

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 Coastal Corridor Transportation Investment Area Committee of 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.

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 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. In 2001, Morton received the Secretary of the State's Award for Dedicated Public Service.

William C. Kelaher – Rail Labor Representative

Mr. Kelaher is the Division 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 son.

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

Mr. Harris represents Commissioner James F. Byrnes, Jr. of the Department of Transportation. Mr. Harris is the Bureau Chief of the Department of Transportation's Bureau of Public Transportation.

Representative Jacqueline Cocco

Representative Cocco represents the 127th House District in Bridgeport and is a 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.

John Radacsi

Mr. Radacsi represents Secretary Marc Ryan of the Office of Policy and Management. Mr. Radacsi is an Assistant Director who has previously served on the Connecticut Public Transportation Authority and the Governor's Railroad Advisory Task Force. Mr. Radacsi retired from the Office of Policy and Management, and as a result, from the Commission also, during 2003.

Frederick L. Riese

Mr. Riese represents Commissioner Arthur J. Rocque, Jr. of the Department of Environmental Protection. 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 2003

Two thousand and three was yet another year of tight budgets, service cuts, fare hikes and concerns about federal funding formulas and levels. ConnDOT announced a listing of proposed service cuts for its Connecticut Transit divisions early in 2003. Commission meetings in February, March and April featured much discussion and comment from Commission members, ConnDOT staff and the public as to the impacts of the proposed cuts and to possible alternative service adjustments. One route in particular that came in for much discussion was the Unionville Express commuter bus service, run by Connecticut Transit's Hartford Division, which was proposed to see elimination of both of its two morning and afternoon runs. The Commission was pleased to see that the service was ultimately spared, and it has seen significant increases in ridership in recent months. For the second and third quarters of 2003, ridership averaged 380 trips per day on the Unionville Express service, up 35% from the 281 daily trips in the similar period of 2002.

The Transportation Equity Act for the 21st Century or TEA-21, which was the federal transportation funding authorization framework, expired on September 30, 2003. Debate about the framework of successor legislation was a major topic of discussion throughout 2003 and a closely followed topic of concern at the state level and across the nation. Connecticut is exposed to a higher degree of vulnerability in the new legislation because our state has fared very well under the TEA-21 formulas. Other states, predominantly in the South and West, have felt that their shares of Federal transportation funding were being shortchanged, to the benefit chiefly of northeastern states. These aggrieved states were seeking a floor in the new legislation that would guarantee that each state would receive a minimum return of 95% of the funds it contributed to the Federal Highway Fund through its fuel taxes and other sources. Estimates of the penalty that such a change would have on Connecticut ranged from \$50,000,000 to \$150,000,000.

The Commission wrote to the members of Connecticut's Congressional delegation on September 17 to express its concerns on the effects that such a change could have upon the delivery of transit services in particular in Connecticut. Being a more transit-dependent state than the national average and with a more developed transit system with more mature infrastructure to support, Connecticut's vulnerability to the potential effects of such a change in the Federal formula was highlighted to the delegation. The Commission fully realizes and appreciates that this issue was prominently in their attention throughout the year but wanted to provide some extra homefront intelligence to encourage them in their efforts.

TEA-21 expired on September 30 without new Federal funding legislation yet in place. Congress will tackle this issue early in its 2004 session. At this point, it does appear assured that the 95% minimum return to each state will be a feature of whatever new authorization bill is passed. Should this be the case, and barring a dramatic increase in the size of the pot for total Federal capital spending for transportation, Connecticut will be forced to cut or delay important capital projects, including maintenance and upgrade work on existing facilities.

Another issue about which the Commission wrote to the Congressional delegation was the \$1.8 billion request from Amtrak for FY'04 funding. The Commission wrote to the delegation in September supporting the request from Amtrak. Not only is continuation of Amtrak service very important to Connecticut, but Amtrak has a number of large capital projects on the Northeast Corridor in Connecticut, such as replacement of the Niantic and Thames River bridges, that are important to this state and that benefit other constituencies beside Amtrak and its riders. The outcome of this year's budget process for Amtrak appears to be an appropriation for \$1.2 billion, which will be sufficient to fund Amtrak's operating deficit for FY 04, but will delay many capital projects needed to ensure reliable service and maintenance of Amtrak's physical assets in a state of good repair.

A final topic meriting individual mention for 2003, though it has been an issue during virtually every year of the Commission's existence, is the effort to boost freight usage of rail in order to remove more freight from our highways. Creating an environment conducive to the shipment of freight by rail is always highly positioned on the Commission's priority list. Recommendation #4 of this report and discussion later in this section feature this issue.

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

Public Hearings

The Commission conducted eight public hearings during 2003 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 Hamden, Rocky Hill, Mansfield, Meriden and Darien. In the fall, hearings were held in Bristol, Torrington and Danbury. 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.

Adequate funding to preserve existing services was the major concern of transit providers and municipal officials, while members of the public conveyed desires for more evening and weekend service as their top priority. Vehicle storage and maintenance facilities for the Northwestern Connecticut and Windham Regional Transit Districts' operations were requested. Delays and difficulties in State reimbursement to the transit districts was an issue raised at several hearings, as it has been in past years.

The need to avoid further fixed route service cuts and the preservation of funding for non-ADA Dial-a-Ride services were the predominant concerns voiced at the Hamden public hearing. In Mansfield, the major topics were the need for a new bus storage facility, more timely reimbursement of operating funds, additional hours of service on weekends, and better connections between small urban areas. Specific needs cited in Bristol were the extension of service to Terryville, Plymouth and Southington, and the then-pending loss of local service to an industrial area and the senior citizen populations along Bristol's curtailed southwestern route. Funding for fixed route services, both weekday and weekend, and for a vehicle storage and maintenance facility, as well as delay in State reimbursement, were highlighted in Torrington. Rail issues on the Danbury Branch, and the possible extension of Danbury Branch service to New Milford were the chief issues of interest in Danbury.

For more detail on the issues discussed at these and the remaining public hearings, please see the summaries of the nine public hearings that are found on pages 29-44 of this report.

Monthly Meetings

Twelve monthly meetings were held on the first Thursday of each month. Five were held at Union Station in New Haven, five at ConnDOT headquarters in Newington, and two at the Legislative Office Building in Hartford. At the January meeting, James Boice, Bureau Chief of the Bureau of Policy and Planning, spoke about the Department's new Master Plan and the process by which it was developed. Due to a last minute schedule conflict, there was no featured speaker at the February meeting. In March, David L. White, President of the Community Transportation Association of America, spoke on his organization's proposal for successor legislation for TEA-21, the funding framework for the US Department of Transportation. Robert Hammersley, Liaison for the Transportation Strategy Board, spoke in April, outlining the Board's vision for transportation spending in Connecticut as set forth in the Board's January 2003-released Strategic Plan.

