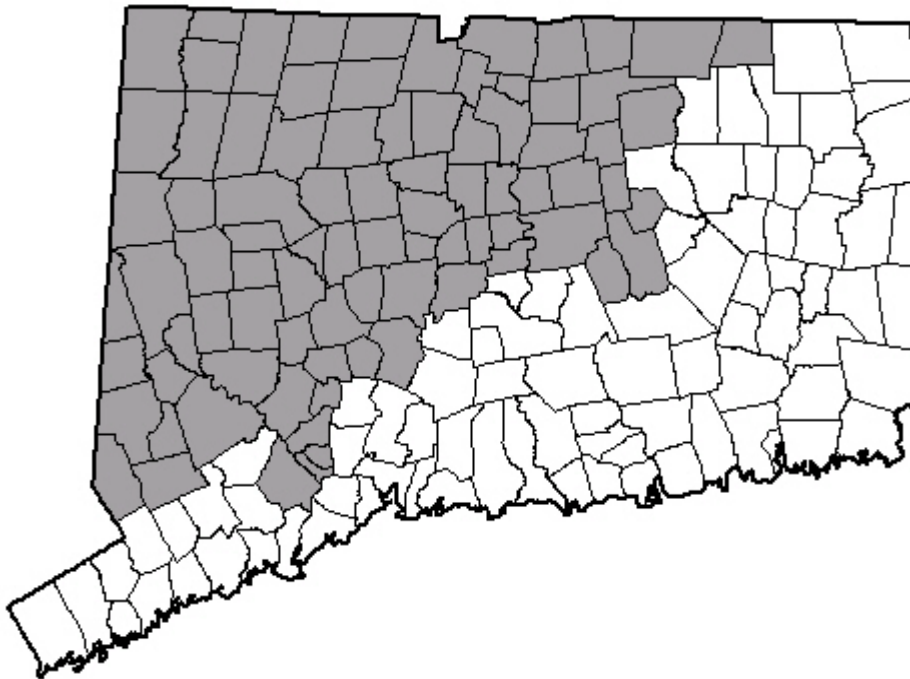


**Interstate 84 Corridor Transportation Investment Area  
Final Corridor Plan**



**November 8, 2002**

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## Executive Summary

This corridor plan was developed by the Interstate 84 (I-84) Transportation Investment Area (TIA) Board to meet the requirements of Public Act 01-5, *An Act Implementing the Recommendations of the Transportation Strategy Board*, which created the statewide Transportation Strategy Board (TSB). This plan is intended to provide the TSB with an overview of the I-84 TIA, its primary transportation objectives and challenges, and a set of recommended initiatives to guide its future. The I-84 TIA Corridor includes seven of the state's 15 regional planning areas. It includes two of the state's major cities, Hartford, the state capital, and Waterbury, as well as several other cities and a number of the state's smaller and historic urban centers. Bordering on the states of New York and Massachusetts, it includes almost the entire length of Interstate 84 in Connecticut.

### Top Five Transportation Investment Area Corridor Initiatives for Transportation Strategy Board Action (in Priority Order)

- 1. Implement the Bus Rapid Transitway between Downtown New Britain and Downtown Hartford —** This facility will be a bus-only roadway that provides a rapid transit service, with convenient stations, frequent service, state-of-the-art passenger information, and trip times that are competitive with the private automobile. The state must ensure that its operating characteristics are the same as other forms of rapid transit. This project will provide a less expensive way to deal with congestion in the Hartford region. As importantly, it will serve as a prototype for a new form of rapid transit for Connecticut and the nation. The New Britain–Hartford Bus Rapid Transit (BRT) project will require the construction of 9.4 miles of roadway, exclusively for bus traffic, connecting New Britain, Newington, West Hartford, and Hartford; 12 stations varying in size and description; and a multi-use trail through much of the corridor. Approximately 28 new buses will be procured. Expected operating costs for the first year total \$6.3 million. (Additional details are available in *Final EIS and Section 4(f) Evaluation New Britain–Hartford Busway*, December 2001.) Updated construction needs, operating characteristics, and related costs will become available as the design is developed. **Total estimated capital cost is \$160,000,000.**
- 2. Implement the Recommendations for Service Expansions and Transit Facilities detailed in the 2000 Connecticut Department of Transportation Statewide Bus System Study —** In this landmark study, all publically funded bus routes in the state were evaluated by the same methodology at the same time. As a result, improvements to routing efficiency and justifiable service expansions were recommended statewide. This plan is the technical base for expanding local bus services in a systematic and logical way. The total statewide cost of implementing the recommended service expansions is \$58,000,000; therefore, given that the Interstate 84 Transportation Investment Area includes approximately 50 percent of Connecticut's population, the estimated cost for implementation in the I-84 TIA is estimated at \$29,000,000. In addition, this priority calls for the state to provide stable, dedicated, and secure funding for the Jobs Access and Reverse Commute Programs (specific costs as yet undetermined). **Total estimated capital cost is \$29,000,000.**
- 3. Increase Rail Passenger Service on the Norwalk to Danbury–New Milford Branch Line —** This set of prioritized projects would assist north-south commuter movement in the congested Route 7 and Interstate 95 (I-95) corridors from Danbury to Norwalk and Stamford. Phase I has the potential for over 400 new daily riders. Costs are \$5.3 million for capital and \$1.3 million for annual operating. Phase II has the potential for over 250 new daily riders, in addition to the 400-plus riders attracted by Phase I. Estimated Phase II costs are \$12.9 million for capital and \$.9 million for annual operating. An additional three phases would extend rail passenger service to a new station near I-84 in northern Danbury, then farther north to New Milford. These costs are documented in detail in the *2000 Route 7 Corridor Travel Options Implementation Plan* prepared by the Housatonic Valley Council of Elected Officials (HVCEO) in cooperation with the South Western Regional Planning Agency (SWRPA). The phases are designed to proceed in priority order. Total cost for Phase I and Phase II is \$20,400,000. The total cost for Phases III-V is \$33.95 million for capital and \$3.51 for annual operating. **The grand total capital cost for Phases I-V is \$52,150,000.**

- 4. Implement the Interstate 84 Waterbury to Danbury Area Improvements** — This series of projects, recommended by recent Connecticut Department of Transportation needs and deficiencies studies and plans, would upgrade interchanges and main lines to accommodate projected traffic growth. Prioritized improvements and associated cost estimates for projects in the Central Naugatuck Valley Region and the Housatonic Valley Region are: \$23,526,000 for Phase I, the most immediate, small-scale interchange improvements; \$15,146,000 for Phase II, the remaining small-scale interchange improvements; \$83,180,000 for Phase III interchange expansions; and \$430,790,000 for Phase IV mainline widening. **Total capital cost \$552,642,000.**
- 5. Implement Access Improvements to Cargo Facilities at Bradley International Airport** — This project would involve construction of a new \$15.5 million, 4.3-mile two-lane roadway from the north end of the airport to the Route 190 bridge over the Connecticut River to the north side of Bradley International Airport to serve the planned expansion of cargo and related facilities. It would also involve \$3.5 million in roadway construction improvements on the existing Bradley Park Road which leads to the cargo facilities on the west side of Bradley International Airport, and for extending Bradley Park Road approximately 2,500 feet to Russell Road. These projects assumed added importance when a section of the airport perimeter road near the Air National Guard facility was closed after the September 11, 2001, attack. **Total capital cost is \$19,000,000.**

#### **Top Five Statewide Initiatives for Transportation Strategy Board Action**

1. Promote statewide smart growth policies by re-establishing a state planning office to coordinate and provide technical assistance to local, regional, and state planning agencies.
2. Provide incentives for higher-density commercial and residential development around transit facility locations.
3. Provide funding for an analysis of the need, feasibility, location, and design of an additional cross-Hudson rail facility.
4. Revise state policies on sidewalks to do more to encourage bicycle–pedestrian movement.
5. Require that all rail facility improvements be made to meet the 286,000 pound standard for rail cars and that railroad bridges be required to meet the evolving 315,000 pound car standard.

