Regional Transit Strategy (RTS)
The Policy Board formally adopted the Regional Transit Strategy. Many people, both town officials and CRCOG staff, contributed to this important milestone. With the inclusion of the RTS in our Long Range Transportation Plan, we are now projecting that more than 40 percent of transportation investments in our region over the next 20 years will be for transit. The RTS will guide our efforts to connect New Haven, Hartford and Springfield via intercity rail, to implement a region-wide bus rapid transit system and to improve existing services. Sections of the report will also be used in discussions on transit financing and governance with the State Transportation Strategy Board.

New Britain - Hartford Busway
The New Britain Busway is part of the regional rapid transit strategy and, the first of four bus transitways proposed for development. In June a resolution was adopted by the Policy Board to endorse proceeding from the Environmental Impact Study (EIS) to the design phase. This action marks a significant step in making the busway and the regional transit strategy a reality.

Smart Growth and Livable Communities
The Picture It Better Together project, funded with a grant from the Federal Highway Administration, continues to engage many people in the discussion about how our region should grow. We completed an intensive public outreach program that included a Visual Preference Survey, a formal survey (by the UConn Center for Survey Research), focus groups, and workshops. This work has given us clearer insight into the public’s perception of growth and development. Key findings include strong support for:

- Growth and development that preserves community character and quality of life
- More moderate- and low-income housing in communities
- A strong center and central city in the region
- Better transit and transportation options

Public Safety
The CAPTAIN System (laptop computers in police vehicles) was designated as the statewide standard last year. There are now 70 organizations including police departments and state and federal agencies utilizing the CRCOG prototype with close to 1,000 cruisers throughout the state equipped with these laptops.

Jobs Access Program
This program, which began in August of 1997 with 355 clients in the first month, now claims an average daily ridership of over 2,800. In this last year, ridership grew from 2,200 to 2,800, reaching a high of 3,100 during the Christmas season.

Regional Leadership
CRCOG continues its work with the Capitol Region Partnership, the Connecticut Regional Institute for the 21st Century, the Hartford-Springfield Economic Partnership and others to strengthen our region’s good quality of life and competitive standing in the global economy. This year, working with the New England Association of Regional Councils, CRCOG spearheaded the New England Summit on Transportation and Economy attended by nearly 300 public, private and civic leaders from throughout New England.
From the Board Chair and Executive Director

Excitement is growing in the Capitol Region because we are really picking up momentum on some important projects and initiatives. Oz Griebel, who was recently appointed as president of the MetroHartford Regional Economic Alliance, describes our region as “A Region on the Move.” Progress on a number of different fronts supports this claim.

Recent groundbreakings and ribbon cuttings at Adriaen’s Landing, the UConn Football Stadium, the Columbus Boulevard Bridge to the riverfront and the Riverside Park boathouse all signal real progress in transforming our downtown and our region. Similarly, we are moving forward with plans for expansion of the terminals at Bradley Airport and construction of a bus rapid transit system. And, we are expanding our Jobs Access services connecting city residents with suburban jobs. Talk about movement, these transportation initiatives literally make us a region on the move.

On another front, business, civic and government leaders have worked together recently to achieve good momentum in building regional leadership and regional stewardship. While they are not bricks and mortar projects, the creation of the Hartford-Springfield Economic Partnership and the MetroHartford Regional Economic Alliance and the strengthening of the Capitol Region Partnership and the Greater Hartford Arts Council are all important to our future. They represent real progress in coordinating the work of our public, private and civic leaders so that we are all pulling in the same direction on a short list of top priorities for the region. They have given us the framework for boundary crossing leadership at the regional level.

If we build on this progress, we can accomplish big things together. The Capitol Region Council of Governments is proud to be a part of the broad coalition of regional leaders working to make Greater Hartford a region on the move. We will continue our work on various transportation and sustainable development initiatives to contribute to the region’s progress. We will also work with our partners in business, the state and federal government and the community to continue building a stronger sense of regional citizenship and regional stewardship.

We will also work with our partners in business, the state and federal government and the community to continue building a stronger sense of regional citizenship and regional stewardship.

