

# 2018 Connecticut Statewide Long-Range Transportation Plan



January 16, 2018

## Public Comment Meeting



# Welcome!

- Public meeting format:
  - Announcements & Introductions
  - Presentation (20-40 mins)
  - Comments and Discussions (30-60 minutes)
  - Wrap up and next steps (10 minutes)



# What is a Statewide Long-Range Transportation Plan?

- Policy framework document outlining long-term multimodal transportation system investments, it includes:
  - Sustained public involvement campaign
  - Assessment of infrastructure conditions and needs
  - Look ahead at trends that will influence transportation
  - Review of fiscal capacity and funding needs

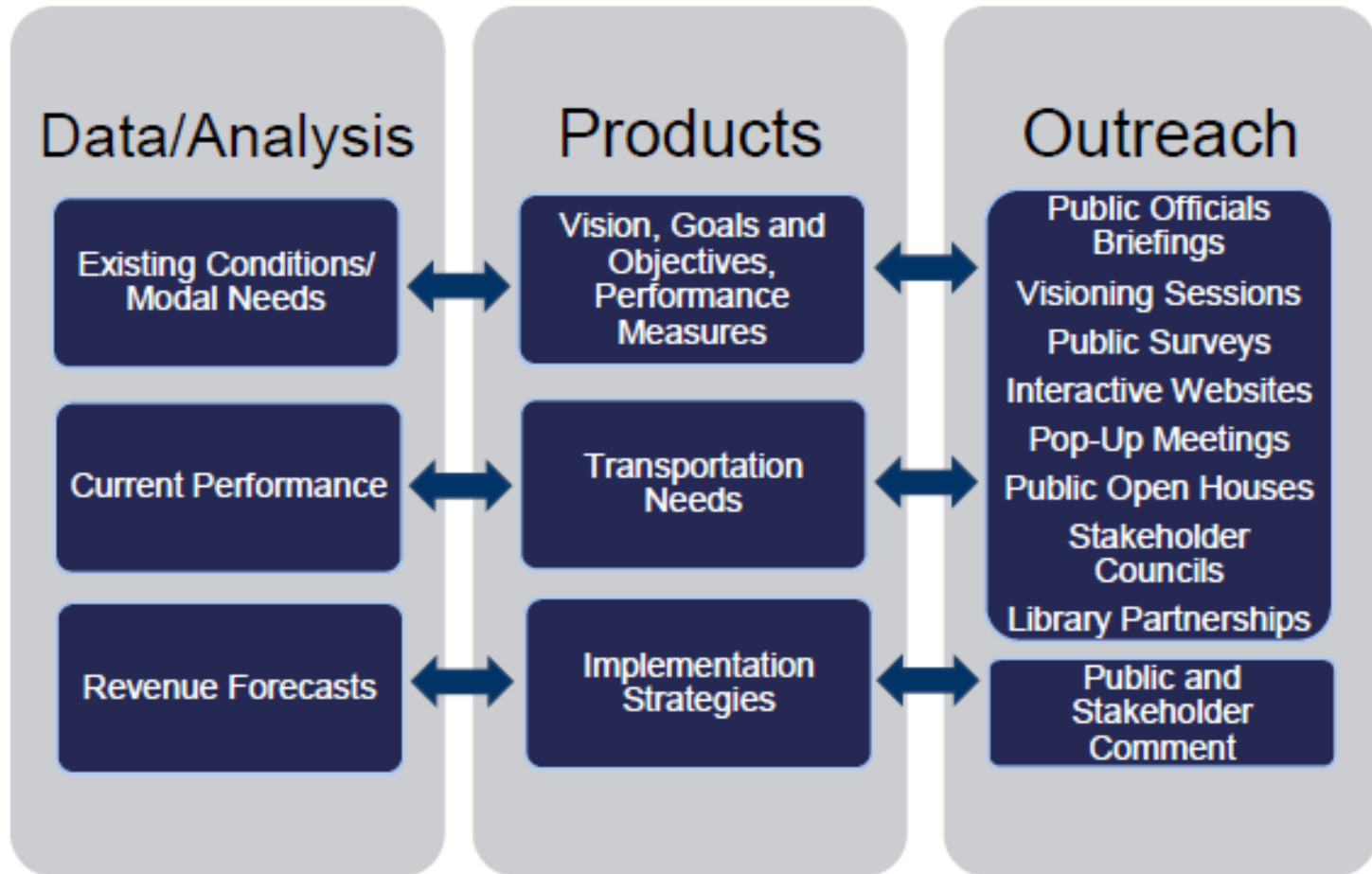


# Impacts of Statewide Long-Range Transportation Plan?

- Enables statewide & regionally-focused decision-making
- Provides long-term framework to support the Capital Program
- Supports delivery of sister State agency plans and investments
- Meets federal transportation planning requirements



