

# The *New Mix*: Project Advisory Committee (PAC) Meeting #2C February 18, 2022



**HNTB**

**84** new  
mix

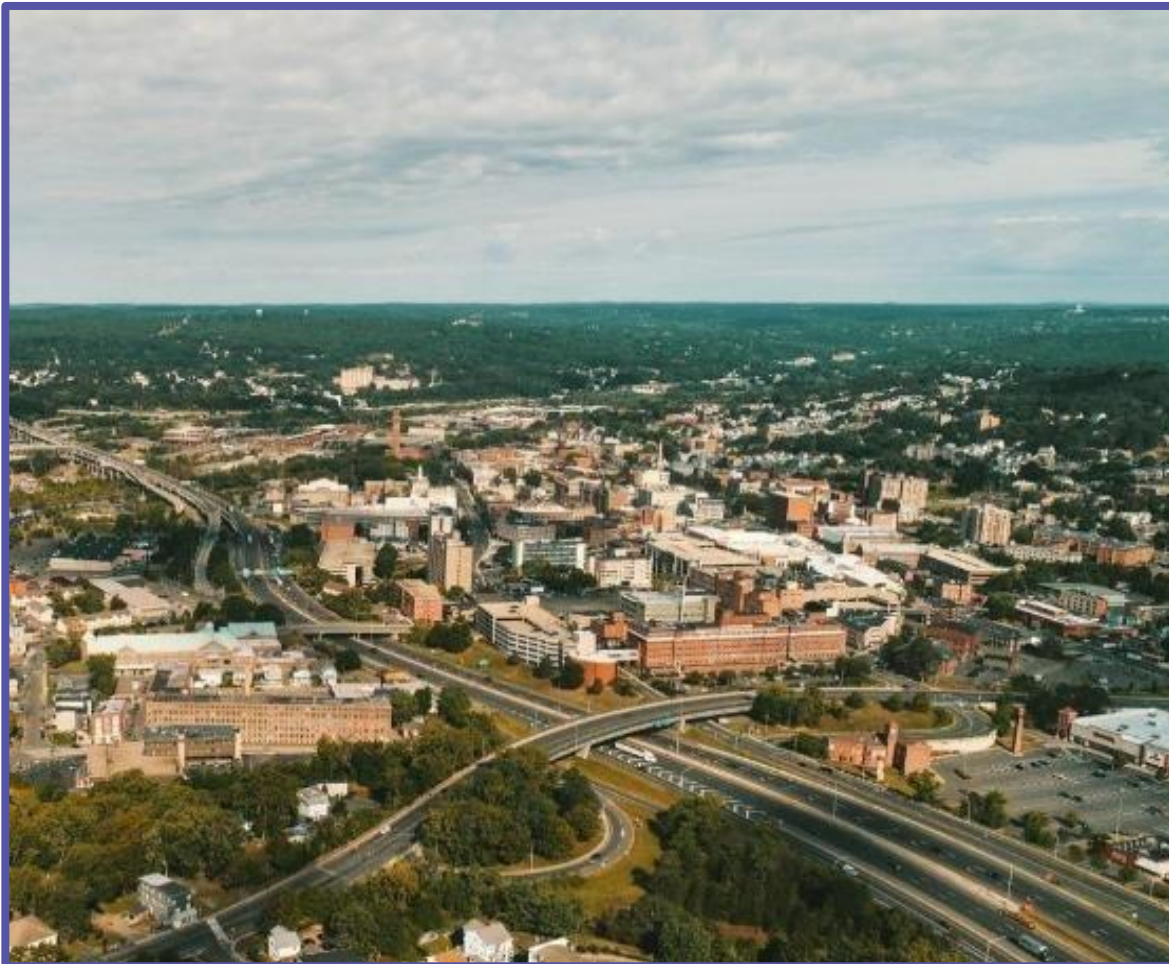
# Agenda

- **Welcome Back!**
- **PAC Meeting #2B Review**
- **Revised Preliminary Purpose & Need Statement and Other Transportation-Related Goals & Objectives**





# The *New Mix* Leadership Team



## Connecticut Department of Transportation

- Nilesh Patel, PE, Principal Engineer
- Scott Roberts, PE, Project Manager
- Jonathan Dean, PE, Project Engineer

## HNTB Corporation

- Jacob Argiro, PE, Project Manager
- David Schweitzer, PE, Deputy Project Manager
- Chris Fagan, PE, Project Engineer