## Chapter 1 Introduction

The Interstate 84 (I-84) Corridor Transportation Investment Area (TIA) includes approximately 50 percent of the state's population. It includes Hartford and Waterbury, as well as the cities of Bristol, Danbury, East Hartford, Manchester, New Britain, and West Hartford. It includes a number of the state's smaller and historic urban centers such as Torrington, Naugatuck, and Shelton. It includes many comfortable suburban towns and some of the most beautiful and historic of the state's rural areas. The character of its towns ranges from the most dense to the most rural, and from some of the wealthiest to some of the poorest populations.

Connecticut is in a transportation crisis. The I-84 TIA Board believes that the transportation system is overburdened and unbalanced, threatening both the economic health and the quality of life of the state's residents. Over dependence on highways has created a level of traffic congestion that is a barrier to the movement of goods and people and that precludes adequate connection to regional and global economies. That over dependence has contributed to a sprawling pattern of land development that empties our cities, overcrowds our suburbs, despoils the beauty and open space of our countryside, and, at the same time, pollutes our air and increases the gap between the rich and the poor.

Congestion relief, primarily by highway widening, can no longer solve these problems; we cannot build our way out of this crisis. Instead, transportation investments, as perhaps one of the most powerful forces shaping growth, must become a deliberate and strategic component of our overall economic development and land use planning if we are to deal successfully with this crisis. That is our challenge in crafting this plan.

Improving mobility and enhancing connectivity requires a balanced transportation system and a corresponding realignment of investment priorities and resources. We need to reassess our public policies and investment priorities to develop a balanced transportation system that gives people and businesses more choices for traveling and moving freight.

## Chapter 2 Public Involvement

This plan is the product of the combined knowledge, experience, and understanding of multimodal transportation and its comprehensive environment brought to the Interstate 84 (I-84) Transportation Investment Area (TIA) Board by its 19 members. References used in the development of the plan include Public Act 01-5, *An Act Implementing the Recommendations of the Transportation Strategy Board*, which established the Transportation Strategy Board (TSB); the long-range regional transportation plans of each of the seven regional planning organizations within the TIA; preliminary recommendations of the Transportation Strategy Board; *Connecticut: Strategic Economic Framework*, commonly referred to as the "Gallis Report," which describes the transportation crisis in Connecticut; Connecticut's *Master Transportation Plan*; Connecticut's *State Plan of Conservation and Development*; and various other technical and policy documents.

The I-84 Corridor TIA's twenty-year strategic plan was prepared through a process that encouraged regular exposure to the public by providing opportunities for public comment at each of the I-84 TIA Board's monthly meetings. Notices of Board meetings were posted in the municipal offices of each of the cities and towns within the I-84 Transportation Investment Area and on the Internet. In addition, a public hearing, which was advertised in newspapers serving the TIA (including the Hartford Courant, the Bristol Press, the New Britain Herald, and the Waterbury Republican American), was held by the TIA Board on September 10, 2002, in Waterbury. Copies of all written comments that were submitted to the TIA Board related to that hearing are on file in the offices of the Central Connecticut Regional Planning Agency, which served as the Secretariat for the I-84 TIA Board.

Copies of early drafts of the Corridor Plan, as well as the agendas and minutes of the TIA Board meetings were available on the internet, along with the names, addresses, and telephone numbers of the members of the TIA Board to provide public access to them individually.

Finally, each of the boards of the seven Regional Planning Organizations (RPO) within the TIA reviewed the work of the TIA Board, and discussed drafts of the TIA corridor plan at their regular board meetings, which were open to the public. Comments made by members of the public were recorded in the minutes of these various meetings and passed on to the TIA Board by the several RPO representatives on the TIA Board, as well as by RPO staff. Progress reports and invitations to comment were also extended to the public in numerous other community forums.

## Chapter 3 Economic, Land Use, Environment, and Quality of Life Issues

### 3.1 Corridor Objective

- 3.1.1 Provide safer, more efficient transportation systems, to reduce dependence on the automobile.

### 3.2 Corridor Challenges

- 3.2.1 Change land use policies that favor auto-centric development and which consequently degrade our urban core areas and older suburbs.
- 3.2.2 Change the way we develop our communities to prevent aggravating the congestion problems on our highways, which is due, in large measure, to our sprawling, energy inefficient development patterns.

### 3.3 Corridor Initiatives/Recommendations

The TIA Board supports smart growth policies that would make the land development process more predictable and help maintain the quality of life in the Interstate 84 (I-84) Transportation Investment Area (TIA). Land use policies adopted in the I-84 corridor should direct growth to areas with existing public infrastructure; they should also preserve limited open spaces, and create incentives for mixed-use developments. Land development policies should promote regional cooperation, collaboration, and governance.

- 3.3.1 *Encourage Smart Growth.* Support efforts, at all levels of government, to promote smart growth policies which foster higher “transit-supporting densities.”
  - 3.3.1.1 Urge strong state leadership for smart growth policies, which would provide for an enhanced open space acquisition program, policies and programs to support the redevelopment of brownfields, and establishment of urban growth boundaries. Expedite the acquisition of valuable open space properties that would help direct development toward more energy efficient locations.
  - 3.3.1.2 Provide incentives, at all levels of government, for proposed developments inside urban growth boundaries.
  - 3.3.1.3 Establish regional smart growth pilot initiatives where smart growth policies should be implemented.
  - 3.3.1.4 Analyze local property tax issues and develop effective techniques for counteracting the sprawl-inducing affect that higher urban area taxes have on development patterns.
- 3.3.2 *Strengthen Land Use Planning.* Re-establish a state planning office and integrate the Connecticut Department of Transportation (ConnDOT) *Master Transportation Plan* with the *State Plan of Conservation and Development*.
  - 3.3.2.1 Update the *State Plan of Conservation and Development* in a manner that allows for interaction among the municipalities, the regions, and the state.
  - 3.3.2.2 Enhance the applicability of the *State Plan of Conservation and Development* to guide all state, regional, and municipal plans and regulatory decisions. Currently, the state requires consistency among municipal, regional, and state plans only when granting funds through state agencies for public works projects.

