NEXT STOP: Making Transit Work for Rhode Island
December 1, 2015
Format for Today

• Transit in Connecticut - Any Lessons Learned?
• CTfastrak - Transit at the Speed of Life
• Let’s Go CT
• Facilitated Discussion
• Goal: Hope that something sticks.
Department of Mobility

- Highways
- Passenger Rail
- Bus Transit and Paratransit
- Aviation - phasing out
- Passenger Ferry
- Transportation Demand Management
  - Carpool/vanpool
  - Telecommute
  - Employee Commute Benefit
- Clean Fuels; Job Access; Town Dial-a-Ride
- Et cetera
How Does CT Deliver Transit?

Transit Services - Family of Services

• Rail - New Haven Line, Shore Line East
• Bus - State-owned CTTRANSIT and Subsidized Transit Districts
  - Urban Local, including ADA
  - Suburban Express
  - Rural

Transportation Demand Management

Transit Customer Information
Transit Statistics

• New Haven Line
  - Ridership - 27 M with trip end in CT
  - CDOT Subsidy -

• Shore Line East
  - Ridership - 700,000
  - CDOT Subsidy -

• CTTRANSIT - Eight Divisions plus Express
  - Ridership: 31 M statewide - about 45% in Hartford Division
  - CDOT Subsidy: $106 M

• Transit Districts - Seven Urban, Five Rural Districts
  • Ridership: 11 M
  • CDOT Subsidy: $28 M

• ADA Paratransit - Statewide
  - Ridership: 1 M
  - CDOT Subsidy: $33 M
How Did We Get Here?

- Transit History in CT
- Regional Coordination/Service Planning
- Key partnerships at Regional/Local level
  - JARC/LOCHSTP
- Key Partnerships at State Level
  - DEEP, DECD
- Innovative Programs
  - Municipal Matching Grant
  - Governor’s Service Initiative
  - Let’s Go CT
CTfastrak – Connecticut’s First
BUS RAPID TRANSIT SYSTEM
CTfastrak Bus Rapid Transit System

- Connecticut’s FIRST bus rapid transit system (BRT)
- Opened March 28, 2015
- 9.4-mile-long busway connecting New Britain, Newington, West Hartford, and Hartford
- Part of a larger regional system with multiple mainline and connecting routes
- Intermodal Connections
How Did We Get Here?

- Joint study: ConnDOT, CRCOG, CCRPA, Towns
- I-84 Corridor West of Hartford including Arterial Roadways, Neighborhoods, Rail Lines
- Alternatives Studied: Modes and Corridors
  - Commuter Rail
  - Light Rail
  - Bus Rapid Transit
  - High-Occupancy Vehicle Lanes
  - Highway Widening
How Did We Get Here?

Locally Preferred Alternative: Busway and Package of Other Improvements

Why Was the Busway the Preferred Option?

- Highest Ridership
- Best Congestion Management Outcomes
- Cost-Effectiveness
- Development Opportunities
What is BRT?

- Bus Rapid Transit (BRT) is state-of-the-art transit service
  - Running way
  - Stations – platform height
  - Vehicles – propulsion, esthetics
  - Fare collection
  - ITS elements
  - Service plan
  - Branding of BRT
Project Challenges - Administrative

- Generating public support
- Multiple stakeholders, 7 design firms, 10 prime contractors
- 14 construction contracts
- Portion of program funded under full funding agreement with FTA
- Cost accounting system
- Aggressive construction schedule
- Systems start-up
Project Challenges - Physical

- Busway runs along active and inactive railroad corridors
- Share right-of-way with Amtrak
- Amtrak C&S and utility relocation
- Integrate intelligent transportation systems – (CAD/AVL, VMS, TVMs, Fareboxes)
- Designer and municipality coordination
- Maintenance issues
Service Planning

The region’s first rapid transit system

CT fastrak

REGIONAL SERVICE

All routes circulate downtown Hartford with transfer available to local transportation

Shuttle Service
- All CTfastrak stations
- Route 101: Hartford/New Britain

Limited Service
- Limited local stops at CTfastrak stations
- Route 102: Hartford/New Britain-Bristol
- Route 121: MCC/Hartford/UConn Health Center
- Route 128: Hartford/West Hartford-New Britain via Stanley St.

Express Service
- Route 923: Bristol Express
- Route 924: Southington-Cheshire Express
- Route 925: Waterbury Express

Rail Connection
- Major Parking Facilities
- Future Parking Facilities
- Transfer available to local transportation
- Key Destinations

Routes based on CTfastrak Service Plan
October 2014

www.CTfastrak.com

Service Planning
Project Website

PRESENTATIONS

- February 18, 2015 Elmerboard Community Center: View Presentation
- Winter 2014-2015 Open House Meetings: View Presentation
- May 12, 2014 River Street Public Information Meeting: View Presentation | Summary
- Spring 2014 Open House Meetings: View Presentation | Summary
- Fall 2013 Open House Meetings: View Presentation
- Spring 2013 Service Planning Meetings: View Presentation

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Service Plan

Latest CTfastrak Service Plan

Since the October 2013 draft of the CTfastrak 2013 Service Plan was released, the CTfastrak team has been at more than 150 outreach events to talk to existing and potential riders about the system. We heard requests for days and hours of service, new destinations, and improved service, and new routes. The service plan has been adjusted to address the concerns and requests that we have received.