# New Mix PAC Members

All Saints/Todos los Santos Parish

Bender Plumbing

City of Waterbury:

- Bureau of Engineering
- City Planning & Inland Wetlands
- Department of Economic Development
- Department of Public Works
- Fire Department
- Office of the Mayor
- Police Department
- Public Schools

Connecticut Association for Community Transportation (CACT)

Connecticut Coalition for Environmental Justice (CCEJ)

CT transit

Federal Highway Administration (FHWA)

Greater Waterbury Transit District

Hispanic Coalition of Greater Waterbury/ Waterbury Working Cities Challenge

Holy Trinity Greek Orthodox Church

Housatonic Valley Association

Jarjura's Farm

Main Street Waterbury

Mattatuck Museum

Metro-North Railroad

Motor Transport Association of Connecticut (MTAC)

National Association for the Advancement of Colored People (NAACP) of Greater Waterbury

Naugatuck Valley Community College

Naugatuck Valley Council of Governments (NVCOG)

Palace Theater

Police Activity League (PAL) River Brigade

Riverside Cemetery

Saint Mary's Hospital

University of Connecticut (UCONN) Waterbury Branch

Waterbury Bridge to Success

Waterbury Development Corporation

Waterbury Hospital

Waterbury Neighborhood Associations: Bunker Hill, Gilmartin, Waterbury, & Waterville

Waterbury Regional Chamber



# Since Our Last Meeting...

You have been:



**Providing input** for the New Mix Program's PEL Study



**Checking email** for information about the New Mix Program.

We have been:



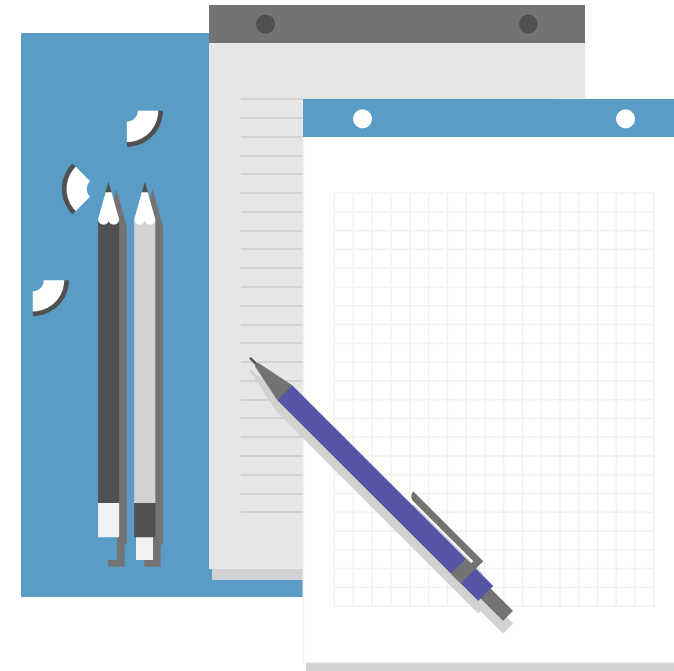
**Obtaining Input** from PAC members, stakeholders, and the public.



**Refining** the Preliminary Purpose & Need Statement and other Transportation-Related Goals & Objectives.



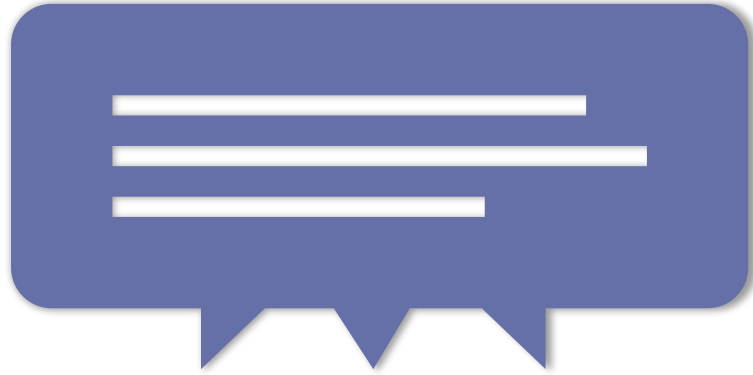
**Developing** the Universe of Alternatives and Screening Criteria.



