTATE ROUTES (2013)	Lalone, Mike (860) 594-2768

Phase	Year	FA CODE	TOTAL	FEDERAL	STATE	LOCAL	Fiscal Impact:	2012	2013	2014	2015	FYI
CN	2013	I-M	3,200,000	3,200,000	0	0		-952,400	3,200,000	0	0	0

Revision Code 01-Move project to another year/04-Revise estimate

amendment: Move CN phase from FY12 to FY13, Increase cost based on latest engineers estimate and revise description

0171-0361 CN **Phase Total:** 3,200,000 **Federal Share:** 3,200,000 **State Share:** 0 **Local Share:** 0

- [x] 01-Move project to another year
  - a - Funding limitations
  - b - Outstanding ROW issue
  - c - Outstanding Permit
  - d - Other (Specify)

  Comments:
- [ ] 02-Fiscal constraint
  - a - Funding fully programmed
  - b - State match not available
  - c - Local match not available
  - d - Other

  Comments:
- [ ] 03-Design schedule change
  - a - Permit issue
  - b - CTDOT staffing issue
  - c - Local staffing issue
  - d - ROW issue
  - e - Other

  Comments:
- [x] 04-Revised cost estimate
  - a - Increase due to inflation
  - b - Increase due to (specify)
  - c - Decrease due to (specify)
  - d - Other

  Comments: Based on the latest engineers estimate.
- [ ] 05-New project
  - a - Project requested by (specify)
  - b - Copy of RPM attached

  Comments:
- [ ] 06-New phase
  - a - PE phase required
  - b - ROW phase required
  - c - CON phase required

  Comments:
- [ ] 07-Administrative requirement
  - a - Add AC entry
  - b - Other

  Comments:
- [ ] 08-Delete phase
  - a - Phase not required
  - b - Phase changed to State funds
  - c - Phase changed to Local funds
  - d - Other

  Comments:
- [ ] 09-Delete project
  - a - Not supported by State
  - b - Not supported by Region
  - c - Not supported by Town
  - d - Change to State funded
  - e - Change to Local funded
  - d - Other

  Comments:
- [ ] 10-Correction

  Comments:
- [ ] 11-Financing/Funding revision
  - a - Due to project schedule
  - b - Due to funding availability
  - c - Other

  Comments:

To: Maribeth C. Wojenski
Bureau of Policy and Planning

TIP/STIP~Action and Amendment Details

9/7/12

Project No	Region	Route	Town	Description	Project Manager
0171-0362	171	VARIOUS	DISTRICT 1	EPOXY PAVEMENT MARKINGS - NON-INTERSTATE ROUTES (2013)	Lalone, Mike (860) 594-2768

Phase	Year	FA CODE	TOTAL	FEDERAL	STATE	LOCAL	Fiscal Impact:	2012	2013	2014	2015	FYI
CN	2013	STPA	1,500,000	1,500,000	0	0		-952,400	1,500,000	0	0	0

Revision Code 01-Move project to another year/04-Revise estimate

amendment | Move CN phase from FY12 to FY13, Increase cost based on latest engineers estimate and revise description

0171-0362 CN **Phase Total:** 1,500,000 **Federal Share:** 1,500,000 **State Share:** 0 **Local Share:** 0

- [x] 01-Move project to another year
  - a - Funding limitations
  - b - Outstanding ROW issue
  - c - Outstanding Permit
  - d - Other (Specify)

  Comments:

- [ ] 02-Fiscal constraint
  - a - Funding fully programmed
  - b - State match not available
  - c - Local match not available
  - d - Other

  Comments:

- [ ] 03-Design schedule change
  - a - Permit issue
  - b - CTDOT staffing issue
  - c - Local staffing issue
  - d - ROW issue
  - e - Other

  Comments:

- [x] 04-Revised cost estimate
  - a - Increase due to inflation
  - b - Increase due to (specify)
  - c - Decrease due to (specify)
  - d - Other

  Comments: Based on the latest engineers estimate.

