



Transportation Infrastructure Program

CTDOT 2026-2030 Capital Plan



Cover photo: CTDOT Project No. 0079-0246 - I-91/I-691/Route 15 Interchange Improvements

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List of Acronyms

AC	Advance Construction
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
ATMS	Advanced Traffic Management System
AWZSC	Automated Work Zone Speed Control
CCGP	Community Connectivity Grant Program
CCTV	Closed Circuit Television
CEPA	Connecticut Environmental Policy Act
CM/GC	Construction Manager/General Contractor
CMAQ	Congestion Mitigation and Air Quality
CMAR	Construction-Manager-at-Risk
COG	Council of Government
CRSMS	Connecticut Roadway Safety Management System
CT	Connecticut
CTDAS	Connecticut Department of Administrative Services
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDESPP	Connecticut Department of Emergency Services and Public Protection
CTDMV	Connecticut Department of Motor Vehicles
CTDOT	Connecticut Department of Transportation
CTSS	Computerized Traffic Signal System
CV	Connected Vehicle
CX	Customer Experience

DB	Design-Build
EA	Environmental Assessment
EB	East Bound
EIS	Environmental Impact Statement
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FSP-NEC	Federal-State Partnership for Intercity Passenger Rail Grant Program for Projects on the Northeast Corridor
FTA	Federal Transit Administration
GHMP	Greater Hartford Mobility Program
GHMS	Greater Hartford Mobility Study
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
LOTCIP	Local Transportation Capital Improvement Program
Low-No	Low or No Emission
MNRR	Metro-North Railroad
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NB	Northbound
NEPA	National Environmental Policy Act

NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOFO	Federal Notice of Funding Opportunity
NVCOG	Naugatuck Valley Council of Governments
OPM	Office of Policy and Management
PEL	Planning and Environmental Linkages Study
PRRP	Pavement Rehabilitation and Reconstruction Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
R&E	Restoration and Enhancement Grant Program
RSA	Road Safety Audit
RTSP	Regional Transportation Safety Plans
SAFE	Service and Fare Equity Analysis
SEAT	Southeast Area Transit District Facility
SFY	State Fiscal Year
SHSP	Strategic Highway Safety Plan
SOGR	State of Good Repair
SR	State Route
SRTS	Safe Routes to School Program
SSA	Safe System Approach
STBG	Surface Transportation Block Grant
STEAP	Small Town Economic Assistance Program
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP-U	Surface Transportation Program - Urban

STO	Special Tax Obligation Bonds
T2 Center	Training and Technical Assistance Center
TA	Transportation Alternatives
TAM	Transportation Asset Management
TAMP	Transportation Asset Management Plan
TIME	Track Improvement and Mobility Enhancement
TIP	Transportation Improvement Plan
TOD	Transit Oriented Development
TRIP	Transportation Rural Improvement Program
UConn	University of Connecticut
UHPC	Ultra-High Performance Concrete
USDOT	United States Department of Transportation
USHUD	United States Department of Housing and Urban Development
VRU	Vulnerable Road User
WWD	Wrong Way Driving

Introduction

Agency Overview

The Connecticut Department of Transportation (CTDOT) is responsible for the planning, design, construction, maintenance, and operation of the state's transportation infrastructure. This includes highways, railroads, mass transit systems, and waterways. The agency's mission is improving lives through transportation with a commitment to three key Pillars – People First, Accountability, and Innovation. Its vision is to create a consistently positive experience for the people of Connecticut that optimizes mobility, supports economic vitality, and recognizes the impact of infrastructure development on the public and the environment.

Guided by this mission, the agency is led by the Office of the Commissioner and is further organized into five bureaus, each with a unique focus and responsibility:

1. **Bureau of Engineering and Construction:** Dedicated to developing and implementing the Capital Program for Connecticut's transportation network. The Bureau leverages innovative engineering and construction solutions, incorporating stakeholder input, to enhance public safety, mobility, economic vitality, and community connectivity, all while preserving environmental and cultural resources.
2. **Bureau of Finance and Administration:** Facilitates staff growth, improves financial and operational efficiency, simplifies business procedures, expands opportunities for community participation in the supply of goods and services for the promotion of economic development, and strives to enhance the state's transportation system.
3. **Bureau of Highway Operations:** Focused on maintaining Connecticut's highway and bridge systems while balancing the needs of the motoring public. This involves tasks such as snow and ice control, incident management, and permitting for oversize/overweight vehicles.
4. **Bureau of Policy and Planning:** Responsible for implementing a comprehensive statewide transportation planning process. It considers and implements projects, strategies, and services that address economic development, sustainability, safety, accessibility, environmental protection, and the integration and connectivity of the transportation system across all modes of travel.

5. **Bureau of Public Transportation:** Responsible for the development, maintenance, and operation of a safe and efficient system of motor carrier, mass transit, rail facilities, and maritime assets. It facilitates the movement of people and goods through programs such as bus transit, rail operations, ferries, and ridesharing.

What is the Capital Plan?

The Capital Plan is an annual report prepared by CTDOT to inform stakeholders about CTDOT's planned Capital Investments over the upcoming 5-year period. The document describes how projects enter the Capital Program, how the program is funded, outlines the major projects and programs in the Capital Plan, and shows the agency's construction expenditures & contractor bidding opportunities for the past two years and projections for the upcoming year.

The Capital Plan uses the Federal Fiscal Year (FFY) as its timeframe for presenting data. The FFY runs from October 1 to September 30 of the following year, rather than aligning with the calendar year or the State Fiscal Year (SFY), which spans from July 1 to June 30 of the following year. This emphasis on the FFY reflects the importance of federal funding in the Capital Program.

The Capital Plan is a product of collaborative efforts, including feedback from stakeholders, Connecticut's Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs), reflecting regional interests and priorities. This collaborative approach adds depth and relevance to the plan, aligning it with the broader vision and goals of the state and its communities.

How Does the Capital Plan Relate to Other Planning Documents?

The planning documents that guide how CTDOT selects its projects include the Long-Range Transportation Plan, Metropolitan Transportation Plan, Transportation Improvement Program, and Statewide Transportation Improvement Program. Each document is described below:

- **Long-Range Transportation Plan:** Federally mandated policy document that serves as a framework for preparing future, project-specific transportation plans. The Long-Range Transportation has a time horizon of 20+ years and is typically updated every 5 years. CTDOT released its most recent Long Range Transportation Plan in 2018, which outlines transportation goals and strategies for the period from 2018 to 2050. Currently, CTDOT is in the process of

developing a new [Long Range Transportation Plan](#) to address the state's evolving transportation needs and priorities.

- **Metropolitan Transportation Plan (MTP):** MPOs are required to prepare the MTP to identify both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. This MPO/COG led visioning document has a time horizon of 20+ years and is updated every 4 years.
- **Transportation Improvement Program (TIP):** Each MPO is required to develop a TIP, in cooperation with the state and public transit providers, that includes all regionally significant projects and projects that receive federal FHWA and FTA funds. This MPO/COG led execution document has a time horizon of 4 years and is updated approximately every 2 years, but at least every 4 years, in line with the update of the Statewide Transportation Improvement Plan.
- **Statewide Transportation Improvement Program (STIP):** The STIP, which includes all projects in each TIP, is a planning document that lists all projects expected to be funded in those four years with Federal FHWA or FTA participation. The STIP must be developed in cooperation with the MPOs, public transit providers and the Rural Council of Governments. It must be fiscally constrained and be assessed for impacts to air quality. This state led execution document has a time horizon of 4 years and is updated approximately every 2 years, but at least every 4 years. CTDOT's most recent [STIP](#) was released in 2024 and covers the years 2025 through 2028.
- **Capital Plan:** The 5-year Capital Plan is consistent with the STIP and reflects projects and programs authorized by the legislature. It informs the CTDOT's stakeholders about the past year's program and outlines the plan for the upcoming year. This state led execution document has a time horizon of 5 years and is [updated every year](#).

How is the Capital Program Funded?

The Capital Program is funded with a mix of federal, state, and local funding. At the federal level, the government allocates substantial resources for transportation through both formula and discretionary programs. The State plays a significant role by allocating its own funds and leveraging federal resources. Local funding complements these efforts by addressing community-specific transportation needs, including local road maintenance

and pedestrian-friendly initiatives. Together, these layers of funding create a collaborative framework that sustains and advances transportation projects, connecting people and goods efficiently across the state. The available funding for the Capital Program is shown in Figure A.

Federal Funding and the Infrastructure Investment and Jobs Act

CTDOT has four major sources of federal funding, all of which fall under the umbrella of the United States Department of Transportation (USDOT):

1. The Federal Highway Administration (FHWA),
2. The Federal Transit Administration (FTA),
3. The Federal Railroad Administration (FRA), and
4. The National Highway Traffic Safety Administration (NHTSA).

Congress passed the Infrastructure Investment and Jobs Act (IIJA) in November 2021, which authorizes the transportation program for five federal fiscal years (FFY2022 - FFY2026) subject to annual appropriations. The IIJA provides Connecticut with approximately \$5.38 billion in federal transportation formula funding over the five years, which is an increase of \$1.6 billion over the levels authorized in the previous federal legislation, Fixing America's Surface Transportation (FAST) Act. Since the IIJA ends in FFY2026, the Capital Plan assumes funding will continue at the same level from FFY2026 through FFY2030.

Reauthorization efforts are underway for the next federal highway bill, focusing on key priorities such as increasing and stabilizing federal funding to support long term capacity of the Highway Trust Fund that will allow for flexible funding in the future. These priorities also include emphasizing support to safety programs, improve resilience, ensuring accessible mobility options, and encouraging advancements in innovation and technology. Additionally, there are efforts to prioritize methods that

will streamline the project delivery process and provide support to workforce development strategies.

The Capital Plan assumes an annual federal formula funding level of approximately \$1.1 billion. This includes anticipated FHWA, FTA, FRA, and NHTSA funding. Total formula federal funding received for FFY2025 was \$1.1 billion (\$840m FHWA, \$265m FTA, and \$14.6m NHTSA). The FRA awarded CTDOT two rounds of discretionary grants for the Northeast Corridor and rail networks. These awards totaled \$1.168 billion for FFY 2022 and FFY 2023 and \$283 million for FFY 2024, supporting selected projects in Connecticut. The CTDOT's demonstrated ability to immediately utilize the additional federal funds resulted in successful applications. Despite this increase in federal funding, high levels of inflation, labor shortages, and supply chain disruptions are resulting in significant cost increases to perform the same level of work.

Federal Highway Administration Funding

The Federal Highway Administration (FHWA) is the largest federal funding source for the CTDOT's transportation program and is the primary funding source for roadways and bridges. With annual funding from FHWA exceeding

\$800 million in FFY2025, the strategic management and utilization of FHWA funds is critical to the CTDOT's Capital Program. Federal funds are distributed to the CTDOT through specific federal-aid programs, each of which has defined eligibility criteria. These criteria are primarily based on geographic area, roadway classification, asset condition, and type of improvement. At the same time, the growth in the number of federal programs with their specific eligibility criteria including sub-allocation based on geographic area is a significant planning and programming challenge.

FHWA regulations require the CTDOT to obligate the full amount of formula limitation provided through an appropriations bill in that specific fiscal year or it lapses. The CTDOT has consistently obligated its full annual formula limitation, along with additional limitation provided through the August Redistribution process. In fact, over the last five years, the CTDOT obligated \$438.4 million in additional Federal funds through the August Redistribution process. The CTDOT received its most recent award of additional limitation in FFY2025 at \$110 million.

A key tool utilized by the CTDOT to deliver a robust Capital Program is a federal financial tool called Advance Construction (AC). AC allows projects to begin in advance of having full obligation authority set aside, resulting in the ability to program a greater number of projects than would otherwise be possible. This financing mechanism is typically used on large projects that can be phase funded over multiple years in anticipation of future obligation authority and future

apportionment. Use of this financing tool and phase funding projects over multiple years, has played an important role in the CTDOT's successful execution of the August Redistribution process.

Federal Transit Administration Funding

The Federal Transit Administration (FTA) is the primary federal funding source for the CTDOT's public transportation infrastructure program. Annual formula funding from FTA now exceeds \$250 million and has five annual program apportionments. The strategic management and utilization of FTA funds, while paying close attention to funding eligibility requirements, is critical to the public transportation portion of the Capital Program.

