

CAPITOL REGION TRANSPORTATION PLAN

- EXECUTIVE SUMMARY -

A GUIDE FOR TRANSPORTATION INVESTMENTS THROUGH 2040



The Capitol Region Transportation Plan outlines a comprehensive program for improving our transportation system to meet travel needs through the year 2040. It is a *systems level* plan that provides general policy guidance. It defines the Region's greatest needs, identifies which problems are the Region's highest priorities, and recommends how the Region should spend its limited capital funds.

The Transportation Plan reaffirms the Council's commitment to policies established in earlier editions, including better transit, improved bike and pedestrian systems, a commitment to linking land use and transportation planning to create a sustainable transportation system, support for Bradley International Airport, a commitment to a freight planning program and a continuation of our program to address environmental justice issues.

The goals upon which all other recommendations are based continue to be:

- **provide more & better travel choices**, and
- **emphasize better management & operations over building new roadways**

This Plan has added recommendations from the Route 3 Corridor Study, the Route 6 Corridor Study, the Route 10 Corridor Study, the 2014 Regional Plan of Conservation and Development, the Putnam Bridge Trail Connection, Transit Enhancement Studies (Enfield, Manchester, Windsor), the *Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor* study, and the Intelligent Transportation System (ITS) Strategic Plan.

Finally, the Plan continues to respond to requirements that are part of the latest federal transportation legislation (MAP-21):

- establish performance-based planning measures;
- promote consistency with State & local development plans;
- place additional emphasis on management and operations, congestion management, and safety; and
- integrate freight planning efforts.

This **Executive Summary** serves as an outline of the issues, policies and recommendations that comprise the Capitol Region Transportation Plan. More detail and discussion is found in the complete document that can be obtained from the CRCOG offices by calling 860-522-2217, or downloaded from the Transportation Page of the CRCOG website:

www.crcog.org/transportation/regional_plan.html

1 | A SUSTAINABLE TRANSPORTATION SYSTEM

The 2015 Regional Transportation Plan continues an emphasis on coordinating transportation policies with the Regional Plan of Conservation and Development, promoting sustainable development and creating a sustainable transportation system. The benefits of a coordinated approach to planning transportation and land use are many, and they can help achieve the goals of both planning processes.

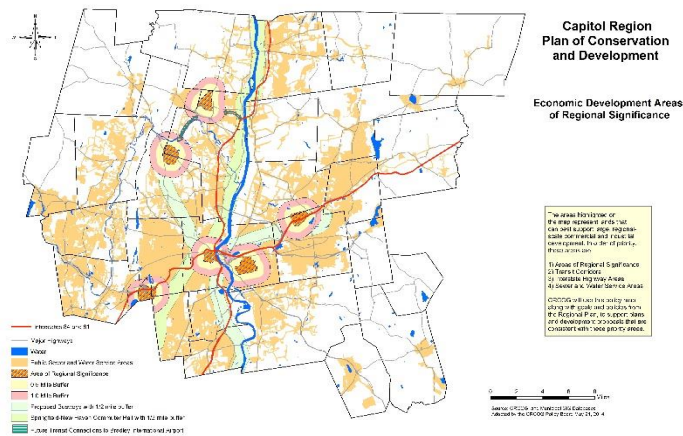


In September 2009, the CROCOG Policy Board endorsed the creation of Sustainable Capitol Region, an initiative with a mission that seeks to further integrate all activities of the agency to work toward a region with vibrant, healthy communities, protected natural resources and open spaces, equitable access to opportunities and economic competitiveness. Creating a sustainable transportation system is about balance – not only balance amongst modes of transportation, but also balance between transportation investments and development priorities. Recommendations that will help achieve this balance are listed below.

1. **Support sustainable and livable community goals**, at all levels of the planning process by:
 - adhering to context sensitive planning and design principles,
 - placing an emphasis on developing “complete streets” that serve all users of the transportation network,
 - supporting the inclusion of green infrastructure elements in project design where possible,
 - continuing to include a strong land use element in CROCOG corridor studies,
 - providing opportunities for training in policies, techniques, and practices that help achieve these goals, and
 - ensuring Environmental Justice considerations are an element of CROCOG studies.
2. **Continue to work with State land use and environmental agencies on items of mutual interest**, with special focus on:
 - working together to support efforts to advance the CT *fastrak* and the Hartford Line, and
 - working to promote transit-oriented development.