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# PAC Meeting #2B Recap



Last meeting: January 26, 2022

Held via Zoom

30 attendees representing 20 organizations

Approx. 35% response to comment cards

Approx. 66% response to polling questions

## PAC Member Scheduling Poll

What is your preference?

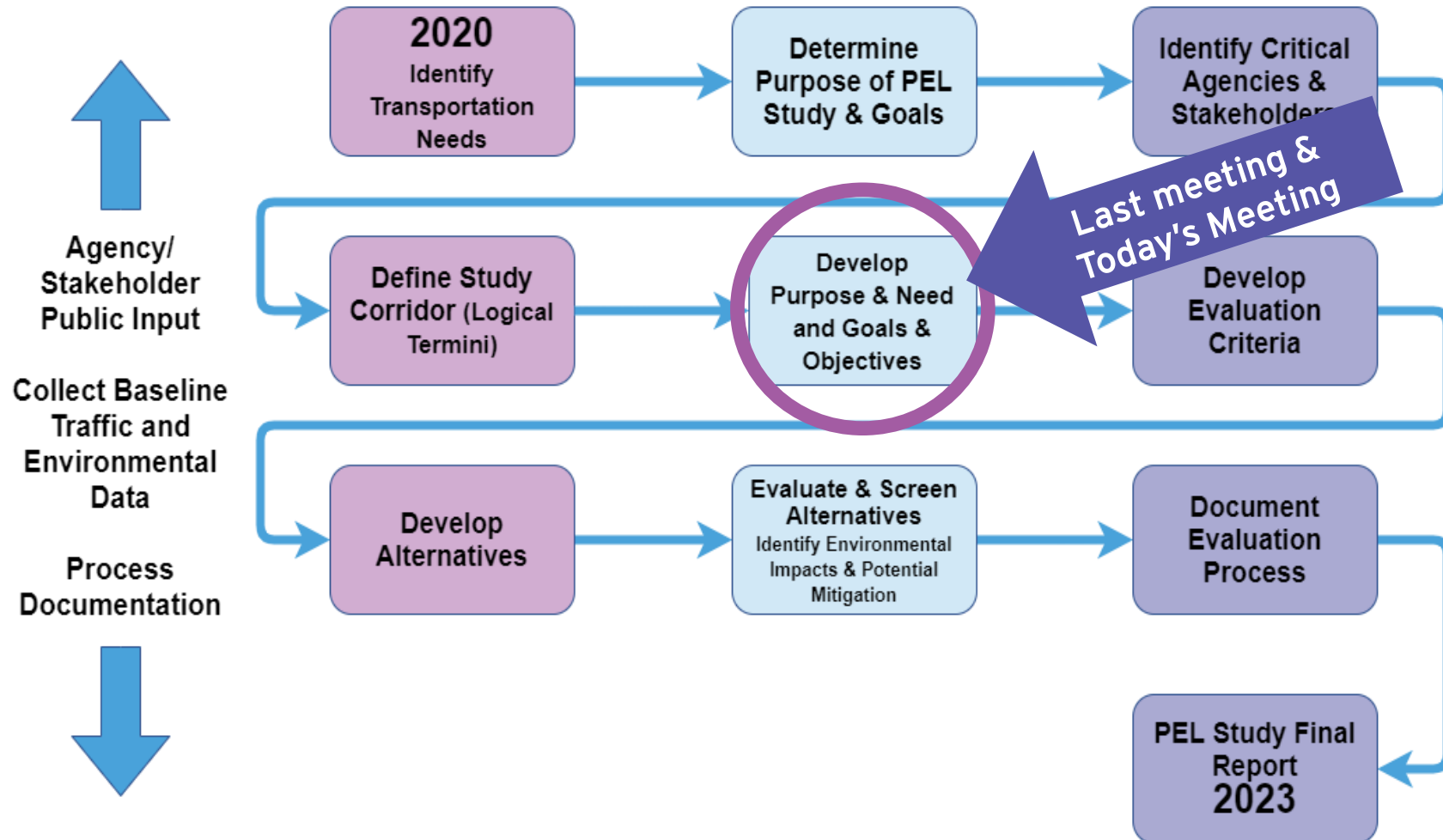
- More meetings that are shorter?
- Fewer meetings that are longer?

What is your ideal length between meetings

- Min. 3 weeks?
- Min. 4 weeks?

