CONNECTICUT 2055

Long-Range Transportation Plan

CONNECTICUT 2055 LONG-RANGE TRANSPORTATION PLAN

Appendix A: Public and Stakeholder Outreach Summary

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Acronyms and Abbreviations

AAA	American Automobile Association
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADS	Aging and Disability Services
CAAWC	Community Action Agency of Western Connecticut
CACT	Connecticut Association for Community Transportation
CBIA	Connecticut Business & Industry Association
CCRPC	Central Connecticut Regional Planning Organization
COGs	Councils of Governments
CPCA	Connecticut Police Chiefs Association
CRCOG	Capital Region Council of Governments
CRDA	Capital Region Development Authority
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDOT	Connecticut Department of Transportation
ECTC	Eastern Connecticut Transportation Consortium
ECTCOG	Eastern Connecticut Council of Governments
FHWA	Federal Highway Administration
FISH	Friends in Service to Humanity of Northwestern Connecticut, Inc.
HNS	Hartford, New Haven, Stamford
LRTP	Long-Range Transportation Plan
MADD	Mothers Against Drunk Driving
MassDOT	Massachusetts Department of Transportation
MPOs	Metropolitan Planning Organizations
MTAC	Motor Transport Association of Connecticut
NECTD	Northeastern Connecticut Transit District
NECCOG	Northeastern Connecticut Council of Governments
NETCO	Northeast Transportation Company
NVCOG	Naugatuck Valley Council of Governments
NWCTD	Northwestern Connecticut Transit District
NYDOT	New York Department of Transportation
OPM	Connecticut Office of Policy and Management
PVTA	Pioneer Valley Transit Authority
QR	Quick Response
RIDOT	Rhode Island Department of Transportation
SCRCOG	South Central Regional Council of Governments
SECCOG	Southeastern Connecticut Council of Governments

T2 Center	Training and Technical Center
TASI/ACI	Transit America Services Incorporated/Alternate Concepts
TOD	Transit-Oriented Development
VRUs	Vulnerable Roadway Users
WBDC	Women's Business Development Council

1.0 Public and Stakeholder Outreach Overview

Public and stakeholder outreach was a core component of developing the Connecticut 2055 Long Range Transportation Plan. This Public and Stakeholder Appendix documents all outreach activities conducted throughout the plan's development. All public and stakeholder involvement complied with the State of Connecticut Public Involvement Procedures (2020) and Virtual Public Meeting Guidelines (2023), which establish specific requirements for public participation in statewide long-range transportation plans. Outreach efforts also emphasized accessibility, including compliance with Section 508 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990 (ADA), as amended.

Phase 1 engagement was rooted in listening, inviting voices from across Connecticut to share their experiences to inform the plan's development. The LRTP team sought broad public input on the state of transportation, including ideas, needs, priorities, challenges, and opportunities across the state through an online survey. To gather feedback, in-person listening sessions were conducted in a mix of urban and rural locations in Connecticut. Phase 1 included two virtual public information meetings to introduce the plan, the draft vision and goals, and current and emerging transportation trends. Finally, the LRTP team conducted stakeholder meetings and facilitated collaboration with interagency partners, Tribal Nations, and adjacent states to understand and identify their needs and priorities.

Phase 2 engagement emphasized dialogue around the release of the draft plan, with the opportunity to provide feedback to help refine and finalize the document. Building on what was heard during Phase 1, the LRTP team provided opportunities for the public and stakeholders to review the draft plan. The LRTP team engaged with stakeholders, interagency partners, Tribal Nations, and adjacent states to continue their involvement in the plan's development process and notify them of the plan's release. Phase 2 included two virtual public information meetings to present the draft plan and gather public input.

2.0 Phase 1 Overview

The following section summarizes the engagement activities that occurred during the initial public comment period for Connecticut 2055 which ran from April 9, 2025, through May 23, 2025.

During this initial public comment period, materials were made available to the public in both English and Spanish on the plan's webpage (portal.ct.gov/LongRangeTransportation). In addition to other engagement activities detailed later in this appendix, two virtual public information meetings were held on April 22, 2025, at 12 p.m. and 6 p.m. to provide a brief overview of Connecticut 2055 and offer a question-and-answer session with members of the LRTP team. Questions and comments during the meeting were documented in the plan record. A full summary of these virtual public information meetings can be found at the end of this appendix. Outside of the meeting, the public was invited to provide comments via email (DOT.LongRangePlan@ct.gov) and by mail.

To offer opportunities to provide feedback in person, the LRTP team hosted ten in-person pop-up listening sessions. The LRTP team reached approximately 500 individuals in total and engaged with participants through an interactive activity board, which received 302 responses.

Lastly, an online survey was administered throughout the initial public comment period that garnered a total of 113 completed surveys and 268 digital sticky-note responses.

In total, there were 711 comments gathered from the various ways to engage throughout the 45-day public comment period. **Figure 2.1** shows the locations of the pop-up listening sessions, the community-based organizations where materials were distributed, and the locations of people who submitted survey responses. The full list of comments received is included at the end of this appendix.

After the initial comment period, those who provided a comment by email, mail, or comment form at one of our in-person listening sessions were emailed a comment response letter which directed them to a set of frequently asked questions

developed from the comments and questions received. The comment response letter and list of frequently asked questions can be found at the end of this appendix.

