

**CRCOG POLICY BOARD**

**DATE: Wednesday, October 5, 2016**

**TIME: 12:00 P.M.**

**PLACE: (Former) MIRA Trash Museum, 211 Murphy Road, Hartford**

12:00	1. Call to Order.
12:05	2. Public Comment.
12:10	3. Approval of Minutes from May 25, 2016 Meeting
12:20	4. MONTHLY REPORTS: a. Chair and Executive Director b. Opportunities and Resources c. Policy and Planning Department d. Municipal Services and Purchasing Council e. Public Safety and Homeland Security f. Transportation Committee
12:30	<b>PRESENTATIONS/UPDATES:</b>
	5. Hartford Foundation for Public Giving, Scott Gaul
	6. Metro Hartford Alliance on Hartford Firm, Oz Griebel
	7. Update on CCM Taxation and Regional Services Committees, Joe DeLong
	8. Update on CCJEF Lawsuit, Alex Knopp
12:40	<b>ACTION ITEMS:</b>
	9. Action: Resolution Authorizing Amendment 1 to Professional Services Agreement By and Between the Capitol Region Council of Governments and Tighe & Bond, Inc, Handout
	10. Action: TIP Amendments, Handout
	11. Action: Resolution Authorizing Regional Services Grant Program, Handout
	12. Action: Resolution Authorizing CRCOG Executive Director to Submit a Spending Plan and Enter into Memorandum of Agreements in Regard to the FY2016 Federal Homeland Security Grant Funding for DEMHS Region 3, Handout
12:50	<b>INFORMATION/OPPORTUNITY/RESOURCE ITEMS:</b>
	13. CRCOG Legislative Committee
	14. Update on Central Corridor Water Utility Coordinating Committee Planning Process, Handout
	15. CTfastrak Expansion, Handout
	16. CTfastrak Information, Handout
	17. I84 Update Materials, Handout
1:00	18. Adjournment
	<b>Upcoming Meetings Schedule:</b> CREPC – October 27, 2016, South Church, 9:30am CRCOG Transportation Committee – November 14, 2016, MIRA Trash Museum, Noon CRCOG Policy Board – November 16, 2016, MIRA Trash Museum, Noon Regional Planning Commission-November 17, 2016, West Hartford Town Hall, 7p.m.

**NEXT POLICY BOARD MEETING:**

**Wednesday, November 16, 2016**

NOTE TO PERSONS WITH SPECIAL NEEDS: We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known to us by contacting us via mail, phone, fax or email as soon as possible.  
 Un traductor estará disponible para esta reunión si usted lo solicita al 860-522-2217, lo más pronto posible.

# Capitol Region Council of Governments

241 Main St., Hartford, CT 06106  
Phone: (860) 522-2217 FAX: (860) 724-1274

**Policy Board Meeting**  
**MIRA Trash Museum Board Room, Hartford**  
**Wednesday, May 25, 2016**  
**12:00 p.m.**

## Members and Alternates

Chair Chip Beckett  
Jeff Bridges  
Luke Bronin  
Garry Brumback  
Shari Cantor  
Jonathan Colman  
John Elsesser  
Matthew Galligan  
Matthew Hart  
Lisa Heavner  
Richard Hines  
Scott Kaupin  
Chris Kervick  
David Kilbon  
Marcia Leclerc  
Robert Lee  
Melissa Mack  
Christina Mailhos  
Denise McNair  
Dave Nagel  
Nancy Nickerson  
Lisa Pellegrini  
Brandon Robertson  
Guy Scaife  
Scott Shanley  
Robert Skinner  
Peter Souza  
Lori Spielman  
Joyce Stille  
Ron Van Winkle  
John Ward  
Steve Werbner

## Town/Organization

Glastonbury  
Wethersfield  
Hartford  
Southington  
West Hartford  
Bloomfield  
Coventry  
South Windsor  
Mansfield  
Simsbury  
Avon  
Enfield  
Windsor Locks  
East Granby  
East Hartford  
Plainville  
Suffield  
Willington  
Berlin  
Newington  
Farmington  
Somers  
Avon  
Rocky Hill  
Manchester  
Canton  
Windsor  
Ellington  
Bolton  
West Hartford  
Vernon  
Tolland

## Staff

Rob Aloise

CRCOG

Cheryl Assis	CRCOG
Jennifer Carrier	CRCOG
Mike Cipriano	CRCOG
Mary Ellen Kowalewski	CRCOG
Jennifer March-Wackers	CRCOG
Brittany Stephenson	CRCOG
Lyle Wray	CRCOG
Pauline Yoder	CRCOG

### **Guests**

Kim Bechard	Ellington
Scott Colby	Plainville
Ann Marie Conti	Ellington
Katherine Lutz	Rome, Smith, and Lutz
Patrick McMahon	Suffield
Harley Polverselli	CTDOT
Kerry Ross	CTDOT
John Shemo	MetroHartford Alliance
Lalitha Shivaswamy	Helios Management/Metro
Grayson Wright	CTDOT

### **Roll Call**

**1. Call to Order:** With a quorum present, Chairperson Beckett called the meeting to order at 12:05pm.

### **2. Public Comment**

There were no public comments.

### **3. Adoption of Minutes from April 27, 2016 Policy Board Meeting**

**Chairman Beckett requested a motion to adopt the minutes. Jon Colman made a motion to adopt the minutes of the April 27, 2016 Policy Board meeting. Joyce Stille seconded. Motion carried unanimously.**

### **4. Monthly Reports**

#### **a. Chair and Executive Director Report**

Chairperson Beckett reminded the Board of the upcoming annual meeting and luncheon on June 8, 2016 at the Glastonbury Boathouse. UConn President Susan Herbst will be the featured speaker. He also encouraged submission of Inter-town Cooperation nominations which will be awarded at the annual meeting.

Lyle Wray discussed the state budget impacts on CRCOG. The SGIA funds were included but the RPIP funds are not for next year although there might be one more round of grants from current applications. There were no questions.

**b. Metro Hartford Alliance**

John Shemo provided this update to the Board. He discussed the [www.innovationhartford.com](http://www.innovationhartford.com) website and the success it continues to experience. He introduced a new business partner, Lalitha Shivaswamy. Shivaswamy introduced herself to the Board and shared her background. She is currently with Helios Management Corporation and shared information on her free services.

**c. Policy and Planning Department**

Mary Ellen Kowalewski provided this update to the Board. She advised the Board on the hazard mitigation plan which had been approved by FEMA and other information found in the monthly report. She invited the Board to attend the third installation of the Next Generation Economic Development series on the role of anchor institutions to be held on Friday, June 17, 2016 at the LOB.

**d. Municipal Services and Purchasing Council**

Peter Souza provided this update to the Board. He advised the Board on the Municipal Services meeting held on May 17<sup>th</sup>. The committee plans to continue the good work on several projects, including the Nutmeg Network and Nutmeg service cloud.

**e. Public Safety and Homeland Security**

Joyce Stille provided this update to the Board. CRCOG has been notified of additional DEHMS funding. The monies will be contributed to computer programs. She also shared with the Board the tools, trainings, and student workshops hosted in Canton and Farmington.

**f. Transportation Committee**

Jon Colman provided this update to the Board. He advised the Board on the Transportation Committee meeting held on May 23<sup>rd</sup>. Majority of the meeting was devoted to LOTCIP. LOTCIP projects have finally reached the point where projects are in construction phase. Significant shortcoming is the set asides which affects contracts in excess of \$50,000. He asked the Board to consider seeking a blanket exemption for this issue. The committee also agreed to act as Policy Board during the summer. He referenced the TIP amendments included in the packet as well as introduced speaker Commissioner Redeker.

**Jon Colman moved to send a letter to seek exemption for set aside contract issues. Peter Souza seconded. Motion carried unanimously.**

**5. Presentation to CRCOG by Commissioner Redeker**



Commissioner Redeker shared with the Board the Department of Transportation's core values which included communication, customer service, partnerships, project delivery, efficiency, and technology/innovation. He discussed the state of the Department of Transportation and covered the highlights of his PowerPoint. The PowerPoint presentation has been uploaded to the CRCOG website.

**6. Discussion on Interim Relief Measures Related to Crumbling Foundations**

Lyle Wray started this discussion with the Board, referencing the handout included in the packet. The crumbling of foundations is an emergency for the region and will affect many member towns east of the CT river. There was a discussion on the history of this matter, future plans/approaches, and how CRCOG could assist member towns. Future discussions and meetings will occur.

**Action #7: TIP Amendments**

Jon Colman presented this action item to the Board. Discussed the amendments and asked for Board approval on amendments 1a, 1b, 3, and 4. Amendment 2 will be deferred until next meeting.

**Jon Colman moved to adopt amendments 1a, 1b, 3, and 4. Dave Kilbon seconded. Motion carried unanimously.**

**Action #8: Resolution Authorizing the CRCOG Transportation Committee to Approve Action Items on Behalf of the Policy Board**

Jon Colman presented this action item to the Board. The resolution authorizes the CRCOG Transportation Committee to approve action items on behalf of the Policy Board during summer 2016.

**Jon Colman moved to approve the resolution. Dave Kilbon seconded. Motion carried unanimously.**

**Action #9: 2015 LOTCIP Solicitation Award Correction-Main Street and Wall Street Hebron (Award correction from \$555,441 to \$700,000 per application)**

Jon Colman presented this action item to the Board. Requested Board to allow correction to 2015 LOTCIP solicitation award from \$555,441 to \$700,000.

**Jon Colman moved to approve the correction. Jon Kilbon seconded. Motion carried unanimously.**

**Action #10: Adoption of Amendments to CRCOG Rules of Procedures and By-Laws**

Mary Ellen Kowaleski presented this action item to the Board. CRCOG staff determined the need for two revisions to the CRCOG Standing Rules and Bylaws. Changes will establish consistency between how changes to the CRCOG Standing Rules and Bylaws

are made, and incorporate new Rules of Procedure for the CRCOG Regional Planning Commission into Appendix A of the CRCOG Rules of Procedure and Bylaws.

**Jon Colman moved to approve the resolution. Joyce Stille seconded. Motion carried unanimously.**

**Action #11: Resolution Authorizing Consultant Selection for Corridors of Opportunity Best Practices Study**

Mary Ellen Kowaleski presented this action item to the Board. Requested authorization for CRCOG Executive Director to negotiate and enter into a contract agreement with the consulting firm of HR&A Advisors, Inc.

**Jon Colman moved to approve the resolution. Joyce Stille seconded. Motion carried unanimously.**

**12. Adoption of CRCOG Budget 2016 2017 (FY2016-2017 Budget Highlights)**

Pauline Yoder presented this action item to the Board. The budget offers two approaches which includes SGIA funding and a contingency, if funding not received. CRCOG's 2016-2017 budget provides for stable operating revenue for current fiscal year. The outlook for FY2019-2020 is challenging and CRCOG staff recommends review and mitigation measures as necessary beginning FY2018-2019.

**Jon Colman moved to adopt the CRCOG Budget 2016 2017. Dave Kilbon seconded. Motion carried unanimously.**

**13. TIGER Summary Sheet**

Jennifer Carrier presented this item to the Board. She referenced the handout included in the packet which summarized the TIGER grant project.

**14. CRCOG Annual Meeting and Luncheon**

Lye Wray reminded the Board about the upcoming annual meeting and luncheon starting at noon on June 8th at the Glastonbury Boathouse.

**15. Adjournment**

With no further discussion items, Chairperson Beckett requested a motion to adjourn.

**Jon Colman moved to adjourn meeting. Dave Kilbon seconded. Motion carried unanimously. The meeting adjourned at 1:25pm.**





Contact:  
Dennis Schain  
860-424-3110

Sept. 22, 2016

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**Council**

Frank M. Antonacci  
Murphy Road Recycling

Thomas DeVivo  
Willimantic Waste Paper  
Company

Ron Goldstein, Esq.

Robert J. Klee, Chair  
CT DEEP

Brian Paganini  
Quantum Biopower

Tim Sullivan  
CT DECD

## RecycleCT Announces New Grant Opportunities for Schools and Nonprofit Organizations

*Goal is to Increase Recycling Rate and Reuse of Materials.*

The RecycleCT Foundation, a public-private partnership created to promote recycling, is accepting grant applications from K-12 schools and nonprofits.

- The School Grant Program, to support for recycling-related programming at K-12 schools, provides awards up to \$2,500, with application due November 15, 2016.
- The Innovation Grant Program, to support new and innovative approaches to recycling and waste reduction, will award as much as \$10,000, with applications due January 20, 2017. Only tax-exempt organizations, including nonprofits and public schools, are eligible to apply.

**Mission:** To support research, education, and public information aimed at increasing the rate of recycling and reuse.

Commissioner Robert Klee of Connecticut's Department of Energy and Environmental Protection (DEEP), who chairs RecycleCT, said, "These grants are designed to help advance the state's goal of increasing recycling and reducing waste. These goals are outlined in a new, [Comprehensive Materials Management Strategy](#) recently adopted by DEEP."

"The good ideas, hard work, and education needed to meet our statewide goal of 60 percent diversion will come from our schools and innovative nonprofits," Commissioner Klee said. "These grants are aimed squarely at unleashing that potential."

RecycleCT Foundation, Inc.  
c/o 79 Elm Street  
Hartford, CT 06106

RecycleCT.org

The RecycleCT Foundation was created as a result of legislation in 2014 to raise public awareness and participation in recycling. The legislation also called for the recycling diversion rate to increase to 60 percent by 2024. DEEP says the state's overall recycling rate is currently 35 percent. RecycleCT made over \$12,000 in grants to K-12 schools in 2016.