John Hanlon, President of the Housatonic Railroad, provided a description of the business trends and new opportunities being pursued by this railroad at the May meeting. Peter Lynch spoke in June about the history of the New Haven Railroad, as discussed in his just-

released book of that name. The July meeting featured ConnDOT Bureau Chief Harry Harris discussing the rail equipment lease/leaseback agreement that had just been entered into for New Haven Line rolling stock, while URBITRAN Vice President David Sampson outlined the Rail Station Governance Study underway for the New Haven Line stations. Melissa Leigh of the South Western Regional Planning Agency (SWRPA) and Michael Morehouse of Wilber Smith Associates described the Vision 2020 study being undertaken by SWRPA to identify options to relieve corridor congestion and improve mobility in southwestern Connecticut at the August meeting.

Peter Cohen, Director of Governmental Affairs for Amtrak, spoke in September about ridership gains, capital improvements and the funding needs of Amtrak. In October, Carmine Trotta of the Office of Intermodal Planning updated the Commission on the status of over a dozen studies currently underway at ConnDOT. The November meeting featured Mario Marrero of the Capitol Region Council of Governments providing an assessment of the current status, funding and ridership levels of the various Job Access initiatives in the Capitol Region, and Mark Mitchell, Founding President of the Connecticut Coalition for Environmental Justice discussing the health and community impacts that transportation decisions can have, especially on urban environments and residents. Lastly, in December, Cynthia Lemek, Executive Director of All Aboard!, explained her organization's work to promote transit-based solutions for Connecticut's transportation needs.

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

East of the Hudson Rail Freight Task Force

The Commission continued to observe and participate in the meetings of the East of Hudson Rail Operations Task Force, held at the New York Law School in lower Manhattan. This Task Force was created in 1999 after the division of Conrail between the Norfolk Southern and CSX Railroads was approved by the US Surface Transportation Board. A Congressional Intervention Petition, submitted by the New York and Connecticut Congressional delegations, had proposed that both Norfolk Southern and CSX share access into New York City, Long Island and Connecticut (to Cedar Hill Yard, New Haven). While this petition was not accepted by the Surface Transportation Board, the Board did agree to the creation of the Task Force. The purpose of the Task Force was, and is, to seek ways to improve rail freight service to the points east of the Hudson River mentioned above. Congressman Jerrold A. Nadler of New York and Congressman Christopher Shays of Connecticut serve as co-chairmen of the Task Force.

Members of the Task Force include the Norfolk Southern and CSX Railroads as contributing members, the Canadian Pacific Railway, Providence and Worcester Railroad, the New York and Atlantic Railroad, the New York Cross Harbor Railroad, the Canadian National Railroad, Guilford Transportation Industries, Amtrak, Metro-North, the Long Island Railroad, New York State DOT, New York City DOT, the New York City Economic Development Commission, the Port Authority of New York and New Jersey, the Metropolitan Transportation Authority and the Metropolitan Transportation Council.

Meetings of the Task Force occur about every six weeks. The regular agenda includes reports from each member regarding steps taken to improve rail freight service in the East of Hudson region. Successes, failures and problems encountered are discussed. The package of rail freight improvements developed in 2002, to be funded with public funds from the Port Authority and the State of New York, is still awaiting the approval of a contractual funding agreement between those two entities. This package resulted from a list prepared by the freight railroads listed above.

Since the Task Force began its work, considerable additional rail freight shipments have begun to enter the East of Hudson area, primarily via the Hudson Line (north toward Albany), but also via the New York Cross Harbor Railroad car float operation. Unfortunately, other than weekly stone trains between Branford, Connecticut and Long Island, no rail freight currently moves along the New Haven Line between NYC/NJ and Connecticut. The State of Connecticut has chosen not to participate in the work of the Task Force, despite an invitation to do so.

Other efforts of the Task Force include: encouraging higher freight car clearances and weight limits; the completion of overhead bridge clearance improvements to permit trailer-on-flatcar (TOFC) service to reach New York City and Long Island; and securing additional rail freight terminal space to handle this rail freight business. This TOFC service will use the so-called "Full Freight Access Connection", which was completed between High Bridge and Harlem River Yard in the Bronx. This project was built with public funds from New York and the Port Authority of New York and New Jersey.

New York State DOT has decided to increase clearances on the Hudson Line to allow for double stack trains into New York City. Also, early results of a train capacity study of the Hudson Line have concluded that there is track space for a significant increase in rail freight service with the addition of sidings in certain locations along the double stack portion of the line. We note that here in Connecticut, no similar study has been undertaken or is planned for the New Haven Line.

Finally, the Task Force leadership supports the proposed New York Cross Harbor Rail

Freight Tunnel. A growing number of public and private organizations continue to express their support for this project, which is the major rail investment project in and for the future of the entire Northeast Corridor. Among these supporters are the Connecticut Public Transportation Commission and the Interstate 95 Coastal Corridor Transportation Investment Area board of the TSB in Connecticut.

Development of Commission Web Site

With gratefully appreciated assistance from staff of ConnDOT and Housatonic Area Regional Transit, the Commission launched its internet web site in late 2003. As the web site grows, it is expected to be an educational resource tool for transit issues. It will also enhance the Commission's information gathering process, which will assist in fulfilling our legislative mandate. Among the postings on the Commission's website are this Annual Report and the reports for 1999-2002. The web site is accessed via ConnDOT's web page at www.ct.gov/dot, and then clicking on the link for Public Transportation Commission.

Other Activities and Events

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

Several Commission members attended the April 17 Connecticut Association for Community Transportation (CACT) seminar in Hartford. Many members also participated in the Connecticut Transit diesel-electric hybrid bus introduction ceremony held June 16 at Riverside Park in Hartford. The Commission also co-sponsored the book signing appearance of Rachel Simon, author of Riding the Bus With My Sister, at the October 30 CACT seminar.

Tom Cheeseman attended the Community Transportation Association of America Annual Convention in Philadelphia, May 23-27.

Rick Schreiner currently serves on ConnDOT-sponsored advisory committees for the Danbury Branch Electrification Study and the Route 35 Corridor Study. He also attended the Annual Convention of the Northeastern Passenger Transportation Association in Providence.

