

**Agenda**  
**Town Council Regular Meeting**  
**Wednesday, December 20, 2023 at 7:00 PM**  
**Town Hall Green Room**

1. Pledge
2. Visitors
3. Approval of Minutes – December 06, 2023
4. Appointments/Reappointments  
Mike Shove (R) Zoning Board of Appeals Alternate Seat Term until 11/2025  
Zach Plourde – Planning & Zoning Representative to Coastal Resilience Task Force  
Todd Pozefsky – Town Treasurer term until November 2025  
America 250 Committee
5. Conservation Commission Open Space Land Acquisition
6. Discussion on Downtown
7. STEAP Grant Resolution
8. Amendment to Peddling Ordinance
9. Bank of America Lease Purchase Resolution
10. Participation in State Bridge Program
11. 2023 Tax Abatement List
12. Line Item Transfer Requests
13. Chairman’s Report
14. Town Manager’s Report
15. Council Discussion
16. Town Council Committee Liaison Reports
  - Appoint Liaison to Public Works Commission
  - Appoint Liaison to Inland Wetlands Commission
17. Executive Session – Real Estate, pursuant to CGS 1-200 (6)(D) and Personnel, pursuant to CGS 1-200 (6) (A)
18. Possible Decision on Real Estate
19. Possible 8-24 Referral to Planning & Zoning
20. Adjourn

**Item #5**

**SUGGESTED MOTION**

The Town Council approves an appropriation not to exceed \$3,000 from the Open Space Acquisition fund for an appraisal.



CONSERVATION COMMISSION

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MEMORANDUM

TO: Clinton Town Council

FROM: Nick Webb, Chair, Clinton Conservation Commission

DATE: December 8, 2024

TITLE: Request for Open Space Funds to Support the Clinton Land Trust's Acquisition of Open Space on Killingworth Turnpike

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The Conservation Commission requests that the Town Council authorize the payment of \$3,000 from the Town's Open Space Acquisition Fund to the Clinton Land Conservation Trust (CLCT) to support the acquisition of over 23 acres of forested land on Killingworth Turnpike. The Open Space Acquisition fund has a current balance of \$37,506.94. A description of the property is included at the end of this memo.

The CLCT intends to apply in the Fall of 2024 to DEEP's Open Space and Watershed Land Acquisition Grant (OSWA) to fund the purchase of the property. To apply for this grant, the CLCT will need to prepare documents that meet DEEP requirements. These include an appraisal, an appraisal review, an updated property survey, a Phase I environmental review, and title certification. The CLCT and Conservation Commission have obtained estimates from professionals to prepare these documents.

The current request before the Town Council is *only* for cost of an appraisal in the amount of \$3,000. Obtaining an appraisal that meets the OWSA funding requirements is a critical first step in formalizing an offer to the property owners. OWSA funds cannot be applied toward costs that exceed the fair market value of the property. When the appraisal results are available, the CLCT will review them and determine what purchase price will be offered to the owners of the property. Upon successful negotiations between the owners and CLCT on a purchase agreement, the Conservation Commission would return to the Town Council to discuss additional funding from Town's Open Space Acquisition monies to support other work needed to apply for the OWSA grant.