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Current members of the RecycleCT Council are:

- DEEP Commissioner Robert Klee
- DECD Deputy Commissioner Tim Sullivan
- Tim DeVivo, Willimantic Waste
- Frank Antonacci, Murphy Road Recycling
- Ron Goldstein, Esq.,
- Brian Paganini, Quantum BioPower.

More information on the School Grant and Innovation Grant programs can be found at [www.RecycleCT.org/grants](http://www.RecycleCT.org/grants).





## EXERCISE OVERVIEW

<b>Exercise Name</b>	IMPACT - 2016!
<b>Scope</b>	This exercise is a full scale exercise, planned for the midafternoon of October 7, 2016 at the Rockville High School (RHS) in Vernon, CT. Exercise play is limited to an Active Shooter and MCI response on the campus of RHS.
<b>Mission Area(s)</b>	Response
<b>Objectives</b>	<p><b>1. Operational Coordination</b></p> <p><u>Objective 1.1:</u> Incident Command - Upon arrival first responders will establish Incident Command evolving to a Unified Command and establishing a Unified Command Post</p> <p><u>Objective 1.2:</u> Vernon Public Schools (VPS) demonstrates the ability to establish a reunification process.</p> <p><b>2. Public Health and Medical Services</b></p> <p><u>Objective 2.1:</u> Test Town of Vernon plan for integrating EMS and Fire resources into an Active Shooter/Active Assailant response</p> <p><u>Objective 2.2:</u> Examine EMS ability to manage a Mass Casualty Incident from triage through patient transportation.</p> <p><u>Objective 2.3:</u> Test medical surge plan/processes for Eastern CT Health Network (ECHN) and Johnson Memorial Hospital.</p> <p><b>3. On Scene Security and Protection</b></p> <p><u>Objective 3.1:</u> Law enforcement will establish a perimeter, or exclusionary zone for the RHS campus.</p> <p><u>Objective 3.2:</u> Rockville High School will implement a school lockdown.</p> <p><b>4. Situational Assessment</b></p> <p><u>Objective 4.1:</u> Demonstrate ability to manage information flow from scene to executive Vernon and VPS officials.</p> <p><b>5. Operational Communications</b></p> <p><u>Objective 5.1:</u> First responders will utilize appropriate communication protocols/procedures to include but may not be limited to:</p> <ul style="list-style-type: none"> <li>• Town of Vernon and Regional Interoperability radio frequencies</li> </ul>



- EMS radio communications with Tolland County 911 (Station TN), North Central CMED, and hospitals for MCI
- Vernon School System Digital Mobile Radio system

**6. Interdiction and Disruption**

Objective 6.1: Law enforcement will demonstrate ability to isolate and interdict active threat(s).

**Threat or Hazard**

Active Assailant / Mass Casualty Incident

**Scenario**

Midafternoon on Friday, October 7<sup>th</sup>, 2016, the school day at Rockville High School (RHS) is over and after school activities are just getting underway.

At approximately 3:00 PM the Vernon Public Safety Answering Point (PSAP-911 Center) receives calls of shots being fired at the Rockville High School.

**Sponsor**

This exercise is sponsored by the Town of Vernon. Funding for this Full Scale Exercise is being supplemented by the Capitol Region Council of Governments Homeland Security Grant Program funds from its 2015 Metropolitan Medical Response System program.

**Participating Organizations**

Town of Vernon; Police, Fire and EMS Departments, Vernon Public Schools, Capitol Region Council of Governments, Capitol Region-MMRS, Capitol Region Emergency Services Response Team, Hartford PD Bomb Squad, Eastern CT Health Network, Johnson Memorial Hospital, CT-Department of Public Health, Town of Ellington Emergency Management, Tolland County Fire Mutual Aid Plan Dispatch, Ambulance Service of Manchester. Complete list included in Appendix B

**Point of Contact**

Exercise Director, Town of Vernon:  
Michael Purcaro, [mpurcaro@vernon-ct.gov](mailto:mpurcaro@vernon-ct.gov), c: (860) 993-5878

Senior FSE Planner  
William Meier, LT, Vernon Police Department  
[wmeier@vernon-ct.gov](mailto:wmeier@vernon-ct.gov)  
o: 860-872-9126 X 221

Senior Controller, Capitol Region Council of Governments:  
Carmine Centrella, [ccentrella@crcog.org](mailto:ccentrella@crcog.org)  
c: 860-982-9326





# DISASTER NEWS

*Economic Injury Loans for Small Businesses*

SBA Disaster Assistance – Field Operations Center- East – 101 Marietta Street, NW, Suite 700, Atlanta, GA 30303

**Release Date:** Sept. 28, 2016  
**Release Number:** 16-593, CT 14880

**Contact:** Michael Lampton  
**Email:** [Michael.Lampton@sba.gov](mailto:Michael.Lampton@sba.gov)  
Phone: (404) 331-0333

## **SBA Economic Injury Disaster Loans Available in Connecticut Following Secretary of Agriculture Disaster Declaration for Frost and Freeze**

ATLANTA - The U.S. Small Business Administration (SBA) announced today that federal Economic Injury Disaster Loans are available to small businesses, small agricultural cooperatives, small businesses engaged in aquaculture and private nonprofit organizations located in **Connecticut** as a result of the frost and freeze that occurred on Feb. 12-15, 2016.

This disaster declaration includes the following counties: Fairfield, Hartford, Litchfield, Middlesex, New Haven, New London, Tolland and Windham in **Connecticut**.

“When the Secretary of Agriculture issues a disaster declaration to help farmers recover from damages and losses to crops, the Small Business Administration issues a declaration to eligible entities affected by the same disaster,” said Frank Skaggs, director of SBA’s Field Operations Center East in Atlanta.

Under this declaration, the SBA’s Economic Injury Disaster Loan program is available to eligible farm-related and nonfarm-related entities that suffered financial losses as a direct result of this disaster. With the exception of aquaculture enterprises, SBA cannot provide disaster loans to agricultural producers, farmers, or ranchers.

The loan amount can be up to \$2 million with interest rates of 2.625 percent for private nonprofit organizations and 4 percent for small businesses, with terms up to 30 years. The SBA determines eligibility based on the size of the applicant, type of activity and its financial resources. Loan amounts and terms are set by the SBA and are based on each applicant’s financial condition. These working capital loans may be used to pay fixed debts, payroll, accounts payable, and other bills that could have been paid had the disaster not occurred. The loans are not intended to replace lost sales or profits.

Applicants may apply online using the Electronic Loan Application (ELA) via SBA’s secure website at <https://disasterloan.sba.gov/ela>.

Disaster loan information and application forms may also be obtained by calling the SBA’s Customer Service Center at 800-659-2955 (800-877-8339 for the deaf and hard-of-hearing) or by sending an email to [disastercustomerservice@sba.gov](mailto:disastercustomerservice@sba.gov). Loan applications can be downloaded from the SBA’s website at [www.sba.gov/disaster](http://www.sba.gov/disaster). Completed applications should be mailed to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

Completed loan applications must be returned to SBA no later than **May 22, 2017**.

###

For more information about the SBA’s Disaster Loan Program, visit our website at [www.sba.gov/disaster](http://www.sba.gov/disaster).

## **CRCOG Ad Hoc Committee on Concrete Foundations Issues**

October 5, 2016 1:30 PM

1. Introductions
2. Current Status of towns involved. (Handout: Latest Map)
3. Assessors Update on handling assessments of affected properties.  
(Handout: Guidelines, Letter to OPM Undersecretary LeVasseur)
  - Filing deadline recommendation
4. Possible Resources that could be applied to the concrete foundations issues.
  - HUD options. (Handout: Response Letter from HUD, Copy of relevant statute)
  - Contributions from insurance and banking industries
  - IRS tax credit
  - State income tax exemption
  - Building permit fee waivers at state and local level
5. Funding Pool to Remedy Concrete Foundations.
  - Discuss general guidelines, sources of funds: staff to further fill in details at a later meeting
  - Details on the Quebec grant program for crumbling foundations  
(Handout: Program outline, Initial Submission Form, Building Form Submission)
6. Request for Qualifications Drafts
  - Structural engineering services
  - Concrete materials testing services
  - Foundations remediation services
7. Creation of an FAQ -- Discussion
  - For Homeowners (what to do infographic?)
  - For Homebuyers
8. Legislative agenda for the 2017 session on concrete foundations.
9. Future agenda items and next meeting.



## **FOR NOON MEETING WITH MAYOR BRONIN ON SEPTEMBER 21, 2016**

Below is the August 31<sup>st</sup> memo that we provided the Mayor for the monthly meeting that Julio and I have with him and senior members of his team. It has been revised slightly to incorporate a few thoughts that arose after the August 31<sup>st</sup> meeting. One point that came to my attention since the 31<sup>st</sup> is the need to explore the steps necessary to ensure, under a bankruptcy filing, that creditors' rights would have appropriate priority.

The memo provides context for our conversation tomorrow at which the Mayor will brief us on his current thinking about addressing the City's fiscal crisis. Please call me at 860-728-2277 with any questions in the interim.

### **MEMO OF AUGUST 31ST TO MAYOR BRONIN FOR SEPTEMBER 1<sup>ST</sup> MEEETING**

Mayor Bronin: Julio and I look forward to tomorrow's meeting. We'll have a standard agenda of the items that we would like to discuss with the most important one being the City's budget issues.

In that regard, we offer this memo for two key objectives. The first is to summarize the key points from our perspective that have arisen from our numerous discussions during the year on those fiscal challenges. The second is to provide a potential stalking horse for your consideration for subsequent discussions with our principal investors and others that can lead to a definitive plan of action by November 1st that you can submit to the Governor and Legislative leadership with the endorsement of those parties.

**PREMISE:** The proposed 10 year "grand plan" outlined below is based on our understanding of the experiences of Detroit and the handful of other municipalities that have filed for bankruptcy during this decade or that have been taken over by State appointed finance boards. It is also based on the key principles summarized by the Pew Foundation in its analysis of those filings and actions.

The plan assumes that the legislative aspects of the plan must be structured so as to make them available to the State's other major urban areas and regions. It also recognizes the limited ability of the State to provide meaningful financial support to any municipality given the substantial fiscal challenges that the State faces over the next several years.

**OVERALL PRINCIPLE:** The most important principle in establishing a sustainable resolution of the City's structural deficits is the early and continued engagement by you of all relevant parties which include:

- the Governor;
- the members of the Hartford delegation;
- the City Council;
- the City Treasurer
- Congressman John Larson

- the representatives of the primary municipal employee unions;
- the Capitol Region Council of Governments;
- the Capital Region Development Authority;
- the Capital Region Education Council
- the Hartford Foundation for Public Giving; and
- the MetroHartford Alliance representing our Leadership Investors and Strategic Partners which comprise the Region's major private sector employers.

This group must work together promptly to develop a comprehensive plan that either mirrors the key provisions of S.B. 464 that was introduced in the last legislative session or that supports the City's filling of a petition under Chapter 9 of the Federal Bankruptcy Code and that identifies the relative pros and cons of each option.. Either scenario must include a set of fully-coordinated and fully-integrated solutions that:

- address the structural deficits in the City's budget and in those of the Region's other municipalities;
- ensure appropriate prioritization of obligations to City bondholders;
- identify one or more regional revenue sources; and
- deliver municipal services across the Region in a dramatically more cost effective manner.

### **SPECIFIC CITY GOALS AND OBJECTIVES FOR THE 10 YEAR PERIOD**

- Increase the City's Grand List and lower the Mill Rate from 74.29 to 50.00 to attract significant private sector investment and thereby drive increased property tax revenue.
- Cap the growth in the City's annual budget (e.g. CPI plus 100 basis points)
- Structure sale-leaseback agreements between the State and commercial developers so that State owned properties in the City are moved from tax-exempt status to fully assessed commercial properties
- Establish a series of integrated changes among the City's commercial property owners, the private sector owners of the major tax-exempt properties, and residential property owners that produce a more equitable and predictable property tax structure
- Restructure the City's retiree pension and healthcare benefits including certain aspects of the benefits for those already vested (e.g. elimination of COLA; increase in age eligibility to receive benefits)
- Establish a data analysis function in CRCOG that monitors the costs and best practices for the delivery of municipal services in other States

- Establish an annual planning and monitoring meeting among the aforementioned parties that is modeled on the Minneapolis's annual Itaska initiative

**MARKETING AND COMMUNICATIONS:** Hold a press conference the week of November 28<sup>th</sup> with all of the aforementioned parties that announces the strategy and specific actions and that includes strong endorsement by all major private sector employers that the actions are necessary, appropriate, and critical to restoring private sector confidence in both the Capital City and the Region so that they remain a premier place in which to retain and expand employment opportunities and to invest in equipment, facilities, and research. The announcement would also include an initial governing structure that involves the aforementioned parties and that identifies a timetable and a set of meeting and reporting disciplines that lead to a definitive resolution by December 31, 2017 with all aspects of the 10 year plan in effect no later than July 1, 2018.

**NEXT STEPS:** Review this plan with the Alliance's Leadership Investors at the meeting scheduled for noon on September 21<sup>st</sup>.





