I-91
Transportation Investment Area Corridor Plan

Adopted: September 26, 2002
Revised: October 18, 2004
Revised: August 29, 2006
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August 29, 2006

Kevin Kelleher, Chairman
Transportation Strategy Board
C/o Robert Hammersley
Office of Policy & Management
450 Capitol Avenue
Hartford, CT 06106

RE: 2006 I-91 TIA Corridor Plan Update

Dear Chairman Kelleher:

The I-91 Corridor Transportation Investment Area board members have reviewed the Corridor Plan submitted in 2002 and Revised October 18, 2004 and have found that transportation issues, needs, and priorities are still valid. We, therefore, continue to endorse our five priority projects:

1. **New Haven to Springfield Commuter Rail Service:** Implement commuter rail service between New Haven and Springfield, with a transit link to Bradley International Airport. The State is moving forward with service as adopted in the “Economic Roadmap” in the GA 2006 session. The TSB should develop a timetable for implementation of this service and guidelines for development of TOD along this rail service line. We encourage the State to aggressively pursue the acquisition of the right-of-way in this corridor and all Amtrak corridors in Connecticut.

2. **Feeder Barge Service - Port of New Haven:** Establish feeder barge service at the Port of New Haven and include support for barge to truck and train Intermodel transfer facilities. We continue to support feeder barge service for Connecticut and request the TSB and the legislature rethink it position of starting service in one port (Bridgeport). The Port of New Haven plan should be reconsidered and allowed to
proceed with state funding assistance at the same time the Bridgeport service is being implemented.

A cost effective, reliable container barge feeder service between the New York – New Jersey docks and Connecticut could from the beginning remove over **300 trucks a day**, thereby generating additional roadway capacity while enhancing air quality and reducing the requirement for annual highway maintenance. Intermodel freight opportunities need to be activated now to insure job creation and economic development for not only the region, but the state as a whole. Completion of the rail links directly to the New Haven Port terminal docks requires immediate implementation.

3. **Hartford – New Britain Bus Rapid Transit:** Construct and operate the Bus Rapid Transit service proposed to link Hartford, West Hartford, Newington and New Britain. The construction of this project as a high priority project and continued CTDOT pursuit of funds via the federal program must be monitored by the TSB with a goal of 2011 for beginning of operation.

4. **Metro North Passenger Rail Line:** Upgrade trains, maintenance facilities, parking facilities, and feeder bus services for passenger rail service in the state, particularly along the Metro North Passenger Rail Line and SLE are crucial to relief of congestion on I-95 and I-91. Although the state has included these items in its “Economic Roadmap” legislation, the TSB should put timeframes in its plan for implementation of these items. In particular, the West Haven Station has been in the environmental process for more than two years. The TSB needs to implement guidelines for use by CDOT to reduce the time for this process.

5. **Bradley International Airport and Tweed New Haven Airport:** Adopt a statewide airport strategy that recognizes Bradley’s role as the primary commercial airport and the need to invest in Tweed as the secondary airport, serving southern Connecticut. Endorse and implement the Tweed New Haven Airport Master Plan. Provide the forum for state policy makers to resolve conflicts between environmental, economic development and transportation policies to clear the way for the modest expansion envisioned by the Plan. Support state legislative changes necessary to accommodate implementation of the Plan.

Our 2002 Plan and Revision of 2004 included recognition of Statewide Project Priorities. These projects continue to be important to the I-91 TIA as well as the entire State. They should now include:

1. **Employer/Employee Programs:** Expand employer participation in the Deduct-A-Ride program throughout the state, place more emphasis on encouraging employer-paid transit passes, and provide other monetary or tax incentives for transit commuters in the corridor. Vanpooling and carpooling (Nu-Ride) should be encouraged as an additional effort to reduce the number of vehicles on our highways.
Telecommuting statewide should continue to be promoted as an alternative to the basic work trip.

2. **Jobs Access Program:** Continue support for the Jobs Access Program, which has allowed thousands of Connecticut residents, particularly low-income people, to get to work.

3. **Local Bus Services:** Improve transit services by implementing the recommendations of the 2000 Statewide Bus Study. Encourage new types of Intermodel transit services including flex bus routes and bus routes that service a region (transit corridors) as well as the major cities.

4. **HOV Lane Use:** Review of HOV lane use or rather “non” use should be investigated to determine why they are not being used and what can be done to encourage use of HOV lanes. If HOV lanes continue to be underutilized an alternate reuse should be considered. Transformation to HOV/HOT lanes should be considered.

Finally, the following **top policy initiatives** continue to be important to solving transportation problems, revitalizing our economy and improving our quality of life:

- **Transit-Oriented Development and State Policies**
  - Develop a statewide policy which encourages transit oriented development and apply the policy to all state agencies
  - Establish a TOD authority
  - When evaluating funding and site decisions for state offices, Brownfields funding and roadway projects, give preference to TODs
  - Encourage public entities to utilize TOD principles in capital projects.
  - Simultaneously fund land use planning with transit preliminary design

- **Encourage state employees to use Transit by offering an effective subsidy to its employees.** The state program should be modeled after the federal program that provides up to $100 a month subsidy to federal employees who commute by transit. For most State employees, the cost will be less than $100, so the average reimbursement will be less than $100. An employee incentive program would require individual state agencies to adjust their own agencies’ budgets, but the net cost across all agencies is likely to be very small or zero. This is due to the fact that the Connecticut Department of Transportation (ConnDOT) funds nearly all transit operating deficits for transit systems in the state. Every dollar spent by another state agency to pay for transit passes for its employees will directly reduce the amount of transit operating deficit that ConnDOT pays.

- **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.
● Seamless Transit Services
Integrate rail and bus transit, and bus and rail rapid transit services throughout the I-91 TIA corridor and the state.

● Resolution of Competing Policies
Establish mechanisms for resolving conflict among competing policy considerations at the local, state and federal level, e.g., sharing of rail infrastructure, waterborne transportation, energy transmission facilities, shell fish and other aquaculture, species and natural habitat, development choices.

● Rail Management
Integrate the resource management of all rail-based facilities in the state, including AMTRAK, Metro-North, Shoreline East and the freight lines to optimize passenger and freight interchange between the systems while eliminating existing restrictive agreements and inefficiencies, and increasing the utilization of inter-modal opportunities. Acquire the Hartford Division of AMTRAK.

● Commuting Incentives
Provision of monetary incentives for cyclists and transit commuters in the form of state income tax credits and/or employer subsidies

● Freight Incentives
Provision of incentives for last night truck deliveries

● New Revenue Sources: We must continue identify significant new revenue sources for transportation investments. These sources must be stable and dedicated solely to capital and operating costs for transportation. Special attention should be given to the use of electronic tolls, not toll booths, on Connecticut highways. This is a promising way to generate significant revenues without inconveniencing highway users. The TSB should continue to study electronic tolls (not toll booths) as the highest priority in its funding plans. In addition to providing essential dollars for transportation projects, electronic tolls, through the use of congestion pricing, are by far the quickest and least expensive way to increase the capacity of existing highways. Further, if strategically located, toll collection points can automatically give the same reduction in local traffic as the elimination of access ramps without hurting legitimate highway users. Finally, they could materially increase the use of existing commuter lanes, further increasing the capacity of existing highways. In summary, electronic tolls can give us the funds and time we need to accomplish the much more complex, expensive and time-consuming transportation (transit) improvements we so desperately need.

● Better Decision-making and Planning: We must continue to develop procedures linking transportation, land use and economic decision-making and planning in the state. The goal should be fostering livable communities and environmentally-sound
economic development. Using Transit Oriented Development (TOD) as a transit tool should be encouraged as the state expands its transit system statewide.

The I-91 Corridor TIA has emphasized the importance of creating strong tools to ensure that the policy goals of the legislation are met. Particularly, we have emphasized the need to establish procedures to ensure that land use and economic development issues are considered when determining the priority in expenditure of state funds. Despite this, issues like development of Tweed New Haven Airport remain unresolved because the appropriate parties from different state agencies are not meeting to decide the state’s policy on Tweed.

- **Integrated Transportation Facilities**: We must pursue opportunities to integrate transportation facilities, whether transit, freight, highways or rail. Intermodal strategies should be given priority.

- **Regional Cooperation**: We must work more closely with neighboring states and all states in the northeast to find solutions to many of our most important needs including improved rail freight service, improved and expanded interstate commuter rail, and feeder barge service.

- **Small Steps to Success**: The Independent Transportation Network, ITN, should be encouraged for development where seniors who cannot drive or should not be driving can turn their cars in for transportation credit. The ITN is currently being funded as a small DSS program that requires a town match.

- **New Programs**: Promotion of alternative fuel vehicles, especially fuel cell technology should be made part of the travel demand management of the TSB plan.

Since adopting the initial TSB plan in 2001, the state has implemented many of the recommendations contained in that Plan. We recognize that the transportation improvements highlighted above and the others contained in our 2002 (Rev 2004) I-91 TIA Plan and in the Statewide TSB Plan should receive the highest priority and therefore the I-91 TIA wishes to go on record as supporting PA 06-136 “A Roadmap for Connecticut’s Economic Future”.

In sum, we believe that the projects and policy directions we proposed in our 2002 (Rev 2004) Plan are still important to the future of the I-91 Corridor. Therefore, we include that document as part of this update.

Sincerely,

Judy Gott
Co-chair

Cornelius P. O’Leary
Co-chair
October 18, 2004

Oz Griebel, Chair
Transportation Strategy Board
c/o Metro Hartford Regional Economic Alliance
31 Pratt Street
Hartford, CT 06103

RE: 2004 I-91 TIA Corridor Plan Update

Dear Oz:

The I-91 Corridor Transportation Investment Area board members have reviewed the Corridor Plan submitted in 2002 and have found that transportation issues, needs, and priorities have remained nearly the same as at that time. We, therefore, continue to endorse our five priority projects:

1. **New Haven to Springfield Commuter Rail Service:** Implement commuter rail service between New Haven and Springfield, with a transit link to Bradley International Airport. The State feasibility study of this service is almost complete and the I-91 TIA members continue to believe that this is the number 1 priority for improving the economic vitality of the I-91 corridor. We encourage the State to aggressively pursue the acquisition of the right-of-way in this corridor now.

2. **Feeder Barge Service - Port of New Haven:** Establish feeder barge service at the Port of New Haven and include support for barge to truck and train intermodal transfer facilities. We continue to support this proposal in spite of the decision to move forward with promoting feeder barge service in the Port of Bridgeport.

   A cost effective, reliable container barge feeder service between the New York – New Jersey docks and Connecticut could remove **over 300 trucks a day**, thereby generating additional roadway capacity while enhancing air quality and reducing the requirement for annual highway maintenance. In addition to providing a viable transportation alternative, a successful container barge feeder service can be the catalyst for job creation and economic development. Job creation and the resulting economic development in New Haven would consist of a concentration of container-related businesses that provide value-added services to both import and export supply-chain processes.
3. Hartford – New Britain Bus Rapid Transit: Construct and operate the Bus Rapid Transit service proposed to link Hartford, West Hartford, Newington and New Britain. The construction of this project is now expected to be underway in 2007 with operation in 2010. This high priority project requires due diligence to insure that there is no further delay in the implementation of this project.