FTA requirements and procedures for the management of all FTA grant programs are governed by FTA's Master Agreement. This is the official FTA document containing federal requirements applicable to the FTA recipient and the administration of FTA grants. The Master Agreement is incorporated by reference and is made part of each FTA grant. The CTDOT is the designated recipient for all FTA programs and is responsible for service and planning decisions for rail, fixed-route bus, and complementary paratransit service in the urbanized areas of the State.

For most regular formula funds, FTA allows four years for funds to be obligated so the funding may be carried forward. This allows for larger projects to be financed with two or more years of apportionment. Additionally, as the designated recipient, the CTDOT programs and plans the formula funding from the Urbanized Area / Section 5307 Formula Grants (the largest FTA source of funds) and creates a funding pool from which capital projects in regions around the State are funded.

The CTDOT does not utilize a formula to reallocate Section 5307 formula funds to the bus operators, rather the funding pool allows for a cooperative, non- discriminatory allocation of funds to different regions based on annual needs. The disbursement of these funds is approved by the MPOs in the STIP. Sub- area split agreements that reflect the annual disbursement of funds by region are created by the CTDOT and executed by the operators from each region.

This program allows local transit operators to fund major projects for which they may otherwise have never accumulated adequate funds.

FTA requires the recipients of federal funds to develop a finance plan to complete large projects. To achieve this, the CTDOT uses a federal financial tool called Pre- Award Authority, particularly for large multi-year programs, providing for a phased approach to project funding. This mechanism allows the State to request and

receive approval to construct a federal-aid project in advance of the availability of authorized federal funds.

Federal Railroad Administration Funding

There are no formula funds administered by the Federal Railroad Administration (FRA); only discretionary grant programs exist to support FRA- eligible projects and priorities. The management of FRA funds requires the CTDOT to adhere to both programmatic and administrative laws, regulations, policies, and procedures to effectively implement and manage projects awarded by FRA in accordance with the conditions of the grant agreement.

Two recent rounds of FRA Grant awards for the Northeast Corridor are a substantial accomplishment that will allow major projects to advance for improvements to the rail infrastructure. These grants represent a significant future infrastructure investment.

National Highway Traffic Safety Administration Funding

The National Highway Traffic Safety Administration (NHTSA) allocates funding to support and improve transportation safety and infrastructure at the state level. These funds are essential for the implementation of a wide range of road safety initiatives and projects, such as highway improvements, traffic management, and educational programs.

Federal Discretionary Funding

In addition to the formula funds, the IIJA makes more than \$100 billion in competitive federal transportation grants available for Connecticut to pursue. These discretionary grant programs provide even more opportunities for improvements to Connecticut's transportation system. The CTDOT has established a dedicated Grants and Socio-Economics Development unit in the Bureau of Policy & Planning to support this initiative. This unit collaborates closely with key personnel from all Bureaus regarding the preparation and submittal of federal discretionary grant applications. The CTDOT and transportation stakeholders are monitoring the Federal Notice of Funding Opportunities (NOFOs) as they are released by USDOT and are actively applying to relevant opportunities. The list below includes some of the grants that the CTDOT has applied for and received since the implementation of IIJA:

- \$158.2 million: Gold Star Memorial Bridge Northbound Structure Rehabilitation Project (FFY2022 FHWA: Bridge Investment Program – Large Bridge).

- \$125 million: I-91/I-691/Route 15 Interchange Improvements Project (FFY2025-2026 USDOT: Multimodal Project Discretionary Grant Opportunity)
- \$38.9 million: Conversion of CTfastrak to an All-Electric Bus Fleet (FFY2024 FTA: Buses and Bus Facilities / Low or No Emission (Low-No))
- \$29.6 million: Ansonia, Beacon Falls, & Seymour Train Stations (FFY2022-2023 FTA: All Stations Accessibility Program)
- \$26.4 million: Battery Electric Bus Deployment at CTtransit Stamford Division (FFY2023 FTA: Buses and Bus Facilities / Low or No Emission (Low-No))
- \$25 million: Move New Haven On-Street Bus Rapid Transit System (FFY2023 USDOT: Rebuilding American Infrastructure with Sustainability and Equity / RAISE)
- \$20.4 million: Modernization of the Southeast Area Transit District Garage in Norwich (FFY2022 FTA: Buses & Bus Facilities Grant Program)
- \$20 million: New Haven Line Power Program (FFY2021 FRA: State of Good Repair Grant Program)
- \$11.6 million: CTrail Hartford Line Expanded Enhancement Project (FFY2021-2024 Restoration & Enhancement (R&E) Grant Program)

FRA Federal-State Partnership for Intercity Passenger Rail Grant Program

The FRA Federal-State Partnership for Intercity Passenger Rail Grant Program for Projects on the Northeast Corridor (FSP-NEC) awarded funding to projects in Connecticut that will help the CTDOT to advance projects that will modernize critical infrastructure and support future ridership growth on the Northeast Corridor. For Connecticut, ten projects were selected for nearly \$2 billion in funding for FFY2022 and FFY 2023 and 4 projects were selected for \$291 million in funding for FFY2024.

The FFY2022 and FFY 2023 FSP-NEC project awards are as follows:

Amtrak Managed Projects (Total: \$830 million)

- \$826,652,000: Connecticut River Bridge Replacement (Old Saybrook & Old Lyme)
- \$4,000,000: New Haven to Providence Capacity Planning Study

CTDOT Managed Projects (Total: \$1.168 billion)

- \$465,000,000: WALK Bridge Replacement

- \$245,920,000: Devon Bridge Replacement
- \$122,800,000: New Haven Line Power Improvement Program
- \$119,320,000: Devon Bridge Interim Repairs
- \$104,866,500: Hartford Line Rail Program Double Track (Phase 3B)
- \$71,648,000: New Haven Line Track Improvement and Mobility Enhancement (TIME) Parts 1 and 3
- \$23,200,000: Saugatuck River Bridge Replacement
- \$15,400,000: New Haven Line Network Infrastructure Upgrade

The FFY2024 FSP-NEC project awards are as follows:

Amtrak Managed Projects (Total: \$8 million)

- \$8,000,000: Connecticut River Bridge Replacement (Windsor Locks) Study

CTDOT Managed Projects (Total: \$283 million)

- \$172,000,000: New Haven Line TIME Part 1
- \$102,000,000: Hartford Line Rail Program Double Track (Phase 3B)
- \$6,400,000: Cos Cob Bridge Replacement Planning Study
- \$2,560,000: Hartford Station Relocation Planning Study

State Funding

Connecticut's Special Transportation Fund (STF) is a state appropriated fund that has a primary purpose of financing of state highway and public transportation improvements, as well as the ongoing operations of CTDOT, the Connecticut Department of Motor Vehicles (CTDMV), and the Connecticut Department of Energy and Environmental Protection (CTDEEP) Boating Division. The STF revenue base has become more diverse with motor fuels taxes no longer providing the predominant source of funding. The majority of revenue comes from the sales and use tax, followed by oil companies' tax, motor fuels tax, motor vehicle receipts, licenses, permits, fees and other sources.

In October 2023, Kroll Bond Rating Agency upgraded the credit rating of Connecticut's transportation bonds from AA+ to AAA, which is the highest rating possible. This credit rating increase demonstrates the State's commitment to funding transportation in a fiscally responsible way and will result in lower borrowing costs.

State Bond Funding

Connecticut's primary source of bond funding for transportation purposes is through the issuance of Special Tax Obligation (STO) bonds. The bond proceeds are used to fulfill federal matching requirements and to fund initiatives as 100% state that otherwise would not be fundable. The bonds are secured by transportation-related taxes, fees and a portion of the State's general retail sales tax. Bonding provides a cash flow tool that allows for payment of infrastructure improvements over their useful life and allows for construction of projects sooner. The state issues bonds to cover transportation infrastructure needs such as:

- Bus, Rail, and DOT Facilities Programs,
- Community Connectivity and Alternative Mobility Program,
- Environmental Compliance and Soil Remediation Program,
- Fix-it-First Roads and Fix-it-First Bridge Programs,
- Funds provided through Public Act 15-1 (Connecticut's infrastructure improvement program),
- Interstate and Intrastate Programs,
- Local Transportation Capital Improvement Program (OTCIP),
- Transportation Rural Improvement Program (TRIP),
- Urban Systems Program, and
- Wrong Way Countermeasures Program.

Local Funding

There are a few projects in the Capital Plan that require a local match to federal or state funds. The municipality in which these projects are located is responsible for the local match if required. Local funding sources may include municipal bonding or other sources.

Expenditure of Funds

It is the CTDOT's practice to ensure that authorization, allocation, and allotment of sufficient funds for each project occurs prior to advertising and awarding the construction contract. This is accomplished by establishing the budget before work commences. The process can result in the appearance that money is not being spent since the actual draw-down of funds will not occur immediately, but rather as the work is completed and accepted.

Through this process, the CTDOT is always financially ready to reimburse valid contract expenses. Similarly, the purchase of high value rail cars and buses are budgeted upfront, have small payments when the order is placed and larger payments during production, delivery, and acceptance. CTDOT's capital expenditures that have been invested in transportation infrastructure can be seen in Figure B.

CTDOT Priorities

CTDOT has a multifaceted set of priorities aimed at enhancing transportation infrastructure and services within the state to help the agency achieve its mission. These include:

- Safety
 - Vision Zero Council
 - Strategic Highway Safety Plan
 - Connecticut Roadway Safety Management System
 - Automated Work Zone Speed Control
 - Wrong Way Driving
 - Road Safety Audits (RSA)
 - Complete Streets & Active Transportation
 - Complete Streets Standing Committee
 - Complete Streets Policy
 - Public Act 23-116
 - Bicycle & Pedestrian Performance Measures
 - Active Transportation Unit
- Sustainability
 - Traffic Signal Upgrades and Replacement
- Municipal Support and Coordination
 - Safe Routes to School Program
 - Federal Transportation Alternatives (TA) Set-Aside Program
 - Community Connectivity Grant Program
 - Local Transportation Capital Improvement Program
 - Transportation Rural Improvement Program
- Americans with Disabilities Act Engineering Coordination
- Asset Management
- Emergency Response

Each priority is discussed below.

Safety

CTDOT continues to prioritize safety across all transportation modes and throughout all programs. The [Vision Zero Council](#), established in 2021 by Public Act 21-28, is an inter-agency working group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers. This council continues to meet and helps to advise CTDOT, the legislature, and other state agencies in ways to advance transportation safety in Connecticut.

Safety efforts are also guided by the [Strategic Highway Safety Plan \(SHSP\)](#), which is required by the federal Highway Safety Improvement Program (HSIP). The 5-year plan is developed by safety stakeholders, who collaborate on safety efforts and leverage available resources, while taking equity into account. The current SHSP was approved in May 2022, with the Vulnerable Road User (VRU) Safety Assessment being amended to the SHSP in November 2023. CTDOT is working on the next iteration of the plan which will be submitted to FHWA for May 2027.

CTDOT submitted the HSIP Implementation Plan in September 2025 to FHWA, which was a requirement as FHWA notified CTDOT that Connecticut did not meet or make significant progress toward meeting the 2023 Safety Performance Targets, based on the 5-year rolling averages from 2019 to 2023. In general, state DOTs are required to submit an annual implementation plan to the FHWA until they either meet or make significant progress toward achieving their safety performance targets. The plan must outline safety improvement projects based on crash data and proven safety countermeasures. It should detail how highway safety program funds will be allocated, including specific projects, activities, and strategies to be implemented. The plan must also explain how these initiatives will help the state progress toward its safety targets and include an action plan describing the steps the state will take to achieve these goals. This is additionally being implemented through CTDOT's adoption of the Safe System Approach (SSA), which focuses on creating a transportation system that minimizes the risk of crashes and mitigates the severity of injuries when they do occur. The principles of the SSA are deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. This process ensures accountability and promotes a data-driven approach to improving roadway safety.

CTDOT's plan contains a list of programs and projects to be initiated in FFY2026 to reduce fatal and serious injury crashes on Connecticut's public roadways. Overall, it's

anticipated that approximately \$40 million of projects will be advanced annually utilizing HSIP funds.