## OLR BACKGROUNDER: CCJEF V. RELL

By: Marybeth Sullivan, Associate Analyst

John D. Moran, Principal Analyst

### CONNECTICUT CONSTITUTION, ARTICLE EIGHTH, § 1

"There shall always be free public elementary and secondary schools in the state. The general assembly shall implement this principle by appropriate legislation."

### ISSUE

This report summarizes the Connecticut Superior Court's September 7, 2016 decision in *Connecticut Coalition for Justice in Education Funding (CCJEF) v. Rell*.

### SUMMARY

In this decision, the Superior Court held that the state did not fulfill its duty under article eighth, § 1 of the state constitution to provide an adequate education to public school students. Specifically, the court found that although the state exceeded the minimum public school funding level standard required by the constitution, it fell short of meeting its constitutional obligation in the following areas: (1) intervening in struggling school districts when local government falters; (2) distributing education aid; (3) defining elementary and secondary education; (4) setting standards for hiring, firing, evaluating, and paying teachers; and (5) funding special education, identifying eligible students, and delivering services. The court required the state to submit within 180 days plans that address each of these matters but did not specify required contents for these plans. The plaintiffs have 60 days to comment on them.

We summarize below the case's history; the Superior Court's findings, reasoning, and orders for each of the above five areas; and the decision's two appendices. Please note that this report does not address all arguments or legal precedents considered by the court. The full opinion is available on the Judicial Branch [website](#).

On September 15, 2016, the Attorney General filed an appeal seeking the Connecticut Supreme Court's review of the trial court's judgment.





## HISTORY

On November 22, 2005, CCJEF filed suit in Hartford Superior Court to challenge the constitutionality of the state's education funding system. CCJEF is a nonprofit organization whose members include municipalities, boards of education, professional education associations and unions, other Connecticut nonprofits, parents and grandparents, public school students age 18 and older, and other Connecticut taxpayers. In addition to CCJEF, the plaintiffs included several elementary and high school students and 16 towns. The defendants included former Governor Rell and other state officials ("the state").

The plaintiffs alleged that "by failing to maintain an educational system that provides children with suitable and substantially equal educational opportunities, the state is violating their constitutional rights" and has fostered an "educational underclass." It also contended that the state's failure to provide a suitable educational opportunity caused the plaintiffs irreparable harm.

The plaintiffs also alleged that the state's failure to provide suitable and substantially equal educational opportunities could be demonstrated through both educational inputs (e.g., class sizes, appropriate textbooks and other materials, and adequate services for students with special needs) and outputs (e.g., mastery test scores and graduation rates). The complaint also cited shortcomings in the state's Education Cost Sharing (ECS) formula, state funding for special education, and other state education grants to justify the request for relief. For a full summary of the complaint, see [OLR Report 2005-R-0887](#).

Among other types of relief, the plaintiffs sought a judgment (1) declaring that the state constitution guarantees students the right to suitable and substantially equal educational opportunities and (2) ordering the state to create a public education system that would provide such opportunities to students.

In 2007, the Superior Court granted the state's motion to strike several of the plaintiffs' claims, concluding that there is no "constitutional right to 'suitable' educational opportunities."

The plaintiffs appealed to the Connecticut Supreme Court, which issued its ruling in March 2010 in *CCJEF v. Rell*, 295 Conn. 240 (2010). While a majority of justices (four) agreed that the Superior Court must be reversed, there was no majority opinion. The plurality opinion concluded that article eighth, § 1 "guarantees Connecticut's public school students educational standards and resources suitable to participate in democratic institutions, and to prepare them to attain productive

employment and otherwise to contribute to the state's economy, or to progress on to higher education" (*CCJEF v. Rell*, 295 Conn. at 244-45).

Justice Palmer agreed with the three-judge plurality that the state constitution guarantees students the right to adequate educational opportunities; however, he more narrowly defined constitutional adequacy, writing that an education policy or program must be entirely irrational and lack reasonability "by any fair or objective standard" in order to be found unconstitutional.

For a full summary of the Supreme Court's decision, see [OLR Report 2010-R-0527](#).

### **QUESTION BEFORE THE COURT**

The Supreme Court returned the case to the Superior Court for further proceedings to determine "whether the state's educational resources and standards have in fact provided the public school students in this case with constitutionally suitable educational opportunities" and, if not, what remedies must follow (*CCJEF v. Rell*, 295 Conn. at 320).

### **FINDINGS AND ORDERS**

Superior Court judge Thomas Moukawsher ("the court") ruled that the state's chief educational policies failed to provide public school students with constitutionally suitable educational opportunities.

In arriving at this ruling, the court announced a standard by which to judge the constitutionality of the state's education policies: "if the court is to conclude that the state is not affording Connecticut children adequate educational opportunities, it must be proved that the state's educational resources or core components are not rationally, substantially, or verifiably connected to creating educational opportunities for children."

The court used the highest standard of review, "beyond a reasonable doubt," when considering the evidence presented at trial and determining whether the state's educational policies met the above three criteria for constitutionality.

Ultimately, the court determined that, while the state's overall level of public education spending was above the amount required to be constitutionally adequate, the state fell short of meeting its constitutional obligation in the following areas: (1) intervening in struggling school districts when local government falters; (2) distributing education aid; (3) defining elementary and secondary education; (4) setting standards for hiring, firing, evaluating, and paying teachers; and (5) funding special education, identifying eligible students, and delivering services.



We summarize the court's findings, related reasoning, and orders for each of these areas below.

### ***Relationship between the State and Local Governments***

The court found that the state's duty under the state constitution (article eighth, § 1) to provide free public education and the General Assembly's responsibility to implement this by appropriate legislation are non-delegable. "The state is responsible for Connecticut public schools, not local school districts," the court wrote. From this determination, the court ordered the state to submit a plan within 180 days that redefines the relationship between the state and the local governments, with particular attention to state action regarding troubled school districts.

The court cited a 2012 Connecticut Supreme Court case, *Pereira v. State Board of Education*, which held, "Obviously, the furnishing of education for the general public is a state function and duty." Furthermore, the court cite the *Pereira* ruling that whatever local boards of education do, they do "on behalf of the state."

The *CCJEF* decision acknowledges Connecticut's historic affinity and various legal standards for local control, but notes local control is not absolute. The decision cited *Horton v. Meskill*, where the Supreme Court did not see local control as an obstacle to requiring the state to create an education funding formula that sent more state aid to property-poor towns than to property-wealthy towns.

The court reasoned that local control is often a good thing and is working in many towns, but not all. "The state may not have to rush to interfere in most schools, but when it needs to interfere, the state should not be able to claim it is powerless," the court found.

The decision did not accept the argument from witnesses for the state that various General Statutes restrain the state's ability to take action because those laws were put in place by the state. In addition, the decision goes on to note that in recent years the state has tried some form of state intervention in at least five districts (Bridgeport, Hartford, New London, Windham, and Winchester).

The decision states that if the court decides the state is not keeping its constitutional promise about education, then the court will have to decide what to do about it, including "weed[ing] out" any statutes that might hold back state efforts to intervene in low-performing schools. The decision does not specify what statutes these may be and whether they were previously cited in the ongoing proceedings of *CCJEF v. Rell*.

### ***Educational Aid Formula***

The court found that, beyond a reasonable doubt, Connecticut is failing in its "constitutional duty to provide adequate public education opportunities because it has no rational, substantial and verifiable plan to distribute money for education aid and school construction." The court said this does not mean it should set the amount of money the state should spend on education. But it does mean the court is ordering the state to draft a rational spending plan within 180 days of the decision and follow it as a matter of law.

***Education Cost Sharing.*** To support its conclusion, the court cited the legislature's 2016 approval of a reduction of Education Cost Sharing (ECS) aid to 14 of the state's poorest towns by a total of \$5.3 million while protecting scheduled increases in ECS aid to 22 relatively wealthier towns of about \$5.1 million (ECS aid was also cut, and by a larger percentage, for each of the state's 31 wealthiest towns). The court disagreed with the state's argument that \$5 million is not a large amount in the context of education aid to towns (which totals over \$2 billion annually). The court noted that \$5 million could pay for approximately 59 full-time teachers for a year, which would be a significant number to struggling school districts. Furthermore, the court noted the following:

[This cut] broadcasts that the legislature does not feel bound to a principled division of education aid. If this view of the state's constitution won out, the legislature would be free to make today's \$5 million tomorrow's \$50 million and the next day's \$500 million.

***School Construction.*** The decision also criticized the state's method of awarding school construction grants. First, it cited experts "for both sides in this case" who stated that physical facilities are at the bottom of their list of things necessary to help students learn, and then it found that the state continues to spend \$1 billion on school construction annually at a time when the state's overall school population is steadily declining. Finally, a state school construction official told the court the state virtually never turns down a project for school construction grants and that every year legislators "with enough clout" are able to "swoop in and change school construction spending priorities or reimbursement rates to favor projects in their districts without any consideration of relative needs across the state."

With this the court ordered that school construction spending must be "connected substantially, intelligently, and verifiably to school construction needs aimed at helping students learn."



**Formula.** The court proposed that many rational approaches are possible, and it would only review the aid formula “to be sure that it rationally, substantially, and verifiably connects education spending with educational need.” The court wrote that a formula could be designed that distributes aid based on need regardless of the appropriation the General Assembly approves. This would mean the funds are distributed proportionally as determined by the formula whether funds are held at the same level, increased, or reduced. Many current state education aid formulas, including ECS, take into account each district’s ability to raise funds through property taxes, which has always been considered a measure of town wealth.

The court concluded this part of the decision as follows:

Depending on what is proposed, the [judicial] review and approval might be of key principles only, leaving the legislature the flexibility to change parts of it as circumstances warrant. While its starting point is unclear, the ECS formula contained some sensible elements for designing a state budget formula. The important thing is that whatever rational formula the state proposes must be approved and followed. If the legislature can skip around changing formulas every year, it invites a new lawsuit every year.

The decision also requires the plan to include a timetable for implementation if the state believes the education system would be harmed by immediate implementation.

### ***Defining Elementary and Secondary Education***

The court found that, beyond a reasonable doubt, the state has broken its promise to provide free secondary education for the state’s poorest students by making a high school degree meaningless, as it is not credibly tied to real educational achievement. As for elementary education, it found the state’s failure to define it rationally violates the constitutional duty to provide a meaningful opportunity to get an elementary education.

Thus, the court ordered the state to propose within 180 days of the date of the decision (1) a mandatory and objective statewide graduation standard and definition that rationally, substantially, and verifiably connects secondary school learning with secondary school degrees and (2) a definition for elementary education “that is rationally and primarily related to developing the basic literacy and numeracy skills needed for secondary school.” The court urged the state to consider requiring all students to pass a statewide mastery test as a high school

graduation requirement, as 14 other states have, but it stopped short of mandating one.

**Secondary Education.** The court reasoned that it is not enough for Connecticut to show an increase in high school graduation rates when many of those graduating have done poorly on standardized tests. For example, the court cites data from Bridgeport, Danbury, East Hartford, Hartford, New Britain, New Haven, New London, Waterbury, and Windham as evidence that while the graduation rate for these districts ranges between 63.6% to 81.7%, the rate of students considered "SAT college and career ready" only ranges between 10% to 34%.

In addition to other evidence, the court cited two superintendents from low performing districts who admitted that students could graduate from their districts illiterate or lacking the skills to perform in higher education.

The court reviewed the state's current statutory requirements for high school graduation; currently 20 credits are required with at least four in English, three in math, three in social studies, two in science, one in arts or vocations, one in physical education, and a half credit in civics and American government ([CGS § 10-221a\(b\)](#)). (By law, the requirements are set to change starting with the students who are freshmen in the 2018-19 school year. They will be required to earn 25 credits, pass state exams for five specific courses, and complete a senior project.)

The court reasoned that the current requirements are undercut by another statutory provision:

Whatever the number of credits required, the state undercuts the requirement with §10-221a(t) defining a credit as the "equivalent" of a 45-minute class every school day for a year. If using the word "equivalent" weren't enough to keep a student from having to actually go to class to get credit, later language removes any doubt by directly letting students do online work as a substitute for showing up.

The decision finds that since the vast majority of students in rich towns have no trouble achieving strong scores on various standardized tests, the state's failure is primarily with the poor towns.

**Elementary Education.** The court found that for a proper high school graduation requirement to work "constitutionally and practically" it must be joined with a "rational, substantial, and verifiable definition of an elementary school education." Experts on both sides testified that for students struggling in high school, their

primary problem is not having learned to read, write, and do basic math in elementary school.

The decision goes on to cite a number of examples where teachers describe some of their middle school students as illiterate and needing the most basic forms of help. The court goes on to cite research that indicates that if a child does not learn basic reading, writing, and math skills in elementary school, then it is very difficult for them to catch up later.

During the trial, Deputy Education Commissioner Ellen Cohn testified about a report she wrote on early reading strategies and the state's reading pilot program known as CK3LI. The court's order to propose a remedy that creates a rational, verifiable definition of elementary education points to Cohn's report and suggests aspects of how an elementary school literacy intervention program might work:

There are many possibilities. Many of the elements that need to be given life and weight are in Cohn's report. They might gain some heft, for example, if the rest of school stopped for students who leave third grade without basic literacy skills. School for them might be focused solely on acquiring those skills. Eighth grade testing would have to show they have acquired those skills before they move on to secondary school. This would give the schools four school years to fix the problem for most children. The work could start as early as high-quality preschool. But it's up to the state to decide that, not the court.

The decision further suggests that whatever elementary plan is proposed, it may need to be phased in over time or apply to a small number of districts first such as the 10 lowest performing districts, known as the reform districts.

