Naugatuck Valley Corridor

Comprehensive Economic Development Strategy

&

Economic Development District

Presented to the U.S. Department of Commerce, Economic Development Administration

Presented by the Shelton Economic Development Corportation, in partnership with the Waterbury Development Corporation

E·D·A
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

June 2017 Annual Update

Naugatuck Valley Corridor CEDS

Special Thanks

- Sheila O'Malley - Chairperson of the NVC CEDS

Advisory Committee

- Shelton Economic Development Corporation
- Waterbury Development Corporation
- Naugatuck Valley Council of Governments
- Greater Valley Chamber of Commerce
- Greater Waterbury Chamber of Commerce

Sources of Copies

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Acknowledgments & Errata

- Cover Photo: Housatonic River View from Derby, CT
- Formatting: Naugatuck Valley Council of Governments staff

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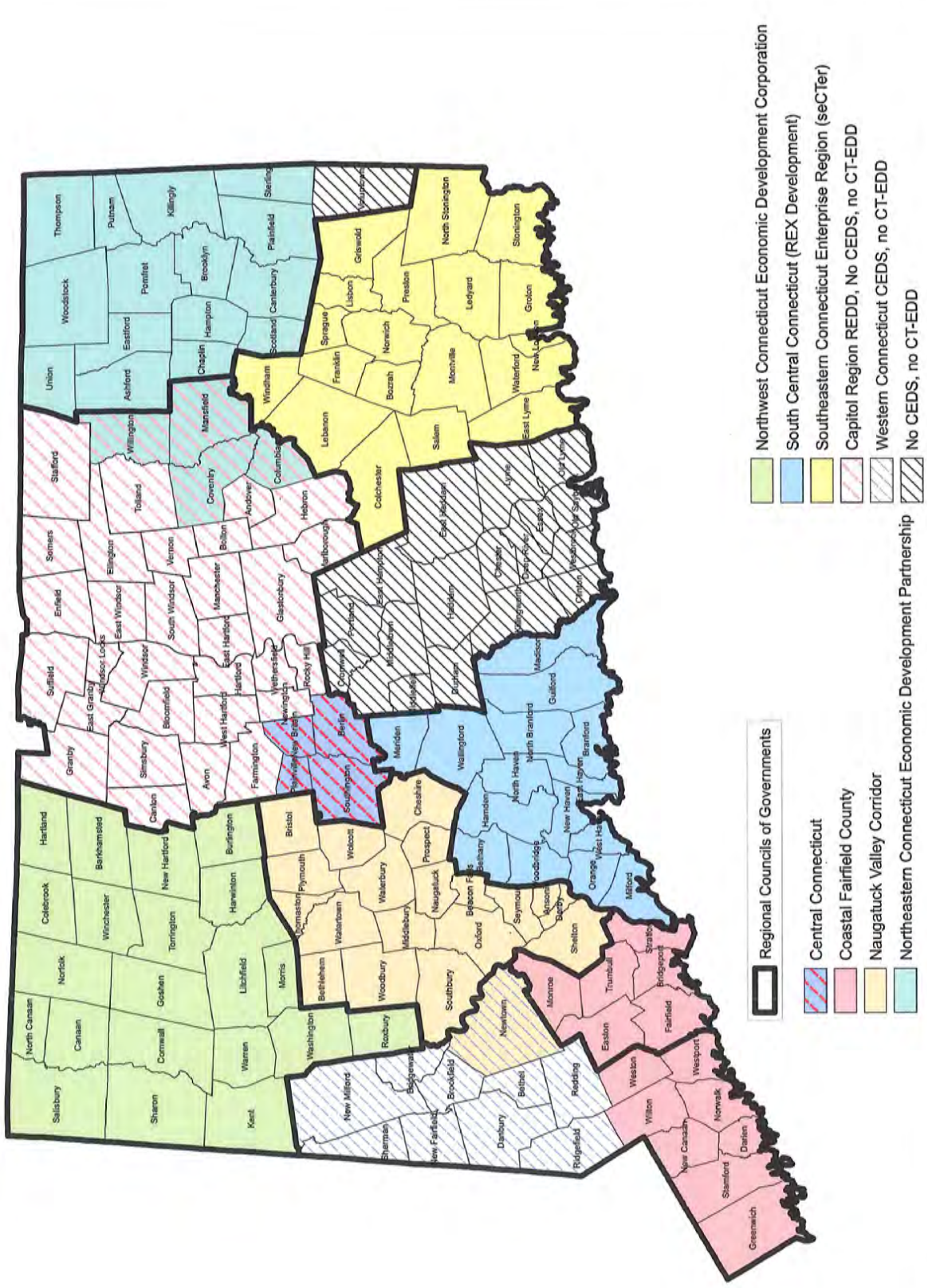
Connecticut Economic Development Districts (CT-EDD)

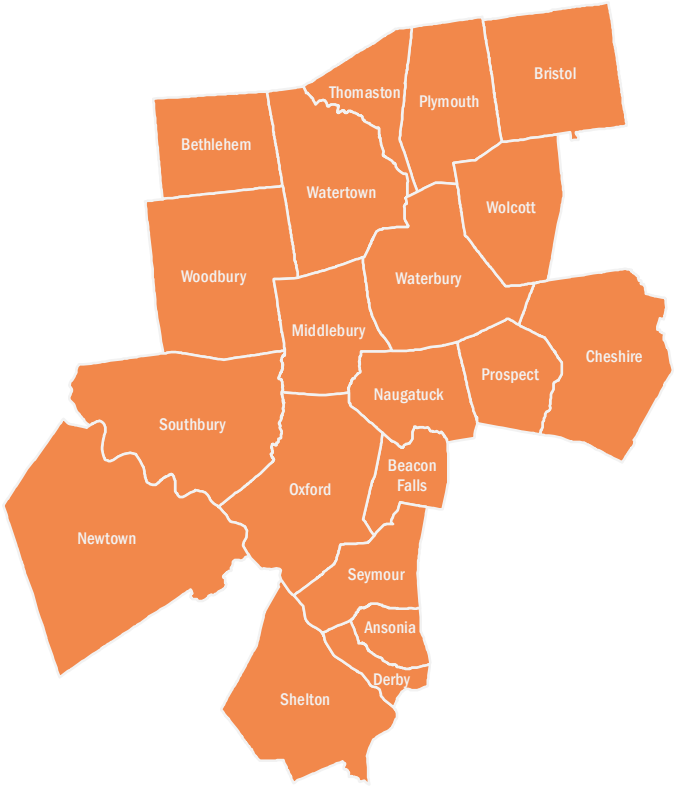


Introduction

The Shelton Economic Development Corporation (**SEDC**) again continues to act as the official agent for monitoring and implementing the NVC CEDS/EDD. SEDC during the new grant period introduced its new CEO – Paul J. Grimmer who replaced James E. Ryan. Mr. Ryan retired after overseeing the CEDS process for 19+ years.

ECONOMIC DEVELOPMENT DISTRICT DESIGNATION

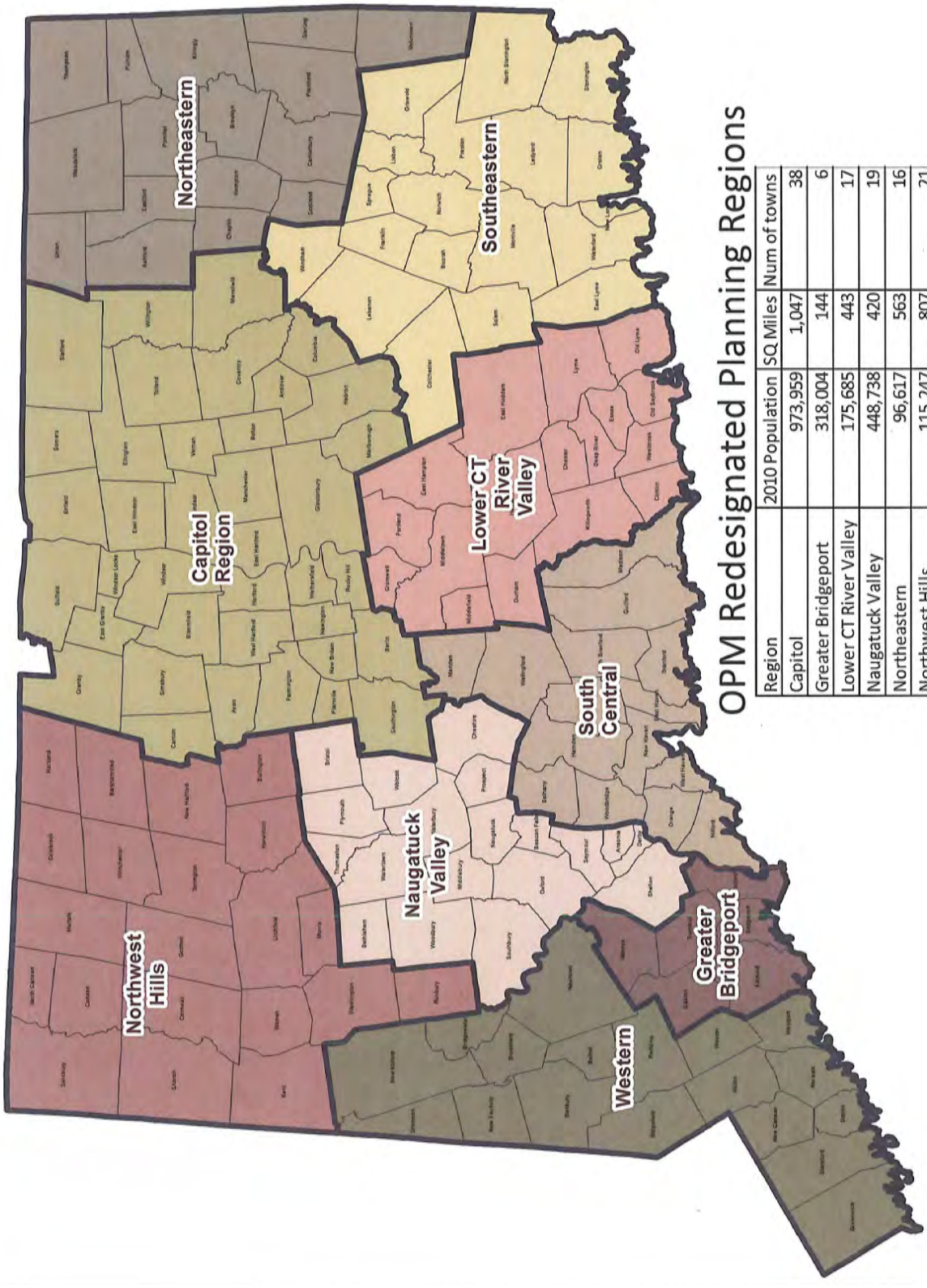
The Naugatuck Valley Council of Governments on December 31, 2014 was formed effectively joining the Valley Council of Governments and the Central Naugatuck Valley Council of Governments into the OPM-approved Naugatuck Valley Planning Region. The NVCOG is one of nine approved Connecticut Planning Regions. The 19 communities included in the NVCOG are as follows: Ansonia, Beacon Falls, Bethlehem Bristol, Cheshire, Derby, Middlebury, Naugatuck, Oxford, Plymouth, Prospect, Seymour, Shelton, Southbury, Thomaston, Waterbury, Watertown, Wolcott, and Woodbury.



EDA on August 23, 2013 approved the NVC Economic Development District based on recommendations from the State DECD, OPM, and a letter from Governor Dannel P. Malloy, which designation covered 18 communities *(Ansonia, Beacon Falls, Bethlehem, Cheshire, Derby, Middlebury, Naugatuck, Newtown, Oxford, Prospect, Seymour, Shelton, Southbury, Thomaston, Waterbury, Watertown, Wolcott, and Woodbury)*.

Based on OPM's approval of the 9 re-designated Planning Regions *(map attached)* and the overlapping of different EDD boundaries, the US EDA and the State of Connecticut (OPM & DECD) continue to work to have all the state's EDDs, Planning Regions, and CEDS areas become identical *(see map enclosed)*. The current plan is for the NVC EDD to continue with the 20 communities which includes Bristol and Plymouth *(who joined NVCOG on December 31, 2014)*. Newtown which is an original member of the NVC EDD will leave the EDD and join the Western Region when the NVC CEDS is revised in 2019-2020.

The EDA EDD will have a net result of 19 municipalities in the NVC EDD, which aligns itself with the 19 municipalities in the Naugatuck Valley Planning Region.



OPM Redesignated Planning Regions

Region	2010 Population	SQ Miles	Num of towns
Capitol	973,959	1,047	38
Greater Bridgeport	318,004	144	6
Lower CT River Valley	175,685	443	17
Naugatuck Valley	448,738	420	19
Northeastern	96,617	563	16
Northwest Hills	115,247	807	21
South Central	570,001	374	15
Southeastern	286,711	619	19
Western	589,135	550	18

GOALS AND ACCOMPLISHMENTS

The 2017 Annual Report of the NVC was assembled by the Shelton Economic Development Corporation (**SEDC**) with assistance from the WDC and NVCOG staff and distributed to all CEDS committees and stakeholders. The report covered the report period of July 1, 2016 to June 30, 2017 in accordance with the EDA requirement of the 5-year Comprehensive Economic Development Strategy (**CEDS**), which commenced on July 1, 2015. The NVC CEDS/EDD has been functioning under this plan for the past 2 years. EDA acknowledged receipt of the new 5-year NVC CEDS and offered a planning, monitoring, implementation grant for the NVC CEDS for a 3-year period with funding assistance for 2016-2017 report period. The 2016/2017 goals and work plan will be to prepare and implement the fruition of the EDD and continue the implementation of a 5-year CEDS/EDD strategy and the revised organization units to carry out the EDD/CEDS needs and requirements.

CAPITAL IMPROVEMENT PROJECT ADVANCEMENTS & NEW REQUESTS

City/Project	Activity	Cost	Need
Ansonia	Farrel MDP, Ansonia Copper & Brass	$500,000	Technical Assistance
Beacon Falls	Infrastructure Upgrade - Gas, Water, Sewer	$150,000	Technical Assistance
Cheshire	Parking for Linear Trail	$500,000	Public Works
	Infrastructure Improvements	$3,500,000	Public Works
Middlebury	Village Center Streetscape Plan	$35,000	Technical Assistance
Newtown	44 Swamp Road Brownfield Plan: Solar Farm	$3,500,000	Public Works
Oxford	Sanitary Sewer / Water Expansion	$4,000,000	Public Works
	Local Infrastructure: Little River Walkway; Riverside Walkway; Sidewalk Quarry Walk; Train Station Shuttle	$4,000,000	Technical Assistance/ Public Works
	Hawley Road Reconstruction	$2,000,000	Public Works
	Dutton Street Bridge Replacement	$1,300,000	Public Works
	Rigg Street Reconstruction	$2,700,000	Public Works
Prospect	Water Line Utility Extension	$3,800,000	Public Works
Thomaston	Downtown Business District Plan	TBD	
	Multi-Road Reconstruction	TBD	Technical Assistance/ Public Works
	Downtown Business Streetscape/Sidewalk Connection	TBD	Technical Assistance

The new 2017 Capital Improvement Projects Questionnaire is on-file at SEDC.

ADMINISTRATION

The SEDC agreed to continue its 19 years as the lead fiduciary of the grant with assistance from the Advisory Committee. The NVC CEDS/EDD as approved on August 23, 2013 is in full operation.

Sheila O'Malley continued to act as the Chairperson for the NVC CEDS and EDD. Sheila is the City of Ansonia's Director of Economic Development. Sheila will continue in the Chairperson position for the coming year.

Replacing Mr. Ryan, the SEDC selected Paul J. Grimmer as the new President of SEDC. Mr. Grimmer and SEDC are committed to continuing the overall CEDS/EDD process. Paul has extensive knowledge and involvement with the past CEDS as a long time economic development official in the Valley.

Paul J. Grimmer, President of the Shelton Economic Development Corporation did provide the lead administrative services required for the maintenance of the CEDS and the EDD process. During the third quarter the SEDC prepared a revised Stakeholder's Survey and request the 20 municipalities respond. The 2017 Stakeholder's Survey results are offered later in this report.

The Stakeholder's Survey indicated a very strong support for the continuation of the CEDS/EDD particularly with the current administration of the CEDS under the direction of the Advisory Committee and its membership, the Strategy Committee and its make-up.

The CEDS Governing/Partnering Committee manages and oversees the CEDS process and is made up of the Advisory Committee membership, which meets quarterly and the Strategy Committee membership made up of community and business leaders which meet as needed. Minutes of these meetings are located within the Exhibits section of this submission. See organizational chart at the end of this section.

The Advisory Committee consists of the Chairperson, members of the Shelton Economic Development Corporation, the Waterbury Development Corporation, the Naugatuck Valley Council of Governments, Greater Valley Chamber and Greater Waterbury Chamber.

The Strategy Committee includes Mayors, First Selectmen and/or Town Managers from each of the 20 communities plus representatives from banking, business, community organizations, education, finance, government, higher education, industry, labor, minorities, professional, public health, public safety and women. The Strategy Committee monitors and revises, as necessary the CEDS document.

During the past year James E. Ryan offered his resignation/ retirement from service to the NVC CEDS, which was accepted and all involved appreciated. Mr. Ryan's dedication/ commitment to the CEDS process. Well wishes for his long planned and well deserved retirement were expressed by the entire Strategy Committee.

REGIONAL PROFILE

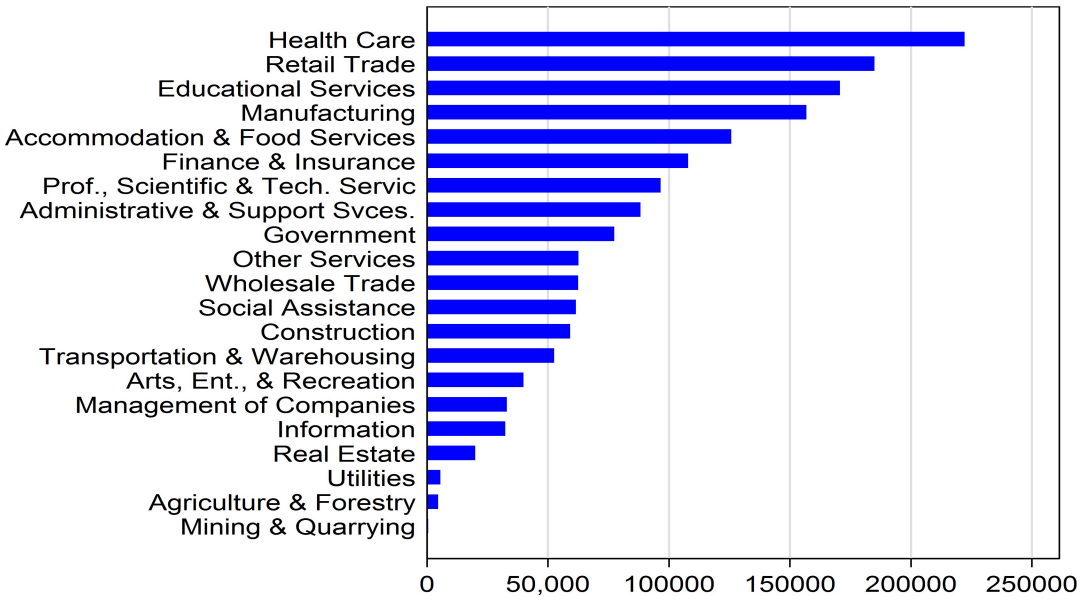
The Naugatuck Valley Corridor (**NVC**) is made up of twenty Connecticut communities that have been a part of the historic fabric of the Connecticut economy for 380 years. Today, the NVC is positioned to be an active region in support of the 21st Century economy including the Governor and State Agency's support of the NVC as one of Connecticut's new Economic Development Districts. The State of Connecticut prepared a new Economic Development Strategy which was introduced in April 2014. "Focus on Growth" Connecticut still Revolutionary is available on-line from CT DECD.

The NVC is a Region of 20 communities that are best serviced from a transportation means by Interstate 84 which runs East to West on the northerly section of the CEDS area, with Bristol on the East and Newtown on the West, and CT Route 8 with Thomaston most northerly and Shelton on the South. The NVC provides for an excellent traffic circulation route.

The rail service for passengers is provided by CTDOT/MetroNorth via the Waterbury to Bridgeport line. The CEDS process encourages and supports the upgrading of this passenger service. Rail was a priority from the CEDS Stakeholder Survey recommendations. The region is further supported by the ever expanding Oxford Airport, under Connecticut General Assembly Special Legislation. The airport is now designated as the Oxford Airport Zone. This zone is intended to create jobs and encourage private investment.

Population	Regional Airport
NVC: 476,192 NVC (2015 Fact Finder)	Waterbury/Oxford Airport
Connecticut:3,590,886 Connecticut	
Land Area	**Population**
432 square miles	Largest: Waterbury 109,551
Median Household Income	Smallest: Bethlehem 3,523
NVC: $81,567	9 Municipalities Increased in population
Connecticut: $67,740	11 Municipalities Decreased in population
New Haven County: $61,114	
Hartford County: $62,540	
Litchfield County: $79,639	
Fairfield County: $87,268	
Employment	**Transportation**
Total Employment February 2017: 233,229	Interstate 84: East to West
Unemployed: 15,519	Route 8: North to South
Labor Force: 248,748	
Unemployment Rate	
NVC Rate: 6.24%	
State Rate: 5.50%	
US Rate: 4.95%	

CONNECTICUT EMPLOYMENT TRENDS



Source: CT Department of Labor, 2016

FINANCIAL ASSISTANCE

SEDC continued to act as the lead agency with the fiduciary responsibility for implementing and continuing the CEDS/EDD 2016-2017. SEDC has submitted and received financial assistance from the Naugatuck Valley Council of Governments, and other funding from private foundations and from local utility providers located within the CEDS project area. SEDC will continue to request financial partnerships in order to fulfill the NVC CEDS obligation.

Without this financial support and continued financial support the CEDS process will be unable to continue with the implementation/administration of the NVC EDD. EDA financial support has allowed the monitoring and implementing of the CEDS. Communities have indicated via survey responses a willingness to support the overall CEDS/EDD process. However, the actual funding mechanism is a work in progress. EDA has indicated a funding plan for the next 3 years subject to Federal authorization and continued local support of the CEDS.

ORGANIZATION

The Naugatuck Valley Corridor organization and committee structure have not changed over the past few full CEDS planned periods.

As a follow-up to the 2016 Stakeholder's Sustainability Survey which indicated that the administrative/organizational structure of the NVC CEDS should continue. The 2017 Stakeholder's Survey asked **"Are you willing to keep the CEDS effort financially viable?"** 100% of the responders agreed that the CEDS process should continue.

This affirmation strongly supports the long term effort of the SEDC/WDC and NVCOG staffing effort to continue the overall program.

Based on the support SEDC will continue to lead the administrative effort subject to continued financial support from EDA, various community and non-profit grants and private business organizations.

The SEDC, under the direction of the new President Paul J. Grimmer with assistance as needed/required from WDC, Dr. Jim Nardozzi have continued to provide the staffing and coordination for the quarterly meetings, grant reports and finances ever since the overall CEDS program was initiated. SEDC Board of

Directors has agreed to continue the CEDS Administration and SEDC staff will assist with the monitoring and implementation of the CEDS Strategy during the grant period 2016-2017.

The NVCOG has increased its administrative assistance to the overall CEDS process. Rick Dunne, Executive Director of the NVCOG, and staff will provide assistance with graphics and charts for the 2016/2017 Annual Report and will host the report of the NVCOG website.

The CEDS Advisory Committee was pleased to learn that SEDC would continue its role as the lead administrative agent for the year July 1, 2016 to June 30, 2017.

The State of Connecticut/OPM has proposed re-designation of various planning regions to have them coincide with EDA's designation of Economic Development Districts. The CEDS Advisory Committee will coordinate with the Executive Director of the NVCOG, Mr. Rick Dunne to assist with the petition to the Secretary of OPM for the re-designation in order to incorporate Bristol and Plymouth into the NVCOG/EDD utilizing the appeal process as outlined under the Connecticut Statute. *See attached OPM map.*

All members of the Advisory Committee agreed to continue in the overall CEDS program. No interruption in the program is expected now that SEDC/WDC and the NVCOG administration have a clear vision of the 2016-2017 Work Plan.

GOALS FOR THE NVC CEDS

- Goal I: Provide opportunities for job growth, advancement and job training, utilizing and identifying Connecticut industry clusters as the engine to support and sustain the regional economy, supporting and encouraging private investment in all these areas.
- Goal II: Continue to develop local infrastructure that supports economic expansion while maintaining and protecting the environment.
- Goal III: Improve overall Transportation and Communications systems.
- Goal IV: Continue the implementation and reclamation of the Regional Brownfields Partnership (RBP) and support the management, capacity and financial resources for the municipal members.
- Goal V: Sustain economic expansion while reinforcing and complimenting the regional land use and quality of life of the NVC.
- Goal VI: Continue to support and encourage the designation of the NVC as a National Heritage Area under the National Park Service, which will capitalize on the history, culture and natural attraction of the NVC.
- Goal VII: Encourage growth and participation in the philanthropy efforts in the NVC, through the private sector, individuals and other stakeholders' efforts and contributions

WORK PLAN RECOMMENDATIONS

The top priority of the 2016-2017 work plan will be the establishment of the overall administrative plan to carry out the Federal EDA and State of Connecticut designation of the NVC as one of Connecticut's EDDs. Under the direction of the new CEDS/EDD administrative leader it is imperative that the EDD boundaries be determined and amended as necessary. The final decision may require an amendment to the boundaries of the EDD, which will require concurrence from the State of Connecticut/OPM and Federal EDA. Since the designation of the initial NVC CEDS/EDD the state and federal financial support has not been offered to fully implement the Economic Development Program. The financial support is an essential part of the improvements intended to cure some of the various capital infrastructure projects and/or sufficient allocation to remedy the growing list of Brownfields or vacant or underutilized buildings. These numerous areas of improvement offer the NVC serious potential for the economic growth of the 20 communities and the

surrounding Regions. Economic growth offers greater potential for new investment through the private sector in partnership with the public sector. These investments will produce new construction jobs and long term jobs, improve tax base and economic return to the state and federal treasures, will result.

In keeping with EDA's mission, the NVC EDD will promote innovation and competitiveness among the municipalities in order to promote growth and success within each and every municipality. The NVC EDD tasks for the upcoming year include:

1. Assembly, update and consolidation of Brownfield property inventories.
2. Identification of critical Brownfield properties where redevelopment will have a significant impact on the state and regional economy and create jobs.
3. Assembly of a list of Brownfields requiring environmental assessments.
4. Assembly of a list of Brownfields requiring environmental remediation.
5. Proposed land use strategies for Brownfields including: housing, alternative energy, urban agriculture, "shovel-ready" sites for economic development, commercial development, and open space/park space.
6. Utilize CTDECD Brownfield Remediation Financing Programs.

Concentration will be on job retention for our existing businesses with assistance as appropriate. The state list of pending or actual businesses having a reduction in their workforce and "sudden and severe impacts" is attached. Also, based on availability of federal and/or state funds, assist those communities that have been impacted with plant shutdowns or relocation of businesses including Municipal Development Plan (MDP), Brownfield Remediation, and improve access to local and major arteries.

The new CEDS/EDD process will continue to examine the NVC needs, problems, and resources; revise as needed goals and objectives, select a multi-year plan of action; and establish a process for evaluating its achievements and illustrating changing conditions.

Strengths	Weaknesses
Agreements with CEDS goals	Transportation
Active brownfield programs	Idle or underutilized buildings
Identification of browfields	Abandoned or underutilized sites
Assessment of brownfields	Number of brownfields
Clean up of brownfields	
All stakeholders are willing to keep the CEDS financially viable.	

Opportunities	Threats
Active brownfield programs	Proposed state budget will increase local taxes
Identification of brownfields	Proposed state budget will exert harmful effects on community budgets
Assessment of brownfields	Reported cuts to EPA funding will affect local brownfield programs
Clean up of brownfields	Eight towns reported a decrease in spending on local public infrastructure projets in their town over the last year
All stakeholders willing to keep the CEDS financially viable.	Less than average progress on local public infrastructure projects that support economic development
Increase in total dollars spent on local public infrastructure projects for more than a majority of respondents	One-third of all respondents indicated that total dollars spent on transportation projects decreased over the last year
Increase in total dollars spent on transportation projects for more than a majority of respondents	Less than average progress made on upgrades or expansions to existing highways or roads over the last year
Increase in total dollars spent on improving vacant buildings and sites, including town centers and shopping centeres, for more than a majority of respondents	More than a majority of towns report that total dollars spent on improving underutilized buildings and sites and their towns have decreased over the past year.
	Less than average progress made on improvements to underutilized buildings and sites over the last year.
	Six towns report that spending on improving vacant buildings and sites, including town centers and shopping centers, has decreased over the last year.