3. Support Regional Plan of Conservation and Development goals, especially:

- supporting economic development and transportation investment at the six Economic Development Areas of Regional Significance,¹
- supporting revitalization of Hartford and older urban centers,
- supporting preservation of community character and natural resources, and
- supporting more transportation choices for diverse needs.



Economic Development Areas of Regional Significance

4. Continue planning coordination between CROCOG’s Transportation and Policy and Planning departments.

¹ At the same time, recognize the fact that many other aspects need to be considered when transportation investments are proposed, including but not limited to safety, quality of life, and equity among communities.

- 5. Consult with Officials**, with regard to issues of land use management, natural resources, environmental protection, conservation, and historic preservation
- 6. Avoid areas of environmental concern**, as much as is possible and develop mitigating measures when necessary.
- 7. Support transit-oriented development (TOD)** by
 - developing a long-range strategy for the Region that encourages both transit and transit-supportive land use,
 - making station area planning a part of the general planning process for all rapid transit lines,
 - working with town officials and developers to integrate TOD into their plans and development projects, and
 - building support for transit among community groups, business leaders, and other stakeholders.
- 8. Support TOD for CTfastrak and the Hartford Line** by working to ensure that plans advance toward implementation and steps are taken to secure development opportunities.
- 9. Continue context sensitive approach to corridor studies** and encourage context sensitive design by working with CTDOT staff and consultants on individual projects as needed to ensure that community concerns are heard and understood.
- 10. Support and encourage Complete Streets efforts** by
 - incorporating complete streets elements into our planning efforts and work to ensure that all modes of transportation are taken into consideration,
 - educating communities about latest "Complete Streets" design practices and legislation, and
 - researching additional funding opportunities for projects that include Complete Streets initiatives.
- 11. Continue regional access management program**, as recommended in the Highway System section.
- 12. Support Green Streets advancement** by
 - encouraging the implementation of green infrastructure elements into corridor studies and roadway reconstruction projects working with partners such as the Metropolitan District Commission (MDC) and DEEP,
 - educating communities in latest "Green Streets" design and maintenance requirements, and
 - researching funding opportunities for green transportation implementation.
- 13. Maintain and update land use and zoning databases** to include the most recent available information.
- 14. Develop analytical tools for improved land use forecasts** using the regional land use database and regional geographic information systems.
- 15. Improve CRCOG's travel forecast model**, by
 - continuing to maintain the regional land use database,
 - developing a GIS-based land use forecast model,
 - continuing to use sensitivity testing with alternative land use scenarios when evaluating specific transportation project proposals, and
 - making other improvements to increase its functionality and performance.
- 16. Work with others to secure periodic re-flights of orthophotography data** and update current datasets.

2 | TRANSIT SYSTEM

The private automobile is not the only way to travel within the Capitol Region. Alternative travel modes to the private automobile include local and express bus service, paratransit services provided for elderly and disabled residents, and rideshare services. These services play an important role in meeting the travel needs of our residents.



The Council of Governments recognizes that while transit is a small part of a much larger transportation system, it is a critical part nonetheless. And it is likely to become even more important as our roadways become more congested over time and people seek alternative ways to travel. Recommendations to place more emphasis on transit improvements as a way to improve mobility for those who rely on transit, provide viable travel choices for everyone, and reduce congestion on our streets are listed below:

