



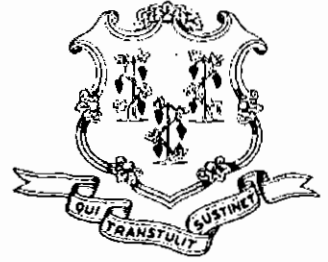
# Connecticut Public Transportation Commission

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*Thomas A. Cheeseman Transportation Center, Middletown*

# Connecticut Public Transportation Commission



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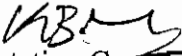
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**DATE:** December 31, 2014

**TO:** Honorable Dannel P. Malloy, Governor

Honorable Sen. Andrew Maynard and Rep. Antonio Guerrero  
Co-Chairpersons of the Joint Standing Committee on Transportation

Honorable James P. Redeker, Commissioner of Transportation

**FROM:** Kevin Maloney, Chairman   
Connecticut Public Transportation Commission

I am pleased to submit to you the 2014 Annual Report of the Connecticut Public Transportation Commission as required by the Connecticut General Statutes section 13b-11c(d). The nine recommendations contained in this year's Annual Report reflect public input received at the eight public hearings conducted by the Commission across Connecticut and information gathered at our monthly meetings, as well as the expertise and experience of our members. These nine recommendations relate to a broad range of issues and include regulatory, operational, service, policy and administrative proposals.

## **Overview of Recommendations**

The initial recommendation of this year's Annual Report seeks to have internet and smart phone-based for-hire ride services such as those provided through Uber and Lyft covered by the same insurance and safety requirements as traditional, regulated taxi and livery services in order to ensure that the traveling public is receiving rides in safe vehicles, driven by responsible drivers and covered by adequate insurance.

The study of winter highway maintenance and deicing practices being conducted pursuant to Section 6 of Public Act 14-199 is commended in the second recommendation as addressing concerns raised by a broad chorus of anecdotal evidence linking the use of magnesium chloride to assist in highway deicing with accelerated corrosion of all classes of vehicles on our roadways. We advocate the early adoption of the best practices identified in this study or, if necessary, legislation to implement the findings of this study.

The Commission's third recommendation highlights the value of Jobs Access transportation services in allowing transit-dependent residents to obtain and maintain employment. Funding cuts to the Department of Social Services' Transportation Employment Independence Program, a major source of funding for Jobs Access transportation services, continue to threaten the provision of this valuable network of job-sustaining bus service enhancements and other measures which are the lifeline of many residents to maintaining gainful employment.

In light of the uncertain prospects for future Federal funding support for transportation infrastructure and the daunting backlog of maintenance needs on our existing transportation assets, the Commission's fourth recommendation calls for a higher priority being placed on the maintenance, repair and improvement of existing transportation infrastructure relative to the development of new transportation projects.

The Commission's fifth recommendation deals with a need expressed by students and administration of Naugatuck Valley Community College for a shuttle or bus connection to link that college's Danbury and Waterbury campuses. The Commission is working with a private bus company and the college to see if a student fare program can be implemented to link the two campuses to meet the needs which have been expressed.

The sixth and seventh recommendations of this year's Annual Report suggest specific bus service expansions that arise from testimony at the Commission's public hearings. The first of these (Recommendation #6) calls for bus service linking the Storrs/Willimantic area to Manchester and Hartford to serve employment, educational, medical and shopping needs and fill a service gap which has been consistently expressed to the Commission over the last five years. Recommendation #7 requests service to an unserved commercial area in Waterbury to provide access to a large number of retail and restaurant establishments and to relieve severe overcrowding on another bus route which shares the first half of the proposed new route and which serves a high density of retail destinations.

The Commission's eighth recommendation thanks the Department of Transportation for its efforts to provide a number of transit operators across Connecticut with new and more efficient bus storage and maintenance facilities. These facilities are critical for meeting the operational, maintenance and repair needs of the districts. The Commission looks forward to progress on several similar projects currently in various stages of development.

The final recommendation of this year's Annual Report seeks to optimize the value of the Department of Transportation's TransformCT outreach initiative by maximizing input to the process from the general public through plain language, non-jargon narrative text and targeting efforts to solicit input from an audience beyond the transportation advocates, stakeholders and planners who seem to comprise an out-sized portion of the respondents and participants to date. The Commission seeks to ensure that the voice of the broadest segment of the public is heard in this process.

Members of the Commission welcome your comments on the recommendations contained in the Annual Report. We appreciate your consideration of these proposals and welcome the opportunity to meet with you to discuss actions that can be taken to implement them.

**CONNECTICUT PUBLIC TRANSPORTATION COMMISSION**

**ANNUAL REPORT  
AND RECOMMENDATIONS**

DECEMBER 31, 2014

**COVER PHOTOS:**

The new Thomas A. Cheeseman Transportation Center, dedicated November 14, 2014, as the new home of Middletown Area Transit's 22-vehicle fleet. The facility is named for former Connecticut Public Transportation Commission Chairman Tom Cheeseman, who also served as Administrator of Middletown Area Transit.

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## ACTIVITIES OF THE COMMISSION IN 2014

Kevin Maloney served his fifth year as Chairman of the Connecticut Public Transportation Commission in 2014, with Richard Schreiner serving as Vice Chairman, also for the fifth year. Frederick Riese continued as the Commission's Administrative Vice Chairman. The Commission held 12 monthly meetings and conducted eight public hearings during 2014.

### Monthly Meetings

As set forth in Connecticut General Statutes section 13b-11c(i), the Commission met on the first Thursday of each month. For 2014, these twelve meetings were split evenly between the Connecticut Department of Transportation headquarters in Newington, Union Station in New Haven and the Legislative Office Building in Hartford.

The monthly meetings featured presentations by invited speakers on timely transportation topics. Leslie Simoes, Executive Director of ARC Connecticut, addressed the January meeting concerning the transportation needs of Connecticut citizens with intellectual and/or developmental disabilities. Jon Foster of ConnDOT's Office of Rail provided a comprehensive overview of the operations of Shore Line East in February. The March meeting featured Joseph Comerford, Executive Director of the Estuary Transit District, explaining the structure and services of the District. Kay Carson, Project Manager for CT Rides and Russell McDermott, CT Rides Outreach Coordinator, explained the options for travel that CT Rides offers to commuters in Connecticut at the Commission's April meeting.

In May, Colin Pease, Vice President for Special Projects at the Housatonic Railroad, updated the Commission on his railroad's efforts to restore passenger rail service on its Berkshire Line between Danbury and Pittsfield, Massachusetts. Mike Riley, President of the Motor Transport Association of Connecticut, and Kim Pelletier, a truck body fabricator with Truck Builders of Connecticut, addressed the Commission's June meeting discussing the increased rate of corrosion to truck bodies, frames and mechanical components since the beginning of use of magnesium chloride as a road treatment chemical for deicing and snow melting. Connecticut Association for Community Transportation Executive Director Mary Tomolonius provided an update on budget issues affecting public transportation at the July meeting. Don Shubert, President of the Connecticut Construction Industries Association, addressed the August meeting to discuss the Federal and State transportation funding picture, particularly the uncertainties in Federal highway funding after the expiration of MAP-21 in August.

In September, Commission member Dr. Nicholas Lownes, Associate Professor of Traffic Engineering at UConn, explained the work of the Connecticut Transportation Institute and provided examples of the range and types of research the institute does. The

October meeting featured Kimberly Dunham and Al Naudus of the Greater New Haven Transit District explaining the services and programs operated by the District. Mario Marrero, Senior Transportation Planner at the Capitol Region Council of Governments, discussed the genesis of the Jobs Access transportation program in Connecticut and in the Capitol Region in particular in November, and described the current Jobs Access services being operated and the challenges the program is facing.

These speakers provided valuable insights into current developments on many of the salient issues in public transportation in Connecticut. The Commission is very appreciative of their presentations.

### **Public Hearings**

Pursuant to C.G.S. section 13b-11c(b), the Commission conducted eight public hearings during 2014 to gather input from transportation providers, transit users, local officials, regional planning organizations, non-profit organizations and members of the public. These hearings were conducted across the state and split between spring and fall schedules. In the spring, the Commission held hearings in New Haven, Stamford and Danbury. The fall hearings were conducted in Hartford, Torrington, Waterbury, Meriden and Storrs.

With the exception of the New Haven hearing, which failed to attract any attendees from the public, there were one or more issues which highlighted each of the other seven hearings. The Stamford hearing heard testimony concerning traffic problems and potentially inconvenient passenger access at the redeveloped Stamford Transportation Center and concerns about the lack of regulation, vehicle safety inspection, and insurance for drivers offering for-hire rides through Uber and similar companies.

The lack of regulation of the drivers and vehicles used in Uber taxi service was again noted at the Commission's Danbury hearing, along with the needs for upgrades on the Metro-North Danbury Branch service, the unfair impact that border tolls would have on the Danbury region, and the need for evening and holiday bus service in Danbury.

The Hartford hearing featured testimony on the upcoming bus shelter construction program in the Hartford area, the bus route study of the Hartford Division of Connecticut Transit, the bicycle and pedestrian count study, all three of which are being administered by the Capitol Region Council of Governments, and about the importance of and need for bicycle racks in downtown Hartford.

Testimony at the Torrington hearing focused on the development of a new bus storage and maintenance facility for the Northwestern Connecticut Transit District, the historic foundry building located at the selected site for the bus garage, the need for

evening bus service, and the need for out-of-region bus service, especially a connection to Waterbury.

A host of issues were raised at the very well attended Waterbury hearing. Students and administration for Naugatuck Valley Community College stressed the value of the local evening bus service and the UPass program to NVCC students. The need for a shuttle or bus connection between the Danbury and Waterbury campuses of NVCC was repeatedly cited. Other topics raised included the value of the Naugatuck River Greenway project, the need for more Sunday bus service and for bus service to Lakewood Road, the lack of good bus connections to Naugatuck, and the upcoming study of the Waterbury area bus system routes and structure.

In Meriden, the main topics of testimony were the shift of the local bus system pulse point to Pratt Street during the construction of the new train station, the need for a bus shelter and benches at the temporary pulse point, and security concerns at the commuter parking lot at the intersection of Interstates 91 and 691 following a spate of catalytic converter thefts from vehicles in this lot.

Salient issues at the final public hearing, held in Storrs, were the need for bus service from the Storrs/Willimantic area to Manchester and Hartford, the need for later evening bus service, the overcrowding and need for more capacity on the Storrs-Willimantic bus route, the opening of the Storrs Intermodal Transportation Center, and the needs of out-of-region medical trips.

More detail on the testimony given at the eight public hearings can be found on pages 16-42 of this Annual Report.



**PROJECTS AND RECOMMENDATIONS**

1. THE COMMISSION URGES SWIFT ACTION BY THE GENERAL ASSEMBLY AND CONNDOT TO ADDRESS CONCERNS OVER EMERGING INTERNET-BASED RIDESHARING SERVICES. UBER, AND SIMILAR OPERATORS SUCH AS LYFT, MAKE USE OF SMARTPHONE TECHNOLOGY TO FACILITATE THE HIRE OF LOCAL DRIVERS IN PRIVATE VEHICLES FOR TRANSPORTATION. THE COMMISSION DOES NOT NECESSARILY OPPOSE THIS NEW BUSINESS MODEL BUT HAS SEVERAL CONCERNS ABOUT THIS CURRENTLY UNREGULATED SERVICE FORMAT. FOREMOST AMONG THESE ARE THE SAFETY CONCERNS ARISING FROM THE LACK OF MECHANICAL SAFETY INSPECTIONS OF THE PRIVATE VEHICLES, THE LACK OF DRIVER BACKGROUND CHECKS, AND THE INAPPLICABILITY OF PERSONAL AUTO INSURANCE COVERAGE TO FOR-HIRE VEHICLE USE. AN INTERAGENCY STUDY, PURSUANT TO SECTION 19 OF PUBLIC ACT 14-199, IS CURRENTLY BEING UNDERTAKEN BY CONNDOT, THE DEPARTMENT OF MOTOR VEHICLES AND THE DEPARTMENT OF CONSUMER PROTECTION AND IS EXPECTED TO BE RELEASED FEBRUARY 1, 2015.

The taxi and livery businesses are changing and evolving due to the development of the Uber-type business model. At present, this leaves the industry operating on two tracks: the highly regulated, licensed taxi and livery companies and the new generation of largely unregulated, internet-based operators working for organizations like Uber and Lyft. While it is too early to predict which business model will gain dominance, it is clear that they are competing on a very uneven playing field. The Commission assumes that the upcoming study will address the topics of vehicle inspections and safety and of driver background checks. As we await the release of this study, the Commission's foremost interest is the safety and security of the users of the transportation services of either type of business. The lack of safety inspections for the vehicles of Uber-affiliated drivers, as well as the common lack of adequate insurance coverage, creates an exposure for riders to an elevated risk of injury or loss.

