CONNECTICUT 2055

Long-Range Transportation Plan

Draft April 2026

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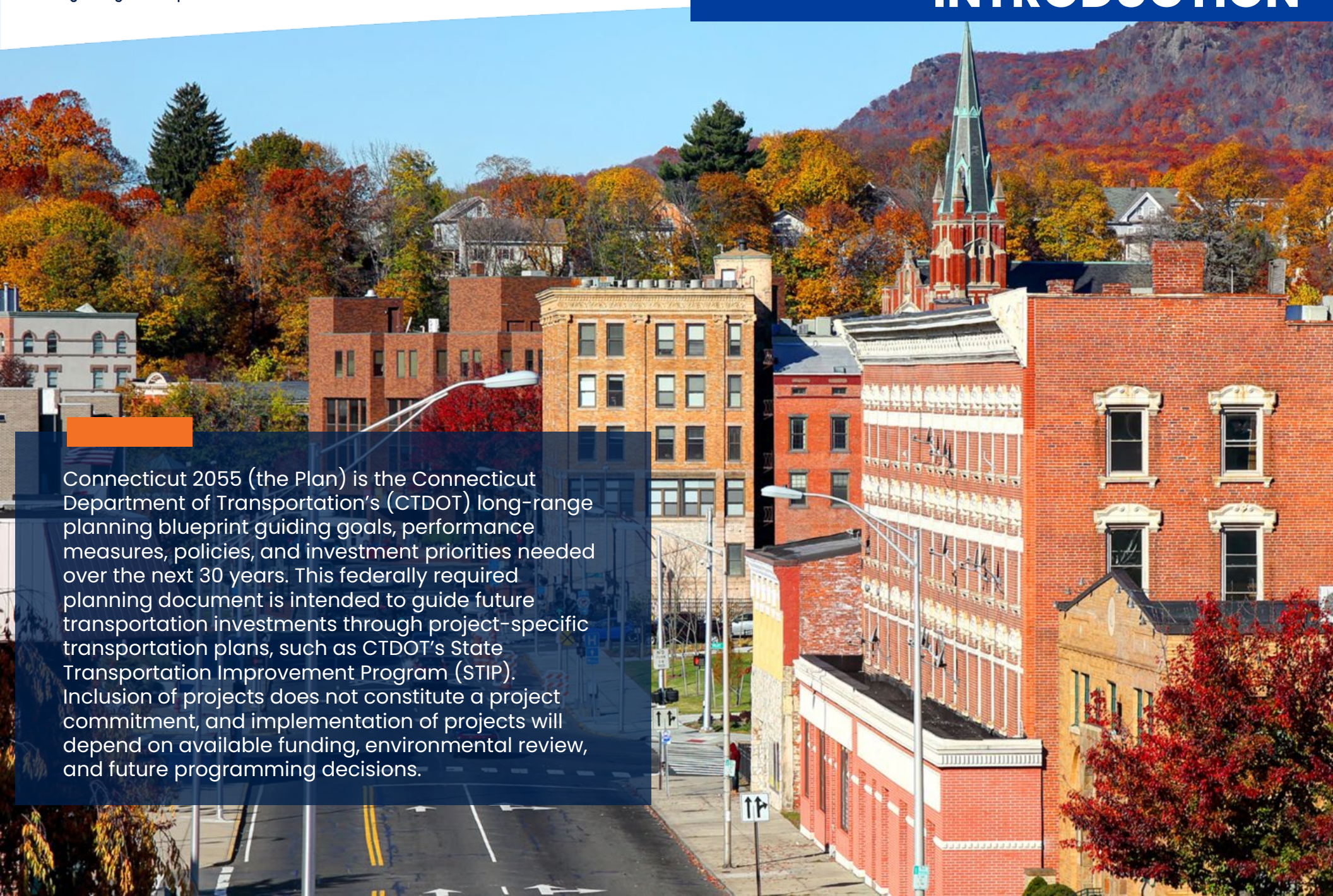
INTRODUCTION



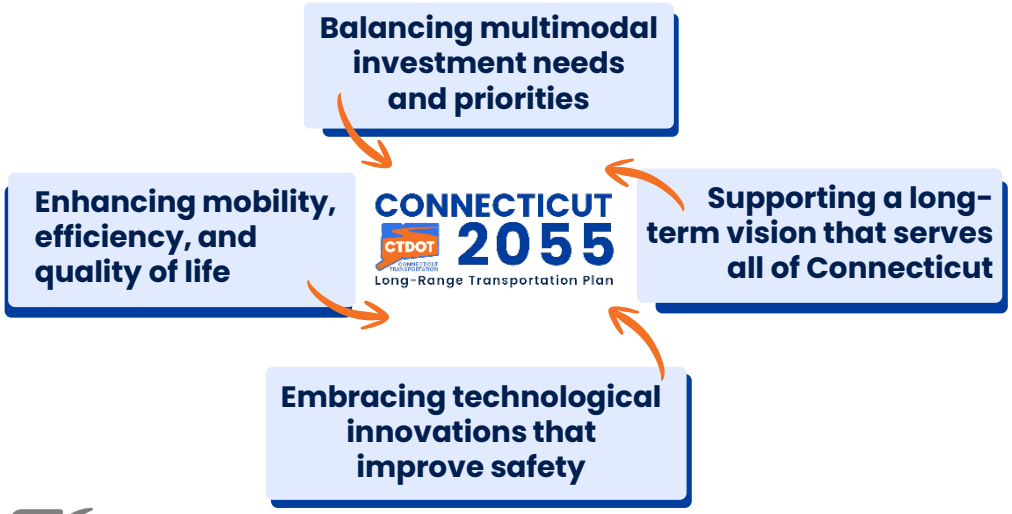
Connecticut 2055 (the Plan) is the Connecticut Department of Transportation's (CTDOT) long-range planning blueprint guiding goals, performance measures, policies, and investment priorities needed over the next 30 years. This federally required planning document is intended to guide future transportation investments through project-specific transportation plans, such as CTDOT's State Transportation Improvement Program (STIP). Inclusion of projects does not constitute a project commitment, and implementation of projects will depend on available funding, environmental review, and future programming decisions.

A roadmap for the future of Connecticut transportation

Connecticut 2055 is the state's long-range transportation plan (LRTP), which provides a roadmap for the future of Connecticut's transportation system by setting our long-term plans and goals. We periodically update this plan as transportation needs, travel behaviors, traffic management methods, and financial resources change.

Recognizing the long-term nature of transportation trends and issues, Connecticut 2055 is an important step toward reassessing Connecticut's current and future mobility needs. It provides the foundation for prioritizing Connecticut's transportation projects and implementing policies and programs based on fiscal capacity and funding needs. Connecticut 2055 is not just CTDOT's plan and is meant to also help inform local and regional transportation plans and investments.

Connecticut 2055 focuses on...



Plan requirement checkpoint

State departments of transportation are required to prepare long-range transportation plans pursuant to federal regulations (23 USC 135). This Plan is compliant with that section and is an update of Connecticut's 2018 LRTP.

Federal plan requirements

- ✓ Address **national planning factors**
- ✓ Covers at least a **20-year planning horizon**
- ✓ Consider **all modes** of transportation
- ✓ Support **development and operation** of transportation system and facilities
- ✓ Identify facilities and services to **meet demand**
- ✓ Include **environmental mitigation activities**
- ✓ Seek out and consider the needs of **communities**
- ✓ Coordinate with **MPOs, non-metropolitan areas, tribal governments**
- ✓ Have **a performance-based approach** to support national goals and report on **success**

National planning factors

01 – Support **economic vitality** by enabling global competitiveness, productivity, and efficiency

02 – Increase the **safety** of the transportation system

03 – Increase the **security** of the transportation system

04 – Increase the **accessibility** and **mobility** of people and freight

05 – Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and planned growth and economic development patterns

06 – Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight

07 – Promote efficient **system management** and operations

08 – Emphasize the **preservation** of the existing transportation system

09 – Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation

10 – Enhance **travel and tourism**

What guides Connecticut 2055?

Connecticut 2055 is designed to guide investments in the state's multimodal transportation network. The key elements outlined below serve as a framework of this Plan.

Public engagement

Assessment of existing conditions and needs

Examination of emerging trends that influence transportation

Review of fiscal capacity and funding needs

Connecticut 2055 lays the foundation for all of CTDOT's plans and projects. The Plan prioritizes major investment decisions into public transportation, highway, and multimodal systems by influencing plans such as the STIP and 5-year Capital Plan. It helps CTDOT identify current and emerging issues that are most important to address, such as transportation safety. Aligned with Connecticut 2055, major safety plans such as the Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) can support the CTDOT's goal of eliminating transportation-related fatalities and serious injuries. It also aligns with regional planning efforts such as Council of Government (COG) and Metropolitan Planning Organization (MPO) transportation plans. By influencing and prioritizing how these plans are carried out, Connecticut 2055 supports current initiatives and helps create a comprehensive approach to address future transportation needs.

Connecticut 2055 lays the foundation for other plans and projects

- Strategic Highway Safety Plan
- Regional Council of Government Transportation Plans
- Statewide Resiliency Improvement Plan
- Connecticut Conservation and Development Policies Plan
- Connecticut Airport Authority Strategic Plan
- Highway Safety Improvement Program
- Asset Management Plans
- Connecticut Statewide Active Transportation Plan
- Connecticut Statewide Freight Plan
- Connecticut State Rail Plan
- Capital Program Roadmap
- Five-Year Capital Plan
- Strategic Technology Roadmap
- Statewide Transportation Improvement Program
- CTDOT Strategic Plan

Connecticut 2055 Long-Range Transportation Plan

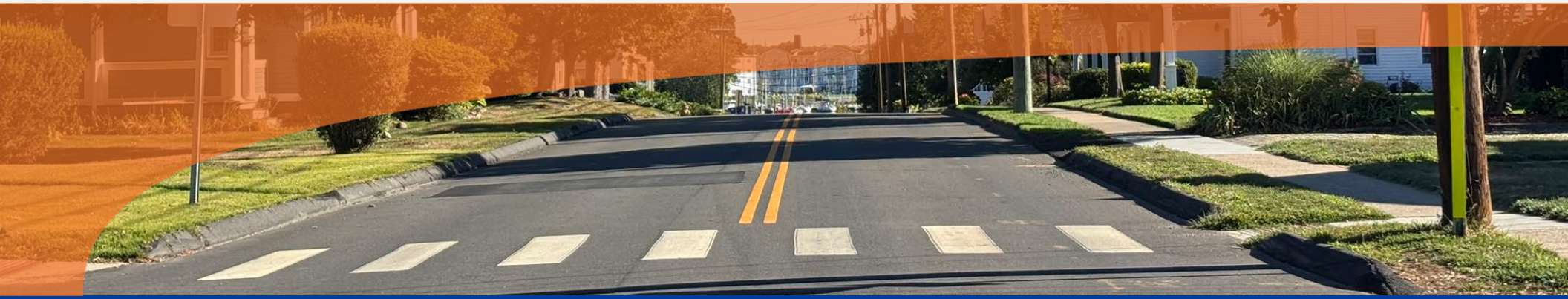
A deep dive into Connecticut's transportation network

The development of Connecticut 2055 involved a comprehensive assessment of the current transportation system. This effort included collecting data on transportation, travel, and demographic trends, as well as engaging with the public and stakeholders to align these findings with actual experiences. Connecticut 2055 also includes an assessment of multimodal needs, integrates statewide performance-based planning efforts, considers the fiscal capacity for future capital investment, and prioritizes strategies to address needs.

Turning plans into progress: What we've achieved so far

Long-range transportation planning is an ongoing process. Reviewing what we've achieved since the 2018 Plan helps confirm that the Plan reflects today's needs and builds on measurable progress. Below are several key achievements:

- **Prioritized safety** with innovative investments such as the Wrong Way Driving Program and Work Zone Speed Safety Camera Program
- **Launched major studies and projects** to alleviate congestion and enhance safety such as the Greater Hartford Mobility Program
- **Invested in our workforce** to accelerate project delivery and drive innovation. Next steps are further defined in our 2025 Strategic Plan
- **Improved state roads and bridges** through planned projects and expanded incident response and maintenance operations
- **Planned for resilient and sustainable infrastructure** for tomorrow with efforts such as the Resilience Improvement Plan, and National Electric Vehicle Infrastructure Plan
- **Expanded public transportation** with strategic investments such as the Time for CT Program
- **Advanced active transportation** statewide with investments such as Active Transportation Microgrants and Complete Streets Controlling Design Criteria
- **Enhanced freight** to power Connecticut's economy
- **Strengthened communities** through building strategic partnerships and investments



CONNECTICUT 2055
Long-Range Transportation Plan

VISION & GOALS

The vision and goals of Connecticut 2055 help define our strategic direction, guide policy and program development, and evaluate the performance of the transportation system. They create a cohesive and integrated plan that meets the long-term needs of the community. To create Connecticut 2055's vision, we looked to our mission, the previous LRTP, our stakeholders, and the public for feedback.

Connecticut 2055's vision

Connecticut 2055's vision is a forward-thinking statement of the ideal Connecticut that businesses, commuters, and residents desire. It answers the question "What are we trying to achieve?" Built upon CTDOT's mission of "improving lives through transportation," the vision statement is:

> We envision a **safe and accessible transportation system** that connects and enhances our communities. **We strive for reliable and resilient multimodal transportation options for everyone.** Our mission is to improve lives through transportation.

Connecticut 2055's goals and objectives

Connecticut 2055's goals build on the vision statement and address broad, long-term needs for the transportation system in areas of critical importance. The goals are not simply reactions to past trends but are intended to provide guidance as the state continually addresses new challenges. The Plan's objectives describe more specific actions that we at CTDOT can take to achieve the broader goals and vision statements. The degree to which these objectives have been achieved and the steps taken to achieve them can be reviewed and communicated on a regular basis following the Plan's adoption. The goals and objectives of Connecticut 2055 are outlined on the next few pages.

Safety for All Users

Connected Communities

Resilient and Sustainable Infrastructure

Innovative Future

Vibrant Economy

Safety for All Users

Provide a modern, reliable, and accessible transportation system where every person can travel safely, with the goal of eliminating serious injuries and fatalities.

- **Eliminate transportation-related fatalities** and serious injuries
- **Reduce the number and severity of crashes** and safety incidents
- Prioritize investments in **proven and leading-edge safety transportation technologies**
- Implement data-driven, strategic approaches **to meet the safety performance targets** of the Highway Safety Improvement Program (HSIP)
- Prioritize infrastructure investments that **improve safety** for motorized and non-motorized/vulnerable users
- Prioritize **safety improvements** at **work zone locations**
- Develop and grow partnerships to **support education and enforcement efforts** to implement the Strategic Highway Safety Plan (SHSP)
- Bolster the security of transportation infrastructure and **enhance emergency preparedness**

Connecticut 2055's goals and objectives

Connected Communities

Connecticut residents and visitors will experience a multimodal transportation network that connects them to where they need and want to go, fostering prosperity and improving lives.

- Enhance multimodal choices by **increasing public transportation frequency, expanding coverage, and improving reliability**
- Prioritize investments that **close connectivity gaps** between transportation modes, neighborhoods, job centers, healthcare, education, and regional hubs
- Support **integrated land-use and transportation planning** that enhances **access to economic opportunities** and encourages **multimodal transportation options**
- **Improve first- and last-mile connections** to public transportation systems through local partnerships and infrastructure investment
- Coordinate with municipalities and regional councils to **support complete streets and community-focused design**
- Provide **comprehensive and representative public engagement** throughout transportation planning and project development
- **Incorporate community impact assessments** into performance measures, project selection, and funding decisions

Resilient and Sustainable Infrastructure

People in Connecticut will benefit from a transportation network that is resilient and sustainable through planning, design, construction, and operations.

- **Incorporate resilience and sustainability metrics** into project planning and asset management systems
- Identify and prioritize infrastructure investments that **reduce vulnerability to natural hazards, flooding, and extreme weather**
- Enhance and modernize infrastructure systems to **support statewide emissions reduction goals**
- **Strengthen coordination with state agencies** and utilities on infrastructure hardening, relocation, and adaptation efforts
- **Strengthen coordination** internally and with state agencies **on emergency preparedness**, emergency declarations, and recovery activities
- Promote investments that **improve air quality, protect environmental resources, and mitigate stormwater** and other impacts from surface transportation
- **Maintain and preserve the existing multimodal transportation system** in a state of good repair through advanced asset management practices

Connecticut 2055's goals and objectives

Innovative Future

People in Connecticut will benefit from the adoption of emerging technology.

- **Deploy and expand smart transportation** technologies that improve safety, efficiency, and the user experience
- Support the development of tools that **increase the efficiency of system management** and operations
- Advance the integration of emerging mobility services to **expand access to historically underserved and overburdened communities**
- **Pilot, evaluate, and deploy connected and automated vehicle technologies** in coordination with state policy and safety frameworks
- Modernize agency data systems to **support performance-based decision-making** and real-time traveler information
- Leverage technology to **improve freight movement and logistics**

Vibrant Economy

Connecticut communities will thrive with the seamless movement of people and goods, creating greater opportunities and fostering growth.

- **Maintain and modernize critical freight corridors**, ports, rail lines, and intermodal facilities
- **Support economic development initiatives** through coordinated investments in infrastructure and mobility
- Reduce congestion and **improve travel time reliability** on key commuter and freight corridors
- Promote workforce access to major employment centers through **reliable and convenient transportation options**
- Partner with private industry and regional economic development entities to **align infrastructure investments with growth opportunities**
- Improve multimodal connections that **enhance tourism and regional travel across the state**

Plan requirement checkpoint

Goals and objectives align with the national performance objectives outlined in 49 USC 70101(b), adhere to federal planning factors, and are backed by CTDOT's HSIP, SHSP, Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), and the Statewide Freight Plan in accordance with 23 CFR 450.206(c)(4).