1. **Support the operation of CTfastrak**, which opened for service on March 28, 2015.
2. **Work to expand a rapid transit system in the Capitol Region** by supporting initiatives:
 - to build ridership in the Griffin Busway corridor, by establishing a transit hub at the Poquonnock park and ride lot in Windsor with shuttles to area employers and express service from suburban locations.
 - in the Fastrak East corridor, in the near term by operating buses in the I-84 HOV lanes and in the long term by constructing a second busway in the CT Southern Railroad corridor (not including the Manchester Industrial Spur).
 - to re-examine potential for rapid transit in the Rocky Hill corridor (Hartford to Old Saybrook) after CT **fastrak** has built some operational experience.
3. **Support the advancement of the New Haven – Hartford – Springfield Passenger Rail** service with a connection to Bradley Airport.
4. **Support efforts to improve, upgrade and enhance Union Station as the major multi-modal transportation center in the Region** and as the central station for the Region's rapid transportation system.
5. **Preserve the existing rail rights-of-way for future transportation**, while allowing for interim use by other transportation functions such as multi-use trails.
6. **Upgrade the Hartford Line rail corridor**, by reinstating full double track alignment, removing height restrictions, and increasing weight limits to accommodate 286,000 pound cars.
7. **Support improvements to the passenger rail system** including planning activities for the Northern New England Intercity Rail Initiative (NNEIRI) for implementation of passenger rail connections to Boston and Montreal.
8. **Maintain and improve existing levels of bus, paratransit and vanpool services.**
9. **Ensure that the transit system is accessible to bicyclists.**
10. **Continue the Jobs Access Program.**
11. **Continue the Locally Coordinated Human Services Transportation planning process.**
12. **Support the construction of a paratransit facility**, as proposed by the Greater Hartford Transit District.
13. **Support improvements to the existing bus system**, including more hours of service and increased service frequency, more time transfer centers, new routes, modifications to existing routes, and integration of alternate fueled vehicles in the transit fleet as soon as practicable. The implementation of Bus Rapid Transit on arterial roadways should also be evaluated.

14. **Continue to support ITS projects for transit** and work with CTDOT, CT **transit** and the GHTD to monitor performance, keep up with knowledge about new technology, and recommend continued upgrades as appropriate, in order to ensure that both transit-dependent passengers and choice riders are afforded the best possible service. CROG will also support the maintenance and upgrading of implemented transit ITS elements.
15. **Continue to support the Downtown Circulator for Hartford** and consider potential rerouting options for existing bus service to encourage better downtown transit circulation.
16. **Support Day Hill Road employer shuttles** by developing a transit hub at the Poquonnock park and ride lot. Work with area employers to operate the employer shuttles.
17. **Support the development of a multi-modal transportation center and enhanced bus service in the Buckland Hills area.**
18. **Continue to support operational funding for Enfield’s Magic Carpet Service.**
19. **Support improvements at bus stops and transit stations** including signage, passenger information, shelters, and amenities.
20. **Support transit-oriented development along transit lines, as described in recommendations in Section 1.**

3 | HIGHWAY SYSTEM

The regional highway system consists of a hierarchy of road types: freeways, major non-freeway roadways (arterials), and local and collector roadways. The freeways are limited access, grade-separated facilities whose function is to serve longer distance trips and through traffic. Arterial roadways are not limited access and generally have at-grade intersections. They typically serve a dual purpose of carrying longer distance trips, but also serve shorter trips and provide access to abutting land uses. The primary function of collector and local roads is to provide access to abutting property.



The focus of the Regional Transportation Plan is on the portion of the highway network that is of regional significance – the freeway and arterial roadways. It is the goal of the Plan to manage the system in a manner that the network can continue to function in a safe and efficient manner to serve the growing demand for travel in the future.

Freeways are the most important part of the Region’s roadway system. While they constitute only 3.0% of the total road miles in the Region, but they carry just about half of the total traffic. Recommendations that place the primary emphasis on safety and operational efficiency include:

1. **Continue to update and expand the Congestion Management Program** by working with neighboring MPOs and identifying performance-based measures as well as mitigation strategies.
2. **Continue a regional Safety Management Program, by:**
 - including safety considerations in all CROG studies and for all modes of travel,
 - continuing to monitor safety conditions and trends,
 - supporting traffic incident management efforts as a safety tool,
 - collaborating with and supporting the CT Safety Circuit Rider Program, and
 - supporting the CT Strategic Highway Safety Plan.
3. **Support statewide and regional incident management initiatives.**

4. Support applications of ITS that will benefit freeway operations, arterial road operations, and public transit operations, by:

- continuing to update the Freeway Traffic Management System,
- enhancing traffic incident management capabilities,
- ensuring the currency of the regional ITS architecture,
- improving arterial operations with signal systems,
- initiating a regional traffic signal operations and management effort,
- monitoring advancements in ITS technology, and
- updating the regional ITS Strategic Plan every 5-10 years.

5. Support findings of the I-84 Viaduct study, including coordination with other area transportation plans and projects and identification of next steps toward implementation.