To address these issues without taking sides in choosing a favored model for for-hire taxi and livery services, the Commission recommends that legislation be adopted to hold the dispatching company responsible for claims and damages should an operator on a trip dispatched by it prove not to have adequate insurance coverage or to be operating an unsafe vehicle. This would place the onus on Uber, etc., to ensure that its operators have adequate and valid insurance and safe vehicles before agreeing to accept an operator as a business partner, just as drivers for current taxi companies must have. Alternatively, drivers operating under affiliation with Uber or similar companies could be included within the insurance requirements of C.G.S. section 14-29 and their vehicles included within the inspections requirements of C.G.S. section 13b-99(b).

2. THE COMMISSION COMMENDS THE GENERAL ASSEMBLY FOR AUTHORIZING A STUDY OF THE CORROSIVE EFFECTS OF CHEMICAL ROAD TREATMENTS ON HIGHWAY MAINTENANCE EQUIPMENT USED IN SNOW REMOVAL AND DEICING. BEGINNING IN THE WINTER OF 2006/2007, ROAD SALT PRE-WETTED WITH LIQUID MAGNESIUM CHLORIDE HAS REPLACED THE SAND/SALT MIXTURE PREVIOUSLY USED, WHICH WAS A BULKIER, MORE COSTLY PRODUCT AND REQUIRED THE CLEAN-UP OF SAND IN THE SPRING. GROUPS INCLUDING THE TRUCKING INDUSTRY AND FIREFIGHTERS HAVE SUGGESTED, HOWEVER, THAT THE APPLICATION OF THIS MATERIAL ON STATE ROADWAYS HAS GREATLY ACCELERATED CORROSION AND THE FAILURE OF MOTOR VEHICLE COMPONENTS, INCLUDING FRAMES, ELECTRONICS AND BRAKING SYSTEMS.

A comprehensive study of winter highway maintenance practices, including the use of magnesium chloride and other available deicing treatments, is currently being undertaken by the Connecticut Academy of Science and Engineering (CASE) pursuant to Section 6 of Public Act 14-199. Widespread anecdotal evidence has alleged that the use of magnesium chloride on our highways has caused a dramatic increase in the rate of corrosion of vehicle frames, bodies and mechanical components such as brake lines.

The CASE study is looking at a broad range of issues, including evaluating a wide selection of winter highway treatments and their properties. Application techniques are also being evaluated such as matching the rate at which material is applied to roadways to the speed of the truck spreading the materials, and curtailing the application of materials when roadway surface temperatures are outside the range at which the materials are effective.

The use of corrosion inhibitors in the roadway treatment mix is also being evaluated. MassDOT has adopted the use of corrosion inhibitors after that agency noted a substantial increase in corrosion on its vehicles. Their early observations are indicating that the use of such additives has reduced corrosion, although enhanced washing of their equipment could also play a role in the reduced corrosion.

The winter highway maintenance study is already paying dividends in highlighting best management practices for materials application and reducing salt usage. Other states have found that education efforts for both state and private contractor plow operators have been beneficial in reducing the use of material, thereby reducing costs, corrosion effects and environmental impacts. We trust that the practices and materials evaluated in the CASE study will find rapid adoption on Connecticut's highways.

3. THE COMMISSION AGAIN STRONGLY RECOMMENDS THE MAINTENANCE OF JOBS ACCESS TRANSPORTATION FUNDING AND SERVICES. EMPLOYMENT-ENABLING TRANSPORTATION SERVICES ACROSS CONNECTICUT, SUCH AS EVENING BUS SERVICE IN SEVERAL CITIES AND THE HEAVILY-USED COASTAL LINK SERVICE BETWEEN NORWALK AND MILFORD, ARE DEPENDENT ON JOBS ACCESS FUNDS. UNFORTUNATELY, THE DEPARTMENT OF SOCIAL SERVICES (DSS) PORTION OF THIS PROGRAM HAS BEEN CUT REPEATEDLY OVER SUCCESSIVE BUDGET CYCLES. THE CONTINUED WHITTILING AWAY OF THIS PROGRAM IS JEOPARDIZING THE ABILITY OF THOUSANDS OF WORKERS TO GET TO JOBS.

In its 2011 Annual Report, the Commission highlighted concerns over adequate funds for Jobs Access transportation. Jobs Access funds support a diversity of successful projects in Connecticut including evening buses, the highly successful Coastal Link, and customized ride services. Protection of the support for these programs has become a perennial issue.

Funding support to operate Jobs Access transportation has continued to erode. Federal funds, at \$3 million annually in the late 1990s, have all but disappeared. DSS Transportation Employment Independence Program (TEIP) funds have been zeroed out on several occasions during annual budget discussions, leaving advocates to scramble for intervention by the legislature to restore this needed support and keep these important services on the road. Another \$126,000 of DSS TEIP funding was rescinded in November as part of deficit reduction efforts. DSS funds are especially critical because the services they support target those in poverty and with dependent children.

ConnDOT has continued its commitment to the program and has provided annual increases in funding support, but has been unable to stem the loss of Federal and DSS funds completely; as a result, program offerings are shrinking. Loss of Jobs Access transportation services all too often translate into loss of employment, especially for those working second shift or non-traditional hours. Unless the jobs access transportation funding situation stabilizes, services will continue to erode and ultimately translate into fewer opportunities for employment in a fragile economy.

4. THE COMMISSION RECOMMENDS THAT THE MAINTENANCE AND IMPROVEMENT OF EXISTING TRANSPORTATION INFRASTRUCTURE BE PLACED AT A HIGHER PRIORITY THAN THE DEVELOPMENT OF NEW PROJECTS. THE AGE OF THE TRANSPORTATION INFRASTRUCTURE IN CONNECTICUT IS SUCH THAT PERPETUAL DEFERRED MAINTENANCE AND REPLACEMENT OF ROADS AND RAILS HAS LEAD TO DISRUPTIONS AND UNANTICIPATED EXPENDITURES, AS DEMONSTRATED WITH THIS SUMMER'S FAILURE OF THE NORTHEAST CORRIDOR'S WALK BRIDGE.

According to the Federal Highway Administration's National Bridge Inventory, nearly one in every 10 bridges in the state has been deemed structurally deficient, meaning 413 of the state's 4,218 bridges in the inventory were deficient in 2013. In addition, nearly one in four Connecticut bridges was deemed "functionally obsolete." That means they are outdated and do not meet current standards required of new bridges.

A recent National Association of Manufacturers report found declining levels of public expenditures on highway, street and public transportation infrastructure between 2003 and 2013 (10.5% for public transportation infrastructure, 19% for highways and streets). The resulting deterioration in our transportation network is seen as detrimental to job creation, productivity and our ability to compete globally. The same is certainly true of Connecticut's competitive position nationally.

The Regional Plan Association completed a report in early 2014 that estimated that the New Haven Line needs an additional \$3.6 billion investment to rebuild its aging and obsolete infrastructure. The report states that at current rates of investment of \$200 million per year, it will take 20 years to bring the New Haven Line to a state of good repair.

Compounding this problem of endless deferred maintenance, Connecticut faces a potential transportation funding cliff. Some estimates are that the state could see an 87% reduction in federal transportation funds as the traditional funding source of the gas tax is now insufficient to meet the needs of transportation projects nationally. With so much aging infrastructure, preservation and upgrading of existing roads and rails is a clear priority, and sufficient federal funds to support large scale new investments over time may not be forthcoming.

5. THE COMMISSION ACKNOWLEDGES THE NEED EXPRESSED BY NAUGATUCK VALLEY COMMUNITY COLLEGE ADMINISTRATION AND STUDENTS FOR A SHUTTLE SERVICE LINKING ITS MAIN CAMPUS IN WATERBURY AND ITS 1,100 STUDENT DANBURY CAMPUS. THE PURPOSE OF THIS SERVICE WOULD BE TO ALLOW ALL NVCC STUDENTS ACCESS TO THE FULL RANGE OF COURSES OFFERED BY THE COLLEGE, PARTICULARLY TO BROADER RANGE OF COURSE OFFERINGS AVAILABLE AT ITS WATERBURY CAMPUS.

Jim Troup, Academic Dean at NVCC, first presented the case for this service at the Waterbury Transit Roundtable, hosted at the college on April 23, 2014. He and several students elaborated on the value of such a service at the Commission's September 30 public hearing in Waterbury. (see pp. 31-33 of this report). Dean Troup said that the NVCC Student Government Association may be able to assist in this effort by providing some seed money from the transportation fee it assesses each student to support the local UPass program on North East Transportation.

The Commission is currently working with Peter Pan and NVCC to see if an arrangement can be worked out allowing the college, using funds from the student transportation assessment, to subsidize student rides off a discounted fare rate that Peter Pan would offer to students presenting a current NVCC identification. As Peter Pan runs seven daily trips in each direction between Danbury and Waterbury, such an arrangement would be a much more affordable solution to the student body needs than would be attempting to operate a new service.

6. THE COMMISSION RECOMMENDS FUNDING FOR THE INSTITUTION OF BUS SERVICE BETWEEN THE STORRS/WILLIMANTIC AREA AND MANCHESTER. THE NEED FOR THIS SERVICE HAS BEEN CONSISTENTLY IDENTIFIED AT THE COMMISSION'S HEARINGS TO SERVE TRIPS FOR EMPLOYMENT, MEDICAL AND EDUCATIONAL PURPOSES AS WELL AS FOR SHOPPING.

At the Commission's hearing this October in Storrs, as was the case at our 2012 Storrs hearing and at our 2011 Willimantic hearing, the need was expressed for a bus connection from the Storrs/Willimantic area to Manchester and Hartford. The termination of the Peter Pan stop in Willimantic in 2012 deprived the area of most of the very limited inter-regional bus service it previously had.

The Windham Region Transit District receives many requests for service to Manchester and the Buckland Hills Mall for shopping and employment, which are the predominant sources of demand for this bus connection. Testimony from the Mansfield Senior Center director mentioned that many medical specialists no longer have offices in the Willimantic area, necessitating medical trips to Manchester, Glastonbury and Hartford.

There is also a demand for transit connections from UConn and Eastern Connecticut State University to Hartford. UConn will be expanding many class offerings in Hartford along with its Downtown Hartford campus presence. Further, bio-medical engineering, a multi-campus department based in Storrs and at the Farmington Health Center, has emerged as one of the most popular engineering programs at UConn, a development which increases the demand for reliable connectivity between Storrs and Farmington. A bus connection reaching Manchester and Hartford would provide an important gateway for students and faculty moving among the UConn campuses.

7. THE COMMISSION RECOMMENDS THE DEPARTMENT GIVE SERIOUS CONSIDERATION TO A PROPOSAL FROM NORTH EAST TRANSPORTATION TO FUND AND OPERATE A NEW ROUTE SERVING MAJOR COMMERCIAL AREAS ALONG CHASE AVENUE, LAKEWOOD ROAD AND WOLCOTT STREET IN WATERBURY. THIS NEW ROUTE, WHICH IS THE TOP PRIORITY OF NORTH EAST TRANSPORTATION, WOULD PROVIDE EXTRA CAPACITY ON THE HEAVILY-USED AND OFTEN OVERCROWDED WOLCOTT STREET BUS IN ADDITION TO SERVING THE RESTAURANTS AND STORES ALONG LAKEWOOD ROAD AND THE WATERBURY PLAZA SHOPPING AREA ON CHASE AVENUE WHICH INCLUDES TARGET AND STOP & SHOP.

North East Transportation has developed a proposed route and schedule for the Lakewood Road service. The Monday through Saturday service would provide access to Walmart, ShopRite, two Stop & Shops, Target, Aldi's, T. J. Maxx and numerous smaller stores and restaurants, as well as several apartment complexes. It would also serve the important function of providing extra capacity on the Wolcott Street route, which carries 1,000 passengers per day and experiences standing-room-only conditions on 32% of its weekday buses and 44% of its Saturday runs, with as many as twenty standing passengers at peak conditions. The Lakewood Road service might also allow North East Transportation to avoid operating separate overflow buses which it typically runs on this corridor the first week of each month.



8. THE COMMISSION COMMENDS THE DEPARTMENT FOR ITS ONGOING EFFORTS TO DEVELOP BUS STORAGE AND MAINTENANCE FACILITIES FOR THE FLEETS OF SEVERAL TRANSIT DISTRICTS AND/OR CONTRACT TRANSIT OPERATORS IN CONNECTICUT. THESE FACILITIES WILL PROTECT THE PUBLIC INVESTMENT IN HUNDREDS OF VEHICLES AND ALLOW FOR MORE EFFICIENT OPERATION OF THE RESPECTIVE SYSTEMS.

On November 14, a new bus facility, named for former Connecticut Public Transportation Commission chairman Tom Cheeseman, was formally dedicated in Middletown to serve the needs of the Middletown Transit District. This 19,000 square foot facility will house the 22-vehicle fleet of Middletown Area Transit. An opening date of March 2015 is currently projected for the Windham Region Transit District's new 30-vehicle bus storage and maintenance facility on South Frontage Road in Windham. Winning bids for a new bus facility for North East Transportation on the site of the former Watertown Drive-in Theater will be announced in January. This modern facility is scheduled to be completed in early 2017 and will replace inefficient and overcrowded bus storage currently done in a former factory building in Waterbury.