# How Did we Develop the Plan?



# Why Plan for 2050?

- Transportation investments permanently shape our environment – they are long-lasting
  - Support a long-term vision that serves all of Connecticut
  - Balance multimodal investment needs and priorities
  - Support technological innovations that improve safety mobility, efficiency, quality of life, etc.
- Meet federal requirements for “long-range” planning



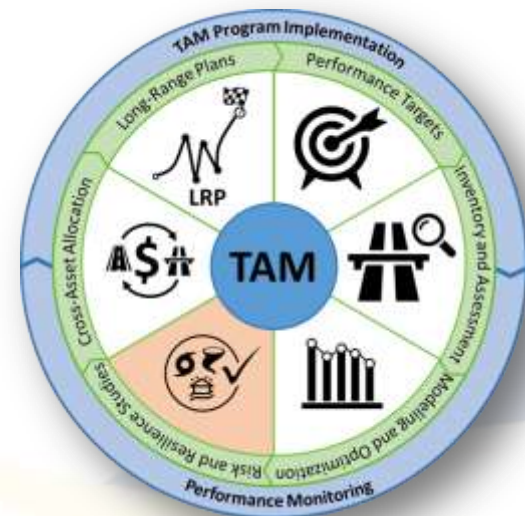
# Federal Requirements for Statewide Long-Range Transportation Plan

- Long-term planning horizon (20 years or more)
- Policy-focused document
- Public participation throughout plan development
- Incorporate planning factors
  - Economic vitality
  - Safety
  - Security
  - Accessibility, mobility
  - Emphasize preservation
  - Increase efficient operations and management
  - Enhance travel and tourism
  - Enhance environment, promote energy conservation, improve quality of life
  - Enhance connectivity and integration across modes



# The Plan and CTDOOT Initiatives: Asset Management

- CTDOOT manages infrastructure worth hundreds of billions of dollars
- Proper management requires data and strong analytics
- CTDOOT is producing the first Statewide Transportation Asset Management plan





# The Plan and CTDOT Initiatives: Performance Management

- Performance-Based Decision Making
- Supports the proper stewardship of public dollars to optimize investments to improve performance
- CTDOT is setting performance targets and monitoring performance quarterly and annually



# Overview of Public Involvement Process



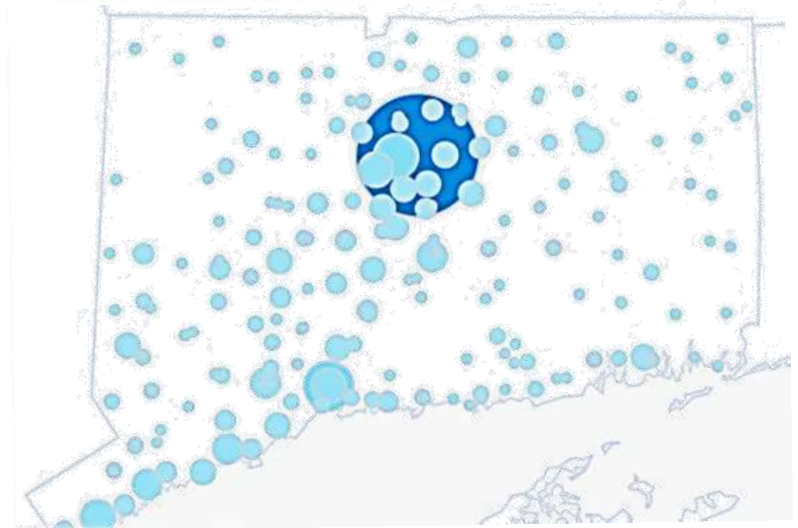
## Extensive public engagement conducted throughout the Plan to:

- Lower barriers to participation
- Encourage more people and diverse voices to participate in planning process
- Establish ongoing, inclusive, meaningful, and responsive public communication
- Develop practical recommendations built upon a solid base of public support