CTDOT worked with the Connecticut Transportation Safety Research Center at the University of Connecticut (UConn) to develop a state-of-the-art safety management program. The software tool, named the [Connecticut Roadway Safety Management System \(CRSMS\)](#), allows network-level screening and diagnosis of Connecticut's roads and safety appurtenances. The tool enhances countermeasure selection and safety effectiveness evaluation for use in project selection and development. The software tool has been enhanced to provide the data needed to make project level decisions and additional features are continuously being added.

CTDOT implemented a Pilot program for [Automated Work Zone Speed Control \(AWZSC\)](#) systems in 2023, following the 2021 legislation that allowed CTDOT to establish this program. This initiative, a collaboration between CTDOT, the Connecticut Department of Emergency Services and Public Protection (CTDESPP), the Connecticut Department of Motor Vehicles (CTDMV), and the Connecticut Judicial Branch, aimed to monitor vehicle speeds in work zones, issue warnings or violations to vehicle owners for speeding 15 mph or more above the limit, and assess fines for repeat offenders. The program deployed up to three systems at select locations to enhance safety by reducing speeding.

The Pilot's implementation showed notable success in reducing vehicle speeds and improving safety in work zones, as evidenced by data from five deployment locations. Analysis indicated a significant reduction in speeding, particularly at two work zones on I-95, where speeding decreased by 18 percent. Public engagement, transparency, and educational efforts, including the Know the Zone campaign, played crucial roles in this success. The issuance of over 22,500 warnings and fewer than 600 fines further demonstrated that the automated system effectively moderated driver behavior with minimal financial impact on motorists.

In 2024, legislation was signed into law allowing CTDOT to establish a permanent AWZSC program, which was launched in the Fall of 2025. The permanent AWZSC Program allows for the deployment of speed cameras at a maximum of fifteen (15) locations within work zones on both limited access highways and secondary routes. In addition, the legislation reduced the threshold speed for issuing infractions from 15 mph to 10 mph over the posted speed limit. Also, any vehicles traveling more than 85 mph will be automatically issued an infraction. It is anticipated this program will be fully operational for the Spring 2026 construction season.

In recent years, the number of wrong way driving occurrences on the State's highways have significantly increased, often with tragic consequences. To address

this issue, the CTDOT received \$40 million in state bond funding dedicated to this initiative. The CTDOT has conducted a network screening analysis focused on locations where there is a higher risk of experiencing wrong way events, principally at ramp locations where the on-ramp and off-ramp are on the same side of the road. The CTDOT has installed countermeasures such as pavement markings at select off-ramp intersections to help identify the correct direction of travel, installing vertical arrows at signalized off-ramp intersections to prevent drivers from turning onto an off-ramp, adding additional post delineators and reducing the spacing between them by 50% to make them more visible, and installing wrong way detection and notification systems. Typical wrong way detection and notification systems include a 360-degree camera and/or thermal sensors along off ramps to detect vehicles traveling in the wrong direction which activates red flashing lights installed on wrong way signs. Simultaneously CTDOT's Highway Operations Center and the Connecticut State Police are notified of the activation to dispatch appropriate resources to the area. There are approximately 210 wrong way detection and notification systems that are currently active with another 200 locations where the system has been identified to be installed in the next few years. With these systems in place, approximately 83% of wrong-way drivers self-correcting either on the ramp or shortly after entering the freeway. As of November 17, 2025, there were 764 verified WWD events, 133 of which involved vehicles continuing in the wrong direction, while 631 drivers self-correcting. Learn more about our progress towards this initiative by visiting our website at portal.ct.gov/WrongWayDriving.

The CTDOT also offers Connecticut's towns and cities assistance to conduct a Road Safety Audit (RSA) at critical bike and pedestrian corridors and intersections. An RSA is a process that identifies safety issues and countermeasures to help improve safety and reduce vehicle crashes. An RSA is an innovative tool that documents factors that can help or hinder safe bicycle and pedestrian travel.

Complete Streets & Active Transportation

Complete Streets is a means to provide safe access for all users (pedestrians, persons using mobility aids, bicyclists, transit users and vehicle operators) by providing a comprehensive, integrated, and connected multi-modal network of transportation options.

The CTDOT has established the Complete Streets Standing Committee to provide guidance for the implementation of Complete Streets throughout the CTDOT. The committee is made up of representatives from each of the CTDOT's five bureaus and meets quarterly to:

- provide input on the development of guidance documents,
- work with program managers to refine prioritization criteria and to ensure projects that focus on bicycles and pedestrians are able to compete with traditional roadway projects for funding,
- use the collective expertise of these groups with a goal of establishing a unified, CTDOT-wide Complete Streets approach,
- identify annual training opportunities related to Complete Streets.

The CTDOT implemented a [Complete Streets Policy](#) that includes training, design guidance, funding, and data collection. Additionally, in 2023, the CTDOT instituted a Complete Streets Controlling Design Criteria Policy and complementary Engineering and Construction Directive outlining the Complete Streets Controlling Criteria and Justification Processes. These newly released documents establish three new controlling design criteria and design guidance for pedestrian facilities, bicycle facilities, and transit provisions to be incorporated on all applicable CTDOT administered projects.

Public Act 23-116, passed in 2023, requires the CTDOT to examine proposals from the Vision Zero Council's equity subcommittee and consider infrastructure that specifically protects VRUs, including pedestrians, bicyclists, and people with disabilities. The CTDOT has fulfilled this requirement through the new Complete Streets Controlling Design Criteria. Additionally, output from the VRU assessment and analysis as part of the SHSP will contribute to meeting the goal. In order to support additional Complete Streets and other safety efforts, the CTDOT has set aside \$5 million annually of state funds to be used for short-term Complete Streets projects to supplement existing programs.

The CTDOT monitors the progress of its bicycle and pedestrian investments through performance measures. In SFY2025, the CTDOT awarded 60 projects that included elements for pedestrians or bicyclists, such as sidewalks, ramps, pedestrian signals, pushbuttons, signs, and pedestrian/bicycle trails. The total dollars expended for these items was \$42.6 million in SFY2025. These costs are only for the specific item costs noted above and not the total project costs.

Active Transportation Unit

The CTDOT Bureau of Policy and Planning has an Active Transportation Unit that is dedicated to improving multimodal and safe transportation for the State's vulnerable users. The primary responsibility of this unit is to lead the development and execution of the new Active Transportation Plan, a statewide document that

outlines strategies for all non-motorized users of Connecticut's transportation system. This encompasses on-road facilities, sidewalks, linear trails and paths, and micro mobility connections. The unit will actively engage with bicycle and pedestrian groups, active transportation stakeholders, and the public to advance the strategies and implement recommendations outlined in the plan.

Sustainability

The Capital Plan continues to align the CTDOT's goals with the State's sustainability goals, including the goals set forth in Governor Lamont's Executive Orders No. 1, No. 3, and No. 21-3. The CTDOT is pursuing projects that:

- Reduce greenhouse gas emissions, as well as vehicle miles traveled per capita,
- Improve the health and safety of Connecticut's residents,
- Adapt to changing climate conditions, and
- Protect and improve our natural and community resources.

Investments in public transportation, congestion reduction, safety, complete streets, and active transportation increase the economic and social vibrancy, equity, safety, health, and livability of our communities. Projects that directly reduce emissions and improve air quality include:

- Solar energy development at our facilities to provide clean electric power and lower utility bills,
- Increasing frequency of existing, and introducing new, public transportation services,
- Awarding funds to nine grantees to launch two-year micro-transit pilot programs,
- Continuing investment in multi-use trails, sidewalks, and bike infrastructure to encourage active transportation,
- Investing in roundabouts and road-diets to reduce emissions and improve safety for all users, and
- Upgrading the electrical infrastructure at our bus transit garages to accommodate EV charging and beginning to convert the state's transit bus to clean and quiet battery-electric buses.

Traffic Signal Upgrades and Replacement

Traffic signals are a key asset class in the CTDOT's highway transportation network and play a vital role in support of the CTDOT's mission to provide a safe and efficient transportation network in Connecticut. The agency operates over 2,500 traffic signals – more than all the other New England state DOTs combined. To improve traffic signal operational efficiency and safety, while reducing delays to motorists, the CTDOT has implemented a 10- year program for the systematic upgrade of traffic signal equipment. Targeted investment in our traffic signal systems will provide improvements in safety, improved air quality, reduced congestion; and improve travel efficiency for commuters, transit passengers, and pedestrians across Connecticut. From 2026 – 2030, the CTDOT is planning over 1,500 signal upgrades, including: signal modifications for new pedestrian features, upgrades from side street green to concurrent pedestrian crossings, upgrades to vehicle detection, upgrades to detection and controller cabinets, expansion of connectivity to optimize monitoring capabilities and accelerate troubleshooting processes, and full traffic signal replacements. These investments will improve the transportation experience for all roadway users at signalized intersections.

Municipal Support and Coordination

Multiple programs run by the CTDOT provide funding to local governments to build projects on state and municipally owned roadways. While the overall intent of these programs is not strictly focused on Complete Streets, many of these projects include elements of Complete Streets and contribute to improving safety for active transportation modes. Some of these programs are described below.

In 2023 the CTDOT reestablished the [Safe Routes to Schools Program](#) (SRTS). A dedicated SRTS Coordinator was hired, and CTDOT is utilizing approximately \$200,000 annually in federal funds to provide non-infrastructure support for activities such as Education, Active Transportation Events and School Walk Audits for communities and school districts around Connecticut. In January 2024, the Active Transportation Unit launched a new Active Transportation Microgrant Program to support municipalities, nonprofits, and schools in acquiring essential safety materials. Through this program, \$5,000 grants are awarded to eligible applicants, promoting active transportation safety and awareness across Connecticut. The Council of Governments facilitates these grants, helping distribute funds effectively to local organizations that can make an immediate impact. In 2025, the micro grants program was funded with another \$750,000 as well as left over funding from the previous year. The program continued to provide small \$5,000 grants to eligible

organizations across the state. The guidelines were expanded to allow small infrastructure items such as bike racks, and bike repair stations. As well as this, municipal and regional health districts were added to the list of eligible organizations. With partnership from the COGs a total of 162 grants were awarded totaling \$782,214.

The Federal Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program funds a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, multi-use trails, safe routes to school, and community improvement projects. Funding for this program has increased through IIJA, with Connecticut receiving \$17.5 million in FFY2025 (\$15.6 million in regular TA apportionment and \$1.9 million through a TIFIA redistribution of funds) There is an added provision requiring that a competitive process be used for project prioritization and selection. Projects should be in high-need areas, such as low-income, transit-dependent, or rural areas, or in areas surrounding a school or other activity centers. The CTDOT is continuing its coordination with the COGs to fully program projects with this increase in funding.

The [Community Connectivity Grant Program](#) provides construction funding for local initiatives that will improve safety and accessibility for bicyclists and pedestrians in and around community centers, encouraging more people to use these healthy and environmentally sustainable modes of transportation. A seventh round of funding equaling \$11.9 million was awarded in November 2025. Including this round, 152 awards totaling more than \$73 million of state bond funding has been invested in Connecticut's towns and cities under the program.

The [Local Transportation Capital Improvement Program](#) (LOTCIP) is a program that provides state bond funds to urbanized area municipal governments in lieu of Federal funds otherwise available through federal transportation legislation; this fund swap greatly reduces administrative burdens on municipal governments. LOTCIP currently provides \$80 million of state funds annually for projects such as roadway improvements, bicycle and pedestrian enhancements, drainage improvements, stand-alone sidewalk projects, pavement structure improvements, traffic signal projects, intersections improvements, bridge rehabilitation, and reconstruction projects.

The [Transportation Rural Improvement Program](#) (TRIP) provides state bond funds to municipal governments for infrastructure improvements in rural areas of Connecticut. Eligible activities include transportation capital projects such as construction, modernization, or major repair of infrastructure. This program provides approximately \$10 million of state funds annually. Grants equaling \$10.3 million was

awarded to 8 municipalities in June of 2025. To date, 18 awards totaling more than \$19.4 million of state bond funding has been invested in Connecticut's towns and cities under the program.

