AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
GRANTS FOR TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY
"TIGER DISCRETIONARY GRANTS"

Intermodal Transportation Facility
Georgetown Redevelopment Project, a Transit Oriented Development
Towns of Redding and Wilton, CT

Connecticut Department of Transportation

Commissioner Joseph F. Marie
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2800 Berlin Turnpike
Newington CT 06131-7546
860-594-3000

i. Type of Project:
Transit –Intermodal Transportation Facility
Georgetown Redevelopment Project, a Transit Oriented Development

ii. Project Location:
Towns of Redding and Wilton, Connecticut
Fairfield County
4th Congressional District

iii. Is project in urban or rural area?
The project site is located in a rural area

iv. Amount of TIGER grant fund requested: $28,000,000
Connecticut Department of Transportation DUNS Number – 807854583
Central Contractor Registration Confirmation Number – QZX9NA
www.ct.gov/dot

v. Grant Application Summary:

The Intermodal Transportation Facility is a $43-Million new investment in transit infrastructure and is a crucial component of the Georgetown Redevelopment Project, a Transit Oriented Development. The Facility consists of a new train station along the Metro North Norwalk to Danbury rail line and a 570 space commuter garage. Integrated in the Facility are two significant environmental elements. The foundation of the Facility will encapsulate environmentally contaminated soils existing on the Site as well as contaminated soils to be deposited from other areas within the Georgetown Redevelopment Project. This represents a "Smart Growth" strategy by keeping the contaminated soils on Site rather than removing the soil and transporting them to a contaminated soil landfill. The Facility is programmed to be a zero energy facility, meaning it will generate its own energy needs from Photovoltaic cells on the roof of the parking garage. Commuters will be able to charge their hybrid vehicles while parked in the garage.

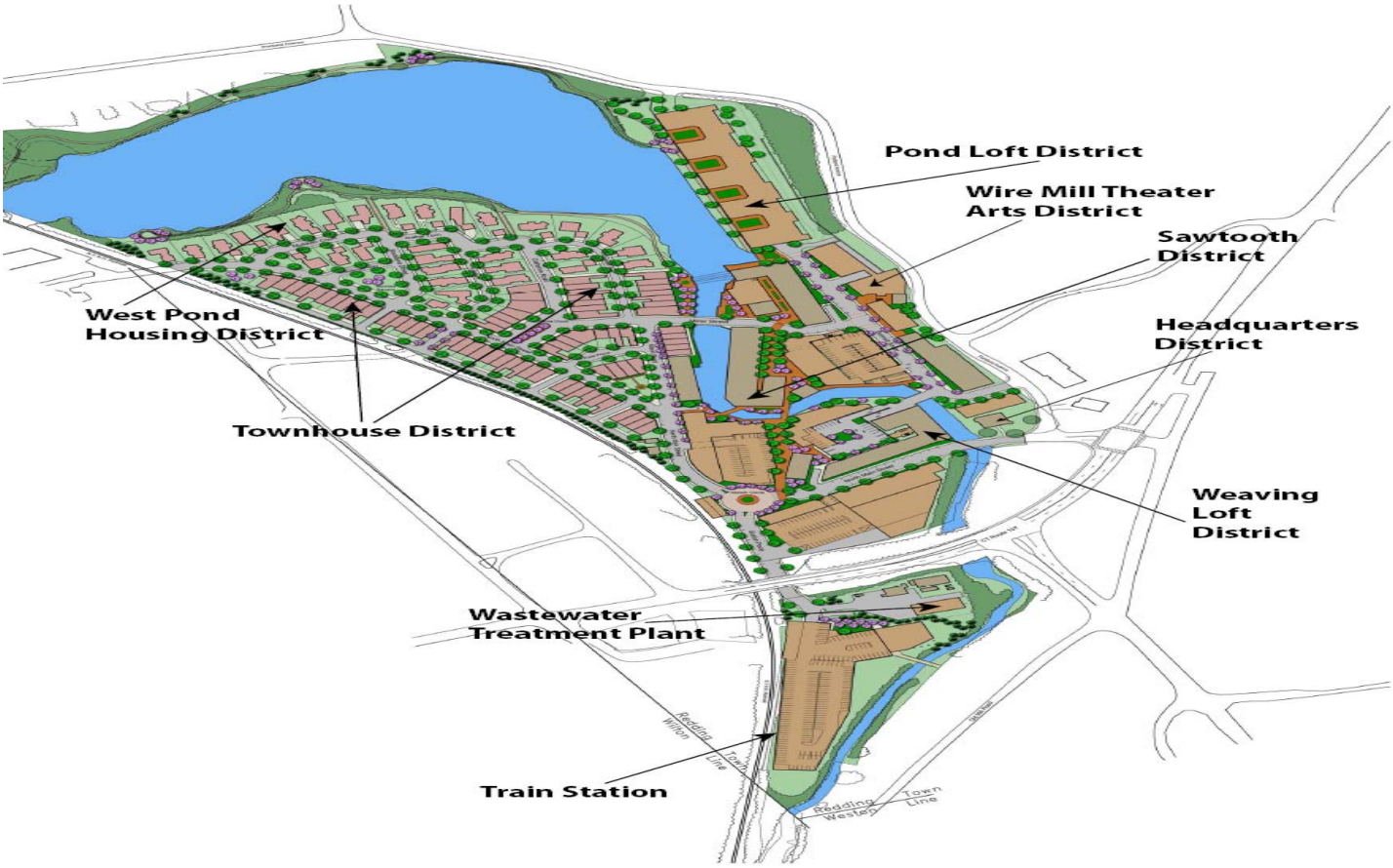
The Facility will absorb commuter congestion from the Branchville Station to the north and the Cannondale and Wilton Stations to the south. In addition it will relieve traffic congestion along Route 7. The project construction plans are 100% complete and all permits, including State Traffic Commission (STC) Certification, have been secured for the project to proceed. This will enable construction of the Facility to commence in the Spring of 2010 with a completion date of Fall 2011.

The Georgetown Redevelopment Project consists of the redevelopment of the former Gilbert and Bennett Wire Mill. The site, which once contained more than 700,000 square feet of mill style buildings, had been largely abandoned. Through a collaborative effort with the Town of Redding, neighboring towns, regional planning agencies as well as State and Federal agencies, a master plan for the redevelopment of the site was adopted. This process concluded with unanimous approvals with no appeals and provided for all necessary entitlements for the

development to take place. The Project is also designated as a LEED Neighborhood Development.