# Extensive, Statewide Outreach

## Robust public outreach process:

- Face-to-face meetings
- Non-traditional outreach events
- Online engagement
- Media engagement / public relations
- Household telephone survey



*Meetings held across the State*



# Face-to-Face Meetings

- Visioning Sessions
- Public Open Houses
- Public Official Briefings
- Meetings with Transportation Stakeholders
- Presentations & Discussions with Transportation Finance Panel
- Informational and Regionally-Focused Meetings



# Non-Traditional Engagement

- “Pop-Up Meetings”
- Direct Outreach at Regional Fairs & Events
- Library Partnerships
- Social Media (Twitter, Facebook)



*Engagement of Many Organizations*



*Pop-Up Meetings*



# Online Engagement

- MindMixer website to collect ideas from public 24/7
- Transportation Plan websites and Ramp-Up “Dashboard”
- Webinars

The screenshot shows the MindMixer website interface. At the top, there's a header with the text "Show us what makes Connecticut great!" and a blue "ADD A PHOTO" button. Below this are three small images: a park, a lake, and a bus. The main content area is divided into two columns. The left column contains "PROJECT DETAILS" with links for "About the Project", "How it Works", "Who's Listening?", and "Release Materials". Below this is a "Select Language" dropdown and a "Powered by Google Translate" logo. The right column features a "Future Transportation in Connecticut" section with a photo of a street scene and the text "What is your vision for transportation in Connecticut? Imagine getting around in Connecticut in 10 or 20 years. What do you think should change over the course of time to make it easier to get from here to...". There is a "My idea is:" input field and an "Add Idea" button. Below this is a "More of These Types of Improvements" section with another photo and text "What transportation systems or elements of transportation systems do you admire in other locations around the country?". There is also a "Weekly Active Users" table with the following data:

Contributor	Weekly Active Users
Jason C20	220
Sam G3	186
charles B24	80
Klah P	100

MindMixer Website

The screenshot shows the "LET'S GO CT!" Online Ramp-Up Dashboard. The top navigation bar includes "Documents", "Dashboard", and "Contact Us". The main heading is "Transportation Ramp-Up Dashboard" with a "Last Updated: 9/26/2017" timestamp and a "Funded by Legislature \$2.8 Billion" badge. The dashboard is divided into several sections. On the left, there's a "Dashboard Home" section with a "Ramp-Up Vision Program" link. Below this is an "Introduction" section with text about the \$2.8 billion program. The central part of the dashboard features a map of Connecticut with various transportation initiatives highlighted in different colors (green, blue, red). On the right, there's a "Initiatives by Mode" section with icons for "Roadways", "Rail", "Bus", and "Bike/Pedestrian".

Online Ramp-Up Dashboard

# Media Engagement / Public Relations

- Fact Sheets
- Brochures
- Public Service Announcements
- Newspaper, Radio, and Press Conferences / Releases

**Did you know?**

- ✓ There are **1,895** miles of trails in CT, 38% are open to off-road cyclists.
- ✓ Over **100,000** metric tons of mail and freight moved through Bradley Airport in 2011.
- ✓ Residential and transportation sources account for over **60%** of Connecticut's Greenhouse Gas emissions.<sup>1</sup>
- ✓ There are currently **6** neighborhoods in the state that are seeking or have achieved LEED certification for Neighborhood Design, a banner for sustainable places.<sup>2</sup>
- ✓ **42%** of businesses surveyed by the Connecticut Business & Industry Association believe that the State's road congestion restricts or limits the territory of their market.<sup>3</sup>
- ✓ **18%** of businesses surveyed have considered relocating because of regional transportation concerns.<sup>4</sup>
- ✓ Connecticut cities have an average Walk Score of **38**, indicating that they are mostly car-dependent.<sup>5</sup>

1. CTDOT, "Connecticut as the Most... Transportation Fact Book 2012" May 2012.  
2. [http://www.ct.gov/transportation/sectors/neighborhooddesign/neighborhooddesign\\_2011.pdf](http://www.ct.gov/transportation/sectors/neighborhooddesign/neighborhooddesign_2011.pdf)  
3. <http://www.ctbiz.org/Content/Transportation/Transportation%20Factbook%202011.pdf>  
4. <http://www.ctbiz.org/Content/Transportation/Transportation%20Factbook%202011.pdf>  
5. <http://www.walkscore.com/CT/>



