

DEPARTMENT OF TRANSPORTATION REGULATIONS

February 2014

Agency	Reviewing counsel	Section #	Short Description / Subject Matter	History	Recommendation	EO Status <sup>+</sup>	Rationale
DOT	Terry Obey Amy Martinez <i>Engineering &amp; Construction, Rights-of-Way Division</i>	13a-80-1 through 13a-80-3	Sale of Excess Residential Property	1989	No Action	1	
DOT	Chuck Drda <i>Highway Operations</i>	13a-97b-1 through 13a-97b-7	An Adopt a Highway Program	1997	No Action	1	
DOT	John Randazzo <i>Engineering &amp; Construction, Rights-of-Way Division</i>	13a-123-1 through 13a-123-14	Outdoor Advertising Signs, Displays and Devices Adjacent to the National System of Interstate and Defense Highways, Limited Access Federal-Aid Primary Highways, Other Limited Access State Highways and Non-Limited Access Federal-Aid Primary Highways	1968 Amended in 1972	No Action	1	
DOT	John Randazzo <i>Engineering &amp; Construction, Rights-of-Way Division</i>	13a-123d-1 through 13a-123d-3	Control of Junkyard and Scrap Metal Processing Facilities Along the Federal Interstate and Primary Systems and Limited Access State Highways	1968	Repeal	2	These permissive regulations were promulgated in May, 1968 in conjunction with Federal Highway Beautification Act. The regulations are not referenced or used by the Department of Transportation or the Department of Motor Vehicles.
DOT	Chuck Harlow <i>Engineering &amp; Construction,</i>	13a-124a-1 through	Specific Information Signs and Business Signs on Limited	1984; amended	No Action	1	

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	<i>Traffic Division</i>	13a-124a-7	Access Highways	2004 2013			
DOT	Chuck Harlow <i>Engineering &amp; Construction, Traffic Division</i> John DeCastro <i>Highway Operations</i>	13a-143c-1	Minimum Requirements Relative to Traffic Safety for any Car Wash Facility for Which a Building Permit is Issued	1997	No Action	1	
DOT	Debra Goss, <i>Finance &amp; Administration</i>	13a-165-1 through 13a-165-15	Certification of Disadvantaged Business Enterprises	1990	Amend	3,4	<p>The regulations will be revised in 2014 to meet the regulatory requirements of federal law (49 CFR Part 6; Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs).</p> <p>As a condition of receiving federal funding, states are required to administer a federal DBE (Disadvantaged Business Enterprise) program. Changes to CTDOT's regulations are needed to comply with the most recent changes in federal law and changes to internal CTDOT administration.</p> <p>CTDOT will formally begin the regulatory process in March, 2014.</p>
DOT	Stan Juber <i>Engineering &amp; Construction, Local Bridge Program</i>	13a-175u-1 through 13a-175u-7	Local Bridge Program	1999	Amend	4	<p>The regulations will be revised in 2014 to conform with the changes made to the Local Bridge Program under Public Act 13-239 and to modernize and simplify the overall program.</p> <p>CTDOT will formally begin the regulatory process in March, 2014 or sooner.</p>

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DOT	Chuck Beck <i>Ports Division</i>	13a-253-1 through 13a-253-10	Use of State Dock at East Haddam	1981	No Action	1	
DOT	Chuck Drda <i>Highway Operations</i>	13b-17-1 through 13b-17-308	Encroachment Permit Regulations	1974 Amended in 1979, 1980, 1992, 1997 & 1998	Amend	3,4	This comprehensive set of regulations is extremely outdated and will require significant staff review in order to update and reflect current use and practices.  CTDOT will establish an internal working group to meet on a bi-monthly basis in order to formally propose regulatory changes by the fall of 2015.
DOT	Colleen Kissane <i>Policy &amp; Planning</i>	13b-29-1 through 13b-29-4	Use of DOT Commuter Parking Facilities	1984	No Action	1	
DOT	Colleen Kissane <i>Policy &amp; Planning</i>	13b-31c-1 through 13b-31c-5	Designation of Scenic Roads	1989	No Action	1	
DOT	Colleen Kissane <i>Policy &amp; Planning</i>	13b-31e-1 through 13b-31e-4	Designation of Scenic Roads	1989	No Action	1	
DOT	Mike Sanders <i>Public Transportation</i>	Sec. 13b-34-1a through 13b-34-3a	Bus Fares for Connecticut Transit Systems	1992; amended 2004	Repeal	2	Section 51 of Public Act 11-6 establishes a specific procedure before CTDOT changes bus and rail fares without the need to go through the Uniform Administrative Procedure Act's (UAPA) regulatory process. In practice, fares are set in statute or through the budget process. Changes to bus fares are now regulated through state statute.
DOT	Joseph Cristalli <i>Policy &amp; Planning</i>	13b-38a-1 through 13b-38a-7	Traffic Management Plans and Programs	1991	Repeal	2	The regulations were promulgated to facilitate a federal program (Employee Commute Option) that no longer exists.