There are four types of routes:
- CTfastrak revolution
- CTfastrak local service
- CTfastrak express service with routes on the CTfastrak bus only roadway
- Existing local transit service

Click on the Image at right to view a summary of changes to CTfastrak services.

Route Names and Numbers

We have made changes to route numbering to differentiate among the right CTfastrak bus systems. The routes are numbered rather than using letters for clarity, especially to help customers traveling between systems in New Britain, Wethersfield, New Haven, and Waterbury. The 500 series is assigned to New Britain and Bristol. 600 is assigned to the CTfastrak express bus system. The 1000 series is assigned to CTfastrak routes. Please click here to view a PDF summary of the change.

CTfastrak Circulation in Downtown Hartford
Online Trip Planner

CT Transit

PLAN YOUR TRIP

Use Google Transit or our Trip Planner to quickly find your CTtransit and/or CTfastrak bus route.

Google Transit OR Trip Planner

Court of Saint James
Copaco Shopping Center
Depart 06/15/2015
1:40 PM
SUBMIT

GO TO TRIP PLANNER

ANNOUNCEMENTS

Extra Service Scheduled for the Free Downtown Hartford dash Shuttle, 5/11/2015
“Transit App”
for iPhone and Android Phones and Tablets

Real time bus info!
Positive Outcomes/Experiences

- Ridership numbers have exceeded pre-opening day expectations.
- New branding has drawn interest of riders
- Introduction of new technologies
- Expanding with CTfastrak East and CTfastrak Fairfield Co.
- Looking to expand our parking areas
- TOD - Economic development opportunities
- Business and Customer Incentives – CTfastrak Rewards
- CTfastrak being used for entertainment, college students
Connecticut’s Bold Vision and Call to Action for a Transportation Future
Governor’s Proposal:

- Presents bold vision
- **Based on:** technical analyses & public outreach done as part of TransformCT
  - 18-month strategic planning process
    - **Needs:** identify basic needs,
    - **Vision:** define a bigger vision:
      - do more than just fixing problems
      - ‘**Best in Class**’
    - **Strategy:** develop plan to achieve vision
      - Engaged public to help define the vision
- **Outcome:** Let’s Go CT
Best in Class Vision

- **30-year plan**: all critical preservation & enhancement needs
- **5-year ramp-up**: projects within the 5-year budget cycle to jump start investment
- **Lock Box**
- **Cost:**
  - 30-year *Vision*: $100 Billion investment
  - 5-year ramp up: $10 Billion investment
    - Base Capital Program is $7.2 Billion (fed + state)
    - Ramp-Up funds $2.8 Billion (additional state)
Bus Program

- Improve & expand urban bus service by 25%, providing urban residents access to bus service within half-mile of home

- Integrate operating services, information and customer service statewide including consolidated, coordinated para-transit (dial-a-ride) services

- Upgrade bus maintenance facilities

- State-of-the-art service & information delivery, i.e. real time multimodal information & smart card fare collection systems
Bike & Pedestrian
Transit’s First Mile/Last Mile

• **Design for Bikes & Pedestrians**
  Support livable & walkable communities:
  o complete streets policy
  o context sensitive designs that respect community values.

• **Trail Program**
  Expand program to fill gaps in the regional trail system & maintain existing trails.

• **Urban Bike/Ped Connectivity Program**
  New program to improve accommodations for pedestrians in community centers.
Base Capital Program Continued

Current Base 5 Year Capital Program is funded with Federal & State Monies

- Historically, Federal funding accounted for 70-80% of the Program
- State-Federal ratio is now close to 50% with State funding including:
  - Fix it First Highway
  - Bridge Program
  - LOTCIP

![Circle Chart](chart.png)

- Total Anticipated Federal Portion of the Current Program
  - Federal $3.2B
  - 45%

- Total Anticipated State Portion of the Current Program
  - State $3.8 B
  - 55%
5 Year Ramp Up Capital Budget
Base Program vs. Ramp Up

Base Capital Program
- $3.2 Billion State
- $3.8 Billion Federal

Ramp Up
- $2.8 Billion - State

Total = $10 Billion investment over the 5 year period
How to Make Transit Work (Anywhere)?

We know we can contribute to improving the economy, and access to jobs, health care, educational opportunities, etc.;

We have a really large supermarket of mobility options available to us;

We generally know what we need to do;

BUT,

We probably have a limit on our credit card.
Do or do not.
There is no try.
--Yoda
THANK YOU

- www.ct.gov/dot
- www.ctfastrak.com
- www.cttransit.com
- www.ctrides.com

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