



# CONNECTICUT....ON THE MOVE!



## 2020 Transportation Fast Facts



**777**  
Thousand Weekday  
Metro-North Riders

Home to the  
Busiest Commuter Rail  
Line in U.S



**600+**  
Miles of Statewide  
Significant Trails  
Over \$25 million awarded  
to enhance community  
connectivity



**3.5**  
Million Citizens  
Ranked 4th in the U.S.  
Population Density



# Transportation Fast Facts 2020

The Connecticut Department of Transportation (CTDOT)'s Fast Fact Booklet offers a glimpse into how the Department and our intermodal partners (CT Airport Authority and CT Port Authority) work to maintain and improve our transportation network.

All information represents the most recent data available, the vast majority of the data was collected and inventoried prior to COVID-19

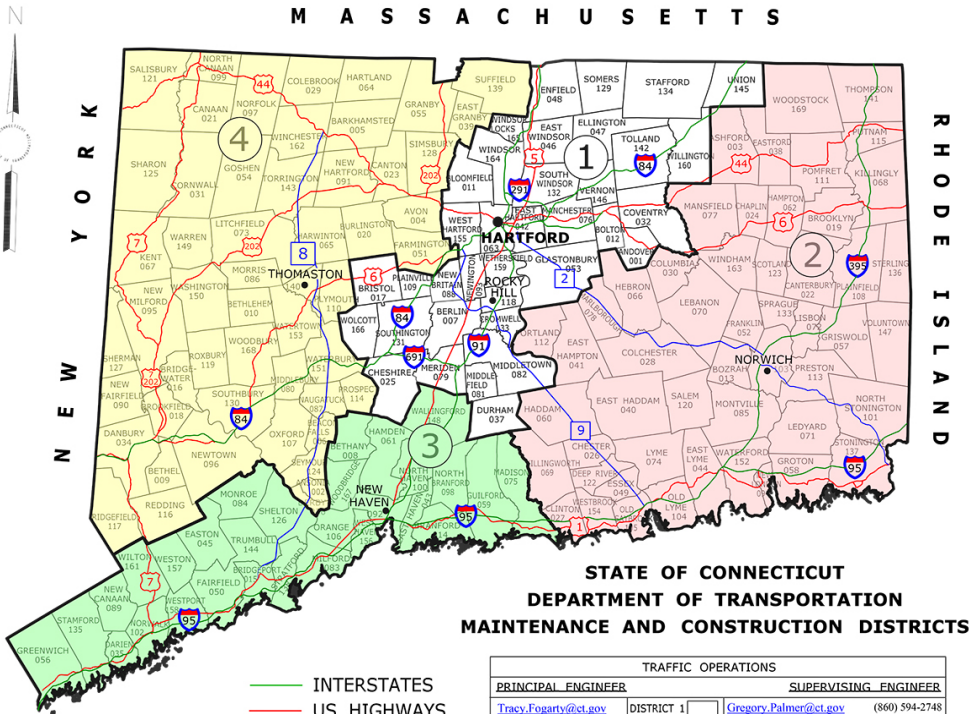
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For more information please visit [www.ct.gov/dot](http://www.ct.gov/dot)

M A S S A C H U S E T T S



STATE OF CONNECTICUT  
 DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE AND CONSTRUCTION DISTRICTS

— INTERSTATES  
 — US HIGHWAYS  
 — MAJOR STATE HIGHWAYS

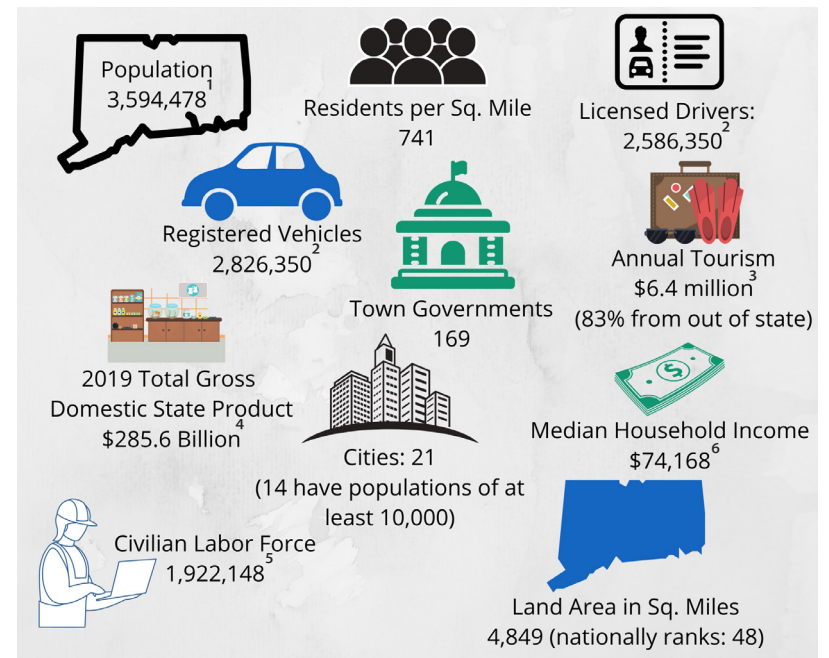
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## At-A-Glance Connecticut General Facts



This symbol depicts a factoid related to the 2020 spring COVID-19 pandemic; look for it throughout the booklet.

<sup>1</sup>U.S. Census Bureau, American Community Survey, 2013-2017 <sup>2</sup>Federal Highway Administration, Highway Statistics Series, 2017 <sup>3</sup>Connecticut Tourism Coalition, December 2018 <sup>4</sup>U.S. Bureau of Economic Analysis, Total Gross Domestic Product for Connecticut (CTNGSP), retrieved from FRED, Federal Reserve Bank of St. Louis <sup>5</sup>U.S. Bureau of Labor Statistics, Civilian Labor Force in Connecticut (CTLFN), retrieved from FRED, Federal Reserve Bank of St. Louis <sup>6</sup>US Census Bureau, The American Community Survey 2017



# Connecticut Department of Transportation



125th Anniversary  
(1895-2020)



The Connecticut Highway Department opened in 1895, the DOT was renamed under a reorganization law passed in 1969.

*CTDOT plans, constructs and maintains Connecticut's state and federal highways. We're involved in bridge, waterway, public transit, rail, general aviation, bike, and pedestrian programs. And we help local governments maintain their roads.*

### Vision

The vision of the CTDOT is to lead, inspire and motivate a progressive, responsive team, striving to exceed customer expectations.

### Mission

The mission of the CTDOT is to provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the State and the region.

### Values

**Measurable Results:** We will endeavor to utilize the latest technology and preserve the integrity of our current assets to provide a safe, efficient, integrated, multimodal, transportation system that offers options for mobility.

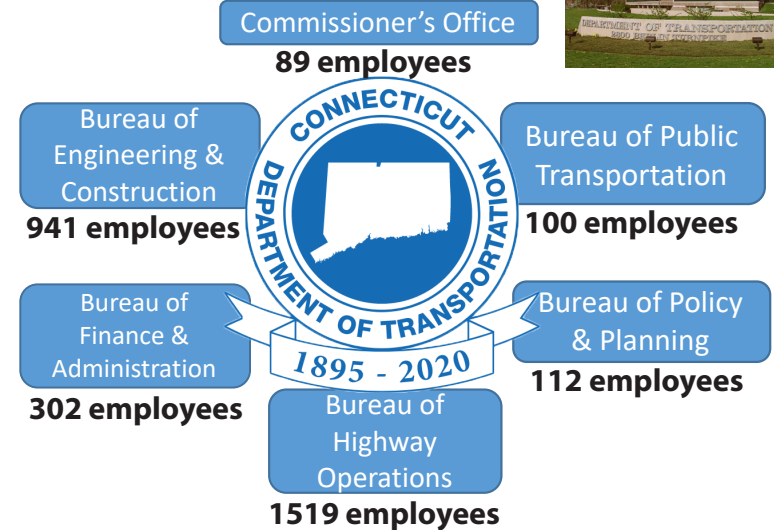
**Customer Service:** We are committed to consulting with our internal and external stakeholders in an open and transparent decision-making process; and to being responsive by providing timely information on services and programs.

**Quality of Life:** We will strive to maintain and enhance the quality of life in the State and the region by maintaining the character of our communities, supporting responsible growth, and by enhancing and being sensitive to the environment.

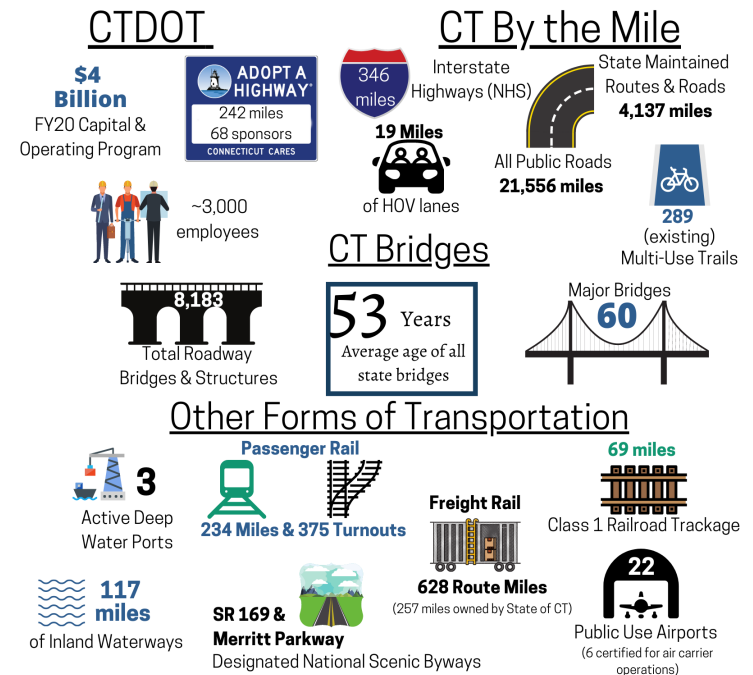
**Accountability & Integrity:** We will prudently manage and invest the human and financial resources entrusted to the Department using sound criteria and efficient, cost-effective methods that put safety and preservation first.

**Excellence:** We will demand excellence in all we do to fulfill our mission by being solution-oriented and focused on project delivery. We will continuously re-evaluate our mission, values, performance and priorities to ensure that the Department and its employees are innovative and responsive to changing needs.

# CTDOT Organizational Chart<sup>7</sup>



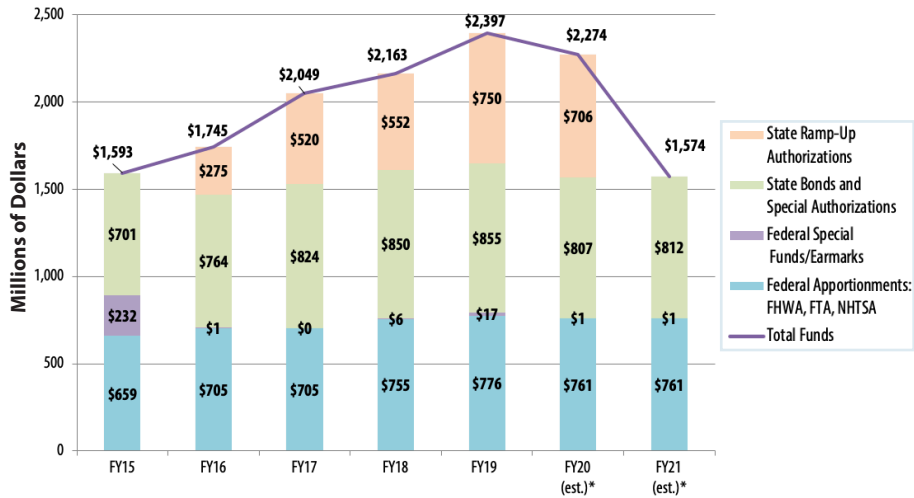
## At-A-Glance Transportation Facts



<sup>7</sup>Data from CTDOT HR as of June 30, 2020

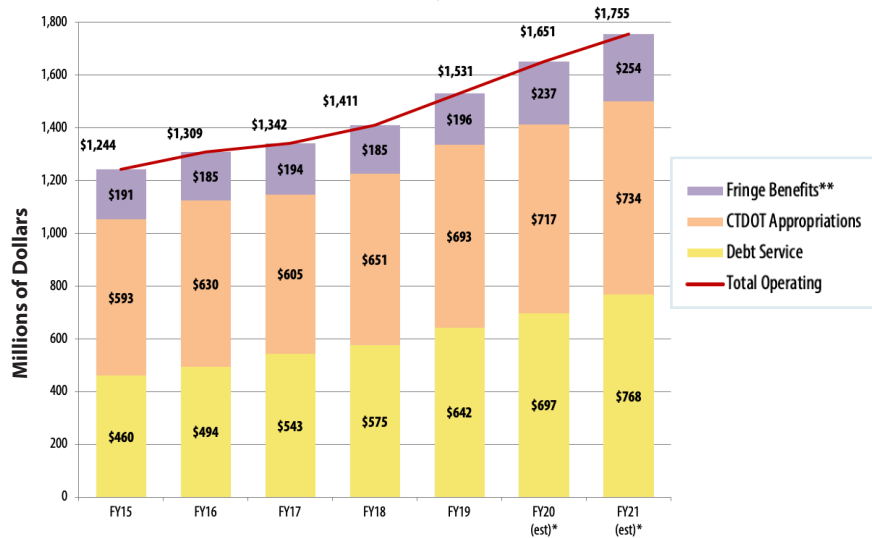
## CTDOT Capital Program Funds FY15-FY21

The capital funds reflected here represent new state and federal dollars made available to CTDOT each year for highway, facility, and public transportation projects.



## CTDOT Operating Funds FY15-FY21

The operating funds reflected here represent CTDOT state appropriated expenditures for debt service, public transportation, highway maintenance, and personnel.



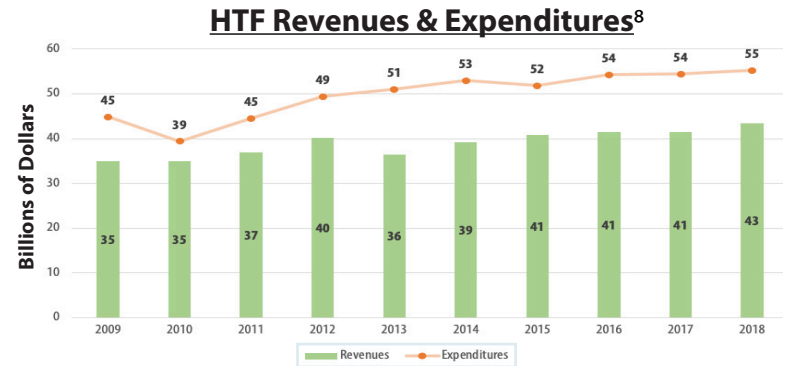
\*FY20 and FY21 funds reflect amounts appropriated per P.A. 19-117

\*\*Fringe Benefits figures represent all Special Transportation Fund fringe expenditures (i.e., including DMV, with majority DOT).

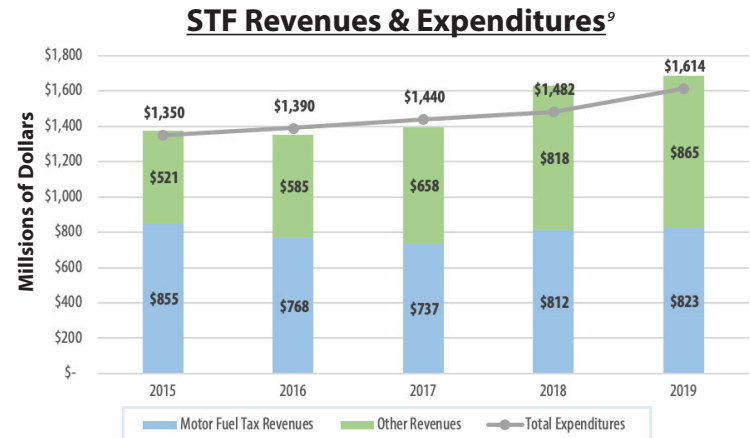
## CTDOT Capital & Operating Program Funding Sources

The CTDOT capital program is funded with a mix of state and federal dollars, whereas the CTDOT operating program is funded entirely from state sources.