Capital Needs/Infrastructure Program will be maintained with open requests from all 20 communities and implemented with a new e-mail only survey keeping with green standards. The projects will be ranked and rated by the Advisory Committee and presented to the Strategy Committee for inclusion in the CEDS document as the building block of the public works infrastructure program. As of this Annual Report 14 towns had submitted 45 projects for consideration and incorporation into the 2017 CEDS. Project Matrix is attached.

The Strategy Committee, also acting as the Board of Directors, is responsible for developing, implementing, revising, or replacing the CEDS/EDD. The Strategy Committee does consist of broad-based representatives of the main economic interests of the region including private sector representatives, Mayors, First Selectmen and/or Town Managers, public officials, community leaders, and representatives of workforce development boards, representatives of institutions of higher education, minority and labor groups and private individuals who have an interest in the economic development activities of the 20-town NVC CEDS/EDD.

The Advisory Committee will continue to implement the overall CEDS and will update and modify as necessary and appropriate the following:

- Background of the economic development situation of the 20-towns that paints a realistic picture of the NVC including a narrative on the economy, population, geography, workforce development and use, transportation access, resources, environment and other pertinent information.
- Analysis of Economic Development Problems and Opportunities identifying strengths and weaknesses in the 20-town NVC.
- Incorporate relevant material from other government-sponsored plans and demonstrate consistency with other state and local workforce investment strategies.
- Identify past, present and projected future economic development investments in the region.
- Goals and Objectives – monitor the existing goals and objectives necessary to evaluate the economic problems and/or capitalize on the resources of the region over the 5 year time frame of the CEDS/EDD, and modify as conditions mandate.
- Community and Private Sector Participation – discuss in narrative form the relationship between the community in general and the private sector in the development and implementation of the CEDS/EDD.
- Strategic Projects, Programs and Activities – Identify regional projects, programs and activities designed to implement the Goals and Objectives of the CEDS/EDD including suggested projects and vital projects including projects that have been listed as potential Brownfield redevelopment projects or zones.
- CEDS/EDD Plan of Action – A narrative/guide necessary to implement the goals and objectives of the CEDS/EDD to promote economic development opportunities, foster effective transportation access, enhance and protect the environment while maximizing effective development. Use of the workforce to be consistent with any applicable state or local workforce investment strategies. Promote the use of technology, including the use of Green Building Council standards and technology to foster the use of the State Energy Program (**SEP**) with LEED and partner with utilities (CL&P and UI) to conserve energy.
- Methodology for cooperating and integrating the CEDS/EDD with the State's economic development priorities, including clusters and Brownfield redevelopment projects.
- Performance Measures – a list of performance measures used to evaluate the Planning Organization's successful development and implementation of the CEDS/EDD, such as number of jobs created after implementation of a CEDS/EDD activity, number and types of investments undertaken in the region, number of jobs retained in the region, amount of private sector investment.

SUSTAINABILITY SURVEY

The Stakeholders 2017 Sustainability Survey was recommended by the CEDS Advisory Committee to be sent to all the 20 communities. The communities were encouraged to submit new or revised Capital Improvement Projects, Brownfields and/or infrastructure projects.

All 20 communities were invited to complete both surveys and were encouraged to respond. As of the preparation of this Annual Report 14 communities responded with 45 Capital Projects.

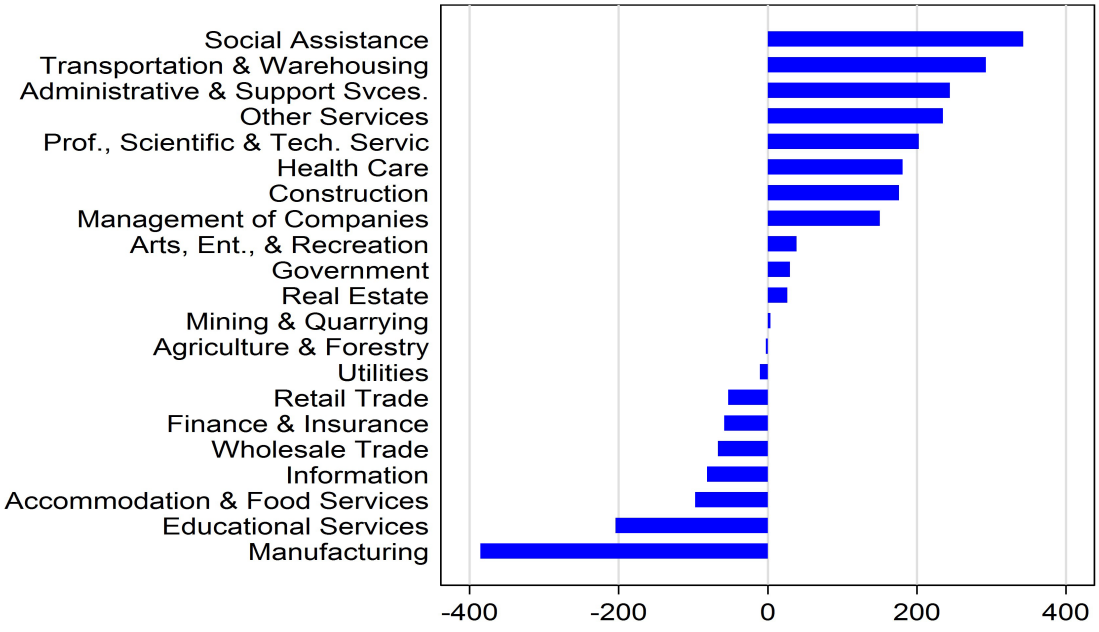
Eighteen Sustainability Survey results were received from 16 communities. The results are enclosed within the 2017 CEDS Executive Summary Sustainability Survey section of this report. The Capital Improvement Project Matrix is also included. *The full surveys are on-file at SEDC.*

PLAN OF ACTION

The CEDS Plan of Action "implements the goals and objectives of the CEDS in a manner that," among other things, fosters effective transportation access, enhances and protects the environment, and balances resources through sound management of physical development (CEDS Summary of Requirements). The NVC CEDS plan of action focuses upon transportation access, the enhancement and protection of the environment through the use of Brownfields identification, assessment and remediation, and sound physical development including projects that support jobs both short and long term.

This CEDS report uses a survey of local leaders to identify public infrastructure projects, upgrades and expansions to existing highways and roads, and improvements to underutilized buildings and sites that are in progress. As one part of the NVC CEDS plan of action, those projects need to be completed. The survey also identifies necessary improvements to the infrastructure, needed upgrades or expansions to highways and roads, and essential improvements to vacant buildings, namely town centers and shopping centers. As a second part of the NVC CEDS plan of action, these projects need to be started. This report also indicates that funding for infrastructure, transportation, underutilized buildings and sites, and vacant buildings has increased over the past year. In addition, the number of brownfields that have been identified, assessed, and cleaned has also risen. A third element of the plan of action calls for the progress in funding levels and brownfield identification, assessment, and clean up to be continued.

NAUGATUCK VALLEY ECONOMY



LARGEST INDUSTRIES IN THE NAUGATUCK VALLEY CORRIDOR

- Elementary & Secondary Schools
- Restaurants
- General Medical & Surgical Hospitals
- Nursing Care Facilities
- Grocery Stores
- Local Government ex. Education
- Cable and Other Subscription Programming
- Individual and Family Services
- Offices of Physicians
- Employment Services

NAUGATUCK VALLEY CORRIDOR INDUSTRIES (MOST GROWTH IN PAST YEAR)

- Architectural, Engineering and Related Services
- School and Employee Bus Transportation
- Investigation and Security Services
- Individual and Family Services
- Business Support Services
- Management of Companies and Enterprises
- Personal Care Services
- Vocational Rehabilitation Services
- Plastics Product Manufacturing
- Wired Telecommunications Carriers
- Automobile Dealers
- General Medical and Surgical Hospitals
- Financial Investment Activities
- Electric Shopping and Mail-Order Houses

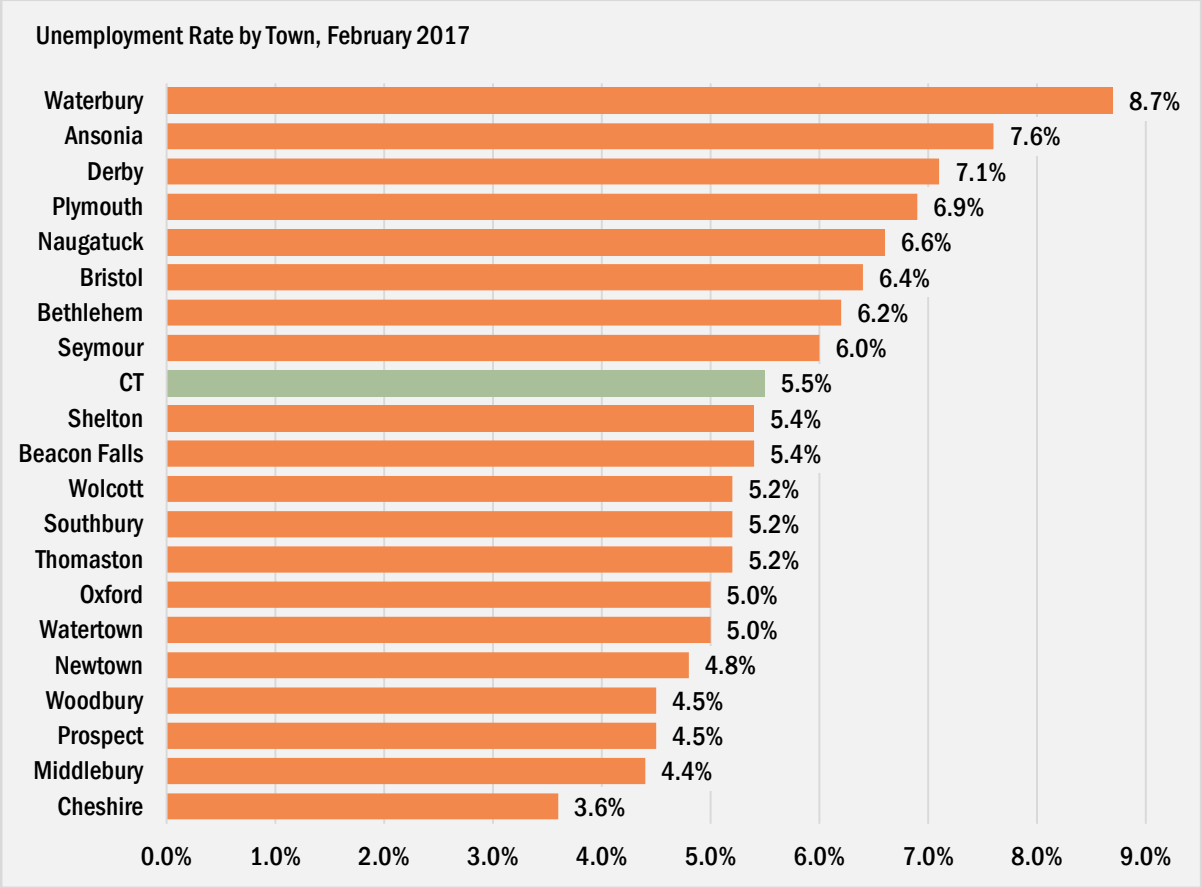
NAUGATUCK VALLEY CORRIDOR INDUSTRIES (LARGEST JOB DECREASE PAST YEAR)

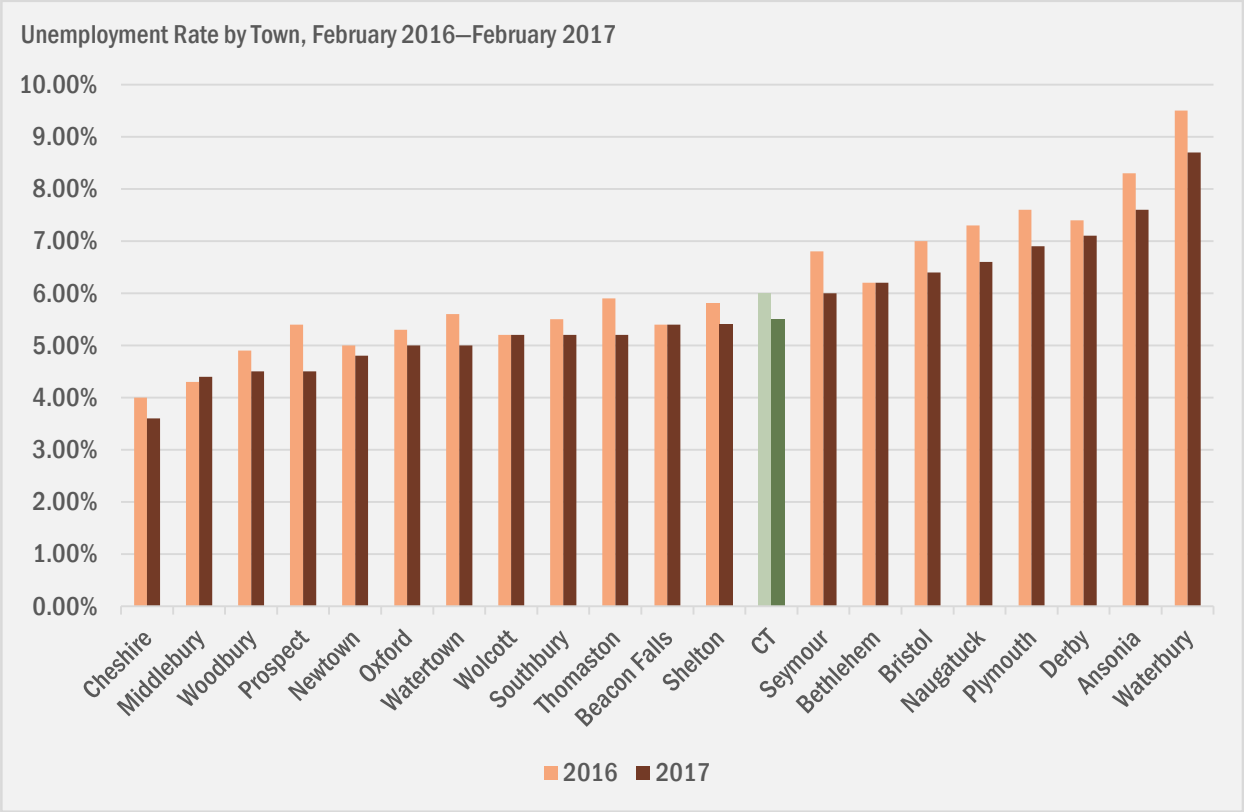
- Aerospace Product and Parts Manufacturing
- Elementary and Secondary Schools
- Cable and Other Subscription Programming
- Computer System Design and Related Services
- Deposit Credit Intermediation (Banks)
- Metalworking Machinery Manufacturing
- Clothing Stores

Current unemployment rates in the NVC range from a low of 3.6% in Cheshire, to a high of 8.7% in Waterbury. Twelve towns are equal to or below the state's unemployment rate of 5.5%, while eight of the towns are above the state's rate. Only 5 communities are below the U.S. Rate of 4.95%.

In a comparison of unemployment rates from February 2016 and February 2017, nineteen of the NVC towns saw either a reduction or a stable unemployment rate from 2016 to 2017. Only

Middlebury saw their unemployment rate increase in the same period.





BUSINESS & EMPLOYMENT CHANGES

Based on sudden and severe economic conditions of higher unemployment rates and plant closings or a reduction in business employment changes as incorporated with the annual report, EDA has made the entire NVC area eligible to receive funding providing the communities have submitted projects that have been ranked and rated by the Strategy and Advisory Committees. The CEDS Administration Team contacted each of the chief elected officials in the 20 communities, highly recommending that they review their capital infrastructure improvement projects relative to job growth, economic development and Brownfield Redevelopment needs.

EDA has advised all communities of its new quarterly funding round application process. Currently, EDA is on a continuing funding resolution until Congress authorizes a new federal fiscal budget. EDA is the only agency in the federal government with the exclusive mission to help create and retain jobs and leverage private investment in the nation's regions. EDA recently announced several important changes to its grant application and review process to ensure it is as efficient, transparent and competitive as possible.

The NVC CEDS area has a few projects approved by EDA including Waterbury Cherry Street which was approved in 2010, Derby Commerce Park Access Road approved in 2011 and completed in 2015, Ansonia Fountain Lake Access Road approved in 2014 and to be completed in the summer of 2017. EDA technical assistance has been provided for the new 5-year CEDS plan which was submitted in June 2015 and accepted by EDA. EDA has provided Technical Assistance grants for the second year of the implementation and monitoring of the CEDS. The Annual Report will be prepared and submitted by June 30, 2017.

Local officials have become more aware of the CEDS/EDD process and their participation in the quarterly meetings improves from quarter to quarter pertaining to attendance and submission of recommendations for inclusion.

DISTRESSED COMMUNITIES

The State of Connecticut DECD latest publication of distressed municipalities as defined by the CT General Statutes Title 32, Chapter 578, Department of Economic & Community Development Sec. 32-9p has twenty five Connecticut municipalities. Within the NVC CEDS area there are 6 communities. The list ranked by scores is as shown in the table at right.

Municipality	Score	State Rank
Ansonia	1406	2
Waterbury	1406	3
Derby	1325	6
Bristol	1254	13
Naugatuck	1242	14
Plymouth	1164	23

Thirty percent of the NVC CEDS area is defined as distressed according to DECD and the US Department of Housing and Urban Development.

DEMOGRAPHICS

The demographics presented represent the CEDS/EDD 20 communities. The 20 NVC communities population in 2010 was 476,268. The DataHaven projection for 2014 list the NVC population at 476,705, a change of 437. Ten communities had a small decline. The 2015 US Census Factfinder listed the NVC population at 476,192 a slight decline of -513 people. The Connecticut population in 2010 was 3,574,097. The Census projections for Connecticut population in 2014 was 3,592,053 per DataHaven. The US Census Factfinder listed the Connecticut population at 3,590,886 an increase of 1,167 from the 2014 data.

Nine of the twenty communities grew at a rate equal to or higher than the state *(see chart attached)*. Six communities had an increase in population from 2014 to 2015 per US Census while 14 communities had a slight decrease or no change.

UNEMPLOYMENT AND LABOR FORCE CHARACTERISTICS

The Connecticut unemployment rate for the year from March 2015 to February 2017 decreased from 6.36% to 5.50%. The average unemployment rate for the twenty NVC communities decreased from 7.3% to 6.24%. Twelve of the twenty communities were at or below the state average with Cheshire the lowest at 3.6%. The United States adjusted rate for the same period was 4.95%. Five of the NVC communities were at or below the national average of 4.95%. The labor force for the NVC increased to 248,748 people. Waterbury had the largest workforce with Bristol second and Shelton third. Bethlehem had the smallest work force.

CHANGES IN EMPLOYMENT FORCE AND UNEMPLOYMENT RATE OVER TIME

The labor force in the NVC and the State of Connecticut had an overall increase of 1,305 and 17,016 respectively from February 2016 to February 2017. Nineteen of the communities in the NVC had an increase in the labor force from February 2016 to February 2017 per Labor Department Statistics.

Connecticut's employed labor force increased from February 2016 to February 2017 by 25,077 people according to the CT Labor Department. The NVC employed workforce increased by 2,536 people during the same period.

Within the NVC from the period of February 2016 to February 2017 the employment criteria, employed and unemployed and overall unemployment rates improved. The labor force declined by 3,800. The number of unemployed declined by 1,231 people. The overall unemployment rate for the same period in the NVC declined to 6.25%. The State of Connecticut was 5.50% and the U.S. was 4.95%. Cheshire had the lowest rate at 3.6%.

Within the NVC from the period of March 2015 to February 2017 all of the employment criteria, labor force, employed and unemployed and overall unemployment rates declined. The number of unemployed declined by 2,870 people. The overall unemployment rate for the same period in the NVC went from 7.3% to 6.24%. The State of Connecticut went from 6.36% to 5.50% and U.S. went from 5.47% to 4.95%. Cheshire had the lowest rate at 3.6%.

UNEMPLOYMENT AND LABOR FORCE CHARACTERISTICS - NVC FEBRUARY 2016 -2017

The Connecticut unemployment rate for the year from February 2016 to February 2017 decreased from 6.0% to 5.50%. The average unemployment rate for the twenty NVC communities decreased from 6.8% to 6.24%. Twelve of the twenty communities were at or below the state average with Cheshire the lowest at 3.6%. The United States adjusted rate for the same period went from 5.19% to 4.95%. Five of the NVC communities were at or below the national average of 4.95%. The labor force for the NVC increased from 247,443 people to 248,748 people (+1,305). Waterbury had the largest workforce with Bristol second and Shelton third. Bethlehem had the smallest work force.

CONCLUSIONS

The Advisory and Strategy Committees under the leadership of its Chairperson, Sheila O'Malley of the City of Ansonia has continued to develop a partnership with government and business leaders through the CEDS/EDD Outreach process. The public forums continue to have good Citizen participation.

SEDC/WDC continues to utilize the CEDS/EDD process to encourage economic partners within the twenty communities and prepare data and information to support one of Connecticut's eight EDDs. The Strategy Committee continues to oversee the CEDS/EDD document, maintain, update and adjust, prepare and submit reports, monitor significant changes in the economy, coordinate all committees, outsource information by communicating with all the partners, all of which are reported in detail throughout the annual update.

The NVCOG provides valuable assistance in preparing the report on the transportation (TIP & LRTP projects) and future alternate modes concepts. The Bridgeport to Waterbury rail enhancements, NEC future, brownfields and Naugatuck River Greenway (project, priority and economic impacts) several of the pictures, charts and graphs were supplied by NVCOG.

Implementation and monitoring of the CEDS will have direct impacts on each of the communities with some communities having a greater economic benefit through economic growth, job expansion, new businesses and/or relocation than others, but the entire region will benefit because job opportunities will be available for all residents of the corridor. The demographics show that all communities had a slight decrease in the labor force during the past year. The NVC labor force statistics from March 2015 to February 2017 reflected a decrease in the unemployed and unemployment rates. This is a positive sign concerning the economy's future as we set our vision for 2017/2018. The CEDS process is also to be used as a measuring stick for improving transportation, which is the bloodline for economic growth since the majority of our residents and/or businesses use our highways to commute and to deliver their products and services. Refer to our section on the NVCOG's transportation report and potential construction projects for the benefit of the entire CEDS/EDD region. As per the stakeholders survey improved rail services on the Waterbury to Bridgeport line will assist with the traffic congestion by reducing car usage and the W.A.T.E.R. (Waterbury Active Transportation Economic Resurgence).

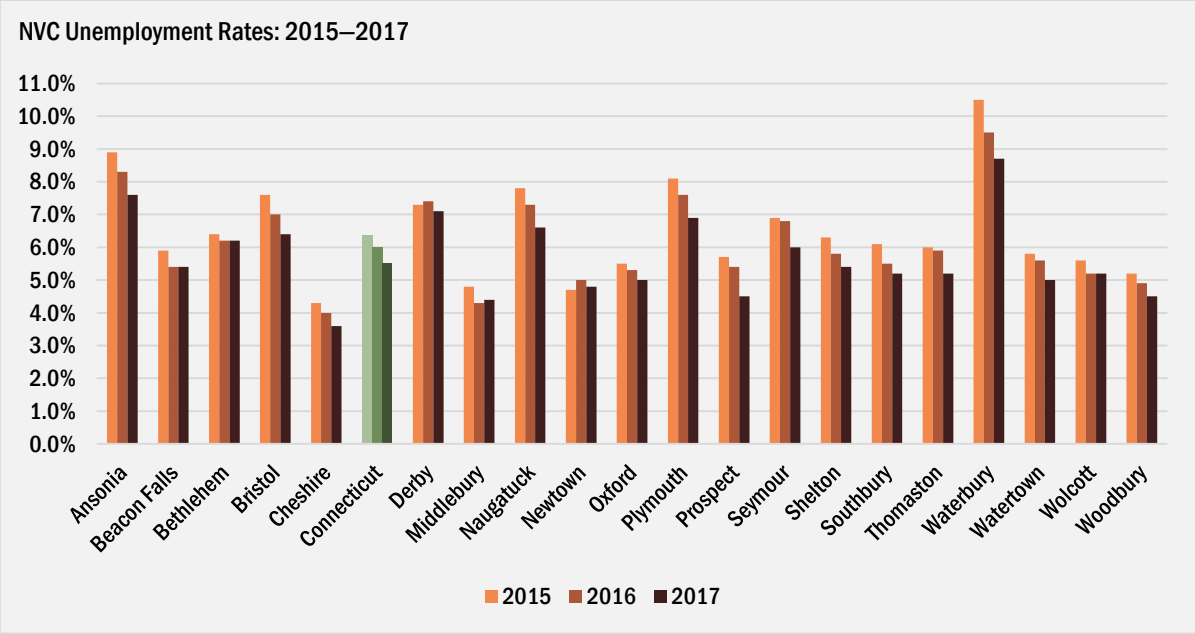
CT Congressional representatives are aware of the NVC CEDS and have participated in our public forums and assisted with economic development grants for our communities. Their assistance in procuring additional grants in aid for our individual communities or a regional organization will have an overall economic benefit.

SUMMARY OF PERFORMANCE MEASURES

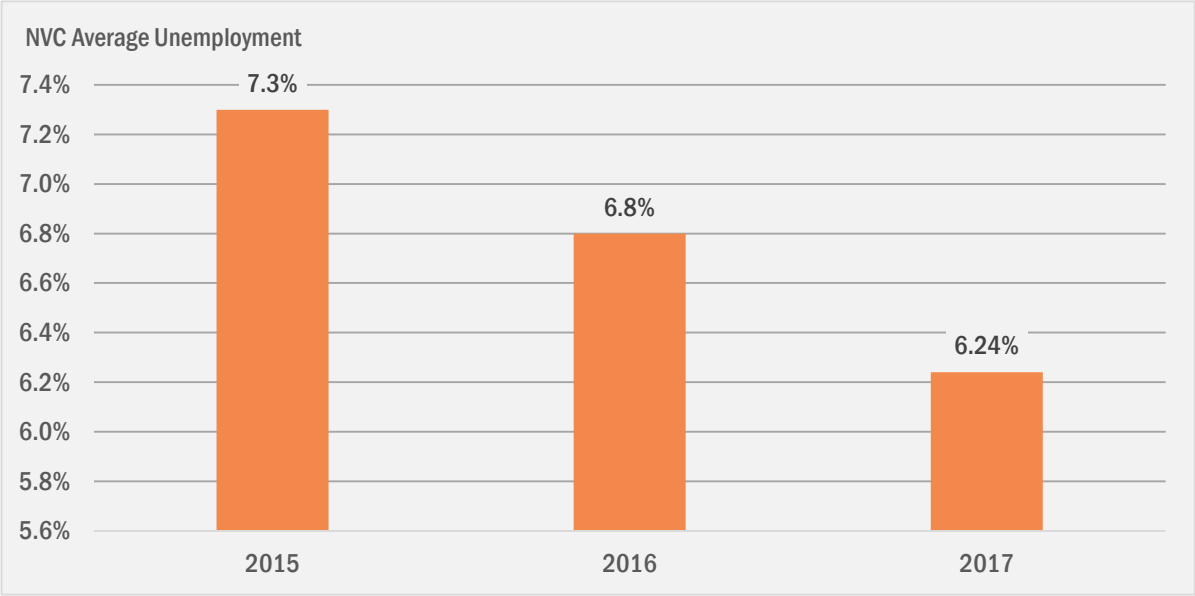
Unemployment in the NVC since the last CEDS

The number of unemployed has dropped in every NVC town and city since March 2015 thru February 2017, unemployment decreased by 1.04 percentage points in the NVC, from 2015 to 2017 reporting periods, 1.8 percentage points in Waterbury, 1.3 percentage points in Ansonia, 1.2 percentage points in Bristol, Naugatuck, Prospect and Plymouth, and 0.8 percentage point in Thomaston. Unemployment decreased by 0.86 percentage point in Connecticut from 2015 to 2017.

The average unemployment rate for the NVC towns decreased over time from 7.28% in 2015 to 6.8% in 2016 to 6.24% in 2017. In 2016 both Derby and Newtown had a slight increase in their unemployment rates. In 2017 Middlebury reflected a slight shift due to rounding.



Unemployment has decreased from 2015 to 2016 and 2016 to 2017. Unemployment rates in Beacon Falls, Bethlehem and Wolcott remained the same during the 2016 to 2017 report periods.

