

Public Transportation

Ref	Checklist Item	Measurement Criteria	Comments	Points
<b>B.1</b>	<b>Availability</b>			
B.1.1	Is state public transit infrastructure extensive, providing multiple modes and scales of transportation and servicing all regions equitably? [PH.1.1, PH.5.1]	<p>5 – The state operates rail, bus, and bus rapid transit (BRT) services. The infrastructure for all modes extends to urban, suburban and rural communities. The services are equally accessible in low-income/minority communities.</p> <p>4 – The state operates rail, bus, and BRT services. The infrastructure for at least one mode (but not all) extends to urban, suburban and rural regions. The services are equally accessible in low-income/minority communities.</p> <p>3 – The state operates rail and bus services. The infrastructure for both modes extends to urban and suburban regions only.</p> <p>2 – The state operates rail and bus services. The infrastructure for only one mode extends to urban and suburban regions.</p> <p>1 – The state operates at least one mode of public transit. The infrastructure supports only urban regions.</p> <p>0 – The state does not operate rail, bus or BRT services.</p> <p><b>Equity Score:</b> see green-colored text in columns to the right</p>	<p>Public transit can have important environmental and public health benefits. Data from the Federal Transit Administration (FTA) suggests that greater use of public transportation can help reduce greenhouse gas emissions by minimizing per passenger vehicle emissions and encouraging compact development.<sup>1</sup> [PH.1.1, 5.1: adaptive capacity]</p> <p>While trains are the most energy efficient mode of on-ground travel, both trains and buses produce significantly less CO<sub>2</sub> emissions per passenger mile than private cars.<sup>2</sup> Recently, bus rapid transit (BRT) has emerged as an appealing public transit option because it is comparable in speed and quality to rail but offers the same flexibility as traditional bus services.<sup>3</sup></p> <p>In order to meet the greatest possible need, it is important that states offer multiple modes of public transit and that the infrastructure for those services extends not just to urban but also to suburban and rural regions of the state.</p> <p>Moreover, it is essential that state public transit infrastructure is equally accessible for all residents, regardless of socioeconomic status or racial background. As such, public transit infrastructure should have service stops in</p>	<p><b>Mitigation Score: 3/5</b> <b>Equity Score: N/A</b> <b>Public Health Score: 1/2</b></p> <p>A map of the CTrail transit route indicates that Connecticut’s rail infrastructure services the southern and middle regions of the state, including suburban and urban areas.<sup>5</sup> The CTtransit bus system is more closely tied to city centers; however, it does extend into some suburban regions. The Connecticut Department of Transportation (DOT) website provides commuters with information about other public bus services that operate in suburban and rural areas.<sup>6</sup></p> <p>Connecticut opened a BRT system, called CTfastrak, in 2015. At present, the CTfastrak infrastructure is limited in extent, servicing only Hartford County. However, the state plans to expand the system in the next few years.<sup>7</sup></p> <p>A spatial analysis is the only way to accurately assess the equity of Connecticut’s public transit infrastructure. While the state’s public transit systems service many low-income towns and cities, it is not clear that transit stations are equitably distributed within these areas. Until Connecticut makes this information publicly available, we do not feel able to accurately assess this question.</p>

		<p><b><u>Public Health Score:</u></b></p> <p>2—The state’s public transportation system services urban, suburban, and rural communities (thereby providing sufficient adaptive capacity) and the system reduces GHG emissions.</p> <p>1—The state’s public transportation system services urban, suburban, and rural communities (thereby providing sufficient adaptive capacity) OR reduces GHG emissions.</p> <p>0—The state’s public transportation system does not service urban, suburban, and rural communities (failing to provide adaptive capacity) and does not reduce GHG emissions.</p>	<p>an equal percentage of low-income and minority communities as it does high-income and non-minority communities.<sup>4</sup></p>	
<p>B.1.2</p>	<p>Does the state provide convenient and equitable access to information about its public transit systems?</p>	<p><b><u>Mitigation Score:</u></b></p> <p>7 – The state provides all seven of the listed informational items both online and in-person.</p> <p>6 – The state provides six of the listed informational items both online and in-person.</p> <p>5 – The state provides five of the listed informational items both online and in-person.</p> <p>4 – The state provides four of the listed informational items both online and in-person.</p>	<p>Lack of sufficient information regarding public transit services can be a major barrier to the use of these services.<sup>8</sup> States with a comprehensive public transit system should offer the following user information both online and in-person:<sup>9</sup></p> <ul style="list-style-type: none"> <li>a. Diagrams and maps</li> <li>b. Transit schedules</li> <li>c. Real-time arrival information</li> <li>d. Uniform station/stop markers</li> <li>e. Wayfinding signage</li> <li>f. Audible announcements</li> <li>g. Fares and ticketing options</li> </ul> <p>Moreover, states should be sure to share information equitably and evenly throughout all public-transit-reaching communities regardless of income level,</p>	<p style="text-align: right;"><b><u>Mitigation Score: 3/7</u></b> <b><u>Equity Score: N/A</u></b> <b><u>Public Health Score: N/A</u></b></p> <p>Connecticut provides online, open-access information regarding its public transit services:</p> <ul style="list-style-type: none"> <li>a. <b>The state rail and bus websites offer diagrams and maps of all public transit services.<sup>10</sup></b></li> <li>b. <b>The state rail and bus websites provide transit schedules.<sup>11</sup></b></li> <li>c. The state does not provide real-time arrival information on-site at public transit stations. However, as part of his CT2030 plan, Ned Lamont has proposed to develop an app and text messaging service</li> </ul>