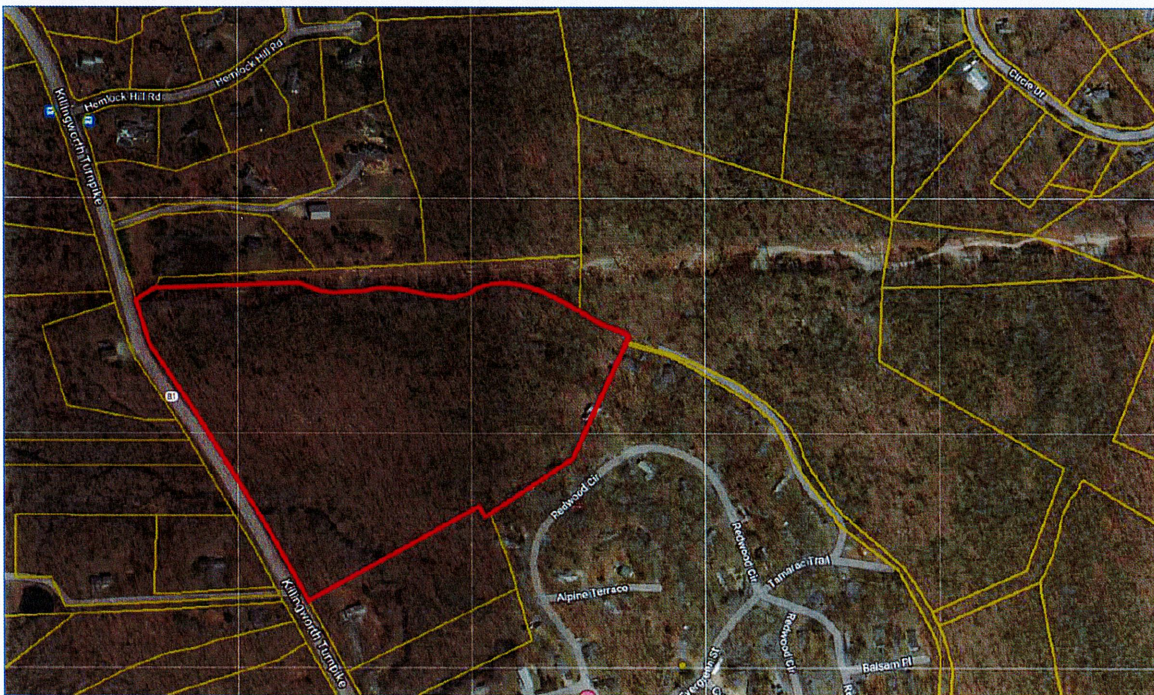
The property owners have expressed interest in preserving the land to both the Conservation Commission and the CLCT. They agreed to hold the property off of the market until early February to permit the CLCT to obtain an appraisal and determine the offer price.

The CLCT has also applied for a reimbursable grant to cover up to the full amount (\$3,000) of the appraisal. Their intent is to use Town funds to supplement any costs not covered by the grant. The CLCT anticipates a decision from the grantor in advance of the December 20<sup>th</sup> Town Council Meeting.

### About the Land

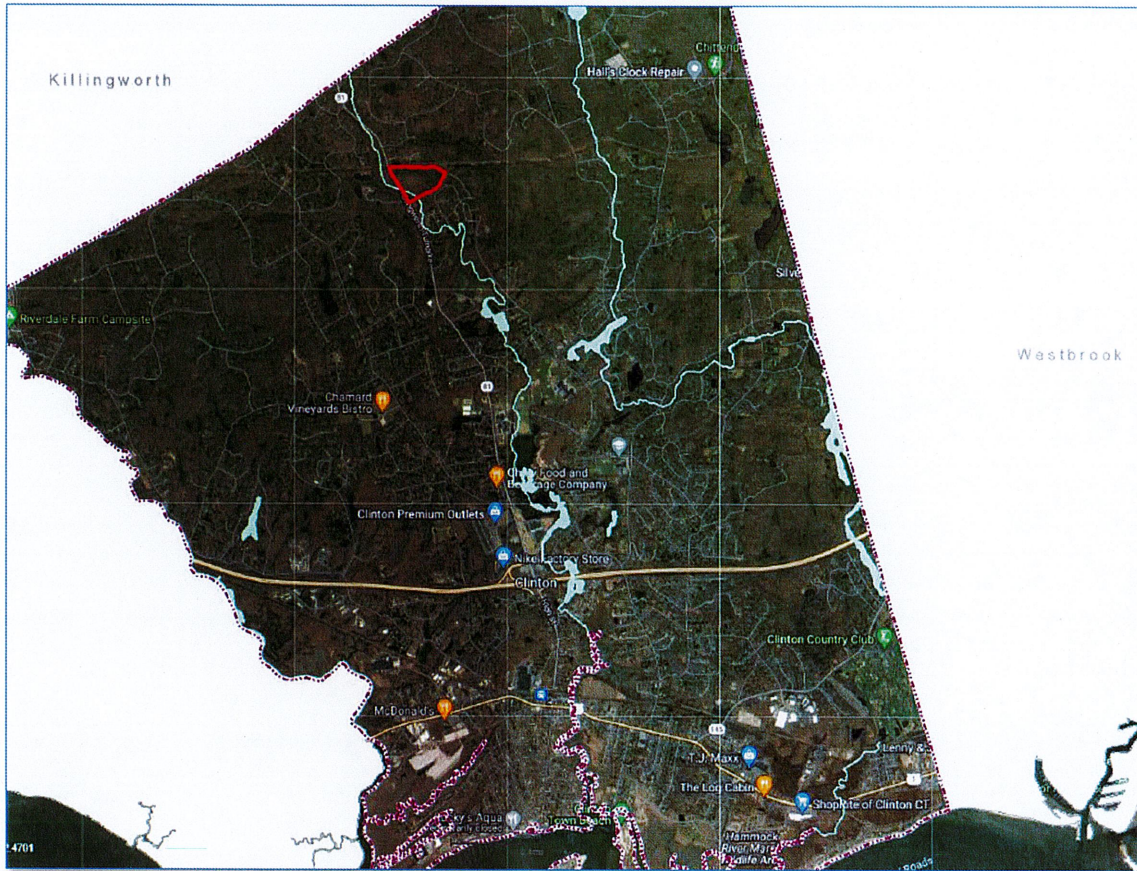
The property is located South of Hemlock Hill Road and North of Evergreen Springs Manufactured Home Park. The property contributes to a large forested block that includes 130 acres of protected open space, 122 of which are owned by the Clinton Land Trust, and an additional 26 acres of land owned by Eversource that may support connected trails. The Indian River, a class A water body, flows through the southwest corner of the property. Land Trust members have found unique hilltop environments, including native grasses not seen on other open space properties in Clinton.

