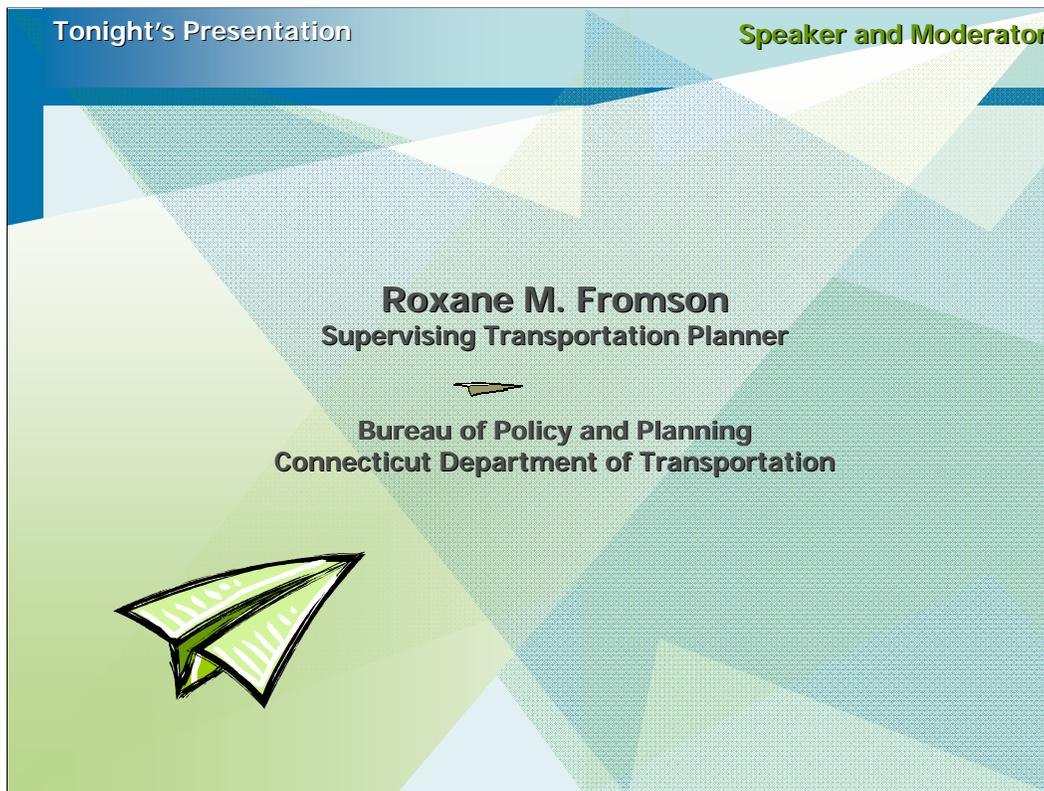


Public Listening Session

Long-Range Transportation Plan
for the
State of Connecticut
(2008-2035)



Thank you for coming to the Connecticut Department of Transportation's Listening Session.

The **purpose** of this meeting is **to obtain public input** to assist the Department in updating the State's Long-Range Transportation Plan. We would like to know **which issues are most important to you**. We are also interested in **your suggestions** for addressing these issues.

We will begin tonight's session with a slide presentation (about 15 to 20 minutes) to give you some background information on Connecticut's Long Range Transportation Plan. **Following the presentation** we would like to hear **your views**.



This presentation will provide:

- an **overview of** the process for developing the **Long-Range Transportation Plan (LRP)**;
- the **key factors & issues** that will influence what can be done to address transportation-related needs in Connecticut; and
- **opportunities for you to provide input** into updating this document.

In this presentation the **Long-Range Transportation Plan** will be referred to as either the **Long-Range Plan** or the **LRP**.

- ◆ A federally-mandated policy document (23 U.S.C. Sec. 135)
- ◆ Prepared by the State of Connecticut's Department of Transportation
 - The federally-recognized transportation plan for the State of Connecticut
 - Updated every 3 to 5 years and submitted to Federal Highway Administration (FHWA)
 - Covers at least a 20-year future time horizon



Federal regulations require each state to have a Long-Range Transportation Plan and update it every 3 to 5 years. The **LRP** sets forth **general policies and directions for transportation** in Connecticut **over a 20-year period**. We will be updating the state's current LRP which was published in 2004.

We will publish an updated LRP in 2008. The 2008 Long-Range Plan will cover the period 2008 through 2035. It will provide a **framework for future more project-specific transportation planning documents** such as the Department's Master Transportation Plan and Statewide Transportation Improvement Program.

The **Federal Government**, through its laws and regulations **mandates** many facets of transportation planning. It specifies the **documents** that must be prepared; the **participants** in the planning process; and the **timeframes for completing actions**. All states must comply with these Federal laws & regulations to use Federal money to pursue transportation projects.