		<p>3 – The state provides three of the listed informational items both online and in-person.</p> <p>2 – The state provides two of the listed informational items both online and in-person.</p> <p>1 – The state provides one of the listed informational items both online and in-person.</p> <p>0 – The state provides none of the listed informational items either online or in person.</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b> N/A</p>	<p>racial background, or distance from urban centers.</p>	<p>that supplies this information instantaneously upon request.<sup>12</sup></p> <p>d. CTtransit bus stops are not uniformly marked throughout the state. However, the CT2030 plan proposes to install uniform bus stop markers statewide.<sup>13</sup></p> <p>e. While the state does not provide wayfinding signage on-site at public transit stations, the CTtransit website does include a “How to Ride” tab, which offers accessibility information and tips for deciphering transit schedules.<sup>14</sup></p> <p><b>g. The state rail and bus websites provide information regarding transit fares and ticketing options.</b><sup>15</sup></p>
<p>B.1.3</p>	<p>Has the state enacted policy to improve the quality and accessibility of its public transit services? [PH.1.1, 5.1]</p>	<p><b><u>Mitigation Score:</u></b></p> <p>7 – The state has implemented policy or supports municipalities in implementing policies pertaining to all seven of the criteria listed to the right.</p> <p>6 – The state has implemented policy or supports municipalities in implementing policies pertaining to six of the criteria listed to the right.</p> <p>5 – The state has implemented policy or supports municipalities in implementing policies pertaining to five of the criteria listed to the right.</p> <p>4 – The state has implemented policy or supports municipalities in implementing</p>	<p>There are several policy measures a state may take to improve the accessibility, convenience and overall quality of its public transit services. If not already existent, states should implement policies or should support municipalities in implementing policies pertaining to the following items:</p> <ul style="list-style-type: none"> <li>a. Regular spacing of public transit stops<sup>16</sup> [PH.5.1: improved walkability]</li> <li>b. Public-transit-only lanes<sup>17</sup></li> <li>c. Universal transit passes<sup>18</sup> [EQ 2.1, 3.1].</li> <li>d. Electronic or pre-boarding ticket options to reduce idling time on buses<sup>19</sup></li> <li>e. Flexible route services<sup>20</sup> [EQ 3.1; PH 5.1: adaptive capacity].</li> </ul>	<p style="text-align: right;"><b><u>Mitigation Score:</u></b> 4/7</p> <p style="text-align: right;"><b><u>Equity Score:</u></b> 1/4</p> <p style="text-align: right;"><b><u>Public Health Score:</u></b> 1/3</p> <p>According to the information made publicly available online:</p> <ul style="list-style-type: none"> <li>a. Bus stops are located every 2-3 blocks.<sup>22</sup></li> <li>b. The CTfastrak BRT system utilizes a bus-only lane.<sup>23</sup></li> <li>c. The state does not offer universal transit passes for its public transit services.</li> <li>d. Connecticut bus riders have several options to purchase tickets prior to boarding. Riders may purchase tickets online, at a sales office, or at select Stop &amp; Shop stores.<sup>24</sup></li> </ul>