#### **Clinton Land Conservation Trust: Prospective Acquisition of property on Killingworth Turnpike, Clinton CT**



Aerial Imagery (Google) showing highlighting property and location.

## Clinton Land Conservation Trust: Prospective Acquisition of property on Killingworth Turnpike, Clinton CT



Location of property in relation to the Indian River and surrounding area.

This land meets goals and criteria in various open space plans. The property is included in a Priority Funding Area in the State Plan of Conservation and Development. The Lower CT River Council of Government's Regional POCD prioritizes land and water protection and includes goals to increase in the area of land protected, expand and connect existing open spaces, and improve access to open space. Clinton's 2015 POCD includes connecting open spaces and improving access to them, and notes supporting Land Trust open space acquisition. The property helps advance all of these goals.

**Item #6**

**SUGGESTED MOTION**

1. The Town Council hereby intends to provide the leadership to advance discussions and actions the Town will take in the Downtown.
2. The Town Council hereby appoints a 3-member Downtown Sub-Committee of the Town Council to work with staff on developing draft proposals and priorities for a report to and approval by the full Council.

**Item #7**

**SUGGESTED MOTION**

The Town Council hereby approves the attached Resolution Authorizing and Directing the Town Manager to Sign an Agreement with the Connecticut Department of Emergency Services and Public Protection for a STEAP grant

**RESOLUTION AUTHORIZING SIGNING AGREEMENT WITH THE  
CONNECTICUT DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION**

WHEREAS, the Town of Clinton was awarded \$500,000 in funding from the Small Town Economic Assistance Program funds which is to be administered for the State by the Connecticut Department of Emergency Services and Public Protection; and

WHEREAS, the Connecticut Department of Emergency Services and Public Protection is authorized to extend financial assistance for Public Safety projects; and

WHEREAS, it is desirable and in the public interest that the Town of Clinton make an application to the State for \$500,000 in order to undertake the Fire Department Radio Replacement project and to execute an Assistance Agreement

NOW, therefore, be it resolved by the Town Council of the Town of Clinton;

1. That the Town is cognizant of the conditions and pre-requisites for State Assistance imposed by the STEAP grant program.
2. That the filing of an application by the Town of Clinton in an amount not to exceed \$500,000 is hereby approved and that Karl Kilduff, Town Manager is hereby authorized and directed to execute and file such application with the Connecticut Department of Emergency Services and Public Protection, to provide such additional information to execute other documents as may be required, to execute an Assistance Agreement with the State of Connecticut for State Financial Assistance if such an agreement is offered, to execute any amendments, revisions, and revisions thereto, and to act as the authorized representative of the Town of Clinton.



**Item #8**

**SUGGESTED MOTION**

The Town Council hereby sets a Public Hearing on a proposed amendment to the Peddling Ordinance to restrict times authorized for door-to-door peddling.

**AN ORDINANCE AMENDING  
PEDDLING AND SOLICITING ORDINANCE**

WHEREAS, the Town of Clinton currently has an Ordinance codified under Section 402 of the Codified Ordinances of the Town of Clinton; and

WHEREAS, the Town Council wishes to make amendments to the current Ordinance which regulates Peddling and Soliciting; and

WHEREAS, the current ordinance does not provide restrictions to the extent necessary to regulate the actions and permitting of peddlers and solicitors; and

WHEREAS, the Town Council wishes to adopt additional regulations with the expressed purpose of enhancing public safety for all Clinton residents.

NOW THEREFORE, BE IT HEREBY ADOPTED THAT Chapter 402 of the Codified Ordinances of the Town of Clinton shall be amended as described below.