LRP Overview **Federally Mandated Factors**

- ◆ Emphasize the **preservation** and the **most efficient use** of the existing transportation system
- ◆ Promote efficient **system management and operation**
- ◆ Support the **economic vitality** of the United States, the States, and metropolitan and non-metropolitan areas
- ◆ Increase the **safety of the transportation system** for motorized and nonmotorized users
- ◆ Enhance **transportation security** for motorized and nonmotorized users



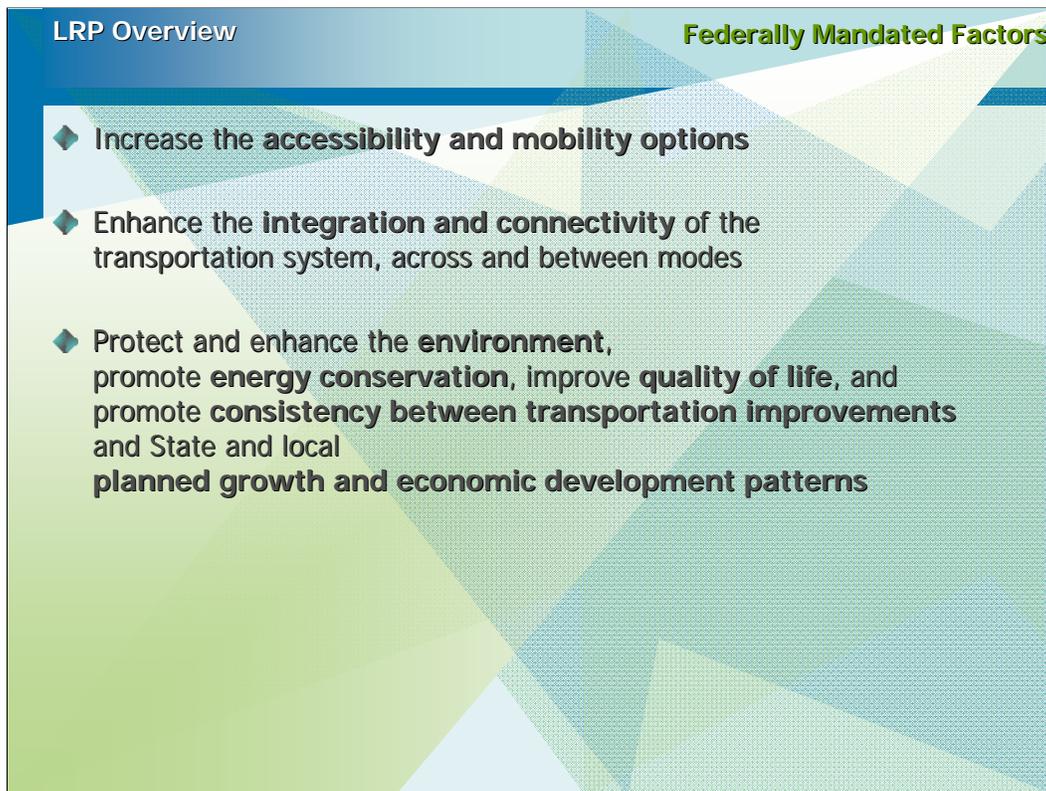
With respect to **developing the Long-Range Plan, federal laws and regulations specify:**

- **factors and plans** that must be considered;
- **information** that must be included; and
- **who must participate** in the process of developing the Plan.

ConnDOT **must consider projects and strategies that address eight specific factors** when updating its Long-Range Plan.

Here are the **first five factors**. They pertain to:

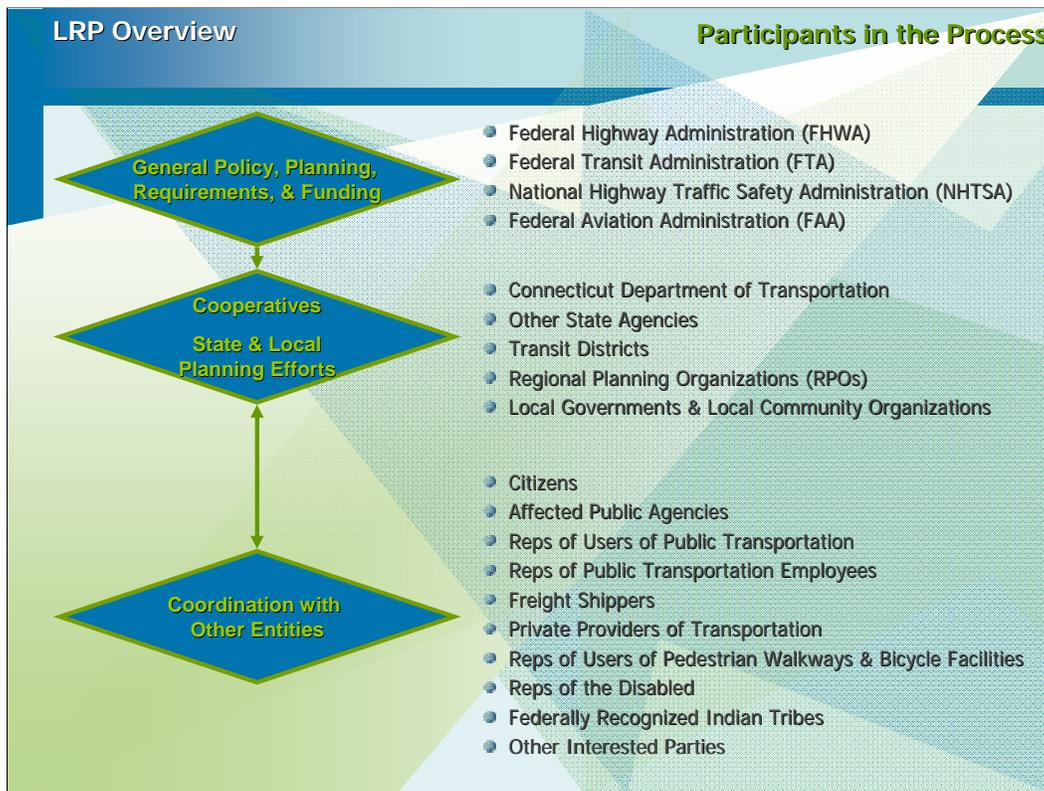
- **Preservation & efficient use of the existing transportation system**
- **Efficient system management and operation**
- Supporting **economic vitality**
- Increasing **safety**, and
- **Enhancing security**