- 3.3.2.3 Establish a state smart growth council, supported by the state planning office and other key state agencies, to oversee the implementation of an enhanced state plan of conservation and development process, and to serve as a forum to study, debate, and resolve conflicts regarding conservation, development, transportation, and energy issues of statewide significance.
  - 3.3.2.4 Incorporate statewide goals and objectives for smart growth, conservation, and development directly into the state statutes, and commit resources of the state by Executive Order to the pursuit of these goals and objectives.
  - 3.3.2.5 Require consistency between municipal plans of conservation and development and municipal zoning and subdivision regulations.
  - 3.3.2.6 Require municipal, regional, and state plans of conservation and development to be updated on a coordinated statewide schedule.
- 3.3.3 *Strengthen Statewide Planning Resources*
- 3.3.3.1 Complete a statewide aerial survey of land use and prepare digitized statewide mapping to support coordinated land use and transportation planning.
  - 3.3.3.2 Provide state-of-the-art planning tools to state, regional, and municipal agencies, such as digital aerial photography and Geographic Information System (GIS) mapping and analytical capabilities (e.g., build-out analyses).
  - 3.3.3.3 Provide state funding for ongoing technical planning assistance to regional and municipal agencies.
  - 3.3.3.4 Provide funding for state staff liaisons to regional and municipal agencies.
  - 3.3.3.5 Provide grant funding to regional and municipal agencies over a two- to three-year period to enable them to prepare enhanced plans of conservation and development and make corresponding changes to applicable land use regulations.
- 3.3.4 *Reinforce Urban Centers.* Redirect investment, employment, and housing opportunities to historic urban centers by creating, for example, multimodal transportation centers.
- 3.3.4.1 Pursue the designation of Route 8, from Bridgeport to Waterbury, as an interstate highway to assist Waterbury and the Central Naugatuck Region in their efforts to promote economic development.
  - 3.3.4.2 Support the rehabilitation and re-use of existing historic buildings as part of a smart growth strategy.
  - 3.3.4.3 Provide incentives, at all levels of government, to locate new public buildings — and to relocate existing buildings — in urban core areas, near transit services, preferably, in restored historic buildings.
- 3.3.5 *Redevelop Brownfields.* Clean up and redevelop brownfields, which are often located in our older urban centers adjacent to major transportation facilities.
- 3.3.6 *Jobs and Housing.* Seek a better jobs-housing balance, not only for social equity reasons, but also to help reduce the increasingly long commutes residents are forced to make.

- 3.3.7 *Encourage Transit-Oriented Development.* Revise our land-use policies to recognize and encourage transit-oriented development patterns.
- 3.3.8 *Encourage Environmental Preservation.* Periodically monitor air quality near highways and major transportation routes and prioritize programs designed to mitigate the impact of air and water pollution from impervious surfaces and runoff.
- 3.3.9 *Encourage Transportation System Efficiency.*
  - 3.3.9.1 Increase the utilization of high-occupancy vehicle (HOV) lanes by allowing their use by high-mileage and alternative-fuel vehicles, and develop the HOV lane separation areas as additional travel lanes.
  - 3.3.9.2 Continue to maintain existing highways, and to correct safety and operational problems where they exist, as opposed to building new highways; and, make future highway investment decisions consistent with the goals of this TIA plan.
  - 3.3.9.3 Provide direct monetary incentives to commuters who participate in carpooling.

## Chapter 4 Movement of People

Moving people efficiently must be one of the primary goals of our state's transportation policy. One particular mode of transportation should not automatically be assumed to be the preferred mode and the one that drives our transportation policy. The I-84 TIA Board believes that a paradigm shift is needed from a predominant focus on investment in roads and automobiles to one that places people and their communities at the center of transportation policy and funding. Once discussion shifts to moving people, rather than moving automobiles, then decision makers can focus efforts on developing a comprehensive intermodal transportation policy that plans for pedestrians and bicycles, transit, and automobiles.

While the I-84 TIA Board acknowledges that our current highway infrastructure has maintenance, upgrading, and repair needs, these legitimate concerns should not be addressed at the expense of, or come before, re-balancing our transportation options. To prevent perpetuating an auto-centric transportation system, highway "improvements" should be balanced with investments in pedestrian, bicycle, rail, bus, paratransit, and ridesharing alternatives. We can no longer afford business as usual, in which transportation alternatives are merely discussed, while spending on roads continues unabated, because if we do we will not achieve the balanced transportation network that we seek.

### 4.1 Corridor Objectives

- 4.1.1 *Promote Public Transportation.* Expand and strengthen bus and rail passenger services to achieve a balanced transportation system that reduces congestion, improves access to employment opportunities and essential services, and provides people with more travel choices.
- 4.1.2 *Maintain Funding.* Establish and ensure an improved, equitable, and stable source of operational transit funding, which is critical to maintaining existing services and encouraging more and better bus and rail services.
- 4.1.3 *Make Infrastructure Improvements and Promote Safety.* Improve transportation safety by adequately maintaining infrastructure and equipment and by enforcing safe operations and use of the transportation system by customers and operators.
- 4.1.4 *Make Existing Transit Services More Attractive and Convenient.*
  - 4.1.4.1 Support informational marketing to raise awareness of available transit services. Such efforts need to be widespread, frequent, and long-term. The objective is that, eventually, people will know as much about their transit options as they know about their driving options.
  - 4.1.4.2 Develop financial incentive programs that encourage people to use alternate means of transportation. Opportunities include private-public partnerships to enhance and expand transit in certain areas. Targeted employers can demonstrate how transit can benefit the company, and, perhaps, even save it money.
  - 4.1.4.3 Develop internet sites with transit information that provide convenient, user-friendly trip planning, fare information, and ticket purchasing services.
- 4.1.5 *Develop Safe Walking and Biking Options.* Provide more and better opportunities for people to walk or bike safely to their destinations.
- 4.1.6 *Improve Airports.* Improve our major regional airports, such as Bradley International Airport, and our system of smaller airports, which provide important links to the national and global economies.

- 4.1.7 *Improve Access to Transit Facilities and Airports.* Improve access to transit facilities and airports, particularly intermodal access, where possible.
- 4.1.8 *Implementation of and Consistency within This Plan.* Maintain existing highways, correct safety and operational problems where needed, and make future highway investment decisions that are consistent with the goals of this plan.
- 4.1.9 *Encourage Alternative Transportation.* Encourage and provide incentives for carpooling and vanpooling in order to reduce the number and use of single occupancy vehicles.

## 4.2 Corridor Challenges

According to the 2000 Census, while the state's total workforce dropped by more than 32,600 people since 1990, 12,000 more people drove to work alone. Analysis of the 2000 Census data reveals that approximately 80 percent of the workforce is driving solo, topping Connecticut's 1990 figure of 78 percent. This trend does not position the people of Connecticut to make substantial progress on traffic congestion and its impact on the natural environment, sustainable economic growth, open space preservation, urban revitalization, and personal and public health.

Although reflecting regional and national trends, Connecticut, when compared to its neighbors, lags behind in advancing transportation choice and creating the conditions for a sustainable and balanced transportation future. We must examine and determine the ways that other states have increased their use of alternative transportation modes and consider introducing and implementing them within Connecticut. We must also identify the existing challenges that will serve as obstacles in achieving our aforementioned objectives so that we can proceed in an informed manner. With these challenges in mind, we believe that the primary transportation challenges for the I-84 TIA are as follows:

- 4.2.1 *Highway Congestion and Constraints to Expansion.*
- 4.2.2 *Inadequate Funding for Existing Public Transit Systems and Needed Highway Improvements.*
- 4.2.3 *Imbalance in Funding Priorities.* Since real transportation choice has not been achieved, most people are unwilling to forego the convenience of driving alone.
- 4.2.4 *Policy and Practice of Moving Automobiles Rather Than People.* Transportation policy and funding are overwhelmingly focused on moving automobiles rather than people.
- 4.2.5 *Cultural Constraints.* A common belief is that road spending is an investment, but spending on public transportation is a subsidy. People in our culture have been conditioned to believe that automobile ownership and use is the essence of freedom.
- 4.2.6 *Difficulty in Achieving Consensus on Needed Improvements and Priorities.*
- 4.2.7 *Balancing the Environmental, Economic, and Social Impacts of Transportation Improvements.*
- 4.2.8 *Building Consensus on a New Paradigm and Changing the Often-Negative Perceptions of Alternative Modes of Travel.*

## 4.3 Corridor Initiatives/Recommendations

### Bus and Rail Services

Single occupancy vehicle (SOV) use in Connecticut grew during the 1990s. However, perpetuating this trend is not inevitable. In fact, our neighbors in Massachusetts, New York, and New Jersey experienced

SOV use decreases. Moreover, while use of public transportation remained at about four percent in Connecticut, it increased to ten percent in Massachusetts (up 19 percent), increased to 11 percent in New Jersey (up 27 percent), and increased to 27 percent in New York (up eight percent).