# Household Telephone Survey

Connecticut residents indicated and ranked long-term priorities for the transportation system:

1. Keeping existing transportation system in good working order
2. Increasing safety of the transportation system
3. Supporting economy by helping businesses to move goods efficiently
4. Improving and expanding Interstate highways to reduce congestion
5. Supporting sustainable development, increased investment in:
  - Transit Oriented Development
  - Walkable cities and towns
6. Increasing transportation and travel options for commuting





# The Plan's Vision

- A **Strong Economy**-improved and sustained multimodal transportation creates an environment where businesses and people thrive.
- **Safety**- A safe transportation system for all modes.
- Transportation **infrastructure** in a state of **good repair**.
- **Efficient mobility**-Transportation services that provide **mobility** for people and goods, both within and beyond state borders.



# The Plan's Vision

- **Minimize congestion**-on all modes.
- Protect the natural **environment** and **air quality**.
- **Livable communities** where urban, suburban, and rural centers provide opportunities for walking and bicycling and are enhanced by **accessible** transportation systems.



# The Plan's Goals



**Economic Growth**



**Deliverability**



**Quality of Life**



**Livability & Resilience**

# The Plan's Goals

## A. Economic Growth

- **Economic growth**-efficient and effective transportation for people and goods.
- **Connectivity** to national and global markets to make Connecticut more competitive.
- **Infrastructure** in a state-of-good-repair to improve reliability and reduce costs to users.
- **Reduce business costs** through improved goods movement.
- **Revitalize urban centers** with enhanced transportation options.



# The Plan's Goals

## B. Deliverability

- **CTDOT delivers** projects and services faster, cost-effectively and with greater customer satisfaction.
- Improved **communications & responsiveness** with system users, residents and businesses.
- **Strong partnerships** with state agencies and local governments that foster collaboration and improve program delivery.



# The Plan's Goals

## C. Quality of Life

- **Safe & secure** travel for people and goods for all modes.
- **Mobility & accessibility for all users**, particularly the aging population and people who can't drive or have limited access to automobiles.
- **Convenient & reliable** travel choices.
- **Integrated transportation & land use** for more travel options and to connect people and places.



# The Plan's Goals

## D. Livability & Resilience

- **Livable, healthy** and environmentally **sustainable** communities.
- **Enhanced bicycling & walking** accommodations and opportunities.
- **Environmentally-friendly** transportation that is affordable.
- **Resilient** transportation systems.



# Context for the Plan

- Much of Connecticut's transportation system was **built more than 100 years ago**
- **Significant investments are needed to:**
  - Attain a state of good repair
  - Mitigate congestion
  - Take advantage of the latest technologies
  - Improve connections between modes and regions
  - Build the communities where people and businesses want to be
- **Existing funding stream is far short of need**





# Breakdown of Long-Term Investments

## \$Billions of Needed Investment

- 2/3 for existing system preservation
- 1/3 for system enhancement/expansion
- Multimodal investments
- Statewide and multiregional investments



# Statewide Programs: Highway & Bridge

## Preservation Needs

- Repairing all major bridges and roads
- Increasing assistance to towns and municipalities
- Modernizing outdated ramp and interchanges



## Expansion Needs

- Relieving congestion by adding capacity to segments of the Interstate System
- Relieving congestion by Implementing travel demand management strategies
- Implementing corridor management strategies (e.g. limited capacity expansion on major non-interstate roads)

# Statewide Programs: Rail



## Preservation Needs

- Restoring and replacing rail fleet
- Modernizing rail stations
- Upgrading power delivery systems
- Replacing rail bridges

## Expansion Needs

- Expanding service to/from New York City
- Expanding rail station access
- Expanding and modernizing branch lines
- Expanding intercity rail service



# Statewide Programs: Bus

## Preservation Needs

- Modernizing transit facilities
- Restoring and replacing bus fleet

## Expansion Needs

- Expanding bus system in urban areas 25%
- Expanding express bus system statewide
- Extending CTfastrak
- Implementing coastal express priority bus service
- Integrating and coordinating transit services
- Providing state-of-the-art service and information
  - Real-time multimodal information
  - Smart card fare collection systems



# Statewide Programs: Freight

## Preservation Needs

- Upgrading highway bridges to meet national standard of 80,000 lbs.
- Upgrading rail facilities to national standard of 286,000 lbs. in key rail corridors

