



LET'S GO CT!

Connecticut's
**5 Year Transportation
Ramp-Up Plan**

FEBRUARY 2015



“We cannot afford to repeat history. I will not repeat history.”

GOV. DANIEL P. MALLOY

5 Year Ramp-Up Plan

In July, Connecticut will mark the 120th anniversary of the creation of the first Highway Department in the country. That historic step was necessitated by a crisis and charge to literally “get us out of the mud” so the State’s goods and crops could get from farm and factory to market, and provide safe travel for all.

A careful read of our transportation history provides ample evidence that our transportation system has consistently struggled to meet existing demands and failed to expand or be a springboard for economic growth.

Just go back to 1921, when the transportation commissioner wrote, “Our problem is two-fold; we must improve the surface, widen and straighten out our existing State highways at enormous cost; and we must also extend our present highway systems in order that the congestion of traffic may decrease. Our roads are subject to traffic beyond their capacity. If congestion could be relieved, our difficulties would be much less and the possibility of accidents and delay materially reduced.” He went further and said, “It is idle to expect that any expenditure could either be authorized or made within a reasonable time so that we must face the necessity, for the next few years at least, if not for an indefinite length of time, of having a highway system inadequate for the traffic demands.”

With few exceptions, the transportation system has reacted to inadequate investment, infrastructure failures, insufficient capacity and transit service crises. Transportation plans have been constrained to address only the most critical safety issues and infrastructure performance priorities. The obvious connection between a robust economy and transformational transportation investments has been elusive.

We cannot afford to repeat history. I will not repeat history. Which is why I launched a *Bold Vision for a Transportation Future* in Connecticut, and why I am issuing a budget for transportation that reverses a 120-year history and immediately implements a 5-year ramp-up of the transportation infrastructure program with a focus on the most critical investments across the entire State. While I have initiated a full public dialogue about the ultimate transportation vision, we must not postpone real action on boldly investing in transportation. It is just too important to the health of the system and the State's economy to wait. We will act now.

(Below) I-84 Accelerated Bridge Construction, Southington



The 5-year, \$2.8 billion plan builds upon the \$3.8 billion baseline plan for the Department of Transportation. Together, these programs will fund thousands of projects across the State and ramp up our capacity to reach the full complement of projects in the 30-year program outlined in *Let's GO CT! Connecticut's Bold Vision for a Transportation Future*. Within the 5 years, there are literally thousands of projects advancing through planning, environmental approval, design and construction. Such projects range from fixing bridges across the State and designing the replacement for the Hartford viaduct to completing the replacement of the rail overhead power system for the New Haven Line and the environmental and design work for the extension of Route 11.

Our immediate investments in a 5-year authorization are outlined on the pages that follow, including projects such as capacity expansion in the I-95 and I-84 corridors. It will include additional investments in the New Haven Line, Branch Lines, Shore Line East and the New Haven-Hartford-Springfield Lines including stations, track, fleet, and parking expansion, as well as transit expansion and investments in real time information systems and additional funding for pedestrian and bike systems statewide.

Let's act now. Let's GO CT!



