



Capitol Region Council of Governments (CRCOG) Metropolitan Transportation Plan Update



CONNECT2050

Public Meetings

March 8 and 9, 2023

CRCOG 3rd Floor Board Room
Hartford, CT



Rob Aloise, P.E.
Director of Planning



Caitlin Palmer, AICP
Principal Planner



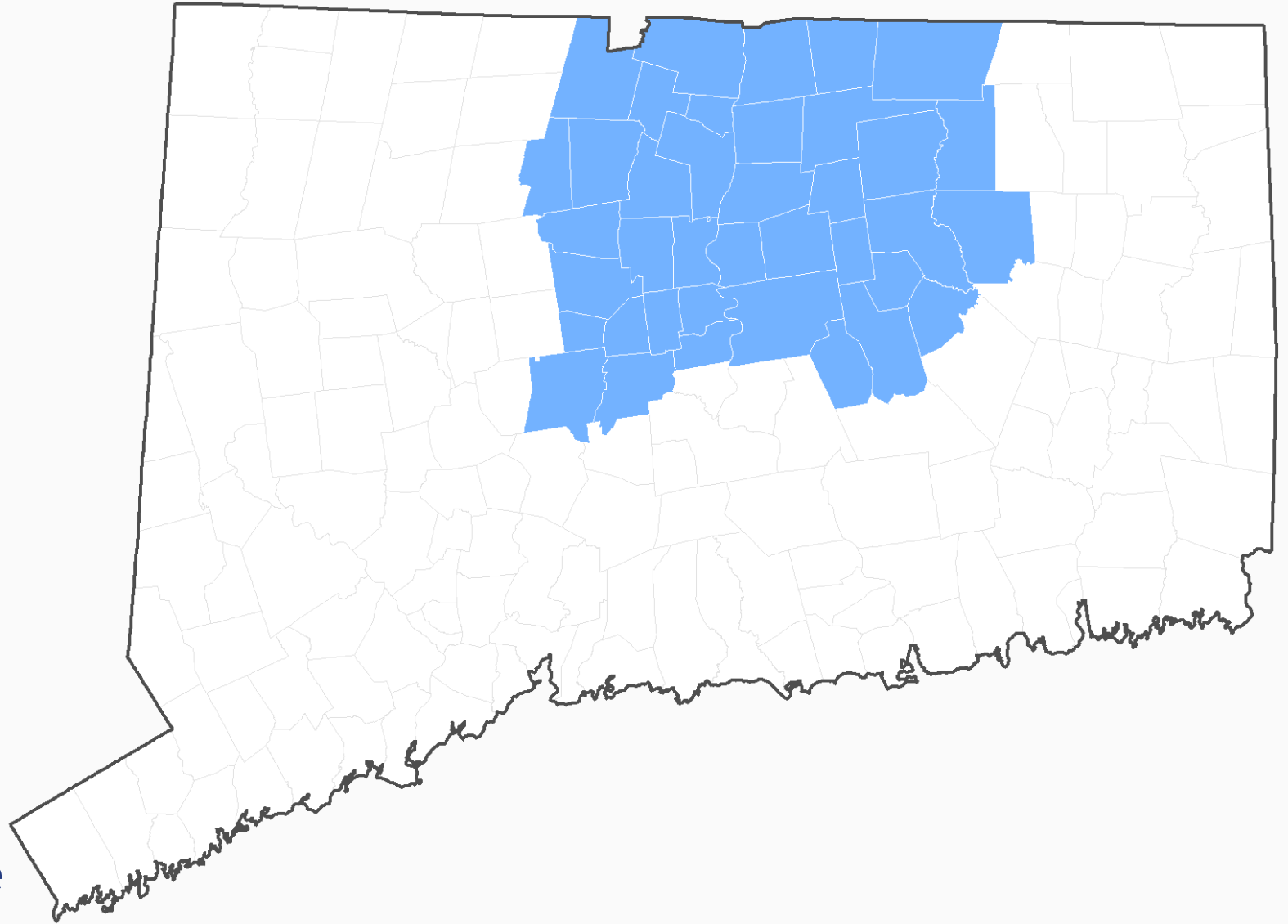
Cara Radzins, AICP CTP
Transportation Deputy

Agenda

1. Introduction to CRCOG
2. The Metropolitan Transportation Plan
3. Metropolitan Transportation Plan Goals and Objectives
 - Air Quality Conformity Analysis
 - 2023 MTP Envisioned Emphasis Areas
 - Potential New Special Planning Studies
4. CRCOG's Metropolitan Transportation Plan Update: **Connect2050**
 - Chapter 1 - Introduction
 - Chapter 2 - Transit and Rail System
 - Chapter 3 - Highway System
 - Chapter 4 - Complete Streets
 - Chapter 5 - Airport System Ground Access
 - Chapter 6 - Freight Transportation System
 - Chapter 7 - New and Emerging Technologies
 - Chapter 8 - Performance Management
 - Chapter 9 - Special Emphasis Areas
 - Chapter 10 - Financial Plan
 - Chapter 11 - Innovative Finance
 - Chapter 12 - Environmental Justice
 - Chapter 13 - Public Involvement
5. Public Input and Comments

About CRCOG

- 38 Towns and Cities
- Nearly 1 Million Residents
- Initiates and Implements Regional Programs to Benefits Towns of the Region
- Serves as the Region's Metropolitan Planning Organization
- Promotes Efficient Transportation Systems, Responsible Land Use and Preservation of Land and Natural Resources and Effective Economic Development



