



## Connecticut Public Transportation Commission

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**DATE:** December 30, 2004

**TO:** Honorable M. Jodi Rell

Honorable Biagio Ciotto and Jacqueline Cocco  
Co-Chairpersons of the Joint Standing Committee on Transportation

Honorable Stephen E. Korta, Commissioner of Transportation

**FROM:** Thomas Cheeseman, Chairman  
Connecticut Public Transportation Commission

I am pleased to submit to you the 2004 Annual Report of the Connecticut Public Transportation Commission as required by the Connecticut General Statutes section 13b-11a(e). The 2004 Annual Report contains 13 recommendations for improving the delivery of public transportation services in Connecticut. These recommendations reflect a broad range of public transportation issues from Dial-a-Ride transit funding and the replacement of the equipment fleet of the New Haven Line rail service to adequate truck parking capacity at rest areas, better fare collection aboard trains and the use of electronic toll collection. These recommendations acknowledge the reality of the State's fiscal constraints; only two of the 13 recommendations call for State expenditures in the short term, with one of these being a very modest proposal for bus service on one new route linking the Estuary and Southeast Area Transit District systems. Specific commendations for the efforts of the Connecticut Department of Transportation are offered in three areas.

### **Overview of Recommendations**

The first recommendation requests funding for a matching grant program to support Dial-a-Ride transportation services. Funding for such programs has been reallocated in recent years to support under-funded Americans with Disabilities Act (ADA) paratransit services. As a consequence, the level of State support for Dial-a-Ride services has almost vanished. These services often allow elderly citizens to maintain their independence and remain at home, thus avoiding State costs frequently involved in their moving to more costly settings involving higher levels of living assistance services.

The second recommendation requests Legislative and Executive Branch leadership in assembling a financing plan to support the purchase of the next generation of rail equipment for the New Haven Line commuter service, and the maintenance facility necessary to support this equipment. This purchase of an estimated 342 rail cars and the facility to maintain this new fleet will cost approximately \$1.0 billion and will likely necessitate the use of one or more new sources of funding.

The third and fourth recommendations commend the efforts of ConnDOT in, respectively, the acquisition of 33 rail coaches from Virginia Rail Express, which will add approximately 4,000 seats of needed short term capacity, and the completion of the New Haven-Hartford-Springfield Rail Implementation Plan which developed a reasonable proposal for the operation of rail service on this corridor which provides linkages to Metro-North and Shore Line East commuter services as well as to Amtrak service on the Northeast Corridor.

The problem of an apparently significant level of noncollection of rail fares on the New Haven Line is addressed in recommendation #5. Correction of this problem would enhance revenues and would provide equity for those riders who conscientiously pay their fair shares.

Topics addressed in the remaining recommendations include: advocating active participation and support by the State of Connecticut in the New York City Cross Harbor Rail Freight Tunnel Project which could provide a truck competitive alternate route for rail freight into Connecticut, thereby reducing truck traffic (#6), encouraging ConnDOT efforts to expand the capacity for truck rest area parking along Connecticut's Interstate highways (#7), incorporating the most promising transit enhancements into the recommended transportation improvement packages when Interstate corridor improvements are evaluated (#8), providing a new bus route to link the Estuary Transit District bus service to the Southeast Area Transit District's service via a connection at Niantic (#9), investigating the use of electronic toll collection on Connecticut's highways as a means to provide a convenient and safe mechanism to raise revenues (#10), encouraging ConnDOT to adopt some of the findings of the recently-completed Rail Station Governance Study (#11), encouraging the members of the Connecticut Congressional delegation to work for the timely provision of funds to replace Amtrak's Niantic River Bridge (#12), and acknowledging the efforts of the City of New Haven in restoring downtown bus stops to their pre-1998 user-friendly and system-friendly locations on The Green.

In addition to these 13 recommendations, this Annual Report contains an overview of the activities of the Commission during 2004, a discussion of seven other timely transit issues, and summaries of the eight public hearings held by the Commission during the past year.

Members of the Commission welcome your comments on the recommendations contained in the Annual Report. We appreciate your consideration of these proposals and we welcome the opportunity to meet with you to discuss actions that can be taken to implement these recommendations. The Commission looks forward to receiving the Department of Transportation's responses which are due February 1, 2005.

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## **CONNECTICUT PUBLIC TRANSPORTATION COMMISSION MEMBERSHIP**

As constituted by Section 13b-11a(a) of the Connecticut General Statutes, the Connecticut Public Transportation Commission is composed of 11 gubernatorial and 8 legislative appointees, as well as ex-officio representatives of the Commissioners of the Department of Transportation and the Department of Environmental Protection, the Secretary of the Office of Policy and Management, and the co-chairmen of the Transportation Committee of the General Assembly. Current members, including the designees of the State agencies, are listed below.

### **Dorothy F. Adamson – Senior Citizen Representative**

Before retirement, Dorothy was a professional librarian/ media specialist. Beginning at W.F. Kaynor Vo-Tech School in Waterbury, she subsequently held positions at the American Community School (Cobham, England), Robert College (Istanbul, Turkey) and the American School in Japan (Tokyo). In the course of traveling in Europe and Asia, she and her husband, Robert, experienced a variety of transportation modes, giving rise to her interest and, often, admiration for some of the systems they encountered. Dorothy and Robert reside in Bethlehem.

### **Linda M. Blair**

Originally from Upstate New York, Linda M. Blair moved to New Haven by way of Atlanta, Georgia in 1989. She quickly became involved as an advocate for users of the Greater New Haven Transit District's Transportation for Disabled Persons Program and the CT Transit bus system. In 1991, she was appointed to the City of New Haven Commission on Disabilities, becoming chair in 1993. In 1992, she was appointed to the Connecticut Citizens' Transportation Advisory Council (CTAC). Linda has also served as a board member and officer of several organizations including serving as president of the more than four thousand member Connecticut Union of Disability Action Groups for which public transportation is a primary issue. She has served on state and local legislative panels and was appointed to the Connecticut Public Transportation Commission in 1998.

### **Arroll Borden**

Mr. Borden is a project coordinator with the Connecticut Policy and Economic Council. He previously worked as a research associate with the Council of Governments of the Central Naugatuck Valley, where his work included developing transportation corridor plans and working on regional planning issues. Mr. Borden is a member of the American Planning Association, and holds a certificate in access management planning.

## **Dennis Brenner**

Mr. Brenner works in the real estate business. His interest is in the movement of both people and goods, with a particular focus on Job Access transportation, mass transit, and access into New York City. Mr. Brenner lives in Manchester.

## **Richard Carpenter**

Mr. Carpenter is the former Executive Director of the South Western Regional Planning Agency, a position he held from 1966 until his retirement on March 31, 1999. In this position, he was involved in land use and transportation planning for that eight town region of one-third million population. Previous to being appointed to the CPTC, he was a member of the Governor's Railroad Advisory Task Force from 1974 to 1983, serving as its Chairman from 1974 to 1981. Mr. Carpenter's chief interest is the improvement of passenger and intermodal rail freight service. He currently serves on the East of the Hudson Rail Freight Operations Task Force as the invited representative of Congressman Jerrold Nadler of New York. He is also a member of the Interstate 95 Coastal Corridor Transportation Investment Area Committee, one of five such committees working with the Transportation Strategy Board.

Mr. Carpenter is also the author of the newly released (August 2003) book: "A Railroad Atlas of the United States in 1946 – Volume 1, The Mid-Atlantic States", published by Johns Hopkins University Press. Volume 2, covering New York state and New England, is to be published in spring of 2005.

## **Thomas Cheeseman - Transit District Representative**

Mr. Cheeseman is the Administrator of the Middletown Transit District. He was District Manager for both Trailways of New England (1980-1986) and Greyhound Lines (1971-1979). Prior to that, he worked at United Technologies in East Hartford. From 1961 to 1969, Mr. Cheeseman served in the United States Air Force. He was past president of the Connecticut Association for Community Transportation and the Connecticut Bus Association. He currently serves on numerous boards and committees throughout Middlesex County. Mr. Cheeseman was appointed to the Connecticut Public Transportation Commission in May of 2000, and currently serves as its chairman.

## **David Fink**

Mr. Fink joined the Commission in January of 1998. He is the Executive Vice President of Guilford Rail System, New England's largest rail carrier.

## **N. Terry Hall**

Mr. Hall, a retired large scale systems programmer, is presently vice chairman of the Finance Committee for the Town of Goshen. Terry has served as a director of the National Association of Railroad Passengers since 1988. This is supported by a lifetime interest in rail operations and in the intermodal aspect of transportation. He has extensive rail travel experience across the nation. Terry is currently the security coordinator for the American Association of Private Railroad Car Owners.

## **Morton N. Katz - Bus User**

Attorney Morton N. Katz of Avon has been a consistent user of the Avon-Canton commuter bus to and from Hartford since its inception. His stop in Hartford is two blocks from Superior Court. He uses bus travel extensively to go to New York and New Jersey and the bus line to Springfield takes him to the bus terminal three blocks from the Amtrak station where he catches the North Shore Limited to Cleveland. He makes frequent trips via Amtrak through the Northeast Corridor to New York, New Jersey, Delaware and Maryland. He also serves as a Magistrate in a number of G.A. Courts and is a Justice of the Peace. Morton has twice received the Secretary of the State's Award for Dedicated Public Service.

