AGENCY OVERVIEW
Connecticut’s Transportation System

3.61 Million People
Ranked 6th in the U.S. Population Density
(DC, NJ, RI, PR, MA, CT)

- 26.7 Million
- 2.86 Million
- 23.6 Million

- 4,137 miles State Maintained Routes & Roads
- 21,556 miles All Public Roads
- 346 Miles
- Major Bridges 60
- 8,183 Total Roadway Bridges & Structures
- 3 Active Deep Water Ports
- 22 Public Use Airports
- 234 Miles & 375 Turnouts

Freight Rail
117 miles of Inland Waterways
628 Route Miles
(257 miles owned by State of CT)

Multi-Use Trails
289 (existing)
Class 1 Railroad Trackage
69 miles

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

INTERGOVERNMENTAL AFFAIRS UNIT: Designated Department Liaison for the MPOs, COGs, and local officials and assists with the coordination and dissemination of information on various planning programs and documents.

POLICY DEVELOPMENT UNIT: Tracks and leads the review, analysis, and comment on state and federal actions and will ensure timely fulfillment of federal planning requirements and act as the lead in development, review and periodic updating of Department Policies.

GRANTS AND SOCIO-ECONOMIC UNIT: Prepares grant applications and conducts cost-benefit analyses.

SUSTAINABILITY & RESILIENCY UNIT: Develops actionable plans to increase the sustainability of DOT’s integrated multimodal transportation system.

CAPITAL PROGRAM MANAGEMENT UNIT: Develops and maintains uniform processes for planning and executing projects statewide to track progress, measure accomplishments, and manage resources.
TRANSPORTATION
DOCUMENTS & PRIORITIES
The Capital Plan Update Report is to inform the Department’s stakeholders about the past year’s program and outline the plan for the upcoming year.

The Statewide Transportation Improvement Program (STIP) is a four-year financial document that lists all projects expected to be funded in those four years with Federal participation.

The Vision -- Where we want to Go

The Long-Range Transportation Plan is a policy document that serves as a framework for preparing future, project-specific transportation plans.

Project-Specific approval of the Federal portion

Recap and Look-Ahead: the Execution of the Plan

The Capital Plan Update Report is to inform the Department’s stakeholders about the past year’s program and outline the plan for the upcoming year.
What is CTDOT’s Capital Plan?

Annual report prepared by CTDOT to inform stakeholders and outline the capital investments for the upcoming 5-year period.

Details a comprehensive financial summary of Capital Program expenditures.

Describes the Department’s plan to address critical transportation needs and current challenges.

Data presented in the report is based on the Federal Fiscal Year: October 1 - September 30.
Capital Program Priorities

- Safety
- State of Good Repair (SOGR)
- Address congestion
- Address rail and bus travel times
- Active transportation considerations
- Major programs and initiatives
Transportation Asset Management
Asset Fact Sheets

Connecticut Transportation Asset Management Plan

Bridge

**Description**
- There are 3,527 historic bridges in Connecticut, of which 200 are classified as high-priority bridges due to their historical and architectural significance.
- The majority of these bridges are maintained by the Connecticut DOT (CDOT) or local municipalities.

**NHS-NBI Inventory and Condition**
- 5,143 bridges in total.
- 4,029 bridges in satisfactory condition.
- 980 bridges in fair condition.
- 125 bridges in poor condition.

**CTDOT-Maintained Inventory and Condition**
- State Goals:
  - 90% of bridges in satisfactory condition.
  - 60% of bridges in good condition.

**State of Good Repair (SGR)**
- 90% of bridges in satisfactory condition.

**Bridge Age**
- The average bridge age in Connecticut is 63 years old, with a range from 1 to 200 years.

**Pavement**

**Description**
- There are 57,356 centerline miles of state roadways in Connecticut, of which 20% are classified as high-priority due to their traffic volume and accessibility.
- The majority of these roadways are maintained by the Connecticut DOT (CDOT) or local municipalities.

**NHS Roadways Inventory and Condition**
- 6,985 roadways in total.
- 6,633 roadways in satisfactory condition.
- 285 roadways in fair condition.
- 27 roadways in poor condition.

**State of Good Repair (SGR)**
- 90% of roadways in satisfactory condition.

**Pavement Age**
- The average Connecticut roadways pavement structure is 51 years old, with a range from 3 to 200 years.