A proposal for a vehicle storage and maintenance facility for the Greater New Haven Transit District is progressing, with a preferred site having been selected for a facility which will accommodate up to 90 vehicles. This facility will replace the two facilities currently used by the District, one of which is District-owned, the other leased, and both of which are currently at capacity.

Lastly, a preferred site for a new bus facility for the Northwestern Connecticut Transit District has been selected and preliminary design work is underway on that facility. An additional evaluation of the potential for repurposing and reuse of an existing historic structure on the site may add some time into the design process.

The Estuary Transit District, operator of Nine Town Transit, has made known to the Commission its desire to construct or purchase a new bus facility to replace the leased facility it currently operates out of in Old Saybrook. The existing facility is shared with another tenant, has reached capacity for current operations, and has no maintenance or repair capabilities. At this point, the District is seeking funding to do a site selection study, the requisite first step in building or acquiring a new facility.

9. THE COMMISSION COMMENDS THE DEPARTMENT'S EXTENSIVE AND SUSTAINED OUTREACH EFFORT, **TRANSFORM CT**, WHICH HAS GENERATED SIGNIFICANT INPUT FROM STAKEHOLDERS OVER THE PAST YEAR THROUGH A VARIETY OF ONLINE TOOLS, SURVEYS AND STAKEHOLDER MEETINGS. THIS INPUT WILL BE USED TO HELP CRAFT TRANSPORTATION POLICY AND RESOURCE ALLOCATION PRIORITIES IN THE COMING DECADES. THE COMMISSION AWAITS WITH INTEREST THE FINAL RESULTS OF THIS EFFORT, EXPECTED IN JANUARY 2015. IT IS NOTED BY THE COMMISSION, HOWEVER, THAT THE BULK OF THE INPUT COMES FROM TRANSPORTATION PLANNERS, ENGINEERS AND OTHER PROFESSIONALS WHO ARE OFTEN ENGAGED IN STAKEHOLDER INPUT PROCESSES.

THE COMMISSION WOULD LIKE TO TAKE THIS OPPORTUNITY AT THE FINAL STAGES OF THIS PROJECT TO CHALLENGE THOSE DEVELOPING THE FINAL **TRANSFORM CT** PRODUCTS TO CREATE AN INTELLECTUALLY-ACCESSIBLE, PLAIN-LANGUAGE NARRATIVE VISION OF THE CONNECTICUT TRANSPORTATION SYSTEM OF THE FUTURE THAT WILL ENABLE THOSE OUTSIDE THE PROFESSION TO VISUALIZE WHAT THEIR CITIES, TOWNS AND NEIGHBORHOODS COULD BE UNDER THE VARIOUS STRATEGIES PROPOSED AND EVALUATED IN **TRANSFORM CT**.

The Commission audited the daylong conference held June 19 in Cromwell, as well as the recent webinar conducted by ConnDOT, and we noted the lack of participation by the general public in both. We are concerned that the public's voice in this process has the potential of being drowned out by various other stakeholders.

## OTHER TRANSIT ISSUES ARISING FROM COMMISSION HEARINGS AND MEETINGS IN 2014

The following issues were raised at one or more of the Commission's 2014 public hearings or meetings. While these issues do not lend themselves to discussion as recommendations, they do justify mention as topics whose relevance transcends the specific situation in which they were raised at the hearings or meetings.

**Maintaining Funding for Existing Services:** Transit ridership continues to climb all across Connecticut. For some systems, the increases are dramatic, for others slight, but all systems are seeing ridership growth. In Waterbury, ridership has increased 75% from 2003 to 2013. The Windham Region Transit District reported a ridership gain from 69,140 in FY 2009 to 97,095 in FY 2014 on its City Route service. Many bus routes experience frequent standing room only conditions, including the Coastal Link service between Norwalk and Milford, WRTD's Storrs-Willimantic route, and the Wolcott Street route in Waterbury, to name just those mentioned to the Commission. The strong demand for transit services which drive these ridership gains point to the need to, at a minimum, maintain existing transit services, a call which the Commission heard expressed in one form or another at many of its hearings.

One significant factor driving this demand is the long-term movement of jobs from the cities to the suburbs, while most of the affordable housing remains in the central cities. Many of the residents of the urban areas do not have alternatives to the use of public transportation. One in four households in New Haven are zero-car households. Zero-car households constitute the majority of households in some census tracts in Hartford. As work trips are the dominant trip purpose for public transit users, the availability of transit services is critical to finding and maintaining employment for a large segment of Connecticut's population.

**Evening Bus Service:** Our modern world is no longer a 9-to-5 society. Over and over, the need for transit service to access evening classes or to allow residents to work second shift jobs was raised at Commission hearings. The importance of the evening bus service in Waterbury to students at Naugatuck Valley Community College was raised repeatedly at our Waterbury hearing. The lack of evening bus service was cited as a factor limiting access to evening classes at Torrington UConn. Written testimony submitted by UConn students at the main campus spoke of the need to leave evening classes early in order to catch the last bus back to Willimantic. And the ability of transit dependent workers to work evening retail or hospitality jobs or second shift manufacturing jobs is often constrained by an inability to get home at the end of one's shift. This affects not only the employee or would-be employee but also the manufacturer, store or restaurant which cannot find the workers it needs.

**Bus Shelters:** The availability of bus shelters has frequently been cited at Commission hearings over the years as an important feature to bus riders. Upcoming programs to add shelters will certainly be a boon to transit users. Plans to install 100 bus shelters in the Hartford area were discussed at the Hartford public hearing, with further detail supplied at the Commission's November meeting. The Greater New Haven Transit District is the grant recipient for a program to add shelters not only in its service area but other systems in New Haven County as well. On a smaller scale, a recent agreement to address a need highlighted at the Commission's Waterbury

hearing for sidewalks in front of Naugatuck Valley Community College will include a bus shelter as part of the sidewalk project, avoiding the need to add this amenity at a later date. The increasing availability of shelters for bus riders cannot help but increase the frequency of bus use and the satisfaction level of bus riders, particularly during winter and inclement weather.

**t-HUB Transit Database:** The Commission notes the ongoing effort at the University of Connecticut to create an on-line public transportation repository and analysis tool for transit planners and operators in Connecticut. This tool is currently focused on the fusion of systems (GTFS\*), demographic data from the U.S. Census, and the performance data for Title VI analyses, but is expanding into other domains of transit operations and planning through the incorporation of new research results and new sources of data, including AVL/APC\*\* rollout in Hartford in 2015. The Commission notes and encourages collaborations such as that with the Capitol Region Council of Governments to coordinate public transit data collection efforts and ensure data compatibility with t-HUB, and further encourages the development of t-HUB as a means to conduct comprehensive, statewide analyses of the Connecticut public transportation system.

\*General Transit Feed Specifications

\*\*Automatic vehicle locator/Automatic passenger counter

**Passenger Rail Service on Housatonic Railroad's Berkshire Line:** The Commission has noted the efforts of the Housatonic Railroad to restore passenger service on its Berkshire Line between Danbury and Pittsfield in its last three Annual Reports and has asked for ConnDOT's assistance in this effort where possible. This proposal has taken a major step forward in 2014 with the commitment of \$47,000,000 by the Commonwealth of Massachusetts to purchase and upgrade its portion of the line. The purchase of the Massachusetts segment of the line for \$12,000,000 is almost finalized. The \$35,100,000 upgrade, which will replace thirty miles of 107-pound rail on the line between the state line and Pittsfield is contingent upon the upgrade of the Connecticut segment of the line to passenger rail service standards. A step in that direction will occur in the summer and fall of 2015 with the ConnDOT-funded replacement of over six miles of 107-pound rail in Kent and Cornwall with 140-pound rail, along with new ties, which will support passenger service.

**Bicycle Amenities:** Testimony at two Commission hearings spoke to the issue of the importance of bike racks and bike lockers for cyclists making multi-modal trips. The temporary loss of the bicycle racks at the Wadsworth Atheneum in downtown Hartford was cited as an impediment for bus/bicycle trips to downtown Hartford as the Atheneum racks are the most conveniently located ones in downtown Hartford for those bringing bicycles on the many bus routes using Main Street. Secure bicycle storage at the Bethel train station in particular and at train stations in general was cited in written testimony as a necessary feature if intermodal train/bicycle trips are to be encouraged.

**Torrington Bus Stop Sign Study:** The Northwest Hills Council of Governments, and its predecessor Litchfield Hills Council of Governments, identified a need for designated, signed bus stops along the routes of the Northwestern Connecticut Transit District's bus service, to replace the present system where passengers flag down an approaching bus, a procedure which is not always safe. The Council of Governments has allocated \$10,000 for a preliminary study of

optimal locations for bus stops and bus shelters along the service routes. The study is anticipated to get underway in early 2015. The Commission is supportive of this effort, as it has been of similar efforts on other systems, not only for the safety and operational benefits that formalized, designated stops provide but also for the marketing and public information value that the signs provide by increasing the public awareness of the local bus system and thereby increasing the ridership on the system.

**CTfastrak:** The Commission congratulates ConnDOT on the successful completion of the CTfastrak busway and the soon-upcoming initiation of CTfastrak service on March 28. It has been a long road from the initial concept arising out of the Hartford West Corridor Major Investment Study in 1999 to a completed facility and the imminent commencement of service. CTfastrak will not only be a major asset providing high frequency service and along its Hartford-New Britain corridor but will provide valuable connections to other services and facilities both near and distant from the physical fixed guideway it operates on. More proximal connections include links to Central Connecticut State University and the Farmington UConn Health Center. In Waterbury, the Commission heard enthusiastic testimony about the value of the new bus service to link Waterbury and Hartford via Interstate 84 and the busway. Connectivity to more distant locations will be provided via connections to the upcoming Hartford-New Haven-Springfield rail service. CTfastrak will therefore be an asset both locally and in the much broader regional access it will provide via enhanced rail and bus connections. The Commission eagerly anticipates seeing the materialization of the transportation benefits as well as the transit-oriented development economic benefits triggered by a high frequency service and dedicated transit corridor.

**Demolition of SNET Building at Waterbury Station:** The Commission appreciates the ConnDOT support and funding of the demolition of the former SNET Building at the Waterbury train station. Removal of this building, a topic of Commission recommendations in 2010 and 2012, vastly improves the appearance of the station area and enhances both the sense of security of riders and the actual provision of security by local police because of the enhanced visibility of the station parking and waiting areas from Meadow Street now that the intervening derelict building between the street and the tracks has been removed.

**2014 PUBLIC HEARINGS**  
**SCHEDULE AND SUMMARIES**

# Connecticut Public Transportation Commission

NEWINGTON, CT 06131-7546



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## 2014 Public Hearings Schedule

In accordance with C.G.S. Section 13b-11c(b), the Commission is directed to hold public hearings in each of the metropolitan areas within the state, as determined by the Commission, for the purpose of determining the adequacy of rail, bus, motor carrier, and other public transportation services and facilities.

The Commission conducted a schedule of eight public hearings, as listed below, during the spring and fall of 2014.

<u>TOWN</u>	<u>MODERATOR</u>	<u>DATE</u>	<u>LOCATION</u>
New Haven	Frederick Riese	May 6	New Haven Hall of Records
Stamford	Frederick Riese	May 13	Government Center
Danbury	Richard Schreiner	June 2	Danbury City Hall
Hartford	Alan Sylvestre	September 9	Hartford Public Library
Torrington	Frederick Riese	September 17	Torrington City Hall
Waterbury	Frederick Riese	September 30	Waterbury City Hall
Meriden	Kevin Maloney	October 8	Meriden City Hall
Storrs	Nicholas Lownes	October 15	Mansfield Town Hall

**Connecticut Public Transportation Commission  
Public Hearing**

Hall of Records, Hearing Room G2  
200 Orange Street  
New Haven, Connecticut  
Tuesday, May 6, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Kevin Maloney  
Richard Schreiner  
Yvonne Loteczka

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Frederick Riese opened the hearing at 7:40 pm, noting that there were no members of the public in attendance. He kept the hearing open until 7:49 at which time, there still being no members of the public present, he closed the hearing.



**Connecticut Public Transportation Commission  
Public Hearing**

Government Center  
888 Washington Boulevard  
Stamford, Connecticut  
Tuesday, May 13, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Yvonne Loteczka  
Richard Schreiner

**CPTC EX-OFFICIO MEMBERS**

Fred Riese

**CDOT STAFF**

None

**INTRODUCTION:**

Hearing moderator Frederick Riese opened the hearing at 7:33 pm, welcoming the attendees and thanking them for their attendance. He then gave a brief description of the function of the Commission and the purpose of this hearing. Lastly, he introduced the Commission members present.

