

## **AGENDA**

### CONNECTICUT PUBLIC TRANSPORTATION COMMISSION MEETING

**April 5, 2007 - 1:30 PM**

Union Station, Fourth Floor Conference Room  
New Haven

1. Approval of the March 1, 2007 meeting minutes
2. Featured Speaker: Michael Riley, President, Motor Transport Association of Connecticut
3. Comments from the public
4. Comments from operating entities
5. Chairman's report
6. Discussion of ConnDOT responses to 2006 Annual Report recommendations
7. Old business
8. New business including spring public hearings

Connecticut Public Transportation Commission  
Minutes of March 1, 2007

City Hall Conference Room  
Middletown

**Attendance: Members:** Terry Hall, Tom Cheeseman, Dorothy Adamson, Kevin Maloney, Linda Blair, Richard Sunderhauf, Richard Schreiner, John Zelinsky, Yvonne Loteczka, Robert Zarnetske. **Ex-officio members:** Susan Simmat (OPM), Frederick Riese (DEP). **DOT Staff:** Dennis King. **Guests:** David Ishihara and Daniel Lee (TSA).

Chairman Cheeseman opened the meeting at 1:30 pm. The minutes of the meeting of February 1, 2007 were accepted as written. Richard Sunderhauf related that the meeting to discuss the issue of paratransit drivers operating the ZZ Shuttle had not yet occurred but had been rescheduled for next week.

**Featured Speaker**

Chairman Cheeseman introduced David Ishihara, Federal Security Director with the Transportation Security Administration (TSA) covering the state of Connecticut. Ishihara explained that TSA is an agency within the Department of Homeland Security. The duties carried out by the TSA are largely defined by the Aviation and Transportation Security Act. TSA is the lead agency for all modes of transportation except maritime.

The five strategies employed in transportation security are:

- Layers of security
- Randomness
- Unpredictability
- Partnerships and sharing networks
- Risk-based decision making

Ishihara explained that risk-based decision making (RBDM) is used to allocate limited security assets among many possible assignments. He used the equation  $RBDM = T \times V \times C$  to explain how this is done. Asset allocation considers the nature of the threat (T), the vulnerability of the target (V) and the consequences of an attack (C). Ishihara explained that transportation security was now at the stage where there are “No more prizes for predicting rain. Prizes only for building arks.” This means that we know attacks on the US transportation system are certain to be attempted, but the accomplishment is not in predicting them but in preventing their success.

Ishihara came to Connecticut in September 2005. Work on Connecticut’s Strategy Plan was begun the following month. Partners with TSA in formulating this plan include United Airlines (as the private carrier representative), Connecticut State Police, ConnDOT, and the Department of Emergency Management and Homeland Security. The current plan runs through January 2009.

Security is not an end in itself. Rather the goal is for people to be able to take transportation with peace of mind and safety. The concept of layers of security is essential to security planning. If one layer of security does not intercept a threat, the next one will. For air travel, the layers of security include the TSA screener who checks the luggage, the Federal flight deck officers, Federal air marshals, hardened cockpit doors, sharing of intelligence, and K-9 inspections. The TSA has three dogs on staff in Connecticut.

Ishihara explained that while most people think of 2-seater planes when they hear the term general aviation, that term can encompass planes as large as Boeing 737s and 757s. Any planes used for non-scheduled or non-commercial service are classified as general aviation.

Though TSA spends most of its resources on aviation, it covers other modes of transportation also. TSA performed vulnerability assessments on the Stamford and New Haven railroad stations in 2005. The New Haven Line rail service, Cross Sound Ferry, bus terminals, and Amtrak fall under TSA jurisdiction. The same philosophy of providing layers of security applies to these modes as well. For train service, these layers include ConnDOT staff, the Joint Intelligence Task Force, troopers on the trains or on platforms, New Haven Police, other passengers, TSA screeners, and canines. The three TSA dogs can spend up to 20% of their time off airport.

Unpredictability is another strategy employed to discourage threats. The occasional presence of a state trooper or TSA officer on the platform or on the train is enough to provide uncertainty as to what conditions a would-be attacker will find on any given day. That may be enough to discourage an attack. The TSA works with, and can be subordinate to, other law enforcement entities when necessary. The agency can supply additional resources for enforcement or security efforts being conducted by other agencies.

Ishihara said knives and even guns are still intercepted in carry-on luggage at Bradley. One amusing but troublesome item Ishihara displayed from his collection of confiscated items is a bottle of Cease Fire cologne. That brand comes in a plastic container in the shape and size of a hand grenade and is indistinguishable from the real item when scanned by x-ray machines. This results in a total shutdown of the screening area and an evacuation until the item can be identified as not being a threat.

In response to a question about the merits of continuing shoe examinations, Ishihara said the shoe examinations will continue. Some new shoes are now made with compartments to store iPods. With the wires hanging out of the shoes, they can resemble IEDs (improvised explosive devices).

In response to the observation that bus attacks are the most common transportation threat on a worldwide basis, Ishihara noted that this is an area TSA is just starting to really work on. He also noted that TSA has 350 employees in Connecticut in general. These are some seasonal peaks in the staffing, as well as daily peaks during the morning and afternoon air travel peaks. Further, he mentioned that TSA shares information with other law enforcement agencies, providing another set of eyes and ears to them. One example he cited is the SPOT techniques developed by TSA. SPOT stands for screening passengers through observation

techniques, i.e., looking for behavior patterns of terrorists or lawbreakers. This technique has proven to be very effective and has been exported to other countries.

### **Comments from the Public**

None.

### **Reports from Operating Entities**

Richard Sunderhauf attended the unveiling of an articulated bus of the type to be used on the New Britain Busway. He found it be be a very impressive piece of equipment. He also mentioned that the ATU contract with Connecticut Transit expires at the end of this month.

### **Chairman's Report**

The 2009 Community Transportation Association of America convention will be held in Providence. This will be the first time in 25 years that this event has been hosted in New England. Tom noted that Hartford was very seriously considered as a site for the convention. Factors in Providence's favor were that it was \$50,000 cheaper than Hartford, had more rooms in the host hotel (400 vs. 140), other hotels were in closer proximity to the convention center, and the parking lot of the host hotel was large enough to accommodate the bus rodeo.

### **New Business**

Fred Riese noted that ConnDOT's responses to the Commissioner's 2006 Annual Report recommendations were detailed and thoughtful and he asked that the discussion of the responses be included as an agenda item for April.

Terry Hall said the Amtrak Thames River Bridge replacement project would occur next winter and spring and be completed by June 2008, according to the current schedule.

Chairman Cheeseman adjourned the meeting at 2:32 pm.