



GREATER HARTFORD MOBILITY STUDY

CRCOG Overview & Review Process

RESOLUTION FOR ENDORSEMENT OF THE GREATER HARTFORD MOBILITY STUDY

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region, and the CRCOG Policy Board serves as the MPO; and

WHEREAS, the Connecticut Department of Transportation (CTDOT) conducted the Greater Hartford Mobility Study, a Planning and Environmental Linkages (PEL) study, "to create a vibrant, equitable, and accessible regional transportation system by redefining transportation infrastructure to prioritize safety, convenience, and accessibility for all residents and visitors in the Greater Hartford region"; and

WHEREAS, CTDOT and the Consultant team met with CRCOG staff throughout the study effort to provide updates and opportunity for input; and

WHEREAS, CTDOT and the Consultant team worked with community stakeholders and the public throughout the study through engagement strategies such as an interactive website, bilingual communications, and targeted outreach to historically overlooked communities; and

WHEREAS, CRCOG staff reviewed the core components of this study and found the overall study recommendations to be in alignment with the major deficiencies and goals identified in the CRCOG's Metropolitan Transportation Plan and regional sustainability and equity priorities; and

WHEREAS, CRCOG staff presented to the CRCOG Transportation Committee the reviewed information, comments on the study from CRCOG staff and Transportation Committee members, and comment responses from CTDOT; and

NOW THEREFORE BE IT RESOLVED, that the Capitol Region Council of Governments does hereby endorse the advancement of the four major components of the [Greater Hartford Mobility Study: Planning and Environmental Linkages Study](#), dated December 2023 to the NEPA/Preliminary Design Phase and the advancement of the early action and mid-term recommendations of the Implementation Plan to the STIP/TIP process.

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on May 22, 2024.

BY: _____ DATE: _____
Jason Bowsza, Secretary

CRCOG Coordination Efforts on GHMS

- *Monthly* CRCOG – CTDOT Coordination Meetings throughout the study
- Discussion at Transportation Committee Meetings
 - CTDOT Presentation-*June 2023*
 - CRCOG Staff Review Memo-*February 2024*
 - CRCOG Project List Summary-*February 2024*
 - Alignment with CRCOG MTP Goals-*March 2024*
 - CRCOG Comments-CTDOT Responses-*Mar/Apr 2024*
- CRCOG TC recommends Policy Board approval of Resolution of Support – *April 22, 2024*
- CRCOG Policy Board Meeting:
Resolution of Support – *June 26, 2024*

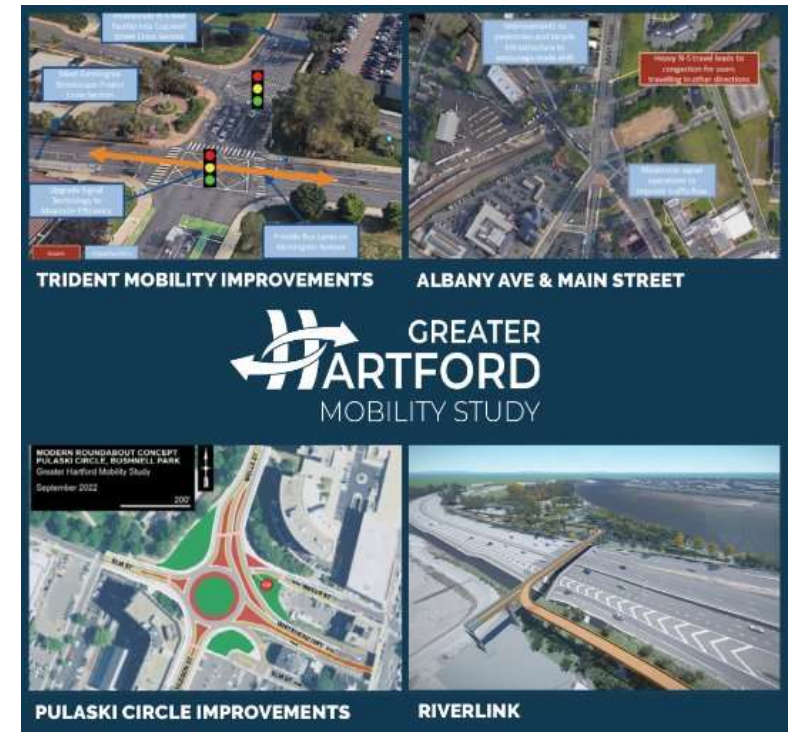
CRCOG Coordination Efforts on GHMS

- **Monthly** CRCOG – CTDOT Coordination Meetings throughout the study
- Discussion at Transportation Committee Meetings
 - CTDOT Presentation-*June 2023*
 - CRCOG Staff Review Memo-*February 2024*
 - CRCOG Project List Summary-*February 2024*
 - Alignment with CRCOG MTP Goals-*March 2024*
 - CRCOG Comments-CTDOT Responses-*Mar/Apr 2024*
- CRCOG TC recommends Policy Board approval of Resolution of Support – *April 22, 2024*
- CRCOG Policy Board Meeting:
Resolution of Support – *June 26, 2024*



CRCOG Coordination Efforts on GHMS

- *Monthly* CRCOG – CTDOT Coordination Meetings throughout the study
- **Discussion at Transportation Committee Meetings**
 - **CTDOT Presentation-*June 2023***
 - CRCOG Staff Review Memo-*February 2024*
 - CRCOG Project List Summary-*February 2024*
 - Alignment with CRCOG MTP Goals-*March 2024*
 - CRCOG Comments-CTDOT Responses-*Mar/Apr 2024*
- CRCOG TC recommends Policy Board approval of Resolution of Support – *April 22, 2024*
- CRCOG Policy Board Meeting:
Resolution of Support – *June 26, 2024*