The approved master plan envisions a vibrant mixed use community, revolving around a series of historic mill buildings which will be adaptively restored and reused. The master plan contemplates: up to 416 units of residential development including single family homes, townhouses, loft style condominiums, conventional apartments and affordable housing; up to 140,000 square feet of retail to accommodate regional retailers and restaurants; up to 130,000 square feet of office space, up to 30,000 square feet of industrial space of which half will be occupied by the US Department of the Interior National Park Service and up to 20,000 square feet for a performing arts center.

The economic and fiscal value of the Project to Connecticut and Fairfield County is net new job creation (as many as 1,500), net new taxes, and an improved quality of life for area residents while removing the blight of a defunct mill property and return it to productive use. The project serves as a model for other old mill redevelopment projects and as such is a pioneer in that sphere.



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1 Project Description

The Georgetown Redevelopment Project ("Project") consists of the redevelopment of a 50 +/- acre site ("Property") formerly known as the Gilbert and Bennett Wire Mill. The site, which once contained more than 700,000 square feet of mill style buildings, had been largely abandoned. In September of 2002, Georgetown Land Development Company, LLC ("GLDC") took title to the Property as part of a Public/Private partnership with the Town of Redding, Connecticut where the property principally sits. Through a collaborative effort with the Town of Redding, neighboring towns, regional planning agencies as well as State and Federal agencies, a master plan for the redevelopment of the site was adopted. This process concluded with unanimous approvals with no appeals and provided for all necessary entitlements for the development to take place.

The approved master plan envisions a vibrant mixed use community, revolving around a series of historic mill buildings which will be adaptively restored and reused. The master plan contemplates: up to 416 units of residential development including single family homes, townhouses, loft style condominiums, conventional apartments and affordable housing; up to 140,000 square feet of retail to accommodate regional retailers and restaurants; up to 130,000 square feet of office space, up to 30,000 square feet of industrial space of which half will be occupied by the US Department of the Interior National Park Service and up to 20,000 square feet for a performing arts center to accommodate dance, theater, music and related arts within the community.

The site plan represents the approved master plan which enjoys the entitlements for development. The site plan will be reviewed by a master plan architect to refine the use, egress and access to specific buildings and maximize parking needs for the buildings to be developed within the master plan. The goals of these refinements are to maximize the viability and the value of the retail and commercial components by improving synergy among uses. While the total square footage developed may be less than the approved minimum, the retail value will be enhanced by increasing "retail facing retail" opportunities.

TRANSIT ORIENTED DEVELOPMENT

The overall master plan also includes construction of an intermodal facility (train station and platform) for the Danbury spur of the New Haven branch of the Metro North Railroad along with up to 570 spaces in a commuter parking garage. The presence of the intermodal facility, within walking distance of the overall development, not only makes the residential portion of the Project more attractive, but adds permanent vibrancy from increased pedestrian traffic within the retail core. The platform will be delivered "turnkey" to the State of Connecticut, while the parking garage will enjoy a long term lease with the State of Connecticut. This will enable construction of the intermodal facility and supporting commuter parking garage to commence in the Spring of 2010 with a completion date of Fall 2011. Intermodal Parking Study

SUSTAINABLE DEVELOPMENT

Sustainability will be a fundamental characteristic of the Project, incorporated into the fabric of both the adaptive re-use of historic structures and the design and construction of new buildings. This has been the goal of Georgetown Redevelopment, from the initial days of the planning and through the entitlement process. As a result of this approach, in 2005 the Project was awarded the prestigious US EPA National Award for Smart Growth Achievement. In 2007 the Project was awarded the CT Chapter of the American Planning Association Community Development of the Year. In addition, in 2007 the Project was designated as one of the Charter LEED Neighborhood Development Pilot projects by the US Green Building Council.

The sustainable character has already produced benefits for future development. In 2006 the US Department of the Treasury, in consultation with the US EPA and US Department of Energy, designated the Project as a Green Building and Sustainable Design Development. Included with the designation comes an allocation of up to $72.25-Million of tax exempt bonding authority to finance commercial development within the Project. This designation was due in part to various "sustainable energy" systems that will be incorporated in the Project such as; solar panels, fuel cells, micro-turbines, combined heat and power plants, geothermal and hydroelectric resources. To that end the Intermodal Transportation Facility is programmed to be a zero energy facility, meaning it will generate its own energy needs from photovoltaic cells on the roof of the parking garage. Commuters will be able to charge their hybrid vehicles while parked in the garage.

The conceptual Site Plan and elevations for the Intermodal Transportation Facility are as follows: Site Plan Rendering Garage Elevations

2 **Project Parties**

Municipal and Regional partners include:

The Town of Redding which agreed to the $3.5 million CT Brownfields Tax Increment Financing (TIF), grants of 500,000 and 700,000 respectively for local streetscape improvements and demolition of blighted structures. The Towns of Redding and Wilton also supported the project for inclusion on the local Transportation Improvement Plan (TIP). Both Redding and Wilton have supported the project through active participation in the public hearing process.

The Georgetown Special Taxing District will be providing a $6 million Tax Exempt Revenue Bond supported by the parking net revenues and managing the construction of the train station and garage.

Regional Planning Agency– Housatonic Valley Council of Governments supported the project for inclusion in the TIP see the HVCEO Meeting Minutes.

South Central Council of Governments – The MPO supported the project for inclusion in TIP.

State Governmental Partners:

Connecticut Department of Transportation (CTDOT) is the applicant of the TIGER Grant. CTDOT has also provided this project funding for the State match as required for use of federally funded intersection improvement project under the local TIP. As required under this program application CTDOT has also included the project in the STIP. See STIP Letter.

Connecticut Department of Environmental Protection (DEP) has provided all the required regulatory approvals needed to construct this development. In addition DEP has been a partner in the oversight and approval of various environmental remediation designs and activities on the site.

Connecticut Department of Economic and Community Development (DECD) has been an active supporter of this smart growth - transit oriented development project. The following table details State of Connecticut contracts or commitments from the DECD and the Connecticut Brownfield Redevelopment Authority to this project.