**PUBLIC TESTIMONY:**

**Shannon Marciano**, a 7-year resident of New Canaan, lives adjacent to the Merritt Parkway between exits 37 and 36. There are three ConnDOT facilities within ¼ mile of her house. One is a permanent highway maintenance facility, while the other two are highway construction staging areas at Talmadge Hill and Exit 37. Maricano understands the need to maintain and improve the Parkway and she accepts the fact that work will occur at night. Her concerns are the cars of construction workers parked on the Parkway ramps, which she sees as a safety issue, and the overflow of garbage from the dumpsters at the staging areas. She said there is no practical way to access and empty the dumpsters. The result is that they overflow with waste which collects in an adjacent drainage ditch and then blows into her yard. She said residents received no notice that the construction staging areas were about to pop up. The Talmadge Hill and Exit 37 staging areas have now been paved, causing her to wonder if these will become permanent ConnDOT facilities.

Macriano said she is often awoken by trucks starting up at 2-3 a.m. She said that knowing the schedule of the construction and how the construction staging areas will be used would be helpful. She has noted what she identified as a sleeper trailer at the Talmadge Hill site. She said it is no longer possible to identify who belongs in the neighborhood and who does not.

**Jeffrey Maron** is a member of the Metro-North Rail Commuter Council. He expressed a number of concerns related to the Stamford Transportation Center project. At a recent Stamford Board of Representatives meeting, a very informative presentation on the Stamford Transportation Center project was given. Maron said it would be nice if that presentation had a wider distribution.

Maron went on to provide a little background concerning the parking garage at Stamford Station. He explained that the garage was constructed in two separate sections, the older one in 1987 and the more recent one in 2004. The 2004 garage is essentially a 'U' around the 1987 garage.

There are six entrances and exits from the parking garage, however four of the six have one or both ends in the old garage, which will be demolished.

Maron expressed his curiosity as to how 1,100 cars will enter and exit the garage via the two remaining access points which empty onto Atlantic Avenue. Maron said the flow of traffic at the station is already a mess today. Traffic exiting the garage onto Washington Boulevard backs up to State Street. Atlantic Avenue also backs up. Station Place will now become a 1-way street so all traffic will enter on Atlantic Avenue and exit onto Washington Boulevard. Maron said that when Representatives asked about traffic studies at the Board of Representatives meeting, they were told that no official traffic studies have been done yet. If traffic from the other new developments that will be part of the Stamford Transportation Center transit-oriented development project is added to the existing station parking garage traffic, the existing situation can only get worse.

Maron testified that traffic signs around the station are frequently ignored, including "No Left Turn" signs and signs saying not to cross the yellow lines. But he said that, in many situations, motorists have no choice but to ignore the signs due to traffic pressure around and behind them.

The existing parking garage offers good access to all rail platforms. Although the new parking garage may in fact be closer to the station platforms, it may or may not offer better access from garage to platforms, depending on which platforms you are going to. This will depend on what walkway connections are provided from the new garage. Conceivably, much more lengthy pedestrian connections may be involved in accessing the station from the replacement garage than from the 1987 garage.

Maron again pointed out that, in addition to the State-funded parking garage, the new development will include 150,000-200,000 square feet of office space, plus retail, residential and hotel space. He stressed the importance of being able to accommodate the traffic flows from all these uses.

Maron also questioned if the new parking garage would still be completed should the developer fail or bail out on the project. He cited problems with the old garage such as falling concrete, lack of any maintenance, deteriorating roadbed in the garage, and areas cordoned off from use. It will be three more years that the old garage will still be in use.

Lastly he mentioned that the implementation of previous traffic calming measures caused a worsening of the traffic congestion at the rail station.

**Vito Bochicchio, Jr.**, of Stamford Yellow Cab, dba Eveready Cab, is particularly interested in the specifics on the Stamford Transportation Center redevelopment project. He has been in the taxicab business for 44 years and feels that the Stamford Transportation Center has the best run taxi operations in Connecticut. Four licensed taxi companies serve the station. These four companies, which operate 115 cabs in total, are being held to very high standards by ConnDOT. The taxis have to use an electronic pass, like EZPass, even to have access to the station.

Bochicchio contrasted this with new, and often illegal, taxi providers popping up. The biggest of these is Uber. Uber is becoming the biggest unlicensed transportation provider in America. Those providing Uber trips operate without a Certificate of Need and Necessity. In Connecticut, it is a Class B misdemeanor to operate an unlicensed taxi company. When Bochicchio has asked ConnDOT why they are not cracking down on illegal cab companies, he said ConnDOT's response has been that they do not have jurisdiction to do this. Limousine companies that are operating as taxicab companies are another problem, as are carriers that have interstate FHA licenses but are providing intrastate trips. His company and other local taxi service providers have filed complaints with ConnDOT, the Governor's office, and DMV but have received no responses to date despite several follow-ups. He noted that patrons of unlicensed and unregulated service providers have no one to complain to when trips go bad.

Bochicchio said Uber has just opened an office in Fairfield. He noted a situation last week at the Stamford Marriott where there were 13 Uber vehicles in line waiting for fares.

**Gerard Vilsaint**, a taxi driver, said he had come prepared to speak on these same issues but that Bochicchio has covered his topics and he was in agreement with Mr. Bochicchio.

Moderator Riese closed the hearing at 8:38 p.m., thanking the attendees for taking the time to attend this evening's hearing and present their testimony.

**Connecticut Public Transportation Commission  
Public Hearing**

Danbury City Hall  
City Council Chambers  
155 Deer Hill Avenue  
Danbury, Connecticut  
Monday, June 2, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Yvonne Loteczka  
Richard Schreiner  
Robert Rodman

**CPTC EX-OFFICIO MEMBERS**

Fred Riese

**CDOT STAFF**

None

**INTRODUCTION:**

Hearing moderator Richard Schreiner opened the hearing at 7:37 pm, welcoming the attendees and briefly explaining the work of the Commission and the purpose of tonight's public hearing. Lastly, he introduced the Commission members present.

**PUBLIC TESTIMONY:**

**Frances Ryan** of the City of Danbury Commission on Persons with Disabilities referred to the July 2011 *Danbury On-Demand Transportation Study* which she complimented as a good analysis. She concurred with the finding that options for transportation in Danbury dry up after 7:00 or 8:00 PM. There is a lack of accessible taxicab service in Danbury, so that although Danbury does have general taxi service, people with disabilities are still isolated. One woman in town runs an accessible livery service but it costs \$60 per ride.

**Senator Michael McLachlan**, 28<sup>th</sup> District, thanked the Commission for coming to Danbury. He said the Danbury Branch of Metro-North remains a problem. The problems on the Branch may not be as bad as on the New Haven Line, but the Danbury Branch is shedding ridership to the Harlem Line as Danbury and Bethel commuters have given up on the Branch and now make the drive over to Brewster. Recent problems at the rail crossings have been a serious issue, adding 15-20 minutes to trip times on the Branch.

Sen. McLachlan next spoke about the situation with the Uber internet ride-matching service whereby drivers without taxi or livery licenses and often without proper insurance are providing rides for hire. Many of the drivers do not realize that their personal auto insurance becomes invalid once they provide rides for hire. Unlike regulated taxi and livery operators, the vehicles of the drivers working through Uber are not inspected.

McLachlan cited the example of a Uber driver in Chicago who, though supposedly subjected to a background check, had a criminal record, had committed sexual assaults, and had no insurance.

The General Assembly is aware of this problem and had tried this session first to prevent the dispatch of unlicensed vehicles and drivers to provide for-hire service, and subsequently simply

to put a moratorium on the operation of such services. Ultimately, the Legislature created a task force to study the problem. The report of the task force is due January 1, 2015.

McLachlan noted that Uber is mainly active in Fairfield County and has just a small presence in Danbury. He is concerned about liability issues for these unregulated operators and about the unlevel competition with the licensed and regulated taxi and livery providers.

The final issue that Senator McLachlan raised was that of tolls. He said the combination of an easing of Federal rules on tolling and Connecticut's financial situation as the State gets "broker and broker" is leading to a renewed interest in tolls. He considers tolls to be a regional tax since most tolling proposals focus on the Interstate highway border crossings. Ten thousand people in the Danbury area commute into New York State every day. These people would get hit hard by a toll at the border, while people in interior Connecticut would be mostly untouched. An exception to this is a proposal to pay for improvements to Interstate 84 in Hartford with congestion pricing tolling. McLachlan said that a public hearing on this concept will be coming up soon.

**James Coffey** of New Milford asked if there was a way to get a train from his town to New York City. Commission member Fred Riese explained that there was not, though a study of Danbury Branch service expansion options has looked at the possible extension of Danbury Branch service to New Milford and the Housatonic Railroad is also investigating the provision of passenger service to New Milford. James Coffey's father, **Walter Coffey**, said there is a lot of congestion around New Milford and passenger train service from the area would be desirable.

**Senator McLachlan**, in response to a question from Walter Coffey as to when tolling might be implemented, said that most legislators from the area oppose tolling, as do most legislators from other border areas which might be tolled.

**James Coffey** asked who is responsible for mechanical inspections of school buses. He noted quite a few problems with school buses he has ridden including mechanical issues, doors that wouldn't close, low oil levels and buses being held up or taken out of service for repairs. His father **Walter** said that a mechanic for the previous school bus operator in New Milford had told him the mechanics were instructed to do the minimal repairs necessary to keep a bus on the road. No preventative maintenance was ever done.

**Rosemarie** and **Jack Bouclier** spoke of the limited hours of operation of the HARTransit system and the impact this has on handicapped transportation availability. Rosemarie is a member of the City of Danbury Commission on Persons with Disabilities. Her husband Jack requires dialysis treatment but there is no HART service on holidays. Expanded hours of bus service would help not only with medical issues but also allow disabled residents to attend evening shows and cultural events. Bus service in Danbury now terminates at 10:00 PM.

**Walter Coffey** works at Danbury Hospital and noted that the roads around the hospital are often poorly plowed during winter storms.

Moderator Richard Schreiner closed the hearing at 8:25 PM

**Connecticut Public Transportation Commission  
Public Hearing**

Hartford Public Library  
Center for Contemporary Culture  
500 Main Street  
Hartford, Connecticut  
Tuesday, September 9, 2014 – 6:00 PM

**CPTC VOTING MEMBERS**

Kevin Maloney  
Robert Rodman  
Richard Schreiner  
Alan Sylvestre

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Alan Sylvestre opened the hearing at 6:09 pm. He welcomed the attendees, gave a brief description of the Commission and of the purpose of tonight's hearing.

**PUBLIC TESTIMONY:**

**Mario Marrero**, Senior Transportation Planner with the Capitol Region Council of Governments (CRCOG), outlined the new bus shelter program for the Hartford area. He noted that when he started his career at CRCOG in 1999, he was working on an earlier version of the bus shelter program.

The newly expanded CRCOG serves 38 towns but an initial seven towns signed on to participate in the new bus shelter program. CRCOG is the project manager, while the Greater Hartford Transit District is the grant recipient. Brasco International has been selected as the bus shelter supplier. The new shelters will be 12' x 6', will be ADA compliant and will either have electrical service extended to them for lighting or will be equipped with solar panels. The selected advertising agency will repair and maintain the shelters and be responsible for snow removal. In return, it will receive the advertising revenue from the ads placed on the shelters.

Funding for the initial installation of the shelters comes from a \$900,000 federal grant which supplies 80% of the cost, with a 20% local match being split equally between ConnDOT and the towns.

Installation of the shelters will be done in phases. Phase 1 will consist of 25 shelters in South Windsor, Wethersfield, Bloomfield and Windsor Locks. Shelter locations were selected based on passenger counts, with data supplied by CT Transit. Phase 2 will install 50 shelters in Hartford. Phase 3 was anticipated to involve shelters in East Hartford and Newington, but Newington has withdrawn from the program, which creates an opening for another town to participate, potentially Vernon.

LED lighting will be placed both above the ads and inside the shelter. There will be one advertisement per shelter and it will be on the downstream side of the shelter so as not to block the waiting riders' view of the approaching bus.

Installation of the shelters for Windsor Locks, the first town to receive them, will go out to bid in late September. The shelters will be a combination of replacements of existing shelters and shelters in new locations.

**Lia Yim**, Principal Transportation Engineer at CRCOG, spoke concerning the Comprehensive Transit Service Analysis project for the Hartford Division of CT Transit. Many of the Hartford area bus routes go back to the streetcar era. The analysis will look at the routes and evaluate, among other things, redundancies in route structure, and options to optimize local bus connections to *CTfastrak* and the Springfield Line rail service.

An early phase of the project will be the establishment of a community involvement program which will include a committee of representatives of municipalities served by the Hartford Division, as well as of CT Transit, ConnDOT, Manchester Community College and Travelers. Community involvement will also include several public meetings, a study website, interviews of users, and focus groups.

The next task of the analysis will involve the development of a transit data repository including such statistics as ridership by stop, ridership by time of day, cost of service, and other service and operating statistics. This data will ultimately be fed into the t-HUB database being developed by UConn's Connecticut Transportation Institute.

CRCOG'S Transportation Demand Model will be used to see how routes match up with anticipated travel demand, and potential routes will be evaluated using performance metrics.

Another aspect of the study will focus on the Manchester park-and-ride lot and the potential development of a transit mini-hub there. The final report of the Comprehensive Travel Service Analysis is due in 18 months. Yim said that the South Western Regional Planning Agency is conducting a similar route study in the Stamford area.