**The Highway Trust Fund (HTF)** is a federally appropriated fund that finances most of the federal capital dollars that the state receives each year. Revenues for the HTF come from transportation-related excise taxes, mostly federal taxes on gasoline and diesel fuel, but also from sales and use taxes on heavy trucks and other sources. In recent years, the HTF needed significant transfers of general revenues to remain solvent. Between 2009 and 2018, more than \$135 billion was transferred from other sources.<sup>8</sup>



**The Special Transportation Fund (STF)** is a state appropriated fund that finances most of the state capital and operating dollars that CTDOT receives each year. The predominant source of STF revenues come from state motor fuel taxes, including: gas tax, diesel tax, motor carrier tax, and the petroleum products gross earnings tax. Other STF revenues include general sales and use taxes, motor vehicle sales taxes and receipts, licenses, permits and fees, interest income, and other sources.



<sup>8</sup>FHWA Table FE-210 <sup>9</sup>Connecticut General Ledger-Cumulative Revenue Detail



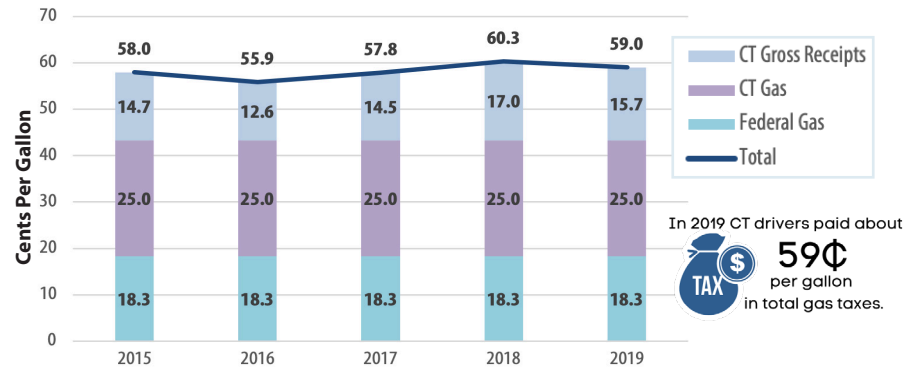
## Fueling Transportation

Road construction, upgrades, and maintenance have largely been financed by a gas tax since the first tax on fuel was instituted by the federal government in 1932. Motor fuel taxes are still the main source of transportation revenue at the state and federal level.

### Connecticut Gasoline Tax Broken Down

- Gross Receipts Tax=8.1% of wholesale gas price (price fluctuates)<sup>10</sup>
- State Gas Tax=25 cents per gallon (since 2001)<sup>11</sup>
- Federal Gas Tax=18.3 cents per gallon (since 1993)<sup>11</sup>

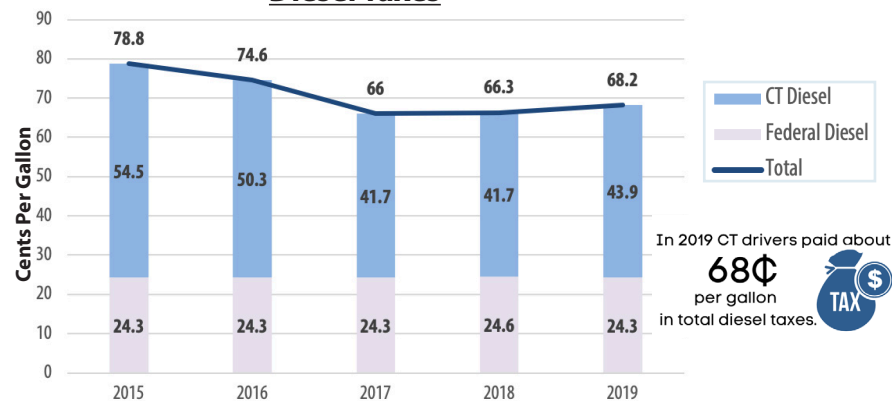
### Gasoline Taxes



### Connecticut Diesel Tax Broken Down

Federal Diesel Tax=24.3 cents per gallon (since 1993)<sup>11</sup>  
 State Diesel Tax=assessed annually based on wholesale price trends<sup>10</sup>

### Diesel Taxes



<sup>10</sup>Connecticut Department of Revenue Services Annual Reports <sup>11</sup>26 U.S. Code § 4041

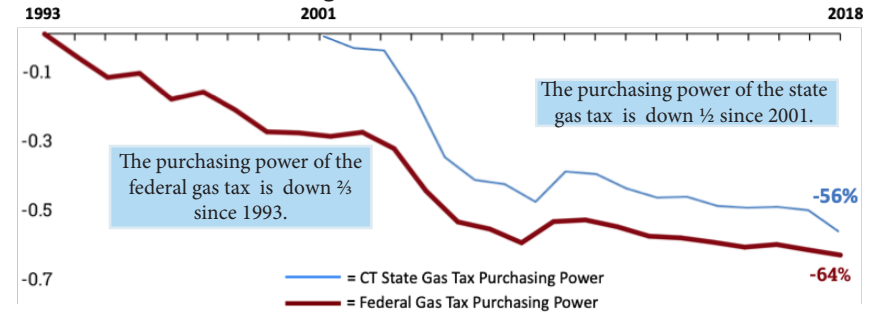
## Declining Purchase Power of Gas Taxes<sup>12</sup>

Connecticut and other states have been facing growing pressure to finance repairs and improvements to their transportation infrastructure with existing transportation revenues. Levied on a cents-per-gallon basis, most flat gas taxes today generate insufficient revenue for funding transportation largely due to the gas tax's declining purchasing power in comparison to the rising construction costs, increases in fuel efficiency and the growing needs of an aging transportation system.



Purchasing power is the amount of materials or services that a unit of currency can buy at a given point in time.

### The Purchasing Power of the Gas Tax is in Decline



Over the last 25 years, gas taxes have remained flat, highway construction costs have more than doubled (131% increase), and fuel efficiency has increased by 20%.

### Breaking it Down

Today's federal gas tax revenues only can support ~1/3 of transportation expenses compared to 25+ years ago

Today's CT state gas tax revenues only can support <1/2 of transportation expenses compared to 20+ years ago



Construction cost growth has been **8x-10x's more impactful** than fuel-efficiency gains in eroding the purchasing power of the gas tax.

**A shrinking tax base:** As vehicles have become more fuel-efficient, the amount of gasoline sold per mile driven has declined.

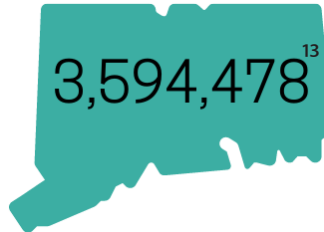
**A shrinking tax rate:** Most taxes are levied on a percentage base where the gas tax is levied as a fixed amount per gallon and inflation indexing has not been implemented and has not kept up with rising construction costs.

<sup>12</sup>Institute on Taxation and Economic Policy analysis of data from FHWA, EIA, and Congressional Budget Office

## Planning Overview

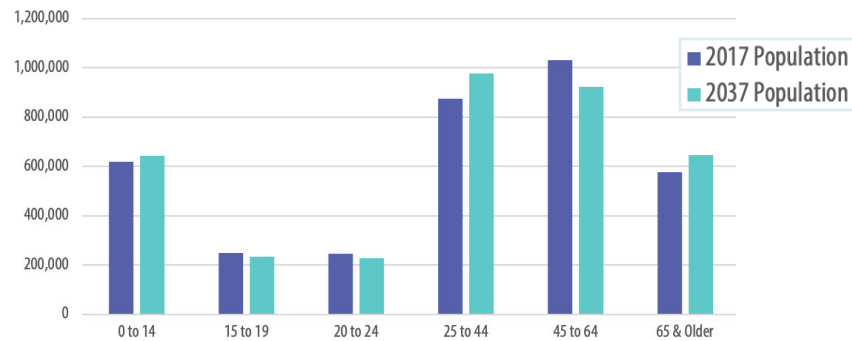
In order to accommodate the state's transportation needs, CTDOT must understand the population it serves. The collection and analysis of demographic, economic, social, and housing information enables CTDOT to plan for projects and investments that will meet both present and future needs.

### Population

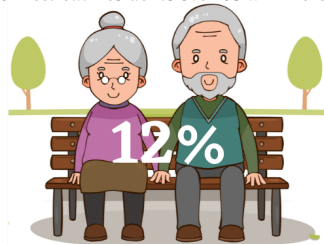


Connecticut's life expectancy at birth is **81 YEARS**  
3RD HIGHEST IN THE NATION<sup>15</sup>  
National Average: 79 years

### Projected Population Increase by Age Group (2017-2037)<sup>14</sup>



From 2017-2037 the number of Connecticut Residents over 65 will increase



The fastest growing segment of the state's population.<sup>14</sup>

### Older Americans-Redefining Longevity



About **one-third** of people over 65 report having a disability that limits mobility and limits their access to transportation choices.<sup>16</sup>

<sup>13</sup>U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates <sup>14</sup>U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and Connecticut State Data Center at the University of Connecticut: 2015-2040 Population Projections <sup>15</sup>Robert Wood Johnson Foundation, 2017 <sup>16</sup>U.S. DOT Report: Beyond Traffic 2045:Trends and Choices

## Employment Status

CIVILIAN POPULATION (16 YEARS OLD AND OVER) <sup>17</sup>	2,919,525
In Labor Force (Actively Working/Looking for Work)	66.6%
Employed (Percentage of Labor Force)	92.8%
Unemployed (Percentage of Labor Force)	7.2%
Not in Labor Force	33.4%

## Housing and Income<sup>17</sup>

HOUSING AND INCOME	
Total Number of Households	1,361,755
Owner Occupied	67%
Renter Occupied	33%
Median Household Income	\$73,781
Mean Household Income	\$105,998
Per Capita Income	\$41,365

Since the beginning of the pandemic, about **360,000 Connecticut residents** applied for unemployment benefits.<sup>20</sup>

### Distribution of Household Income<sup>17</sup>



### Income Spent on Housing and Transportation

(County Percentages Based on Median Household Income from Core Based Statistical Areas)<sup>18</sup>

COUNTY	HOUSING	TRANSPORTATION	REMAINING INCOME
Fairfield	34%	17%	49%
Hartford	28%	19%	53%
Litchfield	29%	21%	50%
Middlesex	32%	21%	48%
New Haven	33%	21%	46%
New London	29%	21%	50%
Tolland	30%	21%	49%
Windham	27%	23%	50%

## In 2018...



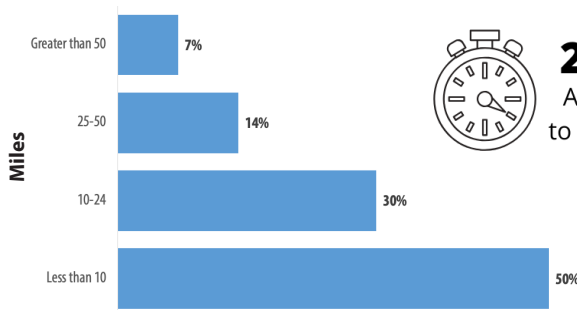
Transportation was the second highest American household expense after housing, and requires almost 30% of all the energy we use as a country.<sup>19</sup>



<sup>17</sup>U.S. Census Bureau, American Community Survey, 2013-2017 American Community Survey 5-Year Estimates <sup>18</sup>Center for Neighborhood Technology's Housing and Transportation (H+T) Affordability Index <sup>19</sup>U.S. DOE Sustainable Transportation Drives Smart Energy Choices <sup>20</sup>The Connecticut Department of Labor's Initial Claims Data Accessed 5/29/20.

## Commuting Characteristics

### Jobs by Distance from Home<sup>22</sup>

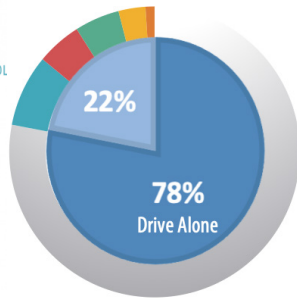
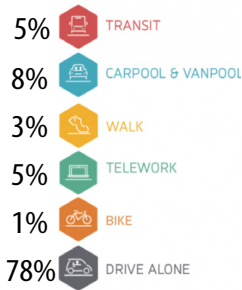


**26 Minutes**  
Average Travel Time<sup>21</sup>  
to Work in Connecticut

**3.5**

Average number of trips  
a CT resident makes on  
an average weekday.<sup>22</sup>

### Commuting to Work by Mode<sup>21</sup>



Nearly **80%** of  
Nutmeggers drive  
alone to work.  
Removing **4%** of cars from  
roadways could relieve  
congestion by as much as **30%**

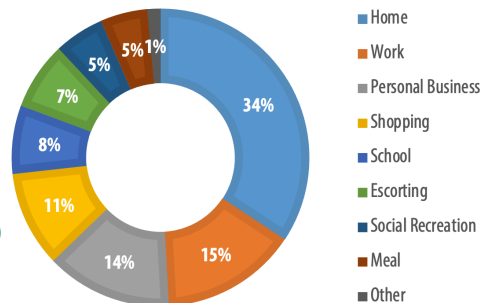


During the coronavirus outbreak, over  
**60% of Nutmeggers**  
were able to work-from-home.

**50%**  
OF NUTMEGERS TRAVEL  
LESS THAN 10 MILES  
TO WORK

**30%**  
TRAVEL  
10-24 MILES

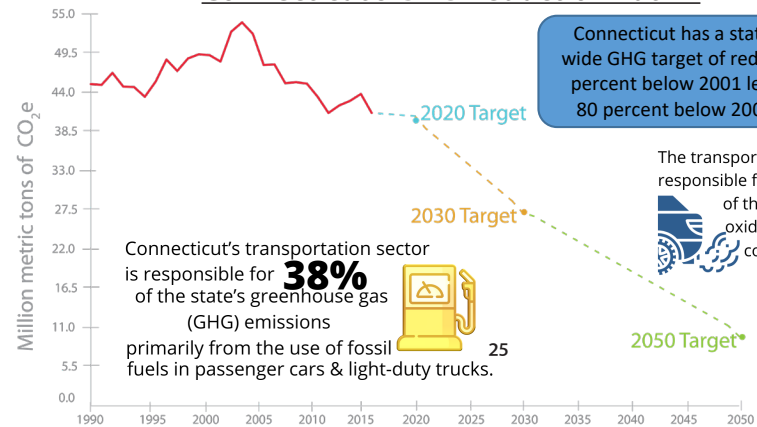
### Reasons CT Residents Travel<sup>23</sup>



<sup>21</sup>U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates <sup>22</sup>U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2017 <sup>23</sup>2016 Connecticut Statewide Transportation Study

## Transportation and Climate Impacts

### Connecticut's GHG Reduction Path<sup>24</sup>



### Sustainability at CTDOT-Examples\*



#### LED Conversion of traffic signals

- 78% Reduction in energy consumption
- Annual energy savings: 13,066 MWh
- Annual carbon emissions reductions: 10,844 metric tons
- Annual energy cost savings: \$1,959,940



#### Solar in Service Plazas

- All 23 Service Plazas utilize PV solar panels
- Total Production as of Feb. 2020: 1,140 MW
- Annual Average Production: 165 MW/Year



#### LED Conversion of Roadway Lighting

- ~5,000 converted resulted in 52% of energy reduction
- Annual energy savings: 2,744 MWh
- Annual carbon emissions reductions: 1,940 metric tons
- Annual energy cost savings: \$411,617



#### Bike/Pedestrian Accommodations

Every project is reviewed & evaluated for potential integration of active transportation (bike/pedestrian) options.