1. Section 402-5 Hours of Operation shall be amended to read:

“No person under any circumstances may solicit, sell, barter or carry for sale or expose any food, goods, wares or merchandise either on foot or from any vehicle or solicit contributions for any charitable or religious cause before the hour of 9:00 a.m. or after sunset, or at any time during the holidays of New Year’s Day, Memorial Day, July 4, Labor Day, Thanksgiving, and Christmas Day.”

2. Section 402-8 Exceptions shall be amended to have the hours of operations applicable to all circumstances.

402-8 B

“Sections 402-1 through 402-4 and Sections 402-6 through 402-7 shall not apply to the following:”

3. All references to the “Board of Selectmen” shall be removed and replaced with “Town Council.”

**Item #9**

**SUGGESTED MOTION**

The Town Council hereby approves the attached Resolution authorizing a lease-purchase agreement with Banc of America Public Capital Corp for the Fire Boat.

## RESOLUTION

WHEREAS, as part of its budget appropriation process, the Town of Clinton has authorized the use of lease/purchase financing to fund the replacement of the Fire Department Rescue Boat; and

WHEREAS, equipment leases were codified in the Master Equipment Lease/Purchase Agreement dated October 3, 2016 with Banc of America Public Capital Corp; and

WHEREAS, the Master Equipment Lease/Purchase Agreement has been amended by adding new Schedules of Property each time new equipment purchases are financed; and

WHEREAS, the Town desires to finance new Fire Department boat which requires the Master Equipment Lease/Purchase Agreement to be amended to include Schedule of Property No.8 for a 32-foot aluminum Fire Boat to be purchased as part of the Town Budget for the fiscal year July 1, 2023 through June 30, 2024

NOW THEREFORE, BE IT RESOLVED THAT, the Town Council of the Town of Clinton hereby authorize and direct the Town Manager to execute, on behalf of the Town of Clinton, the necessary agreements and forms by and between Banc of America Public Capital Corp to lease a 32-foot aluminum Fire Boat for a total of \$645,000 as part of the Master Equipment Lease/Purchase Agreement dated as of October 3, 2016 and Schedule of Property No. 8.

**Item #11**

**SUGGESTED MOTION**

The Town Council hereby approves tax abatements for eligible volunteer firefighters under the Volunteer Fire Department Tax Exemption Program



## **2023 TAX ABATEMENT LIST**

		ENTRY
MEMBER	ADDRESS	DATE
Daniel R Alberino	37 Cow Hill Road	4/6/2009
Edward G Alberino, Jr	2 Grove Hill Road	9/1/1992
Lisa C Alberino	2 Grove Hill Road	12/7/2007
Kenneth R Archer	9 Whitewood Road	6/1/1970
John M Battista	23 Hunters Path	5/13/1976
Jason R Beeker	6 Diamond Road	11/2/2021
Michael G Brotz	65 Fairy Dell Road	9/12/2016
Brendan C Brymer	24 Ninety Rod Road	9/9/2013
Jeffrey E Brymer	6 Kings Grant Road	10/21/2015
David E Burns	53 Maplewood Drive	6/6/1977
David J Burns	8 Bright Hill Drive	8/3/1981
David F Carroll	9 Lochwood Drive	12/4/2017
Anatasios Clados	1 Hickory Hill	12/2/2002
Jennifer L Clados	1 Hickory Hill	9/2/2002
Glenn B Coffin, Jr	4 Colonial Court	6/4/2007
Jeffrey P Colvin	59 Old Post Road, # H3	1/12/1987
Scott B Davenport	229 Killingworth Turnpike, #34	11/1/1984
Dennis Delecke	23 Maple Avenue	5/5/1975
Raymond W Denison	3 Whitewood Drive	1/1/2001
Michael J Farrell	27 James Vincent Drive	7/2/2018
Anes Gadun	9 Running Pine Drive	3/12/2015
Stephen A Gannon	84 Old Nod Road, 12B	5/6/2019
Marc I Gelven	2 Alden Drive	11/6/2000
Linda Z Gworek	206 Cow Hill Road	1/13/1981
Jeffrey A Hesar	5 Allen Road	1/11/1993
Wendy Hicks-Milhomme	10 Allen Road	7/17/1995
Charles F Hill IV	33 Willow Lane	4/2/2001
Megan R Hunt	27 Cedar Road	5/7/2021
Robert L Kyhn	29 Willow Lane	6/3/1996
Jason J Lewellyn	12 Kings Grant Road	5/2/2005
Matthew J Mahoney	10 Kenilworth Drive	11/3/2017
Brian A Manware	11 Ark Road	3/20/2000
Ronald A Manware	32N Glenwood Road	1/9/1989
Michael F Markovics, Jr	31 Ben Merrill Road	3/6/2019
Michael A Massey	111 Harbor Parkway	9/13/1976
Roger S Massey	7 Old Mill Road	6/1/1982
Deborah A Miller	6 Carriage Drive	7/1/1991
Taylor D Miller	44 Olde Orchard	8/5/2019
Brian M Minichino	3 Evergreen Drive	12/7/2009
Shawn P Mullen	17 Kings Grant Rd	1/21/2014
MaryAnn R Murphy	4 Liberty Lane	8/7/2006

