Department of Transportation

Agency Description

The Department of Transportation (DOT) develops and maintains the various statewide transportation systems. Its mission is to provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the State and the region. The agency consists of the following bureaus:

The Bureau of Engineering and Construction manages the design and construction of capital projects for all transportation modes. Using state bonding matched with federal funding, the bureau constructs and improves the highway system through major capital improvement projects. The bureau administers improvements to the highway systems, programs work to ensure full utilization of available state and federal funds, distributes funds by formula to the state’s municipalities, oversees all aspects of construction contracts, and is responsible for real property acquisition related to transportation projects. The bureau also conducts research to improve the safety of the modal systems and increase their operating efficiency.

The Bureau of Highway Operations is the department’s largest bureau and is responsible for roadside and bridge maintenance for over 10,000 lane miles of highways and over 3,950 vehicular bridges. The bureau is also responsible for snow and ice removal operations; managing two highway operation centers which provide CHAMP (Connecticut Highway Assistance Motorist Program) for roadside assistance to disabled motorists; traffic management and quick clearance of highway accidents; repair of accident damage; congestion mitigation; and operation of traveler information systems such as highway variable message signs. The bureau acquires and maintains the highway equipment necessary for highway and bridge maintenance and is responsible for maintenance of safety appurtenances such as line striping, highway illumination, signs, traffic signals, vegetation management; issues oversize and overweight truck permits; and issues highway encroachment and special event permits.

The Bureau of Finance and Administration provides the fiscal and support services necessary for the development and implementation of the department's programs. In addition, the bureau administers fuel distribution for most state agencies and oversees the operation of the twenty-three service plazas on the Governor John Davis Lodge Turnpike and the Merritt and Wilbur Cross Parkways.

The Bureau of Policy and Planning is responsible for recommending transportation policy and developing a statewide strategic transportation vision and plan which recommends alternatives for providing transportation services in Connecticut. In addition, the bureau maintains inventories of the current transportation systems, travel volumes, truck weights and accident data; develops forecasts of future travel, land use and development; develops and evaluates specific transportation needs; assesses the environmental impact of transportation plans, programs and projects; develops plans, recommendations and programs with prioritized listings of projects by transportation mode; and produces performance measures for the entire Department.

The Bureau of Aviation directs the operation, management and development of all state-owned airports and oversees related programs and services. Bradley International Airport operates as an independent enterprise. The bureau administers a bond program for state and municipal–owned airports; inspects and licenses all public and private landing facilities in the state; provides for the registration of all aircraft based in the state; and investigates aircraft accidents in cooperation for federal authorities. Pursuant to Public Act 11-84, the Bureau of Aviation is to manage, operate, develop and affect the transfer of jurisdiction and control of Bradley and the state-owned general aviation airports to the Connecticut Airport Authority.

The Bureau of Public Transportation offers services through a broad based network of bus, rail, rideshare and paratransit transportation facilities and services. Through revenue, bond and federal funds, the bureau acquires, maintains in a state of good repair, and overhauls as necessary the rolling stock used for bus, rail and van pool operations; designs, constructs and maintains improvements to existing and new public transportation facilities; and directs the statutory regulation of motorbus, taxi, livery, intrastate household goods and railroad entities. The bureau also directs the operation, management and development of the Connecticut River ferries and the state pier facilities located at the Port of New London. It promotes the controlled use of Connecticut's waterways; provides for the licensing and regulation of marine pilots; and acts as liaison for the state-appointed harbor masters, the Connecticut Pilot Commission and the Connecticut Maritime Commission. It is responsible for the promotion of transportation of goods and people by water and encourages shipping and commerce between Connecticut and foreign markets in consultation with other state and quasi-governmental entities.

Highways & bridges

## Statutory Reference

C.G.S. Sections 13b-24-31 and Chapters 236-242.

## Statement of Need and Program Objectives

To assure the operation of an integrated, safe and acceptable highway system through the construction, reconstruction, rehabilitation, restoration and maintenance of highways and bridges and by maintaining the state highway system during winter storms. To provide funds to towns for highways and bridges, for traffic control and vehicular safety programs and for public transportation services and related facilities. To improve the safety of the system, conserve energy and natural resources and expand research into all transportation modes.