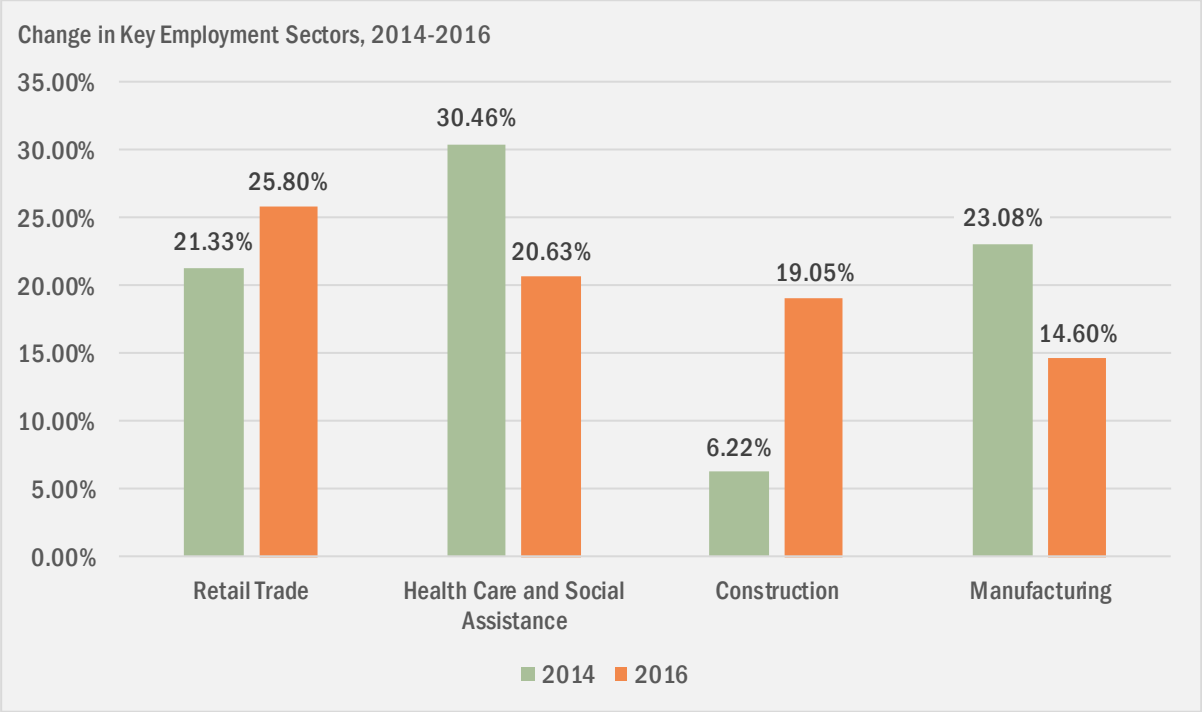


In 2017, unemployment rates that were below the Connecticut average of 5.50 were in Beacon Falls, Cheshire, Middlebury, Newtown, Oxford, Prospect, Shelton, Southbury, Thomaston, Watertown, Wolcott, and Woodbury. In 2017, the unemployment rate in Waterbury was 3.2 percentage points higher than the Connecticut average. The unemployment rate was 2.1 percentage points higher in Ansonia than the Connecticut average, 1.6 percentage points higher in Derby, 1.4 percentage points higher in Plymouth, 1.1 percentage points higher in Naugatuck, .90 percentage points higher in Bristol, .70 percentage points higher in Bethlehem, and .50 percentage points higher in Seymour than it was for the state.

Overall, number of unemployed in the NVC decreased from 2015 to 2017. Overall unemployment again decreased in the NVC from 2016 to 2017.

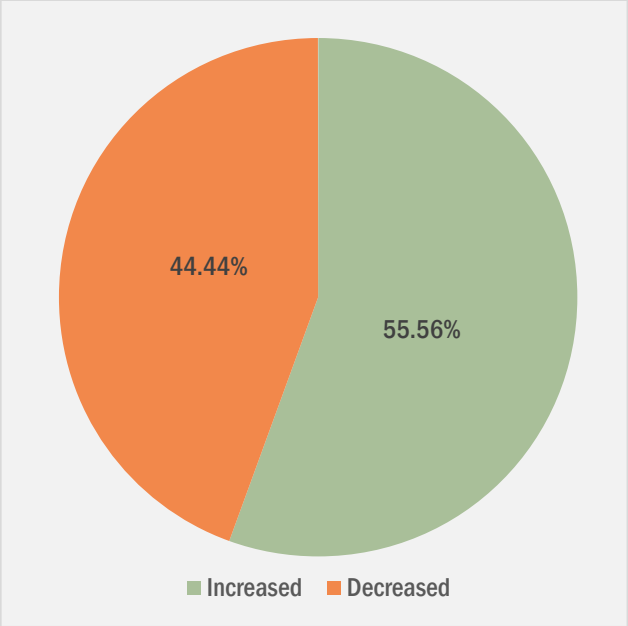
CLUSTER/SECTOR ANALYSIS OF MAIN EMPLOYMENT SECTORS

An examination of the key employment sectors in the NVC shows that some areas have taken on a much larger percentage of the overall business employment in just a few years. Retail trade remains relatively stable, while growing as a percentage of the overall business employment. Health Care and Social Assistance, as well as Manufacturing showed a decline in the percentages of the overall business employment that they represent, but are still critically important business sectors. Finally, construction continues to improve as the economy grows, and the percentage of overall business employment from the construction industry posted a significant increase.



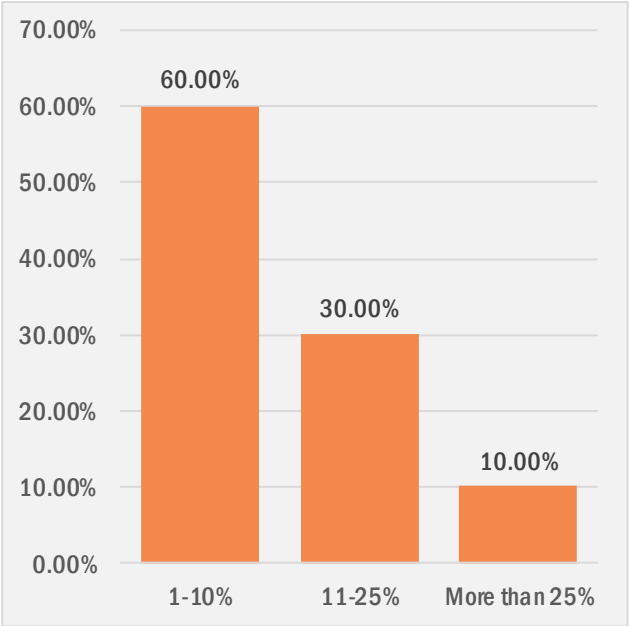
CEDS STAKEHOLDER SURVEY RESULTS

Over the last year, have the total dollars spent on local infrastructure projects in your town increased or decreased?



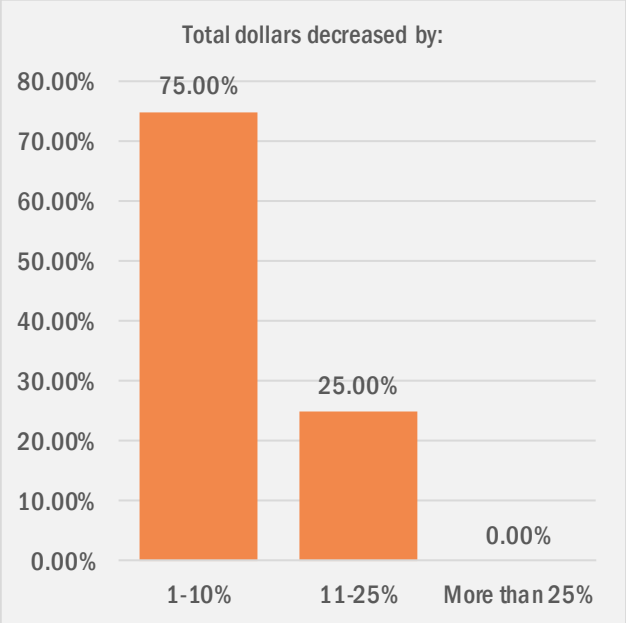
Status updates on total dollars spent on local infrastructure projects over the last year in the NVC: Ten respondents (56.56%) reported that the total dollars spent on local infrastructure projects increased over the last year. Eight respondents (44.44%) indicated that the total dollars spent on local infrastructure projects decreased over the last year.

Over the last year, by what percentage have the total dollars for local public infrastructure projects in your town increased?



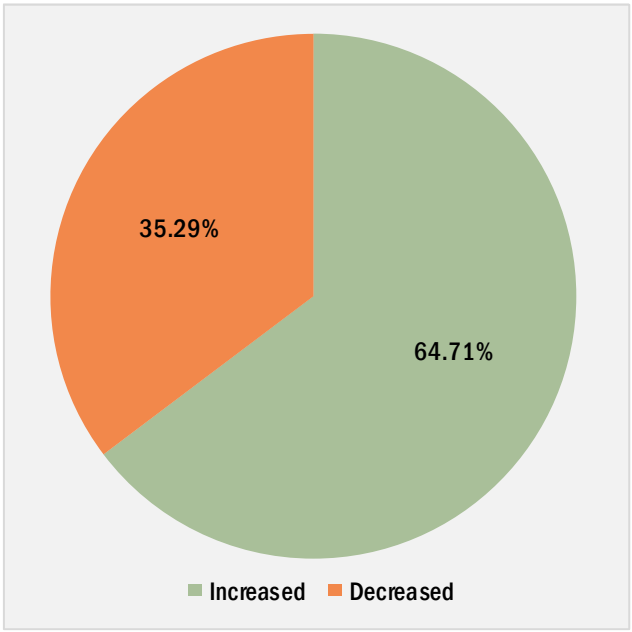
Status updates on percent change in the total dollars spent on local infrastructure projects over the last year in the NVC: A total of ten respondents (55.56%) indicated that local public infrastructure dollars increased in the last year. Of these ten, six respondents (60%) indicated that infrastructure dollars increased by 1-10%; three respondents (30%) indicated that infrastructure dollars increased by 10-25%; one respondent (10%) indicated that infrastructure dollars increased by more than 25%

Over the last year, by what percentage have the total dollars for local public infrastructure projects in your town decreased?



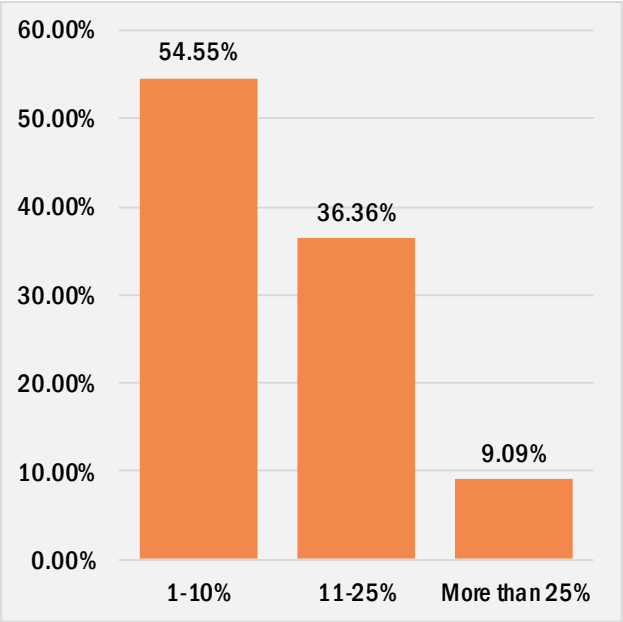
A total of eight respondents (44.44%) indicated that local public infrastructure dollars decreased in the last year. Of these eight, six respondents (75.0%) indicated that infrastructure dollars decreased by 1-10%. Two respondents (25.0%) indicated that infrastructure dollars decreased by 10-25%.

Over the last year, have the total dollars spent on transportation projects in your town increased or decreased?



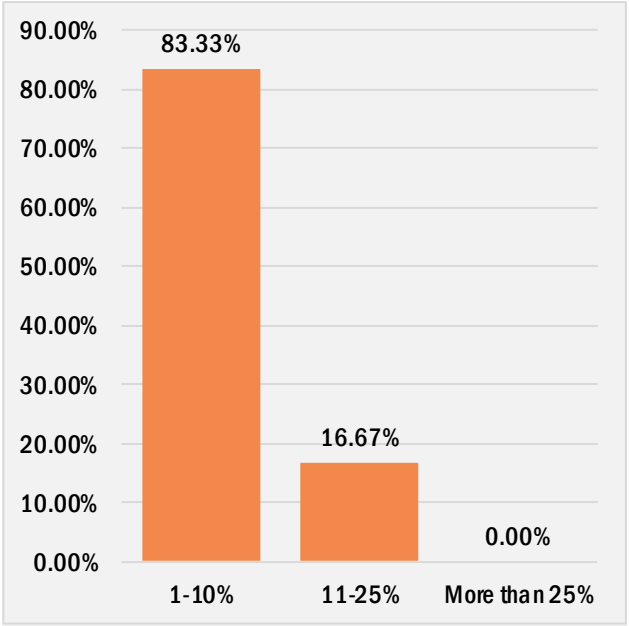
Status updates on percent change in the total dollars spent on transportation projects over the last year in the NVC: Eleven respondents (64.71%) indicated that the total dollars spent on transportation projects increased over the last year. Six respondents (35.29%) indicated that the total dollars spent on transportation projects decreased over the last year.

Over the last year, have the total dollars spent on transportation projects in your town increased?



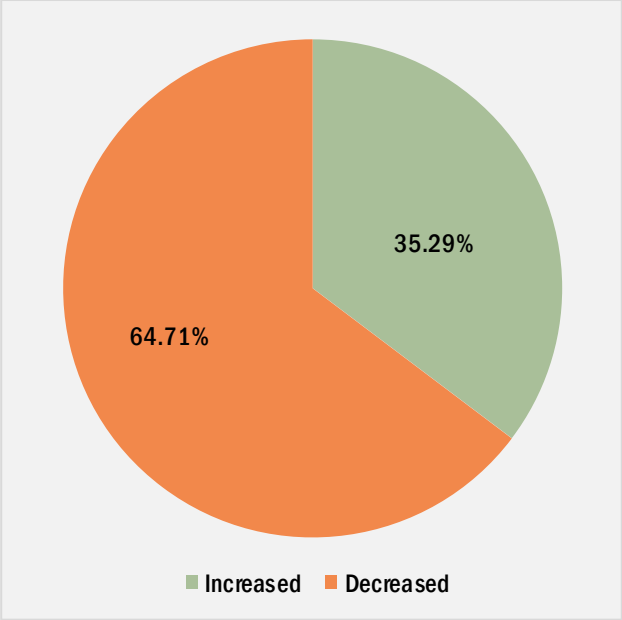
A total of eleven respondents (64.71%) indicated that the total dollars for transportation projects increased over the last year. Six (54.55%) indicated it increased by 1-10%; four (36.36%) indicated it increased by 11-25%; one (9.09%) indicated it increased by more than 25%.

Over the last year, have the total dollars spent on transportation projects in your town decreased?



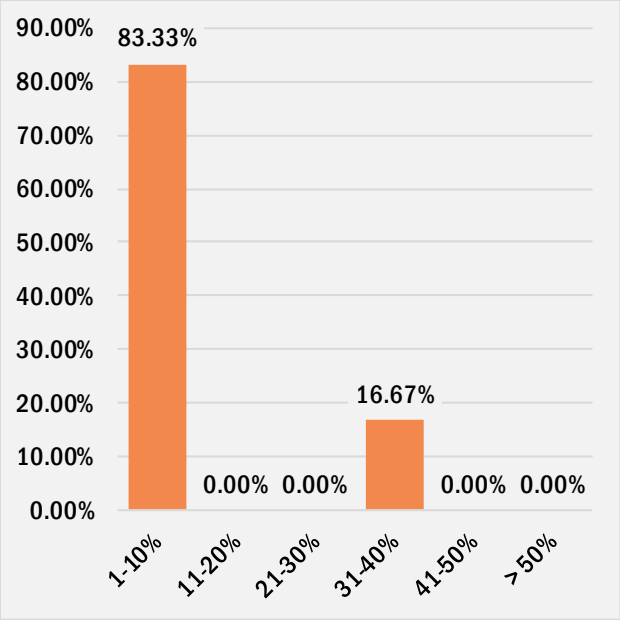
A total of six respondents (35.29%) indicated that the total dollars for transportation projects decreased over the last year. Five (83.33%) reported that it decreased by 1-10%. One (16.67%) indicated it decreased by 11-25%.

Over the last year, have the total dollars spent on underutilized buildings and sites in your town increased or decreased?



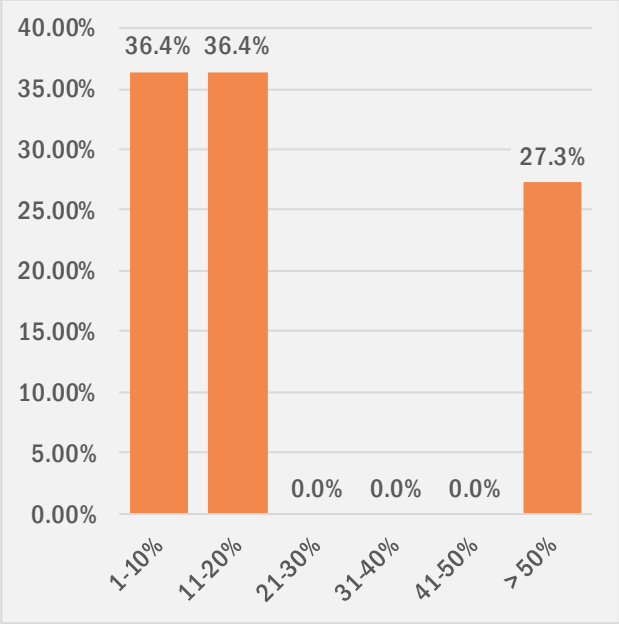
Status updates on percent change in the total dollars spent on underutilized buildings and sites over the last year in the NVC: Six respondents (35.29%) reported that the total dollars spend on underutilized buildings and sites increased over the last year. Eleven respondents (64.71%) reported that the total dollars spend on underutilized buildings and sites decreased over the last year.

Over the last year, have the total dollars spent on underutilized buildings and sites in your town increased?



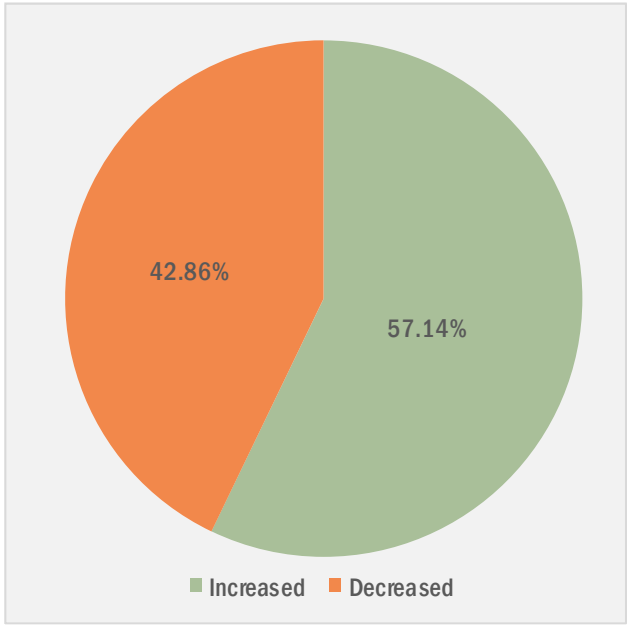
Of the six respondents (35.29%) that indicated that the total dollars spent on underutilized buildings and sites increased over the past year, five (83.33%) reported that it increased by 1-10%; one (16.67%) indicated that it increased by 31-40%.

Over the last year, have the total dollars spent on underutilized buildings and sites in your town decreased?



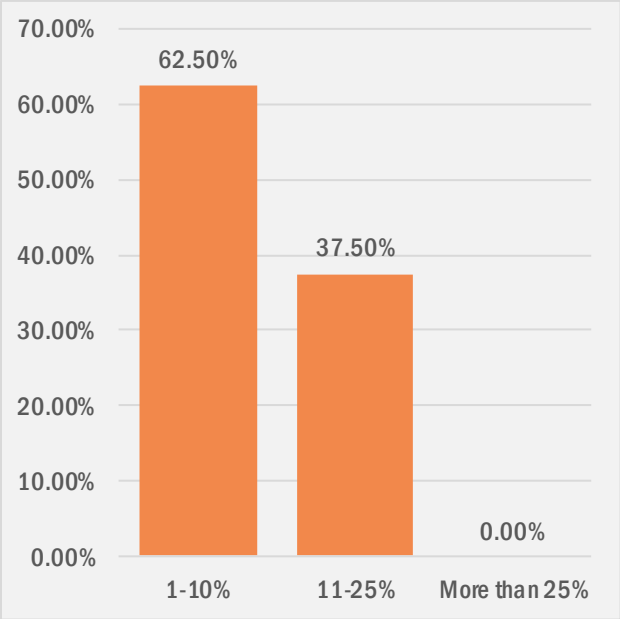
Of the eleven respondents (64.71%) that indicated that the total dollars spent on underutilized buildings and sites decreased over the past year, four (36.36%) indicated that it decreased by 1-10%; four (36.36%) indicated that it decreased by 11-20%; three (27.27%) indicated that it decreased by more than 50%.

Over the last year, have the total dollars spent on improving vacant buildings and sites, including town centers and shopping centers in your town, increased or decreased?



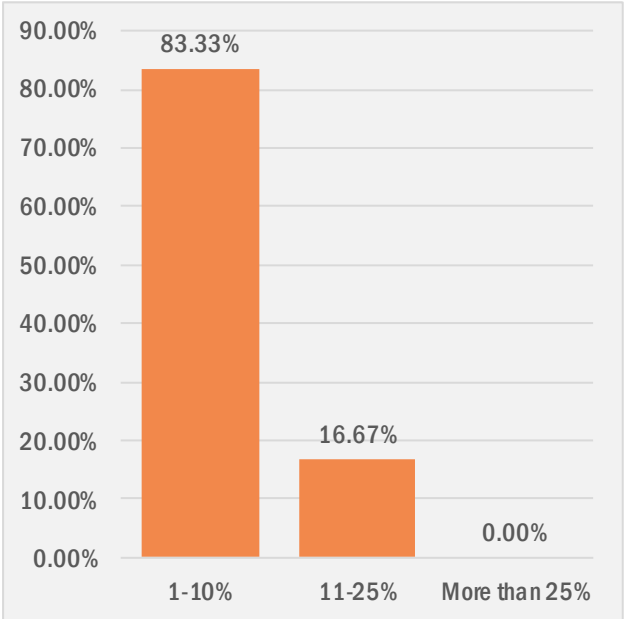
Status updates on percent change in the total dollars spent on improving vacant buildings and sites, including town centers and shopping centers in your town, over the last year in the NVC: Eight respondents (57.14%) indicated that the total dollars for improving vacant buildings and sites increased over the last year. Six respondents (42.86%) indicated that the total dollars for improving vacant buildings and sites decreased over the last year.

Over the last year, have the total dollars spent on improving vacant buildings and sites, including town centers and shopping centers in your town, increased?



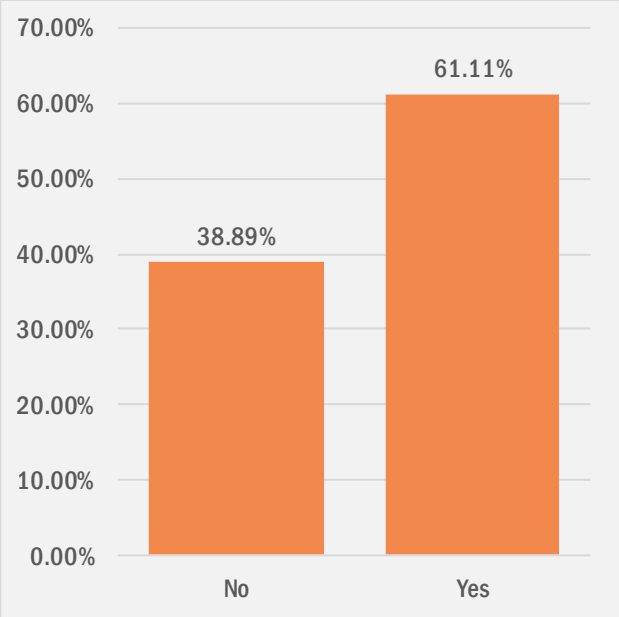
Of the eight respondents (57.14%) who responded that the total dollars for improving vacant buildings and sites increased over the last year, five reported that spending increased by 1-10%; three indicated that spending increased by 11-25%.

Over the last year, have the total dollars spent on improving vacant buildings and sites, including town centers and shopping centers in your town, decreased?



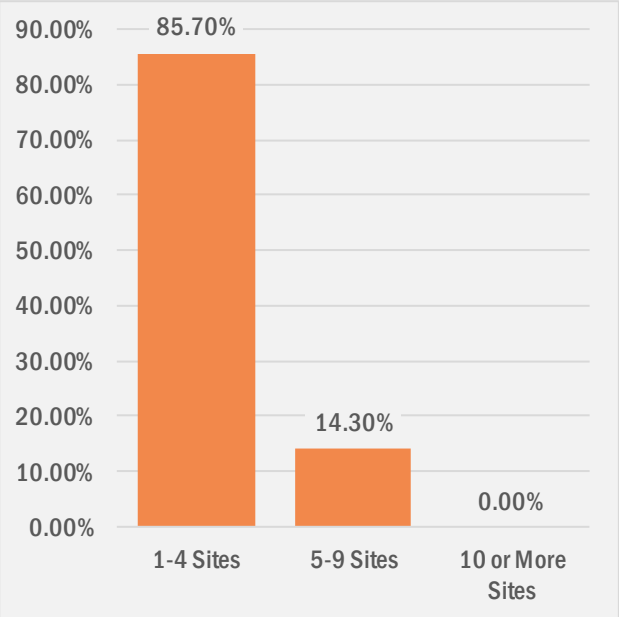
Of the six respondents (42.86%) who indicated that spending decreased, five (83.33%) reported that spending decreased by 1-10%; one (16.67%) indicated that spending decreased by 11-25%.

Has your community been active in brownfield program efforts?



Status updates on community activity in brownfield program efforts: More than half of the survey respondents have been active in brownfield program efforts.

Over the last year, how many brownfield sites have been identified in your community?



During the past year, fourteen communities identified brownfield sites (3 communities which indicated that they are not currently active with brownfield sites, did indicate activity in identification of brownfield sites).

- Twelve (85.7%) identified between 1-4 sites.
- Two (14.3%) identified between 5-9 sites.

Fifteen of the towns reported assessing one to four brownfield sites. Eleven towns reported cleaning up one to four brownfield sites. No towns assessed or cleaned up more than four brownfield sites in the previous year.

