

















TRANSPORTATION
FAST FACTS
2012

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CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT)



Vision

To lead, inspire, and motivate a progressive, responsive team, striving to exceed customer expectations.

Mission

To provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the State and the region.

Values

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

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

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

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

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



The CTDOT is committed to full transparency in its function of preserving, managing and developing the State's transportation system. Through Transportation Infrastructure Performance Management (TIPM), the CTDOT sets Department goals, tracks the Department's performance towards these goals, and produces performance measures reports.

A list of the CTDOT's performance measures are included on the following page. Each measure gets updated as the latest data becomes available. These measures are tracked, reported and published quarterly. Measures are continually reviewed by the Performance Measures Standing Committee, consisting of upper management personnel across all bureaus of the Department. The Committee meets quarterly and reviews each measure to ensure its usefulness in helping the Department to make strategic decisions for managing the State's transportation infrastructure assets.

Each performance measure is linked to the CTDOT's core mission included on the previous page. The performance measures also address eight Department-wide policy objectives listed below:

- Provide Safe and Secure Travel
- Reduce Congestion and Maximize Throughput
- Preserve and Maintain our Transportation Infrastructure
- Provide Mobility Choice, Connectivity and Accessibility
- Improve Efficiency and Reliability
- Preserve and Protect the Environment
- Support Economic Growth
- Strive for Organizational Excellence

Source: (PP) CTDOT, Bureau of Policy & Planning

CURRENT LIST OF CTDOT PERFORMANCE MEASURES ^{PP}

1. **Highway Fatalities:** Rate of annual highway fatalities / 100 million vehicle miles traveled (VMT) & rate of annual highway fatalities / 100,000 pop.
2. **Seat Belt Usage:** Percent of seat belt usage observed.
3. **Highway Ride Quality:** Percent of National Highway System (NHS) roads with good ride quality. Percent of entire roadway network with good ride quality.
4. **Highway Bridge Condition:** Percent of roadway bridges in good condition.
5. **Highway Bridge Maintenance:** Progress of highway bridge maintenance.
6. **Bicycle/Pedestrian Access:** Percent of CTDOT funds expended for bicycle and pedestrian access.
7. **Highway Capacity:** Percent of network with traffic volumes greater than capacity.
8. **Champ Motorist Assists:** Number of CHAMP motorist assists.
9. **Rail Fleet Reliability:** Mean distance between failures of rail fleet.
10. **Rail on Time Performance:** Percent of rail fleet on-time performance for New Haven Line (NHL), and Shore Line East (SLE) rail service.
11. **Rail Passenger Trips:** Number of rail passengers for both NHL & SLE.
12. **Miles Between Road Calls:** Avg. miles between road calls for bus system.
13. **Age of Bus Fleet:** Average age of bus fleet for both State owned buses and Transit District owned buses.
14. **CTTransit Passenger Trips:** Number of CTTransit passenger trips.
15. **Airport Pavement Condition:** Percent of airport pavement rated good or excellent at each of the State owned airports, including Bradley Airport.
16. **Bradley International Airport Passengers:** Number of Bradley International Airport passengers.
17. **Bradley International Airport Parking:** Revenue generated from Bradley International Airport parking.
18. **Agreements Executed in Under 60 Days:** Percent of CTDOT agreements executed in Under 60 Days.
19. **Construction Contracts Awarded within 60 Days of Bid Opening:** Percent of construction contracts awarded within 60 days of bid opening.
20. **Construction Contracts Completed within Budget:** Percent of construction contracts completed within budget.
21. **Construction Contracts Completed on Time:** Percent of construction contracts completed on time.
22. **Project Closeouts:** Number of project closeouts.
23. **CT RECOVERY:** Percent of Federal stimulus projects completed on time.
24. **CT RECOVERY:** Percent of Federal stimulus dollars expended.
25. **CT RECOVERY:** Jobs created or sustained using Federal stimulus dollars.





MAJOR CTDOT PROJECTS ON-GOING & PROJECTED

- Danbury Centralized Train Control and Signalization Project
- I-95 New Haven Harbor Crossing Corridor Improvement Program
- Merritt Parkway Resurfacing, Safety and Bridge Improvements in Fairfield and Trumbull
- Moses Wheeler Bridge Replacement Project
- New Britain - Hartford Busway
- New Haven Line Catenary Replacement Project
- New Haven Rail Yard - Component Change Out Shop
- New Haven Rail Yard - Independent Wheel Truing Facility
- New Haven Rail Yard Facilities Improvements Program
- New Haven Rail Yard Facility Complex
- New Haven-Hartford-Springfield Rail Line Project
- Parking Garage at New Haven Union Station
- Replacement of Amtrak Railroad Bridge over U.S. Route 1 in Branford
- Replacement of Stamford Parking Garage
- Resurfacing Program
- Service Plaza Redevelopment Initiative
- Shore Line East (SLE) Train Service Expansion
- West Haven Railroad Station

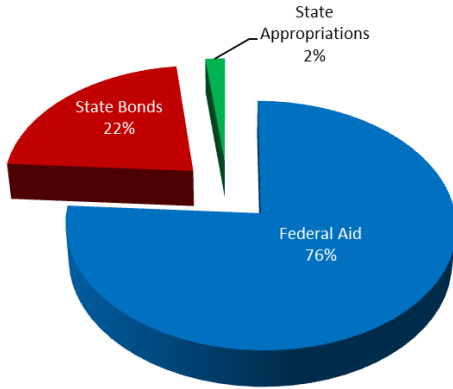


Pearl Harbor Memorial Bridge under construction, New Haven





CTDOT CAPITAL PROGRAM 2011 ^{FA}



***TOTAL CAPITAL PROGRAM\$945,965,156**

*Note: Does not include Soil, Water Supply and Groundwater Remediation bond funds or facility bond funds.



Route 15 Service Plaza, North Haven. First of 23 service plazas renovated in CT.