## **William C. Kelaher – Rail Labor Representative**

Mr. Kelaher is the Vice General Chairman for the Transportation Communication Union AFL-CIO. He represents the Railroad Clerks in New England and New York. He also is District Chairman of Lodge 227, New Haven, Connecticut that represents members of Amtrak and Metro-North in the states of Connecticut and New York. Bill resides in West Haven.

## **Yvonne A. Loteczka - Mobility Impaired Transit User**

Ms. Loteczka is chair of the Americans with Disabilities Act (ADA) Task Force and a member of the ADA Advisory Committee in Hartford. Yvonne was Co-chair of the Special Act 90-10 Elderly and Disabled Transportation Subcommittee. She also served on a subcommittee of the Wethersfield Advisory Committee for People with Disabilities that compiled and completed the first Directory of Services for the Disabled for the town of Wethersfield.

## **David Reed**

David M. Reed is a retired military aviation and safety officer, and presently is an adjunct professor at the University of Connecticut and a lecturer with the Connecticut Vo-Tech High School system. His training and experience has been deeply involved

with the safe, efficient and effective movement of people, machines and material over land, sea and air. He has particular interest in providing methods of safe, affordable and effective transportation for youths, the elderly and persons with disabilities.

### **Russell St. John - Railroad Company Management**

Mr. St. John is the former President of the Connecticut Central Railroad, now a part of the Providence and Worcester Railroad, a regional freight carrier for whom he acts as a consultant. Russ is intimately involved in the rail freight business in Connecticut. He has worked with several groups to preserve rail freight lines in this state. Russ is active on the Middlesex County Chamber of Commerce where he serves on the Legislative Committee and the Rail Council. He currently represents Granby on the Board of Directors of the Greater Hartford Transit District, and has been interested in rail and bus commuter issues.

### **Richard Schreiner – Transit District Representative**

Mr. Schreiner is Director of Service Development for the Housatonic Area Regional Transit District (HART) in Danbury. He has expertise in the areas of transit operations, transportation planning, service design, procurement, public relations and regulatory requirements. He is the former Executive Director of the Long Island Sound Taskforce (now Save the Sound), a non-profit environmental organization. Mr. Schreiner resides in Derby with his wife and children.

### **Richard Sunderhauf - Bus Labor Union Representative**

Mr. Sunderhauf, appointed to the Commission in 1998, is active in the affairs of the Amalgamated Transit Union, Local 425, AFL-CIO, which represents the bus operators and mechanics of Connecticut Transit's Hartford Division. Richard is a bus operator for that company. He is particularly interested in system and equipment improvements, increased service and ridership on public transportation and decreased congestion on our roads. Richard resides in Rocky Hill with his wife Brenda.

### **Ex-Officio Members**

#### **Harry P. Harris**

During 2004, Mr. Harris represented Commissioner Stephen Korta and former Commissioner James F. Byrnes, Jr. of the Department of Transportation. Mr. Harris served as the Bureau Chief of the Department of Transportation's Bureau of Public Transportation.



### **Representative Jacqueline Cocco**

Representative Cocco represented the 127th House District in Bridgeport during 2004 and served as co-chairman of the Transportation Committee.

### **Senator Biagio Billy Ciotto**

Senator Biagio 'Billy' Ciotto of Wethersfield represents the 9th Senatorial District and is the Senate Co-chair of the Transportation Committee. Senator Ciotto's district covers Cromwell, Newington and Rocky Hill and parts of Wethersfield and Middletown.

### **Philip Smith**

Mr. Smith represents Secretary Marc Ryan of the Office of Policy and Management.

### **Frederick L. Riese**

Mr. Riese was the designee of former Commissioner Arthur J. Rocque, Jr. of the Department of Environmental Protection who retired in late 2004. Mr. Riese is a Senior Environmental Analyst with the Office of Environmental Review. He has served on the Commission since its inception in 1984, including as Interim Chairman from 1997 through early 2002. He had previously served for five years on both the Connecticut Public Transportation Authority and the Governor's Railroad Advisory Task Force.

## ACTIVITIES OF THE COMMISSION IN 2004

Tom Cheeseman served as Chairman of the Commission in 2004, his third year in that office. Morton Katz continued to serve as Vice Chairman, while Frederick Riese continued as Administrative Vice Chairman.

### **Monthly Meetings**

As set forth in Connecticut General Statutes section 13b-11a(j), the Commission met twelve times during the year, on the first Thursday of each month. Six meetings were held at Union Station in New Haven, four at the Connecticut Department of Transportation headquarters in Newington, and two at the Legislative Office Building in Hartford. A wide range of speakers at the monthly meetings discussed many timely transportation issues and developments.

Due to a late breaking scheduling conflict, the scheduled featured speaker for the January meeting was unable to attend. Gloria Mills, the executive director of the Connecticut Association for Community Transportation, spoke at the February meeting on funding issues affecting Dial-a-Ride and ADA transportation services. At the March meeting, Linda Osten, a planner with the Capitol Region Council of Governments, spoke on the results of the New Britain Busway Station Area Planning Project, and Peter Richter of the ConnDOT Bureau of Policy and Planning updated the Commission on the Rail Station Governance Study. Harry Harris, Bureau Chief for the Bureau of Public Transportation, also outlined efforts to acquire additional rolling stock for the New Haven Line service, in the form of both used equipment in the short term and new equipment for the long term. In April, Connecticut Commuter Rail Council Chairman Rodney Chabot discussed several rail-related issues including equipment procurement, improvements to the Danbury and Waterbury Branch services, and the Stamford railroad station.

Tom Janaky, Vice President for Sales for Colorado Railcar Corporation, briefed the Commission about the Diesel Multiple Unit (DMU) self-propelled commuter rail car built by his company at the Commission's May meeting. The June meeting featured Michael Riley, President of the Motor Transport Association of Connecticut, speaking to issues of truck safety, regulation and taxes. Peggy Heatherington, the Vice President of Marketing for MetroPool, spoke at the July meeting on research and marketing efforts which identified the services and issues which motivate commuters' travel choices. The August meeting featured a briefing by Michael Sanders, ConnDOT's Transit and Ridesharing Administrator, on the new CTRides statewide telephone service and associated website providing statewide transit information on schedules, routes and connections.

In September, H. James Boice, Bureau Chief for Policy and Planning at ConnDOT, updated the Commission on the status of 11 major studies and planning efforts underway by the Department. Harry Harris discussed the procurement of the Virginia Rail Express passenger coaches in October, and the considerations involved in the purchase of new rolling stock for the New Haven Line service of Metro-North. He also discussed efforts to provide additional parking capacity at New Haven Line stations. November's meeting heard Louis Mangini, Staff Assistant to Congresswoman Rosa DeLauro, outline the current state of affairs in the long-running effort to pass a Federal transportation bill to succeed the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and the consequences of the various possible outcomes upon Connecticut. No speaker was scheduled for December as that meeting was devoted to preparation of this Annual Report.

The Commission was fortunate to have such knowledgeable and interesting speakers during the year and is very appreciative of their presentations to us.

### **Public Hearings**

The Commission conducted eight public hearings during 2004 to gather public input from transportation users and providers, local officials and planners, non-profit organizations, and other members of the public. In the spring, the Commission traveled to Stamford, New London, Dayville (Killingly) and Milford. In the fall, hearings were held in North Canaan, Old Saybrook, Middletown and Waterbury. These hearings, a requirement of C.G.S. section 13b-11a(b), provide information which is then used both in the formulation of the Annual Report, and also to resolve conflicts, issues and questions raised at the hearings, either by providing the information at the hearing or by facilitating the contacts necessary to achieve a resolution.

Funding for transit services was the single most frequently raised issue, particularly for fixed route bus service and dial-a-ride paratransit. More bus service in evening hours, the need for new equipment for the New Haven Line commuter rail service, better connections between transit service areas and between bus and train services, and the need to support bus transit through better marketing and improved bus stop marking and maintenance were other themes to the 2004 public hearings. Several of these concerns are addressed in the recommendations which follow this section.

Summaries of the eight public hearings are found on pages 29-40 of this report.

### **East of the Hudson Rail Freight Task Force**

The Commission continued to observe and participate in the meetings of the East of the Hudson Rail Operations Task Force, held at the board room of the New York School of Law in lower Manhattan. The Task Force was created in 1999 after the

division of Conrail between Norfolk Southern and CSX Railroads was approved by the US Surface Transportation Board. The purpose of the Task Force was, and is, to seek ways to improve rail freight service to points east of the Hudson River, particularly New York City, Long Island and Connecticut. Congressman Jerrold A. Nadler of New York and Congressman Christopher Shays of Connecticut serve as co-chairman of the Task Force.

Richard Carpenter, a member of the Connecticut Public Transportation Commission, formerly served as Recording Secretary of the Task Force and continues to be an active participant in the group. Meetings of the Task Force occur about every six weeks. Members include the Norfolk Southern and CSX Railroads, Canadian Pacific Railway, Providence and Worcester Railroad, the New York and Atlantic Railroad, the New York Cross Harbor Railroad, Amtrak, Metro-North, the Long Island Railroad, New York State DOT, New York City DOT, the New York Economic Development Commission, the Port Authority of New York and New Jersey, the Metropolitan Transportation Authority, the New York Metropolitan Transportation Council and Environmental Defense.