		<p>policies pertaining to four of the criteria listed to the right.</p> <p>3 – The state has implemented policy or supports municipalities in implementing policies pertaining to three of the criteria listed to the right.</p> <p>2 – The state has implemented policy or supports municipalities in implementing policies pertaining to two of the criteria listed to the right.</p> <p>1 – The state has implemented policy or supports municipalities in implementing policies pertaining to one of the criteria listed to the right.</p> <p>0 – The state has not implemented policy, nor does it actively support municipalities in implementing policies pertaining to any of the listed items.</p> <p><b><u>Equity Score:</u></b></p> <p>4 – The state has implemented policy or supports municipalities in implementing policies pertaining to all four of the green or turquoise-colored criteria listed to the right.</p> <p>3 –The state has implemented policy or supports municipalities in implementing policies pertaining to three of the green or turquoise-colored criteria listed to the right.</p>	<p>f. Improved wheelchair access<sup>21</sup> [EQ 3.1].</p> <p>g. Low- or zero-emissions buses [EQ 4.2; PH 1.1, 5.1: clean air].</p>	<p>e. Flexible route services are not offered for CTtransit buses.</p> <p>f. Connecticut’s state-operated buses and trains comply with the Americans with Disabilities Act (ADA). All CTtransit buses are equipped with lifts or ramps for wheelchair access and have a system to secure wheelchairs while in transit.<sup>25</sup> CTrail stations for both the Hartford Line and the Shore Line East are wheelchair accessible, and the trains themselves can accommodate individuals using wheelchairs or other mobility devices.<sup>26</sup> Furthermore, in the Spring of 2019 the Connecticut DOT completed the process of retrofitting CTrail bathrooms to meet ADA standards.<sup>27</sup></p> <p>g. While Connecticut has not yet made the transition to a fully electric bus fleet, it initiated a pilot program with plans to replace 12 existing buses with battery electric buses.<sup>28</sup> More recently, in Executive Order no. 21-3, Governor Lamont established a goal of having a 100% battery electric bus fleet by 2035.<sup>1</sup></p>
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<sup>1</sup> Governor Lamont Executive Order No. 21-3 at 6 (December 16, 2021).

		<p>2 – The state has implemented policy or supports municipalities in implementing policies pertaining to two of the green or turquoise-colored criteria listed to the right.</p> <p>1 – The state has implemented policy or supports municipalities in implementing policies pertaining to one of the green or turquoise-colored criteria listed to the right.</p> <p>0 – The state has not implemented policy and does not support municipalities in implementing policies pertaining to any of the green or turquoise-colored criteria listed to the right.</p> <p><b><u>Public Health Score:</u></b></p> <p>3- The state includes all 3 of the blue or turquoise-colored policies listed to the right.</p> <p>2 – The state includes 2 of the blue or turquoise-colored policies listed to the right.</p> <p>1—The state includes 1 of the blue or turquoise-colored policies listed to the right.</p> <p>0—The state does not include any of the blue or turquoise-colored policies to the right.</p>		
<b>B.2</b>	<b>Affordability</b>			
B.2.1	Does the state offer incentives that encourage	<b><u>Mitigation Score:</u></b>	Commuter benefits have the potential to increase the use of public transportation as a means of traveling to work. Under	<p align="right"><b><u>Mitigation Score: 2/3</u></b>  <b><u>Equity Score: 1/1</u></b>  <b><u>Public Health Score: N/A</u></b></p>