6. Continue discussions regarding the reconstruction/rehabilitation of the Putnam Bridge and the funding the multi-modal connections to the bridge's new sidewalk.

7. Support operational improvements in the Buckland Development Area, by monitoring development and including an "allotment" for future improvements in the list of unfunded needs. Work to evaluate how an extension of Fastrak East could assist in mitigating congestion.

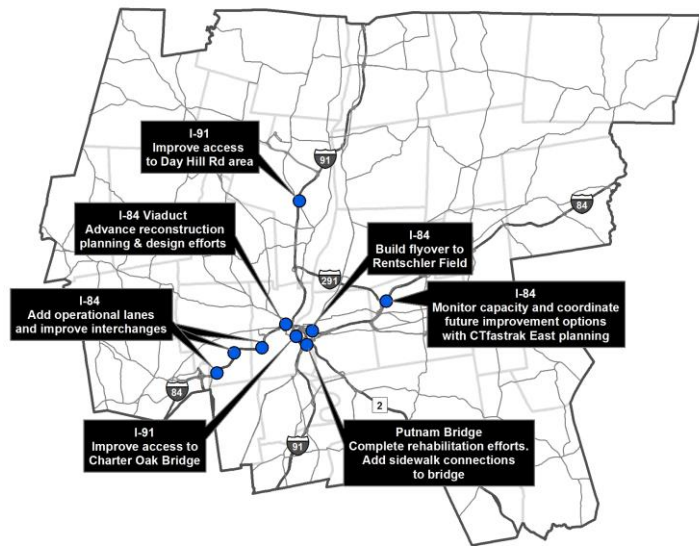
8. Support operational improvements to I-84 from Hartford to Farmington, as follows:

- reconstructing the Rt4/Rt6/Rt9 interchange,
- constructing operational lanes, and
- investigating access needs at Sisson Avenue in conjunction with I-84 Viaduct planning.

9. Implement access improvements, by:

- improving I-91 at the Charter Oak Bridge,
- building the flyover connection between I-84 and Rentschler Field,
- relocating the I-91 ramp to the Charter Oak Bridge, and
- improving access to the Day Hill - Griffin development area from I-91.

10. Study the need for operational improvements at the I-84/I-91 interchange and the length of Route 2 especially at the I84-I91 interchange and at the Route 3 interchange.



Freeway System Proposals:
No new freeways.

Arterial roadways are the second most important part of the regional highway network. The arterial network comprises only 13.9% of the road network, but it carries more than 30% of the total traffic. The Region recognizes the need to continue to maintain and improve its arterial roadways. Our approach to improving the roadway system is based on a planning requirement to include consideration of community concerns and an emphasis on better management of existing roads. Recommendations emphasizing safety and operational efficiency include:

1. **Continue to include Context Sensitive Design in corridor studies.**

2. **Support roadway improvements proposed in previously adopted studies,** including Rt 3 in Rocky Hill; Rt 4 in Farmington; Rt 6 in Bolton and Andover; Rt 10 in Simsbury; Rt 44 from Hartford to Canton; Rt 175 in Wethersfield and Newington; Rt 190 in Enfield and Somers; Rt 195 in Tolland; Rt 305 in Windsor and Bloomfield; the Berlin Turnpike in Wethersfield and Newington; the Bradley Area; and Rentschler Field in East Hartford.

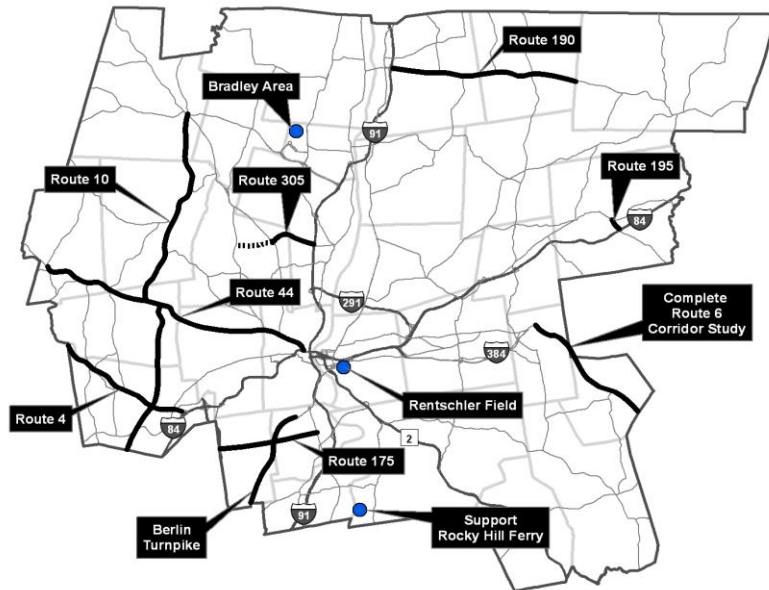
3. **Support funding initiatives for town bridges.**