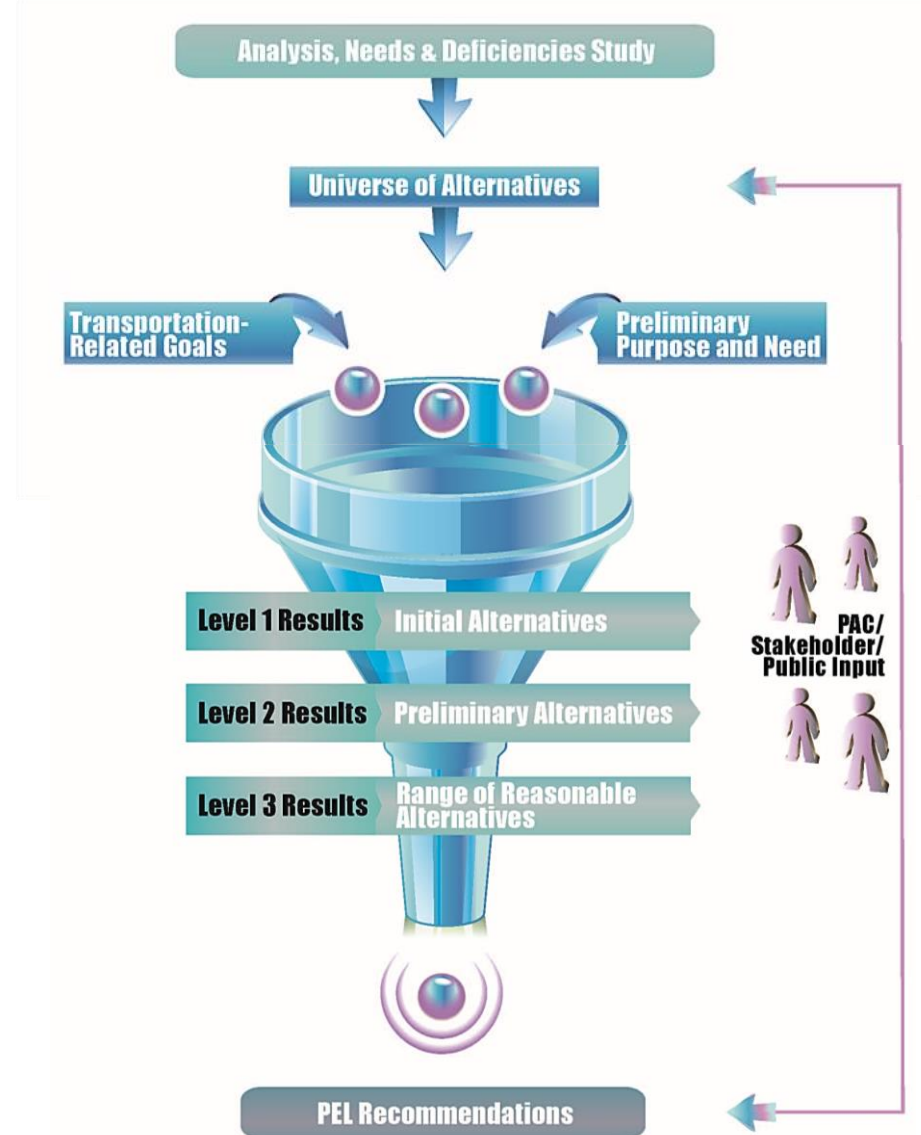


# New Mix PEL Study Steps





# New Mix PEL Process Preview: Screening of Alternatives





**Analysis, Needs & Deficiencies Study**



**Universe of Alternatives**



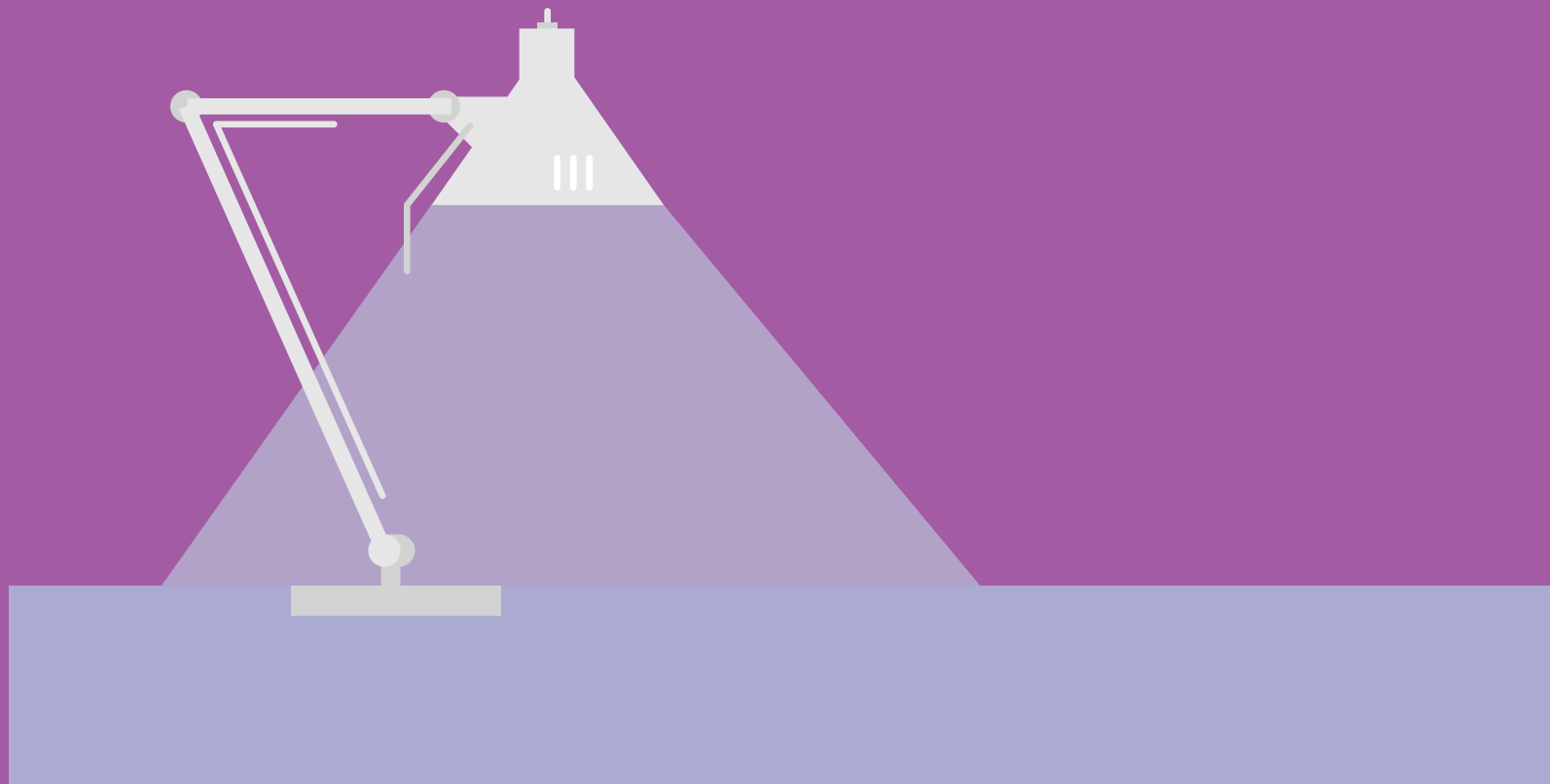
**Transportation-Related Goals**



**Preliminary Purpose and Need**



***New Mix* PEL Study Revised  
Preliminary Purpose & Need Statement and  
Other Transportation-Related  
Goals & Objectives**



# Refresher: What is a Purpose and Need Statement?

Typically associated with the National Environmental Policy Act (NEPA) process.

NEPA requires federally sponsored projects to develop a concise and well-defined statement of why the project is proposed and what underlying transportation issues and deficiencies need to be addressed.

The purpose and need statement is one of the most important sections of the environmental document.

It establishes a basis for the range of reasonable alternatives to be evaluated in the environmental document.

PEL = Pre-NEPA



# Refresher: Purpose & Need Statement Components

1

## **PURPOSE**

States why the program is being proposed.

2

## **NEEDS**

Identifies the major transportation deficiencies.

3

## **PROGRAM GOALS & OBJECTIVES**

Identifies the intended outcomes to be met.



# Purpose & Need Statement Follow Up

Guidance developed and coordinated with the FHWA and outlined by the Center for Environmental Excellence by AASHTO states that non-transportation-related issues or goals that are exclusively desirable are not to be included in the purpose and need statement.