Additionally, ConnDOT must consider projects and strategies that address these factors. They pertain to :

- **Accessibility and mobility**
- **Integration and connectivity of the transportation system; and**
- **The environment, energy conservation, quality of life and consistency between transportation improvements and land use.**

These factors will be the foundation for the strategies that are outlined in the Department's 2008 LRP.



Various groups must be involved or given the opportunity to be involved in this process. Such groups include:

- **FHWA , FTA, NHTSA & FAA** (on the top). They write the regulations & distribute Federal transportation money to State transportation agencies such as ConnDOT.
- the **State & local government agencies and organizations that receive federal transportation funds** (in the middle). These agencies must follow the regulations when making decisions on **what** transportation projects **to pursue and when**; and
- **Individuals & groups that operate, use or are impacted by the transportation system** (shown on bottom). --**You are part of this group! You must be given the opportunity to participate in the transportation planning process.** This process includes developing documents such as the state LRP.



In developing the **2008 Long-Range Plan (LRP)**, ConnDOT will consider information from a number of sources. These include relevant **laws and regulations**, the **Transportation Strategy Board's 2007 Report**, the **State's Plan of Conservation and Development**, Regional LRPs developed by Connecticut's Regional Planning Organizations, and various other documents (shown on the left side of this slide).

The following slides will provide more information on some of these documents.

LRP Overview Regional Long-Range Plans

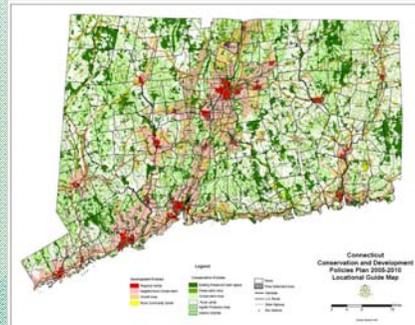
- ◆ Mandated by Section 134 of title 23 U.S. Code & Section 8 of title 49 U.S. Code
- ◆ Prepared by designated Metropolitan Planning Organizations (MPOs) (There are 11 in Connecticut.)
 - ✦ Submitted to Federal Highway Administration
 - ✦ Must cover a future 20-year period
 - ✦ Must address the same 8 factors listed for statewide LRP
 - ✦ Must be updated at least every 3 years (All were updated in 2007)
 - ✦ Must be developed through a proactive public involvement process

Regional Long-Range Plans are prepared by metropolitan planning organizations.

The trends, needs and priorities that are identified in these plans are considered by ConnDOT when updating the **state Long-Range Plan**.

- ◆ Required by State statute (CGS Section 16a-24)
- ◆ Prepared by State Office of Policy & Management

- 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
- Purpose: To guide a balanced response to human, environmental & economic needs in a manner which best suits future of Connecticut

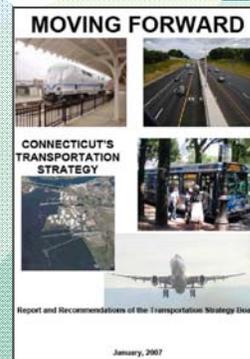


State laws require ConnDOT to consider the State's Conservation & Development Policies Plan when updating the state Long-Range Plan and the Department's Master Transportation Plan.

As stated here, the purpose this Plan is to provide a balanced response to human, environmental and economic needs in a manner which best suites the future of Connecticut.

The state land use map shown here is a part of this plan.