CRCOG Coordination Efforts on GHMS

- *Monthly* CRCOG – CTDOT Coordination Meetings throughout the study
- **Discussion at Transportation Committee Meetings**
 - CTDOT Presentation-*June 2023*
 - **CRCOG Staff Review Memo-*February 2024***
 - CRCOG Project List Summary-*February 2024*
 - Alignment with CRCOG MTP Goals-*March 2024*
 - CRCOG Comments-CTDOT Responses-*Mar/Apr 2024*
- CRCOG TC recommends Policy Board approval of Resolution of Support – *April 22, 2024*
- CRCOG Policy Board Meeting: Resolution of Support – *June 26, 2024*

CRCOG CAPITAL REGION COUNCIL OF GOVERNMENTS 860.522.2217 | 241 Main Street, Hartford, CT 06106 | crocog.org
Working together for a better region.

To: CRCOG Transportation Committee
From: Rob Aloise, CRCOG Director of Transportation Planning
Date: February 26, 2024
Subject: Greater Hartford Mobility Study Staff Review

The Connecticut Department of Transportation (CTDOT) has released the final documents for the Greater Hartford Mobility Study (GHMS). This Planning and Environmental Linkages (PEL) study assessed an array of alternatives aimed at addressing transportation issues within the Greater Hartford area. The final documents are available at <https://hartfordmobility.com/>. In addition to the Final PEL Report, Appendix L outlines the Implementation Plan for the recommendations, and Appendix J details and analyzes the alternatives that were considered as a part of this effort.

CRCOG staff has reviewed the final documents and has prepared summary documents to assist our member municipalities in understanding not only how recommendations within the study could impact individual communities but also how the recommendations could impact the region as a whole. These documents are as follows:

- **GHMS Project List (.xlsx):** Table of all projects from the Implementation Plan (Appendix L). Sortable by a variety of attributes including mode, timeline, municipality, and order of magnitude cost. The corresponding page in Appendix J is noted for each project for those interested in viewing project details. NOTE: CRCOG staff has questions about the highlighted cells in this table. These questions can be found in the list of comments linked below.
- **Primary Projects Analysis (PDF):** Table of CRCOG staff's assessment of how the primary long-term projects address (or do not address) the major modal issues and deficiencies identified in CRCOG's Metropolitan Transportation Plan (MTP) as well as regional priorities related to sustainability and equity.
- **CRCOG Staff Comments (PDF):** Questions and comments from CRCOG staff that will be submitted to CTDOT and the GHMS study team for response. **NOTE: If any Committee members have questions or comments that they would like shared with CTDOT, please send them to Anaka Maher at amaher@crocog.org by March 4.**

CRCOG staff will prepare a draft resolution of support for the Greater Hartford Mobility Study to be reviewed by the Transportation Committee at its meeting on March 25. This resolution will be modified as needed based on Committee input and will be brought to the Policy Board for action.

Andover | Avon | Berlin | Bloomfield | Bolton | Canton | Columbia | Coventry | East Granby | East Hartford | East Windsor | Ellington | Enfield | Farmington | Glastonbury | Granby | Hartford | Hebron | Manchester | Mansfield | Marlborough | New Britain | Newington | Plainville | Rocky Hill | Simsbury | South Windsor | Southington | Stafford | Suffield | Somers | Tolland | Vernon | West Hartford | Westchesterfield | Willington | Windsor | Windsor Locks

CRCOG Coordination Efforts on GHMS

- *Monthly* CRCOG – CTDOT Coordination Meetings throughout the study
- **Discussion at Transportation Committee Meetings**
 - CTDOT Presentation-*June 2023*
 - CRCOG Staff Review Memo-*February 2024*
 - **CRCOG Project List Summary-*February 2024***
 - Alignment with CRCOG MTP Goals-*March 2024*
 - CRCOG Comments-CTDOT Responses-*Mar/Apr 2024*
- CRCOG TC recommends Policy Board approval of Resolution of Support – *April 22, 2024*
- CRCOG Policy Board Meeting: Resolution of Support – *June 26, 2024*

Mode	Project	Implementation Timeframe	Typ	Municipality(ies)	Sponsor	Anticipated Class of Acti	Order of Magnitude Cc	Appendix Page #	Appendix PDF Page
Bicycle and Pedestrian	Complete and Imp	Early Action	Capital Project	Hartford, West Hartford	City of West Hartford	CatEx	\$\$\$	cccxcvi	422
Bicycle and Pedestrian	Complete Pedestria	Early Action	Capital Project	Wethersfield	Town of Wethersfield	CatEx	\$	cccxcviii	354
Bicycle and Pedestrian	Complete Pedestria	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$	cccxcix	345
Bicycle and Pedestrian	Complete Pedestria	Early Action	Capital Project	East Hartford	City of East Hartford	CatEx	\$	cccxcv	351
Bicycle and Pedestrian	Complete Pedestria	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$	cccxcii	348
Bicycle and Pedestrian	Complete Pedestria	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$	cccxcvi	342
Bicycle and Pedestrian	Develop and Imple	Early Action	Study	Region-Wide	CTDOT	CatEx	\$	cccxcv	158
Bicycle and Pedestrian	East Coast Greenw	Mid-Term	Capital Project	Bloomfield, East Hartford, Hartford	CTDOT or CRCOG	CatEx	\$	cccclii	378
Bicycle and Pedestrian	Enhance Cross-Riv	Early Action	Service Improvement	Hartford, Windsor, South Windsor, West Hartford	CTDOT	CatEx	\$	cccxcii	418
Bicycle and Pedestrian	Enhance Pedestria	Early Action	Capital Project	Hartford, Hartford, East Hartford	CTDOT	CatEx	\$	cccboox	415
Bicycle and Pedestrian	Goodwin University	Early Action	Capital Project	East Hartford	East Hartford	CatEx	\$	i	24
Bicycle and Pedestrian	Hartford Parks Gree	Early Action	Program	Hartford	City of Hartford	CatEx	\$	cccboii	398
Bicycle and Pedestrian	Newington to Weth	Early Action	Capital Project	Newington, Wethersfield	Town of Newington, Town of Wethersfield	CatEx	\$	ccccliii	389
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$	cccbooxiv	360
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$	cccbooxi	357
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Hartford	City of Hartford or CTDOT	CatEx	\$	cccclvi	372
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	West Hartford	West Hartford	CatEx	\$	ccccliii	369
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$	ccccl	366
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$	cccbooxvi	362
Bicycle and Pedestrian	Provide Bicycle Net	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$	cccclix	375
Bicycle and Pedestrian	Rev Moody Overpa	Early Action	Capital Project	Hartford	CTDOT	TBD	\$	lxx	93