Source: (FA) CTDOT, Bureau of Finance & Administration

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STATE APPROPRIATED FUNDS.....	\$17,402,843
Highways (Pay-as-you-go).....	\$12,402,843
Transit (Operational).....	Approx. \$5,000,000
STATE BONDS USED AS A MATCH TO FEDERAL AID.....	\$147,800,000
Highways (FHWA).....	\$110,400,000
Resurfacing.....	\$11,900,000
Urban Program.....	\$8,500,000
Bridge.....	\$33,000,000
Interstate.....	\$13,000,000
Intrastate.....	\$44,000,000
Transit (FTA).....	\$35,900,000
Aviation (FAA).....	\$1,500,000
STATE BONDS NOT USED AS A MATCH TO FEDERAL AID.....	\$61,900,000
Highways (Resurfacing).....	\$57,000,000
Transit.....	\$4,100,000
Aviation.....	\$500,000
Waterways.....	\$300,000
FEDERAL AID.....	\$718,862,313
Highways (FHWA).....	\$517,822,248
Formula Ceiling.....	\$441,444,958
Redistributed Ceiling.....	\$18,248,875
Other Alloc Limit.....	\$1,691,484
Equity Bonus Exempt.....	\$8,693,572
Equity Bonus Limit.....	\$27,231,117
Emergency Relief.....	\$4,268,892
Project Specific Funding.....	\$16,243,350
Transit (FTA).....	\$189,240,065
New Starts.....	\$45,000,000
Formula Programs.....	\$144,240,065
Aviation (FAA).....	\$11,800,000

*FEDERAL REQUIREMENTS FOR STATEWIDE LONG-RANGE TRANSPORTATION PLAN (LRP)	
Federal Mandate	Title 23 USC, Section 135(e), as amended by SAFETEA-LU.
Update	Periodically every 3-5 years, as appropriate.
Scope	Must cover a minimum of 20 years.
Content	<p>Must address the following eight factors:</p> <ul style="list-style-type: none"> • Preservation and efficient use of the existing transportation system. • Efficient system management and operation. • Economic vitality of the United States, the States, and the metropolitan and non-metropolitan areas. • Safety of the transportation system for motorized and non-motorized users. • Transportation security for motorized and non-motorized users. • Accessibility and mobility options available to people and for freight. • Integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight. • The environment, energy conservation, quality of life, and consistency between transportation improvements and State and local planned growth and economic development patterns. <p>Requires a discussion of potential environmental mitigation activities along with potential sites to carry out such activities.</p> <p>Is not required to be project-specific.</p> <p>May include a financial plan. If included, the financial plan must be fiscally constrained.</p>
Other	<p>Must be submitted to FHWA & FTA.</p> <p>State must provide for public involvement in developing LRP.</p> <p>Should be published or made available electronically.</p>

**Subject to change pending new federal legislation.*

*FEDERAL REQUIREMENTS FOR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
Federal Mandate	Title 23 USC, Section 135(f) as amended by SAFETEA-LU.
Developed By	CTDOT in cooperation with the 11 metropolitan planning organizations (MPOs) & in consultation with the 4 rural planning organizations (RPOs).
Approved By	FHWA and FTA (joint approval).
Frequency of Update	At least every 4 years, but amendments may be submitted at anytime. CTDOT publishes an update every 2 years.
Scope	Must cover a minimum of 4 years.
Content	<p>Must come from conforming state and regional long-range transportation plans.</p> <p>Must include, directly or by reference, MPOs' Transportation Improvement Programs (TIPs), without modification, following approval by the Governor.</p> <p>Must demonstrate that projects can be implemented using current and anticipated revenue sources.</p> <p>Must include all significant projects that could affect air quality, as required by the Clean Air Act Amendments of 1990.</p> <p>Individual project entries must contain: Project description; Specific project budget; and Identification of Americans with Disabilities Act (ADA) implementation project elements.</p>
Other	<p>Must be fiscally constrained by year.</p> <p>Must be found to be in conformity with the State Implementation Plan (SIP).</p> <p>State must notify appropriate MPO, local jurisdictions, Indian tribal government, Federal land agency, etc., when a TIP including projects under the jurisdiction of the agency has been included in STIP.</p>



HOW CONNECTICUT WORKERS 16 AND OLDER COMMUTE TO WORK ^{CEN}

Drive Alone.....	79.7%	(1,360,587)
Carpool.....	8.0%	(135,921)
Public Transportation.....	4.5%	(76,791)
Work at Home.....	3.9%	(67,215)
Walk.....	2.8%	(48,348)
Other Means.....	1.1%	(18,756)
Total.....	100.0%	(1,707,618)

CONNECTICUT AVERAGE TRAVEL TIME TO WORK ^{CEN}

Less than 10 minutes.....	14.0%	(232,356)
10 to 14 minutes.....	15.5%	(256,994)
15 to 19 minutes.....	16.2%	(268,600)
20 to 24 minutes.....	15.6%	(258,652)
25 to 29 minutes.....	6.5%	(107,772)
30 to 34 minutes.....	12.2%	(202,279)
35 to 44 minutes.....	6.2%	(102,798)
45 to 59 minutes.....	6.4%	(106,114)
60 or more minutes.....	7.5%	(124,352)
Total.....	100.0%	(1,659,683)

Mean travel time to work 24.7 minutes



Source: (CEN) 2010 US Census

TIME IT TAKES TO GET TO WORK IN MINUTES BY STATE ^{CEN}

Alabama	24.1	Montana	18.6
Alaska	18.8	Nebraska	18.4
Arizona	24.5	Nevada	23.3
Arkansas	21.2	New Hampshire	25.9
California	26.9	New Jersey	30.3
Colorado	24.1	New Jersey	22.2
Connecticut	24.7	New York	31.3
D.C.	29.4	North Carolina	23.4
Delaware	24.3	North Dakota	16.1
Florida	25.5	Ohio	22.8
Georgia	27	Oklahoma	20.8
Hawaii	25.5	Oregon	22.3
Idaho	20.4	Pennsylvania	25.9
Illinois	27.9	Rhode Island	22.9
Indiana	23.2	South Carolina	23.5
Iowa	19.1	South Dakota	16.8
Kansas	19.1	Tennessee	24
Kentucky	22.6	Texas	24.6
Louisiana	24.8	Utah	21.2
Maine	23.3	Vermont	21.7
Maryland	31.8	Virginia	27.5
Massachusetts	27.6	Washington	25.1
Michigan	23.9	West Virginia	25.6
Minnesota	22.9	Wisconsin	21.6
Mississippi	23.8	Wyoming	18.3
Missouri	23		





STATE MAINTAINED PUBLIC ROAD MILEAGE IN 2010 ^{PP}

CTDOT is responsible for all aspects of the planning, development, maintenance, and improvement of the Connecticut roadway transportation system consisting of State routes and roads, stubs, bypasses, and ramps serving as main line. CTDOT is also responsible for all aspects of the National Highway System (NHS) mileage in Connecticut maintained by the State, as well as through-lane miles of public roads that are maintained by the State.