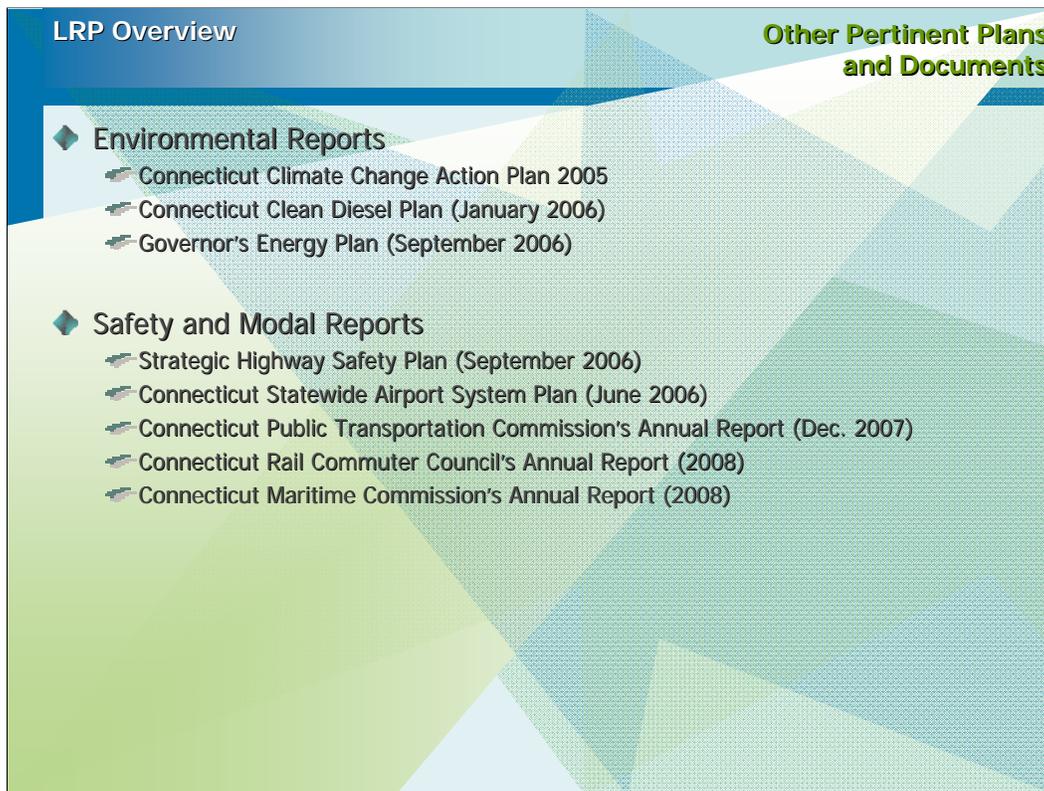
- ◆ Mandated by Public Acts 01-5 & 06-136
- ◆ Prepared by the Transportation Strategy Board
 - Proposes a transportation strategy to guide the State for the next 20 years
 - Proposes actions and tactics to achieve those strategies during the next 10 years
 - Must include a prioritized list of projects to implement strategy
 - Estimates capital and operating investments to implement those actions
 - Suggests the revenue sources to fund those investments



ConnDOT will take into account the **Transportation Strategy Board's January 2007 report and recommendations** when developing the **2008 LRP**.

For those of you who are not familiar with the TSB, in 2001, the Connecticut General Assembly passed legislation creating a Transportation Strategy Board. The legislation directed the Strategy Board to **propose a long-term transportation strategy for the State, identify actions** to achieve the strategy, **estimate the amount of money required** to implement the actions and **suggest sources of revenue**.

The initial TSB report was submitted to the Connecticut General Assembly in January 2003. Legislation passed in **2006** required the TSB to **review and, if necessary, revise** the transportation **strategy by January 2007**. Legislation passed in **October 2007** requires the TSB to review and revise the transportation strategy every four years.



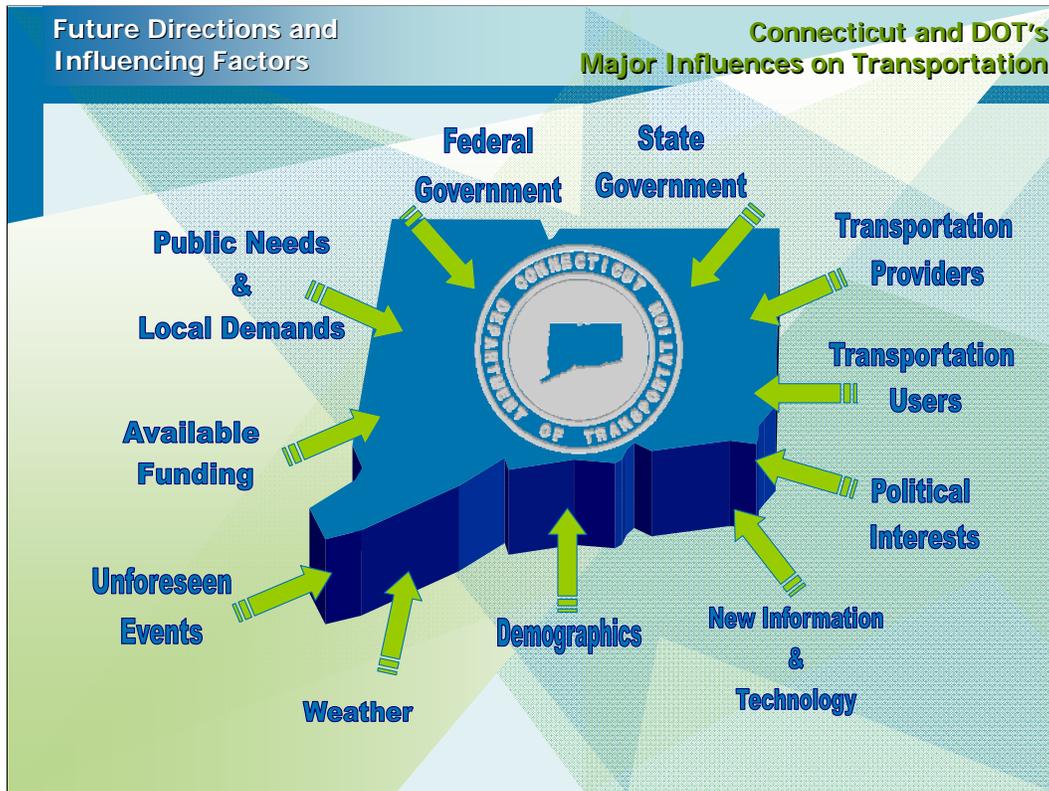
These are some of the other plans and reports that will be considered when updating the State's Long-Range Plan.