**Pavement Age**
- The average Connecticut roadways pavement structure is 51 years old, with a range from 3 to 200 years.
A new approach to planning studies results in a transparent, comprehensive, and actionable plan that identifies priority, cost, timeline, and benefit to the State of Connecticut.
<table>
<thead>
<tr>
<th>Resource</th>
<th>Link</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Plan Report &amp; Project List</td>
<td>Transportation Infrastructure Capital Plans</td>
</tr>
<tr>
<td>Advertising Schedule of Projects</td>
<td>Capital Services - Programming and Scheduling (ct.gov)</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Asset Management Group (ct.gov)</td>
</tr>
<tr>
<td>Active Projects Map &amp; Open Data Portal</td>
<td>CTDOT Open Data (arcgis.com)</td>
</tr>
</tbody>
</table>
Welcome to the CTDOT Active Projects Dashboard!

This Dashboard displays updated CTDOT Project data. To find a project, navigate on the interactive map, search using the Project Search widgets at the top right, or select a project from the Project List. Selecting a project from the Map or the List will display that project's details in the Attribute Pop-up.

Project Lists are for Capital, Maintenance, and LOTCIP Projects. To view these categories individually, navigate to the corresponding tab at the top of the page.

The Map Zoom by Town selector zooms into a specific town.

Map Zoom by Town:

Enter Town Name:

Andover
Arlington
Ashford
Avon
Bantam

Project List

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001-0106</td>
<td>Replacement of Bridge #D6563 which carries Bunker Hill Road over Hop River in Andover. No added capacity. This project will be administered under the FLBIP Design Managed by State Program.</td>
</tr>
<tr>
<td>0001-0108</td>
<td>Replacement of Bridge #D4568 which carries Long Hill Road over Hop River in Andover. No added capacity. This project will be administered under the FLBIP Design Managed by State Program.</td>
</tr>
<tr>
<td>0002-0130</td>
<td>Upgrade drainage along CT Route 334. Reconstruct drainage outlet, and Capital Proj.</td>
</tr>
</tbody>
</table>

Map Legend

- Pre-Construction
- Construction Phase
- Maintenance Phase
- Total Active Capital
- Total Active Maintenance
- Total Active LOTCIP

Pre-Construction: 445
Construction: 198
Total Active Capital: 643
Total Active Maintenance: 121
Total Active LOTCIP: 173
CAPITAL PLAN OVERVIEW
Roadmap to the Capital Plan

1. IDENTIFY
   Identify potential project and define the Purpose and Need

2. CATEGORIZE
   Categorize by scale and scope

3. APPLY METRICS
   Apply asset management principles and other data-driven metrics

4. SOLICIT FEEDBACK
   Engage stakeholders

5. PROGRAM
   Program Project – assign project to funding source based on eligibility criteria
Step 1: Identify

Potential projects and initiatives are identified from many sources:

- Statewide or Regional Planning Documents
- Corridor/Feasibility Studies
- Federal Regulations and Mandates
- Councils of Government (COGs), Municipalities, & Public Input
- Legislator Requests
- Data-Driven Analysis
  - High Crash Rates
  - Congestion
  - State of Good Repair
  - Sub-Standard Geometrics
What is a **PURPOSE AND NEED** Statement?

**“Purpose”** can be defined as the reason to conduct the project  
E.g.: The *purpose* of the project is to reduce congestion and improve mobility  
at the intersection of Town Road and Main Street

**“Need”** can be defined as the identification of deficiencies of the project supported by facts or data  
E.g. This project is *needed* because the capacity of the intersection of Town Road and Main Street is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and Level of Service D on this stretch of highway.
Road Map to the Capital Plan

Step 2: Categorization of Project by Scale and Scope

- Clearly Defined Solutions
- Potential Project
- Major Programs or Initiatives
- Provide Enhancement or Improvement
Step 3: Apply Metrics

The overarching goals of the Department define the metrics by which each project is measured, but quantification of those metrics differs by project type and mode.

