

Connecticut's Bold Vision and Call to Action for a Transportation Future

NVision
2020

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LET'S GO CT!

Connecticut's

Bold Vision for a Transportation Future

Postponed investments place our economy & quality of life at risk

- Roads and bridges are in unacceptable condition
- Rail and transit systems have similar conditions and challenges
- Underperforming network costs CT residents Deficient roads & bridges **\$5.1B** per year in lost time, higher costs and maintenance.



Recent Achievements

- Transportation investment has grown 65%
- Condition levels & system reliability are improving in some areas.
- Recent & current major projects:
 - Moses Wheeler bridge
 - West River bridge
 - I-84 widening Waterbury
 - CTfastrak
 - Q Bridge



Naugatuck Valley Update

- I-84 Widening in Waterbury underway
- I-84 Exits 14 and 16
- Design for I-84 widening Exits 3-8
- Route 8:
 - Commodore Hull Bridge rehabilitation
 - Congestion relief study & project
- Route 34: new bridge to replace roadway over Stevenson Dam
- Waterbury Branch signal system and PTC funded – 2018
- Regional bus service
 - Greater Waterbury bus system -- >2 million boardings a year
 - More than 1 million boardings on night service since 2011
 - Comprehensive study of system nearing completion
- Statewide bus study kicking off

Naugatuck Valley Update

- Connectivity outside of region
 - Historical – Branch line to NHL, CTtransit bus service to New Haven
 - New – CTfastrak bus routes to New Britain and Hartford
 - Future – Central CT Rail study, Lower Valley Possibilities for BRT

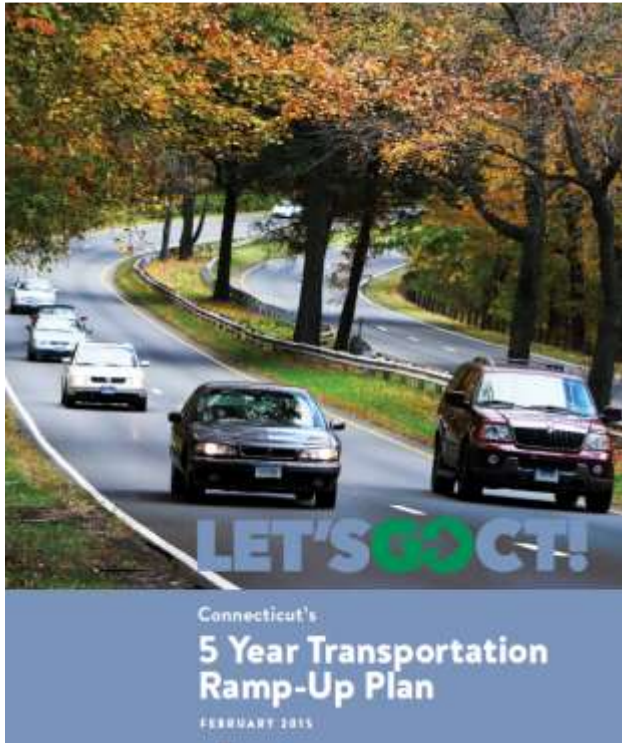
Let's GO CT
30-year Vision & Strategy



Key parts to the plan

- **Vision**
 - It's about the economy
 - It's about smart growth, sustainability and livability
- **Infrastructure investments**
 - Investing based on existing system priorities
 - Delivering new systems and capacity
- **Service and operations**
 - Highway & transit operations
 - Capacity to deliver an expanded program
- **Funding**
 - Near term and long term

Best in Class Vision



- **30-year plan:** all critical preservation & enhancement needs
- **5-year ramp-up:** projects within the 5-year budget cycle to jump start investment
- **Lock Box**
- **Cost:**
 - 30-year **Vision:** **\$100 Billion** investment
 - 5-year ramp up: **\$10 Billion** investment
 - **Base Capital Program** is **\$7.2 Billion** (fed + state)
 - **Ramp-Up** funds **\$2.8 Billion** (additional state)

Statewide Programs



Highways & Bridges: Preservation Programs

Best-in-Class pavement preservation program:

- \$7 Billion over 30 years
- To achieve & maintain good state of repair

Best-in-Class bridge preservation program

- \$25 Billion over 30 years
- To achieve & maintain good state of repair

Bus Program

- Improve & expand urban bus service by 25%, providing urban residents access to bus service within half-mile of home
- Integrate operating services, information and customer service statewide including consolidated, coordinated para-transit (dial-a-ride) services
- Upgrade bus maintenance facilities
- State-of-the-art service & information delivery, i.e. real time multimodal information & smart card fare collection systems



Bike & Pedestrian



- ***Design for Bikes & Pedestrians.*** Support livable & walkable communities:
 - complete streets policy
 - context sensitive designs that respect community values.
- ***Trail Program.*** Expand program to fill gaps in the regional trail system & maintain existing trails.
- ***Community Connectivity.*** New program to improve accommodations for pedestrians in community centers.