	<p>employees to commute to work using public transportation?</p>	<p>3 – The state offers tax credits or deductions for employers who offer commuter benefits in any of the forms listed to the right. The tax credits or deductions apply to commuter benefits that equal the full value (currently \$265/person) allowed by the Internal Revenue Service (IRS).<sup>29</sup></p> <p>2 – The state offers tax credits or deductions for employers who offer commuter benefits in any of the forms listed to the right. The tax credits or deductions apply to commuter benefits that equal at least one half of the value currently allowed by the Internal Revenue Service (IRS).</p> <p>1 – The state offers tax credits or deductions for employers who offer commuter benefits in any of the forms listed to the right. The tax credits or deductions apply to commuter benefits that equal less than one half of the value currently allowed by the Internal Revenue Service (IRS).</p> <p>0 – The state does not offer commuter benefits as permitted under federal tax law.</p> <p><b><u>Equity Score:</u></b></p> <p>1 – The state offers tax credits or deductions for employers who offer commuter benefits in any of the forms listed to the right.</p>	<p>federal tax law, states may offer tax credits or deductions to employers who encourage employees to carpool or commute to work using public transportation.<sup>30</sup> Examples of commuter benefits include:<sup>31</sup></p> <ol style="list-style-type: none"> <li>a. Subsidizing public transit tickets</li> <li>b. Providing transit passes for employees</li> <li>c. Allowing employees to trade employer-paid parking spaces for public transit passes</li> <li>d. Offering compensation for employees to purchase transit tickets</li> </ol> <p>A state policy of incentivizing use of public transit through employer tax credits has an equity co-benefit of making public transit more affordable for commuting workers. The more generous the tax credit, the stronger the incentive for employers to offer such commuter benefits.<sup>32</sup> [EQ 2.1]</p>	<p>Under Chapter 208 §12-217s of the Connecticut General Statutes, the state offers a tax credit of 50% of expenditures for any corporation in the state with more than 100 employees that provides up to \$250 annually per person to encourage employees to utilize an alternative means of commuting to work pursuant to the state’s traffic reduction program.<sup>33</sup> While the statute itself does not specify the type of commuter benefit employers must offer, the state’s traffic reduction program under Connecticut General Statutes §13b-38p includes a public transit component.<sup>34</sup></p>
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		<p>0 – The state does not offer commuter benefits as permitted under federal tax law.</p> <p><b>Public Health Score:</b> N/A</p>		
<p>B.2.2</p>	<p>Does the state offer other incentives to encourage the use of public transportation?</p>	<p><b>Mitigation Score:</b></p> <p>4 – The state offers all four of the listed incentives for its public transit services.</p> <p>3 – The state offers three of the listed incentives for its public transit services.</p> <p>2 – The state offers two of the listed incentives for its public transit services.</p> <p>1 – The state offers one of the listed incentives for its public transit services.</p> <p>0 – The state does not offer any incentives for its public transit services.</p> <p><b>Equity Score:</b></p> <p>3 – The state offers all three of the green-colored incentives listed to the right.</p> <p>2 – The state offers two of the three green-colored incentives listed to the right.</p> <p>1 – The state offers one of the three green-colored incentives listed to the right.</p> <p>0 – The state offers none of the green-colored incentives listed to the right.</p>	<p>States should provide individual incentives to encourage the use of public transit outside of commuting to work. Effective individual incentives include:<sup>35</sup></p> <ol style="list-style-type: none"> <li>a. Reduced-cost monthly transit passes</li> <li>b. Free or discounted fares for senior citizens, persons with disabilities, and students. [EQ 2.1, 3.1].</li> <li>c. Free or discounted fares for low-income riders. [EQ 2.1, 3.1].</li> <li>d. Transit rewards that offer coupons or other discounts at participating restaurants, retailers and special events</li> <li>e. Fare-capping to ensure that riders pay the lowest authorized fare for any given period of travel. [EQ 2.1, 3.1].</li> </ol>	<p style="text-align: right;"><b>Mitigation Score: 4/5</b> <b>Equity Score: 2/3</b> <b>Public Health Score: N/A</b></p> <p>Connecticut offers the following public transit incentives:</p> <ol style="list-style-type: none"> <li>a. <b>Reduced-cost monthly transit passes at a price of \$3.50/day as compared to \$6.40/day for an all-day pass.</b><sup>36</sup></li> <li>b. <b>Passes are discounted by ~50% for seniors and persons with disabilities. Passes are discounted by ~20% for youth.</b><sup>37</sup> <b>Through the U-Pass program, passes are free for students at participating universities.</b><sup>38</sup></li> <li>c. Connecticut does not offer free or reduced fares for low-income public transit users.</li> <li>d. <b>Connecticut’s Transit Reward Program offers rewards at various restaurants and vendors, which are redeemable upon purchase of a CTtransit ticket.</b><sup>39</sup></li> <li>e. <b>Connecticut uses a fare-capping system through the Go CT Card, which calculates the lowest possible fare for a given period of travel.</b><sup>40</sup></li> </ol>

				While Connecticut has implemented an extensive suite of incentives to encourage public transit use, it does not offer reduced fares for low-income riders.
<b>B.3</b>	<b>Governance</b>			
B.3.1	Does the state actively measure, record and share data regarding its public transit services? [PH.3.1]	<p><b><u>Mitigation Score:</u></b></p> <p>5 – The state collects and publishes online all of the listed data items on a yearly basis.</p> <p>4 – The state collects and publishes online all of the listed data every two-to-three years.</p> <p>3 – The state collects and publishes online at least four of the listed data items at least every five years.</p> <p>2 – The state irregularly collects fewer than four of the listed data items. The information is distributed only upon request.</p> <p>1 – The state irregularly collects fewer than four of the listed data items. The data are distributed only upon request.</p> <p>0 – The state does not measure, record or share data regarding its public transit services.</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b></p> <p>2—The state provides data on the safety of its public transit and information on sexual assault or misconduct cases.</p>	<p>Transit agencies and providers must report data to the National Transit Database (NTD) if they wish to apply for a grant from the Federal Transit Administration.<sup>41</sup> The type of data that applicants are required to report varies based on the size and characteristics of the specific transit agency. Nonetheless, the categories of data provided by the NTD offer an indication of the most essential and frequently-used metrics to assess public transit. Based on the NTD, comprehensive public transit performance reports should include data pertaining to:<sup>42</sup></p> <ol style="list-style-type: none"> <li>a. Ridership</li> <li>b. Timeliness</li> <li>c. Vehicle condition</li> <li>d. Fuel/energy usage</li> <li>e. Safety (collisions, injuries, fatalities)</li> <li>f. Capital and operating expenses</li> <li>g. Funding</li> <li>h. Cases of sexual assault or misconduct*</li> </ol> <p>*The NTD does not include a category pertaining to sexual assault or misconduct; however, public transit agencies should be transparent with riders about the risks associated with their services. Uber, for example, recently published a safety report for its ride-</p>	<p><b><u>Mitigation Score:</u></b> 4/5</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b> 1/2</p> <p>Under Chapter 242 §13b-16 of the Connecticut General Statutes, the Connecticut DOT is required every two years to assess the transportation needs within the state as well as the adequacy of state facilities and services.<sup>44</sup> Moreover, §13b-4 requires that the commissioner of the Connecticut DOT prepare reports detailing the energy use of mode of transportation.<sup>45</sup> The Connecticut DOT performs above and beyond these requirements by publishing a quarterly performance summary. The data provided in this summary include:<sup>46</sup></p> <ol style="list-style-type: none"> <li>a. Ridership</li> <li>b. Timeliness</li> <li>c. Vehicle condition</li> <li>d. Fuel usage</li> <li>e. Safety</li> <li>f. Capital and operating expenses</li> <li>g. Funding</li> <li>h. The state does not provide data pertaining to the number of sexual assault or misconduct occurrences on its vehicles.</li> </ol> <p>Additionally, the commissioner of the Connecticut DOT must assess all transportation projects according to their impact on economic development, TOD, housing development, access to</p>