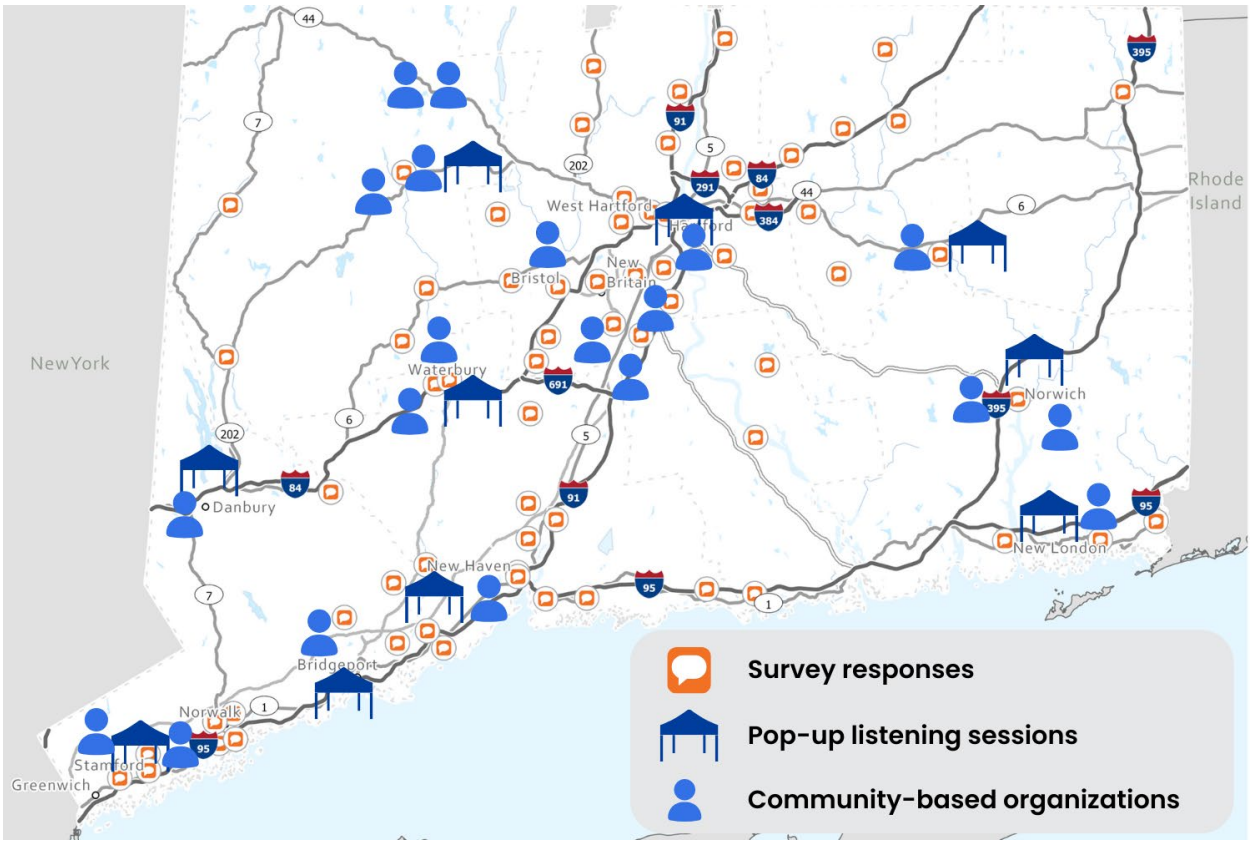

Figure 2.1: Initial Comment Period Activities and Feedback Locations

2.1 Phase 1 Results: What We Heard

Throughout the initial public comment period, the LRTP team heard over 700 ideas, suggestions, questions, comments, and concerns. Collectively, people envisioned a future with:

- An **enhanced, user-friendly, affordable public transportation system** with improved connectivity between communities (regional hubs, small cities, suburban areas, and rural areas, particularly in the eastern portion of the state) and essential services and experiences.
- **Efficient, reliable, and accessible public transportation services** with easy-to-locate schedules (via signage and mobile applications), limited transfers, ADA compliance, and expanded availability through evenings and weekends.

- **Solutions to address traffic and congestion on major roadways** such as I-95 and I-84, in addition to improved overall road safety via increased enforcement and efforts to address dangerous driving behavior.
- **Investment in sustainable infrastructure and technologies** to support the current and future movement of people and goods.

2.1.1 Pop-Up Listening Sessions

At each of the ten pop-up listening sessions, detailed in **Table 2.1** below the LRTP team engaged with the public through conversation and an activity board, as shown in **Figure 2.2**.

Table 2.1: Pop-Up Listening Sessions

Date	Location
Saturday, April 12, 2025	Waterbury YMCA
Wednesday, April 16, 2025	Norwich Transportation Center
Saturday, April 26, 2025	Groton Earth Day Expo
Monday, April 28, 2025	Hartford Union Station
Sunday, May 4, 2025	Winsted/Winchester Stop & Shop
Tuesday, May 6, 2025	Bridgeport Transportation Center
Thursday, May 8, 2025	Danbury Public Library
Thursday, May 15, 2025	Willimantic Street Fest
Friday, May 16, 2025	New Haven Union Station
Monday, May 19, 2025	Stamford Transportation Center

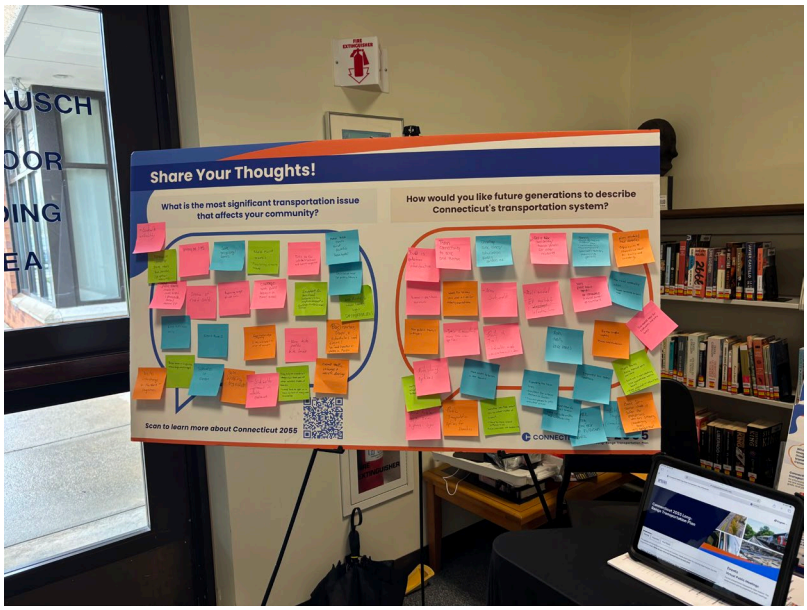

Figure 2.2: Interactive Activity Board at Groton Earth Day Expo

Individuals were invited to answer the following questions:

- What is the most significant transportation issue that affects your community?
- How would you like future generations to describe Connecticut's transportation system?

There were 302 total responses, which were qualitatively categorized, similar to the survey results and public comments. The top five themes, ordered by their frequency, are defined and detailed below:

- Public Transportation (46%)
- Traffic and Roadway Improvements (21%)
- Safety and Security (15%)
- Pedestrian and Bicycle Infrastructure (14%)
- Accessibility and Affordability (4%)

2.1.2 Online Survey

The online survey, offered throughout the initial public comment period, had two distinct ways to gather input. The first part included a single, open-ended question to

gather words on how respondents would like future generations to describe the transportation system in the state. The remainder of the survey included multiple-choice questions about transportation experiences, issues, and demographics. Participants could complete either part of the survey without the other, allowing them to provide feedback during their available time and to their desired level of detail. There were approximately 1,150 total page views and 1,000 visits to the online survey during the initial comment period.

Figure 2.3 illustrates overall survey participation trends throughout the 45-day initial public comment period and key dates the LRTP team was engaging with the public. Participation fluctuated throughout April and May, with the highest level of engagement occurring at the start of the initial public comment period. Peak periods of survey participation often occurred following outreach activities and sustained engagement throughout the public comment period which are displayed in Figure 2.3.