**Milton Shannon**, a bus rider and cyclist from Hartford, commented that bus stop schedules are posted at many bus stops but not at others. He said the posting of schedules is a very important information resource; otherwise people may not know when the next bus is coming or if the weekend service schedule is different from the weekday schedule. Shannon has been a bus rider here for the last year and also uses his bicycle to get around town. He commented that the trip planner application is very helpful to him. On-line information and schedules at bus stops and shelters are the best sources of schedule information. Perhaps furnishing more schedule information to senior centers would also be helpful.

**Lia Yim** then discussed the bicycle and pedestrian count program being undertaken by CRCOG. The results of the count will provide supporting data for bike lanes, trails and sidewalks. Yim observed that we have great data for car traffic but not so much on pedestrian and bicycle traffic.

CRCOG's effort is part of a national bicycle and pedestrian data project. Weekday counts are done on Tuesdays, Wednesdays and Thursdays from 4:00 to 6:00 pm to capture work commuting trips while weekend counts capture recreational bike and pedestrian trips. She noted that as *CTfastrak* service comes on line and then matures, more bike/ped activity is expected at station locations.

Forty-five counting locations have been monitored in previous surveys but 80+ locations will be counted for this survey, some at multiple times. The national counts use the same counting dates so as to produce comparative data. The counting is all done by volunteers. Yim distributed a map showing the counting locations which stretch from New Britain and Collinsville in the west to Bolton and Ellington in the east, and north to Thompsonville and Granby.

**Milton Shannon** noted that, due to construction activities at the Wadsworth Atheneum, the bicycle racks there are not currently accessible. These bike racks are the most conveniently-located ones in downtown Hartford to park bikes because of their easy proximity to CT Transit bus routes on Main Street. He listed other bike rack locations in or near downtown, including two racks at City Hall, one at the Library, two at Union Station, and 14 or 15 at the State Street garage, but the Atheneum racks are the most convenient of all these sites. Lia Yim mentioned there are bicycle lockers in the Spruce Street parking lot behind Union Station.

Shannon continued, saying some of the CT Transit bus drivers are very courteous and will stop for riders waving their arms and trying to catch a bus after it has left the stop. He doesn't want to get any drivers in trouble for doing that, and he asked Phil Fry of CT Transit whether drivers can get in trouble for that. Fry said drivers get in trouble if they don't stop. He went on to clarify that at downtown bus stops, drivers are discouraged from stopping again after they leave the curb and pull out into traffic because stopping the bus in traffic can create a safety hazard. But in residential areas, it is not a problem for the bus to stop away from the official stop location.

Moderator Alan Sylvestre closed the hearing at 7:09 pm.

In addition to the testimony presented at the hearing, **Joseph Cutrufo** of the Tri-State Transportation Campaign submitted written testimony for the hearing record. The Tri-State Transportation Campaign is a policy watchdog group working in Connecticut, New York and New Jersey of behalf of public transportation issues.

Mr. Cutrufo stressed that, while Metro-North and Shore Line East provide essential transportation services that support Connecticut's economy, the importance of the bus transit system is often overlooked. He then outlined several important bus transit issues.

First, transit improvements are necessary in downtown Hartford to optimally tie in the *CTfastrak* service via efficient routes and to serve other developments such as the proposed mixed-use "Downtown North" project. Cutrufo next advocated modifying some of the wider streets in the North End of Hartford to accommodate multi-modal corridors with wide sidewalks, bike lanes and exclusive bus lanes.



Cutrufo then advocated for increased resources for bus transit services in general to allow for more frequent service, expanded hours of operation, and updated routes. He cited rider complaints in New Haven and Stamford that the bus service is not convenient enough to operate effectively as a feeder to the rail stations.

Lastly, Cutrufo cited a lack of pedestrian infrastructure to allow for safe and convenient access to bus stops and transit stations.

**Connecticut Public Transportation Commission  
Public Hearing**

Torrington City Hall  
140 Main Street  
Torrington, Connecticut  
Wednesday, September 17, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Kevin Maloney  
Robert Rodman  
Yvonne Loteczka

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Frederick Riese opened the hearing at 7:36 pm. He welcomed the attendees, thanked them for coming to tonight's hearing, and gave a brief description of the Commission and of the purpose of tonight's hearing. He then introduced the Commission members present.

**PUBLIC TESTIMONY:**

**Richard Lynn**, Executive Director of the Northwest Hills Council of Governments, first discussed the merger of the former Litchfield Hills and Northwestern Connecticut Councils of Government, effective January 1, 2014, to form the new Northwest Hills Council of Governments. With the addition of Burlington from the Central Connecticut Regional Planning Agency, the new Northwest Hills Council of Governments represents 21 towns. The COG is in the early stages of developing a regional transportation plan.

Lynn cited a centralized transportation facility for the Northwestern Connecticut Transit District as the top priority in the region. This need has been recognized as long ago as the *Connecticut Statewide Bus System Study* done nearly 15 years ago. Lynn reported that significant progress has been made toward addressing this need, with regional officials and ConnDOT now having selected a preferred site and beginning preliminary design work.

The proposed bus facility should not just house the Transit District's vehicles but should also provide passenger amenities such as a waiting room, rest rooms, a ticket counter, and maps and schedules. Ideally, the station should also function as an intercity bus terminal. To demonstrate this need, Lynn said Peter Pan has never had a formalized pick-up point for inter-city bus passengers in Torrington. Lynn thanked the Commission for its past advocacy of the Northwestern Connecticut Transit District facility.

Lynn next discussed the regional transportation needs identified through the Local Human Services Transportation Planning (LOCHSTP) process. That process identified a need for bus service expansion in Torrington and Winsted/Winchester, implementation of a public awareness campaign for the currently-available transit services, establishment of a Rural Independent Transportation System using wheelchair-accessible vehicles, and the establishment of signed, designated bus stops along the Transit District's fixed route system. In particular, Lynn

discussed the latter need and said the COG had allocated \$10,000 for a preliminary study of bus signs and bus shelter locations. Currently, riders must flag down the buses as they approach, a procedure which is not always safe.

**Brett Zuraitis** said he doesn't foresee Route 8 as an expressway ever being extended to the Massachusetts line. He does advocate passenger rail service to Torrington, which would mean economic development for the city. He cited the real estate prices in the Danbury/Bethel area, which has rail service, as proof of what this enhancement could mean for Torrington. He suggested that rail service to Torrington could be provided by fuel-cell powered, rail-equipped buses running on the rail line. Such rail-equipped buses are already being used in Japan. Rail service on the Bridgeport-Waterbury-Torrington corridor would open up the Northwest Corner to economic activity. He said there is no need for big, heavy-rail trains on the line, just rail-equipped buses.

**Ed Cook**, President of the Torrington Historic Preservation Trust, said he accepts the need for a new bus facility in Torrington and recognizes that the Northwestern Connecticut Transit District has been operating out of sub-optimal physical arrangements. He advocates reuse of the existing Hendey Machine Company building for the new bus terminal as opposed to its demolition and the reuse of the site for a new structure. However, the selected site does have major limitations from a traffic perspective. Preferable sites might be the Honda dealership on Migeon Avenue which has a 14' ceiling for its garage and could be reused as is, or the Torrington Lumber Company property, which is also for sale. Neither of these sites were identified among the alternative locations evaluated in the siting study done ten years ago.

Cook described the Hendey property, also known as the Stone Container property after the last tenant on the site, as containing other buildings which have redevelopment/reuse potential but which would become landlocked by the proposed new bus facility. He said the Hendey Machine building offers 30,000-40,000 square feet of open interior space with a high ceiling since it was formerly a foundry. He cited the building as being very solidly constructed.

**Adam Lytton** is program manager for Prime Time, Incorporated, which is an employment support agency for special needs clients. Transportation is a big hurdle in obtaining employment for its roughly 100 client members. Prime Time purchased a 10-passenger bus two years ago but it is not as reliable as he would prefer and it is operated only one day per week. If we could put more of his members to work, it would help generate more tax revenue. First shift transportation to Waterbury is the biggest need for his clients.

**Marie Soliani** is a member of the Torrington City Council and a candidate for the 63<sup>rd</sup> District House seat. Soliani said there is a need to expand transportation in the city of Torrington and the Northwest Corner. The limited weekend service restricts employment options of area residents. Rail service to and from Waterbury would be a huge help. The area is woefully underserved when it comes to transportation.

**Carol Deane**, Executive Director of the Northwestern Connecticut Transit District, spoke to some of the employment trip issues. She said the District runs service all three shifts to Canaan via Winsted under the Job Access Program. The previous service to the Torrington Industrial

Park has been discontinued due to lack of demand. The District runs Sunday service between Torrington and Winsted, but has had no requests for Saturday service on the route. The weekday bus from Winsted to Torrington is very popular.

Regarding tonight's hearing, Deane said that there is generally no public transportation after 5:00 p.m. so bus riders would have difficulty attending the hearing. The Section 13b-38bb State Matching Grant program does support limited weekend and evening service. The Commission would be well served to contact the Sullivan Senior Center to get word out on its hearings.

Deane said that the Transit District serves 16 towns, now increasing to 17 as it adds service to Warren. It provides five days per week service from all Northwest Corner towns to Torrington.

The State Matching Grant program will allow for the District to provide extra senior trips for Christmas shopping and allows it to provide medical trips four days per week to the Farmington UConn Health Center and the Veteran's Hospitals in Newington and West Haven. Lastly, Deane said that communications between the District and ConnDOT have improved over the last year or so.

**State Representative Michelle Cook**, 65<sup>th</sup> District, commended the Transit District for doing a great job with minimal resources. Torrington UConn has a lot of evening classes but no public transportation at night, limiting options for transit-dependent students. Medical specialists are often out of the area. Sometimes the first half of a medical trip can be made by transit but the return trip cannot be. She also noted that a lack of evening service means many people cannot attend events at the Warner Theater. Many clients of Prime Time could get second shift jobs but have no transportation to get to the jobs. She noted that there are only a couple of cabs operating in Torrington.

On a similar vein, **Rick Lynn** suggested that the Commission hold its next hearing in the town during the afternoon to allow transit-dependent users to attend.

Moderator Fred Riese closed the hearing at 9:04 p.m.

### **WRITTEN TESTIMONY**

In addition to Rick Lynn's comments presented at the hearing, which are covered earlier in this summary, two additional points were covered in his written testimony. The first is the need for equitable and stable operational funding for the bus system. For the Northwest Hills region, population and employment are projected to continue to increase, and the over 65 population of Litchfield County is projected to double in size by 2030 to nearly 4 out of 10 residents (Source: Connecticut Office of Rural Health). These trends point to the importance of maintaining existing transit services and making selective enhancements to them.

Regarding rail service in the region, Lynn noted that the State of Massachusetts has committed \$12.13 million to acquire the Massachusetts portion of Housatonic Railroad's Berkshire Line, and an estimated \$35 million to make initial track improvements to support passenger service on the line, as well as to improve freight service. The institution of passenger service on the line is dependent on funding and completion of upgrades in both Massachusetts and Connecticut. The

Northwest Hills Council of Governments will be hosting public hearings in Kent, Cornwall and North Canaan over the next year as part of a planning effort to assess the potential impact of the restoration of rail service in the region.

**Michael Boe**, an architect who operates Boe Studio in Torrington and is a member of the Torrington Historic Preservation Trust, has met with ConnDOT staff, the consulting engineering firm and the State Historic Preservation Office concerning the proposed bus storage and maintenance facility at the site of the Hendey Machine Building. The proposed bus facility will involve the demolition of the Hendey Machine Company building, a building of intrinsic architectural as well as historical value to Torrington. Boe described some of the aspects of the building such as the “magnificent scale of space, the masonry detail of yesteryear, the quirks of an old building”. He also cited what he sees as the operational shortcomings of the intersection at which the new facility would access the local roads, saying the intersection of Route 202, New Litchfield Road and Litchfield Street has poor geometry and signalization.

**Connecticut Public Transportation Commission  
Public Hearing**

Waterbury City Hall  
235 Grand Street  
Waterbury, Connecticut  
Tuesday, September 30, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Richard Schreiner

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Frederick Riese opened the hearing at 7:33 pm, welcoming the attendees and introducing Commission member Richard Schreiner. He thanked those in attendance for coming to the hearing and then briefly explained the function of the Commission and the purpose of tonight's hearing.

**PUBLIC TESTIMONY:**

**Jim Troup**, Dean of Academic Administration at Naugatuck Valley Community College, said that four years ago at a similar Commission hearing, he had spoken about the need for evening bus service in Waterbury. Subsequently, Naugatuck Valley Community College (NVCC) students voted to assess themselves a \$10/semester transportation fee which has since raised \$140,000 - \$160,000 per year to purchase transportation services. These funds were combined with Congestion Mitigation and Air Quality (CMAQ) funding that was available to ConnDOT to institute and support evening bus service. NVCC pays North East Transportation \$140,000 per year which helps fund the evening service and supports the UPass program whereby NVCC students can ride local CT Transit buses without charge.