Ports & Maritime



- Create best-in-class statewide Port Authority with thriving freight, intermodal, commercial, & tourism portfolio,
- Fully utilize land-side advantages of rail & highway linkages including renovating piers, adding crane & warehousing infrastructure, & regular maintenance dredging,
- Significantly expand local maritime economy across CT.

Municipal

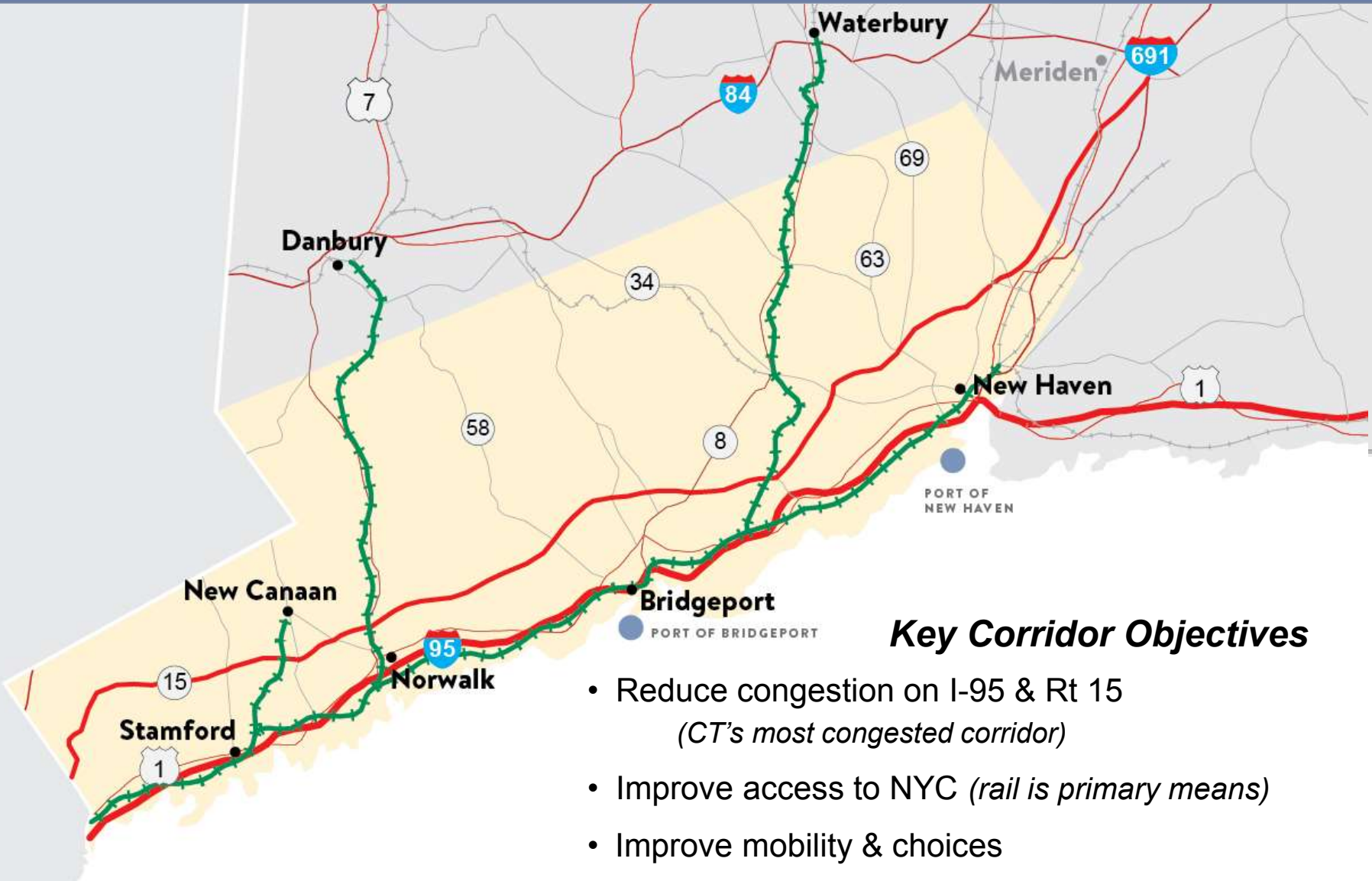
- Double the State's investment in **municipal roadways**
- Double the State's investment in **municipal bridges**
- New municipal **traffic signal** replacement program
- New **community connectivity** to improve accommodations for pedestrians in community centers
- **Transit-Oriented Development**

Freight

- Upgrade highway bridges to meet 100,000 lb. national standard,
- Expand overnight parking for trucks,
- Implement fully-automated truck permitting for wide & heavy loads,
- Expand Rail Freight Improvement Program:
 - upgrade freight rail lines across the entire state
 - upgrade rail facilities to 286,000 lb. national standard
 - upgrade & maintain freight lines to preserve potential for passenger service
- Increase intermodal connections:
 - Improve intermodal facilities & infrastructure
 - improve deep-water ports (New London, New Haven, Bridgeport)