Development Activity	Developer	Total Development Cost	Program	CT Agency
Blight Removal Demolition	Town of Redding	$750,000	Small Cities	DECD
Environmental Remediation	Town of Redding	$425,000	Municipal Brownfield Pilot	DECD
Environmental Remediation	Georgetown Redevelopment Corporation	$200,000	EPA RLF - Grant	DECD
Environmental Remediation	Georgetown Land Development Company	$250,000	EPA RLF - Loan	DECD
Housing Pre-Development	Georgetown Redevelopment Corporation	$250,000	housing Pre-development loan	DECD
RR Crossing	Georgetown Redevelopment Corporation	$1,300,000	Regional Implementation Program (existing funds)	DECD
North Main St Remediation	Georgetown Land Development Company	$3,500,000	CDA TIF	CDA
Subtotal		$6,675,000		

The following letter was provided by DECD Commissioner, Joan McDonald. (Support Letter)

Federal Governmental Partners:

Federal Highway Administration (FHWA) is providing the Town of Redding $1.30-Million in funding from the local TIP. This funding shall be used to complete intersection improvements as the "project gateway".

US Army Corps of Engineers has provided its determination and approval for the applicable portions of the project to proceed under the Connecticut Programmatic General Permit. (PGP)

US Environmental Protection Agency has provided regulatory oversight for approval of the environmental remediation at the site and awarded the Project a National Award for Smart Growth Achievement and a Brownfields Cleanup Grant.

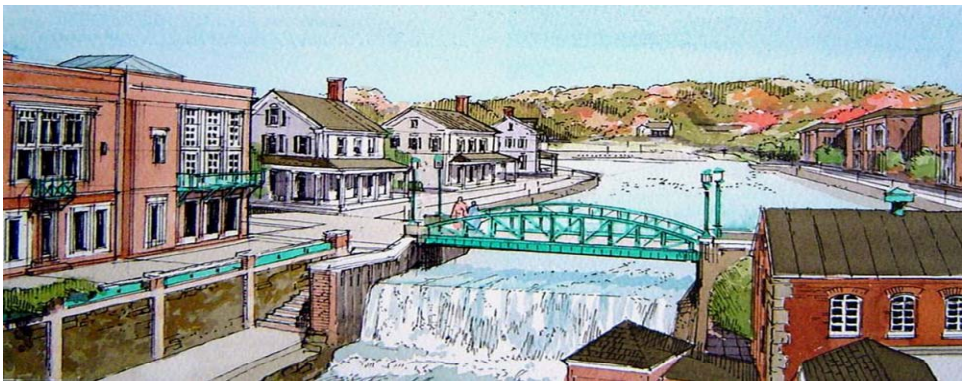
US Department of Agriculture (USDA) has provided a $5 Million Rural Communities Facilities Program loan to the Georgetown Special Taxing District to assist in the financing of the Town of

Redding Waste Water Treatment Facility.

Office of Secretary of Transportation will be a funding partner should the TIGER Grant be awarded to this Project.

Non Governmental Partners:

Georgetown Redevelopment Corporation (GRC), a Connecticut Non Stock corporation formed under Section 501 (c)(3) of the Internal Revenue Code and the owner of the property where the parking garage will be located. GRC is the owner of the Facility Site and will be managing the site development and the Remedial Action Plan.



3 Grant Funds

The proposed Georgetown Intermodal facility will cost $43-Million(Garage Cost Estimate). Funding is currently in place from public and private resources including; Georgetown Special Taxing District, Georgetown Redevelopment Corporation, US EPA (Brownfield Revolving Loan Funds and Brownfield Clean Up Grants), State of Connecticut Brownfields Remediation Grant, Revenue Bonds (either as Green Bonds or Build America Bonds) and from the Town of

Redding, Connecticut. The TIGER Grant will fill the gap by providing $28,000,000 in financing for the project.

The following is a matrix of funding for the project:

Georgetown Special Taxing District Parking System
Intermodel Transportation Hub
Cash Flow Projections for 570 Parking Space

Capital Sources and Uses Projections

Uses			**Sources**
			Cleanup Escrow Accounts
Site Development and monitoring	2,269,677	450,000	Received from Bankruptcy Court
Remediation – on Site Cap	4,001,400	200,000	EPA Cleanup Grant
Sub Total	6,271,077	250,000	CT/US EPA Grant
(includes contingency)		425,000	DECD Brownfields Grant
		1,493,803	GLDC
		3,500,000	CT Brownfields TIF
		5,868,803	Sub Total
Construction (includes contingency)	26,275,186	6,000,000	Revenue BAB, 4.8% Net, 30 yr with 28 yr Amortization to be issued by GSTD supported by Parking Revenues
		(300,000)	Less 5% Cost of Issuance
		(600,705)	Less 3yr Cap Interest
		5,099,295	Net Revenue BAB Proceeds
Platform (includes contingency)	2,079,409		
Engineering, Construction & Financial Management	2,942,426		
Photovoltaic System (includes contingency)	5,000,000	4,600,000	CT Clean Energy Fund
Project Contingency	1,000,000		
Total Uses	43,568,098	15,568,098	Total Sources
		28,000,000	Funding Gap

4 **Selection Criteria**

4.1 **Selection Criteria: Primary**

4.1.1 Long Term Outcomes

(i) State of Good Repair:

The Intermodal Transportation Facility is a new infrastructure investment consisting of a new train station along the Metro North Norwalk to the Danbury line and a new 570 space commuter garage. This Facility will absorb commuter congestion from the Branchville Station to the north and the Cannondale and Wilton Stations to the south. In addition it will relieve traffic congestion along Route 7. The foundation of the Facility will encapsulate environmentally contaminated soils existing on the Site as well as contaminated soils to be deposited from other areas within the Georgetown Redevelopment Project. This represents a "Smart Growth" strategy by keeping the contaminated soils on site rather than removing the soil and transporting them to a landfill.