Achieving any of these **other goals and objectives** may be a desirable outcome of the program.

- ✓ Developed with reference to federal and state legislation.
- ✓ Should balance environmental, transportation and other values.
- ✓ Considered when evaluating potential transportation solutions (during the PEL Study Process) and further developed during NEPA.

Federal Highway Administration (FHWA)

Center for Environmental Excellence by the American Association of State Highway and Transportation Officials (AASHTO)

Council on Environmental Quality (CEQ)

National Environmental Policy Act of 1969, As Amended (NEPA)

Connecticut Environmental Policy Act (CEPA)

Statewide (23 CFR 450.212) and Metropolitan (23 CFR 450.318) Planning Regulations

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

# Purpose & Need Statement Follow Up

National Environmental Policy Act of 1969, As Amended (NEPA)

NEPA is the “Umbrella Law”

It is the process for achieving compliance with other environmental laws

PEL = Pre-NEPA



- Clean Water Act
  - Clean Air Act
- Endangered Species Act
- Safe Drinking Water Act
  - River and Harbors Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order (E.O.)
- Floodplain Management E.O.
- Environmental Justice E.O.
- Title VI of the Civil Rights Act
- National Historic Preservation Act
- State Environmental Laws
- Local Environmental Laws
- And More...

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# The *New Mix* PEL Study Preliminary Purpose and Need

## 2. NEEDS (Major transportation deficiencies)

## 1. PURPOSE (Why it is being proposed)

Structural Deficiencies

To improve I-84/Route 8 bridge conditions.

Geometric Deficiencies

To improve I-84/Route 8 roadway conditions.

Operational (Traffic) Deficiencies  
(including congestion)

To improve the level of service of I-84/Route 8 and associated local road network.

## 3. PROGRAM GOALS & OBJECTIVES (Intended Outcomes)

This Program is expected to improve system performance, reduce congestion, reduce crash rates, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with Waterbury through the local road network including multimodal travel.

***May be further refined to incorporate issues and data identified during stakeholder and public involvement processes including coordination with project partners and the public.***

“

The purpose of the New Mix Program is to improve the existing structural, geometric and operational deficiencies of the I-84 and Route 8 interchange to meet current and future traffic needs. This Program is expected to improve system performance, reduce congestion, reduce the crash rate, maintain critical system linkages in Connecticut and the northeast, and facilitate connectivity with Waterbury through the local road network including multimodal travel.

”

The Revised *New Mix Program*  
Preliminary Purpose & Need Statement





# Other Transportation-Related Goals and Objectives

A desirable outcome of the New Mix program, although not the primary purpose of the program

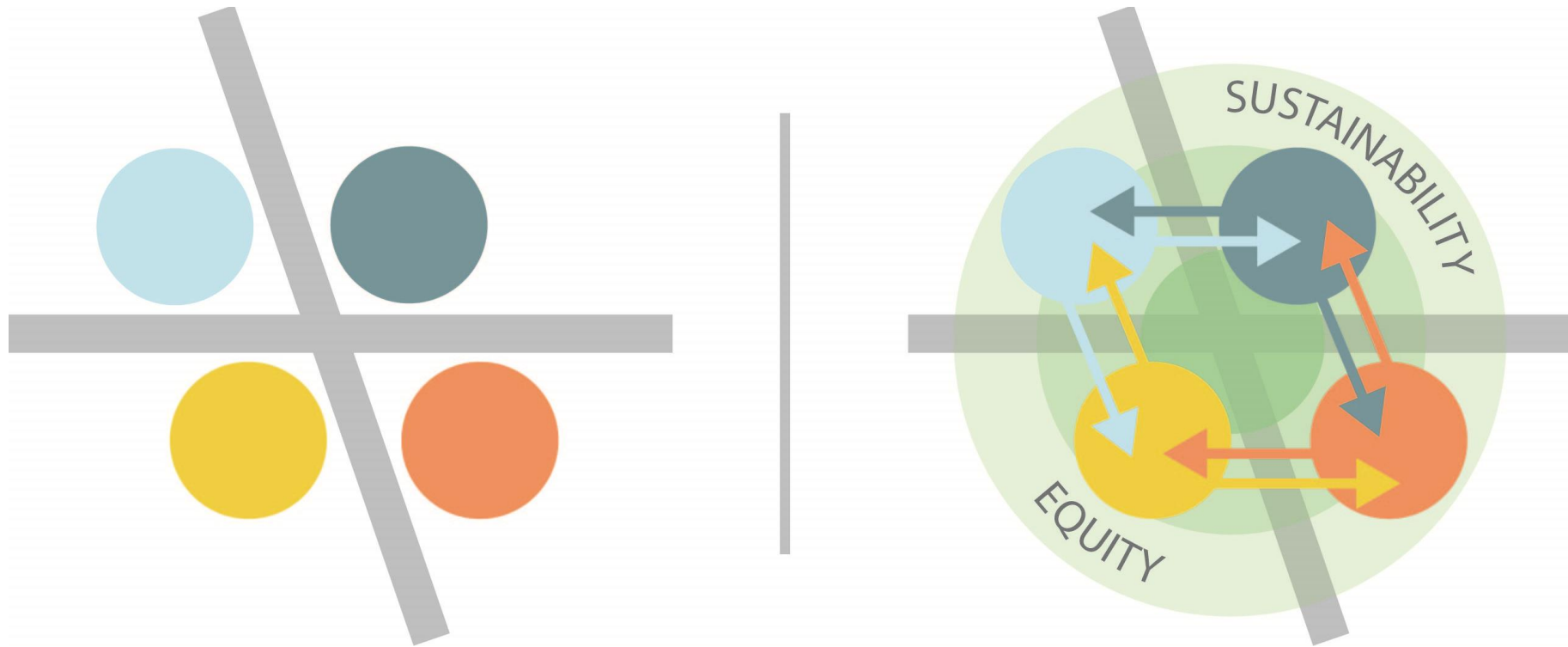
Not reasons to advance or dismiss an alternative in the screening phase, but will be considered during the evaluation process