NHS.....	960 miles
Non-NHS.....	3,143 miles
Total.....	4,103 miles

LOCALLY MAINTAINED PUBLIC ROAD MILEAGE IN 2010 ^{PP}

NHS.....	3 miles
Non-NHS.....	17,284 miles
Total.....	17,287 miles

COMBINED STATE & LOCAL PUBLIC ROAD MILEAGE IN 2010 ^{PP}

NHS.....	963 miles
Non-NHS.....	20,427 miles
Total.....	21,390 miles



Source: (PP) CTDOT, Bureau of Policy & Planning

POPULATION IN 2010 ^{CEN}

Connecticut.....	3.6 Million
United States.....	308.7 Million

LICENSED DRIVERS IN 2010 ^{FHWA}




Connecticut.....	2.9 Million
United States.....	210.1 Million

REGISTERED VEHICLES IN 2010 ^{FHWA}

(Includes private, commercial, and publicly owned vehicles)

Connecticut.....	3.0 Million
United States.....	242.0 Million

AVERAGE NUMBER OF VEHICLES PER CONNECTICUT HOUSEHOLD IN 2010 ^{CEN}

0 Vehicles.....	9.06% (123,124)
	32.67% (443,878)
	38.06% (517,183)
	20.21% (274,624)

TOTAL ANNUAL VEHICLE MILES OF TRAVEL IN 2010

Connecticut.....	31.3 Billion
United States.....	2.967 Trillion

ANNUAL MILES OF TRAVEL PER VEHICLE

Connecticut.....	10,431 (2010)
United States.....	12,258 (2010)

Sources: (CEN) 2010 US Census; (FHWA) Federal Highway Administration





DAILY VEHICLE MILES TRAVELED IN CONNECTICUT (DVMT) ^{PP}

2005.....	86,568,000 miles
2006.....	.86,922,000 miles (+0.41%)
2007.....	.87,609,000 miles (+0.79%)
2008.....	.86,479,000 miles (-1.29%)
2009.....	86,007,000 miles (-0.55%)
2010.....	.85,738,000 miles (-0.31%)

AVERAGE DAILY TRIPS IN CONNECTICUT IN 2010 ^{PP}

Total Vehicles.....	10.7 Million
Total Number of People in Vehicles.....	12.1 Million

TOTAL DAILY VEHICLE USERS ON INTERSTATE SYSTEM IN 2010 ^{PP}

I-84.....	1,060,906
I-91.....	.807,258
I-95.....	1,146,044

AVERAGE TRIP LENGTH ON INTERSTATE SYSTEM IN 2010 ^{PP}

I-84.....	20.2 miles
I-91.....	20.8 miles
I-95.....	18.1 miles

HIGH OCCUPANCY VEHICLE (HOV) MILES ON MAINLINE ROUTES IN 2010 ^{PP}

I-84 between East Hartford and Vernon.....	10 miles
I-91 between Hartford and Windsor.....	7 miles
Rt. 384 between East Hartford and Manchester.....	2 miles

Source: (PP) CTDOT, Bureau of Policy & Planning

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PERCENTAGE OF VEHICLES PASSING THROUGH CT IN 2010 ^{PP}

I-84 in Danbury.....	26%
I-84 in Union.....	40%
I-91 in Enfield.....	13%
I-95 in Greenwich.....	18%
I-95 in North Stonington.....	35%
I-395 in Thompson.....	6%

PERCENTAGE OF TRUCKS ON INTERSTATE SYSTEM IN 2010 ^{PP}

Entire US Interstate System in CT.....	10.6%
I-84 from NY Stateline to US 7 in Danbury.....	14.7%
I-84 from US 7 to US 6 Southbury.....	5.8%
I-84 from State Hwy 195 to Mass State Line.....	19.0%
I-91 in Hartford.....	9.1%
I-91 in Enfield.....	6.2%
I-95 from NY State Line to US 7 in Norwalk.....	10.0%
I-95 from US 7 to Milford.....	7.3%

HIGHEST AVERAGE DAILY TRAFFIC (ADT) VOLUMES IN 2010 ^{PP}

Rt. 15 (Merritt Parkway).....	82,900 vehicles -- Stratford
I-84.....	166,400 vehicles -- Hartford
I-91.....	158,600 vehicles -- Hartford
I-95.....	158,600 vehicles -- Bridgeport

CONGESTION ON HIGHWAYS IN 2010 ^{PP}

On Connecticut State Maintained Roads.....	14%
On Connecticut Limited Access Roads.....	29%





MOTOR VEHICLE TRAFFIC ACCIDENTS IN 2010

Total number of accidents.....	96,879 (preliminary)	PP
Motor vehicle traffic fatalities.....	320 (preliminary)	PP
Fatalities estimated to have been alcohol related with blood alcohol content (BAC) equal to or greater than 0.01%:		
Connecticut.....	46%	NHTSA
National Average.....	41%	NHTSA
Fatalities estimated to have had a high BAC, equal to or greater than 0.08%:		
Connecticut.....	41%	NHTSA
National Average.....	35%	NHTSA

CAUSES OF ALL AUTO ACCIDENTS IN 2010 PP

Following too closely.....	30% (preliminary)
Failed to grant right of way.....	14% (preliminary)
Driver lost control.....	13% (preliminary)
Speed too fast for conditions.....	8% (preliminary)