#### Electric Vehicle (EV) Charging Stations

- Work with DEEP to expand EV charging on interstates
- 53 fast charging locations with over 200 charging outlets (many in CT Service Plazas)<sup>27</sup>

#### Establishment of Pollinator Habitat on CTDOT Right of Way

- Added 60 conservation areas with an additional 12 planned in 2020
- Expect to see cost reductions in labor, fuel & equipment maintenance
- Germination of existing wildflower seed bank & propagation of reduced mowing



#### Replacing Diesel Transit Buses with Electric Buses

Greater Bridgeport Transit-Bridgeport (5)  
CT Transit-New Haven/Stamford (12)  
Estimated annual CO2 reductions of buses: 1,105 US tons



#### Design and Construction of Roundabouts

As of 2018, 6 roundabouts have been constructed and 21 others are in design  
Benefits include: improves safety, reduces emissions associated with idling, reduces energy use & costs associated with signal  
81% reduction in severe crashes  
49% reduction in overall crashes

\*Not a complete list

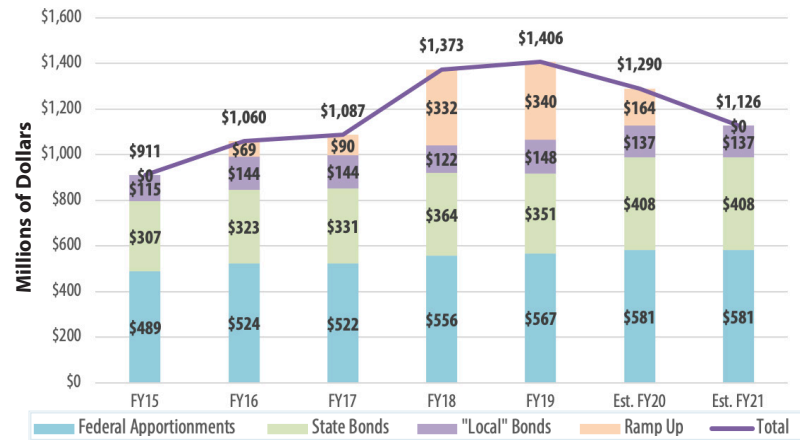
<sup>24</sup>Required by the 2008 Global Warming Solutions Act (GWSA) and the 2018 Act Concerning Climate Change Planning and Resiliency <sup>25</sup>2017 Connecticut Greenhouse Gas Emissions Inventory. DEEP. Retrieved January 20, 2020 <sup>26</sup>Air Pollutant Emissions Trends Data, Air Emissions Inventories. U.S. Environmental Protection Agency. Updated May 31, 2019 <sup>27</sup>U.S. DOE Alt.Fuel Locator Retrieved May 6, 2020



## Highway System Overview

CTDOT is responsible for all aspects of the planning, development, maintenance, and improvement of the state roadway transportation system.

### Sources of Highway and Bridge Capital Funding



SOURCES OF FUNDS (In Millions)	FY15	FY16	FY17	FY18	FY19	FY20 estimated	FY21 estimated
<b>Federal Apportionments [1]</b>	<b>\$489</b>	<b>\$524</b>	<b>\$522</b>	<b>\$556</b>	<b>\$567</b>	<b>\$581</b>	<b>\$581</b>
<b>State Bonds</b>	<b>\$307</b>	<b>\$323</b>	<b>\$331</b>	<b>\$364</b>	<b>\$351</b>	<b>\$408</b>	<b>\$408</b>
State Highways [2]	\$167	\$175	\$187	\$180	\$181	\$213	\$213
State Soil Remediation	\$21	\$18	\$19	\$18	\$15	\$10	\$10
Fix-it-First	\$115	\$125	\$125	\$166	\$155	\$185	\$185
Special Authorizations	\$3	\$5	\$0	\$0	\$0	\$0	\$0
<b>"Local" Bonds [3]</b>	<b>\$115</b>	<b>\$144</b>	<b>\$144</b>	<b>\$122</b>	<b>\$148</b>	<b>\$137</b>	<b>\$137</b>
State Town Aid Road	\$60	\$60	\$60	\$60	\$60	\$60	\$60
LOTICIP [4]	\$45	\$74	\$74	\$62	\$64	\$67	\$67
Local Bridge	\$10	\$10	\$10	\$0	\$24	\$10	\$10
<b>State Ramp-Up Authorizations</b>	<b>\$0</b>	<b>\$69</b>	<b>\$90</b>	<b>\$332</b>	<b>\$340</b>	<b>\$164</b>	<b>\$0</b>
Highway/Bridge	\$0	\$55	\$72	\$311	\$316	\$138	\$0
Bike/Pedestrian/Trails	\$0	\$14	\$17	\$20	\$23	\$26	\$0
<b>Total</b>	<b>\$911</b>	<b>\$1,060</b>	<b>\$1,087</b>	<b>\$1,373</b>	<b>\$1,406</b>	<b>\$1,290</b>	<b>\$1,126</b>

NOTE: The funding amounts reflected here represent new funds made available to the State each year, while CTDOT's Capital Plan (not shown) represents funds programmed by year for projects. The funds programmed each year include carry forward amounts and prior year funds released from older projects.

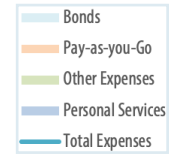
[1] Federal-Aid Highway Funds represents the state's spending authority and includes any additional ceiling received at year-end as a result of the annual August Redistribution. The amounts shown here reflect obligation limitation plus apportionment amounts for funds subject to special limitation and funds exempt from limitation.

[2] State Highways (Bonds Authorized) includes: Bridge, Urban, Interstate, Intrastate, and Resurfacing bonds.

[3] "Local" Bonds are State Bonds used for local projects.

[4] LOTICIP (Local Transportation Capital Improvement Program)

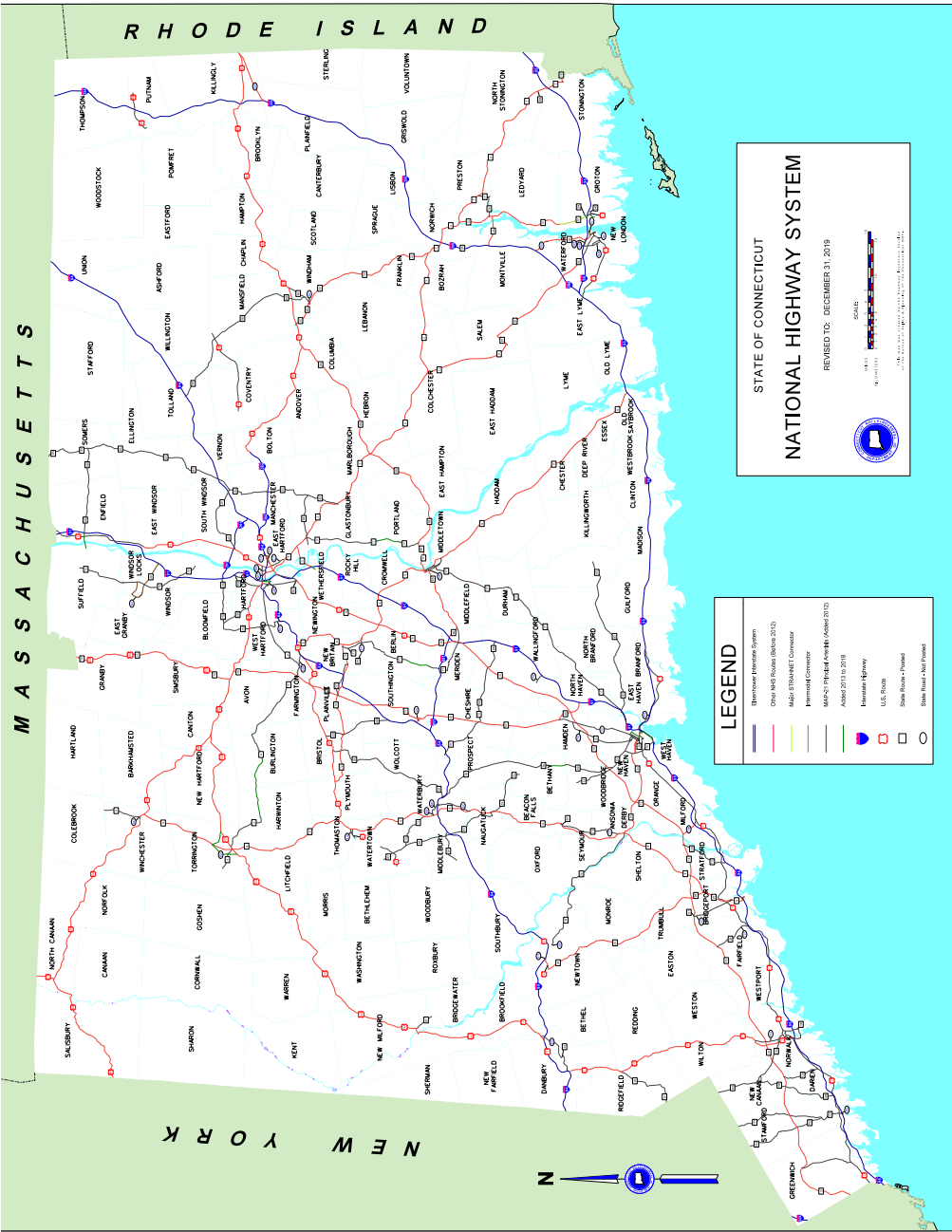
## Use of Operations and Maintenance Funding



Lighting Upgrades in 53 CTDOT Maintenance & Repair Facilities Save ~\$410K a Year

**565** ADA compliant ramps have been installed by Highway Operations, Office of Maintenance since 2017.

USE OF FUNDS (In Millions)	FY16	FY17	FY18	FY19	FY20 (est)	FY21 (est)
<b>CTDOT Appropriated Expenditures</b>						
<b>Personal Services</b>	<b>\$98</b>	<b>\$100</b>	<b>\$97</b>	<b>\$99</b>	<b>\$108</b>	<b>\$113</b>
Snow	\$13	\$20	\$22	\$18	\$20	\$21
Non-snow maintenance	\$84	\$80	\$76	\$81	\$88	\$92
<b>Other Expenses</b>	<b>\$36</b>	<b>\$40</b>	<b>\$42</b>	<b>\$43</b>	<b>\$39</b>	<b>\$39</b>
Snow	\$11	\$18	\$19	\$17	\$16	\$16
Non-snow maintenance	\$25	\$22	\$23	\$26	\$23	\$23
<b>Pay-as-you-Go Projects</b>	<b>\$15</b>	<b>\$5</b>	<b>\$4</b>	<b>\$10</b>	<b>\$8</b>	<b>\$8</b>
Highway Operation Centers & CHAMP	\$2	\$2	\$0	\$1	\$1	\$1
Maintenance Overload	\$9	\$3	\$3	\$4	\$4	\$4
Tree Cutting	\$2	\$0	\$0	\$5	\$3	\$3
Bridge Repairs	\$3	<\$1	<\$1	<\$1	<\$1	<\$1
Miscellaneous	<\$1	<\$1	<\$1	<\$1	<\$1	<\$1
<b>Subtotal - Appropriated Funds</b>	<b>\$149</b>	<b>\$145</b>	<b>\$144</b>	<b>\$152</b>	<b>\$155</b>	<b>\$160</b>
<b>CTDOT Bond Expenditures</b>						
Highway & Bridge Renewal Equipment	\$15	\$17	\$6	\$15	\$16	\$16
Capital Resurfacing	\$83	\$70	\$67	\$78	\$85	\$95
State Bridge and Fix-it-First Roads/Bridges	\$7	\$6	\$5	\$0	\$0	\$0
<b>Subtotal - Bond Funds</b>	<b>\$144</b>	<b>\$132</b>	<b>\$117</b>	<b>\$138</b>	<b>\$136</b>	<b>\$146</b>
<b>TOTAL</b>	<b>\$293</b>	<b>\$277</b>	<b>\$261</b>	<b>\$290</b>	<b>\$291</b>	<b>\$307</b>



### Roadway Mileage<sup>28</sup>

CLASSIFICATION	MILES
<b>Grand Total Roadway Mileage (Federal, State, Town)</b>	<b>21,557</b>
<b>Total State (and Federal) Road Miles</b>	<b>4,131</b>
<b>State (and Federal) Non-NHS*</b>	<b>2,725</b>
State Routes	2,310
State Park Roads	68
State Forest Roads	176
State Institution Roads	60
U.S. Defense, Federal Service, and Indian Roads	110
<b>State NHS*</b>	<b>1,406</b>
Interstate	346
Other NHS*	1,060
<b>Total Town Road Miles</b>	<b>17,446</b>
NHS*	56
Non-NHS*	17,391

\*NHS = National Highway System as shown on page 16 map

**Connecticut Vehicle Miles Traveled (VMT)**

~76% occur on State Roads

24% occur on Town Roads

### Lane Mileage<sup>29</sup>

CLASSIFICATION	MILES
<b>Total Lane Mileage: Without Ramps or Connectors</b>	<b>45,130</b>
State Lane Miles: Without Ramps	9,839
Town Lane Miles	35,291
<b>Total Lane Mileage: With Ramps or Connectors</b>	<b>45,610</b>
Additional State Lane Miles: Ramps	480

### Other Mileage<sup>29</sup>

CLASSIFICATION	MILES
Limited Access Highway	659
Unpaved Town Roads	512
High Occupancy Vehicle (HOV)	19
Ramps Serving as Mainline	14
Ramps, Turning Roadways, and Connectors	427

<sup>28</sup>CTDOT Data as of December 31, 2019 <sup>29</sup>CTDOT data as of December 31, 2018

## Various Highway Components (State Roads)

### Signals, Signage, Markings, and Lighting

CTDOT INVENTORY	
Traffic Signals	2,560
Flashing Beacons	226
Signs With Flashers	278
Traffic Signs	248,000
Total Line Striping in Linear Feet	163,000,000
Square Feet of Pavement Symbols	2,200,000
Highway Light Fixtures	25,181



Connecticut DOT owns more traffic signals than all the other New England state DOTs combined.<sup>30</sup>

### Intelligent Transportation Systems (ITS)

Roadway with ITS - Interstates: 84, 91, 95, 384, 395 / Routes: 2, 3, 8, 9, 15

ITS PHYSICAL COMPONENTS	
Closed Circuit Television Cameras (CCTV)	333
Traffic Flow Monitoring (TFM) Detectors	317
Variable Message Signs (VMS)	136
Highway Advisory Radio (HAR) Stations	11
Roadway Weather Information Systems (RWIS)	39
Computerized Traffic Signals	957
TRAFFIC MONITORING PROGRAM <sup>31</sup>	
Weigh-in-Motion Sites	19
Traffic Monitoring System (TMS) Classification Sites	57
Automatic Traffic Recorder (ATR) Stations	34

53% of CTDOT traffic signals are older than 20 years.