What's next?

The Plan identifies a set of long-range outcomes for transportation in the state. This vision and its goals and objectives are intended to be used to inform investment and service decisions by CTDOT and other agencies responsible for transportation planning, construction, and delivery in Connecticut. The Plan is a continual planning effort and the vision and guiding goals will be revisited over time.

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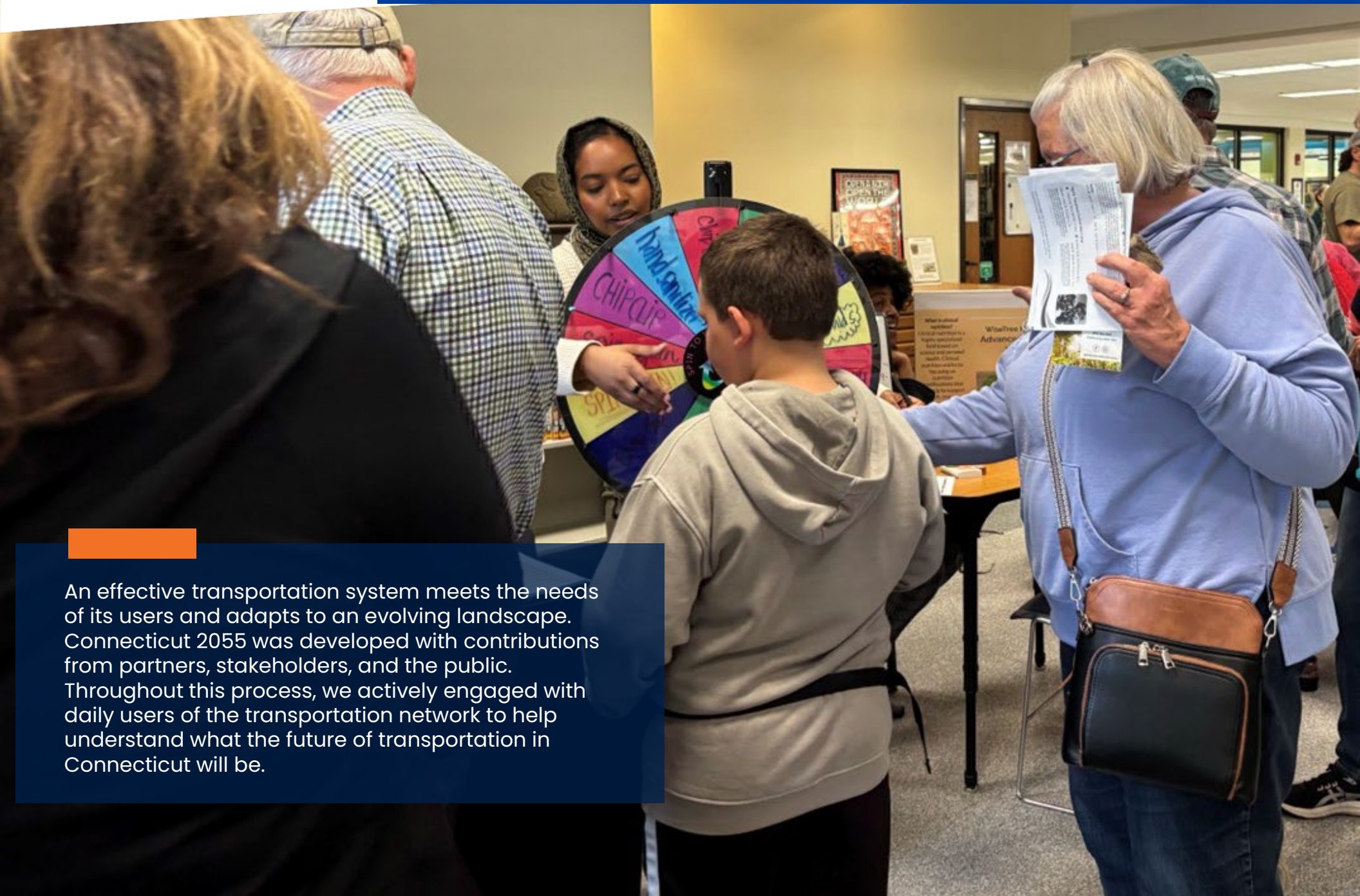
PUBLIC AND STAKEHOLDER OUTREACH



An effective transportation system meets the needs of its users and adapts to an evolving landscape. Connecticut 2055 was developed with contributions from partners, stakeholders, and the public. Throughout this process, we actively engaged with daily users of the transportation network to help understand what the future of transportation in Connecticut will be.

Connecting with Connecticut

Throughout the long-range transportation planning process, we conducted extensive public and stakeholder engagement. This outreach was based on our fundamental principles of prioritizing people, maintaining accountability, and fostering innovation. Outreach and coordination with state agencies, stakeholders, and the public generated meaningful input to help align the Plan's development with the needs of Connecticut's communities. A full summary of the outreach process, including materials and requirements can be found in **Appendix A**.

INITIAL COMMENT PERIOD

April 9 – May 23, 2025

711 responses

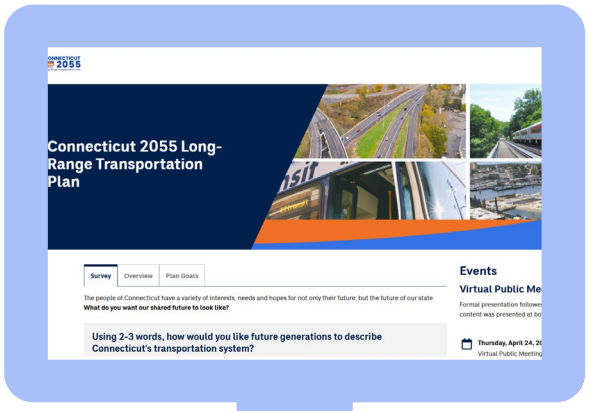
During this phase we focused on gathering input on how people in Connecticut envision the future of the transportation system. To gather this input, we...

Launched
one online public survey
with 1,000+ visits!

Hosted
five stakeholder group meetings
37 perspectives shared!

Held
two virtual public information meetings on April 24, 2025
54% of comments were about public transportation

Attended
ten pop-up events as listening sessions
300+ conversations!



We heard you want....

- An **enhanced, user-friendly, affordable, and efficient** public transportation system
- **Improvements to roadway safety** and addressing dangerous driving behavior
- Solutions to **address traffic and congestion** on major roadways
- Investment in **sustainable infrastructure** and technologies

How we incorporated your input into Connecticut 2055

Refined **vision and goals** & Validated **transportation needs**

Stakeholder engagement

During the initial comment period, we collaborated with statewide partners and adjacent states to validate the vision and goals of Connecticut 2055 and help them align the complex planning environment of Connecticut. More information on the stakeholders we met with, and their input can be found in **Public and Stakeholder Outreach Summary** in **Appendix A**.

Who we engaged

- **Metropolitan Planning Organizations (MPOs)**
- **Councils of Government (COGs)**
- **Adjacent State Departments of Transportations (DOTs)**
  - New York
  - Massachusetts
  - Rhode Island
- **Interagency Coordination**
  - Federal Highway Administration (FHWA)
  - CT Aging and Disability Services
  - CT Airport Authority
  - CT Office of Policy and Management
  - CT Department of Economic Community Development
  - CT Department of Energy and Environmental Protection
  - CT Department of Housing
  - CT Department of Public Health
  - CT Department of Emergency Management and Homeland Security
  - CT Department of Emergency Services and Public Protection
  - CT Office of Workforce Strategy
  - CT Port Authority
- **Tribal Nations**
  - The Mohegan Tribe
  - Mashantucket Pequot Tribal Nation
  - Narragansett Indian Tribe
  - Delaware Tribe of Indians
  - Delaware Nation
  - Stockbridge-Munsee Mohican Tribe
- **Other Stakeholder Groups**
  - Freight operators
  - Passenger rail operators
  - Safety organizations
  - Economic development organizations
  - Bus transit operators

What types of feedback we asked for

Plan requirement checkpoint

Coordinate with MPOs, non-metropolitan areas, and Tribal governments

DRAFT PLAN COMMENT PERIOD

April 7 – May 22, 2026

The draft Plan was released on April 7, 2026, for public comment through May 22, 2026. Two virtual public information meetings are planned for April 22, 2026, at 12 p.m. and 6 p.m. on Zoom. The public will have the opportunity to provide comments and ask questions during a live question-and-answer session. This page will be updated after the comment period ends to reflect what we heard and how we incorporated the input we received during the public comment period.

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CONNECTICUT'S TRANSPORTATION STORY

Connecticut's transportation story is one of connection and change. With thousands of miles of roads, bridges, rail lines, and bus routes, the state's network keeps people and goods moving every day. But transportation isn't only about infrastructure—it's about people. As Connecticut's population grows and employment rises, the system must adapt to meet evolving needs. Connecticut 2055 looks ahead to provide a long-range vision and specific strategies to guide this transformation.

Connecticut's transportation system

Connecticut's transportation network is a complex, interconnected system that supports a wide range of travel modes for driving, riding the bus or rail, bicycling, walking, and moving goods. This chapter outlines Connecticut's current transportation system, its people, and some of the most important trends that are shaping what the transportation system will be in 2055. To learn more about the system and some of the key trends shaping Connecticut's future, see the **Existing Conditions and Trends Report** in **Appendix B**.

CTDOT's mission is to **improve lives through transportation,** and we aim to optimize multimodal travel so that residents and visitors have access to greater mobility, economic growth, and improved quality of life. CTDOT is responsible for keeping Connecticut's major transportation systems working efficiently through continued maintenance, operations, planning, engineering, and construction. We work with a variety of partners at the local, state, and national level, aiming to meet the needs of Connecticut's people and comply with state and federal requirements.

3,716
overall miles of state-maintained roads

17,480
overall miles of town-maintained roads

1
statewide transit system CT*transit*

10
regional transit districts

4,002
state-maintained bridges

289
miles of multi-use trails

238
miles of state-maintained rail

20
public-use airports

3
deepwater ports

CTDOT's role in keeping people *moving*

- Planning, engineering, and construction of the transportation network
- Investment prioritization and allocation of state and federal transportation funding
- Infrastructure asset management
- Improving safety of the transportation system
- Operations and maintenance
- Improving connections between modes of transportation
- Regulatory compliance
- Community, regional, and national coordination

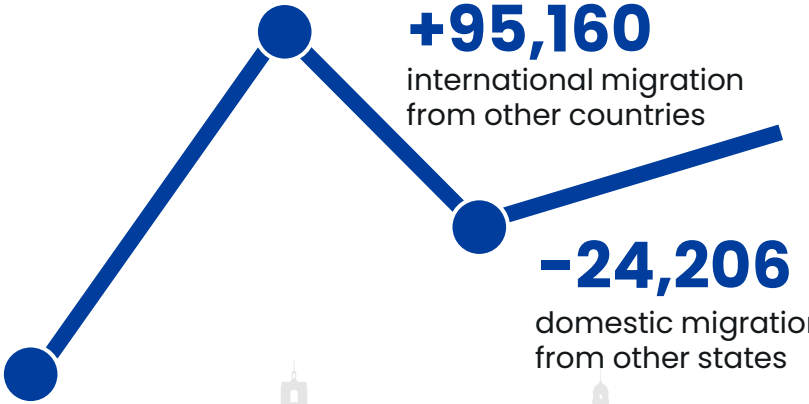
Sources: 2024 and 2025 Connecticut Department of Transportation (CTDOT) Asset Fact Sheets; CTDOT Open Data, CTDOT 2020 Fast Facts, FTA National Transit Database, Bus Service in Connecticut

Connecticut's people

Several factors influence how transportation infrastructure needs to change over time, but most importantly, it's the people. **Improving lives through transportation** requires being able to identify how Connecticut is changing and what transportation needs there will be in 2055. With nearly 3.6 million people in the state, Connecticut's population is both growing and changing, presenting unique transportation challenges, opportunities, and changing demand that need to be addressed with forward-thinking strategies. These are some of the key demographic trends shaping Connecticut's transportation needs.

3.6 million
people live in Connecticut

Connecticut's population changes (+71,558)
2020 to 2024



+95,160
international migration from other countries

-24,206
domestic migration from other states

+604
natural changes (births and deaths)

Connecticut is aging

+23% *Growth of the population aged 65 and older since 2014*

Connecticut's cities

86% *of the population lives in urban areas*

Fastest *growing* cities
Stamford
Waterbury
Norwalk

Connecticut in 2055

+9% *population*

+18% *employment*

Sources: CTDOT Population Projections; 2023 5-year American Community Survey; U.S. Census Vintage 2020-2024 State Population Totals

Connecticut's economy

Connecticut's transportation system is essential for the movement of people and goods. By connecting urban and rural areas, supporting freight, and linking Connecticut to national and international markets, the transportation network supports economic vitality and quality of life. These are some of the key economic trends in the state.

1.7 million
people in Connecticut are employed, 47% of the state's population

National median household income
$82.7k

Connecticut's median household income
$93.8k

7 Top Employment Centers
Hartford, Waterbury, Danbury, New Haven, Bridgeport, Norwalk, and Stamford

Education and Health Services
are the largest employment sectors, with nearly **400k workers**

Linking transportation with housing

Transportation and housing are fundamental links to building successful communities for all. Land uses that support access to multimodal options and walkable neighborhoods improve access to jobs, healthcare, and other essential services as well as lower household transportation costs. In Connecticut and nationwide, the combined cost of housing and transportation often consumes half of a household's budget, with low- and moderate-income families most affected. As housing costs continue to climb, aligning transportation and housing strategies is essential for improving affordability, reducing economic burdens, and enhancing quality of life.

Since 2019...

Housing prices **+37%**

Housing availability **-78%**

Sources: 2023 American Community Survey; LAUS Home : U.S. Bureau of Labor Statistics; CPS Home : U.S. Bureau of Labor Statistics; Connecticut Department of Labor and Department of Economic and Community Development. The Connecticut Economic Digest, June 2024 issue

Connecticut's travel trends

Understanding travel patterns helps CTDOT make informed decisions about transportation investments, policies, and planning development. It also enables CTDOT to anticipate and prepare for future changes in mobility needs. In 2024, CTDOT conducted a daily travel survey to gain insight into Connecticut residents' travel patterns. Over 8,400 households participated through surveys, travel diagries, and smartphone tracking. Based on this data, the average Connecticut resident takes about four trips per weekday. A breakdown of how and why people travel within Connecticut is below:

How are people traveling?

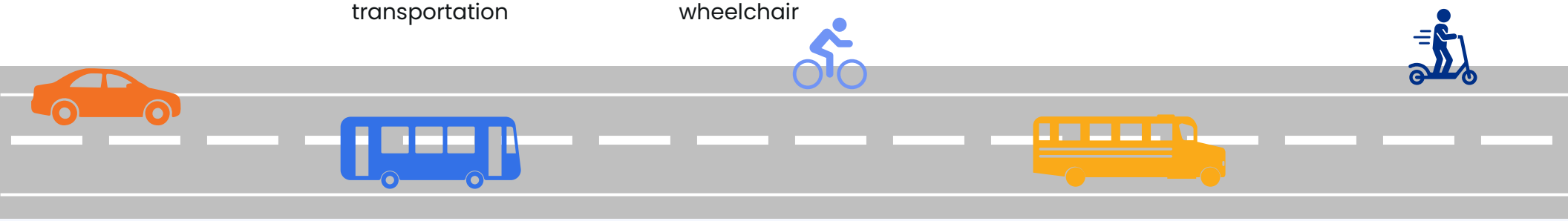
79.8%
Personal vehicle

6.1%
Bus or rail public transportation

9.3%
Walk, bicycling, or wheelchair

3.2%
School bus

1.6%
Other modes



Where are people going?

26.6%
Work-related

22.8%
Shopping, meals, and errands

13.5%
School-related

13.1%
Loop trip
(e.g. dog walk)

11.2%
Escorting
(e.g. child to practice)

10.1%
Social and recreational

2.6%
Other
(e.g. overnight stay)

Our virtual world

Changing work and travel patterns are reshaping the needs of the transportation system. According to the daily travel survey, **51% residents work from home at least occasionally**, and 16% of residents work from home full time. As people continue to work remotely and access more services virtually, traditional travel patterns are changing. These changes could affect when travel demand and congestion are most significant based on the day of the week, time of day, or even mode of travel. They also require to consider how to best to invest and prioritize transportation improvements and what mobility options need to remain available and accessible. By adapting to these new realities and evaluating what will be long term, sustaining trends, Connecticut can better support its residents' needs and promote a more efficient transportation network.

+175%
Increase in remote work between 2019 and 2023

Sources: CTDOT's 2024 Connecticut Daily Travel Survey; U.S. Census Bureau, 2023 ACS 5-year estimates; Census Bureau (2023)

Connecticut's focus on safety

As a **people first** organization, we embed safety into every aspect of our work. The number of fatal crashes is concerning and underscores the urgent need for targeted safety improvements across the state. Addressing these challenges presents opportunities to invest in innovative safety measures. Connecticut's SHSP and HSIP outline strategic, data-driven approaches to improve safety. CTDOT has identified 26 crash factors to target for reducing crashes. These crash factors include impaired driving, pedestrian-involved crashes, work zone incidents, and other factors that lead to crashes. By focusing on these factors, Connecticut can work toward eliminating transportation-related fatalities and serious injuries, ultimately creating a safer environment for all road users.

Safety is CTDOT's top transportation priority. Recently, CTDOT has prioritized safety innovation such as funding work zone safety initiatives, wrong way driver detection systems, data-driven targeted outreach and education, and implementing "Complete Streets" design that considers roadway users of all ages and abilities.

