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To: CRCOG Transportation Committee
CRCOG Policy Board
From: Pramod Pandey, Principal Planner II
CC: Rob Aloise, Director of Transportation Planning
Date: March 23, 2026
Subject: Congestion Management Process (CMP) Report Update

CRCOG, in collaboration with NHCOG, NVCOG and RiverCOG, recently completed the Congestion Management Process (CMP) Report for the Hartford Transportation Management Areas (TMA) and shared with the federal, state and regional partners. As required by the federal codes, CRCOG is required to maintain a CMP as part of the metropolitan transportation planning process. This report updates the previous CMP report from November 2020 and incorporates 2024 congestion and reliability data from the National Performance Management Research Data Set (NPMRDS). The analysis seeks to advance the goals of efficient system management and operations, developed in Connect 2050, the most recent Metropolitan Transportation Plan for the Capitol Region.

The latest CMP Report identifies and summarizes roadway congestion along the major freeways and arterials, systemwide performance, post COVID travel, on-going and future congestion management strategies to emphasize a balanced, data-driven approach—prioritizing system management, demand reduction, multimodal investment, and strategic capacity improvements where necessary. The full report can be found at https://crcogct.gov/hartford-tma-congestion-management-process-report-2025/.

Summary of Key findings

Although vehicle miles traveled (VMT) has rebounded to 2019 levels, systemwide performance has improved since 2019. Total average daily freeway delay has decreased by approximately 34%, and delay on monitored arterials has decreased by approximately 15%, mainly due to changing travel patterns and infrastructure improvements the I-91 Charter Oak Bridge Project that redesigned Interchange 29. Similarly, in 2024, 92.4% of interstate person-miles traveled in the CRCOG region were classified as reliable, outperforming statewide benchmarks. While localized bottlenecks persist, particularly during peak periods, the broader system continues to provide a high level of travel time reliability for both passenger and freight movements.