



TOWN OF MANSFIELD
TOWN COUNCIL MEETING
January 11, 2016
COUNCIL CHAMBERS
AUDREY P. BECK MUNICIPAL BUILDING
7:00 p.m.
AGENDA

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CALL TO ORDER	
ROLL CALL	
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FUTURE AGENDAS

ADJOURNMENT

Following adjournment per CGS §1-200(2) the Council will meet to discuss strategy and negotiations with respect to collective bargaining for units represented by UPFFA, Local 4120

REGULAR MEETING – MANSFIELD TOWN COUNCIL
December 14, 2015
DRAFT

Mayor Paul M. Shapiro called the regular meeting of the Mansfield Town Council to order at 7:30 p.m. in the Council Chamber of the Audrey P. Beck Building.

I. ROLL CALL

Present: Kegler, Marcellino, Moran, Raymond, Ryan, Sargent, Shaiken, Shapiro
Excused: Kochenburger

II. APPROVAL OF MINUTES

Mr. Ryan moved and Mr. Shaiken seconded to approve the minutes of the November 23, 2015 meeting as presented. The motion passed unanimously.

III. PUBLIC HEARING

1. Open Space Acquisition, Meadowbrook Lane, LLC Property

The Town Clerk read the legal notice. Jennifer Kaufman, Natural Resources and Sustainability Coordinator described the property as the Town's trailhead to the Nipmuck Trail and its preservation a longtime goal of the Open Space Preservation Committee. Ric Hossack, Middle Turnpike, stated that he hopes this is the last open space purchase the Town makes and asked for details as to how many residents use the trails.

David Freudmann, Eastwood Road, spoke in opposition to the purchase stating that the land is available to the Town because the owners do not want to pay property taxes and the properties are not developable.

Quentin Kessel, Codfish Falls Road and Chair of the Conservation Commission, offered a personal statement noting that in a town wide referendum residents voted to support open space purchases. Mr. Kessel provided a copy of the Conservation Commission February 18, 2015 minutes which show the Commission unanimously endorsed the purchase of this property. (Minutes included as a communication in the January 11, 2016 packet)

Peter Millman, Dog Lane, urged support for the purchase noting that protection of open space is important for recreational and climate change considerations. (Submitted information included as a communication in the January 11, 2016 packet)

The hearing was closed at 7:42 p.m.

IV. OPPORTUNITY FOR PUBLIC TO ADDRESS THE COUNCIL

Charles Naumec, Riverview Road, posed a series of questions concerning changes to the PILOT program, non-uniformity of town voter requirements, the effect of allowing non-tax paying UConn students to vote on financial matters, and the lack of Town Council action on these issues. (Statement attached)

Rebecca Shafer, Echo Road, read a letter from Thomas Nielsen, regarding the negative effect of rental income properties in his neighborhood, into the record. (Letter attached)

Michael Darre, Riverview Road, voiced his support for the concerns raised by Mr. Naumec and objected to UConn students voting on financial issues in the Town.

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Robert Colon, Fort Griswold, commented on the trend in his condo community towards investment properties. Mr. Colon stated that students have the right to vote on everything but financial issues.

Theodore Panagopoulos of Manchester, Connecticut and owner of two properties in Mansfield objected to the parking ordinance being applied only to those living in rental units. Mr. Panagopoulos urged the Council to take another look at the ordinance.

Peter Millman, Dog Lane, asked the Council to explore installing solar panels on the parking garage in 2016 while the federal tax credits are still being offered.

David Freudmann, Eastwood Road, stated that it should not be necessary to finance a facilities study as the work should be able to be done by staff.

Ric Hossack, Middle Turnpike, offered to volunteer his services as a licensed engineer to conduct a study of Town facilities.

Betty Wassmundt, Old Turnpike Road, urged the Council to install solar panels on the parking garage; to check what can be done so students cannot vote on financial issues; to review the constitutionality of the landlord ordinance; and to continue to review the draft dog waste ordinance.

V. REPORT OF THE TOWN MANAGER

In addition to his written report the Town Manager offered the following comments:

- Regarding Mr. Naumec's concerns, the Town Manager noted that Council members could certainly add an item to a future agenda.
- Regarding Mr. Panagopoulos's comments regarding off street parking for rental units, the Town Manager suggested the Ad Hoc Committee on Rental Regulations and Enforcement review the issues.
- The Town has hired an Assistant Town Planner and Zoning Enforcement Officer to replace Curt Hirsch who has served the Town well for over 30 years.
- Mr. Hart wished all a Happy Holiday and New Year!

In response to a question about the Town's efforts regarding PILOT funds, Mr. Hart reported that our representatives worked hard during the last session to restructure the program so that towns with large state institutions would get some protection even if the funded amount is reduced. Although the reimbursement percentage has been lowered from 45% to 32%, the Town has never received anywhere near the original percentage and the restructured formula offers the Town additional protections.

Mr. Sargent moved and Mr. Ryan seconded to move Item 6, Probate Court Update, and Item 7, Presentation: Pavement Management System Report, as the next items of business.

The motion passed unanimously.

VI. REPORTS AND COMMENTS OF COUNCIL MEMBERS

Mayor Shapiro commented that the recognition reception for Mayor Paterson was a great event and an appropriate tribute for her incredible service to the Town.

The Mayor also attended the employees' holiday luncheon which recognized employees who have worked for the Town from five years to forty five years.

December 14, 2015

Ms. Raymond expressed concern that the full cost of the former superintendent's actions will not be recouped by the Town. The Town Manager will discuss the options available to the Town with the Town Attorney.

VII. OLD BUSINESS

2. Proposed Amendments to Ordinance Regarding Alcoholic Beverages

Mr. Shaiken moved and Mr. Marcellino seconded, to table the proposed amendments to the Ordinance Regarding Alcoholic Beverages until such time that the Ordinance Development and Review Subcommittee has a recommendation for the Town Council's consideration.

Motion passed unanimously.

3. Proposed Ordinance Regarding Dog Waste Control

Mr. Ryan moved and Mr. Shaiken seconded, to table the proposed Ordinance Regarding Dog Waste Control until such time that the Ordinance Development and Review Subcommittee has a recommendation for the Town Council's consideration.

Motion passed unanimously.

4. Rental Housing Regulations and Enforcement, Ad Hoc Committee on Rental Regulations and Enforcement

Mr. Marcellino moved and Mr. Shaiken seconded, effective December 14, 2015, to appoint Deputy Mayor William Ryan, Councilors Toni Moran and Mark Sargent, and Planning and Zoning Commissioners Charles Ausburger, JoAnn Goodwin and Vera Ward to the Ad Hoc Committee on Rental Regulations and Enforcement, for an indefinite term.

The motion passed with all in favor except Mr. Sargent who abstained.

5. Open Space Acquisition, Meadowbrook Lane, LLC Property

Mr. Kegler moved and Mr. Shaiken seconded to approve the following resolution: RESOLVED, that Matthew W. Hart of the Town of Mansfield is hereby authorized to execute on behalf of the Town of Mansfield a Grant Agreement and Conservation and Public Recreation Easement and Agreement under the Open Space and Watershed Land Acquisition Program with the State of Connecticut for financial assistance to acquire permanent interest in land known as Meadowbrook Lane LLC, OSWA 497 and to manage said land as open space land pursuant to Section 7-131d of the Connecticut General Statutes.

Motion passed unanimously.

VIII. NEW BUSINESS

6. Probate Court Update

Judge Barbara Gardner Riordan provided information on changes to the probate court hours and the continued discontinuation of passport services. Judge Gardner Riordan has explored the possibility of holding court in Mansfield on certain days but has concluded that due to the types and amount of business it is not practical.

7. Presentation: Pavement Management System Report

December 14, 2015

Director of Public Works John Carrington introduced John Miller and Megan Brinson of Amec Foster Wheeler who reviewed what their study learned about Town roads and offered recommendations for continued maintenance. Town staff will be able to continue to use these tools to plan for future management of the road system.

8. Small Economic Assistance Program (STEAP) application for Four Corners Sanitary Sewer Project

Mr. Shaiken moved and Ms. Raymond seconded to approve the following resolution:
RESOLUTION AUTHORIZING THE SUBMITTAL OF THE FY 2015 STEAP GRANT APPLICATION FOR THE FOUR CORNERS SANITARY SEWER PROJECT:

RESOLVED, That the Town Council of the Town of Mansfield, Connecticut, authorizes Town Manager Matthew W. Hart to submit a FY 2016 STEAP grant application in the amount of \$500,000 to the Connecticut Office of Policy and Management for the Four Corners Sanitary Sewer Project, and, if awarded, to enter into an agreement with the State of Connecticut to receive such funds on a reimbursement basis.

The motion passed unanimously.

9. Correspondence to CT Department of Transportation (CTDOT) requesting Regional Transportation Survey

Mr. Marcellino moved and Mr. Ryan seconded, effective December 14, 2015, to endorse the attached correspondence to DOT Commissioner Redeker requesting a comprehensive Transportation Survey of the Mansfield/Willimantic area.

Council members discussed the already planned CROG study of the UConn corridor and its relationship to this requested study. While there may be some overlap this requested study also includes information on secondary roads.

Motion passed unanimously.

10. Proclamation Honoring Access Community Action Agency's 50th Anniversary

Ms. Moran moved and Mr. Shaiken seconded, effective December 14, 2015, to authorize the Mayor to issue the attached Proclamation Honoring Access Community Action Agency's 50th Anniversary.

Motion passed unanimously

11. Community Center Fee Recommendations

Mr. Ryan, Chair of the Finance Committee, moved to approve a 5% across the board increase in the Community Center rates and adjustments to the daily admissions fees.

This proposal was reviewed and approved by the Finance Committee.

The motion passed unanimously.

12. Agreement between Regional School District #19 Board of Education and Regional School District #19 Administrators Association

Mr. Ryan moved and Ms. Raymond seconded to endorse the successor agreement between Regional School District #19 Board of Education and the Regional School district #19 Administrators Association.

December 14, 2015

Motion passed unanimously.

13. Cancellation of the December 28, 2015 Town Council Meeting
Ms. Raymond moved and Mr. Shaiken seconded, effective December 14, 2015, to cancel the December 28, 2015 regular meeting of the Mansfield Town Council.
The motion passed with all in favor except Mr. Ryan who abstained.

14. Recurring Agenda Items
By consensus Council members agreed that the current recurring items on the agenda as well as other happenings in Town will be reported on, as needed, by the Town Manager as part of his Town Manager Report.

IX. REPORTS OF COUNCIL COMMITTEES

Mr. Ryan, Chair of the Finance Committee reported that the Fraud Risk Assessment, Whistle Blowers Policy, and Fraud Tip Line were discussed at the meeting earlier this evening. Mr. Ryan also noted that financial and operational control follow-up test results by BlumShapiro showed that all areas of concern passed.

Ms. Moran, Chair of the Ad Hoc Police Services Committee, reported the Committee met with UConn's Public Safety Division for a tour and conversations about what they do and current collaborative efforts. The Committee will meet again in January.

X. DEPARTMENTAL AND COMMITTEE REPORT

No comments offered.

XI. PETITIONS, REQUESTS AND COMMUNICATIONS

15. T. Luciano
16. M. Hart: Reappointment to Library Advisory Board
17. District Budget Sharing Information Meeting
18. Mansfield Minutes – December 2015

XII. FUTURE AGENDAS

The letter from the Commission on Aging concerning handicapped parking at the Community Center which was received by Council members and distributed tonight will be referred to the staff Traffic Authority for review.

Ms. Raymond requested a discussion be held on the issues of student voting raised by Mr. Naumec and others. Members agreed that the Town Manager will ask the Town Attorney for advice and will provide relevant Charter sections and information received from the Secretary of the State's office prior to the discussion by Councilors.

XIII. ADJOURNMENT

Mayor Shapiro wished everyone a wonderful holiday.

Mr. Shaiken moved and Mr. Ryan seconded a motion to adjourn at 9:40 p.m.

The motion passed unanimously.

Paul M. Shapiro, Mayor

Mary Stanton, Town Clerk

December 14, 2015

WHY – What is the Rationale

**Presented by Charles R. Naumec
52 Riverview Road, Mansfield Center, CT.**

**Town of Mansfield Town Council Meeting
December 14, 2015**

WHY- Has there been no action by the Town Council relative to this year's new formula for Payment In Lieu of Taxes (PILOT) stating a tier 1 town would be reimbursed by the State for lost property tax based on a 32% assessment of State property. The previous Connecticut State Statutes Sections 12-19a, 12-19b, and 12-19C indicating 45% assessment for State property is still present on the State of Connecticut home page. So is the CGS allowing 77% assessment for towns with private colleges. Compliance with the 45% formula would provide the Town funds necessary for support of Resident State Police, School maintenance/updating, and the four corners sewer project. The higher the Pilot payment the lower the town property taxes.

WHY- No action relative to non-uniformity of the town voter requirements. Students living in University housing, paying no taxes, can vote on the Town Budget, but a person, 18 years old and a town resident, who had not registered to vote must show tax payment on \$1000.00 of assets before being allowed to vote.

WHY- No action taken to investigate/change what the non-tax paying UConn students can vote on. Developing the necessary changes to the election ballot allowing these students to vote on candidates and NOT financial issues would place control of the Town Budget in the hands of its Tax payers.

WHY- Is the non-tax paying student vote important. Note the Four Corners Sewer Project results. The referendum appropriating \$9,000,000.00 for this project was Question 2 on the Nov. 4, 2014 Special and State Election. This item passed by a total of 83 votes. Reviewing the voting results showed that 3 of the 4 voting districts in town rejected the project. District 1, the University district, was the only one which passed the project. A bus was provided to transport students from the UConn campus to the Town Hall so these individuals could register to vote and vote in the Nov. 4th election.

This was accomplished per the Election Day Registration (EDR) Process which allow students to vote at their school location rather than travel to their home town. If one removes all EDR votes (261 yes and no's) from those recorded in district 1, the referendum would have not passed by 30 votes. Note the power of this vote.

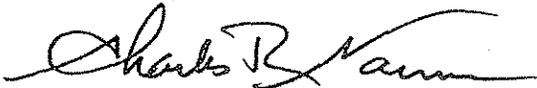
It should be noted that in today's meeting packet the estimate of this project's \$9,000,000.00 cost was from "Engineer's Opinion of Probable Construction Costs". This being the case should the real cost be greater based on real estimates; would a second referendum be required?

WHY- Am I a tax paying resident of Mansfield having to address the Town Council on these issues and not see any action by the council on my behalf. Why am I required to write letters to the Connecticut Secretary of the State and Mansfield state legislative delegation to address these concerns. I am part of the Tax paying residents that elected all the public officials that I have addressed. I would hope that all these individuals would represent me and the other taxpayers of the Town of Mansfield.

It should be noted that the actions that I have described contribute to the fact that Connecticut has the second highest property tax rate of all the states in the United States.

I just have one question, what is the rationale behind "no action taken" on the items identified?

Thank you,



Charles R. Naumec

To the members of the Town Council,

I am writing to put into public record my concerns regarding the exponential trend of family housing ending up rental income properties and the negatives that accompany this trend. The fact that many of the renters are temporary residents and have no real ties to the neighborhoods they are renting in is part of the problem.

I realize we (the town) have codes in place with regards to the number of unrelated people being able to reside within a structure deemed a 1-family unit and that the town has hired officers to enforce these very codes, but I also understand that eventually, all the landlord needs do is submit a letter to the town if in violation of the code stating that they have addressed the issue, and, if the issue is not truly rectified, the burden of proof rests on the shoulders of the community-those neighbors affected by the existing problem(s): eye blight i.e. litter from parties, noise pollution, increased traffic, possible burden on shared wells or on overtaxed septic systems along with what that may entail, property values decreasing, et al.)

I am urging the town to consider stiffer penalties on errant landlords that do not produce results when in non-compliance with the codes. I am also asking the town to consider setting limits as to the number of income producing rental units within established neighborhoods....if this is already taking place, I support the actions. I think that if the University continues its planned expansion that they should be providing the housing needed for the students in the form of dorm rooms or condos for the enrollees as I see this as being a major influence on the turnover of family homes into rentals.

I live in an aging neighborhood in Storrs on a dead end road in the house my parents built that I now own and pay taxes on. As the original owners in my neighborhood have vacated due to life in general over the last 2 decades, several houses have been bought by investors for the purpose of renting to students seeking an uncontrolled residence while attending UConn. As a result, I now reside in an area where over 25% of the houses on my street are rentals and at least half of these renters are of undergraduate age and attending the University. Obviously, there are noisy parties at times where consideration of others should be the rule of thumb but never seems to enter the minds, a large influx of traffic- an example of this was a party at a Frat house on RTE 195 last spring where my road was turned into a parking lot with cars parked on both sides of the already narrow street creating a safety hazard due to the narrowness of the now one lane road and the oblivious attendees of the party ambling in multiples of 5 abreast. If there had been a fire or such case where emergency vehicles were required, they never would have made it up my street. There are another 7 or so houses on my street facing a turn over in ownership in the upcoming half to full decade and without enacting some sort of control, this entire neighborhood will end up non family friendly. My neighborhood is not alone as the entire town is affected by similar issues.

(page 2)

I implore the town to take a proactive approach and establish logical parameters to create solutions that benefit the town in general and not let the village of Storrs and surrounding areas slip further into the mire of losing the rural aspect of this community.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas R. Nielsen". The signature is fluid and cursive, with a prominent loop at the end.

Thomas R. Nielsen
41 Birchwood Heights
Storrs, CT 06268

PAGE
BREAK



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Cynthia van Zelm,
 Executive Director of the Mansfield Downtown Partnership, Inc.;
 Kevin Deneen, Town Attorney
Date: January 11, 2016
Re: Proposed Amendments to Ordinance Regarding Alcoholic
 Beverages

Subject Matter/Background

Attached please find the Proposed Amendments to the Ordinance Regarding Alcoholic Beverages, as revised by the Town Council's Ordinance Development and Review Subcommittee at its meeting on December 21, 2015.

The proposed amendment would establish a permitting process to allow the consumption of alcoholic beverages on Town property during certain public functions, festivals or celebrations. The ordinance specifies the general terms and conditions required to obtain an alcohol permit from the Town.

On December 14th, the Town Council conducted a public hearing regarding the proposed amendments. Following the public hearing and on the advice from staff, the ordinance subcommittee revised the draft to limit the venue for a permit to the Storrs Center Design District and the campuses of the Beck Municipal Building (town hall) and the Mansfield Library.

Legal Review

The Town Attorney has reviewed and approved the form of the proposed amendments.

Recommendation

The Ordinance Development and Review Subcommittee has endorsed the amendments as revised, and recommend their approval by the full Council.

If the Town Council concurs with this recommendation, the following motion is in order:

Move, to approve the proposed amendments to the Ordinance Regarding Alcoholic Beverages, Chapter 101, Section 101-5, which amendments shall be effective 21 days after publication in a newspaper having circulation within the Town of Mansfield. Said amendments are attached to and made a part of this record.

Attachments

- 1) Proposed Amendments to Ordinance Regarding Alcoholic Beverages (redline)
- 2) Proposed Amendments to Ordinance Regarding Alcoholic Beverages (clean copy)
- 3) 12/12/15 Draft Minutes from Ordinance Development and Review Subcommittee



**Town of Mansfield
Code of Ordinances**

“Amendments to Ordinance Regarding Alcoholic Beverages”

January 11, 2016 Draft

Chapter 101: Alcoholic Beverages

Section 101-5, Possession and Consumption of Alcoholic Liquor

A. Except as otherwise permitted by subsection (B) hereof, no person shall consume any alcoholic liquor, or have in his or her possession any open container of alcoholic liquor, while upon or within the limits of any public highway, public area or parking area within the Town of Mansfield. The possession of an open container of alcoholic liquor or consumption therefrom by any person while in a motor vehicle parked within or upon a public area shall also be a violation hereof.

B. Exceptions.

1. Consumption of alcoholic liquor and possession of any open container of alcoholic liquor is permitted during any public function, public festival or public celebration being conducted within a public building, public highway, sidewalk or parking area or on public land, limited to the area of the Storrs Center Special Design District as defined in the Mansfield Zoning Regulations, the campus of the Audrey P. Beck Municipal Building located at 4 South Eagleville Road, Mansfield, Connecticut 06268 and the campus of the Mansfield Public Library located at 54 Warrenville Road, Mansfield Center, Connecticut 06250, pursuant to a written permit issued by the town manager, or person designated by the town manager to issue such permits, authorizing the sale, service or distribution of alcoholic liquor at or in connection with such public function, public festival or public celebration.

2. An application for a permit shall be in writing directed to the town manager. The application shall state the name and address of responsible officials of the organization sponsoring the function, festival or celebration (event), shall specify the parts of the public land, public building, public highway, sidewalk or parking area in the Storrs Center Special Design District or on the campus of the Audrey P. Beck Municipal Building or the Mansfield Public Library to be used during the event, specify the beginning and ending time of the event and if it continues for more than one (1) day, the hours in each day it is to be conducted, the number of people anticipated to be in attendance at the event, ~~whether the event is open to the public;~~ and arrangements for supervision. The application shall include adequate alcohol liability insurance. The certificate of insurance must specify the “Town of Mansfield, its officers, employees and agents” as additional insured parties and must be submitted to the Town Manager together with the application. The application and accompanying documentation shall be filed at least thirty ten (3010) calendar days before the first day of the event. The permit shall be issued if all of the required

information is provided, the application is made at least thirty ten (~~30-10~~) days before the event, the town manager or his designee determines that the event will be open to the public and that all necessary permits, licenses and approvals have been obtained from all government authorities having jurisdiction including, but not limited to, the state department having jurisdiction over liquor control and the granting of the permit will be in accord with the health, safety, and welfare of the Town of Mansfield. (The town manager is authorized to issue additional standards not inconsistent herewith which if not met will result in denial of said permit.)



**Town of Mansfield
Code of Ordinances**

**“Amendments to Ordinance Regarding Alcoholic Beverages”
January 11, 2016 Draft**

Chapter 101: Alcoholic Beverages

Section 101-5, Possession and Consumption of Alcoholic Liquor

- A. Except as otherwise permitted by subsection (B) hereof, no person shall consume any alcoholic liquor, or have in his or her possession any open container of alcoholic liquor, while upon or within the limits of any public highway, public area or parking area within the Town of Mansfield. The possession of an open container of alcoholic liquor or consumption therefrom by any person while in a motor vehicle parked within or upon a public area shall also be a violation hereof.
- B. Exceptions.
1. Consumption of alcoholic liquor and possession of any open container of alcoholic liquor is permitted during any public function, public festival or public celebration being conducted within a public building, public highway, sidewalk or parking area or on public land, limited to the area of the Storrs Center Special Design District as defined in the Mansfield Zoning Regulations, the campus of the Audrey P. Beck Municipal Building located at 4 South Eagleville Road, Mansfield, Connecticut 06268 and the campus of the Mansfield Public Library located at 54 Warrenville Road, Mansfield Center, Connecticut 06250, pursuant to a written permit issued by the town manager, or person designated by the town manager to issue such permits, authorizing the sale, service or distribution of alcoholic liquor at or in connection with such public function, public festival or public celebration.
 2. An application for a permit shall be in writing directed to the town manager. The application shall state the name and address of responsible officials of the organization sponsoring the function, festival or celebration (event), shall specify the parts of the public land, public building, public highway, sidewalk or parking area in the Storrs Center Special Design District or on the campus of the Audrey P. Beck Municipal Building or the Mansfield Public Library to be used during the event, specify the beginning and ending time of the event and if it continues for more than one (1) day, the hours in each day it is to be conducted, the number of people anticipated to be in attendance at the event, and arrangements for supervision. The application shall include adequate alcohol liability insurance. The certificate of insurance must specify the “Town of Mansfield, its officers, employees and agents” as additional insured parties and must be submitted to the Town Manager together with the application. The application and accompanying documentation shall be filed at least thirty (30) calendar days before the first day of the event. The permit shall be issued if all of the required information is provided, the application is made at least thirty (30) days before the event, the town

manager or his designee determines that the event will be open to the public and that all necessary permits, licenses and approvals have been obtained from all government authorities having jurisdiction including, but not limited to, the state department having jurisdiction over liquor control and the granting of the permit will be in accord with the health, safety, and welfare of the Town of Mansfield. (The town manager is authorized to issue additional standards not inconsistent herewith which if not met will result in denial of said permit.)

SPECIAL MEETING – ORDINANCE DEVELOPMENT AND REVIEW SUBCOMMITTEE

December 21, 2015

DRAFT

1. CALL TO ORDER

Mayor Paul Shapiro called the meeting to order at 6:00 p.m.

2. ROLL CALL

Present: Kegler, Kochenburger, Moran, Raymond, Shapiro (Chair)

Staff Present: Town Manager Matt Hart, Director of Public Works John Carrington,
Downtown Partnership Director Cynthia van Zelm

3. APPROVAL OF MINUTES

Ms. Moran moved and Mr. Kegler seconded to approve the minutes of the November 23, 2015 meeting as presented. The motion passed with all in favor except Mr. Kochenburger who abstained.

4. PROPOSED AMENDMENTS TO ORDINANCE REGARDING ALCOHOLIC BEVERAGES

Ms. Moran moved and Mr. Kochenburger seconded to amend the previous action of the committee and to present to the Town Council the amended language as found in the December 21, 2015 draft and to limit the permissible areas to the Storrs Center Special Design District, the campus of the Audrey P. Beck Building, the Public Library and the function areas of Bicentennial Pond.

The motion passed with all in favor except Ms. Raymond who voted in opposition.

The street addresses or relevant descriptions as found in the Mansfield Zoning Regulations of each of the permitted areas will be included.

Ms. Moran moved and Mr. Kegler seconded to amend the previous amending motion by removing all references to Bicentennial Pond.

The motion passed with all in favor except Ms. Raymond who voted in opposition.

5. STATUS OF PROPOSED ORDINANCE REGARDING DOG WASTE CONTROL

Ms. Raymond moved and Mr. Kegler seconded to amend the previous action of the committee by limiting the ordinance to the Town Square.

Mr. Kegler offered a clarifying amendment identifying the affected area as the Storrs Center Design District. Ms. Raymond accepted the suggestion as a friendly amendment. Mr. Kochenburger suggested the addition of “recreational” before the words “playing field.” Ms. Raymond did not agree to this change to her proposed amendment.

Ms. Moran moved and Mr. Shapiro seconded to amend the offered amended motion to also include public sidewalks, town owned playing fields, recreation fields, school grounds and playgrounds.

The motion passed with Mr. Kochenburger, Ms. Moran and Mayor Shapiro in favor and Mr. Kegler and Ms. Raymond in opposition.

6. DISCUSSION OF PROPOSED AMENDMENTS TO ORDINANCE REGARDING STREETS AND SIDEWALKS

Town Manager Matt Hart requested additional time to further revise changes to this ordinance.

Mr. Kochenburger suggested the removal of, "Under no circumstances..." from Section 166-13 (7).

7. DISCUSSION OF PROPOSED ORDINANCE REGARDING THE MANSFIELD TOWN SQUARE AND RELATED POLICIES

a. Proposed Policies and Procedures Regarding Public Use of the Mansfield Town Square

Ms. Moran moved and Mr. Kochenburger seconded to forward the ordinance as indicated in the December 21, 2015 draft to the Town Council with the following changes:

- Section 138-3 change, "...respected" to "... fully protected."
- Section 138-6 change, "...is authorized to recommend implementing policies..." to "... is authorized to recommend to the Town Manager..."

Mr. Kochenburger's suggestion to remove, "...as a social as well as an economic resource..." from Section 138-3 was accepted as a friendly amendment.

Mr. Kegler moved and Mr. Shapiro seconded to further amend the motion to change Section 138-6 to read as follows:

The Town Council may develop and enact such ordinances, policies and procedures as may be necessary to ensure the fair, equitable, safe, and orderly use of the Town Square and public places situated in the Mansfield Town Square for the enjoyment of the public.

Mr. Kegler accepted as a friendly amendment Ms. Moran's suggestion to remove the word, "Policies and..." from the title of Section 138-6 and Mr. Kochenburger's suggestion to remove "...policies and..." from the second paragraph of Section 138-3.

The motion to approve Mr. Kegler's amendment to the motion passed with all in favor except Ms. Raymond who abstained.

The motion to approve the original motion as amended passed with all in favor except Ms. Raymond who abstained.

b. Proposed Policies and Procedures for the Use of Alcohol on the Mansfield Town Square – not discussed

c. Proposed Policies Regarding Street Performers in Mansfield Town Square – not discussed

8. FUTURE MEETING DATES

The next meeting will be held on January 25, 2016 beginning at 5:30 p.m.

9. PUBLIC COMMENT

No members of the public offered comments.

10. ADJOURNMENT

Ms. Raymond moved and Mr. Kegler seconded to adjourn the meeting at 7:40 p.m.

The motion passed by all members present.

Respectfully submitted,

Mary Stanton, Mansfield Town Clerk.

PAGE
BREAK



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Cynthia van Zelm,
Executive Director of the Mansfield Downtown Partnership, Inc.;
Kevin Deneen, Town Attorney
Date: January 11, 2016
Re: Proposed Ordinance Regarding Dog Waste Control

Subject Matter/Background

Attached please find the Proposed Ordinance Regarding Dog Waste Control, as revised by the Town Council's Ordinance Development and Review Subcommittee at its meeting on December 21, 2015.

The proposed ordinance would establish an enforcement mechanism to require pet owners to pick-up after their dog. Dog waste on public property has become a problem in Town, especially in the Storrs Center area and along municipal sidewalks. Passage of the ordinance would help to promote responsible behavior on the part of pet owners and provide an enforcement mechanism if needed.

On December 14th, the Town Council conducted a public hearing regarding the proposed amendments. Following the public hearing, the ordinance subcommittee revised the draft to delete its applicability to private property, parks, trails, easements, rights-of-way and the traveled portion of public streets. Subsequent to the subcommittee's meeting, I have taken the liberty of re-drafting the definition of *Public Property* (see alternate language inserted in draft), in an effort to make the language more clear.

Legal Review

The Town Attorney has reviewed and approved the form of the proposed ordinance.

Recommendation

The Ordinance Development and Review Subcommittee has endorsed the proposed ordinance as revised, and recommend its approval by the full Council.

If the Town Council concurs with this recommendation, the following motion is in order:

Move, to approve the proposed Ordinance Regarding Dog Waste Control, Chapter 102, Sections 102-13 et seq, which ordinance shall be effective 21 days after publication in a newspaper having circulation within the Town of Mansfield. Said ordinance is attached to and made a part of this record.

Attachments

- 1) Proposed Ordinance Regarding Dog Waste Control (blackline)
- 2) Proposed Ordinance Regarding Dog Waste Control (clean copy)



**Town of Mansfield
Code of Ordinances**
"Ordinance Regarding Dog Waste Control"
January 11, 2016 Draft

Chapter 102. Animals

Article II [New] Dogs

Section 102-13. Title.

This Article shall be known and may be cited as "The Dog Waste Control ordinance."

Section 102-14. Legislative Authority.

This Article is enacted pursuant to the provisions of Sections 7-148 and 7-152c of the Connecticut General Statutes.

Section 102-15. Definitions.

When used in this Article, the following words, terms and phrases, and their derivations shall have the meanings ascribed to them in this Section, except where the content clearly indicates a different meaning.

DOG: shall mean any member of the canine species, male, female, neutered male or spayed female.

OWNER: shall mean any person or persons, firm, association, partnership, LLC or corporation having temporary or permanent custody of, sheltering or having charge of, harboring, exercising control over, or having property rights to a dog, or in the case of a person under the age of 18, the person's parent or legal guardian. A dog shall be deemed to be harbored if it is fed or sheltered for Three (3) consecutive days.

PUBLIC PROPERTY: shall mean ~~town-owned parks, the Storrs Center Special Design District as defined in the Mansfield Zoning Regulations~~ Town Square area, public sidewalks, recreation fields areas, trails, town-owned playing fields, school grounds and playgrounds, sidewalks, easements, rights of way and the traveled portion of public streets.

PUBLIC PROPERTY (alternate): shall mean public areas in the Storrs Center Special Design District, and sidewalks, recreation fields, playing fields, school grounds and playgrounds owned, leased or maintained by the Town.

~~PRIVATE PROPERTY OF ANOTHER:~~ shall mean ~~property of any person or persons, firm, association, partnership, LLC or corporation, other than property of the owner or of the owner's spouse, children, mother, father or sibling.~~

Section 102-16. Removal of Dog Waste.

If any dog shall defecate on any public property ~~or the private property of another~~, the owner of

such dog shall immediately use a plastic bag or other suitable container to remove or cause to be removed from the property all feces deposited by the dog and deposit it in an appropriate waste receptacle. If such feces are not removed or so deposited, the owner of the dog shall be in violation of this Article.

Section 102-17. Penalty.

- A. The Town Manager may designate in writing one or more Town officials, employees or agents empowered to take enforcement action authorized by this Article.

- B. Any violation of this Article shall be punishable by a fine of \$50. The citation issued to the offender shall note that if the fine is not paid within 10 days of issuance of the citation the amount of the fine will be doubled and that the Town may initiate proceedings under the authority of C.G.S. section 7-152c and Chapter 129 of this Code of Ordinances to collect the fine. The alleged offender must also be informed that they may appeal the citation and fine pursuant to section 129-10 of the Hearing Procedure for Citations Ordinance.

Section 102-18. Guide Dogs Exempted.

The provisions of this Article do not apply to a guide dog accompanying any blind person or mobility impaired person.



Town of Mansfield
Code of Ordinances
"Ordinance Regarding Dog Waste Control"
January 11, 2016 Draft

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Cynthia van Zelm,
Executive Director of the Mansfield Downtown Partnership, Inc.;
Kevin Deneen, Town Attorney
Date: January 11, 2016
Re: Proposed Ordinance Regarding the Mansfield Town Square

Subject Matter/Background

Attached please find the Proposed Ordinance Regarding the Mansfield Town Square, as revised by the Town Council's Ordinance Development and Review Subcommittee at its meeting on December 21, 2015.

The purpose of the ordinance is to provide guidance to those wishing to use the Town Square, as well as the means to protect and enhance this valuable public resource.

The ordinance subcommittee revised the draft initially presented to the Council this past October to specifically reference the rights secured in the First Amendment and the Connecticut Constitution, and to clarify responsibilities for adopting procedures for the use of the square.

Legal Review

The Town Attorney has reviewed and approved the form of the proposed ordinance.

Recommendation

The Ordinance Development and Review Subcommittee recommends that the Town Council schedule a public hearing to solicit public comment regarding the proposed Ordinance Regarding the Mansfield Town Square.

If the Council supports this recommendation, the following motion is in order:

Move, to schedule a public hearing for 7:30 p.m. at the Town Council's regular meeting on January 25, 2016, to solicit public comment regarding the proposed Ordinance Regarding the Mansfield Town Square.

Attachments

- 1) Proposed Ordinance Regarding the Mansfield Town Square (redline)
- 2) Proposed Ordinance Regarding the Mansfield Town Square (clean copy)



**Town of Mansfield
Code of Ordinances**

**“Ordinance Regarding the Mansfield Town Square”
*January 11, 2016 Draft***

Chapter 138. [New] Mansfield Town Square

Section 138-1. Title.

This Chapter shall be known and may be cited as “The Mansfield Town Square Ordinance.”

Section 138-2. Legislative Authority.

This Article is enacted pursuant to the provisions of Sections 7-148, 8-188 and 7-152c of the Connecticut General Statutes.

Section 138-3. Purpose.