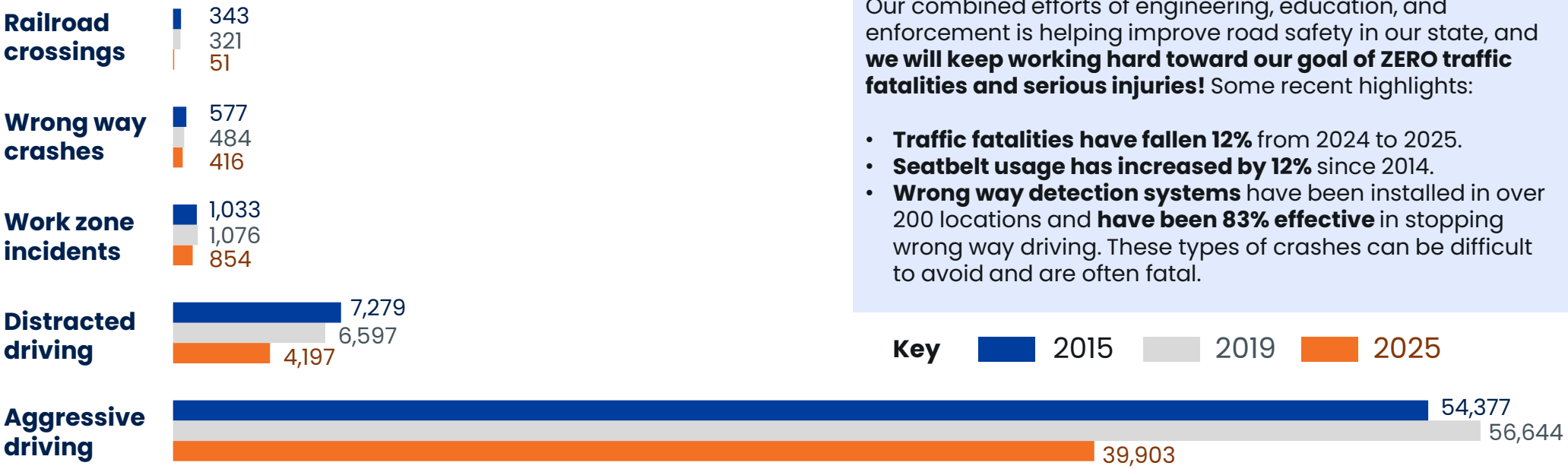
Roadway crashes between 2015 and 2025

Fatalities ↑ **+19%** **Serious injuries** ↓ **−10%**

Crashes with non-motorized users between 2015 and 2025

Fatalities ↑ **+44%** **Serious injuries** ↑ **+1%**

Crash trends of key emphasis areas between 2015 and 2025



Making progress toward vision zero

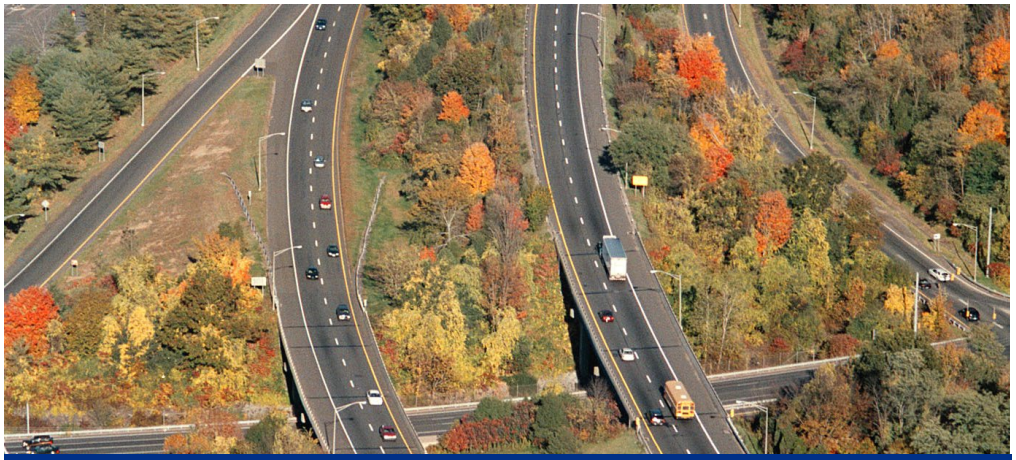
Our combined efforts of engineering, education, and enforcement is helping improve road safety in our state, and **we will keep working hard toward our goal of ZERO traffic fatalities and serious injuries!** Some recent highlights:

- **Traffic fatalities have fallen 12%** from 2024 to 2025.
- **Seatbelt usage has increased by 12%** since 2014.
- **Wrong way detection systems** have been installed in over 200 locations and **have been 83% effective** in stopping wrong way driving. These types of crashes can be difficult to avoid and are often fatal.

Sources: NHTSA FARS Data; CTDOT Crash Emphasis Area Dashboard, CTDOT Performance Measures

Connecticut's modes of transportation

Connecticut's transportation system encompasses a large network of highways and bridges, passenger and freight railroads, buses, airports, ports, sidewalks, bikeways, and regional trails. These networks help keep people moving but need to be regularly maintained and updated to continue to meet the multimodal needs of Connecticut's residents today and in the future. The following pages highlight how these networks are performing today, and some of the challenges and opportunities to be addressed in the coming years.

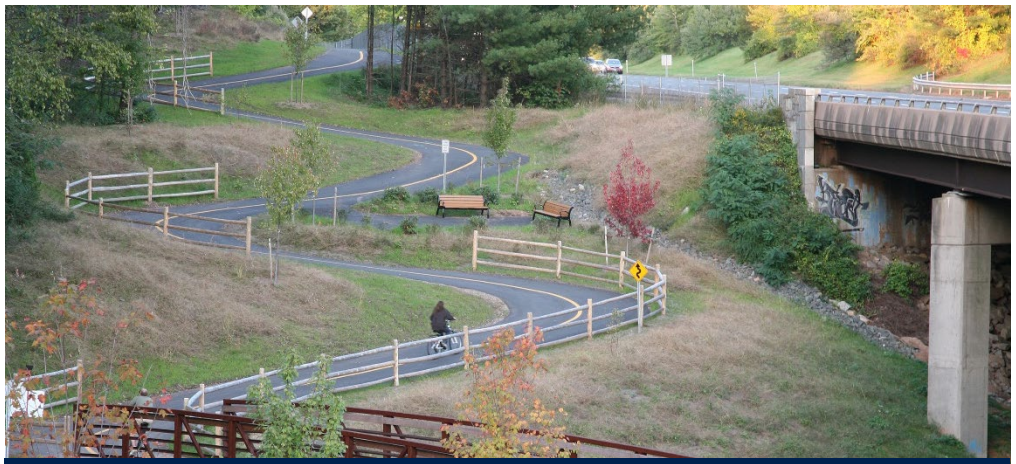


Roadway and bridges

- Interstates
- Freeways
- Expressways
- Arterials
- Collector roads
- Local roads

Public transportation

- Fixed route bus
- Commuter rail
- Microtransit
- Intercity rail and bus
- Demand response
- Paratransit service



Active transportation

- Complete streets
- Multi-use trails
- Bicycle paths
- Sidewalks
- Micromobility

Freight

- Freight rail
- Cargo airport
- Trucking
- Deepwater ports
- Pipelines

Connecticut's roadways and bridges

CTDOT manages over 3,700 miles of roadway and over 4,000 bridges on Connecticut's interstate, highways, and other state roads to enhance regional, state, and national connectivity. Fundamental to CTDOT's role is making sure these roadways and bridges are safe to use and regularly maintained.

Connecticut's roadway types (by % of overall miles)

Local roads (64%)	Roads providing direct access to homes, business, and farms, prioritizing access over mobility
Major and minor collectors (15%)	Roads funneling traffic from local roads to larger capacity arterials, often providing direct access to other land uses
Principal and minor arterials (13%)	High-mobility roads designed to move large volumes of traffic, often connecting cities and major activity centers
Interstates (5%)	High-speed highways, connecting states and major urban centers
Freeways and expressways (3%)	Regional high-speed roads with limited access and minimal intersections

Connecticut's primary interstates

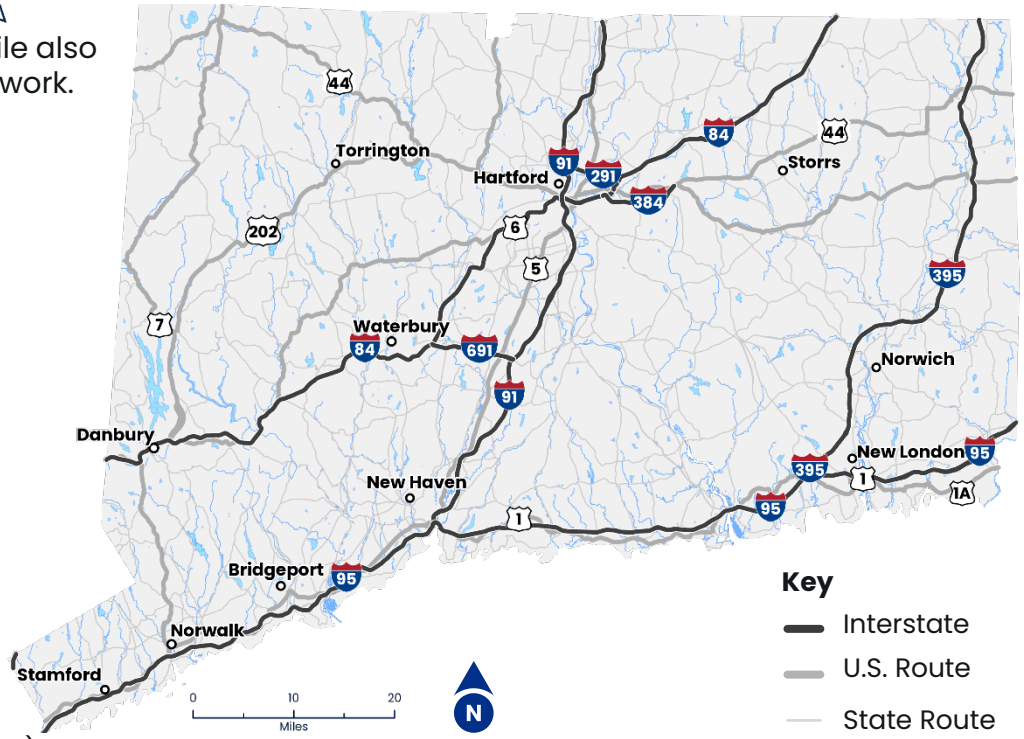
The state's interstates are critical to local and regional mobility, while also connecting Connecticut's people to the national transportation network. These four primary interstates help connect much of the state.

Connecticut's busiest interstate, **I-95** connects the whole state with New York City and greater New England along its southern coast.

I-84 connects inland cities like Danbury and Waterbury to Hartford as well as broader markets in New York and Massachusetts.

I-91 is a north-south corridor that links New Haven to Hartford and further north to Massachusetts.

I-395 is a north-south corridor supports many of eastern Connecticut's towns and cities.



Sources: 2024 and 2025 Connecticut Department of Transportation (CTDOT) Asset Fact Sheets; CTDOT Open Data,

Trends affecting our roadways and bridges

Congestion
CTDOT measures current congestion trends and forecasts future changes to understand how well the system is performing, areas with recurring traffic bottlenecks, and locations with growing demand. This requires large data gathering efforts of traffic counts, vehicle speed data, and other information. Some key metrics of congestion are further explored in the **Performance** section.

Today, congestion is most extensive within the urbanized areas of Bridgeport, Stamford, and New Haven. By 2055, congestion is expected to worsen through steady population growth, growth in vehicle miles traveled, and expanding economic activity. Vital corridors such as I-95 and I-84 will be particularly impacted by more frequent bottlenecks and delays. By prioritizing infrastructure upgrades, expanding multimodal options, and leveraging technology to optimize traffic flow, CTDOT can work to reduce congestion, enhance mobility, and support Connecticut's long-term vitality.

Connecticut's most congested corridors

I-95: Greenwich to Stratford
I-95: Milford to New Haven
I-95: New Haven to Madison
I-95: Old Saybrook to Waterford

I-84: Danbury to Southbury
I-84: Middlebury and Waterbury
I-84: Farmington to Hartford
I-84: Hartford to Manchester

Route 15: Greenwich to Stratford/Milford

Source: CTDOT Performance Measures Dashboard Projections (as of 2025)

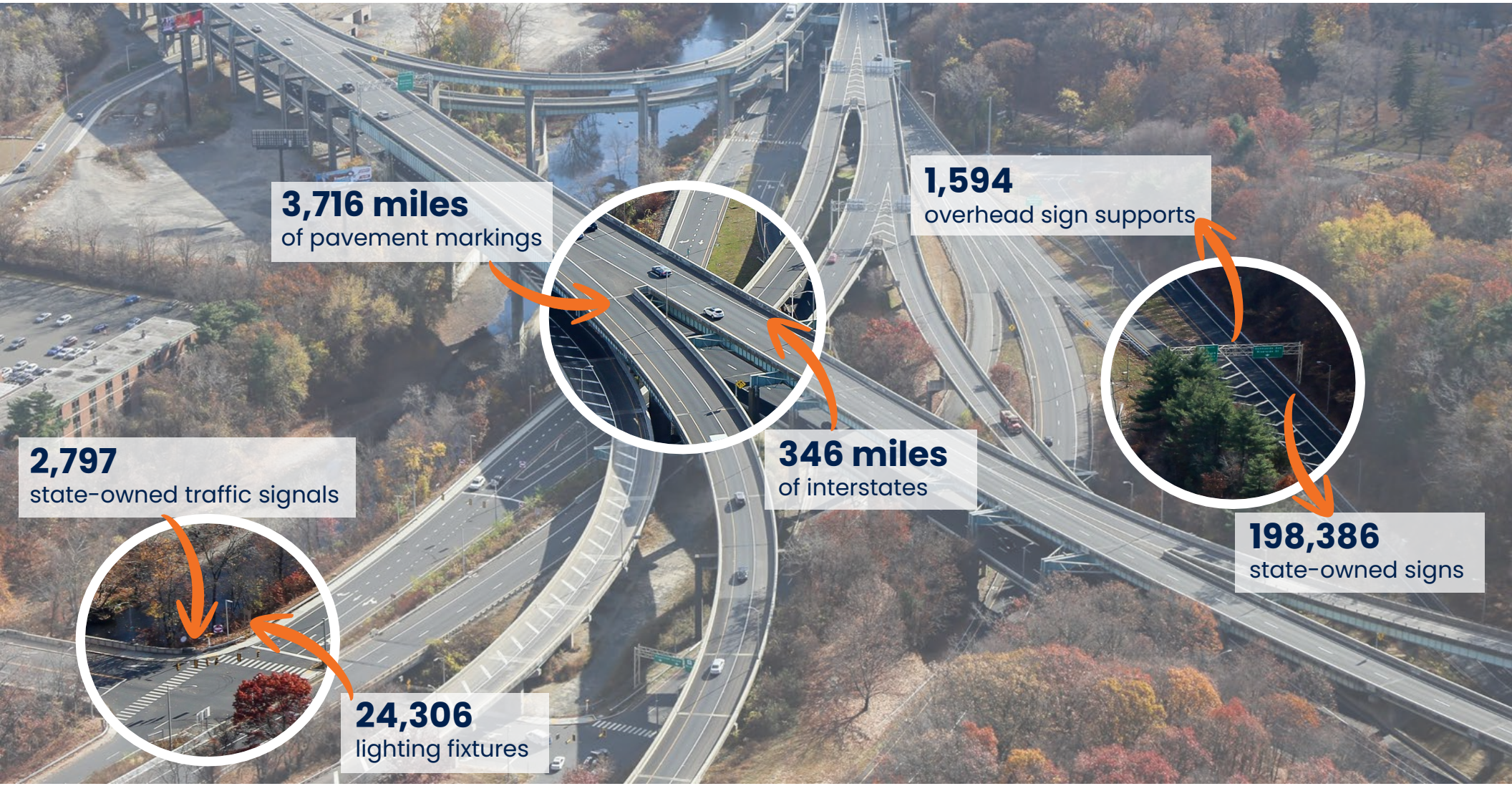
Benefits of improving congestion
- ✓ Reduces time spent traveling
- ✓ Improves safety and lessens the risk of crashes
- ✓ Increases reliability and minimizes the unknowns of travel times
- ✓ Reduces travel costs for businesses and households
- ✓ Minimizes fuel consumption and improves air quality
- ✓ Reduces noise for surrounding land uses

Vehicles miles traveled (VMT)
VMT is the total miles driven by motor vehicles on maintained roadways over a given period of time. CTDOT uses a statewide VMT metric to show where demand for travel occurs across the roadway network and understand how that changes over time. In 2024, about 30.5 billion vehicle miles were traveled in Connecticut. VMT has remained relatively steady over the last decade but did experience a drop in 2020 due to the COVID-19 pandemic. Since then, VMT has been trending upward and is expected to surpass pre-pandemic levels in 2028.

30.5 billion
vehicle miles traveled on all of Connecticut's roads in 2024

Maintaining roadways and bridges

Maintaining Connecticut's transportation assets is essential for supporting safety, reliability, and economic vitality across the state. Currently, we manage an estimated value of over $39 billion in roadway and bridge assets. Keeping these assets well-maintained reduces the risk of crashes, minimizes costly emergency repairs, and supports efficient movement for commuters, freight, and emergency services. CTDOT actively inventories and implements asset management needs through the Transportation Asset Management Plan (TAMP). As the system ages and demand increases, ongoing investment in asset management, regular inspections, and timely rehabilitation is critical to preserving the integrity of Connecticut's transportation network and meeting the needs of its residents and businesses. A further discussion of asset management condition is provided in the **Performance** section.