The municipal leaders of the Capitol Region stand ready to work with other regional leaders on a short list of top priorities so that Greater Hartford’s considerable human and financial resources are focused on activities which create a better quality of life for all the residents of our region and which strengthen our competitive standing in the global economy.

The Capitol Region Council of Governments is proud to be a part of the broad coalition of regional leaders working to make Greater Hartford a region on the move.
Regional Transit Strategy

Plan Adopted

This year, the CRCOG Policy Board took a major step toward redefining the Region’s transit system and introducing rapid transit to the Hartford area. The Regional Transit Strategy, adopted by the Policy Board in March, identifies a new vision for transit service in the Capitol Region.

The vision includes commuter rail service linking New Haven, Hartford, and Springfield and will include a new connection to Bradley International Airport. The vision also recommends the introduction of rapid transit to the region through the construction of several bus transitways: roadways built for the exclusive use of buses. Upon fulfillment of this vision, buses will whisk travelers between Hartford and numerous outlying communities including: New Britain, Bloomfield, Manchester, Rocky Hill, West Hartford, Newington, East Hartford, Vernon, Wethersfield, and Windsor.

In addition, all communities in the region can experience the benefits of rapid transit with bus routes that use the busway for part of their trip. With the inclusion of the Regional Transit Strategy in the region’s Long Range Transportation Plan, the Policy Board took a historic step toward providing a more balanced transportation system in Greater Hartford. More than 40 percent of the resources projected to be invested over the next 20 years in transportation are now targeted toward transit.

Also, the Regional Transit Strategy’s research on transit governance and financing will be of use to the newly created State Transportation Strategy Board as it considers how to provide more resources for transit capital and operating investments.

Proposals Move Ahead

Real progress is being made on three busway proposals, the downtown circulator, and the New Haven - Hartford - Springfield rail project. While CRCOG is managing just one of these studies, CRCOG staff will be very involved in all of the projects.

New Britain - Hartford Busway — ConnDOT has released the Draft Environmental Impact Statement for the proposed New Britain - Hartford Busway. Public hearings have been held, comments were received, and significant modifications made to reflect public input. ConnDOT is now preparing to submit the Final EIS, a necessary step before the project can advance to design. In addition to ConnDOT’s strong commitment to the Busway, the FTA has given the project a “Recommended” rating for federal New Starts funding.

Congressman Larson and Congresswoman Johnson secured $4 million in the House Transportation Appropriation Bill and Senators Dodd and Lieberman secured $15 million in the Senate Appropriations Bill for design of the Busway. The final amount will be determined in a conference committee, but prospects are good for substantive federal support in the upcoming budget for the Busway. Our goal is to make the New Britain - Hartford Busway a national model for innovative bus rapid transit.
Proposals Move Ahead (cont.)

Transit Oriented Development (TOD) – With help from national TOD experts, CRCOG worked with officials from Hartford, West Hartford, Newington and New Britain over the past year to encourage them to adopt policies that promote development in connection with the major investment in the New Britain - Hartford Busway.

During the coming months, we will work with community leaders and municipal officials on detailed station area plans for key stops along the Busway using funds from the Transportation Strategy Board.

Hartford Downtown Circulator — The Greater Hartford Transit District is studying a downtown bus route that will circulate through the city. Existing service operates on a radial system that brings people from outlying areas to the downtown, but some may find it difficult to travel within the central business district. This transit pathway will be used by dedicated circulator buses, as well as by Busway buses from outlying areas, thus offering a "one-seat" ride to and from various locations in the downtown.

New Haven – Hartford – Springfield Rail — A top priority in the Regional Transit Strategy is intercity rail connecting New Haven with Hartford and Springfield, MA. The General Assembly passed the Transportation Strategy Board legislation, which provides $2 million for a feasibility study of the proposed commuter rail line linking Hartford, New Haven and Springfield, MA.

Griffin Corridor Busway — This project, undertaken by CRCOG, will evaluate the feasibility of a busway in the corridor. The Regional Transit Strategy has identified a Griffin Busway as an integral piece of a regional rapid transit system.