Troup gave figures that, as of July 31, 2014, the evening bus service in Waterbury had carried 489,621 riders in less than three years of operation. Eight hundred to nine hundred NVCC students participate in the UPass program and have taken an aggregate of 347,288 UPass rides since October 2011, including 30,596 evening service UPass rides. Troup thanked the Commission for its role in supporting the evening bus service proposal.

Troup then discussed two initiatives he would like to see implemented. The first is the need for a shuttle service to link the Waterbury and Danbury campuses of NVCC. The Danbury campus was opened five years ago and since that time enrollment has grown from zero students to 1,100. A shuttle connection is needed to provide weekday service, with a first bus originating in Danbury timed to arrive at the Waterbury campus in time for 8:00 am classes. The last shuttle would leave Waterbury at 7:00 pm. The NVCC Student Government Association might be able to provide some seed money to get this service started. Troup noted that the Danbury campus at 183 Main Street is only 6,000 square feet. DAS is looking for a bigger space host this facility.

Secondly, Troup highlighted the need for sidewalks on Chase Parkway in front of the NVCC campus. The current lack of sidewalks puts student safety at risk, especially with the sharp curve just east of campus and the resulting poor sight lines.

**Iralis DeJesus**, President of the Student Government Association and a sophomore at NVCC, uses the UPass bus fare program. Both her parents work, so she can't get transportation from them, and she lives out in the East End near Crosby High School and thus completely across town from NVCC, so the UPass program is absolutely essential to her. DeJesus noted that most NVCC students do not have cars. The UPass program not only helps students get to classes but also allows them to volunteer in the community or to reach jobs. She also echoed the call for a shuttle link with the Danbury campus saying such a link would help Danbury students access classes here and would allow students to graduate sooner because all classes at both campuses would be available to all students. Lastly, she said the lack of sidewalks in front of campus creates a dangerous situation, especially in winter.

**Liliau Jimenez** is an NVCC student. Access to the Danbury campus would be a valuable option for her both in terms of providing additional scheduling flexibility and in helping her with childcare for her 5-year old daughter. The evening bus service in Waterbury has been a huge help to her. It allows her to take evening classes.

**Jesse Spangenberg**, Secretary of the NVCC Student Council, stressed that the evening bus service is critical to NVCC students. He gets out of class at 8:25 pm and can catch the bus home. The evening bus service allows him to take classes at times which are convenient for him.

**Mildred Pacheco**, Treasurer of the NVCC Student Government Association, highlighted the value of bus service in allowing her to attend not only her college classes but also to join clubs, do volunteer work and attend evening meetings. She concurred with the earlier speakers that a shuttle to NVCC's Danbury campus would be very helpful.

**Melissa Green** is an NVCC student and a single mom. Her initial attempt to attend NVCC resulted in her having to drop out of the college due to a lack of transportation. But the institution of evening bus service and the UPass program allowed her to go back to school. Melissa uses both morning and evening bus service.

**Barbara Kalosky**, General Manager of North East Transportation, highlighted the very significant growth in bus ridership that has occurred in Waterbury. Evening ridership is now 900 trips, with UPass ridership being a large share of this. For the 2013/2014 school year, 142,000 UPass trips were taken. UPass ridership for the current academic year is already running ahead of last year's pace.

Kalosky reported that the evening Waterbury bus service has now been added into the ConnDOT operating budget so it is on a secure footing now that the initial CMAQ funding has expired.

Moving on from evening service to the Waterbury fixed route service overall, Kalosky said that that a new daily record of 11,499 riders was set on September 3. Overall, ridership continues to climb.

Kalosky next discussed the upcoming study of the route system for Greater Waterbury. This study arose out of concerns about having the bus system pulse point on the Waterbury Green.

This comprehensive study will evaluate the individual routes, the structure of the overall system including whether the pulse point should be moved or whether the system should not operate as a pulse system, the optimal schedules for the system, and amenities for riders including shelters and restrooms.

Construction of a new bus storage and maintenance facility at the site of the former Watertown Drive-In Theater is now in the bid process. It is scheduled to be completed in 2017. AVL/CAD technology\* is slated to be installed in all buses by the spring of 2015 and in the paratransit vehicles by spring of 2016. (\* AVL/CAD = automatic vehicle locator and computer-aided dispatching systems)

Kalosky closed her testimony with a request for funding to add a Lakewood Road route to serve Waterbury Plaza, the Lakewood Road retail district, Shop Rite and Wolcott Street.

**Cindy Candrea** is a student at NVCC who takes evening classes from 5:30 – 8:45 pm. She does not use the bus service to access classes but would like to see sidewalks installed in front of campus as the poor line of sight makes walking along Chase Parkway and West Main Street dangerous. Candrea is also a manager at a local Stop and Shop. She mentioned that it is difficult to schedule workers for Sunday shifts as many of the employees do not have cars and the Sunday bus service is limited.

Candrea also owns a business on South Main Street. She expressed concerns about the Naugatuck River Greenway which will run right behind her business. She fears security problems. She recently experienced a break-in at her business, with several vehicles being vandalized. To add to the problem, it took 2 ½ hours before police responded to her call.

**Robert Petro**, an employee of North East Transportation and an official with Teamsters Local 667, said bus ridership in Waterbury has increased dramatically. He also mentioned that Post University is looking to establish a presence in Downtown Waterbury. Permanent evening bus service is very important. Petro also spoke of concerns that the upcoming Interstate 84 widening project in the East End of Waterbury will result in traffic delays, especially at the Hamilton Avenue exit.

**Michael Syrotchen** first spoke of the need for better bus connections to Naugatuck, including to the Naugatuck Super Walmart. Syrotchen said you can get to Naugatuck but the connection back is difficult. He suggested extending one of the Baldwin Street bus routes south to Union City where it could connect to the Naugatuck bus service. He also said that bus service is needed to the Kmart Plaza in Watertown. Lastly, a shuttle bus service from Downtown Waterbury to the Brass Mill Mall would relieve a lot of pressure on the crowded 22 bus.

Moving on to bicycles, Syrotchen said that while the proposed Naugatuck River Greenway may be great for recreation, what is really needed in Waterbury is bicycle lanes. Waterbury is not a bike-friendly city. In fact, cycling in the city is downright dangerous.



**Sam Gold**, Executive Director of the Council of Governments of the Central Naugatuck Valley, spoke on a range of local issues. The Council of Governments has just had a meeting on the sidewalk issue at NVCC. He pointed out that Chase Parkway is a State road.

Gold said that the #1 local priority is to maintain funding for current transportation services. The evening and Sunday bus service and paratransit service are very important. The expansion of the Waterbury Branch Metro-North service announced last week will also be very helpful. Any further expansion of service beyond this will require the addition of signalization and passing sidings on the Waterbury Branch and a transfer station at Devon.

Bristol would like to see passenger rail service extended from Waterbury to Bristol, in part because ESPN desires enhanced access to New York City.

Gold was very encouraged at the City's recent success in obtaining a TIGER grant to assist in the development of the Naugatuck River Greenway. The success of the Greenway will be enhanced by expansion of the rail service which parallels it. The realization of any transit-oriented development potential along the Waterbury Branch of Metro-North will also depend on better service.

**Pat Gallagher**, Senior Planner at the Council of Governments of the Central Naugatuck Valley, said the purpose of the bus route operations study is to find an "implementable solution". The study will be guided by a 20-member steering committee. Gallagher noted that the Waterbury bus system has experienced a 75% ridership growth in the last ten years, the greatest growth of any system in the state over this timeframe. A drawback of this growth is that it slows the service as more riders are handled. North East Transportation is barely able to meet its schedule now. In addition to being at capacity, passenger amenities have also not kept up with the growth in ridership. There is a severe lack of amenities, especially bus shelters. The fact that most of the job growth in the region has occurred outside of Waterbury puts additional stress on the bus system. Jobs Access transportation services are becoming more important than ever.

The upcoming bus route operations study will do scenario building. Gallagher said that downtown property owners will be involved in the study, as will the Chamber of Commerce and NVCC, among others.

**Yvonne Smith-Isaac** is Chairman of the Greater Waterbury Transit District which is the local paratransit service coordinator. She thanked the Commission for coming to Waterbury. Smith-Isaac addressed a wide range of points. She uses Metro-North train service on a regular basis. Overall, the ride is comfortable and the cars are clean. She does observe the bathrooms to have an odor. Also, the conductors do not provide help in identifying which cars are handicapped-accessible before riders board the trains, nor do they direct handicapped riders to the car exits which will open when the train stops. Only the first four doors on the train will open but the conductors make no effort to advise riders of this ahead of time. Also, the car aisles are not wide enough to accommodate walkers. Smith-Isaac said announcements made on the train are often garbled or unclear. She praised the through-train service from Waterbury to Stamford saying it is great not to have to change trains to reach Stamford.

On the new M-8s, the bathrooms are large but the placement of the sinks make the bathrooms non-handicapped accessible. Also, she has observed that when the M-8 cars accelerate suddenly, the bathroom doors can slam shut and then lock in that position. If no one is in the bathroom to open the locked door, even the conductor can't open it so access to the bathroom is lost. But the M-8s are comfortable and do have a nice ride.

Smith-Isaac is pleased that the State Matching Grant Program was 100% funded this year. She noted that the new statewide ADA paratransit on-line application is not accessible for the visually-impaired. She can't get the screen to react to her. The website looks nice but the application is not accessible. She feels the website needs to be audible.

Some of the vehicles used in Waterbury for paratransit are outdated. The lifts on the older vehicles are getting to the point where they are not reliable.

Naugatuck is no longer contributing to the non-ADA paratransit service for its residents so fares in Naugatuck have doubled, to \$12 for a round trip. This can be a financial hardship for people with disabilities.

With respect to fixed route bus service, Smith-Isaac's major complaint is that drivers do not announce the major cross streets, thus sight-impaired riders can be ill-informed of their location and the proximity to their stops. She also sees a need for a Naugatuck to Waterbury bus, even if it creates a new ADA service corridor. She receives calls all the time from people who want to get to Waterbury from Naugatuck. Other fixed route problems she has observed include drivers not wanting to put ramps down, some trip tickets being defective, and the timing of some bus transfers being problematic if the arriving bus is late.

She would like to see accessible taxicab service in Waterbury. Hartford and New Haven have accessible cab service but the current Waterbury taxi operator has shown no interest in providing accessible cab service.

Smith-Isaac feels the CTfastrak serviced coming to Waterbury will be a big help for local riders. She does not look forward to the major traffic disruptions that will accompany the Interstate 84 widening project, particularly at Hamilton Avenue. Regarding the Naugatuck River Greenway, it will be a valuable asset in helping residents get exercise but cameras and lighting will be necessary for security in some areas.

**Domenic Rinaldi**, Director of the Waterbury Tulip and Flower Festival, said that event will be bringing more tourists into town, as will the renovations to Holy Land. He said market rate housing will be expanding in Waterbury, with population and student growth occurring downtown. Train service will be important, especially for the tourist events and attractions. The upcoming demolition of the Prospect Street parking garage just off the Green presents an opportunity for siting bus facilities. He suggested that an intercity bus terminal could be built on Freight Street, near the train station. He feels the Meadow Street site is not suitable for such a facility due to the already crowded traffic conditions there.

Moderator Frederick Riese closed the hearing at 9:16 pm.

### **WRITTEN TESTIMONY**

**David Fine** of Danbury submitted written testimony regarding plans for the Bethel train station and bicycle-related topics. Fine said ConnDOT has not included bicycle parking in the plans for the Bethel train station. A suitable locked, enclosed bicycle parking facility is needed at the Bethel train station. [Note: Since the date of Fine's testimony, ConnDOT has added bicycle lockers into the plans for the Bethel train station.]

Fine appreciates the greater accommodation of bicycles on Metro-North trains. The prohibition of bicycles on peak hour trains makes sense as far as recreational cyclists are concerned but discourages the use of bicycles for commuting.

Fine also supports secure bicycle parking at all train stations. He is also concerned that many people do not realize that buses can carry bicycles. Perhaps signs at bus stops which incorporate a bicycle into the bus stop graphic would be helpful in this regard.

**Connecticut Public Transportation Commission  
Public Hearing**

Meriden City Hall  
Council Chambers  
142 Main Street  
Meriden, Connecticut

Wednesday, October 8, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Kevin Maloney  
Robert Rodman  
Alan Sylvestre  
Richard Schreiner

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Kevin Maloney opened the hearing at 7:35 pm. He welcomed the attendees, thanked them for coming to tonight's hearing, and gave a brief description of the Commission and of the purpose of tonight's hearing. He then introduced the Commission members present.

**PUBLIC TESTIMONY:**

**Barbara Kalosky**, General Manager of North East Transportation, said Meriden ridership averages 600 per weekday, 150 on Saturdays, about 60 riders per day in Wallingford, and 55 paratransit riders per day for Meriden and Wallingford combined. The Meriden Saturday service went into operation 5-6 years ago. The bus hub on State Street, in front of the train station, is being moved to Pratt Street for a year to accommodate construction of a new train station.