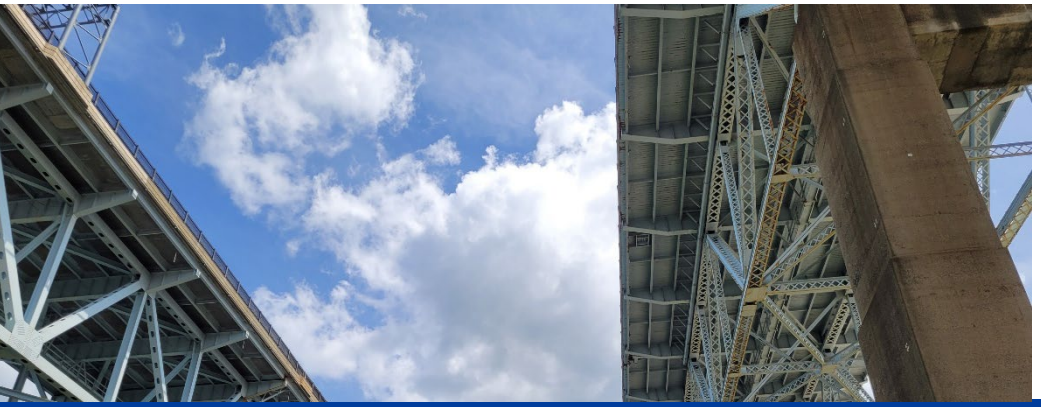
Roadway and bridge challenges and opportunities

Challenges

- **Congestion:** High levels of traffic congestion, particularly within and between the state's major cities. These congested corridors slow travel and reduce the mobility for travelers.
- **Aging roadways and bridges:** Keeping infrastructure in good condition with limited funding and rising construction and maintenance costs.
- **Limited funding and staff:** There is a need for stable, long-term funding resources and adequate staffing to reliably operate and maintain the system.
- **Safety at high-risk locations:** Improving safety at critical locations such as work zones, areas with heavy pedestrian and bicycle activity, and segments with deficient roadway design or conditions.
- **Unsafe driving behaviors:** Addressing distracted, impaired, and aggressive driving that creates hazardous conditions for all users.
- **Technological change:** Preparing for the uncertainty of evolving technologies, such as the integration of connected and autonomous vehicles (CAVs) and the emergence of artificial intelligence (AI).

Opportunities

- **Relieving congestion through multimodal strategies:** Maintaining the existing system while expanding access to public transportation, walking, biking, and other travel options where they are most effective.
- **Prioritizing asset management:** Strategic investments to preserve and maintain infrastructure where needs and benefits are greatest.
- **Enhancing safety outcomes:** Implementing targeted programs, training for drivers and workers, and safer roadway designs to reduce crashes and injuries.
- **Building climate resilient infrastructure:** Designing roads, bridges, and facilities that can withstand changing weather conditions and extreme events.
- **Embracing innovation:** Using new materials, technologies, and construction techniques to improve performance, efficiency, and durability.



Connecticut's public transportation

CTDOT is one of the few state DOTs that directly owns, operates, or subsidizes nearly all of its public transportation. CT*transit* is the state's primary bus operator and provides local, shuttle, bus rapid transit (BRT), and intercity services. In recent years, bus ridership has shown resilience and is projected to fully recover to pre-pandemic levels by 2027. Bus investments are now being prioritized toward service expansion, electric buses, and enhanced accessibility. CTDOT also helps support other intercity bus services and independent transit districts focused on paratransit and dial-a-ride services for seniors and people with disabilities.

Connecticut's passenger rail services include the Metro-North Railroad for travel to and from New York City, the Shore Line East between New Haven and New London, and the Hartford Line running north to Springfield, Massachusetts. Amtrak's Northeast Corridor, the busiest passenger rail line in the United States, further connects Connecticut's people to the wider Northeast region.

CT rail

CTrail is a rail service that includes Shore Line East, along the southeastern coast to New Haven, and the Hartford Line linking New Haven to Hartford and Springfield, MA

$430 million+ in transit-oriented development stimulated by the Hartford Line within first year

Metro-North Railroad

Metro-North is a commuter rail line connecting New Haven to New York City. Includes three branch lines to Waterbury, Danbury, and New Canaan

Commuter rail line with the **#2 most riders in the country**

CT transit

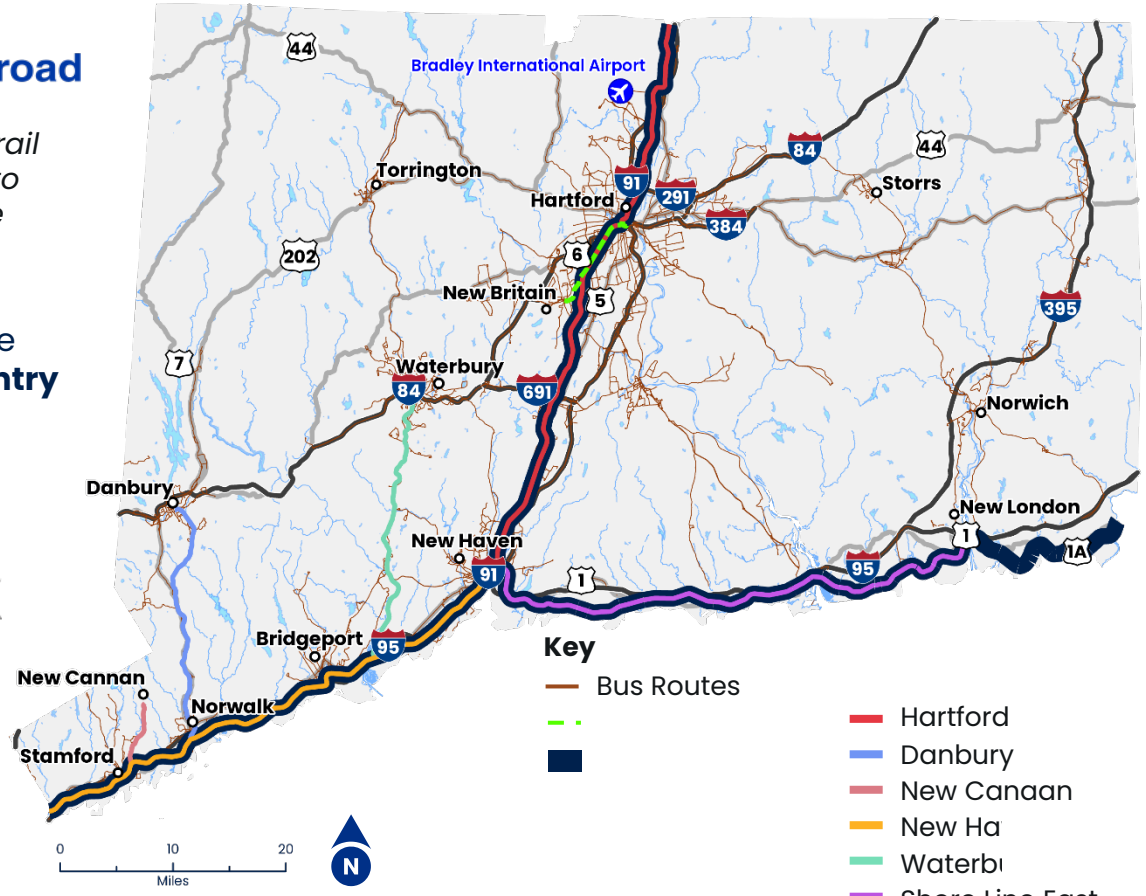
CTtransit is a local and regional bus service in Hartford, New Haven, Stamford, Waterbury New Britain, Bristol, Meriden, and Wallingford

~540 buses available for operation **on a typical day**

CTfastrak

CTfastrak is a rapid transit system with fixed guideway between Hartford and New Britain

#1 rated bus rapid transit system in the country

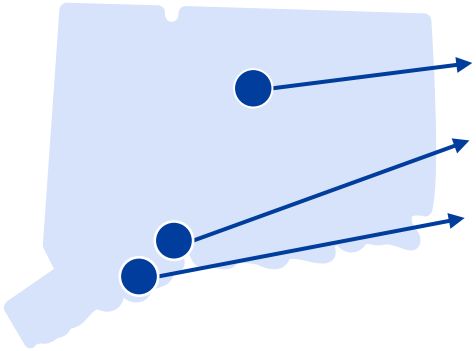


Sources: CTDOT Performance Measures Dashboard Projections, CTDOT Office of Rail and Commissioner's 2025 Oversight Presentation, American Public Transit Association Ridership Report, Institute for Transportation and Development Policy, CTrail Hartford Line Year One Report (2019)

Trends affecting our public transportation

Establishing performance measures and tracking Connecticut's public transportation trends helps CTDOT understand where demand for public transportation is growing and how effectively current services are performing. Monitoring indicators such as ridership, on-time performance (OTP), and vehicle reliability highlight gaps in service and opportunities for improvement. This helps us prioritize maintenance and reconstruction of critical public transportation infrastructure. It is also important to understand what communities need public transportation the most. Identifying concentrations of zero-car households is especially important, as these residents often rely on public transportation as a primary means of accessing jobs, education, and essential services, making reliable and accessible public transportation vital to quality of life.

Cities with the highest % of zero-car households



Hartford – 29%

New Haven – 26%

Bridgeport – 19%

32 million trips
on CTrail commuter rails in 2024

21 million trips
on CTtransit buses in 2024

State of good repair rail needs

$11.5 billion from 2024-2027 *is needed to preserve and maintain the New Haven Line and its branches' rail infrastructure (including bridges)*

Public transportation vehicle reliability measures how often vehicles need maintenance.

CTtransit's bus fleet ***exceeded performance targets*** *every year since 2016 and CTrail* ***exceeded rail fleet targets*** *every year since 2019.*

Rail on-time performance measures how well trains run on schedule.

CTrail was ***near or above its 93% on-time target every year*** *since 2021.*

2024 post-pandemic ridership recovery compares how much ridership has bounced back from 2019 to 2024.

Waterbury Branch and Hartford Line ***ridership are above 2019 levels***

New Haven Line ridership is 79% of 2019 levels.

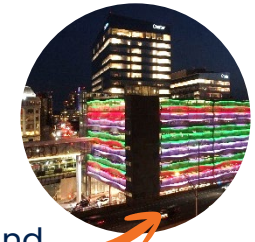
Danbury and New Canaan Branches ridership are at 65% of 2019 levels.

Sources: CTDOT Performance Measures Dashboard Projections (as of 2024), CTDOT Office of Rail, Commissioner's 2025 Oversight Presentation, American Public Transit Association, Metropolitan Transit Authority

Managing the public transportation system

CTDOT is responsible for keeping the state's buses, rail vehicles, stations, and all other public transportation assets in fully functioning condition. To do this, CTDOT prioritizes asset management investment needs through its Transportation Asset Management Plan (TAMPs). This creates a strategic, systematic approach based on innovative data collection, sound engineering, and fiscally constrained investments to keep the public transportation system running. Many of the state-owned transit assets are highlighted below.

1,114 buses



77 bus and rail facilities

407 rail vehicles

238 miles of passenger rail tracks

182 equipment vehicles *(e.g., maintenance vehicles)*

Public transportation challenges and opportunities

Challenges

- **Aging rail infrastructure:** Deficient railroad tracks, signals, and facilities that reduce safety, reliability, and system performance.
- **Outdated vehicles:** Many buses and rail cars are operating beyond their useful life, which can contribute to more service disruptions and vehicle breakdowns.
- **Public transportation service gaps:** Limited frequencies outside of peak commuting times, small coverage areas, and uneven reliability make it challenging for riders to travel when and where they need.
- **Uncertain future funding:** Lack of committed funding sources and rising operational costs threaten long-term service capabilities.
- **Barriers to a high-quality rider experience:** Long wait times, lack of easy-to-use trip planning tools, difficult transfers, and reliability concerns can discourage public transportation use.
- **Rail crossing safety:** At-grade rail crossings pose safety risks to pedestrians, drivers, riders, and train operators.
- **Lack of bus stop amenities:** A need for more shelters, seating, lighting, and accessible features at bus stops to improve rider safety and comfort.

Opportunities

- **Enhancing the rail network:** Adding infrastructure, stations, and services to address gaps, improve access, and speed up trips.
- **Strategic asset management:** Developing a long-term strategy for replacing, preserving, and maintaining assets to extend their lifespans.
- **Boosting system performance:** Improving reliability, safety, and overall functionality to deliver consistent, high-quality service.
- **Adopting innovative technologies:** Implementing tools such as integrated fare systems to streamline payment and enhance the rider experience.
- **Transitioning to electric bus fleets:** Shifting to electric buses to reduce emissions, lower operating costs, and support sustainability goals.
- **Transit oriented development (TOD):** Promoting land uses that strengthen ridership and improve connections between public transportation and other travel modes.

Sources: 2024 and 2025 Connecticut Department of Transportation (CTDOT) Asset Fact Sheets

Connecticut's active transportation system

Connecticut offers a growing array of active transportation options, including hundreds of miles of bicycle and multi-use trails and an expanding network of pedestrian pathways. The state's commitment to active transportation is reflected in its Active Transportation Plan, which encourages and promotes biking, walking, and all forms of active transportation statewide. Similarly, CTDOT has implemented its Complete Streets Policy, which requires that transportation projects design for the needs of pedestrians, cyclists, transit riders, and motorists, and all users during project development. This helps the implementation of new and rehabilitated infrastructure that supports safe, accessible, and connected travel for everyone. Below are highlights of some of the benefits of promoting active transportation and the overall growth of investment in active transportation.

10% **of all trips were made on foot or bicycle in Connecticut in 2023**

Did you know

Connecticut has many **rail-to-trail corridors?** These are old railroad lines that have been converted into public multi-use paths for walking, biking, horseback riding, and more. Currently, there are:

28 total rail-trails totaling **224** miles

$42.6 million

to 60 capital projects to enhance pedestrian and bicyclist facilities for safety and accessibility in 2025

Benefits of active transportation

- **Environment**
  Walking and biking are zero-emission modes.
- **Access**
  Provides safe and affordable transportation options for people who are unable or choose not to drive.
- **Economy**
  Attracts and retains residents, businesses, and tourism, boosting property values and economic activity.
- **Quality of life**
  Creates vibrant, livable communities and encourages social interaction.
- **Safety**
  Facilities can reduce vehicular speeds and provide more space and separation, increasing safety and comfort.
- **Health**
  Allows for more physical activity in everyday life, which can lower the risk of heart disease, reduce high blood pressure, and relieve stress.

Source: Active Transportation Plan, Performance Measures Dashboard on the CTDOT website as of 1/27/2026, CTDOT Active Transportation Plan Existing Conditions Report

Connecticut's active transportation system

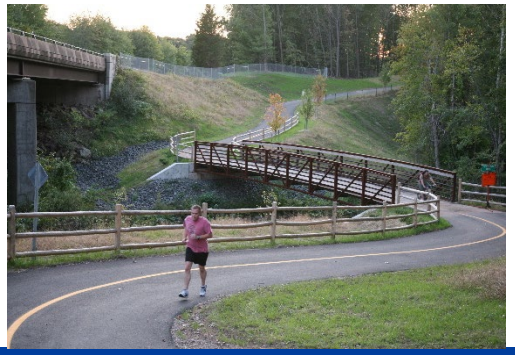
Achieving Connecticut's active transportation goals is not without its challenges. However, with these challenges, opportunities arise to leverage existing programs, processes, and infrastructure to address challenges and build upon successes. By identifying and addressing these challenges head-on and seizing these opportunities, Connecticut can build a larger active transportation network that meets the needs of its residents and supports sustainable growth for decades to come.

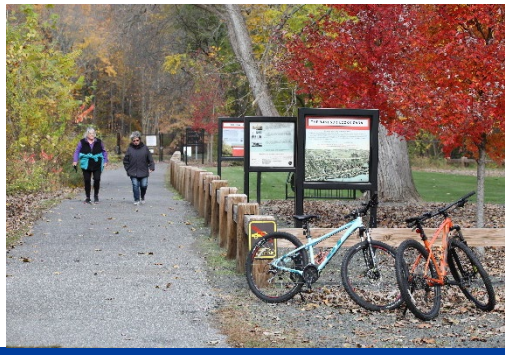
Challenges

- **Gaps in the system:** Connecting bicycle and pedestrian infrastructure to create an expansive, integrated network.
- **Safety of vulnerable roadway users (VRU):** How best to protect pedestrians, bicyclists, and other non-motorized users without the protection of an automobile.
- **Protecting infrastructure:** Safeguarding active transportation facilities so that they can withstand natural disasters and extreme weather.
- **Integrating micromobility:** Facilitating the safe use of e-scooters and e-bikes alongside other transportation modes.
- **Maintaining infrastructure:** Keeping trails, bicycle paths, and other active transportation infrastructure in good condition through maintenance and preservation.
- **Limited access to public transportation stations:** Lack of non-motorized connections to local public transportation stations that is needed to support the growth of multimodal options.

Opportunities

- **Increasing pedestrian and bicycle infrastructure:** Expanding pedestrian and bicycle paths and improving connectivity.
- **Enhancing existing programs:** Building on current initiatives to improve the availability of active transportation options.
- **Collecting and using data to guide investment:** Improving data collection and incorporating performance measures to the decision-making process. This can help monitor progress and inform future transportation priorities
- **Focusing on underserved communities:** Prioritizing active transportation improvements for historically underserved communities.
- **Expanding Complete Streets initiatives:** Building upon the Connecticut's Complete Streets Policy to further support all users, including pedestrians and cyclists.