2017 MATRIX OF NVC CAPITAL INVESTMENT PROJECTS

Project	Rated	Cost	Requested Amount	CEDS Goal	Responsibility	Funding Partner	Jobs Const.	Jobs Created
Ansonia								
MDP Farrel, Ansonia Copper & Brass	T.A.	$500,000	$500,000	2-3-4	Ansonia EDC	City, DECD, EDA	50	150
Ansonia Fountain Lake Commerce Center Development Parcels	T.A.	$300,000	$300,000	2-3-4	Ansonia EDC	City, DECD		
Beacon Falls								
Infrastructure Upgrade – Gas, Water, Sewer	T.A.	$150,000	$150,000	2-3	EDA	Town, OPM, EDA	TBD	TBD
Downtown Design Plan	T.A.	$500,000	$500,000					
Beacon Valley Bridge	T.A.	$1,000,000	$1,000,000					
Cheshire								
Parking for Linear Trail	P.W.	$500,000	$500,000	3	EDC	Town, DEEP, OPM, EDA	50	-
Infrastructure Improvements	P.W.	$3,500,000	$3,500,000	2-3	EDC	Town	25-100	100-200
Bristol								
894 Middle Street Brownfield Development	T-I	300/400	Half	1-2-4-5	BDA	City, DECD	50	100
Downtown Infrastructure	T-II	18,400,000	TBD	1-2-3-4&5	BDA	State DECD, City	100	100/200
Memorial Boulevard School Upgrades	T.A.	15,000,000	TBD	2-5	BDA	TBD	25	25/100
Pequabuck River Flood Mitigation	T.A.	TBD	TBD	1-2-4 (NVC)	BDA	TBD	-	-
Derby								
Parking Garage	T.A.	$6,845,670	$6,845,670		Mayor	City		
Division Street Project	T-I	1,000,000	50%	1-2-4-5	Mayor	City	25	100/200
Fountain Lake Project	T.A.	200,000	100,000	1-2-3-4	Mayor	DECD, EDA	100	100
Factory Street Infrastructure	T.A.	1,000,000	500,000	1-2-3-4	Mayor	DECD, Private	25	25/100
Middlebury								
Village Center Streetscape Plan	T.A.	$35,000	$35,000	1-2-3	Mayor	Town, DEEP	TBD	TBD
Naugatuck								
Naugatuck Downtown Project – Parcel A	None	TBD	None	1-2-4-5	Private	Borough, Private	N/A	N/A
Naugatuck Downtown Project – Parcel B	None	TBD	N/A	1-2-4-5	Borough, Private	Borough	N/A	N/A
Naugatuck Downtown Project – Parcel C	None	TBD	None	1-2-3-4-5	Private	Private, Borough	N/A	N/A
ConnDOT Parcels Y and Z	None	TBD	None	1-2-3-4-5	Borough	Borough	N/A	N/A

Project	Rated	Cost	Requested Amount	CEDS Goal	Responsibility	Funding Partner	Jobs Const.	Jobs Created
Naugatuck Train Station	None	TBD	None	1-2-3-4-5	Private	Borough, Private	N/A	N/A
Newtown								
44 Swamp Road Brownfield Plan: Solar Farm	P.W.	$3,500,000	$3,500,000	2-3-4	EDC	DECD, EDA	25	25
Fairfield Hills Infrastructure Upgrade (Sewer)	T-I	1,000,000	600,000	1-2-3-4-5	Town	State, DECD, EPA, EDA	25-100	100-200
Oxford								
Sanitary Sewer/Water Expansion – Governors Hill Area	P.W.	$4,000,000	$4,000,000	1-2-3-4	WPCA	Town, DECD, EDA		
Local Infrastructure:	TA/PW	$4,000,000	$4,000,000	1-2-3-4	P.W.	Town, EDA, DEEP		
Little River Walkway								
Riverside Walkway								
Sidewalk Quarry Walk to Seymour Town Line								
Oxford, Seymour to Southbury Shuttle to Railroad Station								
Hawley Road Reconstruction 3,250 LF	P.W.	$2,000,000	$2,000,000	1-2-3-4	P.W.	Town, EDA		
Replace Dutton Street Bridge	P.W.	$1,300,000	$1,300,000		P.W.	Town, EDA		
Rigg Street Reconstruction	P.W.	$2,700,000	$2,700,000		P.W.	Town, EDA		
Prospect								
Water Line Utility Extension	P.W.	$3,800,000	$3,800,000	2-3-4-5	Mayor	Town, DECD, EDA	25	50
Shelton								
Canal Street Reconstruction	T-I	5,000,000	1,500,000	1-2-3-4-6	SEDC	City, Private, EPA, EDA, DECD	100	TBD
Thomaston								
Downtown Business District E.D. Plan	T.A.	TBD						
Multi-Road Reconstruction	TA/PW	TBD	TBD	1-2-3	Mayor, EDC	TBD	N/A	
Connect Downtown businesses to South End Businesses Streetscape/Sidewalk	T.A.	TBD	TBD	1-2-3	Mayor, EDC	TBD	N/A	

Project	Rated	Cost	Requested Amount	CEDS Goal	Responsibility	Funding Partner	Jobs Const.	Jobs Created
Municipal Parking/ Park Improvements	T-I	493,000	250,000	1-2-3-6	Town	DECD	25	N/A
Road Rehabilitation	T-II	7,606,000	7,606,000	1-2-3	Town, Federal	State, Federal	25	N/A
Sidewalk Rehabilitation	T-II	456,000	228,000	1-2	Town and other grants	Town	25	N/A
Waterbury								
Cherry Street	T-I	1,000,000	500,000	1-2-4-5	WDC	DECD/EDA	50	N/A
Freight Street	T.A.	600,000	250,000	1-2-3-4-5	WDC	DECD/EDA	50	250
Washington Park	T-II	250,000	125,000		WDC	DECD/EDA	25	100
South End	T.A.	600,000	300,000	1-2-4	WDC	DECD		1000
Brookside Industrial Park	None							
Watertown								
Concord Drive Infrastructure	T-1	TBD	TBD	1-2-4-5	Public Works		N/A	N/A

New Projects Submitted in 2017: 18

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Transportation

The Naugatuck Valley Corridor is served by two main expressways and a network of state-maintained arterials. It is also served by commuter rail operated by the Metro-North Railroad along the Waterbury branch line (**WBL**) of the New Haven rail line. Six stations are located along the WBL: Derby-Shelton, Ansonia and Seymour, Beacon Falls, Naugatuck and Waterbury. Fixed-route, local bus operations are available to area residents, but they are disconnected and do not offer service throughout the entire region.

HIGHWAY NETWORK

The highway network of the NVC is diverse and offers its residents an integrated range of options. Key facilities include:

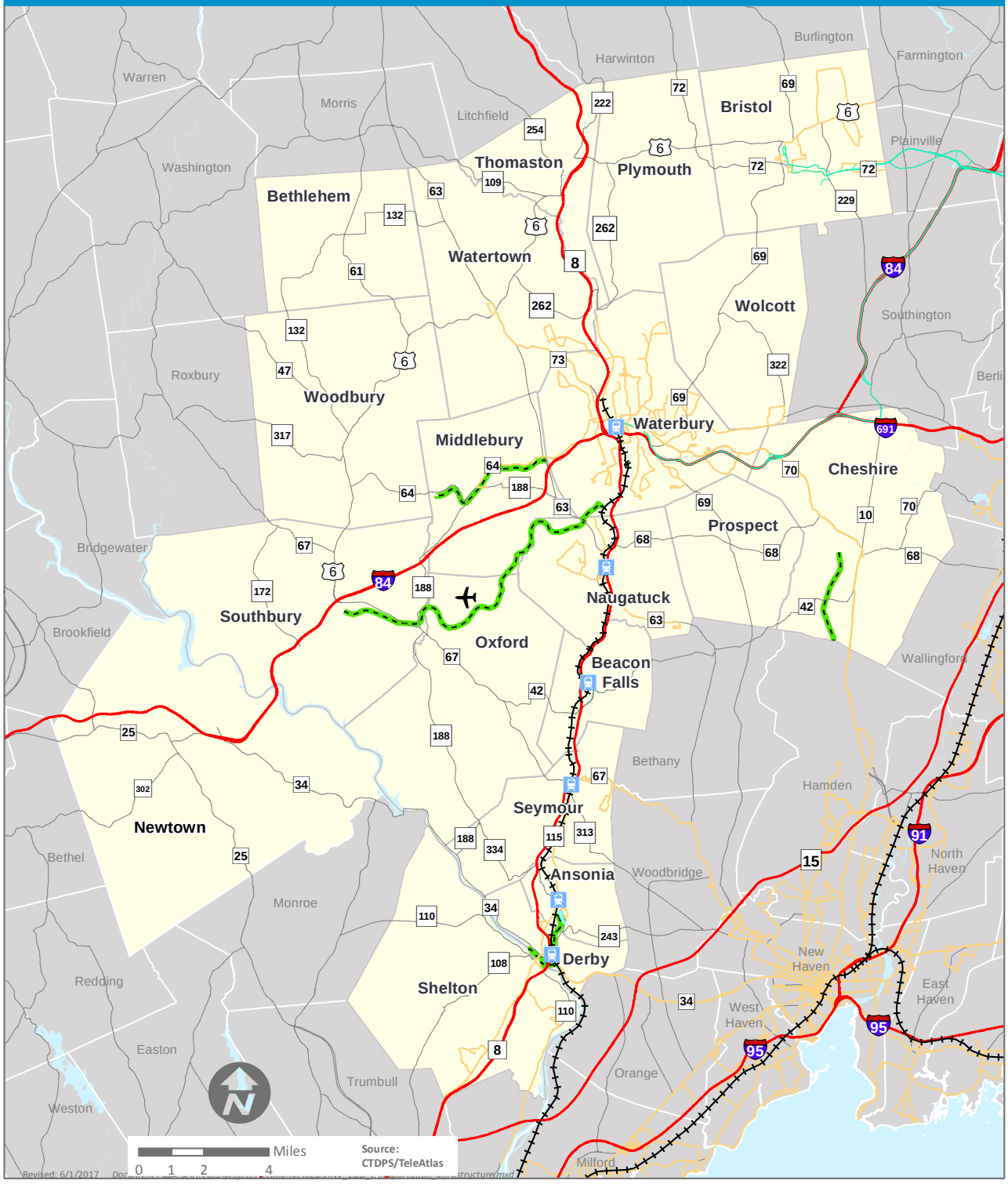
Interstate 84: I-84 is the NVC's principle east-west expressway, extending 107 miles through Connecticut from the New York state-line at Danbury to Massachusetts. The highway was constructed in the early 1960s and has been upgraded along various sections over the years. I-84 connects the area to the New York metropolitan area via interchanges with I-684 in White Plains and I-87, which becomes the New York Thruway between New York City and Albany. In Massachusetts, I-84 merges with I-90 (Massachusetts Turnpike), which continues east into Boston. In the NVC, I-84 passes through Southbury, Middlebury, Waterbury and Cheshire. It operates with two lanes in each direction west of Waterbury and has three lanes per direction through Cheshire and into Waterbury. A major construction project is underway to realign and widen the interstate in Waterbury. The project is expected to be completed in 2020.

Route 8 Expressway – General Samuel Jaskilka Highway: Route 8 is a major north-south limited access highway through the NVC. It begins in Bridgeport at the junction with I-95 and extends to the Town of Winchester in the northwest corner of the state, a distance of 58.3 miles. The highway continues as a two-lane arterial to the Massachusetts border. It was constructed in the early 1960s but was not completed until 1982. Through the NVC, the expressway features an alignment that closely follows the curves of the Naugatuck River, has elevated viaducts through the town centers and has poorly designed on- and off-ramps that lack adequate acceleration and deceleration lanes.

Interstate 691: I-691 serves an interstate connector between I-84 and I-91 and provides direct interstate access from Waterbury to New Haven. Construction on the expressway was started in 1966 and extended in the early 1970s as State Route 66. The final section linking it with I-84 was finished in 1987, and the highway was added to the interstate system and renumbered I-691 at the same time.

I-84-Route Interchange – "Mixmaster": The I-84 and Route 8 interchange was built between 1965 and 1967 to accommodate movement between the two expressways and the local streets. It is commonly referred to as the "Mixmaster" because of the number of closely spaced and intertwined ramps that comprise the interchange area, with several left-hand entrances and exits. The interchange is unique in Connecticut because of its elevated, double-decked design high above the Naugatuck River and local streets. The interchange area is one of the nation's top 100 most congested areas and has been identified as one of the critical freight bottlenecks not only in Connecticut but in New England. The CTDOT has determined the deficiencies of the current structures and geometry warrant rehabilitation and replacement. Preliminary replacement cost estimates range from approximately $3 billion for a partial replacement to $7 billion for a full replacement. While no timeline has been established for the reconstruction of the "Mixmaster" project, the CTDOT plans to rehabilitate a series of bridges and viaducts that form the critical ramps between I-84 and Route 8. The project is in design and construction is expected to begin in 2018 and be completed by the end of 2021.

Transportation System



NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

State Numbered Arterials: The state owns and maintains a network of two- and four-lane arterials that connect the region's centers, facilitate movement through the region, and provide a good level of service between urban areas. The key principle arterials in the NVC are:

- US Route 6
- State Route 10
- State Route 25
- State Route 34
- State Route 63
- State Route 67
- State Route 68
- State Route 69
- State Route 70
- State Route 72
- State Route 110
- State Route 115

In addition to the state network, an interconnected network of minor arterials and local roads complement the state arterial system and provide access to local land uses.

PUBLIC TRANSIT NETWORK

Public transportation options in the NVC include commuter rail and regular, fixed-route bus service. While transit opportunities exist, the services do not provide convenient and attractive alternatives to travelers. The transit systems in the area include the following:

Commuter Rail: The Metro-North Railroad operates commuter rail service in Connecticut between New Haven and Grand Central Terminal along the main line. Three branch lines feed into the New Haven main line. The Waterbury Branch Line (**WBL**) is one of the branch lines and extends from the city of Waterbury to its connection with the main line at the Devon wye. The WBL is the longest of the three branch lines at about 27 miles. Service is operated between Waterbury and Bridgeport, with stops at Naugatuck, Beacon Falls, Seymour, Ansonia, and Derby-Shelton. The WBL consists of an unsignalized, non-electrified single track with no passing sidings. Because of the lack of signals, the WBL is considered "dark" territory. These physical characteristics limit and constrain the level of service provided on the line as northbound and southbound trains are unable to pass one another, and, since the WBL is "dark" multiple trains and cannot operate simultaneously on the line. To upgrade the line, the state has initiated the design of a full Central Traffic Control signal system and is committed to implementing the system in conjunction with installing Positive Train Control. The signal system is being designed to process 10 trains per hour. In addition, two sections of by-pass sidings are programmed for construction within the next five years. The sidings will be fully integrated into the signal system to allow trains to enter and exit the sidings seamlessly. These projects will permit more frequent service and allow trains to operate on the line simultaneously in opposite directions.

Local, Fixed-route Bus Services: The NVC is served by local, fixed-route bus service, but it is disconnected and fragmented, and does not provide a level of service that is conducive to commuter travel. Four separate bus operators have routes into and within the region:

CT Transit-Waterbury: The bus system is comprised of 24 fixed bus routes and 6 tripper routes operated by North East Transportation Company (**NETCO**) under contract with the Connecticut Department of Transportation. Fixed route bus service primarily serves the City of Waterbury, with routes extending into parts of Middlebury, Naugatuck, Watertown, and Wolcott. Commuter-based "tripper" bus service connects Waterbury to industrial parks in Beacon Falls, Cheshire, Naugatuck, and Watertown. In addition, one regional route is operated between Waterbury, Thomaston and Torrington via Route 8. The route provides limited-stop service and connections with the Hartford/Torrington Express and local bus service provided by Northwest CT Transit District.

CT Transit-New Haven: The bus service operated by CT Transit-New Haven is oriented in and around the City of New Haven. However, several routes extend beyond the New Haven area to provide connections separately to downtown Waterbury and the lower NVC communities of Derby, Ansonia and Seymour. The intercity bus route to Waterbury runs hourly from New Haven via Cheshire and the route servicing the lower Valley runs hourly to the town center of Seymour via Route 34.

CT Transit-New Britain-Bristol: Five bus routes are operated within the City of Bristol with one terminating in New Britain and one serving Tunxis Community College in Farmington.

CTfastrak: CTfastrak is Connecticut's first Bus Rapid Transit (**BRT**) system, utilizing a bus only roadway from its downtown New Britain terminal to downtown Hartford. Direct connections to the bus-only portion of the system are provided from NVC cities of Waterbury, Bristol and Cheshire via limited-stop or express bus routes. The Waterbury Express operates via I-84 and also serves Cheshire and the Bristol Express runs along State Route 72. CTfastrak service also extends from Cheshire via State Route 10 through Southington to New Britain via I-84.

Greater Bridgeport Transit Authority: The **GBT** operates three bus routes into the lower Valley from downtown Bridgeport. Two routes connect and turn-around at the Derby-Shelton rail station and one provides express service to corporate areas along Bridgeport Avenue.

Valley Transit District: The **VTD** provides specialized, "dial-a-ride" service to residents of the lower Valley region, with rides needing to be reserved in advanced. A commuter service is also operated to corporations and office along Bridgeport Avenue and Corporate Drive in Shelton.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (**TIP**) lists all proposed highway and transit improvement projects programmed to receive federal assistance over the next five federal fiscal years. Federal regulations require the TIP to be "financially constrained." This means there must be a reasonable expectation of federal financial assistance to implement endorsed projects and that the funding sources must be identified for each project. The Metropolitan Planning Organization is authorized agency to develop and endorsed the TIP in consultation with the Connecticut Department of Transportation. In the NVC, there are two designated MPOs:

- Greater Bridgeport and Valley MPO (**GBVMPO**) covers a ten-town metropolitan planning area centered around the City of Bridgeport. The lower Valley municipalities of Ansonia, Derby, Shelton and Seymour are members of the GBVMPO.
- Central Naugatuck Valley MPO (**CNVMPO**) covers 15 municipalities of the Naugatuck Valley planning region and centered on the City of Waterbury. It has been subsequently amended over the intervening years to advance priority projects and maintain a financially constrained TIP/STIP.

  In addition, the Town of Newtown is a member of the Housatonic Valley MPO.

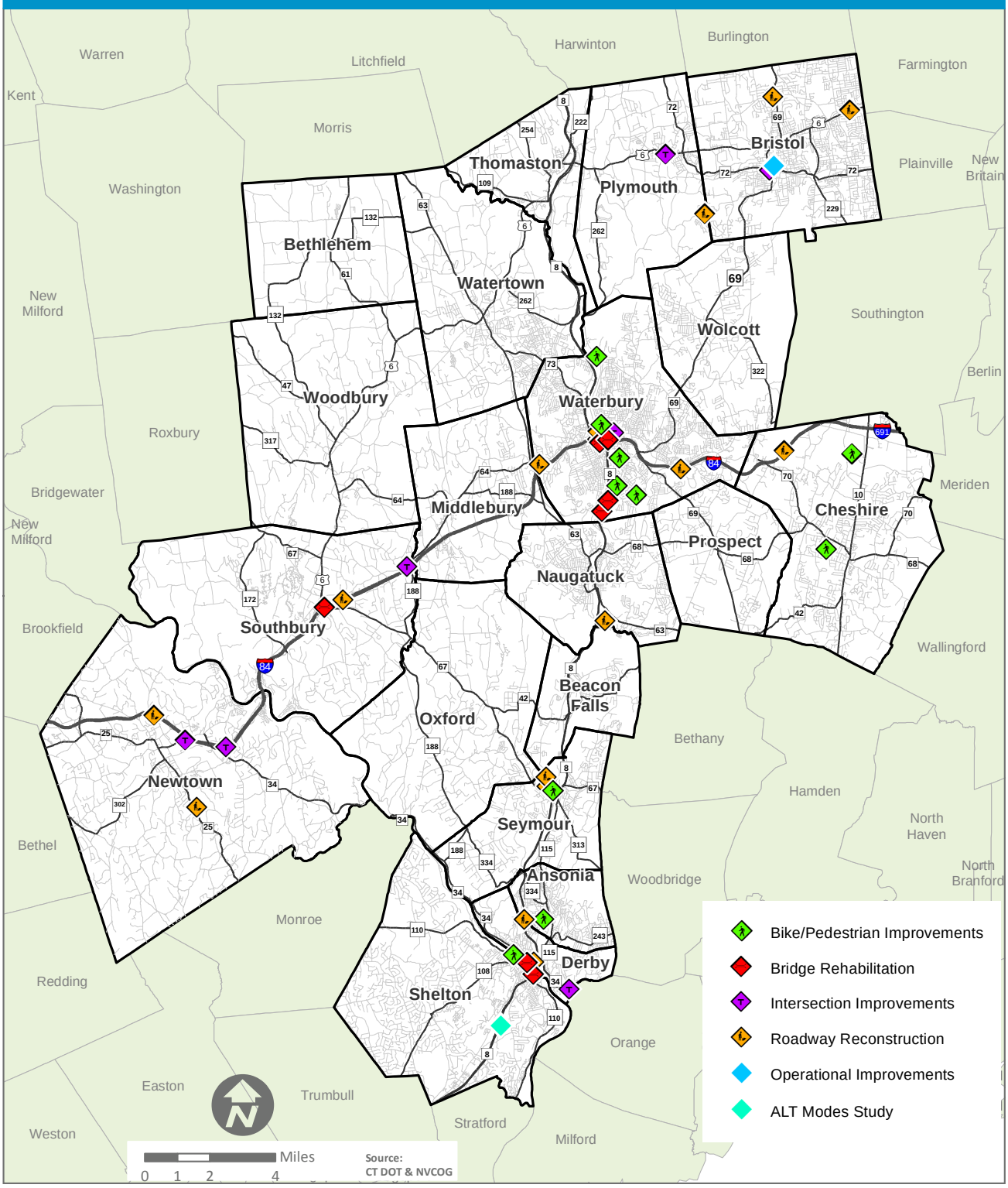
Highway Program Projects in the NVCOG TIP

Geography	Project
Bristol	Route 72, Route 69, and Divinity Street Intersection Improvement and Realignment
Derby	Route 34 Reconstruction
Derby	Route 34 at Derby-Milford Road Intersection Improvement
Middlebury	I-84 Interchange Improvement at Route 63 and Route 64
Naugatuck	Cross Street Reconstruction
Plymouth	US Route 6 Minor Widening and Realignment
Seymour	Route 67 Spot Improvemenets
Derby, Shelton	Route 8 - Commodore Hull Bridge Rehabilitation and Painting
Derby, Shelton	Derby-0Shelton Bridge Rehabilitation and Pedestrian Renovations
Waterbury	I-84 Reconstruction and Upgrade
Waterbury	I-84 at Route 8 Interchange Bridge Rehabilitation (22 bridges and ramps)
Waterbury	Downtown Waterbury Traffic Signal Modernization and Replacement
NVCOG	Various Traffic Signal Upgrades
NVCOG	Various Replacement of Signs and Sign Supports

Transit Program Projects in the NVCOG TIP

Geography	Project
NVCOG	Enhance Mobility of Seniors and Individuals with Disabilities
NVCOG	CTfastrack Infrastructure, Station, and Facility Improvements
NVCOG	CTtransit Facility Improvements, Bus Replacements, and Capital Equipment
Derby	Valley Transit District Facility Improvements, Bus Replacements, and Capital Equipment

Transportation Improvement Projects



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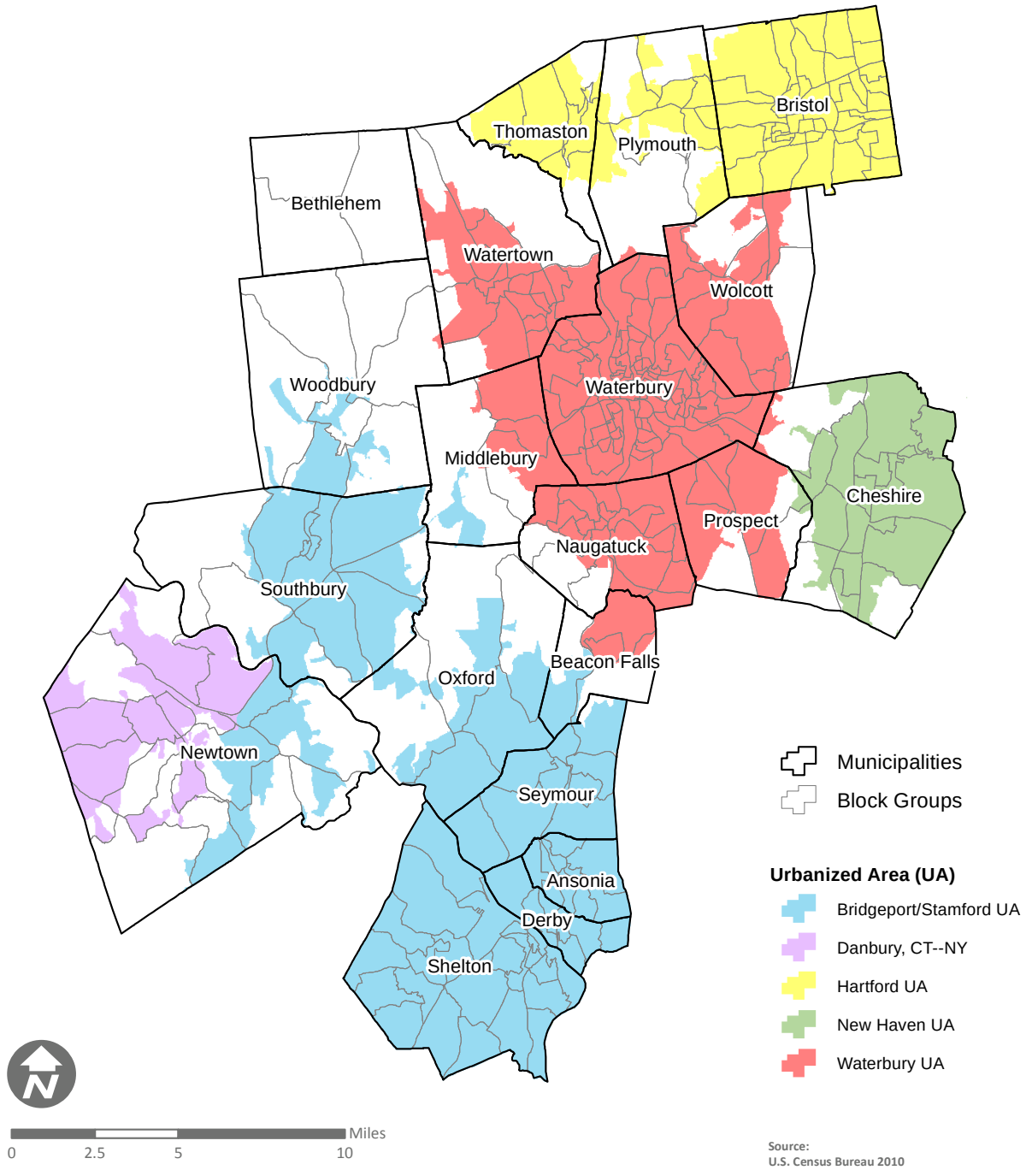
Urbanized Areas



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ACTIVE TRANSPORTATION NETWORK

Active transportation refers to facilities that are for the exclusive use of non-motorized forms of transportation, mainly walking and bicycling. The construction of active transportation facilities can provide substantial economic benefits to the region, improve quality of life and offer potential health benefits. While all of the town centers of the NVC provide sidewalks and various amenities to accommodate pedestrians, there are three principle action transportation facilities in the region:

Naugatuck River Greenway

The Naugatuck River Greenway (**NRG**) is a planned multi-use trail along the Naugatuck River, extending from the City of Torrington to Derby, a distance of about 46 miles. Once completed it will link eleven municipalities, provide an alternate transportation mode, help reclaim and revitalize the river, spur tourism and economic developments, and improve the quality of life of all residents of the Naugatuck Valley region. While most of the greenway is undeveloped, several sections have been completed and preferred routing and alignments for the remaining sections have been identified:

Derby Greenway: The Derby Greenway was the first completed section of the Naugatuck River Greenway. The two-mile section follows the USACE flood control wall along the Naugatuck and Housatonic Rivers, and meanders through "O'Sullivan's Island", a peninsula and park at the confluence of the two rivers. The use of the flood control walls presented a unique opportunity to construct a greenway because the right-of-way was already under public ownership and the top of the walls was already being used by walkers and joggers and was wide enough to accommodate a 10-foot wide trail.

A new project is being initiated to renovate and rehabilitate the Derby-Shelton Bridge to create a pedestrian plaza and cycle-track. The new facilities will be connected and integrated into the Derby Greenway. The project is being funded in part by a $2 million state bond, with the remainder of the construction costs being financed by federal transportation dollars.

The Derby Greenway is well used with counts indicating over 300,000 people use it each year.

Ansonia Riverwalk: The Riverwalk extends 0.5 miles north from the Derby greenway at Division Street. Beginning in a riverside park with a gazebo, it follows the USACE floodwall north to a crossing of the Waterbury branch rail line. A project to construct an overpass of the active rail line is in design and is expected to be constructed in 2017 to allow users to continue to the downtown area.

Beacon Falls Walkway: A 0.5 mile paved, tree lined path was built by reclaiming one lane of old State Route 8 in downtown Beacon Falls and repurposing it for pedestrian and bicycle use. The trail currently extends south along North Main Street to State Route 42. It currently sees about 25,300 visits each year.

Naugatuck Pedestrian Greenway: Currently extending 1.1 miles from the Pulaski Footbridge at 199 River Street to a pocket park on Maple Street, the Naugatuck section of greenway follows the Naugatuck River through Linden Park. Its alignment provides access to numerous recreational opportunities. Counts of trail usage indicate about 58,000 annual uses.

Seymour Greenway and Linear Park: Currently under construction extending from Route 67 at the southbound om-ramp to Route 8 to the recently completed Tingue Dam Fishway Park. The trail is being aligned adjacent to the on-ramp and on state-owned right-of-way. It ends at the parking lot for the park and provides access to the Downtown Seymour area.

Middlebury Greenway

The Greenway follows the historic route of a Connecticut Company trolley line that once connected the residential towns of Woodbury and Middlebury *(and the Lake Quassapaug Amusement Park)* to the City of Waterbury. Completed in 2000, the Middlebury Greenway extends 4.4 miles east to west parallel to Route 64 from near the Woodbury town line to Route 63 near the Waterbury city line. The trolley line was in use

between 1908 to the 1930s.

The trail was designated an official Connecticut Greenway by the CT Greenways Council in 2002. There has been interest in Woodbury to continue the trail along the trolley bed, through newly acquired open space to US Route 6 in the town's center. Middlebury is currently investigating an extension of the greenway along Route 63, and a redesign of Exit 17 on I-84 by CTDOT will include a greenway extension along a new service road to Chase Parkway in Waterbury.