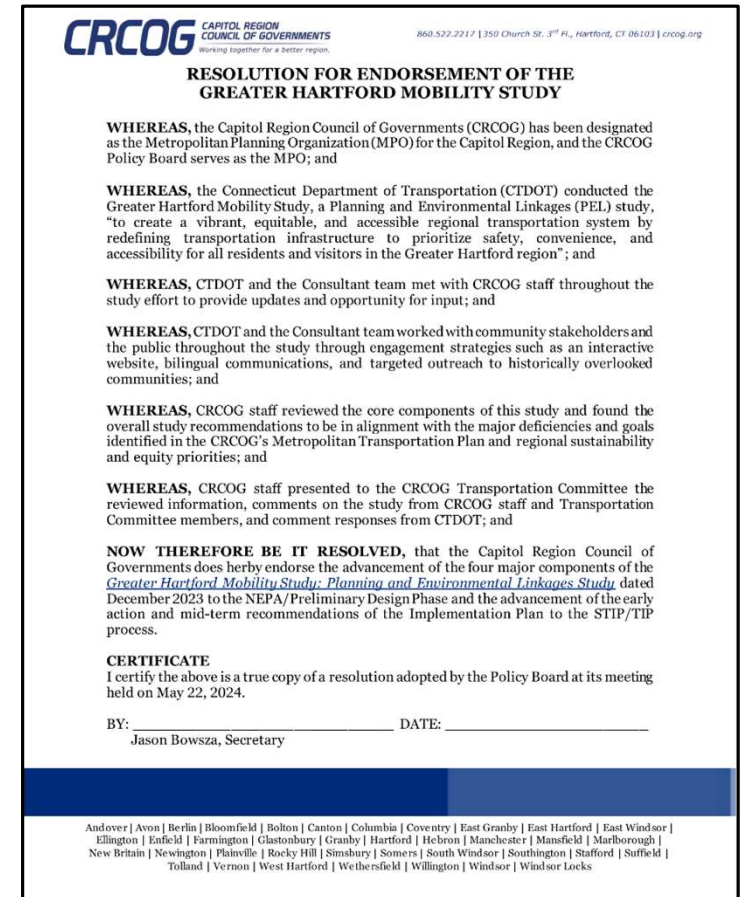
CRCOG Coordination Efforts on GHMS

- **Monthly** CRCOG – CTDOT Coordination Meetings throughout the study
- **Discussion at Transportation Committee Meetings**
 - CTDOT Presentation-**June 2023**
 - CRCOG Staff Review Memo-**February 2024**
 - CRCOG Project List Summary-**February 2024**
 - Alignment with CRCOG MTP Goals-**March 2024**
 - **CRCOG Comments-CTDOT Responses-Mar/Apr 2024**
- CRCOG TC recommends Policy Board approval of Resolution of Support – **April 22, 2024**
- CRCOG Policy Board Meeting: Resolution of Support – **June 26, 2024**