Terry Hall serves as one of New England's five directors of the National Association of Railroad Passengers and attended the NARP spring and fall board meetings in Washington and New Orleans, respectively.

Russell 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.

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. In addition, Mr. Carpenter serves as a member of the Transportation Strategy Board's Coastal Corridor Transportation Investment Area Board. Lastly, he is 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.

Frederick Riese is currently serving on three ConnDOT sponsored advisory committees. These include the Southeast Corridor Study Advisory Committee looking at options for expansion of Interstate 95 from Branford to the Rhode Island Line, the new Haven-Hartford-Springfield Rail Commuter Study Advisory Committee evaluating options for implementing commuter rail service on Amtrak's Springfield Line, and the Manchester Busway Study Advisory Committee.

1) THE COMMISSION AGAIN COMMENDS CONNDOT FOR UNDERTAKING THE NEW HAVEN, HARTFORD, SPRINGFIELD COMMUTER RAIL STUDY, WHICH IS CURRENTLY UNDERWAY, AND ENDORSES THE STUDY STRATEGY OF LOOKING AT A RANGE OF BUILD OPTIONS TO EVALUATE THE VALUE AND COST OF VARIOUS PHYSICAL IMPROVEMENTS AND SERVICE LEVELS. THE COMMISSION BELIEVES THAT AN AS-YET-UNIDENTIFIED MID-RANGE OPTION BETWEEN THE MINIMUM AND MAXIMUM BUILD STUDY OPTIONS WILL ULTIMATELY BE THE MOST PRUDENT SERVICE LEVEL TO ADVANCE TO THE DESIGN PHASE FOR IMPLEMENTATION OF COMMUTER SERVICE ON THIS LINE.

The New Haven, Hartford, Springfield Commuter Rail Study commenced in October 2002 with \$2,000,000 in funding authorized by the Transportation Strategy Board. The final report of the study is expected to be issued in early 2004. The study is evaluating the physical needs including rolling stock, track, stations and parking, the service levels, and the capital and operating costs of two service options called the Minimum and Maximum Build Scenarios. The realization of all parties involved is that a realistic option for implementation of a viable commuter rail service on the Springfield Line will lie somewhere between these two extremes. The Commission endorses the study's goal of examining these two services options in order to identify the features that will comprise the optimal mix of costs and benefits for advancement toward implementation.

The Minimum Build Scenario incorporates the use of the nine existing stations only, no new track, minimal parking additions, 12 new one-way trips at peak hours only, with 30-35 minute headways. The Maximum Build Scenario envisions 15 minute headways, 15 stations including six new stations, double tracking the entire line, a maintenance facility, a rail connection to Bradley Field, and rolling stock consisting of 17 locomotives and 51 coach and cab cars.

As currently outlined, the Minimum Build Scenario requires an impractically high level of schedule adherence to accommodate the existing Amtrak service, existing freight service and the new commuter trains within the confines of the existing track and its limited passing sidings. The Maximum Build Scenario involves capital costs estimated at \$481,000,000. It appears that this number can be reduced dramatically by judicious selection of the segments to be double tracked and the avoidance of much of the related expensive bridge work, providing the Bradley Field connection via a shuttle, half hour headways and the associated reduction in equipment needs, and selection of only the most ridership-justified station locations. The Commission believes that the Minimum Build Scenario as outlined is probably neither workable nor worthwhile.

All the stations should be equipped with high level platforms for ease of passenger ingress and egress. Relatively inexpensive gauntlet tracks can be incorporated where necessary in locations where horizontal clearances at stations become an issue for freight trains passing the high level platforms.

2. THE COMMISSION RECOGNIZES THE STRONG SUCCESS OF THE TWO INTERREGIONAL RAIL SHUTTLE SERVICES BETWEEN WESTERN CONNECTICUT AND METRO-NORTH RAILROAD'S HARLEM LINE. GIVEN THE POPULARITY OF THESE PROGRAMS TO STATE RESIDENTS, THE COMMISSION RECOMMENDS THAT THE REMAINDER OF THE STATIONS ON THE HARLEM LINE BE EXAMINED FOR POSSIBLE IMPLEMENTATION OF SIMILAR SHUTTLE SERVICES.

Metro-North Railroad's Harlem Line runs for 83 miles along eastern New York State between Grand Central Terminal in New York City and Wassiac, New York, just west of Sharon, Connecticut. Weekday peak period frequency of trains departing to Grand Central varies between six and twenty minutes, and is hourly off-peak. Full service is provided between Brewster North and Grand Central Terminal, with 12 round trips per weekday from Brewster North to Wassiac.

The Brewster Shuttle operates between Danbury and the Brewster station. The shuttle, jointly planned by the Connecticut and New York Departments of Transportation and operated by the Housatonic Area Regional Transit District (HART), continues to operate five years after inception, with 160 riders per day currently and with annual ridership increases consistently over 20%. After CMAQ demonstration funding was exhausted, the New York DOT began funding the service out of its Surface Transportation Program.

A second rail shuttle in the Housatonic Region, funded by ConnDOT through the Connecticut Transportation Strategy Board, operates from Ridgefield to the Katonah, NY railroad station and has enjoyed rapid success. The service, begun in April 2002, now carries over 100 trips per day.

Given the strong public response to these interstate rail feeder shuttles, the Commission believes it would be good public policy to evaluate the remainder of the stations on the Harlem Line for potential feeder bus services, particularly those adjacent to the Housatonic Valley and Northwestern Connecticut planning regions. Transit access to the Harlem Line provides improved opportunities for employment in White Plains and Manhattan by Connecticut residents, and also affords the opportunity for reverse commutes by New York residents employed in Connecticut.

3. THE COMMISSION COMMENDS THE DEPARTMENT FOR ENTERING INTO A LEASE/LEASEBACK FINANCING AGREEMENT ON 84 PIECES ON CONNDOT-OWNED ROLLING STOCK, GENERATING \$29,000,000 FOR THE M-2 OVERHAUL PROGRAM. UNDER THIS FORM OF TAX ADVANTAGE LEASING, CONNDOT WILL MAINTAIN OPERATING CONTROL OVER THE 40 M-2 CARS, 40 BOMBARDIER COACHES AND 4 GENESIS LOCOMOTIVES COVERED BY THE LEASE, BUT HAS SIMPLY SOLD THE TAX DEPRECIATION RIGHTS FOR THIS EQUIPMENT TO A 3-BANK CONSORTIUM, THEREBY GENERATING \$29,000,000 IN NEEDED FUNDING FOR THE OVERHAUL PROGRAM AT NO COST TO THE STATE.