Manchester/Vernon Busway — The RTS identified two possible locations for the proposed Hartford to Manchester/Vernon Busway: in the rail corridor extending from Union Station in Hartford to Manchester or in the Interstate 84 high occupancy vehicle lanes. ConnDOT will examine the feasibility of building a busway in either of these two alignments.

Transportation Strategy Board Established by General Assembly – Projects Funded

Legislation recently approved by the State legislature establishes a Transportation Strategy Board (TSB) and with it, five Transportation Investment Areas (TIAs). CRCOG is a member of two TIAs: the I-91 corridor and the I-84 corridor. Each TIA is charged with developing a transportation plan for its respective corridor. It is hoped that the TSB will help secure significant new resources for transportation investment, especially for transit operating costs. The legislation provides funds for:

- Jobs Access
- More commuter parking lots
- Marketing of a pre-tax commuter benefit program
- Expanding express bus service in Greater Hartford
- Supporting transit oriented development planning
- Continuing planning efforts in the New Britain - Hartford Busway corridor
- A study of New Haven/Hartford/Springfield rail service
Where Do We Grow From Here?

*Picture It Better Together* was a big portion of our growth planning effort.

The project, funded by the Federal Highway Administration, included intensive public outreach—well over 2,000 people gave input on local and regional perspectives on transportation, development, preservation, and public policies.

Working with Hartford and the Parkville Revitalization Association, West Hartford, and Suffield, we engaged people in important discussions about the next 20 years of our region’s future. These areas serve as representatives of urban, suburban, and rural places and give us insight to the entire region.

Here Is What The People Of Our Region Told Us...

Based on the visual preference survey, a phone survey (full survey at www.crcog.org, selected graphs below), and focus groups, we identified four themes in citizens’ responses. We found the public values: a strong center and central city; growth carried out in a manner that preserves community character and quality of life; moderate- and low-income housing in all communities; and better, more balanced transportation options.

Figure 1: How important is it that Hartfordprosper as a vital and central city for the region?

Figure 2: How important is it that the region has a mix of rural, suburban, and urban communities?

Figure 3: Compared to other issues you are concerned about, how vital is controlling sprawl?

Figure 4: Do you favor/oppose requiring all new housing developments include a % for moderate/low-income families?
What Else Are We Learning About Growth Planning?

This project has highlighted important distinctions between Smart Growth and Smart Development. These distinctions are important for three reasons: 1) They begin to answer the criticism that we do not share common understanding for these terms; 2) We very likely need both concepts to alter past development patterns; and 3) They help us know what result we may expect from a particular action. Smart Growth and Smart Development are related but without both we might realize just “pretty sprawl” or yield poor results from infrastructure investments. This relationship is illustrated in the following table.

<table>
<thead>
<tr>
<th>Smart Growth</th>
<th>Smart Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>What and Where things happen regionally: Density</td>
<td>What and How things happen locally: Physical</td>
</tr>
<tr>
<td>and intensity in urbanized center</td>
<td>characteristics, scale, siting</td>
</tr>
<tr>
<td>Diversity of community types: rural, suburban,</td>
<td>Diversity of uses integrated with each other</td>
</tr>
<tr>
<td>urban Environmental Aspect: Regional water,</td>
<td>Environmental Aspect: Greenspace, street trees,</td>
</tr>
<tr>
<td>habitat, forest systems</td>
<td>amount of impervious surfaces</td>
</tr>
<tr>
<td>Examples of the Public Role:</td>
<td>Examples of the Public Role:</td>
</tr>
<tr>
<td>-Local land use regulations: zoning map and uses</td>
<td>-Local land use regulations: design standards</td>
</tr>
<tr>
<td>-State policies: priority funding areas, purchase</td>
<td>-Local/State funding/maintenance of public ways, e.g.</td>
</tr>
<tr>
<td>of development rights program</td>
<td>streetscapes, traffic calming, sidewalks</td>
</tr>
<tr>
<td>-MPO project evaluation criteria</td>
<td>-MPO project evaluation criteria</td>
</tr>
<tr>
<td>Economic Development Aspect: Regional quality of</td>
<td>Economic Development Aspect: Considers appropriate</td>
</tr>
<tr>
<td>life as a tool for attracting major employers</td>
<td>uses to fully use existing infrastructure, e.g. Transit-Oriented Dev. (TOD) along transitways</td>
</tr>
<tr>
<td>Balanced Transportation System: Supports rapid</td>
<td>Balanced Transportation System: Supports bike and</td>
</tr>
<tr>
<td>transit modes and multi-modal integration</td>
<td>walking modes and multi-modal integration</td>
</tr>
</tbody>
</table>