4. **Continue to implement access management programs and policies,** by:

- providing funding for access management plans, usually as part of a corridor study, and
- requiring access management issues to be addressed as part of the design phase of any roadway improvement project.

5. **Explore a regional approach to traffic signal management.**

6. **Support continued operation of the historic Rocky Hill – Glastonbury ferry,** with adequate hours of operation and a reasonable fare.



Arterial System: Corridor study locations & additional recommendations

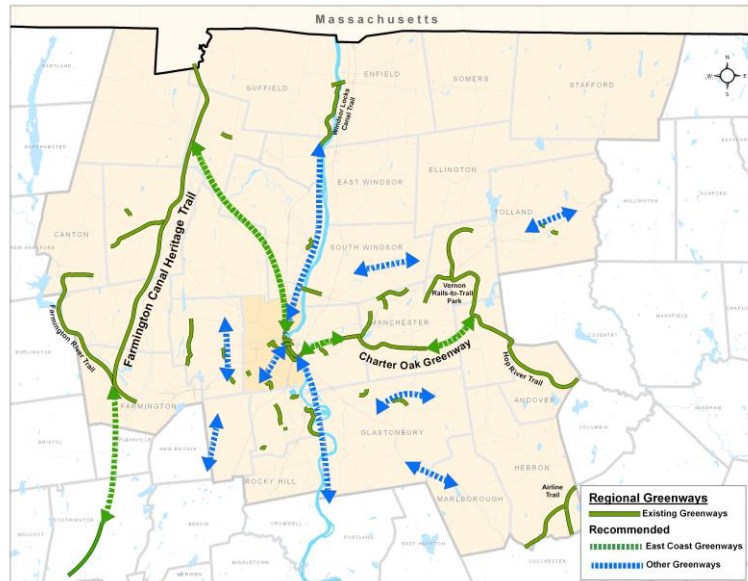
Municipal roads. Municipalities own the vast majority of collector and local roads in the regional network. For the most part, these roads are maintained and improved with local funds. While the Region has not identified specific problems on these roads, we recognize that municipalities sometimes need financial assistance to correct the more serious problems. Therefore, the Plan’s recommendation for collector roads is to continue to allow the use of federal funds to address serious problems on town roads and to support on-going efforts to work with municipalities on traffic signal operations and maintenance plans, including working with the Connecticut Traffic Signal Circuit Rider program.

4 | BIKES & PEDESTRIANS

In 2008, the Council of Governments took an entirely new approach to bicycle and pedestrian planning, with a focus upon **Active Transportation**. Active Transportation calls for increased investments in bicycling and walking that will produce benefits to the entire transportation system and to other aspects of our communities. The 2008 Regional Pedestrian and Bicycle Plan update quantified these benefits and laid out recommendations for achieving increases in the number of individuals walking and bicycling, including:

1. Provide proper facilities for cyclists and pedestrians, by

- assisting municipalities with tools to implement “Complete Streets”,
- assisting municipalities with tools to identify needed improvements to pedestrian and bicycle facilities, including safety audits and developing bike/ped friendly land use,
- completing the Regional Greenway System,
- improving the on-road bicycle network, and
- supporting the provision of bike racks and lockers throughout the Region.



2. Address safety education and enforcement issues, by educating pedestrians, bicyclists, motorists and police officers, with an emphasis on “Share the Road’ and crosswalk safety.

3. Promote a regional culture supportive of cycling and walking, by

- continuing the Safe Routes to Schools program,
- sponsoring events that encourage bicycling and walking,
- working with employers to promote wellness and active transportation programs,
- producing a regional cycling map, and
- working toward implementing the vision for Regional Bike Share outlined in the Metro Hartford Region Bike Share Plan.