On September 30, 2003, ConnDOT entered into a 20-year lease undertaken pursuant to a type of tax advantage leasing recently authorized by Congress with the purpose of generating funds for transit operations. In ConnDOT's case, Fleet Bank, AmSouth and Comerica purchased the depreciation rights to the 84 cars, coaches and locomotives from ConnDOT for \$29,000,000. Two further deals of similar nature have also been negotiated. Another lease for eighty-one additional M-2 cars was packaged for lease to the same three banks for another \$12,000,000, while Bank of New York had agreed to purchase the depreciation rights to several ConnDOT-owned maintenance facilities for \$25,000,000 in a separate lease agreement. However, before these latter two deals could be consummated, the Federal Transit Administration put all further deals on indefinite hold, pending the resolution of some Senatorial objections to the way the program was being administered. If this hold is removed, the latter two deals, as well as several much larger deals of similar nature in Chicago and Los Angeles, will be able to proceed. A possible time frame for resolution might be the second quarter of 2004.

The upshot for Connecticut is that a large portion of the necessary funding is now in place for Connecticut's \$98,000,000 share of the M-2 overhaul effort, which will yield an estimated 15 years of additional service life for this equipment. The Commission applauds ConnDOT for taking advantage of this tax law change and also for being more expeditious than some other major transit entities, thereby closing at least this first lease agreement before the window of opportunity was closed, whether temporarily or permanently.

4. THE COMMISSION CONTINUES TO BELIEVE THAT THE STATE OF CONNECTICUT NEEDS TO AGGRESIVELY PROMOTE A FAVORABLE CLIMATE TO ENCOURAGE RAIL INTERMODAL FREIGHT INTO AND THROUGH THIS STATE, AS AN ALTERNATIVE TO INCREASING CONGESTION OF OUR HIGHWAYS, CAUSED IN SUBSTANTIAL PART BY THE MOVEMENT OF FREIGHT BY TRUCKS.

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 from 1990 to 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 due to an expanding economy and increased reliance on just-in-time delivery.

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 Amtrak's Northeast Corridor, to directly compete with truck traffic on Interstate 95.

This Commission has directly responded to the difficulties cited by ConnDOT in the Department's written responses to our Annual Report recommendations on this topic. In addition to our detailed responses, this Commission has cited the examples of pro-rail public policies of the Mid-Atlantic Rail Operations Study and other public and private rail freight initiatives, especially in neighboring New York City and State.

The Commission strongly believes that the growing traffic and congestion on Connecticut's Interstate highway system, especially on Interstate 95, a significant portion of which is tractor-trailer traffic, demands changes in the current state transportation policy.

Highway capacity improvements 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 traffic congestion problem.

Just as we have applied the principles of mass transit to the movement of people, we must now apply these same principles to the movement of freight. The growing support for, and the opportunity provided by, the New York Cross Harbor Rail Freight Tunnel is 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 and participating in.

5. THE COMMISSION COMMENDS CONNDOT FOR ITS MOVEMENT TOWARDS AN ADVANCE QUARTERLY PAYMENT SYSTEM FOR TRANSIT DISTRICT REIMBURSEMENT. ONCE IMPLEMENTED, THIS NEW SYSTEM WILL EASE THE FINANCIAL BURDENS IMPOSED BY DELAYED PAYMENTS WHICH CURRENTLY EXIST. THE IMPLEMENTATION OF QUARTERLY PAYMENTS HAS BEEN DELAYED DUE TO THE INSTALLATION OF A NEW FINANCIAL SOFTWARE PROGRAM. CONNDOT IS WORKING DILIGENTLY TO RESOLVE THE REMAINING GLITCHES.

6. THE COMMISSION RECOMMENDS THE IMPLEMENTATION OF FIXED ROUTE BUS SERVICE FROM BRISTOL TO TERRYVILLE AND PLYMOUTH, OPERATING THREE DAILY RUNS TO PROVIDE MORNING, MID-DAY AND AFTERNOON SERVICE.

Requests for bus service from Bristol to Plymouth have been persistent for many years at the Commission's public hearings. The Town of Plymouth makes this request annually to the Central Connecticut Regional Planning Agency, which in turn considers this to be its highest priority for new service. New Britain Transportation has previously mapped a route for this run which would serve the senior center, the Plymouth Industrial Park and downtown Terryville. Operating costs for this weekday-only service are estimated at \$200 per day. This specific service is singled out for recommendation because of the long-standing nature of the request, the lack of any existing service to Plymouth and Terryville, and the very modest scale of the service being requested.

7. THE COMMISSION COMMENDS THE DEPARTMENT FOR THE INITIATION OF THE DANBURY BRANCH ELECTRIFICATION STUDY IN MARCH 2003 TO EVALUATE THE FEASIBILITY OF RE-ELECTRIFICATION OF THE DANBURY BRANCH AND OTHER INITIATIVES TO IMPROVE SERVICE. THE STUDY FOLLOWS MULTIPLE ANALYSES OVER A TWELVE YEAR PERIOD BY AREA REGIONAL PLANNING AGENCIES, AND SEVERAL RECOMMENDATIONS BY THE COMMISSION THAT EMPHASIZED THE NEED FOR IMPROVED SERVICE ON THE BRANCH.

There is wide-based support from all sectors of the communities in the Route 7 corridor for improvement to the Danbury Branch of Metro-North. As one example of this interest, private investors plan to construct a new station at the former Gilbert and Bennett wire mill in Redding.

The purpose of ConnDOT's electrification study is to evaluate a range of infrastructure and service improvements to determine their potential to significantly enhance the Branch's attraction as a competitive alternative to driving Route 7 or commuting on the Harlem Line. The study will result in a list of recommended infrastructure and service improvements, and will include an evaluation of the costs and benefits of the recommended improvements. It will also include an evaluation of the extension of service to New Milford.

Choosing a broad brush approach, the ConnDOT study will review Branch right-of-way boundaries, evaluate track geometry improvements, consider the feasibility of double tracking and passing sidings, and analyze the use of innovative technologies, in addition to the impact of electrification. At the conclusion of this phase of the study, a scope of work will be prepared for Phase II by the consultant and submitted to the Department for review.