4. Metro North Passenger Rail Line: Upgrade trains, maintenance facilities, parking facilities, and feeder bus services for passenger rail service in the state, particularly along the Metro North Passenger Rail Line. Upgrades should not be at the expense of other existing services, such as the Shoreline East commuter service. Specifically, we should fund needed commuter rail equipment on the New Haven line and provide additional parking for commuters at an Orange or West Haven rail station.

5. Bradley International Airport and Tweed New Haven Airport: Adopt a statewide airport strategy that recognizes Bradley’s role as the primary commercial airport and the need to invest in Tweed as the secondary airport, serving southern Connecticut. Endorse and implement the Tweed New Haven Airport Master Plan. Provide the forum for state policy makers to resolve conflicts between environmental, economic development and transportation policies to clear the way for the modest expansion envisioned by the Plan. Support state legislative changes necessary to accommodate implementation of the Plan.

The I-91 Corridor TIA is concerned that after three years the state DOT has not updated the statewide airport strategy, as promised to the TSB in 2001. There seems to be confusion as to whether this document is actually being prepared. At the urging of the I-91 Corridor TIA, the TSB requested that the study explicitly examine whether the air service needs of Connecticut’s population is better served through a two airport strategy with one airport serving the southern half of the state.

Our 2002 Plan included recognition of three Statewide Project Priorities. These are projects that continue to be important to the I-91 TIA as well as the entire State. They include:

6. Deduct-A-Ride Program: Expand employer participation in the Deduct-A-Ride program throughout the state and provide other monetary or tax incentives for transit commuters in the corridor. Vanpooling and carpooling should be encouraged in a similar manner, as an additional effort to reduce the number of vehicles on our highways.

7. Jobs Access Program: Continue support for the Jobs Access Program, which has allowed thousands of Connecticut residents, particularly low-income people, to get to work.

8. Local Bus Services: Improve transit services by implementing the recommendations of the statewide bus study. This study was completed in 2000, and is long overdue

Finally, the following **top policy initiatives** continue to be important to solving transportation problems, revitalizing our economy and improving our quality of life:
New Revenue Sources: We must identify one or more significant new revenue sources for transportation investments. These sources must be stable and dedicated solely to capital and operating costs for transportation. The I-91 Corridor TIA also strongly supported the revenue goals outlined in the original TSB Report. We believe that efforts need to be concentrated on getting the Legislature to adopt a revenue plan that will increase the state’s investment in Transportation Infrastructure. A statewide strategy to adopt the revenue recommendations of the TSB needs to be developed and implemented.

Special attention should be given to the use of electronic tolls, not toll booths, on Connecticut highways. This is a promising way to generate significant revenues without inconveniencing highway users. Since it is highly likely that we will be allowed to reintroduce tolls to Connecticut highways when the new Federal funding bill is passed, the TSB should move electronic tolls (not toll booths) into the highest priority position in its funding plans. In addition to providing essential dollars for transportation projects, electronic tolls, through the use of congestion pricing, are by far the quickest and least expensive way to increase the capacity of existing highways. Further, if strategically located, toll collection points can automatically give the same reduction in local traffic as the elimination of access ramps without hurting legitimate highway users. Finally, they could materially increase the use of existing commuter lanes, further increasing the capacity of existing highways. In summary, electronic tolls can give us the funds and time we need to accomplish the much more complex, expensive and time-consuming transportation improvements we so desperately need.

Better Decision-making and Planning: We must develop procedures to more closely link transportation, land use and economic decision-making and planning in the state. The goal should be fostering livable communities and environmentally-sound economic development.

The I-91 Corridor TIA has emphasized the importance of creating strong tools to ensure that the policy goals of the legislation are met. Particularly, we have emphasized the need to establish procedures to ensure that land use and economic development issues are considered when determining the priority in expenditure of state funds. Despite this, issues like development of Tweed New Haven Airport remain unresolved because the appropriate parties from different state agencies are not meeting to decide the state’s policy on Tweed. Similarly, different state agencies have commented on the proposed state Plan of Conservation and Development. The state needs to speak with one mind on land use, transportation and economic development issues. The fact that there are differing opinions on the plan from agencies represented on the TSB is of great concern. This means that the TSB policy goals have yet to permeate the bureaucracy of state government.
Integrated Transportation Facilities: We must pursue opportunities to integrate transportation facilities, whether transit, freight, highways or rail. Intermodal strategies should be given priority.

Regional Cooperation: We must work more closely with neighboring states and all states in the northeast to find solutions to many of our most important needs including improved rail freight service, improved commuter rail, and feeder barge service.

Since adopting the initial TSB plan in 2001, the state has implemented the recommendations contained in that Plan to varying degrees. Funds have been allocated to the purchase of many more rail cars than originally envisioned, the New Haven – Hartford – Springfield commuter rail study is almost compete, and the State has increased operating support for Tweed New Haven Airport. We recognize these as steps in the right direction. We also understand the financial limitations, which do not allow us to move as quickly as we would like to implement the many other recommendations in the TSB Plan. We do however, believe that the transportation improvements highlighted above and the others contained in our 2002 I-91 TIA Plan and in the Statewide TSB Plan should receive the highest priority.

In sum, we believe that the projects and policy directions we proposed in our 2002 Plan are still important to the future of the I-91 Corridor. The 2002 Plan is attached for your continued consideration.

Sincerely,

Judy Gott  Cornelius O’Leary
Co-Chair        Co-Chair

Enc.
Executive Summary – Policy and Project Priorities

This revised final corridor plan (August 29, 2006) is a product of the combined knowledge, experience, and understanding of the fifteen-member I-91 Transportation Investment Area (I-91 TIA) Board. It is based on information provided to the Board by members of the public, as well as other information collected by the TIA Board members themselves.

The I-91/Connecticut River Valley corridor is important to the future of the state because it includes the I-91 corridor, an important transportation and logistics corridor with an interstate freeway, rail line, seaport and airports. The transportation and logistics resources found in this corridor can be utilized to create a foundation for numerous economic activities, which will have long-term benefits to the state and the region.

The I-91 corridor has the potential “to develop as a significant transportation and logistics corridor, linking port, road, rail and air facilities into a network that can provide world class support to manufacturing, research, information and finance-based industries” (see p. 19, The Connecticut Strategic Economic Framework,” aka “Gallis” Report).

The I-91 TIA Board strongly urges aggressive implementation of the initiatives presented in this Plan. The TIA Board continues to supports and strongly encourages the development of a methodology for doing cost/benefit analyses of alternative modes of transportation.

The I-91 TIA went through a careful process to establish its top five project priorities. As with our TIA’s initial corridor plan, the process of establishing project priorities made it clear that there are overarching policies without which real progress cannot be made. Policy initiatives such as significantly increasing revenue for transportation investments and integrating transportation, land use and economic development planning are pre-requisites for success in implementing specific projects. In addition, some projects, while important to the I-91 TIA corridor, are also important to the entire state. Therefore, we have recommended both statewide projects and broad policy initiatives, just after the list of the I-91 TIA’s five region-specific project priorities.

Top Five Project Priorities, in order of priority

1. New Haven to Springfield Commuter Rail
   This project is seen as an important way to connect the Hartford and Springfield areas to New Haven and New York. In particular, it will provide better access to northeast corridor Acela service in New Haven and to Bradley Airport for people in this corridor.

   Although funding is now in the state budget for implementing this project, the State should aggressively pursue the acquisition of the right-of-way in this corridor now.
2. **Feeder Barge Service - Port of New Haven**

Establish container barge service for the port of New Haven allowing this service state support at the same time Bridgeport is pursuing service. Support barge to truck and train intermodal transfer facilities at the New Haven port. This can help strengthen our TIA’s ties to the rest of the northeast and remove over 300 trucks a day from our highways. This project will have the added benefit of becoming a catalyst for job creation and economic development in the Greater New Haven area.

The public investment in the Port of New Haven in what will eventually be a public/private partnership will consist of $4.1 million for equipment costs and $5 million as a working capital loan. Private investment will match that amount. The equipment purchase with public money will be leased to a private company or companies for $1 per year. The loan will be repaid with interest commencing in Year 10. Implementation is possible immediately upon funding.

3. **Hartford – New Britain Bus Rapid Transit**

Construct the bus rapid transit way connecting Hartford and New Britain. 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 insure that its operating characteristics and amenities 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 elsewhere in Connecticut and across the nation.

The New Britain-Hartford BRT will require the construction of 9.4 miles of exclusive bus roadway 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. The I-91 TIA continues to support efforts by CT DOT to secure federal support for this application and recommends the TSB monitor this progress aggressively.

4. **Metro North Passenger Rail Equipment and Parking**

Upgrade trains, maintenance facilities, parking facilities, and feeder bus services for passenger rail service in the state, particularly along the Metro North line, which provides an important link from the I-91 corridor to New York. Upgrades should not be at the expense of other existing services, such as the Shoreline East commuter service. Specifically, we should continue to upgrade and add commuter rail equipment on the New Haven line and provide additional parking for commuters at an Orange and West Haven rail station. A Transit Orientated Development (TOD) in West Haven and a commuter rail stop in Orange will increase economic value in the corridor and reduce congestion on I-95. These two stations will give relief to New Haven and Milford rail parking facilities. The TSB should resolve the issues delaying construction of the new
New Haven rail station parking garage. With new service to Hartford and Springfield it is even more urgent that the second garage be built now.

5. **Bradley International Airport and Tweed New Haven Airport**
   Adopt a statewide airport strategy that recognizes Bradley’s role as the primary commercial airport and the need to invest in Tweed as the secondary airport, serving southern Connecticut. Although a study has been completed the state has not adopted the two airport strategy as statewide policy, the TSB should make such a policy part of its report to the legislature in January 2007.

   Endorse and implement the Tweed New Haven Airport Master Plan. The four-phase modernization program (including a 600-foot runway extension and navigation-aid improvements) will cost an estimated $60 million over five years.

   Provide the forum for state policy makers to resolve conflicts between environmental, economic development and transportation policies to clear the way for the modest expansion envisioned by the Plan. Support state legislative changes necessary to accommodate implementation of the Plan.

### Statewide Project Priorities, in order of priority

The following projects are important to the I-91 TIA, but will also benefit residents throughout the state.

1. **Deduct-A-Ride Program**
   Expand employer participation in the Deduct-A-Ride program throughout the state and provide other monetary or tax incentives for transit commuters in the corridor. The state has concentrated most of its marketing efforts for Deduct-A-Ride on employers in Fairfield County. It is important that employers and employees in the I-91 corridor be encouraged to use transit and that other transit incentives be provided here and elsewhere in the state. Vanpooling and carpooling should be encouraged in a similar manner, as an additional effort to reduce the number of vehicles on our highways.