In June of 2000 Vannasse Hangen Brustlin, INC. (VHB) completed a Route 7 Travel Options Implementation Plan for the Southwestern Regional Planning Agency and the Housatonic Valley Council of Elected Officials, the two Regional Planning Agencies within the corridor. In part the Plan explored the implementation of transit choices including the creation of a new intermodal facility at the Georgetown location. That plan was accepted and incorporated into a larger plan prepared for the State of Connecticut Transportation Strategy Board. From these recommendations the State of Connecticut Department of Transportation engaged the Washington Group (now URS) to study improvements on the Danbury Spur of the Metro North New Haven line see the HVCEO Presentation and the Route 7 Travel Implementation Plan. Goals of that Study were to reduce travel time, provide more frequent service, reduce congestion on Route 7 (and ultimately CT Route 15 and Interstate 95) and improve the Danbury Branch. A web site, dedicated to public outreach, www.danburybranchstudy.com/was created. It included public scoping meetings, advisory meetings, public information meetings and public hearings on the various recommendations. Within the scope of the Study was the creation of a Georgetown Station to accommodate parking and travel demands on the line. Connecticut DOT has developed, with the Washington Group/URS, a metric to determine the impacts as well as the benefits of the various improvements outlined in the Study.

Long Term outcomes to be measured are metrics defined in the Washington Group/URS Study, which defined the desired results of the improvements along the Danbury Branch line.

(ii) Economic Competitiveness

In 2004 and again in 2005 the University of Connecticut Center for Economic Analysis (CCEA) developed an economic impact study for the redevelopment of Georgetown's center. A key element of the overall redevelopment of Georgetown, specifically the redevelopment of the former Wire Mill, was the creation of the intermodal facility. CT Center for Economic Analysis Report

The project consists of the renovation and adaptive reuse of a mill formerly used by The Gilbert & Bennett Wire Company (from 1832 to 1985), and adjacent parcels on Main Street and Old Mill Road in Redding Connecticut. The project will create a vibrant locus of economic activity in the Town of Redding as well as provide residents of the redevelopment and nearby towns with an enhanced quality of life. An important aspect of the vision is to create a mix of residences,

retail establishments, office space, cultural attractions, and light manufacturing space in a dense yet attractive arrangement within walking distance to a new train station on the Metro North rail line.

The redevelopment of Main Street and Old Mill Road is made possible by two aspects of the redevelopment of the Gilbert & Bennett Site: the creation of necessary parking to accommodate new business, and the upgrading of an existing wastewater treatment facility. Together, the projects on the Mill site, Main Street and Old Mill Road will create 416 new residential units and over 630,000 square feet of new commercial space to be occupied by a mix of retail, restaurant, office, and civic uses. Researchers estimated construction costs associated with the former Gilbert & Bennett site to be $256 million with $14.6 million in planning costs. Parallel cost figures for the Main Street/ Old Mill Road site are $55.3 and $2.8 million.

Economic analysis suggests that the joint redevelopment projects will create 1,451 direct, sustained, non-construction jobs (that is, jobs associated with ongoing operations), with 881 jobs on the Mill site and 570 jobs on the Main Street/Old Mill Road site. Of the new direct 1,451 jobs, 201 jobs are in the retail sector, 182 jobs are in the food service and accommodation sectors, and 445 jobs are office jobs (professional, technical services). There will be 40 home-based jobs (consultants, independent contractors), 10 positions in the theater and three in the sewage treatment plant.

The economic and fiscal value of this project to Connecticut and Fairfield County is net new job creation, net new taxes, and an improved quality of life for area residents while removing the blight of a defunct mill property and return it to productive use. The project serves as a model for other old mill redevelopment projects and as such is a pioneer in that sphere. Connecticut and New England were home to many mills that supplied military hardware from Revolutionary times through the Civil War and those of the 20th century. These properties are close to existing infrastructure and if they are redeveloped, their new uses will reduce the demand for green space for housing and commercial development and create density in urban and town centers.

The transformation of the existing, historical structures and the addition of new structures, infrastructure and amenities: (1) saves existing green space from new development, (2) prevents further deterioration of historical structures, (3) remediates an environmental impacted site preventing potential contamination of groundwater, (4) preserves the legacy of the mill town, (5) creates density and (6) eases transportation congestion with ready access to commuter rail.

Furthermore, the wastewater treatment facility and parking structures provided by the project provides an opportunity for the Town of Redding to rezone parcels on Main Street and Old Mill Road. This rezoning would invite further residential, commercial, and mixed-use development in close proximity to the GLDC site. The redeveloped properties on Main Street and Old Mill Road will complement the Neotraditional redesign of the former Gilbert and Bennett site, and help cement Redding's place as an attractive destination and positive example of modern community design.

Table 1: Economic Impact of Project on Fairfield County (Direct+Indirect+Induced Effects) through 2025.

Variable	Units	Avg. over Construction Period	Avg. over Operations Period	Peak Value (year)	Net Present Value
Total Population	people	422	1,324	1,601 (2025)	
School Age Children (ages 5 – 17)	children	73	271	355 (2025)	
Total Employment	people	1,516	1,874	2,047 (2012)	
Economic Migrants	jobs	168	44	216 (2009)	
Employment-Prof., Tech. Services	jobs	338	791	822 (2012)	
Employment-Food Services	jobs	106	339	379 (2012)	
Employment-Retail	jobs	174	332	392 (2012)	
Employment-Construction	jobs	619	40	1,032 (2006)	
Gross Regional Product	$ millions*	126.11	208.95	242.46 (2025)	1,906.51
Personal Income	$ millions*	85.48	143.06	171.47 (2025)	1,298.65

* GRP and Personal income are displayed in constant 2005 dollars (adjusted for expected inflation)

(iii) Livability:

The redevelopment of the former Gilbert and Bennett Wire Mill, once a thriving business that employed 1,500 workers until 1989, will create as many as 1,500 new jobs that impact the current employment market in Connecticut. This includes employers like, Norwalk Hospital who desires to construct a new 30,000 square foot medical office building that will provide urgent and emergency medical care in an area underserved, Financial Services firms that will evolve from the demise of AIG Financial Products and other similar companies who will employ similar jobs, various restaurants, retailers and village support services.

A key component of the overall development plan was the creation of affordable housing for seniors and artists as well as market rate housing for employees of businesses located in Fairfield County. A major impediment to living in Fairfield County is finding affordable housing, both for workers across all spectrums of income as well as those who qualify for affordable housing in the traditional sense of the term. The Georgetown Redevelopment creates market rate and workforce housing that accommodates this demand. Integrating that housing into a Village environment, where all the services and needs of residents are within walking distance of where they live all within a sustainable development context is one of the many guiding principals of Smart Growth Transit Oriented Development. The redevelopment of Georgetown, as a whole, achieves that objective with the creation of the Intermodal facility.