Addressing Connecticut's transportation challenges through multimodal planning

CTDOT is addressing Connecticut's transportation needs through a comprehensive, multimodal strategy that strengthens key corridors and interstates while expanding mobility options for all users. Using Planning and Environment Linkages (PEL) and corridor-focused studies, CTDOT is broadening its planning and design approach through more proactive and holistic processes. By evaluating traditional roadway needs with more expansive transit and active transportation infrastructure options, CTDOT is advancing a safer, more integrated network that supports multimodal movement throughout the state.

Multimodal studies and projects being implemented

Public Transportation

Time for CT

This project aims to save riders up to 25 minutes of travel time by 2035, especially on key corridors like the New Haven Line.

Roads and bridges

I-95 PEL studies

The I-95 Eastern Connecticut, I-95 Greenwich, and I-95 Stamford PEL studies are identifying mobility and safety improvements along the busiest travel corridor in the state.

Bicycle, pedestrian, and multimodal

Greater Harford Mobility Program

Projects coming out of this study are considering the travel needs of people using all modes including bicycle, bus, car, train, truck, and walking.

What is a PEL study?

A PEL study is an early transportation planning study that integrates environmental, community, economic, and multimodal considerations alongside conceptual engineering and design. PEL studies use a corridor-level approach to identify multimodal needs and consider multi-faceted investment options prior to detailed engineering and formal environmental review.

CTDOT uses PEL studies to **address existing challenges with innovative multimodal solutions** at key travel corridors across the state.

Plan requirement checkpoint

Consider all modes of transportation

Ongoing major projects and programs in 2026

Gold Star Memorial Bridge – Connecticut Department of Transportation

Walk Bridge

Time for CT

Greater Hartford Mobility Program

I-84 Danbury

84 new mix

Ongoing multimodal PEL studies in 2026

Eastern Connecticut Interstate 95 – Branford to Rhode Island

I-95 Mobility Study – Fairfield/Bridgeport – Connecticut Department of Transportation

I-95 Stamford – Planning and Environment Linkages Study

Interstate 95 – Connecticut DOT – Greenwich – Planning & Environment Linkages

Connecticut's freight network

Connecticut's transportation network is vital for transporting essential goods. The state's freight system is comprised of various modes that require specialized facilities for intermodal connection. With expected growth in international and domestic freight demand in the coming years and a greater expectation for expedited delivery times, a well-connected freight network is more essential than ever to safeguard Connecticut's economic prosperity and quality of life. A snapshot of the statewide freight assets is provided below.

582 miles
of rail line

Most of this is public (e.g., CTDOT-owned, Amtrak, municipal ownership)

3
Deep-water commercial ports

1
Airport with air cargo capacity

Bradley International Airport (BDL)

9
Private rail companies operating in Connecticut

4
Interstate transmission pipelines

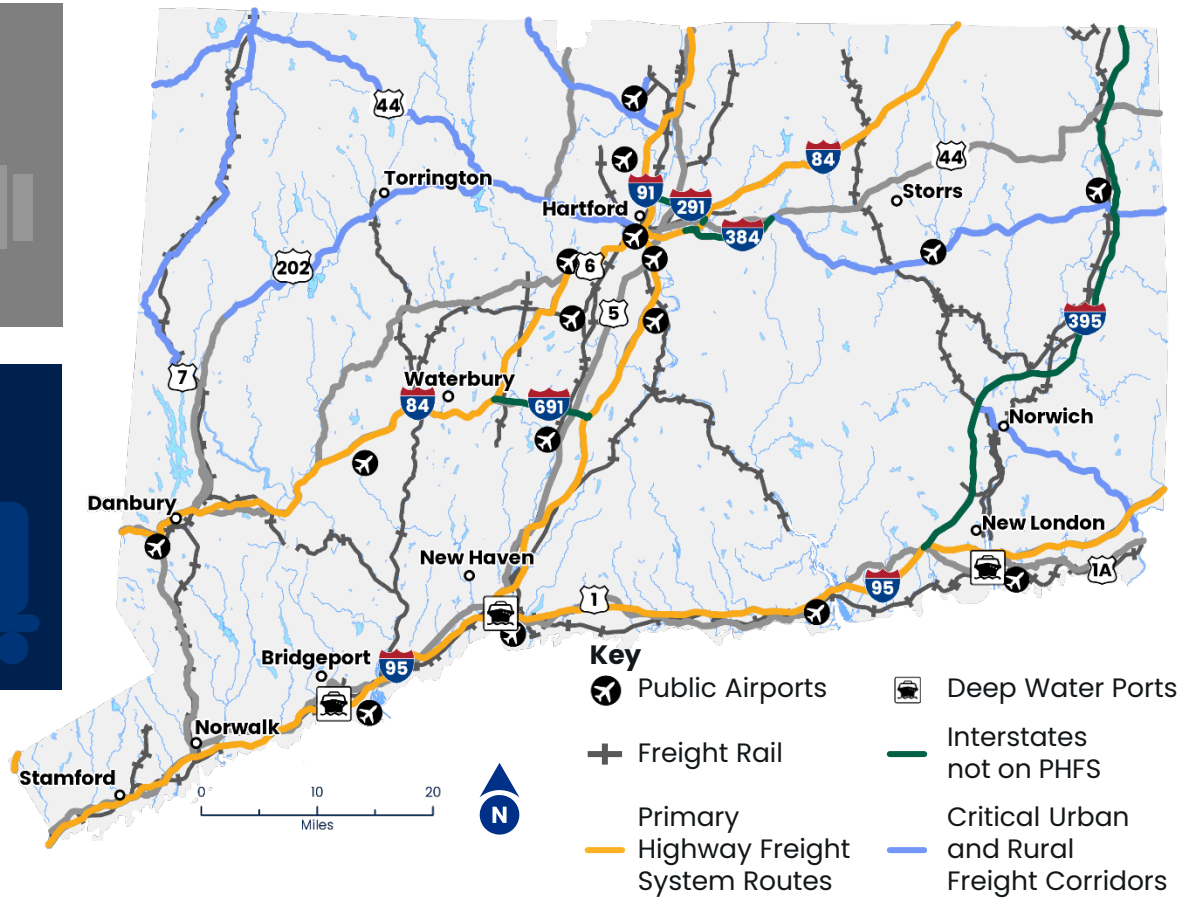
Totaling approximately 690 miles of gas and oil transmission pipelines, 16 miles of which run through Long Island Sound

1,122
Miles on the National Highway Freight Network

A system of key highways designed to efficiently move goods across the country and support the nation's economy

1
Class I railroad operator

CSX Transportation



Connecticut's freight network

Connecticut's system of roads, railroads, airports, ports, and waterways is the physical conduit for nearly all goods and services that are consumed and produced in the state. By linking the New York metropolitan area and Mid-Atlantic states to New England, Connecticut plays a vital role in supporting both the regional and national freight network and workforce. The expected value of freight in the state is projected to increase by 92% by 2050. Therefore, it is vital to maintain and expand the freight system's capacity and improve intermodal connectivity to keep the freight network moving.

How does freight move through Connecticut?

76%	17%	3%	2%	1%	Less than 1%
Trucking	**Pipeline**	**Rail**	**Water**	**Mail and multimodal**	**Air**
127.6 million tons	29.1 million tons	5.7 million tons	3.0 million tons	2.0 million tons	0.1 million tons

Trucking is expected to remain the primary mode through 2050, making up 72% of the total value of freight in Connecticut

Top 5 commodities by weight

in million tons (MT)

2024		2050 (projected)	
Natural gas	32.4 MT	Natural gas	52.7 MT (+62%)
Gravel	24.0 MT	Gravel	34.5 MT (+44%)
Fuel oils	17.9 MT	Nonmetal mineral product	19.8 MT (+82%)
Gasoline	11.7 MT	Mixed freight	18.6 MT (+95%)
Nonmetal mineral product	10.9 MT	Fuel oils	17.7 MT (-1%)

Mixed freight *– Cargo that combines different types of goods in one shipment, often from multiple shippers, transported together to save cost and space.*

Top 5 commodities by value

in billions of dollars

2024		2050 (projected)	
Mixed freight	$47.6 B	Pharmaceuticals	$69.9 B (+115%)
Pharmaceuticals	$32.5 B	Mixed freight	$67.0 B (+41%)
Electronics	$29.6 B	Motorized vehicles	$40.6 B (+40%)
Motorized vehicles	$28.9 B	Machinery	$40.0 B (+48%)
Machinery	$27.0 B	Plastics/rubber	$36.9 B (+99%)

Sources: FHWA's Freight Analysis Framework 2024 and 2050 estimates

Freight rail, trucking, aviation, ports, and waterways challenges and opportunities

Challenges

- **Limited rail capacity:** Constraints in the rail system that limit freight volumes and reduce operational efficiency.
- **Airport access and congestion:** Congestion and capacity issues on routes leading to and from Bradley International Airport.
- **Truck bottlenecks and corridor congestion:** Congestion and traffic delays on key freight routes that slow deliveries and increase operating costs.
- **Insufficient truck parking:** Lack of sufficient and safe overnight parking options for truck drivers.
- **Dredging and material disposal needs:** Sediment buildup and material disposal needs at ports that limit freight capacity and navigability.
- **Aging port infrastructure:** Need for rehabilitating, repairing, and replacing deteriorating facilities and expanding rail access at the Port of New London and Port of New Haven to maintain operations.

Opportunities

- **Strengthening intermodal connections:** Improving rail freight linkages and supply chain connectivity to streamline transfers between rail, truck, and port facilities.
- **Developing freight hubs:** Enhancing and constructing transportation hubs that support goods movement and drive economic growth.
- **Shifting from freight to rail:** Facilitating a modal shift from highways to freight rail to reduce congestion, lower emissions, and improve system performance.
- **Modernizing freight logistics:** Improving shipment tracking and last mile logistics to increase efficiency and reliability.
- **Promoting dual-use and increased utilization of port assets:** Leveraging Connecticut's coastal and river assets as freight movement options to relieve pressure on highways.

Key 2025 accomplishments:

✓ CTDOT's **$31M statewide truck parking expansion project**'s first phase was completed at Middletown Rest Area on I-91, with improvements at Southington Rest Area kicking off in 2026.

✓ **Virtual weigh-in-motion** demonstration project is in development

CONNECTICUT 2055
Long-Range Transportation Plan

A LOOK AHEAD...

As part of the Connecticut 2055 development process, CTDOT explored how future trends, uncertainties, and policy choices could impact transportation needs. Critical topics, including safety, technology, extreme weather, and sea-level rise, were analyzed through data, forecasting, expert input, and case studies to explore how Connecticut can prepare for these potential future impacts.

The future of transportation safety in Connecticut

With a **Safety for All Users** goal, CTDOT is striving for a future that eliminates fatalities and serious injuries on our transportation system. Unfortunately, crashes with fatalities are a persistent issue, and since 2015, there have been nearly 3,000 crashes involving a fatality. To address these issues, a robust approach is needed through policy development, planning, enforcement, education, technological innovation, and using what has already been successful. Building on Connecticut's SHSP, CTDOT is prioritizing safety-related solutions among **three key emphasis areas: behavior, vulnerable road users (VRUs), and infrastructure**.

Key safety challenges

Behavioral

Improving safety from risks associated with impaired driving, aggressive driving, unrestrained occupants, distracted driving, and other unsafe choices.

91% of fatal and serious injury crashes were at least partially caused by unsafe driver behavior

31% of fatal crashes in Connecticut involved impaired driving

Sources: CT SHSP, CT Crash Data Repository 2020-2022

Vulnerable road users

Addressing the high risks for pedestrians, bicyclists, motorcyclists, and other users with little physical protection in a crash.

15% of statewide non-DUI fatal and serious crashes involved pedestrians or bicyclists.

21% of non-DUI fatal and serious crashes involved motorcyclists.

Source: CT Crash Data Repository 2020-2022

Infrastructure

Improving safety through design at the highest risk locations on roadways, railroads, and all transportation infrastructure.

83% effective in getting drivers to self correct where CTDOT has installed wrong way detection systems.

Learning from other states

44% reduction in drivers speeding in work zones with automated enforcement in Pennsylvania.

Sources: CTDOT 2025, PennDOT 2020

Key trends influencing safety in Connecticut

- **CAVs:** Widespread adoption of CAVs and emerging driver assistance technologies have the potential to result in transformative safety improvements. These technologies don't come without their uncertainties, challenges, risks, and opportunities that CTDOT needs to plan for.
- **Technology and AI dependence:** Growth in smartphone usage and AI applications is affecting driver attention and contributing to distracted-driving risks.
- **New mobility and micromobility:** The increasing use of e-scooters and e-bikes introduces new conflicts and speeds within bicycle and pedestrian environments.
- **Connecticut's emerging engineering solutions:** CTDOT has initiated design solutions such as wrong way detection systems, automated enforcement, and greater installation of pedestrian-friendly devices that are improving safety for all users.
- **Changing travel behaviors:** Higher telecommuting levels and continued work flexibility has continued to alter the commuting travel patterns.
- **Changing community design:** More walkable communities and public transportation options reduces auto-dependence, but also increases VRU interactions.

The future of transportation safety in Connecticut | *What's at stake?*

The following safety-related policies are recommended to help CTDOT continue to prioritize the investment and advancement of transportation safety initiatives across the state. Some of these initiatives will require partnering with the legislature, law enforcement, and/or other transportation entities for successful implementation.

Legend: Legislation | Education | Enforcement | Design | Partnership | Planning

Expand CTDOT wrong way driving program

Install wrong way driving countermeasures such as warning lights and detection systems at all high-risk locations in the state. These help warn drivers at highway ramps and other areas.

Grow the Complete Streets Program

Expand Complete Streets policies to cover local and municipal design projects and encourage further incorporation of design elements for all roadway users.

Expand pedestrian-friendly technology devices

Continue investment in pedestrian-friendly intelligent transportation system devices like Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, and Leading Pedestrian Intervals at signalized intersections.

Advanced alcohol detection technologies

Promote pilot programs and other research initiatives in line with federal policies to support advanced alcohol detection technologies, such as passive indicators. This can help these tools become standardized in all vehicles.

Support CAV legislation

Promote further legislation to encourage testing, piloting, and deployment of CAVs with automation levels 3-5. If technology can be widely adopted, it has some of the greatest potential to improve safety and reduce crashes caused by human error.

Expand efforts to combat impaired driving

Support legislation and administrative reforms such as lowering the BAC limit, expanding drug recognition expert training, and increasing judicial and forensic resources.

Implement universal helmet law for motorcyclists

Support legislation of a universal helmet law for all ages. Other states with similar laws have on average **14% fewer motorcycle fatalities.**

Source: NHTSA FARS

Implement intelligent speed assistance (ISA) program

ISA devices can be used to warn or prevent drivers from speeding and reckless driving. ISA programs are being implemented across the country to address repeat reckless driving offenders.

Expand automated enforcement

Expand speed and red-light cameras in work zones and high-risk areas to reduce speeding and improve compliance.

Teen driver support

Implement a combination of electronic monitoring and parental feedback programs for teen drivers, which can help **reduce unsafe driving events by 85%**. Source: NHTSA

Safety-related policies can:

- Reduce crash fatalities and serious injuries
- Protect vulnerable road users
- Avoid long-term economic costs from collisions

The future of transportation technology in Connecticut

Rapid advances in technology over the past decade are now poised to reshape the future of transportation. Emerging technologies like AI, CAVs, electric vehicles (EVs), and drones introduce new possibilities for enhancing mobility, safety, innovation, and energy efficiency. Cybersecurity threats are also a rapidly evolving risk to state DOTs, especially with the rise of AI. While still evolving, these technologies require new infrastructure, updated regulations, and coordinated planning to enhance CTDOT's operations and integrate safely into the multimodal network.

Key emerging transportation technology challenges | *What are the uncertainties?*

Cybersecurity enhancement

How can state DOTs protect sensitive transportation data, systems, and operations against cybersecurity threats and hackers?

What cybersecurity threats are growing and more difficult to address?

70% of people were not confident they could distinguish between a cloned and real voice in a 2023 study.

Source: McAfee Security

EVs and CAVs

How quickly will EVs and CAVs be adopted in Connecticut?

What level of vehicle automation are likely to be adopted?

What can CTDOT do to prepare for the risks and benefits associated with these emerging technological advancements?

65% of the U.S. vehicle market is expected to be made up of advanced CAVs by 2040.

72k EVs are already on the road in Connecticut (2025).

Sources: Goldman Sachs, EValuateCT Dashboard

Drone integration

How will drones be used for transportation and freight in the coming years?

How can CTDOT leverage drones for data collection, operations, emergency response, and other uses?

6.5m unmanned aerial systems (UAS), including drones, are expected to be used throughout the U.S. market by 2030.

Source: International Civil Aviation Organization

The future of transportation technology in Connecticut

Key technology trends influencing transportation in Connecticut

Cybersecurity

Multiple state DOTs have recently experienced cyber attacks leading to extended periods of disruption and operational impacts. Threats are becoming more sophisticated, including:

- **Ransomware attacks** – A type of malware that encrypts an organization's data, with a payment demanded to restore access to that data.
- **Phishing attacks** – A technique used to attempt to use a digital source to acquire sensitive data through fraudulent solicitation.
- **Data breaches** – When an unauthorized user accesses personally identifiable information for something other than an authorized purpose.
- **Forecasted threats** – Quantum computing capabilities, AI-powered ransomware, and AI deepfakes are expected to pose more complex security challenges in the future. AI deepfakes include hyper-realistic photos, videos, and audio recordings that can be used for impersonations.