Greater Hartford Mobility Study MPO COG COMMENTS Updated 4/17/2024			
#	Project/Program	Comment	CTDOT response
1	Main Street Complete Streets, East Hartford	The "Main Street Complete Streets, East Hartford" project (Early Action) appears in the Implementation Plan but is not in Appendix J. It would be helpful to have more details about this project. "Complete Pedestrian Facilities along Main Street, East Hartford" does appear in both the Implementation Plan and Appendix J, but it is unclear if this is a separate project or was combined with the Complete Streets item.	"Main Street Complete Streets, East Hartford" was developed in response to a request from the Town after the publication of Appendix J. The Department's PDU is administering this project and coordinating with the Town. "Complete Ped. ... Main Street, East Hartford" refers to the segment of Main Street west of Route 5, which becomes Ellington Road. This section on Main Street does not have sidewalks despite reasonable transit ridership. It is about .5 to 1 mile north of the limits for Main Street - Complete Streets.
2	Station Parking Redevelopment to Further Support TOD	Appendix J notes that this Early Action item was "combined with the Bus alternative." It's unclear which project this is referencing. Please clarify.	This refers to Support for TOD (Rail and Bus) listed in the Bus Alternatives.
3	Reconfigure Off-Street Parking	The Implementation Plan notes that CRCOG is the Sponsor for "Reconfigure Off-Street Parking" in Hartford. This appears to be an error and should be corrected to the City of Hartford to align with Appendix J.	Noted.
4	Regional Traffic Calming Framework	This Early Action item is listed in the Implementation Plan but does not appear in Appendix J. It would be helpful to have more details about this project or clarification if it appears as a subset of a different project in Appendix J.	This recommendation was inadvertently omitted from Appendix J.
5	Route 5/15 (Berlin Turnpike) Bike and Pedestrian Facilities	We were surprised that this project from Appendix J was not included in the Implementation Plan. Please confirm if this was an error or supply rationale for its exclusion. CRCOG is pursuing a RAISE Planning Grant for this project with the support of CTDOT.	This recommendation was inadvertently omitted from the Implementation Plan.
6	General	It would be very helpful to have a clearer understanding of the relationship between the projects described in Appendix J and the projects included in the Implementation Plan. Please provide a list of all projects from Appendix J and their outcome (included for implementation, excluded, combined with another project, etc.). It will be important for our municipalities to understand not only what projects are included for them but also which are not being moved forward (and why).	This will be provided.
14	Cap I-91, Hartford	Draft images in the PEL Report and Appendix J show the I-91 cap as approximately 1 mile long, starting just south of the Whitehead Highway and extending north to the Riverside Park Overpass. We ask that in the upcoming NEPA phase to not limit the extent of the capping to these boundaries and to explore potential for a longer cap on I-91.	Noted.
15	General	A member comment from the March 2024 CRCOG Transportation Committee Meeting is that there should be consideration of how an equal expenditure on mass transit would benefit the region. What would that do for the region and what would that provide? While the GHMS plan does a lot for transit and it does a lot for mobility, it still relies on a bus system in this region that may not be the best form of transit that will allow us to compete with all the other regions in the country.	Noted. GHMS reviewed alternative transit modes to bus in several corridors and found that the lack of land use density within the region is a barrier to cost-effective heavy transit.
16	Bulkeley Bridge	A member comment from the March 2024 CRCOG Transportation Committee Meeting is that with the large amount of space that could be reclaimed from the Bulkeley Bridge, there could be an opportunity to add a light rail connection that would provide more types of transit options to our region. It seems like as a country we're really far behind in transit options. Transit would be more applicable than bike ped components for people traveling long distance.	The recommendations include a proposed dedicated transit facility across the Bulkeley Bridge.
17	Enhance Airport Service along CTransit Route #30, Bus Rapid Transit (BRT) Expansion: North Corridor	A member comment from the March 2024 CRCOG Transportation Committee Meeting is that there needs to be a direct, relatively high speed, transit link between Downtown Hartford and the Bradley International Airport. There isn't a region that's progressive and active in the world that isn't putting a direct, non-automobile link between its center and its major airport. Both for the benefit of Bradley and the benefit of Hartford and the region.	This option has been discussed and analyzed within the study. Based on the unique catchment area and regional land use, the effectiveness of such a connection would be limited. Effective improvements to the bus service, including the North Corridor BRT recommendations, combined with the new Hartford Line connections represent a more cost-effective version that better serves all users of the airport. Notably, many lower income residents of North Hartford that work in and around the airport. This is another example where the routing flexibility of BRT provides a more cost effective option to light rail.

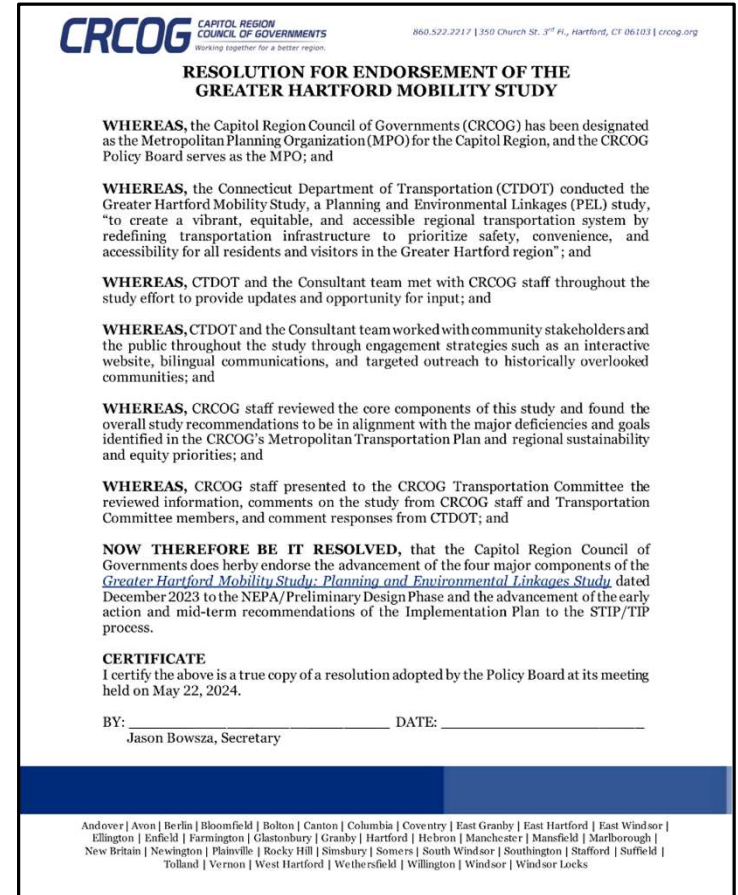
CRCOG Coordination Efforts on GHMS

- **Monthly** CRCOG – CTDOT Coordination Meetings throughout the study
- Discussion at Transportation Committee Meetings
 - CTDOT Presentation-**June 2023**
 - CRCOG Staff Review Memo-**February 2024**
 - CRCOG Project List Summary-**February 2024**
 - Alignment with CRCOG MTP Goals-**March 2024**
 - CRCOG Comments-CTDOT Responses-**Mar/Apr 2024**
- **CRCOG TC recommends Policy Board approval of Resolution of Support – April 22, 2024**
- CRCOG Policy Board Meeting:
Resolution of Support – **June 26, 2024**