The **environmental reports** contain strategies and recommendations to address global warming, conserve energy and clean up emissions from diesel engines.

The **other reports** identify strategies or recommendations to improve highway safety, airports, bus and rail services, navigable waterways, and water transportation-related facilities.

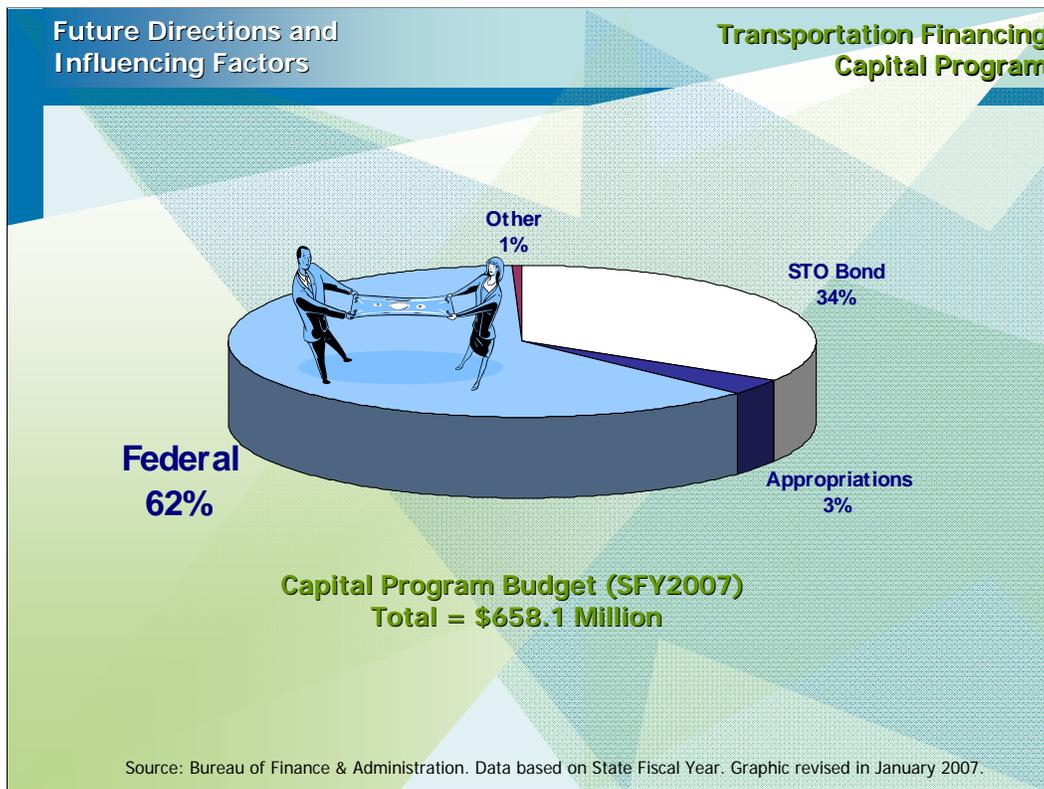


There are a number of key factors that influence investments in transportation services and facilities in Connecticut. -- specifically, **how much money** is available for transportation projects, **what projects** are pursued, the **scope of projects** and **when projects can be pursued**.