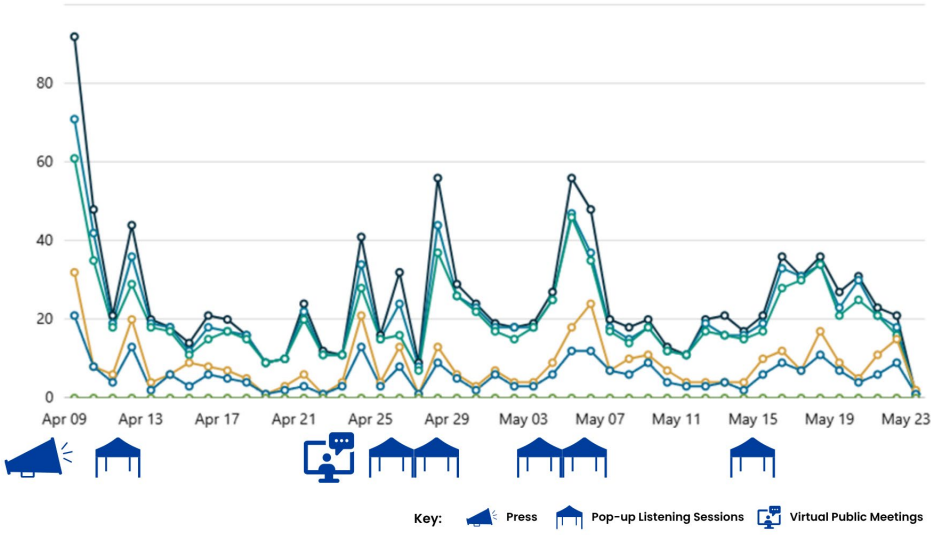

Figure 2.3: Survey Participation Throughout Initial Public Comment Period (2025)

2.1.2.1 Part 1: Using 2-3 words, how would you like future generations to describe Connecticut's transportation system?

Responses: 268

Number of Participants: 234

The LRTP team qualitatively coded survey responses to categorize reoccurring sentiments and concerns expressed by participants. Thirteen responses were unrelated to Connecticut 2055 or the question and therefore omitted from qualitative analysis. Survey responses, compiled in a visual word cloud, are shown in **Figure 2.4**.

Figure 2.4: Survey Responses Word Cloud

The top ten themes, shown in **Figure 2.5**, are detailed below in order of frequency. As responses frequently addressed multiple topics, they were coded for all relevant themes. Consequently, the percentages exceed 100%.

- **Efficiency and Modernization (40%)**: Responses included reduced waiting times, improved speed of multiple modes of transportation, modernized bus and rail lines, improved applications for schedules, tracking, and ticketing, and efficient transportation systems.

- **Public Transportation Improvements (34%)**: Responses focused on improved and expanded public transportation such as bus and rail, with a particular emphasis on service to rural and urban areas.
- **Accessibility and Affordability (25%)**: Responses emphasized the need for transportation options that are inclusive, user-friendly, affordable, and accessible across the state and beyond.
- **Safety and Security (19%)**: Responses focused on safe streets, pedestrian and cyclist safety, increased enforcement of speed limits and laws on roadways, and concerns about unsafe driving practices.
- **Connected Communities/Community Support (18%)**: Responses emphasized a desire to create interconnected networks between urban, suburban, and rural communities in Connecticut, improved connectivity to the Northeast region and major hubs like New York City and Boston, and vibrant communities that support and transport everyone.
- **Bicycle and Pedestrian Improvements (18%)**: Responses mentioned protected bike lanes, flashing lights, and increased bike lanes and connectivity.
- **Sustainability and Environmental Impact (11%)**: Responses highlighted green infrastructure, reduced carbon emissions, and the potential for renewable energy sources.
- **Infrastructure Improvements and Technology Improvements (8%)**: Responses expressed desires for upgraded rail lines, bus shelters, and improved transportation systems.
- **Traffic and Roadway Improvements (6%)**: Responses highlighted the desire for improvements to traffic conditions and roadway design, with references to increased roundabouts, reduced traffic congestion, and general improvements to road and work zone safety.
- **Economic Investments and Growth (1%)**: Responses emphasized interest in sustainably funded transportation, investments in infrastructure, and transportation hubs to support economic growth.

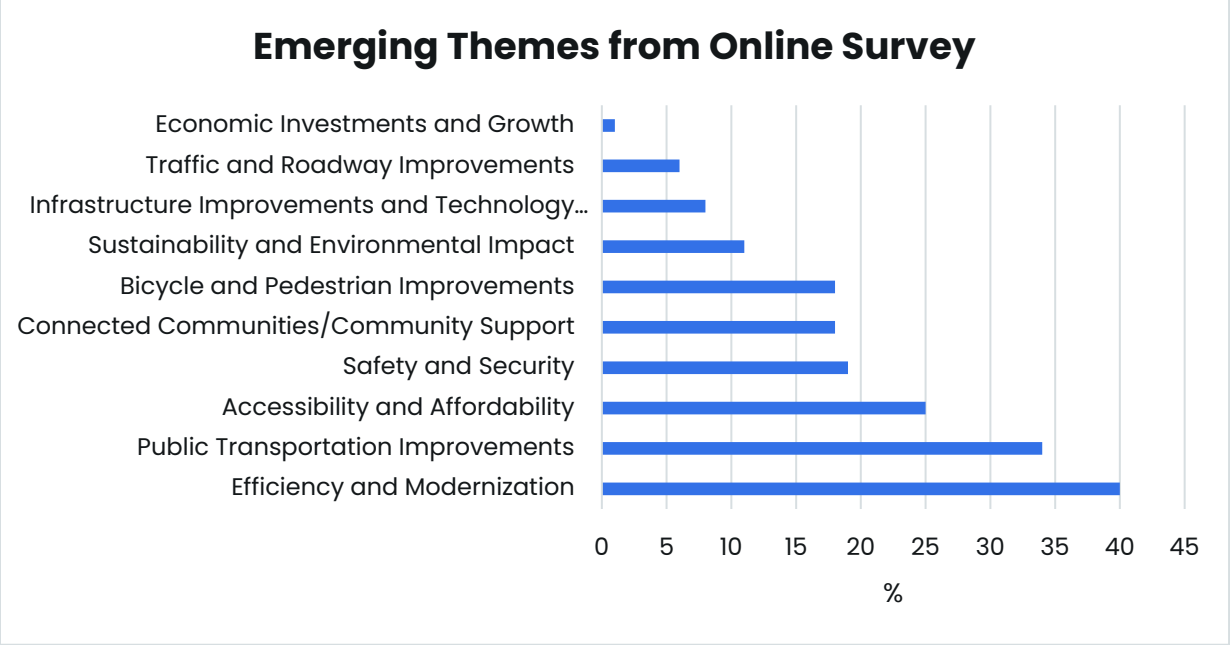

Figure 2.5: Emerging Themes from Survey

2.1.2.2 Part 2: Transportation Experiences, Issues, and Demographics

Responses: 113
Number of Participants: 109

The second part of the survey consisted of multiple-choice questions. Below is a summary of the results for each question.