We have received your input on developing other transportation-related goals and objectives



# Other-Transportation-related Goals and Objectives

(Other Goals and Objectives that are a Desirable Outcome Of the Program)

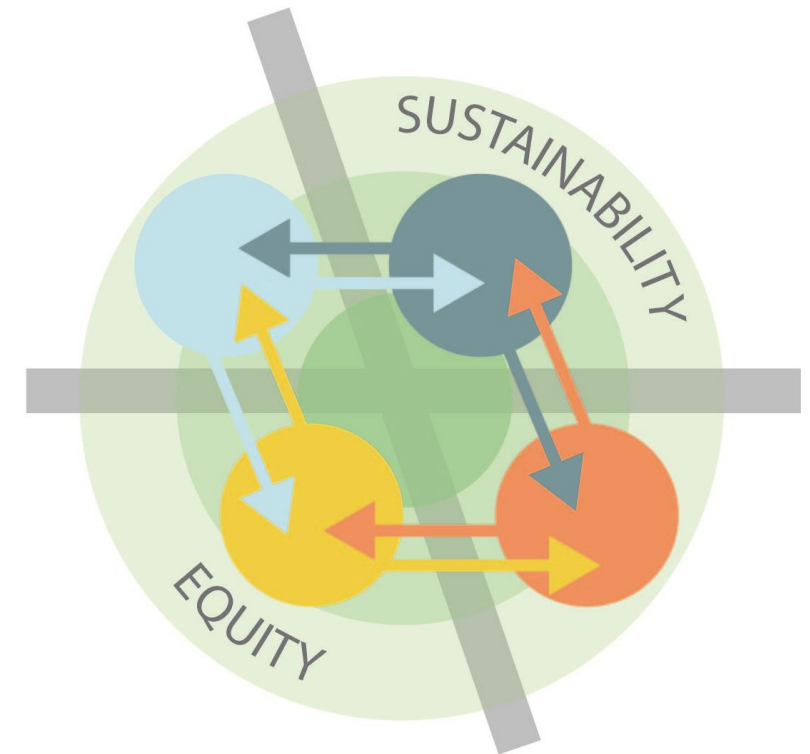


# Other-Transportation-related Goals and Objectives<sup>+</sup>

(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Enhance connectivity within Waterbury:

- Provide connections to, along, and over the Naugatuck River and the Naugatuck River Greenway near the highway.\*
- Improve the local roadway network associated with the Mixmaster for intra-city trips.\*
- Enhance mobility for bicyclists and pedestrians and improve bicyclist and pedestrian safety near the highway.\*
- Integrate the project with ongoing City of Waterbury projects, such as the Waterbury Active Transportation and Economic Resurgence (W.A.T.E.R.) Complete Streets Project, including projects associated with the Freight Street Business District.\*
- Improve access to Downtown Waterbury and key destinations.\*
- Reduce interchange complexity.\*\*



\*Goal previously identified by the Program Team

\*\*Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.