The study addresses the traditional Connecticut-to-New York commute, but the Danbury Branch's value should not be limited to these interstate trips. Census data show daily work trips between Danbury and Stamford grew by over 96%, from 1,134 to 2,226, over the last ten years. ConnDOT plans to employ ridership models using 1990 census data, corrected for increases in population. The Commission urges ConnDOT to use 2000 census data, as is required by the study work program, in order to reflect an accurate picture of the potential for intrastate travel.

8. THE COMMISSION RECOMMENDS THAT ALL MUNICIPALITIES WITHIN LARGE URBAN AND SMALL URBAN SYSTEMS, AS DEFINED BY THE FEDERAL TRANSIT ADMINISTRATION, AND WHICH CURRENTLY ENJOY THE BENEFITS OF FIXED ROUTE BUS SERVICE, PAY A PORTION OF THE OPERATING DEFICIT FOR SUCH SERVICE.

There is an inequity in the levels of local support where dial-a-ride and fixed route bus transit is provided in urban areas. In some cases, towns and cities have a long history of cost sharing, and pay up to 100% of the deficit to operate bus services. In others, communities do not provide any support.

If non-participating municipalities provided local support, State funds for transit operations could be stretched farther. Local funding can also help reduce cash flow problems for regional transit operators by reducing the need to float the cost of service, particularly at the start of a new fiscal year. Due to lags in the payment of State and (in some limited cases for dial-a-ride) Federal funding, many agencies routinely need to access a line of credit early in the fiscal year to operate their services.

This is not to suggest that the State commitment should be reduced as the local match is applied. Rather, the State should continue to provide funding levels consistent with current support to transit providers.

9. THE COMMISSION AGAIN COMMENDS THE DEPARTMENT FOR FUNDING THE FEASIBILITY STUDY FOR A NEW BUS STORAGE AND MAINTENANCE FACILITY FOR THE NORTHWESTERN CONNECTICUT TRANSIT DISTRICT. THE STUDY WILL BE RELEASED IN FINAL FORM IN JANUARY 2004. THOUGH PRIMARY RESPONSIBILITY FOR ADVANCING THIS FACILITY TO REALITY AND SECURING THE NECESSARY FUNDING RESTS WITH THE TRANSIT DISTRICT, THE COMMISSION REQUESTS THE SUPPORT OF THE DEPARTMENT IN ASSISTING THE DISTRICT BY SUPPORTING ITS EFFORTS TO SECURE SUCH FUNDING.

The Northwestern Connecticut Transit District (NWCTD) is anticipating the loss of the City Hall space currently used for its administrative offices, with reassignment of this space by the City expected to occur in 2004. Further, the largest of the several outdoor locations used to store the District's 22 vehicles is currently for sale and very likely to be redeveloped for a different use. These developments will negatively impact the efficiency of the District's operations, which are already hampered by the lack of a single, secure location to store its vehicles, the lack of protection from the weather for the vehicles, and the lack of employee parking.

The development of a single, centralized vehicle storage and maintenance facility for NWCTD will promote a more efficient and cost effective delivery of transit services in the Greater Torrington area by consolidating operations at a single site, allowing the District to perform many of its own maintenance functions as well as performing maintenance for hire for other local operators, prolonging the life of its vehicles via indoor storage, and reducing its fuel costs by operating its own fueling facility and avoiding the \$.25/ gallon surcharge currently paid under its fuel contract with the City. Vehicles would also be secure from vandalism, which has been an issue in the past, and employee security would also be improved.

In pursuit of these benefits, the Commission solicits the Department's support of subsequent efforts by NWCTD to secure the necessary 80% Federal funding share and to advance this storage and maintenance facility from concept to reality.

10. THE COMMISSION AGAIN RECOMMENDS THAT THE OPERATIONAL IMPACTS, INCLUDING THE EASE OF MAKING TRANSFERS AND THE ABILITY TO COMPLETE ROUTES ON SCHEDULE, BE THOROUGHLY EVALUATED BEFORE MAKING ANY DECISION ON INCLUDING THE WATERBURY FIXED ROUTE BUS SYSTEM IN A POTENTIAL NEW INTERMODAL TRANSPORTATION CENTER.

The recent announcement of a \$2,000,000 grant to the Naugatuck Valley Development Corporation for planning and engineering studies for a proposed intermodal center on Meadow Street in Waterbury again raises the concern that the local fixed route bus service may be detrimentally impacted if forced to use this center as the pulse point of its system. The Commission believes that the Waterbury fixed route system should not be fundamentally reconfigured to a new pulse point at an intermodal facility near the present railroad station unless operational issues surrounding the relocation of the pulse point from The Green to the new facility can be satisfactorily addressed to allow for undiminished performance of the Waterbury fixed route bus system.

The CT Transit Waterbury Division fixed route bus system, operated by Northeast Transportation Company, is a pulse system with all routes meeting at the Waterbury Green on the hour and half hour. The system carries 4,500 to 5,000 riders per day, with 1,300 to 1,400 making transfers at The Green. The current route system operates on very tight schedules, with buses barely able to make their scheduled connections at The Green. The use of a new pulse point at the intermodal center would involve a deviation of several blocks and several signalized intersections to get to and back from the new transit center site. Further, the design concept to date for the center involves the buses having to pull in and then back out due to the absence of adequate space at the site to accommodate a continuous bus access loop. Lastly, The Green itself, beside being a transfer point, is the final destination for many of the trips made on the Waterbury bus system. The intermodal center would be a much less convenient hub for these riders. The functionality of the fixed route bus system should not be compromised for the sake of enhancing connections for the much smaller number of Metro-North Waterbury Branch rail riders, only a fraction of which would then use the fixed route bus system to continue their trips.

The Commission further recommends that ConnDOT, the Central Naugatuck Valley Council of Governments and Northeast Transportation be participants on the committee directing the planning studies for the intermodal center.

THREE OTHER TIMELY ISSUES WHICH THE COMMISSION WISHES TO HIGHLIGHT ARE: 1) THE CONTINUATION OF TRANSIT DEMONSTRATION PROJECTS FUNDED BY THE TRANSPORTATION STRATEGY BOARD AFTER CURRENT FUNDING EXPIRES, 2) THE ACCOMMODATION OF BICYCLES ON BUSES AND TRAINS, AND 3) THE CONTINUATION OF REMAINING TRAIN SERVICE ON THE WATERBURY BRANCH OF METRO-NORTH. THOUGH THESE ISSUES ARE NOT PRESENTED AS FORMAL RECOMMENDATIONS, THE COMMISSION FEELS THAT THEY ARE OF SUFFICIENT IMPORTANCE IN CONNECTICUT'S PUBLIC TRANSPORTATION SYSTEM TO MERIT DISCUSSION IN THIS ANNUAL REPORT.