Also, in conjunction with the CTDOT's maintenance resurfacing program, Americans with Disabilities Act compliant curb ramps and sidewalks are installed as part of the roadway reconstruction to ensure pedestrian access, and roadway travel lanes were narrowed where possible to provide wider shoulders for bicycles. Approximately \$2.6 million was spent on this effort in SFY2025.

Americans with Disabilities Act Engineering Coordination

The Engineering Coordination Group oversees the implementation of the CTDOT's federally required Americans with Disabilities Act (ADA) Transition Plan, assess technical infeasibility of ADA implementation, and conduct public outreach. The group addresses ADA related complaints in the State Right-Of- Way and CTDOT owned or maintained building facilities, assists designers in bringing facilities into ADA compliance, and documents locations where future scopes of work need to incorporate ADA compliant improvements. The group maintains the CTDOT's curb ramp inventory and compliance database.

Coordination across other State agencies, the CTDOT bureaus, FHWA, and COGs is underway regarding ADA updates. The group conducted a statewide compliance assessment of all 169 municipalities to gauge efforts at the local level. As a part of the ADA Title II Municipal Support Services Pilot project, CTDOT has hired a consultant to assist Municipalities with completing self-evaluations and ADA transition plans. NVCOG is the first COG to be selected for these transition plans with the goal of other COGs to follow. Working with the Connecticut Training and Technical Assistance Center (T2 Center) at UConn and other organizations, the group assists with training and outreach on requirements related to ADA. In 2024 CTDOT's ADA Transition Plan was updated and outreach for public comment on the Plan was conducted across the state for public involvement which included nine in-person public outreach events, and two virtual sessions recorded on Zoom.

Transportation Asset Management

The CTDOT continues to mature in its implementation of Transportation Asset Management (TAM) principles and practices to address the condition and needs of the State's transportation infrastructure. The CTDOT complies with all federal TAM requirements. In 2026, the CTDOT will update both the Highway and Transit Transportation Asset Management Plans (TAMPs).

The Highway TAMP, last certified by FHWA in 2022, goes beyond the federal mandates and demonstrates the CTDOT's strong commitment toward achieving a SOGR for our transportation system. An asset management strategy for both National Highway System (NHS) bridges and pavements is included in the Highway TAMP in accordance with federal requirements. In addition, the Highway TAMP covers all CTDOT maintained bridges, pavements, traffic signals, signs, sign supports, pavement markings, highway buildings, illumination, retaining walls, drainage culverts, and intelligent transportation systems (Advanced Traffic Management System – ATMS). The 2026 TAMP will add Curb Ramps and Guiderail assets. The Highway TAMP contains information on asset inventory and condition, asset data management, performance objectives, life cycle planning, risk management, financial planning, investment strategies, and process improvements. The FHWA-certified 2022 TAMP is compliant with IIJA to consider extreme weather and resilience within the TAMP lifecycle cost and risk management analysis. The Highway TAMP guides the CTDOT to deliver better highway asset performance, while also managing risks.

FTA requirements include development and continued implementation of the Public Transportation Transit TAMP, as well as the CTDOT sponsoring the development of a group TAM Plan for the State's Transit Districts and other small transit providers. Although group plans are not required to have the same level of detail, the group plan was developed in parallel to the CTDOT's Transit TAMP, including initiatives to facilitate collaboration between the CTDOT and Transit Districts for TAM implementation activities.

The implementation of Asset Management for both highway and transit assets builds on the CTDOT's past management practices. It is intended to provide a more detailed and objective framework that is guiding investment decisions and development of the Capital Program. Both asset management plans and underlying management systems provide an objective, data driven methodology to assess current and future needs required to maintain the State's transportation assets.

Asset Fact Sheets are developed and updated annually to provide current information on each of the 17 assets covered in the Highway and Transit TAMPs and are available on the CTDOT website. The Asset Fact Sheets provide key information including updated inventory and condition data, and performance projections. The asset management systems utilize condition assessments and deterioration models to predict the effects of age, environmental conditions, and investment upon assets. In so doing, long- term and cost-efficient treatment strategies can be devised to effectively maintain the overall transportation system.

While maintaining our current assets is a priority, the CTDOT is analyzing the state's transportation system to identify strategic investment opportunities to improve safety, reduce congestion, address inequities, enhance our bus and rail systems and service, and provide economic benefits to local regions – and the State as a whole.

Emergency Response

Quick emergency response is crucial to protect the state's roadways and get critical infrastructure back in service after unexpected disasters. This past year, the CTDOT quickly addressed several major emergencies, with four of the most significant described below.

Westbrook, Damage to Bridge 00228 carrying Route 145 over I-95

On September 5, 2025, a tractor-trailer heading northbound on I-95 in Westbrook, lost control and struck the center median barrier and a pier for bridge 00228, dislodging the full trailer load of plywood across both northbound and southbound lanes, causing a multi-vehicle crash, and closing the highway. The impact caused the bridge pier to fracture, potentially affecting its load carrying capacity. As a precaution, the bridge was closed for evaluation while debris was removed from the highway. Concrete barrier was installed to shift traffic away from the damaged pier, to reduce the load and provide safe work areas. Temporary supports are being designed to facilitate the repair or replacement of the damaged pier. The estimated cost of this work is \$2 million and will be completed by Spring 2026.

Woodbury, Deterioration of Bridge 01671 carrying Route 317 over Hesseky Brook

Route 317 was undergoing a pavement replacement process. During the pavement milling operation on bridge 01671, deterioration to the bridge deck was observed. On September 4, 2025, an investigation revealed that the concrete bridge deck units needed emergency replacement. New precast concrete beams are now being constructed and will be installed on the bridge as quickly as possible. The estimated cost of this work is \$3 million and will be completed by Spring 2026.

Fairfield Avenue Bridge Fire and Demolition over I-95 in Norwalk

On May 2, 2024, the Fairfield Avenue Bridge over I-95 was destroyed in a fire following a crash involving a tractor- trailer carrying 8,500 gallons of gasoline. The damage necessitated an 80-hour emergency closure of I-95 for bridge demolition and highway repaving. The replacement bridge reopened in December 2024, several months ahead of schedule. The demolition and replacement were completed for \$16.4 million, which included \$14.2 million of Emergency Relief funds through FHWA.

Western Connecticut Flooding

On August 18 and 19, 2024, heavy rain in western Connecticut led to rapid and severe flooding in downstream areas. The damage was widespread and resulted in the temporary closure of state routes at 28 locations in 12 towns, in addition to impacting numerous local roads. Emergency procedures were enacted to use DOT maintenance and contractor forces to stabilize roadways and make numerous roadway and bridge structure repairs. Three bridges were severely damaged and deemed unsafe which necessitated the full removal and installation of temporary ACROW bridge structures to reopen those roads. In some locations, future permanent repair projects will be required to replace temporary measures. This emergency response work involved substantial work within stream channels, which required close coordination with the Connecticut Department of Environmental Protection and other key stakeholders to ensure environmental compliance and streamline restoration efforts. FHWA is reimbursing 100 percent of the initial repair costs and 80 percent of the permanent reconstruction costs. The total cost of repairs has reached \$40 million. FHWA recently provided \$25 million in Emergency Relief funds which offsets the use of regular federal highway funds.

Other Emergency Declarations:

- Stratford Route 113 Culvert and flooding 10/30/2024
- Enfield Bridge 1282, Route 190 over I-91 11/7/2024
- Shelton Route 110 Drainage Headwall failure 12/20/2024
- Putnam Route 44 Retaining Wall 2/10/2025
- East Haddam Route 434 Retaining Wall 4/4/2025
- Derby-Shelton Route 8 Commodore Hull Bridge 5/30/2025
- Stratford Route 113 Triple Culvert 6/3/2025

How are Projects Selected for the Capital Plan?

With limited budgets and numerous infrastructure demands, CTDOT must prioritize projects thoughtfully to build and maintain a transportation system that supports economic growth, enhance quality of life, and uphold safety standards. Effective prioritization is essential to ensure that the most urgent needs are met, and available funding is used optimally.

CTDOT's structured, five-step methodology supports this prioritization process, ensuring that selected projects address critical needs, align with statewide goals, and make the best use of available resources. This clear, data-driven approach enables CTDOT to effectively identify and assess projects, engage stakeholders, and allocate funding to support Connecticut's long-term transportation strategy. The following steps outline CTDOT's approach to project selection and prioritization within the Capital Plan.

1. Identify Potential Projects and Define Purpose and Need

In the first step, CTDOT identifies potential projects and clearly defines their purpose and need. Potential projects are sourced from statewide or regional planning documents, corridor or feasibility studies, federal regulations, and inputs from Councils of Governments (COGs), municipalities, the public, and legislators. This step also includes asset management principles and data-driven analysis, such as high crash rates, congestion levels, and infrastructure conditions, to inform project selection.

- Purpose: the rationale behind conducting the project.
- Need: identification of project deficiencies, supported by data.
- Example: The purpose of this project is to reduce congestion and improve mobility at the intersection of Town Road and Main Street. The project is needed because the intersection's capacity is currently inadequate to handle traffic volumes, resulting in congestion, reduced mobility, and poor Level of Service.

2. Categorize Project by Scale and Scope

This step assesses whether a project has a defined solution, enhances the transportation network, or is part of a major program or initiative.

- Projects with Defined Solutions: may involve upgrades to maintain a state of good repair, safety improvements, or compliance with federal or state mandates.
- Projects that Enhance the Network: may involve new infrastructure or significant facility modifications, with complex solutions (e.g., interchange reconfigurations, rail line enhancement, or multimodal transportation improvements).
- Major Programs or Initiatives: span multiple transportation modes, require multi-faceted solutions, are more costly, and typically require long-term implementation. Each program is guided by an overarching vision and goals, with individual projects assigned a clear purpose and need.

3. Apply Metrics

CTDOT defines metrics based on departmental goals to evaluate each project, with quantifiable metrics varying by project type and mode.

- Primary Metrics: focus on enhancing safety across all modes, improving mobility for all users, and maintaining or upgrading asset conditions.
- Additional Factors: include impacts on freight movement, contributions to economic development, and levels of community engagement.

4. Solicit Feedback

CTDOT gathers feedback by engaging with COGs and the public. The department regularly coordinates with COGs through monthly meetings, Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) requests, and other planning sessions. During Capital Plan development, CTDOT provides a draft project list to COGs for comments, integrates feedback, and then publishes the final version.

Public input is also encouraged and used to refine future plans, promoting transparency and community involvement in project prioritization.

Connecticut residents and roadway users can submit their comments through various channels: by calling, faxing, or mailing the Chief Engineer's Office; using an online form; or emailing comments to

DOT.CapitalPlan@ct.gov. All submitted comments are carefully considered for inclusion in the next publication of the plan.

5. Program Projects

CTDOT programs projects by allocating appropriate funding sources aligned with estimated project costs. Funding comes from anticipated sources projected for the year of expenditure. Each funding source has

specific eligibility requirements based on factors like project mode, scope, geographic location, urban/rural classification, and alignment with available funds. This structured programming approach prioritizes projects based on funding availability, maximizing the impact of CTDOT's resources across Connecticut's transportation network.

- Programmed: Projects with secured funding that are actively advancing toward construction.
- Overprogrammed: Projects that continue to be developed but currently lack a confirmed funding source.

CTDOT's five-step project selection methodology provides a structured, data-driven approach to prioritize projects that meet Connecticut's transportation needs within limited budgets. This methodology ensures that the most critical projects are thoughtfully prioritized to maximize resource efficiency, address urgent needs, and align with statewide goals for safety, mobility, and asset management. This approach fosters stakeholder engagement, supports transparent decision-making, and ultimately strengthens Connecticut's transportation infrastructure to enhance economic growth and residents' quality of life.

Major Capital Projects and Initiatives

Public Transportation Initiatives

CTDOT is spearheading a range of innovative initiatives aimed at making it easier and more convenient for people to use public transportation across the state. Some of the most notable public transportation initiatives currently being undertaken by the agency include:

Bus Initiatives

- **CTtransit Bus Service Expansion**

Launched CTtransit bus service expansion throughout Central Connecticut and Stamford, including new routes serving New Britain, Berlin, Meriden, Plainville, Southington, and Stamford and increased night service in New Britain and Bristol. In addition, service improvements along CTfastrak and between New Haven and Milford launched in summer 2024. This expansion, part of the \$18M Governor's Bus Service Expansion, increases connectivity between critical jobs, housing, services, and rail stations and creates opportunities for Transit Oriented Development (TOD).