Farmington Canal Heritage Trail

The Farmington Canal Heritage Trail runs approximately 84 miles, extending from New Haven into the neighboring state of Massachusetts to Northampton. In Connecticut, the trail is about 56 miles in length and passes through the NVC in the Town of Cheshire. The Farmington Canal was constructed in the 1820s and 30s as a means of bypassing Hartford, where the navigable portion of the Connecticut River ends, to transport goods from the harbor at New Haven into central Massachusetts. The canal ceased operations 12 years after its completion in 1835, but a railway was built within its right-of-way, portions of which remained active until the late 1990s. In the 1990s, work began on the Farmington Canal Linear Trail in Cheshire and Hamden and on the Farmington River Trail in Burlington. The Connecticut portion of the East Coast Greenway will follow much of the Farmington Canal trail.

PRIORITY PROJECTS

- **Waterbury: Phase 1** – Naugatuck TL at Platts Mill Road to Eagle Street: The trail is under design and is expected to be constructed in 2018. It will stretch from the Naugatuck River Access Park on Platts Mill Road north to Eagle Street along South Main Street and will utilize the existing right-of-way of South Main Street. The project includes sections that will be located behind several commercial properties that will afford direct connection to the Naugatuck River. The project is fully funded by a combination of federal, state and local sources.
  Cost: $9.2 million (HPP)
- **Thomaston-Watertown – Naugatuck River Greenway:** The project will construct a section of the NRG from York Road at the Thomaston Wastewater Treatment Plant to to Frost Bridge Road (Route 262) in Watertown. The section is generally located between the Route 8 Expressway and the Naugatuck Railroad (Currently used as a scenic railroad by the Railroad Museum of New England and occasionally for freight) along an existing, unpaved access corridor of the Waterbury Water Authority's main water line. The CTDOT is building a new CT Transit Bus Maintenance Facility at the site and has committed to constructing a section of the trail and including a trailhead, comfort station, and parking lot. A small parking area will also be provided at Thomaston's Animal Control facility. The project includes the construction of a new bridge over Branch Brook. Funding is currently only available to design a short section in Thomaston and design critical drainage systems along the Watertown section; funded by a federal Recreational Trails grant.
  Cost: $2.5 million
- **Naugatuck: Pulaski Walk to Waterbury TL:** This section consists of a road-separated multi-use trail from Platts Mill Road on the east side of the Naugatuck River near the town line with Waterbury to Pulaski footbridge on the west side of the river near an existing bridge over the Naugatuck River at Bridge Street. The planned trail will connect with an existing section of trail at the south end and a section in design at the north end in Waterbury. This alignment will also require the construction of a new structure to span the Naugatuck River. The trail will be aligned along the corridor of the Waterbury branch rail line, and portions will utilize an old trolley bed and unpaved access road outside of the corridor where possible. The long term plan for this section is to construct a crossing of the Naugatuck River.
  Cost: ±$3.0 million (trail); $2.5-$3.0 million (structure) – unfunded

- **Torrington: Downtown Torrington to Litchfield TL:** As part of the city's Riverfront Recapture initiative, Torrington has established a pedestrian zone on Franklin Street complete with a public parking lot on a former factory site. A planned section of the NRG multiuse trail will extend approximately 2.6 miles south from a trail head at that parking lot in the center of the city to the city's border with Litchfield and Harwinton. Plans call for additional trailheads at Toro Field and on Park Avenue, and construction of a multiuse trail along the US Army Corps of Engineers (**USACE**) flood control levees to connect them.
  Cost: ±$500,000 (RT)
- **Beacon Falls: South Main Street to Toby's Pond:** A short section (about 0.5 miles) of the NRG was built along South Main Street from Depot Street. The proposal is to extend the trail from its current terminus at Route 42, south to the entrance to Toby's Pond. The project would involve a road diet to accommodate an adjacent multi-use path.

  Cost: $1,357,000 – unfunded
- **Waterbury: Phase 2 – Eagle Street to West Main Street & Thomaston Avenue:** This section would extend the separated path along and within the right-of-way of South Main Street to Glen Street. The trail would then continue on an off-road corridor to a nine-acre vacant parcel along the Naugatuck River and adjacent to Jackson Street. Plans are being developed to convert the vacant parcel into a riverfront park with the trail pass through. It will continue along sections of Freight Street, Riverside Street and west Main Street. Project requires acquisition of rights-of-way and remediation of several contaminated parcels.
  Cost: ±$8.6 million – unfunded

FREIGHT AND GOODS MOVEMENT

The movement of freight and goods requires special attention in the NVC. Nearly all freight into, out of and through the region is via truck. The major truck corridors through the region are I-84, Route 8, I-691 and Route 72, with substantial truck traffic on the arterial network throughout the NVC, including Route 25 and Route 34.

While the vast majority of freight is moved on the NVC's highways, railroads also play an important role. Pan Am Southern Railway (**PAS**), a joint venture between Pan Am Railways and Norfolk Southern, transports freight into the region over the Plainville-Waterbury line (the Terryville Line) to customers in Plainville, Bristol, Southington, Waterbury, and to costumers in Beacon Falls and Seymour via the Waterbury Branch Ling. Freight is typically oversized and overweight: chemicals, materials, construction and demolition debris, and equipment. PAS runs a weekly train from East Deerfield, Massachusetts, the railroad's main connection to the North American rail network, to Plainville. On alternate days, PAS also runs out of Plainville to customers as demand warrants. Limited rail freight service is run on the Waterbury Branch Line (passenger line) of the New Haven Main Line and Maybrook freight rail line.

Investment in line upgrades and expanding markets could expand the frequency of service and provide deliveries to more customers.

The Waterbury Branch (Freight) Line of the Pan Am Southern Railroad runs 23.9 miles, east to west, from Berlin to Waterbury. The eastern terminus is located at the northerly leg of the Berlin Wye on Amtrak's New Haven-Hartford-Springfield (**NHHS**) Line and the western terminus is located at the Waterbury Yard, adjacent to Waterbury Station. The line connects to the Waterbury Branch Line of the New Haven Main Line and the Naugatuck Rail Line. It is operated as a Class I Railroad with maximum speed of 25 miles per hour.

The Naugatuck Rail line runs north from Waterbury to Winsted. It was originally chartered in 1845 and extended south to Bridgeport. Regular service on the line ended in 1995 and is currently used for tourist excursion trains. The Naugatuck Railroad is a Class III short-haul line under Federal Railroad Administration (**FRA**) jurisdiction. The line is connected to the Pan Am Southern system in Waterbury. While there is

not currently any regular customers using the Naugatuck Rail Line, it has been occasionally used by the Connecticut Light and Power Company to transport transformers.

The Providence and Worcester Railroad (**P&W**) is a Class II regional railroad that provides freight service over the Waterbury Branch Line of the New Haven Main Line between Devon and Derby and has trackage rights over the Housatonic Railroad's Maybrook Line between Derby and Danbury. P&W operates classification yards that have interchanges with several other freight operators in New England.

Although the region is crisscrossed by these freight railroads, freight movement by rail accounts for only about 3.6% of all freight shipped to Connecticut and 2.8% from the state. The decline of heavy manufacturing and the lack of a direct rail route into Connecticut are the primary constraints to expanded freight movement by rail. There are no direct links available to the major intermodal transfer hubs in New Jersey and no clearly advertised and dedicated intermodal rail service between New England and the lower northeast corridor or the southern Atlantic coast, even via Selkirk rail yards in New York. The existing condition of the rail infrastructure also limits the opportunities to move goods by rail. Out-dated, underweight track, curvature of the track and clearance limits prevent railroads from using the high capacity freight cars now standard in North America.

AIRPORT FACILITIES

The Waterbury-Oxford Airport (**KOXC**) is a state owned and operated general aviation airport located about seven miles southwest of Waterbury, primarily in Oxford with a small northern portion within Middlebury. It occupies about 424 acres within a 3,000 acre industrially-zone district. Its one runway is 5,800 feet long and 100 feet wide. An air traffic control tower became operational in 2001. The state has implemented various infrastructure improvements such as additional taxiways, gas mains, electrical service, and a sewer system. A rear access road, entrance improvements including a gateway, and additional signage are also planned for the airport.

The airport is classified as a National General Aviation Airport by the Federal Aviation Administration. Its primary role is to serve general aviation corporate, business and recreational flight operations. There is a full range of fixed based operators available at KOXC, including aircraft maintenance, flight training, jet and aircraft charter, shuttle services, hangar rental and large aircraft storage, car rental, and restaurants. The state has designated the land surrounding the airport as an Airport Development Zone.

In 2007, the Waterbury-Oxford Airport handled an average of 205 flights each day, approximately 75,000 flights a year. In 2010, there were 174 aircraft based, of which 36 were medium and large corporate jets, nine were multi-engine, and 129 were single-engine aircraft. Although the number of planes based at the airport has been increasing, the lack of adequate hangar space limits growth.

Additional hangars and tie-down areas are recommended in CTDOT's Waterbury-Oxford Airport Master Plan, and Keystone, the fixed-base operator, is proposing the construction of a hangar and office space with a 206,000 square-foot footprint at the airport.

The Waterbury-Oxford Airport is an economic asset to New Haven County and Connecticut, by supporting full and part-time employment directly at the airport and indirectly by the businesses that rely on the airport. These jobs generate personal income and related state tax revenues.

CAPITAL AND PLANNING PROJECTS

Route 8 and Waterbury Branch Line Corridor Alternative Modes Project

The NVCOG has initiated an assessment project to investigate opportunities for providing convenient and enhanced transit services along the Route 8 and Waterbury branch line corridors between the City of Waterbury and the City of Bridgeport. The project study area generally includes the cities of Ansonia, Derby, Shelton and Waterbury, the Borough of Naugatuck, and the towns of Beacon Falls and Seymour.

The cities and towns along the corridor have historically supported a robust manufacturing economy, with dense compact urban cores and residential developments to house their workforces. These city centers were supported by mass transit and municipal infrastructure, including public water supply and sanitary sewer systems. The Waterbury Branch Line (**WBL**) of the New Haven rail line p generally parallels the Route 8 Expressway, but diverges south of Derby as the WBL continues in a straight southerly direction to its connection with the main line at Devon, while Route 8 runs in a more south-southwest direction directly to Bridgeport.

Currently, Route 8 is the primary commuter route and provides a more direct connection for those traveling to Bridgeport and lower Fairfield County. Rail service is limited and constrained by the physical and operating characteristics of the Waterbury Branch Line. It is anticipated that expansion of transit opportunities in this transit corridor, coupled with a major rehabilitation of the WBL (full traffic control system and by-pass sidings) and implementation of transit-oriented developments, could capture a significant portion of the vehicular commuter traffic currently using the Route 8 highway. The shift from auto-dependent travel will mitigate congestion, improve safety and reduce the emission of greenhouse gases. In addition, the establishment of an alternate commuter transit mode along this corridor that provides a fast, frequent and convenient connection between the Bridgeport rail station and the Derby-Shelton station could result in avoiding a future multi-billion dollar investment of limited transportation improvement funds for the replacement of the Commodore Hull Bridge and re-allocating funds for more beneficial and sustainable transportation uses.

The planning project will:

- Evaluate and assess traffic operations and safety along Route 8 between Waterbury and Bridgeport;
- Determine the physical layout and right-of-way of Route 8, as well as the general land use at key interchange areas;
- Identify the locally preferred public transit alternatives to link the Derby-Shelton and Bridgeport rail stations, as well as, existing, planned and proposed transit oriented and supportive districts and neighborhoods
- Develop short-, mid- and long-term transit services plans; and
- Identify strategies and actions to convert and transform the city-town center areas of Shelton, Derby, Ansonia, Seymour, Beacon Falls, Naugatuck and Waterbury from automobile depended uses to those supported by transit access and into spatially connected districts with safe and convenient pedestrian linkages and transit-supportive densities.

A key component of the project will be the development of TOD scenarios and guiding principles specific to the Naugatuck Valley planning region and station areas. The scenarios and guiding principles will developed through the conduct of a series of design workshops to inform alternative transportation options and TOD concepts. The workshops will feature interactive work sessions where planners, designers, stakeholders and citizens collaborate to produce concept plans. The principal objectives of the workshops are to get public understanding of the characteristics and benefits of TOD and public input and support for TOD forms and principles that are appropriate for their community.

Three possible transportation alternatives will be investigated:

- Expansion of existing WBL train service commensurate with infrastructure improvements that will allow and accommodate more frequent service.
- Constructing a new, transfer only station at the Devon Wye to support converting rail service along the WBL to a shuttle operation that would meet each main line train in both directions. This would allow direct connections to inbound service to New Haven from Waterbury.
- Implementation of a Bus Rapid Transit corridor between Derby and Bridgeport via Route 8, including the possible construction of a bus-only roadway.

Economic Impacts of the Naugatuck River Greenway

The Naugatuck River Greenway (**NRG**) is a planned 44-mile multipurpose trail following the Naugatuck River from Torrington to Derby. When complete, the Greenway will link 11 municipalities, help reclaim the Naugatuck River for recreation, provide an alternate mode of transportation, support tourism and economic development in the region, and improve residents' quality of life.

In 2010 the then Council of Governments of the Central Naugatuck Valley (**COGCNV**, now NVCOG) commissioned a routing study to explore the potential and routing possibilities for a multi-use trail that would run adjacent to the Naugatuck River in Western Connecticut. The stated goals of the proposed NRG at that time were to:

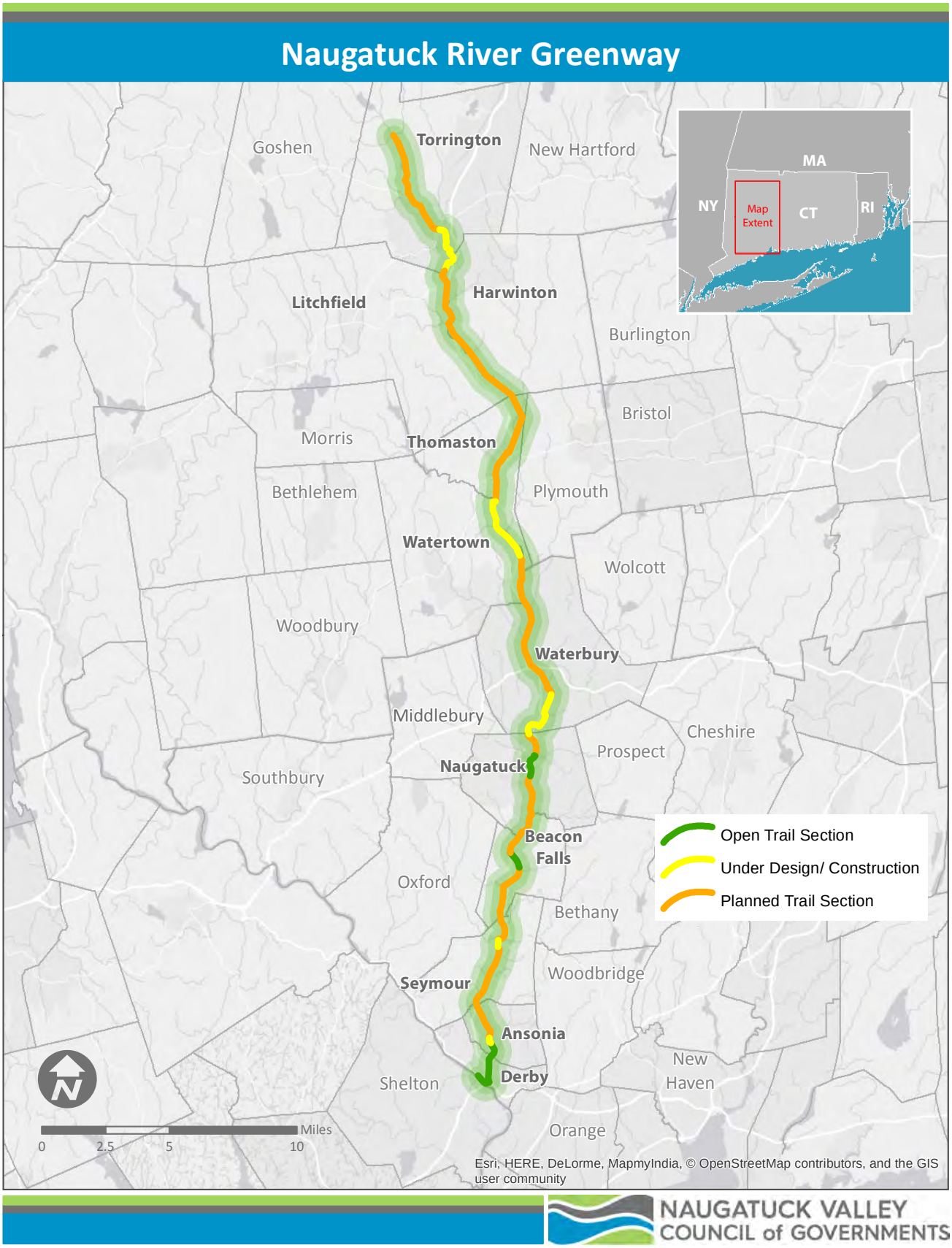
1. develop a non-motorized transportation facility for walkers and cyclists and
2. provide public access to the Naugatuck River.

This effort resulted in five studies for five municipalities along the proposed trail and included recommendations for the trail and related improvements such as trailheads, parking areas, canoe/kayak landings, river access for fishing, bike improvements, spur connections, cost estimates and phasing recommendations. The effort included significant community participation through workshops, site walks, and stakeholder meetings.

The Regional Naugatuck River Greenway Committee (**RNRGC**) oversaw this initiative, which included municipal officials, representatives from state and federal agencies, and COGCNV staff to keep the public informed about the study and to solicit public comment. This study committee created the foundation for the current Naugatuck River Greenway Steering Committee (**NRGSC**), which continues to oversee trail development.

In 2014 the NRGSC realized the need for a comprehensive economic analysis that would estimate the potential impact of completion of the NRG. The NRGSC expressed interest in better understanding how the Greenway would change trail usage and visitor spending, impact property value, create development and redevelopment possibilities, deliver health and quality of life enhancements, and generate possible connections to brownfield remediation projects. The NVCOG partnered with the University of Connecticut-Extension and University of Connecticut Center for Economic Analysis (**CCEA**) to collaborate on the economic analysis. The CCEA was tasked with producing an analysis of the potential economic benefits that would accrue to region and municipalities from the construction of the entire planned NRG.

Given the relative absence of primary trail user data in Connecticut on which to base the economic impact analysis, the research team designed several methods for collecting the information needed to complete the analysis including a literature review of other similar studies that have been completed nationwide, a trail count program to estimate annual uses, an intercept survey to be administered to trail users and a series of focus group meetings to ascertain perspectives from persons with experience from involvement in the Farmington Canal Heritage Trail.


Naugatuck River Greenway
Goshen
Torrington
New Hartford
MA
NY
Map Extent
CT
RI
Litchfield
Harwinton
Burlington
Bristol
Morris
Thomaston
Bethlehem
Plymouth
Watertown
Wolcott
Woodbury
Waterbury
Middlebury
Cheshire
Prospect
Naugatuck
Southbury
Beacon Falls
Oxford
Bethany
Seymour
Woodbridge
Ansonia
Derby
Shelton
New Haven
Orange
Open Trail Section
Under Design/ Construction
Planned Trail Section
Miles
0 2.5 5 10
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Construction and Maintenance Costs

For the purposes of this analysis, the annual construction and maintenance costs for each section of trail were estimated. A construction schedule and sequence was developed for completion of the entire NRG by 2030 with full opening in 2031. These direct investments were used as inputs into the dynamic **REMI** (Regional Economic Model, Inc.) model.

The estimated investment to complete the entire NRG is about $77.2 million, Annual maintenance costs were estimated at $4,000 per mile, accruing to about $184,400 in 2031 when the NRG is projected to be completed

Annual Estimated Construction Cost by Community and Trail Section (in $1,000s Constant 2016)

Community	*2016*	*2017*	*2018*	*2019*	*2020*	*Annually (2021–2025)*	*Annually (2026–2030)*	*Total*
Litchfield County Total	**$0**	**$0**	**$2,347**	**$0**	**$6,029**	**$900**	**$2,190**	**$24,021**
Torrington	$0	$0	$500	$0	$0	$900	$0	$5,000
Litchfield/ Harwinton	$0	$0	$0	$0	$0	$0	$2,190	$10,950
Thomaston	$195	$0	$0	$0	$5,529	$0	$0	$5,724
Watertown	$0	$0	$1,847	$0	$500	$0	$0	$2,347
New Haven County Total	**$2,220**	**$7,457**	**$6,210**	**$3,200**	**$14,580**	**$420**	**$3,490**	**$53,197**
Waterbury	$0	$5,500	$0	$0	$8,600	$0	$2,380	$26,000
Naugatuck	$0	$0	$3,000	$0	$3,236	$420	$0	$8,336
Beacon Falls Trail	$0	$1,357	$0	$3,200	$2,744	$0	$0	$7,301
Seymour	$700	$0	$0	$0	$0	$0	$750	$4,450
Ansonia	$1,500	$0	$0	$0	$0	$0	$360	$3,300
Derby [1]	$0	$600	$3,210	$0	$0	$0	$0	$3,810
Total Construction Costs	**$2,395**	**$7,457**	**$8,557**	**$3,200**	**$20,609**	**$1,320**	**$5,680**	**$77,218**

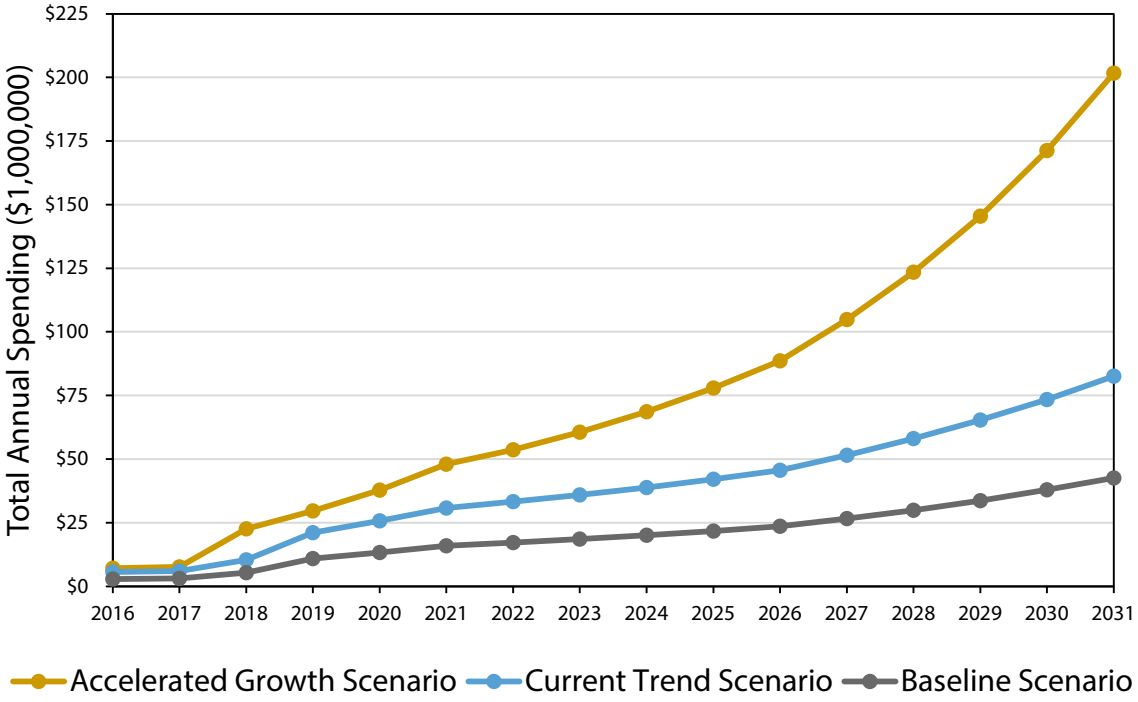
Direct Visitor Spending

Spending by users on the day they visit the trail is a form of direct economic impact. Direct effects are impacts as a result of direct spending by consumers on goods and services related to activities utilizing the trails or amenities accruing from the trails. In the case of the NRG or any other multi-use trail, direct effects can be defined as purchases made by users including spending on food, beverages, gasoline, gear, clothing and equipment (such as bicycles), or services.

Based on the answers to the intercept surveys conducted along open sections of the trail, it is estimated that an average of $14 is a spent by visitors to the NRG and related trails. This includes transportation expenses to and from the trail access points based on approximate travel distances. Survey data collected user spending for snacks, food, beverages and meals on the day walkers and bicyclists were interviewed, as well as, the amounts spent over the past year on specific items, such as equipment, gear, active wear, and any other retail

expenditures in general that the user made specifically because of the trail. It is difficult to attribute all of these latter expenditures to the trail, as consumers can use these items anywhere. The number of annual visitors to the regions trails was estimated at about 385,800 persons. Multiplying this by the average expenditure yields an estimate of direct spending at about $2.9 million. As the trail is completed and more sections are constructed and opened to the public, it is expected that total annual spending will also increase. By 2031 when the NRG is programmed to be completed, visitor spending will reach $42.6 million.

Total Annual Direct Spending by Trail Users



Health and Fitness-Related User Amenity Benefits

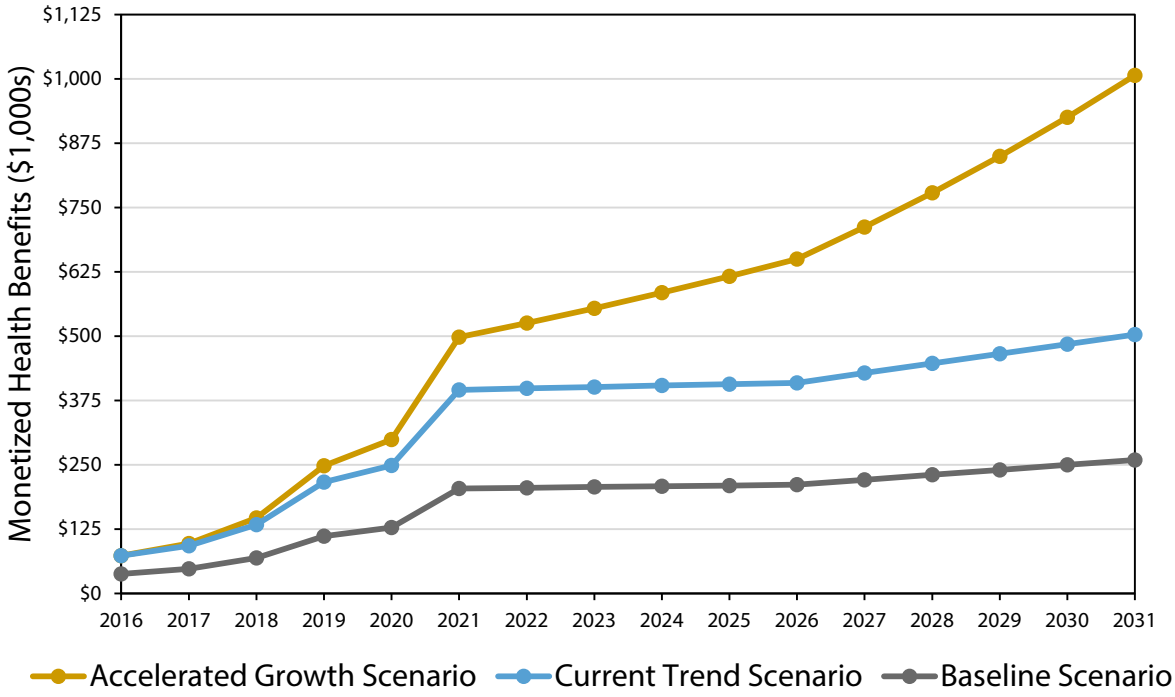
Amenity benefits are non-pecuniary benefits arising from positive assets of the NGR, including health benefits derived from its use. Because many trail and greenway visitors primarily use these facilities for exercise, how frequent use of the NRG and related trails may improve physical and mental health and reduce the costs of healthcare was considered. In the face of prevalent obesity and other chronic illnesses, planners, public health and medical professionals have begun to consider how changes in the built environment, such as parks and trails, might contribute to a solution.

The literature search conducted for the NRG economic impact study, including reports from US Surgeon General, links walking, and walking communities, to health. While persons can exercise in a wide variety of places, trails provide excellent venues for people to exercise in a comfortable and non-threatening environment and achieve sufficient health benefits from frequent physical activity. By frequently using trails and greenways, users can curb and reduce obesity, diabetes, cardiovascular diseases (CVD) and various cancers, particularly breast cancer. Trails have also been shown to provide excellent places for people to walk in groups and socialize, and thereby, reap psychological benefits derived from group activities.

Based on the intercept surveys and research data on the incidence rates of various diseases in the EDD region, the incremental health benefits were monetized. The benefits would accrue to those visitors who used the trail frequently enough to realize a health benefit. This number was based on the respondents from the intercept survey who indicated that they likely used the trail at least 160 times in a year or about three times per week. Because monetized health benefits are based on the value of an extended life and avoid premature

death, these values are not annual benefits, but rather extend over time. In 2016, the monetized health benefits total about $37.9 million and reach $259.6 million in 2031.