**Joseph Spina**, Assistant General Manager of North East Transportation, said the original construction plans for the railroad station would have kept State Street open. When the closure of State Street was found to be necessary, the bus pulse point had to be moved. The new Pratt Street pulse point will be able to accommodate three buses at one time. The Middletown Area Transit bus will also come to the pulse point, as will the New Haven/North Haven/ Wallingford/ Meriden bus.

The new pulse point will go into operation in December 2014 for about one year. The Pratt Street location will eliminate most of the railroad crossings from the bus routes. Very few route modifications will be necessary for the pulse point relocation. North East Transportation has requested temporary bus shelters and benches for the new pulse point.

Spina said the highest ridership bus route in the Meriden system is the Westfield Mall route. In response to a question on ridership levels from Middletown, Spina said the Middletown-Meriden bus carries several hundred riders per month.

In response to questions on several other points, Spina said that North East Transportation typically receives \$50,000-75,000 per year in revenues from advertising on its buses. The hybrid buses it operates get about 1 mpg more than the diesel buses, maybe 5.5 mpg as opposed to 4

mpg for the diesel buses. Concerning the possibility of bus service between the Waterbury and Danbury campuses of Naugatuck Valley Community College, as has been requested by that school, Spina said there may be issues with private intercity carriers such as Peter Pan that would prevent the operation of such a service.

**Allan Church** of Meriden Transit mans the 919 commuter information line, sells bus tickets at the senior center, and answers questions for bus riders. His position is 50% funded by the City of Meriden and 50% by ConnDOT. The most frequently asked question he receives is how to get a bus from Meriden to Waterbury. He receives two or three of those inquiries each week. His answer to that question is that you can't do that.

Church highlighted security concerns for the commuter parking lot near the intersection of Interstates 91 and 691. A series of catalytic converter thefts have occurred there. Cameras would be a solution to this problem.

Moderator Kevin Maloney closed the hearing at 8:16 p.m.

**Connecticut Public Transportation Commission  
Public Hearing**

Mansfield Town Hall  
4 South Eagleville Road  
Storrs, Connecticut

Wednesday, October 15, 2014 – 7:30 PM

**CPTC VOTING MEMBERS**

Nicholas Lownes  
Kevin Maloney  
Robert Rodman

**CPTC EX-OFFICIO MEMBERS CDOT STAFF**

Fred Riese

**INTRODUCTION:**

Hearing moderator Nick Lownes opened the hearing at 7:35 pm, welcoming the attendees and introducing the Commission members in attendance. He then briefly explained the function of the Commission and the purpose of tonight's hearing.

**PUBLIC TESTIMONY:**

**Rose Kurcinik**, Acting Director of the Windham Region Transit District (WRTD), provided background as to the services provided by the District. WRTD runs two fixed routes as well as ADA paratransit, Dial-a-Ride, and Jobs Access transit services in the 10-town Windham Region. The City Bus route is an east-west route serving commercial areas of Willimantic and the campus of Eastern Connecticut State University. Over the last five years, ridership on this route has increased from 69,140 in FY 2009 to 92,095 in FY 2014. Headways on the route are long. ECSU students receive service only four times per day, the last bus being at 5:10 pm. WRTD receives numerous requests for later evening service on this route as well as for direct service between the Eastern and UConn campuses. WRTD seeks additional funding to increase the hours of operation and the frequency of service on the City Bus route.

The Storrs-Willimantic bus route is a north-south route linking Willimantic to UConn. The service often runs with the buses at or over capacity. There is a demand for more frequent service, later evening service, and more service on weekends. A large housing complex on Foster Drive will be adding five new buildings. This housing complex is a major source of WRTD riders, particularly UConn students.

In addition to these two fixed route services, WRTD runs two flex-route round trips per day between Willimantic and Danielson, Monday through Friday, principally serving Quinebaug Valley Community College students at the Danielson campus and riders going to Danielson Courthouse.

Kurcinik said the District provides no fixed route bus service east of the Willimantic River or Route 32. Currently this portion of Willimantic is served only through Dial-a-Ride service. WRTD would like to operate service in this area of Willimantic and she asked the Commission for support to obtain funding to do this.

WRTD regularly receives requests for service to Manchester and the Buckland Hills Mall area for employment and shopping purposes, and to Hartford for employment and education opportunities and medical appointments. WRTD appreciates past Commission recognition of this need and asks that this service need be highlighted again.

Lastly, Kurcinik gave an update on the new bus storage and maintenance facility currently under construction on South Frontage Road in Windham. The facility will accommodate storage for 30 vehicles and provide three maintenance bays, one of which will be lift-equipped, and administration space. Construction of the facility is now about 50% complete, with a projected opening date of March 2015.

Kurcinik also mentioned that the UConn/ Town of Mansfield pre-paid fare program continues to be very successful.

**Lon Hultgren** is the former Mansfield Public Works Director and now serves as the Chairman of the Mansfield Transportation Advisory Committee. Hultgren provided an update on the \$1.9 million Storrs Intermodal Center which is now built and open. A Federal Transit Administration Livability Grant was used to fund the facility which officially opened on April 14, 2014. The grand opening ceremony drew a large number of dignitaries.

The Storrs Intermodal Facility includes bike racks on the east side of the facility, as well as the offices of the adjacent Storrs Center development. Two or three routes of the UConn shuttle service serve the intermodal center, as does the WRTD Storrs-Willimantic bus route and Peter Pan service, which uses the center as one of its two UConn stops. A message banner on the center shows the WRTD fixed route bus information.

GPS information on the UConn and WRTD buses is used to update schedule information on the intermodal center boards. Peter Pan buses are not yet equipped to participate in this system but that is still being worked on.

Regarding bicycle storage facilities, the intermodal center contains a bicycle storage area and lockers and showers for cyclists. These facilities are completed but are not open yet. Fifteen bike cases, 18 lockers and three showers are provided at the center. The bicycle storage area is currently being leased out to the construction company finishing up the Storrs Center development. A bicycle-related retail business will ultimately go into this space.

Mansfield has sought designation as a Bicycle Friendly Community. Currently, only two Connecticut towns, Simsbury and South Windsor, have achieved this designation but Mansfield plans to become the third.

The transportation center currently has one electric vehicle owned by Hertz and rented out as a *zipcar* type short-term rental vehicle. Hultgren reported that this vehicle is seeing a good level of usage.

Hultgren also praised the pre-paid fare program funded by UConn and the Town of Mansfield as a success. The two supporting entities contribute \$30,000 each to support the arrangement.

UConn's share no longer comes from a direct student contribution but now comes from the University administration. Rose Kurcinik said that 95% of the ridership on WRTD's Storrs-Willimantic route consists of passengers covered by the pre-paid fare program.

**Sally Kelly**, a local resident, lives in the area that WRTD 'forgot' to serve, namely Route 32, just over the bridge. There are many apartments in this area but no bus service. Kelly asked what it would take to get bus service to her neighborhood.

**Cindy Dainton**, Mansfield Senior Center supervisor, said there is a very active 55+ adult community in town but Mansfield does not offer good mobility options at night. She cited three issues. A trip from the Senior Center to Glen Ridge apartments, for example, is very direct but the reverse trip is very long. Second, seniors don't like to come out after dark. Evening hearings such as tonight's or other events after dark are often poorly attended by seniors. For a hearing such as tonight's Commission hearing, she suggested that an early afternoon hearing held at the Senior Center would attract a large crowd. 'Out-of-region' transportation is another important issue. Many medical specialists are no longer located in Windham so she is seeing many Senior Center members traveling to Manchester, Glastonbury or even Hartford to see doctors now. The Town of Mansfield does have a volunteer medical trip program using volunteer drivers and a mix of Town and private vehicles. Fuel for the program is paid for by the Town. She noted that WRTD does provide Dial-a-Ride service for seven of the ten towns in the region, all but Lebanon, Coventry and Mansfield.

Rose Kurcinik added to Dainton's observations, noting that the District is seeing a huge increase in the number of medical trips for wheelchair patients. These trips often involve travel companions as well as the patients. Further Kurcinik mentioned that Manchester is an important destination for shopping and work trips. She mentioned one rider who is blind who takes the 6:30 am commuter bus to Hartford each day and then a local bus to Manchester in order to reach an intern job.

Kurcinik then mentioned other local services. WRTD runs five trips per day to Foxwoods using Jobs Access funds. She mentioned that Eastern Connecticut State University operates an evening shuttle for shopping and fast food restaurant trips and that the vehicles on this service are typically packed.

A long discussion then took place as to the feasibility of a merchant sponsored bus service from Willimantic to the Buckland Hills Mall or a periodic dedicated WRTD service at least once or twice per month for shopping trips.

Moderator Lownes closed the hearing at 8:38 pm.

### **WRITTEN TESTIMONY**

Kelly Bertoloccini, a graduate student at UConn submitted the following testimony on behalf of the **UConn Transportation Initiative**, a group of graduate students at UConn who are working to improve service on the WRTD Storrs-Willimantic route:

Given the competition for and reduced access to on-campus housing and parking, many graduate students and employees necessarily rely on the WRTD bus. Consistent overcrowding, infrequent



peak-hour bus services, and the lack of a late night and Sunday bus service hinder the ability of graduate students and employees to fulfil their educational requirements and professional duties, as well as reducing their quality of life and their ability to contribute to and partake in UConn's campus culture. This lack of access hinders campus safety and particularly affects international students who are less likely to have drivers' licenses or own cars and are therefore more reliant on public transportation

**Thomas Briggs**, an international student from the United Kingdom who is pursuing a PhD in Political Science, lives off-campus in Willimantic. The overcrowding on many early morning WRTD buses to Storrs causes him to take the 6:15 am bus, getting him to campus an hour and a half earlier than necessary, but he cannot risk not being able to get a seat on the later 6:48 am or 8:00 am buses. The last bus leaving Storrs for Willimantic leaves at 8:30 pm. He has two graduate classes that end at 9 pm. For one, he has to get a ride from a friend. In the other class, the professor finishes the class 45 minutes early for the sake of three student who need to catch the last bus.

Briggs also cited sleeping in his office on campus on at least four occasions due to missing the last bus home or when he has had to stay on campus to do grading, etc. He knows other graduate students who have done the same. He, and other graduate students he has talked to, would like to see two additional morning runs to reduce pressure on the current services, and he would like to see a later evening bus to Willimantic.

## **CONNECTICUT PUBLIC TRANSPORTATION COMMISSION MEMBERSHIP**

As constituted by Section 13b-11a(a) of the Connecticut General Statutes, the Connecticut Public Transportation Commission is composed of eleven gubernatorial and eight legislative appointees, as well as ex-officio representatives of the Commissioners of the Department of Transportation and the Department of Energy and Environmental Protection, the Secretary of the Office of Policy and Management, and the co-chairmen of the Transportation Committee of the General Assembly. Current members, including the designees of the State agencies, are listed below.

### **Christopher Adams**

Chris has been an attorney in the Connecticut General Assembly for over seventeen years, working closely with legislators, agencies and members of the public, taking policy initiatives, and making them work in practical ways. He is interested in transportation of all types, including bicycling (he's a licensed Category 3 racer), and he served on the Old Saybrook Bikeways Committee. But his passion is railroad transportation. He has served on the Board of Directors of the New Haven Railroad Historical and Technical Association, and currently serves as its photo archivist. He also served on the Board of Trustees for the Railroad Museum of New England. His background and interest in railroad history have given him some understanding of railroad operations and culture, and he's one of the few attorneys in Connecticut that has taken and passed the Northeast Operating Rules Advisory Committee exam. Chris joined the Commission in 2007.

### **Richard Carpenter**

Mr. Carpenter is the former Executive Director of the South Western Regional Planning Agency, a position he held from 1966 until his retirement on March 31, 1999. In this position, he was involved in land use and transportation planning for that eight town region of one-third million population. Previous to being appointed to the CPTC, he was a member of the Governor's Railroad Advisory Task Force from 1974 to 1983, serving as its Chairman from 1974 to 1981. Mr. Carpenter's chief interest is the improvement of passenger and intermodal rail freight service. He served on the East of the Hudson Rail Freight Operations Task Force as the invited representative of Congressman Jerrold Nadler of New York. He is also a member of the Interstate 95 Coastal Corridor Transportation Investment Area Committee, one of five such committees working with the Transportation Strategy Board.

Mr. Carpenter is also the author of the book: "A Railroad Atlas of the United States in 1946 – Volume 1, The Mid-Atlantic States", published by Johns Hopkins

University Press in 2003. Volume 2, covering New York state and New England, was published in spring of 2005. Volume 3, which covers Indiana, Ohio and the Lower Peninsula of Michigan and which was published in December 2008. Volume 4, which covers Illinois, Wisconsin and Upper Michigan, was published in October 2011.

### **Morton N. Katz - Bus User**

Attorney Morton N. Katz of Avon has been a consistent user of the Avon-Canton commuter bus to and from Hartford since its inception. His stop in Hartford is two blocks from Superior Court. He uses bus travel extensively to go to New York. The bus line to Springfield takes him to the bus terminal three blocks from the Amtrak station where he can catch the North Shore Limited to Cleveland. He makes frequent trips via Amtrak through the Northeast Corridor to New York, Delaware and Pennsylvania. He serves as a Magistrate in a number of G.A. Courts and is Assigned Counsel with the Public Defender's Office and a Justice of the Peace. Morton has twice received the Secretary of the State's Award for Dedicated Public Service.