Question One: "Connie, like many Connecticut residents, relies on our road network to get around. What are your **top priorities for road improvements** in Connecticut? Select all that apply." 6% of respondents skipped this question. Below are the results:

- Increased safety with fewer crashes (72%)
- Well-maintained roads and bridges (64%)
- Better flow of traffic during rush hour (44%)
- Improved direction signs, traffic signals, and pavement markings (35%)
- Better delivery of goods and supplies (10%)

Question Two: "What are your **top safety concerns** when traveling in Connecticut? Select all that apply." 4% of respondents skipped this question. Below are the results:

- Motorists' risky driving behaviors (79%)

- Limited bus or train routes and connections (64%)
- Uneven or incomplete sidewalks (57%)
- Conditions of roads and sidewalks during winter (39%)
- Adequate ADA compliant infrastructure (25%)
- Lack of 'on-demand' transportation services (17%)

Question Three: "What are your **top priorities for multimodal transportation** in Connecticut? Please drag and drop to rank the improvements from most important to least important." 17% of respondents skipped this question. Below are the results, in order of most important to least important:

1. More options for pedestrians and bicyclists
2. Safe and easy public transportation between different types of transportation
3. Access to bus services within communities
4. Addition of bus routes between cities
5. Better delivery of our goods and supplies

Question Four: "Which types of **transportation do you use weekly** to get to where you want to go? Select all that apply." 1% of respondents skipped this question. Below are the results:

- Driving alone (83%)
- Walking (54%)
- Bus and train (37%)
- Bicycle (32%)
- Carpool/Vanpool/Rideshare (15%)
- Other (4%)

Question Five: "What do you see as the **most significant transportation issues** that affect your community? Select all that apply." 3% of respondents skipped this question. Below are the results:

- Lack of transportation options (60%)

- Bike and pedestrian concerns (56%)
- Safety concerns (48%)
- Aging infrastructure (45%)
- Congestion and long travel times (43%)
- Resilience and sustainability concerns (23%)
- Freight movement/supply chain connectivity (5%)
- Other (12%), with comments about unsafe driving behaviors, overall convenience and efficiency of public transportation, and lack of connected communities.

Question Six: "Which **transportation mode** do you wish you had more access to? Select all that apply." 8% of respondents skipped this question. Below are the results:

- Public transportation (bus or rail) (74%)
- Walking (41%)
- Biking (40%)
- Personal vehicle (11%)
- Rideshare or taxi (9%)
- E-scooter (6%)
- Other (7%), with comments about trams, trolly lines, bikeshares, and ADA public transportation

The next six questions asked respondents to rate the **importance of different transportation-focused priorities**. Respondents rated items on a scale from zero (not important) to five (very important). When averaged, items received the following scores of importance, listed in order from most important to least important:

- Travelers in Connecticut feel safe and are safe using the transportation system (4.4)

- People in Connecticut can rely on a transportation network that enhances community livability, supports economic vitality, and protects the environment (4.3)
- People in Connecticut can have their choice of a safe, reliable, and convenient mode of transportation (4.2)
- A multimodal transportation network that connects people to where they need and want to go, fostering prosperity and improving their quality of life (4.2)
- Connecticut communities can thrive through the integration of land use and transportation infrastructure improvements (4.0)
- We leverage emerging technology (3.2)

Next, respondents could share information about any of the previous six responses they rated below three. Responses expressed concern about emerging technologies and mentioned that these technologies may not address major transportation issues. Other comments mention public transportation is not an option for everyone and that all the items mentioned are equally important.

In the next question, respondents self-identified their racial ethnicity. Note that two respondents skipped the question and 17 respondents (15%) selected 'Prefer not to answer.'

The top ethnicities of respondents who completed the second part of the survey, shown in **Figure 2.6**, include White (84%), Hispanic or Latino (8%), Asian (4%), Black or African American (3%), and Native Hawaiian or Other Pacific Islander (1%).

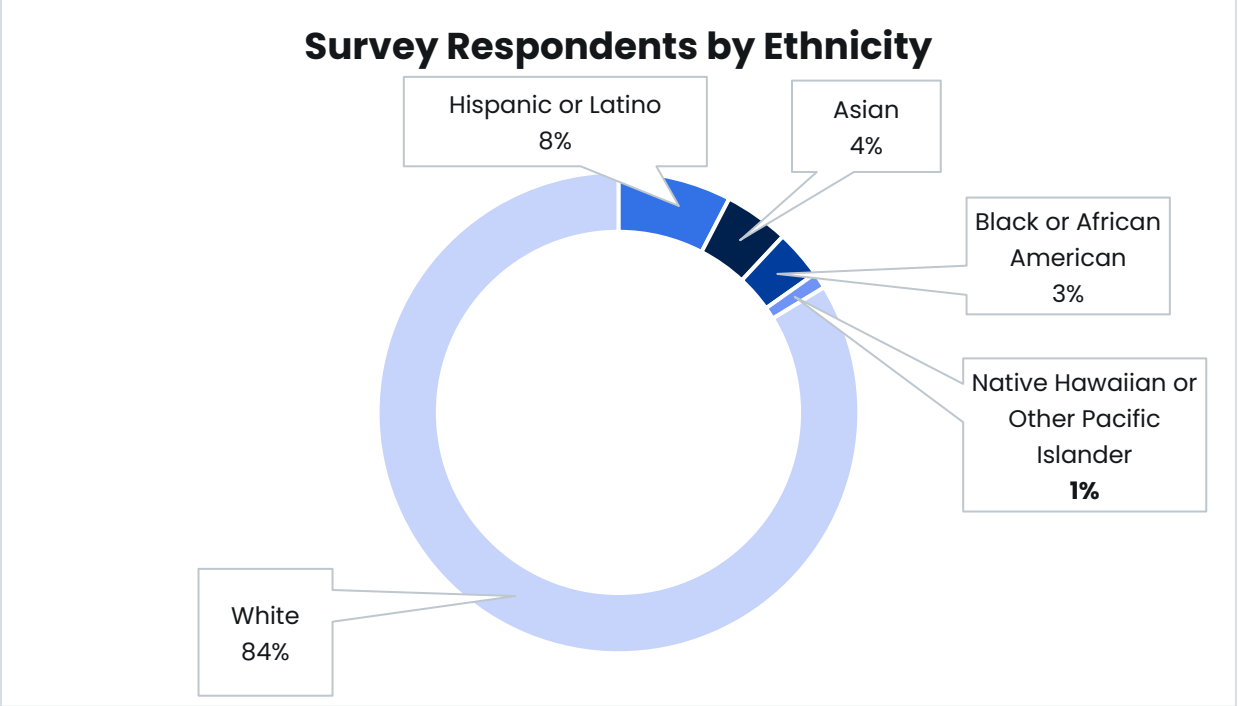

Figure 2.6: Survey Respondents by Ethnicity

For the percentage of the population identifying as White, the responses align closely with the American Community Survey (ACS) Census Data in 2023. Underrepresented groups made up the remaining respondents, including Hispanic or Latino (8%), Asian (4%), Black or African American (3%), and Native Hawaiian or other Pacific Islander (1%).