## Expansion Needs

- Expanding overnight truck parking
- Implementing fully-automated, wide & heavy loads-permitting system for trucks
- Improving rail freight intermodal linkages.
- Upgrading or eliminating at-grade crossings



# Statewide Programs: Bike & Pedestrian

- Design for bicycles and pedestrians
- Support livable & walkable communities
  - Complete Streets policy
  - Context sensitive designs
- New program to improve accommodations for bicyclists and pedestrians in community centers
- Fill in gaps in statewide regional trails
- Maintain existing trails



# Statewide Programs: Municipal

- Double the State's investment in municipal roadways
- Double the State's investment in municipal bridges
- New municipal traffic signal replacement program
- New program to improve accommodations for bicyclists and pedestrians in community centers
- Support Transit-Oriented Development



# Corridor and Regional Strategies





# New York to New Haven Corridor Strategy



## ***Key Corridor Objectives***

- Reduce congestion on I-95 & Rt. 15  
*(CT's most congested corridor)*
- Improve rail access to NYC
- Improve rail branch lines
- Improve mobility & choices



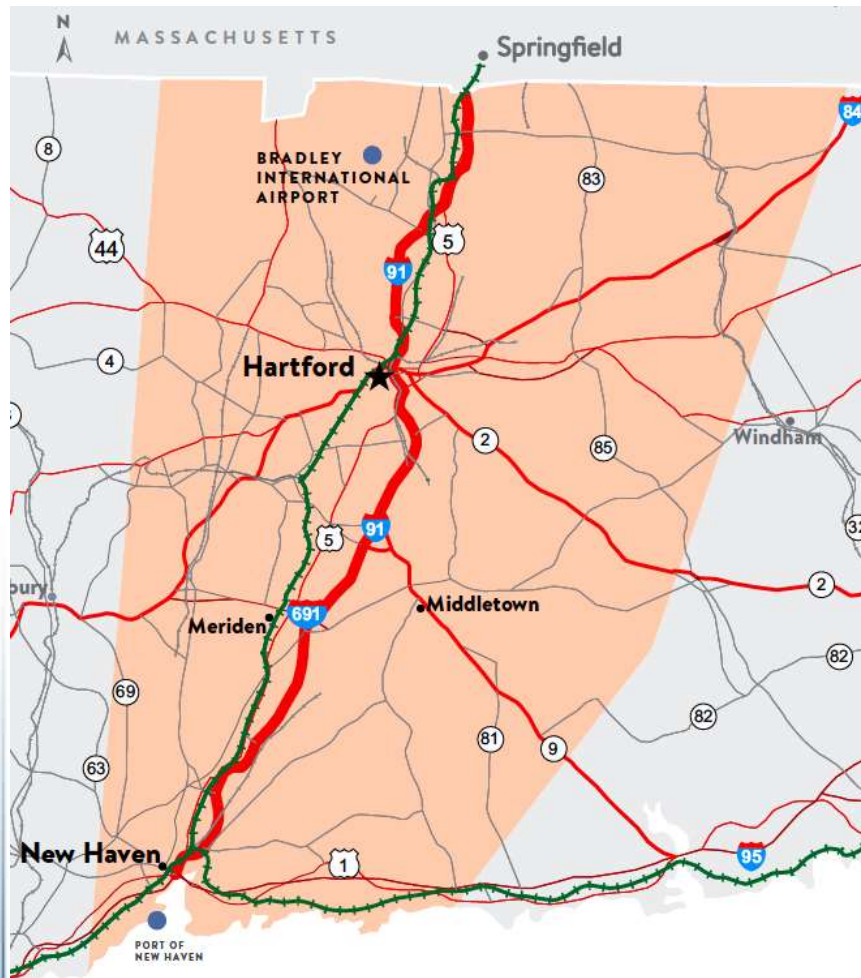
# New York to Hartford Corridor Strategy



## *Key Corridor Objectives*

- Reduce congestion on I-84
- Replace I-84 viaduct in Waterbury
- Replace I-84 viaduct in Hartford
- Improve rail branch lines
- Improve mobility & choices

