



## REPORT OF MEETING

**Date and Time: Tuesday, March 27, 2018, 12:30 PM**

**Location: Training & Conference Center, The Chrysalis Center, 255 Homestead Avenue, Hartford**

**Subject: Public Advisory Committee Meeting #17**

### Attendees

NAME	ORGANIZATION	EMAIL ADDRESS
<b>PUBLIC ADVISORY COMMITTEE MEMBERS</b>		
Jackie McKinney	ArtSpace Residents Association	<a href="mailto:Jdmckinney07@gmail.com">Jdmckinney07@gmail.com</a>
Toni Gold	West End Civic Association	<a href="mailto:toniagold@gmail.com">toniagold@gmail.com</a>
Anthony Cherolis	Center for Latino Progress	<a href="mailto:acherolis@gmail.com">acherolis@gmail.com</a>
Lynn Ferrari	Coalition to Strengthen Sheldon-Charter Oak Neighborhood	<a href="mailto:Lynn.ferrar@gmail.com">Lynn.ferrar@gmail.com</a>
Jackie Mandyck	iQuilt	<a href="mailto:jackie@thequiltplan.org">jackie@thequiltplan.org</a>
Karolina Kwiecinska	Trinity College	<a href="mailto:karolina.kwiecinska@trincoll.edu">karolina.kwiecinska@trincoll.edu</a>
Marilyn Risi	Upper Albany Main Street Inc.	<a href="mailto:risi@hartford.edu">risi@hartford.edu</a>
Sandy Fry	City of Hartford	<a href="mailto:sfry@ghtd.org">sfry@ghtd.org</a>
Aaron Gill	Frog Hollow NRZ	<a href="mailto:ajgill@edtengineers.com">ajgill@edtengineers.com</a>
Mark McGovern	Town of West Hartford	<a href="mailto:mark.mcgovern@westhartfordct.gov">mark.mcgovern@westhartfordct.gov</a>
Elsa Huertas	SINA	<a href="mailto:ehuertas@sinainc.org">ehuertas@sinainc.org</a>
Jennifer Cassidy	Business for Downtown Hartford	<a href="mailto:j.cassidy@snet.net">j.cassidy@snet.net</a>
Jordan Polon	Hartford Business Improvement District	<a href="mailto:jpolon@hartfordbid.com">jpolon@hartfordbid.com</a>
Hank Hoffman	The Hartford	<a href="mailto:hank.hoffman@thehartford.com">hank.hoffman@thehartford.com</a>
Patrick Egan	Archdiocese of Hartford	<a href="mailto:patrick.egan@aohct.org">patrick.egan@aohct.org</a>
Bruce Donald	East Coast Greenway Alliance	<a href="mailto:bruce@greenway.org">bruce@greenway.org</a>
Robert Painter	HUB of Hartford	<a href="mailto:Painterbob4250@yahoo.com">Painterbob4250@yahoo.com</a>
Anne Hayes	Travelers	<a href="mailto:aihayes@travelers.com">aihayes@travelers.com</a>
Jennifer Carrier	CRCOG	<a href="mailto:jcarrier@crcog.org">jcarrier@crcog.org</a>
David Nardone	FHWA	<a href="mailto:David.w.nardone@dot.gov">David.w.nardone@dot.gov</a>
Ted Aldieri	FHWA	<a href="mailto:ted.aldieri@fdot.gov">ted.aldieri@fdot.gov</a>
Doug Moore	State of Connecticut Department of Administrative Services	<a href="mailto:Doug.Moore@ct.gov">Doug.Moore@ct.gov</a>
Marc Petruzzi	State Police Office of Administrative Services	<a href="mailto:marc.f.petruzzi@ct.gov">marc.f.petruzzi@ct.gov</a>
Mary Deppe	Greater Hartford Transit District	<a href="mailto:mdeppe@ghtd.org">mdeppe@ghtd.org</a>
Charles Hunter	Southern Connecticut Railroad	<a href="mailto:Charles.Hunter@railamerica.com">Charles.Hunter@railamerica.com</a>
Michael Marshall	Aetna	<a href="mailto:Marshallml@aetna.com">Marshallml@aetna.com</a>
John Walsh	Aetna	<a href="mailto:Jwalsh3@aetna.com">Jwalsh3@aetna.com</a>
Mary Zeman	Bushnell Park Foundation	<a href="mailto:manager@bushnellpark.org">manager@bushnellpark.org</a>
<b>OTHER ATTENDEES</b>		
Jamie Bratt	City of Hartford	<a href="mailto:Jamie.Bratt@hartford.gov">Jamie.Bratt@hartford.gov</a>
Jim Ford	City of Hartford	<a href="mailto:Jim.Ford@hartford.gov">Jim.Ford@hartford.gov</a>
Jillian Massey	CRCOG	<a href="mailto:jmassey@crcog.org">jmassey@crcog.org</a>
Andy Daly	The Hartford	<a href="mailto:andrew.daly@thehartford.com">andrew.daly@thehartford.com</a>