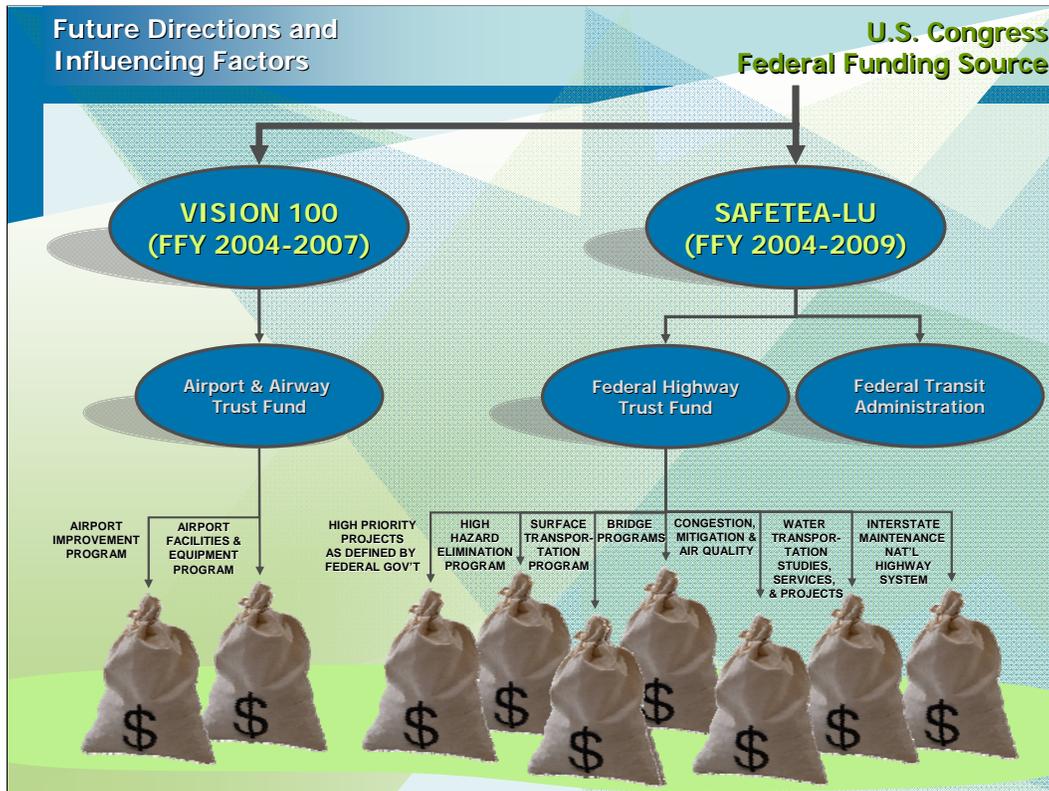


Some of the influencing factors are shown here:

Some factors are **more significant than others**, and **some factors influence others**. Of these factors, **the federal government and state government are the most significant**. The following slides show **why they are so significant**.



The federal government has significant influence on transportation projects undertaken in Connecticut because, as you can see here, **more than half of the money for transportation capital projects (62%) comes from the Federal government.** Capital projects are projects that entail building facilities such as roads, bridges, or rail station parking garages as opposed to paying for gas & parts for buses.)

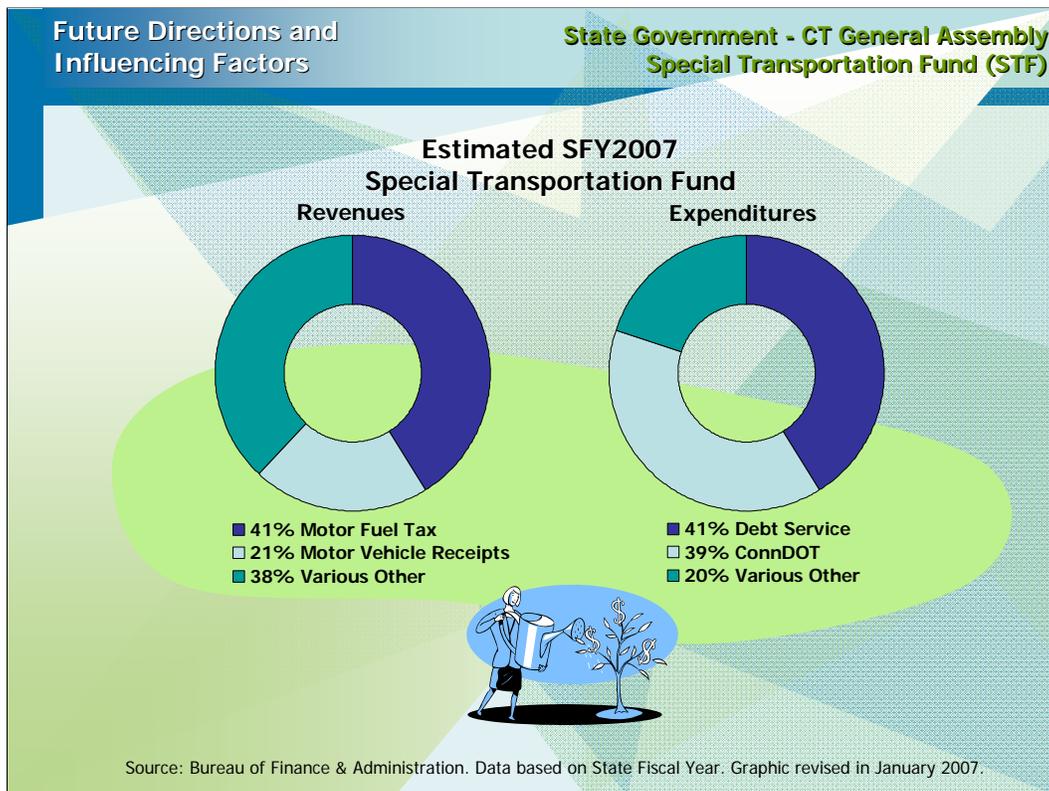


The Federal government specifies how states can spend their federal transportation money.

Congress passes laws that dictate **what kinds of projects** ConnDOT can spend federal money on and **how much money** ConnDOT is able to spend on various types of projects.

This means, in essence, that ConnDOT can't just spend its bag of BRIDGE money to pave a highway, extend an airport runway, build a rail line, or expand bus service.

These money bags represent the Federal programs that ConnDOT can use to fund airport, highway, & transit projects & studies.