The Mansfield Town Square is intended to be a public forum in which the rights secured in the First Amendment and Connecticut Constitution ~~Constitutional First Amendment Rights are fully protected-respected.~~

The Mansfield Town Council recognizes that as intended the Mansfield Town Square is a very valuable public ~~and private~~ resource. The Council is committed to maximizing the appropriate use of the Mansfield Town Square as a focal point of community activity in the best interests of the residents of the Town. The Town of Mansfield, acting through its Town Council, may enter into an operations agreement with a private entity to manage, operate, oversee, and develop ~~policies and procedures~~ that will ensure the best use of the Mansfield Town Square and Storrs Center ~~as a social as well as an economic resource~~ for all of the people of Mansfield, within the limits of public safety.

Section 138-4. Mansfield Town Square Defined.

The Town Square consists of the Mansfield Town Square and adjacent sidewalks bordering Dog Lane, Storrs Road, Royce Circle, and Bolton Road Extension.

Section 138-5. Compliance with Ordinances, Policies and Procedures Required.

All persons using land and facilities situated within the Mansfield Town Square shall comply with all ordinances, policies and procedures adopted and/or enacted by the Town ~~or by such private entity as may be designated by the Town Council~~. Said ordinances, policies and procedures shall be enforced by the police and by other agents, officials and employees of the Town of Mansfield designated in writing by the Town Manager. Violation of any such regulation may result in the issuance of a citation carrying a fine as set forth in the regulations which if not paid within ten days of issuance shall be doubled. Fines may be enforced and collected by way of Chapter 129 of the Code of the Town of Mansfield.

The use of tobacco products, including lit cigarettes, cigars, pipes and the use of other tobacco

products is prohibited within the Town Square.

Section 138-6. Adoption of Policies and Procedures.

Pursuant to this Chapter, Town Council may develop and enact by way of its legally authorized process for promulgating ordinances, policies and procedures, including delegating such authority as it deems advisable to the Town Manager, such ordinances, policies and procedures as may be necessary to ensure the fair, equitable, safe, orderly and frequent use of the Town Square and public places situated in the Mansfield Town Square for the entertainment and enjoyment of the public so as to maximize the economic and recreational potential of the Mansfield Town Square. If the Town of Mansfield enters into any operations agreement with another party, said party is authorized to recommend implementing policies and procedures for the use of the Town Square.



**Town of Mansfield
Code of Ordinances**
"Ordinance Regarding the Mansfield Town Square"
January 11, 2016 Draft

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Section 138-6. Adoption of Procedures.

Pursuant to this Chapter, Town Council may develop and enact such ordinances, policies and procedures as may be necessary to ensure the fair, equitable, safe, orderly and frequent use of the Town Square and public places situated in the Mansfield Town Square for the enjoyment of the public.



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MH*
CC: Maria Capriola, Assistant Town Manager; Linda Painter, Director of Planning and Development
Date: January 11, 2016
Re: Proposed Enabling Legislation for a Municipal Option to Create a Local Conservation Fund

Subject Matter/Background

This past fall staff received information from Audubon CT regarding an initiative to introduce enabling legislation at the General Assembly to allow Connecticut communities to institute a local option to create a local conservation fund. This legislation would enable cities and towns that want to participate to adopt a local ordinance to create this local fund. The funds would be attained through a surcharge (up to 1%) paid by the buyers of residential property sales valued over \$150,000. At its November meeting, the Open Space Preservation Committee reviewed the information supplied by the CT Audubon Society and asked staff to bring this issue to the Town Council's attention seeking its support for the passage of this legislation.

Unlike Mansfield, many municipalities across Connecticut do not have a permanent, reliable resources to use in their conservation efforts to preserve the character and to enhance the health, safety and property values of their communities. Further, while Mansfield has a robust Open Space Acquisition Fund, often we are lacking in stewardship funds.

Financial Impact

If the legislation passes the General Assembly, individual municipalities would need to adopt a local ordinance to avail itself of this funding source. As stated above, the funds would be attained through a surcharge (up to 1%) paid by the buyers of residential property with sales valued over \$150,000. For example, with a home valued at \$320,000, the assessment would be imposed on \$170,000 of the value of the home. If a home is valued at or below \$150,000, no assessment would be imposed.

CT Audubon gathered information from three communities to understand what the fund could generate. Over a six week period of residential property sales from July 24 - September 4, 2015, the income derived from the surcharge would be as follows:

- Newington - \$43,487
- Madison - \$108,385
- Hartford - \$16,047

Funds raised using this revenue source could be used to steward land currently protected by a local community or to acquire new parcels of open space or farmland. The legislation would not allow the funding to be used to support projects like brownfield remediation, building and maintaining sports fields, and local water and sewer projects. Other projects could be further defined by each community that participates in this initiative.

Recommendation

The Open Space Preservation Committee strongly supports this proposed legislation and would like the Town Council to recommend its passage to our state legislators. Staff suggests that the Town Council refer this to the Agriculture Committee, Conservation Commission, Economic Development Commission, Parks Advisory Committee and Sustainability Committee in order to gain more feedback. Staff will also gather information from other interested parties, including those who may have a different perspective on the issue, and forward that information to the Council.

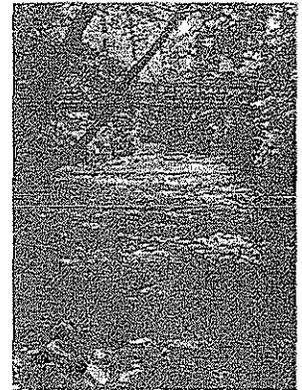
If the Town Council supports this recommendation, the following motion is in order:

Move, to the proposed enabling legislation establishing a municipal option to create a local conservation fund to the Agriculture Committee, Conservation Commission, Economic Development Commission, Parks Advisory Committee and Sustainability Committee for review and comment.

Attachments

- 1) Project Green Space 2016

Preserving the Character of YOUR Community:
Project Green Space 2016



The Challenge: Losing Ground. Cities and towns across CT do not have a permanent reliable resource to use in their conservation efforts to preserve the character and enhance the health, safety and property values of their communities. There are many examples of missed opportunities to acquire and preserve CT land for future generations. The funds are simply not available at the local level. Additionally, the state budget continues to be in crisis and funding for local conservation programs are threatened with budget cuts or elimination because of lack of funds.

The Solution: The 'Local Option' to Support Local Needs. Nearby areas known for high property values and strong environmental assets, such as Long Island, Rhode Island, Westchester County and Cape Cod, have developed legislative policy to support open space and park stewardship and preservation.



Inspired by these successful models, we want to empower CT towns and cities to establish their own funding source that is permanent and consistently replenished for land conservation and stewardship efforts. The first step is to introduce and pass enabling legislation at the state level to allow CT communities to institute a "local option" to create a local conservation fund. Once the legislation passes the CT General Assembly, cities and towns that want to participate would pass a local ordinance. The funds would be attained through a one-time surcharge (up to 1%) on the buyers of residential property for sales valued over \$150,000.

How would the fund work? With a home valued at \$320,000, the surcharge would be assessed on \$170,000 of the home value. With a home valued at or below \$150,000, there is no surcharge. *Here's a snapshot of what the proposal could generate in a sample of CT communities:*

Newington:	\$43,487
Madison:	\$108,385
Hartford:	\$16,047

Based on six weeks of residential property sales from 7/24 – 9/4 2015 with 1% fee and first \$150,000 value exempt.

Money raised in each town stays in that town. With funds raised from this local option, communities can purchase and care for open space and parks, support community gardens, leverage other private and public matching dollars, or pay the debt service (interest/principal) on bonds for land purchase. Other projects could be further defined by each participating community. The legislation would *not* support projects like brownfield remediation, building and maintaining sports fields, and local water and sewer projects. *There are no local or state tax dollars involved with this effort.*

The intention of this fund is to complement – not replace - current state and local resources for parks and open space. With local control, a community will have the ability to fund locally identified projects despite an unstable state budget climate. Current and future members of a community will enjoy an increased level of quality of life as protected land and park space are maintained and new land is acquired. When property is left undeveloped, there is no demand for more public services such as water, police, schools or roads.

Who is leading this campaign? A nonpartisan, statewide effort has been built by individuals, municipal and state officials, and groups (including Audubon CT) supporting long term policy and budgeting that maintains CT's landscape and integrity. *So far, green space champions from more than 30 CT towns and cities are active with this effort.*

For more information please contact: David Radcliffe at dwradcliffe@juno.com or (203) 514-8893.

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MuH*
CC: Maria Capriola, Assistant Town Manager; Cherie Trahan, Director of Finance
Date: January 11, 2016
Re: Comprehensive Annual Financial Report

Subject Matter/Background

Attached please find the Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2015, along with the State and Federal Single Audit Reports. The Finance Committee will review this item at its meeting on January 11, 2016.

Recommendation

If the Finance Committee wishes to recommend acceptance of the Comprehensive Annual Financial Report and State and Federal Single Audit Reports for the year ended June 30, 2015, the following motion would be in order:

Move, effective January 11, 2016, to accept the Comprehensive Annual Financial Report and State and Federal Single Audit Reports for the year ended June 30, 2015, as endorsed by the Finance Committee.

Attachments

- 1) Comprehensive Annual Financial Report – Year Ended June 30, 2015*
- 2) State Single Audit Report – June 30, 2015*
- 3) Federal Single Audit Report – June 30, 2015*

**Documents may be found online at www.MansfieldCT.gov. Select Departments and Services, Finance, then Audit and CAFR reports.*

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *Matt*
CC: Maria Capriola, Assistant Town Manager; Cherie Trahan, Director of Finance
Date: January 11, 2016
Re: Proposed Fiscal Year 15-16 Salary Transfers

Subject Matter/Background

Attached please find the recommended salary budget transfers for FY 2015/16, as well an explanatory memorandum from the Director of Finance. The Finance Committee will review this item at its meeting on January 11, 2016

Recommendation

If the Finance Committee recommends acceptance of the salary transfers and the Town Council supports this recommendation, the following motion is in order:

Move, effective January 11, 2016, to approve the Salary Transfers for FY 2015/16, as presented by the Director of Finance in her correspondence dated January 5, 2016.

Attachments

- 1) C. Trahan Re: Salary Transfers for FY 2015/2016
- 2) Town of Mansfield, Salary Transfers FY 2015/2016

INTEROFFICE MEMORANDUM

TO: MATTHEW HART
FROM: CHERIE TRAHAN
SUBJECT: SALARY BUDGET TRANSFERS 2015/2016
DATE: JANUARY 5, 2016

The proposed salary budget transfers for the fiscal year 2015/2016 are listed below. A brief description of the requested transfers over \$1,000 is detailed below. The net result is a decrease of \$69,990 which will be transferred to the Contingency account, bringing the balance available for unanticipated costs to \$174,990. The majority of the decreases are due to temporary position vacancies within departments.

- Municipal Management – Increase - \$6,730 – Increase due to temporary coverage for a medical leave.
- Human Resources – Increase \$2,400 – Increase for additional part-time hours to assist with office coverage and increased workload due to numerous recruitments.
- Town Clerk – Decrease \$10,050 – Decrease due to the vacant Assistant Town Clerk position. This position is anticipated being filled in March, 2016.
- Accounting & Disbursements – Decrease \$8,220 – Decrease due to delay in hiring new Accountant.
- Animal Control – Decrease \$3,110 – Decrease due to the temporary vacancy of the Assistant Animal Control Officer position.
- Public Works Administration – Decrease \$6,670 – Decrease due to the delay in hiring the Public Works Specialist position. This position is anticipated being filled in March, 2016.
- Public Works Road Services – Decrease \$17,590 – Decrease due to the retirement of a crew leader replaced with a laborer at a lower grade.
- Public Works Grounds Maintenance – Decrease \$6,670 – Decrease due to delay in hiring new Laborer.

- Facilities Management – Decrease \$5,040 – Decrease due to the delay in hiring the Public Works Specialist position (shared position between the two departments). Also, savings from a medical leave of absence was offset by the hiring of a temporary employee to partially backfill that vacancy.
- Youth Services – Decrease \$16,370 – Decrease due to the current vacancy in the Youth Services Counselor position. This position is anticipated to be filled in March, 2016.
- Senior Center – Decrease \$9,860 – Decrease due to the temporary vacancy of Program Coordinator position.
- Planning Administration – Increase \$3,490 – Increase due to the payout of earned time to retiring employee. In addition, reflects a transfer of \$13,990 from salaries (charged to HUD grant) to Professional and Technical Services for Goody Clancy & Associates contract for work remaining.

TOWN OF MANSFIELD
SALARY TRANSFERS
FY 2015/2016

								ADJUSTED
ACCOUNT NUMBER	DEPT		OBJECT	APPROP	ESTIMATED	INCREASE	(DECREASE)	APPROP
111	11100	51111	06 Municipal	Other	720	720	-	720
111	12100	51601	06 Municipal	Regular	211,680	207,970	(3,710)	207,970
111	12100	51603	06 Municipal	Temporary	-	11,160	11,160	11,160
111	12200	51601	06 Personnel	Regular	54,420	54,420	-	54,420
111	12200	51602	06 Personnel	Part time (B)	34,310	36,310	2,000	36,310
111	12200	51603	06 Personnel	Temporary	1,890	2,290	400	2,290
111	14200	51604	06 Registrars	Elected Officials	36,600	36,600	-	36,600
111	14200	51605	06 Registrars	Part time	1,400	1,400	-	1,400
111	15100	51201	06 Town Clerk	Regular - CSEA	104,940	94,890	(10,050)	94,890
111	15100	51601	06 Town Clerk	Regular	91,140	91,140	-	91,140
111	16100	51601	06 Finance Adm	Regular	130,510	130,570	60	130,570
111	16200	51201	06 Acctg & Disb.	Regular - CSEA	83,520	83,520	-	83,520
111	16200	51205	06 Acctg & Disb.	OT-Straight Time CSEA	250	250	-	250
111	16200	51601	06 Acctg & Disb.	Regular	126,080	117,860	(8,220)	117,860
111	16300	51201	06 Revenue Coll	Regular - CSEA	108,330	104,650	(3,680)	104,650
111	16300	51205	06 Revenue Coll	OT - Straight Time CSEA	500	500	-	500
111	16300	51603	06 Revenue Coll	Temporary	-	5,120	5,120	5,120
111	16300	51605	06 Revenue Coll	Part-time NB	18,400	17,430	(970)	17,430
111	16402	51201	06 Assessment	Regular - CSEA	213,110	213,110	-	213,110
111	16402	51204	06 Assessment	OT - 1 1/2 CSEA	500	500	-	500
111	16402	51205	06 Assessment	OT - Straight time	1,500	1,500	-	1,500
111	21200	51202	06 Police Serv	Part time - CSEA - B	33,410	33,410	-	33,410
111	21200	51302	06 Police Serv	Part time - NB	15,340	15,340	-	15,340
111	21300	51201	13 Animal Cntrl	Regular - CSEA	60,990	60,990	-	60,990
111	21300	51202	13 Animal Cntrl	Part time - CSEA - B	24,430	12,130	(12,300)	12,130
111	21300	51204	13 Animal Cntrl	OT - 1 1/2 CSEA	790	790	-	790
111	21300	51603	13 Animal Cntrl	Temporary	-	8,640	8,640	8,640
111	21300	51605	13 Animal Cntrl	Part-time NB	-	550	550	550
111	22101	51201	06 Fire Marshall	Regular - CSEA	12,680	12,680	-	12,680
111	22101	51205	06 Fire Marshall	OT Straight Time - CSEA	1,500	1,500	-	1,500
111	22101	51508	06 Fire Marshall	Volunteer Incentive Prg.	4,500	4,500	-	4,500
111	22101	51601	06 Fire Marshall	Regular	84,160	84,160	-	84,160
111	22155	51046	06 Fire & Emer Svc	Ambulance Serv. Fund Deduction	(24,900)	(24,900)	-	(24,900)
111	22155	51508	06 Fire & Emer Svc	Volunteer Incentive Prg.	63,675	63,675	-	63,675
111	22155	51601	06 Fire & Emer Svc	Regular	168,410	168,410	-	168,410
111	22160	51501	16 Fire & Emer Svc	Regular	885,920	813,280	(72,640)	813,280
111	22160	51503	16 Fire & Emer Svc	Part time	226,530	226,530	-	226,530
111	22160	51504	16 Fire & Emer Svc	Training	25,000	25,000	-	25,000
111	22160	51505	16 Fire & Emer Svc	OT - 1 1/2	160,900	233,540	72,640	233,540
111	23100	51201	06 Emer Mgmt	Regular CSEA	12,680	12,680	-	12,680
111	23100	51204	06 Emer Mgmt	OT - 1 1/2 CSEA	2,000	2,000	-	2,000
111	23100	51601	06 Emer Mgmt	Regular	48,160	48,160	-	48,160
111	30100	51201	06 PW Admn.	Regular - CSEA	40,950	25,160	(15,790)	25,160
111	30100	51601	06 PW Admn.	Regular	125,490	126,170	680	126,170
111	30100	51602	06 PW Admn.	Part time	2,530	10,970	8,440	10,970
111	30200	51201	07 PW Oper.	Regular - CSEA	25,720	25,720	-	25,720
111	30200	51601	07 PW Oper.	Regular	96,700	96,700	-	96,700
111	30300	51401	07 Road Serv.	Regular	604,930	587,340	(17,590)	587,340
111	30300	51402	07 Road Serv.	OT - 1 1/2	15,000	15,000	-	15,000
111	30300	51603	07 Road Serv.	Temporary	21,000	21,000	-	21,000
111	30400	51401	07 Grounds Maint	Regular	306,600	299,930	(6,670)	299,930
111	30400	51402	07 Grounds Maint	OT - 1 1/2	18,500	18,500	-	18,500
111	30400	51603	07 Grounds Maint	Temporary	21,000	21,000	-	21,000
111	30600	51401	07 Equip. Maint	Regular	188,790	188,790	-	188,790
111	30600	51402	07 Equip. Maint	OT - 1 1/2	4,400	4,400	-	4,400
111	30700	51201	06 Engineering	Regular - CSEA	168,100	168,100	-	168,100
111	30700	51605	06 Engineering	Part time NB	28,800	28,800	-	28,800

TOWN OF MANSFIELD
SALARY TRANSFERS
FY 2015/2016

										ADJUSTED
ACCOUNT	NUMBER	DEPT	OBJECT	APPROP	ESTIMATED	INCREASE	(DECREASE)	APPROP		
111	30800	51201	06 Building Insp	Regular - CSEA	133,760	119,170	-	(14,590)	119,170	
111	30800	51205	06 Building Insp	OT Straight Time CSEA	10,320	10,320	-	-	10,320	
111	30800	51601	06 Building Insp	Regular	111,840	111,840	-	-	111,840	
111	30800	51603	06 Building Insp	Temporary	30,590	44,900	14,310	-	44,900	
111	30900	51103	06 Facilities Mgmt	Maint. Personnel	201,070	196,440	-	(4,630)	196,440	
111	30900	51113	06 Facilities Mgmt	Substitutes	2,440	6,440	4,000	-	6,440	
111	30900	51120	06 Facilities Mgmt	OT Straight Time	2,300	2,300	-	-	2,300	
111	30900	51121	06 Facilities Mgmt	OT Double Time	1,000	1,000	-	-	1,000	
111	30900	51122	06 Facilities Mgmt	OT - 1 1/2	14,000	14,000	-	-	14,000	
111	30900	51201	06 Facilities Mgmt	Regular CSEA	33,160	25,360	-	(7,800)	25,360	
111	30900	51601	06 Facilities Mgmt	Regular	101,780	82,460	-	(19,320)	82,460	
111	30900	51603	06 Facilities Mgmt	Temporary	-	22,710	22,710	-	22,710	
111	42100	51201	06 Human Services	Regular - CSEA	120,970	120,970	-	-	120,970	
111	42100	51601	06 Human Services	Regular	106,900	106,900	-	-	106,900	
111	42210	51027	06 Youth Serv	YS Grant	(16,340)	(16,340)	-	-	(16,340)	
111	42210	51118	06 Youth Serv	Temporary	1,500	1,500	-	-	1,500	
111	42210	51201	06 Youth Serv	Regular - CSEA	131,440	112,090	-	(19,350)	112,090	
111	42210	51602	06 Youth Serv	Part-time (B)	23,090	17,180	-	(5,910)	17,180	
111	42210	51605	06 Youth Serv	Part-time (NB)	-	8,890	8,890	-	8,890	
111	42300	51029	12 Senior Serv	TVCCA Grant Deduction	(2,580)	(2,580)	-	-	(2,580)	
111	42300	51054	12 Senior Serv	Transportation Grant Deduction	(9,440)	(11,490)	-	(2,050)	(11,490)	
111	42300	51201	12 Senior Serv	Regular - CSEA	154,280	144,170	-	(10,110)	144,170	
111	42300	51602	12 Senior Serv	Part time (B)	18,300	18,300	-	-	18,300	
111	42300	51605	12 Senior Serv	Part time NB	48,610	50,910	2,300	-	50,910	
111	43100	51201	08 Library Adm	Regular - CSEA	148,840	148,840	-	-	148,840	
111	43100	51601	08 Library Adm	Regular	348,880	348,880	-	-	348,880	
111	43100	51605	08 Library Adm	Part time	78,200	78,200	-	-	78,200	
111	51100	51049	06 Planning Adm	Small Cities/Prog Inc Deduction	(5,000)	(5,000)	-	-	(5,000)	
111	51100	51201	06 Planning Adm	Regular - CSEA	137,010	140,500	3,490	-	140,500	
111	51100	51601	06 Planning Adm	Regular	145,650	131,660	-	(13,990)	131,660	
111	51100	53120	06 Planning Adm	Prof & Tech Services	500	14,490	13,990	-	14,490	
111	73000	56312	06 Contingency		105,000	174,990	69,990	-	174,990	
					6,872,555	6,872,555	249,370	(249,370)	6,872,555	

PAGE
BREAK



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; David Dagon, Fire Chief
Date: January 11, 2016
Re: 2015 Assistance to Firefighters Grant Application (FEMA)

Subject Matter/Background

The U.S. Department of Homeland Security (DHS) will fund the Assistance to Firefighters Grant (AFG) program for the 2015 Federal Fiscal Year. The AFG program objective is to provide funding directly to fire departments and nonaffiliated EMS organizations for the purpose of protecting the health and safety of the public and fire service personnel from fire and all other hazards. The grant application period opened on December 7, 2015 and closes on January 15, 2016. The grant application is unable to be printed until released by DHS after the close of the application period.

Firefighting Equipment

The Mansfield Fire Department is interested in submitting a grant application to replace fire equipment for which the grant provides funding. Specifically, the department is seeking funds for the complete replacement of its Self-Contained Breathing Apparatus (SCBA) inventory. The department's grant request will consist of 36 Air-paks and 43 Facemasks with voice amplifier.

The Fire Department did receive a grant award in 2007 for \$194,740 which funded upgrades to our existing SCBA inventory and the replacement of Personal Protective Equipment.

Financial Impact

The total cost for replacement of department SCBA is \$283,548.00, including the local match contribution. If Mansfield is awarded a grant under the AFG program, a monetary match of five percent (5%) of the total amount of the award will be required. The monetary match would be \$14,178.00, which the Town plans to include in the FY 2016/17 capital improvement program (CIP).

Recommendation

The AFG program is a valuable resource for communities around the nation. If this application is approved, the Town's cost to upgrade the department's SCBA equipment would be subsidized at 95%. The SCBA is one of the most essential pieces of equipment used by our firefighters and needs to be replaced on a regular schedule. Consequently, staff recommends that the Town Council authorize me to execute the proposed application.

If the Town Council concurs with this recommendation, the following motion is in order:

Move, to authorize Town Manager Matthew W. Hart to execute and to submit the proposed Fiscal Year 2015 Assistance to Firefighters Grant application, seeking \$283,548.00 for the complete replacement of its Self-Contained Breathing Apparatus (SCBA) inventory. Upon submission, such application will be attached to and made a part of this record.

Attachments

- 1) Department of Homeland Security Notice of Funding Opportunity: FY 2015 Assistance to Firefighters Grants

The Department of Homeland Security
Notice of Funding Opportunity (NOFO)

FY2015 Assistance to Firefighters Grants (AFG)

NOTE: Applicants pursuing this funding opportunity who have not obtained a Data Universal Numbering System (DUNS) number and/or are not currently registered in the System for Award Management (SAM) should take immediate action to obtain a DUNS number, if applicable, and then register immediately in SAM. It may take four weeks or more after SAM registration submittal before the registration is active in SAM, then an additional 24 hours for Grants.gov to recognize the information. Information on obtaining a DUNS number and registering in SAM is available from Grants.gov at <http://www.grants.gov/web/grants/register.html>

A. Program Description

Issued By

U.S. Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA)/Grant Programs Directorate (GPD)

Catalog of Federal Domestic Assistance (CFDA) Number

97.044

CFDA Title

Assistance to Firefighters Grants

Notice of Funding Opportunity Title

FY 2015 Assistance to Firefighters Grants (AFG)

NOFO Number

DHS-15-GPD-044-000-99

Authorizing Authority for Program

Section 33 of the Federal Fire Prevention and Control Act of 1974, Pub. L. No. 93-498, as amended (15 USC § 2229)

Appropriation Authority for Program

Department of Homeland Security Appropriations Act, 2015 (Pub. L. No. 114-4)

Program Type

New

Program Overview, Objectives, and Priorities

The Department of Homeland Security (DHS), Federal Emergency Management Agency's (FEMA), Grant Programs Directorate (GPD) is responsible for the implementation and administration of the Assistance to Firefighters Grant (AFG) Program. The purpose of the AFG Program is to enhance the safety of the public and firefighters with respect to fire and fire-related hazards by providing direct financial assistance to eligible fire departments, nonaffiliated EMS organizations, and State Fire Training Academies (SFTA) for critically needed resources to

equip and train emergency personnel to recognized standards, enhance operational efficiencies, foster interoperability, and support community resilience.

In awarding grants, the Administrator of FEMA shall consider the following:

- The findings and recommendations of the Technical Evaluation Panel (TEP).
- The degree to which an award will reduce deaths, injuries, and property damage by reducing the risks associated with fire related and other hazards.
- The extent of an applicant's need for an AFG Grant and the need to protect the United States as a whole.

For additional information on program priorities and objectives for the FY 2015 AFG, refer to Appendix B, FY 2015 AFG Programmatic Information and Priorities.

As specified in the "*DHS Quadrennial Homeland Security Review*," the AFG Program supports the basic mission of:

- Strengthen National Preparedness and Resilience

The AFG Program also addresses the following "*Presidential Program Directive – 8, Preparedness Terms*":

- Security
- Resilience
- Prevention
- Protection
- Mitigation
- Response, and
- Recovery

B. Federal Award Information

Award Amounts, Important Dates, and Extensions Available

Funding for the NOFO: \$306,000,000¹

Projected number of Awards: 2500

Period of Performance: Twelve months from the date of award.

For additional information on period of performance extensions, refer to Appendix C: Award Administration Information, VIII. Payments and Amendments.

Projected Period of Performance Start Date(s): 03/31/2016

Projected Period of Performance End Date(s): 03/31/2017

Funding Instrument: Grant

¹ Note that this figure differs from the total amount appropriated under the *Department of Homeland Security Appropriations Act, 2015*, Pub. L. No. 114-4. In this FY 2015 AFG NOFO, percentages of "available grant funds" refers to the total amount appropriated—\$340,000,000—by Pub. L. No. 114-4 to meet the statutory requirements of § 33 of the *Federal Fire Prevention and Control Act of 1974*, Pub. L. No. 93-498, as amended (15 U.S.C. § 2229). A portion of these "available grant funds" will be allocated to the Fire Prevention & Safety (FP&S) program, which will have a separate NOFO and application period. \$34,000,000 will be allocated to FP&S for FY 2015.

C. Eligibility Information

Eligible Applicants

Fire Departments: Fire departments operating in any of the 56 states, which include any state of the United States, the District of Columbia, the Commonwealth of the Northern Mariana Islands, the U.S. Virgin Islands, Guam, American Samoa, the Commonwealth of Puerto Rico; or, any federally-recognized Indian tribe or tribal organization are eligible applicants. A Fire Department is an agency or organization having a formally recognized arrangement with a state, territory, local, or tribal authority (city, county, parish, fire district, township, town, or other governing body) to provide fire suppression to a population within a geographically fixed primary first due response area.

Nonaffiliated EMS organizations: Nonaffiliated EMS organizations operating in any of the 56 states, which include any state of the United States, the District of Columbia, the Commonwealth of the Northern Mariana Islands, the U.S. Virgin Islands, Guam, American Samoa, the Commonwealth of Puerto Rico; or, any federally-recognized Indian tribe or tribal organization are eligible applicants. A nonaffiliated EMS organization is an agency or organization that is a public or private nonprofit emergency medical services entity providing medical transport, that is not affiliated with a hospital and does not serve a geographic area in which emergency medical services are adequately provided by a fire department.

FEMA considers the following as hospitals under the AFG Program:

- Clinics
- Medical centers
- Medical college or university
- Infirmary
- Surgery centers
- Any other institution, association, or foundation providing medical, surgical, or psychiatric care and/or treatment for the sick or injured.

State Fire Training Academies: A State Fire Training Academy (SFTA) operating in any of the 56 states, which includes any state of the United States, the District of Columbia, the Commonwealth of the Northern Mariana Islands, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of Puerto Rico is an eligible applicant. Applicants must be designated either by legislation or by a Governor's declaration as the sole State fire service training agency within a State. The designated SFTA shall be the only State agency/bureau/division, or entity within that State, to be an eligible AFG SFTA applicant.

Eligibility Criteria

AFG has three activities:

- Operations and Safety
- Vehicle Acquisition
- Regional Projects

Each activity has its own application and its own eligibility requirements. These requirements are outlined in Appendix B: Programmatic Information and Priorities

Other Eligibility Criteria

National Fire Incident Reporting System (NFIRS)

NFIRS reporting is not a requirement to apply for any AFG Program; however fire departments that receive funding under this program must agree to provide information to the NFIRS for the period covered by the assistance. If a recipient does not currently participate in the incident reporting system and does not have the capacity to report at the time of the award, that recipient must agree to provide information to the system for a twelve-month period commencing as soon as possible after they develop the capacity to report. Capacity to report to the NFIRS must be established prior to the termination of the one-year performance period. The recipient may be asked by FEMA to provide proof of compliance in reporting to NFIRS. Any recipient that stops reporting to NFIRS during their grant's period of performance may be subject to the remedies for noncompliance at 2 C.F.R. § 200.338, unless they have yet to develop the capacity to report to NFIRS, as described above.

There is no NFIRS reporting requirements for nonaffiliated EMS organizations and State Fire Training Academies.

National Incident Management System (NIMS) Implementation

AFG applicants are not required to be in compliance with the National Incident Management System (NIMS) to apply for AFG funding or to receive an AFG award. Any applicant that receives an FY 2015 AFG award must achieve the level of NIMS compliance required by the authority having command and control jurisdiction over the applicant's emergency service operations (e.g., a local government), prior to the end of the grant's period of performance.

Maintenance of Effort

An applicant seeking an AFG Grant shall agree to maintain, during the term of the grant, the applicant's aggregate expenditures relating to activities allowable under this NOFO, at not less than 80 percent of the average amount of such expenditures in the two preceding fiscal years to the year this grant is awarded.

Cost Share or Match

Recipient cost sharing is generally required as described below.

In general, eligible applicant shall agree to make available in non-federal funds, an amount equal to and not less than 15 percent of the grant awarded, except for entities serving small communities:

- When serving a jurisdiction of 20,000 residents or fewer, the applicant shall agree to make available non-federal funds in an amount equal to and not less than 5 percent of the grant awarded.
- When serving a jurisdiction of more than 20,000 residents, but not more than 1,000,000 residents, the applicant shall agree to make available non-federal funds in an amount equal to and not less than 10 percent of the grant awarded.
- When serving a jurisdiction of more than 1,000,000 residents, the applicant shall agree to provide non-federal funds in an amount equal to and not less than 15 percent of the grant awarded.

The cost share for SFTAs will be based on the total population of the State.

The cost share for a Regional application will be based on the aggregate population of the primary first due response areas of the Host and participating partner organizations that execute a Memorandum of Understanding (MOU) as described in Appendix B, VI, Regional projects.

FEMA has developed a cost share calculator tool in order to assist applicants with determining their cost share. The cost share tool is available at: <http://www.fema.gov/media-library/assets/documents/100145>

Types of Cost Share

- **Cash (Hard Match):** Cost share of non-federal cash is the only allowable recipient contribution for AFG activity (Vehicle Acquisition, Operations and Safety, and Regional).
- **Trade-In Allowance/Credit:** On a case-by-case basis, FEMA may allow recipients already owning assets acquired with non-federal cash, to use the trade-in allowance/credit value of those assets as cash for the purpose of meeting their cost share obligation. In order for FEMA to consider a trade-in allowance/credit value as cash, the allowance amount must be reasonable, and the allowance amount must be a separate entry clearly identified in the acquisition documents.
- **In-kind (Soft Match):** In-kind cost share is not allowable for AFG Overmatch: In the application narrative, an organization may indicate a voluntary pledge to commit additional financial support toward a project(s) cost, which is in addition to their required cost share obligation as detailed in the NOFO and required by law. FEMA will not account for this promised additional funding in the terms of the award. The award budget will not account for any voluntary committed cost sharing or overmatch. The use of an overmatch is not given additional consideration when scoring applications.

Economic Hardship Waivers

The Administrator of FEMA may waive or reduce recipient cost share or maintenance of effort requirements in cases of demonstrated economic hardship. Please see Appendix C: Award Administration Information for additional information.

D. Application and Submission Information

Key Dates and Times

Date posted to Grants.gov:	11/30/2015 at 8:00 AM EST
Application Start Date:	12/7/2015 at 8:00 AM EST
Application Submission Deadline Date:	1/15/2016 at 5:00 PM EST
Anticipated Program Office Review Dates:	2/15/2016 – 03/02/2016
Anticipated Funding Selection Date:	03/2/2016

Application Submission Extension

In general, DHS/FEMA will not review applications received after the deadline or consider them for funding. DHS/FEMA may, however, extend the application deadline on request for any applicant who can demonstrate good cause exists to justify extending the deadline. Good cause for an extension may include technical problems outside of the applicant's control that prevent submission of the application by the deadline, or other exigent or emergency circumstances. Applicants experiencing technical issues should notify the FEMA Help Desk as soon as possible.

Key Dates

Event	Suggested Deadline For Completion
Obtaining DNMS Number	Four weeks before actual submission deadline November 23, 2015
Obtaining a valid EIN	Four weeks before actual submission deadline November 23, 2015
Updating SAM registration	Four weeks before actual submission date November 23, 2015
Application submission deadline	Friday, January 15, 2016

Address to Request Application Package

The AFG eGrants system is only accessible through the AFG Application Portal at <https://portal.fema.gov/>. There are several ways to get AFG Application information:

- AFG Website (<http://www.fema.gov/firegrants>)
- Grants.gov (<http://www.grants.gov>)
- US Fire Administration (<http://www.usfa.fema.gov>)

Hard copies of the application are not available.

In addition, the Telephone Device for the Deaf (TDD) and/or Federal Information Relay Service (FIRS) number available for this Notice is: (800) 462-7585.

Application tutorials and Frequently Asked Questions (FAQs) assist with the online grant application, and highlight lessons learned and changes for FY 2015. For more details, please click here to visit the AFG Website at <http://www.fema.gov/firegrants>.