The project integrates multimodal options. In addition to commuter rail, the project coordinates vehicular needs with the Route 7 Bus (coordinated bus service between HART in Danbury, CT and the Norwalk Transit District) and the US National Park Service shuttle bus providing service to Weir Farm, the only National Park in Connecticut.

The project reduces congestion on existing modal assets by shifting commuter traffic, those individuals who live in proximity to the intermodal facility from driving upwards of 25 miles to commuter stations in their quest to find parking as they commute to Stamford, Greenwich and New York City.

The project also improves accessibility and transportation services for economically disadvantaged individuals in that it provides access to multi-modal assets on the Danbury line of the Metro North service into New York City. Other than Danbury and Norwalk stations, this facility will be the only site where various modes of transportation accommodate those without cars and provide direct access to the regional bus service.

The charrette process, administered by Andres Duany of DPZ (Miami, Florida) was used to facilitate multi-faceted land use decision making and encouraged community participation. As a result of this process in 2005 the US EPA awarded the Project the National Award for Smart Growth Achievement and in 2006 the Connecticut Chapter of the American Planning Association awarded the Project the Community Development of the Year designation.

The Charrette Process, widely viewed as an instructive planning tool to mitigate conflicts and provide a platform for stakeholder involvement, created a desired result of all entitlements being achieved with unanimous approval and NO appeals through out the entire process (local and

state). The Charrette commenced with a public information session, a video copy of which is available upon request, which set the framework for the week long series of meetings. From that initial meeting, Mr. Duany discussed the conventional planning/entitlements process and discussed the benefits of a Charrette, where public officials, private business and the general public at large can help influence the ultimate master plan of development. A series of subsequent meetings focused on; environmental considerations, transportation issues, public services/public works, historical and cultural requirements, local/state/federal involvement and the general business market (those who would purchase/rent space) took place. Each session developed feedback loops which assisted in the planning focus for the next set of meetings. The integrated process took one week and involved over 1,000 individuals

Following on the heels of the Charrette process the principal developer of the site created a web site, held coffee table talks, weekend meetings and engaged multiple levels of stakeholder involvement.

In June of 2004 the developers of the overall project commenced discussion with the various land use board and commissions for the Towns of Redding, Wilton, Weston and Ridgefield as well as the two regional planning agencies, South Western Regional Planning Agency and the Housatonic Valley Council of Elected Officials to secure Master Plan approval for the Charrette plan, as revised with community input. That approval was granted in September of 2004. In June of 2005 the developers of the overall project engaged the same land use boards and commissions as well as regional planning agencies to secure site plan approval. Those approvals were granted in September of 2005. This local process led to meeting a series of requirements at the State level for a variety of permits from various State agencies including, but not limited to the Connecticut Department of Environmental Protection and the Connecticut Department of Transportation. Including revisions to the various permits and requirements of the State agencies, that process was completed in August of 2009.

(iv) Sustainability:

The intermodal facility is a portion of the overall development of the Gilbert and Bennett Wire Mill. The entire development is a LEED Neighborhood Development, as designated by the US Green Building Council. As designed, it will certify as a Gold LEED ND see the LEED Project checklist. Included within the Intermodal facility is a sustainable garden as well as design features that minimize any reliance on the Grid. The project integrates redevelopment efforts with sustainable criteria that include not only design techniques but also methods to reduce Co2 and reliance on fossil fuels. To that end, in 2007 the project was designated by US Treasury a Green Building and Sustainable Design Development and eligible to issue “Green Bonds”. Within that designation includes requirements to reduce emissions, Co2 NoX and produce measurable results that reduce reliance on the Grid and fossil fuels.

Below is a description of the Green Bonds, which is a significant component of the Sustainable features designed within the project.

On January 19, 2006 the US Department of Treasury allocated $72,225,000 of Tax Exempt Bonding capacity to the Georgetown Special Taxing District (District) also known as “Green Bonds”. Proceeds from these tax-exempt, revenue bonds are eligible to finance the green and

sustainable retail/commercial development within the District. Each development project within the District will need to meet the green building eligibility criteria.

The criteria for issuance of the Bonds are as follows;

Peak Electric Load Offsets with Thermal Energy

The following table presents the specific manner in which co-generated thermal energy was originally proposed to contribute toward the 150 MW peak electric load reduction requirements, and the manner in which the projects now propose to do so:

Project	Original MW_{th}	Proposed MW_{th}
Destiny USA	5.93	5.93
Atlantic Station	2.73	2.5
Georgetown	2.71	2.71
Belmar	0	0
Totals	11.37	11.15

Peak Electric Load Offsets with T&D Loss Avoidance

The following table presents the specific manner in which T&D loss avoidance was originally proposed to contribute toward the 150 MW peak electric load reduction requirements, and the manner in which the projects now propose to do so:

Project	Original MW	Proposed MW
Destiny USA	9.64	9.49
Atlantic Station	3.34	3.25
Georgetown	0.17	0.17
Belmar	0.52	0.50
Totals	13.67	13.41

Total Peak Electric Load Offsets

The following table represents the specific manner in which the projects originally proposed to contribute toward the 150 MW peak electric load reduction requirements, and the manner in which the projects now propose to do so:

Project	Direct Grid Offset, MW	Offset from Thermal, MW	T&D Loss Offset, MW	Total Grid Offset, MW
Destiny USA	89.99	5.93	9.49	105.42
Atlanta Station	30.34	2.50	3.25	36.09
Georgetown	2.36	2.71	0.17	5.24
Belmar	5.07	0	0.50	5.57
Totals	127.76	11.15	13.41	152.31

Note: Per the proposed application Georgetown Direct Grid represents 1 MW of Fuel Cells (met through the installation of fuel cells at the new waste water treatment facility and with various commercial buildings within the overall development), 1.05 MW of Combined Heat and Power (Co-Generation) found in commercial buildings designed within the project and .4 MW of Photovoltaics installed. The Photovoltaic requirement is met with the installation of PV on the parking garage. This represents a gross Direct Grid Offset of 2.45 MW for a total Grid Offset of 5.33 MW. An additional benefit of the PV system is that commuters will be able to charge their hybrid vehicles while parked in the garage.