- [ ] 05-New project
  - a - Project requested by (specify)
  - b - Copy of RPM attached

  Comments:

- [ ] 06-New phase
  - a - PE phase required
  - b - ROW phase required
  - c - CON phase required

  Comments:

- [ ] 07-Administrative requirement
  - a - Add AC entry
  - b - Other

  Comments:

- [ ] 08-Delete phase
  - a - Phase not required
  - b - Phase changed to State funds
  - c - Phase changed to Local funds
  - d - Other

  Comments:

- [ ] 09-Delete project
  - a - Not supported by State
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  - c - Not supported by Town
  - d - Change to State funded
  - e - Change to Local funded
  - d - Other

  Comments:

- [ ] 10-Correction

  Comments:

- [ ] 11-Financing/Funding revision
  - a - Due to project schedule
  - b - Due to funding availability
  - c - Other

  Comments:

To: Maribeth C. Wojenski
Bureau of Policy and Planning

TIP/STIP~Action and Amendment Details

9/7/12

Project No	Region	Route	Town	Description	Project Manager
0174-0366	174	VARIOUS	DISTRICT 4	EPOXY PAVEMENT MARKINGS - NON-INTERSTATE ROUTES (2013)	Cohen, Phil (860) 594-2744

Phase	Year	FA CODE	TOTAL	FEDERAL	STATE	LOCAL	Fiscal Impact:	2012	2013	2014	2015	FYI
CN	2013	STPA	1,900,000	1,900,000	0	0		-952,400	1,900,000	0	0	0

Revision Code 01-Move project to another year/04-Revised estimat

amendment	Move CN phase from FY12 to FY13, Increase cost based on latest engineers estimate and revise description

0174-0366 CN **Phase Total:** 1,900,000 **Federal Share:** 1,900,000 **State Share:** 0 **Local Share:** 0

☒ 01-Move project to another year	a - Funding limitations b - Outstanding ROW issue c - Outstanding Permit d - Other (Specify)	Comments:
☐ 02-Fiscal constraint	a - Funding fully programmed b - State match not available c - Local match not available d - Other	Comments:
☐ 03-Design schedule change a - Permit issue b - CTDOT staffing issue	c - Local staffing issue d - ROW issue e - Other	Comments:
☒ 04-Revised cost estimate	a - Increase due to inflation b - Increase due to (specify) c - Decrease due to (specify) d - Other	Comments: Based on the latest engineers estimate.
☐ 05-New project	a - Project requested by (specify) b - Copy of RPM attached	Comments:
☐ 06-New phase	a - PE phase required b - ROW phase required c - CON phase required	Comments:
☐ 07-Administrative requirement	a - Add AC entry b - Other	Comments:
☐ 08-Delete phase	a - Phase not required b - Phase changed to State funds c - Phase changed to Local funds d - Other	Comments:
☐ 09-Delete project a - Not supported by State b - Not supported by Region	c - Not supported by Town d - Change to State funded e - Change to Local funded d - Other	Comments:
☐ 10-Correction		Comments:
☐ 11-Financing/Funding revision	a - Due to project schedule b - Due to funding availability c - Other	Comments:

REGIONAL/TRANSPORTATION PLANNING ACRONYMS	
AADT	Average Annual Daily Traffic
AC Entry	Advanced Construction
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFT	American Farmland Trust
AICP	American Institute of Certified Planners
ALL	All Phases
APA	American Planning Association
ARRA	American Recovery and Reinvestment Act
BC	Bylaws Committee (Central Connecticut Regional Planning Agency)
BFO	Burden, Fringe and Overhead
BOR	Bureau of Outdoor Recreation (U.S. Dept. of Interior)
BRRFOC	Bristol Resource Recovery Facility Operating Committee
BRXZ	Bridge Rehabilitation and Replacement (both on and off system)
C&D	Conservation and Development
CAAA	Clean Air Act Amendments
CAPTAIN	Capitol Region Total Access Information Network
CBD	Central Business District
CBIA	Connecticut Business and Industry Association, Inc.
CCAPA	Connecticut Chapter of American Planning Association
CCDFB	Central Connecticut Development Fund Board (Revolving Loans)
CCEDA	Central Connecticut Economic Development Alliance
CCM	Connecticut Conference of Municipalities
CCP	Citizen Corps Programs
CCPATH	Central Connecticut Plan of Alternative Transportation & Health
CCPS	Central Connecticut Paratransit Service
CCRPA	Central Connecticut Regional Planning Agency
CCSU	Central Connecticut State University
CCTIC	Central Connecticut Transportation Improvement Committee
CDA	Connecticut Development Authority
CDBG	Community Development Authority
CDOT	Connecticut Department of Transportation
CEDS	Comprehensive Economic Development Strategy
CERT	Community Emergency Response Team
CHFA	Connecticut Housing Finance Authority
CII	Connecticut Innovations Incorporated
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process