Corridor & Regional Strategies





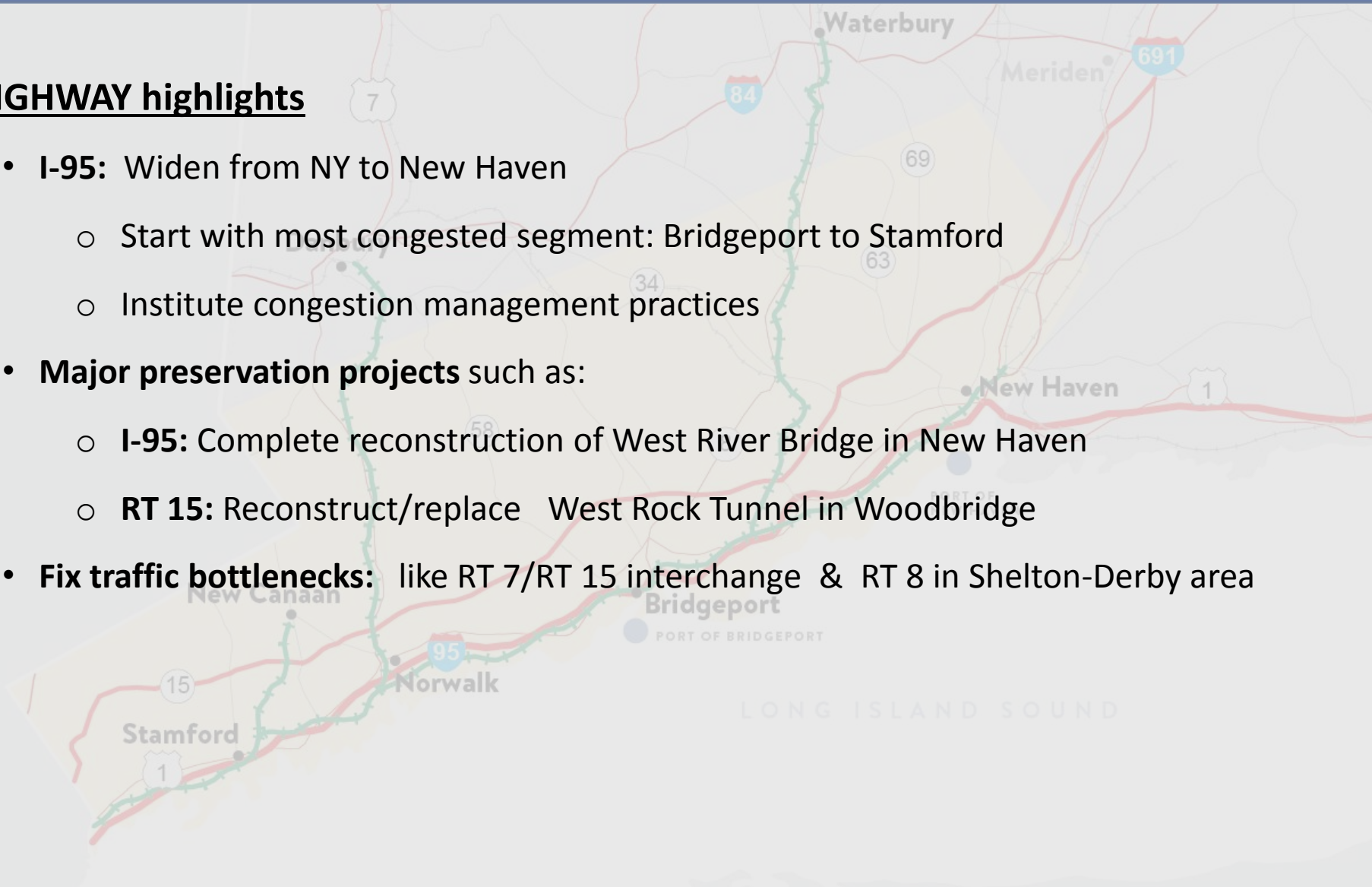
Key Corridor Objectives

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



HIGHWAY highlights

- **I-95:** Widen from NY to New Haven
 - Start with most congested segment: Bridgeport to Stamford
 - Institute congestion management practices
- **Major preservation projects** such as:
 - **I-95:** Complete reconstruction of West River Bridge in New Haven
 - **RT 15:** Reconstruct/replace West Rock Tunnel in Woodbridge
- **Fix traffic bottlenecks:** like RT 7/RT 15 interchange & RT 8 in Shelton-Derby area