## Program Description

The Highways and Bridges Program is composed of the following subprograms:

The Highway and Bridge Engineering, Rights of Way, and Construction Services subprogram encompasses the investigation and study of highway and bridge problem areas to identify corrective measures required for the protection of the traveling public; consultant engineering oversight and design support services; survey support for the department’s construction and design projects and rights of way (ROW) mapping, land acquisition and management services; and construction administration and inspection services.

The Highway and Bridge Maintenance subprogram encompasses the maintenance and repair of the state’s highways and bridges, including providing roadside maintenance such as the trimming and removal of trees, mowing, brush cutting and spraying of herbicides to prevent brush and weed growth; installation and repair of chain link fence for the highway right of way to prevent and control access by pedestrians and animals; repair of sound barriers; cleaning of rock cuts; removal of litter and graffiti; maintenance of plantings and maintenance of roadside rest areas. It is also responsible in the areas of state policy and regulations concerning the trucking industry, the transportation of radioactive hazardous material or oversize/overweight objects and the vehicle weight enforcement program.

The Protection from/Removal of Snow and Ice subprogram encompasses snow and ice operations on the state highway system, commuter parking lots, state agency roads and sidewalks on bridges.

The Transportation Town Aid subprogram involves the distribution of funds to the towns based on several formulas. Each town receives $1,500 for each mile of improved roads for the first 32 miles. Additional funds are distributed pro rata based on the ratio of a town’s population to the population of the state and the total mileage of unimproved highways in each town.

The Highway and Bridge Research subprogram conducts research in relevant transportation areas to improve the operating efficiency and safety of the State’s transportation system.

Highway AND Bridge Engineering, Rights Of Way, and construction Services

## Statutory Reference

C.G.S. Sections 13b-24-31 and Chapters 236-242.

## Statement of Need and Program Objectives

To assure the integrity, safety and protection of the capital investment made in the highway system by providing engineering, rights of way and construction services and to administer engineering investigations, studies and reports required by the General Statutes and/or prompted by inquiries received from state and local elected and appointed officials, the general public, private business, public organizations and special interest groups.

## Program Description

This objective is achieved through the following: investigation and study of highway and bridge problem areas to identify corrective measures required for the protection of the traveling public; acquisition of property necessary for federally funded and state bonded construction projects; prepare investigations and reports on regulatory traffic matters, as required, for the Office of State Traffic Administration; performance of engineering activities required for highway and bridge construction, rehabilitation efforts and for engineering activities for other DOT bureaus; and oversight of all aspects of construction contracts including construction engineering inspection, payment to contractors, and verification of compliance with specifications and mandated procedures.

Highway and Bridge Maintenance

## Statutory Reference

C.G.S. Sections 13b-24-31 and Chapters 236-242.

## Statement of Need and Program Objectives

To assure a safe, accessible, efficient, and aesthetic highway network for public and commercial highway users by maintaining and repairing the state highway system in a timely manner. To protect the accumulated capital investment in a maintained system, assure the attainment of its life expectancy and to afford the taxpayers a reasonable return for their tax dollars. To provide for the safety of the motoring public and to protect the investment made in the transportation infrastructure by regulating the movement of oversize and overweight vehicles and those carrying radioactive loads.

## Program Description

Highway maintenance involves the maintenance and repair of over 10,000 lane miles of highways and over 3,950vehicular bridges including pavements, bridges, drainage systems, traffic services items and damage caused by accidents and storms. Included in this program is the maintenance and repair of equipment essential to carrying out work activities.

Pavement maintenance includes patching of potholes and pavement irregularities (including blowup repairs), surface treatments, pavement and shoulder leveling, joint and crack sealing and sweeping.

Drainage maintenance includes cleaning and reshaping of waterways, cleaning catch basins and pipes, and replacing and repairing pipes and drainage structures.

Bridge maintenance involves scheduled and emergency repairs that include: deck repairs (including joints), superstructure repairs (steel and concrete), substructure repairs (steel and concrete), maintain and repair drainage systems, bridge cleaning, spot painting, debris removal, and structural, mechanical and electrical  moveable bridge maintenance.

