



# STATE OF CONNECTICUT

## DEPARTMENT OF TRANSPORTATION

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Office of the  
Commissioner

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**Public Hearing – February 28, 2014**  
**Transportation Committee**

**Testimony Submitted by Commissioner Jim Redeker**  
**Department of Transportation**

**Raised S.B. 235 - An Act Concerning Revisions to the Transportation Statutes.**  
*Department of Transportation proposal*

The Department of Transportation (CTDOT) would like to thank the Transportation Committee for raising S.B. 235, AAC Revisions to the Transportation Statutes. The bill represents the Department's ongoing efforts to streamline and create efficiencies within the Department that ultimately facilitate the implementation and management of the State's multimodal transportation program.

In preparation of CTfastrak operation in 2015, the Department is updating its fare collection policy and procedures. Sections 1-4 seek to address the following items in statute:

- Define a "fare inspector";
- authorize a fare inspector to issue citations for infractions; and
- Reclassify failure to pay on a state-owned or controlled bus from a misdemeanor to an infraction.

Section 5 of the bill exempt salt sheds, parking garages and maintenance facilities from the requirements of high performance building construction standards for state facilities.

### CTfastrak Fare Collection

The CTfastrak will facilitate fast and convenient customer use through streamlined fare collection procedures. Customers will purchase their ticket before boarding. This will allow speedy boarding using all doors of the bus, instead of filing one-at-a-time by a farebox. Fare inspectors will be deployed periodically to view customer's tickets or "fare media". If the customer cannot produce the required proof of fare payment, the Fare Inspector will request identification and issue a citation to the customer. The customer will be directed to leave the bus at the next station. Customers will be informed of this process prior to using the system.

There is also the need to reclassify fare evasion as a "violation". Currently, fare evasion under CGS 53a-119 is considered "theft of services," which is sixth-degree larceny and a criminal offense warranting arrest. The penalty for sixth-degree larceny (a Class C misdemeanor) is set by a judge hearing the specific

case, with the potential of imprisonment. It is therefore possible that a person could be imprisoned for avoiding a \$1.50 fare. One of the intents of this proposal is to reclassify fare evasion as a "violation" to commensurate with the severity of the offense.

Finally, there is the need to add "Theft of [State-owned bus] Services" to the list of violations adjudicated by the State Centralized Infractions Bureau. With "fare evasion" being added to the list of payable violations, the Centralized Infractions Bureau would handle payments and pleas of not guilty.

### CTDOT Facility Exemption

The Department of Transportation requests that salt sheds, parking garages and maintenance facilities be exempt from the requirements of High Performance Building Construction Standards for State Funded Buildings (CGS Sections 16a-38k-1 to 16a-38k-9). The Connecticut Building Standard Guidelines Compliance Manual for High Performance Buildings, the guidance document to meet the regulations, has 12 mandatory requirements that must be met along with a minimum number of credits achieved through energy performance, water use, lighting and other conservation measures.

Several types of CTDOT facilities, such as Salt Sheds, Maintenance Facilities for state trucks & buses and Parking Garages cannot meet the guidelines for High Performance Buildings without costing more than the energy saved, or cannot meet the guidelines because the building uses little to no energy such as a shelter to store buses out of the weather. The portions of the facilities that do use energy are currently designed to the highest standards for energy efficiency.

The 2009 amendment to the State Building code requires designs, including all new energy systems and equipment, to meet or exceed the International Energy Conservation Code (2009 edition) and ASHRAE Standard 90.1 (2009 edition) energy efficient standards which was put in place after the guidelines were written. These codes are much more stringent with regard to energy performance requirements than the previously adopted codes. The Department's current building designs, energy systems and equipment currently meets or exceeds these codes.

The Department requires that their building designs qualify for the financial energy incentives under CL&P's Energy Conscious Blueprint Program. This program provides the Department with financial incentives available for qualified energy-saving measures being installed. Electronic ballasts and lamps installed in all building projects currently meet CL&P's designated harmonic distortion criteria and are eligible for design incentives by meeting/surpassing ASHRAE standards. Energy-efficient motors installed in all building projects will meet or exceed the nominal efficiencies defined for each horsepower to be eligible for incentives.

Salt Sheds: These facilities are barn type structures used for the storage of salt to treat roads and highways during winter storms and are not heated or equipped with potable water. The only energy used is for lighting. 6 out of the 12 mandatory requirements are associated with facilities that have conditioned air and on-site potable water. Therefore, these mandatory requirements cannot be achieved for these facilities.

Parking Garages: These facilities are usually concrete, single or multi-level, non-conditioned structures, which may have open sides, for the sole purpose of parking vehicles. Most of the energy used is for

lighting. As with salt sheds, many of the 12 mandatory requirements cannot be achieved since they are associated with facilities that have conditioned air and on-site potable water.

Maintenance Facilities: These facilities provide heated spaces inside a building to work on maintenance vehicles and buses. Maintenance Garages, where vehicles are routinely repaired and maintained, are required to have high ventilation rates along with required conditioned air make-up by code. Maintenance bay wash sinks and other fixtures need to be designed for industrial use. With these design requirements, two of the mandatory requirements cannot be achieved.

The Department must request an exception for each of these facilities over \$5,000,000 for a new facility and \$2,000,000 for a renovation. The engineering required to determine base energy performance, designing elements to try to achieve the minimum savings, and determining the cost benefit can cost the Department up to \$20,000 for every maintenance facility. The Department will never meet the 21% requirement for energy performance because of the high ventilation rate required in the maintenance bays. Exempting maintenance facilities can save the Stat significant engineering costs for each project.

**Example of a typical maintenance facility:**

A typical highway maintenance facility consist of 16-20 vehicle storage bays including wash bays and a central office core which includes employee restrooms, offices and conference room. The buildings are steel frame construction with exterior steel siding and Masonry.

Mandatory Requirement No. 3 pursuant to 16a-38k-3(c) entitled Energy Performance requires that the base minimum energy performance shall be 21% better than the most current CT Building Code or ASHRAE 90.1.

An Energy model was performed for a typical highway maintenance facility with the exhaust fans running a minimum of two hours a day. The Result of this model gave an overall energy savings of 8.4 % well short of the 21% total percentage reductions required by the Guidelines.

In order to achieve the 21% efficiency, you would have to install energy recovery equipment at a cost of \$600,000 for this facility. With an annual energy savings of \$5,600 per year, the return on the investment would be well beyond the useful life of the equipment. (\$224,000 @ 20 years).

Mandatory Requirement No. 6 pursuant to 16a-38k-3(f) entitled Water Usage requires the use of low flow fixtures to save an aggregate 20% over base levels.

The Department's best efforts to reduce water usage fall short of the Mandatory Requirement (Section 16a-38k-3(f) on Water Usage. Using the most durable water efficient fixtures, the Department can only achieve 18.2 % of the required 20%. The maintenance bay wash sinks would have to be eliminated to meet this mandatory requirement.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for the Department of Transportation, at (860) 594-3013 or [pamela.sucato@ct.gov](mailto:pamela.sucato@ct.gov).