Activities of the Task Force include consideration of regular reports on transportation funding discussions in Congress, the Cross Harbor Freight Tunnel study and related developments, improved cross harbor carfloat service, public funding for various rail improvements administered by NYS DOT and the Port Authority, Hudson River line clearance improvements to double stack clearance standards, Hell Gate Bridge rehabilitation, Bay Ridge Line improvements, the proposed intermodal terminal at Pilgrim State Hospital on Long Island, heavier weight standards on regional rail lines, and the provision of additional rail intermodal terminal space east of the Hudson River. Finally, the Task Force, in cooperation with Environmental Defense, completed a study detailing the need for shifting more truck freight to rail in the northeastern states, especially the Tri-State area of New York, New Jersey and Connecticut.

### **Other Activities and Events**

During the past year, many Commission members took part in transportation-related events or served in various capacities related to the Commission's goals.

Chairman Tom Cheeseman attended the Community Transportation Association of America convention in Seattle, May 21-23. He also attended USDOT's United We Ride conference in Washington, D.C. in February. This conference explored opportunities for coordination and consolidation among the 68 separate federal transportation programs. Tom has also now assumed the chairmanship of the Middlesex Chamber of Commerce's Transportation Committee, and he serves as chairman of the Legislative Committee of the Connecticut Association for Community Transportation.

Russ St. John continued to serve as Connecticut's railroad representative on the Operation Lifesaver Committee, whose goal is to upgrade public awareness of, and safety at, rail at-grade crossings. Russ also serves on the New Haven-Hartford-Springfield Commuter Rail Service study advisory committee.

Richard Schreiner currently serves on ConnDOT-sponsored advisory committees for the Danbury Branch Electrification Study and the Route 35 Corridor Study. He served as a presenter for three Transit 101 workshops on travel training held in Danbury to enable handicapped transit users to ride fixed route transit services.

Linda Blair serves on the City of New Haven Bureau of Traffic and Parking's Ad Hoc Committee on Bus Stops, which is currently overseeing the restoration of bus stops on the New Haven Green. On the committee, she has submitted a proposal for a citizen-based enforcement policy of parking regulations at bus stops, handicapped parking spaces, and on sidewalks.

Terry Hall serves as one of New England's five directors on the National Association of Railroad Passengers and attended the Association's spring and fall board meetings in Washington and Denver, respectively. He also toured the Colorado Railcar Company's production facility in Fort Lupton, Colorado.

As mentioned earlier, Richard Carpenter continued his participation on the East of Hudson Rail Freight Task Force. The Task Force is chaired by New York Congressman Jerrold Nadler and is involved in securing better rail freight access across the Hudson River into New York City, and by extension, into Connecticut and southern New England. Mr. Carpenter also serves as a member of the Transportation Strategy Board's Coastal Corridor Investment Area Board. Mr. Carpenter is nearing completion of Volume 2 of A Railroad Atlas of the United States in 1946, covering New York and New England. It will be published by Johns Hopkins University Press in spring 2005. Volume 1, released in August 2003, covered the Mid-Atlantic states.

During 2004, Frederick Riese served on three ConnDOT-sponsored advisory committees as the representative of the Department of Environmental Protection. The committees included the Southeast Corridor Study Advisory Committee looking at options for the expansion of Interstate 95 from Branford to Rhode Island, the New Haven-Hartford-Springfield Rail Commuter Study Advisory Committee evaluating options for implementing commuter rail service on Amtrak's Springfield Line, and the Hartford East Bus Rapid Transit Advisory Committee.

1. THE COMMISSION RECOMMENDS THE FUNDING OF A STATE MATCHING GRANT PROGRAM FOR DIAL-A-RIDE AT A LEVEL OF \$5 MILLION DOLLARS. DIAL-A-RIDE SERVICES FOR PERSONS WITH DISABILITIES AND SENIORS ARE FACING A FUNDING CRISIS DUE TO A GROWING LOSS OF FEDERAL FUNDS.

Dial-a-Ride services provide a means of independent living for seniors and persons with disabilities in rural and suburban areas lacking traditional public transit services. The services are commonly used for basic needs including medical appointments, employment and shopping.

Dial-a-Ride allows people to age in place, giving them a better quality of life. Without Dial-a-Ride, persons without cars would have to rely on friends and relatives, non-wheelchair accessible taxicabs (if available), or, in the case of medical appointments, on costly ambulances.

Most municipalities in the state have totally lost access to federal Dial-a-Ride operating funds due to their reclassification into large urbanized areas by the federal government, since the FTA does not provide operating assistance for Dial-a-Ride services in areas exceeding 200,000 in population. To address the loss of federal funds, in SFY 1999, the General Assembly appropriated \$2.5 million from the *Special Transportation Fund* to a Dial-a-Ride line item in the Connecticut Department of Transportation budget to operate demand responsive services in five transit districts in the large urbanized areas of Bridgeport, New Haven, and Hartford. After the 2000 census, Norwalk, Stamford, New Britain and Bristol lost use of federal funds as well when they were reclassified into large urbanized areas.

The State funding level for the Dial-a-Ride line item has not increased even as more and more municipalities have lost federal funds. Further complicating matters, ConnDOT has been forced to use this Dial-a-Ride line item to support underfunded ADA paratransit services statewide. As a consequence, the use of State funding for Dial-a-Ride has almost disappeared. Many programs have been severely cut back or eliminated.

Existing statutes (CGS 13b-38bb), passed in 1999, provide a mechanism for grants to municipalities statewide that provide or support Dial-a-Ride services. Since the General Assembly has never appropriated the funds for the matching grants, this important program has never been implemented.

The Commission recommends a funding level of \$5 million for statewide Dial-a-Ride as proposed when the legislation passed in FY 1999.

2. THE COMMISSION RECOMMENDS THAT A FUNDING PLAN BE DEVELOPED AS QUICKLY AS POSSIBLE TO PROVIDE FOR THE PURCHASE OF THE 342 NEW RAILCARS WHICH WILL SERVE AS THE NEXT GENERATION OF NEW HAVEN LINE EQUIPMENT, AND FOR THE NEW MAINTENANCE FACILITY NECESSARY TO MAINTAIN THESE CARS.

The New Haven Line service of Metro-North carries 110,000 passengers per weekday, or over 33,000,000 trips per year. The majority of the existing equipment in the fleet consists of 241 M-2 cars placed into service in 1973-1976 and now at or over their 30-year design life. The current M-2 overhaul program will buy a few years of extra service for this equipment, but the process of acquiring the next generation of equipment needs to be put in motion now, or the quality, and quantity, of service provided will be in significant jeopardy.

The Rail Car Fleet Replacement Plan developed by ConnDOT and the Office of Policy and Management anticipates the purchase of 342 cars of electrical multiple unit (EMU) design, which would be the updated version of the current class of New Haven Line equipment. This number of new cars will replace the current 28,000 seats of the 241 M-2 cars to be retired and will also accommodate the long term annual ridership growth which has averaged 1.5% annually. These cars will cost approximately \$3,000,000 each, of which 65% would be paid for by the State of Connecticut, with the remaining 35% paid for by New York. Thus, Connecticut's share of the \$1.026 billion cost for these cars is \$667,000,000. The new multi-purpose maintenance facility to be constructed at New Haven to service these cars will cost an estimated \$350,000,000. Therefore, Connecticut's total price tag for the equipment and maintenance facility will be approximately \$1.02 billion.

Last winter provided a dramatic wake up call revealing the consequences of severe winter weather on our aging New Haven Line car fleet. At its worst point, 140 cars out of the 343 car fleet were unavailable for service last winter. This left the New Haven Line well short of the minimum of 266 available cars needed to maintain the current service. A reoccurrence of last year's winter conditions can be expected, unfortunately, to lead to a repeat of these hardships.

\$1.02 billion is a large amount of money. Raising this amount of money will likely require use of new or increased sources of funding, or a combination of funding sources. Due to the lead times involved in car procurement, including design and specifications development, the initiation of the procurement process today would not yield the first of the new equipment until 2010. Therefore, the Commission urges that the necessary financing plan be developed now, and that all sources of funding be considered, alone or in combination, including increase fares, bonding, a gas tax hike or a durational sales tax increment.

The Commission further recommends that the New Haven Line Fleet Configuration Analysis and the New Haven Line Rail Car Fleet Replacement Plan, or summaries thereof, be made available for public review, followed by public hearings. The fleet replacement decision has long-term, multi-decade implications for Connecticut. Rail commuters, and taxpayers as a whole, should have the highest level of confidence in the chosen course of action. Such hearings would provide an opportunity to publicly compare the selected electrical multiple unit (EMU) car technology with that of other options, including the use of bi-level coaches with a locomotive at each end, in terms of performance, comfort, seating capacity, operational considerations and life cycle costs. These hearing could also be used to build public support for the necessary revenue raising steps to be taken to fund the equipment purchase.