COED	Connecticut Department of Economic Development
COG	Council of Government
COLA	Cost of Living Adjustments
CON	Construction Phase
ConnDOT	Connecticut Department of Transportation
COST	Council of Small Towns
CPC	Comprehensive Plan Committee
CPESC	Certified Professional Soil Erosion & Sedimentation Control Specialist
CRA	Connecticut River Assembly
CRCOG	Capitol Region Council of Governments
CREC	Capitol Region Education Council
CREPC	Capitol Region Emergency Planning Committee
CRMMRS	Capitol Region Metropolitan Medical Response System
CR-MRC	Capitol Region Medical Reserve Corps
CRPA	Connecticut Resource Recovery Authority
CRPC	Capitol Region Purchasing Council
CT	Connecticut
CTPP	Census Transportation Planning Package
CTRDC	Connecticut Rural Development Council
CT-SART	Connecticut State Animal Response Team
CZEO	Connecticut Certified Zoning Enforcement Officer
DCD	Design Completion Date
DEEP	Department of Energy and Environmental Protection
DEMHS	Department of Emergency Management and Homeland Security
DEP	Department of Environmental Protection
DESPP	Department of Emergency Services and Public Protection
DHUD	Department of Housing and Urban Development
DOH	Department of Housing
DOT	Department of Transportation
EA	Environmental Assessment
EFS	Emergency Support Function
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMS	Emergency Medical Services
ENG	Engineering Phase
EPA	Environmental Protection Agency
EZ-IQC	EZ Indefinite Quantity Construction
FAA	Federal Aviation Administration
FD	Final Design
FDP	Final Design Plans
FEA	Federal Energy Agency

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRWA	Farmington River Watershed Association
FTA	Federal Transit Administration
FY	Fiscal Year
FY-FFT	Federal Fiscal Year is October 1st to September 30th
FY-SFY	State Fiscal Year is July 1st to June 30th
GHG	Green House Gases
GIS	Geographic Information Systems
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPP	High Priority Programs
HSGP	Homeland Security Grant Program
HSIP	Highway Safety Improvement Program
HUD	U.S. Department of Housing and Urban Development
IECGP	Interoperable Emergency Communications Grant Program
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
ITBD	Institute of Technology and Business Development (Central Connecticut State Un
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
JAG	Justice Assistance Grant
JARC	Job Access Reverse Commute Grants
LAN	Local Area Network
LEP	Limited English Proficiency
LEPC	Local Emergency Planning Committee
LOCHSTP	Locally Coordinated Public Transit-Human Services Transportation Plan
LOS	Level of Service
LRAR	Local Road Accident Reduction Program
MAP-21	Moving Ahead for Progress in the 21st Century
MDC	Metropolitan District Commission
MMRS	Metropolitan Medical Response Systems
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRC	Medical Reserve Corps
NAAQS	National Ambient Air Quality Standards
NCIIP	National Corridor Interstate Improvement Program
NEPA	National Environmental Policy Act
NFI	New Freedoms Initiative
NHHS	New Haven/Hartford/Springfield Rail Project
NHS	National Highway System