		<p>1— The state provides data on the safety of its public transit or information on sexual assault or misconduct cases.</p> <p>0-- The state does not provide data on the safety of its public transit or information on sexual assault or misconduct cases.</p>	<p>sharing service in the United States, counting over 5,000 cases of sexual assault between 2017 and 2018.<sup>43</sup></p>	<p>employment, environment, traffic congestion and public safety.<sup>47</sup></p>
<p>B.3.2</p>	<p>Has the state established a comprehensive transit-oriented development (TOD) program?</p>	<p><b><u>Mitigation Score:</u></b></p> <p>6 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies and developers. The TOD program or policy includes all criteria listed to the right.</p> <p>5 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies and developers. The TOD program or policy includes five of the listed criteria.</p> <p>4 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies and developers. The TOD program or policy includes four of the listed criteria.</p> <p>3 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies, and developers. The TOD program or policy includes three of the listed criteria.</p> <p>2 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies, and developers. The TOD program or policy</p>	<p>Transit-oriented development programs should aim to facilitate TOD projects for municipalities, transit agencies and developers.<sup>48</sup> State-level programs are generally able to do so through funding, zoning and/or land-use regulations.<sup>49</sup> At the bare minimum states should clearly define TOD in statute, including within that definition a TOD-qualifying radius of ¼ to ½ mile.<sup>50</sup> In addition, comprehensive TOD programs will:<sup>51</sup></p> <ul style="list-style-type: none"> <li>a. <b>Include all transit modes (fixed-rail, bus, and BRT). [EQ 3.1]</b></li> <li>b. Enable the acquisition of state-owned land located near transit stops through reduced pricing or tax-exemption</li> <li>c. Prioritize financing for location efficient developments, which are development projects that maximize funds by capitalizing on existing communities</li> <li>d. Prioritize financing for projects that include brownfield remediation and redevelopment</li> <li>e. <b>Offer grants for municipalities to implement transit service overlay zones, which are zoning laws that require transit-oriented design features such as increased density. [EQ 3.1]</b></li> </ul>	<p style="text-align: right;"><b><u>Mitigation Score: 2/6</u></b> <b><u>Equity Score: 2/3</u></b> <b><u>Public Health Score: N/A</u></b></p> <p>Part V of Chapter 242 in Title 13b of the Connecticut General Statutes establishes the state’s TOD policy.<sup>52</sup> Section 13b-79kk defines TOD and commits an aggregate \$5 million to TOD projects across the state. The policy establishes a TOD radius of ½ mile and includes the following criteria:</p> <ul style="list-style-type: none"> <li>a. <b>The program offers funding for all transit modes.</b></li> <li>b. Connecticut’s TOD program does not enable acquisition of state-owned land near transit stops.</li> <li>c. The program does not prioritize financing for location-efficient developments.</li> <li>d. The program does not prioritize financing for projects that include brownfield.</li> <li>e. <b>Connecticut offers facilitation grants for the implementation of a TOD development plan and overlay zone.</b></li> <li>f. Connecticut’s TOD program does not mandate that proposed</li> </ul>