CRCOG Coordination Efforts on GHMS

- **Monthly** CRCOG – CTDOT Coordination Meetings throughout the study
- Discussion at Transportation Committee Meetings
 - CTDOT Presentation-**June 2023**
 - CRCOG Staff Review Memo-**February 2024**
 - CRCOG Project List Summary-**February 2024**
 - Alignment with CRCOG MTP Goals-**March 2024**
 - CRCOG Comments-CTDOT Responses-**Mar/Apr 2024**
- CRCOG TC recommends Policy Board approval of Resolution of Support – **April 22, 2024**
- **CRCOG Policy Board Meeting:**
Resolution of Support – June 26, 2024

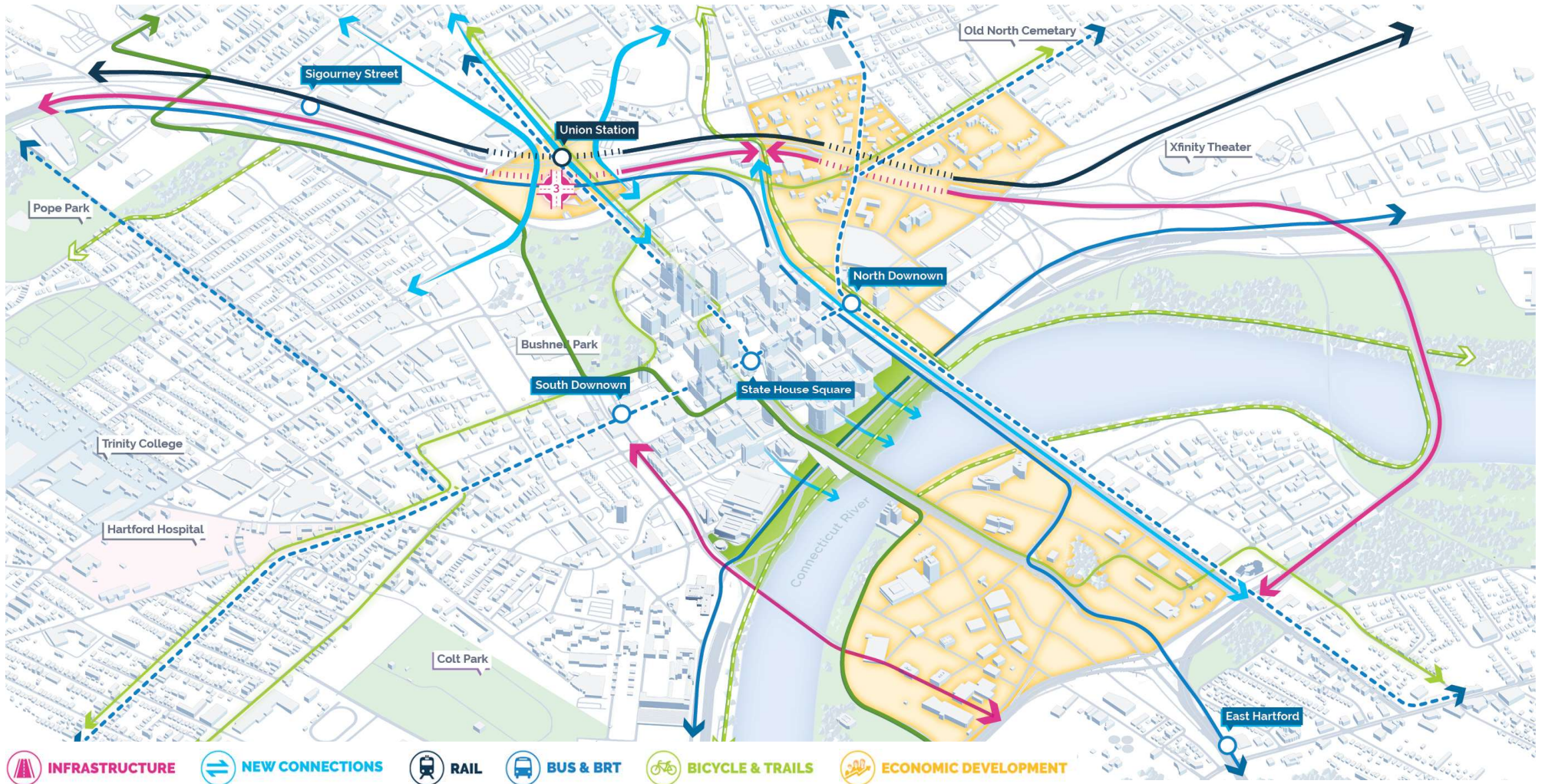


Attached Resolution

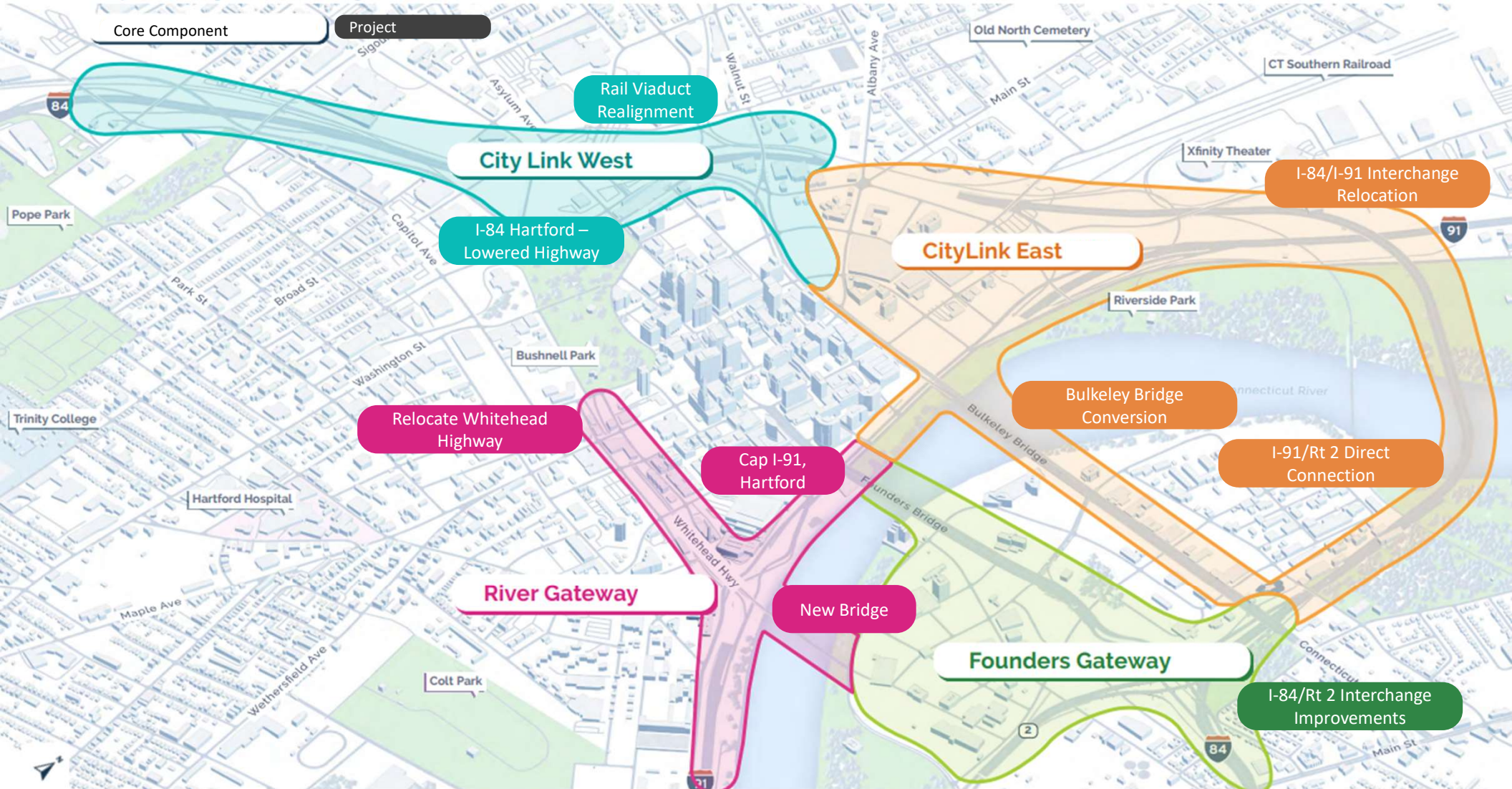
NOW THEREFORE BE IT RESOLVED, that the Capitol Region Council of Governments does hereby endorse the advancement of the four major components of the *Greater Hartford Mobility Study: Planning and Environmental Linkages Study* dated December 2023 to the NEPA/Preliminary Design Phase and the advancement of the early action and mid-term recommendations of the Implementation Plan to the STIP/TIP process.