GOVERNOR
DANNEL P. MALLOY

N

MASSACHUSETTS

Montreal

NEW YORK

NEW YORK TO HARTFORD CORRIDOR

4

Torrington

202

63

8

44

4

Hartford

BRADLEY INTERNATIONAL AIRPORT

5

91

5

91

Waterbury

84

Meriden

691

69

Danbury

7

34

63

NEW YORK TO NEW HAVEN CORRIDOR

58

8

New Haven

1

PORT OF NEW HAVEN

Bridgeport

PORT OF BRIDGEPORT

Norwalk

95

LONG ISLAND SOUND

Stamford

1

15

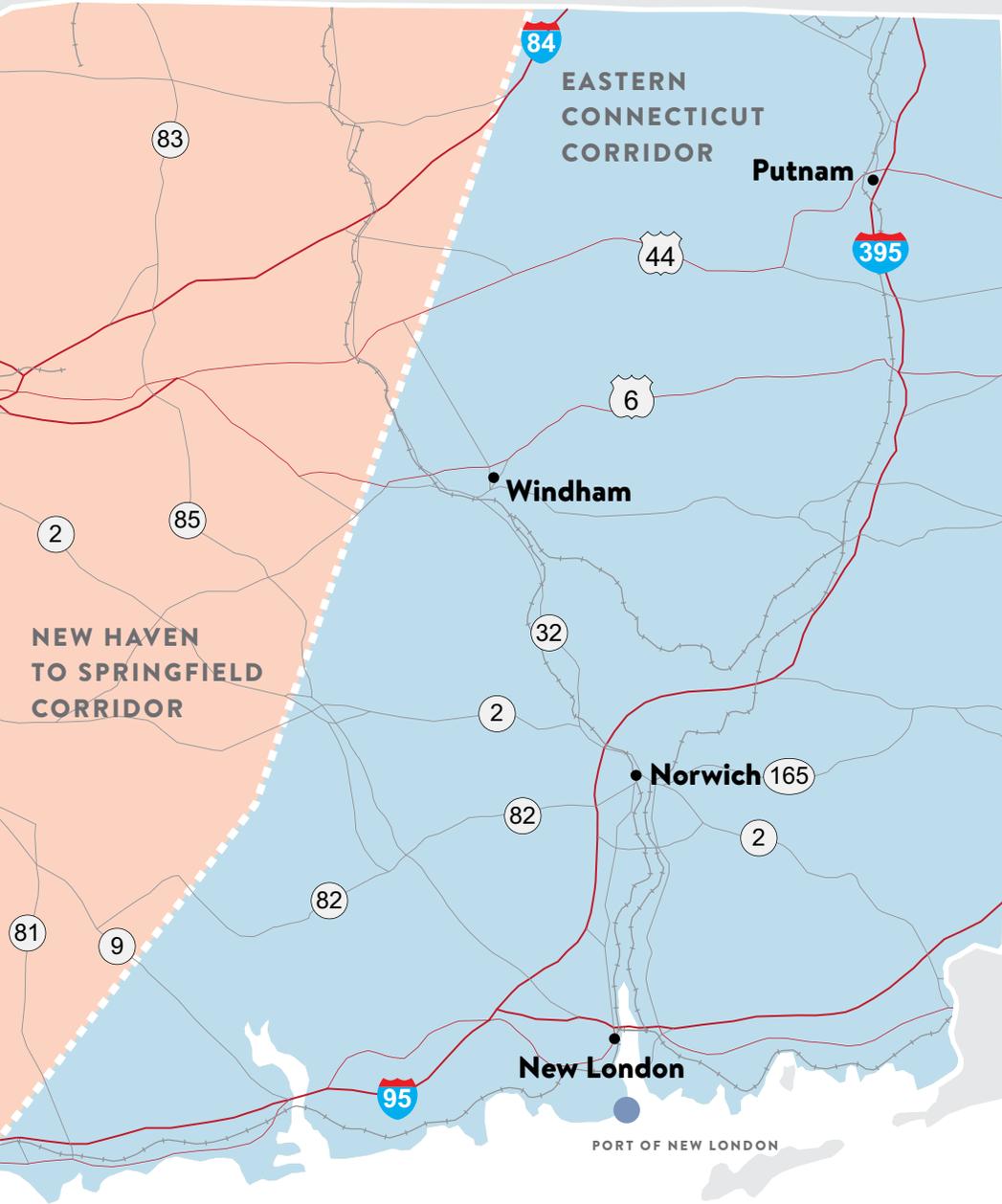
NYC

Palmer

Boston

Worcester

Springfield



RHODE ISLAND

Travel Corridors

BLOCK ISLAND SOUND

Five-Year Ramp-Up Transportation Plan - By Location

Expanded Capital Program - Includes Increased Funding of Municipal Roads and Bridges						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
New York to New Haven	\$138,450,000	\$ 49,300,000	\$178,000,000	\$357,150,000	\$166,850,000	\$889,750,000
New York to Hartford	\$37,550,000	\$44,300,000	\$154,300,000	\$97,050,000	\$144,050,000	\$477,250,000
New Haven-Hartford-Springfield Central Corridor	\$87,550,000	\$ 417,300,000	\$124,300,000	\$173,550,000	\$239,050,000	\$1,041,750,000
Eastern Connecticut	\$11,300,000	\$9,300,000	\$90,600,000	\$122,050,000	\$141,050,000	\$374,300,000
Total Expanded Program	\$274,850,000	\$520,200,000	\$547,200,000	\$749,800,000	\$691,000,000	\$2,783,050,000
Current Services Base Program	\$741,426,765	\$763,288,380	\$763,288,380	\$763,288,380	\$763,288,380	\$3,794,580,285
Total State Capital Authorizations	\$1,016,276,765	\$1,283,488,380	\$1,310,488,380	\$1,513,088,380	\$1,454,288,380	\$6,577,630,285
Federal Funding (Assumed)	\$682,362,000	\$682,362,000	\$682,362,000	\$682,362,000	\$682,362,000	\$3,411,810,000
Total Capital Program	\$1,698,638,765	\$1,965,850,380	\$1,992,850,380	\$2,195,450,380	\$2,136,650,380	\$9,989,440,285

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Five-Year Ramp-Up Transportation Plan - By Project Type

Expanded Capital Program						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Highway	\$30,000,000	\$33,000,000	\$195,100,000	\$256,600,000	\$97,800,000	\$612,500,000
Rt 7/15 Interchange Reconfiguration I-84 West Hartford I-95 Baldwin Bridge to Gold Star Bridge Preliminary Design and ROW I-91 Relocation and Reconfiguration of Interchange 29 I-84 Exits 3-8 I-91/I-691/Route 15 I-95 Stamford to Bridgeport Design Route 9 - Middletown						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Bridge	\$25,000,000	\$40,000,000	\$116,300,000	\$60,000,000	\$40,000,000	\$281,300,000
I-84 Hartford Viaduct Design I-84/Route 8 - Mixmaster Rehab Bridge 02514 A/B - SB Gold Star West Rock Tunnel Rehabilitation and Interchange 59 Innovative Bridge Program (Delivery and/or Construction Methodology)						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Rail	\$190,250,000	\$430,000,000	\$188,000,000	\$410,000,000	\$527,000,000	\$1,745,250,000
NHL Bridge Interim Repairs Rail Fleet NHHS Line Expansion/NHHS Stations SLE Improvements New Haven Station and Parking NHL- Danbury Branch Dock Yard Plan to Upgrade NHL Capacity and Speed Real Time Audio and Video System NHL Waterbury Branch Signal System						

Expanded Capital Program						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Bus	\$15,400,000		\$27,600,000			\$43,000,000
Bus and Paratransit Service Expansion CTfastrak East to Manchester Real-Time Location/Bus Information Route 1 BRT – Norwalk/Stamford						
Capital Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Bike/Ped Trails	\$14,200,000	\$17,200,000	\$20,200,000	\$23,200,000	\$26,200,000	\$101,000,000
Urban Network Bike/Ped Connectivity Expanded Trail/Alternative Mobility Program						
Total Expanded Program	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
	\$274,850,000	\$520,200,000	\$547,200,000	\$749,800,000	\$691,000,000	\$2,783,050,000

Gold Star Highway
 Bridge and Amtrak Lift
 Bridge (under repair)





Roadway and sidewalk repair along Eastern Connecticut shoreline



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