The progress demonstrated by Connecticut's neighbors illustrates that we can do better in reducing SOV use, as well as enhancing and strengthening Connecticut's bus and rail services. The I-84 TIA Board recommends that the following actions be pursued (or at least planned for) immediately:

- 4.3.1 *Ensure That More Equitable and Stable Operational Funding for Bus Service is Maintained and Expanded.* This action should be taken to attract new riders and better serve existing users. As a critical transit option in the I-84 TIA corridor, action must be taken to:
  - 4.3.1.1 Improve marketing of all bus and commuter rail system services.
  - 4.3.1.2 Provide permanent and stable funding, statewide, for the Jobs Access and Reverse Commute programs for low-income people.
  - 4.3.1.3 Implement the recommendations of the *ConnDOT Statewide Bus System Study*.
  - 4.3.1.4 Increase funding and service areas for elderly and disabled transportation programs, which are critical to these transit-dependent populations.
  - 4.3.1.5 Investigate new technologies, such as the use of optically guided buses along the shoulder or median of I-84.
- 4.3.2 *Develop Bus Rapid Transit Systems.* Aggressively pursue the development of the bus rapid transit system from Hartford to New Britain to Waterbury, as well as from Hartford to points east (Manchester) and north (the Griffin Line).
- 4.3.3 *Improve Passenger Rail Services.* Improve the Metro North and Amtrak passenger rail services on the New Haven Line (and potentially the Harlem line) from the branch lines in the Greater Waterbury area and the Danbury–New Milford area.
- 4.3.4 *Provide Commuter Rail Services from New Haven to Springfield, including Bradley International Airport.*
- 4.3.5 *Support and Develop Multimodal Transportation Options in Downtown Waterbury and Downtown Torrington.*
- 4.3.6 *Support Ridesharing Programs.* Support existing as well as new initiatives (i.e., Telecommute CT) to reduce the number of single-occupancy vehicles.
- 4.3.7 *Consider Creating a Statewide Public Transportation Corporation or Authority.* Provide this entity with the resources and the authority to develop and implement a bold statewide vision for public transportation.
- 4.3.8 *Encourage Major Employers to Provide Parking “Cash-outs.”* Encourage major employers, including state agencies, to provide parking “cash-outs” as an alternative to the use of SOVs.

#### Airport Services

- 4.3.9 *Create a Strategy for Developing the Interrelationships between Bradley International Airport and the State's Smaller Airports.* In particular, the state should address the role of municipally-owned

airports in relation to other large aviation facilities outside of Connecticut. This strategy should include:

- 4.3.9.1 Conducting a comprehensive study of existing airport facilities within Connecticut. The study should discuss ownership and operation, role, based aircraft, capacity, development potential and constraints, financial plans, and available services. In addition, the study should include a comparison of the master plans of each of the state's major airports: Bradley, Waterbury-Oxford, Danbury, Groton-New London, Tweed-New Haven, Sikorsky Memorial, and Hartford-Brainard.
- 4.3.9.2 Examining ownership issues and studying the possible state take-over of major municipal airports such as Danbury, Sikorsky Memorial, and Tweed-New Haven.
- 4.3.9.3 Assessing opportunities for assuring the continued existence of private airports such as Mountain Meadows in Burlington–Harwinton.
- 4.3.10 *Create Improved Linkages to Bradley International Airport with Other Modes of Transportation.*
  - 4.3.10.1 Provide passenger rail service from the state's larger cities to Bradley International Airport.
  - 4.3.10.2 Expand and enhance bus service from the state's larger cities to Bradley International Airport.
  - 4.3.10.3 Stimulate improved commuter air service from regional cities.
- 4.3.11 *Implement Appropriate Practices and Procedures to Ensure Passenger Safety and Homeland Security.*
  - 4.3.11.1 Encourage all airports to adopt the homeland security advisory system currently in use by state-run airports.
  - 4.3.11.2 Create procedures for quick and thorough dissemination of threat information, through interagency agreements, to all affected airport operators.
- 4.3.12 *Protect and Maintain All Existing Airport Facilities in Connecticut.*
  - 4.3.12.1 Create a board of industry experts to rewrite antiquated sections of the Connecticut General Statutes, as they relate to Titles 13b and 15 covering aeronautics.
  - 4.3.12.2 Create a state master plan for Connecticut airports.
  - 4.3.12.3 Improve zoning regulations to better protect airports and airspace.

#### Pedestrian/Bicycle Network

In addition to the lack of growth in the use of public transportation in Connecticut, the 2000 Census reported that the pedestrian commuting share decreased by 27 percent in Connecticut (from 3.7 percent to 2.7 percent). This trend occurred in neighboring states as well, with the pedestrian share of commuting down between approximately 11 percent and 29 percent: down 20 percent in Massachusetts (from 5.4 percent to 4.3 percent), down 24 percent in New Jersey (from 4.1 percent to 3.1 percent), and down 11 percent in New York (from 7.0 percent to 6.2 percent).

According to the 2000 Census, the transportation mode that experienced the largest increase during the 1990s was bicycling. However, Connecticut lagged behind in this national trend. Nationally, bicycle

commuting was up by nine percent. Connecticut's neighbors experienced major growth in bicycle commuting with increases of 38 percent in Massachusetts (from .38 percent to .52 percent), 57 percent in New York (from .25 percent to .38 percent), and 94 percent in New Jersey (from .24 percent to .47 percent). Connecticut's bicycle commuter use remained essentially flat, increasing approximately 5 percent (from .17 percent to .18 percent).

To create a truly multimodal transportation system that provides for reduced impacts on the environment, Connecticut must learn from its neighbors and consider bicycling and walking as integral components to our transportation system. Appropriate policies must be formulated and implemented and significant funds must be allocated to make biking and walking viable transportation choices for a much broader range of people. Our transportation system must support appropriate combinations of facilities, publicity, education, and planning to encourage a shift to biking and walking from other transportation modes. The following actions would help to facilitate this shift:

- 4.3.12 *Adopt as Regulation and Vigorously Enforce the U.S. Department of Transportation's Guidelines on Pedestrian and Bicycle Accommodation.*
- 4.3.13 *Promote Access for Pedestrians and Bicycle Riders.* Institute State policies that set an example of promoting pedestrian and bicycle access by creating adequate and visible bicycle and pedestrian accommodations, including bicycle parking at all CTTransit stops and stations, and state office buildings.
- 4.3.14 *Spend a Greater Percentage of Road Safety Funds on Improvements for Pedestrian and Bicycle Safety.*
- 4.3.15 *Provide Parking "Cash-outs" to Promote and Encourage Biking and Walking as Alternatives to the Use of Single Occupancy Vehicles.*
- 4.3.16 *Create State Incentives for Municipalities.* Provide state incentives for municipalities to require a certain number of easily accessible and visible bicycle parking spaces in new parking lots or structures.
- 4.3.17 *Provide a Non-Motorized Transportation Bureau within the Connecticut Department of Transportation.* Develop a fully staffed, non-motorized transportation bureau within ConnDOT that can provide municipalities and regional planning organizations with professional, community-oriented advice on relevant infrastructure and engineering.
- 4.3.18 *Revise State Policies on Sidewalks to Do More to Encourage Bicycle and Pedestrian Movement.*
- 4.3.19 *Establish a Set-aside Program for Federal Hazard Elimination Funds.* This program should specifically address pedestrian and bicycle safety in areas of high demand (e.g. traffic calming projects, sidewalk construction)
- 4.3.20 *Prioritize Safe Walking Routes to Schools.* Give priority in the selection of local transportation aid to "Safe Routes to School" projects, and pass legislation that would make safe walking routes to school eligible for high priority status.
- 4.3.21 *Create and/or Strengthen Pedestrian and Bicycle Linkages to All Transit Connections.* Include the installation of bicycle racks on buses, where appropriate.
- 4.3.22 *Support the Development, Enhancement, and/or Completion of Greenways and/or Bicycle Routes Throughout the State.* Give priority to the following:

- 4.3.22.1 Development of a bicycle route along Route 7 and the Still River Valley in Danbury, Brookfield, and New Milford.
- 4.3.22.2 Completion of the East Coast Greenway (including the Farmington Canal Linear Trail) throughout Connecticut).
- 4.3.22.3 Planning and development of a multiple use greenway along the Naugatuck River from Derby through Waterbury to Torrington, connecting existing trails, paths, and river walkways.