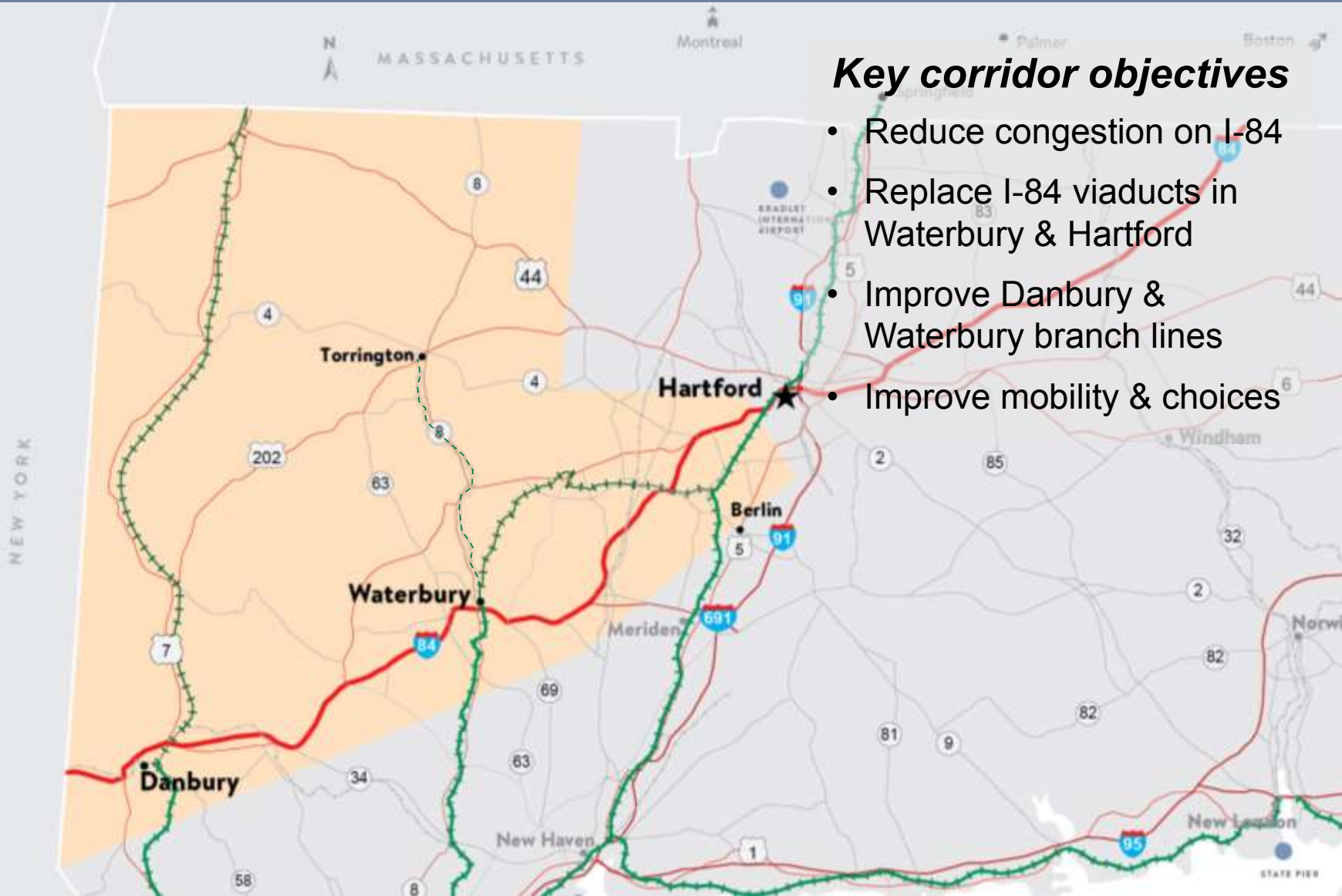
RAIL highlights

New Haven Line:

- Restore rail infrastructure (movable & fixed bridges, track, catenary, etc.)
- Improve safety and reliability of service
- Reconfigure & fully utilize all 4 tracks to support:
 - more frequent local “subway” type service on 2 local tracks
 - faster express service on 2 express tracks
- Add and modernize stations, expand parking

Branch Lines:

- Upgrade branch lines to provide full commuter service on all three lines
- Preserve option for future extension of Danbury & Waterbury branches