OTHER ATTENDEES		
NAME	ORGANIZATION	EMAIL ADDRESS
Paul Fleming	The Hartford	<a href="mailto:paul.fleming@thehartford.com">paul.fleming@thehartford.com</a>
Ted DeSantos	Fuss & O'Neill	<a href="mailto:tdesantos@fando.com">tdesantos@fando.com</a>
Sandra Bobowski	City of Hartford Planning & Zoning Commission	<a href="mailto:sandra.bobowski@snet.net">sandra.bobowski@snet.net</a>
Sara Bronin		<a href="mailto:sara.bronin@gmail.com">sara.bronin@gmail.com</a>
Cathey Zeiner	YWCA	<a href="mailto:ywceo@ywcahartford.org">ywceo@ywcahartford.org</a>
Rob Allen	Riverfront Recapture	<a href="mailto:rallen@riverfront.org">rallen@riverfront.org</a>
Ken Gosselin	Hartford Courant	<a href="mailto:kgosselin@courant.com">kgosselin@courant.com</a>
Sandra Stavola	HDR	<a href="mailto:Sandra.Stavola@hdrinc.com">Sandra.Stavola@hdrinc.com</a>
Chris Paul	NBC	
Marty Levitz		<a href="mailto:malevitz@gmail.com">malevitz@gmail.com</a>
Joseph Sullivan		<a href="mailto:joseph.sullivan2424@gmail.com">joseph.sullivan2424@gmail.com</a>
Bill Mocarsky		<a href="mailto:bill@peopleofgoodwill.com">bill@peopleofgoodwill.com</a>
DEPARTMENT OF TRANSPORTATION		
James Redeker	CTDOT	<a href="mailto:james.redeker@ct.gov">james.redeker@ct.gov</a>
Rich Armstrong	CTDOT	<a href="mailto:richard.armstrong@ct.gov">richard.armstrong@ct.gov</a>
Andy Fesenmeyer	CTDOT	<a href="mailto:andy.fesenmeyer@ct.gov">andy.fesenmeyer@ct.gov</a>
Kevin Burnham	CTDOT	<a href="mailto:kevin.burnham@ct.gov">kevin.burnham@ct.gov</a>
Paul D'Attilio	CTDOT	<a href="mailto:paul.dattilio@ct.gov">paul.dattilio@ct.gov</a>
John Bernick	CTDOT	<a href="mailto:john.bernick@ct.gov">john.bernick@ct.gov</a>
Derick Lessard	CTDOT	<a href="mailto:derick.lessard@ct.gov">derick.lessard@ct.gov</a>
Randal Davis	CTDOT	<a href="mailto:randal.davis@ct.gov">randal.davis@ct.gov</a>
Gregory Dorosh	CTDOT	<a href="mailto:gregory.dorosh@ct.gov">gregory.dorosh@ct.gov</a>
CONSULTANT TEAM		
Dave Stahnke	TranSystems Corporation	<a href="mailto:dkstahnke@transystems.com">dkstahnke@transystems.com</a>
Tim Ryan	TranSystems Corporation	<a href="mailto:tpryan@transystems.com">tpryan@transystems.com</a>
Casey Hardin	TranSystems Corporation	<a href="mailto:crhardin@transystems.com">crhardin@transystems.com</a>
Ron Sacchi	TranSystems Corporation	<a href="mailto:rgsacchi@transystems.com">rgsacchi@transystems.com</a>
Nick Mandler	TranSystems Corporation	<a href="mailto:ncmandler@transystems.com">ncmandler@transystems.com</a>
Gina Trimarco	TranSystems Corporation	<a href="mailto:gmtrimarco@transystems.com">gmtrimarco@transystems.com</a>
Alex Hauseal	TranSystems Corporation	<a href="mailto:ahouseal@transystems.com">ahouseal@transystems.com</a>
Mike Morehouse	Fitzgerald & Halliday, Inc.	<a href="mailto:mmorehouse@fhiplan.com">mmorehouse@fhiplan.com</a>
Marcy Miller	Fitzgerald & Halliday, Inc.	<a href="mailto:mmiller@fhiplan.com">mmiller@fhiplan.com</a>
Debbie Hoffman	Fitzgerald & Halliday, Inc.	<a href="mailto:dhoffman@fhiplan.com">dhoffman@fhiplan.com</a>
Michael Coulom	Fitzgerald & Halliday, Inc.	<a href="mailto:mcoulom@fhiplan.com">mcoulom@fhiplan.com</a>
Christine Tiernan	AECOM	<a href="mailto:christine.tiernan@aecom.com">christine.tiernan@aecom.com</a>
David Spillane	Goody Clancy	<a href="mailto:david.spillane@goodyclancy.com">david.spillane@goodyclancy.com</a>
John Loughran	WSP	<a href="mailto:john.loughran@wsp.com">john.loughran@wsp.com</a>
Bill Kenworthy	HOK	<a href="mailto:william.kenworthy@hok.com">william.kenworthy@hok.com</a>