### Rest Areas and Service Plazas

Total Rest Areas (no fuel or food)	7
Total Service Plazas (fuel and food)	23

### Commuter Parking Facilities

Parking Facilities for Carpoolers, Vanpoolers, and Bus Riders	170
Total Parking Spaces	15,648

<sup>30</sup>CTDOT Division of Traffic Engineering <sup>31</sup>CTDOT, MS2 Trans. Data Management System

## Highway Safety

**93.7%**  
2019 Statewide  
Seat belt usage

### Motor Vehicle Crash Data<sup>32</sup>

	2018	2015-2018 AVERAGE
<b>Total Crashes</b>	<b>111,609</b>	<b>111,776</b>
Fatal	294	287
Injury	26,642	26,861
Property Damage Only	84,668	84,827
Work Zone	1,086	1,099
<b>Fatalities*</b>	<b>294</b>	<b>287</b>
Rate (per 100 Million VMT)	0.82	0.80
Unrestrained Passenger	69	64
Involving Driver with BAC > .08g/dL**	115	112
Speeding Related	90	85
Motorcyclist	49	53
Un-Helmeted Motorcyclist	28	33
Involving Drivers 20 Years or Younger	28	27
Single Vehicle	171	171
Roadway Departures	162	155
Intersection Related	61	63
<b>Injuries</b>	<b>35,797</b>	<b>36,793</b>
Serious Injuries	1,269	1,532
Serious Injury Rate (per 100 Million VMT)	4.03	5.00
<b>Observed Seatbelt Usage in Passenger Vehicle (Front Seat)</b>	<b>92.10%</b>	<b>89%</b>

CONNECTICUT  
10<sup>th</sup> Lowest Fatality Rate in the Nation<sup>33</sup>

\*Fatalities may be attributed to more than one crash type  
\*\*BAC = Blood Alcohol Concentration

### On an Average Day in America<sup>33</sup>

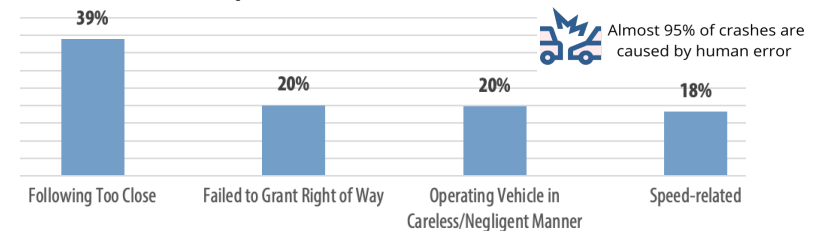
96 people die in motor vehicle crashes & nearly 6,700 are injured.



UCONN CRASH DATA SHOWS IN THE WEEKS AFTER THE 2018

FALL TIME CHANGE THERE WERE **2x** AS MANY CRASHES BETWEEN 5PM-6PM

### 2017 Top Causes of All Auto Accidents<sup>34</sup>



Almost 95% of crashes are caused by human error

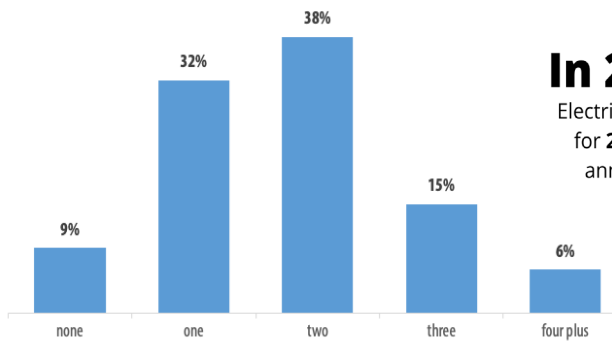
<sup>32</sup>NHTSA: FARS 2014-2017 Final and FARS 2018 ARF <sup>33</sup>National Highway Traffic Safety Administration 2018 <sup>34</sup>Connecticut Crash Data Repository



## Driver Statistics

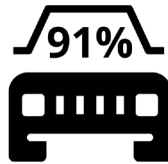
FY2018 LICENSE & REGISTRATION INFORMATION <sup>35</sup>	
<b>Total Licensed Drivers in CT</b> (Includes CDL and Non-CDL)	<b>2,605,612</b>
As a Percentage of Total Driving Age Population	89%
<b>Total Registered Vehicles in CT</b>	<b>2,879,802</b>
Automobiles	1,306,709
Electric Vehicles <sup>36</sup>	11,677
Motorcycles	87,660
Buses	11,753
Trucks	1,473,679

## Number of Vehicles Per CT Household<sup>37</sup>



**In 2019,**  
Electric Vehicles accounted for **2%** of Connecticut's annual new car sales.<sup>38</sup>

National Averages  
in 2018,



Of Connecticut households have at least one registered vehicle<sup>35</sup>



<sup>35</sup>Federal Highway Administration, Highway Statistics Series, 2018 <sup>36</sup>CTDMV January 1, 2020 <sup>37</sup>U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates <sup>38</sup>CT DEEP EV Roadmap 2020

## Vehicle Miles Traveled (VMT)<sup>39</sup>

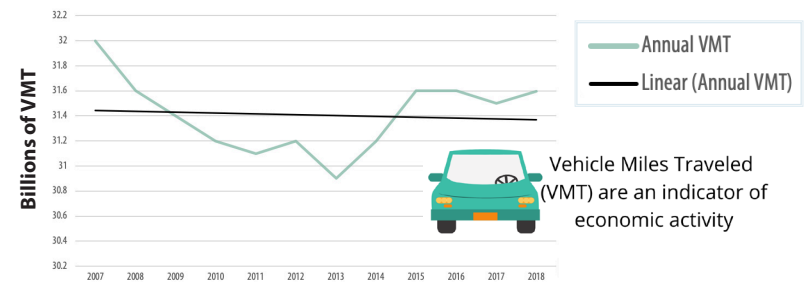
2018 VMT	
<b>Total Annual VMT</b>	<b>31.6 Billion</b>
Annual VMT Per Vehicle	10,973
<b>Total Daily VMT</b>	<b>86.6 Million</b>
Daily VMT Per Vehicle	30

Factors that Influence  
Travel Demand



- \*Fuel Prices
- \*Income & Employment
- \*Demographics & Behavior

## Total VMT<sup>40</sup>



## Trips and Traffic

### Highest Average Daily Traffic (ADT) Volumes by Route

INTERSTATE/EXPRESSWAY	TOWN	ADT
I-84	Hartford	175,100
I-95	Bridgeport	158,200
I-91	Hartford	157,300
Rt. 8	Bridgeport	109,600
Rt. 15	Milford	93,200



I-84 in Hartford

<sup>39</sup>CTDOT Roadway Inventory Data <sup>40</sup>2018 HPMS data (June 2019 submittal to FHWA)

## Congestion and Traffic Demand

Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower, sometimes much slower, than normal 'free flow' speeds. Fluctuations in the amount of daily traffic on a roadway often make it difficult to gauge travel times.



Connecticut's daily traffic volumes dropped **more than 40% on** I-95, I-84, I-91 and the Merritt Parkway during the pandemic.

The average Connecticut driver spends



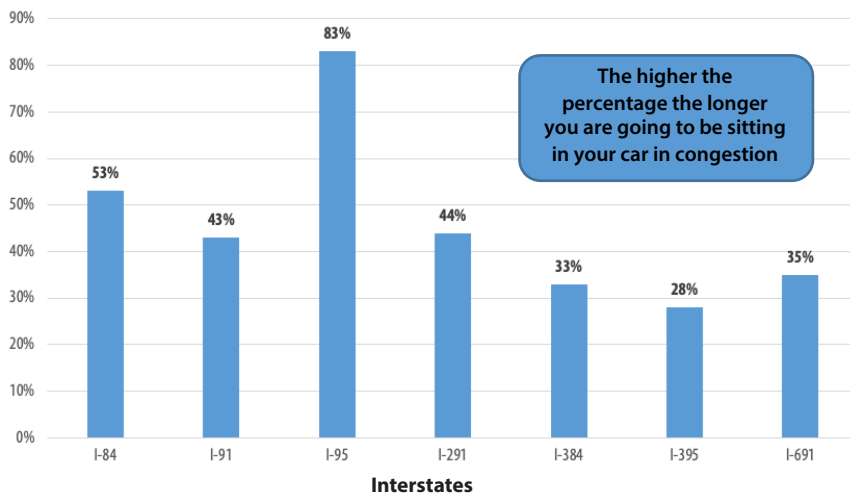
**>40 hours a year** stuck in traffic.<sup>41</sup>



During the COVID-19 pandemic extreme speeders (faster than 80 mph)

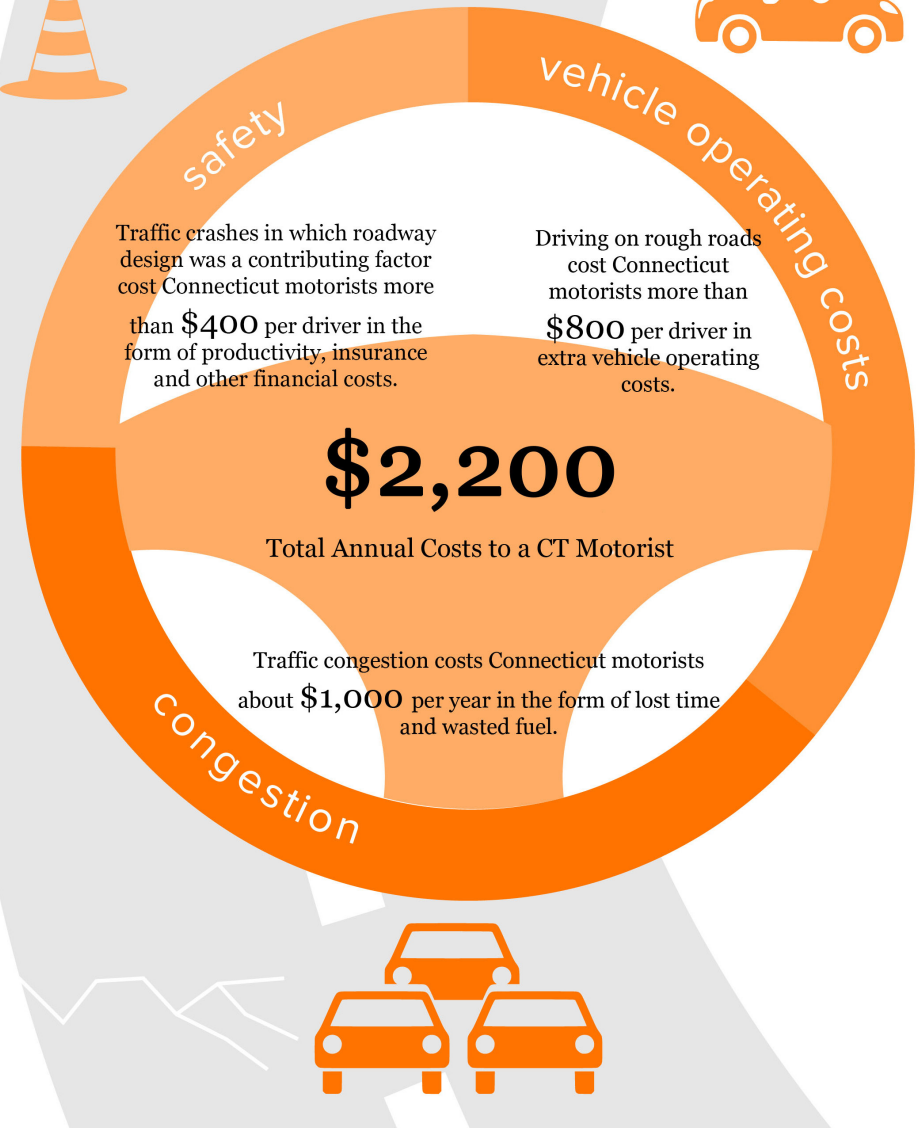
**Doubled** at many locations and in some cases increased as much as **8x!**

### How Long Will You Sit In Your Vehicle on a Bad Connecticut Traffic Day?<sup>42</sup>



<sup>41</sup>CT Transportation by the Number TRIP Report May 2017 <sup>42</sup>The National Performance Management Research Data Set, 2019

## The Cost to Connecticut Motorists to Drive on State Roads<sup>43</sup>



<sup>43</sup>CT Transportation by the Number TRIP Report May 2017

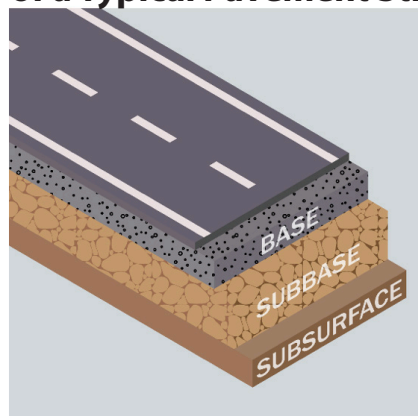
# Pavement

## Pavement Condition Index (PCI)

The PCI attempts to categorize the overall condition of a section of pavement based on environmental and structural distresses. Pavement Condition is calculated based on five components: cracking, rideability (as expressed by the International Roughness Index/IRI), rutting (distortion in the wheelpaths), raveling (deterioration), and drainability.

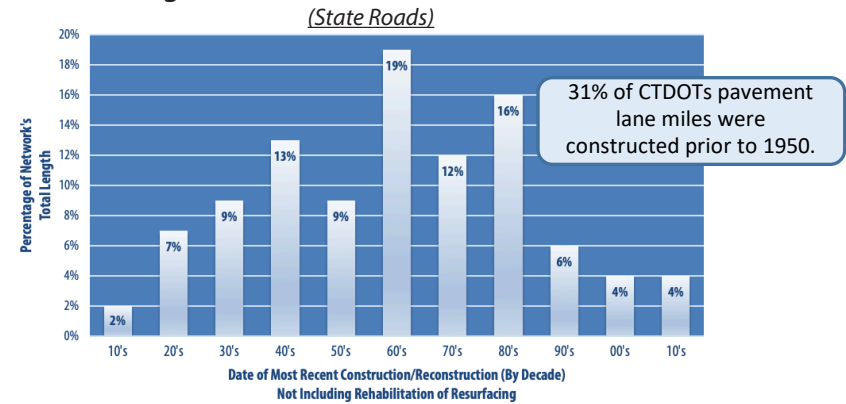
CLASSIFICATION	RATING	DESCRIPTION
EXCELLENT	8 - 9	Exhibits zero to minimal quantities of the measured distresses and low distress severities. Tends to be recently paved and does not require a project to improve the condition.
GOOD	6 - <8	Exhibits minimal quantities of the measured distresses and low to moderate distress severities. Requires a pavement preservation project to maintain or improve the condition and delay a costlier project.
FAIR	4 - <6	Exhibits moderate to large quantities of the measured distresses and a range of distress severities. Tends to be beyond the scope of a preservation project and requires a pavement rehabilitation project to improve the condition when the PCI values are at the lower end of this range.
POOR	<4	Exhibits large quantities of the measured distresses and high distress severities, in particular structural failures. Beyond the scope of a preservation project and requires a major rehabilitation or pavement construction project to improve the condition.

## Components of a Typical Pavement Structure

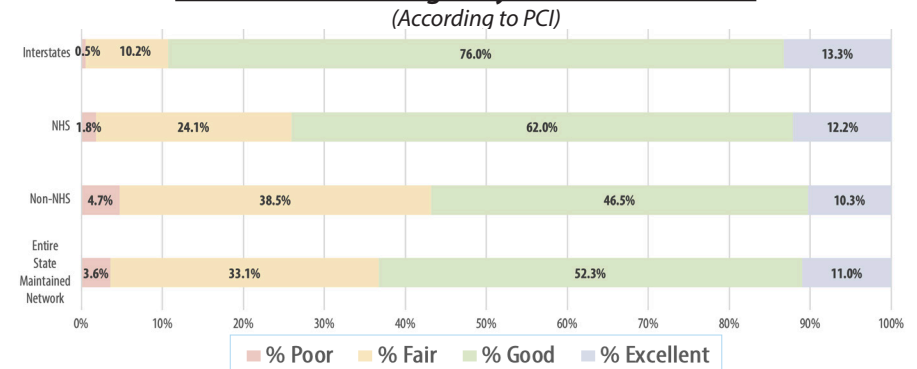


The majority of existing State maintained roads were built with a 20-year structural design life. Through rehabilitation and resurfacing programs, CTDOT has managed to extend original expectations.