Next year we will share the best development and conservation practices identified through the project with all Capitol Region communities and work with them to adopt regulations and strategies that support smart growth and development.

Rapid Transit Is Coming: Station Area Planning and Transit Oriented Development

CRCOG has prioritized station area planning activities over the next year to match the public’s interest (figs. 3, 5). We have already conducted initial research into opportunities, under existing land use policies, along the New Britain - Hartford Rapid Transitway. We also held workshops for municipal officials to raise awareness about what they can do to enhance rapid transit. Picture It Better Together, led by Hartford’s Parkville neighborhood, has worked hard to ensure that the transitway becomes an asset and economic stimulator. In addition to direct involvement in station site configuration, the neighborhood’s multi-modal street plans, public outreach, and urban designs add up to an excellent start in this direction. Work along the entire transitway will continue throughout the design process.

Federal Interest

The concept of livable communities and growth has captured national interest. Our Picture It Better Together project is one of three focus projects in New England for the Region I Federal Task Force on Livable Communities. In October 2000, 11 Region I agencies joined us for a signing of a Memorandum of Understanding (MOU). The purpose of the MOU is to bring Federal level support of livable communities initiatives in our region. In the MOU the agencies committed resources toward implementation of our project.
Excerpts from the **Keynote Speech** and **Pop Quiz** given by **Timothy Brennan**, Chairman of the National Institute for the Regional Community and the Executive Director of the Pioneer Valley Planning Commission (Springfield, MA).

“Bringing together our respective regions to become a cross border region will not only make us bigger, it will also make us better.”

**POP QUIZ QUESTION:**
Where does Hartford rank compared to Chicago, Memphis, Charlotte and San Antonio in the Progressive Policy Institute’s (PPI) recent evaluation of competitiveness in the new economy?

**ANSWER:**
2nd only to Chicago and 22nd among the 50 metro areas in the study.

**POP QUIZ QUESTION:**
“When we combine the population of the Capitol Region (CT) with the Pioneer Valley (MA) - the total population is nearly 1.7 million - which of the following US metropolitan areas boasts a higher population?

a.) Austin, TX
b.) New Orleans, LA
c.) Raleigh-Durham, NC
d.) Orlando, FL

**ANSWER:**
None

**POP QUIZ QUESTION**
Where does Hartford rank among the 50 major metro areas in the PPI study in % of managers, professionals and technicians in the region’s workforce?

**ANSWER:**
Second only to Washington, D.C.
Awards

Legislative Appreciation Award

Representative Jefferson B. Davis
In recognition of his leadership and service to the cities and towns of Connecticut in the General Assembly.

Intertown Cooperation Awards

The Intertown Cooperation Awards recognize the best examples of voluntary cooperation in the Capitol Region. This year’s recipients are:

The Regional Fire Physical Ability Testing Program
As a result of an initiative of the Public Safety Council’s Comprehensive Planning Committee, this program was unveiled this month. It affords candidates applying to Capitol Region career fire departments the opportunity to take the physical and receive a certificate valid in all these fire departments.

Farmington Valley Greenway and Farmington Valley River Trail
The towns of Avon, Canton, East Granby, Farmington, Simsbury, and Suffield worked together in developing these trails that are constructed mainly along abandoned rail corridors. Cooperation extends from towns, committees, volunteers, and civic organizations.

First Selectman Kathleen C. Corkum
First Selectman Corkum is recognized for her longstanding leadership in our Council of Governments and her support of intermunicipal cooperation to address the diverse challenges of the Capitol Region.