WORK ZONE CRASHES IN 2010 PP

Number of Work Zone Crashes in 2010.....	715 (preliminary)
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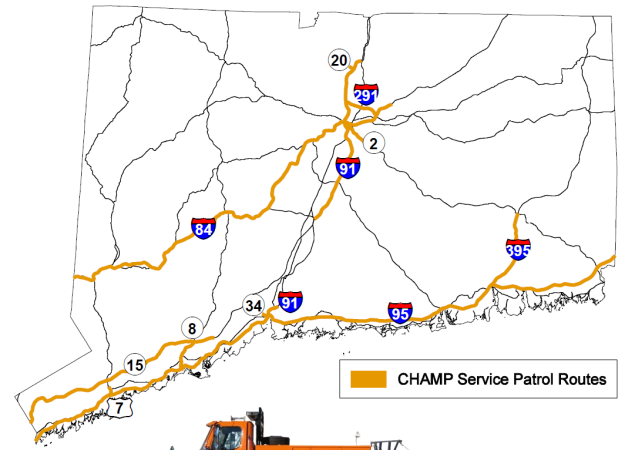
**CLICK IT
OR
TICKET**

Source: (PP) CTDOT, Bureau of Policy & Planning; National Highway Traffic Safety Administration (NHTSA)

CONNECTICUT HIGHWAY ASSISTANCE MOTORIST PATROL - (CHAMP) HO

CHAMP is a roadway service patrol program operated by CTDOT, which provides assistance to motorists by changing flat tires, jump starting, pushing vehicles to shoulders, providing fuel and offering shelter. The service patrols respond to highway accidents and notify Highway Operations Centers in Newington and Bridgeport of the need for State Police, medical, fire, and/or other emergency response. They help provide quick clearance of incidents to reduce traffic congestion and delays. Patrol drivers also remove highway debris and dead animals, report damaged guiderail, illumination and drainage problems, and provide travel assistance to motorists on the highway.

Service patrol vehicles.....	15
Motorists assisted in 2011.....	21,615
Average number of assistance calls per month in 2011.....	1,800



Champ Vehicle

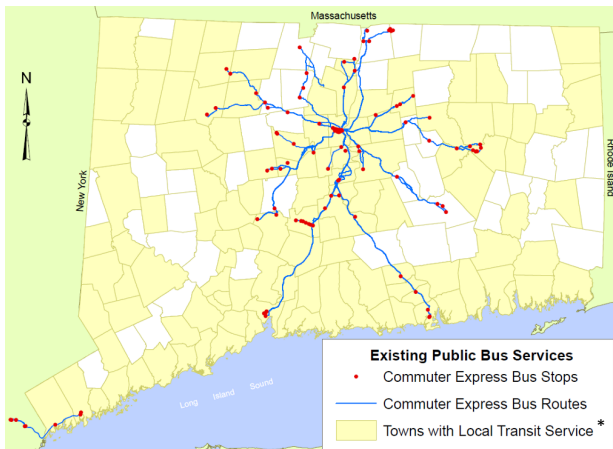
Source: (HO) CTDOT, Bureau of Highway Operations





TRANSIT AND RIDESHARING ^{PT}

CTDOT oversees and financially supports public bus and ridesharing services in Connecticut. CTTTransit is the State owned and controlled bus operation.



*May include one or a combination of fixed route local bus services, rural transit services, ADA paratransit services, and/or Dial-a-Ride services.

CTDOT ASSETS FOR TRANSIT & COMMUTER PARKING ^{PT}

Vehicles Used in Fixed Route, Express Bus, and Shuttle Services.....	685
<i>Does not include HNS (CTTransit Hartford, New Haven, and Stamford Divisions) contingency fleet of 25 vehicles.</i>	
Vehicles Used in Paratransit Services Statewide.....	433
Bus Maintenance Facilities.....	10
Number of Commuter Parking Lots Statewide.....	180 (16,450 spaces)

Source: (PT) CTDOT, Bureau of Public Transportation

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LOCAL PUBLIC BUS SERVICES ^{PT}

CTTransit provides fixed local bus route service statewide among its 8 divisions in: Hartford, New Britain, Bristol, Waterbury, Meriden, Wallingford, New Haven, and Stamford.

Other public bus services in Connecticut are provided through the various transit authorities, transit districts, and planning agencies statewide. These organizations include: Central CT Regional Planning Agency, Estuary Transit District, Greater Bridgeport Transit Authority, Greater Hartford Transit District, Greater New Haven Transit District, Greater Waterbury Transit District, Housatonic Area Regional Transit, Middletown Transit District, Milford Transit District, Northeastern Connecticut Transit District, Northwestern Connecticut Transit District, Norwalk Transit District, Southeast Area Transit District, Valley Transit District, & Windham Regional Transit District. Each of these operations provide one or a combination of daily or weekday fixed route local bus services, rural transit services, ADA paratransit services, and Dial-a-Ride services.

COMMUTER EXPRESS BUS SERVICES ^{PT}

CTTransit, DATCO Inc., Collins Bus Service Inc., Nason Partners LLC (doing business as Kelley Transit Company), and Arrow Lines provide commuter express bus service into Hartford from various locations in the Greater Hartford area, and from around the State. Arrow Lines provides commuter express bus service into New Haven from Hartford, and Middletown. I-Bus, operated by CTTransit provides commuter express bus service between Stamford, CT and White Plains, NY.

OTHER COMMUTER SERVICE PROGRAMS SPONSORED BY CTDOT ^{PT}

Easy Street is a vanpool service with more than 300 routes statewide.

NuRide is an innovative incentive-based online ridesharing rewards program.

Telecommute Connecticut provides Connecticut employers with free assistance to custom design, develop, and implement telecommuting best practices.

Commuter Tax Benefit program allows commuters the opportunity to pay for a portion of their commuting expenses with pre-tax dollars.





PASSENGER RAIL SERVICE ^{PT}

CTDOT oversees and financially supports both the New Haven Line (NHL) and the Shore Line East (SLE) commuter rail services in Connecticut. CTDOT contracts with the Metropolitan Transportation Authority's Metro-North Railroad (MTA/MNR) to operate the NHL. CTDOT contracts with Amtrak to operate the SLE. CTDOT sets fares and service levels only on the Connecticut portion of the NHL and SLE.