### ***Evaluation and Compensation of Education Professionals***

The court found that another area where the state has failed to meet its constitutional obligation to Connecticut public school students is in its educator evaluation and compensation systems. It held that "beyond a reasonable doubt . . . the state is using an irrational statewide system of evaluation and compensation for educational professionals and therefore denies students constitutionally adequate opportunities to learn." The court ordered the state to submit replacement plans for both evaluation and compensation no later than 180 days from the date of this decision, along with proposed implementation schedules.

***Educator Evaluation.*** The court concluded that Connecticut's educator evaluation system is "almost entirely local and the state standards are almost entirely



illusory.” It found the statute governing the state’s evaluation system ([CGS § 10-151b](#)) to be flawed, for although it gives the State Board of Education (SBE) the authority to adopt a model teacher evaluation and support program, another statute requires SBE to adopt guidelines for the program in consultation with another entity: a task force of education stakeholders known as the Performance Evaluation Advisory Council (PEAC) ([CGS § 10-151d](#)).

The court also found the evaluation model adopted by SBE, known as the System for Educator Evaluation and Development (SEED), to be problematic for the following reasons, among others:

1. It is not imposed upon every district; districts are permitted to create their own evaluation systems as long as they meet SEED guidelines and receive State Department of Education (SDE) approval.
2. Its percentages are based on weak values; for instance, the percentage originally intended to be linked to student standardized test score growth rates (11.25%) was later waived for two dozen school districts by SDE and then temporarily paused for all districts with the advent of the new Smarter Balanced Assessment Consortium testing.

Additionally, the court found Connecticut’s educator evaluation system to be “dysfunctional,” “inflated,” and “virtually useless,” as it provides “no way to know who the best teachers are” because “virtually every teacher in the state – 98% – [is] being marked as proficient or even exemplary.”

***Educator Compensation.*** The court wrote that teacher compensation in Connecticut is based on years on the job and advanced degrees and found that these factors “may have almost no role in good teaching.” It instructed the state to find a new way to link compensation to effective teaching.

The court criticized the notion of adopting a teacher compensation system that ties teacher pay to student test results and promoted one that pays teachers extra money for teaching in shortage areas and troubled districts. It encouraged the state to also look to other compensation systems, however, including one that accounts for seniority and advanced degrees, as long as seniority and degrees do not constitute the system in its entirety.

***Administrator Evaluation and Compensation.*** School districts’ evaluation and compensation of principals and superintendents also received passing criticism from the court. The court noted the parties’ agreement that this evaluation and compensation is handled “even more loosely and locally” than teacher evaluations,

despite the fact that the state insisted in its testimony that school administrators are the most important factor in turning around troubled schools.

### ***Special Education***

The court found the state to be engaged in two practices regarding the administration of special education that raise constitutional concerns. First, it found that the state is spending money on severely disabled students who may be incapable of receiving any form of education. Second, it found the state's system for identifying student eligibility for special education services to be mostly arbitrary and dependent upon the "irrational" criteria of where children live and the pressures placed on their respective school systems. The court ordered the state to submit within 180 days new special education standards that rationally, substantially, and verifiably link special education spending, identification, and services with elementary and secondary education.

***Special Education Spending on "Social Needs."*** The court recognized schools' duty to provide students with an "appropriate" public education under the U.S. Supreme Court's interpretation of the federal Individuals with Disabilities Education Act (IDEA) in *Board of Education v. Rowley*, 458 U.S. 176 (1982). It also highlighted the directive in *Rowley* that requires state and local agencies, in cooperation with a child's parent or guardian, to formulate the child's special education services. But the court drew a distinction between a school's duty to provide special education services related to education and other services that the court deemed "social services," such as medical services like physical and occupational therapy, when they have "no substantial connection to education." The court reasoned that IDEA's requirement that school districts provide "related services" through special education did not specify that they must pay out of their education budgets for such "social needs."

The court wrote that "schools shouldn't be forced to spend their education budgets on other social needs – however laudable – at the expense of special education children who can learn and all the other children who can learn along with them." It instructed the state to rethink what constitutes an "appropriate" education for severely disabled, multiple-handicapped children, as the state and local governments do not have infinite monetary resources.

According to the court, the state must construct standards for school districts to use that will guide them in deciding how to "identify and focus their efforts on those disabled students who can profit from some form of elementary and secondary education."

**Identification for Services.** The court reasoned that there are vast differences among school districts in the way they identify students as eligible for special education services because the state “hardly” has any standards for identifying and addressing specific disabilities. While the court admitted that some disabilities are more difficult to recognize than others, and that they must be addressed in a “highly individual” way, it suggested that the state make information about specific disabilities part of required protocols for schools to use when identifying students for special education services. The court noted that SDE’s current guidelines for districts on special education do not include information that a school planning and placement team “can use to know how to ensure uniformity, to accurately label, to set reasonable goals, and to use reasonable means to carry them out.”

Furthermore, the court found that the state does not reasonably monitor the over- or under-identification of special education students. Although the state monitors schools for IDEA compliance, it focuses mostly on paperwork compliance rather than the appropriateness of individual special education plans, according to the court.

## **APPENDICES**

### ***Appendix 1: Findings of Fact***

This appendix contains 1,060 findings of fact that the court considered material to the decision and justified by the evidence. Rhetorical claims or descriptions by any party are not included. These findings are categorized into the following groups:

1. positive findings about Connecticut's schools,
2. contrasts between rich and poor towns in Connecticut,
3. high school graduation facts,
4. primary school facts,
5. teacher compensation and evaluation,
6. special education facts, and
7. focus district facts.

### ***Appendix 2: Subordinate Rulings***

This appendix contains five subordinate rulings that enabled the case to proceed to its current stage. In each of the first four rulings the state made a claim that, if successful, would have ended the case by showing the plaintiffs did not have standing (two separate rulings), the case was moot or unripe, or that the state is



immune from lawsuit due to sovereign immunity. In each of the four, the court ruled against the state.

In the last subordinate ruling, addressing evidentiary objections, the court sided with the state to strike any testimony and report from Robert Palaich regarding the amount of money necessary to operate an educational system. But the court sided with the plaintiffs regarding the testimony of Dr. Henry Levin of Columbia University regarding high school graduation standards, although the court specifically did not rely on anything he said that the state objected to regarding monetizing the value of high school graduation.

MS/JM:bs

**Resolution Authorizing Amendment 1 to  
Professional Services Agreement  
By and Between the  
Capitol Region Council of Governments and Tighe & Bond, Inc. for  
Qualified Environmental Professional Services**

**WHEREAS**, CRCOG entered into a Professional Services Agreement with Tighe & Bond, Inc. effective May 1, 2015 to provide Qualified Environmental Professional Services in support of implementation of the MetroHartford Brownfields Program; and

**WHEREAS**, CRCOG and Tighe & Bond, Inc. have agreed to amend and modify the Agreement to increase the not-to-exceed fee to be paid to the consultant by \$5,000.00, to provide additional services related developing an inventory of brownfields sites within the CT*fastrak* and C*Trail*-Hartford Line corridors, as required under Connecticut Department of Economic and Community Development Brownfield MBAI Grant #2014064034; and

**WHEREAS**, all other terms, conditions, and provisions of the Professional Services Agreement shall remain unchanged;

**NOW THEREFORE BE IT RESOLVED**, that the CRCOG Policy Board authorizes Lyle D. Wray, its Executive Director, to execute this Amendment 1 to the Professional Services Agreement By and Between the Capitol Region Council of Governments and Tighe & Bond, Inc. for Qualified Environmental Professional Services.

---

I certify that the above is a true copy of the resolution adopted by the CRCOG Policy Board at its meeting on October 5, 2016. I further certify that the above resolution has not been in any way altered, amended, or repealed, and is now in full force and effect.

By: \_\_\_\_\_  
Lisa Pellegrini, Secretary

Date: \_\_\_\_\_

**AMENDMENT 1  
TO PROFESSIONAL SERVICES AGREEMENT**

This represents an amendment to the existing Professional Services Agreement by and between the **Capitol Region Council of Governments**, having its principal address at 241 Main Street, Hartford, Connecticut 06106 acting herein by Lyle D. Wray, its Executive Director, duly authorized, hereinafter referred to as "CRCOG", and **Tighe & Bond, Inc.**, having its principal address at 213 Court Street, Suite 1100, Middletown, CT 06457, acting herein by Thomas C. Couture, P.E., Senior Vice President, duly authorized, hereinafter referred to as "**Tighe & Bond, Inc.**".

**PRELIMINARY STATEMENT**

CRCOG and Tighe & Bond, Inc. entered into a Professional Services Agreement effective May 1, 2015, under which Tighe & Bond, Inc. agreed to provide professional services in support of implementation of the MetroHartford Brownfields Program. CRCOG and Tighe & Bond, Inc. have agreed to amend and modify the Agreement as set forth below. The Amendment reflects an increase of \$5,000.00 in funds paid to Tighe & Bond, Inc. for the following reason: to enable Tighe & Bond, Inc. to provide additional assistance in developing an inventory of brownfields sites within the CT *fastrak* and C*Trail*-Hartford Line corridors, as required under Connecticut Department of Economic and Community Development Brownfield MBAI Grant #2014064034.

**PROFESSIONAL SERVICES AGREEMENT AMENDMENT**

1. In **Article 3.1, Not-to-Exceed Price Contract**: the total contract amount for the DECD Grant Agreement is increased to \$180,000.00.
2. All other terms, conditions, and provisions of the Professional Services Agreement, as modified and amended by this Amendment to the Agreement, shall remain unchanged, and the parties hereby ratify and confirm such terms, conditions and provisions. Tighe & Bond, Inc. hereby warrants and represents that neither it nor CRCOG is in breach or default of the Agreement, as modified and amended by this Amendment to the Agreement.

**IN WITNESS THEREOF, CRCOG and Tighe & Bond, Inc., have executed Amendment 1 to the Professional Services Agreement as of the date written below:**

**CAPITOL REGION COUNCIL OF GOVERNMENTS**

By: \_\_\_\_\_  
Lyle D. Wray  
Its Executive Director

Date: \_\_\_\_\_

WITNESS:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

**TIGHE & BOND, INC.**

By: \_\_\_\_\_  
Thomas C. Couture, P.E.,  
Its Senior Vice President

Date: \_\_\_\_\_

WITNESS:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name



**TIP Amendments (FFY 2015-2018 TIP)**

For Review by CROG Transportation Committee  
on September 26, 2016 and CROG Policy Board  
on October 5, 2016

ID #	Funding Program	Proj. No.	Route or System	Town or Area	Description	Phase	Year	Total \$ (000s)	Fed \$ (000s)	State \$ (000s)	Local \$ (000s)	Comments
1a	STP Other	0134-0148	Route 32 / Route 190	Stafford	Modern Roundabout at Route 32 & 190	PD	2017	250	200	50	0	New Project
1b	STP Other	0134-0148	Route 32 / Route 190	Stafford	Modern Roundabout at Route 32 & 190	FD	2017	250	200	50	0	New Project
1c	STP Other	0134-0148	Route 32 / Route 190	Stafford	Modern Roundabout at Route 32 & 190	CON	2019	1,000	800	200	0	New Project
2a	National Highway Performance Program (NHPP)	0155-0173	I-84	West Hartford	Replace Highway Signs & Supports from Exit 40 to 56	PD	2017	315	284	32	0	New Project
2b	National Highway Performance Program (NHPP)	0155-0173	I-84	West Hartford	Replace Highway Signs & Supports from Exit 40 to 56	FD	2018	35	32	4	0	New Project
2c	National Highway Performance Program (NHPP)	0155-0173	I-84	West Hartford	Replace Highway Signs & Supports from Exit 40 to 56	CON	FYI	13,250	11,925	1,325	0	New Project
3a	High Priority Projects (HPPS)	0171-0411	CTFASTRAK EAST	Various	CTFASTRAK EAST Operating - Transfer to FTA (5307S)	OTH	2017	1,125	900	225	0	New Project - See note below
3b	Congestion Mitigation & Air Quality (CMAQ)	0171-0411	CTFASTRAK EAST	Various	CTFASTRAK EAST Operating - Transfer to FTA (5307S)	OTH	2018	630	504	126	0	New Project - See note below
3c	FTA Section 5307S	0171-0411	CTFASTRAK EAST	Various	CTFASTRAK EAST Operating - Transfer from FHWA (HPPS)	OTH	2017	1,125	900	225	0	New Project - See note below
3d	FTA Section 5307S	0171-0411	CTFASTRAK EAST	Various	CTFASTRAK EAST Operating - Transfer from FHWA (CMAQ)	OTH	2018	630	504	126	0	New Project - See note below
4	High Priority Projects (HPPS)	0063-0626	Van Dyke Avenue	Hartford	Streetscape Improvements at Coltsville (Phase 2)	CON	2017	3,900	3,120	0	780	Change route name; Huyshope Ave completed and VanDyke Ave remains

*Due to the urgency of programming projects, some additional projects might be added prior to the meeting.*

FYI - Expected to be initiated after September 30, 2018, included in the TIP for information purposes only.

Project 0171-0411 includes CTfastrak East operating funds for the initial 3 years (SFY 2017, 2018 and 2019). Funds are being transferred from FHWA to FTA in 2 transactions. Annual cost of the expansion to Manchester is \$585,000 (total); 3 year total is \$1,755,000.