(v) Safety:

The Intermodal Facility is designed to maximize the safety of commuters and pedestrians in the case of a fire or other natural disaster by the use of an Egress Platform, an Exterior Walk and a pedestrian Exit Bridge across the Norwalk River see the Site Plan Rendering. By reducing traffic congestion along Route 7, the Facility will also contribute to the reduction of vehicular accidents along Route 7.

4.1.2 Evaluation of Expected Project Costs and Benefits

A benefit-cost analysis was performed with the assistance of the FHWA developed website application BCA.Net[i]. BCA.Net typically computes benefit-cost ratios for roadway

improvements, however, after detailed discussion with the program developer, Daniel Brod of DecisionTek, it was agreed that the BCA.Net application could be used to compute the benefits provided by shifting roadway traffic onto the new transit station located at Georgetown.

It was determined during the analysis that the primary benefits of the Georgetown development and new parking garage is the opportunity to move current commuters and others off the existing congested highways and onto the transit rail line. Current commuters face a problem with parking at the stations and often have to drive to alternative stations or to their final destination. Additionally, the residential development of the Georgetown facility will provide additional benefits and reduction of vehicles as the residential community of the development grows.

For the analysis, it was assumed that approximately 85% of the available 574 parking spaces would be used by potential commuters providing a potential savings of 500 trips in the morning and 500 returning in the evening. In later years (3 years later), it was assumed that an additional 250 trips would be avoided due to the residential development.

Using the BCA.Net application to compute the available benefits of removing these vehicle trips from the road, a total of $30 M in total benefits was computed over a 30 year period. The BCA.net analysis included benefits to fuel and oil consumption, tire wear, vehicle maintenance and repairs, depreciation, safety, and environmental. Conservatively, it was estimated that the transit would provide an approximately 10% time savings over vehicle travel to the final destination. This provides a total benefit-cost ratio of 1.07 for the proposed $28-Million dollar improvements. (BCA.net Analysis Data)

4.1.3 Evaluation of Project Performance

The Connecticut Department of transportation published in January 2009 “On he Move-a Performance Metrics Report” that provides a Performance Measurement tool that uses statistical evidence to determine progress toward specific organizational objectives. See the CT. On the Move Performance Metrics Report. This report measures the DOT’s success at the following goals:

• Safety and Security – “It is the objective of the ConnDOT to ensure the safety and security of all travelers on our multimodal transportation network.”

• Preservation – “It is the objective of ConnDOT to preserve and maintain Connecticut’s transportation infrastructure. ….. By monitoring the condition of roads, bridges and waterways and by utilizing advanced management programs, the Department strives to preserve the infrastructure and maximize the useful life of facilities and equipment.”

• Efficiency & Effectiveness – “Given the current economic turmoil, it is more important than ever to increase efficiency and effectiveness, thereby providing more service with less resources.”

• Quality of Life – “It is the objective of ConnDOT to improve the overall quality of life for the residents of Connecticut by expanding mobility options and embracing designs the promote livability and are compatible with the environment.”

The Georgetown Intermodal Facility will not only expand transit choice, in an area that is

currently underserved, but it will also integrate other transportation resources into the facility. First, the provision for additional parking along the Danbury Branch line will dramatically reduce travel times for commuters and make the branch line more accessible to local area residents. Second, integrating the Georgetown Intermodal Facility in with the HART (Housatonic Area Regional Transit, serving the Danbury, CT area) and Norwalk Transit District Route 7 Link bus connects persons within disadvantaged areas to multi modal transit choices. Third, the Georgetown Intermodal Facility will accommodate the US National Park Service Shuttle to and from Weir Farm, the only US National Park in Connecticut. Last, the facility will become a "walkable" train station and be part of a larger Transit Oriented Development that was awarded the 2005 US EPA National Award for Smart Growth Achievement.

• Accountability & Transparency – "It is the objective of ConnDOT to be committed to full transparency in all of its business matters. The Department will continue to find ways to effectively communicate and make public all of its business practices and process by ensuring the highest level of integrity in the use of public funds."

This program will be utilized to measure current and future performance within the project corridor and will be modified to include economic recovery outcomes.

4.1.4 Job Creation & Economic Stimulus

In 2004 and again in 2005 the University of Connecticut Center for Economic Analysis developed an Economic Impact analysis for the overall development of Georgetown. In that analysis the Center detailed the creation of over 1,500 NEW long term jobs as well as over 600 construction jobs. The majority of these NEW jobs would benefit Connecticut residents, many of whom are either unemployed or underemployed. These benefits will dramatically impact the economically distressed areas where a large portion of the construction jobs come from. In addition, NEW jobs created at the facility will employ technical, administrative and clerical workers from areas like Bridgeport and Waterbury, widely viewed as economically distressed areas see the CT Center for Economic Analysis Report

The overall development of the downtown section of Georgetown has been the result of over 7 years of planning and securing of entitlements. All construction plans are completed and ready for public bidding. All permits, including STC Certification, have been secured for the project, as planned and the project is ready to proceed. As a result, during the stimulus funds deliberations by the State of Connecticut it was determined that the Georgetown project was "shovel ready".

(i) Project Schedule: Based on current plans and "as of right" development rights to commence with construction, the project can commence within 90 days of a notice of funding award. This would have the project commence within the second quarter of 2010 with a completion date of fall 2011. All funds would be obligated upon awarding of a contract to complete the project. The largest delay in time will be the contracting for precast panels for the parking facility.

(ii) Environmental Approvals: Permits and Approvals for the Projects

Entitlements Book, on file with CT DECD and CT DOT provides all entitlements needed for the project to proceed, including the NEPA report, on file with CT DOT. See Permit Index

State of Connecticut:

Federal:

(iii) Legislative Approvals: Not Applicable

(iv) State and Local Planning:

HVCEO approved the project for inclusion in the TIP and STIP. See HVCEO Meeting Minutes.

(v) Technically Feasible:

As part of the Charrette and intensive planning process, the project authors have coordinated efforts with multiple local, state and federal agencies to secure all permits for the project to proceed including STC Certificate. In addition, the project has developed all engineering plans, incompliance with all local, state and federal requirements, for the project to proceed. Based on these plans the project feasibility has been completed.