Public Transportation Demonstration Projects Funded by the Transportation Strategy Board

Funding from the Transportation Strategy Board (TSB) is currently supporting 12 public transportation services. These include 11 bus or shuttle services and one train enhancement, the operation of two Shore Line East trains as through trains to Stamford. Among the former 11 services supported in whole or in part by the TSB are the Coastal Link bus service between Milford and Norwalk, the Katonah Shuttle between Ridgefield and Katonah, NY's Harlem Line rail station, the Route 7 Link bus service between Danbury and Norwalk, Job Access transportation from Hartford, New Britain, New Haven and eastern Connecticut to the Foxwoods and Mohegan Sun casinos, mid-day express bus service in the Hartford area, and six shuttle services connecting New Haven Line rail stations with downtown business districts and other employment centers. Funding from the TSB to support these services runs through June 30, 2004. Many of these services have been successful and popular. The Coastal Link service has been the most successful, providing single trip service across three transit districts in seamless fashion, and has drawn over 160,000 riders during the 12 months ending August 31, 2003. The Katonah Shuttle, discussed in recommendation #2, the Route 7 Link bus services, the Job Access service to employment sites at southeastern Connecticut's casinos and several of the New Haven Line shuttles have also attracted significant ridership.

On the rail side, the Shore Line East through service has also proven popular. ConnDOT estimates 75-100 daily riders use the two daily Shore Line East through trains in each direction. These trains also provide extra seating capacity for New Haven Line riders between New Haven, Bridgeport and Stamford. ConnDOT currently estimates that sufficient funds are available to run the Shore Line East through trains until September 30, 2003.

ConnDOT will need to make commitments on the continuing operation of the bus and shuttle services beyond June 30, 2004 by February or March. The budget line items for some of these services will have unexpended balances which would allow for continuation of some of these services for the short-term, if ConnDOT is given authorization to carry over these

funds into the new fiscal year. Approximately \$1,000,000 in unexpended funds will remain for the bus services at that time. However, these funds would only support a short extension of some of the TSB-funded services. A long-term solution will require either continued funding from the TSB for the new fiscal year or other General Fund support being provided. Absent either of these developments, ConnDOT could choose to support continuance of some of these 12 services, but at the expense of other existing services which would need to be cut back or eliminated. The Commission believes that the TSB-funded enhancements have proven themselves valuable, and hopes that FY'04 funding will be provided for their continuation.

Bicycle Intermodal Accommodation

Testimony at two Commission public hearings highlighted the need for expanded accommodation of bicycles on Metro-North trains and for greater availability of bike racks at Metro-North stations. The latter issue is largely beyond the control of ConnDOT since most of the New Haven Line stations are under municipal leases which transfer operational control of the stations to the towns. Greater availability of bike racks on buses was a topic mentioned by one of the featured speakers at a monthly meeting. These related requests reflect the demand for more accommodation of intermodal trips involving bicycle use and mass transit.

Current Metro-North policy permits bicycles on off-peak trains but does not allow them at peak hours. This is an understandable decision given the capacity constraints on many peak hour trains, but it also sharply curtails bicycle use for most employment trips. Unlike buses, where the bicycles can be mounted on external racks, the bicycles must be brought inside the trains.

The Commission does not have any easy solutions to offer, but recognizes that there is an increasing demand for bicycle accommodation on trains for use in multi-modal trips. In the longer term, improved car availability as a result of the M-2 equipment overhaul program may provide more capacity and allow this issue to be revisited. In the interim, it is likely that capacity and safety constraints will continue to preclude bicycle accommodation on peak hour Metro-North trains. However, we do anticipate increasing calls to provide for these intermodal trips and urge that planning for an eventual solution, both by Metro-North and ConnDOT, should begin.

Accommodation of bicycles onboard buses is a considerably easier problem to address, and one which is being addressed on Connecticut Transit and several other systems. The Stamford Division of Connecticut Transit is the first to be adapted with bike racks, mounted on the front of its buses. When the Stamford Division bus fleet was largely replaced two years ago, the 35 new buses were ordered with bike racks, while the remaining 18 buses were retrofitted with racks. During July and August of 2003, 150-200 trips per month involving

bicycle racks were reported on the Stamford Division. This is a conservative count, as some trips likely went unrecorded. The spring and fall months of 2003 saw 75-100 trips reported monthly. These are admittedly not huge numbers but they are significant, and this market is still developing.

In New Haven, 84 of the 110 buses are being replaced in 2003 and 2004. All these new buses will have bicycle racks. Once the latter 42 buses are received in summer 2004, the remaining 26 buses will be retrofitted with bicycle racks. It is Connecticut Transit's policy not to offer partial availability of bicycle access, and the uncertainty this would cause, but to convert complete division fleets, and to make this change coincident with the replacement of a large portion of the bus fleet.

The time frame for bicycle accessibility in Hartford is, unfortunately, much farther down the road, as substantial fleet replacement will not happen until 2006 or 2007, when 100 new buses will be arriving.

Beyond Connecticut Transit, the Windham Regional Transit District, the Housatonic Area Regional Transit District, and Middletown Area Transit have also incorporated bus racks onto their bus fleets. It is our understanding that the Greater Bridgeport Transit Authority and the Norwalk Transit District have incorporated bus racks into the specifications for their next orders of buses, which are currently in process.

The Commission appreciates the willingness of ConnDOT to fund the addition of bicycle racks to these buses, and the cooperation of Connecticut Transit and other operators to incorporate the accommodation of bicycles into their operations. Expansion of these measures to additional systems is recommended.

As with bicycle racks at train stations, the addition of racks at specific commuter lots or other express bus origination points may offer additional opportunities to expand intermodal trips using bicycles. This measure would not be appropriate for every location, and many express bus trips utilize privately-owned lots as origins, but it may be appropriate at some locations. Such locations could perhaps be identified with the assistance of the regional planning agencies or bicycle advocacy groups.

Waterbury Branch Rail Service

Beginning October 1, 2003, ConnDOT eliminated the two mid-day trains on the Waterbury Branch of Metro-North and replaced them with three bus runs, resulting in a net

increase in service in the corridor. This change is in effect for the foreseeable future. The Commission hopes that this change, which will result in a cost savings to the State, is not a prelude to the end of rail service on the Waterbury Branch. Sources within ConnDOT have provided assurance that this is not the case, and have pointed out that all scheduled track maintenance work on the Branch will continue. Though ridership on the Waterbury Branch is not as high as it might be, the Commission has repeatedly heard that it is not the service that riders find fault with, but conditions at the station that lead many riders and would-be riders to feel unsafe or insecure. Whether improvements come in the form of the proposed new Waterbury intermodal transportation center, or simply improved parking, security and lighting, more user-friendly terminal conditions would provide a boost to ridership and satisfaction.

