

April 20, 2023

Mr. Mark Goodale
Transportation Supervising Planner
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

**Re: Connecticut Department of Transportation Microtransit Pilot Program
GHTD Application: Plainville to Southington and Enfield to East Windsor**

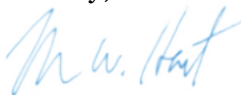
Dear Mr. Goodale,

The Capitol Region Council of Governments (CRCOG) is pleased to support the Greater Hartford Transit District's (GHTD) application for funding under the Connecticut Department of Transportation's Microtransit Pilot Program. GHTD is partnering with M7 and RideCo to create a highly flexible demand response service with on-demand mobility technology that will allow riders, especially in underserved areas, access to microtransit services. M7 is Connecticut's largest full-service private transportation company, and RideCo is the technology partner for this project. GHTD is proposing two service zones, both of which are in the Capitol Region: Plainville to Southington and Enfield to East Windsor. Each of these service zones has limited transit, and in the case of Southington there is no local bus service currently available in the town.

Both of these service zones have been identified in CRCOG studies as potential areas for transit service expansion. Southington and Plainville were both included in CRCOG's Comprehensive Service Analysis (CSA) of the New Britain/Bristol Division of *CT transit* (2018). That study identified a significant service gap, especially in the Town of Southington, when compared to the potential transit need within the study area. The study identified fixed-route transit opportunities to connect Southington to Plainville, and GHTD's application largely covers the geography identified in CRCOG's CSA. Similarly, CRCOG's Route 5 Corridor Study for East Windsor (2021) noted a need for additional transit service within the town. The study included a recommendation for a demand response transit system that would not only include service in East Windsor but would also offer a connection into Enfield. These CRCOG studies confirm the transit need that GHTD is seeking to remedy through its proposed microtransit pilot, and implementation of such service would have enormous benefits for the residents of the impacted communities.

GHTD's microtransit proposal for service in East Windsor, Enfield, Plainville, and Southington has the potential to address critical needs in communities that are currently lacking adequate transit access. CRCOG looks forward to continuing our partnership with GHTD to support the advancement of this effort. CRCOG strongly supports GHTD's application, and we respectfully encourage you to grant their request for funding.

Sincerely,



Matthew W. Hart
Executive Director