**SECRETARY'S CERTIFICATE/RESOLUTION**

I, [Lisa Pellegrini](#), Secretary of [Capitol Region Council of Governments](#), an organization (the "Organization") existing under the laws of the State of Connecticut, certify that the following are true and complete resolutions which were adopted at a duly called and held meeting of the governing body of [CRCOG](#) on [10/5/2016](#), and that such resolutions have not been amended or modified and continue to be in full force and effect:

**RESOLVED**, that the Organization execute and deliver to the State of Connecticut a Notice of Grant Award (the "Agreement") in the amount of \$538,075.15 for the 2017 Regional Services Grant.

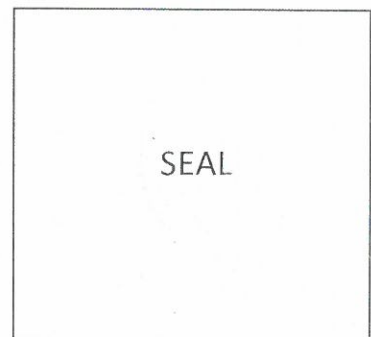
**RESOLVED**, that [Lyle Wray](#), as [Executive Director](#) of the Organization, is directed to execute and deliver the Agreement on behalf of the Organization and to do all things necessary or appropriate to carry out the terms of the Agreement, including executing and delivering all agreements and documents contemplated by the Agreement.

I further certify that [Lyle Wray](#) now holds the office of [Executive Director](#) and that he/she has held that office since [4/12/2004](#).

I am signing this certificate on [10/5/2016](#).

\_\_\_\_\_, Secretary

Signature



**RESOLUTION AUTHORIZING CRCOG EXECUTIVE DIRECTOR TO  
SUBMIT A SPENDING PLAN and ENTER INTO MEMORANDUM OF AGREEMENTS  
IN REGARD TO THE FY 2016 FEDERAL HOMELAND SECURITY GRANT  
FUNDING FOR DEMHS REGION 3**

**WHEREAS**, the Connecticut Department of Emergency Services and Public Protection (DESPP) recently distributed Memorandum of Agreement Packages for FFY 2016 State Homeland Security Grant Program (SHSGP) funds to each community within DEMHS Region III; and

**WHEREAS**, DEMHS Region III is made of the forty-one communities that comprise the Capitol Region Emergency Planning Committee (CREPC); and

**WHEREAS**, Each agreement has four signatories; the Chief Executive Officer of the community, the Chair of the Region III Emergency Planning Team, the CRCOG Executive Director and the DEMHS Commissioner; and

**WHEREAS**, For FFY 2016 DEMHS will pass through \$362,698 in SHSGP funding (which includes a \$45,000 set aside for the Hartford Bomb Squad); and

**WHEREAS**, Additional funds to CRCOG will include \$45,000 in Emergency Management Planning Grant (EMPG) funding to be used for the regional HazMat team and \$50,000 in Metropolitan Medical Response System (MMRS) funding for administration and management; and

**WHEREAS**, a program application was approved by the Capitol Region Emergency Planning Council at their July quarterly meeting. The funding will be spent in the following DEMHS approved areas: personnel and/or contractual planning services, sustainment/maintenance of regional equipment, training and exercise programs for regional response teams and

**NOW THEREFORE BE IT RESOLVED**, that the CRCOG Policy Board authorizes the CRCOG Executive Director to enter into the FY 2016 MOA's, submit the program application to DEMHS and administer the allocated funds.

I certify that the above is a true copy of the resolution adopted by the CRCOG Policy Board at its meeting on October 5, 2016. I further certify that the above resolution has not been in any way altered, amended, or repealed, and is now in full force and effect.

By: \_\_\_\_\_  
Lisa Pellegrini, Secretary

Date: \_\_\_\_\_



**TO: CRCOG POLICY BOARD**  
**FROM: MARY ELLEN KOWALEWSKI, DIRECTOR OF POLICY AND PLANNING**  
**SUBJECT: UPDATE ON WORK OF CENTRAL CONNECTICUT WATER UTILITY COORDINATING COMMITTEE AND  
NOTICE OF OPPORTUNITY TO COMMENT ON DRAFT PRELIMINARY WATER SUPPLY ASSESSMENT**  
**DATE: SEPTEMBER 27, 2016**

The provision of pure, safe and adequate public water supplies is critical to maintaining public health, economic development, and a high quality of life in all communities of the state. At the October 5, 2016 Policy Board Meeting, I will provide a brief update on the Central Connecticut Water Utility Coordinating Committee (WUCC) public water supply planning process.

The WUCC planning process provides for a coordinated approach to long-range water supply planning by addressing water quality and quantity issues from an area-wide perspective in regional Coordinated Water System Plans. Three management areas for water supply planning were delineated by the State. The Capitol Region lies within the Central Connecticut area.

WUCC's are convened by the Connecticut Department of Public Health, and are comprised of representatives from public water systems and councils of governments in each delineated management area. Water utility representatives and local officials use a team or consensus approach in the WUCC process to solve problems in a management area. Once convened, the WUCC management area has two years to prepare a Coordinated Water System Plan. The Central Connecticut WUCC was convened in June 15, 2016. I was appointed as CRCOG's representative to this committee.

The purpose of the **Coordinated Water System Plan** is to:

1. Identify the present and future water system concerns;
2. Analyze alternatives; and
3. Set forth a means for meeting the identified needs.

The major components of the **Coordinated Water System Plan** are:

1. The **Individual Water Supply Plans** of each community water system that serves greater than 1,000 people or 250 service connections. There are 34 Individual Water Supply Plans in the Central Connecticut area.
2. The **Water Supply Assessment**, whose purpose is to evaluate existing conditions and deficiencies within the Public Water Supply Management Area (PWSMA). The Draft Assessment for the Central Connecticut area has been issued for public comment, and the comment period will close on October 24, 2016. The Preliminary Water Supply Assessment for the Central Connecticut PWSMA can be viewed at:  
[http://www.ct.gov/dph/lib/dph/drinking\\_water/pdf/central\\_wucc\\_preliminary\\_wsa.pdf](http://www.ct.gov/dph/lib/dph/drinking_water/pdf/central_wucc_preliminary_wsa.pdf)

3. The **Exclusive Service Area Declaration**, which defines the areas of current and future operation for individual community water systems.
4. The **Integrated Report**, which is a long-term planning tool for the PWSMA.
5. The **Executive Summary**.

The **Preliminary Water Supply Assessment** for the Central Connecticut PWSMA contains a wealth of information on the status of water supply in this region. As was stated previously, its purpose is to evaluate existing conditions and deficiencies within the PWSMA. The following six topics are discussed within the Water Supply Assessment:

1. Description of existing water systems.
2. Availability and adequacy of any future water sources.
3. Existing service area boundaries and public water system limits established by statute, special act, or administrative decision, including a map of established boundaries, and identification of systems without boundaries.
4. Present and projected growth rates, including population data, land use patterns and trends, and identification of lands available for development.
5. Status of water system planning, land use planning and coordination between public water systems.
6. A discussion of regional issues, needs and deficiencies.

I look forward to discussing this water supply planning process with you on October 5<sup>th</sup>, and encourage all communities to review those sections of the plan that deal with your municipality. If you have any questions or comments on the Preliminary Water Supply Assessment or this planning process, please feel free to contact me at 860-522-2217 ext. 222 or [mkowalewski@crcog.org](mailto:mkowalewski@crcog.org).





# DEPARTMENT OF PUBLIC HEALTH

## Drinking Water Section

## Water Utility Coordinating Committees

### What is a WUCC?

'WUCC' is an acronym for 'Water Utility Coordinating Committee'. WUCCs were created by statute in 1985 (Public Act 85-535, "An Act Concerning a Connecticut Plan for Public Water Supply Coordination"). They are intended to "maximize efficient and effective development of the state's public water supply systems and to promote public health, safety and welfare." WUCC members are public water systems and Councils of Government. WUCCs are split into management areas. There are three WUCCs in Connecticut: Western, Central Corridor, and Eastern.

### What does a WUCC do?

WUCCs are initially charged with completing a planning document for public drinking water supply for their management area. The document development has several elements: a Water Supply Assessment, Exclusive Service Area Boundary delineations, an Integrated Report, and an Executive Summary. The three planning documents will also be compiled into a single, statewide water supply planning document.

### Does a WUCC end when this document is done?

No. WUCCs will continue to exist and meet regularly after the plan is completed. The WUCCs are an important long-term and short-term planning tool. Responsibilities will include: future water supply needs, potential conflicts over future sources, competition for service areas, areas of growth where public water is currently not available, changing status of individual water systems, economic impacts on demographics, and environmental impacts on our drinking water supplies.

### How do WUCCs protect public health?

The WUCCs will work to protect Connecticut's most important natural resource, our public drinking water sources, and simultaneously ensure that a safe and adequate water supply is provided to areas that need it. A critical planning component of the WUCCs will be to ensure that the land around present and future water supplies is protected (RCSA Sec. 25-33h-1(d)(C)(ii)).

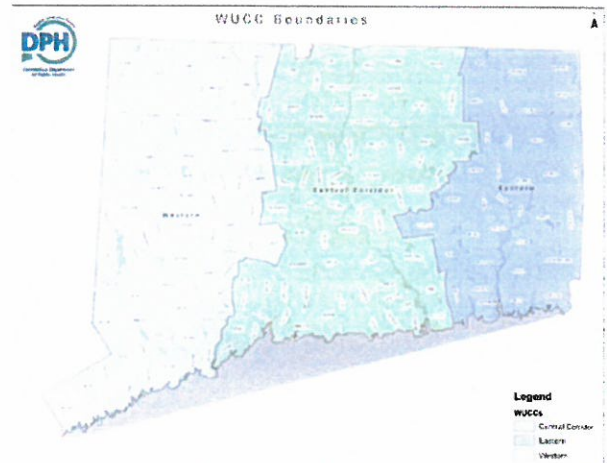
### How do I know if I am a member?

If you represent a public water system of any classification or if you have been designated by a Council of Government, you are a member of a WUCC. Where your service area, water supply source, or Council of Government is located will determine which WUCC(s) you are a member of.

### Can I get involved if I am not a member?

Yes. WUCC meetings are public meetings and anyone is free to attend. You will be given an opportunity to speak (at a designated time and duration) if you wish.

If you need additional information, please go to [www.ct.gov/dph/wucc](http://www.ct.gov/dph/wucc). To the right is a map of the three WUCC management areas:





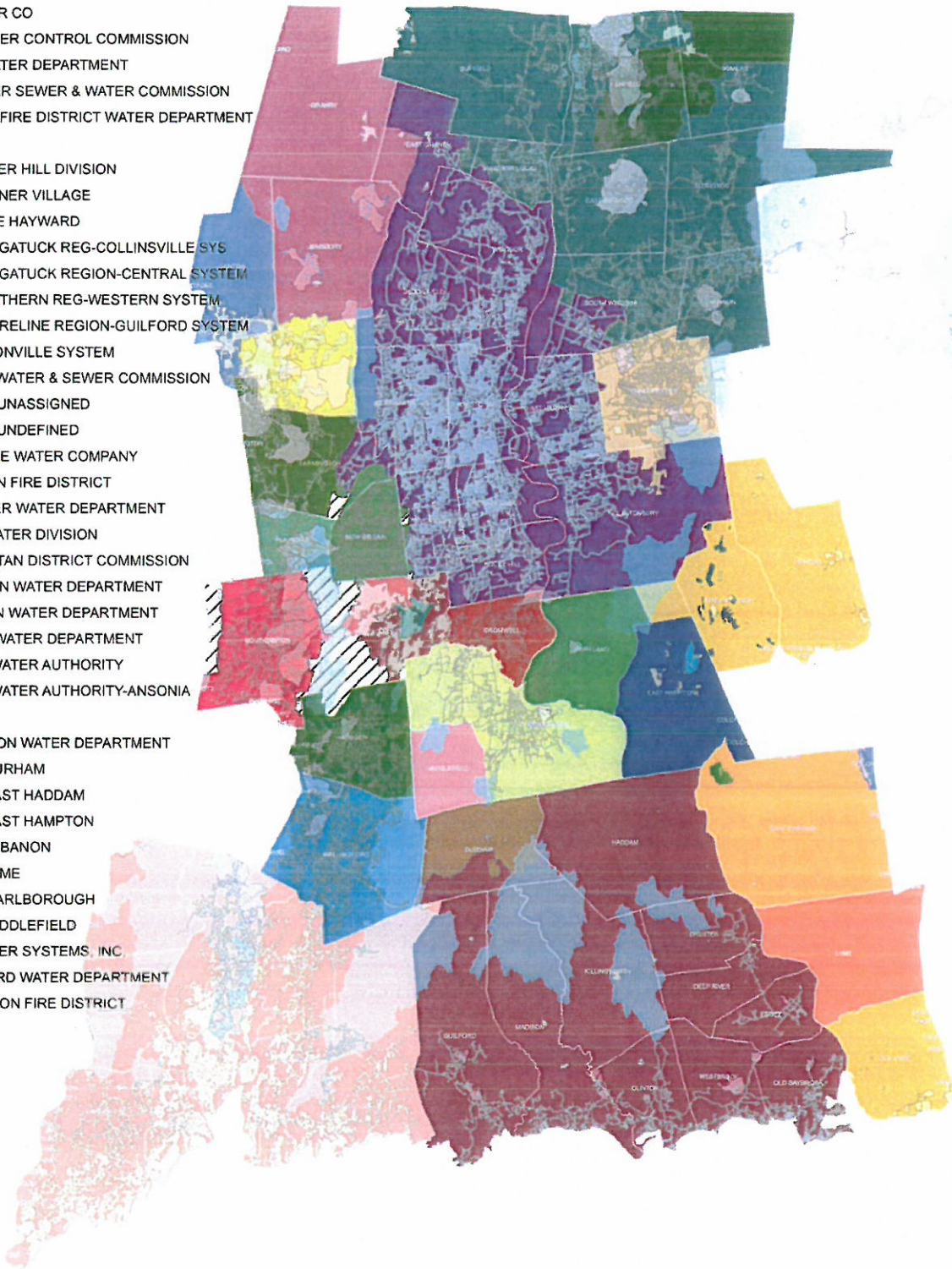
# Central Corridor WUCC

- AQUIFER\_PROTECTION\_AREAS\_CENTCOR
- PWS\_WATERSHEDS\_CENTCOR
- Small\_PWS\_SERVICE\_AREA\_CENTCOR
- Large\_PWS\_SERVICE\_AREA\_CENTCOR