### Highways

- 4.3.23 *Reduce Highway Traffic Volumes.* Undertake serious consideration of this task and the associated task of reducing the number of vehicle miles traveled.
- 4.3.24 *Pursue Widening of Existing Highways as a Last Resort.* Widen highways only after a thorough evaluation of land use impacts, sprawl inducement potential, cost–benefit analysis, and alternative courses of action.
- 4.3.25 *Expand Commuter Parking Lots to Encourage Ridesharing.* Expansions to commuter parking lots should occur only where they are needed.
- 4.3.26 *Construct Additional Truck Rest Areas on and near Interstate 84 for Safety.* Construction of additional truck rest areas should occur only where they are needed.
- 4.3.27 *Increase Town Aid for Roads Funding for Local Road Maintenance.*
- 4.3.28 *Address Critical Deficiencies on Interstate 84 to Maintain Existing Capacity and Modernize Interchanges.* The following are priorities:
  - 4.3.28.1 Develop a detailed plan for improvements to the Interstate 84 and Route 8 interchange.
  - 4.3.28.2 Expedite the design of Interstate 84 improvements from Waterbury to Danbury, in accordance with the recommendations of ConnDOT’s two recent Interstate 84 needs and deficiencies studies.
- 4.3.29 *Address the Needs along Route 8.*
  - 4.3.29.1 Research the feasibility of re-designating Route 8, from a limited access state highway to an interstate collector.
  - 4.3.29.2 Examine access from Route 8 to downtown areas for the purposes of improving quality of life and planning for economic development from Interstate 95 in Bridgeport through the Central Naugatuck Valley Region to Route 44 in Winsted.
- 4.3.30 *Conduct a Study of the Intersection of Route 202 and Route 800 in Downtown Torrington to Enhance Vehicular and Pedestrian Movement.*

## Chapter 5 Movement of Goods and Freight

Freight transport is critical to the economic vitality of Connecticut and the Interstate 84 (I-84) corridor. Our economic well being is dependent on having good access to the national and international freight transport networks including rail, water, truck, and air transport. *The Connecticut: Strategic Economic Framework*, also known as the “Gallis Report,” recognized the evolution of a “New Atlantic Triangle” as a major economic region bounded by the New York, Boston, and Albany metropolitan areas, and primarily linked to the national and international transport networks through major gateways at these three points of the triangle. In the context of the Gallis Report and its concept of the New Atlantic Triangle, the elements of the national freight transport system that are important to the I-84 corridor are 1) **New York–New Jersey ports**, which are among North America’s primary sea hubs and a link to the global shipping system, 2) **the Albany rail hub**, a major rail hub with links to the national network and the North American Free Trade Agreement (NAFTA) corridor, 3) **Bradley International Airport**, the state’s only significant air cargo facility, and 4) **Interstate 84**, a major truck route and one of the five principal transportation corridors the Gallis Report identified as part the New Atlantic Triangle.

Since the I-84 corridor has no water ports and underutilized rail services (mainly short line operators), the primary means to move goods in and out of the corridor is truck transport. The corridor does benefit from the presence of Bradley International Airport and its air cargo functions, but air freight serves a special market for high-value–low-bulk goods that comprise only a small portion of the total volume of freight in any region. This means that trucks, and the major highways they depend on, are responsible for serving most of the goods movement needs of the corridor. Bradley International Airport serves the needs of the special air freight market, and the corridor’s short line rail operators serve some of the area’s need for the movement of low-value–high-bulk goods.<sup>1</sup>

If the I-84 corridor is to continue to compete effectively in a global economy, the goods movement system that serves the region and connects it to the national transport network must be improved. Therefore, we must continue to maintain and improve the existing truck transport system. Furthermore, we must improve our regional rail system, improve our access to the national rail system, improve our access to port facilities, and maintain and improve the air cargo functions at Bradley International Airport.

### 5.1 Corridor Objective

- 5.1.1 Since truck transport is the primary means of goods movement in the corridor, we need to maintain and improve truck transport. However, we also recognize the need to reduce our reliance on truck transport by improving our access to rail, air, and water freight transport.

### 5.2 Corridor Challenges

#### 5.2.1 *Challenges to Developing a Multimodal System.*

- 5.2.1.1 *Incomplete Understanding of System Needs.* The goods movement system and goods movement flows in Connecticut are not fully understood, and we are not able to provide good forecasts of how the system and its flows will change if investments in new system infrastructure are made.

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<sup>1</sup>Connecticut ships in primarily nonmetallic minerals (29 percent), primary metal products (14 percent), lumber (13 percent), paper (12 percent), chemicals (10 percent). Connecticut ships out nonmetallic minerals (54 percent — example: crushed stone), waste and scrap materials (35 percent), and chemicals (6 percent).

5.2.1.2 *Over reliance on Trucks.* The I-84 corridor is overly reliant on truck transport for meeting its goods movement needs. We need to develop more options for other modes of freight transport.

## 5.2.2 *Rail Freight Challenges.*

### Infrastructure Challenges

5.2.2.1 *Vertical Clearance Problems.* Many lines in the corridor lack sufficient vertical clearance (17 feet) to accommodate even the standard Plate F rail car.

5.2.2.2 *Weight Restrictions.* Some lines in the corridor have bridges or sections of track that restrict axle loads to less than the industry standard 286,000 pounds. Many do not meet the evolving industry standard of 315,000 pounds.

5.2.2.3 *Loss of Existing Shippers.* As the rail industry shifts to bigger and heavier rail cars, Connecticut risks losing rail service to existing industries. The inability to move the newer cars over existing Connecticut tracks, means existing Connecticut receivers will no longer be able to be served by rail.

5.2.2.4 *Need to Maintain Existing Facilities.* Most of Connecticut's rail infrastructure is in need of upgrading to accommodate heavier axle loadings.

### Access Challenges

5.2.2.5 *No Class 1 Carriers.* The I-84 corridor is not served directly by any major national Class 1 rail carrier.

5.2.2.6 *No East-West Routes.* The regional and local rail lines in the I-84 corridor are oriented north-south. There is no significant east-west service.

5.2.2.7 *Only Two Hudson River Crossings.* Freight rail access to the ports of New York and New Jersey and to points south of New York is limited to two crossings of the Hudson River: New York City and Selkirk (Albany). The opportunities for freight rail crossing in New York City are limited to a barge service and off-peak use of passenger rail tunnels. The passenger rail tunnels have limited vertical clearance due to the electric catenaries used for passenger rail service. The Selkirk crossing serves Massachusetts and northern New England well, but adds 200–300 miles to trips to the Danbury and Waterbury areas.