2. **Jobs Access Program**
   Continue support for the Jobs Access Program, which has allowed thousands of Connecticut residents, particularly low-income people, to get to work. This program is a proven transportation investment that benefits workers and employers. Reverse commute services, route extensions, and customized paratransit services need a continuing stable, dedicated funding source.

3. **Local Bus Services**
   Improve transit services by implementing the recommendations of the statewide bus study. While we have made progress in coordinating transit service within and between urban areas in the corridor, more needs to be done. Additional funding will be needed to implement many of the recommendations of the bus study. Consideration should also...
be given to creating a statewide transit authority to deal specifically with improved service and updating routes to best service the customers of today.

**Top Policy Recommendations**

If we are to make real progress in achieving connectivity, stimulating economic vitality and improving our quality of life, the following policy initiatives should be implemented:

- **Transit-Oriented Development and State Policies**
  Develop a statewide policy which encourages transit oriented development and apply the policy to all state agencies
  Establish a TOD authority
  When evaluating funding and site decisions for state offices, Brownfields funding and roadway projects, give preference to TODs
  Encourage public entities to utilize TOD principles in capital projects.
  Simultaneously fund land use planning with transit preliminary design.

- **Encourage state employees to use Transit by offering an effective subsidy to its employees.** The state program should be modeled after the federal program that provides up to $100 a month subsidy to federal employees who commute by transit. For most State employees, the cost will be less than $100, so the average reimbursement will be less than $100. An employee incentive program would require individual state agencies to adjust their own agencies’ budgets, but the net cost across all agencies is likely to be very small or zero. This is due to the fact that the Connecticut Department of Transportation (ConnDOT) funds nearly all transit operating deficits for transit systems in the state. Every dollar spent by another state agency to pay for transit passes for its employees will directly reduce the amount of transit operating deficit that ConnDOT pays.

- **Seamless Transit Services**
  Integrate rail and bus transit, and bus and rail rapid transit services throughout the I-91 TIA corridor and the state.

- **Resolution of Competing Policies**
  Establish mechanisms for resolving conflict among competing policy considerations at the local, state and federal level, e.g., sharing of rail infrastructure, waterborne transportation, energy transmission facilities, shell fish and other aquaculture, species and natural habitat, development choices.

- **Rail Management**
  Integrate the resource management of all rail-based facilities in the state, including AMTRAK, Metro-North, Shoreline East and the freight lines to optimize passenger and freight interchange between the systems while eliminating existing restrictive agreements and inefficiencies, and increasing the utilization of inter-modal opportunities. Acquire the Hartford Division of AMTRAK.

- **Commuting Incentives**
  Provision of monetary incentives for cyclists and transit commuters in the form of state income tax credits and/or employer subsidies

- **Freight Incentives**
  Provision of incentives for last night truck deliveries

Adopted 9/26/02
Revised 10/18/04
Revised 8/29/06
New Revenue Sources
We must continue to identify significant new revenue sources for transportation investments. These sources must be stable and dedicated solely to capital and operating costs for transportation. Special attention should be given to the use of electronic tolls, not toll booths, on Connecticut highways. This is a promising way to generate significant revenues without inconveniencing highway users. The TSB should continue to study electronic tolls (not toll booths) as the highest priority in its funding plans. In addition to providing essential dollars for transportation projects, electronic tolls, through the use of congestion pricing, are by far the quickest and least expensive way to increase the capacity of existing highways. Further, if strategically located, toll collection points can automatically give the same reduction in local traffic as the elimination of access ramps without hurting legitimate highway users. Finally, they could materially increase the use of existing commuter lanes, further increasing the capacity of existing highways. In summary, electronic tolls can give us the funds and time we need to accomplish the much more complex, expensive and time-consuming transportation (transit) improvements we so desperately need.

Better Decision-making and Planning
We must develop procedures to more closely link transportation, land use and economic decision-making and planning in the state. The goal should be fostering livable communities and environmentally-sound economic development.

Integrated Transportation Facilities
We must continue to develop procedures linking transportation, land use and economic decision-making and planning in the state. The goal should be fostering livable communities and environmentally-sound economic development. Using Transit Orientated Development (TOD) as a transit tool should be encouraged as the state expands its transit system statewide.

The I-91 Corridor TIA has emphasized the importance of creating strong tools to ensure that the policy goals of the legislation are met. Particularly, we have emphasized the need to establish procedures to ensure that land use and economic development issues are considered when determining the priority in expenditure of state funds. Despite this, issues like development of Tweed New Haven Airport remain unresolved because the appropriate parties from different state agencies are not meeting to decide the state’s policy on Tweed.

Integrated Transportation Facilities: We must pursue opportunities to integrate transportation facilities, whether transit, freight, highways or rail. Intermodal strategies should be given priority.

Regional Cooperation: We must work more closely with neighboring states and all states in the northeast to find solutions to many of our most important needs including improved rail freight service, improved and expanded interstate commuter rail, and feeder barge service.
- **Small Steps to Success**: The Independent Transportation Network, ITN, should be encouraged for development where seniors who cannot drive or should not be driving can turn their cars in for transportation credit. The ITN is currently being funded as a small DSS program that requires a town match.

- **New Programs**: Promotion of alternative fuel vehicles, especially fuel cell technology should be made part of the travel demand management of the TSB plan.
Chapter 1: Introduction

“The I-91/Connecticut River Valley Corridor is important to the future of the state. The state has never had a ‘Silicon Valley,’ or a ‘Route 128,’ as a focus for its technology sector. The I-91 corridor could become a location of that type. Commercialization of research is one of the most promising initiatives that can impact the state’s economy. The future of Connecticut will be strongly influenced by the utilization of educational, medical, and research resources found in the I-91/Connecticut River Valley. However, the I-91 corridor appears isolated and difficult to access from global and continental markets. A fundamental issue is how to get these resources to world markets and how to get world markets to these resources” (p. 16, Gallis).

Enactment of Public Act 01-5, which established the Transportation Strategy Board and this Transportation Investment Area Board, signals a new direction in transportation policy development for the State of Connecticut. Implementation of this new law allows a fundamental shift in the state’s approach to Transportation – tying the expenditure of state transportation resources to land use and economic development policy. The TIA Board strongly supports this new direction and urges aggressive implementation of the initiative represented by enactment of Public Act 01-5 and the Public Act 06-136 “A Roadmap for Connecticut’s Economic Future”. Our vision for the I-91 corridor stresses the connectivity between transportation, economic development and land use policy and multi-modal solutions to such transportation-related issues as congestion, over-reliance on trucks for freight movement, environmental degradation, and urban decay. We urge the use of commuter rail, bus, and rapid transit and the development of a state policy to maintain an airport strategy that serves all the state’s population centers.

If significant highway-based infrastructure improvements are pursued, they will take at least ten to twenty years to implement. Quite early during that time frame many of our existing highways will have approached or actually reached complete shutdown due to gridlock; significant interim relief for Connecticut will be non-highway solutions that can be implemented in a much shorter time frame.
Chapter 2: Public Involvement

This Final Plan was developed following considerable deliberation by the fifteen members of the I-91 Corridor Transportation Investment Area Board. The board itself was constituted so as to provide a broad representation of the different constituencies and transportation interests within the I-91 corridor. Five members were selected to represent the five planning regions in the corridor. Five members were elected at meetings of the general public within those five regions. And five members were specifically selected to insure that businesses, transit advocacy groups, the rail industry, the trucking industry, environmental interest groups, labor unions, and trade associations would be represented. A list of the I-91 TIA board members and the constituencies they represent is provided in Appendix A.

Each board member brought to the table significant expertise in one or more aspects of concern regarding the transportation challenges in the I-91 corridor. In sharing this expertise, all members grew in their understanding of those challenges and together they developed first the objectives, then strategies, and finally projects to meet the transportation challenges of the corridor.

They were assisted in this effort by listening to comments from members of the general public, by receiving information from professionals working in various transportation-related fields, and by reviewing the five adopted Regional Transportation Plans. This latest Revision to the Final Transportation Plan was refined in response to information gleaned through a continuing public process and a public information meeting held August 9, 2006 at Gateway Community College in New Haven. By the I-91 TIA Board and the TSB.

All I-91 TIA board meetings were open to the public. Meeting notices and agendas were sent to the town clerks of all municipalities covered by the I-91 TIA before each meeting with a request that the meeting notice be posted in the town hall. In addition, individuals who requested this service were sent personal notification of each meeting by fax or email. Meeting times and places were posted on the Transportation Strategy Board and the Capitol Region Council of Governments websites. Minutes of the meetings were also posted on the web, as is the latest Revision of the I-91 TIA Plan (Revised October 2004). Once the new revisions are final, after public review and Board approval, the 2006 Revised plan will then be available.

In addition, members of the I-91 TIA board reported back to their individual constituencies and solicited input. During the initial planning process, requests for comment were also posted on several internet news groups, including misc.transport.rail.Americas, misc.transport.road, misc.transport.urban-transit, and ne.transportation. Responses that were received were distributed to board members. The Branford Electric Railway Association (operator of the Shoreline Trolley Museum) and other organizations published notes in their member newsletters asking for public input, and comments were received and shared with I-91 TIA members.
Several area chambers of commerce were also informed of and commented upon the deliberations of the I-91 TIA board.

As the original Plan was nearing completion as a written document, two public information meetings were held to obtain more focused comment. Again, notices were sent to the town clerks in the TIA and posted on the TSB and CRCOG websites. In addition, legal notices were published in the Hartford Courant, the Journal Inquirer, and the Bristol Press, and news releases were mailed or faxed to area media throughout the corridor.

The first public information meeting was held at Union Station in Hartford on August 22, 2002. Four written comments were also received. One comment at the meeting cited the importance of integrating existing and future bus systems; all of the remaining comments received requested the inclusion of projects and programs that would meet the needs of bicyclists and pedestrians in the area.

The second public information meeting was held in New Haven’s Union Station on September 19, 2002. In addition, four written comments were received. Again, the focus of most of the comments at the meeting was on improving the bicycle/pedestrian environment of the area. Other comments cited the need for increasing and improving service on the Metro-North rail line, extending commuter bus and rail service to include weekends, adding parking at the New Haven train station, increasing and improving local bus service. One citizen expressed opposition to expansion of the Tweed New Haven Airport.

A summary of the comments received at the two public information meetings and summaries of each written comment are included at the end of this document as Appendix B.

Finally, the Plan has been discussed with members of the five Regional Planning Agency policy boards during their regular meetings. These meetings are open to the public, agendas are distributed to town clerks for posting, notices and agendas are mailed to extensive mailings lists representing interested parties throughout the regions, and opportunities for public comment are made available at each of these meetings.