Traffic services includes painting pavement lines and markings; maintaining reflective lane markers; installing and maintaining signs, traffic signals and highway illumination; repairing guide and barrier rails and providing electrical energy for signals and illumination.

Equipment maintenance and repair includes the repair and maintenance of engines (fuel, pollution, cooling, exhaust and electrical systems), brakes, suspension, drive trains, frames, bodies, cabs and hydraulics.

A safe roadside also requires the trimming and removal of dead trees to prevent falling onto the travel way and the replacement of trees where warranted; mowing to provide adequate sight line and prevent the growth of brush in designated areas; brush cutting and spraying of herbicides to prevent brush and weed growth and to provide recovery areas (free of fixed objects) for errant vehicles; chain link fence installation and repair for highway right of way to prevent/control access by pedestrians and animals; repair of sound barriers and cleaning of rock cuts to prevent ledge from falling on the travel way.

Highway maintenance also assists in the development of state policy and regulations concerning the trucking industry and communicates with regulatory organizations at the national level as well as other state agencies to promote and implement uniform requirements for interstate travel.

Vehicular traffic is controlled through the development, implementation and maintenance of a permit system that controls the use of any vehicle transporting radioactive hazardous material or oversize/overweight objects; the routing from the national network for vehicles whose size exceeds state law but is allowed by federal preemption on the interstate system and other designated highways; and the development and monitoring of a vehicle weight enforcement program that complies with federal mandates.

Highway Operations is responsible for managing response to events that impact the State roadway system, including those that cause recurring and non-recurring congestion, such as accidents, special event generators (such as concerts and sporting events), roadway impacts caused by inclement weather and winter storms. These events are managed through the DOT’s Newington and Bridgeport Operations Centers, which interact with personnel from other response agencies (including FHWA and the police), and incident management responders in the field. Highway Operations is also responsible for notifying motorists using en-route travel information systems, e-mail and internet notifications to the public, and the sharing of highway camera images with the media. The Operations Center also coordinates the response of DOT-operated CHAMP vehicles to respond and assist with the clearing of roadway event that impact traffic.

Protection from and Removal of Snow and Ice

## Statutory Reference

C.G.S. Sections 13b-24-31 and Chapters 236-242.

## Statement of Need and Program Objectives

To assure a reasonably safe and passable condition of the state highway network by maintaining the state highway system during winter storms in a timely manner and at an acceptable level.

## Program Description

Snow and ice operations can be divided into two parts - storm activities and post storm activities. A weather advisory service is employed as a consultant to provide forecasting services – daily routine forecasting and special storm warning forecasting. Equipment maintenance and repair is a vital part of this program. Through the judicious application of salt and liquid chlorides, and with continuous plowing, near bare pavements are provided. In addition to the state highway system, snow and ice operations are also performed on commuter parking lots, other state agency roads and sidewalks on bridges. During intense storm periods, contractors’ trucks and equipment are utilized to maintain service levels supplementing state manpower and equipment.

Storm activities include deployment of personnel and equipment including contractors’ equipment, plowing operations, and application of snow-melting materials.

Post storm activities include sidewalk snow removal, pushing back (widening the shoulder area by moving snow to the extreme edge of pavement prior to the next storm), pickup of snow, spot salting and treating ice conditions resulting from melting snow, replenishing material stockpiles, changing plow blades and readying equipment for the next storm.

Transportation Town Aid

## Statutory Reference

C.G.S. Sections 13a-175a-175j.

## Statement of Need and Program Objectives

To provide funds to the various towns for construction, reconstruction, improvements or maintenance of highways and bridges; installation, replacement and maintenance of traffic control and vehicular safety programs; traffic and parking planning and administration and operating essential public transportation services and related facilities.

## Program Description

Improved roads funds are distributed to the towns on the basis of $1,500 for each mile of improved roads for the first 32 miles and the balance distributed pro rata to the towns on the basis of the ratio of population of the town to the population of the state.

Improvement of dirt and unimproved roads funds are distributed to the towns pro rata on the basis of total mileage of unimproved highways in each town.

Payments are made to the towns semi-annually in July and January.