## 5.2.3 *Water Freight Challenges.*

5.2.3.1 *No Good Access to Major Shipping Ports.* The I-84 corridor does not have good access to major shipping ports. Access to the major international ports of New York and New Jersey is limited by roadway congestion and by the lack of a direct rail connection. Truck transport to the ports is limited by severe congestion in the New York/New Jersey area. Rail access is hindered by limited rail crossings over the Hudson River, limited freight rail capacity on the New Haven line, and the extra trip length required to send trains via the Selkirk (Albany) crossing.

#### 5.2.4 *Air Freight Challenges.*

5.2.4.1 *Need to Further Develop Bradley International Airport's Capability.* Most of the I-84 corridor has relatively good air freight service via Bradley International Airport. However, Bradley's air cargo potential has not been fully realized, and steps need to be taken to assure that Bradley improves its competitiveness in the air cargo market.

#### 5.2.5 *Trucking Industry Challenges.*

5.2.5.1 *Inadequate Number of Rest Areas.* More rest areas are needed to serve truckers who arrive in Connecticut late at night, or very early in the morning, to assure that they can meet the early morning delivery times of Connecticut businesses. (The Connecticut Department of Transportation estimates that demand for truck parking spaces exceeds supply by 1,200 on most nights.) I-84 between Danbury and Hartford is especially deficient in the number of available truck parking spaces at public rest areas. There are sections of I-84 where truckers pull off to the side of the highway to rest prior to their early morning deliveries. The state should review the April 2001 final report from the *Truck Stop and Rest Area Parking Study* and pursue implementation of ways to increase truck parking along the corridor.

5.2.5.2 *Need Faster Implementation of Pre-Clearance System.* Pre-clearance systems for truck inspection stations are a proven method of reducing truck delays. Connecticut is a leader in this field with its operation at the Union rest area. The state needs to accelerate the expansion of this system to all other permanent stations in the state.

5.2.5.3 *Need for More Flexible Delivery Times.* The unwillingness of many businesses to schedule deliveries outside of the normal business day means trucks need to use roads during the heaviest traffic periods.

#### Highway Challenges

5.2.5.4 *Critical Problems on I-84.* As the primary east-west route through the northern half of the state, and as a key gateway into New England, I-84 is critical to the economic vitality of the corridor. Recent studies have identified safety, operational, and capacity problems between Danbury and Hartford that could affect future economic growth if not addressed in a timely manner.

5.2.5.5 *I-84 as an Alternate Truck Route for I-95.* I-84 is a primary alternative for truckers seeking to avoid congestion on I-95.

5.2.5.6 *Hilly Terrain from Southington to Southbury on I-84.* Lack of climbing lanes on some sections of I-84 in western Connecticut creates problems, especially in winter.

5.2.5.7 *Routes 7, 8, and 25 Are Key Connections to I-95.* Routes 7, 8, and 25 are important connecting routes between I-95 and I-84.

5.2.5.8 *Route 8 and I-84 Interchange.* This interchange has serious operational problems resulting from its left-side ramps, tight horizontal ramp curvatures, and weaving sections between ramps.

## 5.3 Corridor Initiatives/Recommendations

### 5.3.1 *Develop a Multimodal Freight System.*

5.3.1.1 *Promote Alternative Modes of Freight Transport.* State policy should encourage the development of alternate modes of freight transport via rail, water, and air. While we need to continue to invest in the truck transport system, we also need to reduce our reliance on trucks by promoting alternative modes when time, cost, and cargo characteristics allow for viable options.

5.3.1.2 *Conduct a Freight Study.* Complete an analysis of all freight movement within and through the state.

5.3.1.3 *Develop a Goods Movement Model.* Develop a goods movement forecasting model for Connecticut.

### 5.3.2 *Improve the Rail Transport System.*

#### Upgrade the Infrastructure of Connecticut's Existing Rail System

The state's first priority should be to improve the ability of its existing short-haul rail operators to serve existing customers. As the nation's rail industry evolves to larger and heavier rail cars, Connecticut risks losing its ability to serve existing rail customers since the bigger and heavier rail cars cannot travel over Connecticut's older rail system. Of particular concern are bridges and track that cannot accommodate the heavier rail cars, and bridges that cannot accommodate the taller rail cars.

5.3.2.1 *State Support for Rail Infrastructure Improvements.* The state should continue to expand its current programs to support rail infrastructure repair. The current small capital funding program administered by ConnDOT should be increased, and the state should define funding criteria that will give preference to improvements most critical to systemwide performance. The state should also continue its program of supplying rail freight operators with capital equipment removed from the state-owned New Haven Line. While the equipment might no longer meet the demands of the high-speed service on the New Haven Line, it is still usable equipment on many of the slower-speed, lower-volume freight lines.

5.3.2.2 *Rebuild Rail to a Heavier Axle Load Standard.* Many of Connecticut's rail lines and bridges were built to a lower axle loading standard than the standard currently used by the industry. Tracks should be rebuilt to accommodate at least the current industry standard of 286,000 pounds per car. Since bridges are a much longer-term investment, when they need to be rebuilt they should be designed to meet the evolving industry standard of 315,000 pounds per car.

5.3.2.3 *Rebuild Bridges with Adequate Vertical Clearance.* Due to the large number of bridges with substandard vertical clearance, it is not economically feasible to correct all of the deficient bridges over railroads. The recommended approach to addressing the problem is to correct the problems on: (1) an "as needed" basis, and (2) an "as opportunities allow" basis. The most critical locations should be corrected on an "as needed" basis. In some cases rail operators can achieve adequate clearance by lowering the track. In other cases the road bridge over the railroad has to be rebuilt to gain adequate clearance. The "as opportunities allow" approach involves taking advantage of planned bridge reconstruction projects to increase vertical clearance. ConnDOT already has a policy of rebuilding bridges to a standard vertical clearance of 22 feet. This policy needs to be continued with as few exceptions as possible. When exceptions are allowed, ConnDOT

should permit no less than a 17-foot vertical clearance for at least the standard Plate F-type rail car to pass.

- 5.3.2.4 *Special I-84 Corridor Concerns.* During the course of this planning effort, several special concerns arose about maintenance of physical facilities that warrant mention here. The Terryville Tunnel is a key rail link to Bristol that needs maintenance. The track north of Waterbury to Torrington is not being actively used for freight service, but should remain available for potential restoration of service in the future.

#### Improve Access to the National Rail System

- 5.3.2.5 *Access to Major Continental Routes.* Access from the I-84 corridor to major continental or east-west rail lines is fairly good. The corridor has four rail lines that run north into Massachusetts and link with the CSXT Railroad, which is a Class 1 railroad. The Housatonic Railroad provides freight service along the so-called “Maybrook” Line west of Danbury to Beacon, New York, where it can access the CSXT service via Metro-North’s Hudson Line on the east side of the Hudson River with connections to Albany and Long Island. North of New Milford, the ownership of the rail right-of-way changes from Housatonic Railroad to the State of Connecticut. The second connection to CSXT is provided by CSO Railroad, which operates over the Amtrak Line between New Haven and Springfield. This connection could be improved if better trackage fees could be negotiated with Amtrak. The current fees are high and tend to discourage rail freight transport there.