(vi) Financially Feasible:

The State of Connecticut has extensive experience in applying for and monitoring Federal Transit Administration grants for over 30 years.

4.2 **Selection Criteria: Secondary**

4.2.1 Innovation

The project is a national model for public private partnerships. A copy of the film that appeared on Maine public television produced by the US EPA Center for Environmental Finance located in the Edmund Muskie Center at the University of Southern Maine and in conjunction with PBS and MIT center for conflict resolution. This film documents the public private partnership process associated with redevelopment of the Gilbert and Bennett Wire Mill.

The overall planning process incorporated the use of a Charrette, encouraging all stakeholder involvement. Attached with this application is a copy of the Charrette Paper, one of the many tools used to encourage a broad range of participants to be involved in public benefits.

4.2.2 Partnership

(i) Jurisdictional & Stakeholder Collaboration:

Non-Federal entities include virtually all State of Connecticut Agencies with oversight of the various components of the redevelopment of Georgetown. A matrix of State, Local and NGO funding, as well as the use of community based organizations to connect disadvantaged people with economic opportunities is attached as an appendix to this application.

The property is owned by a non-profit, Georgetown Redevelopment Corporation, and is heavily supported by the Local and regional agencies. State support can be documented.

The Intermodal Transportation Facility sits at intersection of 4 towns and 2 regional planning agencies in Fairfield County, an area of Connecticut well known for maintaining significant barriers to real estate development. The Developers of the Project, the redevelopment of the wire mill, worked with each of the Towns as well as the Regional Planning Agencies to create an integrated approach to development by using the Charrette model for planning. This approach created the framework for a multi year stakeholder involvement process that has developed working relationships that go beyond the project itself. As point of example, during the process public safety became a major discussion among the Towns, specifically focused on dispatch of various modes of public safety (Police, Fire, Ambulances and Emergency Response). As a result of these discussions, and the involvement of the Developer of the Project, the US Department of

Justice provided the Town of Redding funding to coordinate dispatch services with the abutting Towns and is working to put all public safety modes on a uniform communications band. This will allow the towns to better serve the greater community.

(ii) Disciplinary Integration:

Multiple Federal Agencies are playing a role in the overall project and have in some cases have direct involvement in the Georgetown Intermodal Facility. They are as follows;

US Environmental Protection Agency (EPA).. EPA has provided $200,000 of Targeted Brownfield Assistance funding to fully investigate the subsurface conditions of the property where the Intermodal Facilty will be built. In addition to these dollars, US EPA has also provided a $200,000 clean up grant specifically for the Intermodal Facility.

US DEPARTMENT OF AGRICULTURE (USDA). USDA has provided a $5 Million Rural Communities Facilities loan to the Georgetown Special Taxing District to assist in the financing of the Town of Redding Waste Water Treatment Facility. This facility was in need of major renovations with the pending development of the Project. The facility needed to be constructed to accommodate the future sewage flows, including flows from the Georgetown Intermodal Facility.

US DEPARTMENT OF TREASURY. US Treasury has provided the overall area with a $72,250 Million allocation of tax exempt bonding authority, exempt from state volume caps, to provide financing for commercial development activity. Included in the allocation is funding for revenue bonds needed to complete the Georgetown Intermodal Facility.

US DEPARTMENT OF HOMELAND SECURITY. Homeland security, working through the US Federal Emergency Management Agency (FEMA) has provided the overall project with a Conditional Letter of Map Revision (CLOMR) that essentially allows the project to be remapped and removed from the flood plain. The final Letter of Map Revision (LOMR) will be granted when the river walls within the Wire Mill development are completed.

US DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE. The only National Park in Connecticut is Weir Farm, located 5 miles from the subject facility. The Park Service will use the Georgetown Intermodal Facility to both accommodate its employees (commuters who will use the Weir Farm Shuttle bus to get to and from work) as well as meet passengers who will take the train to visit the Park. As part of the Obama Administration efforts to get the general public to visit National Parks, the facility also provides overflow capacity on weekends when commuters will not be using the garage. Weir Farm intends to move its Administrative offices into the overall Project enhancing commuter uses with its staff.

US DEPARTMENT OF HOUSING AND URBANDVELOPMENT (HUD). HUD has played a role in the project in providing a State Administered Community Development Block Grant to address issues relating to blight. These funds, in the amount of $700,000, were used to demolish buildings that were filled with asbestos. The funds were provided to the overall development through the State of Connecticut Department of Community and Economic Development.

4.2.3 Program-Specific Criteria

The $43 million Intermodal Transportation Facility consisting of a new train station supported by a 570 space commuter parking garage has significant economic and environmental benefits to the local community, Fairfield County and the State. It will be the catalyst to implementing the

Georgetown Redevelopment Project, a Transit Oriented Development and remove the blight of an abandon Brownfields Site, the former Gilbert and Bennett Wire Mill.

The economic benefits of the Facility are numerous with one of the most significant being it is a "shovel ready" project having in place 100% Construction Plans, all regulatory approvals including STC Certification and draft RFQ/RFP ready to go to public bid as soon as the TIGER Grant is awarded. This would result in construction beginning ninety (90) days after notification of the award. (Construction Documents)

The construction of the Facility will leverage $300 million of private investment through the implementation of the Georgetown Redevelopment Project, a Transit Orientated Development. The Project is a mixed use, pedestrian friendly development with residential units including affordable housing, commercial and retail space, a performing arts center and the administrative headquarters for the Wire Farm National Park. Once completed, the Project will create 1,500 new jobs in Fairfield County and will generate significant new tax revenues for the Town of Redding, Fairfield County and the State of Connecticut.

In addition to the economic benefits there are important environmental benefits. The Facility and the Project are reusing a blighted, Brownfields Site versus a Greenfields Site. The remediation of soil contamination within the Site is using the Smart Growth strategy of encapsulating the contamination soil on Site as appose to removing it and depositing it in a toxic landfill. Both the Facility and the Project will be using Green Building Best Management Practices since they have been designated a LEED Neighborhood Development. The transportation approach is to use mass transit along an existing rail line versus commuter vehicle traffic. Finally, the Facility will use sustainable, renewable energy by placing Solar Panels on the roof. These panels will not only supply the electricity needs of the Facility but will allow commuters to charge their hybrid vehicles while parked in the garage.