NOTE: Do not use any other browsers than Internet Explorer (IE 6 or higher) when entering information. Do not have multiple browser tabs open when entering information, even when using Internet Explorer (IE 6 or higher). There are several known problems entering application information using non-IE browsers or having multiple browsers open, including but not limited to:

- System failure to recognize correct information
- System failure to capture and retain correct information
- System functions like "cut and paste" being disabled

The eGrants system will allow an authorized representative to log in and create a user name and password. This user name and password is specific to the authorized user and must not be shared with other personnel. If the applicant has submitted any Assistance to Firefighters Grants Program (AFGP) applications (AFG, SAFER, FP&S, SCG) in a previous grant cycle, they must continue to use the same username, password, and Dun and Bradstreet Data Universal Numbering System (DUNS) number for any FY 2015 application(s).

If the applicant has forgotten the password or primary point of contact has changed, please visit <http://www.fema.gov/assistance-firefighters-grant-program-most-frequently-asked-questions> for instructions on how to update and correct the organization's information.

Prior to submission and up to the application deadline, the online application can be saved, retrieved, or edited as required.

Content and Form of Application Submission

DHS makes all funding opportunities available through the common electronic storefront Grants.gov, accessible on the Internet at <http://www.grants.gov>. If applicants experience difficulties accessing information or have any questions, please call the Grants.gov Contact Center at (800) 518-4726.

Required Forms and Registrations

All required forms have been incorporated into the online application submission.

Application Submission Receipt

Once the application is submitted and received, the primary point of contact listed in the application, will be electronically messaged within the eGrants system.

Unique Entity Identifier and System for Award Management (SAM)

DHS is participating in the Grants.gov initiative that provides the grant communities a single site to find grant funding opportunities. Before applying for a DHS Grant applicants must have a DUNS number and must be registered in SAM.

Instructions for obtaining a DUNS number can be found at the following Website:

<http://www.grants.gov/web/grants/applicants/organization-registration/step-1-obtain-duns-number.html>

System for Award Management

Applicant registration in SAM is free. All applicants must register with SAM in order to apply online. Step-by-step instructions for registering with SAM can be found here:

<http://www.grants.gov/web/grants/applicants/organization-registration/step-2-register-with-sam.html>.

Please remember that SAM registration is only active for one year and must be renewed annually.

Please allow plenty of time before the grant application submission deadline to obtain a DUNS number and then to register in SAM. It may take four weeks or more after the applicant submits the SAM registration before the registration is active in SAM, then an additional 24 hours for Grants.gov to recognize the information.

FEMA may not make an award to an entity until the entity has complied with the requirements to provide a valid DUNS number and maintain an active SAM registration with current information. If the applicant is noncompliant at the time of award offer, then FEMA may determine the applicant is not qualified to receive an award, and award another applicant.

IMPORTANT: Please ensure that applicant organization's name, address, DUNS number, and Employer Identification Number (EIN) are up to date in SAM and that the DUNS number used in SAM is the same one used to apply for all FEMA applications. The applicant organization's name in SAM must also match the organization name provided on the applicant's 1199a. Future payments will be contingent on the information provided in SAM; therefore, it is imperative that the information is correct.

Help with SAM - SAM quick start guide for new Recipient registration and SAM video tutorial for new applicants are tools created by the General Services Administration (GSA) to assist those registering

with SAM. If applicants have questions or concerns about a SAM registration, please contact the Federal Support Desk at <https://www.fsd.gov/fsd-gov/home.do> or call toll free (866) 606-8220.

How to Get a Commercial and Government Entity (CAGE) Code - To get a CAGE code, applicants must first be registered in SAM, which is a requirement for doing business with the Federal Government. Applicants will be assigned a CAGE code as part of the SAM validation process, and as soon as the registration is active, applicants can view the CAGE code online by logging in to the SAM account.

Funding Restrictions

Federal funds made available through this award may only be used for the purpose set forth in this award and must be consistent with the statutory authority for the award. Award funds may not be used for matching funds for any other federal grants/cooperative agreements, lobbying, or intervention in federal regulatory or adjudicatory proceedings. In addition, federal funds may not be used to sue the Federal Government or any other government entity. Failure to adhere to the award conditions will cause the recipient to be considered in default of the grant agreement, and may require the return of all federal funds disbursed under the grant.

Federal employees are prohibited from serving in any capacity (paid or unpaid) on the development of any proposal submitted under this program.

Construction or Remodeling/Renovation Costs

Construction costs are *not eligible* under the AFG Grants. Construction includes major alterations to a building that changes the profile or footprint of the structure. Some of these activities may require an Environmental and Historical Preservation review.

Pre-award Costs

Generally, grant funds cannot be used to pay for products and services contracted for or obligated prior to the effective date of the award. However, costs incurred after the application deadline, but prior to an offer of Award, may be eligible for reimbursement only if the following conditions are met:

- The recipient must submit a written request to FEMA to incur such pre-award costs by providing notification (containing the application number and a justification narrative) to FEMA, via email to the AFG Help Desk at FireGrants@fema.dhs.gov. The notification to FEMA should be concurrent with their acquisition activity, and must be submitted within the eligible timeframe and noted above; and,
- The recipient must receive confirmation from FEMA that the expenses have been reviewed and FEMA has determined the costs to be justified, unavoidable, and consistent with the grant's scope of work.
- Fees for grant writers are considered an exception and may be included as a pre-award expenditure.

Award Limits

Fire Departments and Nonaffiliated EMS organizations

The total amount of funding a fire department or nonaffiliated EMS organization recipient may receive under an AFG award is limited to maximum amounts set by § 33(c)(2) of the *Federal Fire Prevention and Control Act of 1974*, as amended (15 U.S.C. § 2229(c)(2)). These award limits are based on two factors: population served and a one percent aggregate amount of available grant funds.

Generally, the population of the jurisdiction served by the recipient will determine the maximum amount of AFG funding a recipient is eligible to receive. Notwithstanding this limitation based on population, no recipient may receive an award that exceeds one (1) percent of available grant funds in FY 2015, or \$3,400,000. FEMA may waive this aggregate cap of \$3,400,000 in individual cases where FEMA determines that a recipient has an extraordinary need for a grant that exceeds the aggregate cap. FEMA may not waive the statutory funding caps based on population served.

The following table explains the maximum funding that a recipient may receive in FY 2015:

Population of jurisdiction served by the recipient	Maximum award in FY 2015	Statutory waiver available subject to extraordinary need?
1000,000 or fewer people	No more than \$1 million	None available
100,001 – 500,000 people	No more than \$2 million	None available
500,001 – 1,000,000 people	No more than \$3 million	None available
1,000,001 – 2,500,000 people	No more than \$3,400,000	Yes, but no more than \$6 million
More than 2,500,000 people	No more than \$3,400,000	Yes, but no more than \$9 million

Regional applicants will be subject to the funding limitations based on the total population served by the host and participating partners. Additionally, Regional grants awarded are included in the host organization's funding limitations. For example: if a Recipient serves a population of 100,000 or fewer and are the Recipient of a Regional award for \$1 million, they have met their cap and are no longer eligible for additional funds through the Operations & Safety or Vehicle activity.

Allocations and Restrictions of Available Grant Funds by Organization Type

Nonaffiliated EMS Organizations: Not more than 2 percent of available grant funds shall be collectively awarded to all nonaffiliated EMS organization recipients.

Emergency Medical Services Providers: Not less than 3.5 percent of available grant funds shall fund emergency medical services provided by fire departments and nonaffiliated EMS organizations.

State Fire Training Academy: Not more than 3 percent of available grant funds shall be collectively awarded to all State Fire Training Academy recipients. Further, not more than \$500,000 of available grant funds are eligible per.

Vehicles: Not more than 25 percent of available grant funds may be used by recipients for the purchase of vehicles. Of that amount, FEMA intends to allocate 10 percent of the total Vehicle funds for ambulances.

Micro Grants: The selection of the voluntary Micro Grant option (cumulative federal participation of \$25,000), for eligible Operations and Safety activities, does not impact an applicant's request or federal participation under the Vehicle Acquisition or Regional projects. Applicants that select Micro Grants as a funding opportunity choice may receive additional consideration for award.

Management and Administration

Management and administrative expenses should be based only on actual expenses or known contractual costs; requests that are simple percentages of the award, without supporting justification, will not be allowed or considered for reimbursement.

No more than three percent of the federal share of AFG funds awarded may be expended by the recipient for management and administration (M&A) for purposes associated with the AFG award.

Indirect (Facilities & Administrative (F&A)) Costs

Indirect costs are allowable under this program as described in 2 C.F.R. § 200.414. With the exception of recipients who have never received a negotiated indirect cost rate as described in 2 C.F.R. § 200.414(f), recipients must have an approved indirect cost rate agreement with their cognizant federal agency to charge indirect costs to this award. A copy of the approved rate (a fully executed, agreement negotiated with the applicant's cognizant federal agency) is required at the time of application, and must be provided to FEMA before indirect costs are charged to the award. Copies of the indirect cost rate agreements, along with the AFG application number, must be submitted electronically to FireGrants@fema.dhs.gov.

Indirect costs will be evaluated as part of the application for federal funds to determine if they are allowable, reasonable, or disproportionately impact an application's cost benefit.

Other Submission Requirements

Environmental and Historical Preservation (EHP)

As a federal agency, DHS/FEMA is required to consider the effects of its actions on the environment and historic properties to ensure that all activities and programs funded by the agency, including grants-funded projects, comply with Federal EHP regulations, laws and Executive Orders as applicable. Recipients proposing projects that have the potential to impact the environment, including, but not limited to modification or renovation of existing buildings, structures and facilities, must participate in the DHS/FEMA EHP review process. The EHP review process involves the submission of a screening form that includes detailed project description that explains the goals and objectives of the proposed project along with supporting documentation so that DHS/FEMA may determine whether the proposed project has the potential to impact environmental resources and/or historic properties. In some cases, DHS/FEMA also is required to consult with other regulatory agencies and the public in order to complete the review process. The EHP review process must be completed before funds are released to carry out the proposed project. DHS/FEMA will not fund projects that are initiated without the required EHP review.

Additionally, all recipients are required to comply with FEMA EHP Policy Guidance. This EHP Policy Guidance can be found in FP 108-023-1, Environmental Planning and Historic Preservation Policy Guidance, and FP 108.24.4, Environmental Planning and Historical Preservation Policy

All Modifications to Facility activities, and any renovation to facilities that would qualify as a modification to facility, that support activities under Training, Equipment, PPE, or Wellness and Fitness will require an EHP Review. Such activities include but are not limited to the installation of:

- Air compressor/fill station/cascade system (fixed) for filling SCBA
- Air quality systems
- Alarm/alerting systems
- Antennas

- Generators (fixed)
- Sprinklers
- Vehicle exhaust systems (fixed)
- Washer/dryer/extractors

AFG Projects that involve the installation of equipment not specifically excluded from a FEMA EHP Review per the GPD Programmatic Environmental Assessment (PEA), ground-disturbing activities, or modification/renovation of existing buildings or structures must undergo a FEMA EHP Review.

No modification project can proceed, with the exception of project planning, prior to formal FEMA approval. Funds for activities that do not require an EHP Review may be requested by the recipient.

The following activities would not require the submission of the FEMA EHP Screening Form:

- Planning and development of policies or processes
- Management, administrative, or personnel actions
- Classroom-based training
- Acquisition of mobile and portable equipment (not involving installation) on or in a building

The AFG EHP Screening form and instructions are available at: <http://www.fema.gov/media-library/assets/documents/90195>.

Complete the AFG EHP Screening form and submit to the EHP Office at GPDEHPInfo@fema.dhs.gov.

E. Application Review Information

Prior to making a federal award, the federal-awarding agency is required by 31 U.S.C. 3321 and 41 U.S.C. 2313 to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information. Therefore application evaluation criteria may include the following risk based considerations of the applicant: (1) financial stability; (2) quality of management systems and ability to meet management standards; (3) history of performance in managing federal award; (4) reports and findings from audits; and (5) ability to effectively implement statutory, regulatory, or other requirements.

FEMA will rank all complete and submitted applications based on how well they match the program priorities for the type of jurisdiction(s) served. Answers to the application's activity specific questions provide information used to determine each application's ranking relative to the stated program priorities.

Funding priorities and criteria for evaluating AFG Applications are established by FEMA based on the recommendations from the Criteria Development Panel (CDP). Each year, FEMA convenes a panel of fire service professionals to develop funding priorities for the AFG Grant program. The panel makes recommendations about funding priorities as well as developing criteria for awarding grants.

The nine major fire service organizations represented on the panel are:

- International Association of Fire Chiefs
- International Association of Fire Fighters
- National Volunteer Fire Council
- National Fire Protection Association

- * National Association of State Fire Marshals
- * International Association of Arson Investigators
- * International Society of Fire Service Instructors
- * North American Fire Training Directors
- * Congressional Fire Service Institute

The CDP is charged with making recommendations to FEMA regarding the creation or modification of previously established funding priorities as well as developing criteria for awarding grants. The content of this NOFO reflects implementation of the CDP's recommendations with respect to the priorities, direction, and criteria for awards.

Review and Selection Process

AFG applications are reviewed through a multi-phase process. First electronically pre-scored and ranked; then scored competitively by (no less than three) members of the Peer Panel Review process. Applications will also be evaluated through a series of internal FEMA review processes for completeness, adherence to programmatic guidelines, technical feasibility, and anticipated effectiveness of the proposed project(s). Below is the process by which applications will be reviewed:

i. Pre-scoring Process

The application undergoes an electronic pre-scoring process based on established program priorities listed in Appendix B. Application Narratives are not reviewed during pre-score. Request Details and Budget information should comply with program guidance and statutory funding limitations. The pre-score is 50 percent of the total application score.

ii. Peer Review Panel Process

Applications with the highest rankings from the pre-score process will be evaluated by a Peer review process. A panel of peer reviewers is comprised of a fire service representatives recommended by the National organizations from the CDP. These peer reviewers will assess each application's merits with respect to the detail provided in the Narrative Statement on the activity, including the evaluation elements listed in the Narrative Evaluation Criteria below.

The panel will independently score each project within the application, discuss the merits and/or shortcomings of the application, and document the findings. A consensus is not required. The panel score is 50 percent of the total application score.

iii. Technical Evaluation Process (TEP)

The highest ranked applications will be deemed in the fundable range. Applications that are in the fundable range will undergo both a Technical Review by a Subject Matter Expert (SME) as well as a FEMA Program Office review prior to being recommended for award. The FEMA Program Office will assess the request with respect to costs, quantities, feasibility, eligibility, and recipient responsibility prior to recommending any application for award.

Once the TEP is complete, each applications cumulative score will be determined and a final ranking of applications will be created. FEMA will award grants based on this final ranking and the ability to meet statutorily required funding limitations outlined in Appendix B, V. Restrictions on Use of Award Funds.

Narrative Evaluation Criteria

1. Financial Need (25%)

Applicants should describe their financial need and how consistent it is with the intent of the AFG Program. This statement should include details describing the applicant's financial distress, summarizing budget constraints, unsuccessful attempts to secure other funding, and proving the financial distress is out of their control.

2. Project Description and Budget (25%)

This statement should clearly explain the applicant's project objectives and its relationship to the applicant's budget and risk analysis. The applicant should describe the various activities applied for with respect to any program priority or facility modifications, making sure they are consistent with project objectives, the applicant's mission and national, state, and/or local requirements. Applicants should link the proposed expenses to operations and safety, as well as the completion of the project goals.

3. Operations and Safety/Cost Benefit (25%)

Applicants should describe how they plan to address the operations and personal safety needs of their organization, including cost effectiveness and sharing assets. This statement should also include details about gaining the maximum benefits from grant funding by citing reasonable or required costs, like specific overhead and administrative costs. The applicant's request should also be consistent with their mission and identify how funding will benefit their organization and affected personnel.

4. Statement of Effect/Impact on Daily Operations (25%)

This statement should explain how this funding request will enhance an organization's overall effectiveness. It should address how this request will improve daily operations and reduce an organization's common risk(s). Applicants should include how frequently the requested item(s) will be used and in what capacity. Applicants should also indicate how the requested item(s) will help the community and increase an organization's ability to save additional lives and property.

Turndown Notifications

All applicants who do not receive an FY 2015 AFG award will receive a decision notification from FEMA within the eGrants system.

The notification email will briefly describe those application factors that did not adequately align to the higher AFG Program priorities and consequently, why the application did not score high enough for further consideration. Due to the historical volume of applications and turndowns, a detailed debrief for each applicant will not be possible.

F. Federal Award Administration Information

Notice of Award

Once an award has been approved and recorded in the system, an award package is sent to the grant official authorized by the recipient. The award package and email notification will be made within the eGrants system. The authorized grant official should follow the directions in the notification to accept the award documents. The authorized grant official should carefully read the award package for instructions on administering the grant, whether there has been an adjustment to the award, and to become familiar with the terms, conditions and responsibilities of federal awards.

The offered award will remain on hold and be available (for a maximum of 30 days) until the recipient either accepts the award via the online AFG eGrants system, or declines the award. The awardee should follow the directions in the notification to confirm acceptance of the award. Failure to accept the grant award within 30 days of an offer of Award may result in a loss of funds. Recipients may request additional time to accept the award if needed.

Negotiation of Award

During the offer of an AFG award, the application request(s) may have been modified during the review process, or awarded activities may require EHP review.

If the awarded activities, scope of work, or requested dollar amount(s) do not match the application as submitted, the recipient shall only be responsible for completing the activities actually funded by FEMA. The recipient is under no obligation to start, modify, or complete any activities requested but not funded by the award.

Administrative and National Policy Requirements

Successful applicants for all DHS/FEMA grant and cooperative agreements are required to comply with DHS Standard Administrative Terms and Conditions, which are available online at:

<http://www.dhs.gov/publication/fy15-dhs-standard-terms-and-conditions>

Before accepting the award the authorized official should carefully read the award package. The award package contains instructions on administering the grant award, as well as terms and conditions with which the recipient must comply. Recipients must accept all the conditions in this NOFO as well as all Terms and Conditions in the Notice of Award to receive an award under this program.

Reporting

Recipients are required to submit various financial and programmatic reports as a condition of their award acceptance. Future awards and funds drawdown may be withheld if these reports are delinquent.

Federal Financial Reporting Requirements

Federal Financial Reports (SF-425)

Recipients of AFG Grants awarded on or after October 1, 2009, are required to submit semi-annual Federal Financial Reports (FFR) (SF-425). The FFR is to be submitted using the online eGrants system based on the calendar year beginning with the period after the award is made. Grant recipients are required to submit an FFR throughout the entire period of performance of the grant. Reports are due:

- **June 30** (for period January 1 – June 30) and no later than July 30
- **December 31** (for period July 1 – December 31) and no later than January 31
- Within 90 days after the end of the Period of Performance

The Federal Financial Reporting Form (FFR) and instructions are available at the following sites:

Instructions:

https://www.whitehouse.gov/sites/default/files/omb/grants/standard_forms/SF-425_instructions.pdf

SF-425 (FFR) Form:

http://www.whitehouse.gov/sites/default/files/omb/grants/approved_forms/SF-425.pdf

Financial and Compliance Audit Report

For audits of fiscal years beginning on or after December 26, 2014, recipients that expend \$750,000 or more from all federal funding sources during their fiscal year are required to submit an organization-wide financial and compliance audit report. The audit must be performed in accordance with the requirements of GAO's Government Auditing Standards, located at <http://www.gao.gov/govaud/vbk01.htm>, and the requirements of Subpart F of 2 C.F.R. Part 200, located at <http://www.ecfr.gov/cgi-bin/text-idx?SID=876f827f6fac2c4bce610e9427a6d229&node=sp2.1.200.f&rgn=div6>.

For audits of fiscal years beginning prior to December 26, 2014, recipients that expend \$750,000 or more from all federal funding sources during their fiscal year are required to submit an organization-wide financial and compliance audit report. The audit must be performed in accordance with GAO's Government Auditing Standards, located at <http://www.gao.gov/govaud/vbk01.htm>, and OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, located at http://www.whitehouse.gov/omb/circulars/a133_compliance_supplement_2012.

Program Performance Reporting Requirements

The awardees will be responsible for providing updated project(s) information on a semi-annual basis. The recipient is responsible for completing and submitting a programmatic Performance Report using the eGrants system. The programmatic Performance Report is due every six months after the grant's award date, and thereafter until the award is closed out.

Monitoring

Grant recipients will be monitored periodically by FEMA staff, both programmatically and financially, to ensure that the project goals, objectives, performance requirements, timelines, milestone completion, budgets, and other related program criteria are being met.

Monitoring may be accomplished through either a desk-based review or on-site monitoring visits, or both. Monitoring will involve the review and analysis of the financial, programmatic, performance, compliance, and administrative processes and policies, activities, and other attributes of each federal assistance award and will identify areas where technical assistance, corrective actions, and other support may be needed.

Recipients have the opportunity to participate in a Post Award Orientation (PAO) to have their questions answered, receive technical assistance or review the terms and conditions of the grant. The PAO is optional.

Closeout

Within 90 days after the end of the period of performance, recipients must submit a final SF-425 and a final performance report (within the closeout module in eGrants system) detailing all accomplishments and a qualitative summary of the impact of those accomplishments throughout the period of performance.

After these reports have been reviewed and approved by FEMA, a closeout notice will be completed to close out the grant. The notice will indicate the period of performance as closed, list any remaining funds that will be deobligated, and address the requirement of maintaining the grant records for three years from the date of the final SF-425.

The recipient is responsible for returning any federal funds that they have liquidated but remain unobligated by the recipient.

G. DHS Awarding Agency Contact Information

Contact and Resource Information

AFG Help Desk

The AFG Help Desk provides technical assistance to applicants for the online completion and submission of applications into the eGrants system, answers questions concerning applicant eligibility and recipient responsibilities, and offers assistance in the programmatic administration of awards. The AFG Help Desk can be contacted at (866) 274-0960 or by email at FireGrants@fema.dhs.gov. Normal hours of operation are from 8:00 a.m. to 4:30 p.m., Monday through Friday. All times listed are Eastern Time.

FEMA Regional Fire Program Specialists

Each FEMA region has specialists who can assist applicants with application information, award administration, and technical assistance. Contact information for a Regional Fire Program Specialist can be located on the AFG Website at <https://www.fema.gov/fire-grant-contact-information>.

eGrants System Information

For technical assistance with the eGrants system or AFG Application or Award questions, please email the AFG Help Desk at FireGrants@fema.dhs.gov. The Help Desk can also be contacted at (866) 274-0960.

Environmental and Historical Preservation (EHP)

- EHP Screening forms and instructions are available at <http://www.fema.gov/media-library/assets/documents/90195>
- AFG recipients requiring EHP assistance should contact the GPDEHP Team at: GPDEHPInfo@fema.dhs.gov

H. Additional Information

Extensions

Extensions to this program are allowed.

Extensions to the Grant Period of Performance

An award's period of performance must be active for a recipient to submit a proposed extension request to FEMA. Recipients should request extensions sparingly and only under exceptional circumstances.

Approval is not guaranteed.

Extensions to the initial period of performance identified in the award will only be considered through formal requests, via the eGrants system, and must contain specific and compelling justifications as to why an extension is required.

All extension requests must contain:

1. Grant Program, Fiscal Year, and award number
2. Reason for delay—this must include details of the legal, policy, or operational challenges being experienced that prevent the final outlay of awarded funds by the applicable deadline

3. Current status of the activity/activities
4. Approved period of performance termination date and new project completion date
5. Amount of funds drawn down to date
6. Remaining available funds, both federal and non-federal
7. Budget outlining how remaining federal and non-federal funds will be expended
8. Plan for completion, including milestones and timeframes for achieving each milestone and the position/person responsible for implementing the plan for completion
9. Certification that the activity/activities will be completed within the extended period of performance without any modification to the original Statement of Work approved by FEMA

Requirements for Consideration

To be eligible for consideration, requests must be submitted via the eGrants system. Requests should be submitted no earlier than 120 days but no later than 60 days prior to the end of the award's period of performance.

- In accordance with FEMA policy, extensions are reviewed on a case-by-case basis, and typically granted for no more than a six-month time period. Extension requests will be granted only due to compelling legal, policy, or operational challenges. The review process can take up to 30 days or longer. This review period should be factored into the timing of when to submit a request for an extension.

Example: Recipients may request an extension, when not adjusting the timeline for liquidating obligations would constitute a verifiable legal breach of contract by the recipient with vendors or sub-recipients; or where a specific statute or regulation mandates an environmental review that cannot be completed within this timeframe; or where other exceptional circumstances warrant a discrete waiver.

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Town of Mansfield
CONSERVATION COMMISSION
Meeting of 18 February 2015
Conference B, Audrey P. Beck Building
(draft) MINUTES

+++++

(Break)

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5. Meadow Brook LLC Property, Puddin La. Kaufman reported that the Town is preparing an application for a DEEP Open Space & Watershed Acquisition Grant to purchase a 61-acre parcel on the north side of Puddin La. This forested parcel on the west side of Sawmill Brook contains the trailhead for the western arm of the Nipmuck Trail in Mansfield. {An informal trail on this parcel diverges from the Nipmuck a short distance from Puddin La and proceeds north to reconnect with the Nipmuck at the parcel's northern boundary, permitting a nice loop walk from Puddin La.} Acquiring this parcel, which abuts Town open space to the west and north, would help consolidate open-space holdings in this area. The land meets many of the criteria proposed for acquisition of open space in the current draft Plan of Conservation and Development (Mansfield Tomorrow). The Commission unanimously agreed (motion: Lehmann, Booth) to support, strongly and enthusiastically, purchase of this parcel.

Submitted by Quentin Kessel, Chair of Conservation
Commission 12/14/15

Experience the new Connecticut Green Bank



www.spark.ctgreenbank.com

Sparking a Green Energy Movement

Imagine residents, businesses, communities and educators joining together to push for clean, renewable energy sources. In a dedicated effort to strengthen Connecticut's economy, protect community health, improve the environment and promote a secure energy supply for the state.

Such a movement is already under way, spearheaded by the **Connecticut Green Bank** (formerly the Clean Energy Finance and Investment Authority). As the nation's first full-scale Green Bank, we leverage public and private funds to drive investment and scale up clean energy deployment across the state. We offer incentives and innovative low-cost financing to encourage homeowners, companies, municipalities, and other institutions to support renewable energy and energy efficiency.

You are invited to join us on this mission. You have the power to make a difference. Together we can change our world for the better.

Contact us today.

-66-

• C-SPACE : www.cspace.com
 (COMMERCIAL PROPERTY ASSESSED
 CLEAN ENERGY)

Submitted by Peter Millman 12/14/15

Mary L. Stanton

From: Will <wbigl@charter.net>
Sent: Monday, December 14, 2015 12:41 PM
To: Alexander Marcellino; Ben Shaiken; Mark Sargent; Paul M. Shapiro; Peter Kochenburger; Stephen Kegler; Toni Moran; Virginia Raymond; William (Bill) Ryan
Cc: Mary L. Stanton
Subject: Handicap Parking @ Community Center

Mansfield Town Council
C/O Town of Mansfield
4 South Eagleville Road
Mansfield, CT 06268
December 14, 2015

Dear Council Members:

The Commission on aging has recently been advised of concerns related to the current handicap parking available at the Mansfield Community Center. Several Mansfield residents attended our October meeting to discuss these concerns which focused on the limited number of designated handicap parking spots as well as the location of same. Specifically, they noted that 2 of the designated spaces are located in an area that presents a severe challenge to those with mobility issues. Their distances from the Center entrance combined with the steep incline were noted.

Seeing that a large number of handicap permits are issued to elderly with mobility issues, and as you are aware, the Commission on Aging is charged with the responsibility to study the conditions and needs of our elderly residents and to evaluate and recommend programs to assist them. The information we have gathered indicates that there are concerns that appear to be valid. Although we are not qualified to make specific recommendations to remedy these issues, we do feel that a reevaluation of the current handicap parking at the Community Center is necessary.

We would respectfully request your continued consideration of these concerns.

Respectfully:

Wilfred T. Bigl
Wilfred T. Bigl, Chairman

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TOWN OF MANSFIELD
Human Services Department



All Mansfield children birth through eight are healthy successful learners and their families are connected to the community

Early Childhood Services

AUDREY P. BECK BUILDING
 FOUR SOUTH EAGLEVILLE RD
 MANSFIELD, CT 06268-2599
 (860) 429-3338

December 28, 2015

James P. Redeker
 Commissioner, Connecticut Department of Transportation
 2800 Berlin Turnpike
 Newington, CT 06111

Dear Commissioner Redeker,

Mansfield Advocates for Children ("MAC") is a group of Mansfield parents, childcare providers, public school personnel, and other individuals concerned with the wellbeing of children ages birth to eight in our community. One need that we recently identified for parents of young children is access to reliable public transportation that serves basic needs. For example, we know anecdotally of children who do not have clean clothes at home because their parents are unable to travel to a laundromat. Further, as a university community, we have a relatively large number of families headed by graduate students who, due to income restrictions, do not own cars.

As a result of this concern, we spoke with Ellen Grant, Rose Kurcinik, and Alex Marcellino from the Windham Region Transportation District ("WRTD") at our November meeting. They kindly answered our questions and informed us about the challenges that they face as an organization.

One issue that was raised was that significant changes to the bus routes and schedules would require a study by the DOT of public transportation needs in the area. MAC is well aware of the budgetary pressures felt by all state agencies at this time, but we would like you to know that we **strongly support the undertaking of such a study**. We believe that WRTD could create a system of schedules and routes that is more easily used and more responsive to the needs of our community if provided with these resources. We

believe that such a study would show that there are unmet needs in the Mansfield/Willimantic area and that resources could be reallocated accordingly.

We further understand that the Capitol Region Council of Governments ("CRCOG") has undertaken a study regarding how transportation to the University of Connecticut's Storrs Campus might be improved. We believe that there may be an efficient way to either combine these studies or incorporate information from CRCOG's study into the study we are requesting. While the question that the CRCOG study is examining (how to best transport persons to UConn via Routes 195 and 44) is somewhat different from the question we would like examined (how to best serve families in Mansfield who may live on other roads, including Route 32), this information will surely be relevant.

Thank you very much for your attention to this issue.

Sincerely,



Margaret B. Ferron
Early Childhood Services Coordinator
on behalf of
Mansfield Advocates for Children

cc: Windham Region Transportation District
Mansfield Town Council
Matthew Hart, Town Manager, Town of Mansfield
Linda Painter, Director of Planning and Development, Town of Mansfield
Pat Schneider, Director of Human Services, Town of Mansfield

November 9, 2015 Organizational Meeting of the Mansfield Town Council

Mayoral appointments to the Town Council Standing Committees are as follow:

Personnel Committee: Toni Moran (Chair), Ben Shaiken and Steve Kegler
Committee on Committees: Peter Kochenburger (Chair), Ben Shaiken and Mark Sargent
Finance Committee: Bill Ryan (Chair), Alex Marcellino and Virginia Raymond

Following discussions with members I would like to make the following recommendations for Council consideration:

Eastern Highland Health District: reappointment of Matthew Hart for a term ending 10/4/2018

Four Corners Water and Sewer Advisory Committee: reappointments of Virginia Raymond and Bill Ryan

Sustainability Committee: reappointment of Paul Shapiro

Capitol Region Council of Government: appointments of Paul Shapiro and Matthew Hart

Transportation Advisory Committee: reappointment of Alex Marcellino and Bill Ryan

Downtown Partnership: Paul Shapiro (as Mayor ex officio with full voting rights) *Toni's term runs until 7/1/2018, Matt's term runs until 6/30/201, one additional seat which was Paul's runs until 6/30/2016 (Steve Kegler?)*

University-Town Relations: appointments of Paul Shapiro and Mark Sargent

Ad Hoc Committee on Ordinance Development and Review Subcommittee: reappointments of Paul Shapiro (Chair), Steve Kegler, Peter Kochenburger, Toni Moran, Virginia Raymond

Ad Hoc Committee on Police Services : reappointment of Toni Moran, the appointment of Bill Ryan and *Steve Kegler (if agrees)*

Committees still requiring appointments:

- Discovery Depot – one Council member
- Parking Steering Committee – one Council member

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TOWN OF MANSFIELD
OFFICE OF THE TOWN MANAGER

Matthew W. Hart, Town Manager

AUDREY P. BECK BUILDING
FOUR SOUTH EAGLEVILLE ROAD
MANSFIELD, CT 06268-2599
(860) 429-3336
Fax: (860) 429-6863

December 24, 2015

Mr. Bruce Silva, Superintendent
Regional School District #19
1235 Storrs Road
Mansfield, Connecticut 06268

Re: Agreement between Region 19 Board of Education and Region 19 Administrator's Association

Dear Mr. Silva:

As you may know, the Mansfield Town Council reviewed the successor agreement between Regional School District #19 Board of Education and the Regional School District #19 Administrators Association on December 14, 2015 per Connecticut General Statutes §10-153 d(b). The council voted unanimously to endorse the successor agreement.

Thank you for your continued efforts and leadership during these challenging economic times.

Sincerely,

Matthew W. Hart
Town Manager

CC: Town Council

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Town of Mansfield

Department of Planning and Development

Item #12

Date: December 30, 2015
To: Planning and Zoning Commission
From: Linda M. Painter, AICP, Director of Planning and Development
Subject: Director's Report

If there are any other items or questions, I will address them at the January 4th meeting.

Agricultural and Open Space Preservation

- *Open Space Acquisition* – The Town Council voted on December 14, 2015 to acquire the 61 acre parcel off of Puddin Lane.

Infrastructure and Transportation

- *Northeast Corridor Tier 1 Draft Environmental Impact Statement.* The Federal Rail Administration has issued a draft EIS for NEC FUTURE, a comprehensive plan for improvements to the Northeast Corridor (NEC) rail line from Washington D.C. to Boston, MA. According to the FRA, “The plan will define a long-term vision and incremental approach for improving passenger rail service.” A copy of the plan and a list of public hearing dates and locations can be found on www.necfuture.com and a hard copy is available at the Mansfield Public Library.

A copy of the highlights brochure and draft EIS summary are attached to this memo for your review and information as Alternatives 2 and 3 include a potential new rail segment connecting Hartford and Providence through Mansfield. I will prepare a more detailed memo for the January 19th meeting. Comments on the draft EIS are due by January 30, 2016. A public hearing, including a brief presentation on the project, is scheduled for January 13, 2016 from 4 pm to 7 pm at the Lyceum, 227 Lawrence Street in Hartford.

- *Comprehensive Transit Service Analysis.* CRCOG is hosting public meetings to obtain public input on potential transit service improvements as part of a Comprehensive Transit Service Analysis for the region. See attached press release for more information.

Economic Development

- *Windham Arts.* Mary Oliver, the Program Coordinator for Windham Arts, will be making a presentation to the Economic Development Commission at their January 28th meeting at 5:30 p.m.