Robert J Murphy	4 Liberty Lane	5/7/1990
Brendan J Murray	44 Olde Orchard	11/15/2022
Michael P Neff	10 Allen Road	9/12/2005
Bryan R Perdue	27 Fairy Dell Road	8/4/2003
Michael A Perez	9 Spencer Court	7/11/2016
John F Rotella	2 Colonial Court	2/1/2021
Arthur W Sanso	26 Sunnybrook Lane	1/5/1998
Zackary R Schrempp	34 Walnut Hill Road	6/16/2015
Bret D Siegel	9C Ben Merrill Road	10/21/2019
Gary W Skau	159 Cow Hill Road	9/10/1973
Brian J Smith	205 Cow Hill Road	9/18/1995
James J Strong	44 Carriage Drive	3/8/2016
Michael P Strong	27 Cedar Road	1/9/2006
Roy J Sullivan	24 Rocky Ledge Drive	4/3/1992
Denise M Talarczyk	7 Founders Village	4/1/2019
Robert J Voss	170 Glenwood Road	6/1/1986
Sandra R Voss	170 Glenwood Road	3/7/1988
Jared M Wolff	105 Kelseytown Road	1/26/2022
Clark E Young	14 Partridge Lane	3/15/1993
Christopher T Ziemba	44 Olde Orchard	4/28/2018



**TOWN OF CLINTON  
TRANSFER OF FUNDS REQUEST FORM**

<b>DATE OF REQUEST:</b>	<b>12/6/2023</b>
<b>DEPARTMENT OF REQUEST:</b>	<b>Town Manager</b>
<b>FISCAL YEAR OF REQUEST:</b>	<b>FY24</b>
<b>REASON FOR REQUEST:</b>	<b>Town Hall table and chair replacement for Green Room</b>

INCREASE ACCOUNT(S)	DESCRIPTION	AMOUNT
014199-58110	Miscellaneous Exp	\$11,231

DECREASE ACCOUNT(S)	DESCRIPTION	AMOUNT
014197-58086	Contingency	\$11,231

1) **Department Head Signature\***: \_\_\_\_\_ **Date:** \_\_\_\_\_  
**Comments:** \_\_\_\_\_

*\*when completed forward to Director of Finance for review*

2) **Director of Finance:** Funds are available: Yes X No \_\_\_\_\_



Date Approved: 12/7/23 Denied: \_\_\_\_\_

3) **Town Manager:** Date Approved: \_\_\_\_\_ Denied: \_\_\_\_\_

4) **Town Council:** Date Approved: \_\_\_\_\_ Denied: \_\_\_\_\_

5) **Finance Dept:** Date Transfer made: \_\_\_\_\_

**TOWN OF CLINTON  
TRANSFER OF FUNDS REQUEST FORM**

<b>DATE OF REQUEST:</b>	<b>12/6/2023</b>
<b>DEPARTMENT OF REQUEST:</b>	<b>Finance</b>
<b>FISCAL YEAR OF REQUEST:</b>	<b>FY24</b>
<b>REASON FOR REQUEST:</b>	<b>Additional insurance charges in FY24</b>

INCREASE ACCOUNT(S)	DESCRIPTION	AMOUNT
014199-55200	Insurance	\$14,325

DECREASE ACCOUNT(S)	DESCRIPTION	AMOUNT
014197-58086	Contingency	\$14,325

1) **Department Head Signature\***: \_\_\_\_\_ **Date:** \_\_\_\_\_

**Comments:** \_\_\_\_\_

*\*when completed forward to Director of Finance for review*

2) **Director of Finance:** Funds are available: Yes  No



Date Approved: 12/13/23 Denied: \_\_\_\_\_

3) **Town Manager:** Date Approved: \_\_\_\_\_ Denied: \_\_\_\_\_

4) **Town Council:** Date Approved: \_\_\_\_\_ Denied: \_\_\_\_\_

5) **Finance Dept:** Date Transfer made: \_\_\_\_\_

## TOWN MANAGER'S REPORT

TO: Honorable Town Council Members

FROM: Karl F. Kilduff, Town Manager

DATE: December 6, 2023

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Please find my report concerning various items of interest to the Town Council and community.