An emergency relief fund for roads, bridges and dams to repair damage from natural disasters is provided from the balance of appropriations beyond that required to be distributed to towns under the above formulas.

highway and bridge Research

## Statutory Reference

C.G.S. Section 13b-16.

## Statement of Need and Program Objectives

To conduct and support research to improve the state’s transportation system and implement the results of this research; improve the safety of the system; improve DOT's operating efficiency; improve the environment and quality of life, conserve energy and natural resources; and expand research into all transportation modes.

## Program Description

The department has undertaken a number of activities in pursuit of these objectives including partnerships with other states and the University of Connecticut. These projects emphasize sound transportation research, operational improvement projects, implementation of research findings, structures and safety. The results of these research activities are provided to the legislature, DOT operating units, local and federal government agencies, and other state and foreign transportation agencies.

transportation Administration

## Statutory Reference

C.G.S. Sections 13b-4 and 13b-23.

## Statement of Need and Program Objectives

To maintain the majority of the department’s buildings and grounds and administer the agreements with private operators for the provision of fuel and concessions at the service plaza facilities located on the State's expressways.

## Program Description

The Transportation Administration Program is managed by the Bureau of Finance and Administration and is composed of the following subprograms:

The DOT Concessions subprogram encompasses the administration and oversight of agreements with private operators to provide for the operation, maintenance and refurbishment of the fuel stations and concession facilities on the John Davis Lodge Turnpike (I-95 and I-395) and the Merritt and Wilbur Cross Parkways.

The Operation and Maintenance of Buildings subprogram encompasses general building operation and maintenance including emergency repairs, renovations, improvements, and building code enforcement for most department-owned facilities. These facilities include the department’s administrative facilities, garages, and other structures such as salt and sand storage sheds and rest areas.

The Pay-as-you-go Transportation Projects subprogram provides appropriated funds to cover non-bondable resurfacing costs, liquid surface treatment, bridge painting and inspection, and major maintenance operations, as well as other non-bondable transportation projects and was established to augment the Capital Transportation Infrastructure Program.

DOT Concessions

## Statutory Reference

C.G.S. Sections 13a-80a and 13a-143.

## Statement of Need and Program Objectives

To provide for the operation, maintenance, and upgrading of the fuel and concession facilities on the state's expressways in order to provide for the needs, comfort and safety of the highway traveling public.

## Program Description

The DOT Concessions subprogram provides oversight of all contractual matters related to the operation of the twenty-three service plazas; conducts regular inspections of all service plaza facilities including revenue verification; and ensures that redevelopment, maintenance, repair, and, when applicable, upgrades of the facilities are performed in accordance with the terms of the agreements.

Operation and Maintenance of Buildings

## Statutory Reference

C.G.S. Section 13b-4.

## Statement of Need and Program Objectives

To protect and extend the useful life of the State's capital investment in transportation facilities and to ensure a safe physical environment for the employees and other users of these facilities by operating, maintaining, cleaning, repairing, and renovating DOT's buildings and their grounds; and also to provide design review and inspection of all building construction projects on DOT property for code compliance.

## Program Description

The work performed under this subprogram includes immediate response to emergencies, making renovations and performing repairs to the majority of the department-owned facilities; Inspection of the department's facilities during their initial construction for compliance with code and construction specifications and throughout their life for condition assessment; performing preventative maintenance and scheduling necessary repairs to reduce the incidences of emergencies; maintaining the proper working environment for department employees and ensuring continued service to the public.

In addition, the subprogram encompasses the program, design, inspection and administration of capital improvement projects to extend the useful life of facilities and/or improve their functional use; developing and implementing programs to achieve energy efficiency in heating, air conditioning and lighting within the facilities; and performing routine, preventative maintenance as well as any required repairs in emergency situations to all buildings covered under this program.

PAY-AS-YOU-GO TRANSPORTATION PROJECTS

## Statutory Reference

C.G.S. Sections 13b-24-31 and Chapters 236-242.

## Statement of Need and Program Objectives

To provide funding for non-bondable transportation projects in support of the state’s transportation infrastructure.