- 5.3.2.6 *Access to New York City and Points South.* Moving freight by rail from Danbury to New York City typically requires that a train travel north to Albany to cross the Hudson River and then turn south. This circuitous route adds time and cost. Better options for freight rail service to the ports of New York and New Jersey, as well as destinations south of New York are needed. This need was emphasized in the Gallis Report. However, the best option for improving access has not yet been determined. The available options include:

- (a) Cross-Harbor Tunnel. Connecticut could support the cross-harbor tunnel proposal that is being studied by the New York City Economic Development Corporation.
- (b) Cross-Harbor Rail Car Barge. New York City is studying the option of a new barge service to float rail cars across the Hudson River.
- (c) Tappan Zee Bridge. New York is considering a rail crossing at the Tappan Zee Bridge.
- (d) Container Barge Service to Connecticut Ports. (See section on ports.)

Connecticut needs to work with New York to determine which of the New York proposals benefit Connecticut. Connecticut also needs to determine if, and how, it should support any option that benefits Connecticut. Support need not be financial, but could be political support in Congress to help New York access the necessary federal funds.

- 5.3.2.7 *Support a New York–New England Rail Operations Study.* Ask the I-95 Coalition to undertake a rail operations study of New York and New England as soon as possible. This coalition has completed the Mid-Atlantic Operations Study; a similar effort is needed in this region to determine the best system solutions to our rail access problems.

#### 5.3.3 *Improve Access to Port Facilities.*

5.3.3.1 *Implement Container Barge Service.* Support the development of container barge service from the New York and New Jersey ports to the ports of New Haven and Bridgeport. The primary difficulties with Connecticut access to the major international ports at New York and New Jersey are the extreme congestion that restricts truck access, and the lack of a good rail connection for freight transport. Shipping containers directly from the New York and New Jersey ports to Bridgeport or New Haven would allow them to bypass the congestion problem, and would remove trucks from Connecticut roadways. It is generally agreed that start-up of a feeder barge service is viable at only one port initially; therefore, a choice must be made between Bridgeport and New Haven. Either location benefits the I-84 corridor. Access to the Bridgeport facility would be primarily via Route 8 to Waterbury. Access to the New Haven facility would be primarily via I-91 to Hartford (and I-691 to Waterbury). New Haven is also studying the possibility of extending rail service to the port.

5.3.4 *Improve the Air Freight System.* Bradley International Airport is an important air freight facility and the only significant such facility in the state. It handles about 140,000 tons of air freight each year and ranks thirty-third among all airports in the United States for air freight handled. The major steps needed to maintain and improve Bradley International Airport's air freight functions are listed below.

5.3.4.1 *Improve Marketing of Air Freight Capabilities.* Connecticut needs to make a more aggressive effort to market Bradley International Airport's air cargo facilities and services.

5.3.4.2 *Expedite Facility Development Procedures.* Cargo facility expansion has been hampered in the past by delays experienced by private firms which have sought to build new facilities at the Airport. The state needs do more to coordinate and expedite the efforts of its various regulatory and development agencies to facilitate these developments.

5.3.4.3 *Improve Ground Access.* Bradley International Airport's primary advantage as an air cargo facility is its easy ground access. To maintain good ground access to the airport, the state needs to make improvements to serve the west-side cargo facilities and the planned north-side cargo facilities.

5.3.5 *Improve the Truck Transport System.*

#### Trucking Industry

5.3.5.1 *Expand and Add Rest Areas.* Address the severe shortage of rest areas for trucks along state highways.

5.3.5.2 *Promote More Flexible Delivery Times.* Encourage Connecticut businesses to schedule deliveries outside the normal business day to reduce truck traffic during peak traffic periods.

5.3.5.3 *Accelerate Implementation of Pre-Clearance System.* Accelerate the implementation of Connecticut's state-of-the-art electronic pre-clearance system for truck inspection stations.

#### Highway System

Interstate-84 is a major truck route that needs to be maintained and upgraded to serve the heavy truck traffic that uses it on a daily basis. It is the primary truck route for trucks delivering goods to towns and cities in the I-84 corridor. It is also an important route for trucks destined for other parts of New England,

and a primary alternative for trucks seeking to avoid I-95 when congestion on that route gets especially bad.

- 5.3.6 *Address Critical Problems on I-84.* Recent studies have identified safety, operational, and capacity problems that could affect future economic growth along the corridor if not addressed in a timely manner. While the problems between Danbury and Southington appear to be the most critical, the recommendations in the following four studies should be assessed and prioritized from a corridor-wide perspective: 1) Danbury–Newtown Study, 2) Southbury–Waterbury Study, 3) Plainville–New Britain Study, and 4) Farmington–Hartford Study.
- 5.3.7 *Provide Climbing Lanes.* Provide climbing lanes on I-84 in western Connecticut where hilly terrain hinders truck operations, especially during winter weather conditions.
- 5.3.8 *Assess the Needs and Deficiencies on Routes 7, 8, and 25.*
- 5.3.9 *Improve the Route 8 and I-84 Interchange.* The Route 8 and I-84 interchange has serious operational problems that need to be corrected by interchange reconstruction.

## Chapter 6 Integration of the Corridor Economy with Regional, State, National, and Global Economies

### 6.1 Corridor Objectives

- 6.1.1 Stimulate sustainable economic growth in Connecticut by establishing more and better transportation connections to the key economic centers and transportation facilities in the northeastern United States, the North American Free Trade Agreement (NAFTA) corridor, the nation, and the globe.
- 6.1.2 Develop policies and procedures that will integrate the I-84 corridor's economy with state, regional, national, and global economies.
- 6.1.3 Improve the I-84 corridor's connections to the state, regional, national, and global economies by developing a seamless multimodal transportation network that efficiently moves both people and goods.
- 6.1.4 Identify new and emerging routes of commerce, including movement of human capital, and develop appropriate transportation linkages.

### 6.2 Corridor Challenges

- 6.2.1 Non-highway freight transportation infrastructure is either fragmented and underdeveloped or underutilized.
- 6.2.2 Existing transit infrastructure and services provide linear commuter connections from cities to suburbs, but do not link suburbs-to-suburbs.
- 6.2.3 Jurisdictional and political boundaries must be overcome to ensure coordinated planning, financing, and implementation of transportation system improvements.
- 6.2.4 A strong public preference for moving people and goods by automobile and truck needs to be overcome.
- 6.2.5 Uncertainty exists as to whether post-September 11, 2001, commutation patterns are temporary or permanent.
- 6.2.6 Traffic congestion poses a real threat to future economic growth and development in the I-84 corridor.

### 6.3 Corridor Initiatives/Recommendations

- 6.3.1 *Coordinated Planning.* Work with neighboring states, the federal government, and the Eastern Canadian provinces to coordinate planning on transportation issues, or facilities of common interest; for example, strengthen relationships with the New York Metropolitan Transportation Council.
- 6.3.2 *Reinforce Collaboration.* Connecticut state agencies should reinforce collaboration, both within the state and with appropriate agencies in neighboring states, to ensure coordinated and compatible development of transportation and other infrastructure.
- 6.3.3 *Hudson River Rail Crossing and Tappan Zee Bridge Projects.* Develop public and political support for construction of another Hudson River rail crossing and participate in planning efforts related to the Tappan Zee Bridge replacement project.

- 6.3.4 *Conflict Resolution.* Establish a mechanism for resolving conflicts among competing policy interests at the local, state, and federal level (e.g., sharing of rail infrastructure, waterborne transportation, energy transmission facilities, shellfish and other aquaculture facilities, species and natural habitat, development choices).
- 6.3.5 *Evaluate Rail Policies.* Evaluate policies regarding overhead and side clearances on rail lines to identify changes necessary to increase opportunities for effective use of the state's rail infrastructure.