New Haven Line (NHL) – Commuter Rail Service

Operates between New Haven and Grand Central Terminal in New York City with connecting branches from New Canaan, Danbury and Waterbury.

Shore Line East (SLE) – Commuter Rail Service

Operates between New Haven and New London with select express trains that operate west of New Haven to Bridgeport and Stamford.

Amtrak – Intercity Passenger Rail Service

Service through CT is provided on the Northeast Corridor (D.C - NYC - Boston) and along the New Haven-Springfield Line (New Haven-Hartford-Springfield). Acela express service is available in New London, New Haven and Stamford.



Source: (PT) CTDOT, Bureau of Public Transportation

CT Rail Stations

New Haven Line.....	37 stations in 22 towns
Shore Line East.....	5 stations in 5 towns
Amtrak.....	9 stations in 9 towns

Weekday Trains

New Haven Line.....	287
Shore Line East.....	26
Amtrak.....	46

Saturday Trains

New Haven Line.....	178
Shore Line East.....	16
Amtrak.....	30

Sunday & Holiday Trains

New Haven Line.....	147
Shore Line East.....	16
Amtrak.....	38

Electric Multiple-Unit Cars (EMUs)

New Haven Line.....	403 (of which 248 CT owned)
Shore Line East.....	66 CT owned (included in NHL EMU amount)

Push-Pull coaches

New Haven Line.....	50 (all CT owned)
Shore Line East.....	33 (all CT owned)

Locomotives

New Haven Line.....	10 (all CT owned)
Shore Line East.....	14 (all CT owned)

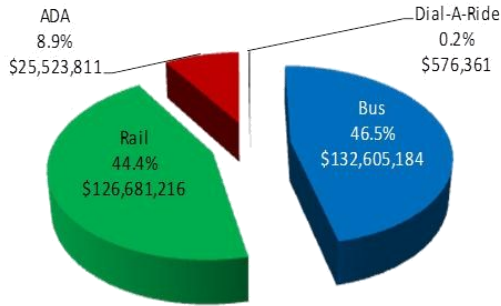
Rail Maintenance Facilities

New Haven Line.....	3 CT owned (1 in Stamford, & 2 in New Haven)
Shore Line East.....	1 CT owned (New Haven)





Public Transportation Operating Budget State Fiscal Year (SFY) 2011^{PT}



2011 PUBLIC TRANSPORTATION OPERATION COMPARISONS

Annual Passenger Trips

New Haven Line.....	37,763,021
Shore Line East.....	601,708
Statewide Bus System.....	38,476,228

Expenses

New Haven Line.....	\$368,309,103
Shore Line East.....	\$25,113,178
Statewide Bus System.....	\$194,571,513

Revenue (fare & other)

New Haven Line.....	\$268,875,268
Shore Line East.....	\$1,964,782
Statewide Bus System.....	\$45,221,007

Net Deficit (expenses minus revenue)

New Haven Line.....	\$99,433,835
Shore Line East.....	\$23,148,396
Statewide Bus System.....	\$149,350,506

CTDOT Share

New Haven Line.....	\$71,478,494
Shore Line East.....	\$23,148,396
Statewide Bus System.....	\$142,723,402

NY Share

New Haven Line.....	\$27,954,886
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Cost Per Passenger Trip

New Haven Line.....	\$9.75
Shore Line East.....	\$41.74
Statewide Bus System.....	\$5.06

Deficit Per Passenger Trip

New Haven Line.....	\$2.63
Shore Line East.....	\$38.47
Statewide Bus System.....	\$3.88

Operating Ratio (revenue / expenses)

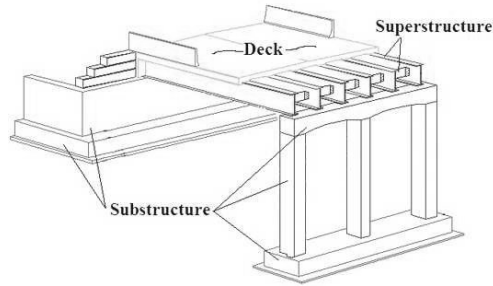
New Haven Line.....	73.00%
Shore Line East.....	7.82%
Statewide Bus System.....	23.24%





BRIDGES EXPLAINED

Both roadway and railroad bridges have three key components: (1) the **deck**, which is the top surface of the bridge that directly carries traffic; (2) the **superstructure**, which supports the deck and connects one substructure element to another; and (3) the **substructure**, which supports the superstructure and distributes all bridge loads to below-ground bridge footings. See diagram below.



Source: (MDOT) Michigan Department of Transportation

Federal law requires all States to inspect roadway bridges 20 feet or longer every two years, and railroad bridges 10 feet or longer every year.

During inspection each of the bridge features described at the top of this page is given a rating between 0 and 9 (see description of ratings on next page), with 0 signifying failed condition and 9 signifying excellent condition.



Classification	Rating	Condition	Description
Excellent	9	Excellent	New.
Good	8	Very Good	No problems noted.
	7	Good	Some minor problems.
Fair	6	Satisfactory	Structural elements show some minor deterioration.
	5	Fair	All primary structural elements are sound, but may have minor section loss, cracking, spalling or scour.
Poor	4	Poor	Advanced section loss, deterioration, spalling or scour.
	3	Serious	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
	2	Critical	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
	1	Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
	0	Failed	Out of service-beyond corrective action.





BRIDGE DEFINITIONS

*Federal guidelines classify roadway bridges as “**structurally deficient**” if one of the three key components is rated 4 or less (poor or worse) meaning engineers have identified a major defect in its support structure or its deck. If a bridge is rated “structurally deficient,” the bridge requires significant maintenance, rehabilitation or replacement. ^{TFA} **IMPORTANT TO NOTE.** “Structurally deficient” bridges are not necessarily un-safe to cross. CTDOT may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use, or close the bridge to traffic until repairs can be completed.