## Age of Current Pavement Network<sup>44</sup>

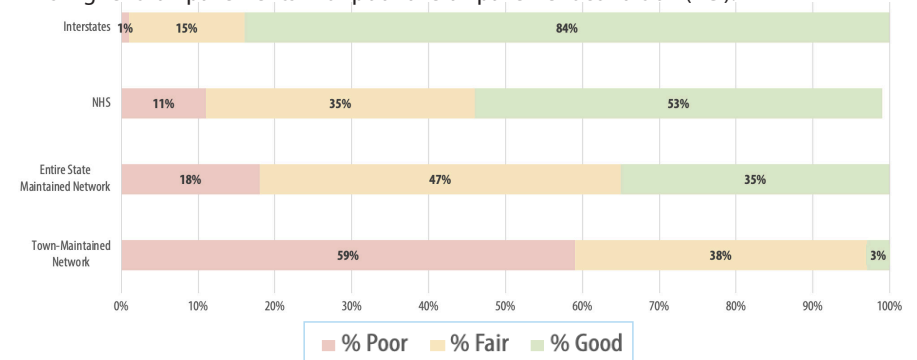


## State Maintained Highway Network Condition<sup>44</sup>



## Ride Quality (IRI Only)<sup>44</sup>

The International Roughness Index (IRI) is a standardized measurement of pavement smoothness/ride quality and is one of the five components used to calculate overall PCI. In general, the percentage of pavements with poor ride quality (IRI) in Connecticut is higher than pavements with poor overall pavement condition (PCI).



<sup>44</sup>CTDOT Pavement Management System data, 2019



## Bridges

<b>Total Number of Roadway Bridges and Structures</b>	<b>8,382</b>
Routinely Inspected by CTDOT*	5,429
Maintained by CTDOT	4,044
Maintained by Others, Greater Than 20ft Long	1,385
Not Routinely Inspected by CTDOT and Maintained by Others**	2,953

\*2019 Inventory Data

(Based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020)

\*\*Inventory approximate as of July 2020. CTDOT performed phase 1 screenings beginning in 2016.



Connecticut's NHS-NBI roadway bridges (1,821) have a high percentage (8.15%) of poor bridges (by deck area) compared to the national average of approximately 4.5%, but this number has decreased over the last eight years from 23.1% as a result of dedicated bridge capital and staff investments.

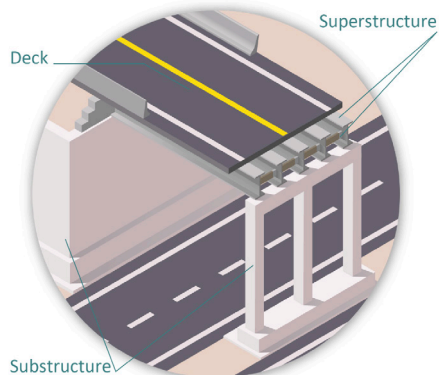
## Bridge Inspections

All bridges having spans greater than **20 feet**, whether state or town-maintained, are included in the National Bridge Inventory (NBI). Federal law requires all states to inspect roadway bridges greater than 20 feet every two years. However, structures that are in poor condition can be inspected as frequently as every month. CTDOT reports on the condition of the NBI to the Federal Highway Administration (FHWA) on an annual basis.

CTDOT also collects "Elements Level" bridge inspection data that is included with the annual report to FHWA. Element level data provides quantities of varying condition states. This information will be used to improve deterioration modeling and planning of preservation/rehabilitation work.

CTDOT routinely inspects all roadway bridges having spans greater than 6 feet on state roadways and all bridges having spans greater than 20 feet on all other public roadways.

## Components of a Typical Highway Bridge<sup>45</sup>



<sup>45</sup>CTDOT Transportation Asset Management Plan

## Bridge Ratings

### Structural Condition Ratings<sup>46</sup>

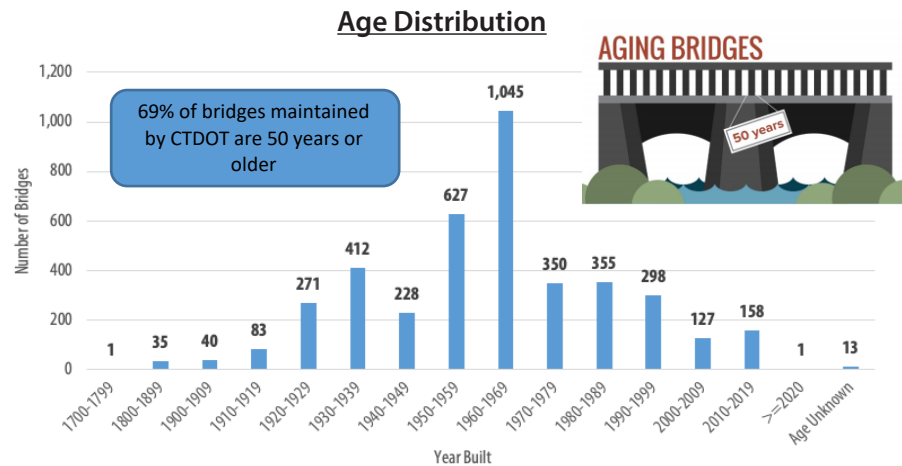
The three major components (*deck, superstructure, and substructure*) are composed of a number of elements. Each major component is evaluated based on an aggregate of its elements and then assigned a numerical rating from zero to nine. The lowest rating among the three main components becomes the bridge's overall rating.

CLASSIFICATION	RATING		DESCRIPTION
GOOD	9	<i>Excellent</i>	New
	8	<i>Very Good</i>	No problems noted.
	7	<i>Good</i>	Some minor problems.
FAIR	6	<i>Satisfactory</i>	Structural elements show some minor deterioration.
	5	<i>Fair</i>	All primary structural elements are sound, but may have minor section loss, cracking, spalling, or scour.
POOR (Formerly referred to as "Structurally Deficient")	4	<i>Poor</i>	Advanced section loss, deterioration, spalling, or scour.
	3	<i>Serious</i>	Section loss, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
	2	<i>Critical</i>	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
	1	<i>"Imminent" Failure</i>	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
	0	<i>Failed</i>	Out of service, beyond corrective action.

<sup>46</sup>FHWA Bridge Condition Rating System

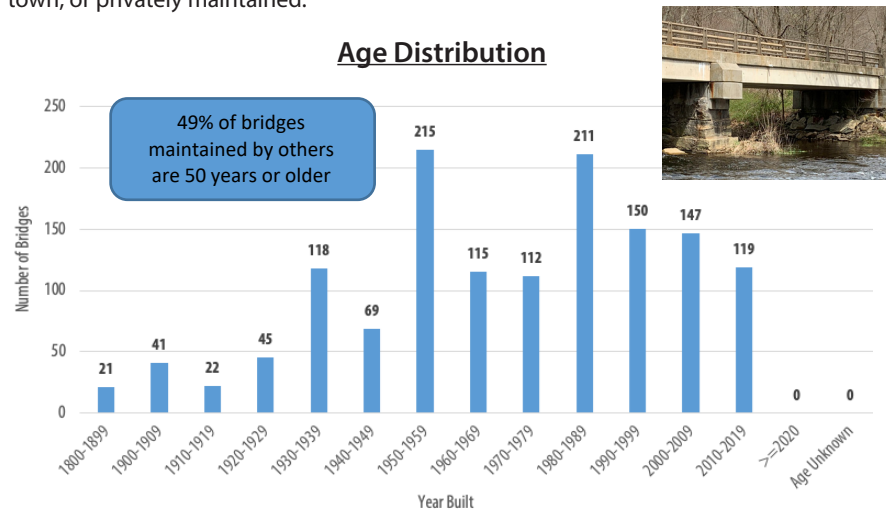
## Bridges Maintained by CTDOT (Inspected by CTDOT)<sup>47</sup>

A majority of existing bridges were built with an expected **50-year** structural design life. Bridges built today have a **75-year to 100-year** structural design life.



## Bridges Maintained by Others (Inspected by CTDOT)<sup>47</sup>

CTDOT routinely inspects all bridges having spans greater than **20 feet**, whether state, town, or privately maintained.

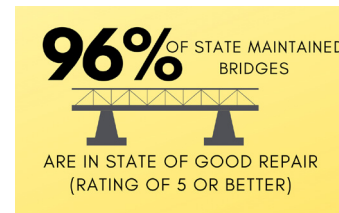
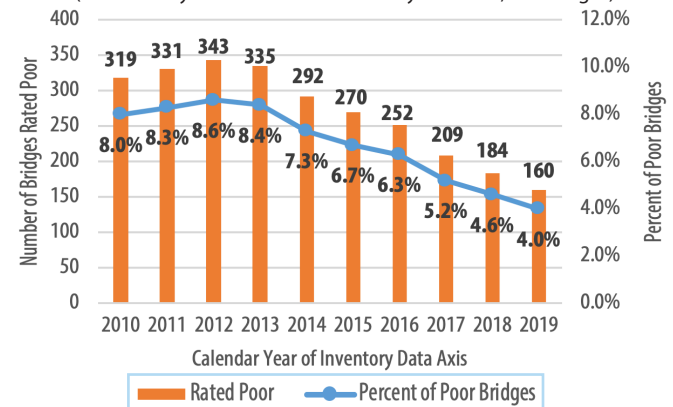


<sup>47</sup>2019 Inventory Data (Based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020) \* "Poor" bridges continue to be inspected and maintained, and are safe for the traveling public while CTDOT develops plans for their rehabilitation or replacement.

## Condition of Connecticut's Roadway Bridges<sup>48</sup>

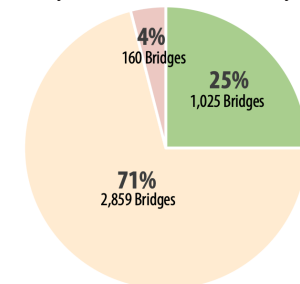
### Reducing Connecticut's Poor Roadway Bridges

(All Roadway Structures Maintained by CTDOT-4,044 Bridges)



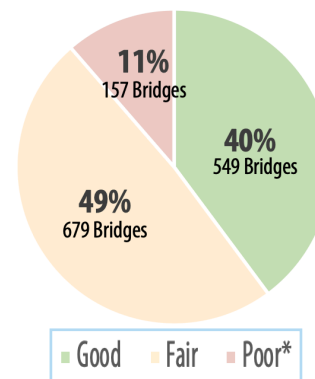
### 2019 Bridge Conditions

(All Roadway Structures Maintained by CTDOT)



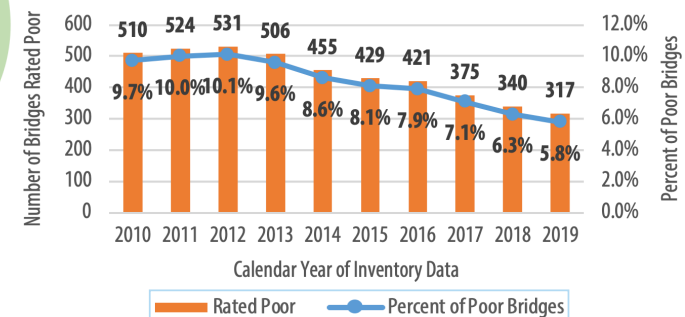
### 2019 Bridge Conditions

(Maintained by Others-1,385 Bridges)



### Connecticut's Entire Inventory of Poor Roadway Bridges

(All Roadway Structures Maintained by CTDOT-4,044 Bridges)

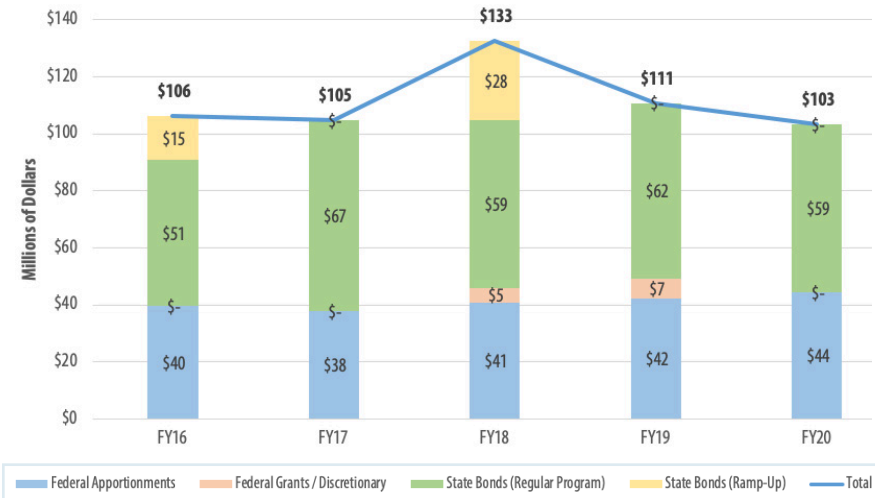


<sup>48</sup>2019 Inventory Data (Based on a snapshot of the entire roadway bridge inventory at the time of the NBI submittal to FHWA in March 2020) \* "Poor" bridges continue to be inspected and maintained, and are safe for the traveling public while CTDOT develops plans for their rehabilitation or replacement.

## Transit and Ridesharing Overview

CTDOT oversees and financially supports public bus, paratransit, ridesharing services, and assets.

### Sources of Bus Capital Funding



### Inventory

FLEET AND FACILITIES	
Fixed, Express, and Shuttle Route Vehicles	800
Paratransit Vehicles	400
Bus Maintenance Facilities	12

SIZE OF BUS	TYPICAL EXPECTED SERVICE LIFE
35 - 40 feet	12 years
30 feet	10 - 12 years
Under 30 feet	7 - 10 years

Average # of miles between service calls **25,014\***

**Average Age of Bus Fleet**  
Between **7-9 years old**

\*Based on average annual numbers for 2018-2019 in the monthly CT Transit Operation Report.



**CTfastrak is Connecticut's first Bus Rapid Transit system. It is a system of bus routes that utilize a bus-only roadway for all or a portion of your trip.**





# Transit Operational Funding

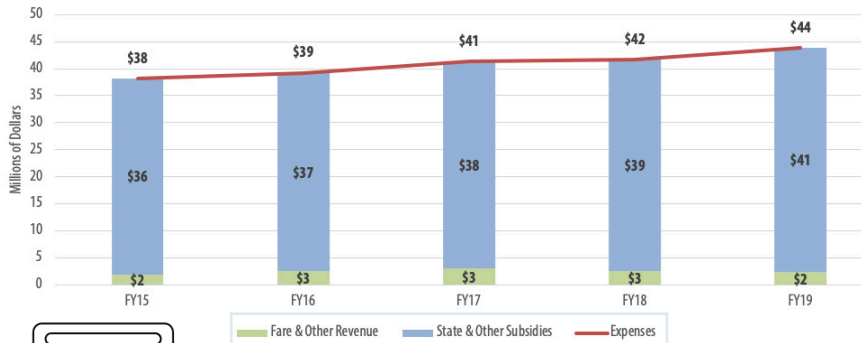
## Bus Operational Funding



FY 19	Ridership (Passenger Trips)	38 Million
	Fare Box Recovery per Dollar	\$0.20
	Bus Hours	2.1 Million
	Miles	29 Million

Transit bus ridership decreased **50%** as a result of the 2020 spring COVID-19 pandemic.