Next, respondents shared their age group. Note that 1 respondent skipped the question and 7 respondents (6%) selected 'Prefer not to answer.' The breakdown of age groups who completed the survey is shown in **Figure 2.7**. The most common age group among respondents was 65 and older (21%), followed by 55 to 64 years old (20%), 25 to 34 years old (16%), 45 to 54 years old (14%), 35 to 44 years old (12%), and 18 to 24 years old (10%).

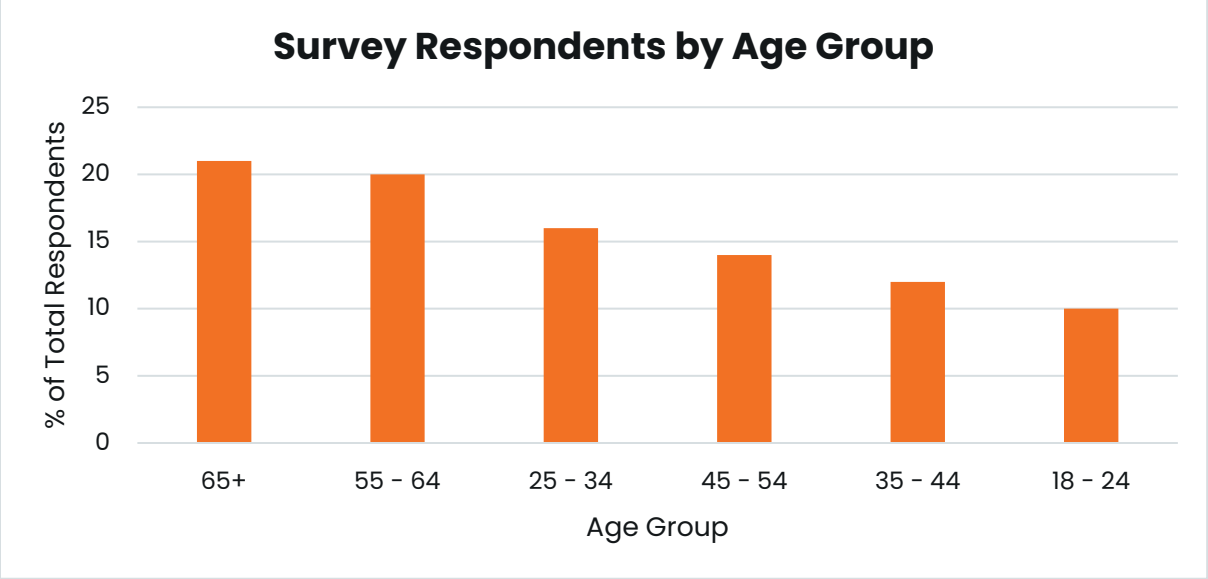

Figure 2.7: Survey Respondents by Age Group

Collectively, the insights from the public comments, pop-up listening sessions, and survey reflect public sentiment and help inform a forward-looking long-range transportation plan that may improve the lives of all Connecticut residents.

2.1.3 Virtual Public Information Meeting and General Comments

During the two virtual public information meetings, the LRTP team received 20 questions and comments. In addition, there were three comment forms received via email and five comment forms received at the pop-up listening sessions. The top themes, ordered by their frequency, are detailed below:

- **Public Transportation Improvements (54%)**: Comments included specific concerns and suggestions to improve public transportation, including bus, rail, and ferry services.
- **Efficiency and Modernization (32%)**: Comments discussed improving efficiency by creating a cohesive, user-friendly transportation network that is efficient (shorter waiting times, faster routes, easier connections) and modern (such as upgrading the CT*rail* app and creating an overall transportation system similar to Europe).
- **Infrastructure Improvements and Technology Improvements (29%)**: Comments expressed desire for physical and technical upgrades to rail lines, buses, roads, bridges, and particular mentions of electrification and e-aircraft.

- **Safety and Security (25%)**: Comments discussed physical safety concerns such as platform gaps at rail stations, dangerous intersections, crash prevention, and the desire to address unsafe driving behaviors such as speeding.
- **Traffic and Roadway Improvements (25%)**: Comments mentioned concerns about congestion, work zone safety, and improvements to roadways.
- **Connected Communities/Community Support (18%)**: Comments expressed desire for improving connectivity across the state, particularly in urban hubs and low-income areas, and connecting people to work, health facilities, and other community locations.

Additionally, a small portion of comments addressed **sustainability and environmental impacts** (14%) such as considering climate modeling as part of the plan, **accessibility and affordability** (14%), **economic investments and growth** (11%), and **bicycle and pedestrian improvements** (4%).

Public comments were used to directly inform the plan's chapters and topics and helped guide recommendations and strategies for identified transportation challenges.

2.2 Phase 1 Comment Period Awareness Methods

The LRTP team utilized multiple types of advertisement to publicize the Phase 1 virtual public information meetings and associated outreach activities. These methods are described below. Copies of each advertisement methods used are included at the end of this appendix.

2.2.1 Legal Advertisement

Legal advertisements were published in various media outlets across Connecticut to effectively reach the study's target audience, including *Connecticut Post, Hartford Courant*, and *La Voz Hispana*. The notices were published two weeks prior to the virtual public information meetings and provided the plan's webpage and essential information about the upcoming meetings, public comment period, and survey.

2.2.2 Press Release

CTDOT's Communications Office distributed a press release on April 9, 2026 with information on the virtual public information meetings and how the public could learn more about the plan, submit comments, and participate in the survey.

2.2.3 Email Blast

An email blast is an email message that goes out to a group of people simultaneously. Using addresses of those who had previously expressed interest in Connecticut 2055, the LRTP team promoted the virtual public information meetings and public comment period by distributing an email blast on April 9, 2025.