Key corridor objectives

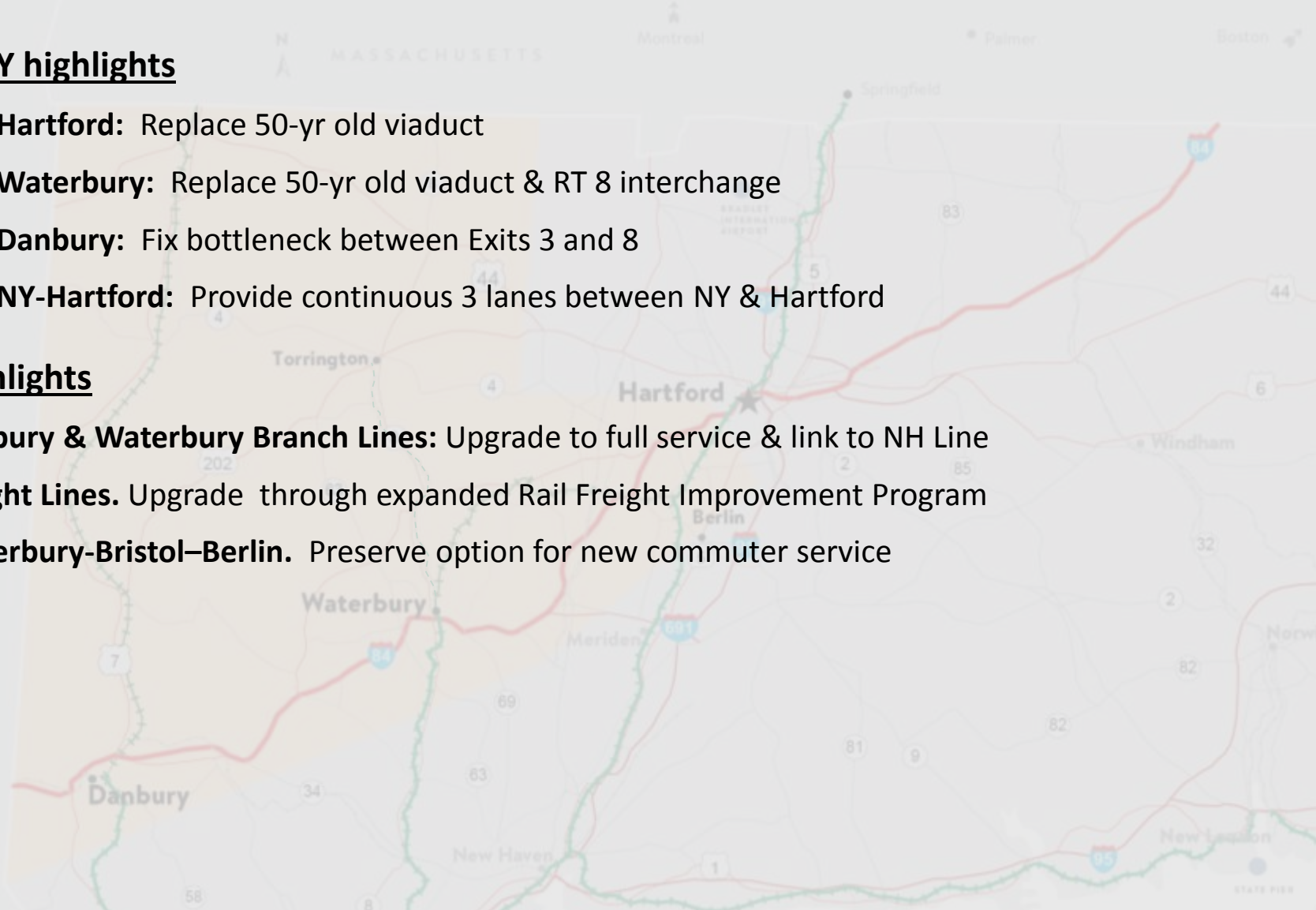
- Reduce congestion on I-84
- Replace I-84 viaducts in Waterbury & Hartford
- Improve Danbury & Waterbury branch lines
- Improve mobility & choices

HIGHWAY highlights

- **I-84 Hartford:** Replace 50-yr old viaduct
- **I-84 Waterbury:** Replace 50-yr old viaduct & RT 8 interchange
- **I-84 Danbury:** Fix bottleneck between Exits 3 and 8
- **I-84 NY-Hartford:** Provide continuous 3 lanes between NY & Hartford

RAIL highlights

- **Danbury & Waterbury Branch Lines:** Upgrade to full service & link to NH Line
- **Freight Lines.** Upgrade through expanded Rail Freight Improvement Program
- **Waterbury-Bristol-Berlin.** Preserve option for new commuter service



Naugatuck Valley Corridor Summary

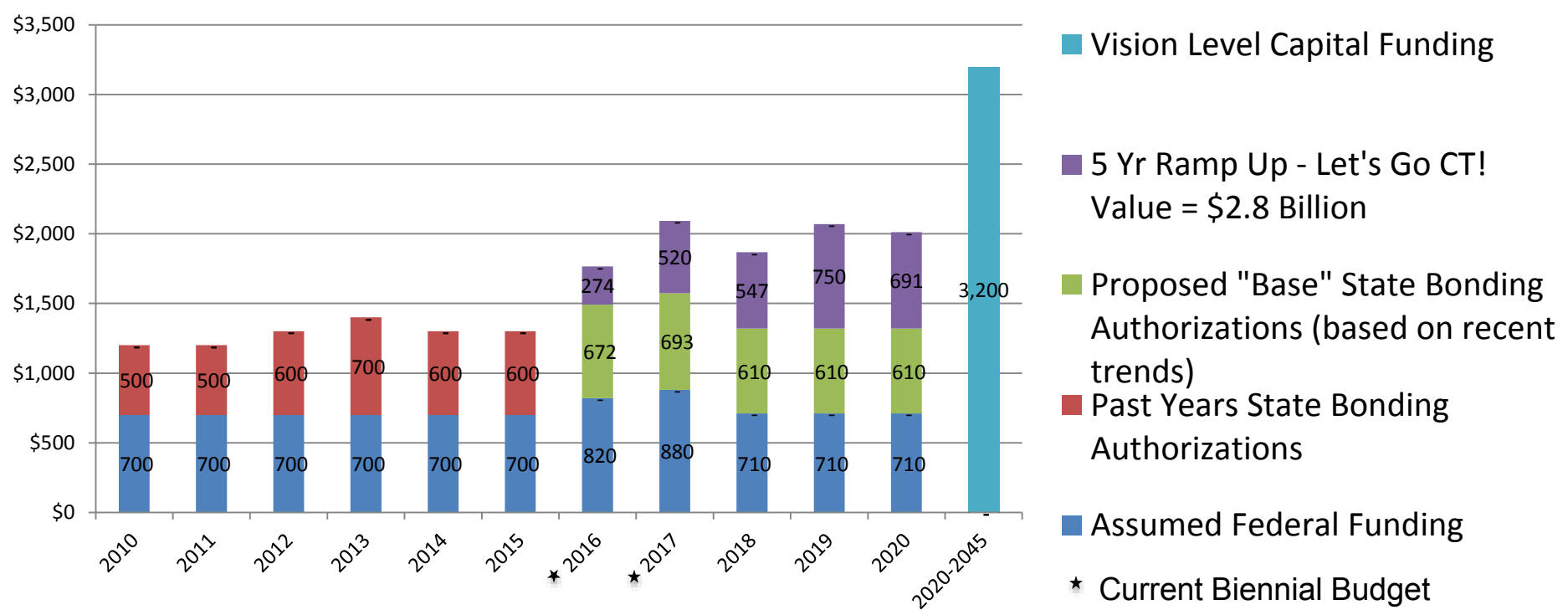
- I84 Viaduct
- I84 Widening – NY to Hartford
- New Haven Line speed and capacity
- Danbury/Waterbury upgrades with future extensions preserved
- New rail equipment and service
- Central CT Rail corridor options
- Route 8 operational investments \$500M
- Bus system expansion and technology enhancements
- Municipal bridge, local transportation, traffic signals, community connectivity, TOD