## 1. Welcome & Introduction

Rich Armstrong, of the Connecticut Department of Transportation (CTDOT), welcomed everyone to the 17<sup>th</sup> Public Advisory Committee (PAC) meeting for the I-84 Hartford Project. He announced his retirement after 34 years of state service. He said the project would continue under the leadership of Andy Fesenmeyer, Project Manager, and Kevin Burnham, Project Engineer. He also welcomed new PAC members Anthony Cherolis, of the Center for Latino Progress, John Walsh, of Aetna, Julio Concepción, of the Metro Hartford Alliance, Mike Kolonauski, of Amtrak, and Chris Hansen, of the Federal Highway Administration.

R. Armstrong said the meeting's agenda included updates on the multimodal station planning process, the local road network, CT *fastrak*, and environmental documentation. He said a goal

of the meeting was to agree on a station site. He thanked the City of Hartford and their consultants for their strong spirit of collaboration.

## **2. Multimodal Station Planning**

Casey Hardin, of TranSystems Corporation (TSC), reviewed the multimodal station planning process. He said the November 2017 PAC meeting explored different station concepts, including siting options, mode integration, and transit-oriented development (TOD) potential. He explained that the Project Team spent the last several months assessing station concepts against the evaluation criteria.

David Spillane, of Goody Clancy, explained how urban design is a significant station siting consideration. He said the station would play an important role in determining the character of surrounding streets, open space, and neighborhood connectivity, as well as the potential for TOD. He said the station should be a prominent structure that draws people to the area and connects the city across either side of the highway. C. Hardin added that how the station interacts with the local street network and various transportation modes, including pedestrians, bicycles, buses, and private vehicles, is important.

Gina Trimarco, of TSC, said the public stated preference for multimodal functionality for the station. She added that bicycle and pedestrian connectivity is a key evaluation criterion, as well as strong access for local and intercity buses and CT *fastrak*.

C. Hardin explained that engineering is a primary consideration, particularly when the station first opens prior to highway completion. He said the Project Team is gathering more quantitative information to estimate station costs. He noted that rail operations, maintenance, platform access, and how much of the rail corridor is capped are ongoing evaluation topics.