## Existing Central Corridor WUCC Exclusive Service Areas

### PWS\_NAME

- AQUARION WATER CO OF CT-SIMSBURY SYSTEM
- AQUARION WATER CO OF CT-VALLEY SYSTEM
- AVON WATER CO
- BERLIN WATER CONTROL COMMISSION
- BRISTOL WATER DEPARTMENT
- COLCHESTER SEWER & WATER COMMISSION
- CROMWELL FIRE DISTRICT WATER DEPARTMENT
- CTWC
- CTWC - BAKER HILL DIVISION
- CTWC - BANNER VILLAGE
- CTWC - LAKE HAYWARD
- CTWC - NAUGATUCK REG-COLLINSVILLE SYS
- CTWC - NAUGATUCK REGION-CENTRAL SYSTEM
- CTWC - NORTHERN REG-WESTERN SYSTEM
- CTWC - SHORELINE REGION-GUILFORD SYSTEM
- CTWC - UNIONVILLE SYSTEM
- EAST LYME WATER & SEWER COMMISSION
- EXCLUSIVE UNASSIGNED
- EXCLUSIVE UNDEFINED
- HAZARDVILLE WATER COMPANY
- KENSINGTON FIRE DISTRICT
- MANCHESTER WATER DEPARTMENT
- MERIDEN WATER DIVISION
- METROPOLITAN DISTRICT COMMISSION
- MIDDLETOWN WATER DEPARTMENT
- NEW BRITAIN WATER DEPARTMENT
- PORTLAND WATER DEPARTMENT
- REGIONAL WATER AUTHORITY
- REGIONAL WATER AUTHORITY-ANSONIA
- SCWA
- SOUTHINGTON WATER DEPARTMENT
- TOWN OF DURHAM
- TOWN OF EAST HADDAM
- TOWN OF EAST HAMPTON
- TOWN OF LEBANON
- TOWN OF LYME
- TOWN OF MARLBOROUGH
- TOWN OF MIDDLEFIELD
- VALLEY WATER SYSTEMS, INC
- WALLINGFORD WATER DEPARTMENT
- WORTHINGTON FIRE DISTRICT





## CTfastrak Expansion

# Stakeholder Meeting #5

Manchester Town Hall

July 20, 2016



### *Today's Agenda*

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#### Future Phase Service Plan

- Service span and frequency
- Vehicle requirements

#### Future Phase Capital Needs

- Vehicle procurement
- Bus stop improvements
- Park and Ride Lots





## *Phase 2 Timeline*

---

### *CTfastrak Eastern Expansion:*

- Planning to be completed by October 2016
- Additional buses arriving late 2017
- Additional service in 2017 subject to funding
- CTfastrak facilities and infrastructure - longer-term



## *Phase 2 CTfastrak Service Plan*

---

- UConn Storrs – Hartford Service
- CTfastrak Silver Lane
- CTfastrak Burnside Avenue
- Buckland Hills Shuttle





## UConn Storrs-Hartford Service

- UConn Storrs campus to downtown Hartford
  - End at CTfastrak Sigourney Station
  - Via I-84 park-and-ride lots
  - Service to Buckland Hills Mall
- Service options
  - Evening service levels
  - Weekend service levels
  - Park-and-ride lot connections
  - Shuttle service still an option

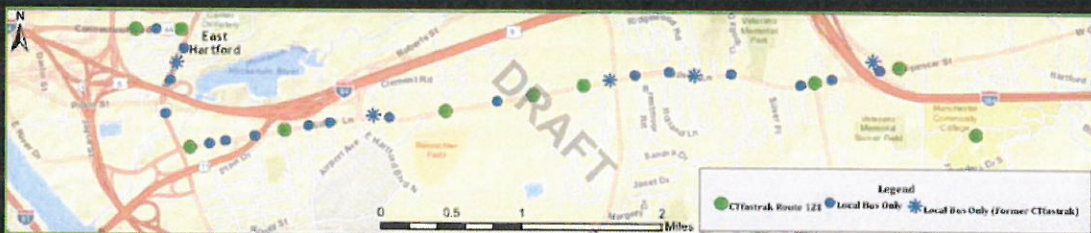


**CTfastrak**



## CTfastrak Silver Lane

- No change in frequency or service hours on CTfastrak Route 121
- Eliminate stops with low CTfastrak ridership making them local bus only



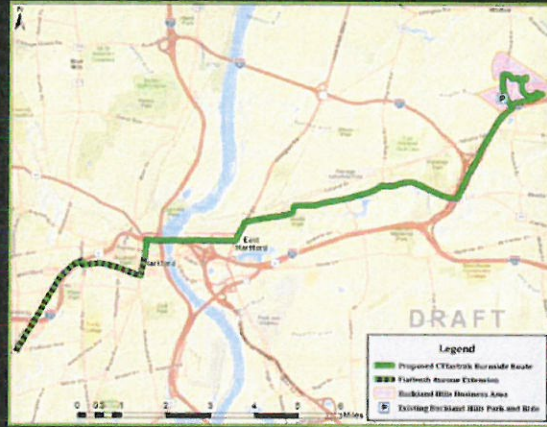
**CTfastrak**





## CTfastrak Burnside Avenue

- Buckland Hills to Hartford
  - Limited stops on Burnside Avenue
  - Possible extension to Flatbush Ave
- Service alternatives
  - Enhanced local bus service
  - Limited stop CTfastrak overlay
  - Semi-express CTfastrak overlay

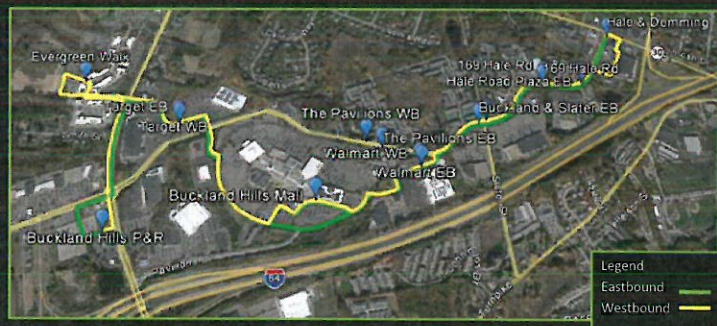


**CT fastrak**



## Buckland Hills Shuttle

- Linear shuttle connection through Buckland Hills Drive/Hale Rd corridor
- Hourly connection to UConn Storrs - Hartford
- Serve additional locations in Buckland Hills area
- Smaller vehicles to access parking areas
- Service alternatives
  - Transfer at P&R
  - Transfer at Mall



**CT fastrak**





## Phase 2 CTfastrak Service Plan

- Service span
- Service frequency
- Vehicle requirements
- Estimated additional annual operating cost



## Service Span

Service	Weekday	Saturday	Sunday
UConn Storrs – Hartford	5 a.m. – midnight <i>(until 1 a.m. Friday)</i>	7 a.m. – 1 a.m.	7 a.m. – 8 p.m.
CTfastrak Route 121 (Silver Lane)	5 a.m. – midnight <i>(no change)</i>	5 a.m. – midnight <i>(no change)</i>	6 a.m. – 9 p.m. <i>(no change)</i>
CTfastrak Burnside Avenue	5 a.m. – midnight	5 a.m. – midnight	6 a.m. – 9 p.m.
Buckland Hills Shuttle	9 a.m. – 10 p.m.	9 a.m. – 10 p.m.	9 a.m. – 8 p.m.





## Service Frequency

Service	Weekday Peak	Weekday Off-Peak	Saturday	Sunday
UConn Storrs – Hartford	Hourly	Hourly	Hourly	Hourly
CTfastrak Route 121 (Silver Lane)	Every 20 minutes <i>(no change)</i>	Every 30 minutes <i>(no change)</i>	Every 30 minutes <i>(no change)</i>	Hourly <i>(no change)</i>
CTfastrak Burnside Avenue	Every 20 minutes	Every 30 minutes	Every 30 minutes	Hourly
Buckland Hills Shuttle	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes



## Vehicle Requirements

Service	Weekday Peak	Weekday Off-Peak	Saturday	Sunday
UConn Storrs – Hartford	6 <small>(includes existing Tolland-Hartford Route 917 service)</small>	2	2	2
CTfastrak Route 121 (Silver Lane)	7 <i>(no change)</i>	5 <i>(no change)</i>	5 <i>(no change)</i>	3 <i>(no change)</i>
CTfastrak Burnside Avenue	6	4	4	2
Buckland Hills Shuttle	2	2	2	2





### *Estimated Additional Annual Operating Cost*

Service	Weekday Peak	Saturday	Sunday	Total
UConn Storrs – Hartford	\$1,012,000	\$220,000	\$176,000	\$1,408,000
CTfastrak Route 121 (Silver Lane)	\$0	\$0	\$0	\$0
CTfastrak Burnside Avenue	\$2,253,000	\$370,000	\$188,000	\$2,811,000
Buckland Hills Shuttle	\$715,000	\$146,000	\$137,000	\$998,000



### *Future Phase Capital Needs*

Total vehicle procurement required (including spares):

- Nine (9) CTfastrak Buses
- Three (3) Commuter Coach Buses

Total Park and Ride Station Upgrades:

- Three (3) Locations – Manchester, Rockville, Tolland

Total Street Side Station Upgrades:

- Burnside Ave. – Up to Fourteen (14) Locations
- Silver Lane – Up to Ten (10) Locations





## *Future Phase Capital Needs*

---

### Cost Considerations for Park and Ride Stations

- Construction Costs
- Hard-Wired Telephone Lines

### Cost Considerations for Street Side Stations

- Construction Costs
- Utility Impacts
- Rights-of-way Impacts
- ADA Accessibility



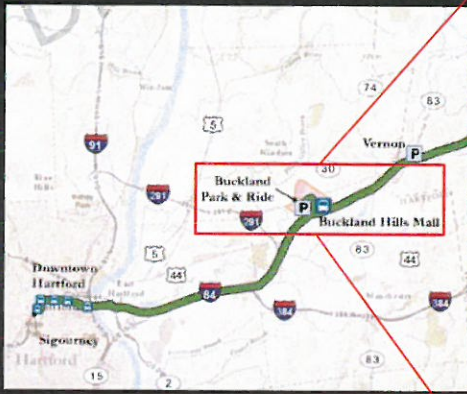
## Typical Park and Ride Station Amenities

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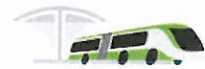




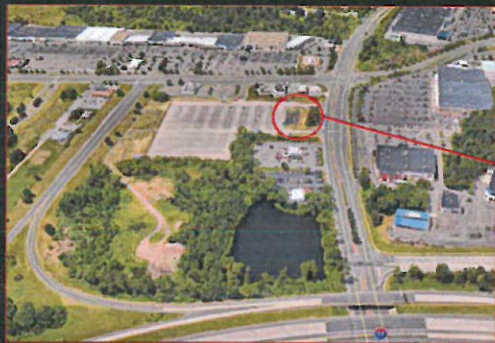
# UConn Storrs – Hartford Park and Ride Stations - Buckland Hills Mall