Let's GO CT! 30 Year Vision

- \$100 Billion total investment portfolio
- 2/3 of program is for existing system preservation
- 1/3 for system enhancement/expansion

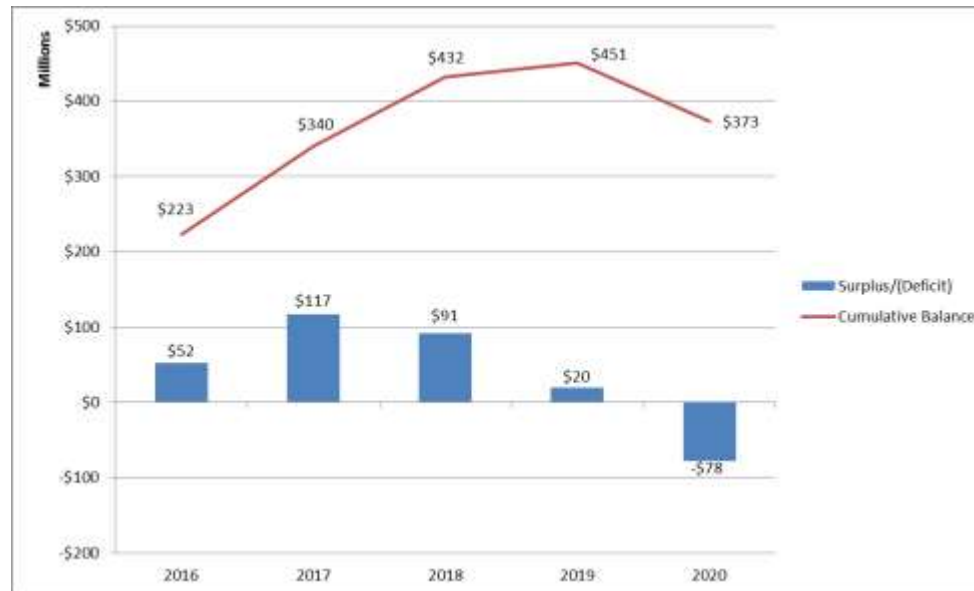
Governor's Call to Action Increases Capital Funds to \$2 Billion/Yr during the 5-Year Ramp-up

- Safety & Preservation program backlog first
- Creating the opportunity for Enhancement Projects



State Funding

STF (State Program)