4. Support bike and pedestrian planning activities, by continuing to collect data measuring bicycle and pedestrian activity in the Region and continuing to provide staff support to the regional bike and pedestrian program, including the bike and pedestrian planning committee.

5. Continue staff involvement in bicycle and pedestrian planning and work to secure funding to implement bicycle and pedestrian recommendations.

5 | AIRPORT TRANSPORT

The Connecticut Airport Authority (CAA) was established in 2011 to develop, improve and operate Bradley International Airport and the state’s five general aviation airports (including Hartford-Brainard airport). CAA serves as an economic driver in Connecticut, making the state’s airports more attractive to new routes, enhanced commerce, and new companies.

This Transportation Plan continues to recognize the importance of **Bradley International Airport** as both a transportation facility and as an engine of economic growth. It includes a detailed policy supportive of improving the airport, improving access to the airport, or supporting other actions needed to fully realize the economic growth benefits that the Airport can generate. Specific recommendations on how these goals can be achieved, include:

- 1. Improve roadway access** by extending and improving Bradley Park Road, improving Route 75 from Route 20 to Route 140, and following an environmental review, building a two-lane connector from Route 75 to the Route 190 bridge.

2. **Improve transit access** by providing a transit connection between the airport and Hartford Line passenger rail service, and improving bus service for both air travelers and airport area workers.

3. **Support opportunities for appropriate economic development**, by

- continuing CRCOG’s designation of the airport area as an Economic Development Area of Regional Significance and continuing to develop policies that support economic growth in these areas,
- implementing the roadway improvements recommended above, and
- supporting policies that discourage noise-sensitive land uses near flight paths and that encourage construction techniques with adequate noise insulation.

4. **Support improvements to both domestic air passenger service and support efforts to develop international air passenger service.**

5. **Support improvements to air cargo capabilities and service.**

6. **Evaluate the potential for improving rail freight access and developing support facilities for trucks to make the airport a true multi-modal facility.**

7. **Encourage community sensitive planning**, by involving local officials in the planning process.



Brainard Airport is an important general aviation airport that provides corporate, private, and recreational services. The airport is currently in the process of updating their Master Plan which will include sustainability principles while identifying opportunities for future development of the airport. Recommendations on how to support this airport, include:

1. **Support General Aviation Airport Development** in order to improve and promote corporate travel, flight training, recreational flights and other aviation activities that take place at Brainard Airport.

2. **Continue to support noise abatement efforts** by participating in the Steering Committee for the Master Plan Update and monitoring noise study findings.

6 | FREIGHT TRANSPORT SYSTEM

The movement of goods plays an important role in economic growth that is often not fully appreciated. The efficient movement of goods is important even in economies dominated by financial, insurance, and service industries that do not rely on goods movement for their success. The mode of transport might be different to suit the higher value – lower bulk goods being shipped, but the need to efficiently move these goods in and out of the Region still exists.



Therefore, the Capitol Region Council of Governments (CRCOG), in cooperation with the Central Connecticut Regional Planning Agency (CCRPA)², the Midstate Regional Planning Agency (Midstate)³, and the Pioneer Valley Planning Commission

² CCRPA is no longer in existence, with several of its towns now having membership in CRCOG.

³ Midstate is now RiverCOG and continues to work with CRCOG and PVPC on freight issues.

(PVPC), has undertaken a freight planning effort. In 2005, CROCOG, along with its partners, commissioned Global Insight to do a basic analysis of freight movement in and through the Hartford Metropolitan Region (a multi-county region which included central and western Connecticut plus western Massachusetts). This effort identified the region’s heavy reliance on truck transport, the high volume of through traffic, and the strong imbalance of flows into the region as compared to flows out of the region.

CROCOG is also in the process of developing a freight planning process that is initially based on an inventory of freight-relevant infrastructure, and includes a stakeholder outreach program. In the near term, we will also focus on coordinating our freight planning efforts with CTDOT and neighboring planning agencies. Based on this continuous planning effort, weak spots in the freight transportation infrastructure for local, regional and inter-regional freight movements will be identified, and recommendations will be made to improve freight transportation conditions.