Mort serves with Connecticut Legal Services providing *pro bono* legal services to indigent clients. He is the 2010 recipient of the Hartford County Bar Association Pro Bono Award and is a recent recipient of the French Legion of Honor for his services in the liberation of France in World War II.

### **William C. Kelaher – Rail Labor Representative**

Mr. Kelaher is the Assistant National Legislative Director for the Transportation Communication Union AFL-CIO. He represents the Railroad Clerks in New England, New York and New Jersey. He is also a former District Chairman of Lodge 227, New Haven, Connecticut that represents members of Amtrak and Metro-North in the states of Connecticut and New York. Bill resides in West Haven.

### **Yvonne A. Loteczka - Mobility Impaired Trausit User**

Ms. Loteczka is chair of the Americans with Disabilities Act (ADA) Task Force. Yvonne was Co-chair of the Special Act 90-10 Elderly and Disabled Transportation Subcommittee. She also served on a subcommittee of the Wethersfield Advisory Committee for People with Disabilities that compiled and completed the first Directory of Services for the Disabled for the town of Wethersfield.

### **Nicholas E. Lownes, PhD, PE**

Dr. Lownes is an Associate Professor of Civil and Environmental Engineering at the University of Connecticut. In 2010, he became the director of the Center for Transportation and Livable Systems and earned his Professional Engineering license. In

2012, he was named an F. L. Castleman Professor in Engineering Innovation at the UConn School of Engineering. His primary teaching and research interests are in public transportation systems and network modeling. He has over 60 publications in refereed journals and proceedings. His recent research efforts have focused on a collaborative initiative improving public transportation data management and analysis for transit planners and operators in Connecticut. Dr. Lownes joined the Commission in 2014.

### **Kevin Maloney – Trucking Company Management**

Kevin Maloney is the President/CEO of Northeast Express Transportation, Inc. which operates NEXTAir, NEXTCourier and NEXTDistribution. He presently serves on the Board of Directors of the Motor Transport Association of Connecticut and, during 2010, he was reelected as the president of the Connecticut Messenger Courier Association. He served on the Board of Directors of the Air and Expedited Carrier Association for over twenty-five years and was its president from 1987 through 1991. He has served on a variety of air freight industry committees formed to establish standards of performance and communication for the non-integrated, door-to-door air freight product. In 2012, Mr. Maloney was appointed to the Regulatory Fairness Board (Region I) of the Small Business Administration and was appointed Region I chairman in 2013.

### **Edward G. McAnaney**

Mr. McAnaney is the First Selectman of Suffield, being first elected in November 2011.. He served as the Judge of the Suffield-East Granby Probate District for 11 years through 2011. He is also a Magistrate of the Superior Court and practices law in Suffield. He has a life-long interest in railroading and is a conductor and brakeman for the Naugatuck Railroad and a trustee of the Railroad Museum of New England.

Mr. McAnaney served in the U.S. Navy for 28 years, commanding ten units during that time including Naval Coastal Warfare Squadron 25 in Iraq and, briefly, the George Washington Carrier Battle Group.

### **Robert Rodman**

Mr. Rodman, a resident of Avon, represents transit users who are sixty years of age or older. Transportation modes have been intertwined with his life. He initially lived in the Boston metropolitan area where he was a rider on a variety of transportation modes including trolley cars, buses and trains. Upon moving to the suburb of Sharon, Massachusetts just prior to World War II, he traveled on the New York, New Haven and Hartford Railroad that served as an important transportation link to Boston.

### **Russell St. John - Railroad Company Management**

Mr. St. John is the former President of the Connecticut Central Railroad, now a part of the Providence and Worcester Railroad, a regional freight carrier for whom he acts as a consultant. Russ is intimately involved in the rail freight business in Connecticut. He has worked with several groups to preserve rail freight lines in this state. Russ is active on the Middlesex County Chamber of Commerce where he serves on the Legislative Committee and the Rail Council. He currently serves as a member of Connecticut's Operation Lifesaver Program. He represents Granby on the Board of Directors of the Greater Hartford Transit District and has been interested in rail and bus commuter issues.

### **Richard Schreiner – Transit District Representative**

Mr. Schreiner is Director of Service Development for the Housatonic Area Regional Transit District (HARTransit) in Danbury. He has expertise in the areas of transit operations, transportation planning, service design, procurement, public relations and regulatory requirements. He is the former Executive Director of the Long Island Sound Taskforce (now Save the Sound), a non-profit environmental organization. Mr. Schreiner resides in Derby with his wife and children.

### **Richard Sunderhauf - Bus Labor Union Representative**

Mr. Sunderhauf, appointed to the Commission in 1998, is active in the affairs of the Amalgamated Transit Union, Local 425, AFL-CIO, which represents the bus operators and mechanics of Connecticut Transit's Hartford Division. Richard is a bus operator for that company. He is particularly interested in system and equipment improvements, increased service and ridership on public transportation, and decreased congestion on our roads. Richard resides in Rocky Hill with his wife Brenda.

### **Alan Sylvestre**

Mr. Sylvestre brings a perspective that is informed by more than thirty-five years of using public transportation to get around the Greater Hartford area. Al is an American Planning Association-certified land use planner and works as an economic geographer at the Connecticut Department of Labor. His knowledge and experience are further enriched by his roles as advisory board chairman and client of the Bureau of Education and Services for the Blind.

### **Ex-Officio Members**

#### **James P. Redeker**

Mr. Redeker was appointed Commissioner of the Department of Transportation in 2011, after serving as Bureau Chief for the Bureau of Public Transportation, a position

which he also still holds. He joined the Department in 2008 after a 31-year career in public transportation in New Jersey, culminating with the position of Director of Capital Planning for New Jersey Transit.

### **Senator Andrew M. Maynard**

Senator Maynard represents the 18th Senatorial District which encompasses Griswold, Groton, Stonington, North Stonington, Plainfield, Preston, Sterling and Voluntown and also serves as a co-chairman of the Transportation Committee.

### **Representative Antonio Guerrero**

Representative Guerrero represents the 29th House District, which encompasses Rocky Hill and portions of Newington and Wethersfield, and serves as co-chairman of the Transportation Committee.

### **Frederick L. Riese**

Mr. Riese is the designee of Commissioner Robert Klee of the Department of Energy and Environmental Protection. Mr. Riese is a Senior Environmental Analyst with the Office of Environmental Review. He has served on the Commission since its inception in 1984, acting as Interim Chairman from 1997 through early 2002. He had previously served for five years on both the Connecticut Public Transportation Authority and the Governor's Railroad Advisory Task Force.

### **W. David LeVasseur**

Mr. LeVasseur represents Secretary Benjamin Barnes of the Office of Policy and Management. Dave was appointed Acting Undersecretary of Intergovernmental Policy at OPM on January 5, 2011. In that capacity, he oversees the Office of Responsible Growth, which coordinates state agency actions by emphasizing comprehensive planning among several disciplines including: housing, economic development, transportation, brownfield redevelopment, and natural resource protection.

From March 26, 2010 to January 5, 2011, Dave served as the Director of Municipal Finance Services at the Office of Policy and Management. From September 6, 2001 to March 26, 2010, he served as Undersecretary of Intergovernmental Policy at OPM.

Prior to joining state service, Dave served three terms as first selectman of the town of Killingworth, Connecticut and was engaged in the private practice of law. He is a graduate of Western New England College/School of Law, admitted to practice before the Connecticut Bar and served in the U.S. Army Judge Advocate General's Corps from 1979 – 1983.

**AUTHORIZING LEGISLATION**

**Connecticut General Statute Section 13b-11c**  
**Connecticut Public Transportation Commission Implementing Statute**

Sec. 13b-11c. Connecticut Public Transportation Commission. (a) There shall be in the Department of Transportation a Connecticut Public Transportation Commission which shall be a successor to the Connecticut Public Transportation Authority and which shall consist of nineteen members, who are electors of the state. Eleven of such members shall be appointed by the Governor, one of whom shall be a representative of business and industry and a regular user of railroad or truck freight service; one a regular commuter using railroad passenger service; one a regular bus user; one who is permanently mobility impaired and a frequent bus user; one a working member of a railroad labor union; one a working member of a bus labor union; one a representative of railroad company management; one a representative of trucking company management; two representatives from separate local transit districts, and one a person sixty years of age or older. The remaining eight members shall have a background or interest in public transportation and be appointed as follows: Two by the president pro tempore of the Senate; two by the minority leader of the Senate; two by the speaker of the House of Representatives; and two by the minority leader of the House of Representatives. The Commissioner of Transportation, the Commissioner of Energy and Environmental Protection, the Secretary of the Office of Policy and Management and the cochairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to transportation, or their respective designees, shall serve as nonvoting, ex-officio members of the commission. The term of each member of the commission shall be four years. Vacancies on said commission shall be filled for the remainder of the term in the same manner as original appointments.

(b) The commission shall advise and assist the commissioner, the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation in the performance of their functions and duties relating to the planning, development and maintenance of adequate rail, bus and motor carrier facilities and rail, bus and other public transportation services including the adequacy of such services for elderly and disabled users in the state and any other matters affecting the quality of public transportation facilities and services in the state. At least once each year, the commission shall hold public hearings in each of the metropolitan areas, as determined by the commission, within the state for the purpose of evaluating the adequacy of such rail, bus, motor carrier and other public transportation facilities.

(c) The commission shall assist the commissioner in developing regulations to formalize arrangements between the department and local transit districts, between local transit districts and transit system operators and between local transit districts.

(d) On or before January first, annually, the commission shall submit in writing to the commissioner and the Governor (1) a list of public transportation projects, which, if undertaken by the state, would further the policy set forth in section 13b-32, including projects specifically for elderly and disabled users; (2) recommendations for improvements to existing public transportation service and projects, incorporating transportation service and projects relative to the needs of elderly and disabled persons and including proposals for legislation and regulations; (3) recommendations for disincentives to free parking, including urban and suburban



employment centers; (4) off-peak transit services; and (5) the establishment of urban center loop shuttles. The commissioner shall notify members of the joint standing committees of the General Assembly having cognizance of matters relating to transportation and finance, revenue and bonding, on or before January first, annually, of the availability of the commissioner's comments and analysis of priorities. A written copy or electronic storage media of such comments and analysis shall be distributed to members of such committee who request them. The commissioner shall meet with the commission at least once during each calendar quarter.

(e) The commission may, upon its own motion, undertake any studies it deems necessary for the improvement of a balanced public transportation system within the state, including the improvement of such system for elderly and disabled users. The commission shall have other powers and shall perform such other duties as the commissioner, the Governor and the General Assembly may delegate to it.

(f) Subject to the provisions of chapter 67, and when authorized to do so by the commissioner, the Governor or the General Assembly, the commission may appoint such officers, agents and employees and may retain and employ other consultants or assistants on a contract or other basis for rendering legal, financial, technical or other assistance or advice as may be required to carry out duties or responsibilities. The staff of the department shall be available to assist the commission.

(g) The members of the commission shall receive no compensation for their services as members but shall be reimbursed for the expenses actually and necessarily incurred by them in the performance of their duties. No member of the commission who is otherwise a public officer or employee shall suffer a forfeiture of his office or employment, or any loss or diminution in the rights and privileges pertaining thereto, by reason of such membership.

(h) A quorum of the commission for the purpose of transacting business shall exist only when there is present, in person, a majority of its voting membership. The affirmative vote of a majority of the quorum shall be required for the adoption of a resolution or vote of the commission.

(i) The members of the commission shall elect one of the members as chairperson with the responsibility to act as presiding officer at meetings of the commission. Regular meetings shall be held at least once in each calendar month and as often as deemed necessary by a majority of members. Any member absent from (1) three consecutive meetings of the commission, or (2) fifty per cent of such meetings during any calendar year shall be deemed to have resigned from the commission, effective on the date that the chairperson notifies the official who appointed such member.

(j) The commission shall have access through the Department of Transportation to all records, reports, plans, schedules, operating rules and other documents prepared by rail and bus companies operating under contract with the state of Connecticut which pertain to the operations of such companies and to any documents that the commission may require from the department to carry out its responsibilities under this section and sections 13b-16, 13b-17 and 16-343, provided this subsection shall not apply to any plans, proposals, reports and other documents pertaining to current or pending negotiations with employee bargaining units.

## **CPTC Guiding Principles, C.G.S. Section 13b-32**

Sec. 13b-32. Declaration of policy. Improvement in the transportation of people and goods within, to and from the state by rail, motor carrier or other mode of mass transportation on land is essential for the welfare of the citizens of the state and for the development of its resources, commerce and industry. The development and maintenance of a modern, efficient and adequate system of motor and rail facilities and services is required. The department shall assist in the development and improvement of such facilities and services and shall promote new and better means of mass transportation by land.