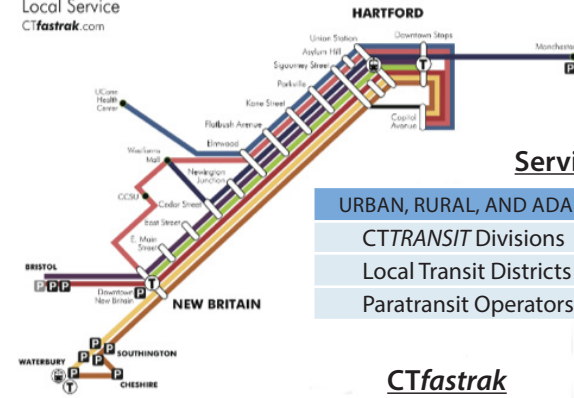
## Paratransit Operational Funding



FY 19	Ridership (Passenger Trips)	1 Million
	Fare Box Recovery per Dollar	\$0.05
	Bus Hours	690 Thousand
	Miles	12.7 Million

Note: The Americans with Disabilities Act requires that complementary paratransit services be provided within 3/4 mile of local fixed route bus services.

# Transit Services



## Service Providers

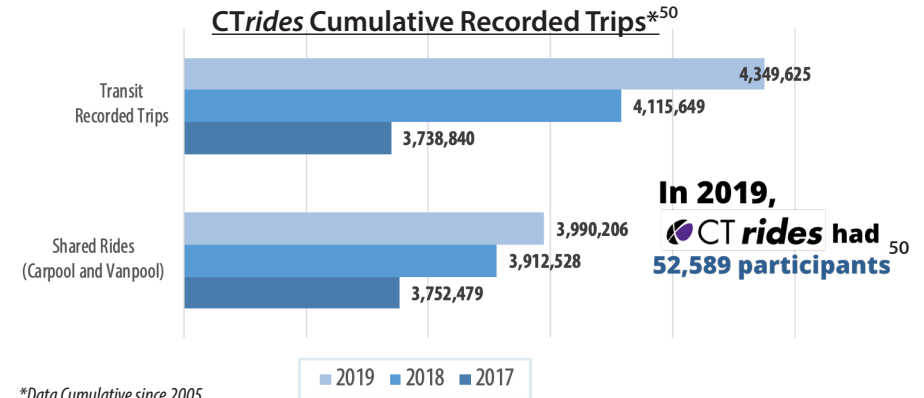
URBAN, RURAL, AND ADA PARATRANSIT SERVICES	
CTTRANSIT Divisions	8
Local Transit Districts	14
Paratransit Operators	12

## CTfastrak

BUS RAPID TRANSIT BETWEEN HARTFORD AND NEW BRITAIN	
Average Weekday Ridership in Corridor (passengers) <sup>49</sup>	17,400
Length of Guideway (miles)	9.4
Stations Along Guideway	10
Number of Routes Using Guideway	9

## CTrides Ridesharing

CTrides is an incentive-based program that provides information on commuting options in the State, including all travel modes and telework.

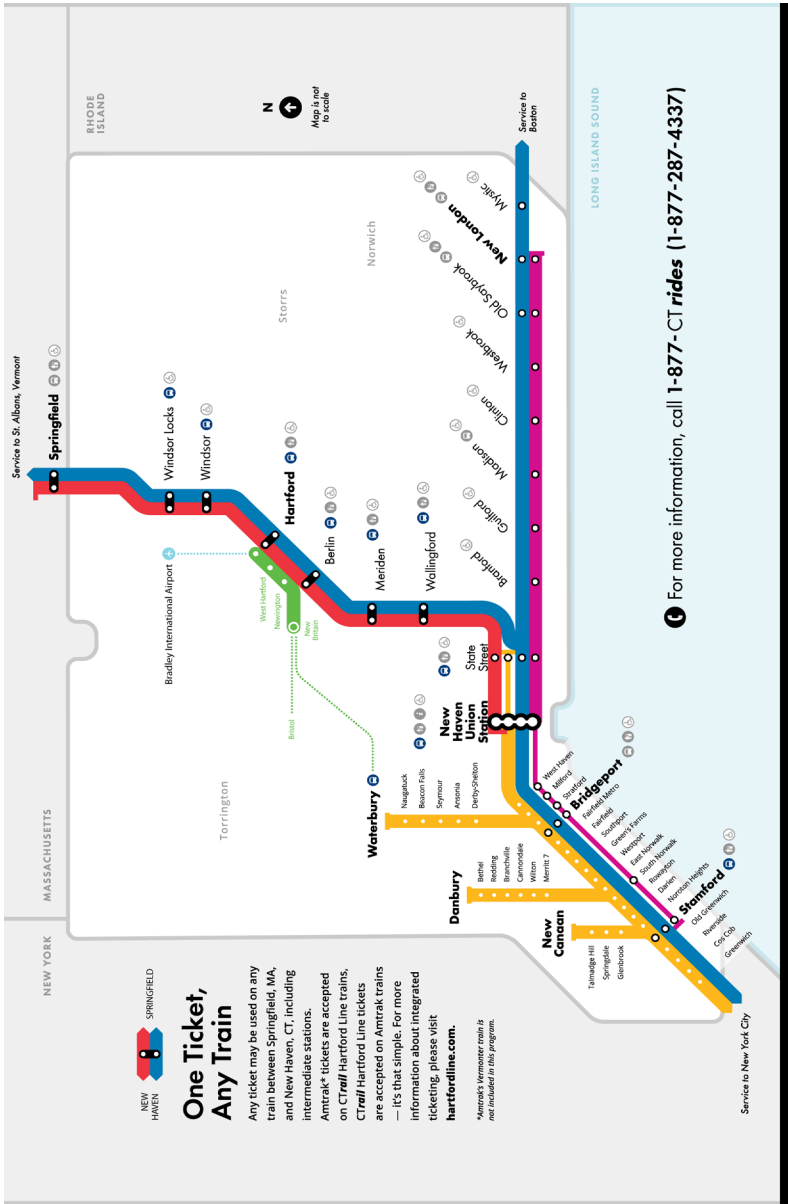


In 2019, **CTrides** had **52,589** participants<sup>50</sup>

\*Data Cumulative since 2005

In September 2017, CTrides began requiring commuters who auto-recorded trips taken to re-confirm that they are still taking their auto-recorded trips. This extra verification step helped to reduce data redundancy and improve data integrity.

<sup>49</sup>FY 2019, average daily ridership, <sup>50</sup>CTrides data pull April 2020

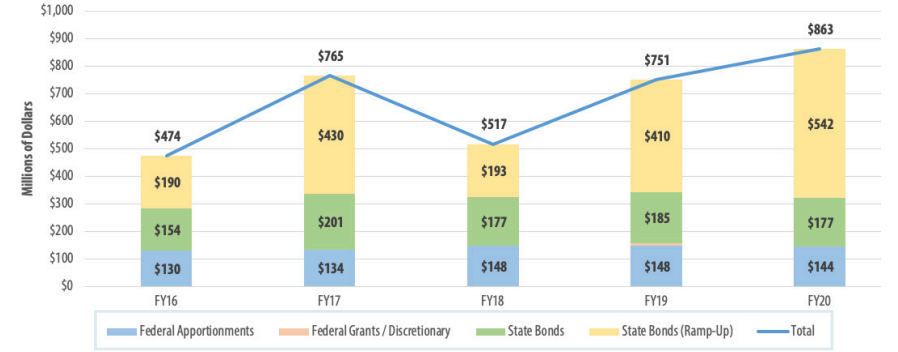


- Hartford Line** New Haven to Springfield. All Hartford Line stations have ticketing. Visit [hartfordline.com](http://hartfordline.com) for more information.
- New Haven Line** New Canaan / Danbury / Waterbury. Limited service to Stamford. Visit [nha.info/nha](http://nha.info/nha) for more information.
- Shore Line East** New Haven to New London. Limited service to Stamford. Visit [shoreline.com](http://shoreline.com) for more information.
- Amtrak** Acela Express Washington D.C. to Boston. Northeast Regional / Vermonter Washington D.C. to Boston. Springfield to St. Albans, Vermont. Visit [amtrak.com](http://amtrak.com) for more information.
- CTfastrak** Bus Rapid Transit Guideway Hartford to New Britain. CT transit connections Visit [cttransit.com](http://cttransit.com) for bus route information. Other transit connections Continuing bus services Bradley Flyer
- Accessible station** Information Tickets Transfer station One Ticket, Any Train

## Passenger Rail Services Overview

CTDOT oversees and financially supports the provision of three commuter rail services: the New Haven Line (NHL), Shore Line East (SLE) and the Hartford Line. Additional intercity service is provided by Amtrak.

## Sources of Capital Funding



## Ownership and Mileage (CT Portions)

PASSENGER RAIL	RAIL INFRASTRUCTURE OWNER	SERVICE OPERATOR	ROUTE MILES
NHL & Branches	CTDOT	Metro-North RR	105
Shore Line East	Amtrak (CT owns cars)	Amtrak	67
Hartford Line	Amtrak (CT owns cars)	TASI*	62
<b>Total</b>			<b>234</b>

\*Trans America Service and Alternative Concepts Incorporated

## Rolling Stock

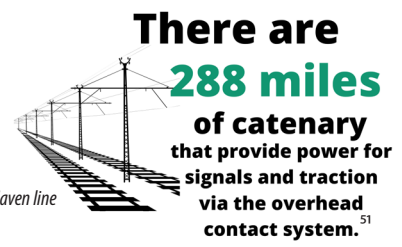
	OWNED BY CTDOT		OWNED BY OTHERS	TOTAL
	NHL	SLE		
Push/Pull Coaches	50	33	-	83
EMU* Cars	274	0	131	405
Locomotives	10	18	-	28

\*EMU=Electric Multiple Unit

## Maintenance Facilities

RAIL FACILITIES OWNED BY CTDOT	
New Haven Line	5*
Shore Line East	1

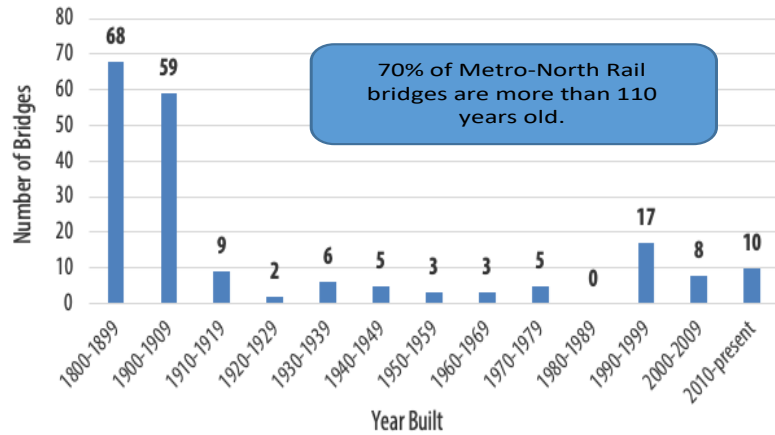
\*Number of rail yards with maintenance facilities that serve the New Haven line



<sup>51</sup>CTDOT Public Transit TAMP Sept. 2018

## Metro-North Railroad Bridges

All passenger railroad bridges along the Metro-North Railroad are owned, inspected, and maintained by CTDOT.



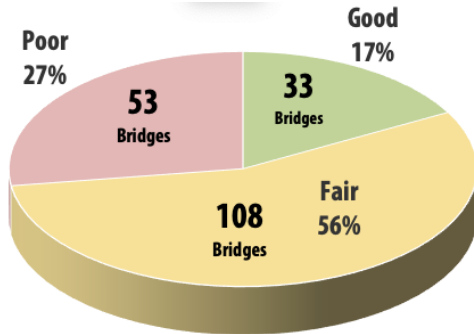
During the spring of 2020, Metro-North ridership decreased

**Over 90%**

due to the COVID-19 pandemic

MNR RAILROAD BRIDGE INVENTORY	NUMBER OF BRIDGES
New Haven Mainline	129
New Canaan Branch	5
Danbury Branch	26
Waterbury Branch	35
<b>Total</b>	<b>195</b>

### Condition of Metro-North Bridges (2018)



**4** Movable Structures  
(draw, swing or lift bridges)

on the New Haven Line are more than **125 years old.**

### The New Haven Line (NHL)

The **busiest** commuter rail corridor in the country

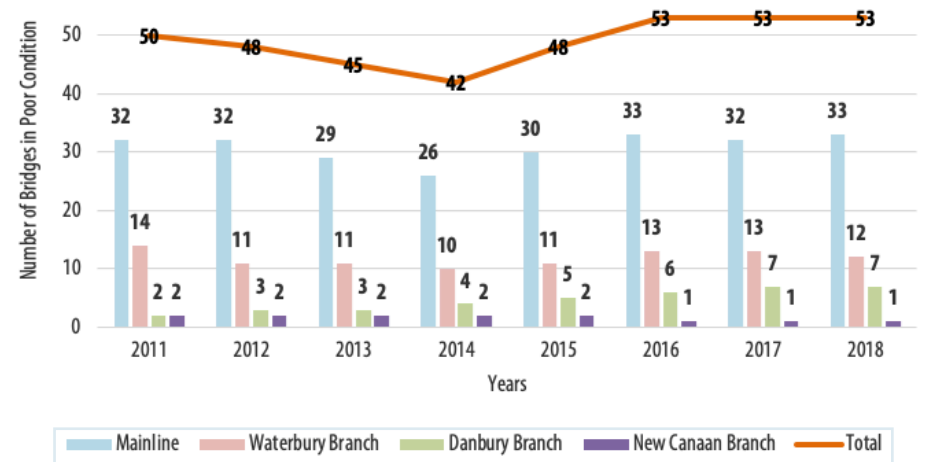


The fare box recovery is **among the best** in the nation.



The Pequonnock River Railroad Bridge (PECK Bridge) is a movable bridge over the Pequonnock River in Bridgeport, CT. This bridge is used for both Amtrak and Metro-North passenger traffic as well as freight trains operated by Providence & Worcester Railroad.

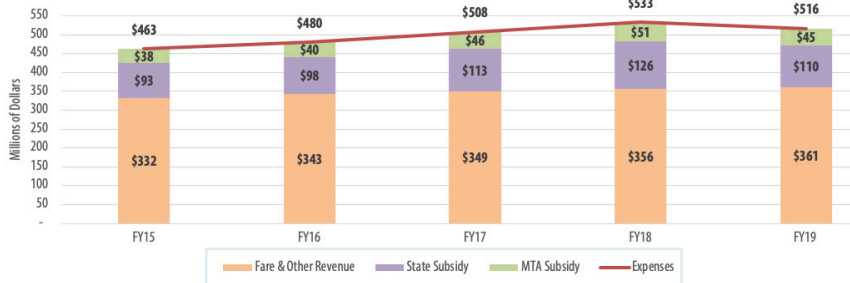
### Historical Context of Metro-North Bridges in Poor Condition (Rating of 4 or less)



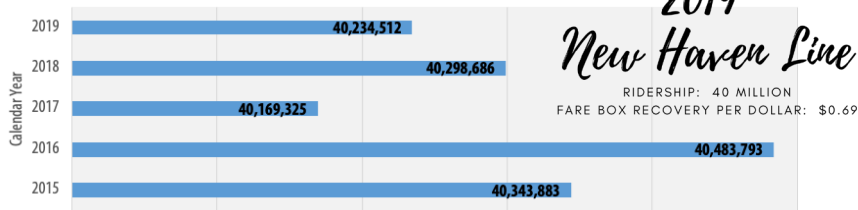
## Rail Operational Funding & Ridership

CTDOT sets the fares and service levels on the CT portions of its commuter rail lines; the New Haven Line (NHL), the Shore Line East (SLE) and the Hartford Line. Amtrak sets the fares and service levels on Amtrak's intercity service routes.