➤ The Metropolitan Transportation Plan

CRCOG PLANNING DEPARTMENT'S CORE DOCUMENTS

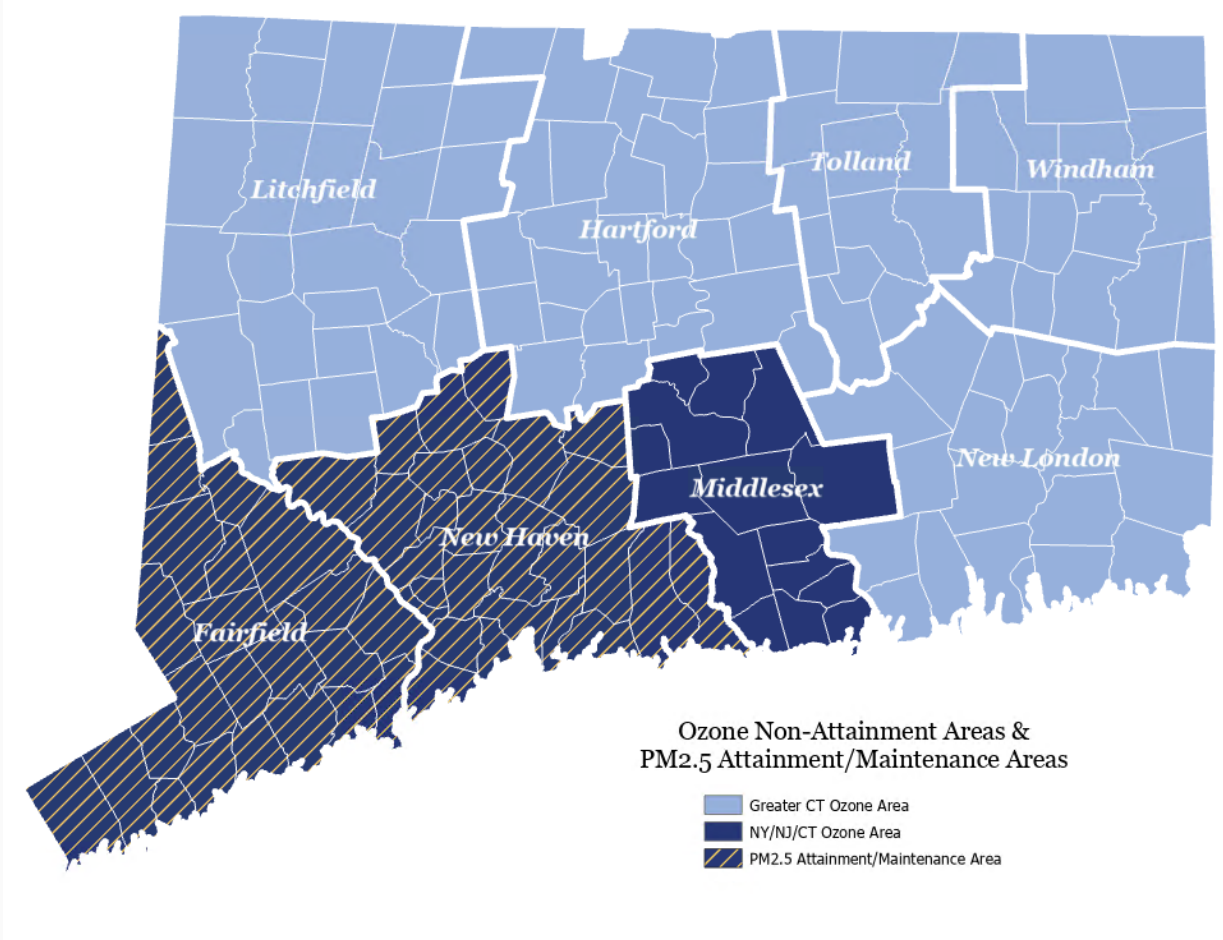
- Regional Plan of Conservation and Development (POCD)
- Comprehensive Economic Development Strategy (CEDS)
- **Metropolitan Transportation Plan (MTP)**
 - Federally Mandated and Must Comply with USDOT Regulations
 - Long-Range (20-year minimum) Plan regarding Development of the Region's Transportation Network
 - Updated on 4-year Cycle: "CONNECT 2045" Released 2019
 - **DRAFT** "CONNECT 2050" Open for Public Comment and will be Finalized Spring 2023
 - Incorporates a Performance Based Data Driven Process
 - Public Meetings on November 16 & 17 and March 8 & 9
 - Seeking Endorsement at CRCOG's Policy Board Meeting on April 26, 2023



➤ The Metropolitan Transportation Plan

AIR QUALITY CONFORMITY DETERMINATION

- CROCOG in Ozone Non-Attainment Area
- Air Quality Conformity Analysis determination included in each MTP
- Major projects modeled on a statewide basis and must be within emissions “budget”
- Comments accepted at Public Meetings on March 8 and 9, 2023
- Will Seek Endorsement at CROCOG’s Policy Board Meeting on April 26, 2023



Ozone and PM_{2.5} Air Quality Conformity Determination

of the 2023-2050 Metropolitan Transportation Plans

and the 2021-2024 Transportation Improvement Programs, As Amended

The Metropolitan Transportation Plan

THE TRANSPORTATION PLANNING PROCESS

- **Progress Transportation Studies** that Identify and Vet through a Public Process Potential Projects that Meet the MTP Goals
- **Include Vetted Projects from Transportation Studies** in the MTP (Studied/Supported, Constrained Fiscally, and Achieving Air Quality Conformity)
- **Include Project Phases in the Transportation Improvement Program (TIP):**
 - Preliminary Design and Environmental Processes (NEPA/CEPA)
 - Final Design
 - Right-of-Way
 - Construction