		<p>includes two of the listed criteria.</p> <p>1 - The state defines TOD in statute and provides funding for TOD projects to municipalities, transit agencies, and developers. The TOD program or policy includes one of the listed criteria.</p> <p>0 - The state either does not have a TOD program or its program satisfies none of the listed criteria.</p> <p><b><u>Equity Score:</u></b></p> <p>3 – The state’s TOD program includes all three green-colored criteria listed to the right.</p> <p>2 – The state’s TOD program includes two of the three green-colored criteria listed to the right.</p> <p>1 – The state’s TOD program includes one of the three green-colored criteria listed to the right.</p> <p>0 – The state’s TOD program includes none of the green-colored criteria listed to the right.</p> <p><b><u>Public Health Score:</u></b> N/A</p>	<p>f. Establish strict grant/financing regulations that require all proposed developments to include a variety of housing in their plans including a legally mandated percentage of affordable housing [EQ 2.1, 3.1]</p>	<p>developments include a certain proportion of affordable housing.</p> <p>Connecticut’s TOD policy does not detail how funding for eligible projects is prioritized, nor is this information provided through the state’s Responsible Growth and Transit-Oriented Development (RGTO) Grant Program.<sup>53</sup></p> <p><b>State Highlight:</b> Massachusetts is a leader in TOD. In addition to several other TOD funding and zoning regulations, the state’s TOD Bond Program funds housing projects in mixed-use developments within ¼ mile of a transit station. These projects are required to include at least 25% affordable housing developments.<sup>54</sup></p>
<p>B.3.3</p>	<p>Is the state’s TOD strategy developed through inclusive, participatory, multi-stakeholder</p>	<p><b><u>Mitigation Score:</u></b></p> <p>5 – All relevant stakeholder groups (listed to the right) are adequately informed about TOD and are included in the program development process. Stakeholders receive continued updates about the program’s progress, successes and challenges and are regularly asked</p>	<p>Maintaining consistent dialogue between leaders, community members, business-owners and health professionals is essential to an effective TOD program. At minimum the following stakeholders should be consulted:<sup>56</sup></p> <ul style="list-style-type: none"> <li>a. local government agencies</li> <li>b. regional organizations</li> <li>c. municipal agencies</li> </ul>	<p><b><u>Mitigation Score: 3/5</u></b> <b><u>Equity Score: 1/1</u></b> <b><u>Public Health Score: 0/1</u></b></p> <p>On October 2, 2019 Connecticut’s Governor, Ned Lamont, issued a press release about the newly established Task Force on Transit-Oriented Development in Fairfield County. According to the state’s</p>

	<p>consultation? [PH.4.1]</p>	<p>to provide feedback.<sup>55</sup></p> <p>4 – Eight or nine listed groups (including item g as well as all three groups listed under item h) have been adequately informed, included and consulted.</p> <p>3 – Six or seven of the listed groups have been adequately informed, included and consulted.</p> <p>2 – Three to five of the listed groups have been adequately informed, included and consulted.</p> <p>1 – One or two of the listed groups have been adequately informed, included and consulted.</p> <p>0 – The state does not partake in stakeholder engagement in the development of its TOD program.</p> <p><b><u>Equity Score:</u></b></p> <p>1 – The state’s TOD strategy aims to adequately inform, include, and consult with non-profits dedicated to improving the welfare of marginalized communities.</p> <p>0 – The state’s TOD strategy does not aim to adequately engage with non-profits dedicated to improving the welfare of marginalized communities.</p> <p><b><u>Public Health Score:</u></b></p>	<ul style="list-style-type: none"> <li>d. transit agencies</li> <li>e. housing/development agencies</li> <li>f. environmental agencies</li> <li>g. public health professionals</li> <li>h. nonprofit organizations             <ul style="list-style-type: none"> <li>i. low-income community groups [EQ 5.1, 5.3]</li> <li>ii. minority community groups [EQ 5.1, 5.3]</li> <li>iii. community members with disabilities [EQ 5.1, 5.3]</li> </ul> </li> <li>i. business owners</li> <li>j. property developers</li> <li>k. investors</li> </ul>	<p>official website, the task force includes the following stakeholders:<sup>57</sup></p> <ul style="list-style-type: none"> <li>a. <b>8 local government/municipal agencies</b></li> <li>b. <b>4 regional organizations</b></li> <li>c. <b>8 municipal/local government agencies</b></li> <li>d. <b>1 transit agency</b></li> <li>e. <b>7 housing/development agencies</b></li> <li>f. <b>1 environmental agency</b></li> <li>g. <b>0 public health professionals</b></li> <li>h. <b>4 nonprofit organizations with an emphasis on low-income representation</b></li> <li>i. <b>5 businesses</b></li> <li>j. <b>2 property developers</b></li> <li>k. <b>1 investor</b></li> </ul>
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		<p>1 – The state’s TOD strategy aims to adequately inform, include, and consult with public health professionals.</p> <p>0 – The state’s TOD strategy does not aim to adequately inform, include, and consult with public health professionals.</p>		
<p>B.3.4</p>	<p>Is the TOD program reviewed on a regular basis?</p>	<p><b><u>Mitigation Score:</u></b>                      5 – The state has reviewed its TOD program at least once to date and has legally committed to review and update the program at least every two years. The program details the updating process (including metrics to measure success) and provides stakeholders with a clear understanding of how they can participate in program updates.</p> <p>4 – The state has reviewed the program at least once to date and has legally committed to review and update the program at least every five years. The program details the updating process (including metrics to measure success) and provides stakeholders with a clear understanding of how they can participate in program updates.</p> <p>3 – The state has reviewed the program at least once to date has legally committed to review the program at least every five years. The state does not, however, provide details about the updating process, nor does the state actively engage with stakeholders.</p> <p>2 – The state has not yet reviewed its current program but has unofficially pledged to review the program at least every five years.</p>	<p>Regular review and monitoring of progress are keys to success for any government program or policy. As the population within cities continues to increase, it will undoubtedly be necessary to update or improve TOD projects to align with growing demand. As such, TOD programs should be reviewed and updated at least every five years to ensure a continued emphasis on Smart Growth and an overall consideration for equitable and environmentally conscious development.<sup>58</sup></p>	<p><b><u>Mitigation Score: 0/5</u></b>  <b><u>Equity Score: N/A</u></b>  <b><u>Public Health Score: N/A</u></b></p> <p>The statute defining Connecticut’s TOD policy does not mandate a review and/or monitoring process.</p>