A Rail Investment Plan for the Northeast Corridor

Our Future on Track

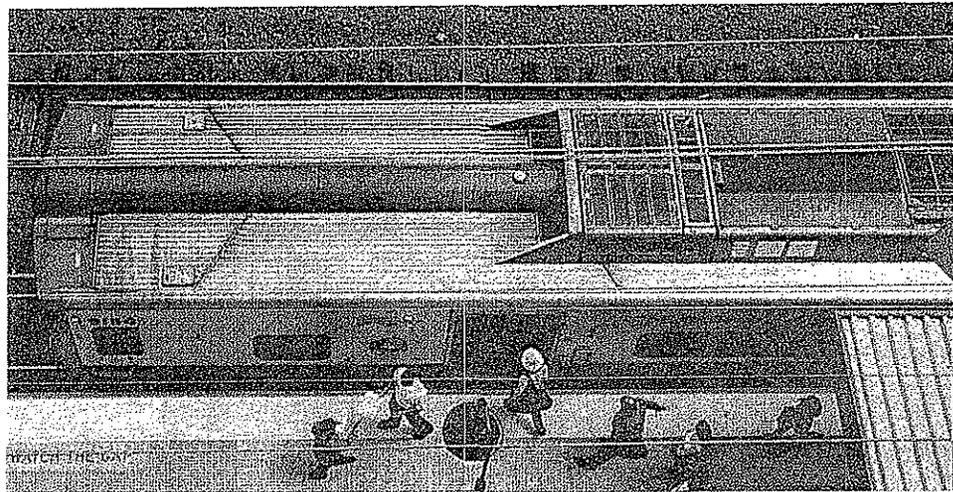
HIGHLIGHTS OF THE TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT



NOVEMBER 2015



U.S. Department of Transportation
Federal Railroad Administration



457
MILES LONG

2,200
DAILY TRAINS

750,000
DAILY PASSENGERS

**THE NEC IS THE BUSIEST
RAIL CORRIDOR IN THE
NATION, AND IS VITAL
TO THE ECONOMY
AND CITIES OF THE
NORTHEAST.**

Why NEC FUTURE?

The Northeast United States—stretching from Washington, D.C., to New England—is a dominant force in the national economy with its vast job base, highly educated and diverse workforce, strong and stable communities, vibrant cities, quality educational institutions, and rich history and culture. The continued economic competitiveness of the Northeast depends on a transportation system that supports the region's growing needs. And yet today, the region's transportation system—its highways, airports, maritime ports, and rail networks—is already operating at or above capacity. By 2040, the Northeast is expected to add seven million new residents, putting further pressure on all travel modes. Stronger, more reliable transportation options are essential to support mobility and the region's continued economic growth.

The Northeast Corridor (NEC) passenger rail line—a central transportation spine of the entire region—is critical to regional mobility. However, the NEC today operates on outdated infrastructure with capacity constraints that cannot accommodate future growth. Determining how these needs will be met, and defining the role that the NEC will play in the overall transportation system is the focus of NEC FUTURE.

NEC FUTURE: ADDRESSING CRITICAL NEEDS

The Federal Railroad Administration (FRA) is preparing a comprehensive plan for the NEC that will define a long-term vision and an incremental approach to achieving that vision. The plan considers the needs of all types of passengers on the NEC—commuters as well as intercity riders. The result of NEC FUTURE will be the FRA's adoption of an investment program to guide passenger rail improvement projects on the NEC through 2040.

The FRA is preparing a Tier 1 Environmental Impact Statement (Tier 1 EIS), in compliance with the National Environmental Policy Act and other regulations, to evaluate the effects of proposed investment program alternatives. This document provides highlights of the Tier 1 Draft EIS, which will be available for public comment through January 30, 2016. The full document, as well as the accompanying Draft Programmatic Agreement, prepared in compliance with the National Historic Preservation Act, are available at www.necfuture.com and at libraries along the NEC.

Study Partners

The FRA is the lead agency for NEC FUTURE, working closely with a number of key partners including:

- Federal Transit Administration
- NEC Infrastructure and Operations Advisory Commission
- Railroad operators (including Amtrak, eight commuter rail authorities, and freight railroads)
- State and federal agencies, as well as local jurisdictions along the NEC

The FRA coordinates regularly with environmental resource and regulatory agencies, and consults with federally recognized tribes.

**Key
Needs**

**Aging
Infrastructure**

Connectivity

Capacity

Performance

Resiliency

Sustainability

**Economic
Growth**

How will the FRA select a vision for the NEC?

The FRA will identify a preferred investment program (Preferred Alternative) based on the analysis presented in the Tier 1 Draft EIS, FRA policy guidance and comments received from all stakeholders—agencies, railroad operators, interested organizations, and the public—by January 30, 2016. Your comments on the alternatives, and the analysis presented in the Tier 1 Draft EIS, are critical to the decision-making process. For information on how to participate in this historic decision, see the end of this brochure.



Choices for the NEC

The FRA has identified three distinct Action Alternatives for the NEC, each of which presents a different vision for the future role of passenger rail in the transportation system of the Northeast. In developing these Action Alternatives, the FRA considered a broad range of possibilities for the NEC to respond to future travel market trends, passenger service needs, and public input. The Tier 1 Draft EIS compares each Action Alternative to a baseline, the No Action Alternative.

Alternative 1 **MAINTAINS** the role of rail with sufficient additional service to keep pace with population and employment growth.

Alternative 2 **GROWS** the role of rail with service to new markets and accommodates a greater portion of the population.

Alternative 3 **TRANSFORMS** the role of rail by becoming a dominant mode choice for travel in the Northeast.

Enhanced Service Concepts

Each of the Action Alternatives includes enhanced service concepts to improve the passenger experience and increase efficiency. These concepts include a new type of Intercity service that stops at more stations, high-performance equipment, coordinated scheduling and ticketing, and easier transfers.

WHAT'S INCLUDED IN AN ACTION ALTERNATIVE?

The investment program for each Action Alternative consists of a set of geographic markets to be served by passenger rail; a Representative Route (or footprint) that connects these markets; assumptions about the level of passenger rail service that will be provided to these markets; and infrastructure improvements that support this level-of-service. In addition, each of the three Action Alternatives:

Maintains and improves passenger rail service on the existing NEC

Incorporates innovative approaches to improve the passenger experience and increase efficiency.

Brings the NEC to a state of good repair

Addresses the most pressing chokepoints that limit the railroad's capacity and undermine reliability

Protects freight rail access and the opportunity for future expansion

No Action Alternative

No Action Alternative

WHAT DOES IT MEAN FOR THE FUTURE OF THE NEC?

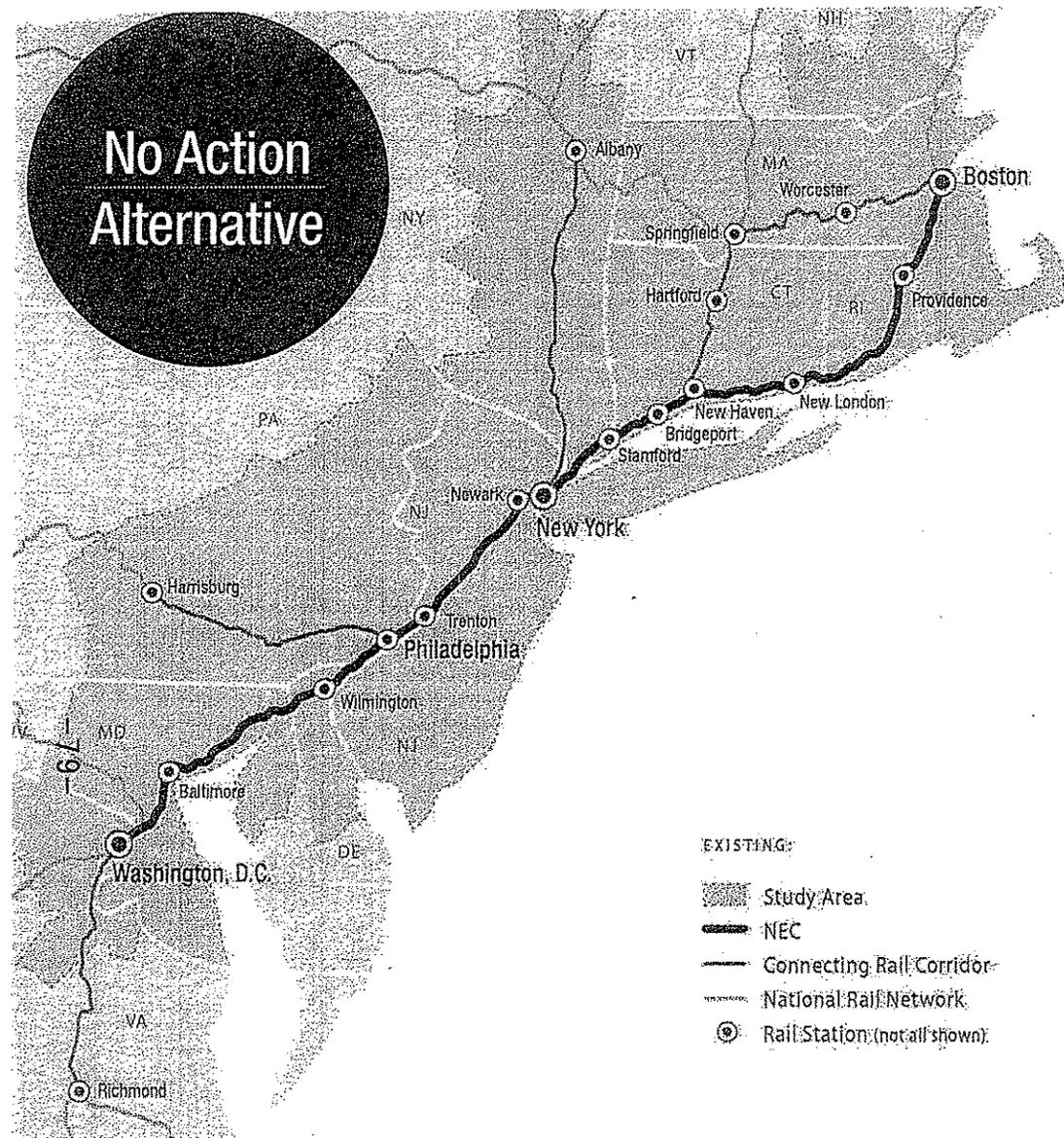
The No Action Alternative is the baseline against which the FRA compared each of the Action Alternatives. It includes projects currently planned and programmed, and repairs to keep the railroad operating, but only at today's level-of-service.

Except for planned improvements, such as the Long Island Rail Road's East Side Access project, the No Action Alternative:

- Does not increase capacity to meet unmet demand or accommodate growth
- Does not improve reliability
- Does not address gaps in connectivity
- Does not expand service to new markets
- Does not bring the NEC into a state of good repair

With its continued reliance on constrained and aging infrastructure, the No Action Alternative means a declining role for rail in the Northeast transportation system. Moreover, with minimal new investment in capacity or reliability, the No Action Alternative provides limited ability for the NEC to recover from major storms and other disruptive events, and hinders freight movement.

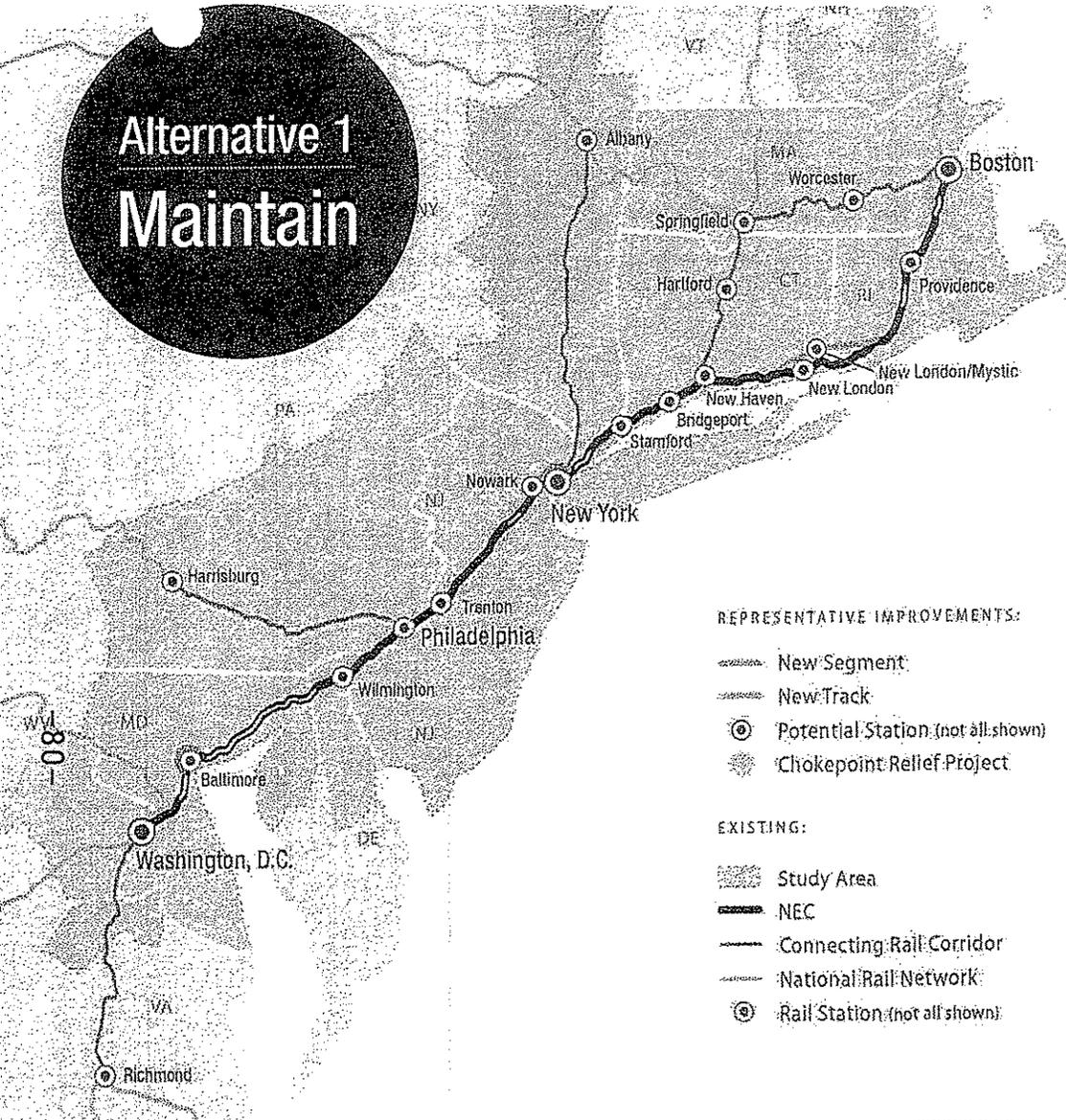
The No Action Alternative requires investment in the NEC by the federal government, states, and railroads that exceeds historical levels of funding. If sufficient funding to meet even the minimum requirements of the No Action Alternative is not available, the reliability and quality of service on the NEC would be further degraded, driven in large part by insufficient capacity and aging infrastructure.



The No Action Alternative cannot accommodate the full volume of passengers who will want to travel by rail. The tightest constraint is at the Hudson River, where demand will exceed capacity by over 6,000 passengers per hour in 2040.



Alternative 1 Maintain



- REPRESENTATIVE IMPROVEMENTS:**
- New Segment
 - New Track
 - Potential Station (not all shown)
 - Chokepoint-Relief Project
- EXISTING:**
- Study Area
 - NEC
 - Connecting Rail Corridor
 - National Rail Network
 - Rail Station (not all shown)

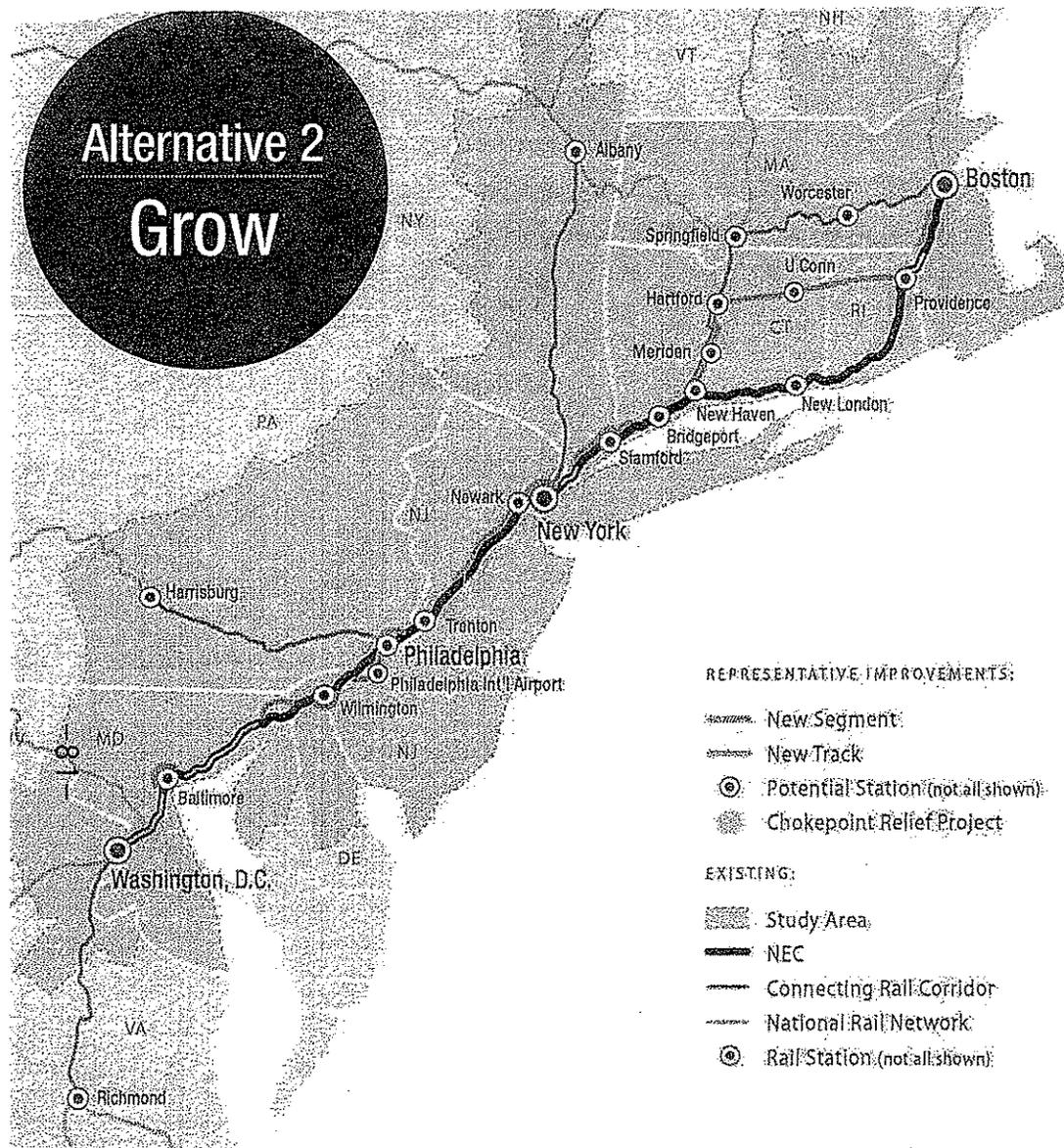
Alternative 1 Benefits

{ as compared to the No Action Alternative }

- AGING INFRASTRUCTURE**
- ▶ Brings the existing NEC to a state of good repair
- CONNECTIVITY**
- ▶ Improves connections between metropolitan areas with more frequent intercity service
- CAPACITY**
- ▶ Provides sufficient capacity to accommodate demand at all places along the corridor (except at the Hudson River) through 2040, but lacks sufficient additional capacity to support growth in demand after 2040
 - ▶ Increases capacity for through-trips on connecting corridor services south of Washington, D.C., and along the Keystone, Empire, and New Haven-Hartford-Springfield Corridors
- PERFORMANCE**
- ▶ Increases Intercity and peak-hour Regional rail (commuter) service
 - ▶ Top Intercity-Express operating speeds of 160 mph on portions of the corridor
 - ▶ Travel time between Washington, D.C. and Boston reduced by up to 35 minutes
 - ▶ New service types with a range of pricing to attract more passengers
- RESILIENCY**
- ▶ New segment between Old Saybrook, CT, and Kenyon, RI, provides resiliency, avoiding movable bridges and waterways along the Long Island Sound and providing an alternative to portions of the existing NEC adjacent to the Connecticut shoreline
- SUSTAINABILITY**
- ▶ Net decrease in emissions of pollutants and greenhouse gases and reduction in roadway vehicle miles traveled
 - ▶ Shifts 69 million annual trips from other modes to passenger rail
- ECONOMIC GROWTH**
- ▶ Improves access to jobs within and between metropolitan areas for existing stations; generates some travel time savings for intercity travel

Alternative 1 maintains the role of rail as it is today, with significant increases in the level of rail service as required to keep pace with the growth in population. It enables the NEC to continue to support the transportation needs of the growing region through 2040, but provides little additional capacity to support growth after 2040.

Alternative 2 Grow



Alternative 2 grows the role of rail, expanding rail service at a rate greater than the proportional growth in regional population and employment. It adds service to new markets in New England and provides modest capacity to support growth beyond 2040.

Alternative 2 Benefits

[as compared to the No Action Alternative]

AGING INFRASTRUCTURE

- Brings the existing NEC to a state of good repair

CONNECTIVITY

- Connects new travel markets in the Connecticut River Valley
- Provides Intercity service to T.F. Green Airport in Providence, RI, and Philadelphia International Airport
- Improves interregional connections by introducing Intercity service at select rail stations

CAPACITY

- Provides sufficient capacity to accommodate demand at the Hudson River and provides room for growth at other locations post-2040
- Addresses capacity and speed constraints with a new route adjacent to the NEC between New Haven and Hartford, CT, and Providence, RI; this supplements existing service between New York City and Boston and connects new travel markets
- Increases capacity for through trips on connecting corridor services south of Washington, D.C., and along the Keystone, Empire, and New-Haven-Hartford-Springfield Corridors

PERFORMANCE

- Provides five times as much Intercity service and more than doubles peak-hour Regional rail service
- Top Intercity-Express operating speeds of 160 mph on the majority of the corridor
- Travel time between Washington, D.C. and Boston reduced by up to 1 hour 5 minutes

RESILIENCY

- New inland route through Connecticut and Rhode Island provides an alternate route if coastal inundation or other hazards affect services along the coastline

SUSTAINABILITY

- Net decrease in emissions of pollutants and greenhouse gases and reductions in roadway vehicle miles traveled
- Shifts 93 million annual trips from other modes to passenger rail

ECONOMIC GROWTH

- Improves access to jobs within and between metropolitan areas for existing and new stations with increased service frequency, service types, and improved travel times
- Provides improved access between metropolitan areas and commercial centers such as Wilmington, DE, and Hartford, CT
- Creates opportunities for economic and station area development

Alternative 3 Transform

Alternative 3 Benefits

(as compared to the No Action Alternative)

AGING INFRASTRUCTURE

- Brings the existing NEC to a state of good repair

CONNECTIVITY

- Connects new travel markets throughout the NEC with the addition of a second spine and new stations
- Provides Intercity service to T.F. Green Airport in Providence, RI, and Philadelphia International Airport
- Improves interregional connections by introducing Intercity service at select rail stations on the existing NEC

CAPACITY

- Provides excess capacity at all locations along the corridor to accommodate additional off-corridor trips and future growth post-2040

PERFORMANCE

- Provides six times as much Intercity service and up to three times the amount of peak-hour Regional rail service
- Top Intercity-Express operating speeds of 220 mph on the second spine
- Travel time between Washington, D.C. and Boston reduced by up to 2 hours 55-minutes

RESILIENCY

- Inland route options through either Long Island or Connecticut, and Massachusetts assist in reducing service disruptions should a coastal flooding event affect assets along coastal Connecticut and Rhode Island

SUSTAINABILITY

- Net decrease in emissions of pollutants and greenhouse gases and reductions in roadway vehicle miles traveled
- Shifts 141 million annual trips from other modes to passenger rail

ECONOMIC GROWTH

- Improves access to jobs within and between metropolitan areas for existing and new stations with increased service frequency, service types, and improved travel times
- Creates opportunities for economic and station area development with more connections within and between metropolitan areas both along the existing NEC and to markets served with a second spine
- Provides passenger rail network coverage and capacity to support population and employment growth beyond 2040

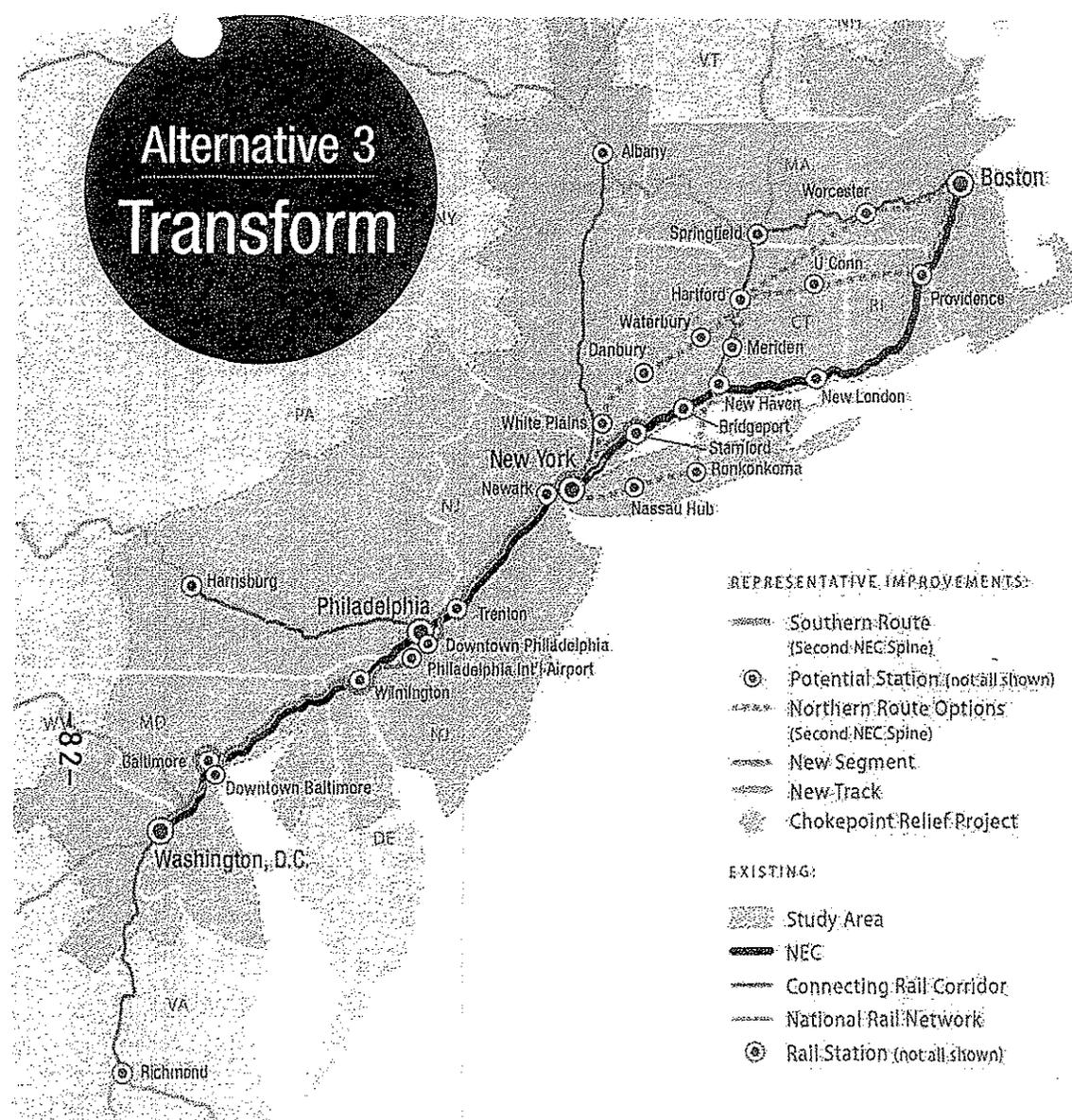
Alternative 3 transforms the role of rail. Along with improvements to the existing NEC, a second spine from Washington, D.C., to Boston supports faster trips and serves markets not currently well connected by passenger rail. Rail becomes the dominant mode of travel in the Northeast, with the capacity to support the regional economy well into the future.

REPRESENTATIVE IMPROVEMENTS:

- Southern Route (Second NEC Spine)
- ⊙ Potential Station (not all shown)
- Northern Route Options (Second NEC Spine)
- New Segment
- New Track
- ⊙ Chokepoint Relief Project

EXISTING:

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- ⊙ Rail Station (not all shown)



Evaluating the Alternatives

The Tier 1 Draft EIS presents a detailed evaluation of the No Action and Action Alternatives for NEC FUTURE, including their effects on transportation, the economy, the built and natural environment, as well as projected ridership, capital and operating costs, construction requirements, and phasing.

The range of benefits and effects varies by Action Alternative, based on the service and infrastructure proposed. Examples of the findings are shown on this page.

EFFECTS ON THE BUILT AND NATURAL ENVIRONMENT

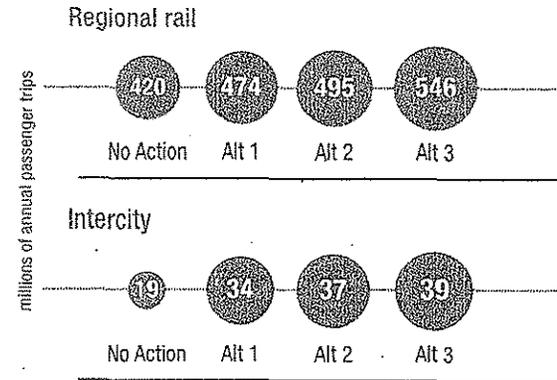
Alternative 1: Environmental impacts occur with the addition of two segments in Connecticut and Rhode Island outside of the existing NEC right-of-way, including impacts on land cover, water resources, ecological resources, prime farmlands, and prime timberlands.

Alternative 2: Environmental impacts primarily occur with the addition of a new segment between New Haven and Providence, via Hartford. Much of this area is less developed and key considerations are the effects of acquisitions and displacements in noted environmental justice communities, and impacts on prime timberlands and floodplains.

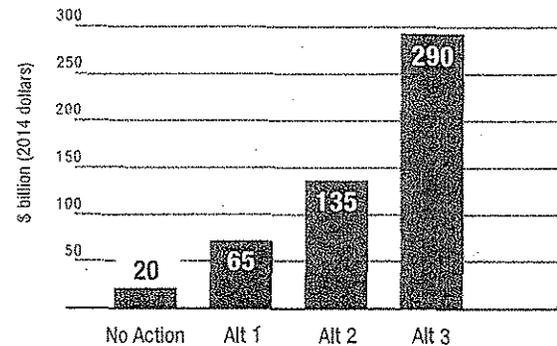
Alternative 3: Impacts to the built and natural environment occur along the entire length of the additional spine between Washington, D.C., and Boston, MA. A range of effects occur north of New York City, due to variations in routing; impacts include conversion of undeveloped land, acquisition of developed land, impacts on water and ecological resources, and conversion of prime farmland and timberlands.

More-detailed environmental reviews at the Tier 2 (project) level will be needed to identify specific community and resource impacts and benefits, seek public and agency input, and identify mitigation measures, if necessary.

RIDERSHIP



LEVEL OF INVESTMENT*



*Estimates are intended to be representative of the relative levels of investment that could be required and are for comparative purposes.

The Benefits of Action

For Passengers

- More frequent, reliable service — often with shorter travel times — and far fewer delays
- Ability to reach many more destinations conveniently by rail
- Greater range of ticket price options, allowing more affordable travel
- Easier travel arrangements across the NEC

For the Region

- Easier travel and interaction among businesses
- Economic development of station areas and cities along the NEC
- Reduction in roadway vehicle miles traveled, energy use, and greenhouse gas emissions
- World class transportation to power regional growth and mobility for future generations

What's at stake in this decision?

The selection of an investment program for the NEC will have far-reaching effects on transportation in the Northeast. It will help to define how and when the federal government, states, and railroads invest in upgrades to the NEC, with implications for the mix of rail services offered, service frequency, travel times, and stations served. The construction of new infrastructure and the operation of expanded services would create jobs and economic development opportunities, as well as result in impacts to properties and effects on the natural environment. The FRA has analyzed the No Action and Action Alternatives at a Tier 1 (broad) level of detail in order to understand and compare these effects. The analysis is presented in the Tier 1 Draft EIS.

WHAT HAPPENS NEXT?

After considering the analysis presented in the Tier 1 Draft EIS and comments received from the public, agencies, and railroad stakeholders, the FRA will identify a preferred investment program (Preferred Alternative) that provides a framework

for future rail improvements on the NEC. The Tier 1 Final EIS will describe and evaluate this Preferred Alternative. The FRA will formally select an alternative (Selected Alternative) in a Record of Decision to complete the Tier 1 environmental review process, and develop a Service Development Plan that defines the process for implementing the Selected Alternative.

The Selected Alternative will be a road map for incremental improvement of the NEC necessary to achieve the selected vision for passenger rail in the NEC. A phasing plan will describe the priorities and proposed approach to implementing the improvements so that benefits throughout the NEC are maximized. As a framework for future rail improvements on the NEC, the Selected Alternative does not require any rail operator to fund or construct new infrastructure, but ensures that future investments by any entity are consistent with the long-term NEC vision and benefits all of its users. Improvements will be carried out as discrete projects that will undergo more detailed planning and environmental analysis.

Help us make the smartest choice!

NEC FUTURE is a historic opportunity to shape the future of the NEC and help ensure that the Northeast region continues to thrive. The Action Alternatives reflect public and stakeholder input, but the FRA's work is not done. We still need your help and feedback to identify a Preferred Alternative.

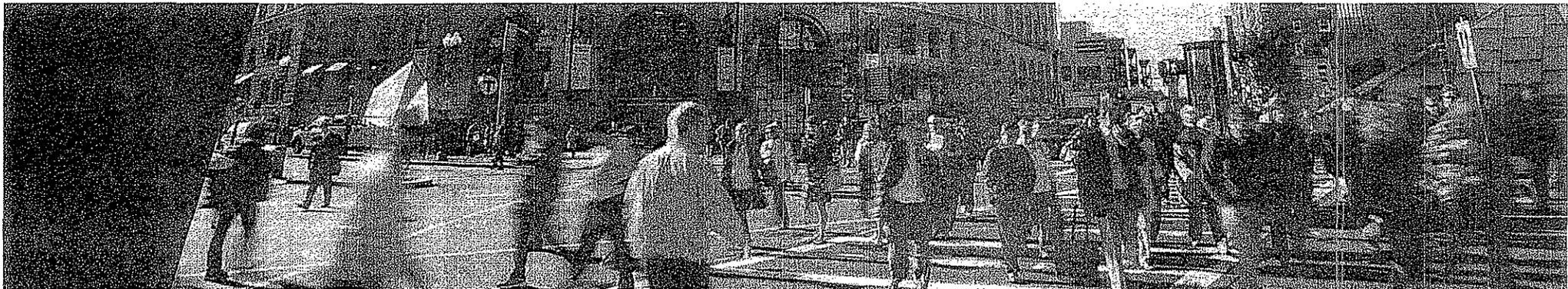
WHAT ROLE SHOULD THE NEC PLAY IN THE FUTURE OF THE NORTHEAST?

We hope you will help us make the best choice to keep our future on track. Please review the Tier 1 Draft EIS and submit your comments online, by email, or by letter until January 30, 2016, or attend a public hearing. Details are at the end of this brochure.

REVIEW THE TIER 1 DRAFT EIS

Visit www.necfuture.com; copies are also available at libraries along the NEC.

The selection of an investment program for the NEC will have far-reaching effects on transportation in the Northeast.



