



EXECUTIVE SUMMARY

# 2022 Connecticut Statewide Freight Plan Update

The Connecticut Statewide Freight Plan Update (Plan) serves as the long-range strategic plan for Connecticut’s multimodal freight transportation system. The development of the plan was guided by the 2021 Bipartisan Infrastructure Law (BIL). The Plan was approved by the Federal Highway Administration in January 2023.



*I-95 from the New York/ Connecticut border to New Haven and I-91 between New Haven and Hartford carry the heaviest truck volumes.*

## Goods Movement and Connecticut’s Economy

Millions of tons and billions of dollars in freight annually traverse Connecticut’s transportation infrastructure, including finished goods and intermediate materials. In 2019, \$110.5 billion in direct outbound, inbound, and intraregional freight was moved on Connecticut’s freight network. Such direct freight sales are associated with 451,100 direct regional jobs, almost 20 percent of the state’s economy. These jobs earn \$36.5 billion in income.

Trucks carry the majority of freight in Connecticut based on tonnage (91%) and value (89%). Freight tonnage by ports and rail were at 5 percent and 4 percent, respectively. More

truck freight was shipped through Connecticut than inbound, outbound, and intra-county freight movements, at about 42 percent. I-95 from the New York/Connecticut border to New Haven and I-91 between New Haven and Hartford carry the heaviest truck volumes. Truck freight is forecast to increase by 20 percent by 2040 (an increase of over 31 million tons).

## Connecticut Freight By the numbers

Connecticut’s freight transportation system is a critical component of the local, state, New England, and national economy. Connecticut has an extensive and interconnected network of freight assets:



**21,557**  
Miles of Roadway



**1,406**  
Miles on the State National Highway System



**628**  
Miles of Freight Railroad Right-of-Way



**3**  
Deep-water Commercial Ports



**1**  
Major Cargo Airport



**590**  
Miles of Gas Transmission Pipeline



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## Total Economic Impact of Freight Activity in Connecticut



SUPPORTING OVER **451K Jobs**

REPRESENTING

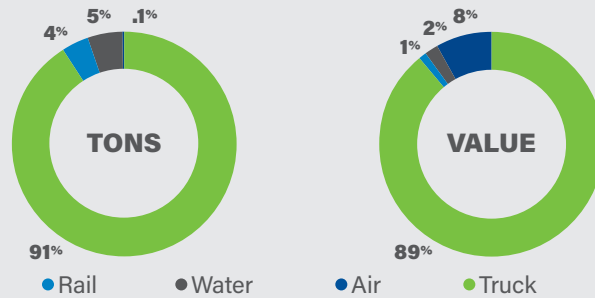


**19.3%** of the State Employment Base with Earnings of **\$36.5 Billion.**



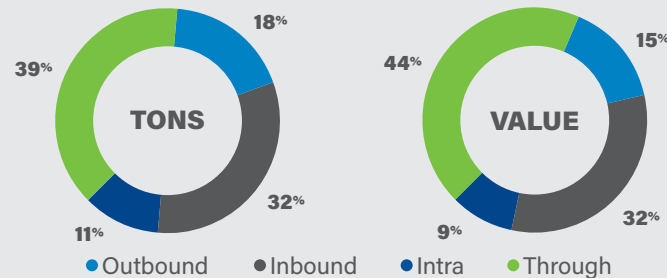
PRODUCING **\$50.5 Billion** in gross regional product.

## Freight Tonnage and Value by Mode, 2019\*



Average Value Per Ton	Truck	Rail	Ports	Air
	\$1,477	\$448	\$540	\$125,861

## Freight Movement by Direction, 2019\*



\*Source: TRANSEARCH, 2019

## Growth in Truck Volumes + Commodities

By 2040, CT Truck freight is projected to increase over 31 million tons to 189 million tons, a **20% total increase.**



Truck value is projected to grow by \$91 billion a **39% increase**



Rail freight is projected to **increase by 30 percent by 2040**



Major commodity growth includes Food or Kindred products (**46%**) and Secondary Traffic (**52%**)



Petroleum or Coal Products are forecast to **decline by 17%**



## Highlights of the general freight recommendations include\*\*:

- Prioritize new studies and existing programmed projects designed to improve freight mobility and eliminate freight bottlenecks.
- Evaluate implementation opportunities for the Truck Parking Study recommendations by identifying locations for adding additional truck parking.
- Coordinate across neighboring states, Connecticut MPOs and COGs, CTDOT departments, public and private sector freight stakeholders.
- Expand the use of intelligent transportation systems (ITS), freight technology, and innovation to improve the flow of freight.
- Address safety/congestion infrastructure needs on highways during the project development process.
- Identify opportunities to invest in freight infrastructure projects using federal and state funding sources. Monitor federal discretionary grant opportunities and identify potential freight projects that may be eligible.

\*\*This freight plan provides additional recommendations for each freight mode that the state relies upon for goods and commodities movement: trucking, freight rail, marine freight, and air cargo.