In response to the comments received, the members recognized that they had omitted reference to the needs of bicyclists and pedestrians and subsequently revised the Plan to include support for meeting those needs. Other comments essentially supported the Plan as it was written, except for the comment in opposition to the expansion of Tweed Airport. After careful consideration, the I-91 TIA board members reaffirmed their support for this project.
Chapter 3: Movement of People

3.1 Corridor Objectives

3.1.1 Develop a statewide airport strategy.

3.1.2 Provide feasible, competitive alternatives to automobile and truck use.

3.1.3 Promote greater safety and courtesy among the driving public.

3.2 Corridor Challenges

3.2.1 Inability of the existing primary road networks to adequately handle an increasing volume of traffic.

3.2.2 Traffic congestion on I-91, especially at intersections with I-95 in New Haven, and I-84 in Hartford.

3.2.3 Inadequate and poorly integrated transit systems throughout the TIA.

3.2.4 Lack of a statewide airport strategy to facilitate potentially significant growth in passenger traffic and economic activity.

3.2.5 Lack of supporting transit systems to distribute airport passengers to their destinations.

3.2.6 Inadequate infrastructure for north/south commuter rail passenger service.

3.3 Corridor Initiatives/Recommendations

3.3.1 New Haven to Springfield Commuter Rail

Implement New Haven to Springfield commuter rail with a link to Bradley International Airport. This project is seen as an important way to connect the Hartford and Springfield areas to New Haven and New York. In particular, it will provide better access to northeast corridor Acela service in New Haven and to Bradley Airport for people in this corridor.

The State should aggressively pursue the acquisition of the right-of-way in this corridor now.
3.3.2  *Hartford – New Britain Bus Rapid Transit*

Construct the bus rapid transit way connecting Hartford and New Britain. 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 insure that its operating characteristics and amenities 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 elsewhere in Connecticut and across the nation.

The New Britain-Hartford BRT will require the construction of 9.4 miles of exclusive bus roadway 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. The I-91 TIA continues to support efforts by CT DOT to secure federal support for this application and recommends the TSB monitor this progress aggressively.

3.3.3  Passenger Rail Service

Upgrade trains, maintenance facilities, parking facilities, and feeder bus services for passenger rail service in the state, particularly along the Metro North line, which provides an important link from the I-91 corridor to New York. Upgrades should not be at the expense of other existing services, such as the Shoreline East commuter service. Specifically, we should fund upgrades and additional equipment needed commuter rail service on the New Haven line and provide additional parking for commuters at an Orange and West Haven rail station.

3.3.2.1 Rail passenger cars should be well-maintained and provided in adequate numbers to meet all demands with excess capacity.

3.3.2.2 The State should be served by a single rail transit passenger service.

3.3.2.3 The Hartford Division should be purchased from AMTRAK.

3.3.2.4 The management of all rail-based facilities in the state (including AMTRAK, Metro-North, Shoreline East and the freight lines) should be integrated to optimize passenger and freight interaction between systems, and to eliminate existing restrictive agreements and inefficiencies, and increase the utilization of inter-modal opportunities.
3.3.3 **Statewide Airport Strategy**

3.3.3.1 In recognizing that Bradley International Airport is of vital economic interest to Connecticut and the entire region, the State should adopt a strategy to support the future needs of this transportation facility, which currently generates over $2.5 billion annually in economic activity and has the potential to contribute significantly more. The State should further support the expansion of Tweed airport, Connecticut’s secondary airport, as a vital transportation facility in a key area for future economic growth. These efforts should be coordinated through a statewide airport strategy that recognizes the importance of both assets and their importance to the efficient movement of people and goods as well as their contribution to economic activity.

3.3.3.1.1 An airport strategy should be developed and a policy set by the state with the goal of determining how the State will manage growth related directly to these facilities. Particular attention should be paid to how the two airports could become complementary in a two-tier statewide airport strategy.

3.3.3.1.2 These two airports should be intermodally linked for efficient freight and passenger transport. The importance of efficiently managing air passenger and freight traffic cannot be overemphasized and should be managed under a coordinated system that is customer driven and marketed for economic development purposes.

3.3.3.1.3 In its statewide airport strategy, Connecticut should more actively promote new commercial and freight service to these facilities, recognizing that it will oftentimes take resources to initiate service that is not immediately sensed in the market by operators. Initiation of international service out of Bradley to Europe should be a priority to serve the needs of the marketplace, to contribute significantly to the regional economy and to enhance the general attractiveness of this airport.

3.3.3.2 Endorse and implement the Tweed New Haven Airport Master Plan. The four-phase modernization program (including a 600-foot runway extension and navigation-aid improvements) will cost an estimated $60 million over five years.
3.3.3 Provide the forum for state policy makers to resolve conflicts between environmental, economic development and transportation policies to clear the way for the modest expansion envisioned by the Tweed New Haven Airport Master Plan. Support state legislative changes necessary to accommodate implementation of the Plan.

3.3.4 *Local Bus Services*

Improve transit services by implementing the recommendations of the Statewide Bus Study. While we have made progress in coordinating transit service within and between urban areas in the corridor, more needs to be done. Additional funding will be needed to implement many of the recommendations of the bus study. The estimated additional annual operating cost of the efficiency measures and operating enhancements proposed in the study is $5.8 million: $8.6 million in operating costs less $2.8 million in additional revenue. (Source: *Connecticut DOT Statewide Bus System Study, Executive Summary*, July 2000; additional details are available in that document and in the individual system reports.) Consideration should also be given to creating a statewide transit authority.

3.3.5 *Alternatives to the Single Occupancy Vehicle*

Support incentives to increase automobile occupancy levels. Employer-sponsored programs such as flextime, telecommuting, car/vanpooling, and compensation for transit use should be encouraged.

3.3.5.1 Employer participation in the Deduct-A-Ride program in the I-91 corridor should be expanded and other monetary or tax incentives should be provided for transit commuters in the corridor. The state has concentrated most of its marketing efforts for Deduct-A-Ride on employers in Fairfield County. It is important that employers and employees in the I-91 corridor be encouraged to use transit and that other transit incentives be provided here and elsewhere in the state.

3.3.5.2 As an additional effort to reduce the number of vehicles on our highways, encourage vanpooling and carpooling with monetary incentives, similar to those cited in 3.3.6.1.

3.3.5.3 Provide monetary incentives for cyclists and transit commuters in the form of state income tax credits and/or employer subsidies.

3.3.6 *Jobs Access Program*

Continue support for the Jobs Access Program, which has allowed thousands of Connecticut residents, particularly low-income people, to get to work. This program is a proven transportation investment that benefits workers and
employers. Reverse commute services, route extensions, and customized Para transit services need a stable dedicated funding source. The annual cost to the State for this program in FFY2003 is estimated at $3.50 million, matched by $5.38 million in Federal Transit Administration funds.

3.3.7 Highway Incident Management
Manage highway traffic incidents through a comprehensive highway Incident Management System (IMS) that minimizes traffic delays regardless of the type of incident.

3.3.8 Seamless Transit Services
Integrate rail and bus transit, and bus and rail rapid transit services throughout the I-91 TIA corridor and the State.

3.3.9 Interstate 91
Maintain Interstate 91 as a limited access highway with additional lanes in urbanized areas where required for safety and congestion mitigation.

3.3.10 Port Facilities
Operate the corridor’s port facilities in a coordinated manner and improve them so to make them adequate to meet all anticipated demands with excess capacity.

3.3.11 Interstate Cooperative Connectivity
Engage other New England states, the State of New York, federal agencies, and the eastern Canadian provinces in the process of addressing critical corridor issues, such as commuter rail, feeder barge and rail freight services (e.g. an additional Hudson River rail crossing, the West Springfield rail yard and the Cedar Hill rail yard).
Chapter 4: Movement of Goods and Freight

4.1 Corridor Objectives

4.1.1 Adopt policies and provide facilities that allow freight and passengers to be moved by the most efficient and environmentally sound means.

4.1.2 Avoid making decisions to improve freight movement by rail in the corridor that would preclude or impede the use of the same rail corridor for passenger movement.

4.2 Corridor Challenges

4.2.1 Underutilization of the port facility in New Haven, which could spur economic activity and provide part of the solution to freight movement problems.

4.2.2 Lack of east/west rail corridors for through and local freight movement.

4.3 Corridor Initiatives/Recommendations

4.3.1 Feeder Barge Service – Port of New Haven

Establish container barge service for the port of New Haven including the purchase of two cranes as recommended by the by the Coastal Barge Feeder Service Study – SCRCOG (Final Report dated March 2001). Support barge to truck and train intermodal transfer facilities at the New Haven port. This can help strengthen our TIA’s ties to the rest of the northeast and remove some truck traffic from our highways. Implementation is possible immediately upon funding.

Feeder Barge Service’s Role

The global shipping industry is changing. More Asian cargo is coming to the east coast of North America by water, and it is coming to a few central ports. Without an economical alternative, containers destined to (and from) Connecticut and other New England destinations will travel via truck along the I-95 corridor.

A cost effective, reliable container barge feeder service between the New York – New Jersey docks and Connecticut could remove over 300 trucks a day, thereby generating additional roadway capacity while enhancing air quality and reducing the requirement for annual highway maintenance. In addition to providing a viable transportation alternative, a successful container barge feeder service can be the catalyst for job creation and economic development. Job creation and the resulting economic development in New Haven would consist of a concentration of container-related businesses that provide value-added services to both import and export supply-chain processes.
Benefits
1. Provide Connecticut businesses with a reliable, long-term, cost competitive shipping option as import demand continues to grow – while the highways leading to and from New York become increasingly more congested, making container movement via the highway progressively more difficult and expensive — thereby promoting a more competitive Connecticut business environment.

2. Help reduce, or at least arrest, growth in large vehicle movement on I-95 and I-84 – between New Haven, CT and Northern NJ – by capturing a major share of Connecticut’s moderately sized container market and by enabling a significant penetration into the vastly larger Worcester-Framingham, MA market.

3. Entice follow-on business opportunities such as container yard / depot operations [e.g. container and chassis maintenance], container route optimization, overweight container handling [e.g. stripping (imports) and stuffing (exports)] and value-added warehousing.

Recommended Priority
The place to start is New Haven because:

1. New Haven is the closest Connecticut port, in geographical terms, to the Connecticut and Northeast Shippers while also situated at the crossroads of I-95 and I-91. This geographical location maximizes the landside congestion and air quality benefits.

2. New Haven’s nautical distance from the Port of New York and New Jersey (PONY&NJ) enables a 24-hour round trip operation, thereby maximizing cost efficiencies for a chartered tug operation.

3. Existing New Haven based marine terminal operator and trucking company can launch service quickly, with no time-consuming permit or construction issues.

4. The City of New Haven, the surrounding communities and the South Central Regional Council of Governments stand behind a New Haven service 100%.

