

# Report of Meeting

**Date and Time:** Thursday, March 28, 2024, 6:00 – 7:00 PM

**Location:** Zoom Webinar Meeting

**Subject:** Connecticut DOT Network Infrastructure Upgrade – Phase 4

## Attendees

### *Public Attendees*

- Lisa Bergh
- Leonard Kemp
- Kathy Kennedy
- Thomas Luy
- Ashish Patel
- Robert Sample

### *Connecticut Department of Transportation (CTDOT)*

- Richard Jankovich
- Seamus Flannery
- Chettra Heng

### *Consultant Team*

- Dominick Celtruda, BL Companies
- Daniel Pinto, BL Companies
- Sergio Martinez, STV
- Jithendra Yogarasa, STV
- Muzzamil Shaukat, STV
- David Clark, STV

## Welcome/Introductions

Dominick Celtruda, of BL Companies, welcomed participants to the virtual public information meeting for CTDOT Network Infrastructure Upgrade – Phase 4 project. D. Celtruda shared information for the public meeting including calling, participating during discussion, media inquiries, and Connecticut Department of Transportation's (CTDOT) Title VI and Civil Rights information. D. Celtruda presented the agenda, which consisted of:

1. Opening Remarks
2. Zoom How To's
  - How to view captions & subtitles in Zoom
  - How to use Zoom Q&A
3. Title VI – Your Civil Rights
  - Title VI Notice to the Public

4. Project Team
5. Project Overview
  - Fiber Drops
  - Typical Station Camera Layouts
  - Typical Camera Mounting Details
  - Fiber Optic Cable
  - New Canaan 144 Fiber Extension
6. Questions and Answers

Members of the project team, from CTDOT and the consultant team, introduced themselves.

### **Technical Presentation**

Sergio Martinez, of STV, provided an overview of the scope of work for the project and mentioned that this work is the fourth and final phase of the project. He stated that this project is focused on the upgrade of Close Circuit Television (CCTV) cameras at 15 Connecticut passenger railroad station platforms. He highlighted the stations and bridges that are going to receive the CCTV cameras upgrades. Cos Cob Bridge, and three (3) rail lines which included New Haven Main Line, New Canaan Branch Line, Danbury Branch Line were mentioned. Sergio explained that the scope of work also includes the connection of essential railway operations equipment to the overhead fiber backbone at numerous sites along the entire New Haven Line and New Canaan Branch Line. Showing a map image of railway lines, S. Martinez proceeded to highlight stations under each railway line that are going to receive CCTV cameras upgrades as follows:

#### **New Haven Main Line**

- Greenwich
- Cos Cob
- Riverside
- Old Greenwich
- Stamford

#### **New Canaan Branch Line**

- Glenbrook
- Springdale
- Talmadge Hill
- New Canaan

#### **Danbury Branch Line**

- Wilton
- Cannondale
- Branchville
- Redding
- Bethel
- Danbury

S. Martinez noted that Merritt 7 on the Danbury Branch Line was not included for camera upgrades since it was recently rebuilt and cameras were installed under that project.

#### *Fiber Drops*

On the following slide, a map image was shown to highlight the Fiber Drops locations. The stations and locations that are going to receive fiber drops were mentioned by S. Martinez as follows:

#### New Haven Main Line

- Greenwich
- Cos Cob
- Old Greenwich
- Stamford
- Other locations

#### New Canaan Branch Line

- Glenbrook
- Springdale
- Talmadge Hill
- New Canaan

#### Danbury Branch Line

- Wilton
- Cannondale
- Branchville
- Redding
- Bethel
- Danbury

S. Martinez noted that the Fiber drops will be added to the stations mentioned above and along the New Haven line. The fiber drops at the station will handle new cameras, while the fiber drops along the New Haven Line will connect substations, interlockings and motor-operated disconnects.

#### *Typical Station Camera Layouts*

S. Martinez displayed the New Canaan camera layout and mentioned that the camera layout is typical for all other stations. The layout showed the locations of camera installations, conduit runs, and the direction that the cameras will be facing. S. Martinez proceeded to highlight the different camera types displayed on the layout. He explained that there are three camera types:

1. Fixed cameras that have fixed field of view.
2. PTZ (Pan-Tilt-Zoom) cameras that allow pan, tilt, and zoom capabilities.
3. MSC (Multi-Sensor) cameras which gives a broad 360° view around the camera.

S. Martinez stated that the design intent of the cameras is to provide security camera coverage to the stairways, and platforms.