NIMS	National Incident Management System
NIMSCAST	NIMS Compliance Assistance Support Tool
NRC	Natural Resource Center (CT Department of Environmental Protection)
OMB	Office of Management and Budget
OPM	Office of Policy and Management
PC	Planning Commission
PD	Preliminary Design
PE	Preliminary Engineering or Professional Engineer
PFP	Program, Finance and Personnel Committee (Central Regional Planning Agency)
PMS	Pavement Management System
PPP	Public Participation Plan
PSAP	Public Safety Answering Points
PZC	Planning and Zoning Commission
QRWA	Quinnipiac River Watershed Association
RC&D	Resource Conservation and Development Area
RCC	Regional Emergency Coordination Center
RDP	Regional Development Plan
RESF	Regional Emergency Support Function
RFI	Request for Information
RFP	Request for Proposal
RID	Regional Incident Dispatch Team
ROBIR	Regional Offender Based Image Retrieval System
ROD	Record of Decision
ROW	Right of Way
RPA	Regional Planning Agency
RPAC	Regional Planning Association of Connecticut
RPD	Regional Plan of Development
RPO	Regional Planning Organization (now Council of Government)
RTP	Regional Transportation Plan
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act a Legacy for U
SCS	Soil Conservation Service of U.S. Department of Agriculture
SGIA	State Grant-In-Aid
SHSGP	State Homeland Security Grant Program
SIP	State Implementation Plan
SLOSSS	Suggested List of Surveillance Study Sights
SMSA	Standard Metropolitan Statistical Area
SOV	Single Occupant Vehicle
SRSI	Safe Routes to School
STC	State Traffic Commission
STEAP	Small Town Economic Assistance Program
STF	Connecticut's Special Transportation Fund

STIF	Short Term Investment Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STPA	Surface Transportation Program - Anywhere
STPNH	Surface Transportation Program - New Haven Programs
STPT	Surface Transportation Program - Enhacement
SWOT	Strengths, Weaknesses, Opportunities and Threats
TA	Technical Assistance
TAZ	Traffic Analysis Zone
TCM	Transportation and Community and System Preservation Program
TDM	Transportation Demand Management
TDP	Transit Development Plan
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act of the 21st Century
TIA	Transportation Investment Area
TIGER	Transportation Investments Generating Economic Recovery
TIGGER	Transit Investment for Greenhouse Gas and Energy Reduction
TIP	Transportation Improvement Program
Title VI	Title VI of the Civil Rights Act of 1964
TMA	Transportation Management Area
TOD	Transit Oriented Development
TROC	Tunxis Recycling Operating Committee
TSB	Transportation Strategy Board
UASI	Urban Area Security Initiative
UPWP	Unified Planning Work Program
USDA	U.S. Department of Agriculture
UZA	Urbanized Areas
VMT	Vehicle Miles Traveled
ZBA	Zoning Board of Appeals
ZC	Zoning Commission

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News

Ethics panel fines former Southington man $10,000

Thursday, September 27, 2012 10:20 PM EDT

Staff report

HARTFORD — John Tricarico, formerly of Southington, used his authority in violation of the Code of Ethics over a subcontractor to solicit free or discounted gifts, services and other items of value, a state ethics panel has concluded. The items included lunches and dinners, tickets to Red Sox and Yankee games, tickets to concerts, the use of subcontractor vehicles for personal use and job interviews for relatives.

At the September 20 public board hearing presided over by Judge Trial Referee James G. Kenefick Jr., Tricarico, a former employee at the Central Connecticut Regional Planning Agency, failed to appear, even though he received and acknowledged notice of the hearing.

The Citizens' Ethics Advisory Board imposed a $10,000 civil penalty.

The Code of Ethics prohibits a person hired by the state as a consultant or independent contractor to use the authority provided to the person under the contract "... to obtain financial gain for the person, an employee of the person or a member of the immediate family of any such person or employee..."

"State contractors and their employees must comply with the restrictions of the Code of Ethics," said Carol Carson, executive director of the Office of State Ethics.

"In this case, the board felt strongly that improperly using the state's authority as a contractor for personal gain is egregious and blatant and warrants significant penalties."

URL: http://www.bristolpress.com/articles/2012/09/27/news/doc5065061c086e8497360846.prt

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