Primary Metrics:
- Increase Mobility for All Users
- Improve Safety Across All Modes
- Maintain or Enhance Condition of Assets

Other Factors and Considerations:
- Freight Movement Around the State
- Economic Development
- Community Input and Involvement
Road Map to the Capital Plan

Step 4: Solicit Feedback
Department Regularly Engages with COGs
- Monthly Coordination Meetings
- STIP/TIP Requests
- Coordination and Planning Meetings

Development of Capital Plan includes Coordination
1. Information is prepared for inclusion in the Draft Capital Plan
2. Public meeting is held to engage stakeholders and solicit feedback
3. Draft Capital Plan Project List is distributed to COGs for comment
4. Department addresses/replies to comments
5. Final version of Capital Plan is prepared
6. Capital Plan is Published
Step 5: Program

What does it mean to “Program” a project?
To program is to assign a specific funding source to the estimated costs of a project, drawing down from the anticipated available funding in the year of expenditure.

What are the challenges to Programming?
Each funding source or “bucket” has different eligibility requirements

- Mode
- Scope of Work
- Geographic area within the State (MPO)
- Urban vs Rural Characterization
- Cost of Project vs Available Funding in Program
- Functional Classification of the Roadway
CAPITAL PROGRAM FUNDING
## Overview of USDOT Federal Formula Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>FHWA Yearly Total</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>$549,841,415</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>$788,243,862</td>
<td>143%</td>
<td>$238,402,447</td>
</tr>
<tr>
<td>2023</td>
<td>$801,552,715</td>
<td>146%</td>
<td>$251,711,300</td>
</tr>
<tr>
<td>2024</td>
<td>$815,127,746</td>
<td>148%</td>
<td>$265,286,331</td>
</tr>
<tr>
<td>2025</td>
<td>$828,974,277</td>
<td>151%</td>
<td>$279,132,862</td>
</tr>
<tr>
<td>2026</td>
<td>$843,097,737</td>
<td>153%</td>
<td>$293,256,322</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>FTA Yearly Total</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>$200,684,201</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>$249,586,741</td>
<td>124%</td>
<td>$48,902,540</td>
</tr>
<tr>
<td>2023</td>
<td>$254,675,083</td>
<td>127%</td>
<td>$53,990,882</td>
</tr>
<tr>
<td>2024</td>
<td>$261,505,210</td>
<td>130%</td>
<td>$60,821,009</td>
</tr>
<tr>
<td>2025</td>
<td>$267,029,567</td>
<td>133%</td>
<td>$66,345,366</td>
</tr>
<tr>
<td>2026</td>
<td>$273,990,153</td>
<td>137%</td>
<td>$73,305,952</td>
</tr>
</tbody>
</table>

### FHWA + FTA Formula Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>138%</td>
<td>$287,304,987</td>
</tr>
<tr>
<td>2023</td>
<td>141%</td>
<td>$305,702,182</td>
</tr>
<tr>
<td>2024</td>
<td>143%</td>
<td>$326,107,340</td>
</tr>
<tr>
<td>2025</td>
<td>146%</td>
<td>$345,478,228</td>
</tr>
<tr>
<td>2026</td>
<td>149%</td>
<td>$366,562,274</td>
</tr>
</tbody>
</table>

Note: These values do not include matching State funds.
Timeline of Federal Legislation and Guidance

**Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)**

*November 15, 2021*
Authorizes the transportation program for five years (FFY22-26), subject to annual appropriations

**FY22 Appropriations**

*March 13, 2022*
Provides funding to federal agencies to implement IIJA policy and programs

**Notice of Funding Opportunities (NOFOs)**

*Released incrementally*
USDOT releases guidance and requirements for applying to available discretionary grant programs

**FY23 Appropriations**

*Passed December 2022*
Provides funding to federal agencies to implement IIJA policy and programs
### SUCCESSFUL APPLICATIONS - $231.2 million in FY22

<table>
<thead>
<tr>
<th>Amount Awarded</th>
<th>Project</th>
<th>Grant Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>$20 million</td>
<td>New Haven Line Power Program</td>
<td>FRA – 2022 State of Good Repair Grant Program</td>
</tr>
<tr>
<td>$20.4 million</td>
<td>Modernization of the SEAT Garage in Norwich, CT</td>
<td>FTA – Buses &amp; Bus Facilities Grant Program</td>
</tr>
<tr>
<td>$1 million</td>
<td>Planning &amp; Environmental Linkages Study for Bridge No. 32 on I-95 in Stamford</td>
<td>FHWA – Bridge Investment Program – Planning</td>
</tr>
<tr>
<td>$29.6 million</td>
<td>Ansonia, Beacon Falls, &amp; Seymour Train Stations</td>
<td>FTA - All Stations Accessibility Program (ASAP)</td>
</tr>
<tr>
<td>$158.2 million</td>
<td>Gold Star Memorial Bridge Northbound Structure Rehabilitation Project</td>
<td>FHWA – Bridge Investment Program – Large Bridge</td>
</tr>
<tr>
<td>$2 million</td>
<td>Connecticut Integrated Transit Mobility Project (CT-ITMP)</td>
<td>OST – Strengthening Mobility and Revolutionizing Transportation (SMART) – Phase 1 Planning Grant Program</td>
</tr>
</tbody>
</table>
Federal-State Partnership for Intercity Passenger Rail Program – Northeast Corridor (FSP-NEC)