### 1. Council Business:

- Budget – The budget development process is in motion. Department Heads have submitted their requests. I will be reviewing requests during January to craft a proposed budget for the Council. The Town Manager's Proposed Budget should be presented to the Council in mid-February. The Council will need to approve the schedule of workshop meetings to review the budget during February and March in advance of a Public Hearing.
- Landfill Capping Update – The proposed agreement for capping the landfill with imported soil (and the host town fee) is still under review by the Town Attorney's Office.
- Fish Ladder Update – While the fish ladder and dam repairs are under design, the discussion has focused on the process to transfer the dam to the Water Company for their stewardship. At present, the dam is included in the Indian River Shops parklet which is supposed to be conveyed back to the Town. It makes the most sense for the dam to be held and maintained in the future by the Water Company. The conveyance of the park back to the Town was already approved so the real estate transaction can take place at any time. The conveyance of the dam to the Water Company will need local approvals (and a Town Meeting). We are waiting on a draft agreement from the Water Company covering the dam and rights of way to access and maintain it for legal review.
- AMTRAK – We have been informed by AMTRAK that they are planning work to replace the retaining walls along North High Street. They are looking for local input for help develop their plans.
- Clinton Harbor Dredging – As has been reported previously, the Town is on the Army Corps of Engineers work plan to do some "hot spot" dredging the harbor to remove hazards to navigation. The anticipated time for that work is late spring/early summer. The work will be focused on the entrance to the channel to before the bend into the inner harbor. We expect more specific dates to be know from the Army Corps later in January
- Library RFP – A Request for Proposals was issued for architectural firms to help with the interior design work being requested by the Library. Proposals will be due mid-January. As a reminder, the Library offered to pay for 50% of this work.

## 2. Connecticut Conference of Municipalities

CCM's Legislative Committee will meet again in early January.

## 3. River COG Meeting

The Council of Governments met on December 13, 2023. Items of note for Clinton included:

- 2024 Legislative Agenda – The legislative agenda was approved and discussed with area legislators who were available to attend the meeting. The agenda is attached for your reference, but the major items are State Leadership on Solid Waste to address the problem created by closing MIRA and not State action on a suitable new approach to managing waste; State Matching funds to help local governments leverage more federal grants since the match requirement may be beyond the capacity of most communities – especially small towns; Response to cuts to Shoreline East Service; Housing planning; and Addressing the shortage of qualified municipal employees for certain professions.
- Natural Hazard Plan Update – The COG will be seeking grant funds to update the Natural Hazards Mitigation Plan for the region and participating towns. This is an important document to stay eligible for FEMA reimbursements. In addition to the grant, each town is being asked to budget a local match which will be reflected in the Town Manager's Proposed Budget.
- Regional Waste Authority Grant – The COG was awarded a grant from the DEEP in the amount of \$627,000 to evaluate all options to manage local wastes and leverage the existing contract for the Essex Transfer Station. Once the grant is formalized between the State and the COG, the next steps for participating towns will be laid out.

## 4. Miscellaneous:

- Shoreline Soup Kitchen & Pantry - The Shoreline Soup Kitchen & Pantry celebrated the addition of a new refrigerator truck to help transport more food to those in need in the region. Every town in the 11 town area contributed \$10,000 in ARPA funding to fund the new truck. The need for the truck has also grown as demand has grown. The SSKP is on track to have delivered 2 million pounds of food this year, which puts them 40% over pre-pandemic levels.