## Program Description

This subprogram provides appropriated funding to cover non-bondable transportation projects, including resurfacing costs, liquid surface treatment, pavement crack repair, line striping, bridge inspection operations, bridge joint repair and painting, and major maintenance operations. This subprogram augments the Capital Transportation Infrastructure Program, and is designed to support the maintenance of the state's transportation infrastructure. In addition, the Department’s highway and bridge equipment needs are funded under this subprogram.

Transportation Policy and Planning

## Statutory Reference

C.G.S. Sections 13b-14 and 13b-15.

## Statement of Need and Program Objectives

To promote achievement of an integrated network of transportation services in Connecticut by recommending transportation policy, plans and programs and to analyze and recommend alternatives for providing transportation services in Connecticut.

## Program Description

The Transportation Policy and Planning Program is managed by the Bureau of Policy and Planning and is composed of the Transportation Planning subprogram and encompasses the work performed in five functional areas. The Office of Strategic Planning and Projects tracks and provides advice on relevant state and federal legislation, develops and tracks performance measures, prepares the department's transportation plans, recommends asset management strategies, performs trip and traffic analysis and conducts and oversees intermodal planning studies in cooperation with the Regional Planning Organizations. The Office of Environmental Planning develops and implements environmental policies. The Office of Coordination, Modeling and Crash Data develops the Statewide Transportation Improvement Program in coordination with the Regional Planning Organizations, conducts census modeling, and Air Quality conformity, and maintains an accident records system. The Office of Roadway Inventory Systems develops and implements GIS programs, maintains a traffic counting program and an inventory of the highway system, including photolog. The Highway Safety Office administers the National Highway Traffic Safety Administration Section 402 Safety Program and advances highway safety initiatives through the highway traffic safety emphasis area programs of occupant protection, child passenger safety, impaired or distracted driving, motorcycle safety, police traffic services, and traffic records and proposes and reviews relevant federal and state highway traffic safety related legislation.

Transportation Planning

## Statutory Reference

C.G.S. Sections 13b-14 and 13b-15.

## Statement of Need and Program Objectives

To analyze and recommend short-term and long-term alternatives for providing transportation services in Connecticut.

## Program Description

Under this subprogram, the Office of Strategic Planning and Projects develops policies and procedures to implement a program of transportation improvements that meets the requirements of the federal transportation guidelines and the Clean Air Act. The office tracks and provides advice on relevant state and federal legislation, prepares the department’s transportation plans, establishes priorities for major system improvements, reviews the generation and distribution of existing and future traffic for major traffic generators, environmental reviews and special studies, and administers both the Safe Routes to School and Commuter Parking Programs. In addition, the office prepares and evaluates highway location plans and layouts, conducts deficiencies/needs studies and feasibility studies, develops recommendations for the intermodal movement of goods and passengers, plans and coordinates the development of bicycle and pedestrian facilities, may develop master plans for state-owned airports, and conduct other aviation planning activities in consultation with the Connecticut Airport Authority. This office also develops performance measures and goals for all department bureaus, and assesses asset needs and priorities.

The Office of Environmental Planning develops and implements environmental policy for the department; prepares, processes and reviews environmental documents in compliance with state and federal requirements for all transportation projects; prepares historic documentation for projects; makes findings of effect on historic properties, conducts archeological, wetland, wildlife and noise studies; designs and monitors wetland mitigation sites; conducts acoustical design of noise barriers; prepares state/federal water resources permits and monitors compliance with environmental permit conditions on transportation construction projects.

The Office of Coordination, Modeling and Crash Data maintains an accident records system; develops the State Transportation Improvement Program; coordinates with regional planning organizations and local officials; and maintains the statewide travel demand model which utilizes future land use and employment projections to estimate travel demand and air quality conformity.

The Office of Roadway Information Systems collects and processes traffic counts as well as the Weigh-in-Motion Program; inventories the state highway system; maintains and develops the photologging of all state roadways; maintains the geographic information system which provides spatially related data to various units within DOT and other state agencies; and identifies current and future capacity deficiencies.