MTP Goals and Objectives

UPDATING OF CONNECT2045 PROJECT LISTS FOR CONNECT2050

- Fiscal Constraint
- Air Quality Conformity

	MPO	Project #	Town	Route/Street Number	Project Description	Added Capacity Y or N	Bridge #	Funding Source	1 to 4	5 to 10	11 to 27	Total
CTDOT - Transit	CRCOG	TBD	HARTFORD	CT Transit	Bus Maintenance Facility Improvements - Hartford SOGR	N		FTA	75000	175000		250000
	CRCOG	TBD	HARTFORD	CT Transit	Bus Maintenance Facility Improvements - Hartford (New Satellite)	N		FTA		150000		150000
	CRCOG	TBD	HARTFORD	HTFD LINE	Hartford Line - Existing Stations - Hartford	N		FTA			20000	20000
	CRCOG	TBD	STATEWIDE	All Transit Districts	Bus Fleet Overhauls & Replacements - All Other Buses	N		FTA	85000	20000	140000	245000
	CRCOG	TBD	STATEWIDE	Statewide Bus	Systemwide Technology Upgrades for Buses	N		FTA	15000	15000	60000	90000
	CRCOG	TBD	STATEWIDE	All Transit Districts	Bus Maintenance Facility Improvements - All Other Bus Facilities SOGR	N		FTA	60000	40000	80000	180000
	CRCOG	TBD	STATEWIDE	STATEWIDE	Multimodal Fare Technology Improvements	N		FTA		60000	135000	195000
	CRCOG	TBD	STATEWIDE	CT Transit	CT Transit System wide - Admin Capital / Misc. Support	N		FTA	19000	42000	133000	194000
	CRCOG	TBD	STATEWIDE	CT Transit	Bus Fleet Overhauls & Replacements - CTTransit	N		FTA	18500	166500	434000	619000
	CRCOG	TBD	VARIOUS	CT Transit	New BRT-Like Service - East of Hartford	N		FTA			50000	50000
	CRCOG	TBD	VARIOUS	CTFastrak	Bus Fleet Overhauls & Replacements - CTFastrak	N		FTA	5000	25000	60000	90000
	CRCOG	TBD	VARIOUS	CTFastrak	CTFastrak Stations & Fixed Guideway	N		FTA		40000	80000	120000
	CRCOG	TBD	VARIOUS	Statewide Bus	Bus Fleet Expansion in Urban Areas, Including Real-Time Scheduling and Smart Card Fare Boxes	N		FTA		19800	62700	82500
	CRCOG	0320-0015	WINDSOR	HTFD LINE	Hartford Line - Existing Stations - Windsor	N		FTA		50000	20000	70000
	CRCOG	0320-0016	WINDSOR LOCKS	HTFD LINE	Hartford Line - Existing Stations - Windsor Locks	N		FTA	50000		20000	70000
	CRCOG	0170-2296	BERLIN	HTFD LINE	Hartford Line - Existing Stations - Berlin	N		State			40000	40000
	CRCOG	0320-0017	ENFIELD	HTFD LINE	Hartford Line - Future Stations - Enfield	N		State	50000			50000
	CRCOG	TBD	HARTFORD	HTFD LINE	Hartford Line - Rehabilitation of Connecticut River Railroad Bridge	N		State		60000	90000	150000
	CRCOG	0320-0013	NEWINGTON	HTFD LINE	Hartford Line - Future Stations - Newington	N		State	50000			50000
	CRCOG	TBD	STATEWIDE	Rail Freight	Rail Freight Network Annual Funding Program (SOGR)	N		State	30000	10000		40000
	CRCOG	0320-0008	VARIOUS	HTFD LINE	Hartford Line - Phase 3B (Remaining Double Tracking, without CT River Bridge)	N		State	87500	127000		214500
	CRCOG	TBD	VARIOUS	CTRAIL	Rail Fleet - Coaches	N		State		300000	135000	435000
	CRCOG	TBD	VARIOUS	CTRAIL	Rail Fleet - Locomotives	N		State	225000	1275000	884000	2384000
	CRCOG	TBD	VARIOUS	CTRAIL	Systemwide - New Rail Shop for Diesel / Dual Power Locomotives & Coach Repairs	N		State			87500	87500
	CRCOG	0170-2296	VARIOUS	HTFD LINE	Hartford Line - Grade Crossing Elimination Program	N		State	1000	149000		150000
	CRCOG	0320-0014	WEST HARTFORD	HTFD LINE	Hartford Line - Future Stations - West Hartford	N		State	50000			50000
	CRCOG	0042-0317	EAST HARTFORD	RT 2	Rt. 2 Operational & Safety Improvements Between Exits 3 and 5	N		State		55000		55000
	CRCOG	0053-0192	Glastonbury/Wethersfield	Trail	Trail Connections to the Putnam Bridge Walkway	N		State		10500		10500
	CRCOG	0063-0703	HARTFORD	I-91	I-91 Charter Oak Bridge	N		FHWA		228000		228000
	CRCOG	0063-0716	HARTFORD	I-84	I-84 Hartford Viaduct Replacement	N		FHWA			3490000	3490000
	CRCOG	0063-0719	HARTFORD	Sigourney Street	Rehab/Replace Br 03023 of Capitol Ave & Amtrak	N		FHWA		22350		22350
	CRCOG	0118-0170	ROCKY HILL	RT 3, 99 & 411	Replace/Upgrade CTSS Equipment	N		FHWA		10800		10800
CTDOT - Highway	CRCOG	0155-0171	WEST HARTFORD	I-84	I-84 West Hartford Exits 40 & 42	N		State		65000		65000
	CRCOG	0160-0150	WILLINGTON	I-84	Replace Br 02169 over Lower Ruby Brook	N		State		12000		12000
	CRCOG	0171-0425	DISTRICT 1	CT 9 / CT 72	Replace Highway Signs & Supports on CT 9 (Exits 25-31) & CT 72 (Exits 1-9)	N		FHWA		14500		14500