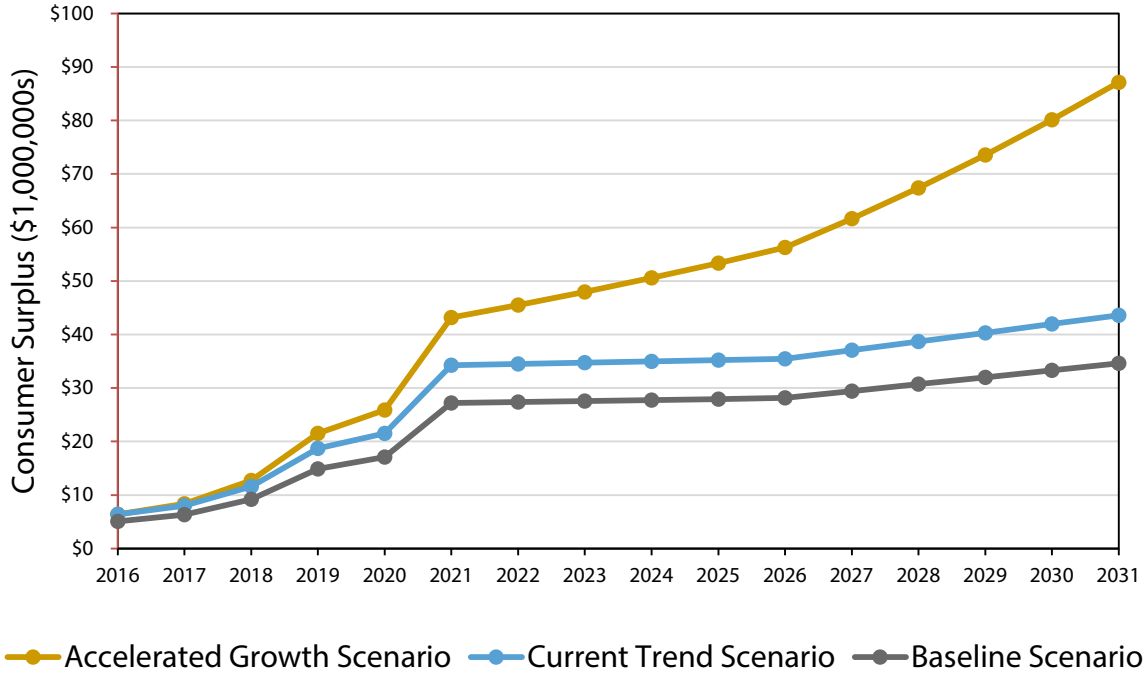
Cumulative Monetized Health Benefits Accruing from Expanded Trail



Consumer Surplus

Consumer surplus is the value that consumers are willing to pay over and above what they actually pay for consumption of a good or to participate in an activity. It is the monetary measure of net consumer benefit and is calculated by subtracting the amount spent on a good or service from the amount a person is willing to pay for that good or service. Because greenways usually do not have explicit fees for their use, it is often necessary to use surrogate measures to estimate. Travel cost was used in this analysis as the method for estimating greenway users' willingness-to-pay for using the trail. Those who live farther from a trailhead incur a travel cost that those living nearby avoid. The difference is the incremental consumer surplus estimate. The average value was calculated based on the intercept survey responses relating to where they live. While the average travel cost differential is not a large amount, it accumulates every time the trail is used over the course of the year. For 2016, consumer surplus would total slightly more than $5.0 million and reach nearly $34.6 million in 2031.

Annual Cumulative Consumer Surplus



Key Direct Expenditures and Influences

Based on the foregoing discussions, the completion of the entire length of the NRG has the potential to generate substantial direct economic benefits, from the investments in construction, the value accrued by those living close to the trail (consumer surplus), health benefits derived by those who take advantage of the trail for exercise, and expenditures made by users for goods and services.

In 2031, the total economic benefits are estimated at between $336.8 million. The majority of the benefits would be attributable to monetized improvements to health. The value of improved health for those who frequently use the trail is estimated at $259.6 million.

Over the time frame (2016–2031) used in the economic impact study, trail users will spend a total of about $626.1 million. The total cost to construct the entirety of the NRG as planned is estimated at just $77.2 million. Comparing this investment to just direct spending yields a benefit-cost (**B:C**) ratio of 4.2. If trail usage increases beyond baseline estimates, direct spending would also rise substantially and result in an even more impressive benefit:cost ratio.

These results suggest a highly cost effective project and an extremely valuable investment; the economic returns on that investment far exceed the cost to build and maintain the NRG. Attaining and maximizing the economic benefits described above will depend greatly on fully investing in trail construction. Increasing the population's awareness of access points to the NRG is also critical to encouraging participation in its safe use and upkeep. The actual distribution of the direct effects among the host communities will differ with the extent to which people utilize the trail with sufficient frequency to avoid health issues and in generating new business to serve those utilizing the NRG.

Indirect and Induced Economic Impacts

Direct economic impacts require inputs to identify the supply chain in the production of any good or service being consumed or used as an input. As an example, money spent by walkers and bicyclists on meals form part of the direct economic impact. The restaurant preparing those meals must purchase food, consume energy, hire and pay personnel, and expend time, etc. to prepare and serve it, and pay for the facility in which

it is served. Additionally, the food may require processing or preservation before it gets to the restaurant. Production of all those goods and services forms the indirect economic impacts. In addition, those producing goods and services for trail use, such as restaurant owners and servers, spend their own incomes. All that additional spending represents the induced impacts. Sequential iterations of those impacts also capture consumption from earnings from previous iterations of induced incomes. Each direct impact has its own supply chain within the economy. The total economic impact is the sum of the direct, indirect, and induced impact.

The economic impact study utilized the REMI model to aggregate the direct, indirect, and induced impacts in order to estimate total economic impacts of the NRG. The REMI model is a general dynamic equilibrium economic model developed by Regional Economic Models Inc. in Amherst, Massachusetts. It estimates and calculates economic activity at the county level; it is not designed to model economic activity at the local level. Outputs generated by REMI are all incremental to a base case of what would happen without the additional stimulus.

The REMI model measures economic activity via the following economic indicators:

- Population
- Employment
- Personal income
- Disposable Personal income
- Personal income taxes
- Fiscal impacts

Summary Total Economic Impacts in 2031 by County and Growth Scenario

	Baseline Scenario		*Current Trend Scenario*		*Accelerated Growth Scenario*	
Economic Indicator	*Litchfield*	*New Haven*	*Litchfield*	*New Haven*	*Litchfield*	*New Haven*
Population	590	1,933	1,143	3,747	2,017	7,668
Percent Increase	0.30%	0.20%	0.60%	0.40%	1.05%	0.85%
Employment	258	1,157	500	2,244	972	4,568
Percent Increase	0.25%	0.20%	0.50%	0.45%	0.95%	0.85%
RGDP ($1,000,000 2009 Constant)	$21.66	$106.24	$42.00	$311.00	$85.77	$633.88
Percent Increase	0.25%	0.20%	0.45%	0.35%	0.90%	0.70%
Personal Income ($1,000,000 Nominal)	$45.39	$160.40	$88.00	$311.00	$168.20	$633.88
Percent Increase	0.20%	0.15%	0.35%	0.30%	0.70%	0.65%
DPI ($1,000,000 Nominal)	$36.88	$128.94	$71.50	$250.00	$134.81	$509.42
Percent Increase	0.20%	0.15%	0.35%	0.30%	0.70%	0.65%

The economic impacts from the completion of the Naugatuck River Greenway are substantial and far exceed the investment in constructing and maintaining the NRG. The results illustrate how the economies would be affected between now (2016), when only a few sections are open, and in 2031, when the trail is projected to be completed. The economic impact study concluded that the initial construction costs and annual operating costs would be offset by the positive economic impacts the completed NRG will deliver. The NRG will offer numerous amenities and health benefits, including an increase of home values, and decrease the risk of obesity, diabetes, cardiovascular disease, and some cancers. Furthermore, visiting users will support local businesses and increase revenues for goods and services including: food, snacks, meals, equipment, gear, and possibly in the future accommodations. These direct expenditures will lead to a number of indirect economic impacts. The construction of the NRG will retain and attract people to the area and create new jobs. This dynamic will in turn positively affect numerous economic factors, such as real GDP. With an increase in employment and personal income, there will be a corresponding increase in personal income taxes paid to the state and federal governments. The federal government will realize a substantial return on its contributions to building the trail, even without accounting for avoided Medicare and Medicaid costs from improved health outcomes. In addition, the completion of the NRG will have an overall positive economic impact on the local, state, and federal economies.

Brownfields

BACKGROUND

The future of many key sites in the Naugatuck Valley's Economic Development Corridor are closely tied to the region's industrial legacy. Fueled by the power of moving water, companies of all sizes built production facilities along the Naugatuck and Housatonic Rivers and their tributaries in the 19th century. The brick and mortar buildings left behind by the region's largest companies and hundreds of others are perhaps the most visible examples of brownfield sites in our region. However, brownfield designated sites are not exclusive to older manufacturing buildings. A brownfield may be designated anywhere known or suspected environmental contamination has hindered investment on a parcel. Brownfield sites can range in scale from vacant auto-repair facilities and dry cleaners to underutilized historic commercial properties and former agricultural lands. More familiar are the sprawling abandoned industrial campuses, conjured to demonstrate the very real investment needs and opportunities regions like ours have.

Environmental Regulation Governing Brownfields in the US and Connecticut

Environmental regulation that affects brownfield properties in Connecticut is shaped by legislation at both the state and federal levels. Recognizing the financial and legal burden that contaminated sites present to all levels of government and the private sector alike, the EPA began piloting a brownfields funding program in the mid-1990s. In contrast to the superfund site programs conducted under CERCLA, largely led by EPA staff on vast sites with extensive contamination, these programs encouraged ground up collaboration to realize good outcomes on more manageable properties. One such pilot was the Naugatuck Valley Pilot program established in 1996.

While the EPA has the primary role of regulating hazardous substances and chemical contaminants in soils, structures, and water resources, states have enacted their own legislation to fulfill requirements of federal environmental laws and to address environmental concerns specific to their respective regions.

In addition to federal environmental laws, Connecticut has its own set of regulations governing brownfields. The Remediation Standards Regulations (**RSRs**) set guidelines and standards that may be used at any site to determine remediation needs. However, more than any other state level brownfield regulation, the Transfer Act has had perhaps the most profound effect on brownfield redevelopment in Connecticut. In addition, the Abandoned Brownfield Cleanup (ABC) program provides liability relief and allows Transfer Act sites with limited existing environmental conditions to enter into an expedited environmental closure process.

Local and Regional Brownfields Programs

Municipalities and affiliated economic development organizations do much of the groundwork on brownfield properties. Municipalities eligible to participate in the Regional Brownfields Partnership may choose to maximize staff capacity by requesting the assistance of the Naugatuck Valley Council of Governments. Outside of NVCOG brownfields programs, most local work dedicated to brownfield activities is completed by municipal economic development professionals and municipal planning staff in coordination with chief elected officials.

In publicly funded assessment and remediation projects, technical activities are largely conducted by Licensed Environmental Professionals (**LEPs**) contracted by the municipality or by the state.

The NVCOG hosts the Regional Brownfields Partnership (**RBP**) to help municipalities meet the challenges of brownfield properties. The RBP grew out of the Naugatuck Valley Pilot program established by EPA's

1996 pilot funding round. Since then, the RBP has expanded to 27 eligible cities and towns in west central Connecticut.

Technical Assistance and Funding Available to RBP Member Municipalities

At the request of a dues paying municipal member of the Regional Brownfields Partnership, the NVCOG brownfields team may conduct initial site investigations for any given property address at no additional cost. Over the last two decades, NVCOG staff have been involved in hundreds of brownfield site inquiries. As a service to members of the RBP, NVCOG has secured federal funding to assess and cleanup brownfield sites in our region. There are three EPA resources available both through NVCOG and directly to municipalities, the EPA Revolving Loan Fund, EPA Assessment Grants and EPA Cleanup Grants.

Municipalities may choose to utilize a mix of these funding sources and others on any given brownfield project depending on site eligibility and project context. Additional public resources that have been utilized on brownfields projects in our region include the Community Development Block Grant (**CDBG**) program, the former American Resource and Recovery Act (**ARRA**) program, U.S. Department of Defense grants, and funding managed by the U.S. Fish and Wildlife Service in fulfillment of the Housatonic River Basin Natural Resources Restoration Plan.

PROJECT PRECEDENTS

Even the most challenging brownfield site is not impossible to develop. It does require, however, careful alignment of all the elements discussed above. In the precedents described below, public and private entities came together to realize good outcomes on sites that might otherwise have sat abandoned in perpetuity.

Waterbury Industrial Commons

Luvata Waterbury, *NVCOG, 2016*

Waterbury Industrial Commons is a testament to the City of Waterbury's commitment to supporting advanced manufacturing in the region. The undertaking has leveraged tens of millions in public and private investment. The project has maintained and created new jobs while protecting water quality along the nearby Naugatuck River, a win-win for the environment and for the region's economy.

Waterbury Police Activity League

Waterbury PAL Park, www.waterburypal.org

The Police Activity League (**PAL**) of Waterbury is a staple of after-school and summer programs for youth in the city. Serving over 4,000 students, staff organize athletic and educational programs at their expanded campus in the North End. Reusing a site formerly occupied by abandoned and dangerous structures, the Police Activity League built new basketball courts and a baseball diamond.

Shelton Downtown

Shelton Farmer's Market, www.sheltonctfarmersmarket.com

Multiple former industrial sites throughout the Shelton downtown area along the Housatonic have been remediated and reimagined. Projects include the City's Farmer's Market completed in 2005, the $60 million 250-unit Avalon apartment complex on Canal Street completed in 2013.

Derby 251 Roosevelt Drive – Bad Sons Beer Company

www.badsons.com

A new brewery founded by Connecticut natives John Walsh and brothers Mark and Bill DaSilva will soon occupy an underutilized former manufacturing complex near downtown Derby The new owners will lease additional spaces in the building over time.

Ansonia Road Ready Used Cars

Road Ready Used Cars, LLC, www.roadreadyusedcars.com

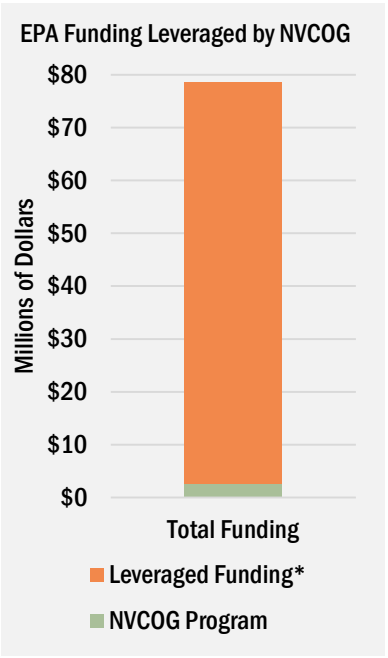
NVCOG awarded a $400,000 loan to Road Ready Used Cars through NVCOG's EPA Revolving Loan Fund to remediate and reuse a former car dealership south of downtown Ansonia. Financing was made possible in part by the Abandoned Brownfield Cleanup program, providing more certainty to the owner and the lender. The project is bringing new life to a long vacant building through energy efficient reuse.

DATA

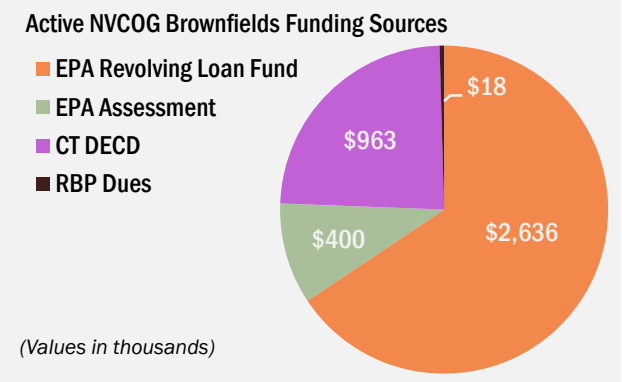
In July 2015, NVCOG brownfields staff began assembling a comprehensive brownfields inventory. Announced and released as part of the 2016 NVCOG Annual Report, the NVCOG Brownfields Inventory is a collection of data on brownfield properties located within the 27 municipality region of the RBP. Properties included in the inventory are those with existing environmental information in the NVCOG brownfields library in addition to those that have received state and federal brownfields funding through CT DEEP, CT DECD, and EPA.

As of May 2017, the NVCOG brownfield inventory documents 102 parcels within the Naugatuck Valley Corridor CEDS area. The parcels represent 84 projects and 1,643 acres. At least 116.75 of these acres have been remediated and fully redeveloped. At least 863 more of these acres are awaiting further investment.

Over the past decade, NVCOG has managed more than $2.6 million in federal brownfields funding awarded and administered by EPA. Through redevelopment projects led by the municipality and aided by state and federal partners, this funding has leveraged more than $76 million in additional federal, state, municipal, and private investment. Economic development through brownfield reuse is a cost effective strategy for strengthening our communities while building a new legacy firmly grounded in the past, looking to the future.



The NVCOG inventory can be viewed online via interactive map at http://nvcogct.org/content/brownfields-inventory*. The map includes properties which have entered into an NVCOG brownfield program or are documented by CT DECD or EPA. In addition to these parcels, NVCOG may at a future date incorporate sites listed within the CT DEEP List of Contaminated or Potentially Contaminated Sites. The criteria for this list is broader. The PDF list provided by CT DEEP is easily searched for specific property addresses.*[1]



1 http://www.ct.gov/deep/cwp/view.asp?a=2715&q=325018&depNav_GID=1626

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Additional Resources

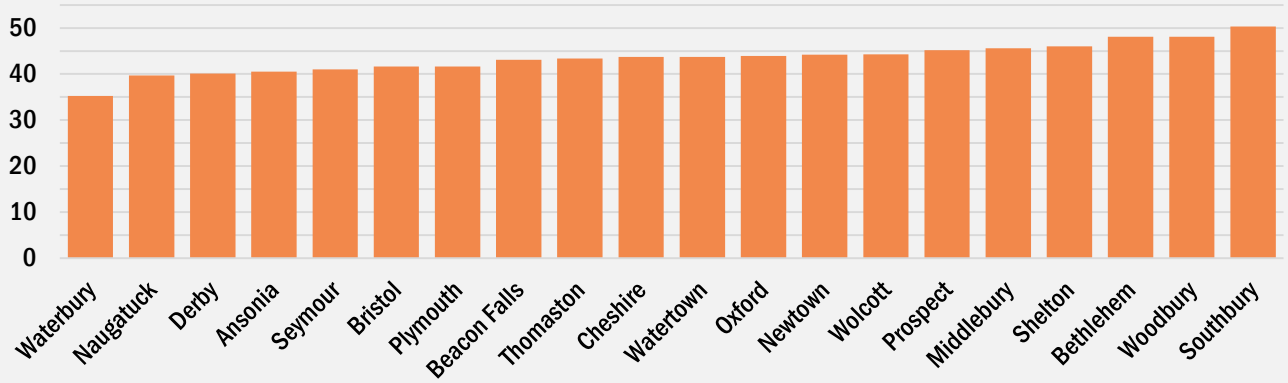
DEMOGRAPHIC DATA

Table 1: Educational Attainment in the Naugatuck Valley Corridor, 2015

Geography	Population Age 25 & Over	Less Than High School	High School Graduate	Some College	Associates Degree	Bachelor's Degree
Ansonia	12,855	12.5%	46.1%	18.0%	7.1%	16.3%
Beacon Falls	4,235	7.5%	33.8%	19.7%	8.1%	30.9%
Bethlehem	2,465	6.3%	26.7%	20.3%	7.4%	39.3%
Bristol	43,159	11.3%	35.4%	20.0%	8.4%	24.9%
Cheshire	20,520	5.4%	21.0%	14.5%	6.2%	52.8%
Derby	9,123	15.0%	33.4%	17.5%	7.5%	26.5%
Middlebury	5,330	4.2%	15.8%	16.8%	9.3%	53.9%
Naugatuck	22,088	12.6%	31.8%	19.5%	9.9%	26.1%
Newtown	18,888	4.6%	18.6%	14.0%	6.6%	56.2%
Oxford	8,723	4.5%	26.9%	21.1%	7.9%	39.6%
Plymouth	8,454	11.2%	36.3%	19.8%	11.9%	20.7%
Prospect	7,155	9.5%	31.5%	14.7%	8.2%	36.1%
Seymour	11,209	5.8%	31.9%	22.0%	7.7%	32.7%
Shelton	29,514	6.7%	28.4%	17.7%	7.9%	39.4%
Southbury	14,492	7.6%	22.2%	14.8%	7.9%	47.6%
Thomaston	5,455	9.6%	36.6%	21.8%	8.6%	23.4%
Waterbury	70,411	20.9%	36.5%	19.4%	8.0%	15.2%
Watertown	15,419	7.9%	29.5%	20.2%	10.5%	31.9%
Wolcott	11,705	9.0%	36.5%	16.8%	9.0%	28.8%
Woodbury	7,419	5.6%	23.8%	16.6%	6.2%	47.9%

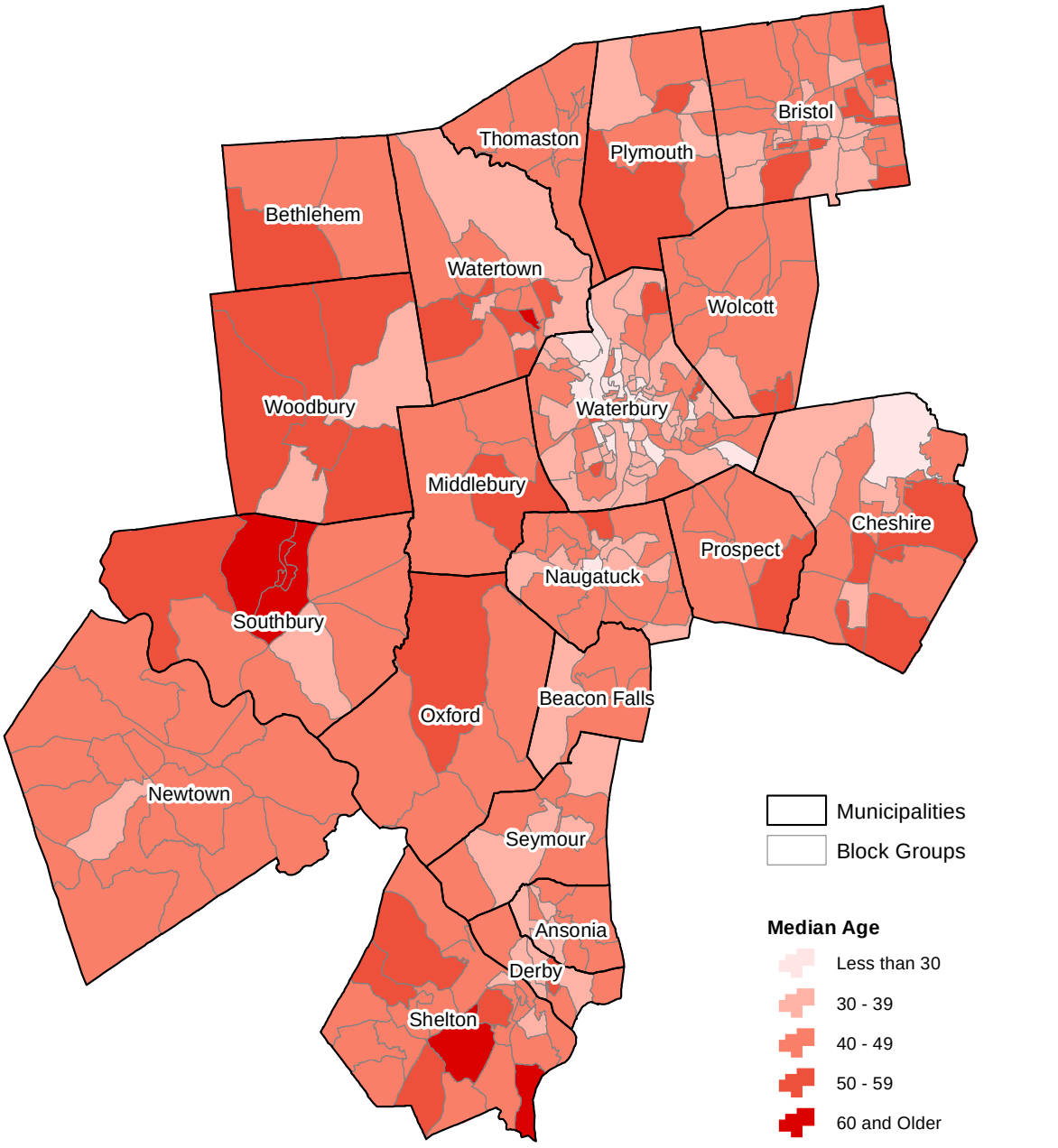
Source: U.S. Census Bureau, ACS 2011-2015, B15002

Chart 1: Median Age by Municipality



Source: U.S. Census Bureau, ACS 2011-2015 - B01002

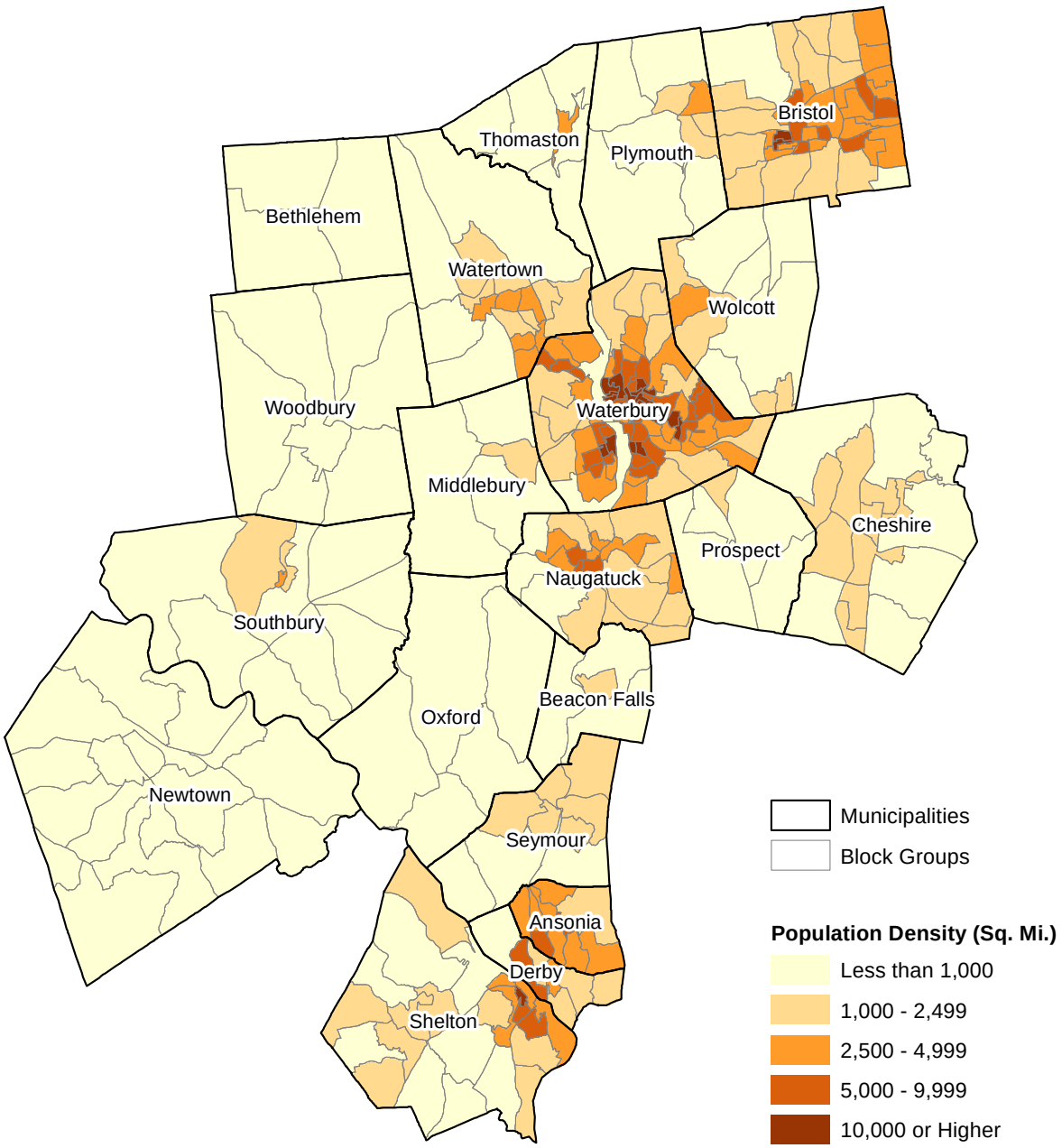
Median Age



Source:
U.S. Census Bureau, American Community Survey
5-Year Estimates: 2011-2015, B01002