**CT fastrak**



# UConn Storrs – Hartford Park and Ride Stations - Buckland Hills Mall



**CT fastrak**





## UConn Storrs – Hartford Park and Ride Stations - Rockville



**CT *fastrak***



## UConn Storrs – Hartford Park and Ride Stations - Rockville



**CT *fastrak***





## UConn Storrs – Hartford Park and Ride Stations - Tolland



**CT fastrak**



## UConn Storrs – Hartford Park and Ride Stations - Tolland



**CT fastrak**





## UConn Storrs – Hartford Park and Ride Stations



**CT *fastrak***



## *Future Phase Capital Needs*

### Station and Vehicle Technology



Real-Time Information



Solar Powered Lighting



On-Board Wi-Fi



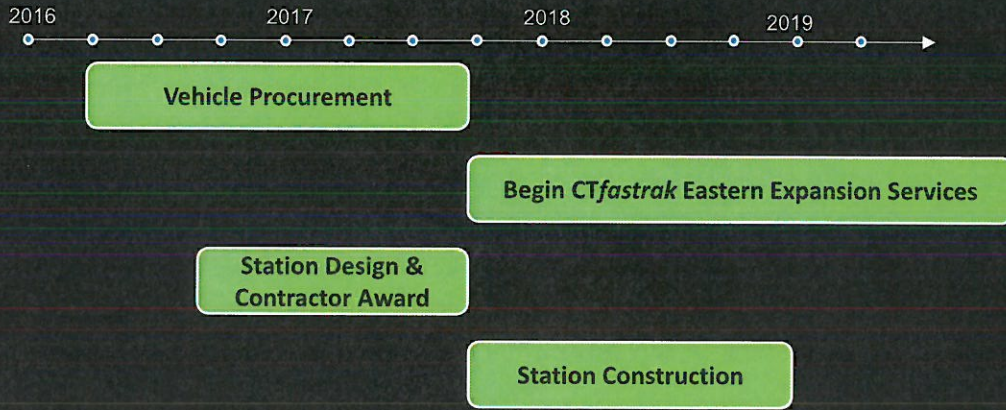
**CT *fastrak***





## Total Implementation Costs and Timeline

FY2018 and FY 2019 Implementation Schedule



 **CTfastrak**



## CTfastrak Expansion Meetings

- Nov. 20 – Stakeholder Meeting #1 - *Completed*
- Dec. 15 – Stakeholder Meeting #2 - *Completed*
- January 19, 2016 – 1<sup>st</sup> Public Open Houses - *Completed*
- February – UConn Outreach - *Completed*
- Feb. 19 – Stakeholder Meeting #3 - *Completed*
- June 3 – Stakeholder Meeting #4 - *Completed*
- July 20 – Stakeholder Meeting #5 - *Today*
- September 2016 – 2<sup>nd</sup> Public Open House



 **CTfastrak**





Tuesday, August 30, 2016

## Gov. Malloy Announces CTfastrak has Surpassed Four Million Riders

Central Connecticut's Bus Rapid Transit System Has Quickly Become Part of the Daily Routine for Traveling Throughout the Region



(HARTFORD, CT) - Governor Dannel P. Malloy today announced that CTfastrak - Connecticut's recently launched bus rapid transit system - has passed a significant milestone, having carried over four million riders since its launch on March 28, 2015. During the month of July 2016 alone, passengers rode CTfastrak buses more than 259,000 times, or over 10,000 passenger boardings on an average weekday - that's an increase of more than 23 percent over July 2015, demonstrating that usage overall in the corridor is increasing significantly.

"Transportation is critical to our future, and new options are critical to our growth as a state. It was just eleven months ago that we were celebrating the one millionth rider, and this is another exciting milestone to achieve in a relatively short period of time," Governor Malloy said. "We've clearly seen that CTfastrak has become an important means of travel for many in central Connecticut. From health care visits for senior citizens, to the daily commute for some of our most well-known corporate partners, CTfastrak has become a popular mode of travel. Students are using the bus rapid transit system to travel to Central Connecticut State University and Capital Community College, and it has also become a popular mode of travel to the XL Center in downtown Hartford. This is a great milestone that we must continue to build on. We are also seeing a rise in transit oriented development, with new real estate developments happening in towns along the system. The growth of our economy depends on a modernized, efficient transportation system. Our residents deserve nothing less than a best-in-class system that delivers progress, mitigates congestion, and creates jobs. CTfastrak is an important piece of that goal."

"We're finding that the use of public transit is quickly becoming a more frequent choice of travel," Department of Transportation Commissioner James P. Redeker said. "Our CTfastrak outreach program has made significant progress in reaching almost every population segment living, studying, and working in central Connecticut. Certainly, CTfastrak as a bus rapid transit system, which offers a pre-boarding fare payment system, next bus arrival predictions, free Wi-Fi and seven days a week, up to 21 hour a day service, has become a favorite way to go for many people."

Additional statistics about CTfastrak ridership are available online at [www.ct.gov/dot/ctfastrak](http://www.ct.gov/dot/ctfastrak).

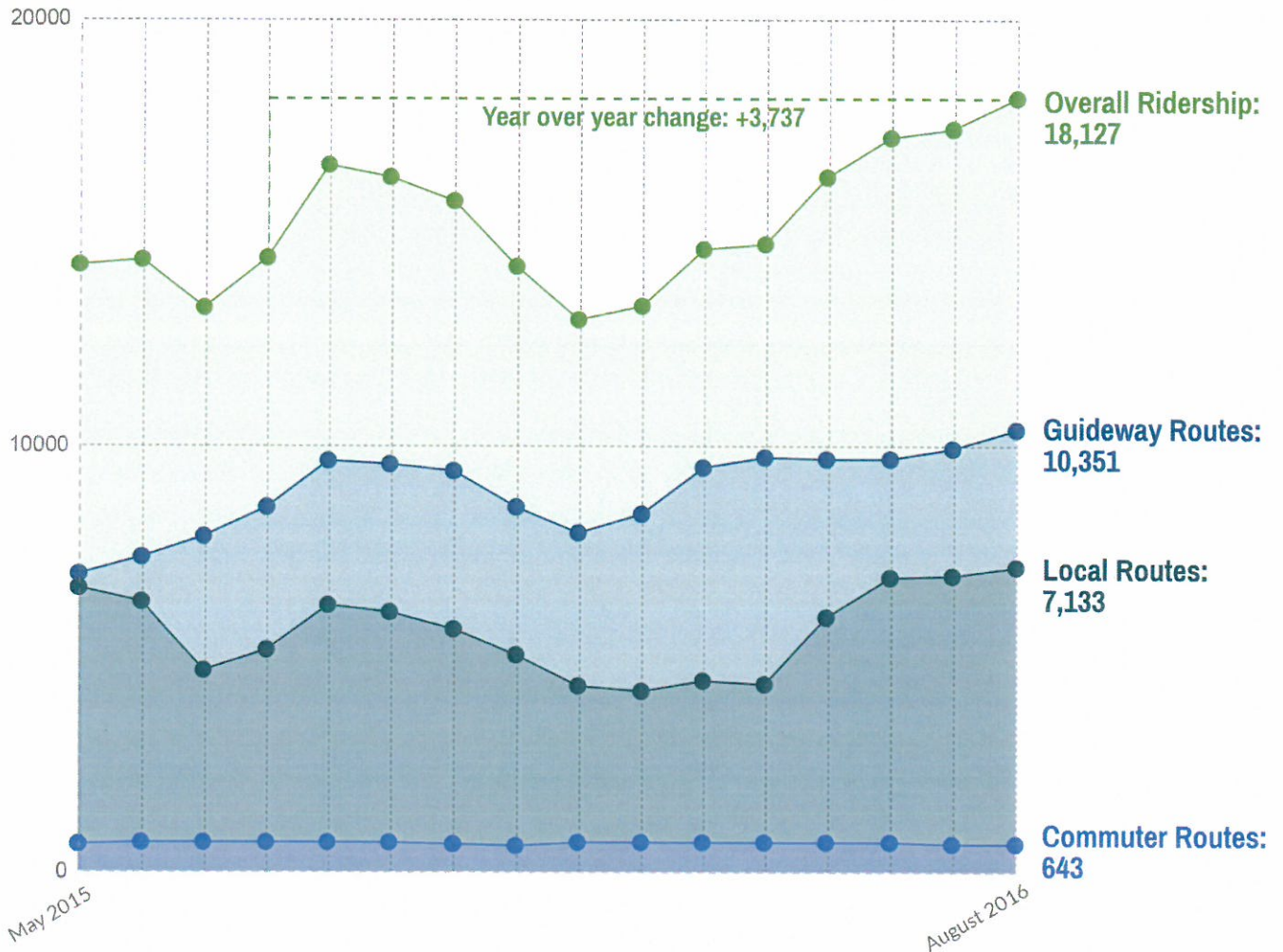
The CTfastrak bus rapid transit system provides direct service to and from Waterbury, Cheshire, Southington, Bristol, Plainville, New Britain, Newington, West Hartford, Hartford, East Hartford and Manchester with routes that take advantage of the bus-only CTfastrak roadway. The CTfastrak system offers a one-seat, no-transfer ride to many major regional employment, education, shopping and healthcare destinations as well as connections to the New Haven Line-Waterbury branch rail in Waterbury and Amtrak service in Hartford. A 4.5-mile, multi-use trail runs parallel to the CTfastrak bus-only roadway from New Britain to Newington Junction.

For information about CTfastrak, visit [www.ctfastrak.com](http://www.ctfastrak.com), connect via Facebook at [www.facebook.com/ctfastrak](https://www.facebook.com/ctfastrak) or via Twitter at [@ctfastrak](https://twitter.com/ctfastrak). Route timetables are available at [www.cttransit.com](http://www.cttransit.com) under the "Routes/CTfastrak" tab. The latest information on the more than 60 businesses participating in the CTfastrak Rewards program is available at [www.ctfastrak.com/rewards](http://www.ctfastrak.com/rewards).





## Average Weekday Ridership May 2015 - August 2016



### Legend

#### Guideway Routes:

New or revised routes that use the CTfastrak guideway. These routes provide service along the guideway, as well as to local destinations.

#### Local Routes:

These are the "blue" buses that operated in the corridor prior to the opening of CTfastrak. They include the following routes: 31/33, 37/39, 41, 69.

#### Local Routes:

Buses operated under the CTtransit Express brand. These routes existed prior to the opening of CTfastrak, but provide complementary service.

### About the data

This infographic presents passenger trip data for the CTfastrak service. The data comes directly from the Connecticut Department of Transportation and is not the product of the Capitol Region Council of Governments (CRCOG). CRCOG provides this visual resource to make the data more accessible.

Due to rounding errors, the sum of Guideway, Local, and Commuter routes may not equal total corridor ridership.

Data current as of: 9/7/2016  
<http://www.ct.gov/dot/cwp/view.asp?a=1386&Q=504888>



Thursday, September 08, 2016

## **Gov. Malloy Announces I-84 Hartford Viaduct Project Moves Forward as Environmental Process Begins**

(HARTFORD, CT) - Governor Dannel P. Malloy today announced that the Connecticut Department of Transportation (CTDOT) will soon begin the preparation of an Environmental Impact Statement (EIS) for the I-84 Hartford Viaduct Project - a major step in the process to replace the 50-year-old elevated structure through downtown Hartford.

"The project to redesign and reconstruct I-84 in Hartford is critical to address this aging and obsolete section of interstate in our capital city - steps that should have been completed many years ago and are finally being addressed," Governor Malloy said. "I-84 is critical for local and regional commuters and truckers - our economic vitality in the region depends on it. We want Connecticut residents to have a best-in-class infrastructure that attracts growth and improves the quality of life for all who live here. By making these much needed and long overdue investments to the I-84 viaduct, we will finally make the bold steps toward an efficient, upgraded, and renewed infrastructure that advances progress, mitigates congestion, and creates jobs."

The Governor also noted that renewing this stretch of highway also provides the opportunity to improve the area's adjoining neighborhoods, freeing up as many as 45 acres of land for open space or development.

"As many as 20 acres near Sisson Avenue could be made available for housing and small businesses. Twenty to 25 acres near Asylum Hill and Bushnell Park, along with a new rail station, would be a strong catalyst for transit oriented development," the Governor noted.

CTDOT Commissioner James P. Redeker pointed out that the highway was originally designed to carry 50,000 vehicles per day. Today, it carries as many as 175,000 vehicles per day - the highest volume of any section of roadway in the state. Portions of I-84 in Hartford have a crash rate four times higher than other comparable state freeways. On average, there are two crashes per day, often causing severe travel delays.

"We need a modernized, safer and more reliable I-84," Commissioner Redeker said. "Much has been accomplished in the planning process in the past few years, and the public has helped tremendously in guiding the development of the various design alternatives. Moving forward with the preparation of the Environmental Impact Statement is a major step toward a final decision of what the new I-84 will look like."

Commissioner Redeker has written to the Federal Highway Administration requesting FHWA to issue a Notice of Intent in the Federal Register, another necessary early step in this process.

The purpose of the I-84 Hartford Project is to address I-84's structural deficiencies, as well as improve traffic operations, safety, and mobility on the I-84 mainline and its interchanges between Flatbush Avenue and I-91 in Hartford. Other goals include reconfiguring the interstate in a manner that frees up land for development or open space; reducing the physical impact of the interstate by reducing its footprint; repairing the visual and physical connectivity of the neighborhoods that the interstate corridor divides; supporting the city's urban design goals; and enhancing pedestrian, biking and transit interconnectivity.

With significant public input, CTDOT has been analyzing several alternatives for replacing the aging viaduct and redesigning the two-mile section of I-84 in Hartford, which include:

- No Build Alternative - keeping the existing structure in a state of good repair;
- Elevated Highway Alternative - complete reconstruction of I-84 with much of the interstate on elevated structures;
- Lowered Highway Alternative - complete reconstruction of I-84 at ground level or slightly below; and
- Tunneled Highway Alternative - complete reconstruction of I-84, with approximately 4,000 feet in an underground section between Myrtle Street and Laurel Street.

To date, as many as 150 design variations of these alternatives have been developed.

CTDOT's assessment of the design alternatives, which the Federal Highway Administration (FHWA) is currently reviewing, is that the Elevated Highway alternative would not meet the project's purpose and need, and the tunnel alternative would cause significantly more property impacts and have an extreme cost at \$10 to 12 billion. The tunnel alternative has been essentially ruled out.

The EIS will fulfill a requirement of the National Environmental Policy Act, which is the federal project decision-making process. An EIS is the most intensive level of review of effects on the built and natural environment. It will evaluate the environmental effects of the project to assure resulting decisions are made in the best overall public interest, taking into account a balanced consideration of the need for safe and efficient transportation; the social, economic, and environmental impacts of the proposed improvement; and national, state, and local environmental protections goals.