John Loughran, of WSP, said the City's consulting team of WSP and HOK is working closely with CTDOT to ensure that transportation investments benefit the city. He explained that the *Capitol Gateway Concept Plan* is studying station connectivity to surrounding neighborhoods, and how it can be developed as a district between Downtown and Asylum Hill.

C. Hardin displayed conceptual plans of the multimodal station area. He noted the relocation of the highway 200 feet to the west, the extension of Garden Street across the highway to intersect with Spruce Street, Bushnell Park West between Capitol Avenue and Asylum Street, and the extension of Farmington Avenue to intersect with Bushnell Park West. He said the Project Team has evaluated two station concepts for the area south of Asylum Avenue and three to the north of Asylum Avenue. He noted high bus ridership in the area, particularly on Asylum Avenue, Farmington Avenue, and Broad Street.

C. Hardin presented station Concept J, which was originally suggested by a PAC member and member of the public. He said the rail station would sit south of Asylum Avenue on a cap over the railroad, parallel to the Farmington Avenue extension. D. Spillane said the transportation infrastructure in this concept would create new open space and urban fabric to connect the city across the highway. He cautioned that open space in this concept may feel disconnected, and that the Farmington Avenue extension and Broad Street would be defined by the bus station, parking facilities, and kiss-n-ride. He noted that Asylum Avenue would function well and have strong opportunities for TOD. G. Trimarco said the station would function well for multimodal connectivity because it so closely locates bus and rail facilities; bus and rail passengers could share a waiting area. She added that an underground concourse could provide passengers access to either side of Asylum Avenue. She pointed out passenger loading constraints because of the southerly distribution of passengers along the rail platforms. C. Hardin said the Project Team would like to avoid positioning station access facilities on Asylum

Avenue, Farmington Avenue, or Broad Street. B. Kenworthy said key economic development sites could exist on Asylum Avenue and Bushnell Park West. C. Hardin said the Farmington Avenue extension could not be built until the end of the project. He said southern station concepts would require utilizing temporary parking facilities for four to six (4-6) years, across Asylum Avenue from the rail station.

C. Hardin said southern station Concept K has similar construction staging concerns. He described how the rail station structure would be built between the Farmington Avenue extension, Asylum Avenue, and Broad Street, similar to Concept J. Bus and parking facilities would be combined in one structure on cap over the highway and accessible from Broad Street. B. Kenworthy said the center of the block created in this area could be open space or amenities surrounded by TOD. G. Trimarco said the bus and rail facilities would be too far apart to share a waiting area, so a separate bus passenger waiting facility would be needed. She added that the station could also create bus traffic issues on Broad Street.

C. Hardin presented northern station Concept E1, which would include a rail station facility with facades fronting Asylum Avenue and Garden Street. He said bus and parking facilities would be north of Garden Street over an extended cap structure over the proposed lowered I-84. D. Spillane said the station façade fronting Asylum could terminate a long vista along Asylum Avenue. He said both Asylum and Farmington Avenues would terminate at open space, which could be programmed for active recreation or low buildings to draw people to the area. He called this area Station Square, a shared space for commuters, neighborhoods, and corporate communities, and a gateway to Downtown and surrounding neighborhoods. He said this would create a nice transition along Cogswell and Broad Streets, and a pleasant environment for the Farmington Avenue extension as it passes through park space. He said station passenger dropoff and pickup could utilize Garden Street in a more compact fashion than with the southern station concepts. G. Trimarco said the concept worked well for multimodal connectivity because it closely locates bus and rail facilities. Passengers could cross between facilities at-grade on Garden Street, or via an underground concourse. She cautioned that this station would require extensive capping and that the Project Team is unsure about the constructability of this kind of facility from a security standpoint. She added that cost implications may make it less feasible. C. Hardin said northern station concepts would be easier to phase during construction, because the rail facility could utilize existing nearby parking. He said northern concepts relieve traffic pressure at the Trident and that bus activity could remain at Union Station throughout the duration of construction.

G. Trimarco said northern Concept E2 positions bus and rail facilities far apart from each other and would not support multimodal functionality. B. Kenworthy said the station would utilize valuable developable land for bus facilities.

