Testimony by

Lyle Wray, Executive Director

Capitol Region Council of Governments for the

General Assembly Appropriations Committee

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The Capitol Region Council of Governments very much appreciates the opportunity to provide input on transportation appropriations for the upcoming budget.

Transportation spending is an important input to our economy – from core infrastructure to access of many state residents to jobs every working day. These investments are very important to sustaining and accelerating economic growth in our state.

In the capital region we very much appreciate the crucial state investments that have been made to make the CTFastrak bus rapid transit system the success that it has been over the past almost two years. For the most recent month, transit on the CTFastrak corridor is up 23% from the same month the year before. The full ridership picture in a CRCOG graphic is attached (Attachment 1). Connecting regional residents to the 150,000 jobs within a mile of the transit corridor saves employees time in getting to and from work and is beginning to spur economic development at the 10 transit stations in the region.

With regard to Hartford Rail, we look forward to the 2018 launch of more frequent, faster service to New Haven and to New York City beyond. Ridership increases from 300,000 over a relatively short period to 750,000 annually are being projected. Globally, connecting to economically stronger regions provides mutual benefit to both ends of a rail corridor. Connecting the metropolitan Hartford region to New Haven and New York City can be an important boost to our regional economy and we hope to reconnect the region to Boston by rail in the not too distant future.

CRCOG has enthusiastically been advancing the Local Transportation Capital Improvement Program (LOTCIP). An attached CRCOG infographic details the widespread applications for investments in projects in the capital region and the current status of these projects (Attachment 2).
CRCOG is well aware of the budget challenges faced by the state and by our 38 member municipalities that are home to 1 million of the state’s residents. In this context, CRCOG supports the lock box for transportation, and the crucial continued use of the dedicated sales tax for vital transportation investments.

Additional funds will need to be found in the near future to replace or repair many parts of our transportation system that are at or beyond their design life. The I-84 viaduct in Hartford carries 175,000 vehicles per day, as an example, and it will need to be replaced in the not too distant future.

We see transportation investments as vital to sustaining and growing our regional economy and to serve our residents going into the future.

Attachments: 2

Contact

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CT Fastrak

Average Weekday Ridership
May 2015 - January 2017

Overall Ridership: 15,911
Guideway Routes: 9,206
Local Routes: 6,077
Commuter Routes: 628

Legend
Guideway Routes:
New or revised routes that use the CTFastrak guideway. These routes provide service along the guideway, as well as to local destinations.

Local Routes:
These are the "blue" buses that operated in the corridor prior to the opening of CTFastrak. They include the following routes: 31/33, 37/39, 41, 69.

Commuter Routes:
Buses operated under the CTtransit Express brand. These routes existed prior to the opening of CTFastrak, but provide complementary service.

About the data
This infographic presents passenger trip data for the CTFastrak service. The data comes directly from the Connecticut Department of Transportation and is not the product of the Capitol Region Council of Governments (CRCOG). CRCOG provides this visual resource to make the data more accessible.

Data current as of: 2/7/2017
http://www.ct.gov/dot/ctfastrak
Connecticut Public Act 13-239 was signed into Law in June 2013 creating LOTCIP. The program was established to supplant federal funds offering opportunities for improved project delivery. The program provides State funds to municipal governments through Regional Planning Organizations for Transportation projects of regional significance, including reconstruction, pavement rehabilitation, sidewalk and multi-use trail projects.

The State budget allocated between $45 million and $74 million annually for LOTCIP in fiscal years 2014-2017. An additional $62 million is expected to be budgeted statewide for fiscal years 2018 and 2019. CRCOG’s portion of allocated funds total $61.3 million to date, and another $34.8 million is expected for projects in FY2018 and FY2019.

**Program Expenditures (per Fiscal Year)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY14</td>
<td>$2,329,801</td>
</tr>
<tr>
<td>FY15</td>
<td>$2,968,290</td>
</tr>
<tr>
<td>FY16</td>
<td>$4,708,400</td>
</tr>
<tr>
<td>FY17</td>
<td>$21,663,600</td>
</tr>
<tr>
<td>FY18+</td>
<td>$34,125,853</td>
</tr>
</tbody>
</table>

*Represents Projects that have advanced beyond the application phase

- **Reconstruction**
- **Pavement Rehabilitation**
- **Stand-Alone Sidewalks**
- **Multi-Use Trails**
LOTCP projects are subject to a competitive selection process prior to being advanced. Through a collaborative, transparent process, projects are numerically rated on predetermined criteria ranging from structural improvement and traffic volume to environmental and complete street components. A project's regional significance also factors into the criteria.

LOTCP Critical Milestones

1. Application Phase
2. Commitment to Fund Letter
3. Design Phase
4. Authorization to Advertise Letter
5. Advertising/Bidding Phase
6. Authorization to Award Letter
7. Construction Phase

Project Totals Per Phase

- $26,163,550
- $17,752,303
- $9,068,990
- $6,643,290

CRCOG aims to annually recognize municipalities that expedite LOTCP project delivery in each Fiscal Year.

February 2017