*Federal guidelines also classify roadway bridges as “**functionally obsolete**” if it receives a rating of 3 or less for the deck geometry, under clearance, approach roadway alignment, structural condition or waterway adequacy. **IMPORTANT TO NOTE.** “Functionally obsolete” bridges are not necessarily un-safe. Most often these bridges are merely outdated based on their current usage.

**Both terms “structurally deficient” and “functionally obsolete” are applicable only to roadway bridge conditions. Railroad bridge inspectors do not classify railroad bridge conditions as either structurally deficient or functionally obsolete.*

Adopted Bridge – Local road over railroad. Bridge maintained by CTDOT.

Orphaned Bridge – Local roadway bridge over railroad whose ownership is unknown. CTDOT maintains the structural components. The municipality where the bridge is located maintains the non-structural portions.

Good Condition Bridge – Condition ratings of 7 or higher.

Fair Condition Bridge – Condition ratings of 5 or 6.

Poor Condition Bridge – Condition ratings of 4 or lower.

National Bridge Inventory (NBI) – Compilation of data supplied by the States to the Federal Highway Administration (FHWA) for bridges and culverts over 20 feet in length located on public roads.

Source: (TFA) Transportation for America

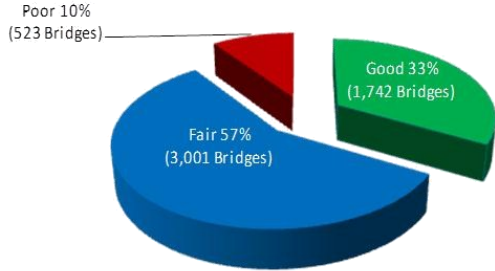




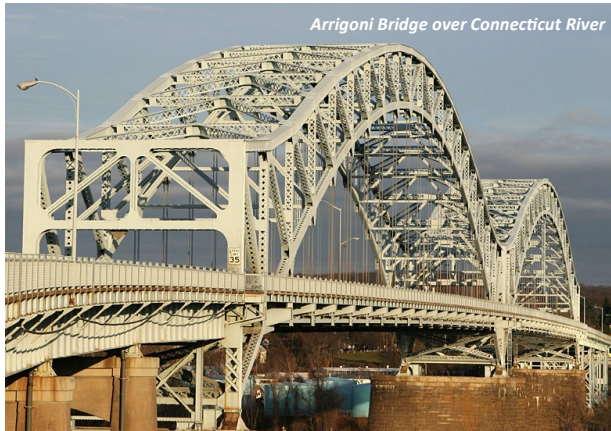
ALL ROADWAY BRIDGES INSPECTED BY CTDOT ^{BRIDGE}

Total Number of Bridges Inspected by CTDOT5,266

Condition Rating of all Roadway Bridges Inspected by CTDOT Thru 2011



Structurally Deficient 10% (524) - Functionally Obsolete 24% (1,268)



ROADWAY BRIDGES MAINTAINED & INSPECTED BY CTDOT ^{BRIDGE}

State Bridges (NBI) > 20 feet.....	2,806
State Bridges (Non-NBI) ≤ 20 feet.....	1,017
Adopted Bridges.....	58
Orphaned Bridges.....	81
Pedestrian Bridges.....	17
Tunnels.....	1
Total.....	3,980

Good 31.36% (1,248) - Fair 60.35% (2,402) - Poor 8.29% (330)
Structurally Deficient 8% (331) - Functionally Obsolete 26% (1,033)

ROADWAY BRIDGES MAINTAINED BY OTHERS BUT INSPECTED BY CTDOT ^{BRIDGE}

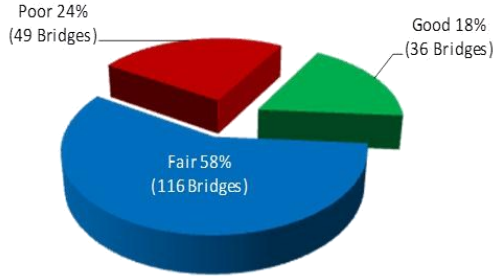
Town Bridges (NBI) > 20 feet.....	1,247
Town Bridges (Non-NBI) ≤ 20 feet.....	1
CT Dept. of Energy & Environmental Protection (DEEP) Bridges.....	13
Private Bridges.....	9
Metropolitan District (MDC) Bridges.....	1
Town Pedestrian Bridges.....	6
CT DEEP Pedestrian Bridges.....	2
Private Pedestrian Bridges.....	3
Town Building.....	3
Private Railroad.....	1
Total.....	1,286

Good 38% (494) - Fair 47% (599) - Poor 15% (193)
Structurally Deficient 15% (193) - Functionally Obsolete 18% (235)

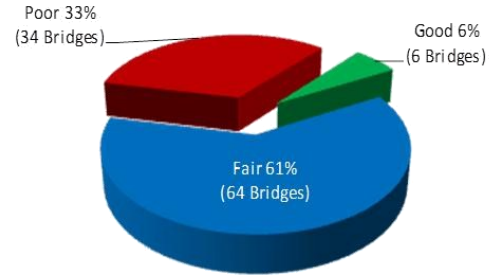




Condition Rating of all Metro North Railroad Bridges Inspected by CTDOT Thru 2010



Condition Rating of all Off System Railroad Bridges Inspected by CTDOT Thru 2010



NEW HAVEN LINE BRIDGES MAINTAINED & INSPECTED BY CTDOT ^{RAIL}

New Haven Mainline Metro North Railroad Bridges.....	134
New Canaan Branch Metro North Railroad Bridges.....	5
Danbury Branch Metro North Railroad Bridges.....	26
Waterbury Branch Metro North Railroad Bridges.....	36
Total.....	201



Source: (RAIL) CTDOT, Office of Rail (2010 Inventory)

OFF SYSTEM RAIL BRIDGES MAINTAINED & INSPECTED BY CTDOT ^{RAIL}

Housatonic Railroad Bridges.....	23
Naugatuck Railroad Bridges.....	20
Providence & Worcester Railroad Bridges.....	37
Central New England Railroad Bridges.....	10
Boston & Maine Railroad Bridges.....	4
Abandoned Railroad Bridges.....	6
Inactive Railroad Bridges.....	4
Total.....	104