- **Microtransit Pilot Program**

Funded nine new Microtransit pilot services in the state, increasing public transportation options with an accessible, on-demand mode of transportation that allows customers to call or use a smartphone app to request and schedule a ride within designated service areas.

- **Token Transit App Expanded Bus Ticket Options**

The Token Transit mobile app now offers an expanded range of bus ticketing options, allowing riders more flexibility in how they purchase and use passes. Available passes include single rides, a one-day pass, a 10-ride pass, and a local 31-day pass, among others tailored to meet different transit needs. The app's integration with numerous transit agencies ensures that riders can easily manage and activate digital tickets directly on their smartphones, making public transit access convenient and paper-free.

- **Expanded CTpass program**

Expanded CTpass program to allow direct participation by State of CT Executive Branch employees. The CTpass program enables eligible

organizations to purchase 10% discounted 31-day local CTtransit and CTfastrak bus passes for their employees and/or members.

- **Statewide Bus Stop Enhancement Program**

Procured shelters and initiated sitework for 46 pilot locations for the statewide Bus Stop Enhancement Program, which will improve Americans with Disability Act (ADA) compliance and elevate the customer experience.

Established a master maintenance agreement to ensure proper maintenance by municipalities or transit districts. Developed a program framework for phased implementation of bus stop enhancements, including specialty products such as real time information signage, solar lighting products, and sign post mounted seating. Phase 1 of the program will focus on installation of 600 shelters at high ridership stops.

- **Transit Customer Code of Conduct**

Established a Transit Customer Code of Conduct for all fixed-route and paratransit bus services in partnership with bus service providers throughout the state. The Code of Conduct is posted onboard buses, helping to create a safe and welcoming environment for customers and employees. CTDOT also launched a new "Conn-Etiquette" campaign aimed at promoting kindness, respect, and courtesy on public transit.

- **Section 5310 Grants**

Awarded \$6.6M in Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) grants to 48 subrecipients for accessible vehicles and operating projects providing public transportation services and alternatives beyond those required by the ADA. These vehicles and services are designed to assist individuals with disabilities and seniors.

- **New Battery Electric Buses**

Procured 50 brand new battery electric buses to be added to CTtransit fleets, as well as River Valley Transit, Windham Region Transit District (UConn campus), and Milford Transit District. The new buses feature customer-picked silica material seats, which are more comfortable and easier to keep clean. The buses have USB 3.0 ports onboard and a new 'electric blue' exterior wrap with an electric plug decal, clearly indicating to customers which buses are electric.

- **Statewide Bus Fleet Transition to Zero Emissions**

Advanced planning, design, and construction for projects that will enable the transition to zero emissions for the statewide bus fleet, including conducting power feasibility studies for all CTtransit and transit district garages and initiating recommendations from those studies at CTtransit facilities (e.g. installing six new battery electric bus chargers at CTtransit Hartford bus garage).

- **Tap and Ride Pilot Program for Contactless Payments on Public Transit**

Launched a Tap & Ride contactless fare payments pilot, funded by a USDOT FY2022 Stage 1 SMART Grant, on River Valley Transit and CTtransit Meriden fixed-route buses from October 2024 to March 2025. CTDOT gained valuable insights that will be applied to a statewide rollout of contactless payment fare technology in coming years.

- **Unified Fare Project**

Completed an assessment of implementation options for the unified fare project based on a study of existing statewide bus operations funding, fare policies, fare structures, and peer examples of payment coordination. The unified fare project aims to make transit easier to use, enhance regional mobility and increase transit ridership by creating a unified and seamless experience for riders, regardless of service provider. This project will include all CTtransit Divisions as well as all Transit Districts.

- **Mystery Rider Program**

The Mystery Rider Program was established for CTtransit branded buses so that staff from the Office of Transit and Ridesharing can experience what our customers experience. While riding, Mystery Riders respond to questions about fare payment, seat availability, and bus stop cleanliness, among others. The goals of the program are to ensure quality service and customer experience. Results from the Mystery Rider surveys aid in identifying and resolving potential customer complaints and in improving performance throughout the CTtransit system.

- **FTA Title VI Program Update**

Completed the 2024-2026 Federal Transit Administration Title VI Program update, which takes place every three years and evaluates all CTtransit Hartford and New Haven routes to determine whether there is a disparate impact in bus service provision for low-income and minority riders when compared with non-low-income and non-minority riders.

Rail Initiatives

- **Overhauled P-40 Locomotive**

Accepted the final overhauled P-40 locomotive back into the fleet, completing a 6-year overhaul program and ensuring rail fleet reliability.

- **Dual-Mode (Diesel/3rd Rail) Locomotives**

Began production of dual-mode (diesel/3rd rail) locomotives, a total of six will be produced to support New Haven Branch Line through service.

- **Electric Locomotives**

Accepted the final pair of M8 rail cars, creating a unified electric fleet for the New Haven Line and allowing for a single inventory of parts, simplifying the overall inventory, as well as maintenance practices which can improve overall reliability on the New Haven Line.

- **New Rail Cars**

Advanced design for 60 new rail cars that will offer modern customer amenities, greater accessibility, and improved reliability. Features include easy access for customers using mobility aids, convenient overhead luggage racks, foldable workstation tables, bicycle storage areas, real-time information displays, power outlets, wireless internet, and USB ports, and panoramic style windows.

- **New Haven Line Station Displays**

Surveyed existing conditions and moved forward design for upgraded rail platform information displays, arrival and departure boards, and enhanced audio announcements at all New Haven Line stations including the Branch Lines.

- **Hartford Line and Shore Line East Passenger Information Display Systems (PIDS)**

Initiated field surveys at CTrail stations along the Hartford Line and Shore Line East to advance PIDS, electric vehicle charging, ticket vending machines, and wireless connectivity networks.

- **Parking Fare Consistency**

Initiated a study and plan to implement consistent parking fares and revenue collection systems at rail station parking lot and garage facilities.

- **Electrification of Rail Lines**

Advanced study for the feasibility of electrifying the Danbury Branch, Waterbury Branch, and the Hartford Line.

Bus & Rail Initiatives

- **Service and Fare Equity (SAFE) Analysis**

Completed SAFE analyses, including public engagement, for bus and rail service and fare changes to identify any disparate impacts and disproportionate burdens on minority and low-income riders that may be caused by proposed service and fare changes.

- **Transit Royale Free Subscription**

Extended partnership with Transit app to offer Transit Royale free of charge until February 2026. Transit is a free mobile app that helps public transportation users plan and track their bus and train trips using schedule information and real-time vehicle location, where available. As of February 2024, all fixed-route bus services and rail services statewide are available for trip planning in the Transit app and future efforts will increase the amount of real-time vehicle information available. Since February 2023, CTDOT has offered Connecticut users a free upgrade to a premium version (Royale) of the app with access to more advanced trip planning and app customization. Approximately 50% of mobile ticketing sales for CTtransit occur within the Transit app. Over 104,000 unique users across Connecticut use the Transit app on a monthly basis.

- **ParkConneCT Summer Program**

This program launched for a fourth year through a partnership between CTDOT and the Connecticut Department of Energy and Environmental Protection (DEEP), identifying and enhancing transit connections to Connecticut State parks to promote seasonal employment and recreational activity. The program provides safe and reliable transportation within a 10-minute walk to Hammonasset Beach, Silver Sands, and Sleeping Giant State Parks.

- **Increased Security on CTrail and CTfastrak**

Executed a Memorandum of Understanding (MOU) with Connecticut State Police that provides four dedicated state troopers for CTrail and CTfastrak Security Program. The mission of the program is to provide a secure, safe, and

clean public transportation network that will enhance and encourage the use of public transit.

- **Drive Less Connecticut Climate Challenge**

This annual campaign encourages the public to drive less and explore more affordable, accessible, and environmentally friendly transportation options. It takes place from Earth Day (April 22) through the end of May every year.

Participants qualify for gift card drawings based on the number of trips recorded on eligible sustainable modes. In 2025, the campaign resulted in 35,041 car trips eliminated, 548,080 car miles saved, and 14,032 gallons of gas saved. This surpassed last year's results and exceeded this year's goals.

Moreover, 2,000 new trees were planted through a partnership with One Tree Planted.

- **Improving Access for Veterans Affairs Stand Down Events**

Coordinated transportation to support Connecticut Veterans, Active Duty, National Guard, and Reserve service members attend the annual Connecticut Department of Veterans Affairs Stand Down events, which offer "one-stop" access to services and resources.

- **Customer Experience (CX) Action Plan**

Outlines programs, initiatives and investments to improve bus and rail services for all of Connecticut. The CX Action Plan, released in June 2023, is the culmination of a yearlong engagement effort with transit customers, community stakeholders, service providers, and transit employees. The second annual progress report for the CX Action Plan was released in July 2025.

Planning and Environmental Linkages Studies

For many of the State's major initiatives, the CTDOT is conducting Planning and Environmental Linkages (PEL) studies. PEL is a process approach that considers environmental, community, and economic goals in the very early planning phase of a transportation program. It is generally conducted before any project construction phasing is identified and before specific problems and solutions are known. The PEL process is used nationally as a tool for pre- NEPA (National Environmental Policy Act) activities.

PEL studies are intended to recommend class(es) of action under NEPA (Environmental Assessment (EA), Environmental Impact Statement (EIS), etc.) and prioritize or phase identified projects with respect to their importance and

anticipated available funding. It is that component, the prioritization and phasing of projects, that is intended to allow the CTDOT to strategically implement targeted investments to improve safety, mobility, and congestion around the State that will serve as a catalyst for future economic growth along our transportation corridors. The PEL studies currently underway include:

- I-95 Exits 7-9 including Bridge No. 00032 in Stamford (estimated completion in 2026).
- I-95 from New York State Line to Exit 7 in Greenwich (estimated completion in 2026).
- I-95 Mobility Study in Fairfield/Bridgeport (estimated completion in 2027).
- I-95 from Branford to Rhode Island State Line (estimated completion in 2026).

Additional information is provided below about the I-84/Route 8 Mixmaster Interchange in Waterbury (New Mix) PEL study completed in 2025, the Greater Hartford Mobility Program, which has evolved from the Greater Hartford Mobility Study completed in 2023, and the I-84 Danbury PEL completed in 2025.

New Mix Program (I-84/ Route 8 Mixmaster Interchange in Waterbury)

The New Mix Program is the next phase for the recently completed New Mix PEL, which evaluated replacement options for the I-84 / Route 8 interchange, known as the "Mixmaster", in Waterbury. The New Mix PEL established a master plan for the interchange that addresses and balances the regional importance of the Mixmaster for commuter traffic and motor freight users, while also improving multi-modal services, local connections, and livability within the city of Waterbury to enhance and support social equity and economic vitality.

The New Mix PEL was completed in August 2025 and identified two "Long-Term" interchange replacement alternatives to advance for environmental review under NEPA. The Long-Term alternatives would replace the I-84 and Route 8 structures by 2045 to give them a design life of 75 to 100 years. The alternatives would also introduce frontage roads along I-84 to reduce the number of ramps, thereby enhancing safety and traffic operations. In addition, the Long-Term alternatives would enhance multimodal safety and connectivity on the adjacent roadway network while reconnecting neighborhoods separated by construction of the highways and improving access to the Naugatuck River. CTDOT is transitioning the Long-Term alternatives to the environmental review phase under NEPA.

The New Mix has identified several independent breakout projects that improve mobility and safety on mainlines, ramps, and the local roadway network. Two breakout projects have been constructed, and a third, which proposes to remove I-84 Eastbound Exit 21 and construct multi-modal improvements on South Main Street, West Liberty Street, Bank Street, and Meadow Street, is scheduled to begin construction in Spring 2026. The rest of the breakout projects are in design or concept development.

