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
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?

Data/Analysis
- Existing Conditions/Modal Needs
- Current Performance
- Revenue Forecasts

Products
- Vision, Goals and Objectives, Performance Measures
- Transportation Needs
- Implementation Strategies

Outreach
- Public Officials Briefings
- Visioning Sessions
- Public Surveys
- Interactive Websites
- Pop-Up Meetings
- Public Open Houses
- Stakeholder Councils
- Library Partnerships
- Public and Stakeholder Comment
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

Why Plan for 2050?

2018 Connecticut Statewide Long-Range Transportation Plan
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
CTDOT manages infrastructure worth hundreds of billions of dollars

Proper management requires data and strong analytics

CTDOT is producing the first Statewide Transportation Asset Management plan
- 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
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

2018 Connecticut Statewide Long-Range Transportation Plan
Online Engagement

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

**MindMixer Website**

**Online Ramp-Up Dashboard**

2018 Connecticut Statewide Long-Range Transportation Plan
Media Engagement / Public Relations

- Fact Sheets
- Brochures
- Public Service Announcements
- Newspaper, Radio, and Press Conferences / Releases
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
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.
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
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.
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.
D. Livability & Resilience

- Livable, healthy and environmentally sustainable communities.
- Enhanced bicycling & walking accommodations and opportunities.
- Environmentally-friendly transportation that is affordable.
- Resilient transportation systems.
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
$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)
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
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
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
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
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
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
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
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.
### Average Monthly Expenses

- **Cell Phone Services**: $153.21
- **Electricity and Gas**: $151.26
- **Television and Internet**: $153.61
- **Road and Transit Improvements**: $15.14
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