		<p>1 – The state has not yet reviewed its current program but has unofficially pledged to review the program under no specified timescale.</p> <p>0 – The state does not yet have a TOD program, or it has a TOD program but does not have plans to engage in a review or updating process.</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b> N/A</p>		
<p>B.3.5</p>	<p>To what extent does public transit governance integrate public health considerations? [PH 1.3, 3.1, 4.1, 5.1]</p>	<p><b><u>Mitigation Score:</u></b> N/A</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b></p> <p>5 – The state government routinely coordinates with public health professionals and community groups in formal public transit meetings, and these individuals/groups actively contribute to all major public transit programs and policy decisions.</p> <p>4 – The state government occasionally coordinates with public health professionals and community groups in formal public transit meetings, and these individuals/groups contribute to some major public transit programs and policy decisions</p> <p>3 – The state government occasionally coordinates with public health professionals (but not in concordance</p>	<p>In addition to reducing pollution, mitigating greenhouse gas emissions and other environmental benefits, a wide body of literature suggests that the use of public transportation can improve public health. Studies have found that walking to and from public transit stops and stations can help individuals meet daily physical activity recommendations.<sup>59</sup> Others, note the potential for public transit to reduce vehicle pollution, thereby decreasing the frequency of various respiratory diseases.<sup>60</sup></p> <p>Considering the public health benefits, states are urged to integrate public health considerations and expertise into their public transit policies and programs. The Association of State and Territorial Health Officials (ASTHO) recommends that state legislators engage frequently with public health officials in order to improve public transit services with public health in mind.<sup>61</sup></p>	<p><b><u>Mitigation Score:</u></b> N/A</p> <p><b><u>Equity Score:</u></b> N/A</p> <p><b><u>Public Health Score:</u></b> 0/5</p> <p>A review of Connecticut’s public health and transportation policies in Titles 19a and 13b respectively, does not indicate coordination between the Department of Transportation and the Department of Public Health.</p>

		<p>with community groups) in formal public transit meetings and these individuals contribute to some major public transit programs and policy decisions.</p> <p>2 –The state’s public transit strategy is developed with occasional, informal input from public health professionals.</p> <p>1 – The state integrates minimal public health considerations in its public transit strategy but does not seek input from public health professionals.</p> <p>0 – The state does not integrate public health considerations in its public transit strategy.</p>		
<p>B.3.5</p>	<p>Does the state have an emissions reduction goal for their Transportation sector?</p>	<p><b><u>Mitigation Score:</u></b>                  This mitigation score is calculated with a formula.  <math display="block">Score = 2.5 \left( \frac{reduction\ percent}{Year} \right)</math>                 Emissions reduction percent should be filled in with the percent of emissions the state aims to reduce the transportation sector by. Year should be replaced with the year associated with that target, but subtract 2000 from that year.                  For example, if the state of East Dakota has a goal of 45% reductions in emissions for their transportation sector by 2030 the Emissions reduction percent would be entered as 45, and the year would be entered as 30. Giving East Dakota a score of 3.75/5                  The last note with this formula is that states can score over five points if their</p>	<p>The IPCC’s report on 1.5 degrees of global warming states that if humans are to avoid the most drastic consequences of global warming we should achieve carbon neutrality by 2050.<sup>62</sup> While America as a nation is not ready to commit to this, individual states can show their dedication to this goal through commitments to percent reductions of emissions from sector to sector.</p>	<p><b><u>Mitigation Score: 2.4/5</u></b>  <b><u>Equity Score: N/A</u></b>  <b><u>Public Health Score: NA</u></b></p> <p>Connecticut’s GC3 report on building a low carbon future for Connecticut sets a goal of 29% below 2014 levels by 2030 for the emissions in the transportation sector.<sup>63</sup> Plugging this into the formula we get 2.4, this means that Connecticut is well behind the 100% reduction by 2050 which the IPCC report recommends.</p>