3. THE COMMISSION COMMENDS CONNDOT ON THE ACQUISITION OF 33 RAILCARS FROM VIRGINIA RAIL EXPRESS (VRE) WHICH WILL PROVIDE AN ADDITIONAL AND MUCH NEEDED 4,052 SEATS OF CAPACITY FOR CONNECTICUT COMMUTERS. THESE CARS, SOME OF WHICH ARE ALREADY BEING PLACED INTO SERVICE, WILL BE USED ON SHORE LINE EAST, AND ON THE WATERBURY AND DANBURY BRANCHES, FREEING UP EQUIPMENT CURRENTLY USED ON THOSE SERVICES FOR THE NEW HAVEN LINE. THOUGH THESE VRE CARS ARE ONLY A FIRST STEP IN MEETING THE ROLLING STOCK NEEDS OF THE NEW HAVEN LINE, THEY ARE A WELCOME AND TIMELY IMPROVEMENT, ESPECIALLY HEADING INTO THE WINTER SEASON WHEN WEATHER-RELATED EQUIPMENT OUTAGES PUT AN ADDITIONAL STRAIN ON SEATING CAPACITY.

4. THE COMMISSION AGAIN COMMENDS CONNDOT FOR UNDERTAKING THE NEW HAVEN–HARTFORD–SPRINGFIELD COMMUTER RAIL IMPLEMENTATION PLAN, AND IT ENCOURAGES THE GENERAL ASSEMBLY TO PROVIDE THE NECESSARY FINANCIAL SUPPORT TO MOVE FORWARD WITH IMPLEMENTATION OF THIS SERVICE. THE COMMISSION ENDORSES THE STUDY’S SELECTION OF A REASONABLE, MID-RANGE OPTION AS THE PREFERRED IMPLEMENTATION PLAN. THE RECOMMENDED IMPLEMENTATION OPTION IS CONSISTENT WITH THE GUIDANCE EXPRESSED IN THE COMMISSION’S 2003 ANNUAL REPORT.

The Commission has long advocated the operation of commuter rail service between New Haven, Hartford and Springfield on Amtrak’s Springfield Line. In October 2002, the Transportation Strategy Board authorized \$2,000,000 in funding to undertake a study of the capital needs, ridership levels and operating costs involved in providing such service. As an initial planning exercise, the study consultants looked at what were called the Minimum Build and Maximum Build scenarios to determine the bounds of the possible capital and operating costs for implementing such a service.

The recommended implementation option includes seven new ConnDOT-funded trains per day in each direction between New Haven and Springfield, which when combined with the existing eight Amtrak trains in each direction, will provide for service every 30 minutes during the peak morning and afternoon commuting hours. Service would be provided to the nine existing stations from New Haven to Springfield, including the State Street Station in New Haven at which Amtrak service does not currently stop. New stations would also be built at North Haven, Newington and Enfield. Double tracking will be added in 5 locations totaling 18 miles along the corridor to increase operating flexibility. For this recommended level of service, capital costs are estimated at \$263.3 million, while operating costs would be \$10.1 million annually, of which \$1.2 million would be recovered through fares. Estimated new ridership of 2,428 daily trips is anticipated in this scenario.

The Commission eagerly awaits the release of the final report of this study in early 2005. The Commission again thanks the Transportation Strategy Board for providing the funding to prepare this implementation strategy and begin the process for achieving commuter service in this corridor.

5. THE COMMISSION RECOMMENDS THAT IMPROVED PROCEDURES, STAFFING OR NEW TECHNOLOGIES BE PUT IN PLACE TO ENHANCE THE COLLECTION OF FARES ON THE NEW HAVEN LINE.

A consistent stream of observations by many New Haven Line riders has testified to a persistent problem with the non-collection of fares, particularly for shorter intrastate trips and particularly in the PM commuting peak. Some evidence suggests that the level of fare evasion, either intention or unintentional, is significant. Not all of the uncollected fares translate into lost revenue, but a large percentage does. With another fare increase due to be implemented in January 2005, responsible administration of the New Haven Line service must include every effort to assure that each fare is properly collected, both for the integrity of the revenue stream and out of fairness to honest commuters who pay their fares.

This issue is not a new one. The Commission and the Department have been aware of the non-collection of fares for at least a couple of decades. However, the problem is becoming much more prevalent, especially with the increase in intrastate travel and its shorter trips. Frequently the uncollected tickets are turned in for cash refunds. Whether through more diligent use of seat checks, enhanced Metro-North staffing on some trains, or the introduction of new fare collection technologies, a crackdown on nonpayment of fares must be implemented on New Haven Line trains. The Commission encourages ConnDOT to continue to pursue this issue with Metro-North, recognizing that any improvements must be implemented systemwide, not just in Connecticut.

6. THE COMMISSION URGES THE DEPARTMENT TO SUPPORT THE NEW YORK CROSS HARBOR RAIL FREIGHT TUNNEL PROJECT. THIS PROJECT WOULD PROVIDE VASTLY IMPROVED RAIL ACCESS INTO THE NEW YORK CITY METROPOLITAN AREA AND INTO CONNECTICUT AND SOUTHERN NEW ENGLAND, IMPROVING THE COMPETITIVENESS OF RAIL FOR SHIPMENT OF FREIGHT, LOWERING OVERALL TRANSPORTATION COSTS AND REMOVING A SIGNIFICANT NUMBER OF TRUCKS FROM OUR CONGESTED HIGHWAYS. THE ENVIRONMENTAL IMPACT STATEMENT FOR THIS PROJECT IS BEING UNDERTAKEN IN 2005.

For many years, this Commission has recommended that the State of Connecticut adopt a pro-active policy to encourage rail intermodal freight into and through the state, especially along the New Haven Line of Metro-North and on Amtrak's Northeast Corridor, to directly compete with truck traffic on Interstate 95. The growing support for, and opportunity provided by, the New York Cross Harbor Rail Freight Tunnel offers a unique public benefit for the state of Connecticut, and is a prime example of the type of pro-rail freight initiative that this State should be advocating for and participating in. The Commission strongly believes that the growing traffic and congestion on Connecticut's Interstate highways, especially on Interstate 95, much of which is due to tractor-trailer traffic, demands a change in current state transportation policy.

Two recent studies highlight the problem. The U.S. House Committee on Transportation and Infrastructure, in a November 19, 2003 report on the Transportation Equity Act: A Legacy for Users, cites the statistic that between 1990 and 2000, U.S. truck travel increased by 38 percent. It projects that in the next 20 years, truck travel will increase by another 90 percent. Similarly, a recent study commissioned by AASHTO, entitled Freight Rail Bottom Line Report concludes that freight volumes are about to explode in the nation, particularly around urban areas like New York. It predicts that domestic freight tonnage will increase by 57% by 2020, and import-export tonnage will increase by 100% by that year. Assuming no change in modal choices, by 2020 the highway system must carry an additional 6,600 million tons of freight, an increase of 62%.

Highway congestion improvements underway or planned for Interstates 84 and 95 will provide brief, temporary congestion relief. Only a long term policy change toward rail freight, taken in cooperation with neighboring states, will begin to address the highway congestion problem.

The following figure presents a quick graphic presentation of the existing freight routes into southern New England and the more direct freight route provided by the New York Cross Harbor Tunnel.



7. THE COMMISSION RECOMMENDS THAT IDENTIFICATION OF OPPORTUNITIES FOR INCREASING THE CAPACITY FOR TRUCKS AT THE REST AREAS ALONG CONNECTICUT'S INTERSTATE HIGHWAYS SHOULD BE A MAJOR THRUST OF CONNDOT'S UPCOMING STATEWIDE REST AREA AND SERVICE PLAZA STUDY.

ConnDOT will be undertaking a yearlong Statewide Rest Area and Service Plaza Study during 2005 to prepare a master plan governing roadside rest areas and service plazas. The study will evaluate the existing network of roadside facilities and consider options to optimize these facilities. Such options will include reconfiguring, expanding, combining, relocating, adding or eliminating facilities. The impetus for this study is guidance the Department has received from the Federal Highway Administration that money to finance rest area and service plaza improvements is likely to be available in the new reauthorization act, and those states having a master plan in place to direct such improvements would be eligible for this funding.

The Commission urges that a strong emphasis in this study effort be placed upon identifying opportunities to address the shortage of truck parking spaces in Connecticut. This deficit was estimated to be 1,200 spaces in the 2001 ConnDOT Truck Stop and Rest Area Parking Study, and was predicted to grow to 1,600 spaces by 2020. This situation can lead to several undesirable and unsafe consequences including having truck drivers continue to drive in a fatigued state, having trucks parking in undesignated or unsafe locations, or having existing rest areas and service plazas become overly congested to the point where emergency vehicles or other traffic cannot safely access those areas.

The 2001 ConnDOT study identified an additional 638 truck parking spaces that could be added at 14 existing public rest areas along Interstates 84, 91, 95 and 395. The new study should revisit these possible expansions. However, it should also look beyond these existing properties to identify other suitable sites for new facilities. With the projected increases in the volume of truck traffic, which the U.S. House Committee on Transportation and Infrastructure has estimated to increase by 90% by the year 2020, the need for additional rest area capacity for trucks is only going to become more pressing. ConnDOT's efforts to address this issue are indeed timely, and are strongly encouraged by the Commission.