Extensive stakeholder and public outreach was conducted as part of the PEL. A Mobility Analysis identified multimodal improvements to improve equitable outcomes for all users and included additional outreach to Community-Based Organizations, historically underserved populations, and transit users. The New Mix Team also worked with Waterbury Public Schools and other schools in the city on STEM-related outreach projects. As part of one such project with Kaynor Tech, a technical high school in Waterbury, students used a 3D printer to create a scale model of one of the Long-Term alternatives using the Team's design files. The 3D model was featured at the Public Information Meetings that were held to announce the results of the PEL Study. The outreach efforts begun under the PEL will continue throughout the life of the New Mix Program.

Greater Hartford Mobility Program

The Greater Hartford Mobility Program (GHMP) is the resulting program of recommended alternatives developed during the Greater Hartford Mobility Study (GHMS). The study used a community-driven process to examine projects that improve how people and goods can best access and move through the Greater Hartford Region. There are approximately 20 active projects in either construction, design, or planning phase. It considers the travel needs of all people using all modes including bicycle, bus, car, train, truck, and walking to develop a plan for improved mobility. This outlook is reflected in one vision and plan to serve all mobility needs across Greater Hartford.

The goals of the program are:

- Improve the movement of people and goods
- Increase transportation options, accessibility, reliability, and safety
- Accommodate future needs and emerging technologies
- Prioritize social equity
- Minimize environmental impacts

The Program will implement the recommendations using a phased approach starting with Early Action initiatives and at the same time taking the next steps to implement the Mid-term recommendations and core components of

Long-term actions to improve mobility and quality of life in the Greater Hartford Region now and in the future.

Early Action Projects

- CTDOT has initiated design activities for several various type of projects. They include: Intersection Improvements at Albany Ave/Main Street in Hartford; Reconstruction of Pulaski Circle to improve safety for all users at an important gateway for the City, and the closure of ramps at High Street and Trumbull Ave in Hartford to alleviate congestion and improve safety. Additionally, projects to increase pedestrian safety are also being designed. Two projects will address sidewalk needs at several highway ramp crossings in Hartford and East Hartford, a sidewalk and intersection improvement project in Rocky Hill at the I-91, Exit 24 ramp intersections with Rte. 99, and a project to install new sidewalks along Rte. 175 in Newington.

Mid-Term Project

- Route 2 Extension to I-91 over the Connecticut River – This project involves the extension of Route 2 beyond the Governor Street ramp in East Hartford to provide a direct connection to I-91 north of the existing I-84/I-91 interchange in Hartford with a new crossing over the Connecticut River. The purpose of this project is to alleviate congestion at the existing I-84/91 interchange and improve mobility and safety on I-84, I-91, and the Bulkeley Bridge. CTDOT is initiating the National Environmental Policy Act (NEPA) phase and preliminary engineering for this project.

Long-term Core Components

- River Gateway – This component includes the lowering and capping of I-91 from the Founders Bridge to Dillon Stadium and the creation of a surface boulevard to reconnect the Downtown to the riverfront. This component also includes redesigning Whitehead Highway as an urban boulevard from Pulaski Circle to the Connecticut River and extending that as a new local multi-modal bridge over the Connecticut River to East River Drive in East Hartford. CTDOT received a Reconnecting Communities Grant to perform planning level analyses and develop concepts and alternatives along with extensive public outreach. This planning and concept development phase is scheduled to start in late 2025.

- City Link – This component addresses the structural, operational, and safety needs of the highway network while reconnecting neighborhoods, improving bus and rail transit, accommodating pedestrian and bicycle travel, and providing opportunities for economic development and a better quality of life. This component includes the lowering of the I-84 viaduct in Hartford and capping various sections to reconnect neighborhoods. This includes realignment of a portion of the Hartford Line Railroad along with double tracking to improve service and the potential for a new or improved Union Station. A portion of I-84 would be relocated to the north with a new I-84/I- 91 interchange in the North Meadows area allowing for the conversion of the abandoned I-84 to an urban boulevard to accommodate potential expansion of high-capacity transit and pedestrian and bicycle amenities across the Bulkeley Bridge for improved local mobility and access.

I-84 Danbury PEL Study

After reviewing and analyzing potential options and breakout projects to address congestion and mobility along I-84 in Danbury, the CTDOT has determined to advance the I-84 Flex Lane project. This concept uses the median shoulder as a temporary travel lane to alleviate congestion and improve safety during peak travel times. The project will also include improvements for the Route 7 Southbound ramp to I-84 Westbound to alleviate the bottleneck on Route 7 Southbound. Additional safety improvements on I-84 will also be included to upgrade the median barrier, illumination, signage and drainage along with resurfacing the roadways and installation of traffic incident management cameras. This project is currently in design and is anticipated to start construction in 2028.

Sample of Projects in the Capital Plan

Listed below are a sample of projects that are included in the 5-year Capital Plan

Major Projects in Design

Highway Projects

- I-91/I-691/Route 15 Interchange Improvements in Meriden and Middletown. Three separate projects to reduce congestion, improve operations, and address safety concerns. The final project has completed its design and is anticipated to begin in 2026. The other two projects are currently in construction.

- Route 7 and Route 15 (Merritt Parkway) Interchange in Norwalk. Project to improve roadway system linkage between Routes 7 and 15 at Interchange 39 and improve safety and mobility for all users at the Route 15, Main Avenue, and Route 7 Interchanges.
- Route 82 in Norwich. Safety improvement project to reduce the number and severity of crashes.
- Route 85 in Salem and Montville. Corridor improvements to provide consistent shoulder widths, improve sightlines, provide left-turn lanes, and replace deficient bridges.
- Route 9 in Middletown. Series of projects to support removing two traffic signals from the expressway. Supporting projects began in 2019 and the final project is expected to be completed in 2030.

Bridge Projects

- Rehabilitation of Bridge No. 00333 carrying Route 34 over US Route 1 and Metro North Railroad in New Haven. Construction is estimated to start in 2029.
- Rehabilitation of Putnam Bridge, carrying Route 3 over the Connecticut River in Glastonbury and Wethersfield. Construction is estimated to start in 2026.
- Rehabilitation of the Baldwin Bridge, carrying I-95 over the Connecticut River, with construction estimated to begin in 2027.
- Rehabilitation of the Heroes Tunnel, carrying route 15 through the West Rock Mountain, with construction to begin in 2028.
- Rehabilitation of The Mystic River Bridge, carrying route 1 over the Mystic River, with construction to begin in 2027.
- Replacement of the Kimberly Avenue Bridge, carrying Kimberly Avenue over the West River, with construction to begin in 2028.

Facilities Projects

- New Maintenance Facility in Avon
- New Maintenance Facility in Union
- New Maintenance Facility in Simsbury
- New Maintenance Facility in Stonington
- Renovation of Wolcott Maintenance Facility

Bus Projects

- MOVE New Haven Bus Rapid Transit System
- Relocation of Greater New Haven Transit District Facility to North Haven
- Windham Regional Transit District Bus Charging Facility Upgrades – Phase 2
- CTtransit Hartford Roof and HVAC Replacement is estimated to start Construction in 2027.
- New Administration and Bus Storage Facility at SEAT, in Preston
- New Bus Maintenance Facility for River Valley Transit, in Middletown
- CTfastrak Improvements, Phase 3
- Rail Projects
- Hartford Line – Double Tracking in West Hartford, Windsor Locks, and Enfield
- Hartford Line – New Enfield Station
- New Haven Line – Devon Bridge Replacement
- New Haven Line – Track Improvement and Mobility Enhancement (TIME) 1 –
- Bridgeport to Stratford
- New Haven Rail Yard Improvements
- Wheel Truing Facility
- Running Repair Shop
- New Haven Union Station Campus Improvements
- New Haven State Street Station
- Shoreline East – Madison Station – North Platform

Major Projects in Construction

Traffic & Highway Operations Projects

- Phase 2 Installation of a Computerized Traffic Signal System (CTSS) with Connected Vehicle (CV) technology on U.S. Route 5/CT Route 15 in Berlin
- Upgrade I-95 and install US Route 7 cameras (CCTV) in the towns of Darien, Greenwich, Norwalk, Stamford, Westport
- CCTV/Fiber Upgrades on 91/95 Exits 8 to 16 from New Haven to Meriden

Highway Projects

- I-91/I-691/Route 15 Interchange Improvements in Meriden and Middletown. Three separate projects to reduce congestion, improve operations, and address safety concerns. The final project has completed its design and is anticipated to begin construction in 2026. The other two projects are currently in construction.
- I-95 Interchange Improvements at Exit 74 in East Lyme
- Replace Noise Wall along I-84 EB in Danbury
- Derby/Seymour, CT 8, Resurfacing, Bridge Rehab and Safety Improvements
- Norfolk, US 44, Replacement of Retaining Walls
- Southbury, I-84 Pavement Rehabilitation – PRRP
- I-95 Auxiliary Lanes, Resurfacing and Safety Improvements in Stamford
- Pavement Preservation Mainline and Ramps Route 15 in Greenwich
- Intersection Improvements on U.S. Route 1 in Westport
- Guiderail Improvements on CT Route 15 in the Town of New Haven and Woodbridge
- 2025 Pavement Preservation Program – Ultra Thin Bonded PMA – District 3
- 2025 Pavement Preservation Program Thin Friction Wearing Course – District 3
- Farmington Canal Raised Crossings in the Towns of New Haven and Hamden

Bridge Projects

- I-95 Gold Star Memorial Bridge Rehabilitation and Multimodal Improvements over the Thames River in Groton and New London.
- Replacement of Bridge No. 00326 carrying U.S. Route 1 over Metro North Railroad in Stratford.
- Rehab Br 2475 Rt 130 over Pequonnock River (Ph2) in Bridgeport.
- Replacement of CTDOT Bridge No. 03514 and NYSDOT Bridge No. 1052991 carrying I-684 Northbound over Byram River in Greenwich.
- Rehabilitation of Bridge Nos. 00161 & 00162 I-95 over Metro North Railroad in West Haven.
- Dutch Point Viaduct Rehabilitation. Bridge No. 01468B carrying I-91 SB over Connecticut Southern Railroad in Hartford.

- Reconfiguration of Route 17 On-Ramp onto Route 9 North in Middletown

Facilities Projects

- New District 1 Headquarters, Materials Testing Lab, Signal Lab, & Sign Shop building will begin construction in 2025 and is expected to be complete in 2029.
- New Westport Maintenance Facility is expected to be completed in 2028.
- New Maintenance Facility in Vernon is expected to be completed in 2026.
- New Maintenance Facility in East Hartford – Phase 1 complete and occupied, with Phase 2 scheduled to be completed in 2026.
- Southington Truck Parking Expansion.

Bus Projects

- New Stamford Electric Bus Garage (CTtransit) completion scheduled for 2027
- Renovations/Addition to the Windham Regional Transit District Facility expected to be completed 2027
- CTfastrak Improvements, Phase 2 (Pavement Preservation) – Pavement repairs and safety improvements at the stations and intersections construction starting in 2026.

Rail Projects

- New Darien Railroad Station Platforms (MNRR – New Haven Line) – Phase 1 opening late 2025, overall completion in 2026
- Waterbury Branch Line Platform Replacement Program (Seymour, Ansonia, Beacon Falls, and Waterbury Stations) – Construction is underway at station locations with each anticipated to be complete between 2026 and 2027.
- Naugatuck Railroad Station (MNRR – Waterbury Line) – The first project of the Waterbury Line Station Improvement Project is underway with completion slated for 2027.
- New Windsor Locks Railroad Station (Hartford Line) – Construction of a new passenger rail station with 500-foot platform. Ready for partial operation early 2026, with complete operation pending installation of double track expected to be complete later in 2026.
- New Haven Railyard – Coach Acceptance Facility – Construction of the acceptance facility for the new coach fleet under construction with completion in 2026.

- New Haven Railyard – Car & Diesel Renovations – Project underway for the renovation and improvements to the both the existing Car Shop and the Diesel Shop with completion in 2028 and 2030, respectively.
- Stamford Maintenance of Equipment Renovation – Project underway with completion scheduled for 2028.
- WALK Moveable Bridge Replacement in Norwalk.

Recently Completed Construction Projects

Traffic & Highway Operations Projects

- Installation and Revision of Traffic Controls Signals in various District 2 and District 4 towns.
- Traffic Signal Safety and Technology Enhancements in various towns statewide.