Addition of Vetted Projects, Deletion of Obligated Projects

MTP Goals and Objectives

FEDERAL REQUIREMENTS

Mobility and Access:

Identify key transportation investments and strategies to meet long-term access and mobility needs of the Region

Performance Based Planning:

Incorporate a performance-based data-driven process for selecting and implementing investments

Innovative Funding:

Identify innovative funding mechanisms to help finance the region's important transportation priorities

Fiscally Constrained Priorities:

Develop a fiscally-constrained implementation plan for the region's priority transportation projects

MTP Goals and Objectives

FEDERAL REQUIREMENTS

- According to Federal Law, Must Consider:
 - Economic vitality
 - Safety
 - Security
 - Accessibility and Mobility of People and Freight
 - Protect and Enhance the Environment
 - Enhanced Connectivity
 - Efficient System Management and Operation
 - Preservation of the Existing Transportation System
 - Resiliency and Reliability
 - Performance Based Approach

Current USDOT Focus: climate change mitigation, resilience, equity, and safety for all users

MTP Goals and Objectives

2023 MTP ENVISIONED EMPHASIS AREAS

Current USDOT Focus: climate change mitigation, resilience, equity, and safety for all users



Sustainability

- Electric Vehicles
- Transit-Oriented Development
- Multimodal Infrastructure Expansion
- Transportation Demand Management



Safety



Equity

Connecticut Traffic Deaths

January 1st - December 31st

2021
303

2020
300

2019
249

Preliminary Year-End

2022*
384



UCONN

CRCOG Fatalities by Person Type

January 1, 2022 - December 31, 2022



Driver and Passenger

Previous
5 year Average 44.75

2022 total* 61

Percent
Change 36.31 % ↑



Pedalcycle

Previous
5 year Average 3.25

2022 total* 2

Percent
Change 38.5 % ↓



Pedestrian

Previous
5 year Average 18.25

2022 total* 22

Percent
Change 20.55 % ↑

In Partnership with
UConn



Motorcycle

Previous
5 year Average 17.25

2022 total* 19

Percent
Change 10.1 % ↑



Connecticut
Transportation Safety
Research Center

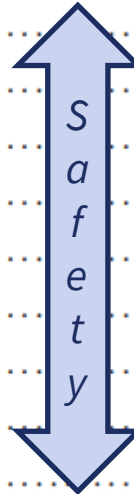
MTP Goals and Objectives

UPDATING OF CONNECT2045 CONTENT

Current USDOT Focus: climate change mitigation, resilience, equity, and safety for all users

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Climate Change & Resilience

Equity

MTP Goals and Objectives

POTENTIAL NEW TRANSPORTATION STUDIES (for upcoming CRCOG work plan)

- Regional Bike/Ped Network Prioritization Plan
- Warehousing/Distribution Land-Use & Transportation Planning Study
- Equity Burden and Benefit Analysis
- Regional Electric Vehicle Plan
- Transportation Demand Management Scenario Planning
- Regional Transportation Safety Plan Update
 - Updated Data
 - Inclusion of Roundabout Study
 - Potential Complete Streets Case Study
 - Traffic Calming

CORE TASKS (within all work plans)

1. Management of the Planning Process
2. Data Inventory, GIS, and Forecasting
3. Planning and Policy Development
4. Technical Assistance and Project Development
5. Public Participation, Title VI, and Environmental Justice