The Division of Highway Safety administers the Section 402 Safety Program and advances highway safety initiatives. Programs include Impaired Driving Enforcement, Police Traffic Services, Occupant Protection, Child Passenger Safety, Roadway Safety, Motorcycle Safety, Traffic Records and Hazard Elimination. The office is involved with the planning and development of highway safety grants from eligible state and municipal agencies; ensures grant compliance with social and economic transportation issues; compliance with National Highway Traffic Safety Administration standards; and monitors and evaluates related grant activities, including fund distribution.

Air and water transportation

## Statutory Reference

C.G.S. Sections 13b-39-57 and Chapters 266 and 267; and 15-120aa to 15-120oo.

## Statement of Need and Program Objectives

To provide, maintain and develop safe, secure, efficient, well-managed and modern general aviation and waterway transportation facilities sufficient to meet passenger, cargo and user demands in the state, while transitioning jurisdiction and control of such aviation facilities from the Department to the Connecticut Airport Authority.

## Program Description

The Air and Water Transportation Program is managed by the Bureau of Aviation and the Bureau of Public Transportation, and is composed of the following subprograms:

The Operation and Maintenance of General Aviation Airports subprogramencompasses the operation, management and development of the state-owned general aviation airports including Hartford-Brainard Airport, Groton-New London Airport, Waterbury-Oxford Airport, Danielson and Windham Airports. Activities include airport management, finance and administration, marketing, business development, leasing, aircraft rescue and fire fighting, building and grounds maintenance, project management, operations and security.

The Operation and Maintenance of Ferries subprogram encompasses the operation, management and development of two ferry services traversing the Connecticut River between Rocky Hill and Glastonbury and between Chester and Hadlyme.

The Operation and Maintenance of the State Pier and Maritime Related Activities subprogram encompasses the operation, management and development of the State Pier and related facilities at the Port of New London; licensing and regulation of marine pilots operating in the Long Island Sound, rivers and harbors of the state and establishing rates of pilotage for all maritime vessels required to use a Connecticut licensed marine pilot; liaison to the Connecticut Cruise Ship Task Force in bringing passenger vessels into the Port of New London and consummating agreements; liaise with the Port Authorities of New Haven, New London and Bridgeport; provide administrative support to the Connecticut Pilot commission and the Connecticut Maritime Commission and paying stipends to all Connecticut harbor masters and deputy harbor masters.

The Operation and Maintenance of Bradley International Airport subprogram encompasses the operation, management and development of Bradley International Airport including airport management, finance and administration, operations and security, marketing, business development and leasing, aircraft rescue and fire fighting, building and grounds maintenance and project management. Bradley is a financially self-sufficient operation funded independent of the state’s biennial budget development process.

Operation and maintenance of General Aviation Airports

## Statutory Reference

C.G.S. Sections 13b-39-50 and Chapters 266 and 267; and 15-120aa to 15-120oo.

## Statement of Need and Program Objectives

To safely operate, maintain and improve the state-owned general aviation airports in accordance with Federal Aviation Administration (FAA), Occupational Safety and Health Administration (OSHA), Department of Energy and Environmental Protection (DEEP) and Environmental Protection Agency (EPA) standards.

## Program Description

This subprogram encompasses operation of the five general aviation airports located in Danielson, Groton, Hartford, Oxford and Windham. These airports are focal points for local and regional economic development. Specific objectives include assuring the safe and efficient operation, maintenance and repair of facilities, maintaining security of private property and personnel at the airport and developing and maintaining community relations.

Pursuant to Public Act 11-84, the Department’s Bureau of Aviation is also charged with doing all acts and things necessary by federal or state law, rule or regulation or relevant contractual requirements to effect the lease, assignment or transfer of ownership, jurisdiction or authority to control, operate and maintain Bradley, the general aviation airports and any other airports to the Connecticut Airport Authority in the manner deemed by the authority to be in its best interests whether by deed, lease, management contract, agency agreement, assignment or assumption.

Operation and maintenance of ferries

## Statutory Reference

C.G.S. Sections 13a-252.

## Statement of Need and Program Objectives

To safely operate and maintain two ferries in accordance with U.S. Coast Guard, federal maritime and commerce, OSHA, DEEP and EPA standards.