# New Haven to Mass. Corridor Strategy



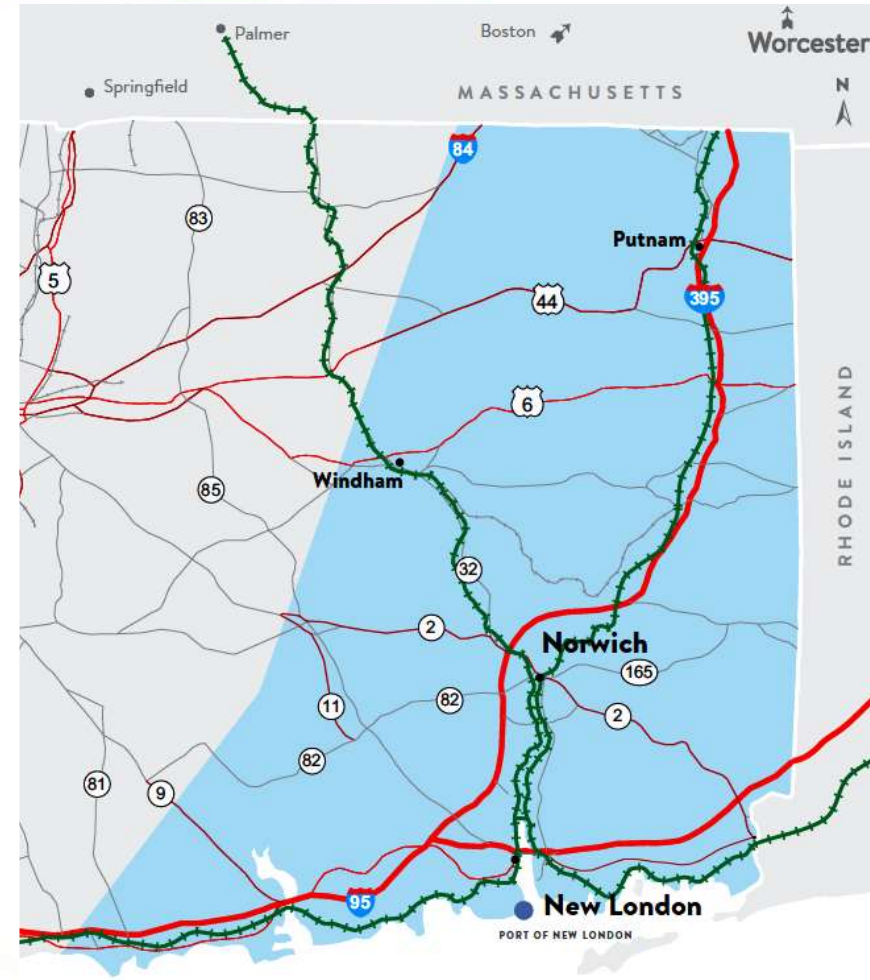
## *Key Corridor Objectives*

- Reduce congestion, especially I-91 at Charter Oak Bridge bottleneck
- Complete Hartford Line between New Haven and Springfield, MA
- Complete & expand CTfastrak
- Enhance Bradley Airport as key link to national & global markets
- Improve mobility & choices

# Eastern Connecticut Corridor Strategy

## *Key Corridor Objectives*

- Reduce congestion on I-95
- Improve Shore Line East rail service
- Tourism: Improve access from other regions to recreational & tourism centers
- Freight: Improve rail & port infrastructure for more efficient freight transport
- Improve mobility & choices



# Fiscal Context for the Plan

- Motor fuel tax revenues are decreasing due to:
  - Increasing fuel efficiencies for automobiles and light trucks
  - Growing consumer price index (CPI) and inflation
  - Flat Federal gas tax rates (since 1994), not pegged to inflation
  - State gas tax reduction in 1997 resulted in \$4 Billion cumulative loss to STF
  - Operating costs are increasing
  - Revenues to debt service ratios lowering, risking bond rating
- Transportation revenues have been transferred to other accounts