I-84 HARTFORD PROJECT  
**EXISTING CONDITIONS**



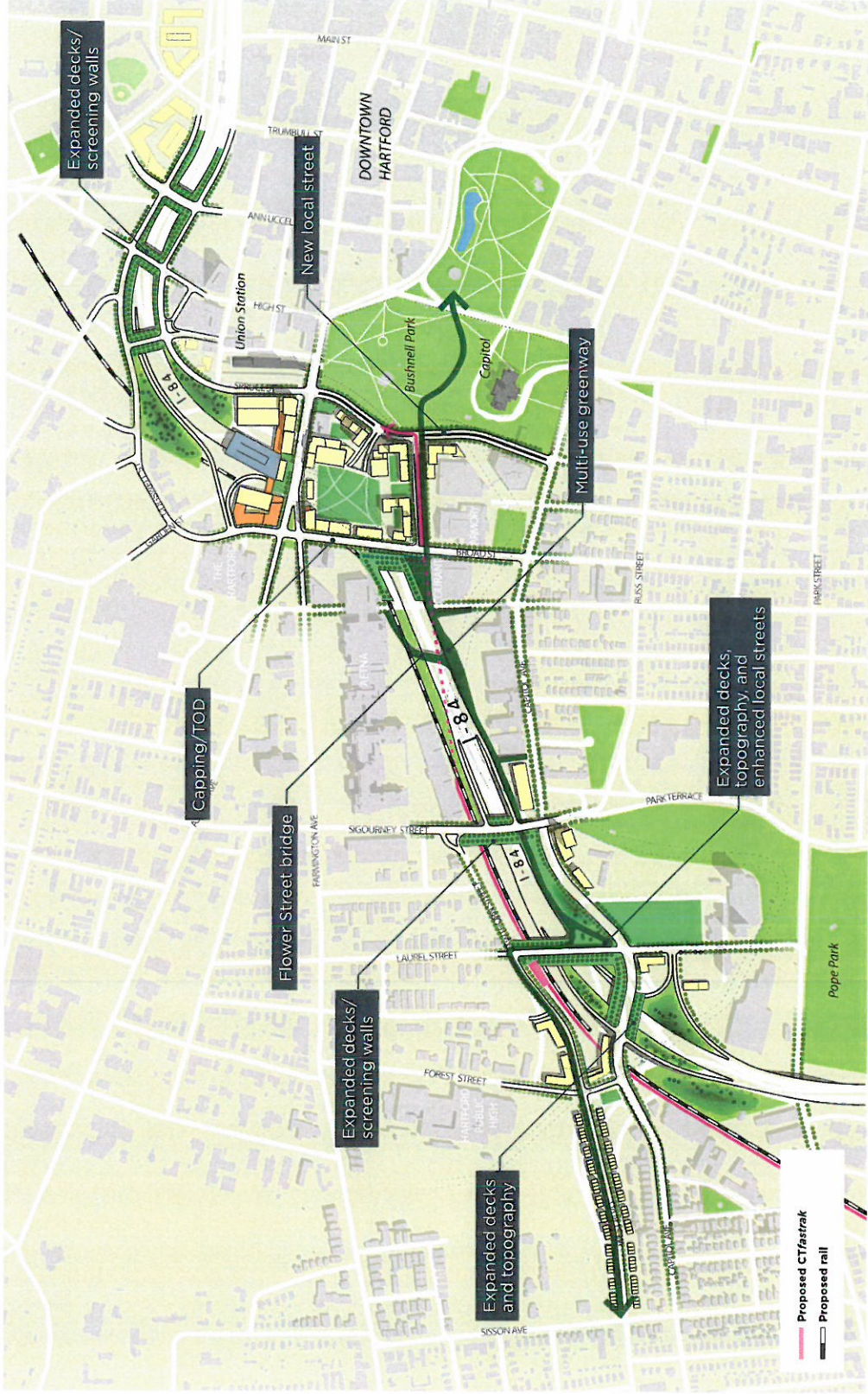
Connecticut Department of Transportation





I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY



Connecticut Department of Transportation





## I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY

### Challenges of integrating I-84 into the city

- Overcoming neighborhood discontinuity
- Mitigating the visual impact
- Mitigating the noise impact
- Creating quality local streets for pedestrians/bicyclists
- Creating attractive places

### Strategies and tools to overcome challenges

- Capping
- Buildings/streets over lowered highway
- Expanded decking for bridges
- Landscape/raised planters
- Topography
- Screening walls

## PRECEDENTS

### HARTFORD, CT

Capping and park



Foundries Plaza



Capping and buildings



Hartford Public Library



### COLUMBUS, OH

Capping and buildings



Expanded deck



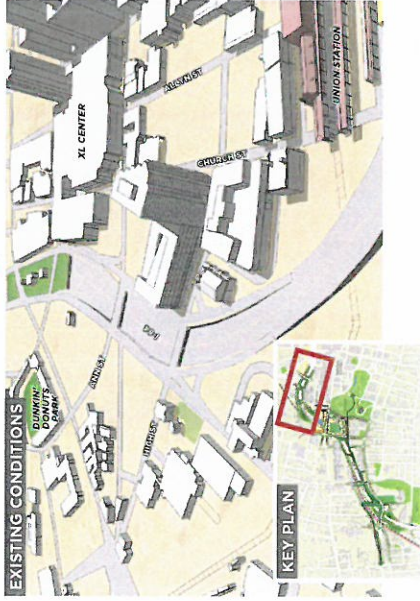




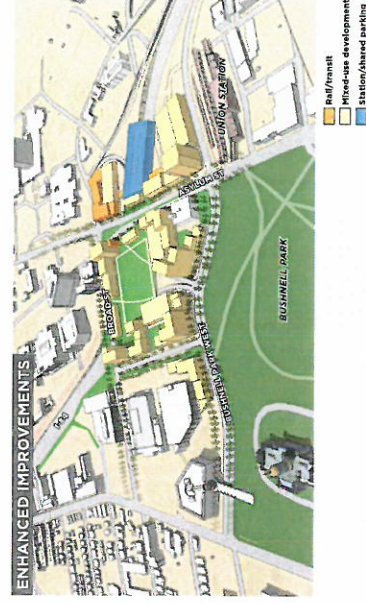
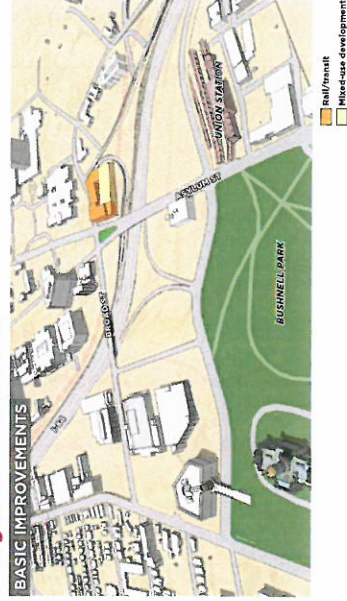
## I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY

### I-84 between High Street and Ann Street



### I-84 between Broad Street and Asylum Street



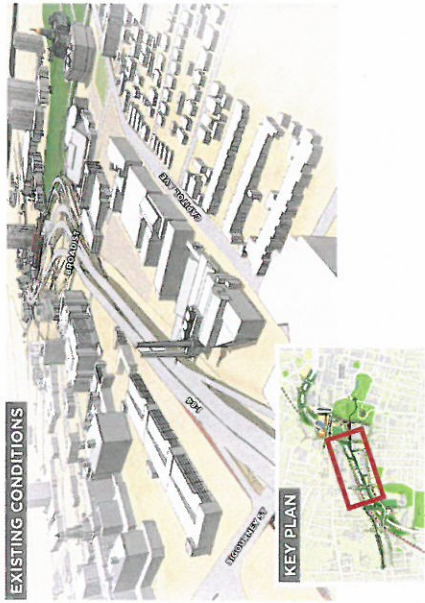




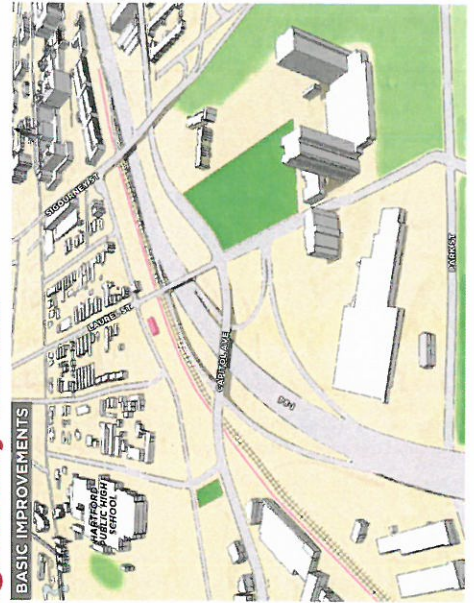
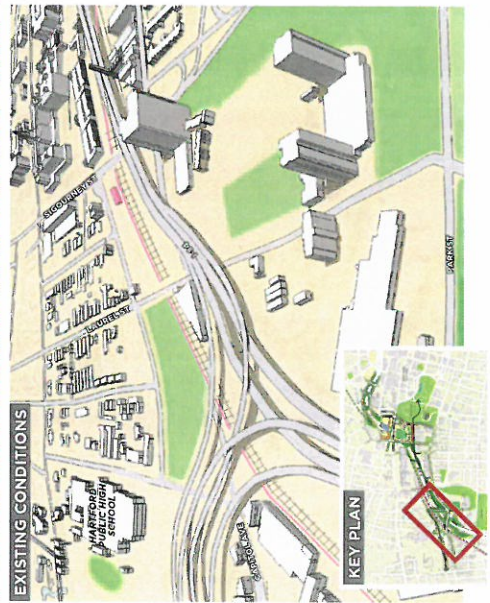
I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY

## I-84 between Sigourney Street and Broad Street



## I-84 between Park Street and Sigourney Street



Connecticut Department of Transportation





I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY

## Laurel Street looking south



EXISTING CONDITIONS

Limited sidewalk space/no bike lanes

View of elevated I-84 viaduct

POTENTIAL

Screening wall hiding lowered highway

Multi-use greenway on expanded deck

Dedicated Laurel Street bike lanes



Connecticut Department of Transportation





# I-84 HARTFORD PROJECT INTEGRATING I-84 INTO THE CITY

## Sigourney Street looking south



Connecticut Department of Transportation





I-84 HARTFORD PROJECT

# INTEGRATING I-84 INTO THE CITY

## Broad Street looking south

EXISTING CONDITIONS



View of elevated I-84 viaduct

Width of roadway emphasizes automobile

POTENTIAL



Dedicated bike lanes

Access to multi-use greenway

Expanded deck and plaza over I-84

Landscaped screening



Connecticut Department of Transportation





# I-84 HARTFORD PROJECT INTEGRATING I-84 INTO THE CITY

## Ann Street Bridge



POTENTIAL



Screening wall to block view of I-84

Dedicated bike lanes

Expanded deck, landscape, and screening wall

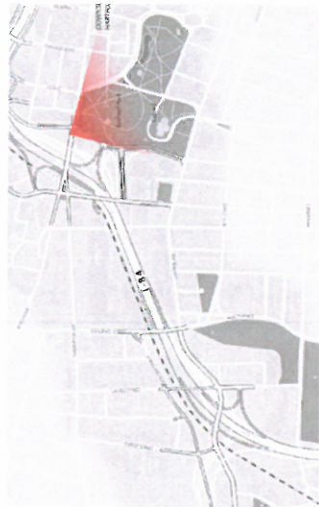


Connecticut Department of Transportation





# I-84 HARTFORD PROJECT ASYLUM STREET



KEY PLAN



EXISTING



Connecticut Department of Transportation





# I-84 HARTFORD PROJECT CAPITOL AVENUE



KEY PLAN



EXISTING







# I-84 HARTFORD PROJECT MULTI-USE GREENWAY



KEY PLAN



EXISTING



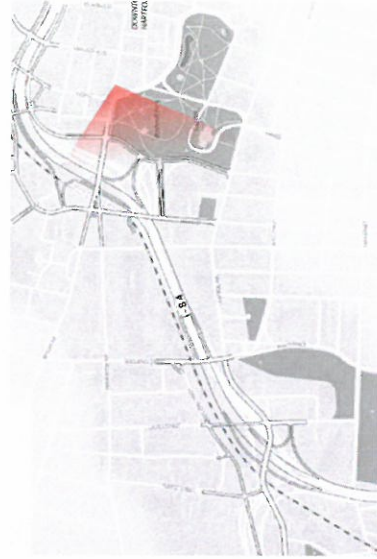
Connecticut Department of Transportation





I-84 HARTFORD PROJECT

# POTENTIAL TOD OPPORTUNITIES



KEY PLAN



EXISTING



Connecticut Department of Transportation





I-84 HARTFORD PROJECT

# ASYLUM STREET

TWO POTENTIAL VIEWS



**ASYLUM STREET**  
LOOKING WEST TOWARDS  
RAIL VIADUCT



EXISTING

**SPRUCE/ASYLUM INTERSECTION**  
LOOKING TOWARDS THE CAPITOL



EXISTING



Connecticut Department of Transportation





# I-84 HARTFORD PROJECT PARK STREET

POTENTIAL VIEW LOOKING EAST



**PARK STREET  
LOOKING EAST**



EXISTING



Connecticut Department of Transportation