Full Program

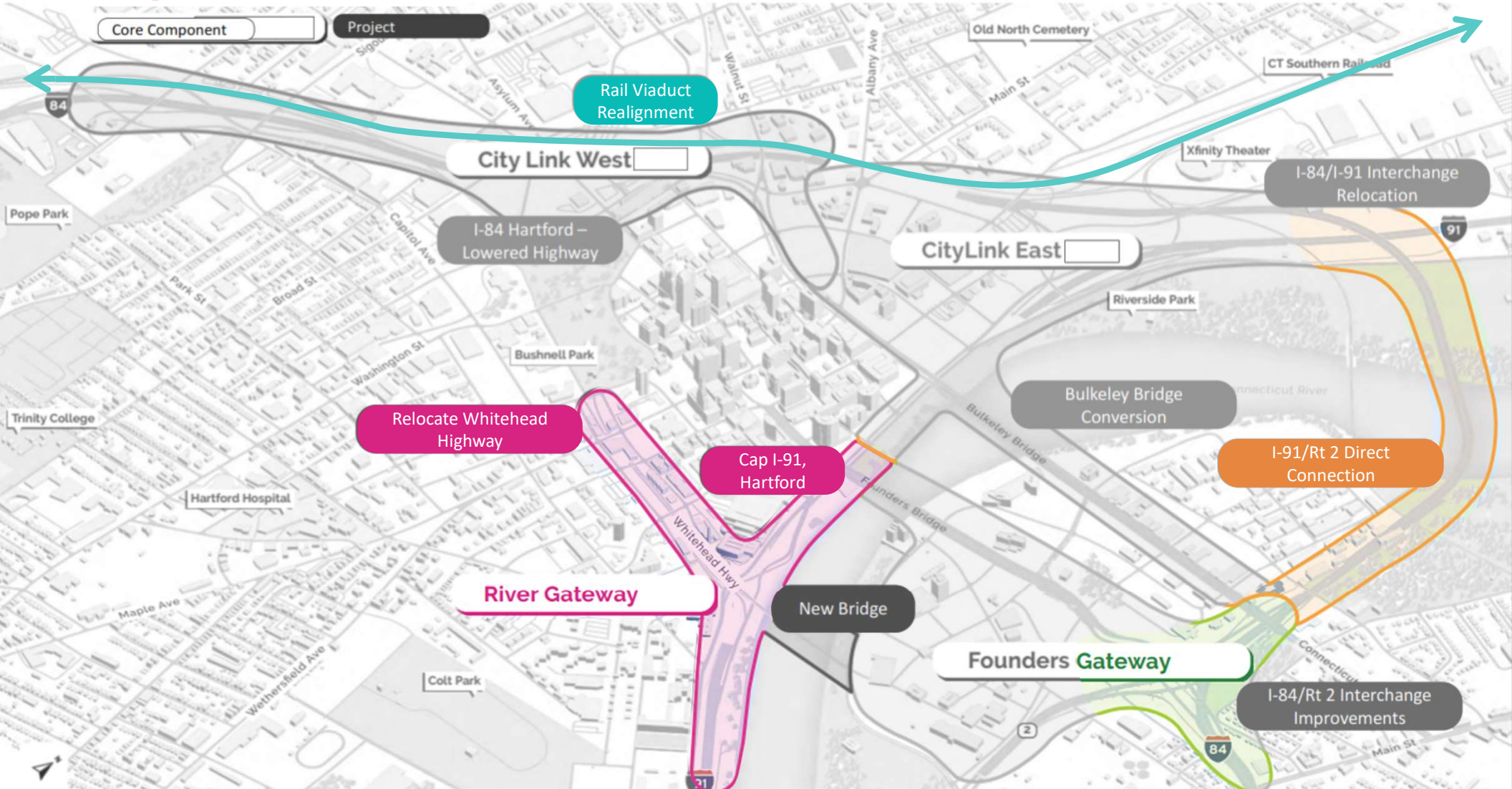
Mobility | Equity | Economic Development | Placemaking | Safety



Major Components Map



Independent Elements



GHMS Alignment with MTP Goals

Color Key: Substantial Benefit Moderate Benefit Neutral Negative Impact Not Applicable

Core Component	City Link East			City Link West		River Gateway			Founders Gateway	Full Build
	I-91/Route 2 Direct Connection	Bulkeley Bridge Conversion	I-84/I-91 Interchange Relocation - Northern Alignment	I-84 Hartford - Lowered Highway	Hartford Rail Viaduct Realignment and/or Reconstruction	New Connecticut River Bridge - Charter Oak Avenue & East River Drive	Relocate Whitehead Highway	Cap I-91, Hartford	I-84/Route 2 Interchange Improvements	
Highways	Reduce Fatalities	Improved operations and direct path would reduce risk of fatalities	Complete streets design on bridge would have improved safety for all users	Redesign will improve traffic safety	Redesign will improve traffic safety	Provides an additional local traffic crossing option which could relieve congestion and create slightly safer driving conditions. Prioritizing safety and complete streets in the design could support safety	Will improve safety at Pulaski Circle	Potential for crashes to increase in enclosed/dark area. Potential for increase in difficulty for emergency response and increase in hazardous materials incidents.	Improvements in traffic operations will lead to increased safety	
	Update Aging Bridge Infrastructure	New bridge, doesn't involve aging bridges	Upgrades bridge functionality but not structural infrastructure	Updates infrastructure, particularly 74th EXH NO. 53' bridge which is in poor condition	Updates infrastructure. Allows for elimination of aging I-84 viaduct through Hartford	Will replace rail bridge over Asylum Ave	Creates a new bridge which provides redundancy in river crossings. There are two fair/poor condition bridges near the west base of this bridge - maybe potential to include upgrades in this project	The portion of I-91 over the Dutch Point Viaduct already has an ongoing project that will repair this section.	Opportunity to make any necessary repairs and remove unneeded infrastructure	
	Reduce Freeway Congestion	Main outcome of this project	Reduces congestion for those traveling between Hartford/East Hartford	Better design and operations will reduce congestion	Better design and operations will reduce congestion	New rail station paired with access to the northern side of I-84 will increase use of passenger rail and move some vehicles off the highway	Local traffic will be able to avoid congested freeways by using this crossing	Will not substantially impact freeway congestion	Will not reduce congestion, continues to support same level of freeway travel	Will create more separation between local and through traffic, providing less congestion for all vehicles
Transit and Rail	Improve Regional Rail Connectivity			Supports the potential rail realignment.	Will allow for higher speeds and double tracking. Moving the station away from Downtown to the other side of the highway will decrease local connection to the station.		Will facilitate a new local bus connection across the river	Limited effect on transit	Capping I-91 opens up space for a north/south waterfront bus line	Opportunity to expand CTfastrak east
	Enhance Crosstown Bus Service	Direct bus connection between Hartford/East Hartford	Will allow for better transit connections through the old intersection location, but would create a new area unfriendly to transit where the interchange would be moved to. The lowered highway is necessary to see a positive impact on transit through the project area	Will improve north-south connections across the lowered I-84. Supports the expansion of CTfastrak east		Will improve rail frequency through Hartford				Limited effect on transit
	Need for expanded Service Span, Frequency, and Coverage	Potential for high frequency/service area transit and expansion of CTfastrak east				Will improve rail frequency through Hartford				Limited effect on transit
	Opportunities for Flexible Service	Easier access across the Connecticut River will support all mobility choices		Easier access across I-84 will support all mobility choices. Mentions creating dedicated space for Maas options	Will create dedicated space for Maas options in new station					
	Focused Improvements in Priority Corridors	Supports transit mobility along the Burnside Priority Corridor	If not lowered, the new alignment of I-84 would cut off access along the Albany/Blue Hills and Main/Windsor priority corridors.	Supports transit mobility along the Farmington Ave corridor over I-84	Rail station connects to major transit corridors and is a regional transit priority	Does not connect directly to Transit Priority Corridors		Will improve multimodal access adjacent to priority corridors	Adjacent to Burnside Priority Corridor, investments will support transit infrastructure	

