Overview

CTDOT is working on a comprehensive Statewide Multimodal Freight Plan:

- Goals:
  - Economic Competitiveness
  - Resiliency of Freight Network, Assets, and Operations
  - Safety - All modes; freight professionals, traveling public, and bikes/pedestrians
  - Congestion management - decrease emissions and costs
  - Improve infrastructure - targeted projects
  - Improve policy and coordination - intra and inter state
Federal Mandates

• Federal Highway Administration - *MAP-21*
  • *Moving Ahead for Progress in the 21st Century*
  • The Secretary of Transportation encourages each State to develop a comprehensive State Freight Plan that outlines immediate and long-range plans for freight-related transportation investments.
    • Must include: *Economic Analysis, System Performance, Proposed Projects*
• The Secretary also encourages *State Freight Advisory Committees:*
  • Public/Private group that reviews goals, plans, and potential projects
• Federal funding:
  • With a *MAP-21* Freight plan and list of Proposed Projects, CT will be eligible for up to **95%** Federal Funding for Freight Supportive projects.
What Types of Freight Move Through the Hartford Region?
Top Ten Commodities by Value
Hartford Region, 2012

Top 10 Commodities are 81% of total value of all commodities originating within Hartford Region.

Source: Commodity Flow Survey, USDOT Bureau of Transportation Statistics 2012
Where Does Freight Move In the Hartford Region?
Freight Supportive Land Use

Legend
- Commercial/Retail
- Health/Medical
- Industrial
- Mixed Use

I-84 Viaduct Area, Freight Supportive Land Uses
How Does Freight Move Through the State and the Hartford Region?
Percent of Total Value of Freight, by Mode Transported Statewide, 2012

Source: *Freight Analysis Framework*, FHWA 2012
Freight moves primarily by truck through the Hartford Region:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Value ($ millions)</th>
<th>Tons (thousands)</th>
<th>Total % of Freight Moved (by Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>$117,980</td>
<td>59,693</td>
<td>88.5%</td>
</tr>
<tr>
<td>Non-truck</td>
<td>$15,285</td>
<td>198</td>
<td>11.5%</td>
</tr>
<tr>
<td>Total</td>
<td>$133,265</td>
<td>59,891</td>
<td></td>
</tr>
</tbody>
</table>

Source: Commodity Flow Survey, USDOT Bureau of Transportation Statistics 2012
How Does Traffic Congestion Impact Freight?
Connecticut has **7** of the **Top 100** Freight Bottlenecks in the Nation

<table>
<thead>
<tr>
<th>National Rank</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Hartford, CT: I-84 at I-91</td>
</tr>
<tr>
<td>35</td>
<td>New Haven, CT: I-95 at I-91</td>
</tr>
<tr>
<td>38</td>
<td>Stamford, CT: I-95</td>
</tr>
<tr>
<td>43</td>
<td>Norwalk, CT: I-95</td>
</tr>
<tr>
<td>78</td>
<td>Bridgeport, CT: I-95 at RT 8</td>
</tr>
<tr>
<td>87</td>
<td>Waterbury, CT: I-84 at SR 8</td>
</tr>
<tr>
<td>94</td>
<td>Charter Oak Bridge, CT: I-91</td>
</tr>
</tbody>
</table>

The Hartford Region has **2** of the **Top 100** Freight Bottlenecks in the Nation

Source: *Analysis of Freight-Significant Highway Locations*  
American Transportation Research Institute, 2013
Traffic Incidents on Interstates in Hartford Region 2010-2014

Source: Connecticut Crash Data Repository, UCONN/CTDOT 2015
What are the solutions?
Let’s Go CT Corridor Strategies
New Haven-Hartford-Springfield Corridor

- Reduce congestion:
  - I-91 at Charter Oak Bridge

$195 million: Cost to build
$880 million: Benefits over 25 years

Direct Economic Benefits

- Complete Hartford Line
  - New Haven to Springfield

- Complete & expand CTfastrak

- Enhance Bradley Airport as key link to national & global markets
Questions & Comments

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Transportation Assistant Planning Director

David Elder
Transportation Supervising Planner

Stephanie Molden
Transportation Planner

Please Visit:
http://www.ct.gov/dot/FreightProgram