2.2.4 Community-Based Organizations Materials Distribution

To reach a wide audience across Connecticut, the LRTP team distributed print newsletters to 20 community-based organizations at the start of the comment period for display and distribution to their various constituents, listed in **Table 2.2**, at the start of the public comment period. Newsletters included a QR code linking to the plan's webpage and directed attention to the pop-up listening sessions, virtual public information meetings, and online survey. The following community-based organizations received and distributed the Connecticut 2055 print newsletter:

Table 2.2: Community-Based Organizations

Organization	Location
Beardsley and Memorial Library	Winsted
Bridgeport Public Library, Newfield Branch	Bridgeport
Bristol Public Library	Bristol
Connecticut Institute for Refugees and Immigrants	Stamford
Danbury Public Library	Danbury
Disabilities Network of Eastern Connecticut, Inc.	Norwich
Ferguson Public Library, South End Branch (Stamford)	Stamford
Friends in Service to Humanity of Northwestern Connecticut, Inc. (FISH)	Torrington
Groton Public Library	Groton
Hartford Public Library, Park Street Branch	Hartford
Meriden Public Library	Meriden
New Britain Public Library	New Britian

Organization	Location
New Haven Public Library, Stetson Branch	New Haven
Otis Library	Norwich
Silas Bronson Library	Waterbury
Torrington Library	Torrington
Waterbury YMCA	Waterbury
Willimantic Public Library	Willimantic
Winsted Area Branch YMCA	Winsted
Women and Families Center	Meriden

2.2.5 Social Media (Paid and Unpaid)

Paid and unpaid social media content, shown in **Table 2.3**, was published via the CTDOT Meta account and built public awareness and interest throughout the state in both the survey and virtual public information meetings. The LRTP team adjusted the last ad's geographic audience to account for any identified demographic gaps in survey participation. **Across the organic posts and paid ads, there were approximately 127,100 total views; 76,300 reaches; and 1,800 link clicks.**

Table 2.3: Social Media Ad Engagement

Post	Dates	Engagement
Paid Ad: 	April 1 – April 9, 2025	17,350 views 8,530 reaches 230 link clicks
Organic Post and Paid Ad: 	April 9 – April 15, 2025	23,580 views 14,350 reaches 311 link clicks

Post	Dates	Engagement
Organic Post and Paid Ad: 	April 9 – May 23, 2025	42,620 views 28,100 reaches 760 link clicks
Paid Ad: 	April 16 – 24, 2025	25,280 views 15,210 reaches 270 link clicks
Paid Ad: 	May 16 – 23, 2025	18,250 views 10,100 reaches 220 link clicks

2.3 Phase 1 Website Analytics

During the public comment period, the plan webpage (portal.ct.gov/LongRangeTransportation) had a total of **1,281 views.** The subpage hosting virtual engagement materials had 447 views, making up nearly 35% of all visits to the Connecticut 2055 microsite. On average, visitors viewed the page for 42 seconds. There were approximately 393 active users regularly visiting the site, each viewing the webpage an average of three times.

2.4 Phase 1 Stakeholder and Agency Engagement

2.4.1 Adjacent States

At the start of the plan's development, the LRTP team coordinated with adjacent states in the region.

The LRTP team sent email notifications on November 21, 2025, to adjacent state departments of transportation (DOTs) (New York, Massachusetts, and Rhode Island) to notify them of the virtual public information meetings and invite them to share their comments.

All three adjacent states that were contacted submitted comments. Massachusetts Department of Transportation (MassDOT) commented on the state of long-range planning in Massachusetts as well as resources and project and data coordination. Rhode Island Department of Transportation (RIDOT) expressed strong alignment with Connecticut 2055's vision and goals, highlighted shared priorities such as safety, connectivity, and sustainability, and noted key cross-border projects and ongoing planning efforts that could benefit from continued coordination. New York Department of Transportation (NYDOT) noted that its draft Transportation Master Plan—currently being finalized—is closely aligned with Connecticut 2055's vision and goals and expressed interest in continued coordination across projects. These responses are attached at the end of the appendix.

2.4.2 Stakeholder Group Meetings

As part of the plan's Phase 1 engagement, there were five stakeholder group meetings held to present the plan's vision and goals; validate and inform needs, challenges, and opportunities; and confirm current transportation trends.

The LRTP team invited stakeholders to participate in thematically organized group meetings, allowing participants to engage in shared discussions to help inform the plan (**Table 2.4**).

Table 2.4: Stakeholder Group Meetings by Type with Participating Organizations

Type of organization	Invited Organizations
Rail operations/organizations *November 20, 2025*	• Amtrak (Shore Line East) • Metro-North Railroad (New Haven Line) • Transit America Services Incorporated/Alternate Concepts (TASI/ACI) (Hartford Line) • Connecticut Public Transportation Council • Connecticut Association for Community Transportation (CACT) • CT*rides*

Type of organization	Invited Organizations
	• Tri-State Transportation Campaign
Freight providers *November 20, 2025*	• Branford Steam Railroad • Central New England Railroad • CSX • Connecticut Southern Railroad • Housatonic Railroad • Naugatuck Railroad • New England Central Railroad • Berkshire and Eastern • Providence & Worcester • The Valley Railroad Company • Connecticut Airport Authority • Connecticut Port Authority • Bridgeport Port Authority • New Haven Port Authority • Connecticut Rail Association • Motor Transport Association of Connecticut (MTAC)
Public transportation providers/organizations *November 21, 2025*	• CT*ferry* (Chester-Hadlyme Ferry, Rocky Hill-Glastonbury Ferry) • Bridgeport-Port Jefferson Ferry • Cross Sound Ferry • Block Island Express • Eastern Connecticut Transportation Consortium (ECTC) • CT*transit* Hartford, New Haven, Stamford (HNS) • CT*transit* Waterbury, Meriden, & Wallingford (NETCO) • CT*transit* New Britain and Bristol (NBT & DATTCO) • Peter Pan Bus Lines Inc. • Collins Bus Service • Greyhound Lines Inc. • River Valley Transit (Formerly MAT and Estuary Transit District)

Type of organization	Invited Organizations
	• Greater Bridgeport Transit Authority • Greater Hartford Transit District • Greater New Haven Transit District • Housatonic Area Regional Transit • Milford Transit District • Northeastern Connecticut Transit District (NECTD) • Northwestern CT Transit District (NWCTD) • Norwalk Transit District • Southeast Area Transit District • Valley Transit District • Windham Region Transit District • Connecticut Public Transportation Council • Connecticut Association for Community Transportation (CACT) • CT*rides* • Pioneer Valley Transit Authority (PVTA) • Pioneer Valley Planning Commission
Economic development and business leaders *November 21, 2025*	• Connecticut Business & Industry Association (CBIA) • Connecticut Main Street Center • AdvanceCT • Spanish American Merchants Association • Community Action Agency of Western Connecticut (CAAWC) • Connecticut Economic Development Association • Women's Business Development Council (WBDC) • Southeastern Connecticut Enterprise Region (seCTer) • Access Community Action Agency • Capital Region Development Authority (CRDA)
Safety organizations *November 21, 2025*	• Connecticut Police Chiefs Association (CPCA) • Connecticut Transportation Institute Training & Technical Center (T2 Center) • Mothers Against Drunk Driving (MADD) Connecticut

Type of organization	Invited Organizations
	• AAA

In total, 38 stakeholders participated. Key themes from the meetings and how the plan incorporated these ideas are detailed below in **Table 2.5**.