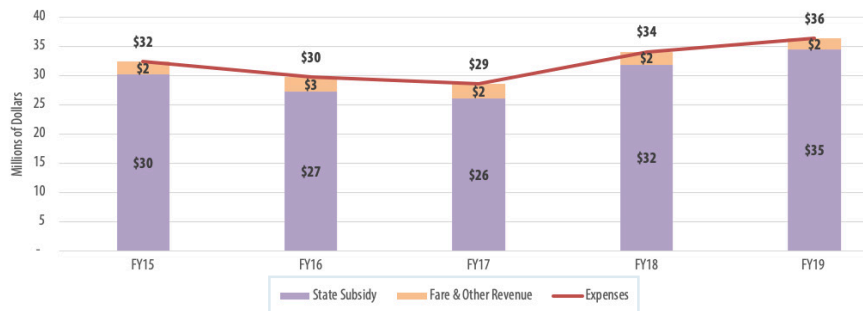
### New Haven Line



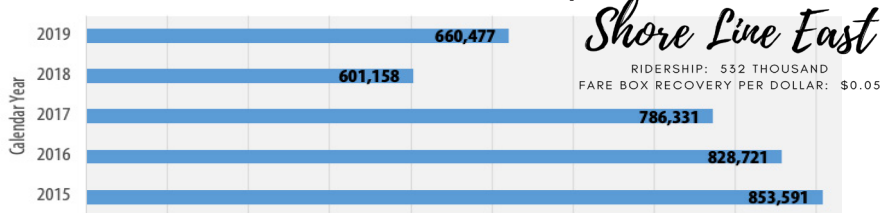
### New Haven Line Ridership



### Shore Line East



### Shore Line East Ridership

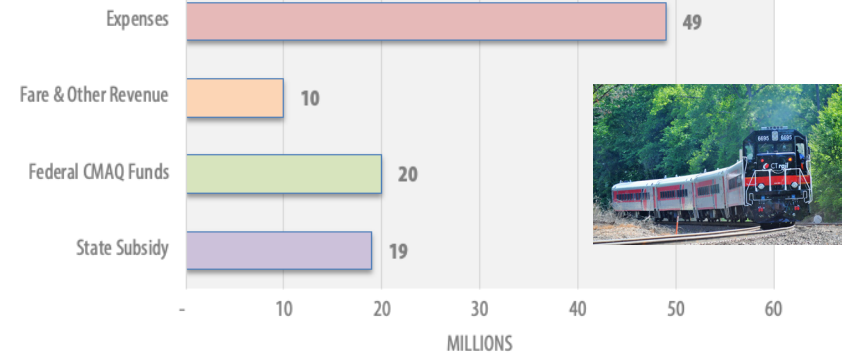


## Hartford Line

The Hartford Line is the new regional passenger rail service that expands service between New Haven, Hartford and Springfield. The Hartford Line consists of 17 trains a day between New Haven and Hartford, with 12 of those trains continuing to Springfield. With speeds up to 110 MPH, this passenger rail service offers customers a better alternative to driving on the I-91 corridor.



### Operational Funding Hartford Line FY19



## 2019 Hartford Line

RIDERSHIP: 634 THOUSAND  
 FARE BOX RECOVERY PER DOLLAR: \$0.21



Since Opening in June 2018, over **1.2 Million Riders** have utilized the Hartford Line Service.

### Transit Oriented Development (TOD)\*

1,400 Residential Units      242,000 sq. ft. Commercial & Office Space



\*Walkable, pedestrian-oriented, mix-use communities that are centered around rail stations.



In 2019, over 1.8 million Amtrak passengers got on & off at Connecticut stations within the Northeast Corridor (NEC).



## State Ferry Service Overview

CTDOT manages and operates the CT State Ferry Service which is composed of two separate, seasonal ferry services across the Connecticut River. These ferries move passengers, bicycles, and vehicles between Rocky Hill and Glastonbury and between Chester and Hadlyme (a village that spans the towns of Haddam and Lyme).

FERRY OPERATIONS	
Operating Season	Apr 1 <sup>st</sup> - Nov 30 <sup>th</sup>
Weekday Hours	7:00 am - 6:45 pm
Weekend Hours	10:30 am - 5:00 pm

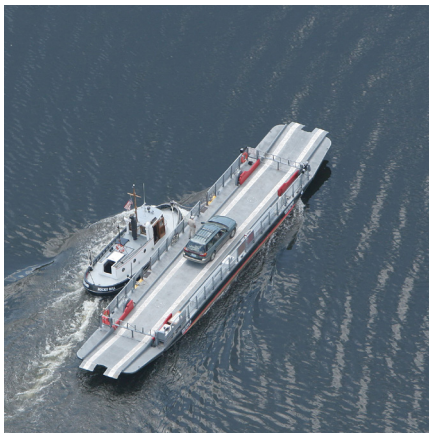
### Ferry Capacity

	CHESTER-HADLYME	ROCKY HILL-GLASTONBURY
Carrying Capacity		
Per Trip	47 passengers 9 autos	19 passengers 3 autos
Weekday Total Vehicles	1,000	500
Weekend Total Vehicles	540	250
Load Capacity		
Per Vehicle	5 tons	5 tons

The *Selden III* ferry provides a direct link between Chester and Hadlyme at Route 148. This is an open, self-propelled diesel craft, 65 feet long and 30 feet wide.



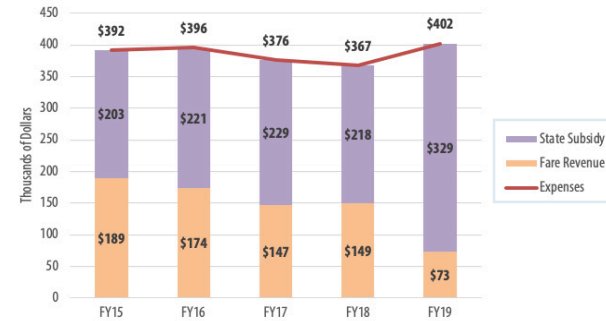
The nation's oldest continuously operating ferry service crosses the CT River between Rocky Hill and Glastonbury linking Route 160. It consists of a flatboat named Hollister III (70 ft by 18 ft) pulled by a diesel powered tugboat named *Cumberland*.



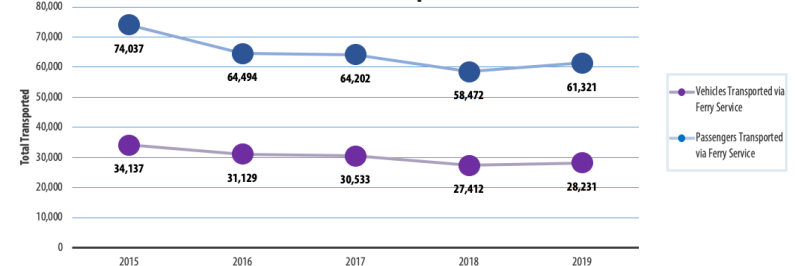
**1655**  
THE ROCKY HILL-GLASTONBURY  
FERRY STARTED SERVICE

## Chester-Hadlyme Ferry

### Operational Funding



### Annual Ridership



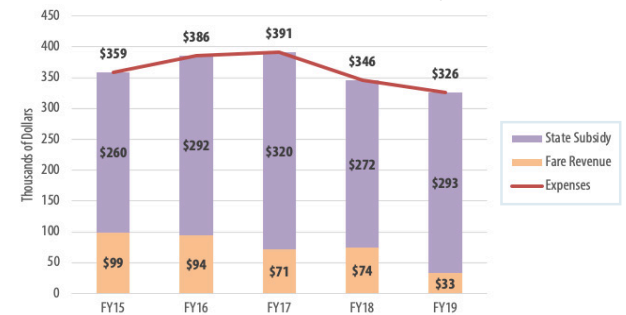
**In 2017,**  
the CT State Ferry Service  
moved over  
**43,000 vehicles**  
and **90,000 passengers,**  
with over **70%** of the traffic  
moving between  
Chester and Hadlyme.

## Rocky-Hill Glastonbury Ferry

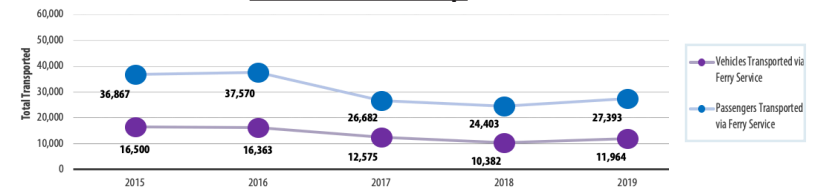
### Operational Funding

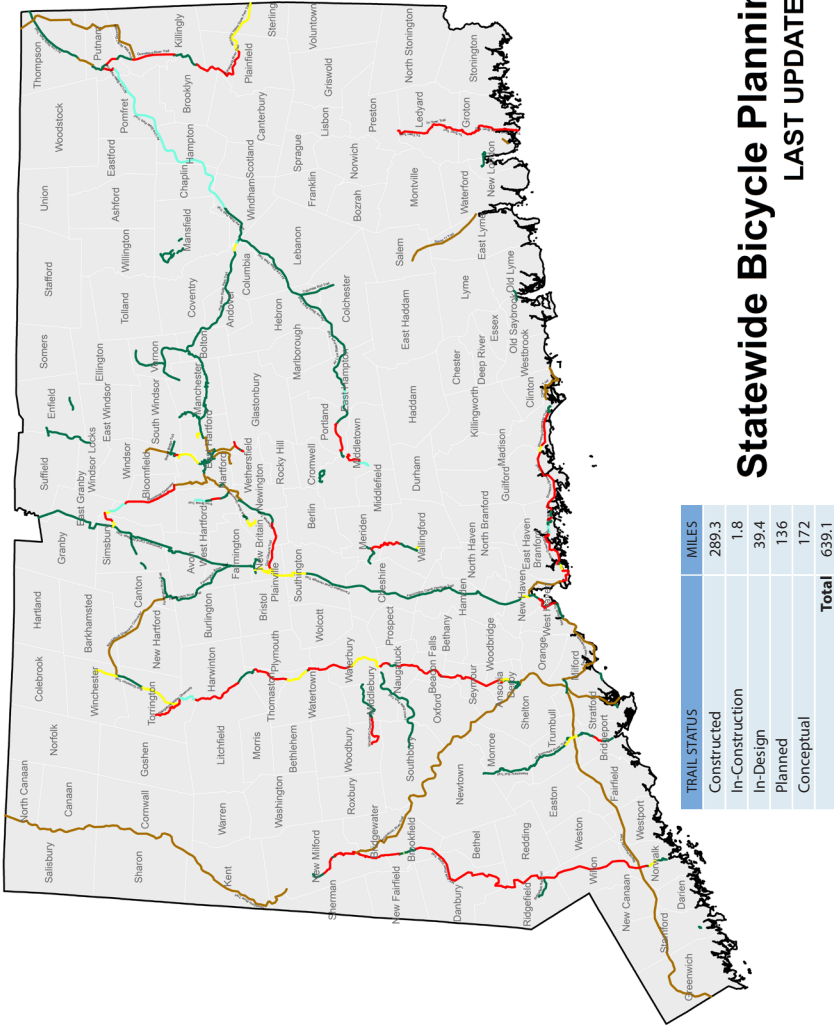


The Rocky-Hill Glastonbury ferry is the only crossing for bicyclists between Hartford and Middletown. Without the ferry, cyclists face a barrier of over 13 miles with no way to get across.



### Annual Ridership





- Trail Status**
- Constructed
  - In Construction
  - In Design
  - Planned
  - Conceptual

**On-Road Bike Network**  
 For more information on CT DOT's planned On-Road Bicycle Network please reference the Active Transportation Plan.

**Disclaimer**  
 The data presented here is for informational purposes only. The data is not intended to be used for legal or financial purposes. The Connecticut Department of Transportation makes every effort to ensure the data is current and accurate. Neither the State of Connecticut, nor the Connecticut Department of Transportation, nor any of its employees, officers, agents, or representatives, warrants the accuracy, completeness, merchantability and fitness for a particular purpose, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of the data. Reliance on the data is at the user's own risk.



**Statewide Bicycle Planning Network**  
 LAST UPDATED: MAY 14, 2019

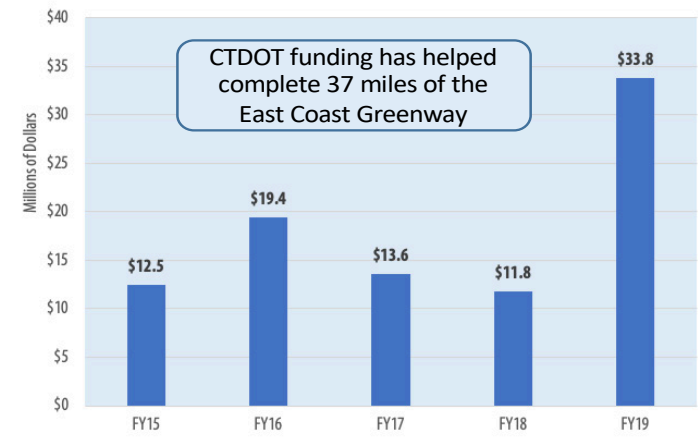
**Bicyclists and Pedestrians Overview**

Non-motorized facilities are an integral part of the Connecticut transportation system. In an effort to reflect the routine accommodation of all users, CTDOT has developed and continues to develop, best practice policies and design guidelines that support the creation of infrastructure and programs for all users, including bicyclists, pedestrians, and persons with disabilities. CTDOT's vision for non-motorized transportation can be found in the Connecticut Active Transportation Plan (2019).



The current East Coast Greenway route through Connecticut is ~200 miles

**Capital Funds Awarded\***



	FY15	FY16	FY17	FY18	FY19
Bike/Ped Funds Awarded (Millions)	\$12.5	\$19.4	\$13.6	\$11.8	\$33.8
Percent of Total Funds Awarded	1.51%	5.83%	2.88%	1.44%	4.77%
Number of Projects Awarded With Bike/Ped Elements	35	55	65	53	53

\* Funds noted are estimates and may not reflect all bike/ped elements.

Note: CTDOT is required to report the amount spent on bicycle and pedestrian accommodations, which **should not equal less than 1%** of the total amount of any funds received in a fiscal year.

## CTDOT Bike/Pedestrian Activities<sup>52</sup>



### Road Safety Audits (RSAs)

Review roadway conditions for non-motorist safety & walkability on **145 miles** of roadways and **917 intersections**



### Constructed **97 Miles** of Multi-Use Trails (2005-2021)



### Complete Streets Design Reviews

Helping streets to be safer for all users.  
2017: 125 projects reviewed  
2018: 114 projects reviewed  
2019: 119 projects reviewed



### Vendor-In-Place (VIP) Resurfacing Program

**920** miles out of 931 miles in program restriped with wider shoulders



### Enhanced Pedestrian Signage & Pavement Markings at Uncontrolled Intersections

**1200** locations on State Roads  
**1500** additional locations are planned on local roads for 2019



### **80** COMMUNITY CONNECTIVITY GRANTS TOTALLING **\$25,822,630**

Were awarded to small-scale projects that enhance walkability & bikeability of community centers.



### Upgraded **133** Signalized Intersections with Pedestrian Controls



### **35 Miles** of Sidewalks Constructed from 2017-2021

## State Road Bicycle and Pedestrian Suitability<sup>53</sup>

CLASSIFICATION	ADT* (NO. OF VEHICLES)	SHOULDER WIDTH (IN FT)	PERCENT OF STATE ROADS** 2009	PERCENT OF STATE ROADS** 2019
MOST SUITABLE	Less than 2,500	3 to 6	12.5%	13.9%
	Less than 10,000	Greater than 6		
MORE SUITABLE	Less than 2,500	1 to 3	29.0%	31.2%
	2,500 to 7,500	3 to 6		
	Greater than 10,000	Greater than 6		
SUITABLE	2,500 to 5,000	1 to 3	23.7%	24.6%
	Greater than 7,500	3 to 6		
LESS SUITABLE	Greater than 5,000	1 to 3	14.6%	12.6%
LEAST SUITABLE		0	20.3%	17.8%

\*ADT = Average Daily Traffic

\*\*Percentage does not include state expressways.