C. Hardin explained that northern station Concept E3 was designed to balance cost implications and multimodal functionality. He said the bus facility would be shifted closer to the rail facility by bringing it under Garden Street and taking advantage of the grading along Spruce Street. G. Trimarco said passengers would have easy access between facilities, and that buses would access the station from Spruce Street and not Garden Street. She said a climate-controlled pedestrian walkway could also connect bus and rail facilities. C. Hardin said the entire area between Asylum Avenue and Garden Street could be capped at additional expense. B. Kenworthy said the character of Garden Street is important, and that some structure or programming would be necessary to activate the area between Asylum and Broad or mitigate against the site and sound of the highway. C. Hardin concluded that the Project team recommends moving forward with northern Concept E3 because it best satisfies design criteria. He said the next step is to advance to 15 percent design.

Toni Gold, of the West End Civic Association, said she was concerned about the activation and maintenance of large areas of open space so close to Bushnell Park. B. Kenworthy said the Project Team also shares concerns about the large amount of open space and recognizes the need to develop strong programming for those areas. He said open space near the station could be for more active uses than Bushnell Park and have more paved surfaces for year-round use. D. Spillane said Providence, Rhode Island went through a similar process to identify use of open space created by highway relocation. B. Kenworthy concluded that the cap over the highway will be difficult to build on, and so some form of open space may be the best option in some areas. Jennifer Cassidy, of Business for Downtown Hartford, said Asylum Hill does not have much open space and could benefit from having more.

J. Cassidy asked about the character of the Garden Street extension, and whether it would have highway access. C. Hardin said Garden Street would not have direct highway access and that buses would access the station from Spruce Street and Church Street, not Garden Street. He said there would be enough kiss-n-ride spaces on Garden Street to accommodate needs. G. Trimarco said observations at peak hours showed a need for 30 kiss-n-ride spaces. B. Kenworthy said the Garden Street extension is envisioned to have strong bicycle and pedestrian conditions providing a seamless connection between Downtown and Asylum Hill. He said attention would be made to ensure pleasant building frontage on the street.

Aaron Gill, of the Frog Hollow Neighborhood Revitalization Zone, agreed that private development is unlikely to occur on cap over the highway. He said greenspace would be a better use of highway cap area. He strongly encouraged adoption of northern Concept E1 because of the greater proximity of bus and rail facilities and the potential to further reduce private vehicle trips. He said that Concept E3 would take away valuable land for the bus facility that could be used for TOD. He supported constructing bus and parking facilities over the highway. C. Hardin noted that the bus terminal would primarily serve intercity buses, and that most local buses would still stop near the rail station area and not necessarily at the Spruce Street bus facility.

Bob Painter, of the Hub of Hartford, also voiced support for Concept E1. He expressed concerns over the safety and maintenance of an underground passage between bus and rail facilities, and requested more information about such a passageway. G. Trimarco said the connection between bus and rail facilities in Concept E3 would not have to be underground. She said it could be an at-grade enclosed facility or part of another building, or even a covered walkway. B. Kenworthy said that a climate-controlled facility would be important during winter.

J. Cassidy asked which buses would access the bus facility and whether Spruce Street would be widened. C. Hardin said Spruce Street may be widened to include turn lanes at the intersection with Garden Street, but further analysis is needed. G. Trimarco said that intercity buses and the five local bus routes that currently layover at Union Station would utilize the new bus facility. J. Cassidy expressed concern over the bunching of buses at certain times of day.

Jackie McKinney, of ArtSpace Residents Association, asked if the at-grade connection between bus and rail facilities would be comfortable for handicapped and disabled people. C. Hardin said the grade of the connection would be three percent.

J. Cassidy asked how Garden Street could be made more pedestrian friendly. C. Hardin said the street was envisioned to have wide sidewalks, trees, and street furniture. B. Kenworthy emphasized that Garden Street is not intended to be a back door for the station, but rather a new front door for a repurposed Union Station. J. Cassidy said Spruce Street should have similar treatments.