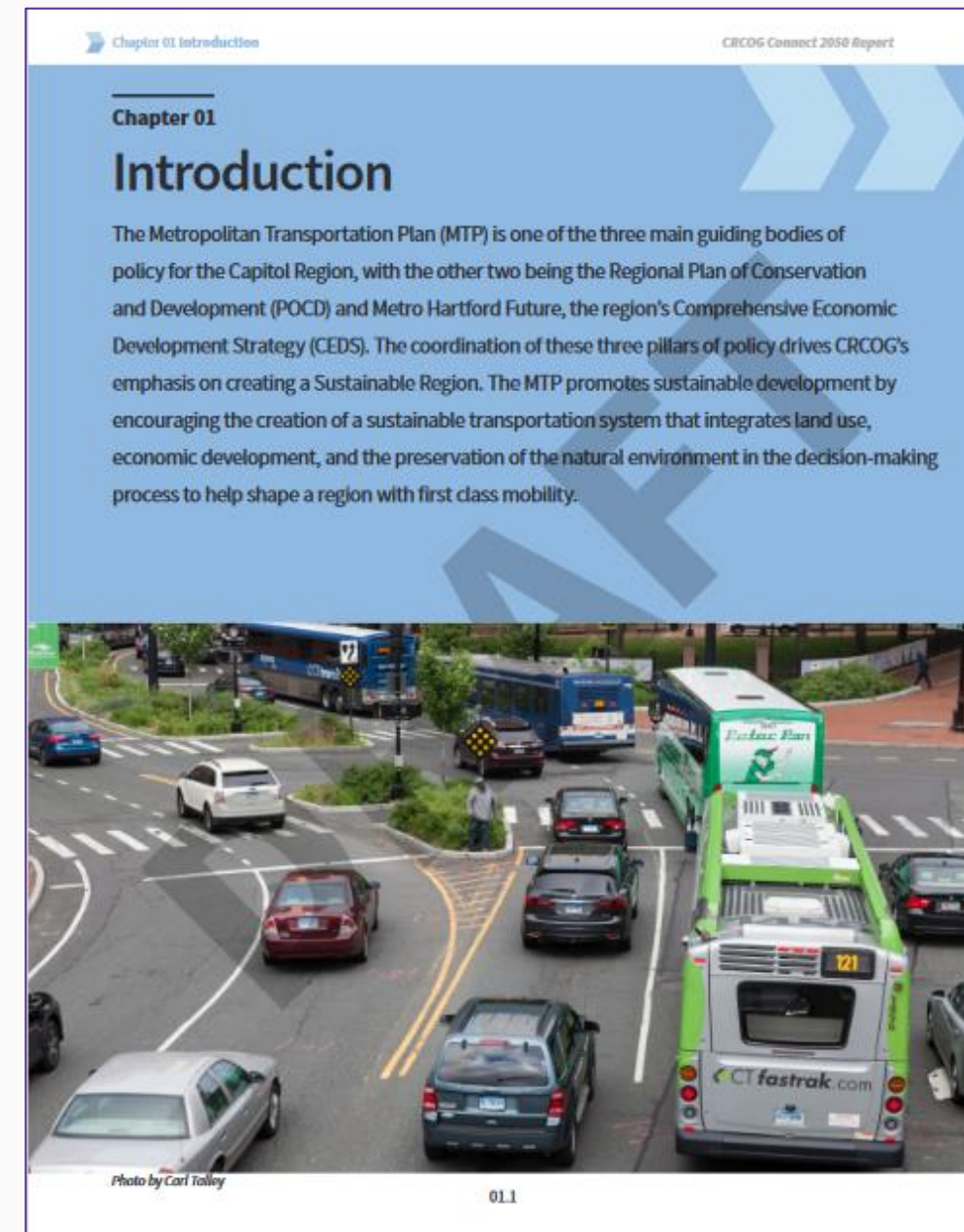
The Metropolitan Transportation Plan

PUBLIC COMMENTS AND SURVEY RESULTS TO DATE INCLUDE:

- Desire for Mode-Shift to Environmentally Friendly Travel Modes (Transit, Biking, or Walking)
 - Improve Sidewalks and Safety for Pedestrians
 - More Bike Lanes
 - Expansion of and Closing Gaps in Regional Bike Trail network
 - Expansion of Bus Service
 - Better Transit Access to the Airport
 - Improve Signage and Schedule Availability to Demystify Transit Operations
- Improve Safety for all Users
- Need Alternative Funding Mechanisms

Chapter 1: Introduction

- MTP Purpose
- CROCOG Region Overview
- MTP Coordination with Other Plans
- MTP Goals
- Environmental Considerations
- Demographic Assumptions
- MTP Implementation Process



➤ Chapter 2: Transit and Rail

CURRENT SYSTEM CONDITIONS

- Local and Express Bus, Bus Rapid Transit (BRT), and Passenger Rail
- 3% of Capitol Region Residents Commute by Bus / 13.6% in Hartford
- Pandemic Impacts on Ridership

ISSUES AND DEFICIENCIES

- Insufficient Regional Rail Connectivity, Especially to Boston
- Limited Crosstown Bus Service
- Need for Expanded Service Span, Frequency, and Coverage
- Opportunities for Flexible Transit Service in Less Dense Areas
- Insufficient Transit Access to Bradley International Airport
- Need for Focused Improvements within Key Transit Corridors



➤ Chapter 2: Transit and Rail

RECOMMENDATIONS

- Transit Facilities and Assets Upgrades
 - Union Station, CT**transit** Facilities, Electric Buses
- Improved Bus Service
 - CT**fastrak** Expansion, Transit Priority Corridors, Enhanced Bus Stops and Passenger Amenities
- Hartford Line Improvements
 - New Stations (Enfield, Windsor Locks / Newington, West Hartford, Windsor)
 - Double Tracking North of Windsor
- Improved Rail Service to Boston
- Support for Transit-Oriented Development



Chapter 3: Highway

CURRENT SYSTEM CONDITIONS, ISSUES, AND DEFICIENCIES

United States Code [§1203; 23 USC 150(b)] States that it is in the National Interest to Focus the Federal-Aid Highway Program on the Following Seven National Goals:

Recently Improving

- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality

Recently Degrading

- Safety

Recently Mixed Performance

- Environmental Sustainability
- Reduced Project Delivery Delays



Chapter 3: Highway

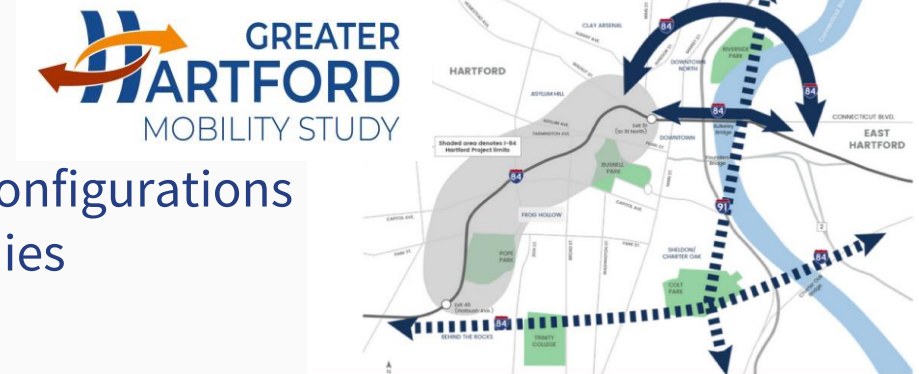
PROJECTS AND RECOMMENDATIONS

Major Freeway and Arterial Project Recommendations Include:

- Hartford Viaduct Reconfiguration
- Putnam Bridge Replacement
- I-84/Route 9/Route 4 Interchange Improvements
- Unfunded need: I-84/I-91 and I-84/Route 2 Interchange Reconfigurations
- Numerous Projects Emanating from CRCOG and Other Studies

Major Ongoing Recommendations Include:

- **Safety Efforts** – Update Regional Transportation Safety Plan, Support Safety Projects, Promote Educational Efforts, Support Vision Zero Initiatives and Safety Legislation, Promote Conversions to Roundabouts, Facilitate Traffic Incident Management Best Practices, etc.
- **Infrastructure Conditions** – Continue Asset Management for Bridges, Pavement, Signals, etc.
- **Provide Congestion Mitigation** – Update Congestion Management Process Report, Plan for Variety of Travel Demand Scenarios, Support Congestion Mitigation Projects, Encourage TOD and Mode Shifts, Promote Transit Demand Management Strategies, etc.
- **Environmental Sustainability** – Provide EV, Transit, Bike/Ped Infrastructure



Chapter 4: Complete Streets

CURRENT SYSTEM CONDITIONS, ISSUES, AND DEFICIENCIES

- Previously Focused on Multi-Use trails; last MTP added Complete Streets as a Focus
- Completed the CROCOG Regional Complete Streets Plan and Policy, Active CT
- Local and State Progress (CCG Funding, CT Vision Zero Council)
- Safety is driving the conversation
 - 79 Vulnerable User Fatalities in 2022, 25 in CROCOG Region
 - Contributing Factors: Infrastructure, Impairment, Distraction, Vehicle Factors, Driver Behavior, and Speed



Volunteers painting the "bump out" on Main Street and Charter Oak Avenue in Hartford, CT, an "ActiveCT" project.. (Image credit: Joseph Gaylor Photography)



Main Street at Center & East Center Streets

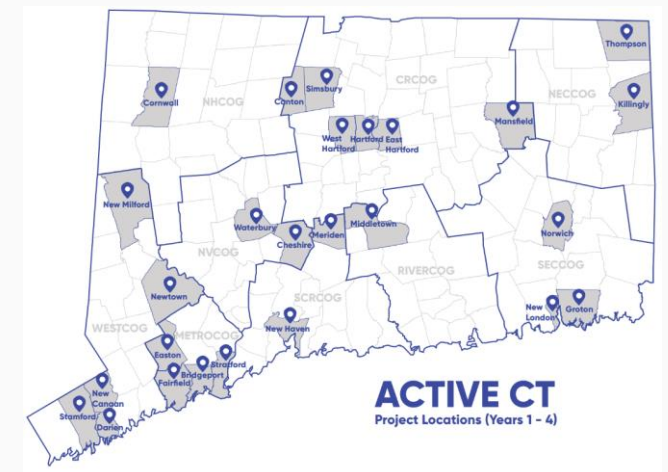
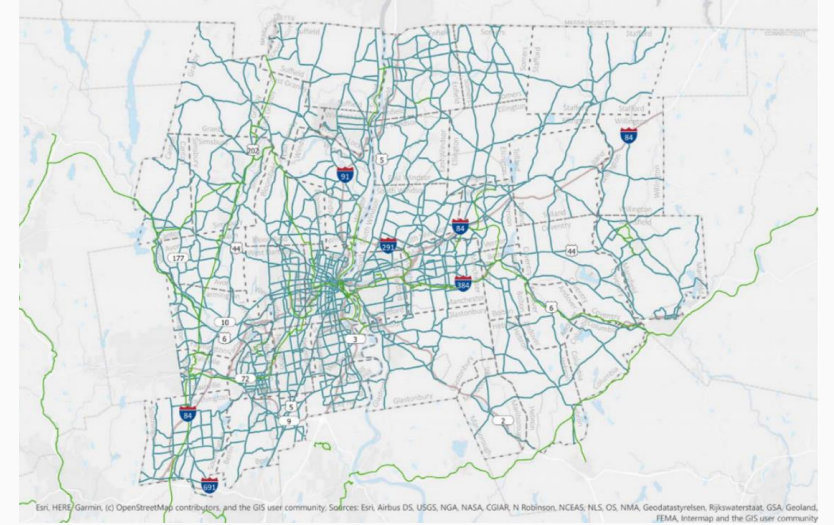
Looking north at a concept gateway roundabout. East Center Street is realigned with new public space in front of the Wiess Building.

Rendering from the Downtown Manchester Improvements Project idea gallery on the town's story map website.

Chapter 4: Complete Streets

PROJECTS AND RECOMMENDATIONS

- Continue to Develop Complete Streets Policies
- Expand Complete Streets Efforts
- Continue to Promote and Expand Regional Micromobility
 - Build off the Success of Scooter Share in Hartford
- Support Education Programs
- Encourage Mode Shift
- Identify and Prioritize Safe Bicycle Infrastructure
- Continue to Collect and Evaluate Data