Connected and autonomous vehicles & electric vehicles

- **CAV trends:** If AVs with lower levels of automation took over a 25% market share of nationwide personal vehicles, this could significantly reduce crashes, providing up to $38 billion in economic savings annually. Source: U.S. Chamber of Commerce
- **EV trends:** By 2040, over 2 million EVs are expected on Connecticut's roads. Source: U.S. Energy Information Administration
- **EV cost:** While EVs are roughly 45% more expensive to build than combustion-engine cars today, they are expected to only be 9% more expensive by 2030. Source: InsideEVs
- **CAV and EV truck adoption:** Autonomous trucks are becoming more feasible with driverless freight hauls. However, EV trucks are expected to have less adoption because of range limitations and fueling infrastructure needs. Source: S&P Global Journal of Commerce
- **Transportation funding:** As of 2025, 36% of the state's Special Transportation Fund (STF) is funded by motor fuel and oil company taxes. 84% of the U.S. Highway Trust Fund funding going to CT comes from the motor fuel taxes. Source: CT Fiscal Accountability Report , FHWA Statistics Series 2023

Drone integration

- **Traffic condition monitoring:** Drones are now being used across the U.S. to monitor traffic conditions, provide real-time emergency evacuation routes, and monitor and alert emergency services to incidents.
- **Delivery of cargo:** Drones are increasingly being used to deliver cargo during harsh weather conditions or to deliver emergency supplies to areas that are difficult to access.
- **Infrastructure inspection:** CTDOT is using drones for bridge inspection. Other states are using drone LiDAR to estimate construction quantities and 3D model environments.

The future of transportation technology in Connecticut | *What's at stake?*

The following technology-related policies are focused primarily on cybersecurity as well as integration of CAV, EV, and drone initiatives. Planning, legislation, education, enforcement, and design all play a role in preparing Connecticut's transportation system for these emerging technologies and associated risks.

Legend: Legislation | Education | Enforcement | Design | Partnership | Planning

Cybersecurity enhancement policies

Tailor CTDOT's cybersecurity strategy

Develop a CTDOT-specific cybersecurity framework and action plan to minimize cybersecurity risks and improve responses to incidents.

Develop employee training & simulations

Develop CTDOT cybersecurity training and phishing simulations to empower employees to recognize and prevent cyber threats by leveraging the CT Intelligence Center.

Establish data backup management

Establish regular offline backups of critical data to mitigate risks of ransomware attacks.

Establish cybersecurity task force

Establish a dedicated cybersecurity task force and standard operating procedures/ disruption response protocols in line with federal and Connecticut general policies.

Drone integration policies

Evaluate the feasibility of dedicated drone corridors

Support development and regulation of drone corridors (dedicated and controlled airspace) for the testing of delivery, emergency supply delivery, and infrastructure inspection.

Legal and regulatory alignment of drones

Support updates to state laws to match Federal Aviation Administration standards and prevent local overregulation.

Advance drone applications

Support expanded drone use for traffic monitoring, emergency management support, and post-disaster assessments.

Collaborations and pilot programs

Partner with private firms and pilot studies to explore autonomous drone cargo delivery and other real-time assessment capabilities of drones.

AV/CV/EV integration policies

Implement autonomous vehicle pilot programs

Consider legislation and partnering with AV companies (e.g., Waymo) for pilot deployment of AVs in urban and rural areas.

Publicize connected vehicle data privacy

Enforce and publicize Connecticut's 2023 data privacy act to protect the data of CAV users.

EV infrastructure expansion

Expand the EV charging network and assess whether transmission and distributions systems of the electrical grid are ready for more EVs on the roads.

Technology-related policies can:

- Enhance transportation safety
- Protect CTDOT's internal systems and improve data analytics
- Enable future mobility
- Strengthen emergency response

The future of extreme weather and sea-level rise in Connecticut

Intensifying flooding, storm surges, and rising sea levels pose risks to Connecticut's transportation infrastructure, especially in coastal and low-lying areas. These events can damage critical infrastructure, disrupt travel, lead to increased maintenance costs, and can result in compounding effects from multiple extreme weather hazards. Their impacts extend beyond physical infrastructure, affecting economic activity, mobility, and community connectivity. To address this, CTDOT will need to prioritize resilient and adaptive strategies, improve data collection, and proactively prepare for emergencies.

Key emerging extreme weather and sea-level rise challenges

Preparing for extreme weather events
What types of strategies can CTDOT consider to better prepare for flooding, sea-level rise, and other extreme weather events?

What transportation assets are most vulnerable and how can they be more resilient to changing weather patterns?

Responding to extreme weather events
What can CTDOT do during extreme weather events and emergencies?

What actions by CTDOT will enhance the safety of Connecticut's residents and minimize disruptions during extreme weather events?

Key extreme weather and sea-level rise trends influencing transportation in Connecticut

- **Flooding and extreme precipitation:** Extreme precipitation can cause frequent, increasingly intense localized, backwater, and riverine flooding that can cause transportation disruptions and infrastructure catastrophes such as dam failure. **By 2050, precipitation totals from 50-year storm events are expected to nearly double from current conditions.** Source: CTDOT Resilience Improvement Plan, 2026

- **Storm surges and sea-level rise:** The Connecticut Institute for Resilience and Climate Adaptation (CIRCA) predicts **Connecticut will need to plan for 20 inches of sea-level rise by 2050**, with tidal flooding of state and local roads occurring at least once every 30 days. This is expected to cause increased flooding, deepened storm surges, and land loss leading to more frequent road and rail closures as well as disruptions to essential activities. Source: CIRCA, 2019

- **Extreme heat:** Extended exposure to high temperatures can cause equipment failure and power outages, disrupt travel, and deteriorate infrastructure components. **In Connecticut, temperatures have been rising since the early 1900s and are expected to continue increasing.** Source: CTDOT Resilience Improvement Plan, 2026

- **Extreme cold:** Polar vortex and winter storms bring colder temperatures and extreme weather like snow, sleet, freezing rain, and blizzards. This can lead to ice buildup and continuous freeze-thaw cycles on roads, bridges, and rivers, **causing maintenance issues, transportation disruptions, hazardous travel conditions, train derailments, and flooding.** Source: CTDOT Resilience Improvement Plan, 2026

Connecticut's Resilience Improvement Plan (2026) identifies four natural hazard types with the most impact to the state transportation system. They include:

- Flooding, extreme precipitation, & dam failure
- Storm surge & sea-level rise
- Extreme heat
- Extreme cold

The future of extreme weather and sea-level rise in Connecticut | *What's at stake?*

The following strategies and policies are recommended to help CTDOT address the challenges posed by extreme weather and sea-level rise. Planning, partnerships, education, and design all play a role in preparing Connecticut's transportation system for these emerging risks.

Legend: Legislation | Education | Enforcement | Design | Partnership | Planning

Identify and prioritize protection of vulnerable infrastructure

Assess vulnerability of bridges, culverts, and other infrastructure. Prioritize the protection of the most vulnerable assets, particularly along roadway and public transportation corridors.

Update extreme weather forecasting data

Identify new tools needed to forecast the impact of storm surges, sea level rise, and flooding of public transportation infrastructure and non-roadway specific transportation facilities statewide.

Implement CTDOT's Resilience Improvement Plan

Implement Connecticut's Transportation Resilience Improvement Plan (2026), a systemic, risk-based approach to resiliency planning for transportation.

Proactive emergency preparedness

Anticipate and prepare for extreme weather through organization-wide emergency management. Conduct risk assessments to identify vulnerable locations and be ready to implement rapid responses during emergencies.

Support coordinated flood management

Support partnerships with local and regional agencies to develop data-driven flood management approaches that improve coordination with agencies, optimize resources, and strengthen climate adaptation strategies.

Encourage community data integration

Incorporate real-time data from apps like MyCoast into the planning process to enhance situational awareness and community engagement in flood planning.

Consider resilient design and innovative materials

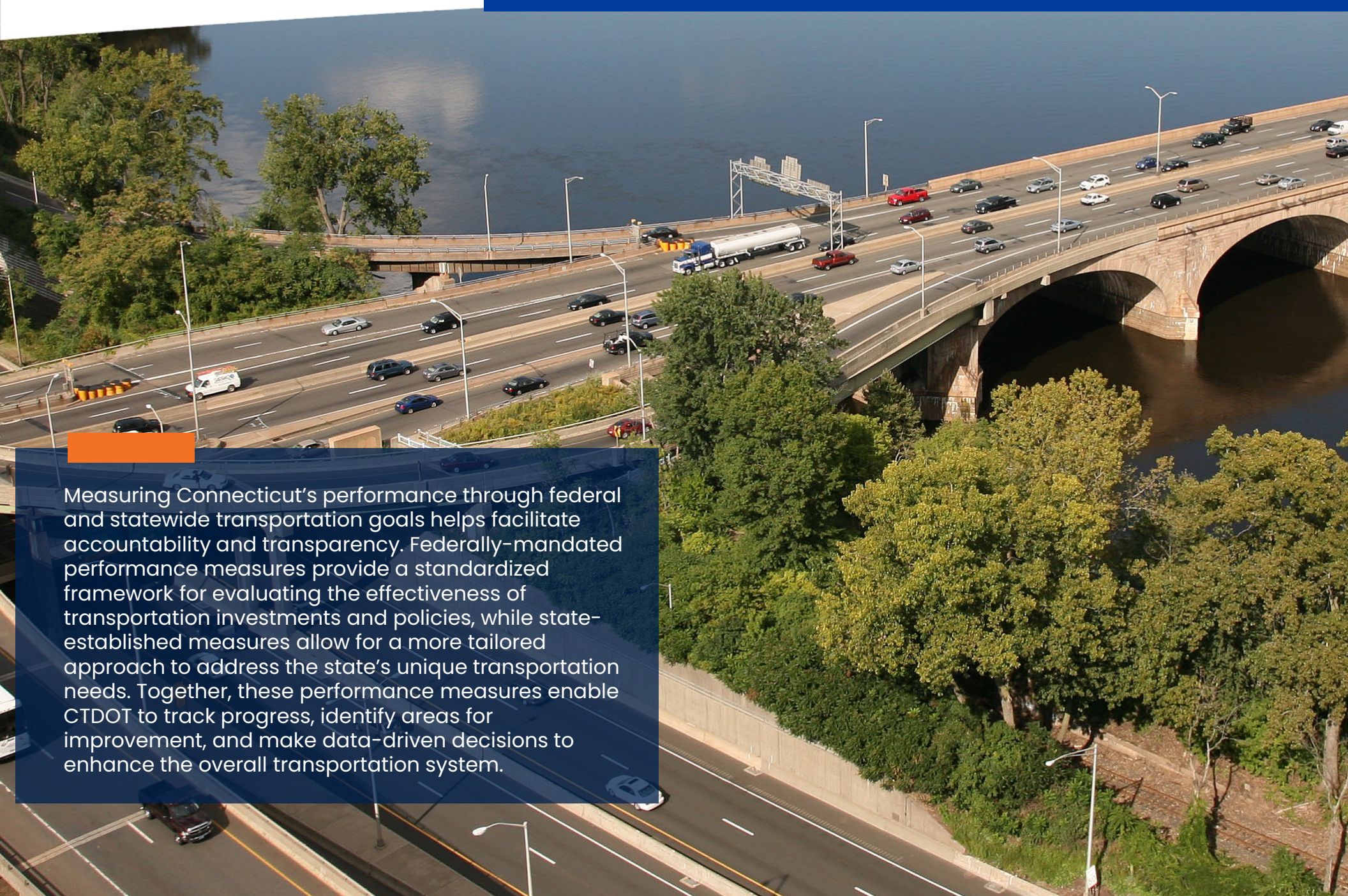
Incorporate resilience techniques into roadway design projects like raising road elevations, armoring shoulders to minimize erosion, stronger pavement surfaces, pervious asphalts, and nature-based stormwater drainage solutions. Consider deployable flood barriers to implement where needed.

Extreme weather and sea-level rise-related policies can:

- Improve decision-making through better data
- Protect critical assets before disasters occur
- Strengthen emergency preparedness and coordinated response
- Enhance infrastructure durability

CONNECTICUT 2055
Long-Range Transportation Plan

PERFORMANCE-BASED PLANNING



Measuring Connecticut's performance through federal and statewide transportation goals helps facilitate accountability and transparency. Federally-mandated performance measures provide a standardized framework for evaluating the effectiveness of transportation investments and policies, while state-established measures allow for a more tailored approach to address the state's unique transportation needs. Together, these performance measures enable CTDOT to track progress, identify areas for improvement, and make data-driven decisions to enhance the overall transportation system.

Federal performance management

The goals of Connecticut 2055, which range from safety and connected communities to innovation and economic vitality, were developed in alignment with federally-mandated performance measures and federal transportation planning factors. These performance measures provide a data-driven framework for evaluating progress and promoting accountability in meeting Connecticut 2055's vision. Each of Connecticut 2055's goals are supported by at least one federally-mandated performance measure. **The System Performance Report** in **Appendix C** provides a detailed assessment of CTDOT's existing federal performances measures. The following pages highlight the targets and trends of some of the key federal performance measures.

Federal performance measures

PM1 Safety
Fatal and serious crashes

PM2 Infrastructure condition
Pavement condition
Bridge condition

PM3 System performance
Traffic congestion
Emission reduction
Freight movement

Transit
Condition of rolling stock, equipment, facilities, and rail infrastructure

Performance-based planning framework

Performance-based planning and programming is a critical component of CTDOT's planning process. In 2008, CTDOT proactively developed its own set of performance measures and tracking systems, prior to the implementation of federal requirements in 2012. CTDOT's performance management program serves as a critical tool for aligning investment decisions to support a Connecticut transportation system that is safe, reliable, resilient, and supportive of the state's economic and environmental priorities. Key elements of performance-based planning include:

- Setting goals and objectives
- Defining performance measures and setting targets
- Monitoring and tracking performance
- Identifying strategies to improve performance
- Planning, programming, and prioritizing investments
- Implementation
- Evaluation and reporting
- Public accountability and transparency

Plan requirement checkpoint

Have a performance-based approach to support national goals and report on success

Connecticut 2055 goals	Supporting federal performance measure(s)
Safety for All Users	PM1, PM2, Transit
Connected Communities	PM1, PM3, Transit
Resilient and Sustainable Infrastructure	PM2, PM3, Transit
Innovative Future	PM1, PM3, Transit
Vibrant Economy	PM2, PM3, Transit

Federal performance measures – Safety (PM1) and infrastructure condition (PM2)

The table below shows existing performance measures, targets, and trends for Safety (PM1) and Infrastructure Condition (PM2). Safety PMs assess the number of fatalities and serious injury crashes occurring on roadways. The target and most recently assessed safety performance measure is based on five-year rolling averages. None of the five safety PMs are currently meeting their targets, highlighting the need to continue to prioritize safety improvements. However, serious injury PMs and non-motorized fatalities and serious injuries are improving from the last reported year.

Infrastructure Condition (PM2) assesses the condition of interstate and non-interstate National Highway System (NHS) pavements and bridges. Bridge condition targets are currently not being met, but the number of bridges in poor condition has improved since the last reported year (2023). CTDOT is meeting the targets for all three pavement condition PMs.

Annual Trend Key – This shows how performance has changed year over year and does not reflect whether targets have been met. As of 2026, CTDOT is currently within interim reporting periods on federal performance measures that go through the end of 2026.

- Values decreasing, performance increasing
- Values decreasing, performance decreasing
- Values increasing, performance increasing
- Values increasing, performance decreasing
- Stable performance

Safety (PM1)	2019–2023 value 5-yr average	Target	Annual trend
Number of fatalities	305.0	270	↗
Number of serious injuries	1,406.4	1,300	↘
Fatality rate (fatalities per 100 million vehicle miles traveled [MVMT])	1.016	0.850	↗
Serious injury rate (serious injuries per 100 MVMT)	4.678	4.300	↘
Number of non-motorized fatalities and serious injuries	285.4	280	↘

Infrastructure condition (PM2)	2022–2023 2-yr value	2-yr target	4-yr target	Annual trend
NHS bridge condition – good condition (%)	13.0%	14.2%	13.3%	↗
NHS bridge condition – poor (%)	6.6%	6.2%	8.0%	↘
Interstate pavement condition – good (%)	74.2%	72.0%	70.0%	↗
Interstate pavement condition – poor (%)	0.1%	1.0%	1.3%	→
Non-interstate NHS pavement condition – good (%)	42.8%	37.0%	35.0%	↗
Non-interstate NHS pavement condition – poor (%)	1.8%	2.7%	3.5%	↘

Sources: Connecticut 2024 Highway Safety Improvement Program; CTDOT State Biennial Performance Report for Performance Period 2022-2025.

Federal performance measures – System performance (PM3)

The table below shows existing performance measures, targets, and trends for System Performance (PM3) related to reliability and efficiency of the transportation system. Total Emissions Reduction measures under PM3 are discussed in detail in the **System Performance Report**. CTDOT is meeting statewide travel reliability metrics for freight movement and congestion. Peak Hours of Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) travel measures are evaluated at urbanized areas. PHED metrics are being met or exceeded everywhere except New Haven and Norwich-New London. Non-SOV travel metrics have been met at each urbanized area.

Annual Trend Key – This shows how performance has changed year over year and does not reflect whether targets have been met. As of 2026, CTDOT is currently within interim reporting periods on federal performance measures that go through the end of 2026.

Key definitions

Travel time reliability (TTR): Measure of the consistency or dependability of travel times, as varied day-to-day and across time periods.

Truck TTR index: Measure of the reliability of freight movement on interstates.

Peak hours of excessive delay (PHED): Measure of traffic congestion in urbanized areas. It is quantified as the per capita traffic delay that exceeds the federally defined threshold during the region's peak travel periods.

Non-SOV (%): Percentage of commuters using transportation options other than driving alone in personal vehicles. Measured for urbanized areas.