A. Cherolis said he also likes northern Concept E1 because it would be a better use of developable land.

H. Hoffman, of The Hartford, asked if the full cap between Asylum Avenue and Garden Street was included in Concept E3, and whether pedestrians could walk over the cap to Spruce Street. C. Hardin said the Project Team and the City strongly recommend capping that area, but a scenario without that section of cap will also advance. C. Hardin said the sidewalks on Asylum Avenue would be widened for pedestrian passage.

H. Hoffman asked how intercity bus traffic would access the highway. G. Trimarco said she could share bus route circulation maps.

C. Hardin concluded that the Project Team will continue to advance Concepts E1 and E3, and eliminate other concepts. He said cost differentials between the two may influence decision-making.

### **3. Local Road Network**

C. Hardin said the Project Team is coordinating with neighborhood groups and other stakeholders to examine roadway refinements in Asylum Hill. He noted that The Hartford has developed a proposal to close a section of Garden Street to vehicles and convert it to a multiuse path.

C. Hardin said the Project Team is primarily focusing on the Trident, which today sees significant north-south traffic as drivers go to the eastbound I-84 on-ramp on Broad Street. He said the Lowered Highway Alternative and ramp reconfiguration would change traffic patterns in the Trident by removing the Broad Street on-ramp. He said the roads in the Trident could be much stronger bicycle and pedestrian corridors. He reviewed some of the considered and dismissed Trident improvement concepts including the Roundabout and Western Shift. He said only the Discontinuous Broad Street and Farmington Avenue Extension concepts remain.

C. Hardin explained that the Discontinuous Broad Street concept would close the section of Broad Street between Farmington and Asylum Avenues to motor vehicle traffic but maintain it for bicycle and pedestrian movements. He said traffic would better flow through the area under this scenario, and that the roadways would require fewer lanes and would likely be better bicycle and pedestrian connections. He noted that at the City's request, the Project Team has chosen to adopt the Farmington Avenue Extension moving forward. He said this concept would maintain Broad Street for vehicular traffic and create a new connection over the highway between Broad Street and Bushnell Park West. He said the intersections at the Trident would have more lanes and be more complex under this concept, and that the Project Team is concerned about the ability to provide suitable bike facilities in this scenario and a welcoming bicycle and pedestrian environment, particularly near the multimodal station. He said both concepts could be included in the Draft Environmental Impact Statement (DEIS). Next steps include further analysis in the level 3 screening process.

J. McKinney asked how traffic leaving the XL Center for Farmington Avenue would travel. C. Hardin said at off-peak hours travelers may turn left on Broad and then right on Farmington, though at peak hours drivers may be inclined to use Asylum Place. He said the Project Team is continuing to evaluate how the Farmington Avenue Extension fits travel patterns and has not yet reached a full conclusion.

T. Gold said the Project Team should not assume that Downtown traffic would all use Asylum Avenue. She said some travelers may prefer taking the Farmington Avenue Extension to Capitol Avenue. C. Hardin said the Project Team is continuing to evaluate travel patterns.

A. Cherolis said he favored options that produced more connections.

#### 4. CTfastrak

C. Hardin explained that the Project Team previously developed a concept for CT *fastrak* that would tunnel the busway under the highway and railroad east of Sigourney Street. He said that this would cost more than \$300 million without escalation and take 4.5 years to construct, during which time CT *fastrak* would not be in service. He said that for these reasons this concept has been eliminated. He said nine CT *fastrak* alternatives have been reviewed to date and evaluated for their cost, property impacts, CT *fastrak* service goals, and access to the Central Business District and Downtown.

C. Hardin said the Project Team is now favoring crossing the busway between the highway and rail just east of Laurel Street. From the Parkville station the busway would go under Capitol Avenue, under the railroad, the lowered highway, and the existing highway. He said this new alignment could be built while maintaining traffic on the existing I-84 and thereby not compromising CT *fastrak* service. A spur to the existing Sigourney Street station could be maintained to serve Farmington Avenue bus lines. A Sigourney Street South station could be built on the new guideway south of the highway and serve Capitol Avenue bus lines. It is envisioned that the north and south Sigourney Street stations could function as one facility, with vertical connections up to Sigourney Street.