8. THE COMMISSION RECOMMENDS THAT, WHEN CORRIDOR STUDIES ARE UNDERTAKEN TO IDENTIFY THE TRANSPORTATION NEEDS AND POSSIBLE SOLUTIONS ALONG MAJOR ARTERIES, THE TRANSIT IMPROVEMENT PACKAGES THAT ARE DEVELOPED FOR ANALYSIS SHOULD NOT BE DISMISSED IN TOTALITY SIMPLY BECAUSE THEY CANNOT MEET 100% OF THE TRAVEL DEMANDS IN THE CORRIDOR. RATHER, THE MOST PROMISING OF THE TRANSIT ENHANCEMENTS SHOULD BE INCORPORATED INTO THE HIGHWAY IMPROVEMENTS TO PRESENT A COMPREHENSIVE PACKAGE OF TRANSPORTATION SOLUTIONS FOR THAT CORRIDOR, THEREBY SERVING ALL THE RESIDENTS AND TRAVELERS IN THE STUDY AREA.

During the last 10 years, ConnDOT has undertaken a number of corridor studies to assess the current conditions, projected travel demands, existing and future deficiencies and potential improvements in various transportation corridors. Examples of such studies include those done for the Hartford West Corridor (Hartford to Farmington), the Southwest and Southeast Corridor studies (New Haven to Greenwich and Branford to Rhode Island, respectively), and corridor studies for Interstate 84 east and west of Waterbury and in the Danbury area. After determining the travel needs and deficiencies in the specific corridors, a range of alternatives is generally developed and then evaluated to assess how well each option would meet the travel needs of that corridor.

Typically the alternatives developed for evaluation include several expansion options for the Interstate highway. These may include the addition of general purpose lanes, high occupancy vehicle lanes, substantial improvements to interchanges, and a low capital alternative of spot improvements. Generally, a transit-based alternative is also developed to analyze the number of trips that may be diverted from the highway or accommodated more efficiently on the highway by transit. Finally, a 'no action' alternative is evaluated to serve as a baseline.

In several of the more recent corridor studies such as the Southeast Corridor Study for I-95 from Branford to Rhode Island done in 2003-2004, as well as the Interstate 84 Waterbury to Southington study, once the evaluation of transit alternatives had determined that they were not capable of diverting enough trips to obviate the need for expansion of the highway, the transit alternatives were then dismissed in their entirety. None of the transit alternative elements were incorporated into the final recommended project. This contrasts with the examples set in some earlier corridor studies where elements of the transit package were incorporated with the highway improvements to benefit a broader section of the traveling public. In the New Haven Harbor Crossing Study for replacement of the Quinnipiac River Bridge, the new State Street railroad station in New Haven was incorporated as a project element amongst the larger package of improvements including the new Quinnipiac River Bridge and expansion of adjoining sections of Interstate 95. In the Hartford West Major Investment Study of 1999, the New

Britain-Hartford Busway was selected as part of the hybrid package of alternatives that incorporated improvements to Interstate 84 and the Routes 4, 6 and 9 interchanges.

These two examples demonstrate a more balanced program of corridor improvements. The Commission well recognizes that the level of transit improvements that may be worthwhile will vary from corridor to corridor, with the New Britain Busway representing an example at the upper end of the spectrum. However, it does not argue well for providing a balanced range of transportation services when the identified potential transit enhancements package is dismissed in its entirety. The Commission therefore recommends that the most promising elements of any corridor transit enhancement package be incorporated into the eventual recommended corridor improvement package, even if transit enhancements cannot solve the totality of the travel needs in the study corridor.



9. THE COMMISSION RECOMMENDS THAT CONNDOT GIVE FULL CONSIDERATION TO A PROPOSAL FROM THE ESTUARY TRANSIT DISTRICT FOR ENHANCED CROSS RIVER SERVICE TO PROVIDE A CONNECTION WITH THE SOUTHEAST AREA TRANSIT DISTRICT AT NIAN TIC.

The Connecticut River Estuary Transit District is working with the Southeast Area Transit District (SEAT) to develop a proposal to link their systems at Niantic. SEAT currently serves Niantic while the Estuary Transit District service extends only to Old Lyme. Estuary T.D. proposes to run the Niantic route on two hour headways and would require at least one additional vehicle to operate the route.

Development of this proposal is not yet complete and ridership projections have not yet been performed. This route would serve to provide access to Niantic for Estuary Transit District riders, including clients of Westbrook's VISTA Vocational and Life Skills Center. The proposal is supported by the Towns of Old Lyme and Lyme. In addition to access to Niantic, this route would link the Estuary Transit District's service area to the areas served by SEAT, including New London, Groton and Norwich, providing additional employment opportunities, as well as, in the reverse direction, allowing greater New London area residents to access shopping opportunities in the malls and outlets in the Estuary Transit District's service area.

10. THE COMMISSION RECOMMENDS THAT THE DEPARTMENT, IN CONJUNCTION WITH THE LEGISLATURE, PURSUE THE OPTION OF ELECTRONIC TOLLS AND OTHER CONGESTION MITIGATION MEASURES ON CONNECTICUT'S HIGHWAYS. ELECTRONIC TOLLS ARE A PROMISING MEANS TO GENERATE SIGNIFICANT REVENUES WITHOUT INCONVENIENCING HIGHWAY USERS.

Technology currently exists to accomplish this type of revenue collection. Not only do many states currently employ E-Z Pass type electronic fare collection systems, but more developed forms of this technology are in use in several Pacific Rim countries. The revenue collection resulting from the deployment of electronic fare collection is one obvious benefit, but the ability to vary the tolls to discourage highway usage at peak periods and encourage travel during non-peak periods can also provide benefits in terms of reductions in congestion.

11. THE COMMISSION COMMENDS THE DEPARTMENT FOR UNDERTAKING THE RAIL STATION GOVERNANCE STUDY TO ASSESS THE CURRENT CONDITIONS AND NEEDS AT EACH NEW HAVEN LINE AND BRANCH LINE STATION, AND TO DEVELOP STANDARDS FOR THE ADMINISTRATION OF ALL CONNECTICUT RAILROAD STATIONS. THE DEPARTMENT IS ENCOURAGED TO USE THIS STUDY TO PHASE IN MORE UNIFORMITY IN THE OPERATION OF THE STATIONS AS THE CURRENT LEASES EXPIRE AND ARE RENEWED.

ConnDOT's mission statement for the Connecticut Rail Station Governance Study was: "to develop a Governance Policy and a Financial Policy which improves the current conditions and offers improved quality to our riders." The Department believed that efforts to provide greater uniformity in the administration of New Haven Line and branch line stations, in the physical conditions at the stations, in accounting and financial reporting, in maintenance and, ultimately, in user expectations, would provide a more desirable transit product being offered to the public. To this end, Phase I of the Study, released last January, catalogued the ownership and governance arrangements at all stations on the New Haven Line and the three branch lines; the physical conditions at each station together with the costs to remedy identified deficiencies; the parking capacities, utilization rates and cost structures; and how maintenance, security and other services are provided.

Phase 2 of the Study, released in November, focused on analyzing station governance arrangements used on 8 major commuter rail systems, and then developing three possible governance options for Connecticut. These ranged from minimal efforts to enhance consistency under the existing forms of governance, to a more formal memorandum of understanding format detailing the standards that each local station operator would be required to meet, and lastly, to complete State ownership and operation of the stations.

The Study at this point does not recommend a particular governance structure. It has served to highlight areas where desirable improvements toward consistency can be made, and it will serve as a framework for future policy decisions concerning station governance. ConnDOT is commended for indentifying and addressing this issue, and is encouraged to phase in more uniform operating agreements as leases expire and are renewed.

12. THE COMMISSION RECOMMENDS THAT THE MEMBERS OF THE CONNECTICUT CONGRESSIONAL DELEGATION SUPPORT THE NECESSARY FUNDING FOR AMTRAK TO PROCEED WITH THE PROPOSED REPLACEMENT OF THE THAMES RIVER AND NIAN TIC RIVER BRIDGES ON THE NORTHEAST CORRIDOR.

Amtrak has long identified the Thames River Bridge and the Niantic River Bridge as needing replacement. Failure of either of these moveable bridges would shut down the Northeast Corridor. Both of these bridge replacements are moving forward. The replacement of the moveable span of the Thames River Bridge is scheduled to be advertised in February, with bid opening in March or April 2005. Replacement of the Niantic River Bridge is currently in design, with design work to be completed this spring and advertising being a couple of years off. However, lack of funding for Amtrak's capital budget could further delay these projects. Full funding of Amtrak's budget request of \$1.8 billion would have been one vehicle to advance these two projects. However, Amtrak was ultimately funded at a level of \$1.207 billion for FY 2005.

At this point, it appears that Amtrak is prepared to proceed with the Thames River Bridge replacement project. It is important that Amtrak has the necessary resources to see this project through to completion. In addition, funding will be necessary for replacement of the Niantic River Bridge as it proceeds toward construction in 2007-2008. Though this is beyond the horizon of the current budget, the Commission mentions this project to keep the focus on the Niantic River Bridge project. Replacement of these two old and increasingly problematic bridges is vital to Amtrak and to fishing, pleasure boat and military uses of these affected rivers.

The Commission gratefully acknowledges the strong support of our delegation for Amtrak to date.

13. THE COMMISSION COMMENDS THE CITY OF NEW HAVEN FOR ITS PROGRESS IN RESTORING CERTAIN DOWNTOWN BUS STOPS TO THEIR PRE-JUNE 28, 1998 LOCATIONS.