Table 2.5: Key Themes of Stakeholder Group Meetings

Key themes heard	How the plan incorporated feedback
Safety • Safety across all modes of transportation • Driver behavior and enforcement	**"Connecticut's Transportation Story" chapter** • Identified safety at high-risk locations and safety of pedestrians and bicyclists as challenges • Identified opportunity to enhance safety outcomes via targeted programs, training for drivers and workers, and safer roadway designs **"Future of Transportation" chapter** • Outlined various strategies to address and improve safety for all users
Innovative ideas • Use of technology • Engineering and infrastructure improvements	**"Connecticut's Transportation Story" chapter** • Identified aging rail, roadway, bridge, and port infrastructure as challenges • Identified challenge of protecting and maintaining active transportation infrastructure "**A Look Ahead" chapter** • Identified key emerging transportation technology challenges • Listed key technology trends influencing the state's transportation system, including cybersecurity, drone

Key themes heard	How the plan incorporated feedback
	integration, and connected, autonomous, and electric vehicles **"Investment Strategy" chapter** • Identified aging infrastructure in need of maintenance and replacement as a challenge for the future of transportation funding
Workforce challenges • Labor shortages • Workforce development opportunities	**"Introduction" and "Vision and Goals" chapters** • The plan detailed current investment in transportation workforce and a recommendation to continue this investment as part of the Vibrant Economy goal
Public transportation • Last mile/first mile challenges • Public transportation service frequency and coverage • Service for workforce population • Hartford Line improvements • Microtransit and pilot programs	**"Connecticut's Transportation Story" chapter** • Identified public transportation service gaps as a challenge "**Future of Transportation" chapter** • Identified investment and promotion of microtransit services, encouragement of transit-oriented development (TOD), improved and expanded routes to align with commuter work schedules, expanded bus rapid transit networks, and investment in passenger rail as strategic actions
Housing • TOD and mixed-used development	**"Connecticut's Transportation Story" chapter** • Detailed link between housing and transportation • Identified TOD and mixed-used developments as a strategic action to

Key themes heard	How the plan incorporated feedback
	strengthen ridership and improve connections between public transportation and other travel modes
Economic concerns • Investment in transportation • Economic development opportunities and mobility studies • Role of transportation in business growth	**"Connecticut's Transportation Story" chapter** • Identified opportunity for freight hubs to drive economic growth **"Investment Strategy" chapter** • Identified opportunities, such as maximizing all available federal funding, developing a new source of state revenue for transportation spending, and preserving existing assets • Identified challenges for the future of transportation funding, such as rising inflation and construction costs and growing competition for limited state and local funding • Identified economic benefits of active transportation, such as boosting property values and economic activity • Asset management listed as one of CTDOT's investment categories
Freight transportation • Freight volume growth and modal shift • Comprehensive freight planning • Waterway dredging and maintenance	**"Connecticut's Transportation Story" chapter** • Identified limited rail capacity, airport access and congestion, truck bottlenecks and congestion, insufficient truck parking, dredging and material disposal needs, and aging port infrastructure as challenges

Key themes heard	How the plan incorporated feedback
• Port rail improvements • Investment in airports • Modal shift benefits (safety, environmental, and efficiency)	• Identified opportunity to strengthen intermodal connections and improve supply chain connectivity to streamline transfers **"Future of Transportation" chapter** • Identified improved freight railroad connections to ports and Bradley International Airport, dual-use and increased utilization of port assets with reestablished rail connections to ports, improved freight railroad connections to ports, statewide truck parking expansion, and investment in the maintenance and dredging of Connecticut's 30 federal navigation channels as strategic actions

2.4.3 Metropolitan Planning Organizations and Councils of Governments

During the plan's first phase of engagement, the LRTP team coordinated with Connecticut's nine Councils of Governments (COGs)/Metropolitan Planning Organizations (MPOs) for their expertise and valued perspectives on transportation. The LRTP team held a briefing on April 28, 2025, with MPOs and COGs to inform them of the virtual public information meetings and welcome their input.

The following COGs/MPOs were engaged, listed by the region they serve:

- Capital Region Council of Governments (CRCOG) – Greater Hartford
- Central Connecticut Regional Planning Organization (CCRPC) – Greater Meriden/Middletown
- Connecticut River Valley Council of Governments (RiverCOG) – Lower Connecticut River Valley
- Eastern Connecticut Council of Governments (ECTCOG) – Eastern Connecticut

- Naugatuck Valley Council of Governments (NVCOG) – Waterbury/Naugatuck Valley
- Northeastern Connecticut Council of Governments (NECCOG) – Northeastern Connecticut
- South Central Regional Council of Governments (SCRCOG) – Greater New Haven
- Southeastern Connecticut Council of Governments (SECCOG) – Norwich/New London
- Western Connecticut Council of Governments (WestCOG) – Stamford/Danbury

2.4.4 Interagency Partner Coordination

During the initial phase of engagement, the LRTP team connected with interagency partners to inform them of the plan's development and encourage their input. The LRTP team sent email notifications on June 6, 2025, to the following organizations with an invitation to participate and share their comments:

- Federal Highway Administration (FHWA)
- Connecticut Department of Aging and Disability Services (ADS)
- Connecticut Airport Authority (CAA)
- Connecticut Office of Policy and Management (OPM)
- Connecticut Department of Economic Community Development (DECD)
- Connecticut Department of Energy and Environmental Protection (CTDEEP)
- Connecticut Department of Housing (DOH)
- Connecticut Department of Public Health (DPH)
- Connecticut Department of Emergency Management and Homeland Security (DEMHS)
- Connecticut Department of Emergency Services and Public Protection (DESPP)
- Connecticut Office of Workforce Strategy (OWS)
- Connecticut Port Authority

There were three responses received from the following interagency partners:

- Connecticut ADS
- Connecticut OPM
- Connecticut DOH

The responses are included at the end of the appendix.

2.4.5 Tribal Engagement

Tribal Nations in Connecticut were invited to participate in the plan's development process during Phase 1 and provide their feedback. Email notifications, sent on November 21, 2025, informed them about Connecticut 2055 and welcomed any written responses. The following Tribal Nations were notified:

- The Mohegan Tribe
- Mashantucket Pequot Tribal Nation
- Narragansett Indian Tribe
- Delaware Tribe of Indians
- Delaware Nation
- Stockbridge-Munsee Mohican Tribe

There was one response from the Stockbridge-Munsee Mohican Tribe, who requested a full copy of the Connecticut 2055 Vision and Goals document. The response is attached at the end of this appendix.

3.0 Phase 2 Overview

This section summarizes the engagement activities that occurred during the second public comment period for Connecticut 2055, which ran from April 7, 2026, through May 22, 2026.

During the second public comment period, materials were made available to the public in both English and Spanish on the plan webpage (portal.ct.gov/LongRangeTransportation). Two virtual public information meetings were held on April 22, 2026, at 12 p.m. and 6 p.m. to present the draft Connecticut 2055 to the public and gather feedback on the plan. Questions and comments during the meeting were documented in the plan record. Outside of the meeting, the public was invited to provide comments via email (DOT.LongRangePlan@ct.gov), by mail to CTDOT Headquarters (Attention: Patrick Zapatka, Statewide Planning Unit, 2800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06111), or by phone at (860) 594-2020. In total, there were 53 questions and comments received throughout the 45-day public comment period.