### *Typical Camera Mounting Details*

S. Martinez displayed pictures of three different camera mounts. The three camera mounts were:

1. Pole Mount Pendant
2. Pole Mount Gooseneck
3. Canopy Mount

### *Fiber Optic Cable*

S. Martinez briefly mentioned three different aspects of Fiber Optic cable installation as follows:

- Station Drops will connect the backbone to the stations which will allow the transmission of cameras footage from station cameras.
- Substation/Interlocking Drops will connect the backbone to numerous locations along the New Haven line for operations and monitoring of equipment.
- Backbone Extension

### *New Canaan 144 Fiber Extension*

S. Martinez explained that the backbone is a 144-fiber cable, and the backbone will be extended from Springdale to New Canaan on the New Canaan Branch. This extension would allow for current and future connections to the main communications systems along this line. The fiber backbone is going to be installed on existing wood and catenary poles in most cases, however, some existing wood poles will be replaced. Extension of fiber backbone is not required on New Haven and Danbury line as this was installed during previous projects.

The meeting presentation and recording are posted at <https://portal.ct.gov/DOT300-215>

### **Question & Answer Session**

#### *Written Comments*

Question: How does this project benefit commuters at the stations that are getting the cams? How does the fiber optic tech benefit them?

Response: This benefits the commuter because it provides a safer and more secure station. There will be less crime when people know that they are being watched and protected. They will also be used for investigative purposes after the fact. The fiber optic benefits them because that's the backbone on which all the camera system and images travel on. So, it's being upgraded to state of the art. The fiber optic backbone also benefits railroad as a whole by having increased connectivity of the various railroad operations systems in addition to connectivity to the security system.

Question: Are there other anti-crime measures that will be part of this initiative?

Response: As part of this initiative pertaining to this program and this particular project being the last phase of this program, this is the extent of security measures under this project. But the department does take anti-crime very seriously and there is an increased focus right now on additional measures.

Question: Does anybody have a number of cameras for the Redding station?

Response: Redding station has 10 cameras.

Question: Bethel just went through an expansion in 2017-2018, as part of the expansion cameras were installed, and our IT Department just updated the system. I am the Town Clerk and manage the parking. How will this affect the current cameras that are in the parking areas that I can access from my desk?

Response: There should be no impact to the existing cameras that the town of Bethel has for the parking lot. This project is just focusing on the platform areas. There will be no impact or connection to the parking lot cameras. Please visit the project website which has the schematics. They are broken down by town so you can get an idea of where the cameras are located. You can also email Seamus.Flannery@ct.gov after the meeting if you have additional questions in that aspect.

Question: Should there be a need for our local police enforcement to obtain video from the cameras, what would be the procedure and or who would they be able to obtain video from?

Response: Most of the police department have contacts at the office of rail, our operations division. They could reach out to those contacts, and we could request copies of the footage from MTA. Alternatively, if the departments have contacts with the MTA directly, they could request it from them directly.

Question: Is there a place to find the link to the project information you mentioned?

Response: The best place to find project information is <https://portal.ct.gov/DOT300-215>

#### *Verbal Comments*

Question: Will there be tree clearing or removal as part of this project?

Response: No, there will not be any tree clearing or removal. There may be selective tree trimming to facilitate the fiber optic installation.

Question: How many cameras per station will be installed?

Response: On average, we have about one camera every 80 feet on the platforms. And then also cameras looking back and forth along the overpasses and underpasses. So, if a standard platform is around 600 feet you get about 20 to 25 cameras on each platform. If it's longer, it'll be about like 35 cameras per platform. **Correction** - 600-foot platform receives 8 cameras. Camera installations range from 10 at Redding to 144 at Stamford.

Question: How is the data from the cameras secured?

Response: The data is actually processed by our rail partners MNR and MTA. This is a closed-loop fiber optic network. So, this is internal to their system.

Question: Will these cameras be capturing video of private property?

Response: No, the intent of these cameras is just to focus on the platforms, entry ways, and points of interest on the platform such as ticket vending machines.

Question: Please explain how to find the YouTube video that will be posted later.

Response: There will be link on the website which will have a link to the YouTube recording.  
<https://portal.ct.gov/DOT300-215>

Question: How long is the recorded video stored?

Response: The current policy is 30 days retention.

Question: Will this project affect my train schedule?

Response: No, we are not anticipating any impacts to commuters during this project. All of the work can be performed without impact to train schedules.

Question: Is there other construction in progress in the same area as this project?

Response: The department is currently coordinating with other projects in this area and has not identified any overlap with other construction projects, at this time.

### **Adjournment**

Dominick Celtruda thanked the participants for their time and closed the meeting at 6:41 PM.

Prepared By:

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Sergio Martinez, STV Incorporated

Reviewed By:

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Seamus Flannery, Connecticut Department of Transportation