Federal Funding

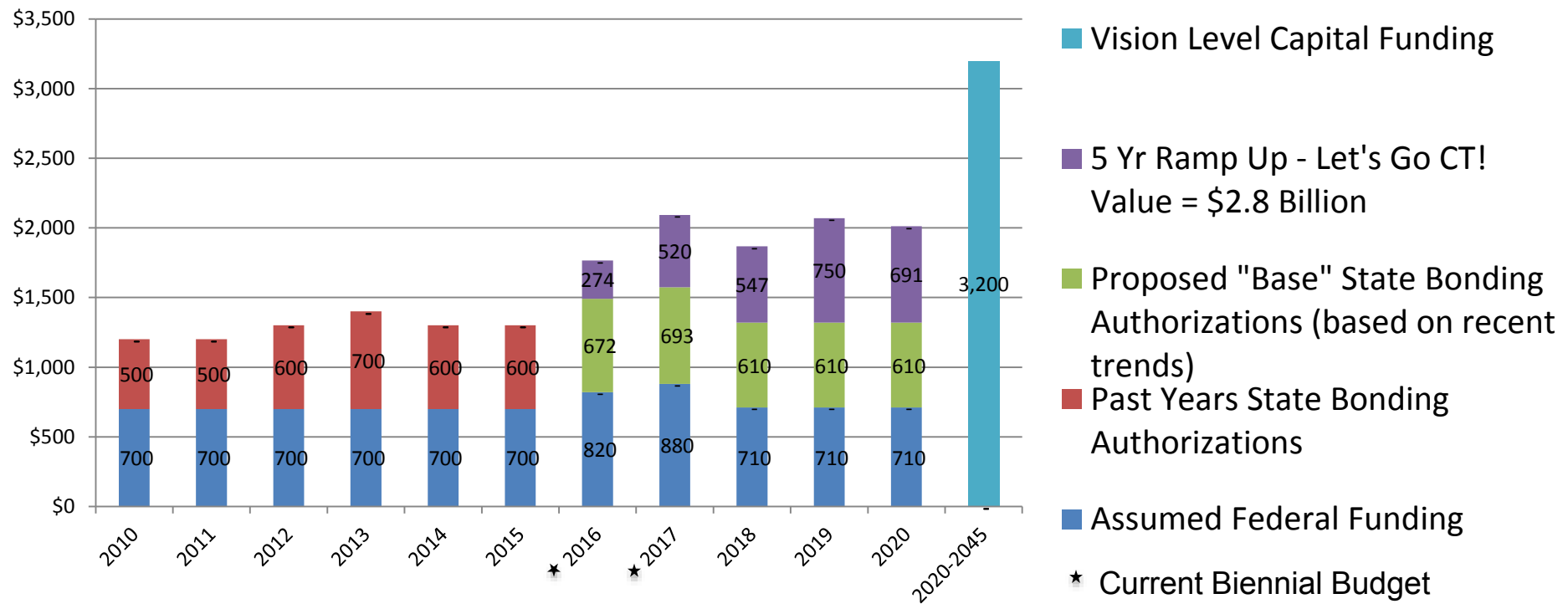
- 5 year funding
- Supports predictability and programming for longer term investments
- \$300M more over 5 years for CT

Where Do We Go From Here?



Governor's Call to Action Increases Capital Funds to \$2 Billion/Yr during the 5-Year Ramp-up

- Safety & Preservation program backlog first
- Creating the opportunity for Enhancement Projects



Governor's Transportation Finance Panel

- Experts in transportation, finance, and economic development
- Funding options and recommendations to support the \$100 billion vision
-

Principles

1. Transportation infrastructure investment is a key driver of CT's economic future.
2. The Special Transportation Fund must be solvent to allow projects to be planned for and executed.
3. All transportation projects must be executed in an efficient and cost effective manner.
4. Let's Go CT! is a dynamic plan that will continue to evolve as technology progresses and financial markets change.

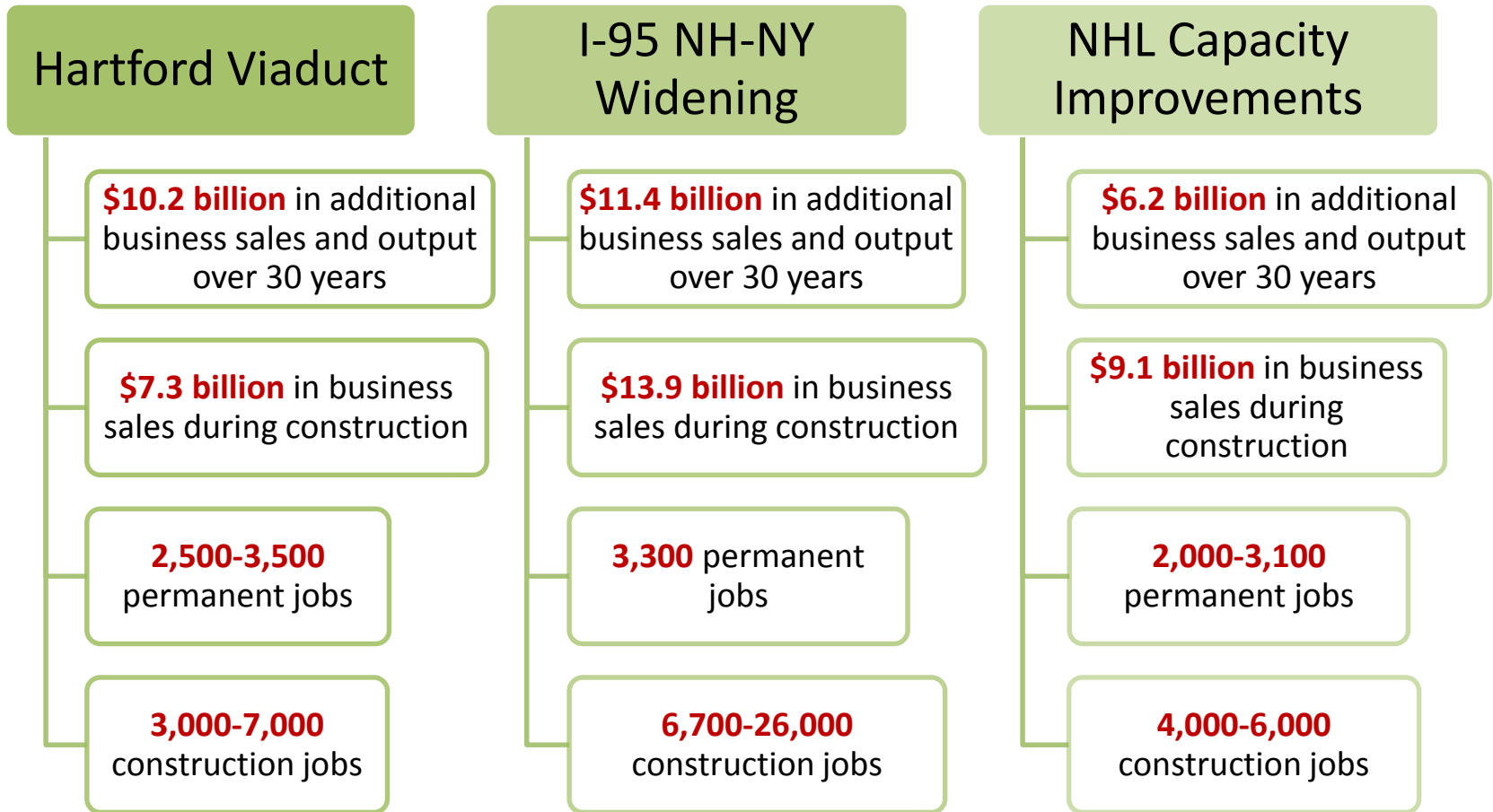
Recommendations allow the state to double the annual revenues in the STF by FY2030.