GHMS Alignment with Major Deficiencies and Goals from Metropolitan Transport Plan and Regional Sustainability and Equity Priorities

Core Component	City Link East	City Link West	River Gateway	Founders Gateway	Full Build					
Goal	I-91/Route 2 Direct Connection	Bulkeley Bridge Conversion	I-84/I-91 Interchange Relocation - Northern Alignment	I-84 Hartford - Lowered Highway	Hartford Rail Viaduct Realignment and/or Reconstruction	New Connecticut River Bridge - Charter Oak Avenue & East River Drive	Relocate Whitehead Highway	Cap I-91, Hartford	I-84/Route 2 Interchange Improvements	Full Build
Reduce Fatalities	Improved operations and direct path would reduce risk of fatalities	Complete streets design on bridge would have improved safety for all users	Redesign will improve traffic safety	Redesign will improve traffic safety	Provides an additional local traffic crossing option which could relieve congestion and create slightly safer driving conditions. Prioritizing safety and complete streets in the design could support safety	Will improve safety at Pulaski Circle	Potential for crashes to increase in enclosed/dark area. Potential for increase in difficulty for emergency response and increase in hazardous materials incidents.	Improvements in traffic operations will lead to increased safety		
Update Aging Bridge Infrastructure	New bridge, doesn't involve aging bridges	Upgrades bridge functionality but not structural infrastructure	Updates infrastructure, particularly 74th EXH NO. 53' bridge which is in poor condition	Updates infrastructure. Allows for elimination of aging I-84 viaduct through Hartford	Will replace rail bridge over Asylum Ave	Creates a new bridge which provides redundancy in river crossings. There are two fair/poor condition bridges near the west base of this bridge - maybe potential to include upgrades in this project	The portion of I-91 over the Dutch Point Viaduct already has an ongoing project that will repair this section.	Opportunity to make any necessary repairs and remove unneeded infrastructure		
Reduce Freeway Congestion	Main outcome of this project	Reduces congestion for those traveling between Hartford/East Hartford	Better design and operations will reduce congestion	Better design and operations will reduce congestion	New rail station paired with access to the northern side of I-84 will increase use of passenger rail and move some vehicles off the highway	Local traffic will be able to avoid congested freeways by using this crossing	Will not substantially impact freeway congestion	Will not reduce congestion, continues to support same level of freeway travel	Will create more separation between local and through traffic, providing less congestion for all vehicles	
Improve Regional Rail Connectivity			Supports the potential rail realignment.	Will allow for higher speeds and double tracking. Moving the station away from Downtown to the other side of the highway will decrease local connection to the station.		Will facilitate a new local bus connection across the river	Limited effect on transit	Capping I-91 opens up space for a north/south waterfront bus line	Opportunity to expand CTfastrak east	
Enhance Crosstown Bus Service	Direct bus connection between Hartford/East Hartford	Will allow for better transit connections through the old intersection location, but would create a new area unfriendly to transit where the interchange would be moved to. The lowered highway is necessary to see a positive impact on transit through the project area	Will improve north-south connections across the lowered I-84. Supports the expansion of CTfastrak east		Will improve rail frequency through Hartford					Limited effect on transit
Need for expanded Service Span, Frequency, and Coverage	Potential for high frequency/service area transit and expansion of CTfastrak east				Will improve rail frequency through Hartford					Limited effect on transit
Opportunities for Flexible Service	Easier access across the Connecticut River will support all mobility choices		Easier access across I-84 will support all mobility choices. Mentions creating dedicated space for Maas options	Will create dedicated space for Maas options in new station						
Focused Improvements in Priority Corridors	Supports transit mobility along the Burnside Priority Corridor	If not lowered, the new alignment of I-84 would cut off access along the Albany/Blue Hills and Main/Windsor priority corridors.	Supports transit mobility along the Farmington Ave corridor over I-84	Rail station connects to major transit corridors and is a regional transit priority	Does not connect directly to Transit Priority Corridors		Will improve multimodal access adjacent to priority corridors	Adjacent to Burnside Priority Corridor, investments will support transit infrastructure		

GHMS Next Steps

- Pace of project advancements will depend on discretionary funding awards. Discretionary funding already sought for the three Independent Elements
- River Gateway: CTDOT awarded \$2M from Reconnecting Communities Grant for preliminary engineering, environmental documentation, and public outreach
- Route 2/I-91 Direct Connection: Is currently envisioned to be the element advanced first of those that do not receive discretionary funding
- Resolution endorsing the Greater Harford Mobility Study

Attached Resolution

NOW THEREFORE BE IT RESOLVED, that the Capitol Region Council of Governments does hereby endorse the advancement of the four major components of the *Greater Hartford Mobility Study: Planning and Environmental Linkages Study* dated December 2023 to the NEPA/Preliminary Design Phase and the advancement of the early action and mid-term recommendations of the Implementation Plan to the STIP/TIP process.

Questions?

Rob Aloise, *Director of Transportation Planning*, ralosie@crcog.org

Anaka Maher, *Senior Transportation Planner*, amaher@crcog.org