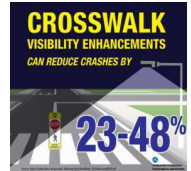
<sup>52</sup>2019 CT DOT Active Transportation Plan <sup>53</sup>CTDOT Roadway Information Systems

## Bicyclist and Pedestrian Safety

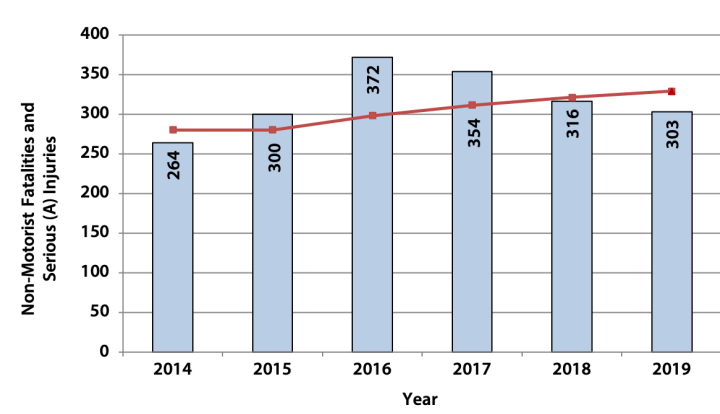
A State partnership with CT Children's Hospital to promote safety education & outreach.



Connecticut law requires children under 12 to wear helmets while bicycling.



## Non Motorist Fatalities & Serious Injuries<sup>54</sup>



\*2019 data is preliminary and subject to change.

BICYCLIST AND PEDESTRIAN SAFETY <sup>54</sup>	2018	2015-2018 AVERAGE
<b>Percent of Motor Vehicle Crashes Involving Bicyclists</b>	<1%	<1%
Bicyclist Fatalities	1	3
Bicyclist Fatalities as Percent of Total Fatalities	<1%	1%
Bicyclist Injuries	425	439
Bicyclist Injuries as Percent of Total Injuries	<1%	<1%
<b>Percent of Motor Vehicle Crashes Involving Pedestrians</b>	<1%	<1%
Pedestrian Fatalities	60	53
Pedestrian Fatalities as Percent of Total Fatalities	20%	18%
Pedestrian Injuries	1,526	1,348
Pedestrian Injuries as Percent of Total Injuries	.06%	.05%


<sup>54</sup>FARS Final files 2014-2017; FARS Annual Report File 2018; CT Crash Data Repository




# Freight

Businesses in Connecticut depend on the movement of goods to reach their customers and provide inputs for their continued operations. Freight movement is so integral to our lives that most people take for granted that a well-functioning and well-integrated system of roads, rail, ports, and airports help keep the freight moving smoothly in and out of Connecticut. The State of Connecticut works closely with partners in the private sector to maintain and operate the freight system so that goods continue to move safely and efficiently both today and in the future.


## Connecticut Trucking Freight Highlights




The manufacturing sector remains the most dependent on freight transportation besides the transportation services sector itself.



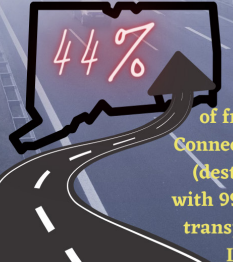
Freight depends on the Interstate System for delivery



Connecticut is considered a bridge state, **NEARLY 94%** (94.3 MILLION TONS) of freight is moved by truck between metropolitan NY/mid-Atlantic and the rest of New England.







Largest single export commodity by weight is scrap metal

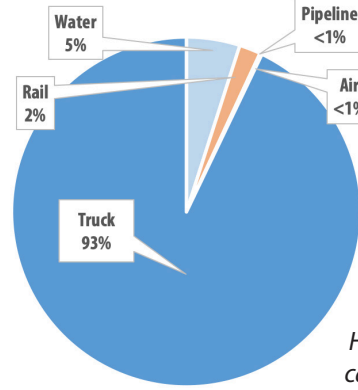


**44%** of freight movements in Connecticut are through trips (destination other states) with 99% of that freight being transported by truck on the Interstate System.

### Freight Movement in Connecticut is Expected to Grow Exponentially by 2040

	2014 Total Tons Moved	(in tons)	2040 Forecast
 Truck	198.7 million	<b>+58.7%</b>	315.4 million
 Port	9.8 million	<b>+8.3%</b>	10.6 million
 Rail	3.1 million	<b>+78.3%</b>	5.5 million
 Air	115 thousand	<b>+117.3%</b>	251.6 thousand

### Freight Tonnage by Mode in Connecticut<sup>55</sup>



### States With Most Truck Bottlenecks

TX 13	GA 6	MN 5	IL 4
CA 7	WA 6	NY 5	IN 4
CT 6	MD/DC 5	PA 5	TN 4

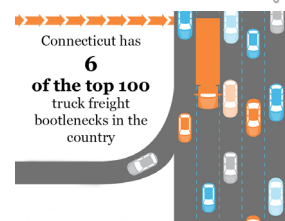
Of the **15** top Freight Bottlenecks in the Northeast Region,

**6** of them are in Connecticut!

High volume truck routes carry 8,500 trucks per day.



### Major Truck Bottlenecks in Connecticut<sup>56</sup>



### Major Truck Bottlenecks in Connecticut<sup>56</sup>

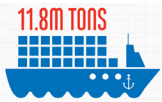
1. Hartford, CT: I-84 at I-91
2. Stamford, CT: I-95
3. Norwalk, CT: I-95
4. New Haven, CT: I-95 at I-91
5. Waterbury, CT: I-84 at SR 8
6. Bridgeport, CT: I-95 at RT 8

<sup>55</sup>CTDOT Connecticut Statewide Freight Plan 2017 <sup>56</sup>American Transportation Research Institute, 2019



## Deep Water Ports

The Connecticut Port Authority (CPA) was established through legislation by the state General Assembly in 2014. Prior to this legislation, CTDOT was responsible for state activities related to the deepwater ports and small harbors. The CPA was created to promote development of the state's maritime economy through cooperation with the local deepwater port authorities in Bridgeport, New Haven, and New London, as well as the state's small harbors.



Over 11.8 million tons of freight was shipped through CT's deep water ports and Stamford Harbor in 2017 – a slight increase from 2016 and after several years of decline.<sup>57</sup>

## Port of New London

The Port of New London is located on the Thames River in New London approximately 3.8 miles of north of Long Island Sound. The Port includes the CPA's State Pier facility, as well as passenger ferry services including Cross Sound Ferry to Long Island, the Fishers Island Ferry District, and the Block Island Express ferry. The CPA's State Pier facility has access to I-95 and I-395, as well as a connection to the New England Central Railroad which extends into Canada. In February 2020, the CPA, terminal operator Gateway Terminal, and joint venture partners Ørsted and Eversource finalized a Harbor Development Agreement to redevelop State Pier into a state-of-the-art port facility through a combined public-private investment of \$157 million. The infrastructure upgrades will develop State Pier into a modern, heavy-lift capable port and meet the facility requirements of the offshore wind industry. The improvements will benefit the port's long-term growth by increasing its capacity to accommodate heavy-lift cargo for years to come while maintaining its freight rail link. The facility upgrades will be completed in late-2022.

FEDERAL CHANNEL	
Authorized Controlling Depth (MLW*)	40 ft
Width	500 ft

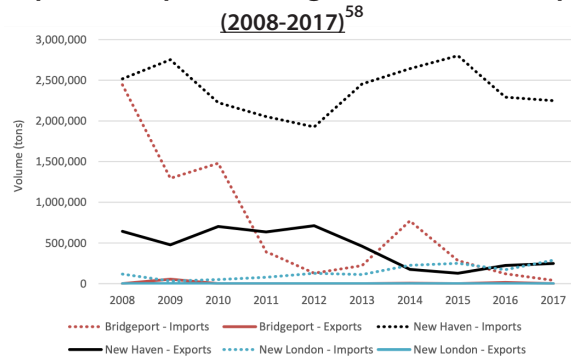
\*MLW=Mean Low Water

Total Warehouse Space



106,200 sq. feet

## Volume of Imports & Exports through Connecticut Deepwater Ports



<sup>57</sup>U.S. Army Corps of Engineers, 2017 <sup>58</sup>U.S. Census Bureau, USA Trade Online; CERC calculations

## Port of New Haven

The Port of New Haven is located on New Haven Harbor at the junction of I-95 and I-91 and is the highest volume commercial shipping port on Long Island Sound and the busiest port between Boston and New York City. The 366-acre port is served by freight rail and several of its terminals are connected to the Buckeye Pipeline which transports jet fuel to Bradley International Airport and to the Massachusetts Air National Guard. The port has 10 berthing facilities at eight privately owned terminal locations. The port handles petroleum products, chemicals, scrap metal, metallic products, cement, sand and stone, salt and break bulk cargo such as steel and lumber. The Port of New Haven's fuel facilities are part of the U.S. Government strategic heating oil reserve.

Indoor Storage



250,000 sq. feet

MAIN CHANNEL	
Authorized Controlling Depth (MLW)	35 ft
Last Dredged	2014
Width	400-800 ft

Outdoor Storage



50 Acres



The commodities that moved through CT's three deep water ports and Stamford Harbor in 2016 had a combined economic impact on output of \$7.1 billion and supported more than 40,600 jobs across the state.<sup>59</sup>

## Port of Bridgeport

The Port of Bridgeport is composed of two natural harbors (Bridgeport and Black Rock\*), both offering unhindered access to Long Island Sound. Both harbors are strategically located off Interstate 95 (the 27 & 29 interchanges), as well as the Route 25/8 state highway system, and within 5 miles of Sikorsky Memorial Airport. Commerce in both harbors includes the movement of stone and aggregate materials, petroleum products and other liquid bulk, coal and general cargo; the majority of waterfront facilities in both harbors are privately owned and operated. Located in Bridgeport Harbor, the Bridgeport Port Authority's Water Street Dock and Terminal facility is the CT port for the Bridgeport-Port Jefferson ferry service, and a future high-speed ferry service, both providing passenger service between ports in CT and NY. The Water Street Dock provides a multi-modal passenger link with its direct access to the Metro-North/Amtrak Rail station and the Bridgeport Bus terminal which provides both local and commercial bus services.

MAIN CHANNEL	
Authorized Controlling Depth (MLW)	35 ft
Last Dredged	1964
Black Rock Harbor Depth	18 ft

<sup>59</sup>CTDOT Statewide Freight Plan, 2017

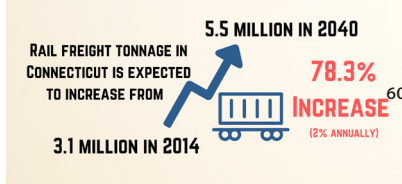
## Rail Freight

Rail accounts for a relatively small share of freight by weight. There are 10 privately owned freight railroad companies operating in Connecticut. These companies own, build and maintain a large portion of the state rail freight infrastructure and all of the rail freight equipment operating within the state.



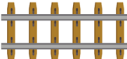
### Mileage

OWNER	Route Miles
Federal (Amtrak)	122
State of CT	257
Municipal (City of Bristol)	2
Private	247
<b>Total</b>	<b>628</b>

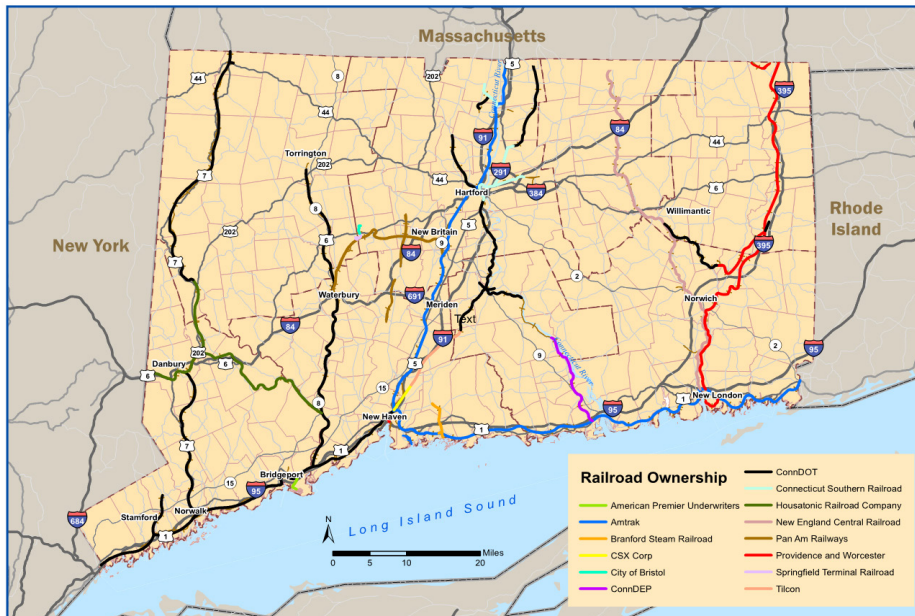


### General Freight Railroad Facts<sup>61</sup>

- ◇ The average American requires roughly 40 tons of freight each year
- ◇ A railroad freight car can carry 3-4 truckloads in a single car
- ◇ Moving freight by rail instead of by truck requires 75% fewer greenhouse gas emissions.

**IN 2014,**  **RAIL MOVEMENTS IN CT REPRESENTED A SMALL SHARE OF FREIGHT BY WEIGHT (1.5% OF MODAL TONNAGE) AND .6% OF TOTAL MODAL VALUE.<sup>60</sup>**

### Rail Ownership in Connecticut



<sup>60</sup>Connecticut Statewide Freight Plan August 2017 <sup>61</sup>Overview of America's Freight Railroads June 2019

## Airports Overview

The Connecticut Airport Authority (CAA) was established in July 2011 as a quasi-public agency to own, develop, improve, and operate Bradley International Airport (BDL), as well as five other state general aviation (GA) airports (Danielson, Groton-New London, Hartford-Brainard, Waterbury-Oxford, and Windham). The CAA is led by a volunteer board (CTDOT Commissioner is a board member) that strives to make Connecticut's airports more attractive to new airlines, establish new routes, and support Connecticut's overall economic development and growth strategy. For more information, please contact CAA Executive Director, Kevin Dillon, at 860-292-2054 or [kdillon@ctairports.org](mailto:kdillon@ctairports.org).

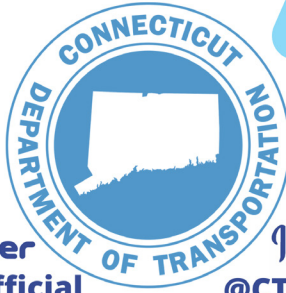
### The Connecticut Airport System-By Ownership<sup>62</sup>



### Connecting Connecticut through Bradley International Airport<sup>63</sup>

- ◇ Second largest airport in New England
- ◇ 367,188,466 pounds of cargo were transported through the airport in 2019 (Mail: 13,211,927 lbs., Freight: 353,976,539 lbs)
- ◇ BDL is home to major UPS, Amazon Prime Air, FedEx, DHL, and USPS cargo operations
- ◇ In 2019, BDL served 6,752,241 passengers
- ◇ 2019 marked BDL's seventh consecutive year of passenger growth
- ◇ BDL has been ranked as a top 5 US airport in a major travel publication's reader awards for three consecutive years

<sup>62</sup>Connecticut Statewide Airport System Plan 2017 <sup>63</sup>Connecticut Airport Authority Data April 28, 2020



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*Published August 2020  
This document was prepared by the  
Connecticut Department of Transportation (CTDOT)  
in cooperation with the  
Federal Highway Administration (FHWA),  
and Federal Transit Administration (FTA).*

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