Values decreasing, performance increasing

Values increasing, performance increasing

Values decreasing, performance decreasing

Values increasing, performance decreasing

Stable performance

Travel time reliability	2022-2023 2-yr value	2-yr target	4-yr target	Annual trend
Interstate TTR - % of person-miles traveled reliable	81.5%	78.6%	71.3%	
Non-interstate NHS TTR - % of person-miles traveled reliable	88.6%	84.9%	84.9%	
Interstate truck TTR index	1.67	1.95	2.02	

Peak hours of excessive delay	2022-2023 2-yr value	2-yr target	4-yr target	Annual trend
Bridgeport--Stamford, CT--NY	13.9	20.0	21.9	
Hartford, CT	5.9	9.8	9.8	
New Haven, CT	8.0	7.9	9.5	
Norwich-New London, CT--RI	4.3	4.0	5.5	
Springfield, MA--CT	5.8	6.5	6.0	
Worcester, MA--CT	7.0	7.0	5.0	

Non-SOV travel (%)	2022-2023 2-yr value	2-yr target	4-yr target	Annual trend
Bridgeport--Stamford, CT--NY	32.9%	30.4%	27.8%	
Hartford, CT	24.5%	22.1%	19.8%	
New Haven, CT	26.7%	25.1%	23.5%	
Norwich--New London, CT--RI	23.4%	22.3%	18.5%	
Springfield, MA--CT	23.2%	21.5%	22.7%	
Worcester, MA--CT	25.7%	23.4%	29.6%	

Source: CTDOT State Biennial Performance Report for Performance Period 2022-2025

State performance management

CTDOT maintains a state performance measures program that goes beyond federal requirements to provide a more comprehensive view of the state's transportation system. This program tracks a wide range of metrics across highways, public transportation, bicycle and pedestrian infrastructure, and project delivery. In addition to meeting federal reporting expectations, CTDOT monitors state-prioritized indicators such as public transportation ridership and reliability, passenger rail infrastructure condition, active transportation investments, and construction performance. These measures support data-informed planning, funding decisions, and operational strategies. Updated regularly and made available through interactive dashboards, this performance framework reflects CTDOT's commitment to transparency and accountability in delivering a safe, efficient, and multimodal transportation network.

The following page highlights targets and trends of some of the state's performance measures. State and national performance measures data are actively tracked, and the results are available to the public on CTDOT's Performance Measures Dashboard.

State performance measures

Public transportation system and performance

- Passenger rail structure condition
- Rail and bus system ridership
- On-time performance
- Rail equipment reliability

Bicycle and pedestrian

- Bicycle and pedestrian access investments
- Non-motorized fatalities and serious injuries

System management and program delivery

- Roadway ride quality
- Backlogged bridge work items
- Bridge work items completed
- Construction contracts on budget
- Construction contracts on time
- Construction contracts awarded in 60 days
- Seatbelt usage

State performance management measures

This table summarizes representative state performance measures, targets, and trends that CTDOT tracks to evaluate transit system performance, bicycle and pedestrian performance, and system management and program delivery. A comprehensive tracking of state performance measures is provided on CTDOT's Performance Measures Dashboard.

Annual Trend Key – This shows how performance has changed year over year in the most recently reported year. It does not reflect whether targets have been met.

- Values decreasing, performance increasing
- Values increasing, performance increasing
- Stable performance
- Values decreasing, performance decreasing
- Values increasing, performance decreasing

Public transportation system and performance	2024 value	Target	2024 goal met?	Annual trend
Passenger rail structure condition	66.0%	Not set*	N/A	
Rail ridership – CT*rail* New Haven Line (riders)	30.7m	29.2m	Yes	
Rail ridership – CT*rail* Shore Line East (riders)	193.4k	184.9k	Yes	
Rail ridership – CT*rail* Hartford Line (riders)	815k	827.2k		
On-time performance – CT*rail* New Haven Line (%)	98.2%	94.0%	Yes	
On-time performance – CT*rail* Shore Line East (%)	96.3%	93.3%	Yes	
On-time performance – CT*rail* Hartford Line (%)	91.4%	93.0%		
Bus ridership – CT*transit* (riders)	21.1m	25.0m		
Bus reliability – Average miles between road calls (miles)	41.6k miles	16.0k miles		
Bicycle and pedestrian performance	**2024 value**	**Target**	**2024 goal met?**	**Annual trend**
Bicycle and pedestrian access investments (% of funding)	3.4%	1.0%	Yes	
System management and program delivery	**2024 value**	**Target**	**2024 goal met?**	**Annual trend**
Roadway ride quality – Entire network (international roughness index)	86.5%	100.0%		
Roadway ride quality – NHS (international roughness index)	91.1%	Not set*	N/A	
Construction contracts on budget (%)	64.0%	70%		
Construction contracts on time (%)	51.5%	60%		
Backlogged bridge work items (number)	3,730.5	Not set*	N/A	
Bridge work items completed (number)	364	Not set*	N/A	
Seatbelt usage (%)	95.0%	Not set*	N/A	

Source: Performance Measures Dashboard on the CTDOT website as of 1/27/2026, results may be updated over time.
*CTDOT does not set specific targets for every state performance measure. However, performance is tracked to understand progress over multiple years.

CONNECTICUT 2055
Long-Range Transportation Plan

INVESTMENT STRATEGY

To meet Connecticut's long-term transportation goals, CTDOT aims to make transportation investments through an efficient and effective allocation of resources. This investment strategy considers future funding uncertainties that, if not addressed, could stall transportation improvements statewide. By identifying these unknowns early on, a proactive approach can be taken to mitigate risks and support continuous progress.

What does CTDOT invest in?

Continued investments are essential to keep the transportation system running and improving over time. These efforts require comprehensive solutions through sound fiscal planning. CTDOT's funding is used for three primary purposes: capital investments, operations, and asset management. These elements, which are explained in more detail on the following page, help CTDOT improve the transportation system over time, keep it running smoothly, and preserve and replace it when needed. This section provides an overview of CTDOT's state and federal funding, as well as the investments being made. It also looks to the future to consider what will be available to address our growing and changing needs through 2055. The **Financial Analysis** in **Appendix D** provides a more detailed discussion funding, expenditures, and the outlook of transportation investment in Connecticut.

Plan requirement checkpoint

Connecticut 2055 has been developed in accordance with 23 U.S.C. §135 and 23 CFR Part 450. CTDOT's investment strategy reflects the revenue scenario that is reasonably expected to be available during the 2026–2055 planning period. Should future revenues differ materially from projections, adjustments will be made through subsequent updates to the LRTP and associated STIP, consistent with federal planning requirements.

Revenue projections included in this Plan are based on:

- ✓ Current federal surface transportation authorization levels
- ✓ Anticipated state transportation revenues
- ✓ Historical funding trends
- ✓ Reasonable growth rate assumptions
- ✓ Known and committed funding sources

Cost estimates for proposed investments are based on:

- ✓ Historical expenditure data
- ✓ Current year cost estimates
- ✓ Anticipated inflation and escalation factors
- ✓ Project phase and delivery assumptions

CTDOT's investment categories

Capital investment

Capital investment includes all costs associated with planning, designing, and constructing infrastructure projects such as highways repairs, railroad expansions, new bus stations, and vehicle upgrades. Continued federal and state investments allow the state's infrastructure to continue to improve. Annually, CTDOT prepares its five-year Capital Plan. This Capital Plan reflects CDOT's recommended program for allocating all available state and federal capital funding toward the most critical capital needs. It lists a comprehensive financial summary of projects based on type, year of implementation, and funding source.

The 2026 Capital Plan included $15.7 billion in capital projects over five years to improve mobility and safety in the state. These investments are made possible through federal funding bills such as the 2021 Infrastructure and Investment and Job Act (IIJA) and state sources like the Special Transportation Fund (STF). This plan is a cooperative effort between all of CTDOT's bureaus, regional agencies, federal and state partners, and many others. It accounts for the costs and schedules of planned projects, as well as eligibility rules of the available funding sources.

Operations

Operations costs refer to the day-to-day expenses needed to keep the transportation system running. It is CTDOT's responsibility to maintain the state's transportation system in a safe, efficient manner balanced with the needs of the traveling public. These efforts include managing and running transit operations, roadway maintenance, vegetation management, safety and incident operations, snow and ice removal, and many other responsibilities led by dedicated staff. Our operations and maintenance programs are funded almost entirely with state funds appropriated by the legislature each year through the state's STF.

Asset management

With overlap in both capital and operations investments, asset management is an essential practice for keeping the state's transportation infrastructure well maintained and functioning. CTDOT is responsible for the development, coordination, management, and implementation of all asset management needs. This work includes inventorying, tracking, and managing many billions in highway and public transportation assets. These assets need regular maintenance and replacement as they age beyond their useful life. CTDOT outlines its processes, performance, and strategic blueprint for asset management in it's TAMP and TAM plans, which can be found on CTDOT Asset Management page.

Where does capital funding come from? Let's break it down.

Connecticut's transportation capital funding comes from two main sources: Connecticut's STF and federal funding. This funding is gathered from a variety of taxes, fees, and other collections that are then dispersed through federal and state agencies. ***Did you know every time you fill up a gallon of gas in your tank, part of what you pay goes toward these funds? 25 cents goes to the STF and 18 cents to the Federal Highway Trust Fund.***

52%

Special transportation fund

Sources of funding
Sales and use taxes, state motor fuel tax, motor vehicle receipts, license permits and fees, oil company taxes, and others

48%

Federal transportation funding

Sources of funding
Highway Trust Fund (Federal motor fuel tax, vehicle sales/use taxes) and General Fund. This funding is dispersed through formula grant programs, discretionary grant programs, and congressionally directed spending.

How infrastructure projects get financed

Bonding is an important cash flow tool that CTDOT uses to pay for infrastructure improvements over their useful life, allowing for construction of projects sooner. Connecticut's primary source of bond funding for transportation purposes is through the issuance of Special Tax Obligation (STO) bonds. For this, the state sells bonds annually to investors and utilizes the bond proceeds to pay for capital project costs. To account for the payback of interest and principal to the investors, the state makes monthly debt service payments from STF funds to a trustee. This monthly debt service payment covers obligations relating to all outstanding bonds that have been sold over the last 20 years.

1. **CTDOT requests the capital budget**
2. **The Governor recommends the budget, and it's authorized through legislation**
3. **Bonds are allocated and allotted**
4. **Once projects are advertised, a bond sale occurs**
5. **When projects are awarded, expenditures can be paid with bond process**
6. **Debt service is then accounted in the STF over the life of a bond**

Source: CTDOT Capital Plan FFY 2025-2029 Project List

CTDOT's funding roadmap

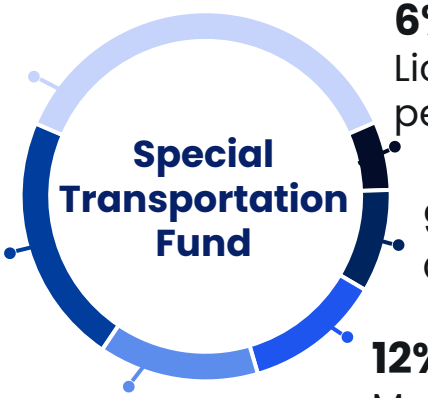
Funding sources

Federal funds

+

Federal General Fund transfers

State funds



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Special tax obligation (STO) bond authorizations & **Local and miscellaneous sources**

Expenditures

Capital program

Our recommended projects and programs to meet the state's most critical capital needs over the next five years

Operations

Costs for the day-to-day operations of the transportation system

Asset management

Investments to maintain our highway and public transportation assets in a state of good repair

Debt service

The state issues bonds yearly to fund capital projects, repaying investors through monthly payments from STF funds to a trustee

Sources: Connecticut Fiscal Accountability Report (FY 2026-2030); FHWA Statistics Series 2023

Connecticut's transportation funding outlook

Investment into Connecticut's transportation system is needed through 2055 and beyond to keep people moving. Even with recent historic investment, there are many present-day and future funding challenges to meeting the state's needs. There is also uncertainty in planning for 2055 as long-term funding availability is unknown and the needs of Connecticut's people and its transportation system continue to change.

Through the LRTP process, CTDOT evaluated how different funding conditions would affect long-term transportation investment choices and how CTDOT can incorporate proactive, strategic planning under uncertainty. This analysis included high-level forecasting scenarios to consider long-term funding and revenue availability. This work helps CTDOT anticipate and prepare for different futures and how we can best invest in the transportation system. The **Financial Analysis** in **Appendix D** provides a detailed summary of this analysis. The following pages highlight the approach and key takeaways.

Baseline scenario forecast

A baseline scenario forecast was developed to serve as a "business as usual" future using historic and current funding and expenditures. It also reflects a strategic shift in how Connecticut's transportation system will be financed, and is built on the following core assumptions:

- **Reduction in federal funding and bonding proceeds:** Anticipates a decrease in traditional federal funding levels and a reduction in the use of bonding proceeds for capital projects.
- **New state revenue:** Integrates a new state funding source projected at **$300M annually** to stabilize the transportation budget.
- **Fiscal self-reliance:** Prioritizes a transition toward more sustainable, state-controlled revenue streams to manage long-term needs.

Alternative future scenario forecasts

Constrained forecast

The constrained forecast assumes deeper cuts to federal funding and bonding than the baseline and does not include a new state funding source.

Delayed forecast

The delayed forecast matches baseline funding levels but assumes delays in project timelines and investments. This would result in a higher rate of expenditure inflation.

Accelerated forecast

In the accelerated forecast, federal funding and bonding remain at constant levels, exceeding the baseline forecast. Additionally, the new state funding source increases to $800M annually.

Accelerated plus forecast

The accelerated plus forecast mirrors accelerated funding levels, but projects federal funding to increase in future years at a rate greater than any other scenario.

Forecasted transportation needs and use of funding

Each scenario analyzed reflects the **baseline level of funding required to maintain and operate the transportation system at its current condition**. This funding is consistent with CTDOT's current (2025) expenditures and incorporates inflation for future years. This baseline level of needs represents the projects and activities that are typically funded **under existing revenue levels**. Importantly, baseline needs do ***not*** include any mega capital projects, addressing the backlog of deferred or unmet projects, or other unfunded needs. These **baseline needs do not include all of the state's transportation needs,** only those that can be funded today.

Connecticut's transportation funding outlook – Baseline scenario forecast findings

The baseline scenario forecast was projected through 2055. This anticipated level of state and federal funding would only meet the state's transportation needs through 2029. By 2030, a funding gap would emerge and continue to grow over time, reaching $1.7 billion annually in 2040 and $5.6 billion annually in 2055.

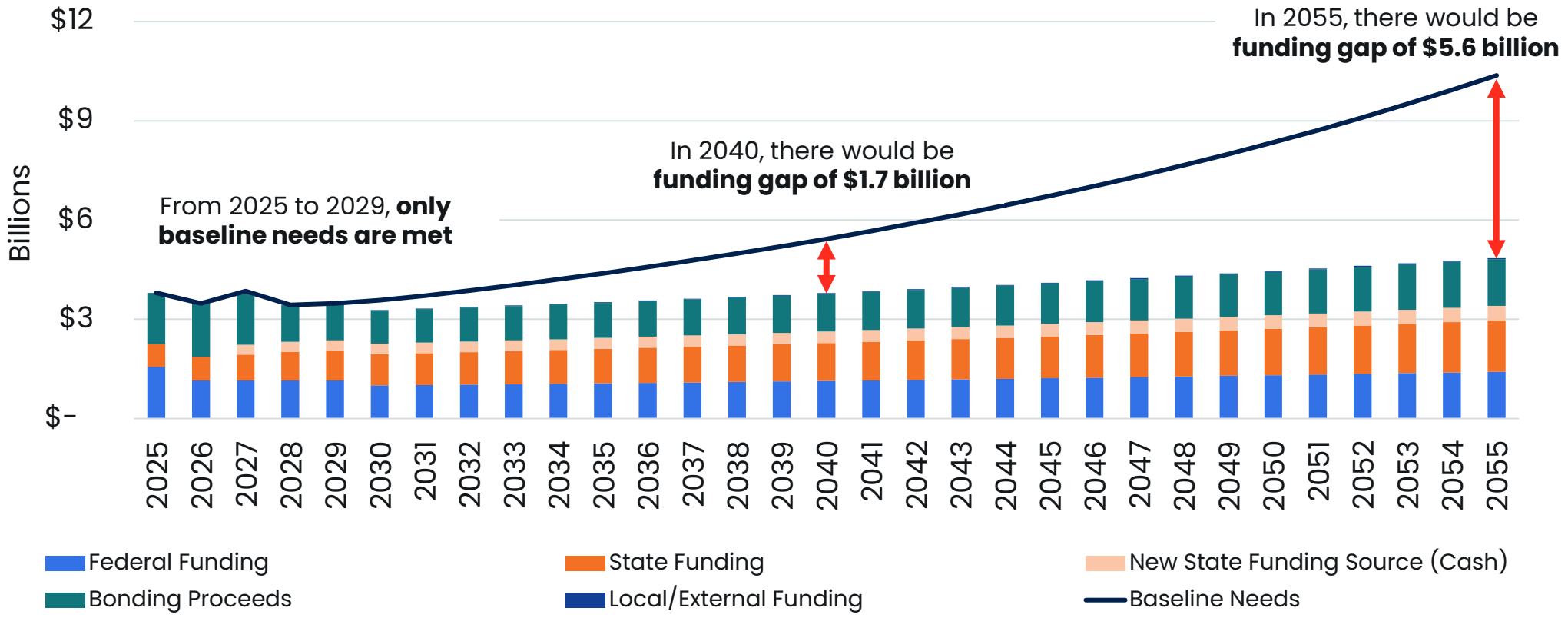
Under these projected funding and expenditure levels, Connecticut can only sustain its current infrastructure investment for the next few years before it begins facing a major shortfall in funding to meet baseline needs. While core maintenance and operations can continue in the near term, additional or enhanced revenue sources would be needed to maintain current service levels and system performance.