In its 1997 Annual Report and Recommendations, the Commission recommended that the City of New Haven work with all affected parties to achieve a satisfactory resolution to proposed changes of bus stops and routes created by a desire of a hotel development for a bus stop free zone on the New Haven Green. The Commission's recommendation was made as a response to public testimony heard at public hearings and at monthly meetings that strongly disapproved of the plan. On June 28, 1998, the bus stop removal plan was implemented.

The Commission continued to hear citizen's complaints at its public hearings and monthly meetings throughout 1998 and 1999. Because of the continued public outcry, the Commission, in its 1999 Annual Report and Recommendations, encouraged the City of New Haven to return the bus stops to their pre-June 28, 1998 locations. Public interest in this issue has continued to the present day.

In June of 2004, the City of New Haven announced that the bus stops would be restored to their prior locations. Within a few months, about two thirds of the restoration was completed, significantly facilitating public bus usage in the New Haven area.

Therefore, the Commission commends the City of New Haven for its restoration actions and offers encouragement to the City to complete the total restoration of the bus stops as early as possible.

## OTHER PROMINENT ISSUES DURING THE 2004 PUBLIC HEARINGS AND MEETINGS

In addition to the issues raised in the foregoing recommendations, there were other topics that featured prominently in one or more of the Commission's 2004 public hearings or in the discussions at the monthly meetings. The following seven topics in particular merit mention in this Annual Report.

### Bus Wheelchair Ramps, Curb Access, Bus Stop Enforcement

The low floor buses brought on line in 2003 and 2004 are state of the art and offer significant promise for improved ease of customer usability. However, they are not without their problems, the most notable of which affects bus riders who use wheelchairs.

The use of a ramp instead of a lift is indeed innovative. That the ramp can be deployed manually in the event of a mechanism failure sets it vastly apart from the lift which, upon failure, usually requires a mechanic to be dispatched from the garage and the bus to be removed from service until repairs are completed.

When the ramp is deployed at a curbed bus stop, it is superior to the lift in many ways, especially in the ease and speed of deployment. But when a curbed area is not available, the ramp must be deployed in the roadway. The extra few inches that the ramp must drop produces an incline that is not negotiable for many wheelchair using passengers. CTTRANSIT's New Haven Division has implemented a program of additional bus driver training, and the drivers have been instructed to provide needed assistance in boarding and deboarding. This helps the situation somewhat, but can at best only be considered a short term and partial solution. The long term solution lies in the adoption of a ramp/bus design that eliminates the steepness problem.

Ramp deployment in a roadway is a less than desirable procedure, but often it is the only way for the bus to be accessible to a wheelchair user. Many suburban and most rural bus stops are at locations that have no accessible sidewalks and, therefore, no curbs. In addition, even in city centers, a lack of proper snow removal and illegal parking often make bus stops unusable.

Since the State of Connecticut defers to the municipal governments where bus stops are concerned, it is the responsibility of local governments to provide accessible bus stops that comply with the requirements of the Americans with Disabilities Act of 1990 (ADA). It is their further responsibility to enforce their own snow removal and parking laws. This is also a requirement of ADA in that it is not sufficient to simply have the facility; it must be available for use at the time it is needed. This requirement is especially important for a bus stop because the time it is needed is when the bus comes. If the bus cannot get into the bus stop or the prospective passenger cannot get to it, or if a

pile of snow prevents the deployment of the ramp or lift, then the bus stop cannot be considered available for use.

The City of New Haven, through its Department of Traffic and Parking, is currently working on the implementation of a program of enforcement of certain parking laws by citizens. The object of this program is to educate motorists, including delivery vehicles, that they cannot simply park in bus stops, that bus stops are there for a purpose, and to make them unavailable for use when they are needed creates a serious safety hazard for passengers boarding or deboarding the buses.

#### Funding for Continuation of Transportation Strategy Board Transit Services

As discussed in last year's Annual Report, funding from the Transportation Strategy Board (TSB) is supporting the operation of 12 public transit enhancement services. During the year, the TSB voted to continue the operation of all these services through fiscal year '05.

Beginning in FY 2006, TSB-funded projects, including the Coastal Link enhancements, the Danbury-Norwalk Route 7 LINK, the Ridgefield to Katonah shuttle which provides access to the Harlem Line of Metro-North, and enhanced commuter connection services in Stratford, Milford, Norwalk and Stamford, as well as enhancements to Shore Line East, will all be folded into the regular ConnDOT budget. If these successful services are to continue, the General Assembly must provide adequate funding to ConnDOT to cover the funding gap once the TSB subsidies lapse. ConnDOT does not have the resources to operate these programs on top of its current services within the existing budget.

#### Interregional and Intermodal Connections

A number of comments at various public hearings sought to link up transportation services operating in neighboring regions or using different modes. Linkages were sought between the Southeast Area Transit District's (SEAT) system and the Northeast Connecticut Transit District, and between the Estuary Transit District and SEAT, as well as better linkages between Shore Line East trains and the Estuary Transit District routes, and between bus and train services in Waterbury.

#### Evening Bus Service

As in previous years, the Commission heard calls for extended hours of bus service to accommodate retail jobs, second shift manufacturing jobs and social and cultural trips. This year, requests for evening bus service were made at the Milford and Waterbury hearings. Curiously, there were no calls for expanded weekend service this year. As both the Commission and the Department are aware, extending the hours of operation for fixed route transit creates a parallel obligation to provide complementary ADA services during those hours, thereby attaching additional costs to the longer transit schedules.

### Marketing for Public Transportation

Several speakers at the public hearing in Waterbury commented on the lack of any marketing or promotional efforts for the Waterbury Division of Connecticut Transit or the Waterbury Branch of Metro-North. Particularly for the rail service, which has less visibility in the community than the bus service, the lack of marketing was felt to represent a lost opportunity to publicize the service and develop new ridership.

### Shortage of Parking at Railroad Stations

While this is hardly a new issue, it remains an oft heard one. In testimony submitted by the South Western Regional Planning Agency at the Stamford public hearing, the South Norwalk, Noroton Heights, Stamford and Greenwich stations on the New Haven Line, and the Wilton station on the Danbury Branch were mentioned as locations that should be targeted for parking expansion. As the Commission is well aware, the Department is working to provide significant new parking at New Haven, West Haven, Stratford, and Bridgeport. For the public, increased parking at these and other New Haven Line locations cannot come soon enough.

### Waterbury Branch Morning Service

The operation of a single morning peak hour train on the Waterbury Branch was cited as not sufficient to meet the employment-based ridership needs on that line. A second southbound morning train to meet work trip schedules was requested.



## 2004 Public Hearings Schedule

### SCHEDULE AND SUMMARIES

In accordance with C.G.S. Section 13b-11a(b), the Commission is directed to hold public hearings in each of the metropolitan areas within the state, as determined by the Commission, for the purpose of determining the adequacy of rail, bus, motor carrier and other public transportation services and facilities.

The Commission conducted a schedule of eight public hearings, as listed below, during the spring and fall of 2004.

<u>TOWN</u>	<u>MODERATOR</u>	<u>DATE</u>	<u>LOCATION</u>
Stamford	Richard Carpenter	May 20	Town Hall
New London	Frederick Riese	May 25	City Hall
Killingly	Tom Cheeseman	June 8	Northeastern Conn. COG
Milford	Linda Blair	June 14	Parsons Govt. Complex
North Canaan	Frederick Riese	September 14	City Hall
Old Saybrook	Russell St. John	September 21	Conn. River Estuary RPA
Middletown	Frederick Riese	September 28	City Hall
Waterbury	Frederick Riese	October 20	Silas Bronson Library

**Connecticut Public Transportation Commission**

Public Hearing

Cafeteria – Government Center

888 Washington Boulevard

Stamford, Connecticut

Tuesday, May 18, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

CPTC EX-OFFICIO MEMBERS

CDOT STAFF

Linda Blair  
Richard Carpenter  
Bill Kelaher  
Yvonne Loteczka  
Russ St. John

Cindy Gollareny

The hearing convened at 7:31 P.M.

INTRODUCTION:

Hearing moderator, Richard Carpenter, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**JIM CAMERON**, Vice President, CT Rail Commuter Council, Metro-North / Shore Line East, distributed the Council's 2003 Annual Report. Mr. Cameron expressed his concern with the shortage of railcar equipment and stated that the approval by the legislature to purchase 20 railcars is only a small step in solving the equipment deficiencies. Mr. Cameron has not received the long-term plan drafted by ConnDOT at the request of the governor, however, he is confident that there is no funding attached to it.

Mr. Cameron conveyed that the proposed fare increase of 5.5% by the Office of Planning and Management (OPM) on Metro-North, effective July 1, 2004, has been postponed for 6 months. Mr. Cameron added that Metro-North has the highest commuter rail fares and percentage of fare box return (70%) of any railroad in North America.

**ROBERT FINSTHWAIT**, resident of Stamford, feels the weigh stations in CT should be open in an effort to increase the safety on our roads. Mr. Finsthwait also expressed the need for coordination of mass transit in CT.