		targets are more ambitious than the IPCC goal. To limit the potential extremes of this <b>No State shall score above 7 points for this question</b> no matter how ambitious their target is.	
<b>Section B Mitigation Total</b>			27.4/53 ~51.70%
<b>Section B Equity Total</b>			7/12 ~58.33%
<b>Section B Health Total</b>			3/13 ~23.08%

<sup>1</sup> US Department of Transportation, “Public Transit’s Role in Responding to Climate Change” (Federal Transit Administration, January 2010), <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>.

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<sup>3</sup> “Bus Rapid Transit,” Federal Transit Administration, December 9, 2015, <https://www.transit.dot.gov/research-innovation/bus-rapid-transit>.

<sup>4</sup> Michael Marks, “People Near Transit” (New York: Institute for Transportation & Development Policy, October 2016), <https://itdpdotorg.wpengine.com/wp-content/uploads/2016/10/People-Near-Transit.pdf>.

<sup>5</sup> *Hartford Line with Connecting Services* (Connecticut: CTrail, n.d.), [http://www.hartfordline.com/pdf/hartford\\_line\\_statewide\\_map.pdf](http://www.hartfordline.com/pdf/hartford_line_statewide_map.pdf).

<sup>6</sup> “Local Bus Service,” Connecticut Department of Transportation, accessed December 16, 2019, <http://portal.ct.gov/DOT/Publictrans/Bureau-of-Public-Transportation/Local-Bus-Service>.

<sup>7</sup> “About CTfastrak,” CTtransit, accessed December 16, 2019, <https://www.cttransit.com/about/about-ctfastrak>.

<sup>8</sup> Tony May and Mary Crass, “Sustainability in Transport: Implications for Policy Makers,” *Transportation Research Record: Journal of the Transportation Research Board* 2017, no. 1 (January 2007): 1–9, <https://doi.org/10.3141/2017-01>.

<sup>9</sup> Erik Weber, Ethan Arpi, and Aileen Carrigan, “From Here to There,” EMBARQ (World Resources Institute, 2011), [http://www.embarq.org/sites/default/files/EMB2011\\_From\\_Here\\_to\\_There\\_web.pdf](http://www.embarq.org/sites/default/files/EMB2011_From_Here_to_There_web.pdf).

<sup>10</sup> “Route & Stations,” CTrail, accessed December 16, 2019, [http://www.hartfordline.com/route\\_stations/](http://www.hartfordline.com/route_stations/); Connecticut Department of Transportation, “Transportation in CT,” CTtransit, accessed December 16, 2019, <https://www.cttransit.com/services/transportation-ct>.

<sup>11</sup> Connecticut Department of Transportation, “Schedules,” CTtransit, accessed November 22, 2019, <https://www.cttransit.com/schedules>; “Schedule,” CTrail, accessed December 16, 2019, <http://www.hartfordline.com/fares-schedules/>.

<sup>12</sup> [CT2030, “Mass Transit,” 2019, https://www.ct2030.com/vision/mass-transit/.](https://www.ct2030.com/vision/mass-transit/)

<sup>13</sup> [CT2030, “Mass Transit,” 2019, https://www.ct2030.com/vision/mass-transit/.](https://www.ct2030.com/vision/mass-transit/)

<sup>14</sup> Connecticut Department of Transportation, “CTtransit,” CTtransit, accessed November 22, 2019, <https://www.cttransit.com/>.

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<sup>16</sup> Marks, “People Near Transit.”

<sup>17</sup> Bruce Ho and Uchenna Bright, “Transportation Reimagined: A Roadmap for Clean and Modern Transportation in the Northeast and Mid-Atlantic Region” (Natural Resources Defence Council, July 2018), <https://www.nrdc.org/sites/default/files/transportation-reimagined-roadmap-ne-midatlantic-report.pdf>.

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