Baseline scenario forecast assumptions

- Reduced federal funding and bonding proceeds
- New state funding source ($300M)

Total funding available through 2035: **$38.4 billion** through 2055**: $121.1 billion**

Average annual funding *(2025 Dollars)*: **$3.2 billion**



Note: Funding is forecast in actual dollars (cash available for spending), not authorizations. Expenditures reflect ONLY baseline needs based on current (2025) expenditures.

Connecticut's transportation funding outlook – Alternative future scenario forecast findings

The following highlights the key findings of the four alternative scenario forecasts used to assess potential future investment in Connecticut's transportation system. Each scenario was projected through 2035. Projections through 2055 were not completed as forecasts beyond roughly a decade include more significant uncertainty in overall needs and funding availability.

Constrained scenario

Assumptions: *More extensive reduction in federal funding and bonding proceeds, no new state funding source added.*

Total funding available through 2035: **$34.0 billion**	Average annual funding *(2025 dollars)*: **$2.9 billion**

Annual funding gap by 2035: **$1.5 billion**

The constrained scenario provides less funding than the baseline. Expenditures are consistent with those in the baseline forecast. Baseline needs would only be met in 2025 and 2026. A funding gap emerges in 2027 and widens to $1.5 billion by 2035.

Delayed scenario

Assumptions: *Funding matches that in the baseline scenario, but inflation rates on expenditures are increased.*

Total funding available through 2035: **$38.4 billion**	Average annual funding (*2025 dollars*): **$3.3 billion**

Annual funding gap by 2035: **$1.3 billion**

While funding in the delayed scenario matches the baseline, expenditures grow at a faster rate (because of assumed higher inflation). Consequently, baseline needs are met only through 2028, with a funding gap emerging in 2029 that expands to $1.3 billion by 2035.

Accelerated scenario

Assumptions: *Consistent federal funding and bonding proceeds, increased new state funding source ($800M).*

Total funding available through 2035: **$47.0 billion**	Average annual funding *(2025 dollars)*: **$4.0 billion**

Annual funding needs are met through 2035 ✓

The accelerated scenario provides more funding than the baseline while keeping expenditures equal. In this scenario, all needs are fully met through 2035, resulting in a $5.4 billion total surplus. This averages to approximately $490 million per year for further additional investment.

Accelerated plus scenario

Assumptions: *Increased federal funding, consistent bonding proceeds, and increased new state funding source ($800M).*

Total funding available through 2035: **$47.9 billion**	Average annual funding (*2025 dollars*): **$4.1 billion**

Annual funding needs are met through 2035 ✓

Building on the accelerated model, this scenario assumes additional federal funding while keeping expenditures at baseline levels. All needs are fully met through 2035, resulting in a $6.3 billion total surplus. This averages to approximately $570 million per year for additional investment.

Transportation funding outlook and investment strategy

Maintaining a reliable transportation system in Connecticut is essential for the mobility of its people as well as the future economic viability of the state. The system requires continual investment to keep the roads in good condition, the buses running, and to address changing transportation needs.

This revenue analysis indicates **that existing funding levels will eventually fall short of what is needed to fully maintain the transportation system.** This shortfall could begin **as early as 2030.** With a funding shortfall, CTDOT would have reduced ability to address needs and sustain performance. CTDOT would also need to reprioritize what capital projects are feasible to complete.

To support **long-term stability and growth**, CTDOT's future investment strategy needs to identify new and stable state revenue sources as well as position the state to maximize all available federal funding opportunities. Securing these additional revenue sources will help reduce projected funding gaps and provide the flexibility needed. By prioritizing an enhanced funding path, the state can move beyond basic maintenance to a more robust, reliable transportation network that remains **resilient against future inflation and economic shifts**. This would alleviate near-term funding pressures, improve long-term funding stability, and provide greater flexibility to maintain and invest in the transportation system.

Challenges for the future of transportation funding

- **Rising inflation** and **construction costs**
- **Aging infrastructure** in need of maintenance and replacement
- **Rising cost** of public transportation operations
- An **uncertain federal funding** landscape
- A need for **greater state fiscal self-reliance**
- Growing competition for **limited state and local funding resources**
- **Shrinking gas tax revenues** caused by a lack of tax adjustments, more fuel-efficient vehicles, and the electric vehicle transition
- **Extreme weather** resilience and adaptation **costs**

Investment strategy opportunities

- **Maximize** all available **federal funding opportunities**
- **Reprioritize transportation investments** towards the state's greatest needs and what is most feasible
- **Develop a new source of state revenue** for consistent and stable transportation spending
- Explore **innovative funding** and financing mechanisms
- **Preserve existing assets** through investments in proactive maintenance
- Seek out efficiencies and **savings in operational costs**
- Regularly **reassess funding assumptions**

CONNECTICUT 2055
Long-Range Transportation Plan

FUTURE OF TRANSPORTATION

CTDOT's comprehensive planning process helps lay the foundation for Connecticut's transportation future. By identifying actionable strategies to address our challenges and opportunities, we can turn this vision into a reality. This approach is meant to help prioritize projects and policies, secure funding, and coordinate efforts across our partners, ultimately leading to a more effective and sustainable transportation system.

How will Connecticut 2055 be implemented?

The implementation strategies outlined in this section focus on meeting the goals and objectives of Connecticut 2055 and advancing our mission to **improve lives through transportation**. They include targeted, actionable steps to keep improving upon the state's transportation system. These strategies provide a pathway for prioritizing investment, coordinating with our partners, and helping CTDOT's policies, programs, and projects align with the outcomes this Plan seeks to achieve.

The **Implementation Matrix** in **Appendix E** provides a comprehensive list of ongoing planning efforts as well as proposed strategies and recommendations to achieve the goals and objectives of this Plan. The following pages highlight some of the key strategies and how they are aligned with CTDOT's goals. Each strategy is designed to directly advance Connecticut 2055's goals by building a long-term vision with quick decision-making.

Safety for All Users

Connected Communities

Resilient and Sustainable Infrastructure

Innovative Future

Vibrant Economy

A systematic and iterative planning process

CTDOT's planning efforts are designed to create a cohesive and systematic approach to transportation development across the state and over decades. Implementation of Connecticut 2055 requires an iterative and always changing process. Plans are regularly reviewed and updated to reflect the priorities of the state. Some of the key planning documents CTDOT develops to shape this integrated framework include:

5-Year Capital Plan

Statewide Transportation Improvement Program

Resiliency Improvement Plan

Strategic Plan

- Capital Program Roadmap
- Strategic Technology Roadmap

Asset Management Plans

- Transportation Asset Management Plan
- Transit Asset Management Plans

Multimodal Plans

- Rail Plan
- Freight Plan
- Active Transportation Plan

Safety Plans

- Strategic Highway Safety Plan
- Highway Safety Improvement Program
- Triennial Highway Safety Plan

Strategic actions for implementing Connecticut 2055

The following set of strategies outlines CTDOT's priorities for implementing Connecticut 2055. These strategies provide the first steps to meeting Connecticut 2055's goals and will lay the foundation for achieving CTDOT's long-term objectives. By focusing on initial steps, CTDOT can prioritize initiatives, build momentum, and gain broader public support for its long-term vision. Further strategies are comprehensively listed in the **Implementation Matrix** in **Appendix E**.

Safety for All Users

- **Prioritize implementation** and continued updates of the **SHSP** and **HSIP**.
- **Increase work zone safety training**, awareness, and enforcement.
- Continue to **expand road safety audits** with local partners and **develop new protocols for public transportation station safety audits.**
- Support the expansion of effective programs such as the **Wrong Way Driving Program, Automated Speed Enforcement,** and **Complete Streets** initiatives.
- Promote legislation and administrative reforms for **combating impaired driving**, a **universal motorcyclist helmet law**, implementing **intelligent speed assistance** programs, and other transportation safety-focused initiatives.
- Continue **safety upgrades of railroad at-grade crossings statewide**, including identifying opportunities to reduce the number of railroad at-grade crossings.
- Strengthen **security** through **regular statewide risk assessments** for transportation infrastructure.

Connected Communities

- Prioritize **investment in addressing pedestrian and bicycle safety corridors** identified in the Statewide Active Transportation Plan.
- Continue to **implement and expand CTDOT's Complete Streets policy** in project planning and design to accommodate all users.
- Improve bus service by **investing in expanded routes, increasing service frequency** to align with commuter work schedules, and **expanding bus rapid transit** networks.
- Support the **development of a unified fare system** with better navigation and trip planning tools across all public transportation systems.
- Prioritize **passenger rail investment** to increase service frequency, modernize the train fleet, add new stations, and improve station accessibility.
- Continue to invest in and **spread awareness of micromobility options and microtransit services**.
- **Encourage Transit Oriented Development (TOD)** and **mixed-use land development** that promotes and expands walking, biking, and public transportation access.
- Continue **coordination and collaboration with state MPOs** to support communication and planning from regional perspectives.

Plan requirement checkpoint

Consider the needs of communities

Strategic actions for implementing Connecticut 2055

Resilient and Sustainable Infrastructure

- In alignment with the Resilience Improvement Plan, **develop improved data collection and forecasting tools** to better assess bridges, culverts, and other transportation infrastructure areas that are prone to intense storms, reoccurring flooding, and extreme weather.
- **Incorporate resilient roadway design** such as raising road elevations, armoring roadway shoulders, minimizing erosion, stabilizing embankments, using stronger pavement surfaces, adding protective coatings on bridges, and improving stormwater drainage.
- Improve emergency preparedness by **developing communications procedures that improve coordination across CTDOT staff, transportation operators, and transportation users** prior to, during, and after emergencies.
- Continue to **focus on a state of good repair by implementing the TAMPs** for highways, bridges, and public transportation.
- Continue the **development of tools to simplify asset management tracking** such as life cycle planning tools, comprehensive asset inventory systems, and asset-specific management software programs.
- Continue to integrate **environmental impact avoidance and mitigation** on federally funded projects through National Environmental Policy Act (NEPA) procedures and on state funded projects through Connecticut Environmental Policy Act (CEPA) procedures.

Innovative Future

- Implement CTDOT's CAV Strategic Plan by **supporting the testing, piloting, and deployment of CAVs**.
- **Expand the state's EV charging network and infrastructure** to meet CTDOT's National Electric Vehicle Implementation (NEVI) Plan standards.
- Invest in bus electrification to **transition all Connecticut buses to electric battery models by 2035**, supporting the placement of adequate charging and storage infrastructure.
- Develop a **CTDOT-specific cybersecurity framework and action plan to minimize cybersecurity risks** and improve incident response.
- Develop policies and procedures to **clearly outline how and when artificial intelligence can be used in the workplace** to put appropriate safeguards in place.
- **Expand CTDOT's drone capabilities** for traffic monitoring, surveying and data collection, emergency management services support, and post-disaster assessments.

Plan requirement checkpoint

Include environmental mitigation activities

Strategic actions for implementing Connecticut 2055

Vibrant Economy

- **Leverage state-owned property and public right-of-way to support advanced communication networks**, intelligent transportation systems technology, and other potential uses for revenue generation and operational enhancements.
- Continue to **address truck bottlenecks on major interstates** through project development.
- Continue to **implement the statewide truck parking expansion project** aimed at expanding truck parking facilities at five key locations across the state.
- Continue to **support investment in the maintenance and dredging of Connecticut's 30 federal navigation channels**.
- **Promote dual-use and increased utilization of port assets** and reestablish rail connections to ports to maximize infrastructure value.
- **Support improved freight railroad connections** to ports and Bradley International Airport.

Who will guide the implementation of Connecticut 2055?

Successfully implementing the strategies of Connecticut 2055-will require the dedication of staff, the formation and collaboration of key partnerships, and the active involvement of Connecticut residents.

Our people

Staff at CTDOT will carry out each step for implementing Connecticut 2055. This Plan requires a dedicated workforce to meet the future transportation challenges of Connecticut. By investing in the future generation of our workforce, we can train, grow, and expand staff so that they are ready for success. By fostering a culture of collaboration, we can continue to be a thriving organization while advancing transportation initiatives that meet the needs of each community in the state.

Our partners

We recognize that CTDOT does not work alone. We value our partners in federal and state agencies, regional partners, local planning, communities, law enforcement, the business community, community-based organizations, and many other industries. Constant collaboration and coordination with partners helps shape CTDOT's strategic vision, improve decision-making, and implement projects and programs. CTDOT will look to strengthen and expand partnerships to build successful collaborations throughout the implementation of Connecticut 2055.

Our communities

Engaging with Connecticut's communities is essential to making smart transportation decisions. Public input helps us understand the challenges residents face everyday and the solutions to meet people's needs. CTDOT aims to continually improve its public engagement processes in all project phases. We strive to grow trust with the public through greater transparency and accountability in all the work that we do. CTDOT promotes communication and awareness and encourages collaboration and feedback from the public to help shape our transportation future.

The next five years

So, what happens next? We are already hard at work to address the needs expressed earlier in the Plan so that we can keep **improving lives through transportation**. We will continue working on numerous major projects, multimodal planning studies, policies, and programs that are needed to improve safety, reduce congestion, and modernize infrastructure through planning, engineering, and public feedback. These efforts require valuable input and coordination with federal agencies, state agencies, MPOs, local governments, and the public at large. We will focus on our most critical and immediate transportation needs while also addressing our long-term strategic goals.

Our capital priorities

Our projects and programs are based on a multifaceted set of priorities aimed at enhancing transportation infrastructure and services within the state. These priorities align with this Plan's goals and objectives and are implemented through the projects developed and summarized in our Capital Plan and STIP. Our priorities are focused towards:

Safety | **State of good repair** | **Addressing congestion** | **Addressing rail and bus travel times** | **Active transportation considerations** | **Major programs and initiatives**

CONNECTICUT 2055

Long-Range Transportation Plan

Connecticut 2055 Long-Range Transportation Plan

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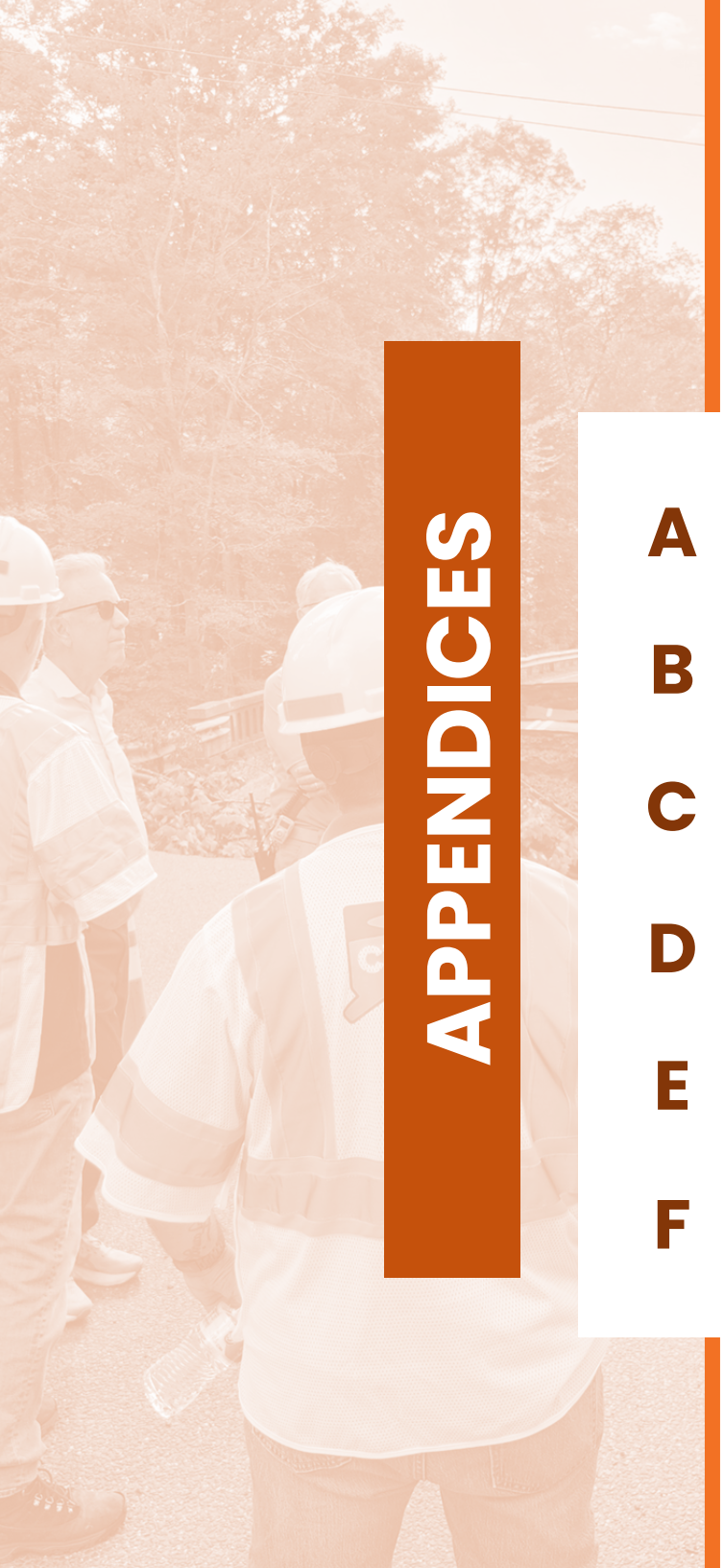

APPENDICES

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