Program provides Federal funding opportunity to improve intercity passenger rail infrastructure by funding projects that reduce the state of good repair backlog, improve performance, and expand intercity passenger rail service.

Projects located on the NEC and identified in FRA’s NEC Project Inventory will be evaluated and selected for an award based on its discretionary grant application.

The Department submitted 13 grant applications:

- Walk Bridge Replacement
- Saugatuck River Bridge Replacement
- Devon Bridge Replacement
- Devon Bridge Interim Repairs
- Cos Cob Bridge Replacement
- TIME-1
- TIME-5
- NHL Power Improvement Program
- New Haven Line Network Infrastructure Upgrade
- NHL Station Replacement Program (New Haven)
- Stamford Station Improvements
- Hartford Line Rail Program: Double Track (Phase 3B)
- Hartford Station Relocation – GHMS
Available Funding

Connecticut Department of Transportation Capital Program Funding
FY 2016-2027

- Public Act 15-1 Value = $2.8 Billion
- Proposed "Base" State Bonding Authorizations
- State Bonding Authorizations for Past and Current Years (Actuals)
- Federal Funding (Includes Est. Increases under IIJA)
DOT Capital Expenditures

11 Year Total Growth of: 62.87%
Average Annual Growth rate of: 5.72%

Excluding rolling-stock equipment purchases.
CAPITAL PROJECTS & PROGRAMS
Traffic Safety

SAFETY PLANNING

• Vision Zero
• Highway Safety Improvement Program – Implementation Plan
• Strategic Highway Safety Plan
• Vulnerable Road Users Assessment

SAFETY PARTNERSHIPS

• Safety Circuit Rider Program
• Traffic Signal Circuit Rider Program
• Connecticut Transportation Safety Center
Traffic Safety Funding

FEDERAL SAFETY PROJECT FUNDING

• Highway Safety Improvement Program: $38 million
  • Capital improvements
  • Educational programming
  • Enforcement support

• Section 154: $12 million
  • Capital Improvements
  • Planning Studies
  • Enforcement support

• Railway-Highway Crossings: $1.4 million
  • Rail Grade Crossing Improvements

WRONG WAY DRIVING

• State bond funding to install Wrong Way Detection Systems: $20 million
ACTIVE TRANSPORTATION

COMPLETE STREETS
- Transportation Alternatives Set-Aside Program in FY22: **$14 million**
- SFY22 projects that included elements for pedestrians or cyclists: **61 projects totaling $41.1 million**
- Annual budget used to create and enhance walkways, bikeways, and pedestrian improvements: **3.75%**
- New State program used for short-term complete streets projects: **$5 million per year**

COMMUNITY CONNECTIVITY GRANT PROGRAM
- Construction funding for local initiatives: **$38 million in past 4 years**
- Anticipated award funding for FY23 and FY24: **$12 million per year**

ADA COMPLIANCE
- SFY22 funding to install ADA curb ramps and sidewalks in conjunction with the Department's Maintenance Resurfacing Program: **$3.28 million**
BRIDGE FORMULA PROGRAM (BFP)

• CT received $121.2 million in FY22 and FY23 and expects to receive $605.8 million over 5 years

• BFP Program provides funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads, with a focus on asset management

• BFP funding is distributed by a statutory formula based on the relative costs of replacing all highway bridges classified in poor and fair condition in a State
New Climate and Resilience Formula Programs

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM (NEVI)
$53 million over five years
• Allows the state to build out CT's publicly accessible charging stations for the national EV charging network on highway corridors and in communities
• USDOT approved CT's NEVI Plan in September 2022

CARBON REDUCTION PROGRAM
$79 million over five years, suballocated to regions
• Requires CTDOT to develop a carbon reduction strategy in consultation with COGs to identify projects and strategies tailored to reduce carbon dioxide emissions from on-road sources.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) PROGRAM
$90 million over five years
• Will help make transportation assets in CT more resilient to weather and natural disasters and allow our state to rapidly recover/continue operations
Projects and Programs in the Capital Plan