**LLOYD MELLAD**, founder, Darien Taxi, agreed that the weigh stations in CT should be open. Darien Taxi operates out of the Darien railroad station and Mr. Mellad feels the cost for parking at the station should be increased since it is lowest when compared to surrounding cities and

towns. In addition, Mr. Mellad feels strongly that the taxi cab industry needs to be reexamined by the state. \_\_\_

RICHARD CARPENTER read into the record a letter from **SUE PROSI**, Senior Transportation Planner, South Western Regional Planning Agency (SWRPA), with comments for CPTC consideration.

The public hearing was adjourned at 8:35 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Council Chambers – New London City Hall  
181 State Street  
New London, Connecticut  
Tuesday, May 25, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Thomas Cheeseman  
Terry Hall  
Bill Kelaher  
Yvonne Loteczka  
Russ St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:48 P.M.

INTRODUCTION:

Hearing moderator, Fred Riese, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

None.

The public hearing was adjourned at 7:51 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Northeastern Connecticut Council of Governments  
125 Putnam Pike  
Dayville, Connecticut  
Tuesday, June 8, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Thomas Cheeseman  
Yvonne Loteczka  
David Reed  
Russ St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:40 P.M.

INTRODUCTION:

Hearing moderator, Thomas Cheeseman, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**JOHN FILCHAK**, Transit Manager, Northwestern Connecticut Transit District (NWCTD), expressed an interest in expanding service to meet the increasing demand. The district currently provides deviated fixed-route service with 2 loops (north and south) to 5 towns. The transit district receives a great deal of inquiries about transportation to Worcester.

Mr. Filchak's top goal is a rail link north to Worcester. Discussions have taken place with Massachusetts to link the Providence and Worcester rail line to Union Station. In addition, the Worcester transit system has cut service in several towns that border CT. As a result the district has been approached by Southbridge and Webster to expand service further north to accommodate them.

The district would also like to link with Southeast Area Transit (SEAT) to meet the requests from individuals to get to Norwich. The district also receives requests on a routine basis from individuals in the town of Plainfield who currently do not have service. The goal is to develop a proposal for Plainfield to put under consideration for their next budget.

THOMAS CHEESEMAN read into the record a letter from **GAIL DUCHARME MILLER**. She works at the Brooks Distribution Center and requested a 6:30 a.m. bus to get her to work.

The public hearing was adjourned at 8:43 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Conference Room A - Parsons Complex  
70 West River Street  
Milford, Connecticut  
Monday, June 14, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Yvonne Loteczka  
Richard Schreiner

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:30 P.M.

INTRODUCTION:

Hearing moderator, Linda Blair, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**BROOKE HOBERMAN**, of Rideworks, spoke to the organization's efforts to help people commute any way except by driving alone. A recent survey has been developed in conjunction with the Regional Work Force Development Board, the Meriden Chamber of Commerce, Quinnipiac Chamber of Commerce, and CTTransit. The survey targets employers near the bus lines in an effort to gain feedback on transportation issues as well as suggestions to get more employees on the bus.

In addition, Ms. Hoberman actively speaks with employers to promote ridesharing in-house and provides information on the DeduCT-A-Ride program, a federal pre-tax commute program that allows employees to have money taken out of their paychecks pre-taxed to pay for monthly transit and vanpool fares. The DeduCT-a-Ride program offers substantial savings for both employers and commuters.

**SACHIKO GORMAN**, who rides CTTransit 4 to 5 days a week, objected to the fare increase from \$1.10 to \$1.25. She also asked for bus service to run later into the evening to allow people to hold down retail jobs. Service should be extended to 9:30 p.m.

The public hearing was adjourned at 8:12 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Francis W. McCarthy Room – Town Hall  
100 Pease Street  
North Canaan, Connecticut  
Tuesday, September 14, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Richard Carpenter  
Thomas Cheeseman  
William Kellaher  
Yvonne Loteczka  
David Reed

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:40 P.M.

INTRODUCTION:

Hearing moderator, Fred Riese, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**CANDIDA DELEPPO** appeared and read into the record a letter to the Commission stating her dissatisfaction with Northwestern Connecticut Transit District (NWCTD) for denying her 11-year-old grandchild public transportation.

The District's policy does not allow children under the age 12, who are not accompanied by an adult, to ride on their vehicles.

The public hearing was adjourned at 8:15 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
CT River Estuary Regional Planning Agency (CRERPA)  
455 Boston Post Road  
Old Saybrook, Connecticut  
Tuesday, September 21, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Yvonne Loteczka  
David Reed  
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:30 P.M.

INTRODUCTION:

Hearing moderator, Russell St. John, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**JAMES RODE**, Administrator, Estuary Transit District, expressed the need for an expanded fixed route service in the area. Estuary Transit District currently provides flex-route service along the Route 1 corridor and has been contacted by several Economic Development Commissions seeking regular scheduled service in the their towns, i.e. Essex, Chester and Deep River. Historically Dial-A-Ride service has been provided to these areas.

The District has been working with the CT River Estuary Regional Planning Agency (CRERPA) to develop a new deviated fixed route system with coordinated Dial-A-Ride service. Primarily three routes are being explored. First, service along Route 154 connecting Essex, Deep River and Chester. Second, service going across the river through Old Lyme into East Lyme. Currently, there is not a connection across the river for persons wanting to access South East Area Transit (SEAT). Third, service along Route 153 to the center of Essex. In addition, new services would cater to Shore Line East users. The district currently runs with a fleet of 8 vehicles and would require an additional 2 or 3 vehicles to provide additional service.

**JEAN DAVIES**, Regional Planner/Transportation Planner, CRERPA, addressed the importance of the connection across the river to Old Lyme and East Lyme, which would provide connection to the SEAT system. Ms. Davies stated that she is currently working on the Long-Range Transportation Plan for the region and the transit aspect is an integral part of the master plan. In addition, the plan will look at their region and how intermodal transportation can help alleviate congestion on I-95 more effectively and efficiently.



**JAMES SYLVESTER**, VISTA Vocational & Life Skills Center, Inc., in Westbrook, spoke in support for a fixed route public transportation service heading north into Essex and Chester as well as across the river into Old Lyme. VISTA is a non-profit organization serving approximately 160 students and members with neurological disabilities and developmental disabilities who are dependent on public transportation to get to work and medical appointments. The VISTA students/members are currently successful in using the Shoreline Shuttle service along the Route 1 corridor. An expansion in service would allow them greater independence, employment opportunities and flexibility with medical appointments. Some VISTA clients have language disabilities which makes it difficult to call in for rides, but they are fully capable of using fixed route public transportation.

**BRIAN O'CONNOR**, State Representative from the 35<sup>th</sup> District, expressed his support for an expanded fixed route service going north and across the river. Mr. O'Connor feels a more integrated system would increase ridership, provide economic benefits and help alleviate I-95 congestion. In addition, a Shore Line East connection over the weekend was recommended. Mr. O'Connor also spoke to the Dial-A-Ride and ADA funding issues facing the state and would like to see a resolution in the near future.

RUSSELL ST. JOHN read into the record a letter from **LON SEIDMAN**, Chairman, Essex Economic Development Commission.

The public hearing was adjourned at 8:25 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Council Chambers – City Hall  
245 DeKoven Drive  
Middletown, Connecticut  
Tuesday, September 28, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Yvonne Loteczka  
David Reed  
Richard Schreiner  
Richard Sunderhauf

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:47 P.M.

INTRODUCTION:

Hearing moderator, Fred Riese, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**THOMAS CHEESEMAN**, Administrator, Middletown Transit District, appeared and stated his concern with Dial-A-Ride and ADA federal funding in the city of Middletown, as well as statewide. Currently 65%-70% of riders require Dial-A-Ride or ADA service in the district's six-town region with the town contributing 50% of the operating support. The legislature has not fully addressed this problem however, Mr. Cheeseman is hopeful for a resolution to allow elderly and disabled individuals to live in dignity. Mr. Cheeseman realizes that we are living in difficult financial times and feels we need to prioritize our funding and how it is delivered. This also relates to the need for a balanced transportation system in the state of CT.

The public hearing was adjourned at 7:58 P.M.

**Connecticut Public Transportation Commission**  
Public Hearing  
Board Room – Silas Bronson Library  
267 Grand Street  
Waterbury, Connecticut  
Wednesday, October 20, 2004 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair  
Richard Carpenter  
Yvonne Loteczka  
Richard Schreiner  
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny

The hearing convened at 7:32 P.M.

INTRODUCTION:

Hearing moderator, Fred Riese, opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

PUBLIC TESTIMONY:

**YVONNE D. SMITH-ISAAC, M.D.**, Chairperson, Greater Waterbury Transit District, thanked the Commission for holding a public hearing in Waterbury. Dr. Smith-Isaac made several suggestions and recommendations for the fixed route bus system which included: the need for extended evening service beyond the current 6:00pm termination; enforce ADA and make bus stops wheelchair accessible with handicap ramps at street corners; accessible bus stops should be made at new commercial businesses; bus stop markings should be maintained and standardized: sidewalks are needed along bus routes in the city for safety issues; intersections with six lanes should have a handicap accessible overpass bridge leading to businesses. In addition, Dr. Smith-Isaac reported that the Transit District has experienced zero denied trips for ADA paratransit, and stated that ADA service should be adequately funded at all times, since it is a federal mandate. She also commented on the need for additional funding for non-ADA paratransit. In the 8 towns of the Waterbury region where non-ADA paratransit is currently provided, it is funded out of the bus service budget, not from a specific Dial-a-Ride budget account. She further noted that no marketing is done for the bus service in Waterbury.

