

**Connecticut Public Transportation Commission**  
Minutes of December 4, 2014

ConnDOT Headquarters, Conference Room A  
2800 Berlin Turnpike, Newington

**Attendance: Members:** Kevin Maloney, Richard Schreiner, Mort Katz, Richard Sunderhauf, Yvonne Loteczka, Yvonne Loteczka, Nicholas Lownes, Robert Rodman, Chris Adams, Alan Sylvestre. **Ex-officio members:** David LeVasseur (OPM), Fred Riese (DEEP). **ConnDOT staff:** Sherry Osterling.

Chairman Maloney called the meeting to order at 1:34 pm. The minutes of the meeting of November 6 were approved as written. Due to the discussions of the recommendations for the Annual Report, there was no scheduled speaker for this meeting.

**Comments from the Public**

None.

**Reports from Operating Entities**

Rich Sunderhauf said driver training is underway for drivers to acquaint themselves with operating on the CTfastrak busway. Several open houses have been held along the corridor in recent weeks to update the public on this project.

**Chairman's Report**

Chairman Maloney first congratulated Mort Katz on his 50<sup>th</sup> wedding anniversary.

Kevin then noted that the Town of Windsor Locks has finally purchased the former Amtrak train station at the north end of downtown Windsor Locks. The purchase price was \$1.00 and the deed to the station and property has gone over to the Town. Windsor Locks has \$100,000 available for survey and design work at the station. The estimated total cost to refurbish the old station is \$750,000. Windsor Locks has applied for a \$500,000 STEAP grant which, if awarded, will leave a funding gap of \$150,000 to complete the project. The acquisition and restoration of the historic Windsor Locks station will advance the goal advocated in the Commission's second recommendation of its 2012 Annual Report to relocate the Windsor Locks train stop from its current location south of town to the historic train station.

In response to a comment by Kevin about corrosion on vehicles due to the use of magnesium chloride on roads, Rich Sunderhauf mentioned that General Motors is now using a new brake line alloy mixture of zinc and copper to combat corrosion.

**Old Business/ New Business**

Fred Riese reported on three meetings he attended during the last month. The Connecticut Academy of Science and Engineering study on winter highway maintenance practices is continuing, with a meeting held on November 14. The study has evaluated practices in other states for materials used and application procedures. Strategies to minimize the amounts of materials used including adjusting the salt spreader rate to the speed of the vehicle hosting the

spreader, limiting material application when temperatures are outside the effective range of the deicing material being used, and minimizing 'bounce and scatter' of the salt to better contain it to the roadway are among the measures that have been discussed. A speaker from MassDOT reported that his agency was now adding a corrosion inhibitor to its highway mix after experiencing bad corrosion on its vehicles. Early observations are that the use of the corrosion inhibitor has lessened the rate of corrosion on MassDOT vehicles. South Dakota and Idaho have also reported preliminary indications that corrosion inhibitors are effective.

A November 12-14 workshop held at Northeast Utilities headquarters in Berlin discussed the development of a State Freight Plan. USDOT sponsored the Peer to Peer Workshop at which representatives of the three states which have developed Federally-approved state freight plans (Vermont, Indiana and Michigan) discussed the procedures and input they used to develop their plans. Federal funds will be available to implement at least some measures from approved state freight plans.

Lastly, Fred mentioned the Transportation and Jobs Access in the 21<sup>st</sup> Century forum held at the Legislative Office Building on December 3. Key observations from the forum are that per capita vehicle miles traveled (VMT) has been declining in the US since 2006, while transit ridership has been increasing over the same timeframe. An effort by the Harris County MTA to evaluate and revise the bus route system in Houston, Texas produced significant changes in the service pattern which will result in massive improvements in the efficiency of the system when implemented next year. This effort may be instructive for the bus route studies currently underway in Hartford, Waterbury and New Haven.

### **Discussion and Voting on Recommendations for Annual Report**

The Commission discussed, edited and voted on nine recommendations for inclusion in the 2014 Annual Report. The report will be submitted on or before December 31. Chairman Maloney mentioned that the cover of this year's report will feature the new Middletown Area Transit bus storage and maintenance facility which has been named in honor of former CPTC Chairman Tom Cheeseman.

Following these discussions, Chairman Maloney closed the meeting at 3:16 pm and extended his holiday well-wishes to all.