5. New Haven’s proposed Lift On / Lift Off (LOLO) container operation is the same system as utilized in the PONY&NJ, therefore no additional equipment (e.g. such as container chassis’ for a RO/RO operation) or labor agreements, are necessary. In addition, a LO/LO operation facilitates nearly three times the volume of containers per one-way movement (i.e. the movement of at least 200 containers per one-way voyage, as compared to approximately 65 via a Roll-on / Roll-off operation).

6. A cooperative agreement between labor (Coastline Terminals), marine terminal operator (Logistec) and trucker (Westchester Motor Lines) will enable the New Haven service to effectively load and discharge containers directly from barge to and from the upland processing area.
What is the Approach?
1. Establish a public/private partnership between the State of Connecticut (administered by the South Central Regional Council of Governments) and existing New Haven based private businesses (Westchester Motor Lines and Logistec).
2. To attract shipping customers away from the existing all-truck service, the barge connection has to not only match the all-truck price, but beat it by a minimum of 5%.
3. Based on a conservative business plan, the barge service would start at approximately 12,500 containers a year, “ramping up” to 50,000 by Year 9. The hump – Years 1-5.
4. Success will require a shared public-private investment in start-up capital costs. Less than half of this amount would come from the State of Connecticut.

The Proposed Public Investment
The public investment would be structured in a manner which fully recognizes the public nature of the dollars and the need for parallel investment and risk:

<table>
<thead>
<tr>
<th>Period</th>
<th>Proposed Public Investment</th>
</tr>
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<tbody>
<tr>
<td>Pre-Operations</td>
<td>$1.0 million (equipment)</td>
</tr>
<tr>
<td>Pre-Operations</td>
<td>$5.0 million (working capital loan)</td>
</tr>
<tr>
<td>Year 1</td>
<td>$2.4 million (equipment)</td>
</tr>
<tr>
<td>Year 5</td>
<td>$0.7 million (equipment)</td>
</tr>
<tr>
<td>Total</td>
<td>$9.1 million</td>
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</table>

The equipment purchased with public funds would be owned by the South Central Regional Council of Governments, or other appropriate government agency, and leased to the private company for $1 per year.

The working capital loans would be repaid with interest commencing in year 10.

4.3.2 Improved Port Facilities

Improve the New Haven port facilities to allow freight to pass seamlessly from the rail, highway and port facilities throughout the corridor and through Springfield with minimal legal, political, and physical constraints.
4.3.3 **Integrated Transportation Facilities**

Pursue opportunities to integrate transportation facilities, whether transit, freight, highways or rail. Intermodal strategies should be given priority, especially with regard to movement of goods.

4.3.4 **Late Night Truck Deliveries**

Find incentives for late night truck deliveries.

4.3.5 **Preservation of Physical Assets**

Publicly acquire and preserve existing physical assets to enable future port, rail and bus, passenger and freight infrastructure to be developed, as the State has done historically with abandoned rail lines. Examples of such physical assets include properties in the New Haven rail yards and abandoned port structures in New Haven and New London.

4.3.6 **Rail Freight Management**

Integrate the management of all rail-based facilities in the state (including AMTRAK, Metro-North, Shoreline East and the freight lines) so as to optimize passenger and freight interaction among systems, to eliminate existing restrictive agreements and inefficiencies, and to increase the utilization of inter-modal opportunities.

4.3.7 **Interstate Cooperative Connectivity**

Engage other New England states, the state of New York, federal agencies, and the eastern Canadian provinces in the process of addressing critical corridor issues, such as commuter rail, feeder barge, and rail freight services (e.g. an additional Hudson River rail crossing, the West Springfield rail yard, and the Cedar Hill rail yard).
Chapter 5: Economy, Land Use, Environment, and Quality of Life

5.1 Corridor Objectives

5.1.1 Implement policies that will integrate transportation planning strategies with land use, economic development, and environmental goals and objectives.

5.1.2 Restore, maintain, and enhance the vitality, diversity and economic and cultural health of the corridor’s urban areas.

5.1.3 Encourage future development to allow the most efficient and environmentally sound use of resources.

5.1.4 Encourage the most efficient and environmentally sound use of transportation resources to enhance the economic development and quality of life of the Corridor.

5.2 Corridor Challenges

5.2.1 Potential for continued deterioration of the area’s natural and cultural environments as increased transportation system needs are met.

5.2.2 Inadequate state and area policy guidance to reduce the continued spread of suburban sprawl and urban decline.

5.2.3 Insufficient resources for significant new investment in transportation infrastructure (capital and operating).

5.2.4 Over-reliance on property tax in Connecticut encourages wasteful competition and poor land use decisions that work against economic, efficient and environmentally responsible transportation systems planning.

5.3 Corridor Initiatives/Recommendations

5.3.1 Better Decision-making

Develop procedures to more closely link transportation, land use and economic decision-making and planning in the state. The goal should be to foster livable communities and sustainable economic development.

5.3.1.1 Encourage, through transportation investments, the preservation of community character, the revitalization of urban centers, and increased utilization of transit services.

5.3.1.2 Promote the most efficient use of existing transportation facilities and infrastructure with an emphasis on service integration, safety and connectivity.
5.3.1.3 Utilize technology to improve the management of existing transportation facilities.

5.3.1.4 Integrate transportation and land use planning in setting transportation strategies and priorities for the State, including development of State policies to increase the population densities of the corridor’s core cities.

5.3.2 Alternatives to the Single Occupancy Vehicle

Support incentives to increase automobile occupancy levels. Employer-sponsored programs such as flextime, telecommuting, car/vanpooling, and compensation for transit use should be encouraged.

5.3.2.1 Expand employer participation in the Deduct a Ride program throughout the state and provide other monetary or tax incentives for transit commuters in the corridor. The state has concentrated most of its marketing efforts for Deduct a Ride on employers in Fairfield County. It is important that employers and employees in the I-91 corridor be encouraged to use transit, and that other transit incentives be provided here and elsewhere in the state.

5.3.2.2 As an additional effort to reduce the number of vehicles on our highways, encourage vanpooling and carpooling with monetary incentives, similar to those cited in 5.3.2.1.

5.3.2.3 Provide monetary incentives for cyclists and transit commuters in the form of state income tax credits and/or employer subsidies.

5.3.3 Pedestrian and Bicycle Initiatives

5.3.3.1 Adopt the USDOT Policy on Integrating Bicycling and Walking into the Transportation Infrastructure.

5.3.3.2 Complete long distance multi-use paths, such as the East Coast Greenway and the Farmington Canal Greenway.

5.3.3.3 Support continued and expanded bicyclist access to mass transit systems.
Chapter 6: Integration of the Corridor Economy with State, Regional, National, and Global Economies

6.1 Corridor Objectives

6.1.1 Improve the corridor’s connections to the state, regional, national and global economies through the development of a seamless multi-modal transportation network that efficiently moves both people and goods.

6.1.2 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 provide suburb-to-suburb connections.

6.2.3 Jurisdictional and political boundaries which make it difficult to ensure coordinated planning, financing and implementation of transportation system improvements.

6.2.4 Uncertainty as to whether post-9/11 commutation patterns are temporary or permanent.

6.2.5 Lack of effective interface between Connecticut and the New York Metropolitan Transportation Council.

6.2.6 Past development practices including a historical lack of investment in non-highway infrastructure, particularly for moving freight, and a lack of interstate coordination and cooperation have contributed to the congestion problems facing the corridor today.

6.2.7 Over-reliance on property tax in Connecticut encourages wasteful competition and poor land use decisions that work against economic, efficient and environmentally responsible transportation systems planning.
6.3 Corridor Initiatives/Recommendations

6.3.1 Coordinated and Compatible Development
Encourage Connecticut state agencies to reinforce collaboration both within the state and with appropriate agencies in neighboring states to ensure coordinated and compatible development of transportation and other infrastructure.

6.3.2 Resolution of Competing Policies
Establish mechanisms for resolving conflicts among competing policy considerations at the local, state and federal level, e.g., sharing of rail infrastructure, waterborne transportation, energy transmission facilities, shellfish and other aquaculture, species and natural habitat, development choices.

6.3.3 Overhead and Side Clearances on Rail Lines
Evaluate policies regarding overhead and side clearances on rail lines to identify changes necessary to increase opportunities for use of the state’s rail infrastructure.

6.3.4 Mid-Atlantic Rail Operations Study Extension
Seek to have the Mid-Atlantic Rail Operations Study extended through New York and Connecticut

6.3.5 Infrastructure Investment
Invest in transportation infrastructure that strengthens linkages to the NAFTA Corridor and to the rest of the northeastern United States (e.g. Bradley International Airport, New Haven Sea Port, New Haven-Hartford-Springfield Intercity Rail, Hudson River rail crossing (passenger and freight).

6.3.5 Interstate Cooperative Connectivity
Engage other New England states, the state of New York, federal agencies, and the eastern Canadian provinces in the process of addressing critical Corridor issues, such as commuter rail, feeder barge, and rail freight services (e.g. an additional Hudson River rail crossing, the West Springfield rail yard, and the Cedar Hill rail yard).
Chapter 7: Policies and Sources to Provide Funding for a Quality Multi-Modal Transportation System

7.1 Corridor Objectives

Goal 5 in the State Transportation Strategy Board’s initial plan calls for identifying an adequate and reliable flow of funding for a quality transportation system. Achieving this goal is fundamental to the overall success of the State Transportation Strategy Board in its efforts to carry out its charges as outlined in Public Act 01-5, the law that created the TSB.

The I-91 TIA identifies four objectives in the area of funding and finance for transportation:

7.1.1 Provide the necessary resources to maintain the current transportation system in good repair.

7.1.2 Provide a dedicated funding source that enables significant expansion of transit services (especially for operating costs).

7.1.3 Identify innovative financing tools and cost-effective strategies to enhance system capacity and improve operations.

7.1.4 Maximize funding from the federal government for transportation and secure funding from other sources (federal, state, and regional).

7.2 Corridor Challenges

As stated in the Transportation Strategy Board’s initial plan, the I-91 TIA and regions throughout the state face these challenges:

7.2.1 Insufficient resources for significant new investment in transportation infrastructure.

7.2.2 Instability in budgets and revenue sources due to competing demands on state and federal funds.

7.2.3 The reliance of the DOT operating budget (including for transit) on automobile user fees—almost entirely from one revenue source, the gasoline tax.

However, the I-91 TIA would add these additional challenges to that list:

7.2.4 Lack of an independent and reliable funding source for public transportation.
7.2.5 The lack of authority at the regional and local level to voluntarily generate additional revenues to invest in transportation (from sources other than the property tax).

7.3 Corridor Initiatives/Recommendations

7.3.1 Study Potential Revenue Sources

In order for state leaders to make informed decisions on potential new revenues for transportation investment, a careful analysis of the options and the costs and benefits of each must be provided. A report that reviews how funds/revenues are generated for transportation investment in other comparable states would help in this.