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

Population Density



Source:
U.S. Census Bureau, American Community Survey
5-Year Estimates: 2011-2015, B01003

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

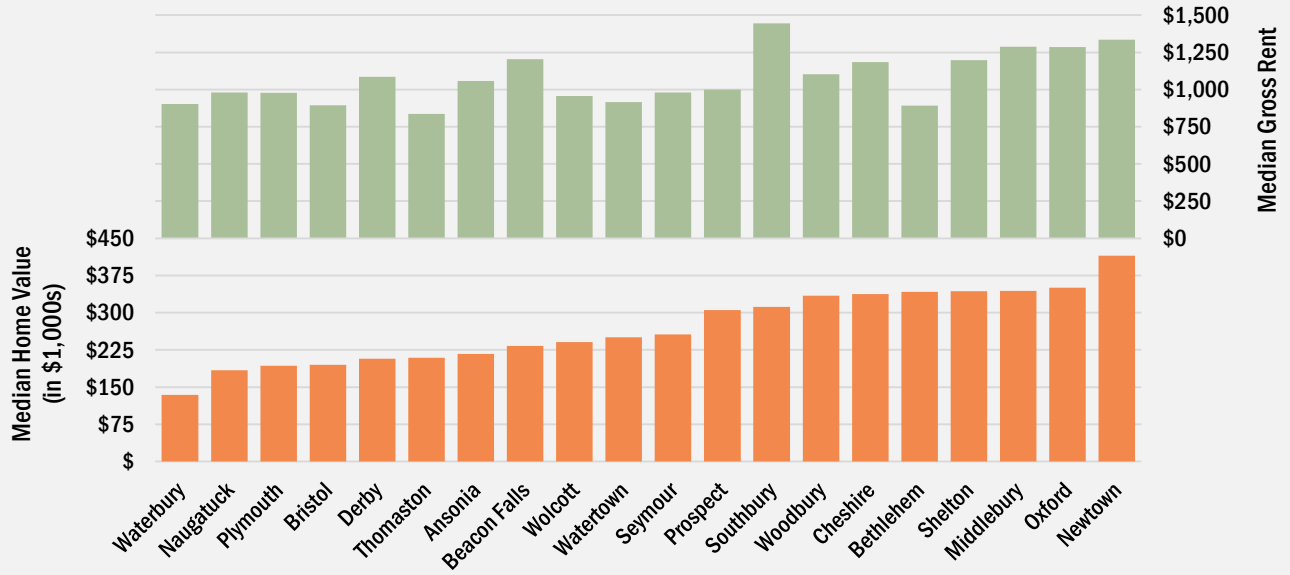
Housing

Table 2: Housing Stock in the Naugatuck Valley Corridor, 2015

Municipality	Total Units	1 Unit	2 Units	3-4 Units	5+ Units	Mobile Home
Ansonia	7,408	3,735	1,899	934	840	-
Beacon Falls	2,623	1,797	129	305	177	215
Bethlehem	1,493	1,399	73	13	-	8
Bristol	26,953	16,100	2,920	2,927	4,830	176
Cheshire	10,413	8,740	94	423	1,091	65
Derby	5,429	2,587	1,052	567	1,171	52
Middlebury	2,870	2,699	-	63	98	10
Naugatuck	12,930	8,142	1,702	1,037	1,759	290
Newtown	10,167	9,157	186	320	339	165
Oxford	4,690	4,531	61	54	44	-
Plymouth	5,127	4,132	256	264	374	101
Prospect	3,311	2,872	90	101	53	195
Seymour	6,649	4,714	692	327	891	25
Shelton	16,471	13,132	755	926	1,398	260
Southbury	8,435	6,404	811	613	564	43
Thomaston	3,104	2,404	161	168	354	17
Waterbury	47,356	19,145	5,362	9,762	12,979	77
Watertown	8,835	7,226	637	309	651	12
Wolcott	6,043	5,285	281	130	347	-
Woodbury	4,462	3,356	122	342	642	-
NVC Region	**194,769**	**127,557**	**17,283**	**19,585**	**28,602**	**1,711**

Source: U.S. Census Bureau, ACS 2011-2015, B25024

Chart 2: Housing Costs in the NVC, 2015



Source: U.S. Census Bureau, ACS 2011-2015, B25064, B25077

Table 3: New Housing Permits in the Naugatuck Valley Corridor, 2015

Municipality	New Units	1 Unit	2 Unit	3-4 Units	5+ Units	Demolitions
Ansonia	0	0	0	0	0	0
Beacon Falls	21	17	4	0	0	0
Bethlehem	2	2	0	0	0	0
Bristol	30	25	2	3	0	22
Cheshire	41	41	0	0	0	2
Derby	5	5	0	0	0	11
Middlebury	21	4	2	15	0	0
Naugatuck	18	18	0	0	0	5
Newtown	29	29	0	0	0	0
Oxford	16	16	0	0	0	3
Plymouth	5	5	0	0	0	0
Prospect	29	23	6	0	0	5
Seymour	78	6	0	0	72	0
Shelton	191	39	0	0	152	3
Southbury	16	16	0	0	0	16
Thomaston	11	0	6	0	5	1
Waterbury	71	61	10	0	0	76
Watertown	9	9	0	0	0	4
Wolcott	27	16	0	0	11	9
Woodbury	6	6	0	0	0	0
NVC Region	**626**	**338**	**30**	**18**	**240**	**157**

Source: DECD 2015

Table 4: Housing Units by Year of Construction, 2015

Municipality	Housing Units	After 1999	1980-1999	1960-1979	1940-1959	Before 1940	Median
Ansonia	7,408	68	683	1,788	1,759	3,110	1951
Beacon Falls	2,623	366	777	565	517	398	1975
Bethlehem	1,493	207	549	293	286	158	1980
Bristol	26,953	1,172	6,085	7,644	6,369	5,683	1963
Cheshire	10,413	901	2,821	3,552	2,352	787	1971
Derby	5,429	199	1,001	1,137	1,337	1,755	1956
Middlebury	2,870	477	512	664	800	417	1966
Naugatuck	12,930	874	2,651	3,809	2,798	2,798	1965
Newtown	10,167	1,557	2,868	2,905	1,633	1,204	1975
Oxford	4,690	1,048	1,379	1,045	785	433	1981
Plymouth	5,127	580	1,178	1,136	1,219	1,014	1966
Prospect	3,311	486	1,141	737	778	169	1979
Seymour	6,649	671	1,232	1,805	1,324	1,617	1965
Shelton	16,471	1,736	5,280	5,224	2,355	1,876	1976
Southbury	8,435	595	2,543	4,014	603	680	1976
Thomaston	3,104	240	886	592	608	778	1965
Waterbury	47,356	1,357	9,119	10,984	10,848	15,048	1957
Watertown	8,835	589	1,991	2,406	2,269	1,580	1965
Wolcott	6,043	618	1,502	1,605	1,817	501	1967
Woodbury	4,462	280	1,212	1,383	712	875	1971

Source: U.S. Census Bureau, ACS 2011-2015, B25034, B25035

Table 5: Housing Occupancy in the Naugatuck Valley Corridor, 2015

Municipality	Total Units	Vacant Units	Percent	Occupied Units	Percent	Owner-Occupied	Renter-Occupied
Ansonia	7,408	454	6.1%	6,954	93.9%	3,972	2,982
Beacon Falls	2,623	253	9.6%	2,370	90.4%	1,981	389
Bethlehem	1,493	208	13.9%	1,285	86.1%	1,085	200
Bristol	26,953	2,032	7.5%	24,921	92.5%	16,371	8,550
Cheshire	10,413	476	4.6%	9,937	95.4%	8,736	1,201
Derby	5,429	518	9.5%	4,911	90.5%	2,780	2,131
Middlebury	2,870	148	5.2%	2,722	94.8%	2,445	277
Naugatuck	12,930	835	6.5%	12,095	93.5%	7,958	4,137
Newtown	10,167	453	4.5%	9,714	95.5%	8,481	1,233
Oxford	4,690	305	6.5%	4,385	93.5%	3,836	549
Plymouth	5,127	437	8.5%	4,690	91.5%	3,848	842
Prospect	3,311	106	3.2%	3,205	96.8%	2,875	330
Seymour	6,649	530	8.0%	6,119	92.0%	4,498	1,621
Shelton	16,471	1,079	6.6%	15,392	93.4%	12,392	3,000
Southbury	8,435	766	9.1%	7,669	90.9%	6,599	1,070
Thomaston	3,104	122	3.9%	2,982	96.1%	2,346	636
Waterbury	47,356	7,143	15.1%	40,213	84.9%	18,466	21,747
Watertown	8,835	689	7.8%	8,146	92.2%	6,761	1,385
Wolcott	6,043	297	4.9%	5,746	95.1%	4,974	772
Woodbury	4,462	361	8.1%	4,101	91.9%	3,063	1,038

Source: U.S. Census Bureau, ACS 2011-2015, B25002

Table 6: Housing Subsidies in the Naugatuck Valley Corridor, 2015

	Government	Tenant Rental	CHFA/ USDA		Total Affordable	
Municipality	Assisted	Assistance	Mortgage	Deed Restricted	Total	Percent
Ansonia	371	654	125	9	1,159	14.2%
Beacon Falls	-	3	38	-	41	1.6%
Bethlehem	24	-	2	-	26	1.7%
Bristol	1,913	780	1,147	-	3,840	14.2%
Cheshire	277	16	85	17	395	3.8%
Derby	275	322	77	-	674	11.5%
Middlebury	77	3	16	20	116	4.0%
Naugatuck	537	260	337	-	1,134	8.7%
Newtown	134	3	43	15	195	1.9%
Oxford	36	4	18	-	58	1.2%
Plymouth	178	10	210	-	398	7.8%
Prospect	-	4	38	-	42	1.2%
Seymour	262	21	113	-	396	5.7%
Shelton	344	42	103	82	571	3.5%
Southbury	90	6	25	-	121	1.3%
Thomaston	104	4	118	-	226	6.9%
Waterbury	5,561	2,904	2,429	172	11,066	23.1%
Watertown	205	22	167	-	394	4.3%
Wolcott	313	5	153	-	471	7.5%
Woodbury	59	3	26	-	89	2.0%
NVC Region	**10,626**	**5,063**	**5,227**	**300**	**21,216**	**11.3%**

Source: DECD Affordable Housing Appeals List:2015

ECONOMIC CHARTS & TABLES

Employment

Table 7: Labor Force Status in the Naugatuck Valley Corridor, 2016

Municipality	Labor Force	Employed	Unemployed	% Unemployed
Ansonia	9,466	8,787	678	7.2%
Beacon Falls	3,410	3,246	164	4.8%
Bethlehem	1,972	1,881	91	4.6%
Bristol	32,996	31,038	1,958	5.9%
Cheshire	15,491	14,931	560	3.6%
Derby	6,904	6,451	453	6.6%
Middlebury	3,828	3,669	160	4.2%
Naugatuck	17,299	16,262	1,037	6.0%
Newtown	14,463	13,826	638	4.4%
Oxford	7,156	6,842	314	4.4%
Plymouth	6,724	6,311	414	6.2%
Prospect	5,533	5,299	234	4.2%
Seymour	9,066	8,555	511	5.6%
Shelton	22,261	21,141	1,120	5.0%
Southbury	8,919	8,473	446	5.0%
Thomaston	4,733	4,523	210	4.4%
Waterbury	50,819	46,547	4,272	8.4%
Watertown	13,013	12,413	599	4.6%
Wolcott	9,834	9,389	445	4.5%
Woodbury	5,577	5,353	224	4.0%
NVC Region	**249,462**	**234,936**	**14,527**	**5.8%**

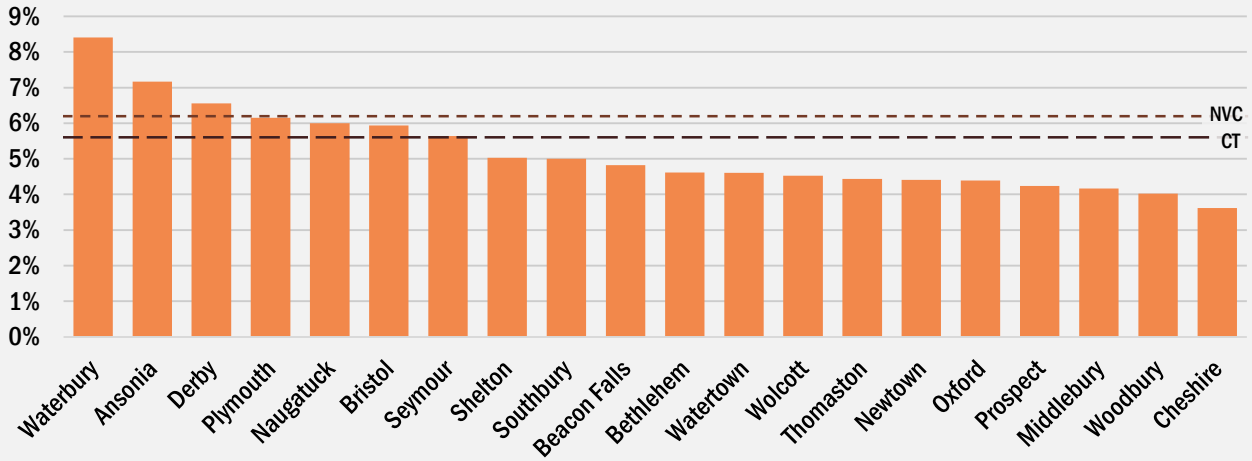
Source: Connecticut Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS) 2016, 2015 Baseline

Table 8: Unemployment in the NVC, 2012-2016

Municipality	2012	2016	Trend
Ansonia	11.5%	7.2%	
Beacon Falls	7.4%	4.8%	
Bethlehem	6.5%	4.6%	
Bristol	9.2%	5.9%	
Cheshire	5.5%	3.6%	
Derby	9.8%	6.6%	
Middlebury	6.7%	4.2%	
Naugatuck	9.4%	6.0%	
Newtown	6.1%	4.4%	
Oxford	6.6%	4.4%	
Plymouth	9.7%	6.2%	
Prospect	6.9%	4.2%	
Seymour	8.6%	5.6%	
Shelton	7.9%	5.0%	
Southbury	7.0%	5.0%	
Thomaston	7.6%	4.4%	
Waterbury	12.9%	8.4%	
Watertown	7.0%	4.6%	
Wolcott	7.5%	4.5%	
Woodbury	6.2%	4.0%	
NVC Region	**9.0%**	**5.8%**	

Source: Connecticut Bureau of Labor Statistic, Local Area Unemployment Statistics (LAUS) 2012–2016, 2015 Baseline

Chart 3: Unemployment in the Naugatuck Valley Corridor, 2016 Average



Source: Connecticut Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS) 2016, 2015 Baseline

Workforce

Table 9: Jobs in the Naugatuck Valley Corridor, 2012–2015

Municipality	2012	2013	2014	2015	Trend
Ansonia	3,399	3,359	3,371	3,794	
Beacon Falls	855	843	867	912	
Bethlehem	711	696	707	723	
Bristol	21,079	21,592	21,977	22,307	
Cheshire	15,162	15,431	16,128	15,961	
Derby	4,801	4,872	4,894	4,776	
Middlebury	3,846	3,940	3,802	3,787	
Naugatuck	7,406	7,767	7,713	7,521	
Newtown	7,609	7,965	8,449	8,565	
Oxford	3,079	3,173	3,272	3,050	
Plymouth	1,997	2,061	2,182	2,196	
Prospect	2,012	1,980	2,024	1,982	
Seymour	4,284	4,412	4,470	4,471	
Shelton	21,490	22,050	22,639	22,969	
Southbury	8,513	8,396	8,198	8,218	
Thomaston	2,691	2,724	2,861	2802	
Waterbury	38,363	38,890	38,871	38,885	
Watertown	8,009	8,011	8,168	8,265	
Wolcott	2,836	2,966	3,010	2,955	
Woodbury	2,100	2,020	2,011	2,082	
NVC Region	**160,241**	**163,147**	**165,648**	**166,220**	

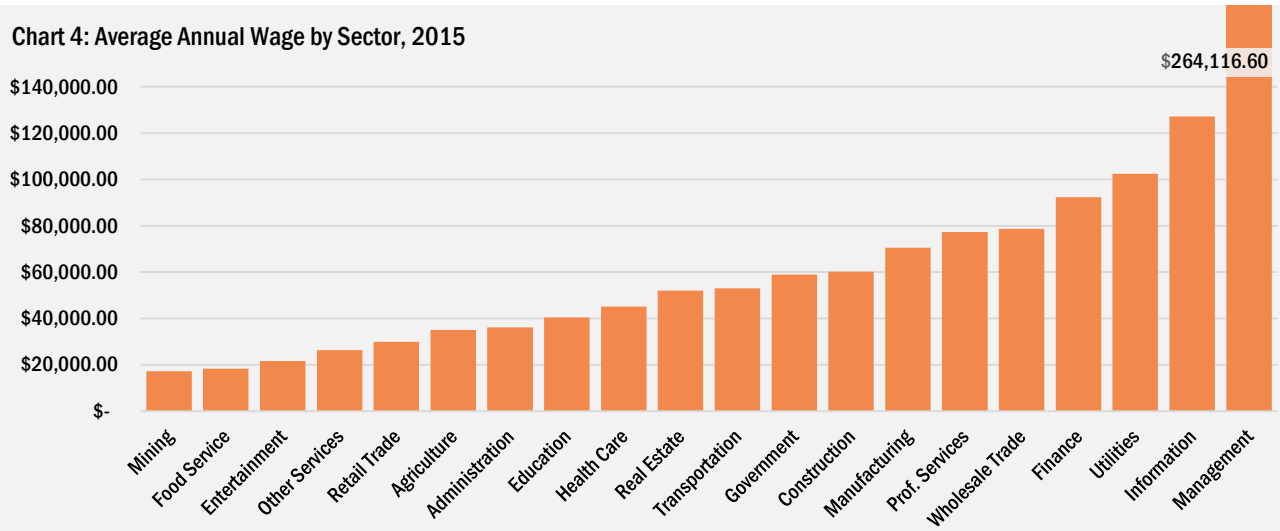
Source: CT Department of Labor Quarterly Census of Employment Wages 2012–2015

Table 10: Average Annual Wages by Employment Sector, 2015

Industry	Average Wages
Agriculture (Non-Farm)	$ 34,997.94
Mining	$ 17,170.52
Utilities	$ 102,439.85
Construction	$ 60,145.61
Manufacturing	$ 70,546.92
Wholesale Trade	$ 78,741.49
Retail Trade	$ 29,986.79
Transportation & Warehousing	$ 52,967.92
Information	$ 127,213.76
Finance & Insurance	$ 92,336.93
Real Estate	$ 52,093.70
Professional Services	$ 77,374.77
Management	$ 264,116.60
Administrative Support	$ 36,103.42
Educational Services	$ 40,386.07
Health Care & Social Assistance	$ 45,152.28
Arts & Recreation	$ 21,571.83
Accommodation & Food Services	$ 18,344.23
Other Services	$ 26,293.53
Government	$ 58,934.75
Unknown	$ 53,084.75
All Industries	**$ 57,363.31**

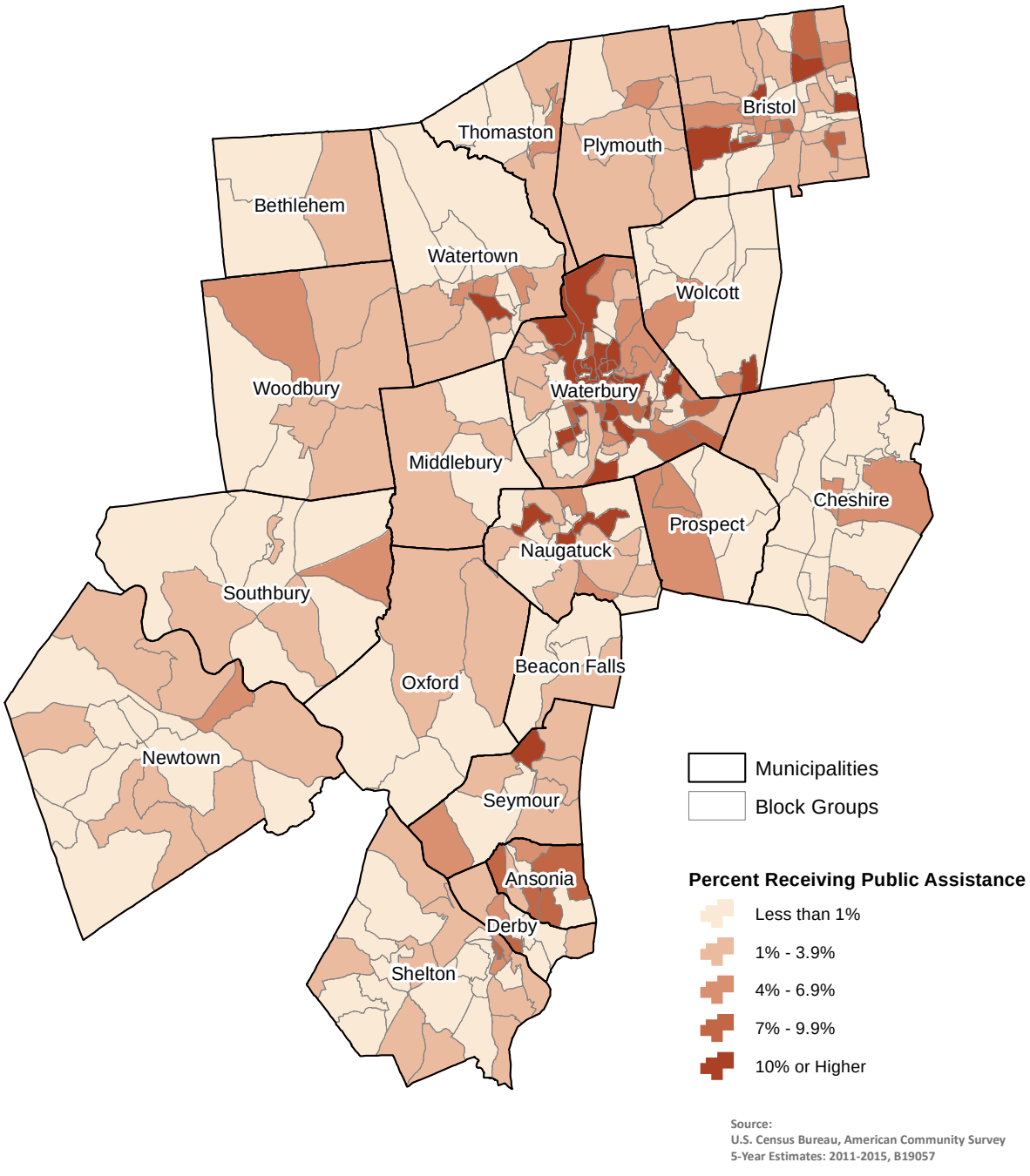
Source: CT Department of Labor Quarterly Census of Employment Wages 2015

Chart 4: Average Annual Wage by Sector, 2015



Source: Connecticut Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW) 2015 Annual Averages

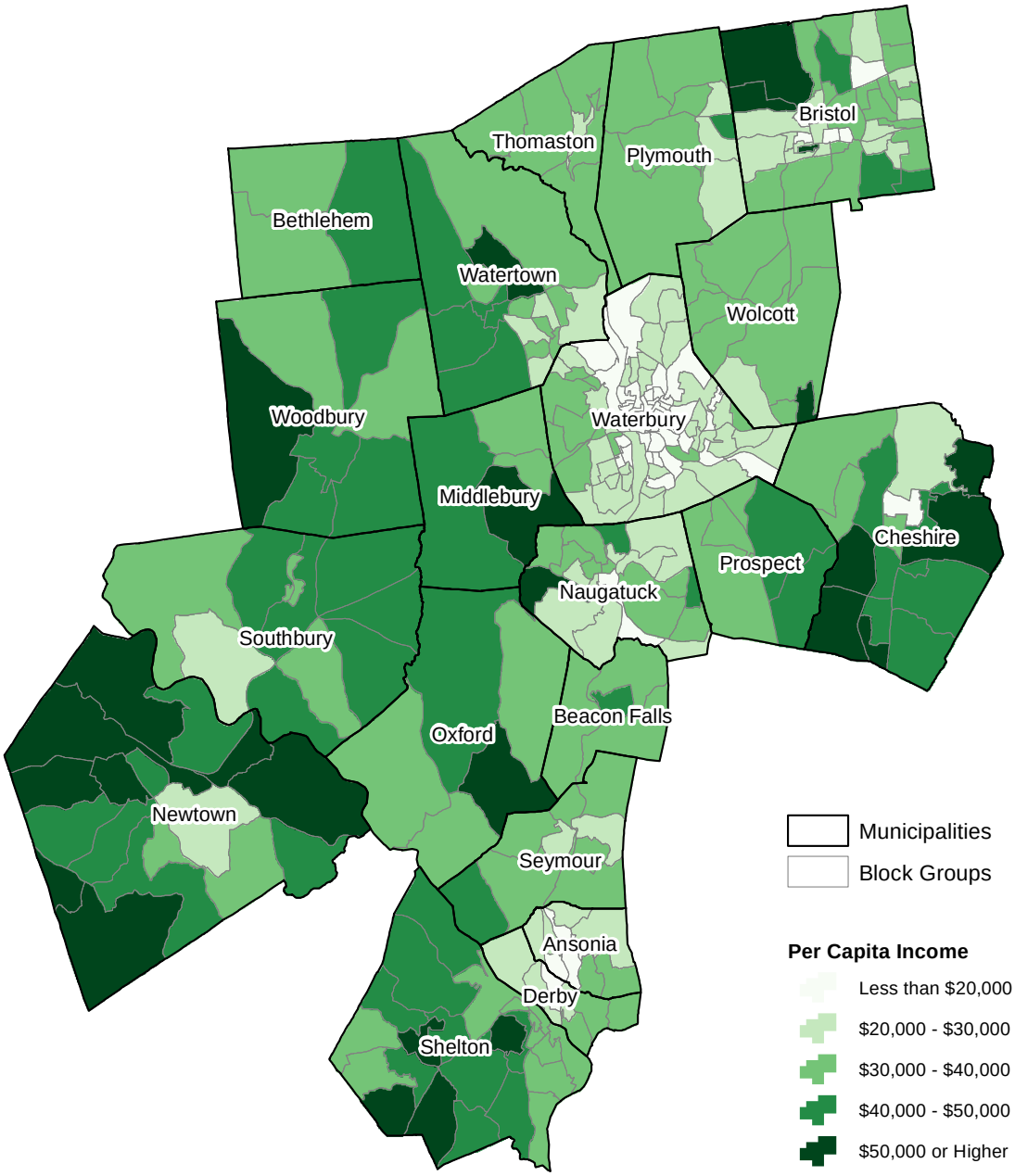
Public Assessment



Source:
U.S. Census Bureau, American Community Survey
5-Year Estimates: 2011-2015, B19057