Benefits of the Recommendations

- Keeps the STF solvent through FY2030
- Allows the state to execute on the Let's Go CT! projects; 66% of the projects preserve today's existing infrastructure
- No revenue changes until FY18
- Emphasizes an efficient and fiscally responsible approach to transportation project funding with a methodology to reduce state borrowing by \$9 billion over 15 years and an emphasis on pay-go funding
- Doubles the annual revenues into the STF by FY2030 by raising a total of \$18 billion in new revenue over 15 years
- Provides a financing plan that provides an additional \$42 billion in new revenue over 30 years

Positive Economic Impact of *Let's Go CT!*



Approach to Solving the STF

- New revenues for transportation should not compete with the General Fund.
- New Revenues must be ongoing and dedicated to transportation.
- The Governor and the General Assembly solved for the short-term financing challenge, and the TFP looked to the medium and long term. The STF is solvent until FY2022 with recent legislative changes.

Policy Recommendations

- Enact a **Constitutional Amendment** to protect transportation funds.
- Consolidate MPOs and then expand their role in project execution, freeing up staff and resources at CTDOT.
- Enable CTDOT to use essential alternative project delivery methods to expedite projects and reduce costs like in nearly every state.
- Continue to integrate planning across state agencies and ensure housing and economic development are part of the consideration set for projects.

Financing Recommendations

- Institute a cap on surpluses in the STF at 5% of the total annual expenses.
 - This will reduce state borrowing by \$9 billion over 15 year period, and \$6 billion in interest savings over the life of those hypothetical bonds.
- Develop the expertise and enable the use of innovative financing tools:
 - TIFIA, RRIF, P3s and Green Bonds.
- Maintain the current revenue bond structure.
 - CT's revenue bonds have credibility in the marketplace and are well-received by ratings agencies.

User-Based Revenue Recommendations

- **Motor Vehicle Receipts, Licenses, Permits, and Fees:** Adjust to a modern rate structure, and then periodically increase to account for inflation. (\$1.3 billion over 15 years)
- **Gasoline Tax:** Return back to the 1990s rate of 39 cents per gallon, a phase-in of **14 cents over 7 years**. (\$2.0 billion over 15 years)
 - Develop a voluntary pilot vehicle miles traveled program using federal funds for user-based fees that could replace the gasoline tax if it becomes obsolete.
- **Rail & Bus Fares & Parking Rates:** Increase fares & rates annually by 2.5% to keep pace with inflation (\$678 million from FY 2018 to FY 2030)
- **Congestion Mitigation Tolling:** Implement **All-Electronic** Tolling on highways to reduce congestion and help pay for improvements on I84 and I95 corridors

Revenue Recommendations

- **Value Capture and Rights of Way:** Capture the increase in land value near transportation improvements and raise revenue from existing rights of way.
- **Sales Tax:** Increase the sales tax by 0.5% and direct it to the STF (\$5.8 billion over 15 years)



Finance Panel Summary

- Recommends responsibly raising revenue.
- Enables the state to double the annual revenues in the STF by FY2030 and guarantees STF solvency as the state executes on Let's Go CT!.
- Offers a financing plan that provides an additional \$42 billion over 30 years.
- Due to changing markets and technological innovations, recommend review of revenue needs and options in the next decade.

Closing Thoughts

- Vision is key to infrastructure growth and economic development
- Success is dependent on key priorities and economic benefits
- Implementation requires funding
- Long term vision should not be sacrificed for short-term gain

Thank You