PUBLIC TRANSPORTATION

Service Improvements

- CTtransit Move New Haven Infrastructure Improvements Phase 1
- New Haven Line Speed Improvements, TIME-1
- Hartford Line Double-Tracking

Equipment Purchases

- New coaches for rail fleet
- Bus Replacements (electric)
- Final M8 Deliveries

Station and Facility Improvements

- New Haven Line – Darien Station Improvements
- EV Charging Stations Program
- Bus Stop and Shelter Modernization, Statewide
- New Haven Line Signal Improvements
- New Haven Union Station Campus Improvements
- Waterbury Line Station Improvements
Projects and Programs in the Capital Plan

HIGHWAY/BRIDGE

Annual Programs
- Capital Resurfacing Program, Statewide
- General Asset SOGR Programmatic Improvements
- Local Transportation Capital Improvement Program (LOTCIP)
- Community Connectivity Grant Program
- ADA Transition Plan
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Highway Safety Improvement Program (HSIP)

Projects
- I-91/I-691/Route 15 Interchange, Meriden
- I-95 Goldstar Bridge, New London
- I-84 Interchange 17 Improvements, Middlebury
- I-95 at Route 161 Interchange Improvements, East Lyme
- Route 9 Traffic Signal Removal, Middletown
- Roundabouts at CT 178 & Wintonbury Ave, Bloomfield
- Hop River State Park Trail, Columbia & Coventry
New Haven Rail Improvements

STATION IMPROVEMENTS: $198 million

• **Platform rehabilitation and improvements**: Extend platforms, add a new canopy system, and bring platforms into a state of good repair and comply with ADA and building code standards

• **Pedestrian enhancements**: Replace and or rehabilitate the pedestrian bridge, elevator and stair tower, and center island platform at State Street Station.

• **West Lot Intermodal Center**: Construct a new intermodal transportation center to accommodate vehicle parking, motor vehicle circulation and safety, including improving accessibility for pedestrians, cyclists, and public transit riders via transportation network companies (TNC), public bus routes, and shuttles

• **Interior Station Improvements**: Modernized customer waiting areas, enhanced ticketing & customer information, increased public restroom capacity on multiple levels, unified wayfinding system, and additional retail and concession opportunities

RAIL YARD IMPROVEMENTS: $125 million

• **Car Shop**: complete rehabilitation of all interior and exterior features of the shop except for the steel frame, building foundations, and electrical room.

• **Diesel Shop**: rehabilitation of the shop as needed to improve the efficiency of the operations and the working conditions for the personnel.

• **Wheel Mill Facility**: replace the existing facility (constructed in the 1950’s) to meet current building codes and safety requirements and meet the operational needs for maintaining the rail fleet.
STATION RENOVATION/MASTER PLAN: $297 million

All facets of the passenger experience at the STC will be improved, including:

- Reimagined Station Place, with pick-up/drop-off areas organized by mode
- New pedestrian plaza, improved paths of travel and connectivity
- Modernized customer waiting areas with enhanced ticketing & customer information
- Increased public restroom capacity on multiple levels
- Unified wayfinding system
- Additional retail and concession opportunities
- Motor vehicle circulation and safety, including entering the STC via transportation network companies (TNC) and shuttles
- Accessibility improvements for pedestrians, cyclists, and public transit riders

MAINTENANCE OF EQUIPMENT AND CAR WASH FACILITIES: $163 million

- Renovations to allow for more efficient use of the facility, minimize extensive maintenance requirements, and to meet current ADA and building code requirements
Greater Hartford Mobility Study

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

**SUMMARY OF NEEDS IN REGION**
- Infrastructure issues
- Congestion in Study Core
- Lack of transit competitiveness
- Safer and more reliable multimodal options

**STUDY OUTCOMES & NEXT STEPS**
- Links transportation planning and environmental/community concerns
- Identification of a regional set of early action projects to advance with an implementation plan
- Streamline NEPA process

**IMPLEMENTATION SCHEDULE**

- **Near-Term**
  - Early Actions
  - 0 – 4 years
  - 15 – 25 projects

- **Mid-Term**
  - 4 – 12 years
  - 10+ projects

- **Long-Term**
  - 6 core components
Future Capital Improvements