STATE ROUTES (NON-EXPRESSWAY) WITH WIDE SHOULDERS IN 2010 ^{PP}

Total State Route Non-Expressway Miles \geq 4 Feet.....1,027
 Percent of Total Non-Expressway Miles.....32%

Average Daily Traffic (# vehicles)	Shoulder Width			
	0 Feet	1 - 3 Feet	3 - 6 Feet	Greater than 6 Feet
Less than 2,500	Least Suitable	More Suitable	Most Suitable	Most Suitable
2,500 - 5,000	Least Suitable	Suitable	More Suitable	Most Suitable
5,000 - 7,500	Least Suitable	Less Suitable	More Suitable	Most Suitable
7,500 - 10,000	Least Suitable	Less Suitable	Suitable	Most Suitable
Greater than 10,000	Least Suitable	Less Suitable	Suitable	More Suitable

NON-MOTORIZED NATURAL SURFACE TRAILS IN CT STATE PARKS ^{PP}

Total Miles.....1,995
 Miles Open to Off-Road Cyclists.....766 (38%)

Other Bicycle & Pedestrian Facts in Connecticut:

- Bicycles may ride on roadways, and shoulders, but are prohibited from interstates in Connecticut. All riders age 15 & younger must wear a helmet.
- Connecticut's Complete Streets Law mandates the incorporation of all users in the planning, design, and construction of all public roadways.
- Connecticut's 3 foot law mandates that all motor vehicle drivers must have at least 3 foot clearance to pass a cyclist.
- All of the State's ferry boats, commuter rail trains, and local and express buses accommodate space for bicycles.
- \$18 million was spent in State Fiscal Year (SFY) 2011 on projects containing items that improve accessibility for pedestrians and bicyclists. This amount accounted for 2.8% of the total funds awarded for construction, maintenance and repair of roads in Connecticut.
- Safe Routes to School Program has funded over \$8 Million for local projects in Connecticut since 2006. These efforts helped make it safe, convenient, and fun for children at 29 separate schools, and in 17 different communities to walk and bike to school.





CONNECTICUT STATE FERRY SERVICE ^{MO}

CTDOT operates the Connecticut State Ferry Service comprised of two separate, seasonal ferry services across the Connecticut River. The Chester to Hadlyme Ferry links state route 148, and the Rocky Hill to Glastonbury Ferry links state route 160. The latter of the two services is the nation’s oldest, continuously running ferry service. Both services provide some of the safest links across the Connecticut River for bicyclists and pedestrians.

Chester-Hadlyme Ferry

Seasonal Operation.....Apr. 1st - Nov. 30th
Weekday Hours*.....7:00 a.m. - 6:45 p.m.
Weekend Hours*.....10:30 a.m. - 5:00 p.m.
Carrying Capacity.....49 passengers, 8 autos
Load Capacity.....5 tons
Vehicle Capacity Per Weekday.....1,000
Vehicle Capacity Per Weekend.....540



Rocky Hill-Glastonbury Ferry

Seasonal Operation.....May 1st - Oct. 31st
Weekday Hours*.....7:00 a.m. - 6:45 p.m.
Weekend Hours*.....10:30 a.m. - 5:00 p.m.
Carrying Capacity.....19 passengers, 3-5 autos
Load Capacity.....5 tons
Vehicle Capacity Per Weekday.....500
Vehicle Capacity Per Weekend.....250



**When fully staffed*

Source: (MO) CTDOT, Maritime Office

STATE PIER FACILITY IN NEW LONDON ^{MO}

The State Pier Facility is located on the Thames River in New London approximately 3.8 miles North of Long Island Sound. The Facility has interstate access to I-95 as well as railroad connection which extends as far as Canada. The Facility contains two, 1,000 ft. long cargo piers: the Admiral Harold E. Shear State Pier; and the Central Vermont Railroad Pier (CVRR), a.k.a. the Long Pier. CTDOT has a contract with Logistec, USA, to operate a marine terminal, and to manage cargo operations at the State Pier facility. Logistec also provides security for the entire complex. CTDOT has a leasing agreement with the Thames River Seafood Cooperative for use of the western most part of the CVRR Pier as a support facility for fishing vessels. The Hess Corporation and DDG also have terminals which bring petroleum products into New London.

Admiral Harold E. Shear State Pier

- Primarily used for break bulk and bulk cargo. The Facility is also capable of handling containerized cargo. Lumber, steel, copper, salt, sand, and other products such as chemicals, wood pellets, and wood pulp are all principal waterborne commodities targeted to move both in and out of the Facility.
- 2 Berths alongside the 1,000 ft. concrete pier w/advertised controlling depth of 35 ft. mean low water (MLW) on east side.
- Quay wall providing 500 ft. of wharf space with controlling depths of 14-16 ft. at MLW with potable water and electricity.
- 2 warehouses (53,000 s.f. & 48,000 s.f.). Both equipped with truck and rail car loading capabilities.

Central Vermont Railroad Pier

- Readily accepts various types of shallow draft vessels such as barges, fishing vessels, and pilot boats.



State Pier Facility



PORT OF NEW HAVEN

The Port of New Haven is located on New Haven Harbor at the junction of I-95 and I-91. The port is served by freight rail, and several of its terminals are connected to an extensive pipeline network. Freight rail service to the port is provided by the Providence & Worcester Railroad with connections to nine additional rail lines: Canadian National, Canadian Pacific, CXS, Pan Am Railways, New England Central Railroad, New York and Atlantic, Housatonic Railroad, Connecticut Southern, and Norfolk Southern. The port is comprised of a cluster of privately owned terminals such as Gateway, Gulf, Magellan Midstream Partners, Motiva, R&H, and New Haven Terminal. All of the terminals handle liquid bulk cargo (petroleum, asphalt). Two of the terminals handle dry cargo, bulk (cement, sand, stone and salt); break bulk products such as steel and lumber; as well as project cargo.

