

2009 LRP Reference Documents

State Plan of Conservation & Development

- ❑ *C & D Plan guides the planning & decision-making processes of state government relative to:*
 - 1) addressing human resource needs and development
 - 2) balancing economic growth with environmental protection and resource conservation concerns
 - 3) coordinating the functional planning activities of state agencies to accomplish long-term effectiveness and economies in the expenditure of public funds

2009 LRP Reference Documents

State Plan of Conservation & Development

- Required by State statute (CGS Section 16a-24)**
- Prepared by State Office of Policy & Management**
- Is a statement of the State's growth, resource management and public investment policies**
- Provides framework for administrative & programmatic actions and capital & operational investment decisions of state government which influence future growth & development of Connecticut**

□ Connecticut Climate Change Action Plan 2006

Key Recommendations

➤ Policy Initiatives

- Public Act 06-161, An Act Concerning Clean Cars, establishes a GHG labeling program for new motor vehicles weighing 10,000 pounds or less sold or leased in Connecticut beginning with the 2009 model year and requires a related public outreach and education program.
- Executive Order No. 15 creates an Office of Responsible Growth and takes a major step forward to address sprawl.
- Connecticut's Energy Vision establishes a framework for bold actions to reduce energy consumption and create additional incentives for renewable energy.
- Connecticut's Solid Waste Management Plan establishes a goal to increase the amount of recycling and source reduction to a significantly higher goal.

□ Connecticut Climate Change Action Plan 2006
Key Recommendations

➤ Implementation Milestones

- Issued a model rule through the Regional Greenhouse Gas Initiative (RGGI) proposing to cap power plant GHG emissions; DEP begins developing a rule base on the model rule applicable to power generators in Connecticut.
- Doubled the number of Clean Energy Communities, each committed to purchasing 20% clean energy by 2010.
- Awarded the first set of annual climate change awards to five individuals or organizations for innovative actions to reduce GHG emissions in Connecticut.
- Increased public awareness on climate change and solutions; 97% of residents are aware of climate change, 70% believe individual actions can help.
- Provided funding for 122 MW of power for clean Combined Heat and Power projects under the Act for Energy Independence, Public Act 05-1, June Special Session.
- First state to explore measuring progress on specific actions to reduce greenhouse gas emissions with stakeholder participation.

❑ Connecticut Statewide Airport System Plan (June 2006)

Key Recommendations:

- Support strategies and tactics adopted by Bradley Airport Board of Directors to strengthen passenger and freight service
- Encourage partnerships between Bradley Board of Directors and surrounding communities to foster economic development and compatible land uses in areas adjacent to airport and or in flight path.
- Continue operating assistance to Tweed New Haven Airport and support implementation of Airport Master Plan including upgrades to runway safety areas
- Assist airport operators with noise and obstruction issues
- Encourage preservation of existing private airports used for general aviation

□ Connecticut Public Transportation Commission's Annual Report (2007)

Key Recommendations:

- Review and update the regulatory framework governing the taxicab industry
- Develop plan for requiring a percentage of taxicabs be handicap accessible
- Expand parking at Union Station in New Haven
- Develop a statewide map depicting all existing transit services thereby making inter-regional connections and trips more easily distinguishable for commuters
- Reduce existing delays in processing and issuing reimbursement payments to transit districts
- Develop and implement plan for expanding rail freight in CT and the surrounding region such as the extension of Norfolk Southern's "Crescent Corridor"

□ Transit for Connecticut's *Bus Transit Analysis Needs Analysis*

Key Points & Recommendations:

- Expanded hours are needed to meet late night and weekend rider demand and subsequently increase overall bus ridership and acceptance as a viable alternative
- Lack of comprehensive transit system is a significant barrier to employment in CT especially among low-income, elderly and disabled persons
- Transit needs to be viewed as a valuable economic tool which can yield up to three times its value in economic benefit to the region
- Invest more per capita in transit to better reflect investment rate in peer states
- \$1.8 million more annual hours of service statewide over a 5-year phase-in period is needed and would result in all CT towns having some type of bus service
- Funding for bus transit expansion would need to expand by \$63.6 million over a 5-year period to subsidize such service with an additional \$215.4 million for capital expenses.
- Transit can support responsible growth agenda by reducing congestion and pollution

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❑ Connecticut Rail Commuter Council's Annual Report (2008)

Key Recommendations:

- Improve communication with commuters on Metro-North and Shoreline East especially as it relates to the timely dispense of information about delays, equipment problems and track changes
- Improve electronic and audio able message systems at stations, provide real-time arrival and departure information
- Improve amenities, such as vending machines, food service, signage, benches and enclosures at rail stations
- Accelerate implementation of signal upgrade plans for Danbury Branch Line
- Address lack of parking at rail stations, especially Union Station in New Haven
- Develop plans for new parking facilities at rail stations currently operating at or near parking capacity
- Continue working in a collaborative manner with commuter rail council

☐ Connecticut Maritime Commission's Annual Report (2008)

Key Points & Recommendations:

- Urge CT General Assembly to pass the Harbor Improvement Fund Bill for needed dredging and infrastructure investments
- Work with other interested parties, including the U.S. Army Corp of Engineers on implementing the Long Island Sound Dredge Material Management Plan
- Address concerns expressed by industry about the future transformation of land in and around existing ports to incompatible residential and commercial uses
- Work with other State agencies and local communities in providing economic incentives to retain and attract new shipping companies at CT ports
- Integrate the policies governing commercial ports in CT into any ConnDOT reorganization efforts

- Strategic Highway Safety Plan (2006): Key Recommendations
 - Reduce alcohol related crashes through enforcement and education
 - Reduce speed related crashes through enforcement and education
 - Reduce motorcycle crashes and promote helmet use
 - Reduce vehicle accidents among 16-20 year olds
 - Reduce pedestrian/vehicular accidents especially those attributed to improper roadway crossings
 - Decrease the number of construction related work zone accidents
 - Increase safety belt use at a level above the national average
 - Develop a comprehensive traffic records delivery system