The report should include the location/state, the revenue source, the amount of the levy or fee, the revenue yield from this source, the method of collection, revenue growth/stability, administrative and/or legal considerations, and political considerations.

A study showing overall effort or burden for taxes and fees, etc. in Connecticut compared to other comparable states might show that given our rank as first in the nation in per capita income there is an opportunity to raise more revenues from specific sources in Connecticut without putting us at a competitive disadvantage with other states.

While there are other worthy uses for new public funds in our state, this report could help TSB and state leaders have a better understanding of the most prudent options for new and increased revenue sources, especially during this difficult budgetary period for the state. KPMG and Parsons Brinckerhoff prepared reports similar to these for the Capitol Region Council of Governments Regional Transit Strategy.

7.3.2 Maximize Federal Funds

Work to maximize federal funds for Connecticut especially through the reauthorization of TEA 21; however, given sectional shifts in power in Congress out of New England and the northeast, we must assume that this is not the ultimate answer to Connecticut’s funding needs. The new federal transportation bill SAFETEA-LU) includes emphasis on transit and has new funding to support the capitol improvements. Pilot programs do include operating funds; however, federal dollars still restrict most funds to capitol items and do not allow operating expenses in their funding.
7.3.3 Identify Benefits

In promoting new funding sources, it is important to tie the proposal to tangible benefits and projects, which are very visible and clearly beneficial to the people of Connecticut.

7.3.4 Enlist Champions

Public champions such as the Governor, business and community leaders, mayors, and state legislators must remain advocates supporting the benefit of any new revenue proposal as well as expanded transportation intermodal planning and projects.

7.3.5 Foster Acceptance of New Funding

Prospects for acceptance of new taxes or fees may improve when:

7.3.5.1 The tax and proposed use present a coherent and compelling transportation policy and investment.

7.3.5.2 An existing revenue source can be utilized (i.e. no new taxes).

7.3.5.3 The tax is not perceived as an undue public burden.

7.3.5.4 The tax is not perceived as creating an imbalance among towns or groups of people.

7.3.6 Explore Electronic Toll Collection

Explore the use of existing electronic toll collection systems that do not require the use of tollbooths. In addition, utilize these systems to charge for, manage, selectively subsidize and collect statistics about all aspects of transportation including HOV lanes, capacity pricing, buses, trains, parking, ridesharing, van pools, etc. Monthly “passes” under this system should be able to cover almost any possible mix of resources from home to work with appropriate incentives or disincentives applied as required.

7.3.7 Allow Local Funding Generation

Careful consideration should be given to providing permissive authority for municipalities and/or regions to generate funding from sources other than the property tax for transportation investments.
CONCLUSION
If Connecticut is to sustain its economic standing in the global economy and its high quality of life, now is the time to invest strategically and aggressively in our transportation infrastructure. The resources required to improve mobility (especially, alternatives to single occupant vehicles) and to strengthen connectivity to the rest of New England, the northeast, and the world are substantial. Some estimates put this investment in the range of $5 to $10 billion over the next 20 years. This will not be accomplished without identifying one or more significant new revenue sources that remain reliable for the foreseeable future. Success in this will lead to success in the rest of the TSB’s transportation objectives.
Chapter 8: Corridor Perspective on “Section 16" Projects

The TIA supports completion of existing ConnDOT projects already in design, r-o-w acquisition, or construction. The TIA also supports completion of the following additional projects which are listed in Section 16(a) of House Bill No. 7506/Public Act 01-5, and which will impact this Area:

8.1 A study of the infrastructure cost and operating characteristics of rail commuter services from New Haven to Springfield, including Bradley International Airport.

8.2 Implementation of a demonstration project for a freight Feeder Barge Service in Long Island Sound between the port facilities of New York and New Jersey and Bridgeport Harbor in Bridgeport and New Haven Harbor in New Haven.

8.3 Continuation of the efforts of the Capitol Region Council of Governments and the Central Connecticut Regional Planning Agency to support the Hartford to New Britain Bus Way.

8.4 A design study for an Orange/West Haven rail station with parking for one thousand commuters. Note: The I-91 TIA supports a design study of a rail station for Orange/West Haven. We believe a design study should be consistent with the goals of community development, reducing auto dependency, increasing intra-state ridership and reducing congestion. The study should also examine ways to improve access to all Metro North stations by foot, bike and feeder bus service with the goal of reducing parking demand.

8.5 The Jobs Access program, which provides reverse commute bus service, route extensions and customized Para transit services for residents in the cities of Bridgeport, Hartford, New Haven and Waterbury.

8.6 Expansion of express bus service in the Hartford area.

8.7 Marketing of an employer-sponsored pretax commuter benefit program to be known as the "Deduct-A-Ride" program.

8.8 A site selection study for the expansion of the New Haven Line rail maintenance facilities’ capacity, and purchase of land for a new rail service maintenance facility.

8.9 Expansion of existing commuter parking lots statewide.

Appendix A: I-91 TIA Board Membership

CoChair: Judy Gott, (203) 234-7555
Cornelius P. O’Leary, (860) 832-3008

Capitol Region Council of Governments (CRCOG)
RPO Representative: Stephen T. Cassano, Mayor of Manchester
Alternate: Karen Olson, CRCOG
Public Representative: Norman Garrick, UCONN

Central Connecticut Regional Planning Agency (CCRPA)
RPO Representative: Carl Stephani, Executive Director, CCRPA
Alternate: Theodore C. Scheidel, First Selectman of Burlington
Public Representative: Morgan Seelye, Retired Town Engineer

Connecticut River Estuary Regional Planning Agency (CRERPA)
RPO Representative: Linda Krause, Executive Director, CRERPA
Alternate: Jean Davies, Transportation Planner
Public Representative: T. Gerald Dyar, Financial Consultant

Midstate Regional Planning Agency (MRPA)
RPO Representative: W. Lee Osborne, Architect (Secretary, MRPA)
Alternate: None
Public Representative: Michael Doyle, Association of Commuter Rail Employees

South Central Region Council of Governments (SCRCOG)
RPO Representative: Judy Gott, Executive Director, SCRCOG
Alternate: William Dickinson, Mayor of Wallingford
Public Representative: Denis Pope, Association of Commuter Rail Employee
Public Representative (alternate): John Leary, Leary Consulting

At-Large Members:
John J. Leone, President, Bristol Chamber of Comm.
Cornelius P. O’Leary, Associate Vice President, Central Connecticut State University
Robert Santy, President, Regional Growth Partnership
John Shemo, Vice President, Connecticut Capitol Region Growth Council
David Titus, Mattabeseck Audubon Society


Adopted 9/26/02
Revised 10/18/04
Revised 8/29/06
Appendix B: Public Comment

TIA BOARD PUBLIC INFORMATION MEETING
AUGUST 22, 2002, 6:00 P.M.
MEETING REPORT

Attendance:

RPO Representatives:
Judy Gott
W. Lee Osborne
Richard Porth

At Large Representatives:
Cornelius O’Leary
John Shemo
David Titus

Public Representatives:
T. Gerald Dyar
Norman Garrick
Denis K. Pope

Others:
Karen Olson, CRCOG
Mark Phillips, ConnDOT
Grayson Wright, ConnDOT
Dr. Robert Painter, Hartford City Council
Gene Kennedy, Parsons
Bob Hammersley, TSB

David Hiller, CT Bicycle Coalition
Jim Platts, East Hartford CBC
Kevin Lange
Kari Watkins, Wilbur Smith Associates
Thomas Smart, CT Bicycle Coalition

The public information meeting was called to order at 6:15 p.m. Con O’Leary, as chair of the meeting, offered a brief introduction to the work of the I-91 TIA. This was followed by self-introductions made by the I-91 TIA committee members present. Comments were then received from the public as follows.

1. David Hiller, CT Bicycle Coalition: Mr. Hiller complimented the committee on the work done to date, but pointed out the needs of pedestrians and bicyclists were essentially ignored in the draft plan. He suggested that the committee add to the plan the following recommendations:

   a. that the USDOT policy on Integrating Bicycling and Walking into the Transportation Infrastructure be adopted;

   b. that the East Coast Greenway and the Farmington Canal Greenway, both long-distance multi-use paths, be completed; and
c. that Transportation Demand Management projects and programs be given a high priority in addressing automobile congestion problems.

Mr. Dyar asked if Mr. Hiller’s group recommended bicycle paths as a priority over on-road bicycle routes; Mr. Hiller stated that bicycle routes were supported as long as they were well designed and followed the geometric design guidance provided by the USDOT. He offered as an example CRCOG’s policy of adding points for highway project proposals that addressed the needs of bicyclists and pedestrians. Mr. O’Leary pointed out the development on Route 75 near Bradley Airport as a missed opportunity to provide accommodations for pedestrians: a busy roadway with lots of commercial activity and no sidewalks.

Ms. Gott noted that Hamden had recently awarded the bid for another section of the Farmington Canal Greenway. She also stated that the City of New Haven was very supportive of completing the bicycle path through the City. In response to a question by Mr. Dyar, Mr. Hiller stated that the CBC supports bicycle access to railcars.

Mr. Hiller also stated that he supported the proposed New Haven-Hartford-Springfield commuter rail service.

Mr. Hiller will submit written commentary for consideration by the committee.

2. Mr. Porth reported that he had received written commentary from two bicycle enthusiasts: Janet Valine and Carol Ann Tyler. Both of these letters are attached to this report.

3. Thomas Smart, CT Bicycle Coalition: Mr. Smart stated that he supported Mr. Hiller’s comments. As a full-time bicycle commuter, he stated that safety improvements in the design of intersections are very important. Mr. Dyar commented that automobiles and trucks making right turns in front bicyclists was a serious safety problem and that accident statistics do not accurately reflect this problem since State police reports show this as the bicyclist running into the vehicle.

4. Dr. Robert Painter, Hartford City Council: Dr. Painter commented on the importance of integrating existing bus systems with each other as well as with new systems such as the proposed Hartford Downtown Circulator.

5. Jim Platts, East Hartford resident: Mr. Platts suggested that the needs of bicyclists should be given a higher priority in the draft plan. He cited Quebec City as an example of a community that made good provision for bicyclists traveling into and through the City.

6. Thomas Smart: Mr. Smart commented that the shoulders along a roadway seemed to disappear when a roadway was widened. He stated that suburban connector routes in particular needed wider shoulders to accommodate bicyclists and pedestrians.