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DOT	Mike Sanders <i>Public Transportation</i>	13b-38b-1 through 13b-38b-5	Requirements and Standards for Rideshare Organizations' Handicapped Programs	1987	Repeal	2	The regulations are superseded by the Federal Americans with Disabilities Act requirements of 1990.
DOT	Roxane Fromson <i>Policy &amp; Planning</i>	13b-38o-12 through 13b-38o-17	Voluntary Traffic Reduction Program	1999	No Action	1	13b-38o-12 through 13b-38o-17 are regulations that are not being used "right now" (at least as of April, 2012) because we don't have any "severe nonattainment areas," as defined in the regulations.  Despite the fact that they are not currently in use, CTDOT does not recommend their repeal either due to the possibility of future changes in the Federal Clean Air Act that could result in Connecticut again having a "severe nonattainment" area.
DOT CAA	Paul Pernerewski General Counsel Conn. Airport Authority (CAA)	13b-50p-1 through 13b-50p-6	Complaints Concerning Aircraft Landings and Takeoffs at Unlicensed Air Navigation Facilities	1998	No Action	1	Under CGS § 15-120ll(g), effective July 1, 2013, these regulations became regulations and procedures of the CAA. The CAA has indicated that at present, there is no need to revise these regulations
DOT	Dennis King <i>Public Transportation, Regulatory Unit</i>	13b-96-1 through 13b-96-51	Taxicab Rules of Operation	2000	No Action	1	
DOT	Dennis King <i>Public Transportation, Regulatory Unit</i>	13b-99-1 through 13b-99-8	Minimum Requirements for the Inspection and Repair of Taxicabs	2007	No Action	1	
DOT	Robert Zaffetti <i>Engineering &amp; Construction</i>	13b-283-1 through 13b-283-9	Maintenance and Repair of Orphan Bridges	1986	Amend	4	In 1986, there were a large number of Orphan Bridges that were either closed or severely restricted to vehicle passage. Because of this and the lack of funding to address all concerns, a

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							<p>priority listing was developed through regulation. The conditions of these bridges are presently much better, with only two being in poor condition.</p> <p>Every two years, DOT's Bridge Safety sends letters to municipalities informing them of the condition of their bridges that are over 20 feet in length. For bridges of concern, letters may be sent more frequently. These letters also contain the condition of the Orphan Bridges.</p> <p>The Town letters, which also transmit inspection reports, can perform the same function of the Orphan Bridge Letter without an overall priority listing, which may no longer be as important. Therefore, pursuing the elimination of the Orphan Bridge priority listing and ending the process of separate yearly notification to municipalities is recommended. Instead, Municipalities would continue to be notified of the conditions of their Orphan Bridges in the Town letters.</p> <p>CTDOT will formally begin the regulatory process in May, 2014.</p>
DOT	Rich Jankovich <i>Public Transportation, Rail Division</i>	13b-354a-1 through 13b-354a-4	Removal of Debris From Railroad Rights-of-Way	1990			
DOT	Chuck Drda Linda Hope <i>Highway</i>	14-270-1 through 14-270-25	Oversize/Overweight Vehicle Permit Regulations	1985	Amend	4	The regulations are outdated and no longer reflect current operating procedures. At present, CTDOT staff are collaborating with their

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	<i>Operations</i>						Northeast state counterparts to share best practices. The goal is to achieve a harmonization of regulations between the states in order to increased commerce/economic development throughout the region.  CTDOT plans to reach out to the industry in May, 2014 and begin revising the regulations in June, 2014 in order to formally begin the regulatory process in December, 2014.
DOT	Chuck Harlow <i>Engineering &amp; Construction, Traffic Division</i>	14-298-1 through 14-298-911	Traffic Control Devices and Signs	1972, amended 1975, 1976, 198, 1982, 1984, 1996, 1997 1999, 2005,	No Action	1	
DOT	David Sawicki <i>Office of State Traffic Administration</i>	14-312-1	Certification of Operation	1984	No Action	1	
DOT	Chuck Beck <i>Ports Division</i>	15-9-1 through 15-9-5	Hearing Process – Contesting Removal of a Vessel	1993	No Action	1	
DOT	Chuck Beck <i>Ports Division</i>	15-14-1 through 15-14-4	Rates of Pilotage	1981; amended 2008	No Action	1	Just updated July 31, 2013.
DOT	Chuck Beck <i>Ports Division</i>	15-15a-1 through 15-15a-17	Navigable Waters – Marine Pilots	1991; amended 2003, 2011, 2013	No Action	1	

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CAA DOT	Paul Pernerewski <i>General Counsel Conn. Airport Authority (CAA)</i>	15-41-18 through 15-41-66	Airports; Parachute Jumps; Use of State Airports	1971, amended 1986, 1989, 2011	No Action	1	Under CGS § 15-120ll(g), effective July 1, 2013, these regulations became regulations and procedures of the CAA. The CAA has indicated that at present, there is no need to revise these regulations
CAA DOT	Paul Pernerewski <i>General Counsel Conn. Airport Authority (CAA)</i>	15-74b-1 through 15-74b-2	New Construction and Changes to Present Public Service Company Overhead Lines Within an Airport Runway Clear Zone	1974	No Action	1	Under CGS § 15-120ll(g), effective July 1, 2013, these regulations became regulations and procedures of the CAA. The CAA has indicated that at present, there is no need to revise these regulations
DOT	Rich Jankovich <i>Public Transportation, Rail Division</i>	16-140-1 through 16-140-33	Clearances on Railroads With Reference to Overhead and Side Structures and Parallel Tracks	1973			
DOT	Paula Yukna, <i>DOT Counsel Dennis King, Public Transportation, Regulatory Unit</i>	16-304-A1 through 16-304-F29	Motor Carriers	1972, amended 1973, 1978, 1982,	Amend	4	Regulations are outdated and no longer reflect current operating practices.
DOT	Paula Yukna, <i>DOT Counsel Dennis King, Public Transportation, Regulatory Unit</i>	16-325-1 through 16-325-26	Livery Service	1965, amended 1976,	Amend	4	Regulations are outdated and no longer reflect current operating practices.

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