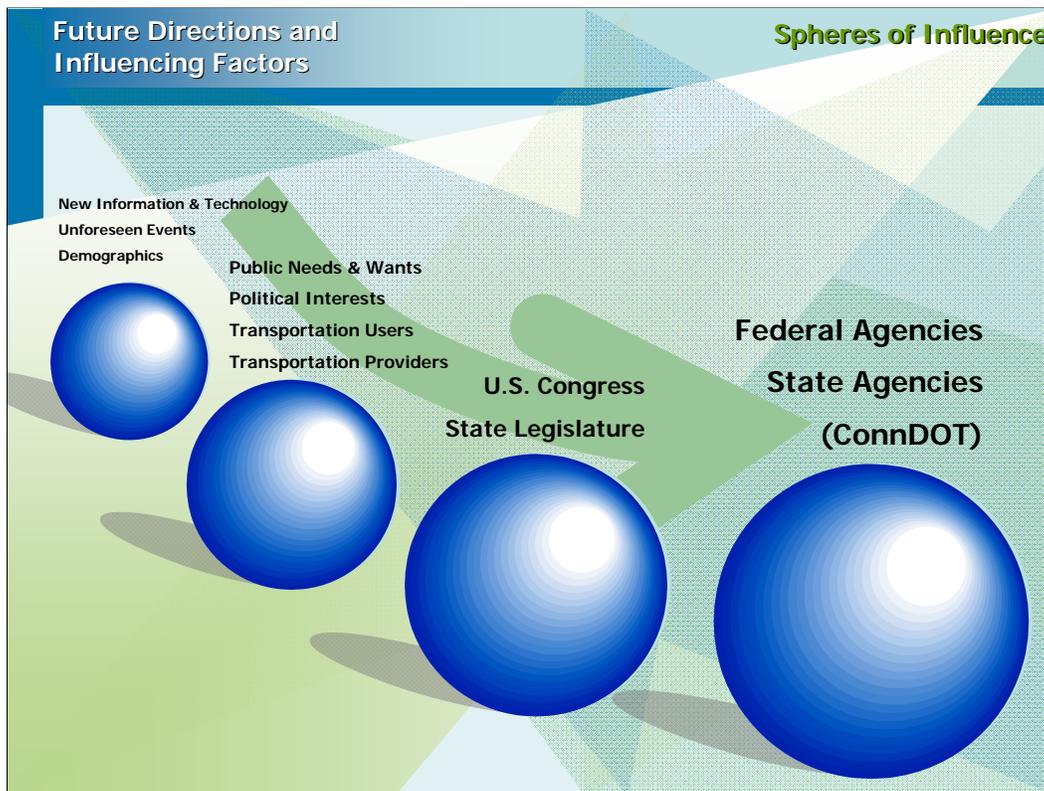


State government, particularly the **Connecticut General Assembly**, also has **significant influence** on ConnDOT's transportation projects and programs.

In addition to getting money from the federal government, ConnDOT pays for state-initiated transportation projects and services with revenue from the **State's Special Transportation Fund**. Local matches are sometimes available but much less often.

State funding for transportation projects, operations, and services, with the exception of improvements to Bradley International Airport, is generally **budgeted within the State's Special Transportation Fund (STF)**. Note here that 41% of the revenues for the Special Transportation Fund came from the state tax on motor fuels.

Increases or decreases in the **state gas tax affect** ConnDOT's **ability to maintain and expand** transportation services and facilities in Connecticut.



This diagram **shows the interrelationships of the external factors** and the general order in which things happen. Congress and the Connecticut General Assembly are influenced by the **other influencing factors**.

Factors such as **unforeseen events, new technology or information, or demographic changes** often **result in new needs, new issues** that must be addressed, **new laws, shifts in priorities, and new funding scenarios**. Congress and the Connecticut General Assembly pass the laws that provide the funding for most of the transportation projects in Connecticut. ConnDOT **spends the money** provided by **Congress, Federal Agencies** and the **State Legislature**.

During the past three years **new information on Climate Change** – acknowledgement that global warming is attributable to human activity --- has lead Congress and the Connecticut General Assembly to pass laws which Federal and State agencies such as ConnDOT must implement. Some of these laws appropriated money to enable Federal, State and local governments to address this issue.

Significant **increases in the cost of fuel** and **concerns over dependence on foreign oil** coupled with **growing frustration over traffic congestion, sprawl and lack of affordable housing** have increased public demand for the Connecticut General Assembly to appropriate more money for public transportation services and facilities.

The recent bridge collapse in Minnesota is example of an unforeseen event that has **focused public concern on the condition of our nation's bridge and highway infrastructure**. This event could affect the amount of money that Congress and the Connecticut General Assembly allocate to maintaining bridge and highway infrastructure.

Closer to home, serious truck accidents on Avon Mountain have resulted in the State investing additional resources to further improve highway safety on the mountain and may result in increased funding for truck safety enforcement.

Future Directions and Influencing Factors	Current Federal & State Legislation
<ul style="list-style-type: none"> ◆ Federal Funding "Programs" In August 2005, Congress reauthorized and the President signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) ◆ State Legislation In 2005, 2006, & 2007, the Connecticut General Assembly passed and the Governor signed transportation legislation <ul style="list-style-type: none"> ☛ Public Act 06-136 An Act Concerning the Roadmap for Connecticut's Economic Future ☛ Public Act 07-239 An Act Concerning Responsible Growth 	

With respect to recent Federal and State actions, during the past three years, **Congress & the Connecticut General Assembly** passed additional laws that significantly influence **what** ConnDOT can do, **when** it can do it, and **how** it does it.