After the conclusion of the second comment period, the public was emailed a comment response letter and updated frequently asked questions based on public input. Those documents, along with the full list of comments received, can be found at the end of this appendix.

3.1 Phase 2 Results: What We Heard

3.1.1 Virtual Public Information Meeting and General Comments

During the two virtual public information meetings, the LRTP team received 36 questions and comments. In addition, there were 17 comments received via email during the public comment period. A full summary of these virtual public information meetings can be found at the end of this appendix. The top themes are detailed below:

- **Expanded and improved rail and transit service**. Commenters expressed the desire for more frequent and reliable rail and bus service, better alignment between CT*rail* and Metro-North Railroad, faster service to New York City, new

or revived corridors (e.g. Bradley International Airport, Hartford-Middletown, along I-84), and transit stop and station improvements.

- **Safety and user experience across modes.** Commenters expressed concerns with pedestrian and bicyclist safety, requests for better lighting, design, signage, and road markings, interest in safer street design and automated enforcement, and the need for improving the transit experience (not just making it available).
- **Multimodal network and active transportation.** Commenters expressed support for protected bike lanes, connected trails, and other means of active transportation, as well as options such as ferries and public transit.
- **Desire for clear priorities, funding transparency, and implementation.** Commenters indicated interest in regional coordination, measurable outcomes, a greater and clearer explanation of how projects are prioritized, funded, and the plan for implementation.

Public comments informed revisions to chapter content or updates to strategic actions. The full list of strategic actions can be found in Appendix E: Implementation Matrix.

3.2 Phase 2 Comment Period Awareness Methods

The LRTP team leveraged multiple types of advertisement to publicize and promote the virtual public information meetings. These methods are described below and copies of each method can be found at the end of this appendix.

3.2.1 Legal Advertisement

Legal advertisements were published in various media outlets across Connecticut to effectively reach the study's target audience, including *Connecticut Post, Hartford Courant*, and *La Voz Hispana*. The notices were published on April 7, 2026, in *Connecticut Post* and the *Hartford Courant*, and April 9, 2026, in *La Voz Hispana*. Advertisements shared essential information on the upcoming virtual public information meetings, the release of the draft plan, the plan webpage, and the public comment period.

3.2.2 Press Release

CTDOT's Communications Office distributed a press release on April 8, 2026 with information on the virtual public information meetings and how the public could review the draft plan and submit comments.

3.2.3 Community-Based Organizations Materials Distribution

The LRTP team emailed and distributed printed newsletters to 16 community-based organizations at the start of the comment period for display and distribution to their various constituents, listed in **Table 3.1**. Newsletters included a QR code linking to the plan's webpage and directed attention to the release of the draft plan with a request for public feedback.

Table 3.1: Community-Based Organizations

Organization	Location
Silas Bronson Library	Waterbury
Bridgeport Public Library – Newfield Branch	Bridgeport
Meriden Public Library	Meriden
Otis Library	Norwich
Groton Public Library	Groton
Connecticut Institute for Refugees and Immigrants	Stamford
Friends in Service to Humanity of Northwestern Connecticut, Inc. (FISH)	Torrington
Torrington Library	Torrington
New Haven Public Library - Stetson Branch Library	New Haven
Winsted Area Branch YMCA	Winsted
Beardsley and Memorial Library	Winsted
New Britain Public Library	New Britain
Bristol Public Library	Bristol
Danbury Public Library	Danbury
Willimantic Public Library	Willimantic

3.2.4 Social Media (Paid and Unpaid)

Paid and unpaid social media content, shown in **Table 3.2,** was published via the CTDOT Meta account to build public awareness and interest throughout the state in

the draft plan, the virtual public information meetings, and the associated public comment period.

During the Phase 2 comment period, outreach efforts via social media emphasized boosting organic posts. This approach reflected an adapted approach from Phase 1 based on evolving platform guidelines Meta has for paid content.

Table 3.2: Social Media Ad Engagement

Post	Publish Date	Engagement
Boosted Organic Post	April 8 – April 14, 2026	12,382 views 8,607 reaches 4 link clicks
Boosted Organic Post	April 17 – April 18, 2026	2,559 impressions 2,144 reaches 0 link clicks
Boosted Organic Post	May 15 – May 22, 2026	10,583 views 6,021 reaches 139 link clicks

3.3 Phase 2 Website Analytics

During the second public comment period, the plan webpage (portal.ct.gov/LongRangeTransportation) had a total of **1,152 views,** of which 439 (38%) were for the virtual public meeting webpage. There were approximately 430

active users who engaged with content. On average, users spent 31 seconds on the page.

3.4 Phase 2 Stakeholder and Agency Engagement

Like the plan's Phase 1 engagement, the LRTP team distributed the latest newsletter on April 7, 2026, to a broad range of partners, including adjacent state DOTs (New York, Massachusetts, and Rhode Island), stakeholder groups, COGs/MPOs, interagency partners, and nearby Tribal Nations.

In coordination with the newsletter distribution, the LRTP team notified these partners of the release of the draft plan and provided instructions on how to submit comments.

4.0 Final Plan Release

After revising the draft plan based on public input, the final Connecticut 2055 Long-Range Transportation Plan was made public via the plan webpage in August 2026. To notify the public about the final plan's release a press release was distributed in August 2026.

In addition, a final newsletter was distributed to the public and stakeholders by email on August 14, 2026. The newsletter was also printed and distributed to community-based organizations and posted to the plan's webpage alongside the final plan. Both the press release and newsletter are included at the end of this appendix.

5.0 List of Attachments

Initial Comment Period Materials

- Adjacent State Coordination Emails and Responses (MassDOT, RIDOT, NYSDOT)
- Interagency Coordination Email and Responses (Connecticut Department of Aging and Disability Services, Connecticut Office of Policy and Management, and Connecticut Department of Housing)
- Tribal Nations Email and Response (Stockbridge-Munsee Mohican Tribe)
- Stakeholder Group Meeting Summaries
- Press Release
- Email Blast
- Legal Notices
- Virtual Public Information Meeting Newsletter/Handout
- Virtual Public Information Meeting PowerPoint
- Virtual Public Information Meeting Summary
- All Comments Received
- Virtual Public Information Meeting Comment Response Letter and Frequently Asked Questions

Second Comment Period Materials

- Emails to Stakeholders, Adjacent States, MPOs/COGs, Interagency, and Tribal Nations
- Press Release
- Legal Notices
- Virtual Public Information Meeting Newsletter/Handout
- Virtual Public Information PowerPoint
- Virtual Public Information Meeting Summary

- Virtual Public Information Meeting Comment Response Letter and Updated Frequently Asked Questions
- All Comments Received

Final Plan Release Materials

- Press Release
- Email Blasts
- Final Plan Release Newsletter/Handout