4 ways you can submit your comment



Comment in person by:
Attending a Public Hearing



Submit a comment online at:
www.necfuture.com



Comment via email:
comment@necfuture.com



Or send comments to:
NEC FUTURE
Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Para información en español, visite: necfuture.com/es

Let us hear from you by January 30, 2016!

PUBLIC HEARING SCHEDULE

Wednesday, December 9	Boston, MA
Monday, December 14	New Haven, CT
Tuesday, December 15	New York, NY
Wednesday, December 16	Washington, DC
Thursday, December 17	Providence, RI
Monday, January 11	Philadelphia, PA
Tuesday, January 12	Wineola, NY
Wednesday, January 13	Hartford, CT
Thursday, January 14	Baltimore, MD
Tuesday, January 19	Newark, NJ
Wednesday, January 20	Wilmington, DE

For locations, visit www.necfuture.com.

Each hearing will run from 4-7 p.m., with scheduled presentations at 4:30 p.m. and 6:00 p.m. There will be an opportunity to speak following each presentation; if you plan to speak, please sign up when you arrive. A stenographer will also be available for private testimony, if you prefer. Comment cards will be available at each hearing. In the event of inclement weather, hearings may be canceled or rescheduled; please check the website at www.necfuture.com. If you require assistance to attend, please contact the NEC FUTURE team at comment@necfuture.com at least five days prior to the hearing you wish to attend.

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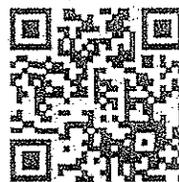


Thanks for your help in keeping

Our Future on Track



U.S. Department of Transportation
Federal Railroad Administration



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TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT

S. Summary

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Summary

NEC FUTURE is a comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC) from Washington, D.C., to Boston. The NEC is the rail transportation spine of the Northeast and a key component of the region’s transportation system. The NEC supports the operation of eight Regional rail authorities and Amtrak—the Intercity rail service provider—as well as four freight railroads.

The Federal Railroad Administration (FRA) launched NEC FUTURE in 2012 to evaluate improvements to address passenger rail transportation needs within the Study Area shown in Figure S-1. NEC FUTURE will result in a Passenger Rail Corridor Investment Plan (PRCIP) for the NEC that will establish a framework for future investment in the corridor through 2040 and beyond. The PRCIP comprises a Tier 1 Environmental Impact Statement (Tier 1 EIS) and a Service Development Plan (SDP). Together, these documents will provide a long-term vision for the role of passenger rail on the NEC in the regional transportation system and a phased investment plan to accomplish that vision.

S.1 TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT

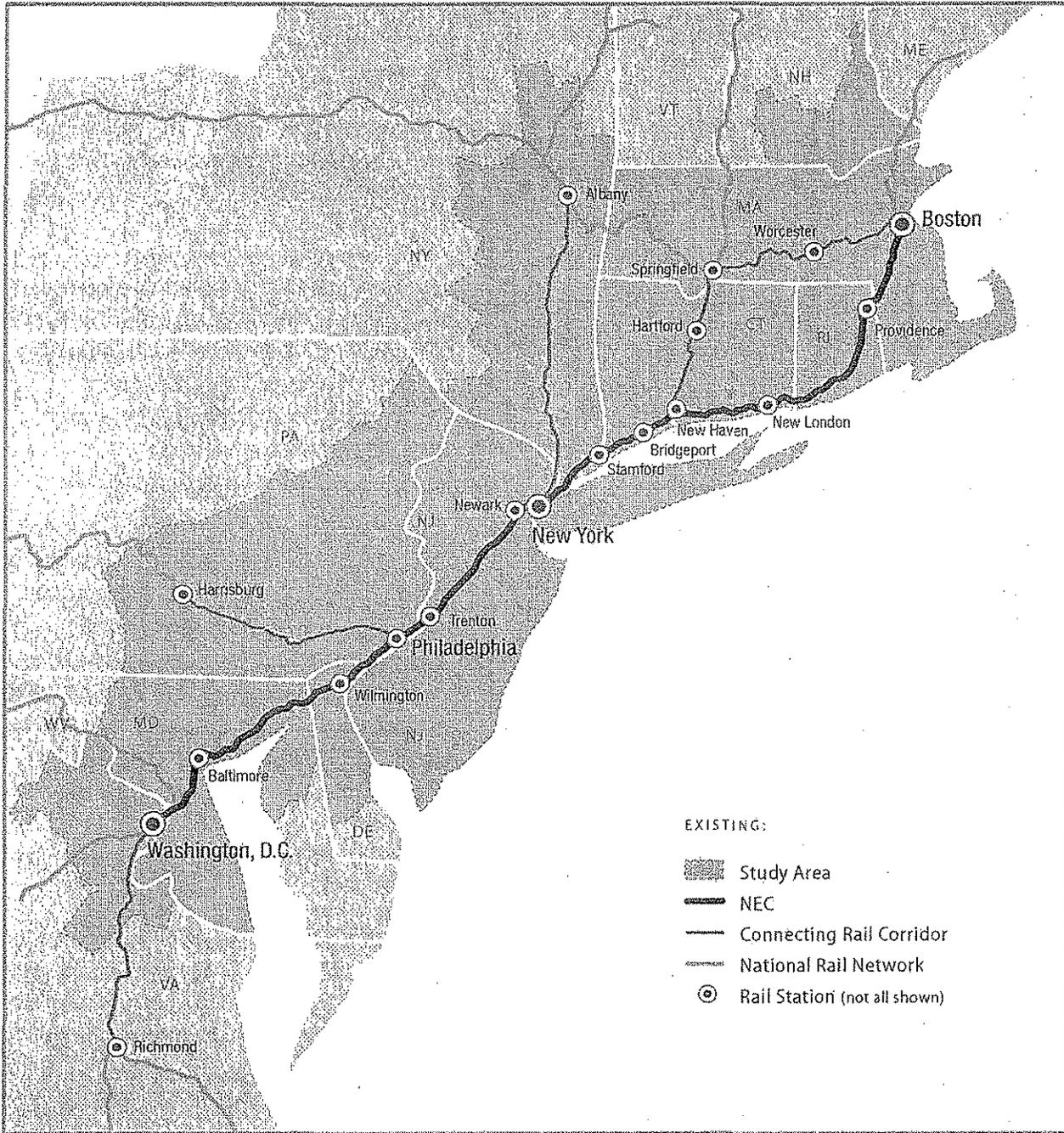
This document is the Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for the NEC FUTURE program. This Tier 1 Draft EIS was prepared in compliance with the National Environmental Policy Act (42 USC §4332 et seq.) and implementing regulations (40 CFR Parts 1500–1508) (NEPA), and other applicable laws and regulations. It presents the analysis completed by the FRA to assess the potential effects of NEC FUTURE rail investment alternatives on the economy, transportation system, and the human and natural environment within the Study Area. It provides information to inform the public and stakeholders about the findings of the analysis, and to help inform the FRA’s decision on a Preferred Alternative for NEC FUTURE. Concurrent with the Tier 1 Draft EIS, the FRA is conducting a review of potential effects on historic properties under Section 106 of the National Historic Preservation Act. (Appendix G presents a Draft Programmatic Agreement under Section 106.)

The term “Tier 1” in the title of this document refers to a “tiered” approach to environmental review. NEPA provides the flexibility to assess projects in a staged approach known as “tiering,” which addresses broad programs and issues in an initial (Tier 1) analysis, and analyzes site-specific, project-level (Tier 2) proposals and impacts in subsequent studies. The FRA determined that a Tier 1 EIS was the appropriate level of NEPA documentation for NEC FUTURE.

The term “Intercity” is defined as passenger rail service between metropolitan areas. The term “interregional” describes travel flows that start and end in a different metropolitan area. “Interregional” and “Intercity” may be used interchangeably when referring to markets, passengers, trips, and passenger rail service.

“Regional” describes travel within a metropolitan area. “Regional rail” is defined as passenger rail service within the travel shed of a metropolitan area. “Regional rail” provides local and commuter-focused service characterized by a high-percentage of regular travelers. Regional rail is a broad term that reflects the expanded role of commuter railroads to also serve metropolitan travel needs throughout the day and beyond the work week.

Figure S-1: Study Area Map



Source: NEC FUTURE, 2015

Both a Tier 1 EIS and project-level (or Tier 2) EIS follow the same process. The major difference is the level of detail and analysis that are presented. For a Tier 1 EIS, since the federal action is broad or programmatic in nature, the information required by decision-makers includes “big picture” constraints and opportunities. In this case, the proposed federal action being evaluated in this Tier 1 Draft EIS is the **adoption of an investment program** to improve passenger rail service within the Study Area. The Action Alternatives that the FRA examined in this Tier 1 Draft EIS represent various levels of investment in passenger rail.

If the FRA adopts an investment program, the projects would be implemented incrementally over the next few decades; the FRA will prepare a phasing and implementation plan in the SDP to be published after the Tier 1 Final EIS and Record of Decision. An example of a Tier 2 project that might take place would be adding a new bridge at an existing river crossing. A Tier 1 EIS identifies the train service a bridge will need to carry, but the specifics of the operations, bridge design, and localized impacts of that bridge are not identified. A subsequent Tier 2 project and NEPA process would focus on the specific design and construction of the bridge crossing and local impacts of that structure.

S.2 CONSIDERATION OF OTHER TRANSPORTATION MODES AND FREIGHT RAIL SERVICE

While NEC FUTURE focuses on passenger rail, it is important to understand the connectivity and interface of rail with other modes in the Northeast transportation network. Travelers within the NEC have multiple transportation options to move through and along it, including air, rail, automobiles, and buses. To better understand the role of rail within this transportation network, the FRA began by examining the role that rail service plays today in the Northeast transportation network and considering what role it could play in the future. These questions are fundamental to how the FRA has developed the rail alternatives being evaluated in this Tier 1 Draft EIS.

While NEC FUTURE is focused on passenger rail services, the investment program will be defined in a way that preserves current and planned service levels for freight railroad operations. Opportunities are also being considered to accommodate improvement of freight rail service within the NEC FUTURE Study Area.

S.3 AGENCY AND PUBLIC INVOLVEMENT

Decisions about the future of the NEC affect a wide range of stakeholders, from today’s rail passengers as well as the agencies and operators currently providing services on the NEC, to the residents, travelers, businesses, and communities potentially affected by the outcomes of NEC FUTURE. The FRA has conducted an extensive agency and public involvement process to engage these stakeholders and the public in the decision-making process for NEC FUTURE. This effort began with an agency and public scoping process in 2012 that elicited over 2,000 comments from 800 participants. These comments helped shape the alternatives that have been analyzed and the technical analyses conducted for this Tier 1 Draft EIS.

Rail transportation projects are typically sponsored by a locality, state, or railroad. However, the NEC covers a 457-mile corridor through eight states and Washington, D.C., and is used by multiple railroads that share the NEC’s limited infrastructure. The FRA has sponsored NEC FUTURE to provide

a uniform look at the NEC as a whole in order to ensure an integrated and prioritized approach to investments in the NEC that benefits not only all users and operators of the NEC, but that also promotes economic activity and environmental sustainability of the entire Northeast region of the United States. The FRA is serving as the lead federal agency for the Tier 1 EIS, working in coordination with other federal and state agencies and stakeholders, including the Federal Transit Administration, which is a Cooperating Agency to the NEPA process, the Northeast Corridor Infrastructure and Advisory Commission (NEC Commission), and the metropolitan planning organizations in the corridor.

The FRA has conducted a variety of public involvement activities, including 18 public meetings, six regional workshops, multiple webinars, direct outreach at 18 rail stations, presentations to interested organizations, and outreach to organizations and local officials representing Environmental Justice populations. Communication tools were developed to support the public outreach and environmental review process, including a comprehensive website, contact database, newsletters, fact sheets, and media outreach, including press advisories and media briefings. The information gained through agency and public engagement was used by the FRA team to better understand stakeholder concerns and to integrate information and ideas provided by the public and stakeholders into the work process.

S.4 NEED FOR NEC FUTURE

Passenger rail services that operate along the NEC rail network are a critical component of the transportation system in the Study Area. By 2040, continued population and employment growth in the Study Area is expected to create increasing demand for travel options across the passenger transportation system—rail, air, auto, transit, and intercity bus. Yet the aging infrastructure and capacity limitations of the NEC already result in congestion and delays for daily commuters and for regional¹ and interregional² travelers. Forecast growth in population and employment in the Study Area will put increasing pressures on this already constrained NEC rail network.

The 457-mile NEC and its connecting rail corridors³ form the most heavily utilized rail network in the United States. The NEC ranks among the busiest rail corridors in the world, moving more than 750,000 passengers every day⁴ on 2,200 trains.⁵ Freight operators share the NEC with passenger railroads and

¹ Interregional refers to the interregional travel market, and includes trips that start and end in different metropolitan areas (see Chapter 13, Glossary).

² Regional refers to the regional travel market, and includes trips that start and end within the same metropolitan area (see Chapter 13, Glossary).

³ Connecting corridors are those rail corridors that connect directly to a station on the NEC. These include (1) corridor service south of Washington Union Station to markets in Virginia and North Carolina including Lynchburg, Richmond, Newport News, Norfolk, and Charlotte; (2) Keystone (connects Philadelphia 30th Street Station to Harrisburg Station); (3) Empire (connects Penn Station New York to Niagara Falls Station); and (4) New Haven-Hartford-Springfield (connects New Haven Union Station to Springfield Union Station) as described in Chapter 13: Glossary.

⁴ Northeast Corridor Infrastructure and Operations Advisory Commission. (February 2014). *State of the Northeast Corridor Region Transportation System*. State of the Northeast Corridor Region Transportation System.

⁵ Amtrak. (2014). *NEC Maps & Data: Growing Demand for Rail Services in the Northeast*. Retrieved January 2015, from Amtrak, The Northeast Corridor: <http://nec.amtrak.com/content/growing-demand-rail-services-northeast>

are responsible for the movement of over 350,000 car loads of freight per year on the NEC.⁶ This volume of traffic and diversity of service today operates on an NEC with capacity constraints that require scheduled and real-time trade-offs in frequency, speed, and performance of passenger and freight services. The congestion caused by these capacity constraints limits operations and opportunities to improve or expand passenger rail services. The NEC’s aging infrastructure further limits operations and constrains the ability to improve and expand services. This infrastructure, in many cases built over 100 years ago, does not provide the resiliency or redundancy necessary to respond to unanticipated natural disasters or other disruptive events.

Growth in population and employment in the region, combined with changes in travel preference, will increasingly require a level of service and connectivity that cannot be supported by the existing NEC infrastructure. Challenges to passenger rail travelers today include poorly coordinated transfers and unattractive service frequencies, which make other travel choices more appealing. A well-defined and coordinated investment program to support both preservation and enhancement of the NEC is essential to meet the needs of the NEC’s passenger and freight markets in the coming decades. A rail transportation system that better connects residents and visitors with established and growing business centers in the Study Area is critical to the economic health of the region.

S.5 STATEMENT OF PURPOSE AND NEED (CHAPTER 3)

The following is the statement of Purpose and Need adopted for the NEC FUTURE Tier 1 EIS:

The *purpose* of the NEC FUTURE program is to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth.

Overall *needs* addressed by NEC FUTURE include aging infrastructure, insufficient capacity, gaps in connectivity, compromised performance, and lack of resiliency. These needs are essential to support the reliability of the passenger rail system. In addition, there is a need to promote environmental sustainability and economic growth. These needs are summarized below:

- ▶ **Aging Infrastructure:** The quality of service on the NEC currently falls short due to the aging and obsolete infrastructure that has resulted from insufficient investment to maintain a state of good repair.⁷ Aging infrastructure also increases the cost and complexity of continuing railroad operations. Achieving and maintaining a state of good repair is needed to improve service quality.
- ▶ **Insufficient Capacity:** Severe capacity constraints at critical infrastructure chokepoints limit service expansion and improvement as well as recovery from service disruptions, making it difficult to offer reliable service and accommodate growth in ridership. These constraints are

⁶ Northeast Corridor Infrastructure and Operations Advisory Commission. (February 2014). *State of the Northeast Corridor Region Transportation System*. State of the Northeast Corridor Region Transportation System.

⁷ State of good repair is a condition in which assets are fit for the purpose for which they were intended. American Public Transportation Association. (2013). *Defining a Transit Asset Management Framework to Achieve a State of Good Repair*. Washington, D.C.: American Public Transportation Association.

further exacerbated by individual railroad operating practices,⁸ which are driven by their individual policies or customer needs.

- ▶ **Gaps in Connectivity:** The reach and effectiveness of the passenger rail network are limited by gaps in connectivity among transportation modes and between different rail services. In some cases, rail services between stations require lengthy layovers or difficult transfers, limiting mobility options for passengers on the NEC. The railroads operating on the NEC today share the infrastructure but in many cases operate different equipment with different performance capabilities. Both infrastructure (track configuration, power source) and equipment (diesel, electric) further limit the ability to provide passengers with direct service to some city-pairs along the NEC or via connecting corridors.
- ▶ **Compromised Performance:** In many markets, the trip times on passenger rail within the Study Area are not competitive with travel by air or highway. Improvements in train frequency, travel time, and ticket price are needed to make passenger rail competitive with other modes.
- ▶ **Lack of Resiliency:** The NEC is vulnerable to the effects of sea level rise, severe storms, extreme heat events, and other unanticipated weather-related events. It is similarly subject to delay and suspension of service as a result of routine or emergency maintenance, often in portions of the passenger rail network without the redundancy necessary to respond to or compensate for these disruptions. As a result, both natural and human-caused events can result in extensive service disruptions and delays. Without sufficient resilience and redundant capacity to work around these events, the NEC is vulnerable and reduces the reliability of the region's transportation system.

In addressing the overall needs of aging infrastructure, insufficient capacity, gaps in connectivity, compromised performance, and lack of resiliency, the FRA is committed to the NEC FUTURE Action Alternatives promoting environmental sustainability and continued economic growth:

- ▶ **Environmental Sustainability:** Throughout the Study Area, energy use and emissions associated with transportation diminish the environmental quality of the built and natural environments. Expanding the availability of more energy efficient transportation modes, including passenger rail, is needed to support desired improvements in air quality and growth patterns.
- ▶ **Continued Economic Growth:** A transportation system that provides options for reliable, efficient, and cost-effective movement of passengers and goods is needed to support continued economic growth, and retention and increase in jobs, in the Study Area.

S.6 ALTERNATIVES CONSIDERED (CHAPTER 4)

In developing the alternatives for evaluation in this Tier 1 Draft EIS, the FRA considered a broad spectrum of future possibilities to meet the Purpose and Need. The unique geographic, technical, and institutional complexity of NEC FUTURE led the FRA to an innovative approach to developing and evaluating alternatives, focused on analysis of markets and services. This process is described in greater detail in various alternatives documents, including the *Initial Alternatives Report*, *Preliminary*

⁸ Operating practices include the specification of service levels, stopping patterns, dwell times, and equipment types.

Alternatives Report, Preliminary Alternatives Evaluation Report, and Tier 1 EIS Alternatives Report (see Appendix B).

The FRA began the evaluation of alternatives with an initial list of 98 rail market and service options, developed through extensive outreach with the NEC FUTURE stakeholders, the Northeast Corridor Infrastructure and Operations Advisory Commission (NEC Commission), and the general public. These Initial Alternatives were then organized into 15 Preliminary Alternatives representative of the broad spectrum of approaches that could be used to serve existing and new markets in the region. (See Appendix B, *Preliminary Alternatives Evaluation Report*, for additional information regarding the Preliminary Alternatives and their evaluation.) The FRA considered whether and how the Preliminary Alternative met the Purpose and Need, and analyzed their benefits in terms of ridership, travel time, service quality, and performance (for those that included second-spine route options). Based on this analysis, the FRA repackaged the Preliminary Alternatives to form the alternatives analyzed in this Tier 1 Draft EIS.

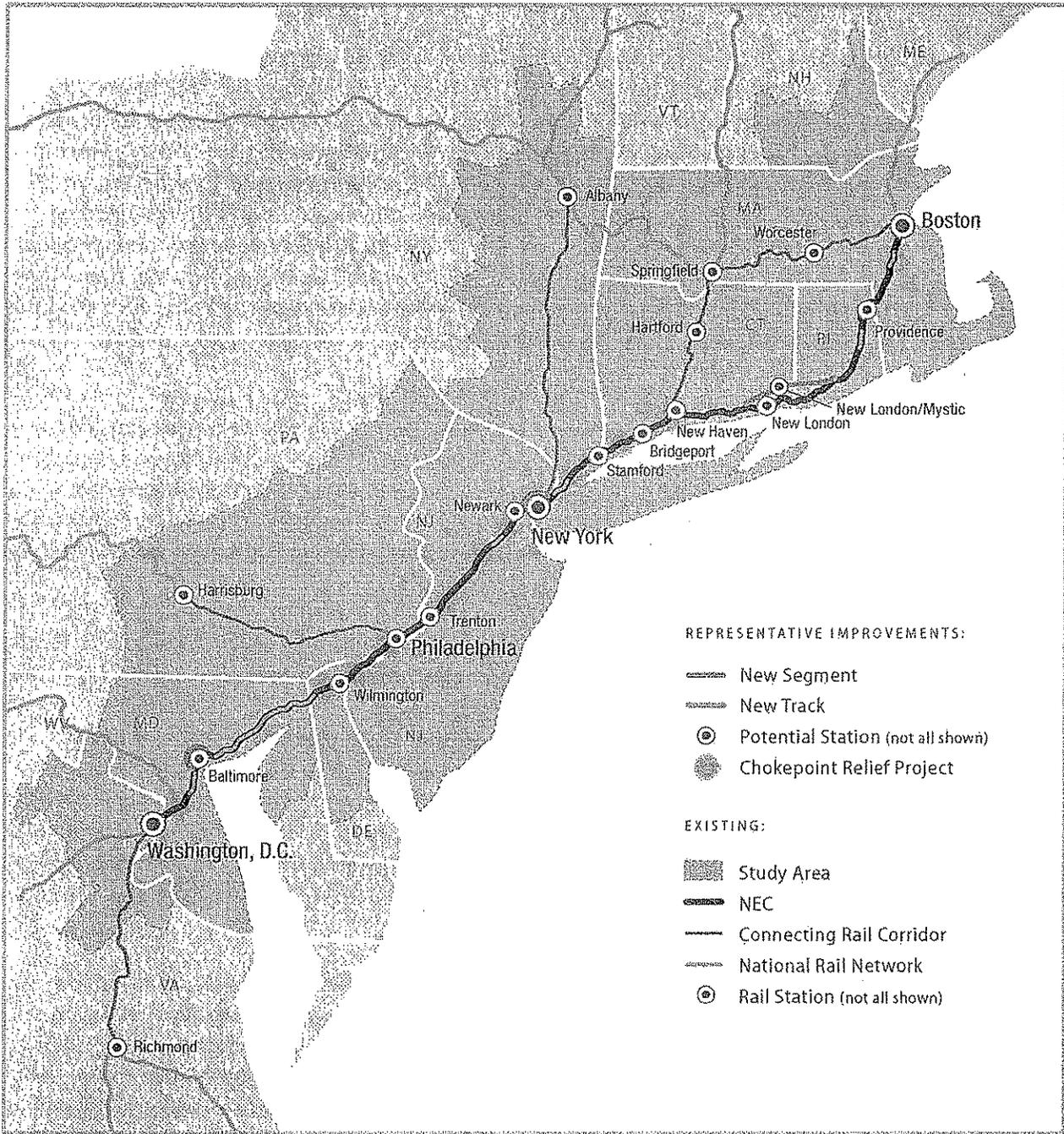
The FRA is considering three Action Alternatives that represent unique visions for the role of rail in the transportation system of the Northeast, and enable a broad analysis of benefits and impacts in the Tier 1 Draft EIS. The FRA compared the Action Alternatives to a No Action Alternative using ridership and service planning characteristics estimated with models customized for this effort. The transportation effects, economic effects, and environmental assessment of the Action Alternatives are presented in Chapters 5, 6, and 7, respectively.

The **No Action Alternative** represents an NEC in 2040 that would operate at today’s service levels, which are defined as the number of trains per hour by operator⁹ and type of service. The No Action Alternative is a normalized baseline used to understand the consequences of continuing to invest in and operate the NEC as it is today, particularly in comparison with Action Alternatives. The No Action Alternative does not allow for increased peak-hour rail service but does allow for some modest increases in off-peak service, where there may be some existing unused capacity. The No Action Alternative does not increase or significantly change capacity, speeds, or the markets served. Instead, it makes annual investments in programmed and funded major projects and in maintaining existing infrastructure sufficient to operate today’s level of rail service, but falls short of achieving a corridor-wide state of good repair.

Alternative 1 maintains the role of rail as it is today, keeping pace with the level of rail service required to support growth in population and employment. Future service plans developed by the NEC service operators were also examined to assess projected increases in travel demand that were assumed by the service operators. To keep pace with the demand generated by the region’s growing population and employment, Alternative 1 includes new rail services and commensurate investment in the NEC to expand capacity, add tracks, and relieve key chokepoints, particularly through northern New Jersey, New York, and Connecticut. Figure S-2 shows the principal infrastructure investments included in Alternative 1.

⁹ Current operators on the NEC include Intercity services operated by Amtrak and Regional rail services operated by eight individual commuter railroads within the Study Area.

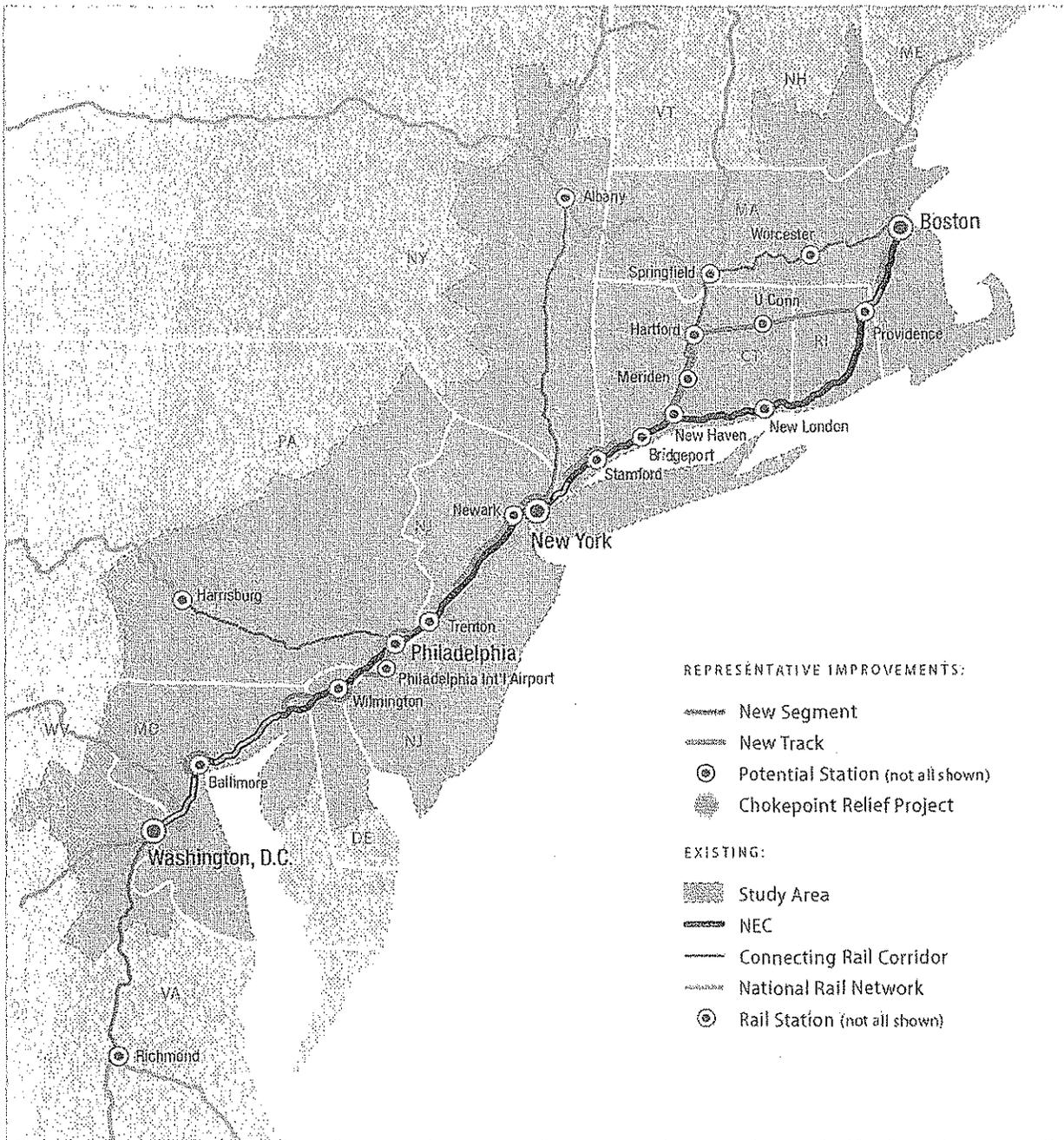
Figure S-2: Alternative 1 (Chokepoint, New Track, and New Segment Locations)



Source: NEC FUTURE team, 2015

Alternative 2 grows the role of rail, expanding rail service and passenger use at a faster pace than the growth in regional population and employment. The existing NEC generally expands to four tracks, with six tracks through portions of New Jersey and southwestern Connecticut. South of New Haven, CT, service and infrastructure improvements are focused generally within the existing NEC. However, as shown in Figure S-3, north of New Haven, Alternative 2 adds a new supplemental, two-track route between New Haven and Hartford, CT, and Providence, RI, to increase resiliency, serve new markets, reduce trip times, and address capacity constraints.

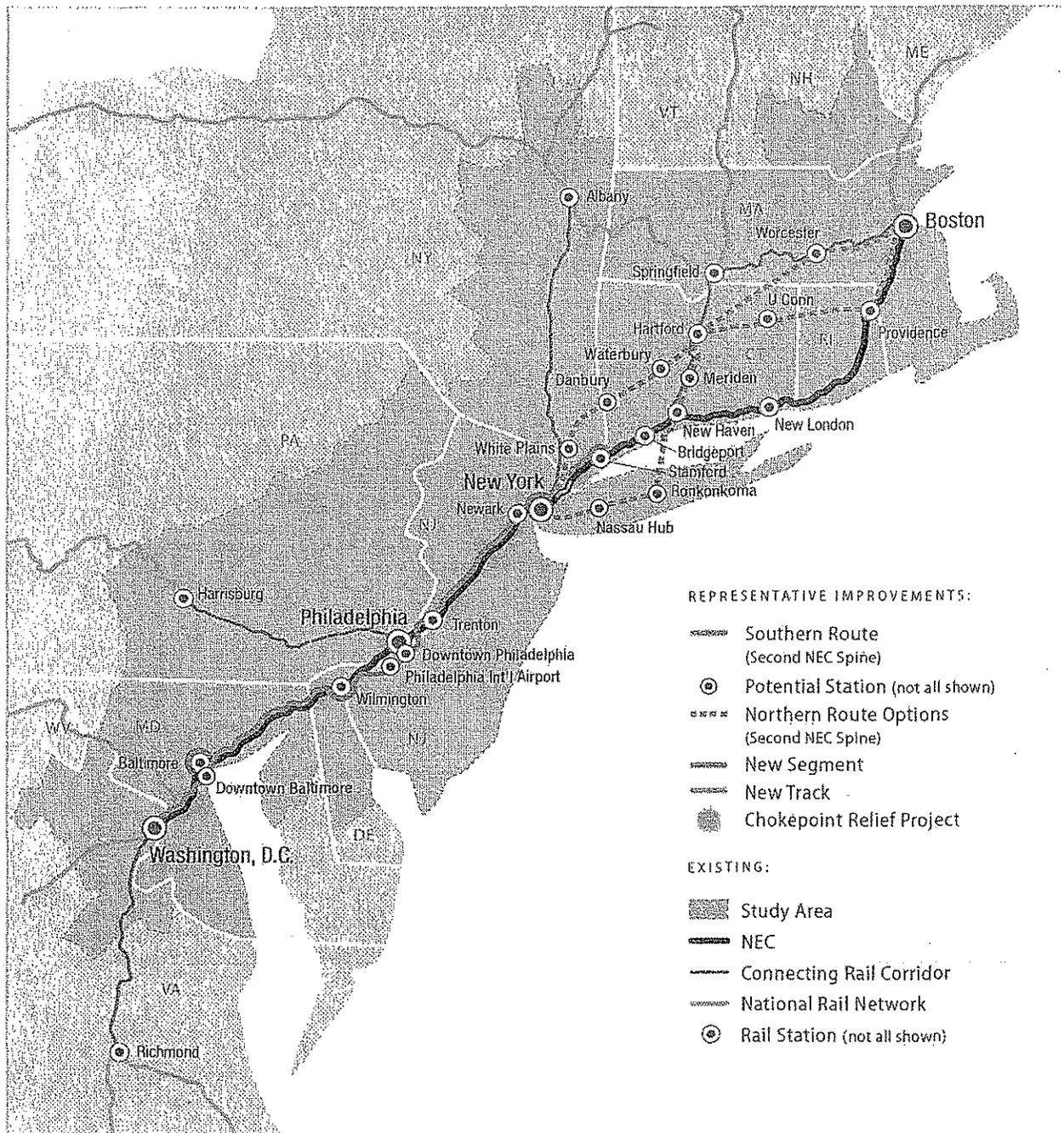
Figure S-3: Alternative 2 (Chokepoint, New Track, and New Segment Locations)



Source: NEC FUTURE team, 2015

Alternative 3 transforms the role of rail, positioning it as a dominant mode for Intercity travelers and commuters across the NEC. Service and infrastructure improvements include upgrades on the existing NEC and the addition of a two-track second spine within the Study Area. This new spine supports high-performance rail services between major markets and provides additional capacity for anticipated growth (Figure S-4).

Figure S-4: Alternative 3 (Chokepoint, New Track, and New Segment Locations)



Source: NEC FUTURE team, 2015

In Alternative 3, four route options are under consideration for the northern portion of the second spine, as shown in Figure S-4. These options include routings via Central Connecticut/Providence, Long Island/Providence, Long Island/Worcester, and Central Connecticut/ Worcester. In addition to comparing each Action Alternative against the No Action Alternative, the evaluation of alternatives in the Tier 1 Draft EIS includes comparisons of these route options as part of Alternative 3.

S.6.1 Service Types

The No Action and Action Alternatives incorporate assumptions about the mix of service types to be provided. For NEC FUTURE, the FRA categorized passenger rail service into two types: Intercity and Regional rail.

Intercity is passenger rail service between cities or metropolitan areas, operating at speeds and distances greater than that of Regional rail. Intercity serves large, mid-size, and selected smaller markets, with station stops typically every 10 to 25 miles. Intercity is further categorized into two service sub-types:

- ▶ **Intercity-Express** is premium Intercity service operating on the NEC, making limited stops and serving only the largest markets. Intercity-Express service offers the shortest travel times for Intercity trips, higher-quality on-board amenities, at a premium price, using high-performance trainsets.¹⁰
- ▶ **Intercity-Corridor** is Intercity service operating both on the NEC and on connecting corridors that reach markets beyond the NEC. This service provides connectivity and direct one-seat rides to large and mid-size markets on the NEC.

Regional rail is service within a single metropolitan area to local markets with station stops typically every 2 to 10 miles. Regional rail trains provide local and commuter-focused service characterized by relatively low fares and a high percentage of regular travelers.