The meeting adjourned at 7:50 p.m.
**TIA BOARD PUBLIC INFORMATION MEETING**  
**SEPTEMBER 19, 2002, 6:00 P.M.**

**MEETING REPORT**

**Attendance:**

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<td>Judy Gott</td>
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<td>Robert Santy</td>
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<th>Public Representatives:</th>
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<td>T. Gerald Dyar</td>
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<tr>
<td>Karen Olson, CRCOG</td>
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<td>Mark Phillips, ConnDOT</td>
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<td>Robert Haramut, MRPA</td>
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<td>Gary Christopher, WQUN News</td>
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<td>Dave Bonan, Danbury / Hat City Free Press</td>
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<td>Victorya McEvoy</td>
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<td>Michael Criscuolo, Branford</td>
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<td>Elaine Lewinnek, New Haven</td>
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<td>Jason Schwaber, New Haven</td>
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<td>David Hiller, CT Bicycle Coalition</td>
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The public information meeting was called to order at 6:10 p.m. Judy Gott, as chair of the meeting, offered a brief introduction to the work of the I-91 TIA. This was followed by self-introductions made by the I-91 TIA committee members present, and by others around the room. Ms. Gott also reviewed the top priorities of the I-91 TIA as included in the draft Transportation Plan. Comments were then received from the public as follows:

1. There are no places to leave a bicycle at the train station. The few bike racks are full. How does this plan address the needs of people using non-motorized transportation?
2. The needs of bicyclists should be addressed as part of the top five priorities for the TIA. The airport expansion proposal will not help with the congestion problem.
3. Increased service on Metro-North is important. Priority number 5 should be eliminated and bicycle access added as a replacement. Biking needs to be made safer. There are no bike lanes.
4. There is a lot to like in this plan. Improving port facilities and investment in the airport are important. Commuter buses and rail service should run on weekends. $5 lifetime pass on Metro North for bicycles during off peak hours is a good thing. Bike racks are being placed on buses in Stamford. When will this service be available elsewhere? When will the Farmington Canal Greenway be completed?
5. Parking at the New Haven train station needs to be addressed. Residents are forced to take the train from New Haven if they expect to return after the Metro North trains stop running. The area around the train station is unsafe at night.
6. Let the State build the parking garage.
7. Bike racks at the train station could help with the parking problem.
8. The train station needs a bus system map. The individual route maps are too difficult to figure out without a companion system map.

Adopted 9/26/02
Revised 10/18/04
Revised 8/29/06
9. There is a great need to strengthen the multi-modal transfer opportunities.
10. Buses will go right by a passenger if they are not standing in the right place. Stops need to be better identified.
11. Three different buses run on parallel routes. If you put all three on one roadway, you could triple headways for no additional cost.
12. Smaller buses should be operated in off peak hours to save money. By offering these smaller buses at greater frequency, ridership will increase.
13. Bicycling is unsafe. There are no bike lanes, no bike paths, no place to safely leave a bicycle. Every public building should have bike racks near the front door. Private business should be encouraged to offer bike racks as well. There should be tax breaks for employers who have many employees taking mass transit, biking and walking to work. The bike trails should be finished. I will volunteer to help raise money to pay to finish the trails. The trolley is great.
14. There is an extensive lack of uniformity of speeds on the highways. Speed limits should be enforced.
15. Recreation bike trails are packed on weekends. If the trails went into the cities, to places of employment, you would soon see them well used by commuters.
16. The Q bridge will be filled as soon as it is opened. High speed ferries are needed. Bicycles should be allowed on Shoreline East. There needs to be pedestrian/bicycle access on the Tomlinson Bridge.
17. Buses don’t run late enough.
18. The cost of transportation is too high for the average wage earner. The cost of installing bike racks is peanuts compared to the cost of other transportation investments. Biking has changed my life, my personal economy and my health.
19. On-road bike routes need to be identified.
20. The CT Bicycle Coalition does not support highway widening projects, even when bike paths are included in the project.
21. HOV lanes should not be separated from the regular travel way as they are in the Hartford area. This discourages use by persons who believe they might get trapped behind a slow driver. HOV lanes should be designated for peak hour use only.
22. We are opposed to expansion of Tweed New Haven Airport because many other airports in the State have shorter runways, but host many more general aviation aircraft including jets. If it were economically viable, the aircraft would already be at Tweed. If airlines could make money at Tweed, they never would have left. Airlines are cutting back now, not expanding service. The land should be used for a higher valued use. The land is worth $700,000 per ½ acre.
23. What is the frequency of trips proposed for the New haven-Hartford-Springfield railroad service?
24. It is impossible to get around this State on public transportation.
25. When the train spur to TF Green Airport is activated, a lot of people will go to TF Green rather than Tweed or Bradley.
26. The trains are not comfortable. The seats are too narrow and crowded together.

The meeting adjourned at 7:45 p.m.
Summary of Written Comments:

1. Janet Valine, Danbury: support for needs of bicyclists. Request for information about public information meetings in Danbury area.

2. Kevin Lange, Enfield: support for rail from Enfield to Springfield, Hartford, Foxwoods casino, and New York City.


4. Carol Ann Tyler, address unknown: support for walking and cycling paths, with an emphasis on safety.

5. David Lee, CT Transit: support for the I-91 TIA priorities, especially the New Britain-Hartford BRT, the Deduct-A-Ride program, the Jobs Access program, and the Statewide Bus System recommendations.

6. Jeffrey Beadle and Gloria Mills, CT Association for Community Transportation: support for the New Britain-Hartford BRT, the Statewide Bus System recommendations, the Deduct-A-Ride program and the Jobs Access program.

7. William O’Grady, New Haven: support for container port in New Haven, trans-Hudson rail-freight bridge, New Haven-Springfield rail service, expansion of airport service, as well as meeting the needs of bicyclists.

8. Elaine Lewinnek, New Haven: support for barge and commuter rail plans, more bike racks to existing parking, bike racks on buses, emphasis multimodal and nonmotorized transport, and completion of the Farmington Canal Bike path and East Coast Greenways.
August 9, 2006  I-91 TIA Public Information meeting and TIA Board meeting

TIA BOARD MEETING
AUGUST 9, 2006, 5:00 P.M.
MINUTES

Attendance:

RPO Representatives:  
Judy Gott  
Stephen Cassano  
W. Lee Osborne  

Public Representatives:
T. Gerald Dyar  
Morgan Seelye  
Denis K. Pope  

At Large Representatives:
Cornelius O’Leary  
Robert Santy  

Absent:
Linda Krause  
John Leone  
Norman Garrick  
David Titus  
Jean Davis  
Joseph Julian  
Michael Doyle  
John Shemo  

Others present:
Bob Hammersley  
Karen Olson  
Carl Stephani  
John Leary  
Others  

Without a quorum present at 5:15 p.m., introductions were made around the table, including members of the Transportation Strategy Board. With the arrival of the last Board member, and a quorum present, Judy Gott called the meeting to order at 5:25 p.m.

1. Minutes of the June 20, 2005 and the March 27, 2006 meetings: Robert Santy made a motion to approve both sets of minutes; the motion was seconded by Denis Pope and approved unanimously.

2. Discussion with Transportation Strategy Board Members regarding the TIA Role and Plan Update: With the approval of the Board, agenda item 3 was moved to item 2, and Ms. Gott invited Kevin Kelleher, Chair of the TSB, to address the TIA Board regarding the reason for
this meeting. Mr. Kelleher stated that he and other TSB members were attending meetings across the State to listen to constituents regarding the preparation of the next Transportation Strategy that will be presented to the governor and legislature in January 2007. Ms. Gott then asked the I-91 TIA board members to provide comments on the draft 2006 I-91 TIA Plan.

Board members complied with this request and made the following points:

- The State should acquire the AMTRAK rights-of-way
- More emphasis should be placed on encouraging employers to provide transit passes to their employees
- A consideration should be given to transforming HOV lanes to HOV/HOT lanes to encourage greater usage.
- The State should be encouraged to provide a transit subsidy to State employees.
- The section regarding the ITN program should be modified slightly using a more positive approach.
- Electronic tolls, not toll booths, should be considered as a funding resource. Funding needs to be securely dedicated to transportation programs and projects.
- Better marketing of transit should be undertaken, including designated bus stops in those locations that do not presently have them.
- Train station parking is a critical element of increasing train ridership.
- The State needs a dedicated, multi-agency, team to address important transportation projects that are being held up. Eminent domain needs to be available as a tool in moving projects forward. Policy and guidelines need to be developed to insure continuity.
- Shoreline East needs to be expanded and a parking garage in Westbrook constructed.
- The Jobs Access program needs continued support.
- Contracts need to be processed efficiently, especially as a cost saving measure.

Many board members stated that they were pleased with the progress made thus far on projects and programs proposed in earlier versions of the TIA’s and State’s Transportation Strategy plans.

3. Public Comment: Ms. Gott then asked the public to comment on the draft 2006 I-91 TIA Plan. Comments included:

Emil Frankel: Support for the New Haven-Hartford-Springfield rail service: needs to be a commuter, as opposed to an intercity, service (as is now operated by AMTRAK); funds are available for transit station parking; public/private partnerships providing mixed use (transit oriented) development, including affordable housing, at and near stations should be encouraged. This will link Tweed Airport and Bradley; reduce congestion on I-91; contribute to the renewal of old urban centers in the corridor; and help retain the 20-30 year old demographic.

Tom Wolfe: Support for the New Haven-Hartford-Springfield rail service, but interim solutions need to be made until that service is instituted. Improved bus service in the corridor will build the needed ridership for the rail service in advance of its implementation.
John Alexander: Support for improving rail service from New Haven to Old Lyme. Seamless rail service from NYC to New Haven will draw ridership from hundreds of thousands of casino patrons. The State should negotiate this service now, before the new rail cars are delivered.

Carlene Kulisch: Tweed Airport needs to be improved, with passenger service added. The State should acquire the rail line from AMTRAK. Toll proposals should proceed with caution. Any proposal needs to be fair, equitable and non-discriminatory.

Ms. Gott stated that the draft will be modified to reflect the comments received and electronically transmitted to the Board members for approval later this month.

(Written comments are attached and made a part of these minutes.

4. **Adjournment:** The meeting was adjourned at 6:45 p.m.
To: I-91 TIA Board  
From: Karen Olson  
Date: August 8, 2006  
Subject: Draft I-91 TIA Plan

Following are some suggestions for the draft I-91 TIA plan:

1. **Employer/Employee Programs:** Expand employer participation in the Deduct-A-Ride program throughout the state, place more emphasis on encouraging employer-paid transit passes, and provide other monetary or tax incentives for transit commuters in the corridor. Vanpooling and carpooling (Nu-Ride) should be encouraged as an additional effort to reduce the number of vehicles on our highways. Telecommuting statewide should continue to be promoted as an alternative to the basic work trip.

2. **HOV Lane Use:** Review of HOV lane use should be investigated to determine what can be done to encourage increased usage of HOV lanes. Transformation to HOV/HOT lanes should be considered.

3. **Transit Subsidy for State Employees:** Encourage state employees to use transit by offering an effective subsidy to its employees. The state program should be modeled after the federal program that provides up to $100 a month subsidy to federal employees who commute by transit. For most State employees, the cost will be than $100, so the average reimbursement will be less than $100. An employee incentive program would require individual state agencies to adjust their own agencies’ budgets, but the net cost across all agencies is likely to be very small or zero. This is due to the fact that the Connecticut Department of Transportation (ConnDOT) funds nearly all transit operating deficits for transit systems in the state. Every dollar spent by another state agency to pay for transit passes for its employees will directly reduce the amount of transit operating deficit that ConnDOT pays.