Highway Projects

- I-95 Median/Barrier and Resurfacing in Norwalk.
- Route 85 Improvements North of Route 82 in Salem.
- Statewide Replacement of Overhead Sign Supports.
- 2025 Pavement Preservation Program on I-91 in District 1.
- I-95 Northbound and Southbound Safety Improvements in Groton.
- I-95 Improvements from NY to Exit 6 – Greenwich/Stamford

Active Transportation Projects

- Install/Revision of Rapid Rectangular Flashing Beacons on Municipal Roads in various District 4 and 1 towns.
- Replace Pedestrian and School Crosswalk Signs and Pavement Markings in various District 1 towns.

Bridge Projects

- Route 82 Swing Bridge Rehabilitation over the Connecticut River in Haddam and East Haddam. Construction began in 2022 and completed on time on February 25, 2025.
- Bulkley Bridge Aesthetic Lighting Bridge carrying I-84 over the Connecticut River in Hartford
- Fairfield Avenue Bridge- Norwalk Emergency Declaration.

- Replacement of Bridge No. 02442 Route 68 over Saw Mill Brook in Durham.
- UHPC Beam End Repairs in District 2.

Facilities Projects

- Old Saybrook Repair and Maintenance – Generator Replacement
- Maintenance Tank Replacement in Pomfret and Colchester
- Orange Maintenance Facility
- Franklin Maintenance Facility
- Canterbury Maintenance Facility
- Rocky Hill Central Storage Facility Roof Replacement

Public Transportation Projects

- New Merrit 7 Station in Norwalk
- Stamford Parking Garage Demolition – Demolition of the Original 1987 Stamford Transportation Center parking garage completed in 2025 following the opening of the new 928 space South State Street garage opened in 2024.

Alternative Contracting

The CTDOT uses alternative contracting techniques to improve project delivery and expand the capacity of the Capital Program. These techniques include Construction-Manager-at-Risk (CMAR), Construction Manager/General Contractor (CM/GC), and Design-Build (DB). Together, these techniques help to maximize contractor innovation and expedite the construction schedule of projects. Projects are screened through a project delivery decision matrix to guide project managers in selecting the procurement methodology. To date, CTDOT has completed one CMAR project and five DB projects. Over the past year, the agency was engaged in four CMAR projects, one CM/GC project, and six DB projects. Future projects include three Design-Build. In total, all Alternative Contracting Projects represent over \$2 billion in construction costs.

Table 1: List of Active Alternative Contracting Projects

Project Title	Location	Status
Construction Manager at Risk		
New District 1 Headquarters and Materials Testing Lab	Rocky Hill	Construction
CTtransit Hartford Roof and Renovations	Hartford	Design
Waterbury Branch Line Stations Platform Upgrades and Waterbury Waiting Room	Derby, Ansonia, Seymour, Beacon Falls, and Waterbury	Design
Union Station and State Street Station Platform and Canopy Replacements	New Haven	Design
Construction Manager/General Contractor		
WALK Moveable Bridge Replacement	Norwalk	Construction
Design-Build		
Rehabilitation of Four (4) Bridges along Route 72	New Britain & Plainville	Construction
Dutch Point Viaduct Rehabilitation	Hartford	Construction
Replacement of I-95 Bridges over Route 745 and Metro-North Railroad	West Haven	Construction

I-91/I-691/Route 15 Interchange Improvements (I-691 EB to I-91 NB)	Meriden & Middletown	Construction
I-95 Auxiliary Lane & Resurfacing, Bridge Rehabilitation, and Safety Improvements	Stamford	Construction
Route 8 Resurfacing, Bridge Rehabilitation, and Safety Improvements	Ansonia, Derby, Seymour & Shelton	Construction
Replacement of three (3) Overpasses of I-91	Wallingford	Advertising Document development
Replacement of three (3) Bridges over I-84	Southington	Advertising Document development
Quinebaug River Trail — SR 205 to Trout Hatchery Rd., Plainfield, CT	Plainfield	Advertising Document development

Capital Construction Program

State Advertised Projects

The CTDOT's Capital Construction Program is a subset of the overall capital funding program. The Capital Construction Program is multimodal, with highway and bridge construction constituting most of the program. The Capital Construction Program does not include equipment procurement, such as rail cars or replacement buses. It does, however, include projects such as the catenary replacement program, track speed improvements, and rail station construction.

Connecticut's infrastructure needs, like most states throughout the nation, exceed the financial resources to address them all. Therefore, having a clearly defined project purpose and need and committing the State's financial resources to the most critical transportation deficiencies is more important than ever. One of the main priorities of the Capital Construction Program is preservation of our existing multimodal assets and maintaining them through a systematic Asset Management Program.

For planning purposes, roughly twenty five percent (25%) of the Capital Construction Program funding is utilized for preliminary engineering and the purchase of property rights for projects. The remainder of the Capital Construction Program funding is dedicated to the construction phase. The construction phase includes:

- The amount of the awarded construction contract,
- Plus a contingency budget for extra work and change orders,
- Plus the CTDOT's costs to manage and oversee the work (known as incidentals),
- Plus any utility relocation costs.

A summary of the project delivery statistics for the previous two years, in addition to the estimated figures for FFY2026, are shown in the table below.

Table 2

	FFY2024	FFY2025	FFY2026*
Number of Design/Bid/Build Projects	76	82	80
Total Construction Cost of Design/Bid/Build Projects	\$728	\$2,080	\$1,284

All dollar amounts are in millions. Values only represent CTDOT advertised contracts.

*FFY2026 figures are estimated.

From the table above, it's important to note that the number and dollar amount of projects fluctuates on an annual basis. In some years there are many smaller projects being advertised; in other years, a large project may be delivered that will be paid for over several years.

Municipal (Local) Projects and Grants

The Capital Plan includes projects managed and funded by municipalities, with financial support from CTDOT. It also includes grants provided directly by CTDOT to municipalities, as well as transportation-related grants to municipalities that CTDOT administers on behalf of other agencies. These projects are expected to total 121 in FFY 2025, with an estimated value of \$193 million. The list of grant projects to municipalities is not included in the attached project listing.

Some of the projects advertised by municipalities include:

- Congestion Mitigation and Air Quality (CMAQ)
- Earmarks
- State-Local Bridge Program
- Surface Transportation Program – Urban (STP-U)
- Federal-Local Off-System Bridge Program
- Transportation Alternatives Program

Grants to municipalities include:

- Community Connectivity Grant Program (CCGP),
- Local Transportation Capital Improvement Program (LOTCIP),
- Small Town Economic Assistance Program (STEAP)*,

- Transportation Rural Improvement Program (TRIP), and
- Urban Action Grant Program*.

*STEAP and Urban Action Grant Programs are managed by the Office of Policy and Management (OPM), while CTDOT is responsible for administering the transportation-related grants.

Projects Scheduled for Advertising

The attached 5-year Capital Plan project listing contains information on the specific projects and programs contemplated for FFY2026 – FFY2030 as well as anticipated funding for each. This project listing contains projects that are expected to be financed with available funding. The upcoming projects to be advertised are listed in two categories on the CTDOT's website and is updated monthly. The categories are:

1. State advertised and administered contracts for which the list covers a one-year timeframe,
2. Some municipally advertised and administered contracts for which the list covers a six-month timeframe.

The lists of projects scheduled for advertising can be found on our [Project Awards](#) webpage.

Summary

The CTDOT's total Capital Plan includes locally advertised projects and funding programs, preservation projects utilizing contractors selected through Connecticut Department of Administrative Services (CTDAS), and projects directly performed by Amtrak and Metro-North on the CTDOT's behalf, as well as projects bid by the Contracting Unit. In FFY2025, the CTDOT advanced 294 projects at a value of \$2.5 billion. In FFY2026, the CTDOT anticipates advancing 326 projects with a value of \$1.8 billion. See Figure C and Figure D for more detail.

In addition, the CTDOT is responsible for developing and administering contracts for rolling stock for transit operations and fleet and equipment purchases to support operations.

The CTDOT's Capital Program has been expanding over the years, consistent with the increased transportation investment levels. While the State has been benefiting from these increased investment levels, the full benefit of this increase has been offset by the increased cost (inflation) of capital projects and the continuing deterioration of our existing assets over time. FHWA's official measure of highway and bridge

construction costs, the National Highway Construction Cost Index, indicated that these costs increased more than 10% since 2023 (index of 3.17 in quarter 1 of 2025 as compared to 2.84 in quarter 1 of 2023).

Conclusion

The CTDOT's Capital Program continues to be focused on an asset management approach, while also planning for and designing affordable system enhancements that can fit within our fiscally constrained program. Emphasis areas include improving pedestrian and roadway user safety, upgrading the condition and technology of the state's traffic signal system, developing projects and programs that directly reduce our carbon dioxide and other air emissions, targeted improvements to our highway system to reduce congestion and improve mobility, and implementing corridor improvements along the New Haven Line to reduce travel times.

Large transportation infrastructure improvements take many years to proceed from planning through design and finally to construction; therefore, a consistent and long-term vision is necessary to achieve desired results.

The federal component of the transportation Capital Program is expanding with passage of the IIJA and provides a higher base funding level for future transportation reauthorizations. The state capital funding stream from the STF is stable and the State continues to submit competitive grant applications to bring more federal monies back to Connecticut.

The CTDOT's goal is to optimize the capital funding for all its transportation modes and to continuously improve its ability to deliver maximum infrastructure improvements for each dollar expended. The CTDOT achieves this in the following ways:

- Obtaining and using all the federal funds allocated to the state,
- Receiving tens of millions of dollars of funds other entities could not obligate on schedule,
- Working with the Governor's Office, the Legislature, and other state and federal agencies to identify and/or create additional sources of funding and to be successful in competitive discretionary grant programs,
- Using advance construction on major projects while managing financial risk and deploying a mixture of projects to meet the many needs of the state,
- Managing the Capital Program by allocating its resources in a manner that optimizes output. At the same time creating a variety of jobs and economic benefits: engineering, legal, public safety, materials production, and sale,
- Improving project delivery to increase the CTDOT's capacity to provide

- the State with higher quality transportation improvements,
- Addressing the transportation needs of the State in an equitable manner while accounting for resilience and climate change,
- Enhancing transportation investment strategies through strategic planning and using an asset management approach to maintain our transportation infrastructure, and
- Using more durable materials to reduce future maintenance and rehabilitation costs,

The CTDOT will continue to balance the priorities for the Capital Program using a data-driven decision-making framework to assess a variety of criteria including asset management, safety, sustainability, and economic vitality.

Although the outlook is good, the projected costs of some of the planned major highway and rail transportation improvements will likely exceed the projected fiscal resources of the current Capital Program. These large investments are critical to the State's economic vitality; therefore, the State must plan carefully to provide the necessary financial support for our transportation infrastructure now, and into the future.