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

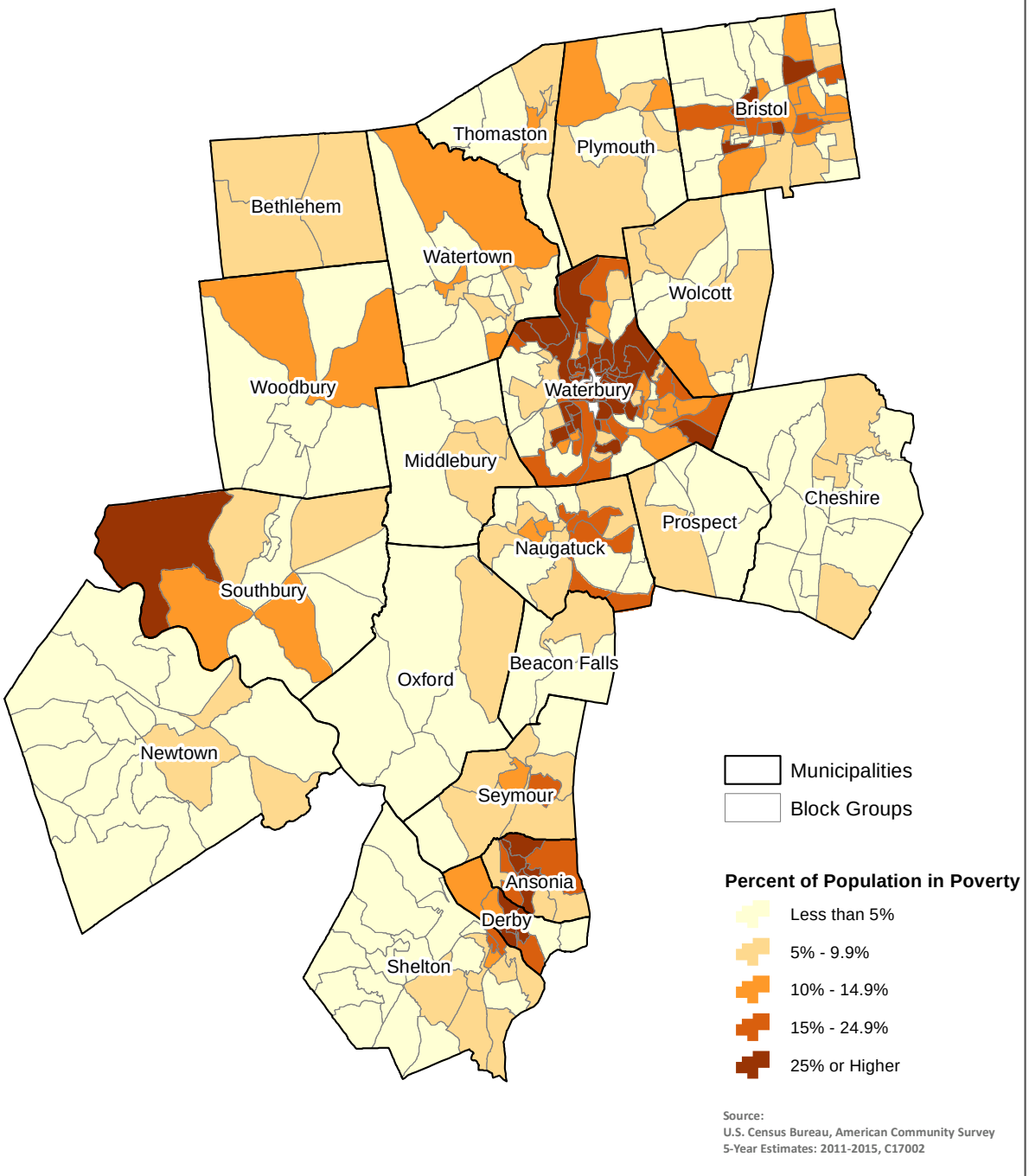
Per Capita Income



Source:
U.S. Census Bureau, American Community Survey
5-Year Estimates: 2011-2015, B19301

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

Poverty Rate



Source:
U.S. Census Bureau, American Community Survey
5-Year Estimates: 2011-2015, C17002

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

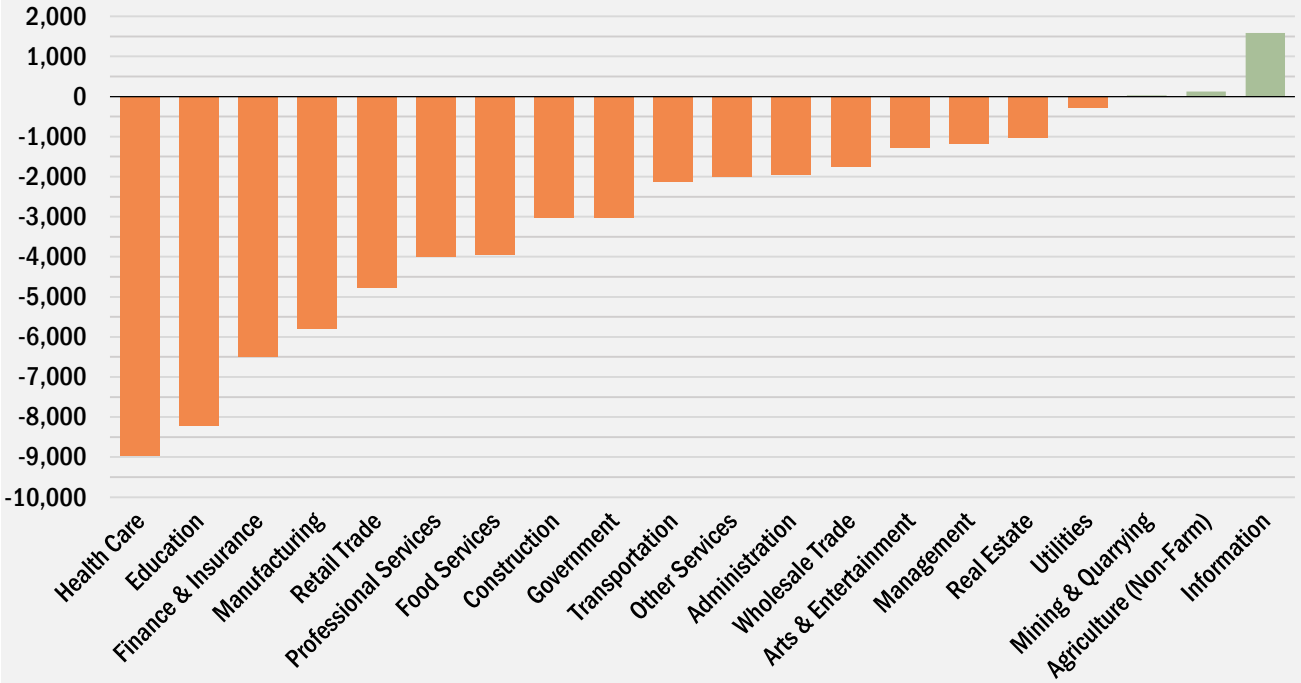
Table 11: Employment-Workforce Ratio in the Naugatuck Valley Corridor, 2014

	Employment		Workforce		Difference		
Sector	Count	Percent	Count	Percent	Count	Percent	Ratio
Agriculture (Non-Farm)	514	0.3%	389	0.2%	125	24.3%	1.32
Mining & Quarrying	154	0.1%	123	0.1%	31	20.1%	1.25
Utilities	841	0.5%	1,123	0.5%	-282	-33.5%	0.75
Construction	6,418	3.7%	9,439	4.1%	-3,021	-47.1%	0.68
Manufacturing	22,670	13.0%	28,461	12.3%	-5,791	-25.5%	0.80
Wholesale Trade	8,143	4.7%	9,902	4.3%	-1,759	-21.6%	0.82
Retail Trade	21,967	12.6%	26,750	11.5%	-4,783	-21.8%	0.82
Transportation & Warehousing	3,552	2.0%	5,679	2.4%	-2,127	-59.9%	0.63
Information	7,756	4.5%	6,166	2.7%	1,590	20.5%	1.26
Finance & Insurance	5,787	3.3%	12,283	5.3%	-6,496	-112.3%	0.47
Real Estate	1,603	0.9%	2,628	1.1%	-1,025	-63.9%	0.61
Professional Services	8,121	4.7%	12,115	5.2%	-3,994	-49.2%	0.67
Management	3,040	1.7%	4,234	1.8%	-1,194	-39.3%	0.72
Administration	9,192	5.3%	11,137	4.8%	-1,945	-21.2%	0.83
Education	16,850	9.7%	25,072	10.8%	-8,222	-48.8%	0.67
Health Care & Social Assistance	31,581	18.2%	40,538	17.5%	-8,957	-28.4%	0.78
Arts & Entertainment	2,454	1.4%	3,747	1.6%	-1,293	-52.7%	0.65
Accommodation & Food Services	11,714	6.7%	15,656	6.8%	-3,942	-33.7%	0.75
Other Services	6,098	3.5%	8,117	3.5%	-2,019	-33.1%	0.75
Government	5,281	3.0%	8,302	3.6%	-3,021	-57.2%	0.64
Total All Jobs	**173,736**	**100.0%**	**231,861**	**100.0%**	**-58,125**	**-33.5%**	**0.75**

Source: US Census Bureau LEHD

"Employment" refers to workers living in the NVC region., regardless of place of employment ."Workforce" refers to people working in the NVC region, regardless of home location. AN E-W ratio below 1.0 indicates a region with more workers than jobs in an industry.

Chart 5: Employment minus Workforce in the NVC, 2014



Source: US Census Bureau LEHD, Work Area Profile

Table 12: Sector Employment in the NVC, 2010–2014

Industry	2010	2011	2012	2013	2014	Trend
Agriculture (Non-Farm)	478	439	526	484	514	
Mining & Quarrying	176	161	156	154	154	
Utilities	1,064	1,333	1,208	832	841	
Construction	5,535	5,486	5,896	6,267	6,418	
Manufacturing	21,607	21,238	21,830	21,854	22,670	
Wholesale Trade	7,690	7,769	8,259	7,982	8,143	
Retail Trade	20,109	20,027	21,389	21,658	21,967	
Transportation & Warehousing	3,495	3,288	3,324	3,346	3,552	
Information	6,617	6,282	7,287	7,680	7,756	
Finance and Insurance	6,099	5,653	5,978	5,902	5,787	
Real Estate	1,730	1,515	1,657	1,686	1,603	
Professional Services	8,004	7,930	8,484	8,273	8,121	
Management	2,555	2,565	2,971	3,166	3,040	
Administration	7,738	7,678	7,549	8,039	9,192	
Education	16,714	15,274	12,768	16,294	16,850	
Health Care & Social Assistance	29,940	28,346	29,525	30,874	31,581	
Arts & Entertainment	1,930	1,904	2,152	2,471	2,454	
Accommodation & Food Services	10,082	9,445	10,672	11,411	11,714	
Other Services	5,585	5,550	6,009	6,043	6,098	
Government	5,278	4,864	4,060	5,303	5,281	
NVC Region	**162,426**	**156,748**	**161,700**	**169,719**	**173,736**	

Source: US Census Bureau LEHD, Work Area Profile. Data shows number of jobs in the NVC, not the number of workers.

Table 13: Location Quotients in the Naugatuck Valley Corridor relative to Connecticut and the Nation, 2014

	Regional Jobs		Statewide Jobs		Location Quotients	
Industry	Count	Percent	Count	Percent	State	National
Agriculture (Non-Farm)	514	0.3%	4,588	0.3%	1.06	0.35
Mining & Quarrying	154	0.1%	529	0.0%	2.76	0.15
Utilities	841	0.5%	7,712	0.5%	1.03	0.82
Construction	6,418	3.7%	56,476	3.4%	1.08	0.81
Manufacturing	22,670	13.0%	167,045	10.1%	1.29	1.44
Wholesale Trade	8,143	4.7%	65,013	3.9%	1.19	1.08
Retail Trade	21,967	12.6%	185,268	11.2%	1.12	1.13
Transportation & Warehousing	3,552	2.0%	43,173	2.6%	0.78	0.59
Information	7,756	4.5%	37,002	2.2%	1.99	2.00
Finance & Insurance	5,787	3.3%	111,855	6.8%	0.49	0.79
Real Estate	1,603	0.9%	19,746	1.2%	0.77	0.60
Professional Services	8,121	4.7%	96,999	5.9%	0.79	0.74
Management	3,040	1.7%	33,037	2.0%	0.87	1.02
Administration	9,192	5.3%	86,034	5.2%	1.01	0.84
Education	16,850	9.7%	182,530	11.1%	0.88	1.02
Health Care & Social Assistance	31,581	18.2%	266,944	16.2%	1.12	1.24
Arts & Entertainment	2,454	1.4%	41,813	2.5%	0.56	0.81
Accommodation & Food Services	11,714	6.7%	120,784	7.3%	0.92	0.73
Other Services	6,098	3.5%	60,986	3.7%	0.95	1.11
Government	5,281	3.0%	59,673	3.6%	0.84	0.63
Total	**173,736**	**100.0%**	**1,647,207**	**100.0%**		

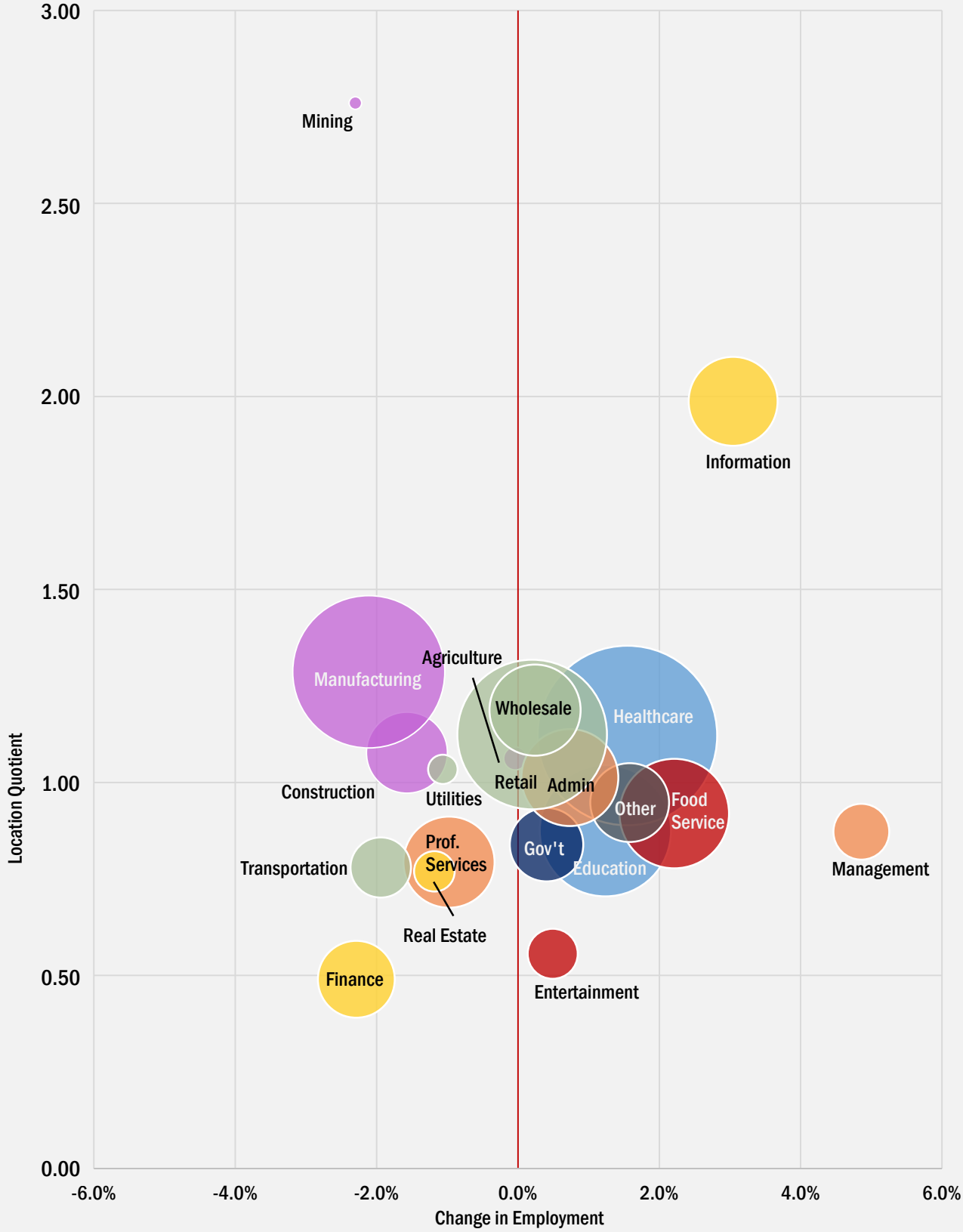
Source: US Census Bureau LEHD, Work Area Profile. Location Quotients are based on the number of jobs in the NVC, not the number of workers.

Table 14: Employment Shift-Share Relative to Connecticut, 2005–2014

	Regional Employment				State	Employment Shift-Share		
Sector	2005	2014	Change	Percent	Percent Change	State Growth	Industry Trends	Region Share
Agriculture (Non-Farm)	516	514	(2)	-0.4%	-8.6%	15	(59)	42
Mining & Quarrying	200	154	(46)	-23.0%	-18.7%	6	(43)	(9)
Utilities	941	841	(100)	-10.6%	-23.8%	27	(251)	124
Construction	7,613	6,418	(1,195)	-15.7%	-12.9%	215	(1,200)	(210)
Manufacturing	28,733	22,670	(6,063)	-21.1%	-15.9%	812	(5,391)	(1,484)
Wholesale Trade	7,951	8,143	192	2.4%	-3.2%	225	(476)	444
Retail Trade	21,534	21,967	433	2.0%	-1.9%	608	(1,023)	847
Transportation & Warehousing	4,408	3,552	(856)	-19.4%	6.2%	125	149	(1,130)
Information	5,946	7,756	1,810	30.4%	-11.6%	168	(856)	2,498
Finance & Insurance	7,504	5,787	(1,717)	-22.9%	-6.0%	212	(659)	(1,270)
Real Estate	1,818	1,603	(215)	-11.8%	-5.8%	51	(156)	(110)
Professional Services	9,000	8,121	(879)	-9.8%	11.9%	254	820	(1,953)
Management	2,046	3,040	994	48.6%	29.1%	58	537	400
Administration	8,563	9,192	629	7.3%	3.7%	242	78	309
Education	14,995	16,850	1,855	12.4%	9.1%	424	933	498
Health Care & Social Assistance	27,347	31,581	4,234	15.5%	19.0%	773	4,427	(965)
Arts & Entertainment	2,339	2,454	115	4.9%	-9.9%	66	(297)	346
Accommodation & Food Services	9,592	11,714	2,122	22.1%	18.1%	271	1,461	390
Other Services	5,266	6,098	832	15.8%	10.1%	149	383	300
Government	5,076	5,281	205	4.0%	12.2%	143	478	(416)
Total	**171,388**	**173,736**	**2,348**	**1.4%**	**2.8%**	**4,842**		**(2,494)**

Source: US Census Bureau LEHD, Work Area Profile. Location Quotients are based on the number of jobs in the NVC, not the number of workers.

Chart 6: Industry Targeting Analysis by Sector for the NVC



Source: US Census Bureau LEHD Work Area Profile, 2006-2014

Mill Rates

Table 15: Equalized Net Grand List by Municipality, 2013

Municipality	Residential	Apartment	Business	Vacant Land	Other*	Total
Ansonia	$ 983.79	$ 23.46	$ 141.30	$ -	$ 197.55	$ 1,346.10
Beacon Falls	$ 464.65	$ 0.96	$ 58.22	$ 18.76	$ 86.85	$ 629.45
Bethlehem	$ 420.44	$ -	$ 30.62	$ 10.69	$ 58.79	$ 520.54
Bristol	$ 3,413.60	$ 246.37	$ 1,127.21	$ 49.75	$ 910.98	$ 5,747.91
Cheshire	$ 2,805.08	$ 14.46	$ 499.06	$ 29.15	$ 512.23	$ 3,859.98
Derby	$ 644.35	$ 22.80	$ 144.20	$ 17.51	$ 154.05	$ 982.90
Middlebury	$ 1,022.94	$ 0.08	$ 160.25	$ 33.43	$ 156.61	$ 1,373.32
Naugatuck	$ 1,537.05	$ 61.34	$ 265.28	$ 28.34	$ 375.94	$ 2,267.95
Newtown	$ 3,709.10	$ 4.66	$ 330.07	$ 94.05	$ 479.79	$ 4,617.68
Oxford	$ 1,599.83	$ 0.81	$ 135.79	$ 54.05	$ 287.93	$ 2,078.41
Plymouth	$ 731.62	$ 6.14	$ 71.00	$ 29.93	$ 172.42	$ 1,011.12
Prospect	$ 924.18	$ 1.04	$ 83.85	$ 11.96	$ 154.84	$ 1,175.86
Seymour	$ 1,279.95	$ 19.88	$ 154.30	$ 25.93	$ 227.77	$ 1,707.83
Shelton	$ 4,426.39	$ 86.74	$ 1,208.31	$ 15.23	$ 929.10	$ 6,665.78
Southbury	$ 2,269.56	$ 38.28	$ 477.85	$ 54.33	$ 366.25	$ 3,206.26
Thomaston	$ 487.98	$ 9.18	$ 76.58	$ 19.98	$ 130.81	$ 724.53
Waterbury	$ 2,998.29	$ 325.17	$ 1,255.30	$ 88.81	$ 1,038.11	$ 5,705.67
Watertown	$ 1,746.26	$ 17.36	$ 315.77	$ -	$ 376.89	$ 2,456.28
Wolcott	$ 1,432.57	$ 8.79	$ 111.36	$ 38.07	$ 218.80	$ 1,809.59
Woodbury	$ 1,275.67	$ 18.59	$ 126.08	$ 32.46	$ 157.51	$ 1,610.31
NVC Region	**$ 34,173.29**	**$ 906.13**	**$ 6,772.40**	**$ 652.43**	**$ 6,993.24**	**$ 49,497.49**

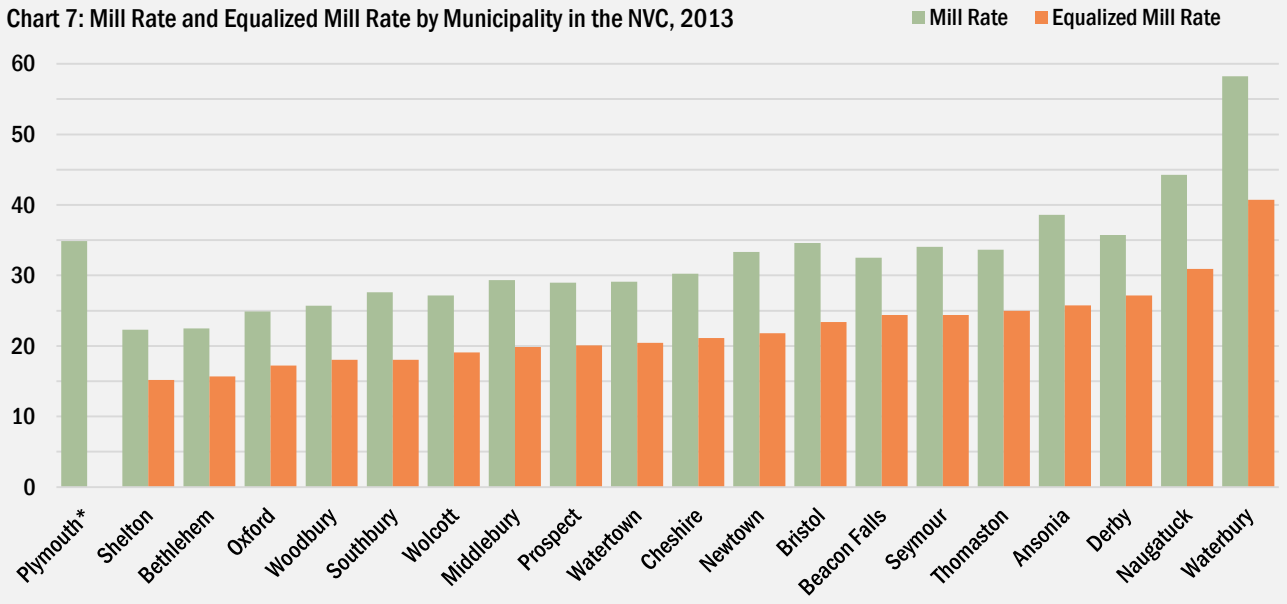
**Other consists of personal property, use assessment property, and 10 mill forest land.*

Table 16: Equalized Net Grand List by Land Use by Municipality, 2013

Municipality	Residential	Apartment	Business	Vacant Land	Other*
Ansonia	73.1%	1.7%	10.5%	0.0%	14.7%
Beacon Falls	73.8%	0.2%	9.3%	3.0%	13.8%
Bethlehem	80.8%	0.0%	5.9%	2.1%	11.3%
Bristol	59.4%	4.3%	19.6%	0.9%	15.8%
Cheshire	72.7%	0.4%	12.9%	0.8%	13.3%
Derby	65.6%	2.3%	14.7%	1.8%	15.7%
Middlebury	74.5%	0.0%	11.7%	2.4%	11.4%
Naugatuck	67.8%	2.7%	11.7%	1.2%	16.6%
Newtown	80.3%	0.1%	7.1%	2.0%	10.4%
Oxford	77.0%	0.0%	6.5%	2.6%	13.9%
Plymouth	72.4%	0.6%	7.0%	3.0%	17.1%
Prospect	78.6%	0.1%	7.1%	1.0%	13.2%
Seymour	74.9%	1.2%	9.0%	1.5%	13.3%
Shelton	66.4%	1.3%	18.1%	0.2%	13.9%
Southbury	70.8%	1.2%	14.9%	1.7%	11.4%
Thomaston	67.4%	1.3%	10.6%	2.8%	18.1%
Waterbury	52.5%	5.7%	22.0%	1.6%	18.2%
Watertown	71.1%	0.7%	12.9%	0.0%	15.3%
Wolcott	79.2%	0.5%	6.2%	2.1%	12.1%
Woodbury	79.2%	1.2%	7.8%	2.0%	9.8%
Region Total	**69.0%**	**1.8%**	**13.7%**	**1.3%**	**14.1%**

**Other Consists of personal property, use assessment property, and 10 mill forest land.*

Chart 7: Mill Rate and Equalized Mill Rate by Municipality in the NVC, 2013



Source: Connecticut OPM

**Plymouth's equalized mill rates for 2013 were unavailable at the time of print*

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E·D·A
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

Appendix I
Organizational Charts

NVC Economic Development District Organization
CEDS Implementation/Coordination of Partners
NVC Economic Development District Policy Board

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Appendix II

CT Department of Labor Employment Update

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Appendix III
Municipal Profiles

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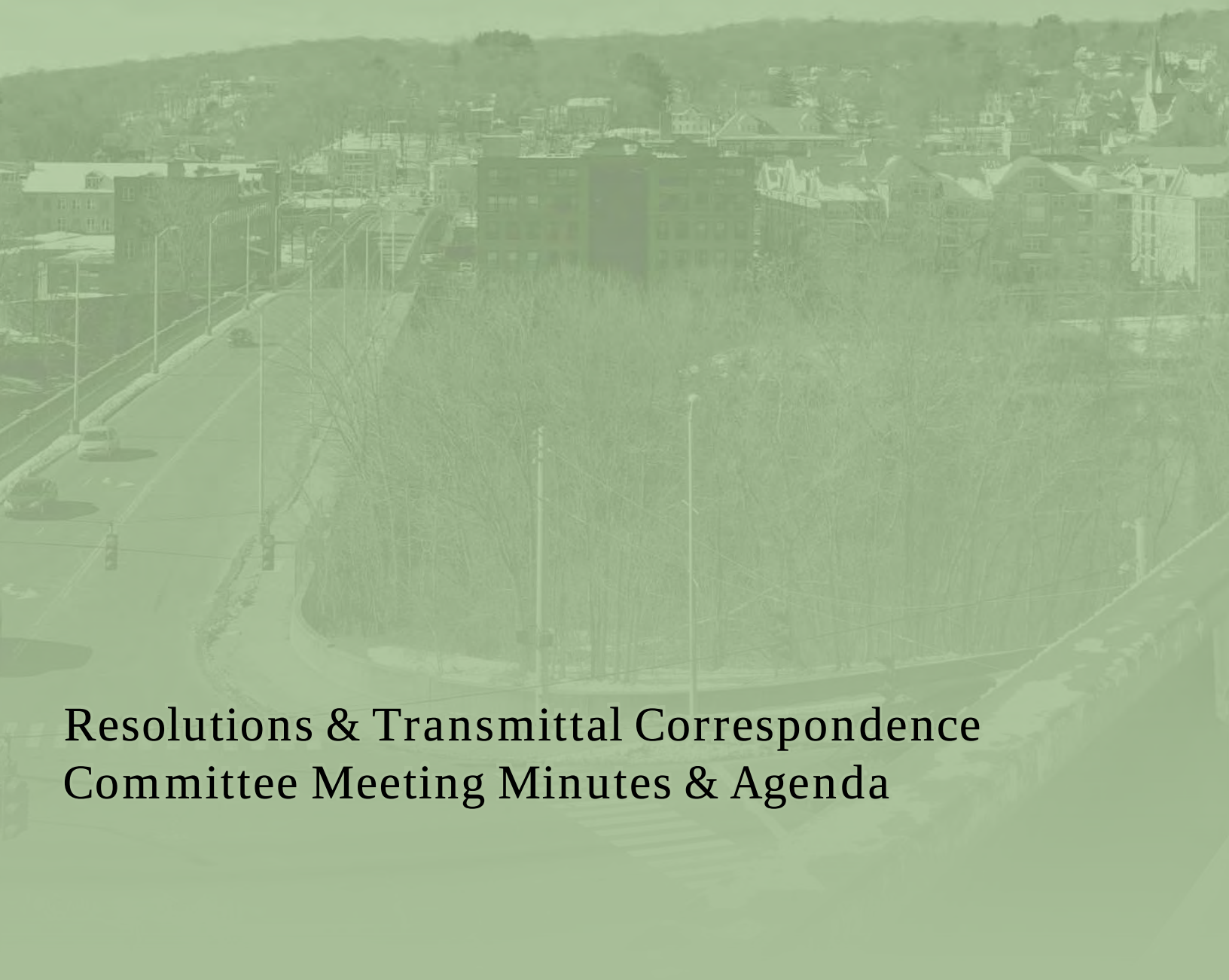
Appendix IV
Exhibits



Resolutions & Transmittal Correspondence
Committee Meeting Minutes & Agenda

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