## Program Description

Under the Operation and Maintenance of Ferries subprogram, the Bureau of Public Transportation’s Maritime Office runs two state-owned ferry services operating on the Connecticut River. The ferries operate between the towns of Chester and Hadlyme and between Rocky Hill and Glastonbury. Each provides seasonal vehicle and passenger transportation across the river for business, pleasure and tourism purposes. The subprogram provides for the safe and efficient operation, repair and maintenance of the ferry vessels and associated docking facilities.

Operation and maintenance of the state pier and maritime related actvities

## Statutory Reference

C.G.S. Sections 13b-51-53.

## Statement of Need and Program Objectives

To provide leadership, management and control of the State Pier and related facilities at the Port of New London and in the licensing and administration of maritime pilot operations in the state. This includes directing the activities of the managers and operators of each facility.

## Program Description

This subprogram encompasses issue of licenses and administration of regulations for marine pilots; seeking to improve the pilotage system through coordination with the Connecticut Pilot Commission; coordinating liaison with state harbormasters; providing administrative support to and serving on the Connecticut Maritime Commission; serving as liaison to the Connecticut Cruise Ship Task Force; negotiation and administration of lease agreements for use and occupancy of state owned port facilities; oversight of the operations at the Admiral Harold E. Shear State Pier facility located in New London and providing general engineering support and project management for maritime activities and projects including dredging.

Public Transportation

## Statutory Reference

C.G.S. Sections 13b-32-38.

## Statement of Need and Program Objectives

To promote the development and maintenance of a comprehensive, modern and efficient public transportation system and to improve efficiencies in the transportation of people and goods within, to and from the state by rail, motor carrier or other modes of mass transportation on land. The department assists in the development and improvement of such facilities and services and promotes new and better means of mass transportation by land.

## Program Description

The Public Transportation Program is managed by the Bureau of Public Transportation and is composed of the following subprograms:

The Public Transportation Oversight subprogramencompasses oversight of the Bureau of Public Transportation and in addition administrative and law support for taxi and livery operations.

The Rail Operations subprogram encompasses responsibility forcommuter rail service on the New Haven Line and Shore Line East including infrastructure maintenance, capital projects and property management, and oversight of freight railroads operating in Connecticut.

The Transit and Ridesharing Operations subprogram encompasses management of local and commuter bus services; ADA paratransit services; ridesharing services; transportation demand management strategies; intermodal transit planning and marketing activities; transit capital project development; implementation of state and federal legislation affecting public transportation; the review and analysis of proposed legislation affecting Connecticut public transportation operations; licensing motorbus, taxicab, livery and intrastate household goods carriers; authorizing rates for service; setting safety and comfort standards for passenger equipment; investigating complaints as to safety, rates and standards of service and carrying out administrative actions against unlicensed or poorly performing carriers.

Public Transportation OVERSIGHT

## Statutory Reference

C.G.S. Sections 13b-32-38.

## Statement of Need and Program Objectives

This program provides oversight of the Bureau of Public Transportation, as well as administrative and law support for the taxi and livery regulatory operations.

## Program Description

Specific objectives include providing bureau-wide oversight for the department’s Bureau of Public Transportation, as well as conducting hearings and issuing decisions on taxi and livery applications.

Rail Operations

## Statutory Reference

C.G.S. Sections 13b-32-38.

## Statement of Need and Program Objectives

To provide a safe, accessible, efficient network of passenger rail service and rail freight service to meet the needs of Connecticut users.

## Program Description

The department provides for commuter rail service on two lines. The New Haven Line provides passenger service between New Haven and Grand Central Terminal in New York City and intermediate points, as well as from the New Canaan, Danbury and Waterbury branches. This service is operated by Metro-North under a cost sharing agreement between the department and the Metropolitan Transportation Authority of New York. Shore Line East provides passenger service between New London and New Haven and intermediate points with extensions to Bridgeport and Stamford. This service is operated for the department under an agreement with Amtrak. Connections between the two rail systems and local bus services are provided. Specific objectives include the development, implementation and management of:

* Rail regulatory matters concerned with grade-crossing safety as required by statute including accident investigation and railroad rights-of-way inspections.
* Planning activities for improved operations and connections that support transit services.
* Freight rail operations in the State with rail freight operators.
* Engineering, construction and maintenance programs involving all rail infrastructure and facilities including the New Haven Yard Master Complex in accordance with the New Haven Line Revitalization Program.
* Procurement and rehabilitation of all rail rolling stock including the procurement of all M-8 rail cars in accordance with the New Haven Line Revitalization Program.
* Rights-of-way activities including acquisition and property management required to implement and maintain the state owned rail network. Maintenance of rolling stock and State-owned railroad rights-of-way and facilities activities include oversight of rail station buildings and parking and meeting federally mandated requirements for rail cars and locomotives.

TransiT and Ridesharing OPerations

## Statutory Reference

C.G.S. Sections 13b-32-38.

## Statement of Need and Program Objectives

To provide a safe, accessible, efficient and effective network of bus and paratransit services throughout Connecticut to meet the public transportation needs of its residents, especially those who depend on transit for mobility. To provide for economic stability and growth in private sector motor transportation by regulation of motorbus, taxicab, livery and intrastate household goods carriers and to regulate equipment, standards and fares for services for the safety and benefit of users.

## Program Description

The Transit and Ridesharing Operations subprogram encompasses the management or oversight of local and commuter bus service, ADA paratransit services, ridesharing services and transportation for elderly and disabled persons in all urban and rural areas of the state. Service is operated by the state-owned Connecticut Transit, local transit districts**,** ridesharing brokerages and private transportation companies under the direction and management of bureau staff.

Specific objectives include the development, implementation and management of:

* Urban transit services in the Hartford, New Haven, Stamford, Waterbury, New Britain, Bristol, Meriden and Wallingford areas through the state-owned Connecticut Transit System.
* Subsidy programs for other local bus services operated by independent transit districts as well as other contracted commuter express services.
* Paratransit services complying with the Americans with Disabilities Act (ADA).
* Planning activities for improved service and intermodal connections.
* Marketing programs aimed to increase public awareness of public transportation services and to increase ridership.
* Engineering, construction, maintenance and capital programs involving bus facilities.
* Ridesharing programs for vanpooling, carpooling and transportation demand management tools.
* Federal and state capital programs for the purchase of rolling stock for the state-owned Connecticut Transit system, local transit districts, municipalities and private non-profit organizations.
* Voluntary trip reduction programs and other projects and services to reduce highway congestion in accordance with the department’s goals.
* State program mandates such as the state-funded municipal grant program for dial-a-ride services.
* Federally funded state-managed programs such as job access and reverse commute, New Freedom, rural transportation, and a Clean Fuels program.
* All planning and implementation activities associated with CT*fastrak*, the New Britain-Hartford busway project.
* An administrative system for the registration and collection of legislated fees for household goods carriers.
* Licensing of motorbus, taxicab, livery and intrastate household goods carriers including implementing administrative actions against unlicensed carriers.
* Rate-setting for taxicabs to preserve service and maximize public benefit, and investigating complaints in all the regulated industries.

Agency Management Services

## Statutory Reference

C.G.S. Sections 13b-4 and 13b-23.

## Statement of Need and Program Objectives

To provide leadership, direction and guidance necessary to promote the development and maintenance of an integrated, safe, efficient and cost effective network of services to transport people and goods in the State of Connecticut.

## Program Description

This program provides for effective leadership, policy, direction and management controls and also support services to all bureaus of the department for the execution of the department's mission and objectives. Policy and guidelines are established for the department and implementation is ensured by managing and directing the various operations.

Support services are provided, including: human resources and labor relations; training; occupational health and safety;record storage and retrieval; budgeting; accounting; payroll and benefits management; auditing; financial management; IT support; purchasing; inventory control; printing; mail delivery; contract pre-qualification; advertising and awarding of construction contracts; procurement of federal aid and billing for federal aid reimbursements; monitoring and evaluation of equal employment opportunity and contract compliance relative to affirmative action; reviewing and processing of all agreements, leases and departmental claims; administering the department's program to cover any losses to the department's property through vandalism or theft; blueprinting; operation of the department's motor pool; and administration of fuel distribution for most state agencies.