Dr. Smith-Isaac addressed issues with the ramp and smaller turning radius available to wheelchairs on the new low platform bus. She also feels drivers need more adequate training.

Dr. Smith-Isaac expressed her dissatisfaction that the decision to publish “Getting on Board”, the Northwestern Connecticut Accessible Transportation Guide for accessible transportation, using

JobLinks funding. This was not discussed or approved by the Waterbury ADA Commission or the Greater Waterbury Transit District. She also mentioned that the new Wal-Mart plaza will not accommodate buses.

**NANCY CRELAN**, resident of Waterbury, expressed the need for expanded public transportation services in Waterbury, mainly on the Waterbury Branch line. She has worked in Fairfield County for 25+ years and observed the much lower level of public transportation services in Waterbury compared to Fairfield County. Specific to the Waterbury Branch of Metro-North, Ms. Crelan stressed that just one morning train is not sufficient to serve commuter needs. There is also no advertising budget for the Waterbury Branch service. On the positive side, she noted that the Waterbury Branch service carries 400 riders per day, the cars are generally clean and on schedule, and there is sufficient seating capacity.

**SAM GOLD**, Council of Governments of the Central Naugatuck Valley (COGCNV), echoed Nancy Crelan's comments, and stated that the train and bus schedules in Waterbury are not integrated. The system is not user friendly nor is there ample time for connections. Another issue is inadequate bus stop signs and shelters. As a result, Mr. Gould is in the initial stages of a study to identify accessible and safe bus stops and then examine means for funding for the signs and shelters. In addition, bus stop signs were suspended on a downtown portion of East Main Street near the Palace Theater during construction and the outbound bus stop has not been reinstated now that the construction is complete. Mr. Gould did not feel the proposed intermodal transportation center in Waterbury was a good idea, simply because its location is not well suited for the bus service.

**MIKE FLOOD**, COGCNV, expressed the need for a collaboration effort with economic development and transit providers. Local businesses need to be more supportive of transit.

**JOHN SARLO**, resident of Waterbury, is a former alderman and now works on the mayor's Citizen Service Center. He commented on the problems with crossing the six-lane intersection as well as other intersections, especially for ADA individuals. Mr. Sarlo recommended a special walk light to enable them to have ample time to cross the road. However, the issue of cars not obeying the "no turn on red" signs remains. Mr. Sarlo also recommended that the bus stop be reinstated on East Main Street at the Palace Theater.

**WILLIAM SAMPLE** of the Railroad Museum of New England expressed the opinion that any intermodal center built at the Waterbury train station should provide for rail access from the north.

**KATHERINE ZATKOWSKI**, represented Rideworks, and recommends a transportation center to market together the transportation assets in Waterbury. A fragmented system does not work. Transfers work poorly, allowing 3 minutes or less, and it is even more difficult during inclement weather. Ms. Zatkowski also commented on the lack of progress in regard to the train service.

The public hearing was adjourned at 8:55 P.M.

### **Sec. 13b-11a. Connecticut Public Transportation Commission.**

(a) There shall be in the Department of Transportation a Connecticut Public Transportation Commission which shall be a successor to the Connecticut Public Transportation Authority and which shall consist of nineteen members, who are electors of the state. Eleven of such members shall be appointed by the Governor, one of whom shall be a representative of business and industry and a regular user of railroad or truck freight service; one a regular commuter using railroad passenger service; one a regular bus user; one who is permanently mobility impaired and a frequent bus user; one a working member of a railroad labor union; one a working member of a bus labor union; one a representative of railroad company management; one a representative of trucking company management; two representatives from separate local transit districts and one a person sixty years of age or older. The remaining eight members shall have a background or interest in public transportation and be appointed as follows: Two by the president pro tempore of the Senate; two by the minority leader of the Senate; two by the speaker of the House of Representatives; and two by the minority leader of the House of Representatives. The Commissioner of Transportation, the Commissioner of Environmental Protection, the Secretary of the Office of Policy and Management and the cochairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to transportation, or their respective designees, shall serve as nonvoting, ex-officio members of the commission. The term of each member of the commission shall be four years. The term of any member who was appointed by the Governor and who is serving on the commission on October 1, 1985, shall expire December 31, 1985. The term of any member who was appointed by any legislator and who is serving on the board on October 1, 1985, shall expire December 31, 1987. Vacancies on said commission shall be filled for the remainder of the term in the same manner as original appointments.

(b) The commission shall advise and assist the commissioner, the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation in the performance of their functions and duties relating to the planning, development and maintenance of adequate rail, bus and motor carrier facilities and rail, bus and other public transportation services including the adequacy of such services for elderly and disabled users in the state and any other matters affecting the quality of public transportation facilities and services in the state. At least once each year, the commission shall hold public hearings in each of the metropolitan areas, as determined by the commission, within the state for the purpose of evaluating the adequacy of such rail, bus, motor carrier and other public transportation facilities.

(c) The commission shall assist the commissioner in developing regulations to formalize arrangements between the department and local transit districts, between local transit districts and transit system operators and between local transit districts.

(d) Repealed by P.A. 77-33, S. 1.

(e) On or before January first, annually, the commission shall submit in writing to the commissioner and the Governor (1) a list of public transportation projects, which, if undertaken by the state, would further the policy set forth in section 13b-32, including projects specifically

for elderly and disabled users; (2) recommendations for improvements to existing public transportation service and projects, incorporating transportation service and projects relative to the needs of elderly and disabled persons and including proposals for legislation and regulations; (3) recommendations for disincentives to free parking, including urban and suburban employment centers; (4) off-peak transit services; and (5) the establishment of urban center loop shuttles. The commissioner shall notify members of the joint standing committee of the General Assembly having cognizance of matters relating to transportation, on or before January first, annually, and all members of the General Assembly on or before February first, annually, of the availability of the commissioner's comments and analysis of priorities. A written copy or electronic storage media of such comments and analysis shall be distributed to members of such committee who request them. The commissioner shall meet with the commission at least once during each calendar quarter.

(f) The commission may, upon its own motion, undertake any studies it deems necessary for the improvement of a balanced public transportation system within the state, including the improvement of such system for elderly and disabled users. The commission shall have other powers and shall perform such other duties as the commissioner, the Governor and the General Assembly may delegate to it.

(g) Subject to the provisions of chapter 67, and when authorized to do so by the commissioner, the Governor or the General Assembly, the commission may appoint such officers, agents and employees and may retain and employ other consultants or assistants on a contract or other basis for rendering legal, financial, technical or other assistance or advice as may be required to carry out duties or responsibilities. The staff of the department shall be available to assist the commission.

(h) The members of the commission shall receive no compensation for their services as members but shall be reimbursed for the expenses actually and necessarily incurred by them in the performance of their duties. No member of the commission who is otherwise a public officer or employee shall suffer a forfeiture of his office or employment, or any loss or diminution in the rights and privileges pertaining thereto, by reason of such membership.

(i) A quorum of the commission for the purpose of transacting business shall exist only when there is present, in person, a majority of its voting membership. The affirmative vote of a majority of the quorum shall be required for the adoption of a resolution or vote of the commission.

(j) The members of the commission shall elect one of the members as chairperson with the responsibility to act as presiding officer at meetings of the commission. Regular meetings shall be held at least once in each calendar month and as often as deemed necessary by a majority of members. Any member absent from (1) three consecutive meetings of the commission, or (2) fifty per cent of such meetings during any calendar year shall be deemed to have resigned from the commission, effective on the date that the chairperson notifies the official who appointed such member.

(k) The commission shall have access through the Department of Transportation to all records,

reports, plans, schedules, operating rules and other documents prepared by rail and bus companies operating under contract with the state of Connecticut which pertain to the operations of such companies and to any documents that the commission may require from the department to carry out its responsibilities under this section and sections 13b-16, 13b-17 and 16-343, provided this subsection shall not apply to any plans, proposals, reports and other documents pertaining to current or pending negotiations with employee bargaining units.

The Connecticut Public Transportation Commission is charged with the annual task of presenting a list of recommendations which, if undertaken by the State, would further the policy set forth in Section 13b-32 of the Connecticut General Statutes.

SECTION 13b-32

“IMPROVEMENT IN THE TRANSPORTATION OF PEOPLE AND GOODS WITHIN, TO AND FROM THE STATE BY RAIL, MOTOR CARRIER OR OTHER MODE OF MASS TRANSPORTATION ON LAND IS ESSENTIAL FOR THE WELFARE OF THE CITIZENS OF THE STATE AND FOR THE DEVELOPMENT OF ITS RESOURCES, COMMERCE, AND INDUSTRY. THE DEVELOPMENT AND MAINTENANCE OF A MODERN, EFFICIENT AND ADEQUATE SYSTEM OF MOTOR AND RAIL FACILITIES AND SERVICES IS REQUIRED. THE DEPARTMENT SHALL ASSIST IN THE DEVELOPMENT AND IMPROVEMENT OF SUCH FACILITIES AND SERVICES AND SHALL PROMOTE NEW AND BETTER MEANS OF MASS TRANSPORTATION BY LAND.”