- 366 acre port district.
- Highest volume commercial shipping port on Long Island Sound and the busiest port between Boston and New York City.
- Federally authorized channel of 35 ft. and a width of 400 to 800 ft.
- New Haven harbor can accommodate ships ranging from 20,000 to 40,000 deadweight tons.
- 10 berthing facilities at 8 terminal locations ranging from 200 to 1,500 ft.
- Approximately 250,000 s.f. of indoor storage and 50 acres of outdoor storage within the port district.



Port of New Haven

Source: (MO) CTDOT, Maritime Office; (PNH) Port of New Haven

PORT OF BRIDGEPORT

The Port of Bridgeport is located on Bridgeport Harbor at exit 29 on I-95. The port is served by vessels, barges, and trucks. The main commercial terminal in Bridgeport is owned by Motiva, an operation that brings in petroleum products on about 250 ships and barges per year. The second terminal, the Bridgeport Regional Maritime Complex (BRMC), is owned by the Bridgeport Port Authority and has been developed as a commercial shipyard facility. Currently the BRMC shipyard facility offers:

- 23 level acres.
- 1,350 linear ft. of waterfront with unimpeded access to the Harbor and Long Island Sound.
- 160 ft. pier, 360 ft. bulkhead. Can vessels up to 300 ft. in length, 60 ft. beam, and 18 ft. draft.
- Steel floats moored to steel piles provide an additional 300 ft. of dock space for smaller vessels.
- Three buildings including: a 55,000 s.f. Fabrication Building; a 45,000 s.f. Main Assembly Building containing two bays (primary bay is 300 ft. x 100 ft. x 75 ft. Secondary bay is 300 ft. x 50 ft. x 40 ft.); and a 30,000 s.f. Paint Shed.
- There is additional Port Authority owned acreage contiguous to the site available for future expansion of the shipyard facility.
- BRMC is a designated General Purpose Site in Foreign Trade Zone No. 76.



Port of Bridgeport

Source: (PB) Port of Bridgeport





ALL AIRPORTS IN CONNECTICUT

BA & BIA

CTDOT has the primary role in operating and maintaining, as well as ensuring, the continued growth and safety of aviation in Connecticut. CTDOT manages projects from conception to closeout for each of the 6 State airports. CTDOT must also inspect and issue licenses for all public and private airports and helipads within the State, distribute federal funding and State grants-in-aid to municipal airports for improvements and studies, and promote economic development. Soon to come, CTDOT will transition their responsibilities for all general aviation airports to the Connecticut Airport Authority.



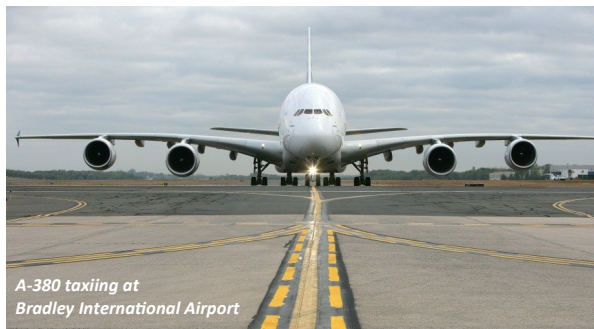
STATE AIRPORTS BA & BIA

Bradley International Airport (BDI)

Type of Airport Operations.....Commercial, Military, & General Aviation (GA)
 Enplanements + Deplanements in 2011.....5,607,756
 Total Airport Operations in 2011.....Approx. 107,000
 Number of Based Aircraft in 2011.....37 Corporate & GA Aircraft
 Acres of Land.....3,250
 Runway Surface.....Asphalt

Other Bradley Airport Facts:

- 2nd largest airport in New England.
- 7 airlines, with 27 nonstop destinations, and 107 daily departures in 2011.
- 59th busiest airport in the United States for passenger travel ranked by the Airports Council International (ACI) in 2010.
- 35th busiest airport in the United States for cargo in 2011.
- 176,000 s.f. of air cargo warehouse space.
- 124,506 metric tons of mail and freight in 2011.
- 2 Fixed Based Operators (FBOs) & 2 Military Facilities on site.



*A-380 taxiing at
Bradley International Airport*



**STATE AIRPORTS (cont'd)**^{BA}**Danielson Airport (LZD)**

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 20,000
 Number of Based Aircraft in 2011.....Approx. 34
 Airport Size.....Approx. 100 acres

Groton - New London Airport (KGON)

Type of Airport Operations.....Commercial & General Aviation
 Airport Operations in 2011.....Approx. 36,000
 Number of Based Aircraft in 2011.....Approx. 55
 Airport Size.....Approx. 490 acres

Hartford - Brainard Airport (HFD)

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 64,000
 Number of Based Aircraft in 2011.....Approx. 162
 Airport Size.....Approx. 200 acres

Waterbury - Oxford Airport (OXC)

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 48,000
 Number of Based Aircraft in 2011.....Approx. 256
 Airport Size.....Approx. 430 acres

Windham Airport (IJD)

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 20,000
 Number of Based Aircraft in 2011.....Approx. 70
 Airport Size.....Approx. 80 acres

**MUNICIPAL AIRPORTS**^{BA}**Danbury Municipal Airport (DXR)**

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 68,000
 Number of Based Aircraft in 2011.....Approx. 264
 Airport Size.....Approx. 250 acres

Meriden-Markham Municipal Airport (MMK)

Type of Airport Operations.....Commercial & General Aviation
 Airport Operations in 2011.....Approx. 16,000
 Number of Based Aircraft in 2011.....Approx. 55
 Airport Size.....Approx. 160 acres

Robertson Airport (4B8)

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 34,000
 Number of Based Aircraft in 2011.....Approx. 63
 Airport Size.....Approx. 80 acres

Sikorsky Memorial Airport (KBDR)

Type of Airport Operations.....General Aviation
 Airport Operations in 2011.....Approx. 64,000
 Number of Based Aircraft in 2011.....Approx. 211
 Airport Size.....Approx. 860 acres

Tweed-New Haven Airport (HVN)

Type of Airport Operations.....Commercial & General Aviation
 Airport Operations in 2011.....Approx. 38,000
 Number of Based Aircraft in 2011.....Approx. 41
 Airport Size.....Approx. 400 acres



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For more information please visit www.ct.gov/dot

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