## **Chapter 7 Policies and Sources of Funding for a Quality Multimodal Transportation System**

The jurisdictions that exist in the Interstate 84 (I-84) Corridor Transportation Investment Area (TIA) depend on state and federal sources of funding for the development and the operation of a quality multimodal transportation system. The TIA Board supports measures taken by the state and federal governments to direct additional resources to meet the transportation needs of the state. These measures include such things as changes in the gasoline tax structure and congestion pricing. The TIA Board also supports federal legislation that would allow congestion pricing without federal penalties on federally funded interstate highways.

## Chapter 8 Interstate 84 Transportation Investment Area Corridor Perspectives on Section 16 Projects

The Interstate 84 (I-84) Transportation Investment Area (TIA) supports the completion of existing Connecticut Department of Transportation (ConnDOT) projects already in design, right-of-way acquisition, and/or construction. The I-84 TIA also supports completion of the following additional projects, which will impact the I-84 TIA, and which are listed in Section 16(a) of House Bill No. 7506, Public Act 01-5, *An Act Implementing the Recommendations of the Transportation Strategy Board*:

1. **Jobs Access Transportation.** Fund the Jobs Access and Reverse Commute program, which provides bus-service-route extensions and customized paratransit services for residents in the cities of Bridgeport, Hartford, New Haven, and Waterbury.

*Objectives:* 1) To provide funding to continue a program that provides transportation to jobs for low-income people and present and former welfare recipients, 2) to assure that this program is fully funded through the end of state fiscal year 2003, 3) to expand the level of public transit services, previously not accessible due to geographic limits or limited hours of service of pre-existing transit services, 4) to give employers access to a larger labor pool, and 5) to remove transportation as a barrier for potential workers, and 6) to support state and federal welfare reform.

*Cost:* \$1.2 million for state fiscal year 2002, and \$3.5 million for state fiscal year 2003.<sup>2</sup>

2. **Expand Express Bus Service in Hartford.**

*Objectives:* 1) To build upon the already successful express bus services into downtown Hartford with additional services, 2) to add to the number of viable alternatives to the automobile and increase the financial attractiveness of the express bus commute through a fare buy-down.

*Cost:* \$2.4 million (operating) and \$3.6 million (capital).

3. **Private Sector Participation in the "DeduCT-A-Ride" Program.** Marketing an employer-sponsored pre-tax commuter benefit program to be known as the "Deduct-A-Ride" program.

*Objectives:* 1) To take advantage of the federal tax code, which allows employers to deduct certain costs related to parking and transit subsidies from taxable income, 2) to allow employers to provide transit passes or vouchers to their employees and use that cost as an eligible business expense, 3) to provide marketing funds to the ConnDOT for the purposes of expanding the marketing of this program to companies.

*Cost:* \$500,000 (\$250,000 per each of two years).

4. **Commuter Parking Lots Expansion.** Expand existing commuter parking lots statewide.

*Objectives:* To expand the number of available commuter parking spaces for a total of 360 spaces at six existing commuter parking facilities.

*Cost:* \$2.2 million.

5. **New-Britain–Hartford Busway and Transit-Oriented Development: Making the Land Use Connection.** Continue the efforts of ConnDOT, the Capitol Region Council of Governments, and the Central Connecticut Regional Planning Agency in support of the Hartford to New Britain busway.

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<sup>2</sup>(Figures derived with the assumption that the Department of Social Services funding will continue at the full \$3.2 million annual level; funding estimates depend on securing Federal Transit Administration grants.)

*Objectives:* To encourage transit-oriented development at station locations. The project scope includes: 1) designing station facilities, 2) developing proposals and conceptual plans for one or more small transit hubs, 3) identifying development opportunities in the corridor, 4) maximizing development potential in the vicinity of Central Connecticut State University, 5) identifying actions which can be taken by municipalities (e.g., changes to subdivision and zoning regulations, land banking, development incentives), and 6) implementing best management practices, and 7) serving as a model for other regions.

*Cost:* \$800,000.

- 6. Interstate 84 Danbury–Newtown Short-Term Improvements.** Complete safety and operational improvements at Interstate I-84 interchanges from Danbury to Newtown.

*Objectives:* To implement the short-term recommendations of the I-84 corridor study.

*Cost:* \$3.4 million.

- 7. Route 8 Deficiencies and Needs Study from Beacon Falls to Waterbury.** Fund a safety and capacity study of Route 8 from Beacon Falls to Waterbury.

*Objectives:* 1) To conduct a deficiencies and needs assessment of approximately ten miles of the Route 8 corridor between Beacon Falls (from town line with Seymour) and Waterbury (to the interchange with Interstate 84), 2) to enhance safety, provide mobility, and provide economical solutions to existing and future traffic needs, 3) to enhance operations and support economic development along the corridor, 4) to focus on interchange improvements and intersection improvements on abutting state roads, 5) to assess geometric alignment and compare to AASHTO standards, 6) to develop, within approximately 18 months, a prioritized list of recommendations for short-term (two to five years) and long-term (ten to twenty years) improvements.

*Cost:* \$1 million.

## **Appendix Interstate 84 Corridor Transportation Investment Area Board Members**

### ***Capitol Region Council of Governments (CRCOG)***

RPO Representative: Rick Porth, Executive Director, CRCOG  
RPO Alternate: Tom Maziarz, Transportation Director, CRCOG  
Public Representative: Joseph Barber, All Aboard!

### ***Central Connecticut Regional Planning Agency (CCRPA)***

RPO Representative: Theodore Scheidel, First Selectman, Town of Burlington (TIA Chair)  
RPO Alternate: Carl Stephani, Executive Director, CCRPA  
Public Representative: Morgan Seelye, Retired Town Engineer  
Public Alternate: Anthony Ferraro, Public Works Director, Berlin

### ***Council of Governments of the Central Naugatuck Valley (COGCNV)***

RPO Representative: Peter Dorpalen, Executive Director, COGCNV  
RPO Alternate: Laurel Stegina, Senior Planner, COGCNV  
Public Representative: Lisa Kolodziej, Waterbury Chamber of Commerce

### ***Housatonic Valley Council of Elected Officials (HVCEO)***

RPO Representative: Dennis Elpern, Planning Director, Danbury  
RPO Alternate: Jon Chew, Executive Director, HVCEO  
Public Representative: Stephen Bull, President, Greater Danbury Chamber of Commerce

### ***Litchfield Hills Council of Elected Officials (LHCEO)***

RPO Representative: Rick Lynn, Executive Director, LHCEO  
Public Representative: Stephen Dunn, Retired Transit Planner

### ***Northwestern Connecticut Council of Governments (NWCCOG)***

RPO Representative: Dan McGuinness, Executive Director, NWCCOG  
Public Representative: Robert Bass, General Manager, Housatonic Railroad

### ***Valley Regional Planning Agency (VRPA)***

RPO Representative: James Della Volpe, Mayor, Town of Ansonia  
RPO Alternate: Scott Barton, First Selectman, Town of Seymour  
Public Representative: Ronald Skurat, Secretary, VRPA  
Alternate: Richard Eigen, Executive Director, VRPA

### ***At-Large Members***

Cathryn Addy President, Tunxis Community College  
Tim Moynihan Retired President, Greater Hartford Chamber of Commerce  
Michael O'Donnell Manager, Waterbury-Oxford Airport  
Ellen Rosenberg Connecticut Chapter of Regional Plan Association  
Katharine Zatkowski Employer Service Coordinator, RideWorks

### ***At-Large Alternates***

Toni Gold All Aboard!  
Gene Eriquez Mayor, City of Danbury

### ***Ex-Officio Member***

Congressman James Maloney represented by Sheila O'Malley, Special Projects Coordinator, Congressman Maloney's Office