Relevant Websites

[CTDOT Main Website](#)

[CTDOT Capital Plans and Reports \(current and previous\)](#)

[CTDOT Consultant Solicitation](#)

[CTDOT Long-Range Transportation Plan](#)

[CTDOT Major Projects](#)

[CTDOT Open Data Portal](#)

[CTDOT Projects Scheduled for Advertising and Project Awards](#)

[CTDOT Statewide Transportation Improvement Program](#)

[CTDOT Transportation Plans](#)

[CTDOT Transportation Studies](#)

[Federal Highway Administration](#)

[Federal Railroad Administration](#)

[Federal Transit Administration](#)

Figure A – Capital Program Funding FFY2016 – FFY2030

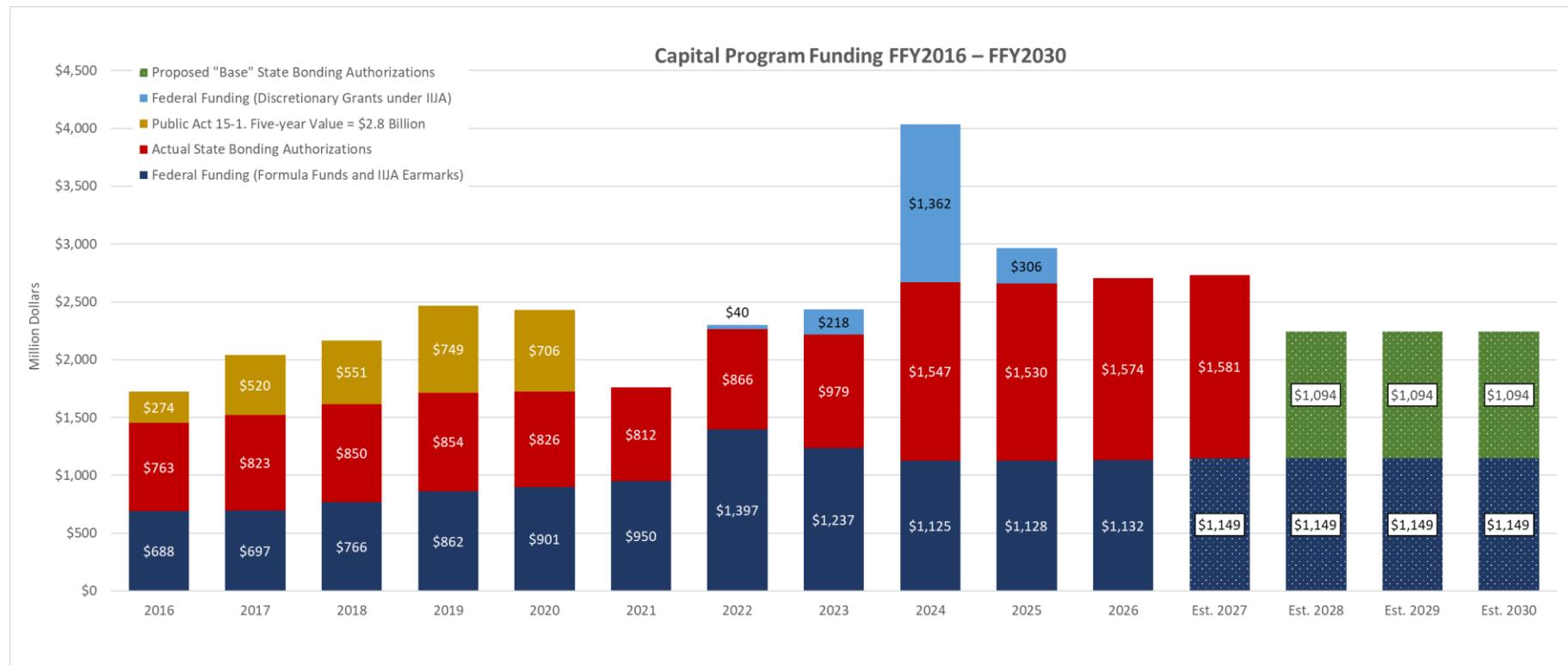
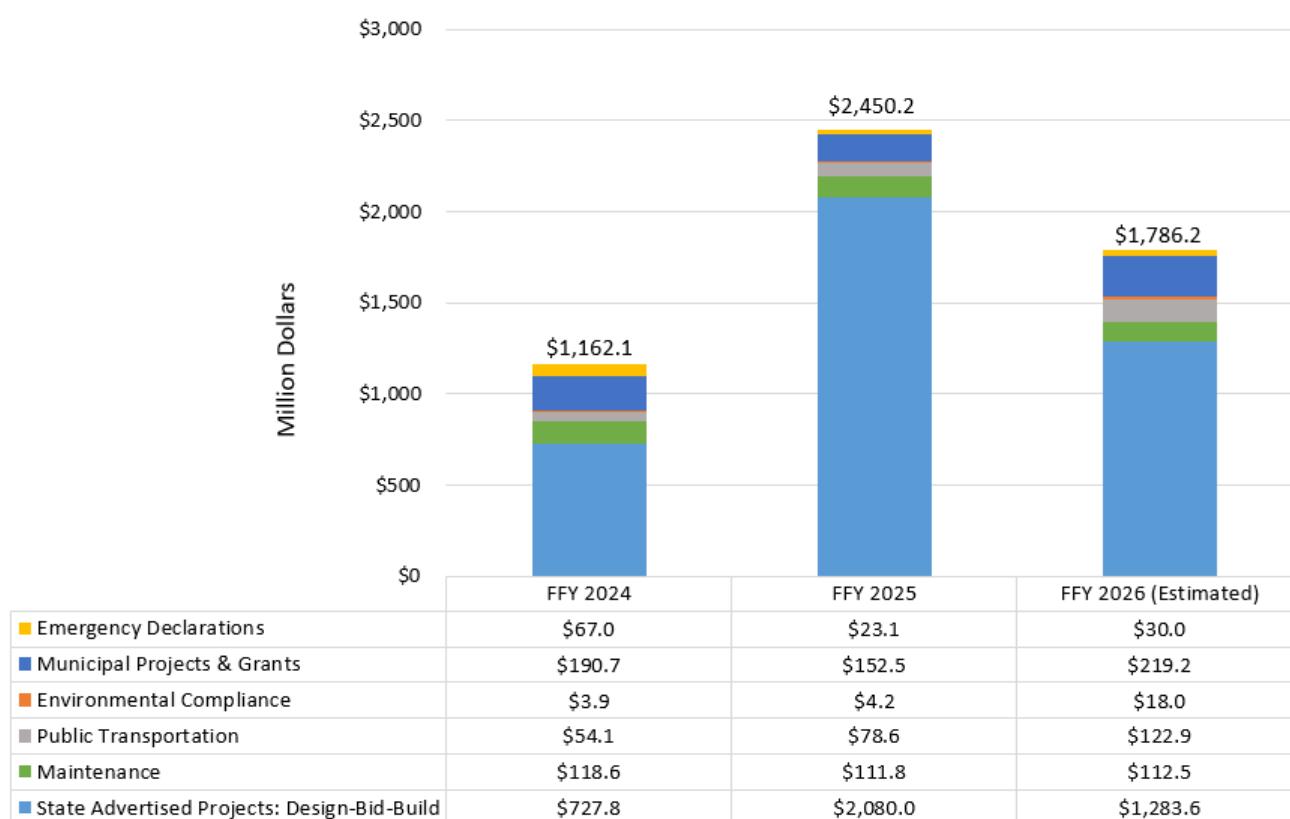


Figure B - CTDOT Capital Expenditures SFY2020 – SFY2025



Figure C – CTDOT Committed Construction Dollars FFY2024 – FFY2026 (est.)

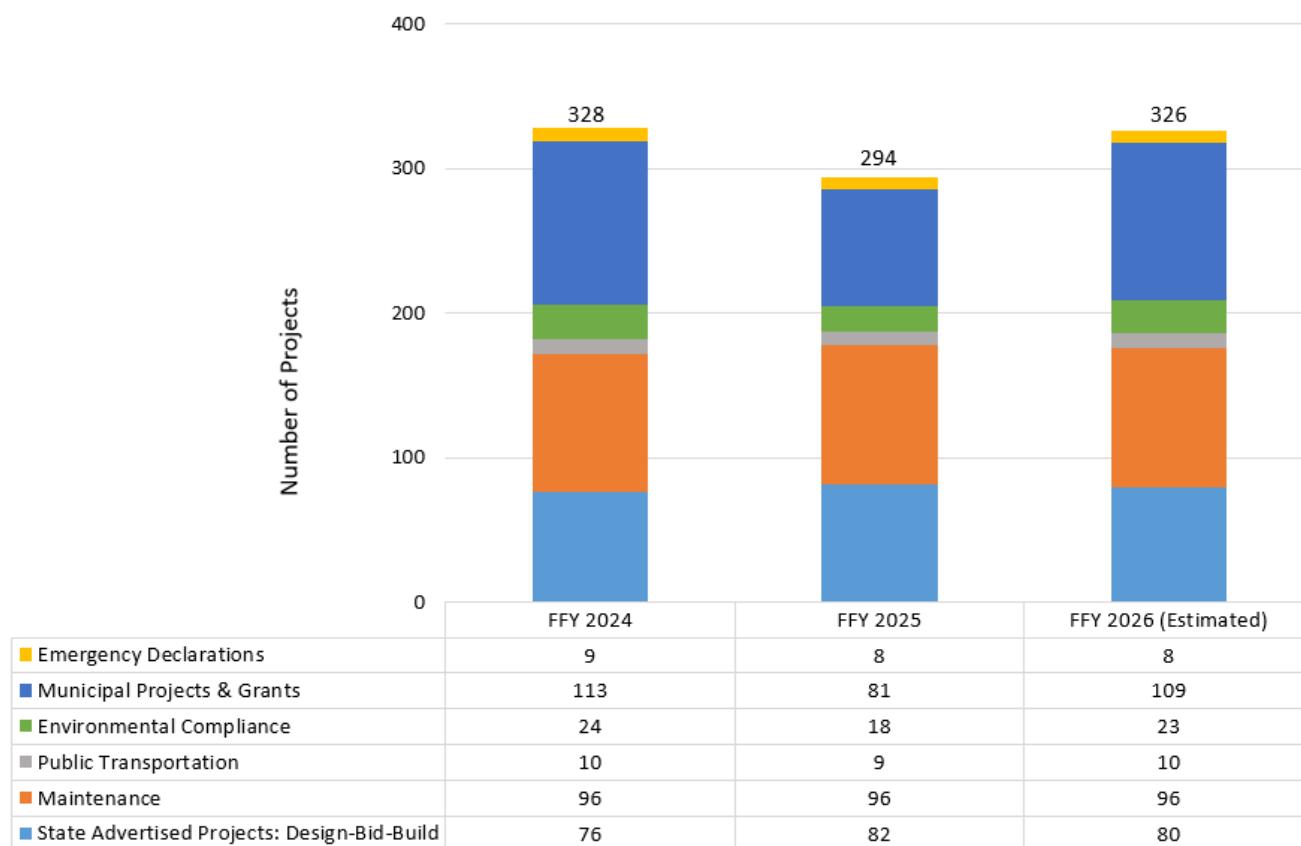


Project Category Definitions:

- **Emergency Declarations:** Contracts issued to respond to unforeseen disasters
- **Municipal (Local) Projects and Grants:** Projects advertised by municipalities such as Congestion Mitigation and Air Quality (CMAQ), Earmarks, State Local Bridges, Surface Transportation Program - Urban (STP-U), Off-system Bridges, and Transportation Alternatives Program. Grants to municipalities include Community Connectivity Grant Program (CCGP), Local Transportation Capital Improvement Program (LOTCP), Small Town Economic Assistance Program (STEAP), Transportation Rural Improvement Program (TRIP), and Urban Action Grant Program.
- **Environmental Compliance:** State pier remediation, Salt shed construction, and Contracts issued to address site remediation
- **Public Transportation:** Projects administered by CT Transit Districts & Metro North Force Account work
- **Maintenance:** Bridge Repair Unit (BRU) and Vendor-in-Place (VIP) Paving
- **CTDOT Advertised Projects – Design-Bid-Build:** DOT advertised projects following the traditional Design-Bid-Build process

Note: The figure above does not include Alternative Contracting or Town Aid Road projects

Figure D – CTDOT Number of Construction Projects FFY2024 – FFY2026 (est.)



Note: The figure above does not include Alternative Contracting or Town Aid Road projects

Project Category Definitions:

- **Emergency Declarations:** Contracts issued to respond to unforeseen disasters
- **Municipal (Local) Projects and Grants:** Projects advertised by municipalities such as Congestion Mitigation and Air Quality (CMAQ), Earmarks, State Local Bridges, Surface Transportation Program - Urban (STP-U), Off-system Bridges, and Transportation Alternatives Program. Grants to municipalities include Community Connectivity Grant Program (CCGP), Local Transportation Capital Improvement Program (LOTCIP), Small Town Economic Assistance Program (STEAP), Transportation Rural Improvement Program (TRIP), and Urban Action Grant Program.
- **Environmental Compliance:** State pier remediation, Salt shed construction, and Contracts issued to address site remediation
- **Public Transportation:** Projects administered by CT Transit Districts & Metro North Force Account work
- **Maintenance:** Bridge Repair Unit (BRU) and Vendor-in-Place (VIP) Paving
- **CTDOT Advertised Projects – Design-Bid-Build:** DOT advertised projects following the traditional Design-Bid-Build process