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December 15, 2016

James P. Redeker
Commissioner
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

Dear Commissioner Redeker:

The MetroHartford Alliance is the Region's economic development leader and the City's Chamber of Commerce, and our investors include businesses of all sizes, health care providers, arts and higher education institutions, and municipalities. Our mission is to ensure that the Region competes aggressively and successfully for jobs, capital, and talent so that it thrives as one of the country's premier places for all people to live, play, work, start and grow a business, and raise a family.

We applaud you and your colleagues for your leadership on the critical initiative of developing a replacement for the I-84 viaduct. Your engagement of the public and your numerous presentations to our investors and others allowed employers and residents to offer suggestions and to express concerns. You and your team have also consistently articulated your understanding of both the initiative's challenges and its historical opportunity to transform the City and the entire Region to enhance our collective ability to grow the economy to benefit the Region's citizens. While we are most appreciative of your exceptional efforts, we write to request that you conduct an expedited study of the proposal recently developed by Congressman John Larson (the "Proposal").

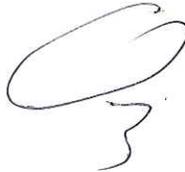
As you know, the Proposal sets forth a tunnel alternative that would reroute I-84 underground from the area of Flatbush Avenue in West Hartford to the Charter Oak Bridge and then underneath the Connecticut River to the vicinity of Roberts Street in East Hartford. The Proposal would also bury I-91 along the Connecticut River north of Riverside Park in Hartford to the South Meadows. The combination would produce additional acres for development and recreation in both Hartford and East Hartford, reduce congestion via the rerouting of through traffic, and repurpose sections of I-84 and I-91 into the types of boulevards that are at the heart of vibrant urban centers. It would have the important added benefit of establishing new levels on the land-side of the flood control system of the Connecticut River and thereby fortify the levees on the Hartford side of the River without the additional expense if such fortification was a separate project.

While we acknowledge the dramatically higher costs of the Proposal, we especially encourage your expedited study as the Proposal offers the very real prospect of keeping I-84 open during the construction phase and thereby reducing the impact on commuters, delivery and public safety vehicles, and through traffic. This possibility is indeed the most important reason for our enthusiastic support of the study as a number of the Region's major employers have expressed concern about the impact of the length of time needed to replace the viaduct in place on their decisions to retain and increase their levels of employment and investment in the City and the Region.

We recognize that the Proposal has been introduced after your significant efforts noted above. Nonetheless, we believe that this historical opportunity requires a comprehensive analysis of all aspects of the Proposal, including the comparable costs and funding sources for both the replacement of the viaduct in place and the Proposal. For all of these reasons, we urge you to conduct an expedited study to determine whether the Proposal is a viable alternative.

Please contact me if you require any additional information. We thank you and your team again for your leadership and for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name with a large loop at the top and a tail that curves to the right.

cc: The Honorable Richard Blumenthal
The Honorable Chris Murphy
The Honorable John B. Larson
Amy D. Jackson-Grove - Federal Highway Administration
Governor Dannel P. Malloy
Mayor Luke Bronin – City of Hartford
Mayor Marcia LeClerc – Town of East Hartford