Chapter 4, Alternatives Considered, provides additional detailed information about the mix of service types included in each Action Alternative, as well as stations served and assumptions about the level of service by station. A hierarchy of station types was defined for this effort, including Major Hub, Hub, and Local stations. Major Hubs serve the largest markets in the Study Area and have a full complement of rail service types; Hub stations offer some Intercity service, and Local stations only offer Regional rail service. Each Action Alternative includes new stations, station upgrades (e.g., Local to Hub, Local to Major Hub, and Hub to Major Hub), and physical improvements to stations.

While each Action Alternative has a distinct vision for the NEC, they all include common elements that address the following to varying degrees:

- ▶ Maintain and improve service on the existing NEC
- ▶ Bring the NEC to a state of good repair by replacing or renewing aging infrastructure on the existing NEC and eliminating the backlog of infrastructure requiring replacement

¹⁰ New state-of-the-art train equipment consisting of electric multiple units cars with high rates of acceleration and deceleration and capable of operating at speeds of 150 mph or greater.

- ▶ Address the most pressing capacity and service chokepoints that constrain capacity on the existing NEC
- ▶ Protect freight rail access and the opportunity for future expansion
- ▶ Incorporate national and international best practices to address capacity constraints, broaden the mix of station pairs served, improve performance, and generate operating efficiencies

S.6.2 Technology

As documented in Chapter 11, Agency and Public Involvement, in defining a long-term vision for the role of passenger rail on the NEC, the FRA actively sought stakeholder and public input via an early and proactive outreach process. The overwhelming message received is that the users of the NEC are seeking reliable, integrated, and expanded train service to meet both Intercity and Regional rail travel needs. As such, the FRA focused on Action Alternatives that meet that Purpose and Need by improving steel-wheel passenger train technology that is used today by all the railroads sharing the NEC, including both Intercity and Regional rail operations, as well as freight service.

Given the accelerating pace of change in consumer technology, business practices and transportation patterns, application of future emerging and new technologies may help to support rail service on the NEC and meet other transportation needs across the region. These might include new information systems and services, new train propulsion and guideway systems, fare collection innovations, and safety enhancements. An advanced guideway system, such as magnetic levitation technology, could possibly be used to develop a second spine or portions thereof as envisioned in Alternative 3. Such technologies could be studied separately, and are not precluded as future transformative investments in the regional transportation system. Other potential applications of new technology transportation systems could support the NEC passenger rail network by connecting off-corridor markets to the NEC, or a major market to the NEC.

S.7 ANALYSIS AND EVALUATION OF ALTERNATIVES

The FRA has performed an extensive analysis of each Action Alternative and the No Action Alternative as a basis for an alternatives evaluation. As described in separate chapters of this Tier 1 Draft EIS, these analyses consider transportation effects, economic effects, environmental consequences, and construction effects, as well as capital and operations and maintenance costs. A variety of indicators and metrics are presented for each topic and used to compare each Action Alternative with the No Action Alternative. A cross-cutting evaluation links these findings to the needs defined in the Purpose and Need statement.

This summary briefly describes each of the analyses performed and highlights several key findings. However, the reader is referred to the appropriate chapters within this Tier 1 Draft EIS for additional context, details, and conclusions.

S.7.1 Transportation Effects (Chapter 5)

The No Action and Action Alternatives would result in both positive and negative effects to the multimodal transportation network within the Study Area. Chapter 5, Transportation Effects,

describes the transportation effects of the Action Alternatives. A summary of these findings is presented below.

Each of the Action Alternatives creates new connections and travel options within the Study Area. Alternatives 2 and 3 provide service to new off-corridor markets. By providing more travel options, the Action Alternatives generate significantly greater Intercity and Regional rail ridership compared to the No Action Alternative: the greater the improvement in frequency of service, types of services, travel times, and the number of metropolitan areas connected to the rail network, the higher the projected ridership.

The Action Alternatives also improve connectivity at Intercity stations by increasing the daily duration of rail service at many stations, making rail service available for longer periods of the day and hence more convenient to travelers. Alternatives 2 and 3 include service frequencies and daily durations of service that are more robust than the No Action Alternative, which expand mobility options for travelers and improve the attractiveness of passenger rail as a travel choice. The Action Alternatives result in more convenient passenger rail with increased service frequency at many Regional rail and Intercity stations. The greatest change in trip frequencies between stations is possible with the capacity and travel-time improvements included in Alternative 3.

As the frequency of service, types of services, and travel times improve with the Action Alternatives, passenger rail ridership increases. Table S-1 shows the number of trips for all passenger rail service types predicted for the No Action and Action Alternatives, and Table S-2: highlights the anticipated passenger rail trips by Alternative 3.

Table S-1: Number of Annual One-Way Trips (1,000s) by Service Type for the No Action and Action Alternatives (2040)

Mode	No Action Alternative	Alternative 1	Change vs. No Action (%)	Alternative 2	Change vs. No Action (%)	Alternative 3 (average)	Change vs. No Action (%)
Intercity	19,300	33,700	75%	37,100	92%	39,000	102%
Regional rail	419,800	474,500	13%	495,400	18%	545,500	30%

Source: NEC FUTURE Travel Demand Model, April 2015

Table S-2: Number of Annual One-Way Trips (1,000s) by Service Type for the Alternative 3 Route Options (2040)

Service Type	via Central CT/ Providence (3.1)	via Long Island/ Providence (3.2)	via Long Island/ Worcester (3.3)	via Central CT/ Worcester (3.4)
Intercity	38,900	38,700	39,800	38,600
Regional rail	545,500	545,500	545,500	545,500
TOTAL	584,500	584,200	585,300	584,100

Source: NEC FUTURE Travel Demand Model, April 2015

In the No Action Alternative, approximately 439 million passenger rail trips are predicted, while in Alternative 3, there are 579–580 million passenger rail trips predicted, an increase of 32 percent compared to the No Action Alternative. The greatest growth is predicted for Regional rail tripmaking, which is the dominant passenger rail travel type, even within the No Action Alternative. Regional rail ridership shows steady gains in all Action Alternatives compared to the No Action Alternative, as capacity grows to support more robust peak-hour and off-peak service.

S.7.2 Economic Effects (Chapter 6)

The construction and operation of the rail improvements and services in the No Action and Action Alternatives would result in changes to economic activity throughout the Study Area. Some changes would be immediate, while others would take place over a long period of time. These economic effects include Economic Development Response, Travel Market Effects, Construction and Rail Sector Employment Effects, and Indirect Effects associated with potential economic growth, as summarized below.

Economic Development Response

The Action Alternatives accommodate greater numbers of rail travelers and allow these travelers to make their trips faster and to a greater variety of destinations within and between the urban economies that line the corridor. The expansion of regional travel choices would allow households to access a greater range of employment and leisure options via rail from their home location—thereby improving quality of life. Businesses gain access to a larger, more diverse, and specialized pool of labor—thereby increasing productivity. The Action Alternatives would also accommodate a greater flow of people between major commercial centers and metropolitan areas.

- ▶ The largest potential economic impact of the Action Alternatives would be a greater flow of people within the major metropolitan economies through the increased volume of Regional rail relative to the No Action Alternative.
- ▶ The No Action Alternative is capacity constrained and insufficient for future demand. Potential rail travelers would be forced to take their second-best choice, imposing a cost on the economy. Alternative 1 offers an improvement over the No Action Alternative that would lessen this economic penalty. Alternatives 2 and 3 fully address the capacity constraints present in the No Action Alternative. Alternative 3 provides service levels and capacity to accommodate demand beyond that forecast for 2040.
- ▶ More-frequent service, faster travel times, and connections to new markets not currently served by rail would create opportunities for station area development. The support for station area development generally rises with the increase in travel-time savings, frequencies, and direct connections achieved across the Action Alternatives; gains are generally largest in the northern portion of the corridor.
- ▶ Discussions with experts from academic, development, business, and planning communities highlighted the importance of other local factors, such as quality schools, supportive infrastructure, or planning and zoning, in creating opportunities for station area development. (See Economic Development Workshop description in Chapter 6.)

- ▶ Improved passenger rail service to new markets has the potential to transform development patterns and in turn create greater demand for passenger rail. For the economics effects analysis, the FRA did not model local alternative economic growth or development scenarios, but did rely on insights from discussions with experts to understand the potential for economic growth with passenger rail improvements proposed in the Action Alternatives.

Travel Market Effects

Changes in mobility and connectivity proposed for each Action Alternative can be monetized to estimate the economic effects of transportation improvements as a function of travel time and cost savings as well as other factors such as safety and air quality impacts. The Action Alternatives offer faster travel times for many existing rail-served markets, expand service to markets not currently served, and offer a greater range of pricing.

- ▶ The volume of Intercity trips more than doubles under Alternative 3, over what is experienced in the No Action Alternative. All Action Alternatives would result in growth in intercity travel.
- ▶ Collectively, the changes in service frequencies, pricing, and markets in the Action Alternatives would allow travelers to make different travel choices than under the No Action Alternative. This change in travel behavior can influence economic outcomes.
- ▶ One of the key changes in travel behavior observed is that when offered a greater range of travel options, some travelers selected travel modes with longer travel times in order to save money. Thus, some existing rail and air travelers would shift from faster trains and planes to slower, less expensive rail options. When the value of the change in travel time was compared against the savings in travel cost, travelers realized a net savings. The travel cost savings, which are the smallest in Alternative 1 and greatest in Alternative 3, represent real gains in disposable income that support economic activity in the region.
- ▶ All of the Action Alternatives offer an increase in direct connections relative to the No Action Alternative. The magnitude of the gains varies by Action Alternative and by individual market, but the general pattern is that markets between the Greater Boston metropolitan area and the New York—North Jersey metropolitan area would experience the greatest gains in direct connectivity.
- ▶ All three Action Alternatives would help ease select chokepoints in the corridor, offering benefits for freight movements as well as passenger service compared to the No Action Alternative. The Action Alternatives do not differ measurably with regard to freight-related economic outcomes.

Construction and Rail Sector Employment Effects

- ▶ Potential construction effects occur primarily within the Affected Environment and represent a large, one-time stimulus to the economy. Construction jobs (measured as job-years) range from approximately 300,000 under the No Action Alternative to a high of 3.5 million for Alternative 3 (average of Alternative 3 route options), rising with the level of capital investment.
- ▶ Additional hiring would be required to operate and maintain the expanded rail service; the amount of employment supported rises incrementally across the No Action (lowest at 3,100 job-years) and Action Alternatives. Alternative 3 offers the greatest expansion and accordingly supports the greatest employment gain (24,200 job-years).

- ▶ The expansion of Intercity service proposed in the Action Alternatives would generate revenues in excess of projected operation and maintenance (O&M) costs. As such, no additional public subsidy would be required for the operation of the representative Intercity service included in the Action Alternatives.

Indirect Effects

- ▶ Induced growth can result in both positive and negative indirect effects. The potential for induced growth effects is higher under the Action Alternatives relative to the No Action Alternative and rises incrementally across Action Alternatives 1 through 3 with expansion of rail service offered.
- ▶ The north region would have the highest potential for indirect effects—the Greater Providence and Boston metropolitan areas under all Action Alternatives, and the greater Hartford metropolitan area under Alternatives 2 and 3. The New York-North Jersey metropolitan area also has the potential for indirect effects, largely attributed to improvements in travel time and capacity within the area to New York City.

Across the Action Alternatives, the Greater New York-North Jersey, Greater Philadelphia, and Greater Baltimore markets have the greatest gains in station connectivity. These markets have the greatest gains under Alternative 3 as compared to other Action Alternatives. Moreover, each Action Alternative gains one or more hub stations, which are focal points for development in the surrounding area. Hubs support greater development intensity than stations with just rail service. These stations have potential for indirect effects to occur as a result of induced growth.

S.7.3 Environmental Consequences (Chapter 7)

S.7.3.1 Approach to Analyzing Environmental Consequences

The FRA analyzed the effects of each Alternative on the resources shown in Table S-3. For each resource, an Affected Environment was studied to assess potential for impact and was defined generally as a “swath” of land centered on the Representative Route for each Action Alternative. Some potential environmental effects are due to changes in the physical footprint of the rail infrastructure, while others are due to changes in the type and volume of passenger rail service associated with each Action Alternative. The environmental effects assessment is based on readily available secondary source data, including geographic information system (GIS) data, published reports, and technical analyses. No field investigations occurred as part of this analysis.

Table S-3: Environmental Resources and Limits of Affected Environment

Resource	Description of Resource	Affected Environment
Land Cover	Land cover within the Affected Environment	½-mile-wide swath centered on the Representative Route for each Action Alternative
Agricultural Lands (Prime Farmlands and Timberlands)	Prime farmland and timberlands	2,000-foot-wide swath centered along Representative Route for each Action Alternative

Table S-3: Environmental Resources and Limits of Affected Environment (continued)

Resource	Description of Resource	Affected Environment
Parklands and Wild and Scenic Rivers	Publicly owned parklands; parklands receiving funding from the Land and Water Conservation Fund Act; Rivers identified as Wild and Scenic by the National Rivers Inventory within the Affected Environment	2,000-foot-wide swath centered along Representative Route for each Action Alternative
Hydrologic/Water Resources	Coastal zones and saltwater wetlands, freshwater resources (including wetlands), and floodplains	2,000-foot-wide swath centered on the Representative Route
Ecological Resources	Critical habitats and federally listed Threatened & Endangered Species	3,000-foot-wide swath centered along Representative Route for each Action Alternative
Geologic Resources	Soil, geological, groundwater and topographic resources	3,000-foot-wide swath centered along Representative Route for each Action Alternative
Hazardous Waste and Contaminated Material Sites	Known sources and potential suspected sources of contaminated and hazardous materials	2-mile-wide swath centered along Representative Route for each Action Alternative
Cultural Resources and Historic Properties	Resources listed in or eligible for listing in the National Register of Historic Places within the Affected Environment or identified as significant by Indian Tribes	1-mile-wide swath centered along Representative Route for each Action Alternative
Visual and Aesthetic Resources	Prominent visual resources and aesthetic qualities within the Affected Environment	1-mile-wide swath centered along Representative Route for each Action Alternative
Environmental Justice	Minority and low-income populations within the Affected Environment	1-mile-wide swath centered along Representative Route for each Action Alternative
Noise and Vibration	Ambient noise and vibration conditions, and noise-sensitive land cover categories	5,000-foot-wide swath centered along Representative Route for each Action Alternative
Air Quality (including greenhouse gas emissions)	Current attainment status for criteria pollutants established by the U.S. Environmental Protection Agency for air-sheds within the Study Area	Determined by metropolitan planning organization by state within the Study Area
Energy	Energy consumed, particularly by the transportation sector	Entire Study Area
Climate Change and Adaptation (excluding greenhouse gas emissions)	Identification of areas susceptible to the impacts of climate change (sea-level rise, storm surge and/or extreme heat and cold events)	For flood hazards: 2,000-foot-wide swath
		For extreme heat and cold events: Entire Study Area

Table S-3: Environmental Resources and Limits of Affected Environment (continued)

Resource	Description of Resource	Affected Environment
Section 4(f) and Section 6(f) Resources	Parklands converted to transportation use, including publicly owned public parks, recreation areas, and wildlife/waterfowl refuges	2,000-foot-wide swath centered along Representative Route for each Action Alternative
	Converted lands or facilities that were acquired with Land and Water Conservation Fund Act funds	
	Historic resources converted to transportation use, including historic sites of local, state or national significance (eligible or listed)	1-mile-wide swath centered along Representative Route for each Action Alternative
Electromagnetic Fields and Electromagnetic Interference	Electromagnetic Fields (EMF) associated with electric conventional or high-speed train operations and electromagnetic interference that occurs when EMFs are produced	2,000-foot-wide swath centered on Representative Route for each Action Alternatives
Safety	Operational, infrastructure and overall modal safety	Entire Study Area
Public Health	Potential public health-related effects for each of the relevant Tier 1 Draft EIS resource areas	As per the resource areas
Cumulative Effects	Combined result of the incremental direct and indirect effects of the Tier 1 Draft EIS Action Alternatives as well as the effects of other past, present, and reasonably foreseeable future actions, regardless of agency, on key resources	Study Area, expanded to include connecting corridors

¹ Chapter 5 addresses transportation effects and Chapter 6 addresses economic effects and growth.

In general, impacts on environmental resources are greatest in areas where the Representative Route goes off-corridor, away from the existing NEC. These areas are often less developed than the current NEC. However, some impacts do exist to resources located along and within the existing NEC right-of-way. All Action Alternatives include improvements to the existing NEC; therefore, all effects-assessments consider potential effects that occur to both the existing NEC and any proposed off-corridor routing.

S.7.3.2 Key Resource Areas

While all environmental factors are important, some have greater potential to influence the identification of a Preferred Alternative as they are tied to Executive Orders, environmental laws, regulations and regulatory requirements, including but not limited to Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species, and Section 4(f) of the U.S. Department of Transportation Act. Some of these laws require avoidance of impacts or selection of an alternative that has the least environmental impact. At a Tier 1 level of assessment, site-specific constructability or feasibility factors are unknown. The FRA is considering key effects on resources that could result from implementation of an Action Alternative and key findings from the NEC FUTURE analysis in deciding on a Preferred Alternative for the NEC FUTURE program, including:

- ▶ Land Cover (Chapter 7.2): Potential for land cover conversion to a transportation-related land use, or changes to existing land cover that could result in loss or fragmentation of ecological resources; loss of or changes to hydrologic resources; conversion of recreational resources; acquisitions and displacements; and conversion of prime farmlands or timberlands.
- ▶ Parklands (Chapter 7.4): Conversion of parkland resources to non-recreational uses informs the Section 4(f) analysis (Chapter 7.16).
- ▶ Hydrologic Resources (Chapter 7.5): Dredge or fill of wetlands; encroachment of floodplains; development within designated coastal zones; crossing Navigable Waterways.
- ▶ Ecological Resources (Chapter 7.6): Loss or fragmentation of habitat; changes to migratory patterns of transient species; effects on protected species.
- ▶ Cultural Resources and Historic Properties (Chapter 7.9): Loss of or damage to cultural resources and historic properties.
- ▶ Environmental Justice (Chapter 7.11): Concentrations of minority populations and low-income populations that could benefit or be affected by environmental impacts occurring in their communities.
- ▶ Climate Change and Adaptation (Chapter 7.15): Areas at highest risk from inundation from sea level rise, storm surge flooding, and riverine flooding.
- ▶ Section 4(f) (Chapter 7.16): Conversion of recreational properties, cultural resources and historic properties to a transportation use.

S.7.3.3 No Action Alternative

The No Action Alternative includes projects and transportation improvements that range in scope and complexity. Most of the projects and activities included as part of the No Action Alternative occur within the existing NEC right-of-way. Under the No Action Alternative, passenger rail service along the NEC operates and provides approximately the same level of service as provided today. As a result, “service-related” effects on noise and vibration would be unlikely. However, service-related effects on air quality could result due to increased congestion on the overall multimodal transportation network. “Footprint” effects on environmental resources under the No Action Alternative would vary, depending on the scope of the project being implemented. In a few cases, projects that are part of the No Action Alternative have footprints and effects that extend beyond the existing NEC right-of-way. Those types of projects, depending on the scope and complexity, have a greater potential to affect environmental resources than those activities occurring within the existing NEC right-of-way. However, the majority of passenger rail projects included in the No Action Alternative occur within the existing NEC right-of-way.

S.7.3.4 Action Alternatives

A range of benefits and impacts would occur with each of the Action Alternatives since each proposes varying degrees of both service and infrastructure improvements. As such, benefits and impacts associated with each Action Alternative would differ due to the level of service and infrastructure proposed. All Action Alternatives would result in the following:

- ▶ Travel options and improved mobility, and access to employment for all populations, including Environmental Justice populations.
- ▶ Decrease of greenhouse gas emissions for the year 2040 due to predicted shifts in mode choice (reduction in vehicle miles traveled (VMT) in personal automobiles) and changes in renewable energy usage.
- ▶ Decrease in energy usage from roadways from expected decrease in roadway VMT (autos) and an increase in energy use from power sources due to increase train service/frequencies.

Each Action Alternative provides for improvements that may affect environmental resources. Table S-4 identifies the key findings for the key resources by Action Alternative.

Table S-4: Summary of Key Resource Findings by Action Alternative

Resource	Alternative 1	Alternative 2	Alternative 3
Land Cover	<ul style="list-style-type: none"> ■ Greatest total conversions – MD, CT ■ Alternative with least total conversions 	<ul style="list-style-type: none"> ■ Greatest total conversions – MD, CT ■ Alternative with the greatest undeveloped land conversions (CT) 	<ul style="list-style-type: none"> ■ Greatest total conversions – MD, CT ■ Alternative with the greatest total conversions (via Long Island/Worcester)
Parklands	<ul style="list-style-type: none"> ■ State with greatest impacts to parklands – RI ■ 97 parks affected ■ Key parks affected – Greenway (RI), Great Swamp (RI) 	<ul style="list-style-type: none"> ■ State with greatest impacts to parklands – RI ■ 111 parks affected ■ Key parks affected – Greenway (RI), Natchaug State Forest (CT) 	<ul style="list-style-type: none"> ■ States with greatest impacts to parklands – NY, RI ■ 116–130 parks affected ■ Key parks affected – Greenway (RI), Natchaug State Forest (CT), Pelham Bay Park (NY), Eisenhower County Park (NY), Patuxent Research Refuge (MD), Gunpowder Falls State Park (MD), Saxon Woods County Park (NY), Norfolk County Canoe River Wilderness (MA), Natchaug State Forest (CT)
Hydrologic	<ul style="list-style-type: none"> ■ State with greatest effects: CT (particularly with water resources located in New Haven, Middlesex, and New London counties) 	<ul style="list-style-type: none"> ■ State with greatest effects: CT (particularly water resources located in New Haven, Middlesex, Hartford and New London counties) ■ Only Alternative that bisects John Heinz Wildlife Refuge in Delaware and Philadelphia, PA 	<ul style="list-style-type: none"> ■ State(s) with greatest effects NY and CT (resources associated with Long Island Sound) ■ Crosses 11 Navigable Waterways

Table S-4: Summary of Key Resource Findings by Action Alternative (continued)

Resource	Alternative 1	Alternative 2	Alternative 3
Ecological	<p>Under all Action Alternatives:</p> <ul style="list-style-type: none"> ■ New Haven, New London, and Fairfield Counties, CT, are, in general, the counties with highest overall potential ecological resource impacts (ESH¹, T&E², EFH³) ■ A number of large ESHs and wildlife refuges are clipped or bisected by the Action Alternatives: Patuxent Research Refuge, Anacostia and Gunpowder Falls (MD); John Heinz National Wildlife Refuge (PA), Laurel Ridge Setauket Woods Nature Preserve, Pelham Bay Park, and Saxon Woods County Park (NY); Great Swamp Management Area/Great Swamp (RI); and Paugussett State Forest and Rocky Neck State Park (CT). ■ Suffolk County, NY, has the greatest potential T&E species occurrence by county in the Affect Environment for all the Action Alternatives. 		
Environmental Justice (Counties with EJ populations with highest number environmental impacts)	<ul style="list-style-type: none"> ■ Baltimore City, MD, ■ Fairfield County, CT 	<ul style="list-style-type: none"> ■ Philadelphia County, PA ■ Middlesex County, NJ ■ Queens County, NY ■ Fairfield County, CT 	<ul style="list-style-type: none"> ■ Baltimore City and Harford Counties, MD ■ Philadelphia County, PA ■ Bronx and Queens Counties, NY ■ Fairfield and Hartford Counties, CT ■ Providence County, RI ■ Worcester County, MA
Cultural/Historic Properties (total # of NRHP and NHL sites within Representative Route, and key cultural/historic property(ies) affected)	<ul style="list-style-type: none"> ■ NRHPs: 143 ■ NHLs: 2 (Fairmount Waterworks, Andalusia, PA) 	<ul style="list-style-type: none"> ■ NRHPs: 171 ■ NHLs: 3 (Fairmount Waterworks, John Bartram House, Andalusia, PA) 	<ul style="list-style-type: none"> ■ NRHPs: 132-150 ■ NHLs: 3-4 (Washington Square West Historic District, Reading Terminal and Trainshed, Andalusia, PA, John B. Smith Building, MA)
Climate Change (Counties that have or are proposed to have rail assets in areas at highest risk of inundation)	<ul style="list-style-type: none"> ■ New London, CT ■ Hudson, NJ ■ New York City, NY ■ New Haven, CT ■ Fairfield, CT ■ Provides resilience/redundancy with Old Saybrook-Kenyon Segment 	<ul style="list-style-type: none"> ■ New London, CT ■ Hudson, NJ ■ Philadelphia, PA ■ New London, CT ■ New Haven, CT ■ Provides resilience/redundancy with New Haven-Hartford-Providence Segment 	<ul style="list-style-type: none"> ■ Hudson, NJ ■ New Castle, DE ■ New York City, NY ■ New London, CT ■ Hudson, NJ ■ Provides resilience/redundancy with route options between New York City and Hartford and Hartford to Boston

Table S-4: Summary of Key Resource Findings by Action Alternative (continued)

Resource	Alternative 1	Alternative 2	Alternative 3
<p>Section 4(f) (parks with the highest acreage potentially affected and NHLs within the Representative Routes)</p>	<p>Parklands:</p> <ul style="list-style-type: none"> ■ The Greenway, RI ■ The Great Swamp Management Area, RI <p>NHLs:</p> <ul style="list-style-type: none"> ■ Fairmount Waterworks, PA ■ Andalusia, PA 	<p>Parklands:</p> <ul style="list-style-type: none"> ■ Natchaug State Forest, CT ■ The Greenway, RI <p>NHLs</p> <ul style="list-style-type: none"> ■ Fairmount Waterworks, PA ■ John Bartram House, PA ■ Andalusia, PA 	<p>Parklands:</p> <ul style="list-style-type: none"> ■ Patuxent Research Refuge, MD ■ Gunpowder State Falls, MD ■ Natchaug State Forest, CT ■ The Greenway, RI ■ Pelham Bay Park, NY ■ Eisenhower County Park, NY ■ Saxon Woods County Park, NY ■ Norfolk County Canoe River Wilderness, MA <p>NHLs</p> <ul style="list-style-type: none"> ■ Washington Square West Historic District, PA ■ Reading Terminal and Trainshed, PA ■ Andalusia, PA ■ John B. Smith Building, MA

Source: NEC FUTURE team, 2015

¹ Ecologically Sensitive Habitat (ESH) is a term for those areas dedicated to conserving and maintaining biological diversity and natural resources, such as national wildlife refuges, parks, or forests. Other natural areas (such as wetlands, streams, and coastal areas) can also be considered ecologically sensitive. Federal or state agencies do not designate ESHs.

² Federally listed Threatened and Endangered (T&E) species are vulnerable to endangerment in the near future or are in imminent danger of becoming extinct due to the loss of habitat or the decline in population numbers. For some T&E species, federal agencies designate and protect critical habitats.

³ Essential Fish Habitat (EFH) comprise all aquatic habitats where fish spawn, breed, feed, or grow to maturity. These habitats include wetlands, coral reefs, sea grasses, and rivers.

S.7.4 Construction Effects (Chapter 8)

The Action Alternatives involve construction of significant rail infrastructure—tunnels, bridges, embankments, stations, and ancillary roads and support facilities—across the Affected Environment over an extended time period. Since detailed project design and construction information is not available at the Tier 1 level of analysis, the FRA developed potential construction types based on available conceptual information for each Action Alternative.

Six construction types comprise the potential infrastructure associated with all of the Action Alternatives: tunnel, trench, at-grade, embankment, aerial structure (bridges and viaducts), and major bridge. The FRA considered existing NEC construction features, as well as land use, topographic and other environmental features, and cost in developing the construction types. Figure S-5 describes the percentage of construction types by route distance for the existing NEC and each Action Alternative.

As presented in Figure S-5, the route miles by construction type for Alternatives 1 and 2 are similar to the existing NEC, with the exception of additional tunnel route miles as part of Alternatives 1 and 2. For Alternative 3, the route miles by construction type increase for tunnel, aerial structure, and trench, along with a decrease in embankment and at-grade route miles.

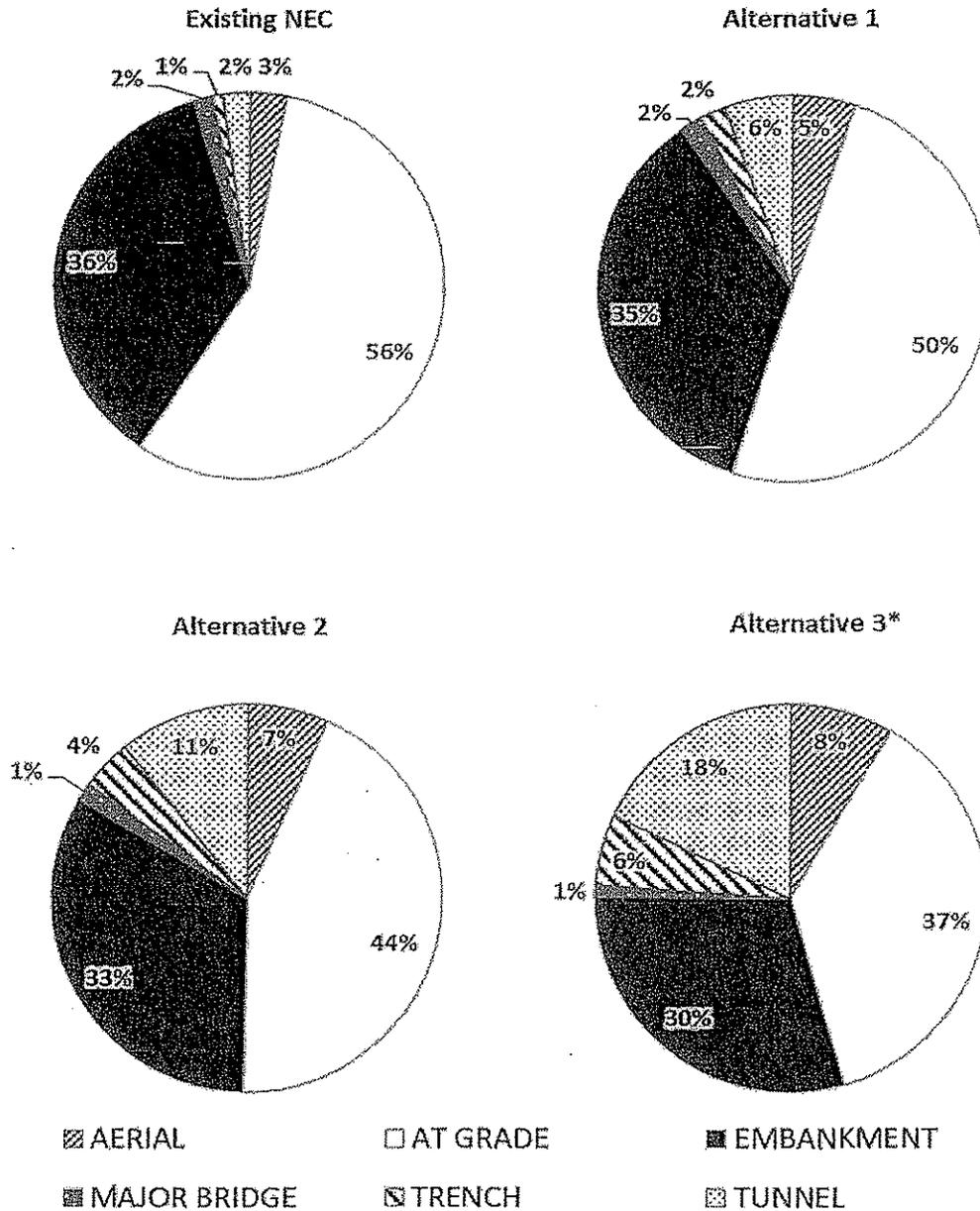
Regardless of the alternative selected, minimizing construction impacts on on-going rail operations can be best planned and achieved through the packaging of projects into multiple phases of the Selected Alternative. Through such phasing, individual projects can be timed to meet a number of important objectives. These include optimizing the benefits across the NEC of complementary capacity and travel-time projects, balancing the demand on resources, and spacing projects to take maximum advantage of construction outages and minimize adverse impacts on on-going train operations. The SDP will include a full phasing plan for the Selected Alternative that seeks to achieve these benefits.

S.7.5 Costs

Capital cost estimates were developed to understand the differences between the No Action Alternative and the Action Alternatives. An estimate of the capital cost of the No Action Alternative is \$19.9 billion in 2014 dollars. This includes \$8.35 billion in funded projects, \$980 million in funded and unfunded mandates, and \$10.53 billion in unfunded projects that are necessary to keep the railroad operating. The estimated \$9 billion cost of the first two types of projects (funded or mandated projects) is also included in each of the Action Alternatives. The No Action Alternative may have additional costs from emergency or unplanned repairs since the corridor will remain at heightened risk of service disruption and unpredictable failures. These additional costs are not accounted for in the estimate.

Table S-5 provides estimates of the capital cost of each Action Alternative. The capital cost of Alternative 1 is estimated at between \$64 billion and \$66 billion in 2014 dollars; Alternative 2 is estimated at \$131 billion to \$136 billion, and Alternative 3 is estimated at \$267 billion to \$308 billion. The large range for Alternative 3 is due to the difference in cost associated with each route option, as shown in Table S-6.

Figure S-5: Percentage of Route Miles by Construction Type – Washington, D.C., to Boston, MA



* The percentage of route miles shown in Alternative 3 is the average route miles by construction type for all route options between Washington, D.C., and Boston, MA.

Table S-5: Capital Costs – Action Alternatives (\$2014 billions)

Category	Alternative 1 (range)	Alternative 2 (range)	Alternative 3 (range)
Infrastructure	\$52–\$54	\$116–\$121	\$252–\$293
Vehicles	\$3	\$5	\$6
<i>Subtotal</i>	\$54–\$57	\$122–\$127	\$257–\$299
No Action Alternative Projects	\$9	\$9	\$9
TOTAL	\$64–\$66	\$131–\$136	\$267–\$308

Source: NEC FUTURE team, 2015

Notes: Infrastructure costs include professional services. Cost does not include property acquisition costs for yards or stations. Each of the Action Alternatives includes the \$9 billion cost associated with the No Action Alternative projects.

Table S-6: Capital Costs – Alternative 3 Route Options (\$2014 billions) (end-to-end costs)

Category	Central Connecticut/ via Providence	Long Island/ via Providence	Long Island/ via Worcester	Central Connecticut/ via Worcester
Infrastructure	\$267–\$279	\$252–\$262	\$265–\$276	\$281–\$293
Vehicles	\$6	\$6	\$6	\$6
<i>Subtotal</i>	\$273–\$285	\$257–\$268	\$271–\$281	\$286–\$299
No Action Alternative Projects	\$9	\$9	\$9	\$9
TOTAL	\$283–\$294	\$267–\$277	\$280–\$291	\$296–\$308

Source: NEC FUTURE team, 2015

Notes: Infrastructure costs include professional services. Cost does not include property acquisition costs for yards or stations.

The FRA also estimated annual operating and maintenance costs for each alternative. In the No Action Alternative and in Alternative 1, annual Intercity operating revenue is estimated at approximately \$2 billion and O&M costs at \$1 billion. In Alternatives 2 and 3, annual operating revenue would be approximately \$3 billion and O&M costs approximately \$2 billion. Surplus net operating revenues from Intercity service would be realized in each alternative and would range from an estimated \$500 million to \$1 billion annually.