# Lower Connecticut River Valley Council of Governments

145 Dennison Road Essex, CT 06426 | +1 860 581 8554 | [www.rivercog.org](http://www.rivercog.org)

## Draft RiverCOG Legislative Agenda 2024

December 14, 2023

### Priority Items

- **State Leadership on Solid Waste** – The state of Connecticut is facing a waste crisis. The lack of statewide leadership, vision, and actions means that municipalities and COGs are being forced to individually tackle an issue that is much larger than themselves. Dissolving MIRA and replacing it with a number of new, small regional waste authorities will not necessarily result in the most effective or efficient solutions to our waste problems.
  - Articulate a clear vision as to what the state’s policy is towards in-state and out of state garbage disposal.
  - If a decision is made to move to pay as you throw, it should be clear and consistent and statewide.
  - Actively work to build capacity at the state to help guide municipalities, regions, regional waste authorities, and the private sector.
  - Expand product stewardship to provide financial incentives to associate the cost of product disposal with the purchase or manufacture of the product.
  - Work with other states on product stewardship initiatives that will incentivize the reduction of the creation of waste, such as packaging.
- **State Competitive Match Fund for Federal Discretionary Grants** – The amount of federal discretionary grant funds is at a historic high and for Connecticut to compete, there needs to be a concerted effort to support as many good and competitive applications coming from Connecticut. Cities and towns do not have match funds waiting to be committed to applications to new federal discretionary grant programs. Furthermore, the state regularly funds needed transportation and infrastructure projects with 100% state bonded funds. A competitive match fund should be funded and prioritized for matching municipal, regional, and state applications to federal discretionary grants. Priority could be given to projects that meet goals of state and regional plans, especially projects that may be otherwise funded with solely state bond funds. Furthermore, the commitment of the state will allow many more grant applications from municipalities and regions and will result in more federal money coming into the state. This can help reverse Connecticut’s position as the worst state in the country for return on federal taxes.
- **Reversal of Cuts to Shore Line East Commuter Rail Service** – Massive cuts to Shore Line East Commuter Rail services threaten the viability of the railroad as a useful alternative to driving. The massive cuts to Shore Line East, first started during COVID-19 and further cut by the Governor in 2023, undercuts state and municipal efforts to provide alternatives to driving but also hampers revitalization of our town and city centers with transit-oriented development and housing. The Naugatuck Branch of Metro North saw a nearly 50% increase in train frequency and consequentially regained ridership lost during COVID-19. Similarly, the compounding cuts to Shore Line East make

# RiverCOG

the service useful to even fewer people and has sabotaged ridership recovery. Ironically, the recently completed CT DOT Eastern CT Corridor Rail and Transit Feasibility Study found demand for additional Shore Line East service and destinations. We demand a plan to reinstate service and in the interim fund supplemental express bus service to be operated by Estuary Transit District.

- **Housing Planning** – Proposals that seek to address the state’s housing issues should take a comprehensive approach including transportation, jobs, and sustainability. Housing markets are regional and the COGs should have a role in housing planning. State level zoning is not appropriate for addressing very different needs and situations across the state.
- **Lack of Skilled Workforce for Municipal Jobs** – Municipalities struggle to fill important positions in town and city halls. Common vacant positions include planner, zoning enforcement, and building official. The state needs to partner with our higher education sector to ensure that there is a training pipeline for these essential positions. There are additional opportunities to invest in technology to facilitate electronic documents and workflows to enable easier staff sharing. Also, there should be some ability to address labor concerns and protect worker rights to facilitate shared positions between municipalities.

## Other Priorities

### Land Use, Housing, Transportation, Infrastructure, and Economic Development

- RiverCOG is grateful to the State of Connecticut for increased funding that met a decade long promise to the COGs for the Regional Services Grant. We encourage the General Assembly and Administration to maintain funding at \$7 million per year for the nine COGs in the state.
- Rollback recent changes to the Regional Performance Incentive Program (RPIP) that overly complicate, limit funding opportunities, and unnecessarily restrict the useability of the grant. These changes greatly reduced the usability of RPIP and stymied the use of RPIP to facilitate regional shared services.
- Attract young adults and keep recent college graduates to the region by supporting policies that grow jobs, expand housing options, and provide opportunities for revitalization of the region’s central business districts through mixed use development. The region also seeks to support legislation that will help implement recommendations from the Regional Plan of Conservation and Development (RPOCD) and Regional Housing Plan (RHP) that seek to further diversify the region.
- Provide opportunities & resources to improve technical training and pipelines to fill job openings. Encourage and develop systems that use/integrate all educational (private and public) institutions and ensure all programming is complementary and not redundant. Empower the Dept of Workforce Development Unit. Encourage creation of training center(s) in southern Middlesex County.
- Support the newly formed Office of Geographic Information Systems (GIS) in its efforts to create uniform mapping data for the entire state. Funding is needed to make this possible, including funding for a survey of municipal boundaries. Although many towns are internally consistent, there is land that is claimed by multiple municipalities or by no municipalities. The state cannot rely on 169 municipalities to maintain basic mapping data.
- The region will be better served if the state provides a more consistent message concerning their goals around long-term development and conservation initiatives outlined in the State POCD and Consolidated Housing Plan. Consistency and further clarification of developmental goals will allow for more effective planning efforts both regionally and locally.