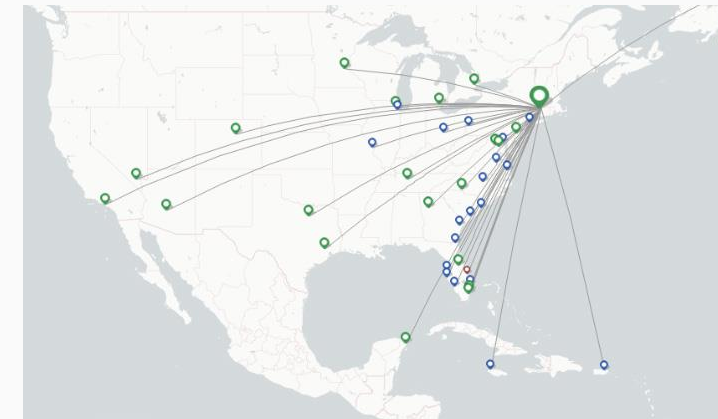
Chapter 5: Airport Ground System Access

CURRENT SYSTEM CONDITIONS, ISSUES, AND DEFICIENCIES

- Opening of \$210M Ground Transportation Center
- Bradley Air Service Continues to Grow
- Increased Freight Service at Bradley and around the Airport

RECOMMENDATIONS

- Expand the Bradley Flyer to CT **fastrak**
- Work with CTDOT, CAA, and CT **transit** to Relocate Bus Stops to New Ground Transportation Center
- Mobility as a Service (MaaS) Pilot Program
- Freight Improvements: Cargo Expansion, Improved Freight Access, Trucking Support Facilities
- Support Planning Efforts to Maximize Economic Development



➤ Chapter 6: Freight Transport System

CURRENT SYSTEM CONDITIONS, ISSUES, AND DEFICIENCIES

- The Vast Majority of Freight is Moved by Truck
- Congestion Results in Increased Costs
- Truck Parking and Service Facilities are Lacking
- Rail Facilities have Constraints that Limit Expansion
- Freight is Increasing at Bradley Airport

RECOMMENDATIONS

- Identify Improvements for I-84/I-91 Interchange
- Explore Developing and Improving Truck Parking and Rest Facilities
- Undertake Regional Warehousing Planning Study
- Address operational capacity and infrastructure constraints for freight rail
- Support development of Bradley with increased cargo capabilities and services



Chapter 7: Emerging Tech

CURRENT EMERGING TECHNOLOGY TRENDS

- Electric Vehicle (EVs) Network Planning and Adoption
- Smart Cities

RECOMMENDATIONS

- Identify Priority areas for Connected Vehicle (CV), Autonomous (AV), and Electric Vehicle (EV) Infrastructure
- Regional EV Study

ONGOING EFFORTS

- Incentivize Behavior that Contributes to a more Sustainable Region
- Continue to Support Infrastructure for Micromobility



Chapter 8 Performance Measures

Safety

- Rate/number of serious injuries
- Rate/number of fatalities
- Transit vehicle failures
- Transit safety events

Performance

- Congestion and delay
- Truck travel time reliability
- Vehicle emissions

Infrastructure

- Pavement conditions
- Bridge conditions

Transit Assets

- Vehicle condition
- Facility condition

NEW Measures

- % of non-Single Occupancy Vehicles
- Peak Hour Excessive Delay per Capita



Chapter 9: Special Emphasis Areas

TRANSPORTATION SECURITY

- Incident and Emergency Management
- Capitol Region Emergency Planning Council (CREPC)
- The Greater Hartford TIM Coalition (GHTC)
- Regional Emergency Support Function Transportation (RESF 1)
- Transit Role in Emergency Planning
- Evacuation Planning



METROPOLITAN PLANNING ORGANIZATION COORDINATION

- Hartford MPO, Springfield MPO, Metropolitan Area Planning Forum

AIR QUALITY AND ENVIRONMENTAL MITIGATION

- Reduce Diesel Emissions
- Support Electric Bus Program
- Avoid Environmental Disturbances when Possible; when Unavoidable, Minimize the Impacts

ENCOURAGE TRANSPORTATION DEMAND MANAGEMENT

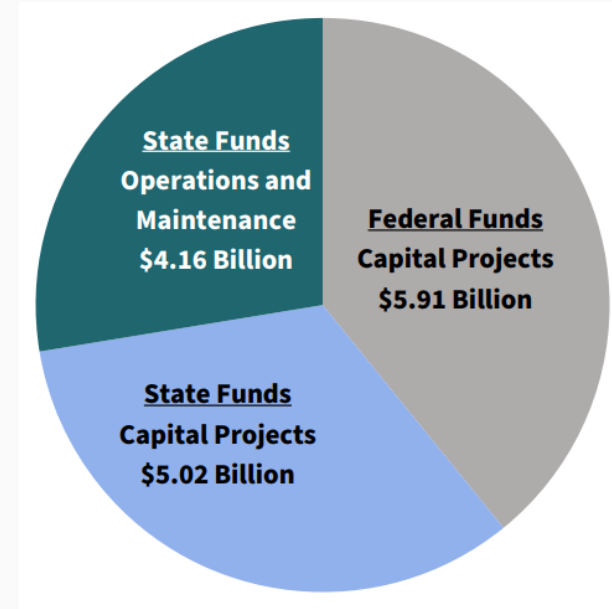


CONNECT2050

Chapter 10: Financial Plan

CONNECTICUT STATEWIDE 5-YEAR TRANSPORTATION FUNDING

- IIJA Increased Federal Transportation Formula Funding by 40%-50%, with Additional Significant Discretionary Grant Funding Opportunities
- Connecticut Anticipates 5-year Transportation Expenditures of Over \$15 Billion, with Approximately 40% Coming from Federal Sources
- Connecticut Anticipates 5-year **Capital** Expenditures of Almost \$11 Billion, Split Approximately 60% for Highways (Including Bike and Ped) and 40% for Transit