Mayor Michael P. Peters
Mayor Peters is recognized for his efforts to reach out to the people of the Capitol Region to promote Hartford and regional teamwork and cooperation.
Public Safety Council

CAPTAIN Mobile Data Communication System
After being honored as the statewide standard last year, the CAPTAIN Mobile Data Communication system continues to develop and expand. It is now home to close to 1,000 laptop computers in seventy different police organizations, which link them to local, state and national criminal information files. Incident and accident report writing capability is currently being rolled out and the enhancement phase will soon follow. A significant occurrence is the development of the second message switch housed in Waterbury set to host 100 units. Twelve towns are expected to be part of this endeavor and five others will be joining the CRCOG message switch within the next month.

Physical Ability Testing Program
As a result of an initiative by the Public Safety Council, the Candidate Physical Ability Test (CPAT) for fire recruits was unveiled in June. The program administered by CRCOG and the State of Connecticut's Commission on Fire Prevention and Control is a fire service joint labor management wellness/fitness initiative. The CPAT is comprised of eight separate events that were developed to allow fire departments to obtain pools of trainable candidates who are physically able to perform job tasks at fire scenes.

The regional police physical ability test has been up and running since February of 1999. Over 1,500 recruits in the Capitol Region have participated in this assessment center which adheres to POST standards and is administered by Complete Health and Injury Prevention, Inc. (CHIP).

Other Public Safety Projects
- Work continues on the Public Safety Answering Point (PSAP) project. Reports on Management Governance/Budget, Labor/Personnel and Technical Issues/Standard Operating Procedures have all been completed.
- Co-hosted a grant writing seminar on FEMA's new Assistance to Firefighters Grant Program.
- Working with the Town of West Hartford, are in the process of consolidating local emergency preparedness committees.
- Completed a mutual aid directory for Capitol Region Police Departments.
- Introduced a new Public Safety page on CRCOG's website.

Newington Officer Paul Boutot and Coventry Officer Jeff Spadjinske demonstrate the CAPTAIN system to legislators and police officials during the 1st “Cops on Capitol” Day.
Regional Citizenship

If the Greater Hartford region is to flourish in the 21st century, we must continue to build a strong sense of regional citizenship and regional stewardship among the people of our region. Much of our progress in this has been accomplished through the Capitol Region Partnership. During the past year:

- Working with the Capitol Region Education Council through the Partnership we published and distributed a resource guide to help municipal and education leaders work together effectively. “Working Better Together: The Community Conversation on Town-Gown Relations,” provides practical tips on how school boards and town officials can work together to better serve their mutual constituencies.

- With the MetroHartford Region Economic Alliance leading the effort, the Capitol Region Partnership is working with the Greater Hartford Arts Council and others to develop a strategic planning process which brings together regional leaders for the purpose of reaching consensus on the top three or four priorities for the region. This will draw more resources into the effort and focus them on our region’s highest priorities.

- With a grant from the Hartford Foundation, we are working with the National Civic League and five of our member towns—Enfield, Hartford, Manchester, Wethersfield and Windsor—on a project designed to help towns strengthen participation in municipal government and in civic and non-profit activities. When this process is completed in the five towns, a resource guide will be published so that other towns can go through a similar process.

2001 Legislative Session

Under Howard Dean’s effective leadership, many of our region’s chief elected officials and municipal leaders worked together to speak with one voice at the General Assembly. Members of our Legislative Committee and others testified at public hearings, met with key legislative leaders and talked to their own representatives in the General Assembly about our priorities.

Together with our friends in the Capitol Region Partnership, the Connecticut Conference of Municipalities and other civic and business leaders, we collaborated to secure:

- A significant increase in funding for education cost sharing.

- Passage of the Transportation Strategy Board bill, including an appropriation of $50 million, some of which will support CRCOG initiatives.

- Passage of An Act Authorizing Municipalities to Jointly Perform Municipal Functions and the new law addressing municipal fiscal disparities, both of which will promote strong municipal partnerships.