2003 PUBLIC HEARINGS

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 evaluating the adequacy of rail, bus, motor carrier and other public transportation facilities.

The Commission conducted a schedule of eight public hearing, scheduled between spring and fall. The following is the schedule of public hearings for 2003:

TOWN	MODERATOR	DATE	LOCATION
Hamden	Linda Blair	April 21	Thorton Wilder Auditorium
Rocky Hill	Frederick Riese	April 28	Town Hall
Mansfield	Tom Cheeseman	May 7	Council Chambers, Town Hall
Meriden	Yvonne Loteczka	May 13	Meriden City Hall
Darien	Richard Carpenter	May 28	DarienTown Hall
Bristol	Frederick Riese	September 25	Bristol City Hall
Torrington	Frederick Riese	October 7	Torrington City Hall
Danbury	Richard Schreiner	October 16	Danbury City Hall

Connecticut Public Transportation Commission

Public Hearing

Miller Complex – Thorton Wilder Auditorium

2901 Dixwell Avenue

Hamden, Connecticut

Monday, April 21, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair (Moderator)
Mort Katz
Yvonne Loteczka
Richard Schreiner
Russ St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Laila Mandour

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:

MARY BIGELOW, with the North Branford Town Council and new representative to the Greater New Haven Transit District (GNHTD), began by noting that the North Branford Town Council expressed their appreciation for the reinstatement of the L2 route, which is the bus line that goes up Route 80 into North Branford. The Council also requested that there be no further reductions in the trips that serve North Branford.

Ms. Bigelow also addressed the issue of fares. She stated that if fares are raised on the fixed routes, the GNHTD has to increase its paratransit fares, which must be twice the fixed route fares. This increase would affect more clients, especially people eligible for ADA and those who use Dial-A-Ride.

The transportation situation in North Branford includes a route that provides six trips a day that will be reduced to four trips. It goes to the middle school on Route 80, then to East Haven. No busses go into the north end of town. The people who live in Northford go through North Haven or Wallingford to get to New Haven.

RUSS ST. JOHN read the remarks of **JERRY MULLINS**, District Superintendent with CSX-NY/NH District. He stated that he is in support of reducing or eliminating the Amtrak mile charge for the Hartford line and other Amtrak lines. He is in support of double tracking on the Hartford line to allow more windows of opportunity to operate freight over the same tracks. He would like to see tax credits for the industrial construction of rail sidings. Mr. Mullins is interested in subsidies, similar to what is given to highway construction funds, to repair existing tracks. Mr. Mullins also supports height clearance projects for the Hartford line, especially in Hartford at the intersection of Albany Avenue and North Main Street at "the tunnel", which was built in 1870. He requested 20'6" vertical clearance on that line.

DONNA CARTER, Executive Director of the GNHTD, reported that, of the 2.5 million dollars that was appropriated by the legislature for Dial-A-Ride assistance to the large urbanized areas, most of their funds have been shifted to ADA transportation due to the loss of federal operating money from the Federal Transit Administration. Since that time, in the New Haven area, the Dial-A-Ride dollars were moved to cover the cost of ADA transportation. Ms. Carter asked if there is any way to definitively identify whether or not the Dial-A-Ride dollars are supposed to be set aside for the Dial-A-Ride program or if it is acceptable to move those funds to other areas.

Ms. Carter stated that they sent a budget to the State requesting \$120,000 of the almost \$900,000 in the program for Dial-A-Ride to be put in their Dial-A-Ride budget, and GNHTD only received \$60,000. The GNHTD Dial-A-Ride budget is almost depleted and these monies are being shifted to ADA transportation. This makes it difficult for GNHTD budgeting purposes and for provision of service since they don't know, until the end of the fiscal year, what services they can provide. Additionally, it causes the board of directors to have to consider increasing the cost of a Dial-A-Ride trip even more.

The hearing was adjourned at 7:57 P.M.

Connecticut Public Transportation Commission
Public Hearing
Room #1 – Rocky Hill Town Hall
761 Old Main Street
Rocky Hill, Connecticut
April 28, 2003

CPTC VOTING MEMBERS

Linda Blair
Tom Cheeseman
Terry Hall
Yvonne Loteczka
Russ St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese(Moderator)

CDOT STAFF

Laila Mandour

The hearing convened at 7:45 P.M.

INTRODUCTION:

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

PUBLIC TESTIMONY:

STEVEN SULLIVAN, a resident of Vernon, is a user of transportation services on a regular basis from the Vernon area to downtown Hartford. Mr. Sullivan works for Aetna and uses the Collins Bus Service that provides express bus service on the HOV lane from Vernon to different businesses in Hartford. He is a frequent traveler on Amtrak to New York and Philadelphia. Mr. Sullivan is in favor of busways; he believes that they are more flexible than rail and are likely cheaper to implement than rail. Mr. Sullivan mentioned that both he and his wife commute from Vernon. He finds that the express bus service saves him time and stress.

The public hearing was adjourned at 8:07 P.M.

Connecticut Public Transportation Commission
Public Hearing
Council Chambers – Mansfield Town Hall
4 South Eagleville Road
Mansfield, Connecticut
May 7, 2003

CPTC VOTING MEMBERS

CPTC EX-OFFICIO MEMBERS

CDOT STAFF

Linda Blair
Richard Carpenter
Tom Cheeseman (Moderator)
Morton Katz
Yvonne Loteczka
Russ St. John

Laila Mandour

The hearing convened at 7:30 P.M.

INTRODUCTION:

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

PUBLIC TESTIMONY:

BARBARA BUDDINGTON, Executive Director of the Windham Region Council of Governments (WINCOG), advised that the WINCOG administers the Windham Regional Transit District. Ms. Buddington advised that the Windham Region is in dire need of a vehicle maintenance and storage facility. WINCOG has 23 vehicles that are all stored outdoors, in two different locations and have been subject to much vandalism over the past couple of years. The vehicles have also suffered from the effects of weather.