*Planned 2023-2027 CT
Transportation Expenditures
by Funding Source*

CRCOG REGION'S CONNECT2050 TRANSPORTATION FUNDING

- Constrained Revenues of \$11 Billion for Highway Capital Projects
- Constrained Revenues of \$2.9 Billion for Transit Capital Projects
- Major Regional Highways Projects of \$5.9 Billion, with \$5.1 Billion for Maintaining State of Good Repair
- Major Regional Transit Projects of \$1.6 Billion, with \$1.3 Billion for Maintaining State of Good Repair
- Unfunded Needs Including I-84/I-91 and I-84/Route 2 Interchange Reconfigurations

MUNICIPAL ASSISTANCE FOR DISCRETIONARY FUNDING OPPORTUNITIES (RAISE Grant and Safe Streets for All)

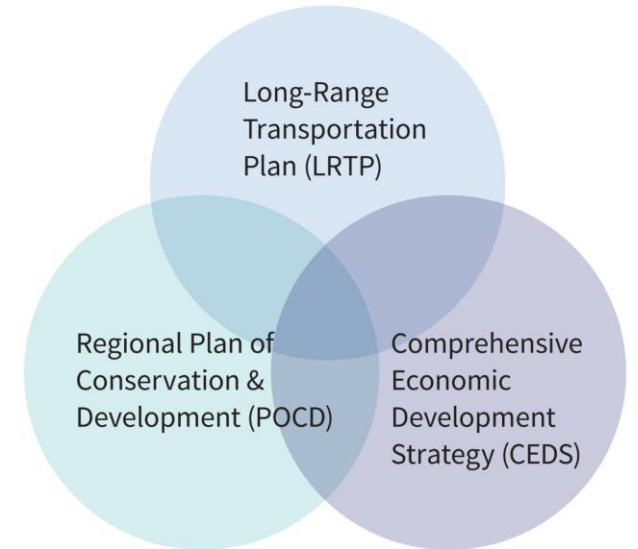
➤ Chapter 11: Innovative Finance

COORDINATING MTP, POCD AND CEDS

- Address Relationship Between Transportation Funding Economic Development and Institutional Roles

NEW WAYS TO EXPAND FUNDING OPTIONS IN THE REGION

- Tax Increment Financing (TIF)
- Regional Sales Tax Option
- Public Private Partnerships (PM3)
- Transit Oriented Development Focused Agency – Better Coordination and Planning for TOD



CASE STUDIES OF INNOVATIVE FINANCE STRATEGIES FROM OTHER REGIONS/STATES

Chapter 12: Equity and Environmental Justice

ENVIRONMENTAL JUSTICE (EJ) OUTREACH

- Public Participation Plan and CRCOG Processes for Planning Studies and Core Document Updates

ADDRESSING EJ TRANSPORTATION CONCERNS

- Car Ownership and Transit, Walking, and Riding Dependent Populations
- Air Quality

EQUITY ASSESSMENT

- Preventing “Disproportionately High and Adverse” Impacts of Transportation Decisions on Minority Groups, Low-Income, and Transit Dependent Groups
- Equity Assessments on Each Major TIP Update and Future MTP Updates

JUSTICE 40 INITIATIVE

- Update CRCOG’s Benefits and Burdens Assessment Methodology to Address Current and Future Federal Justice40 Guidance

➤ Chapter 13: Public Involvement

CRCOG's PUBLIC PARTICIPATION PROGRAM

- COVID-19: Opportunities and Challenges for Public Outreach
- Anticipated 2023 Public Participation Plan update

NEW STUDY EFFORTS (since 2019 update)

- Route 5 Corridor Study, East Windsor
- Metro Hartford Rapid Routes: Transit Priority Corridors
- Route 190 & 220 Traffic Impact Study, Enfield
- Farmington Area Connectivity Study
- East Coast Greenway Gap Closure Study



OUTREACH RELATED TO THIS MTP UPDATE

- Website, Public Notices and Meetings, Surveys, Review Periods, Transportation Committee and Policy Board Review and approvals

➤ Draft Public Plan to Open for Comment

PUBLIC COMMENT PERIOD

February 23 to March 26

POLICY BOARD ACTION

April 26

WEBSITE AND DRAFT CONNECT2050 REPORT

<http://www.crcog.org/mtp>

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CONNECT2050

CRCOG METROPOLITAN TRANSPORTATION PLAN

The Capitol Region Council of Governments (CRCOG) is hosting two public meetings to solicit feedback on the draft Metropolitan Transportation Plan (MTP). This plan establishes the vision for the region's transportation system - highways, local roads, bicycle, pedestrian, and more - for the next 25 years.

Join us at one of our public meetings. We are offering two opportunities for participants to provide input on the plan.

For the latest information, to view the plan, or to join our mailing list, visit www.crcog.org/mtp or call 860-724-4293.



Pizza provided at both in-person meetings!



PUBLIC MEETINGS

Wednesday, March 8
6:00-7:30 PM

Thursday, March 9
12:00-1:30 PM

Offering HYBRID meetings

To attend in-person:
CRCOG Offices
241 Main Street, 3rd Floor
Hartford, CT

REGISTER to attend virtually:
Register at www.crcog.org/mtp to receive the Zoom meeting link.

CRCOG does not discriminate on the basis of disability or language. Individuals may request auxiliary aids and/or language assistance by contacting (860) 724-4293 as soon as possible.

Un interprete estará disponible para esta reunión si usted lo solicita al (860) 724-4293, lo más pronto posible.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 724-4293 jak najszybciej.

CRCOG offices served by CTtransit routes 43, 31, 33, 37, and other nearby routes. For driving and parking information visit www.crcog.org.

CRCOG
CAPITOL REGION COUNCIL OF GOVERNMENTS