- Continue to fund and support efforts that encourage mixed-use development (including affordable housing) around transportation hubs. Support mixed-use infill development to revitalize town centers.
- Consider programs to re-use/redevelop mall space to include affordable housing, entertainment, retail, micro-manufacturing, local artisans, co-working space and makerspace.
- Support efforts to better establish stability and housing security for our region's residents including the creation of rent control measures that would create reasonable caps on increases that occur during a lease renewal process. Currently, the state lacks any statutory language or protections to renters that limit a landlord's ability to raise rental fees each year. Recommend including accessory dwellings and naturally occurring affordable housing in affordable housing counts. Enable municipalities to provide a property value assessment based on the affordable rents being provided, similar to how farm and forest land can be valued.
- The RiverCOG communities encourage the state to provide additional funding for staff to support the upkeep, maintenance, and modernization of our region's state-owned parks and forests and support of the state's private forest landowners. Reduce the region's carbon emissions from the transportation sector by providing additional grant opportunities that will expand publicly available EV charging stations and networks.
- Encourage alternative transportation options by expanding bicycle infrastructure (especially parking). There are few areas in the region that provide bike racks/parking for those who choose to ride.
- Funding for pilot projects to increase the number of areas served by last mile on-demand transit services is used and appreciated in the region. Continue expanding support for these services and including more service areas.

### **Finance Revenue and Bonding & Appropriations**

- Oppose any taxing policies and proposals that further limit a municipality's ability to generate revenue including but not limited to caps on automobile and real estate tax collection. Modify the statutes to guarantee that the anticipated reimbursements from the automobile mill rate cap do not sunset.
- Support initiatives that ensure that our region's municipalities receive all their state funded allocations, including PILOT payments and MRSA, in a timely fashion and at their fully established statutorily dictated levels.

### **Public Safety, Health, and Human Services**

- Revisit 2020's Police Accountability Law and simplify the police department accreditation processes to improve compliance. The existing law also requires the costly storage and upkeep of all body and dash cameras footage and the region would be better served by the creation of a state sponsored storage program.
- Request the creation of a new grant program designed to support the repair, maintenance, restoration, and removal of privately-owned dams. The program would be tailored to apply specifically to applicants or municipalities who can demonstrate that the lack of maintenance poses a public safety risk. Presently, many owners are limited by financial constraints and are unable to have the dams adequately repaired. If these privately-owned dams fail, massive property damage could occur.
- For greater safety of pedestrians and cyclists, coordination between municipalities, and CTDOT should occur for making ped/bike improvements on state owned roads.

### **Environment and Energy**

- Continue to combat the region's and the state's ongoing aquatic invasive species problem through continued funding of DEEP's Clean, Drain, Dry Boat program and support an increase to the overall

budget allocation for newly formed Office of Aquatic Invasive Species. Increasing funding will better support cleanup and mitigation efforts already in place.

- Support the investigation of the creation of a statewide 100-foot riparian and inland and coastal wetland buffer regulation.
- Support efforts to improve the region's access to high-speed internet. The goal should be 1 gigabit per second download speed at every address in the state. The state's fiber optic network is within 5 miles of every address in the state and it was built to facilitate access statewide. Investing in last mile connections will facilitate connections, further educational opportunities and make the region more attractive for existing and prospective employers. Ensure additional redundancy of the internet network to ensure reliable service is always available.
- Expand funding for DEEP's Open Space and Watershed Land Acquisition Grant Program.
- Expand funding and support for farmland protection and farming operations in the state.
- Support the creation of new extended producer responsibilities for smoke detectors and other hard to dispose of products sold in Connecticut. Improper disposal of these products is expensive to cleanup and pose safety risks to residents. Support the creation of new extended producer responsibilities for manufacturers of packaging and household hazardous waste.
- Create a pilot program that would direct electric utilities to work with condominiums and apartment buildings on the implementation of rooftop solar, with a credit for generation being applied to each meter or going to the condo association as common charge subsidy.
- Adopt a state-wide policy on recycling – go back to dual-stream recycling to make recycled waste more marketable & recyclable.

## **Municipal Law**

- **Public Safety:** Municipalities are feeling the same pinch that our Emergency Medical Responders are feeling as they struggle with personnel issues and payments to keep their businesses afloat. The current protocol in place is that these EMT organizations are given the license to operate in a particular town location, not simply to operate. When the needs of the town are not being met, the PSA ownership holds the town hostage to the EMS service provider. Some CEOs would like to have ownership of the PSA to ensure quality service to citizenry.