This project has received tremendous levels of support from both State and Local government as identified in numerous letters of support for this project. (Support Letters)

5 Federal Wage Requirements

The Connecticut Department of Transportation will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 of the United States Code (Federal Wage Rate Requirements). See the attached Certification (Federal Wage Rate Requirements)

6 NEPA Requirements

The Categorical Exclusion document has been prepared in accordance with the National Environmental Policy Act (NEPA) process for this project. The document was formally transmitted to the Connecticut Department of Transportation on March 19, 2009 for review and approval. (CATEX Letter) It is anticipated that this approval will be received prior to the announcement of TIGER Grant Awards. The following is a summary of the reviews and findings:

- *Traffic Impacts* – The project is expected to result in a decrease in vehicle miles traveled along the U.S. Route 7 corridor and beyond. Additionally, the design of the Proposed Action will maximize pedestrian and shuttle bus access, thereby facilitating intermodal connections at the site. The State Transportation Commission (STC) is requiring several off-site roadway improvements to address the potential traffic associated with the entire Georgetown Development as well as some pre-existing traffic congestion and safety concerns; these improvements will result in improved traffic operations.

- *Acquisitions and Relocations Required* – No property acquisitions or displacements are anticipated and will have no significant adverse impact on acquisitions and relocations.

- *Land Use* - The project will be built on the site of the former manufacturing by-product area, a use which was similarly intensive as the planned uses of a parking garage and commuter rail platform; no adverse impacts relative to land use are anticipated.

- *Zoning* – The project will be located within the Georgetown Special Taxing District (GSTD), which was created specifically for the Georgetown Development and its related projects.

- *Plan Consistency* – The project is consistent will all state, local, and regional planning documents.

- *CO Hot Spots* - The entire state of Connecticut is currently designated as being in attainment for carbon monoxide (CO). There is no monitored CO in the project study area.

- *Air Quality* - The Project will have an overall positive impact on air quality since it will increase access to public transportation and encourage its use, and will also reduce the number of auto trips and vehicle miles of travel on the roadways in the region.

- *Noise* – The Project will not have an adverse impact on the existing noise climate of the study area. Trains already sound their horns in the general vicinity of the Project site due to a nearby existing at-grade crossing. Consequently, noise impacts associated with train horns are already experienced in the area.

- *Historic and Archaeological Resources* - The proposed parking garage may alter historic views along Old Mill Road, which will also impact the views of historic properties along Old Mill Street. Screening to the extent possible and the use of architecturally consistent styles and materials is planned to minimize any impacts to the historic aesthetics in the area. Given the fact that the site was once a manufacturing by-product area for the former Gilbert & Bennett Wire Factory and has been disturbed in the past, the likelihood of archeological resources on site is low; therefore impacts to these resources are not expected.

- *Section 4(f) Resources* – There are no Section 4(f) resources in the project area.

- *Impacts to Existing Views and Aesthetics* - The Project will be constructed in such a way as to minimize visual impacts to nearby residents to the greatest extent possible through façade and pedestrian bridge design, vegetative screening, and color selections. Therefore, visual or aesthetic impacts are not expected to the surrounding communities.

- *Impacts to Ecologically Sensitive Areas and Endangered Species* – According to the Connecticut Department of Environmental Protection (CTDEP) Natural Diversity Database (NDDB), there are no rare plan or animal species present in the project area. See Critical Species Report.

- *Impacts to Wetlands* – There are no riparian wetlands associated with the Norwalk River that would be adversely affected by the Project.

- *Impacts on Water Quality and Water Resources* - The Project will have no significant adverse impact on water quality, wild and scenic rivers, navigable waterways, or coastal zones.

- *Floodplains* – The Project is not anticipated to have any significant adverse impacts on floodplains, stream channel encroachment lines (SCEL), and downstream flood elevations.

- *Farmlands* – There are no prime farmland soils or statewide important farmland soils in the project area.

- *Community Disruption and Environmental Justice* - This project is an integral component of a much larger privately-funded redevelopment project that essentially creates a community activity center in Georgetown. The transportation elements associated with this project are welcomed by the community and are anticipated to have a beneficial effect. Additionally, the Project will not result in impacts to environmental justice populations. In fact, the Georgetown Development will help the Town of Redding address its affordable housing goals, and increase access to transit and employment opportunities, which will provide a beneficial opportunity for lower income groups.

- *Hazardous Materials* - A Remedial Action Plan (RAP) has been developed by a Licensed Environmental Professional (LEP). The RAP has been fully coordinated with the CTDEP and the U.S. Environmental Protection Agency (USEPA) and was approved in 2007. The CTDEP/USEPA-approved RAP ensures that the Project will not have adverse impacts related to hazardous materials. The project will not contribute to any surface or ground water contamination or result in increased exposure and/or risks to the public from hazardous waste.

- *Impacts to Public Safety and Security* - The Project will not alter existing emergency access routes and will have no adverse effects on the delivery of emergency and/or health care services in the area.

The Georgetown NEPA document is available at this link

7 Environmentally Related Federal, State and Local Actions

All regulatory permits and approvals have been received for the Intermodal Transportation Facility and the Georgetown Redevelopment Project. See the index of all approved permits The following is a detailed description of all approved project permits:

Permit Approval L-1
Permit Approval L-2
Permit Approval L-3
Permit Approval L-4
Permit Approval L-5
Permit Approval L-6
Permit Approval L-7
Permit Approval L-8
Permit Approval L-9

8 Confidential Information

None

9 Attachments

Attachment A: Intermodal Site Plan

Attachment B: HVCEO STIP Minutes

Attachment C: Intermodal Parking Study

Attachment D: Garage Cost Estimates

Attachment E: HVCEO Presentation

Attachment F: Rt. 7 Travel Implementation Plan

Attachment G: LEED Check List

Attachment H: CT Center for Economic Analysis report.

Attachment I: Critical Species Report

Attachment J: NEPA Document

Attachment K: Georgetown Project Garage Elevations

Attachment L: Permit Approvals Georgetown Project

Attachment M: BCA Model Input Data

Attachment N: Letters of Support

Attachment O: CATEX Transmittal Letter

Attachment P: Construction Documents

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[i] BCA.Net available at: http://www.fhwa.dot.gov/infrastructure/asstmgmt/bcanet.cfm.