S.7.6 Comparison of Alternatives: Summary of Findings (Chapter 9)

Table S-7 summarizes the factors and metrics discussed in this Summary and in Chapter 9 of the Tier 1 DEIS the FRA used to evaluate the similarities and differences between the No Action and Action Alternatives. Metrics such as service frequency, capacity, and annual passenger trips increase as the level of investment and service improvements increase, demonstrating the range of possibilities for the role of rail in the Study Area. Table S-7 illustrates the overall potential for improved mobility and economic growth. Metrics that capture changes in service frequency and travel times demonstrate how each Action Alternative would change travel from a local perspective. Both the end-to-end and local (sub-region or city-pair) perspectives are important in considering the benefits and costs of the No Action and Action Alternatives.

S.7.7 Phasing and Implementation (Chapter 10)

The ability to implement expanded passenger rail service as envisioned in the Action Alternatives, and to construct the improvements necessary to support such service, will depend on many factors,

including funding, environmental approvals, market growth, regional cooperation, and practical constraints relating to construction on a very busy rail corridor. Therefore, project sponsors will implement improvements incrementally. Some work, such as state-of-good-repair projects, could advance on a continual basis through annual bridge, track, electric-traction, systems, and structures programs, while larger projects would be planned and implemented separately.

To ensure that incremental capital investment in the NEC will result in benefits for the entire corridor, the FRA anticipates that the alternative selected in the Record of Decision (Selected Alternative) will be implemented in phases consisting of integrated, complementary projects. Phasing ensures that an appropriate integrated package of improvements is planned and implemented in order to meet specific service and operational objectives and to lay the foundation for future phases of work. In this way, travelers will experience near- and mid-term service benefits over the extended period of time that it will take to implement the full service plan envisioned by each Action Alternative.

Each of the Action Alternatives assumes the implementation of a common set of projects, or "Universal First Phase," that would support important enhancements to service and serve as a foundation for advancing subsequent work. In addition to a core set of projects common to the three Action Alternatives, the Universal First Phase includes operational efficiencies and corridor-wide service enhancements that will require significant coordination between the NEC railroads, including potential changes to existing institutional arrangements.

The Universal First Phase consists of high priority projects currently in planning for replacing aging infrastructure and relieving major chokepoints; additional infrastructure needed to support construction activities and to minimize adverse impacts on passenger rail operations during construction; equipment, and operational and institutional changes required to maximize the benefit and cost-effectiveness of investment in the NEC and provide for an enhanced customer experience.

Chapter 10, Phasing Implementation, provides information on the projects included in the Universal First Phase. Implementation of these projects would support a modest increase in both Intercity and Regional rail service, greatly enhance the overall reliability of passenger rail on the NEC, and prepare the NEC for future phases of work.

Table S-7: Summary of Alternatives – Characteristics and Evaluation Factors

Project Needs Addressed	Metrics for Evaluating	No Action	Alternative 1	Alternative 2	Alternative 3 (average)
Aging Infrastructure	☑ NEC in a state of good repair	NO	YES	YES	YES
Capacity	☑ Peak Rail Capacity utilization (# of trains, peak hour, peak direction)	Washington: 6 Hudson River: 24 Boston: 11	Washington: 12 Hudson River: 37 Boston: 17	Washington: 20 Hudson River: 52 Boston: 22	Washington: 24 Hudson River: 70 Boston: 24-32
	☑ Peak trains per hour (Intercity Trains at NYC)	—	2X the No Action	3X the No Action	5X the No Action
	☑ Peak passenger capacity utilization (# of passengers, peak hour, peak direction)	WAS: 6,610 Hudson: 30,374 Boston: 9,562	WAS: 9,615 Hudson: 44,993 Boston: 13,528	WAS: 11,173 Hudson: 61,280 Boston: 14,682	WAS: 12,403 Hudson: 71,111 Boston: 18,480
	☑ Annual Passenger Rail Trips (1,000s of Trips)	439,100	508,100	532,500	584,500
	○ Intercity	19,300	33,600	37,100	39,000
	○ Regional Rail	419,800	474,500	495,400	545,500
	☑ Annual Passenger Miles (in 1,000s)	13,957,565	17,640,308	19,142,079	20,710,292
	○ Intercity	3,103,000	5,610,200	6,232,400	6,565,500
	○ Regional Rail	11,264,400	12,547,100	13,455,800	14,713,900
	☑ Reduction in Annual VMT (in millions)	N/A	-2,000	-2,600	-3,100
☑ % Intercity Trips Diverted to Rail (% of trips on the NEC diverted from other modes)	—	36%	44%	46%	

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Table S-7: Summary of Alternatives – Characteristics and Evaluation Factors (continued)

Project Needs Addressed	Metrics for Evaluating	No. Action	Alternative 1	Alternative 2	Alternative 3 (average)	
Connectivity	■ Daily Trains Serving Airport Stations (total number of trains)	BWI: 141	BWI: 252	BWI: 386	BWI: 450	
		PHL: 0	PHL: 0	PHL: 149	PHL: 88	
		EWR: 152	EWR: 240	EWR: 364	EWR: 414	
		T.F. Green: 25	T.F. Green: 81	T.F. Green: 74	T.F. Green: 101	
		—	WAS-NJ/NY: 83	WAS-NJ/NY: 164	WAS-NJ/NY: 225	
	■ Air-to-rail diversions (annual trips in 1,000s)		NJ/NY-BOS: 216	NJ/NY-BOS: 274	NJ/NY-BOS: 248	
			PHL-BOS: 42	PHL-BOS: 47	PHL-BOS: 45	
			WAS-NYC: 36	WAS-NYC: 96	WAS-NYC: 150	
	■ Daily service volumes – train volume for key city-pairs and key stations		NYC-BOS: 19	NYC-BOS: 47	NYC-BOS: 88	NYC-BOS: 143
		■ Daily service volumes – train volume for connecting corridors	Richmond-NYC: 9	Richmond-NYC: 13	Richmond-NYC: 14	Richmond-NYC: 14
	Harrisburg-NYC: 9		Harrisburg-NYC: 13	Harrisburg-NYC: 22	Harrisburg-NYC: 21	
	Albany-NYC: 12		Albany-NYC: 22	Albany-NYC: 22	Albany-NYC: 22	
	Springfield-NYC: 2		Springfield-NYC: 9	Springfield-NYC: 27	Springfield-NYC: 37	
	■ Number of Stops by Station (daily)	○ Intercity Service	Odenton: 0	Odenton: 44	Odenton: 92	Odenton: 112
			PHL Airport: 0	PHL Airport: 0	PHL Airport: 92	PHL Airport: 86
			Secaucus: 0	Secaucus: 0	Secaucus: 108	Secaucus: 174
		○ Regional rail Service	Providence: 38	Providence: 98	Providence: 198	Providence: 167
			Odenton: 59	Odenton: 108	Odenton: 164	Odenton: 188
			PHL Airport: 72	PHL Airport: 72	PHL Airport: 216	PHL Airport: 288
Secaucus: 367			Secaucus: 522	Secaucus: 722	Secaucus: 970	
○ Total (Intercity Service + Regional rail Service)		Providence: 74	Providence: 84	Providence: 104	Providence: 140	
		Odenton: 59	Odenton: 152	Odenton: 256	Odenton: 300	
		PHL Airport: 72	PHL Airport: 72	PHL Airport: 308	PHL Airport: 374	
		Secaucus: 367	Secaucus: 522	Secaucus: 830	Secaucus: 1144	
		Providence: 74	Providence: 182	Providence: 302	Providence: 307	

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Table S-7: Summary of Alternatives – Characteristics and Evaluation Factors (continued)

Project Needs Addressed	Metrics for Evaluating	No Action	Alternative 1	Alternative 2	Alternative 3 (average)
Performance	■ Travel-Time savings for key city-pairs (Intercity-Corridor times in min)	—	WAS-NYC: 15 NYC-BOS: 40	WAS-NYC: 22 NYC-BOS: 70	WAS-NYC: 32 NYC-BOS: 97
	■ Station-to-station travel times (h:mm) – Intercity-Corridor	ODN-TRE: — WAS-HFD: 6:35 PHL-NHV: 3:23	ODN-TRE: 2:10 WAS-HFD: 5:14 PHL-NHV: 2:48	ODN-TRE: 2:03 WAS-HFD: 5:02 PHL-NHV: 2:35	ODN-TRE: 1:43 WAS-HFD: 4:19 PHL-NHV: 2:36
	■ Top speed by segment	WAS-NYC: 160 NYC-BOS: 150	WAS-NYC: 160 NYC-BOS: 160	WAS-NYC: 160 NYC-BOS: 160	WAS-NYC: 220 NYC-BOS: 220
Resiliency	■ Redundancy for key network links (# of routes WAS-BOS)	WAS-NYC: 1 NYC-BOS: 1	WAS-NYC: 1 NYC-BOS: 1	WAS-NYC: 1 NYC-BOS: 2	WAS-NYC: 2 NYC-BOS: 2
	■ Acres of the Representative Route vulnerable to flooding (At-grade and Construction)				
	○ Alternative 1: Old Saybrook-Kenyon New Segment (Existing NEC/Alt 1)	—	SLR*:5/2 SSF*: 126/3 RF*:141/4	—	—
	○ Alternative 2: New Haven-Hartford-Providence (Existing NEC/Alt 2)	—	—	SLR:7/1 SSF: 138/10 RF:353/139	—
	○ Alternative 3: New York County, NY, to Suffolk County, MA (Existing NEC/Alt 3 range)				SLR:10/0-1 SSF: 193/5-16 RF:277/42-97
	■ Number of Stations vulnerable to flooding – Current Climate Conditions, one or more flood hazards				
	○ New Stations	—	7	10	15-16
○ Existing Stations	—	54	55	55	

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* Sea Level Rise (SLR); Storm Surge Flooding (SSF); Riverine Flooding (RF)

Table S-7: Summary of Alternatives – Characteristics and Evaluation Factors (continued)

Project Needs Addressed	Metrics for Evaluating	No Action	Alternative 1	Alternative 2	Alternative 3 (average)
Environmental Sustainability	■ Change in Greenhouse Gas and Criteria Pollutants (tons/year)				
	○ CO ₂ e	—	-274,650	-327,180	-252,461
	○ CO	—	-2,480	-3,375	-3636
	○ VOC	—	-30	-45	-44
	○ NO _x	—	-75	-80	8
	○ PM10	—	-30	-35	-34
	○ PM2.5	—	-10	-10	-5
	○ SO ₂	—	170	340	516
	■ Change in energy use (MMBtu)				
	○ Roadways	—	-4,815,105	-6,516,805	-7,108,620
○ Diesel Trains	—	-1	-128,585	3	
○ Electric Trains	—	1,001,290	1,746,280	2,581,826	
Economic Growth	■ Employment Impacts in the Study Area (# of job-years)	300,900	784,670	1,583,000	3,483,400
	○ Construction Effects Employment	297,800	773,670	1,561,100	3,453,200
	○ Rail Operations Effects Employment	3,100	11,000	21,900	30,200
	■ Annual Travel Market Savings				
	○ Total Intercity Travel-Time Savings (millions)	—	\$1,973	\$1,941	\$2,106
	○ Total Emissions Savings	—	\$22	\$20	\$6
	■ Number of New and Modified Stations	5 stations	24 stations	27 stations	42–47 stations
	■ Jobs Accessible in a 30-Minute Train Travel Time (000s of jobs, net of No Action)	—	WAS: 60 NYP: 840 BOS: 0	WAS: 440 NYP: 1,410 BOS: 330	WAS: 430 NYP: 1,850 BOS: 370

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Table S-7: Summary of Alternatives – Characteristics and Evaluation Factors (continued)

Project Needs Addressed	Metrics for Evaluating	No Action	Alternative 1	Alternative 2	Alternative 3 (average)
Environmental Impacts	■ Rating of magnitude of effects on environment:				
	○ <u>Population</u> : Total population of census tracts intersecting the Affected Environment	4.4 million	4.5 million	4.9 million	5.9–6.5 million
	○ <u>EJ Census Tracts</u> : Percentage of EJ census tracts among all census tracts within the Affected Environment	59% census tracts	59% census tracts	57% census tracts	54–56% census tracts
	○ <u>Land Cover Conversion</u> : Percentage of Representative Route with potential conversion of Undeveloped Land	18% of the Representative Route	19% of the Representative Route	21% of the Representative Route	16-19% of the Representative Route
	○ <u>6(f) Parks</u> : Total Resources	20	21	23	23-27
	○ <u>4(f) Parks</u> : Total Resources	95	97	111	116-130
	○ <u>NRHP-Listed</u> : Total Resources	30 resources	142 resources	171 resources	136-150 resources
Cost	■ Total Capital Cost (\$B 2014)	\$19.9	\$63.6–\$66.2	\$131.0–\$136.1	\$266.8–\$308.0
	■ Total O&M Net Revenue (\$M 2014)	\$970	\$840	\$680	\$570

Source: NEC FUTURE team, 2014

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S.8 NEXT STEPS

The FRA encourages public dialogue on the evaluation of the No Action and Action Alternatives presented in this Tier 1 Draft EIS. A public comment period will be held, beginning with a Notice of Availability in the *Federal Register* and extending through January 30, 2016. During the public comment period, the FRA will host public hearings on this Tier 1 Draft EIS in various locations within the Study Area. Information on the public hearings and other methods of submitting comments will be available online at www.necfuture.com. The Tier 1 Draft EIS will be available for download from the website and in hard copy form at major libraries throughout the Study Area, including in all counties through which the existing NEC and Action Alternative Representative Routes run.

Following the public comment period, the FRA will identify a Preferred Investment Program (Preferred Alternative) that achieves a vision for passenger rail in the NEC. The Tier 1 Final EIS will describe the Preferred Alternative, which could be one of the Alternatives considered in this Tier 1 Draft EIS or an Action Alternative that is made up of elements of the Action Alternatives considered in this Tier 1 Draft EIS.

Finally, the FRA will formally select an alternative in a Record of Decision (ROD) to complete the Tier 1 environmental review process. The FRA will then prepare an SDP for the Selected Alternative as defined in the ROD. Future decisions by the U.S. Department of Transportation, the NEC states and Washington, D.C., and rail operators will shape the manner in which NEC FUTURE will be incrementally implemented over several decades.

Press Release

FOR IMMEDIATE RELEASE

Tuesday, December 29, 2015

Public Meetings Scheduled for Transit Riders Feedback on Comprehensive Transit Service Analysis

Capitol Region Council of Governments Will Be Hosting Public Meetings to Gather Feedback from Transit Riders on Potential CT *transit* Service Improvements

Hartford, Connecticut – The Capitol Region Council of Governments (CRCOG) will be holding public meetings to gather input from transit riders and other community members on potential service improvements as part of the ongoing Comprehensive Transit Service Analysis. The meetings will be held at various times and locations throughout the Capitol Region to encourage participation. A table of events can be found at the end of this release.

The Comprehensive Transit Service Analysis is a collaboration between CRCOG, the Connecticut Department of Transportation, CT *transit*, and Nelson\Nygaard Consulting Associates. The purpose of this effort is to evaluate current CT *transit* route effectiveness and to recommend bus system changes to increase ridership and convenience. Feedback from the upcoming meetings will be used to critique the presented service change recommendations and inform the creation of a preferred scenario to be presented later in the study.

Public meetings will be held in two formats. Open house meetings will be held during lunch and evening hours. Each open house will feature a short presentation about the study and potential improvement options. Study maps will be on display before and after the presentation, and study team members will be on hand to answer questions. Refreshments will be provided. Open house meetings in East Hartford and Manchester will also include a presentation on the CT *fastrak* East study.

For people who cannot attend the open house meetings, smaller informational sessions will be hosted at several CT *transit* and CT *fastrak* stop locations. At these events, project staff will hand out information flyers and talk about possible changes with transit riders.

Interested individuals are encouraged to complete a short transit survey and learn more about the project at www.HartfordTransitStudy.com. Paper versions of this survey will also be available at all open house meetings and information sessions.

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us at 860-522-2217 x227, as soon as possible.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217 x227, lo más pronto posible.

OPEN HOUSE MEETINGS	
<p style="text-align: center;">Tuesday, January 19*</p> <p>These two meetings will also feature information about the CTfastrak East study.</p>	<p>11:00am to 1:00pm, presentation starts at 11:30. Goodwin College Community Room 1 Riverside Dr. East Hartford, CT 06118</p>
	<p>5:00pm to 7:00pm, presentation starts at 5:30. Whiton Memorial Library Auditorium 100 N. Main St. Manchester, CT 06042</p>
<p style="text-align: center;">Wednesday, January 20*</p>	<p>11:00am to 1:00pm, presentation starts at 11:30. Hartford Public Library Center for Contemporary Culture 500 Main St, Hartford, CT 06103</p>
	<p>5:00pm to 7:00pm, presentation starts at 5:30. Elmwood Community Center Rm 29/211 1106 New Britain Ave. West Hartford, CT 06110</p>
<p style="text-align: center;">Thursday, January 21*</p>	<p>5:00pm to 7:00pm, presentation starts at 5:30. Windsor Town Hall Ludlow Room 275 Broad St. Windsor, CT 06095</p>
RIDER INFORMATION SESSIONS	
<p style="text-align: center;">Tuesday, January 19*</p>	<p>2:00pm to 3:30pm Buckland Hills Mall CTtransit Bus Stop</p>
<p style="text-align: center;">Wednesday, January 20*</p>	<p>7:30am to 9am CTfastrak Parkville Station</p>
	<p>2:00pm to 3:30pm Copaco Center CTtransit Bus Stop</p>
<p style="text-align: center;">Thursday, January 21*</p>	<p>11:00am to 1:00pm CTfastrak Flatbush Station</p>
	<p>2:00pm to 3:30pm Weathersfield Shopping Center CTtransit Bus Stop</p>

**In the event of severe weather, meetings scheduled for January 19 will be held on January 26; meetings scheduled for January 20 will be held on January 27; and meetings scheduled for January 21 will be held on January 28.*

About the Capitol Region Council of Governments (CROG) – Working Together for a Better Region

CROG is established under the Connecticut General Statutes as a voluntary association of municipal governments serving the 38 Metro Hartford municipalities. Our members have collaborated for more than 30 years on a wide range of projects related to planning, transportation, service sharing, and cooperative procurement to benefit our towns individually and the region as a whole.

Government Relations & Research

January 6, 2016

Estimated Reductions in FY 16 Municipal Aid

Below is information on the impacts to towns of reductions in municipal aid for the current fiscal year (FY 16). The reductions are a result of two state budget items: lapses associated to the MORE Commission; and the deficit mitigation package approved in December.

A town-by-town list of the estimated reductions can be found at the end of the document.

MORE Commission Lapses

The adopted FY 16 state budget includes \$20 million in lapses in municipal aid. These reductions were supposed to be offset by savings identified by the MORE Commission. To date, no savings have been realized.

At the time of budget adoption, there was no indication from which programs the cuts would be made. Subsequently, the following program lapses were announced.

- \$14.8 million from PILOT: State-Owned Property and PILOT: Private College and Hospital Property
- \$4.1 million from ECS
- \$1.1 million for the Department of Housing Tax Abatement Grant

PILOT

The cuts to PILOT were made in September.

Each town's total PILOT lapse was based on a sliding scale that ranges from \$20 per person in Greenwich to \$3 per person in Windham. The per-person amount was based on the relative value of a town's 2012 equalized net grant list per capital (ENGLPC). The following ratio was used to determine relative value.

$$\frac{\text{difference between a town's ENGLPC and the state's lowest ENGLPC}}{\text{difference between the state's highest and lowest ENGLPC}}$$

Towns with higher ENGLPCs received higher reductions in PILOT. The reductions were taken from the state-owned PILOT. If a municipality's lapse exceeded its state-owned PILOT grant, and the town also received a college and hospital PILOT grant, a cut was made to the college and hospital PILOT grant.

There were some exceptions.

- Any town categorized as a distressed municipality in the past five years did not receive a reduction that would have resulted in statutory aid cut of more than two percent. This impacted only Norwalk and Stamford.
- There are municipalities whose total PILOT grant amounts are smaller than the cut they would have received under the formula. In those towns, the entire PILOT amounts were cut.

ECS

A second set of lapses announced in December resulted in a loss of \$4.1 million in ECS funding. These reductions consist of two components.

- A total of \$3.86 million was cut based on the amount of reductions taken from the PILOT grants in September. These cuts impacted towns that did not receive the full reduction to PILOT due to the fact that those towns' PILOT grant amounts were less than the cut they would have received under the formula. The towns that received a full cut to PILOT in September were not impacted by this reduction.
- An additional \$228,000 was taken to complete the \$4.1 million lapse, and all towns were impacted by this reduction.

DOH Tax Abatement

The final component of the lapses was the elimination of the DOH Tax Abatement Grant.

Deficit Mitigation Package

The General Assembly also approved a deficit mitigation package in December to address a projected FY 16 shortfall. This included a cut of \$1.0 million to the Public School Transportation Grant. The following programs were also reduced, however, estimates by town were not provided.

- Magnet Schools (lapse is due to lower than expected enrollment): \$6.0 million
- Open Choice (lapse is due to lower than expected enrollment): \$1.45 million
- Interdistrict Cooperation (lapse is due to lower than expected enrollment): \$250,000
- School Readiness Quality Enhancement: \$205,556
- Health and Welfare Services for Pupils in Private Schools: \$152,000
- Young Parents Program: \$9,173
- Community Services-Municipality: \$3,141

Estimated FY 16 Reductions by Town

Municipality/District	PILOT	ECS	DOH Tax Abatement	Public School Transport.	TOTAL
Andover	14,900	190	0	720	15,810
Ansonia	66,446	846	10,150	4,874	82,316
Ashford	5,814	12,256	0	1,515	19,585
Avon	105,780	18,907	0	555	125,242
Barkhamsted	17,799	1,337	0	771	19,907
Beacon Falls	26,979	344	0	0	27,323
Berlin	24,263	91,324	0	3,809	119,396
Bethany	30,369	387	0	401	31,157
Bethel	49,636	52,582	37,087	4,182	143,487
Bethlehem	980	18,971	0	0	19,951
Bloomfield	107,393	1,368	43,983	5,558	158,302
Bolton	24,301	309	0	1,279	25,889
Bozrah	5,739	6,898	0	858	13,495
Branford	168,828	9,524	0	2,804	181,156
Bridgeport	474,411	6,041	22,330	47,227	550,009
Bridgewater	1,299	14,996	0	0	16,295
Bristol	244,781	3,117	0	16,838	264,736
Brookfield	28,576	82,915	0	1,362	112,853
Brooklyn	33,408	425	0	5,127	38,960
Burlington	47,209	2,277	0	0	49,486
Canaan	8,254	105	0	156	8,515
Canterbury	9,878	11,622	0	3,569	25,069
Canton	30,356	27,569	0	1,918	59,843
Chaplin	9,630	123	0	1,153	10,906
Cheshire	151,620	1,931	0	6,927	160,478
Chester	13,552	11,345	0	180	25,077
Clinton	35,148	43,154	0	1,936	80,238
Colchester	72,165	919	0	7,276	80,360
Colebrook	5,781	2,853	0	122	8,756
Columbia	7,026	20,106	0	1,725	28,857
Cornwall	15,166	193	0	12	15,371
Coventry	48,662	8,339	0	5,646	62,647
Cromwell	70,475	897	0	1,924	73,296
Danbury	395,168	5,032	0	20,345	420,545
Darien	108,928	243,857	0	12	352,797
Deep River	10,683	14,768	0	261	25,712
Derby	46,814	596	0	2,918	50,328

Municipality/District	PILOT	ECS	DOH Tax Abatement	Public School Transport.	TOTAL
Durham	18,672	20,325	0	0	38,997
East Granby	27,648	2,224	0	681	30,553
East Haddam	33,323	13,949	0	2,314	49,586
East Hampton	62,226	792	0	3,096	66,114
East Hartford	191,300	2,436	0	19,903	213,639
East Haven	117,240	1,493	0	8,831	127,564
East Lyme	107,442	1,368	0	2,126	110,936
East Windsor	53,895	686	0	4,608	59,189
Eastford	7,406	1,283	0	902	9,591
Easton	59,953	763	0	12	60,728
Ellington	7,403	66,822	0	6,014	80,239
Enfield	183,113	2,332	0	14,085	199,530
Essex	25,711	24,147	0	23	49,881
Fairfield	512,306	6,524	0	308	519,138
Farmington	170,134	2,167	0	678	172,979
Franklin	10,552	134	0	728	11,414
Glastonbury	50,898	150,324	0	3,660	204,882
Goshen	17,225	6,848	0	0	24,073
Granby	12,653	42,585	9,774	1,413	66,425
Greenwich	882,693	381,118	0	12	1,263,823
Griswold	45,648	581	0	6,504	52,733
Groton	208,865	2,660	0	11,086	222,611
Guilford	38,824	113,389	0	1,411	153,624
Haddam	45,014	573	0	0	45,587
Hamden	249,470	3,177	0	24,742	277,389
Hampton	8,094	103	0	664	8,861
Hartford	399,405	5,086	267,084	61,908	733,483
Hartland	11,057	141	0	769	11,967
Harwinton	9,884	19,583	0	0	29,467
Hebron	14,868	30,061	0	1,417	46,346
Kent	22,806	290	6,428	117	29,641
Killingly	71,159	906	0	8,316	80,381
Killingworth	35,964	458	0	0	36,422
Lebanon	28,007	6,746	0	3,519	38,272
Ledyard	64,353	819	0	6,255	71,427
Lisbon	7,062	15,202	0	1,938	24,202
Litchfield	50,537	644	0	991	52,172
Lyme	16,546	5,854	0	0	22,400
Madison	141,538	1,802	0	598	143,938

Municipality/District	PILOT	ECS	DOH Tax Abatement	Public School Transport.	TOTAL
Manchester	242,364	3,086	0	14,828	260,278
Mansfield	81,087	1,033	0	4,885	87,005
Marlborough	18,910	13,595	0	661	33,166
Meriden	216,326	2,755	0	20,245	239,326
Middlebury	39,385	8,292	0	0	47,677
Middlefield	9,851	12,007	0	0	21,858
Middletown	200,923	2,559	67,855	21,317	292,654
Milford	331,676	4,224	0	3,673	339,573
Monroe	11,300	106,078	0	1,995	119,373
Montville	80,145	1,021	0	9,326	90,492
Morris	15,835	202	0	0	16,037
Naugatuck	83,660	31,690	0	14,654	130,004
New Britain	220,096	2,803	37,500	49,148	309,547
New Canaan	37,376	286,542	0	12	323,930
New Fairfield	19,436	63,059	0	2,088	84,583
New Hartford	18,700	17,662	0	1,548	37,910
New Haven	470,385	5,990	85,128	89,249	650,752
New London	95,957	1,222	0	12,004	109,183
New Milford	150,285	1,914	0	7,319	159,518
Newington	146,895	1,871	0	9,398	158,164
Newtown	159,164	2,027	0	3,836	165,027
Norfolk	12,482	159	0	82	12,723
North Branford	7,729	63,736	0	6,547	78,012
North Canaan	16,869	215	0	1,404	18,488
North Haven	138,490	1,764	0	3,785	144,039
North Stonington	22,209	6,841	0	2,386	31,436
Norwalk	351,812	0	11,504	2,575	365,891
Norwich	146,635	1,867	0	23,200	171,702
Old Lyme	59,723	10,974	0	0	70,697
Old Saybrook	88,299	6,013	0	265	94,577
Orange	92,677	1,180	0	962	94,819
Oxford	74,694	951	0	1,432	77,077
Plainfield	57,487	732	0	10,299	68,518
Plainville	16,379	64,003	0	6,628	87,010
Plymouth	11,132	37,048	0	6,916	55,096
Pomfret	18,207	232	0	1,552	19,991
Portland	25,959	19,801	0	1,951	47,711
Preston	14,849	7,672	0	3,564	26,085
Prospect	1,967	45,932	0	0	47,899

Municipality/District	PILOT	ECS	DOH Tax Abatement	Public School Transport.	TOTAL
Putnam	36,902	470	0	6,493	43,865
Redding	74,749	952	0	12	75,713
Ridgefield	139,247	73,339	0	24	212,610
Rocky Hill	105,562	1,344	0	2,427	109,333
Roxbury	3,999	25,075	0	0	29,074
Salem	19,829	253	0	1,894	21,976
Salisbury	7,724	38,614	0	59	46,397
Scotland	6,914	88	0	927	7,929
Seymour	21,211	51,278	0	5,005	77,494
Sharon	23,345	6,537	0	12	29,894
Shelton	14,528	224,106	0	4,405	243,039
Sherman	14	31,202	0	132	31,348
Simsbury	114,575	9,819	0	1,706	126,100
Somers	48,250	614	0	3,172	52,036
South Windsor	12,473	124,031	0	5,005	141,509
Southbury	110,805	1,411	0	0	112,216
Southington	160,829	52,942	0	6,829	220,600
Sprague	11,268	143	0	1,982	13,393
Stafford	47,779	608	0	8,446	56,833
Stamford	360,191	0	324,200	3,875	688,266
Sterling	5,519	9,533	0	2,824	17,876
Stonington	20,545	107,063	0	1,046	128,654
Stratford	257,095	3,274	0	11,791	272,160
Suffield	77,238	984	0	3,763	81,985
Thomaston	32,831	418	0	1,974	35,223
Thompson	13,276	24,496	0	4,023	41,795
Tolland	50,432	21,940	0	4,880	77,252
Torrington	139,544	1,777	0	16,539	157,860
Trumbull	106,595	127,997	0	2,576	237,168
Union	4,677	60	0	502	5,239
Vernon	112,942	1,438	0	5,252	119,632
Voluntown	11,433	146	0	1,782	13,361
Wallingford	233,379	2,972	0	12,043	248,394
Warren	3,998	11,002	0	0	15,000
Washington	26,744	18,211	0	0	44,955
Waterbury	343,313	4,372	195,557	45,719	588,961
Waterford	148,273	1,888	0	1,271	151,432
Watertown	17,768	85,259	0	6,462	109,489
West Hartford	340,229	4,333	0	7,286	351,848

Municipality/District	PILOT	ECS	DOH Tax Abatement	Public School Transport.	TOTAL
West Haven	197,906	2,520	0	20,930	221,356
Westbrook	53,087	676	0	240	54,003
Weston	6,420	103,036	0	12	109,468
Westport	417,699	5,319	0	12	423,030
Wethersfield	126,602	1,612	0	3,295	131,509
Willington	26,528	338	0	2,200	29,066
Wilton	91,186	95,672	0	12	186,870
Winchester	44,547	567	0	3,597	48,711
Windham	75,639	963	0	11,778	88,380
Windsor	54,117	101,085	0	9,560	164,762
Windsor Locks	64,417	4,976	0	3,240	72,633
Wolcott	2,076	75,313	0	5,887	83,276
Woodbridge	16,767	42,417	0	74	59,258
Woodbury	346	55,352	0	0	55,698
Woodstock	7,425	30,770	0	2,828	41,023
District No. 1	0	0	0	68	68
District No. 4	0	0	0	897	897
District No. 5	0	0	0	2,848	2,848
District No. 6	0	0	0	1,129	1,129
District No. 7	0	0	0	4,163	4,163
District No. 8	0	0	0	3,958	3,958
District No. 9	0	0	0	538	538
District No. 10	0	0	0	6,336	6,336
District No. 11	0	0	0	1,669	1,669
District No. 12	0	0	0	1,380	1,380
District No. 13	0	0	0	4,015	4,015
District No. 14	0	0	0	3,785	3,785
District No. 15	0	0	0	8,446	8,446
District No. 16	0	0	0	7,423	7,423
District No. 17	0	0	0	7,045	7,045
District No. 18	0	0	0	1,014	1,014
District No. 19	0	0	0	6,164	6,164
TOTAL	14,797,253	4,084,175	1,118,580	1,000,004	21,000,012

Source: OPM; OFA; CCM

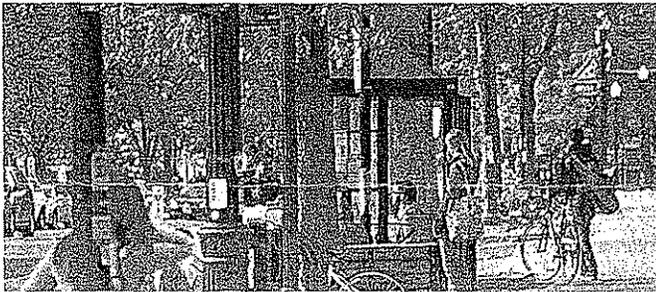
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BREAK

**BENEFITS OF CRCOG MEMBERSHIP
FY 2014-2015
Town of Mansfield
NEW FY2015-2016 DUES: \$19,495**

Item #14

This is a partial listing of CRCOG projects that benefit the Town of Mansfield.

This year, CRCOG and member communities benefited from the completion of the 3.5 year, **\$4.2 million** US Housing and

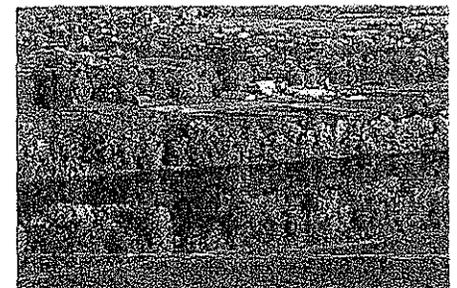


Urban Development Sustainable Communities Regional Planning Grant. More than 20 individual projects helped create a vision and an action agenda for a connected, competitive, vibrant and green Hartford-Springfield Knowledge Corridor. Capitol Region municipalities will benefit from activities that are implementing the Knowledge Corridor Action Agenda: the **MetroHartford Brownfields Program**, which will make **\$533,000** in assessment grants and **\$850,000** in remediation loans and sub-grants available to member municipalities to assist in

preparing contaminated properties for redevelopment; **technical assistance on transit-oriented development** to member communities through the **CTfastrak** and **CTRail-Hartford Line Corridor Advisory Committee** and special technical assistance projects; the updated **Capitol Region Pedestrian and Bicycle Plan**, and an **Active Transportation Audit Tool** that can be used by municipalities to evaluate the walkability/bikeability of selected locations, and help in identifying the need for future infrastructure improvements; **CRCOG's Green Clearinghouse website**, which showcases municipal best practices that support sustainable communities; and the **Capitol Region Natural Hazards Mitigation Plan** update, which enables participating municipalities to apply for FEMA hazard mitigation grants. CRCOG is also updating the Central Connecticut Region Natural Hazards Mitigation Plan, and is participating in the update of the Windham Region Plan.

Mansfield can also take advantage of newly-developed model sustainable land use regulations that support housing diversity and affordability, encourage energy efficiency and the use of alternative energy, allow for compact development, and support local food systems and food security.

CRCOG provides a variety of services that can help with municipal land use and community development planning, including Geographic Information System (GIS) analysis, map production, and technical assistance in analyzing U.S. Census data. In addition, CRCOG acquires and develops aerial imagery and other data products covering the entire regional area, in conjunction with hosting and maintaining a regional web-based GIS system. **Mansfield's benefit of the recent regional GIS update was \$5,940.** Finally, CRCOG developed and maintains a Regional Online Permitting system to enable municipalities to administer the planning and zoning application process on-line.