4. **Small Steps to Success:** The Independent Transportation Network, ITN, should be encouraged for development where seniors who cannot drive or should not be driving can turn their cars in for transportation credit. The ITN is currently being funded a small DSS program that requires a town match.
NOTES FOR PRESENTATION TO I-91 CORRIDOR COMMITTEE, 
TRANSPORTATION STRATEGY BOARD, NEW HAVEN, CT, 8/9/06

- The commitment of the State of Connecticut to develop and operate efficient and regular commuter rail service on the ROW between Springfield, Hartford, and New Haven (currently owned and operated, as intercity passenger rail service, by Amtrak) presents an opportunity for economic development of the I-91 Corridor and central CT, as well as for improved transportation connectivity and mobility for residents of the State.
- We do have to recognize, however, that the establishment of this rail service and the development of the rail corridor will involve a significant investment of time, imagination, and financial resources by the State of CT.
- But that investment, which should include a mixed-use strategy that includes commercial development and housing for a range of incomes close to the stations, promises an extremely profitable rate of return for the State.
- Put another way, a failure to make that investment in mixed-use development in this ROW would be a significant missed opportunity in our efforts to insure the health and growth of CT’s economy and its competitive position.
- The first step, in undertaking this investment, is to seek the transfer of this ROW by Amtrak to CT.
- The State should be prepared to assume ownership of, and operating responsibilities for, this rail corridor.
- Without ownership and operating responsibility CT can not be assured that reliable rail service can be established and maintained between Springfield, Hartford and New Haven.
- The Bush Administration’s bill on the reform of intercity passenger rail services has proposed that this line be turned over to CT by Amtrak for $1.
- However, the State of CT will have to make a significant capital investment in this line, once it is acquired – to improve the track (in some places double-tracking); to install modern switching and signaling systems; to upgrade rail crossings and to rehabilitate bridges; and, of course, to redevelop the rail stations (about which I will speak in a moment).
- Additional equipment (coaches and locomotives) will be required (although this rolling stock would also be usable on Shore Line East).
- Several years ago the capital investment was estimated to be approximately $200 million. It is probably greater today (ConnDOT has current estimates).
- Not all of this capital investment would have to be borne by CT through the Special Transportation Fund (STF), although the State will have to do its share.
- These improvements to the infrastructure and the purchase of equipment would be eligible for up to 80 percent Federal grants.
- There would also be the possibility of private investment in the rail station improvements through joint developments and other forms of private-public partnerships.
- There will also have to be substantial and continuing operating subsidies for this rail service, which will be entirely the responsibility of the State of CT (I would
estimate them to be in the range of $25 to $50 million annually, although ConnDOT would have more accurate figures.

- Governor Rell and the General Assembly are to be complimented for the important start that has been made on the institution of this service, but these are only the first steps and much more will be required.

- However, while these capital and operating expenditures by the State of CT would be considerable, we should not underestimate what these investments could mean for CT’s economy and quality of life.

- Development of reliable and frequent passenger rail service in this corridor would tie the I-91 corridor and central CT to the NE Corridor and to SW CT and the metropolitan NYC region through seamless connections to MetroNorth and Amtrak in New Haven.

- Moreover, this service would allow for a rail connection between New Haven and the communities around it and Bradley Airport (as an alternative to driving), so that Bradley could function as the airport for all of CT.

- Frequent and reliable commuter rail service in the I-91 corridor will be an important strand in a multi-modal transportation network for CT, which will greatly enhance mobility and reduce the growth of traffic on already congested highways.

- It will also offer the opportunity for urban redevelopment and economic growth along this corridor.

- Frequent and reliable commuter rail service between Springfield, Hartford, and New Haven will create the conditions for the renewal of the older urban centers along the I-95, or central CT, corridor (towns like Wallingford, Meriden and Windsor Locks).

- There will be opportunities for joint public-private development of the rail stations and of the areas around them, so-called “transit-oriented developments” (TODs).

- Private developers can rebuild rail stations and provide parking for rail commuters, even as they gain opportunities for the mixed-use commercial and residential development of air rights and of the properties adjacent to these rail stations.

- The returns which a private developer obtains for hotel, office and retail space adjacent to a rail station would allow them to invest in rail station improvements and in the construction of rail parking at little or no cost to the public.

- TODs offer the promise of easy access to rail connections to New York, to the NE Corridor, and to Bradley Airport, and the retail spaces at or near the rail stations will benefit from the traffic connected to the railroad.

- TODs should be multi-use and provide housing (including affordable housing) within walking distance of the rail stations. Recent US DOT/FTA studies have demonstrated that there is a rising demand for housing at or near rail stations and transit stops.

- Housing, as part of TODs, offers convenience for those who live there, and for developers it can mean lower land costs and more community support for the development.
• But, ideally, the housing which is developed, as part of TODs along what will become an active commuter rail line, should be mixed-income in nature
• CT needs more housing for younger workers, and the expansion of affordable housing can be an important factor in meeting the State’s labor shortage
• CT has lost a higher percentage of 20-34 year olds since 1990 than any other state
• The rise in housing costs in CT have outpaced wage growth by 3 ½ X
• In 157 of CT’s 169 towns the median wage can not afford the median house price
• Affordable housing, as part of TODs, will allow CT residents to commute to jobs in and out of CT, thereby expanding the job market for younger CT workers
• Housing, as parts of TODs, can reduce traffic congestion and improve air quality
• By increasing the number of people, who live near restored rail stations, the number of potential users of rail services will be increased and the requirements for operating subsidies reduced
August 9, 2006

An open Letter to the I-91 TIA Board,

Members of the board,

As a daily commuter between Branford and downtown Hartford I'm very excited about plans for a New Haven/Hartford commuter rail service. I'm very appreciative of whatever role this board has had and continues to have in making those plans a reality.

Thank You.

If I could, I would ride that service tomorrow, but best case estimates say I'll have to wait until 2011.

A Strategy Board might be the entirely wrong venue to raise a tactical concern, but there is currently no reasonable public transportation alternative from New Haven to Hartford to help bridge the five years until there is rail service.

Amtrak runs a nightly train from Hartford to New Haven at 5:34 pm, but the first morning train doesn't arrive in Hartford until 9:20 am, too late for me (and most workers.)

There used to be a reasonable CT Transit/Dattco bus from New Haven's Union station at 7:25 am that made one stop in Middletown, reaching Hartford about 45 minutes later. It was replaced this year with the ironically named New Haven Middletown Express to Hartford bus leaving Union Station at 7:30 am and 10 stops and an hour and 45 minutes later arriving in Hartford at 9:15 am. I believe this bus is heavily subsidized by State Funds, but have been unsuccessful in locating any decision makers around this choice.

For upcoming planning purposes, I urge this Board to consider interim solutions for commuters between these two cities until commuter rail becomes reality. Perhaps Amtrak could be convinced to add a morning train from New Haven around 7:30 a.m. that dovetails with Shoreline East and Metro North schedules, perhaps the state could reinstitute a real express bus service, or there is yet to be discovered solution.

Thank You again for your service on this board and contributions to improving transportation options along the important I-91 corridor.

[Signature]

Tom Wolfe
Branford
I’m John A. Alexander, 12 Lord’s Meadow Lane, Old Lyme.
I’m here tonight to solicit the support of your TIA for immediate state remedial action for our most serious transportation problem, congestion on I-95. The current congestion is strangling the entire shoreline and is an existing obstacle to the residents, businesses and industries of your area as well. I’m here tonight to ask your TIA to endorse an acceleration of the ONLY initiative that can promptly accomplish a reduction of congestion on I-95; that is seamless shoreline rail transportation.

I ask that you endorse the acceleration of the delivery of the M8 railcars that are capable of operating east of New Haven so that MetroNorth can be extended to Stonington with its eastern hub in New London. We need those cars before 2009! M8 trains can provide reliable, safe, convenient mass transportation for metropolitan New York City casino patrons from Grand Central Station to Union Station in New London where private casino buses can provide the connection to the gaming tables. This transportation initiative can take tens of thousands of metropolitan New York City casino patrons off I-95 just as fourteen trains in each direction every day carry Philadelphia patrons of Atlantic City casinos. That is an existing admirable mass transportation alternative to the creation of a super-highway parking lot. Tens of thousands of I-95 clogging casino patrons exist today. They can be taken off our most critical traffic artery as fast as the trains can be scheduled.

I ask the DOT to negotiate the extension of MetroNorth, the use of the right of way east of New Haven, and the operation of the affected bridges BEFORE the first railcars are delivered.

I ask your TIA to ask the DOT to reprogram our more generous transportation budget for the maximization of the number of casino patrons that can be delivered by train to the casino buses in New London.

I ask that the first M8 railcars to be delivered be committed to non-stop service from Grand Central to New London’s Union Station until the demand for such service is satisfied. Schedules should then be adjusted to encourage shoreline casino patrons to take the train to New London. I ask that all increased revenues from such service be committed to the acquisition of additional M8 cars to accommodate the new living/working/shopping alternatives that frequent, reliable convenient seamless shoreline rail transportation provides to the residents of a fully expanded “gold coast.”

Thank you
I write to express my full support for the proposed New Haven-Hartford-Springfield Commuter Rail Service, which is critical to the success of future economic development efforts all along the I-91 corridor. I urge the state to immediately fund all the needed environmental design and review work, plans for station design and construction as well as all components necessary to put this project on the fast track.

The City of Meriden has a long-range plan to redevelop and economically invigorate our downtown. This plan calls for developing 53 acres in our center city and includes significant flood control infrastructure, transportation and traffic improvements. All of these improvements will allow us to take maximum advantage of our excellent location at the crossroads of I91 and I691.

The City is implementing the first phase of this project. A 15-acre parcel, adjacent to our Amtrak rail line, will soon be transformed into a downtown park with commercial development opportunities and parking garage facilities. The parking facilities will not only serve the planned New Haven to Springfield commuter rail service, but will also serve our current Amtrak service, commuters, downtown workers and visitors. This garage will connect to a new, multi-modal transportation center to be housed in a soon-to-be vacated USPS facility.

The proposed New Haven-Hartford-Springfield Commuter Rail Service is a critical element to our plan's success. The synergies created by the new commuter rail service, our intermodal transportation center, newly created open space and downtown commercial development will have positive economic impacts, not only for Meriden but also for all towns and cities along the I-91 corridor.
The City of Meriden is a strong supporter of the proposed commuter rail service and other transportation related improvements along the I91 corridor. Please do not hesitate to contact me if I can be of further assistance as this exciting project moves forward.

Mark D. Benigni
Mayor