On the Federal level... In August 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (**SAFETEA-LU**). **This law enabled the federal government to continue to provide transportation funding** to the States through Federal Fiscal Year 2009. This law was the outcome of a lengthy political process. It replaced TEA-21, the federal surface transportation reauthorization legislation that expired on September 30, 2003.

In Connecticut, in 2005 and 2006, the State made a significant financial commitment to addressing transportation needs in Connecticut. Governor Rell and the Connecticut General Assembly adopted major state-funded transportation initiatives. This legislation provides for the **largest capital investment in Connecticut transportation in two decades**. It authorizes a total of **\$3.6 billion** (including \$1 billion in anticipated future federal aid) for transportation projects and services.

In 2007, the Connecticut General Assembly passed additional transportation legislation. **Public Act 07-239, An Act Concerning Responsible Growth** was passed in response to growing public demand to address problems and issues associated with transportation and land use - traffic congestion, sprawl, rising fuel prices, lack of affordable housing, and air quality issues.

Future Directions and Influencing Factors

- ◆ Travel Delays
- ◆ Land Use
- ◆ Environment
- ◆ Aging Population
- ◆ Safety & Security
- ◆ Funding
- ◆ Priorities

Current & Future Key Issues

Some of the key issues that need to be addressed now and in the future include:

- **Travel Delays:** How to Minimize Travel Delays on Connecticut Highways.
- **Land Use:** How & to what extent should transportation-related investments be used to achieve various land use-related goals? (such as minimizing or preventing urban sprawl, promoting economic development, promoting transit-oriented development, and increasing the availability of affordable housing.)
- **The Environment:** What should be done to improve the quality of our air to address climate change issues and health issues such as asthma, to protect our drinking water and to minimize the impact of weather on Connecticut's transportation services and facilities.
- **Our Aging Population:** The average age of Connecticut's population is increasing. How can we efficiently and cost effectively meet the mobility needs of older drivers & pedestrians.
- **Safety & Security:** How can we adequately & cost effectively protect transportation facilities & the people who use them.
- **Funding:** How can we ensure that ConnDOT has an adequate and stable source of revenue and sufficient staffing to provide transportation services and to improve & maintain transportation facilities.
- **Priorities:** Establishing priorities within the financial resources available is the most important issue. There isn't enough money to do everything we want or need to do. What should the State's priorities be with respect to transportation projects and services?



Because **new needs can emerge**, sometimes within a short period of time, **it is necessary to update transportation planning documents**, such as the state **LRP**, to reflect these changes.

ConnDOT would like to hear **your ideas**. **How do you think these issues should be addressed?**

Are there any **other transportation issues or needs** that **you feel** the Department should be addressing **now or in the future?**

Opportunities for Public Input

Public Outreach Events and Comment Period

- ◆ **Pre-Draft LRP Listening Sessions in the Fall 2007**
 - ✍ During the LRP sessions (seven sessions throughout the State)
 - ✍ Submit input in written form by December 31, 2007
 - By electronic mail or via comment form on Department's web site
For your convenience, the Input, Ideas and Comments sheet is available on the Department's web site with other related LRP materials as a user-friendly form with a button for submitting comments by e-mail.
 - By U.S. mail or via comment form on Department's web site
- ◆ **Draft LRP (Anticipated Publication Date: Spring 2008)**
 - ✍ Document to be available in selected locations, upon request, and on the Department's web site
 - ✍ Submit input by electronic mail
 - ✍ Submit input by U.S. mail
- ◆ **Final LRP (Anticipated Publication Date: by Summer 2008)**
 - Document to be available in selected locations, upon request, and at Department's web site

These are the various **opportunities for you to provide input** into the updating of the State's Long-Range Plan. For your convenience, a copy of this slide is also included in the package of handouts.

You may **present your ideas or concerns verbally** tonight or at other listening sessions, you may **leave written comments** in the white Comments Box on our handouts table, or you may **mail or e-mail your comments**.

Information on how to contact us is presented on the next slide. This information is also available in the brochures that are available on our "handouts" table in the back of the room.

Opportunities for Public Input

Department's Web Site and Contact Information

http://www.ct.gov/dot

Navigate as follows:

- ◆ Publications (from banner at top of page)
- ◆ ConnDOT Transportation Plans under the heading "Other"
- ◆ Long-Range Transportation Plan

STATE OF CONNECTICUT
 Department of Transportation
 Bureau of Policy & Planning

Roxane M. Fromson
 Supervising Transportation Planner

P.O. Box 317546
 Newington, Connecticut 06131-7546
 roxane.fromson@po.state.ct.us

If you would like to **submit comments by e-mail**, there is a **Comments Form** under Long-Range Plan on our website. **This how you get to it. This is a picture of our website.** Once you are on this page, click on **"Publications"** at the top of the page. Next, scroll down to **"Other"** and click on **"ConnDOT Transportation Plans."** The **Long Range Plan** will be listed here. Click on it.

We will now open the floor for comments.

For our records, please state **your name, and town in which you live**. If you are representing an interest group, organization or business, also state **the name and location of that entity**.