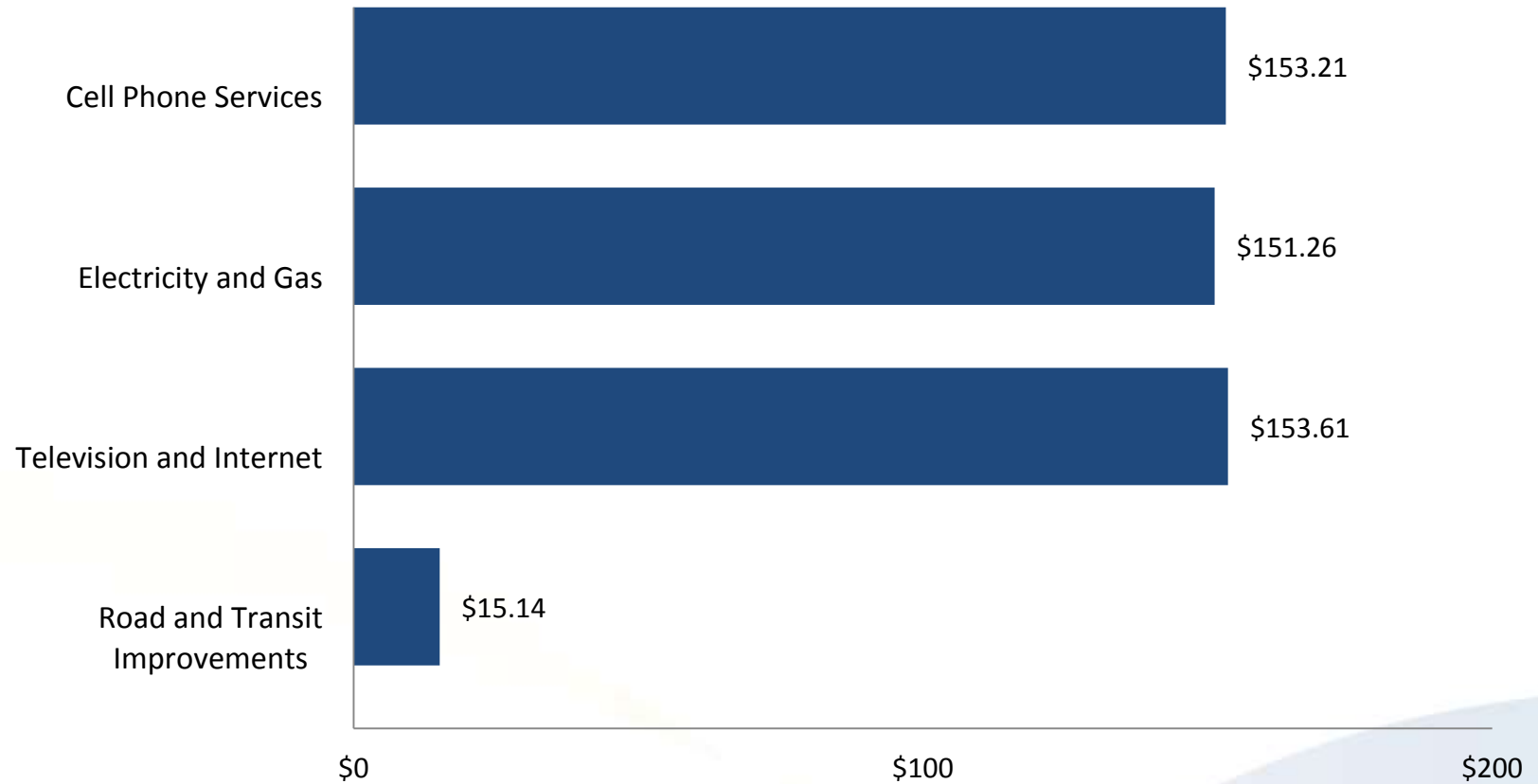
# Fiscal Context for the Plan

- State and Federal transportation funds have major projected shortfalls in near term, further constraining long-term funding reliability and eliminating possible growth scenarios
- CTDOT has deferred project implementation (\$4.3B)
- Disinvestment in transportation will result in degradation to economy and Connecticut transportation system
- A sustainable funding plan must be developed



# CT Household Expenditure Perspective

## Average Monthly Expenses



# Recent Policy Initiatives and Actions

- Let's Go CT! Vision for Transportation in 2015
- 0.5% (half of 1%) of state 6.35% sales tax dedicated to STF
- \$2.8 Billion Transportation Ramp-Up Program
- Gov. Convened Transportation Finance Panel
- “Lock box” referendum on November 2018 ballot
- New car sales tax to be phased in to STF in FY 2021
- Commission on Fiscal Stability and Economic Growth





# Policy Recommendations

- Establish a stable transportation funding source
- Improve coordination, sharing, and increase partnerships
- Implement Asset Management Plan
- Continue to streamline project delivery processes
- Enhance agency capacity for objective, data-driven decision-making
- Support transit-oriented development and livable communities



# Thank you Comments & Discussions