To continue this effort of increasing the region’s focus on freight, the following approaches are recommended:

1. **Continue to develop a freight-planning program** that focuses on issues identified in the Global Insight Study. This program should also:
 - include a continuous iterative process of identifying constraints, needs and future demand as well as stakeholder outreach,
 - include a strong educational component that highlights the importance that freight plays in the Region’s economy,
 - coordinate with policies related to housing, transportation, energy and the environment, and
 - focus on recommendations identified in the CT Statewide Rest Area and Service Plaza Study (2008) for the Hartford area.
2. **Continue to collaborate with other organizations on freight issues**, such as CTDOT, neighboring RPAs, the Bradley Development League, the MetroHartford Alliance, the Hartford-Springfield Economic Partnership, and others.

7 | SPECIAL POLICIES

There are several policies and programs the Council has adopted that warrant special mention. They are:

Transportation Security: The tragedy of September 11, 2001 brought a new emphasis on transportation security at the federal, State, regional and local level. As a result, CROCOG has been proactive in bringing people together to plan for the security of our regional transportation systems and is committed to continuing to conduct and/or support security forums, emergency drills and the efforts of the Capitol Region Emergency Planning Committee.

MPO Coordination: CROCOG is committed to working cooperatively with all its neighboring regional planning agencies. Coordination ensures that major transportation projects address inter-regional needs and are not duplicative or conflicting.

Air Quality - Transportation Policy: The Capitol Region has conducted a full review of air quality-transportation issues, the results of which have helped us formulate much of our current transportation plan and programs in a manner that promotes better air quality. The current Plan reflects the Region’s strong desire to reduce our reliance on automobiles. CROCOG will continue to work to support alternate travel modes and efforts to reduce diesel emissions. CROCOG also supports the emerging Fuel Cell program undertaken by CT *transit*.



Demand Management Policy: An important alternative approach for reducing congestion is to reduce, or otherwise modify, the *demand* for transportation. CROCOG will continue to encourage programs that focus on getting people to use an alternate form of transportation (bus or carpool), or to shift their travel to off-peak periods when there is excess capacity. CROCOG will also continue to support transportation demand management initiatives such as deduct-a-ride and telecommuting.

8 | FINANCIAL PLAN

This section provides an overview of the cost of projects recommended in the Transportation Plan and an estimate of the revenues that will be used to finance the improvements. Many of the cost estimates and most of the revenue estimates are preliminary. The intent is to prepare an approximate, but realistic, estimate of total program cost; and a similar estimate of total revenues that the Region can expect to receive over the next 30 years. A goal of this process is to prepare a 'financially constrained plan' whose costs can be paid from the 30-year revenue stream.

A summary of estimated capital costs is shown below. The total estimated cost of the proposed capital improvements is about \$1.667 billion. The total amount of State and federal transportation capital funds that will likely flow to the Region over the next 30 years will total about \$1.687 billion. This revenue estimate is based on continuation of *existing annual revenues* and *anticipated special discretionary funds* that the Region has applied for or already received. A complete discussion of operating and maintenance costs is provided in the Full Plan.