- A bond appropriation of $3.9 million to enable the construction of the riverwalk from Riverside Park to State Street landing in time for the opening of Adriaen’s Landing and the Convention Center. Special thanks goes to Senator Kevin Sullivan and Representative Melody Currey on this.
Municipal Services

COOPERATIVE PURCHASING
FY 2001 marked an expansionary period for the Capitol Region Purchasing Council—CRCOG’s procurement arm that has been coordinating regional bids, providing technical assistance, and exploring promising new avenues to save member towns real tax dollars for more than three decades.

Each year, CRPC members are invited to participate in nearly twenty bids and to access discounted prices for basic goods and services. This year alone, the CRPC estimates that its members saved more than $600,000—a 155% return on member dues and assessments!

PROFESSIONAL DEVELOPMENT
Educational initiatives took center stage again this year as the Capitol Region Partnership’s Cooperative Purchasing Committee sponsored two more TIPS (Topics in Purchasing Sessions)—the Region’s very own procurement classroom. Finance, purchasing and school business officials alike gathered to learn more about the State’s records retention and disposition policies and to attend a how-to session on making the decision to outsource governmental services.

CRCOG staff also joined forces with UConn’s Institute of Public and Urban Affairs to co-sponsor a three-part training series on labor contract administration. Dynamic practitioners from across the state were on hand to lead discussions, case studies and informal exercises on topics such as employee discipline, grievances, unfair labor practices and the arbitration process.

And Next Year...
The Municipal Services Committee will launch this fall the Municipal Administrative Training program (MAT) designed to provide the professional skills that enable quality job performance and upward mobility in town hall.

EXPERTISE EXCHANGE
The exchange of information and expertise across the region included:

- Bi-monthly presentations covering e-government solutions for local governments, regional training opportunities, benchmarking possibilities and successful public access programming, just to name a few.
- Production of the third edition of the Expertise Exchange Directory, containing more than 300 examples of local government progress and ingenuity.
- Two more issues of CRCOG’s newsletter, Grants Flash, designed to apprise municipal officials of governmental, corporate and foundation funding sources.
- Initiation of a regional performance measurement and benchmarking project, focusing on the municipal highway function. Twenty communities participated in a creative snow and ice control exercise, and a findings summary will be produced by summer’s end.

The Year in Review
The Council welcomed four new members (Meriden, Middletown, Portland and Waterford) and now includes 41 communities in all, identified in the map below:

Building on the enterprising success of CRCOG’s Natural Gas Pilot Program, the agency forged ahead with Phase II, realizing some $767,000 in savings over comparable utility rates for the 16 participating municipalities.
Other Transportation Highlights

**STP Urban Funding:**

**19 projects, $21 million for towns**
CRCOG approved more than $21 million for 19 transportation projects submitted by CRCOG municipalities for funding under the federal Surface Transportation Program (STP). The projects fund traditional roadway projects, including pavement rehabilitation projects and non-traditional projects such as pedestrian / bicycle paths and transportation planning studies.

**Also:**

- **Bicycle Planning** Efforts to implement the Bike Plan include popular Bike to Work breakfasts, a proposal to add bike racks at bus shelters, and most importantly, adoption of a policy that requires designers to consider bicyclist and pedestrian needs in all transportation projects.

- **Jobs Access** Our nationally recognized program continues to grow! CRCOG Capitol Region Jobs Access Program is connecting more than 2,800 people with jobs at over 100 job locations.

- **Route 190 Corridor Study** Alternatives addressing problems identified earlier will be presented at public information meetings this fall. Target completion date for this study is December 2001.

- **Bus Shelter Program** Seven towns have or will install new bus shelters since the adoption of the Capitol Region Bus Stop Site, Sign and Shelter Policy last year.

- **Incident Management** CRCOG worked with the Manchester Fire Rescue EMS to present a class and follow-up tabletop on the Incident Command System.

- **Bradley Area Transportation Study** This study is intended to help guide and support growth connected with expansion of the airport, which is seen as a major economic engine for the region and the State. A draft plan will be presented to the public at meetings this fall. A final plan is expected by the end of the year.