C. Hardin demonstrated three options for the busway's eastern terminus. He said the Project Team is evaluating potential building impacts to property owned by the Hartford Courant currently used for parking. Option 1 would continue under Broad Street and terminate at Bushnell Park West, where it would mix with local traffic and continue north to Asylum Street. Option 1 combined with the Farmington Avenue Extension would not allow Road B to also carry local traffic. Option 2 would bring the guideway to Broad Street where it would mix with local traffic at Road B and then turn north on Bushnell Park West to Asylum Street. Option 3 would bring the busway onto the existing railroad embankment and rehabilitated or reconstructed rail viaduct to Union Station and terminating at Church Street. He said Option 3 could change the Downtown bus circulation pattern. He also noted that rehabilitating or reconstructing the rail viaduct, currently maintained by Amtrak, could cost CTDOT \$50-100 million.

C. Hardin concluded that each option allows CT *fastrak* to stay open during construction. He said that moving forward the Project Team will advance design of the Sigourney Street stations and document the busway's preferred new alignment.

#### 5. Environmental Documentation

Christine Tiernan, of AECOM, said the DEIS includes the Cultural Resources Report, which was resubmitted one week ago after review and revision, the Air Quality Technical Report, which was submitted in January 2018, the Noise and Vibration Technical Report which will soon be submitted to CTDOT for review, and the Land Use and Socioeconomic Technical Report which will be submitted to CTDOT for review in April.

C. Tiernan said the Cultural Resources Report examined above and belowground resources. She said the reasonable range of alternatives has little differentiation between the number of historic resources impacted by each alternative, except Alternative 3B-E6(S), which would additionally impact the Connecticut Mutual Life Insurance building and 69-73 Myrtle Street. She said the Project Team is now going through the process of identifying impact mitigation. She said an archaeological investigation identified an additional 54 properties that require testing. She concluded that the Project Team is now acquiring permits and coordinating with property owners to conduct those tests with the goal of finishing in summer 2018.

C. Tiernan said the Air Quality Technical Report was completed in January 2018 and determined that future build conditions did not exceed national air quality standards. She said that improved levels of service and fewer vehicle miles traveled under the 2040 Build scenario would also lower emissions toxics in comparison to existing and 2040 No-Build scenarios. She noted that there would be temporary air quality impacts during construction.

C. Tiernan said the Noise and Vibration Technical Report analyzed roadway noise using FHWA guidelines and railroad noise using Federal Transit Administration guidelines. She said that in the areas where the highway is constructed in trench, the cut would shield surrounding receptors from noise. She said one noise barrier was recommended using CTDOT's feasible and reasonable criteria for noise barriers. She said that there would be virtually no vibration impacts from the railroad because trains travel slowly through the area. She said vibration from diesel vehicles and roadways would not exceed the threshold for structural damage.

C. Tiernan said the Land Use and Socioeconomic Technical Report documents impacts to community resources and environmental justice populations. She said this report would recommend mitigation for residential housing displacement.

C. Tiernan concluded that the DEIS would be available for public review in early 2019 with a public hearing in in Spring of 2018. She said a Record of Decision and the Final Environmental Impact Statement are anticipated in summer 2020.

J. Cassidy asked if the housing mitigation plan would include construction of new housing or relocation to existing housing in the area. She said the Asylum Hill Neighborhood Association is concerned about the loss of non-deed and non-income-restricted housing in the area. C. Tiernan said the plan could potentially include relocation to existing housing as well as construction of new replacement housing.

H. Hoffman asked about the threshold for structural damage caused by vibrations from diesel locomotives. C. Tiernan said final numbers will be included in the completed technical report. She said she could provide comparative information for existing, 2040 build, and 2040 no-build scenarios.

## **6. Next Steps**

C. Hardin said the Project Team will advance design of station Concepts E1 and E3 as well as begin the Level 3 Screening process for the local roads and CT *fastrak* alignment. He said public forums on the multimodal station and the I-84 / I-91 Interchange Study would take place in late spring or early summer. At J. Cassidy's suggestion, he said an additional working session could be held on the local road network.