The Capitol Region Purchasing Council (CRPC) program saves its members money through conducting competitive bids on

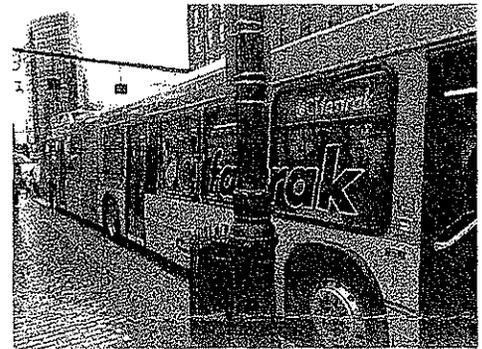


their behalf, and providing access to volume-based savings. CRPC conducted 14 bids in FY2014-15, saving its members over **\$1.6 million**. CRPC has seen a large increase in utilization of our Job Order Contracting program (e2IQC) which provides on-call construction and renovation services to our members. This fiscal year alone, **over \$4.1 million of projects** have been completed for our member municipalities and agencies in e2IQC. The CRPC serves **over 100 member municipalities and agencies**. CRCOG membership dues include CRPC membership. CRCOG's IT Services Cooperative has been

implementing three of five M.O.R.E. Commission Nutmeg Network Demonstration Projects that help municipalities leverage their access to the expanding state-run high speed fiber Nutmeg Network. These services (VoIP, Hosting Services and Streaming Video) will be available to all towns in late summer 2015. An additional \$1.2 million is forthcoming in FY2016 to purchase additional data center equipment and to fund the work of the last two Nutmeg Network

Demonstration Projects: Electronic Document Management and the Human Resources Portal. CRCOG IT Services Cooperative currently offers IT Technical Assistance from our IT Strategic Partner CCAT and a fiber lease-to-own contract with SERTEX. This fiscal year, 12 towns have used or are in process of using our SERTEX fiber contract with Purchase Orders totaling over **\$1 million**. Mansfield's portion of CRPC savings in FY2014-2015 was approximately \$0 because Mansfield did not participate in this program. Depending on the level of participation, towns of comparable size have received benefits ranging from \$4,600 to over \$70,000. **Mansfield participates in the Streaming Video Nutmeg Network Demonstration Project.**

In FFY 2014, CRCOG obligated approximately **\$10.3 million** in federal STP Urban Transportation Funds to start design, right-of-way acquisition, or construction of previously approved projects. In addition to this, CRCOG programmed **\$12.8 million** in Local Transportation Capital Improvement Program (LOTICIP) funds through commitment to fund letters. The CRCOG Transportation Program further assisted in the advancement of additional municipal transportation roadway, enhancement, and congestion-related projects. CRCOG continued to provide technical assistance to towns to solve traffic problems, program federal monies, and worked with CTDOT on design issues through corridor studies and general technical assistance. **CRCOG will continue to work with the Town and other stakeholders to advance a \$540,000 study of gateway corridors to UConn Storrs. Approximately \$32,300 is also expected to be allocated to the Town for the State Matching Grant Program for Elderly and Disabled Demand Responsive Transportation (Municipal Grant Program).**



3 STEPS THAT HELP SAVE HUNDREDS OF LIVES EACH YEAR.



The CRCOG Public Safety Program works to coordinate regional public safety and homeland security activities. These programs help protect our communities and prepare us to respond and recover, as a region, from disasters. Since 2009, CRCOG has received approximately **\$14.8 million** in Public Safety dollars from the State Homeland Security Grant Program, Law Enforcement Terrorism Prevention Program, Metropolitan Medical Response System, Interoperable Emergency Communications, Urban Areas Security Initiative, and the Citizen Corps Program. CRCOG has facilitated numerous regional exercises including table-top, functional and full-scale, contracted for a full capability assessment, conducted various After Action Reviews, established a Long Term Care Facility Mutual Aid Plan and instituted the Get Ready Capitol Region citizen awareness website and campaign. Through CRCOG, regional teams including Special Weapons and Tactics (SWAT), Dive, the Hartford Bomb Squad, Regional Incident Dispatch, Command Post, Special Needs training unit, and the Medical Reserve Corps also received extensive training and equipment. Individual towns have received reimbursement for first responders attending approved training or exercises;

assistance with local training and exercises, SWAT equipment, fingerprint machines, cots, upgrades to local emergency operation centers, credentialing capability, and CAPTAIN Police and Fire equipment and services.

This is only a partial listing of CRCOG projects and benefits. CRCOG also offers other benefits that cannot be measured monetarily including technical assistance in shared services, transportation and land use planning.

Connecticut Water Company
93 West Main Street
Clinton, CT 06413-1600

Office: 860.669.8636
Customer Service: 800.286.5700



Item #15

December 15, 2015

Dear Property Owner:

Connecticut Water will begin installing water main on Route 195 in Mansfield between the Railroad Bridge (near the Coventry town line) and St. Paul's. Town records show that you are a property owner along the construction route, and that is why we are sending this notice to you.

This work is being done as part of our project to bring water from our largest water system, which serves several communities in northern Connecticut, to the Mansfield area.

Construction is scheduled to begin this week and work hours will be 6 a.m. to 2:30 p.m., Monday through Friday. Most of this work in this area will be done off the side of the road and will only occasionally require the use of a travel lane and alternating one-way traffic. Some of the work will disturb grassy areas and driveways at the edge of the road.

Our contractor will maintain access to driveways, but there may be a brief period as pipe is installed near a driveway apron that access to the driveway is blocked. This is the same contractor who has been working on the other portions of Route 195 for our project and who has worked diligently to minimize any inconveniences to other homeowners along the construction zone.

We anticipate working on this stretch of Route 195 for as long as weather permits. Work on portions of the project that are suspended due to winter weather conditions will resume in 2016.

We understand that Route 195 is heavily traveled in this area and we want to provide area residents and motorists with timely information on the water main project. Further, we will work closely with UConn and the Town of Mansfield to ensure that construction activities are suspended when there are major events planned.

Connecticut Water has launched a web page that provides detailed information and updates on the project and allows you to enroll for text and e-mail alerts for project updates and lane closures.

You can sign up directly for these alerts at www.ctwater.com/projects.

If you have any questions about our project please call Chris Wojciak, senior engineer, at (860) 292-2840.

Sincerely,

A handwritten signature in black ink, appearing to read "C.J. Patla".

Craig J. Patla
Vice President of Engineering

For more information, please visit the link on our website
at ctwater.com/projects or contact Customer Service at
1-800-286-5700

Delivering Water Supply to University of Connecticut and Town of Mansfield

Connecticut Water is ready to deliver on our commitment to provide safe, reliable drinking water to meet the long-term water supply needs of the Town of Mansfield and the University of Connecticut.

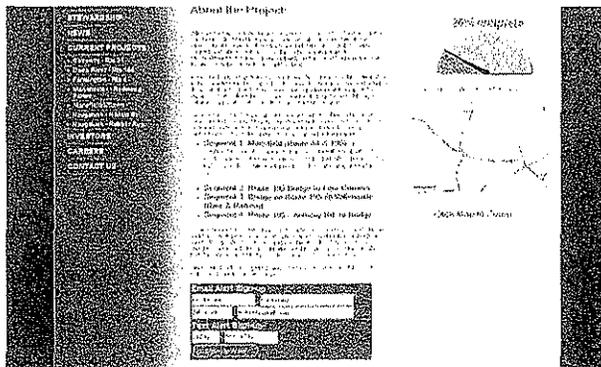
The project includes a five mile pipeline extension from Anthony Road in Tolland along Route 195 (Storrs Road) to the UConn "Delivery Point" at a meter vault located on Route 195 just south of Mansfield Supply.

Communications

A comprehensive digital communications tool has been developed to provide timely updates on construction status and potential impacts for property owners and drivers who may be affected by work on the project.

You are able to request direct email notifications and text alerts for project updates and traffic notifications on our Website.

Specific information on construction segments is available at www.ctwater.com/projects. Communications updates will also be provided through local communities and the University.



Project Overview

To provide for the most timely completion and delivery of the pipeline, the construction will be performed in 4 segments – with work on multiple segments being done concurrently with expected completion in 2016:

Segment 1: Mansfield (Route 44 & 195) – Crews have completed the installation of 7,000' of 16" pipe in Route 195 from St. Paul's Church to the UConn "Delivery Point." Also Includes installation of 3,000' of 12" pipe in Route 44 working from the intersection of Route 195 west to Connecticut Water's system at Jensen's Rolling Hills. The final restoration work in the Four Corners area will be coordinated with the Town, consistent with other projects in the area.

Segment 2: Route 195 Railroad Bridge to St. Paul's Church – This is the Segment starting the week of December 14, 2015, and it involves installation of 8,900' of 16" pipe in Route 195 from Route 32 to St. Paul's Church.

Segment 3: Route 195 Between Willimantic River & Railroad Bridge – Stationary work site involving the crossing at Willimantic River and Railroad and some associated main in Route 195.

Segment 4: Route 195 - Anthony Road to Bridge – Installation of 9,700' of pipe in Route 195 from the Willimantic River Bridge West to Anthony Road in Tolland has been suspended and will resume in the spring of 2016.

- Hours of Work: Daytime construction, with adjustments as needed for special events or traffic flows.
- There will be multiple construction crews working concurrently within the project: Work may be done off road during winter as weather allows.



Serving Customers and Communities in Connecticut

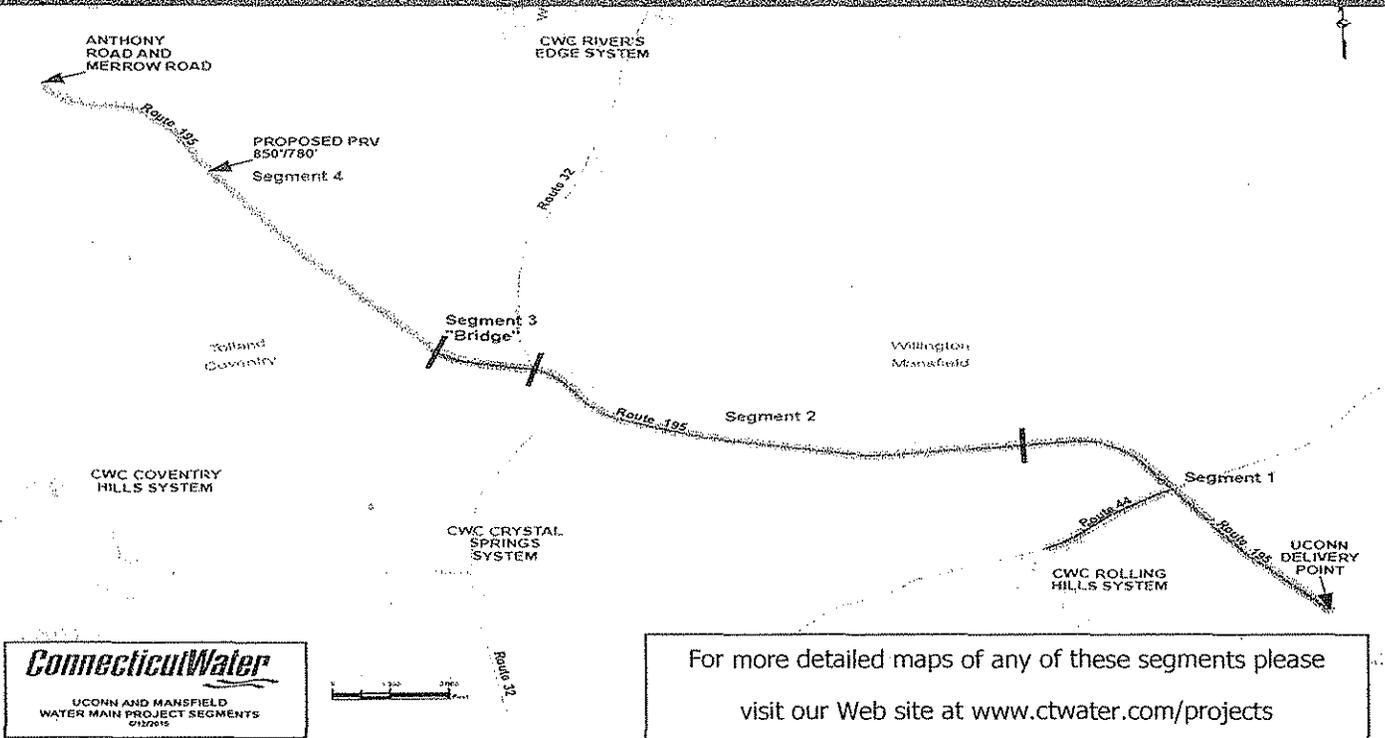
The construction project is broken into 4 segments, as shown below, with all work scheduled to be completed within 18 months.

- **Segment 1** – Has been completed. It started in July so that work in the area closest to the University and Four Corners could be performed when school was not in session to minimize the disruptions and traffic impacts.
- **Segments 3 & 4** – Began in mid-August and is suspended until spring 2016.
- **Segment 2** – Starts the week of December 14 and will continue as long as weather permits.

VMS Construction has been hired to perform the work and Connecticut Water will have a designated representative on site if there are any questions during the project.

Anyone with questions on the project should contact Connecticut Water at 1-800-286-5700.

Sign up for timely construction updates at www.ctwater.com/projects



Learn more at www.ctwater.com/projects



Dan Meaney
 Director Corporate Communications
 860-664-6016
dmeaney@ctwater.com

Dan Lesnieski
 Infrastructure Rehabilitation Manager
 860-292-2834
dlesnieski@ctwater.com

Connecticut Water is proud to deliver quality water and service to 90,000 customers, or 300,000 people, in 56 Connecticut towns. Safe, reliable water provides for public health, public safety and economic development for the customers and communities we serve.

PAGE
BREAK

From: Tyrie, Patrice [<mailto:ptyrie@burnsmcd.com>]
Sent: Monday, December 21, 2015 4:28 PM
Subject: Interstate Reliability Project completion

Good Afternoon,

I wanted to notify you that Eversource Energy has completed a major milestone in its effort to ensure reliable electric service to its Connecticut customers. The Interstate Reliability Project, which included 36.8 miles of new overhead 345-kV electric transmission lines between Eversource's Card Street Substation in Lebanon and the CT/RI border (in Thompson, CT), was completed and successfully energized ahead of schedule and on-budget. A press release is expected to be issued early next year regarding this milestone.

Working with its project partner National Grid, the total Project included approximately 75 miles of new 345-kilovolt (kV) electric transmission lines and related modifications and improvements to substation and switching station facilities in northeastern Connecticut, northwestern Rhode Island, and south-central Massachusetts.

The Project was designed to meet mandatory national and regional reliability standards, provide greater access to clean, renewable, and less expensive power sources, and increase the overall capacity of the transmission system serving southern New England.

In addition to its system reliability benefits, this Project will also add substantial municipal tax revenue for host communities and is estimated to have generated over 500 new local jobs during the construction period.

On behalf of everyone at Eversource, I want to thank you for your support throughout the Interstate Reliability Project process.

I hope you have a great holiday season and wish you all the best in the future –

Regards,
Patty

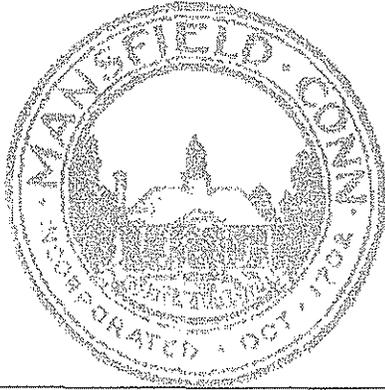
Patrice Tyrie, IAP2 Certified \ Burns & McDonnell
Senior Public Involvement Specialist \ Stakeholder Management Solutions
o 203-949-2320 \ m 860-218-7523
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PAGE
BREAK



THE MANSFIELD

MINUTE

JANUARY 2016

www.mansfieldct.gov

Item #17

- *Town Hall will be closed on January 1 for New Year's Day.*
- *Town Hall will be closed on January 18 for Martin Luther King's Day.*
- *MPL Friends Book Sale January 9, 2016. Wide selection of nonfiction books for sale!*
- *Bring your holiday tree to the transfer station where it will be ground into wood chips. No charge. Wood chips are available to residents throughout the year.*



Open Mansfield
open.mansfieldct.gov

Do you have questions about the town's budget?

Go to Open Mansfield and get answers!

Not sure how to use Open Mansfield?

Come to the library for training:

Wednesday, Jan. 20, 10:30 AM

Thursday, Feb. 4, 6:30 PM

Can't make it to a class?

Call the library, and our friendly librarians will make an appointment with you to go over how to use the site.

More classes will be scheduled soon!

FY 16/17 BUDGET PROCESS QUICKLY APPROACHING

Each year the Town prepares an operating budget and capital improvement program. Pursuant to state law, the Town operates on a July 1—June 30 fiscal year. Most of the key dates in the Town's budget process will occur in late winter/spring 2016 for the July 2016 – June 2017 fiscal year. The Town budgets for its anticipated revenues and expenditures needed to provide services such as Pre K-12 education, fire and police protection, snow plowing, and a public library. The capital budget provides funding for projects such as road paving, drainage projects, and school building renovations.

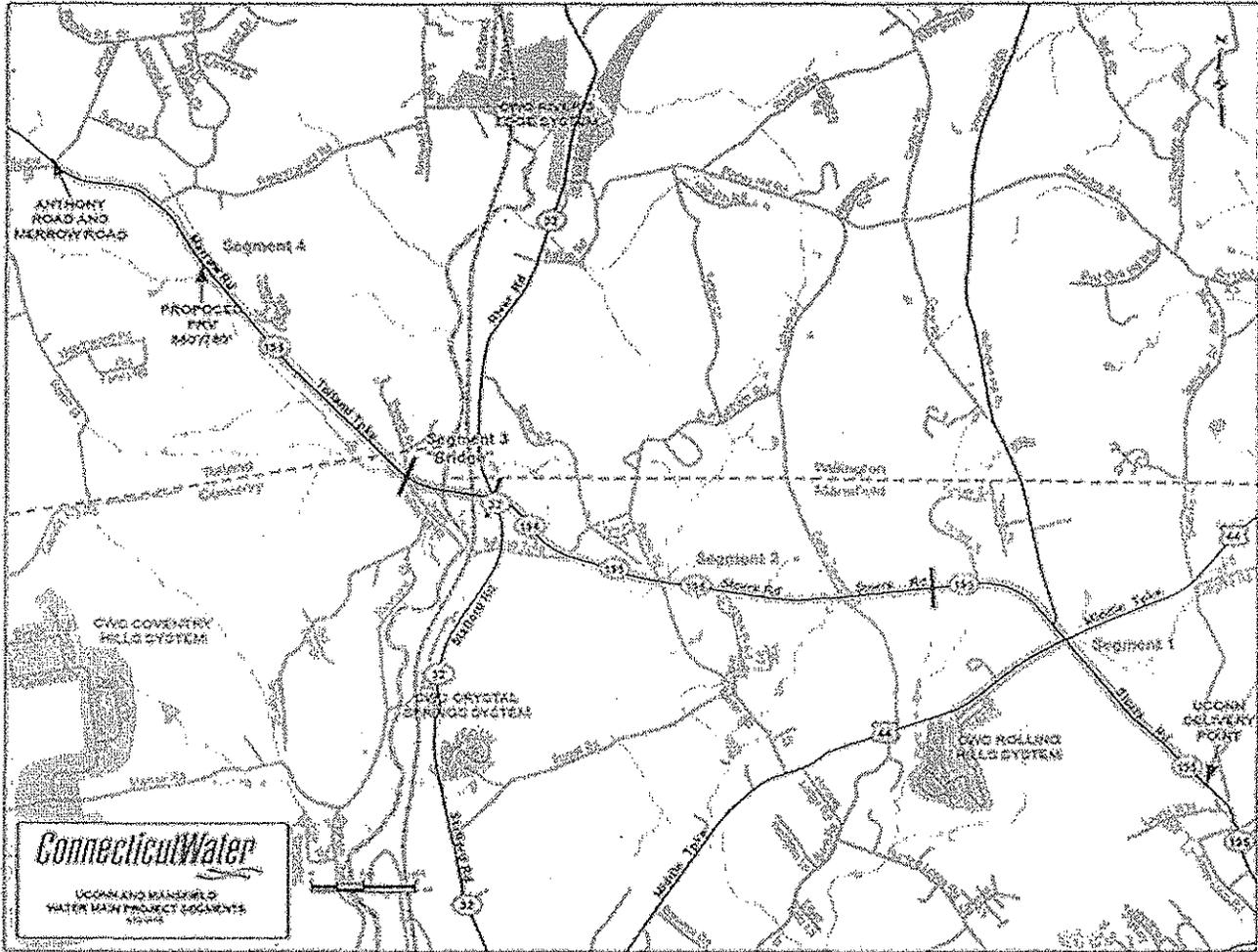


Under the council-manager form of government, the Town Manager develops and proposes an operating and capital budget to the Town Council, usually in late March of every year. The Town Council then holds a series of workshops, hearings, and information sessions on the budget, adopting a budget annually in late April. Electors in Mansfield then vote on the submitted budget at the annual Town Meeting. The 2016 Town Meeting will be held on May 10, 2016 at 7 PM in the Middle School Auditorium.

Electors and citizens are encouraged to actively participate in the budget process by attending budget workshops, public information sessions and hearings, and voting at the annual town meeting. The Town video-records as many budget workshops and hearings as possible on its government access channel (Channel 191 for Charter subscribers) and on the Town's website (live streaming and archived footage for 30 days), www.mansfieldct.gov/MansfieldTV.

In late March 2016 hard copies of the Manager's proposed FY 16/17 budget are distributed to the following locations for public viewing: Town Clerk's Office; Mansfield Community Center; Mansfield Public Library; and the Mansfield Senior Center. The budget will also be available to view online at the Town's website, www.mansfieldct.gov/Budget.

Some Mansfield homeowners are eligible for property tax relief. Taxpayers that may be eligible for property tax relief include veterans, seniors, disabled persons, and farm owners. Information about tax abatement programs in Mansfield, including eligibility requirements, can be obtained by contacting our Assessor's Office at 860-429-3311 or on the web at www.mansfieldct.gov/Assessor.



Four Corners Sewer and Water Project Update

Water Project Update

As of 12/9/15:

- Segment 1 (4 Corners area) is complete with the exception of milling and paving of roadway.

Town Hall Hours:

Monday	8:15-4:30
Tuesday	8:15-4:30
Wednesday	8:15-4:30
Thursday	8:15-6:30
Friday	8 - 12

A total of 10,377' of pipe was installed.

- Segment 2 (bridges to Segment 1) no work has been completed. Anticipated to start main installation on this contract the week of Dec. 14.
- Segment 3 (bridges) is approximately 32% complete with 280' - 16" main installed. No work on the bridges has taken place. The remaining work is scheduled for Spring 2016.
- Segment 4 (Anthony Rd to Bridges) is approximately 40% complete with the exception of milling and

overlay. A total of 3,997' of pipe has been installed. Work on this section ceased in mid-December.

Overall, the pipeline installation is 50% complete. Work will continue on Segment 4 as long as the weather holds and hot pavement is available. Some off road work may continue on this segment as weather permits. Work may begin on Segment 2 as weather and production levels allow.

Sewer Project Update

In August, a draft Environmental Impact Evaluation (EIE) was submitted to DEEP for their review and

(Continued on page 3)

(Continued from page 2)

comment. An EIE describes potential environmental impacts of the proposed project and how the Town will eliminate or reduce them. We received their comments in mid-October and submitted our responses to DEEP on November 30th. DEEP and other state agencies will review this additional information which may require them to ask us to address new issues.

Once DEEP staff is satisfied with the Town's responses, they will publish notice of the EIE on the Environmental Monitor and in publications of general circulation. Any interested party may comment in writing to the DEEP.

- The public notice period must remain open for at least 45 days.
- It is believed that DEEP will hold a public hearing after this 45 day period.
- DEEP will review all comments and prepare a response to the substantive issues raised or modify the proposal.
- DEEP will then prepare a Record of Decision (ROD).

The completion of final design of the sewer project is contingent on the ROD. Once the final design is complete, Public Works will conduct a competitive bidding process to select contractors. It is anticipated that at least two contracts will be bid, one for the collection system (piping) and one for the two pump stations. An appraisal consultant has submitted estimates for easement acquisitions for locations where the proposed sewer line and pump stations will be installed. The Town is working with UCONN on the successor wastewater agreement to replace the existing 1989 agreement which will include the Four Corners wastewater connection and flow.

You are invited
to the only full-service fitness center in the area.
OPEN HOUSE! All Towns Welcome!
Thur., Dec. 31-Sun., Jan. 3
FREE use of ALL facilities!
FREE Family Fun Night Sat. Jan 2 from
4:30-7:30pm with inflatable gym & pool slides!
\$0 enrollment fee for new 3-month or
annual members!
New annual members receive a 13th month FREE!
Current members receive 1 FREE month per new
annual member referred!

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10 S. Eagleville Rd, Storrs, CT 06258

 Mansfield Community Center
Family, Fitness & Fun!

Welcome New Town Staff



Welcome to our new and recently promoted staff:

Ashley A. DeSciscio began work October 26, 2015 as the Revenue Specialist in the Revenue Collection Division of Finance. She has been certified by the Connecticut Tax Collector's Association and previously worked for the Town of Windham.

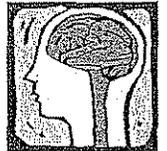
Janell M. Mullen began work December 7, 2015 as the Assistant Planner in Planning and Development. Janell will also be performing zoning enforcement duties for the Town. Janell worked as a deputy planner for the City of Los Angeles and as a program manager for the Los Angeles Neighborhood Initiative. She has a bachelor's degree in economics from UCONN and a master's degree in planning from the University of Southern California.

Cara J. Webb has been hired as the program coordinator for the Senior Center. She was officially appointed to the position December 14, 2015, but had been working for us in a temporary capacity prior to the appointment. Cara holds an associate's degree from Ohio Valley State University.

Melissa L. Higgins begins work January 4, 2016 as our Assistant Animal Control Officer. Most recently Melissa worked as a research assistant. She previously worked with the Wake County SPCA. She has a bachelor's degree in pre-veterinary science from UCONN.

Exercise Your Mind With Good Friends

UConn's Center for Learning in Retirement (CLIR) begins its Winter session Tuesday, January 5.



You don't have to be retired to come join us and learn about a host of topics: Japan's military then and now, insects, the history of African-Americans in CT, coping with grief, critical thinking about alternative medicine, slavery and Christianity in 17th century New England, and surprising good news about the state of our world. These are only a few of the many classes offered; a fee of \$20 (newly lowered to celebrate CLIR's 25th anniversary this year) covers any or all of them.

For a complete listing see clir.uconn.edu or the brochure available at your local library or call 860-570-9012. Classes are held during the day on UConn's Depot campus on Route 44.



January Events and Activities in Mansfield



Parks and Recreation

Winter Family Fun Nights

Saturdays, Jan. 2 & 16

4:30—7:30 PM

Giant inflatables in the gym & pool, ping pong, tot toys, puzzles, games, open gym & poolside basket ball! No fee for members, daily fee for non-members.

Recreation Rescue

Tuesday, Jan. 19

7:30 AM-5:30 PM

Held at the Middle School and includes active games, activities and a field trip to CT Science Center. Register early!

Family Friday

Paint Nights

Friday, Jan. 22,

6:30-8:30 PM

Acrylic paint so dress for a mess!

Each participant paints a 16" x 20" canvas. Supplies and step-by-step instruction provided. Fee.

Free Mansfield Days

Saturday, Jan. 23, 4:30-7:30 PM

Mansfield residents come for free with proof of residency.

Storrs Winter Farmers Market

Open twice a month from

December through April.

The Market is held from 3 to 5 PM at the library.

2016 Winter dates:

January 2, 16, and 30

February 13 and 27

March 12 and 26

April 9 and 23

For more info:

storrsfarmersmarket.org

Mansfield Public Library

How to Organize Your Space, Your Time and Your Life

Thursday, Jan. 14, 6:30 – 8 PM

Learn a 5 step process that will take you from clutter and chaos to order and functionality.

Resolve to Get A Handle on All That Paper!

Thursday, Jan. 21, 6:30 – 8 PM

Identify and discuss challenges with paper, document retention, storage/container options, and getting started with paper management.



Introduction to Corrective Exercise

Saturday, Jan. 16, 2-3:15 PM

Corrective exercise programs identify imbalances in your posture and soft tissues and teaches you to use self-massage techniques, stretching and strengthening movements to correct them.

Movement for the Workplace

Thursday, Jan. 28,

6:30 – 8 PM

Mary Hurley, holistic health coach and certified personal trainer, will teach you a series of breathing

techniques, stretching and strengthening movements that can be done throughout your work day.

Weekly Toddler Time

Starts up again on

Friday, January 8, 10:30-12

Stories, songs and playtime for ages birth to 3 with a caregiver.



Mansfield Senior Center

FoodShare Distribution

Thursday, Jan. 7 and 21

11:30-12:15

Parking Lot of 303 Maple Rd. Bring your own shopping bag!

Reiki Session

Thursday, Jan. 7

Seniors enjoy and relax with a 45 min session for \$30.00. Call 860-487-9870 for appointment.

Radio Mystery Theater

Friday, Jan. 15, 1 PM

Gather around the radio and listen to a radio mystery from 1940. Refreshments provided. Call 860-

487-9870 to register by Jan 13.



MSCA Luncheon & Entertainment

Wednesday, Jan. 20, 12 PM

Soup and sandwich and then *The Country Duo* at 1 PM. Call 860-429-0262 ext 0 to register.

Tailgate Party

Saturday, Jan. 23, 3 PM

Watch the Women's Huskies take on SMU

Mustangs on our large screen TV.

Nachos, Pretzels, Hot dogs and Ice cream Sundaes. Call 860-

487-9870 by Jan. 18 to register.



Navigating Your Smartphone

Monday, Jan. 25, 1 PM.

A work shop to learn about the bells and whistles of your Smartphone.

Town of Mansfield, Connecticut

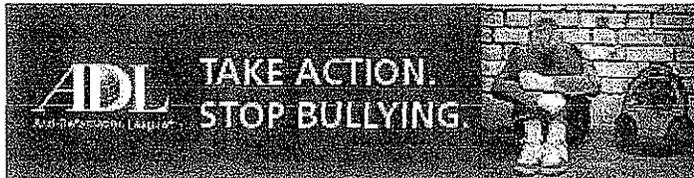
Audrey P. Beck Municipal Building

4 South Eagleville Road, Mansfield, CT 06268

mansfieldct.gov

860.429.3336

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Every day young people are demeaned and harassed because of their race, religion, social class, sexual orientation or some other aspect of their identity.

Bullying can devastate children—both emotionally and academically.

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Imagine a World Without Hatred
To learn more, go to Connecticut.adl.org
or call (203) 288-6500

Item #18

<http://www.hartfordbusiness.com>

Mansfield apts. are CT's latest EB-5 project

BY MATT PILON

11/9/2015

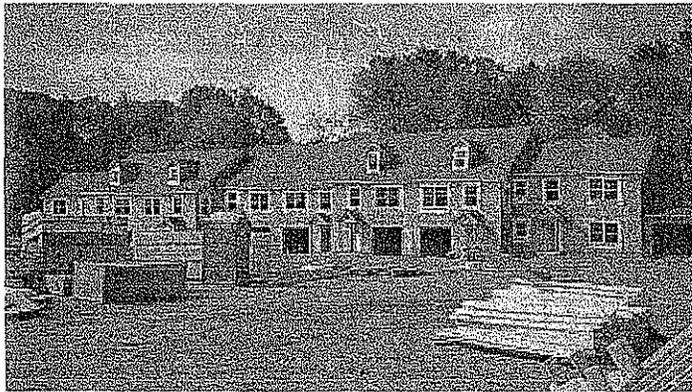


PHOTO | CONTRIBUTED

Chinese nationals seeking U.S. visas may finance 60 percent of the Meadowbrook Gardens apartments in Mansfield.

of approximately \$1 million from several Asian investors seeking U.S. green cards.

Created in 1990, EB-5 has been sparsely used in Connecticut, although that could be changing as an increasing number of federally approved "regional centers" have come online in recent months. The centers, like Yang's, help foreign investors seeking a green card to find investment opportunities in the U.S.

Laying the groundwork

EB-5 projects take a long time and have a lot of moving parts, according to Yang, a Chinese native who is a Westport resident and partner in Richfield Real Estate Investment. Yang has a finance degree from Hunan University in China and an MBA from George Washington University in Washington, D.C.

Yang was the first to get federal approval and then open a Connecticut regional center in Shelton several years ago. The center recently changed its name from the New England Federal Regional Center to the New England Family Regional Center.

Yang said he met with a number of developers representing various projects, but needed to find a profitable venture capable of meeting the EB-5 program's job-creation requirements, which take into account direct and indirect jobs as well as those "induced" by the economic impact of the development.

The Meadowbrook Gardens project will create 337 total jobs, a spokesman for Yang said.

Yang said he used a network of immigration brokers and business partner referrals to locate Chinese investors, who he met with last week in China. He doesn't have their money just yet, but said he is confident USCIS will approve

A federal program that allows foreign nationals to earn a U.S. visa by making sizable American investments could provide more than half of the capital for a \$20 million apartment complex under construction in Mansfield, according to the developer.

Meadowbrook Gardens, which is preleasing for spring 2016, is awaiting final approval in the coming months to accept foreign capital under the U.S. Citizenship and Immigration Service's EB-5 program. Fairfield County realty developer Zhifeng "Jack" Yang hopes to secure a total of 24 Chinese investors to chip in \$500,000 a piece, for a total of \$12 million, or 60 percent of the project's budgeted cost.

The apartments would be the second Connecticut EB-5 project to come online since seafood restaurant Nixs opened last year on Front Street in Hartford, with the help

Meadowbrook Gardens for the EB-5 program. That's important to the investors, who care not just about their capital, but about successfully winning approval to live and work in the U.S.

Some of the investors Yang is wooing have already invested some money into Richfield's single-family housing developments in Fairfield County. He said that helped him build a track record so investors would be comfortable anteing up more capital for the Mansfield apartments.

The investors could have to wait at least five years to get permanent approval of their green cards, though conditional approvals could allow them to live here sooner.

Meeting housing demand

Yang and his partners say student housing is still an underserved market in Mansfield, which is home to the state's flagship university UConn and eight miles from Eastern Connecticut State University in Windham.

Yang said he has watched approximately 600 new apartments fill up quickly at Leyland Alliance's massive Storrs Center project.

Linda Painter, Mansfield's director of planning and development, said she often fields inquiries from developers interested in housing, fueled, in part, by UConn's Next Generation Connecticut initiative, which aims to attract 5,000 additional science, technology, engineering and math students over the next decade.

But that student influx is not guaranteed, Painter said

"The university has been up front on multiple occasions that reaching 5,000 additional students only happens if [UConn] has sufficient operating funds," Painter said.

UConn, which receives significant state support, faces the continued threat of funding cuts as Connecticut grapples with a budget deficit.

The first phase of the Meadowbrook Gardens project is 50 three-bedroom units, with plans for one-and-two-bedroom units in later phases.

EB-5, authorized by Congress in 1990, has taken off in some states, such as California.

Connecticut has been well behind.

Yang speculates that the state's relative small size may be a reason for the late start.

In 2012 and 2013 state lawmakers considered bills allowing regional centers to qualify for state loans and grants and requiring the Department of Economic and Community Development to become a statewide regional center. DECD opposed the bills, which ultimately failed, citing cost concerns.

But private businesses have recently taken an interest in EB-5. Yang said he's pursuing a second real estate deal, and the USCIS website lists two dozen regional centers in Connecticut, up from just several in 2013 and zero in 2012. At least half of the centers covering Connecticut are based in New York.

Interest is high across the country, where there are 745 regional centers, up from 530 last August. USCIS limits the EB-5 program to 10,000 applicants per year, and the cap was hit in the most recent two federal fiscal years.