- **Environmental Justice Challenge Grant** CRCOG was awarded a Federal Transit Administration grant - one of only four in the nation - to review compliance of its transportation planning projects and programs with Environmental Justice principles. CRCOG’s participation in this effort stems from the agency’s commitment to address the transportation needs of low income and minority communities in the region.
Regional Bulletin Board

Notable Events From Around the Capitol Region

- The creation of the MetroHartford Regional Economic Alliance, which will house the MetroHartford Chamber of Commerce and the Capitol Region Growth Council under one roof, became official. This marks an important milestone in the effort to build strong regional leadership so that business, government and civic leaders can work together more effectively through the Alliance, the Capitol Region Partnership and the Greater Hartford Arts Council.

- The region celebrated groundbreaking for the Adriaen's Landing project and the UConn Football Stadium in East Hartford. Governor Rowland and the Capitol City Economic Development Authority continue to make these projects a top priority.

- The Hartford-Springfield Economic Partnership was officially created in September, 2000 when Governor Rowland and Massachusetts Governor Celucci and representatives of organizations in both regions (including CRCOG) signed an agreement to work together on a number of fronts. We have been involved in projects which will create stronger links between Hartford and Springfield and take better advantage of our combined assets.

- The Capitol Region Partnership celebrated its 5th anniversary in November with an event at the Hartford Club featuring Chris Gates, Executive Director of the National Civic League. The well attended event also resulted in a number of good recommendations for the Partnership work plan in the areas of regional citizenship, regional competitiveness and regional service delivery.

- Hartford secured a major federal grant and additional funds from other sources to construct a Jobs Corps Center at Charter Oak Terrace. This alternative high school for at-risk youth will provide comprehensive and individualized programs of education, vocational training and social skills development to youth in our region.

- Construction of the 1,500 space garage at Bradley Airport was completed and work proceeded on the expansion of the terminals at Bradley. Bradley, which is an important economic engine for our region, has logged steady increases in passenger and freight volume.

- Riverfront Recapture achieved two more milestones in the development of our riverfront parks system with the ribbon cutting for the Columbus Boulevard Bridge in May and the groundbreaking for the Riverside Park boathouse in June. The goal is to complete the Riverfront Park system in time for the opening of Adriaen's Landing and the Convention Center.

Governor Rowland addresses the hundreds of attendees at the May 31, 2001 ceremony celebrating the groundbreaking of Adriaen’s Landing.

Greater Hartford Jaycees Community Boathouse
Owner:  Riverfront Recapture
Sources of Revenues and Expenditures - Program & Operating

For Fiscal Year Ending June 30, 2000

REVENUES

Local Government Assessments $ 385,277
State Grants & Contracts 1,635,264
Federal Grants & Contracts 1,305,625
Other Grants & Fees 837,617
Miscellaneous Income 91,893

Total $ 4,255,676

EXPENDITURES

Contractual $ 2,821,752 1
Personnel 905,395
Indirect Costs 441,377
Direct Expenses 221,264

Total $ 4,389,788 2

1. This includes Job Access, Public Safety, Transportation and Land Use Studies, etc.
2. Expenditures exceed revenues in FY 99-00 largely because of a significant carryover in revenue for Jobs Access, which is not reflected here.

Photo and Graphic Credits

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Editor: Kristin Pauzano

CRCOG Staff

Administration
Richard J. Porth, Executive Director
Winsome Barnaby
Carmen Torres-Collazo
Cheryl Kukish
Luz Lebron
Kristin Pauzano

Community Development
Mary Ellen Kowalewski, Director
Hedy Ayers
John Guszkowski
Linda Osten
Kelly Sharp

Transportation
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Dan Czaja
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Karen Olson
Erik Snowden
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Hua Tan
Capitol Region Council of Governments

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Municipal Services Committee  Lee Erdmann

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PSAP Management/Governance/Budget Committee  Frederick Turkington
PSAP Tech. Review Committee  Rudolf Rossmy

Administration
Legislative Committee  Howard Dean
LEO Steering Committee - Workforce  Mary Lou Strom
Personnel/Finance Subcommittee  Jon Colman

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241 Main Street
Hartford, CT 06106
(860)522-2217
www.crcog.org