Improvement Program	Cost	Unfunded Need
Transit & Ridesharing Program		
CTfastrak	\$40,500,000	
ITS for bus system	\$10,000,000	
CTfastrak East (Phases 1-3)	\$155,000,000	
The Hartford Line: Double Track Expansions		\$238,000,000
The Hartford Line: New Stations	\$15,000,000	\$141,000,000
The Hartford Line: Bus Connections to Station(s)	\$15,000,000	
The Hartford Line: CT River Bridge		\$75,000,000
The Hartford Line (Hartford Rail Viaduct)		\$100,000,000
Day Hill Road Transit Hub /Park & Ride (Includes buses, shuttles)	\$5,000,000	
Union Station Improvements	\$10,000,000	
Buckland Hills Area 'Allotment'		\$50,340,000
Transit Supportive Enhancements (shelters, connections, planning)	\$5,000,000	
<i>Subtotal</i>	<i>\$255,500,000</i>	<i>\$604,340,000</i>
Highway Program		
I-84: Viaduct Construction	\$300,000,000	\$3,700,000,000
I-84: West Hartford, Operational Lane between 40 & 42	\$32,850,000	
I-84: Farmington, Route 6 / Route 9 / Route 4	\$106,065,000	
I-84: Manchester (auxiliary lane between 63 & 64/65)	\$6,400,000	
I-84: Manchester / South Windsor Buckland Hills Area Improvements		\$462,000,000
I91: Relocation and Reconfiguration of Interchange 29	\$181,000,000	
I91: Day Hill Rd Interchange Improvements (without 'elective' improvements)	\$20,000,000	
Route 2: East Hartford (widen bridge to improve EB acceleration)	\$8,100,000	
Route 2: Putnam Bridge	\$240,000,000	
ITS (DMS, CCTV, HAR, Signal Systems)	\$25,000,000	
Arterial Improvements (from Corridor Studies or consultation process)	\$230,000,000	
Municipal Roads	\$150,000,000	
<i>Subtotal</i>	<i>\$1,299,415,000</i>	<i>\$4,162,000,000</i>
Bicycle & Pedestrian Program		
Complete major interregional trails	\$40,000,000	\$10,000,000
Other bicycle & pedestrian programs	\$12,000,000	\$10,000,000
<i>Subtotal</i>	<i>\$52,000,000</i>	<i>\$20,000,000</i>
Bradley Airport		
Better Roadway Access	\$40,000,000	
Better Transit Access		(A)
Other Policy Recommendations	\$10,000,000 (B)	
<i>Subtotal</i>	<i>\$50,000,000</i>	
Freight Transport System		
Freight Policy Recommendations	\$10,000,000 (B)	
<i>Subtotal</i>	<i>\$10,000,000</i>	
Total Capital Costs	\$1,666,915,000	\$4,786,340,000

(A) Costs are included in project lists in the Transit Section (under The Hartford Line)

(B) Recommendations are generally policy statements however an allotment for airport / freight network is estimated here

9 | ENVIRONMENTAL JUSTICE

CRCOG is committed to fully integrating the basic principles of environmental justice into all of its transportation planning programs and activities. CRCOG has agreed to support items of special interest to minority and low-income households, including: access to jobs, better transit services (including use of ITS and implementation of rapid transit options), clean fuel vehicles, and pedestrian and bicycle safety in urban areas. CRCOG also works to ensure that environmental justice communities continue to have an opportunity to be heard in the Region's transportation planning programs and processes, including the regional Transportation Committee.

10 | PUBLIC INVOLVEMENT

CRCOG undertakes a public outreach program for every aspect of its transportation planning program. The most rigorous effort is conducted during the development of special studies, which then form the components of the Long Range Transportation Plan. Specific outreach efforts undertaken for special studies completed subsequent to the 2011 Plan are detailed in the full 2015 Plan. Public outreach activities undertaken with regard to this Plan are summarized below.

PUBLIC NOTICES. The following public notices about the draft Plan and opportunities to comment on it were provided:

- Legal notices were published in The Hartford Courant (English) and The Hartford News (both English and Spanish).
- A news release was sent to local media.
- A notice was sent to town clerks and libraries.
- A notice was emailed to more than 1,400 persons who had expressed a previous interest in CRCOG transportation-related activities.
- A notice and short summary of the Plan was sent to officials of State land use agencies, the Capitol Region Planning Commission and the Connecticut Coalition for Environmental Justice.
- A notice was posted on the CRCOG website.
- The notices to the media, to the town clerks, to the libraries, in the emailed notice, and on the CRCOG website included a statement in Spanish that an interpreter would be provided at the meetings upon request.

MEETINGS. The draft Minor Plan Update was presented at a public information meeting on April 20, 2015. Opportunities to comment were also provided at the April 20 Transportation Committee meeting and at the April 22, 2015 Policy Board meeting.

PUBLIC COMMENT PERIOD – MARCH 23, 2015. The public comment period (minimum 30 days required) commenced on March 23, 2015. The comment period ended on April 22, 2015, when CRCOG's Policy Board considered the Plan for approval. All comments received and CRCOG's responses to those comments are detailed in the full Plan.

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Preparation of this report has been financed in part through a grant from the U. S. Department of Transportation, Federal Highway Administration and a grant from the State of Connecticut Department of Transportation. The contents of this report reflect the views of the Capitol Region Council of Governments, which is responsible for facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U. S. Department of Transportation and/or the Connecticut Department of Transportation. This report is disseminated under the sponsorship of the U. S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for the contents or use thereof.