

January 5, 2023



Connecticut Commuter Rail Council 2023 Legislative Agenda

2023 Recommended Legislative Bills:

- **Shore Line East Service Restoration**
 - An Act Concerning the Restoration of Service on the Shore Line East to the same level of service that it had prior to reductions put in place after Covid 19.
- **Common Transit Service App**
 - An Act concerning the funding of a feasibility study to work towards the creation of a travel app that synchronizes all the various public transportation modes into a one stop resource allowing schedule linking and ability to pay in a single resource.
- **Fare Free Busing**
 - An Act concerning the continuation of the fare free busing program originally put in place to assist with raising returning ridership rates. This program has effectively proven to build bus ridership, get people into buses and out of cars.
- **Connecticut Commuter Rail Council**
 - An Act concerning the support of the Connecticut Commuter Rail Council in fulfilling their legislative charge by creating a budgeting mechanism to help offset the costs associated with advertising, communications, website maintenance and hosting, administration, and technology for virtual public meetings.
- **Waterbury and Danbury Branch Fleet**
 - An Act requiring the CDOT to purchase new rail cars for the Waterbury and Danbury branches to replace all the aging rail cars which are amongst the oldest in the entire fleet.

While not a bill the CCRC did wish to weigh in on the Community Connectivity Grant Program

- **Community Connectivity**
 - The Community Connectivity Grant Program (CCGP) is a current program of the State of CT DOT that offers municipalities funding for pedestrian and bicycle projects that make the environment safer for non-vehicle road users. Connecting the rail system in Connecticut to the broader transportation system is a focus for the CCRC and it is crucial for our rail stations to be surrounded by a continuous and contiguous active transportation network. Per the rules from CTDOT, municipalities are allowed one grant application per solicitation, regardless of the presence of important state-owned rail

facilities. The CCRC supports the inclusion of a SECOND CCGP grant application in solicitations for municipalities that have an existing commuter rail station, provided one of the two applications is within 3/4 mile of an existing (or funded/planned) commuter rail station including sidewalks, bike lanes include bike lanes, bike parking, storage and electrical connection for bikes at appropriate train stations and bus depots