<sup>+</sup>Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

# Other-Transportation-related Goals and Objectives

(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Support development opportunities in Waterbury:

- Strengthen the role of surrounding neighborhoods as gateways to the City's Central Business District (CBD).\*
- Support the City of Waterbury's goal of revitalizing the CBD through mixed use development, such as the Freight Street District Redevelopment.\*



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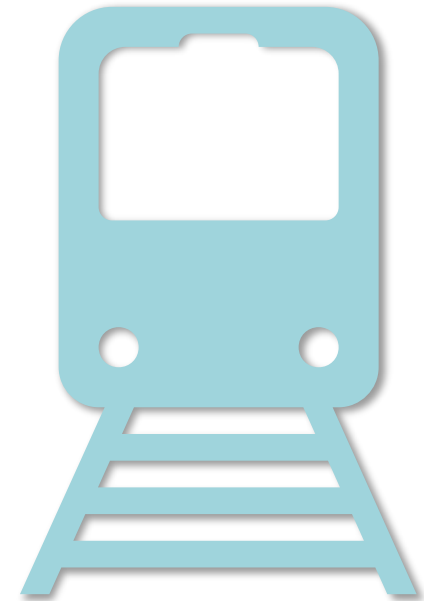
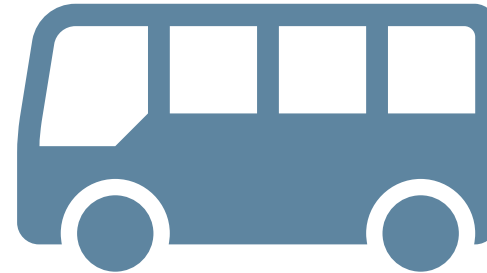


# Other-Transportation-related Goals and Objectives<sup>+</sup>

(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Support Modal Interrelationships\*:

- Support access to bus facilities and railroad station in downtown Waterbury.\*



\*Goal previously identified by the Program Team

\*\*Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.

+Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

# Other-Transportation-related Goals and Objectives

(Other Goals and Objectives that are a Desirable Outcome Of the Program)

Avoid, minimize or mitigate potential program consequences to the human and natural environment including historic and archeological resources to the extent practicable\*



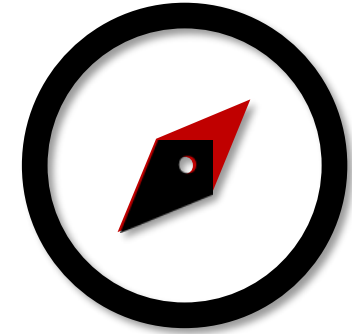
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# *New Mix* Program PEL Study Other Guiding Principles

- Accelerated Program Delivery;
- Practical in terms of cost and feasibility;
- Provide Context Sensitive Design/Solutions/aesthetically pleasing facility\*;
- Minimize the real, perceived and visual barrier of the freeway\*;
- Attentive design and construction provisions minimize community disruption\*;
- In harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values in the area\*;
- Open public participation process with early communication and coordination\*;
- Supports Local, Regional, and Statewide Transportation Plans
- Completed program is seen as an enduring community enhancement\*



\*Goal previously identified by the Program Team

\*\*Identified by the PAC as a Goal that will be addressed in the Alternatives Screening Process or in future analyses.

+Identified with PAC and Stakeholder input and incorporated into the PEL Study by the Program Team.

# New Mix PAC Post-Meeting Discussion

# PAC Discussion: Emailed Questions

- Is the Analysis, Needs, and Deficiencies report available for public review and comment?
- What are the early action, near-term, and long-term projects that are within the New Mix study area?
  - How are the PAC meetings related to each of various projects mentioned above?
- When are we finalizing the preliminary mission statement?
- Can we get a copy of the agenda a week before each meeting?
- Can we have more open-ended discussions at the beginning of each meeting?
- What will the Environmental Impact Statement (EIS) cover?
  - When will we see an EIS?
- Can PAC members be involved with the process for the public meetings?



# Questions & Comments





# Thank you.