The Department of Transportation has advised WINCOG that it will be receiving a \$50,000 grant next year for a feasibility study for the possible construction of a storage facility. WINCOG will be attempting to raise funds to implement whatever the study results are. While WINCOG has been putting together this plan for a maintenance facility for some years, there have been no funds or staff to put the plan into action until now.

Ms. Buddington also discussed the need for timely reimbursement by the D.O.T. For the past several years, WINCOG has needed to take a loan at the start of the fiscal year to pay their subcontractors

who operate the services that WINCOG provides. The first reimbursement from D.O.T. is in December. The state should provide the money up front because the WINCOG has to incur interest on the borrowed money, which becomes a cost to the town that is not reimbursable.

Ms. Buddington further reported that they seek to find a stable source of funding for Jobs Access transportation, which was a recommendation made by the CPTC in the 2002 Annual Report and Recommendations. Ms. Buddington stated that they have been fortunate to have their Jobs Access transportation be continuous since they started, however, it is a fight to make this happen.

In the Northeast/Windham regions, the Jobs Access services include (a) Northeastern region van service, Monday through Saturday 6:30 a.m. until 12:00 midnight; (b) Route 32 Commuter Bus service (Willimantic to Norwich), 7:55 a.m. until 1:00 a.m. and (c) additions to Storrs-Willimantic Route to connect with morning and evening commuter bus to Hartford, to provide mid-afternoon transportation for part-time workers, and to add Saturday service to the Storrs/Willimantic vacation schedule, which is in effect whenever UConn is not in session.

These three services together carry more than 3,000 passengers per month, touching the lives of at least 200 individuals each month. Ridership on all three services exceeded the initial expectations and is continuing to grow.

Another need is generally improving connections between the small urban areas of the state. This has become more important in the Willimantic area as state regional offices are closing.

Additional service improvements that are needed include (a) improving the Storrs-Willimantic Bus Route by offering service earlier on Saturdays and on Sundays; (b) adding a second City Bus vehicle and funding its operation for at least part of the day to improve headways; (c) improving the City Bus Route by offering service on Sundays, (d) expanding Dial-a-Ride to include evenings, weekends and additional holidays, and (e) making out-of-region medical transportation available.

ROSE FOWLER is a volunteer with the Transportation Coalition of Eastern Connecticut, a non funded volunteer group that has met monthly for the past two and a half years. The Coalition produced a 68-page document based on a survey conducted of 58 towns in eastern Connecticut from the shore to the Massachusetts line. Every transportation system that they could find in the 58 towns is listed in the report. Three or four hundred copies will be printed and mailed to every selectman, town manager, municipal agent, senior center and government official who wishes to see it. The Coalition hopes that this publication will be used for two years to inform people of the services available to them. The Coalition received a small grant from the Office of Rural Health for printing.

The Coalition has applied for a second grant to enable them to study the consumer input. They will hold forums to find out how the document is working and identify the locations where there is no

transportation. The Coalition is looking for state, local and federal, funding to put in place new transportation systems and fill in the voids that exist in transportation services.

Moderator Cheeseman read into the record a letter by Gertrude S. Ogushwitz sent to the Commission.

JANET FRENIER, with UConn Transportation, advised the CPTC that Bonanza Bus Line tickets are now being sold inside the Co-Op, that is connected to a three story public parking garage. There is a proposal to move the bus stop nearer to the parking lot attached to the Co-Op.

The public hearing was adjourned at 8:20 P.M.

Connecticut Public Transportation Commission

Public Hearing

Council Chambers Rm. 206-Meriden Town Hall

142 East Main Street

Meriden, Connecticut

Tuesday, May 13, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

CPTC EX-OFFICIO MEMBERS

CDOT STAFF

Linda Blair
Thomas Cheeseman
Mort Katz
Yvonne Loteczka (Moderator)

Laila Mandour

The hearing convened at 7:31 P.M.

INTRODUCTION:

Hearing moderator Yvonne Loteczka opened the hearing with a brief description of the CPTC and its mandate and noted the attendance of the CPTC members and staff.

GUESTS:

A. Lee Campione with Community Vision
Joe Zajac and John Nugent with Meriden Transit District
Linda Nugent of Meriden, Connecticut
Katherine Zatkowski with Rideworks

Due to a malfunction of equipment, the testimony offered by Lee Campione and John Nugent was unable to be transcribed.

Lorraine Davis, a resident of Meriden, Connecticut, sent a letter to the Commission requesting support for rail service from Meriden to the Baltimore, Maryland area. She takes the service every 8 to 10 weeks and finds the service to be convenient and timely.

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

Connecticut Public Transportation Commission

Public Hearing

Auditorium – Darien Town Hall

2 Renshaw Road

Darien, Connecticut

Wednesday, May 28, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair
Richard Carpenter (Moderator)
Yvonne Loteczka

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Laila Mandour

The hearing convened at 7:47 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:

VINCE DIMARCO, a resident of Greenwich and an alternate to the SWRPA area TIA and the Chairman of the Selectman's Transportation Committee in Greenwich, advised that he thought that the CPTC meetings and public hearings are not as well advertised as they should be.

Mr. DiMarco stated that he does not agree with the Commuter Shoulder Project, but if any widening of I-95 took place, he would like to see it become a dedicated busway, rather than widening for regular traffic. He thought the scoping meetings from the project were very extravagant, and noted that safety concerns were not dealt with in a timely manner. The safety issues should have been addressed before the scoping meetings.

Mr. DiMarco also stated that Greenwich has four train stations and eventually Greenwich will need more availability for parking and better access to the trains. Presently, the extension of the platforms away from the train stations puts the passengers in a location where they have to cross the intersection in some way to get to the shuttles or to get to their cars. There is always a traffic jam in front of the main station. Mr. DiMarco suggested a design to allow the passengers to have better access to their vehicles and to the shuttles.

All of the Greenwich train stations have bicycle parking that is being well used, however, at the main station, there are only two racks. There is room along the new platforms to put more bicycle racks, which will allow passengers better access to the trains. New options should be provided for people to get to the train stations so those traffic problems can be alleviated.

CTTransit buses are being well used and the need for bus shelters is growing. CTTransit is working with the Greenwich DPW to establish new bus signs and bus schedules, and the first bus shelter in town will be at Armstrong Court.

TOM O'DEA, Vice Chair of the New Canaan Republican Town Committee, and an attorney with the law firm of Halloran & Sage, thanked the Commission members for holding the public hearing in Darien. Mr. O'Dea is a resident of New Canaan and works in Westport. Mr. O'Dea is familiar with and advocates for HOV lanes, since we need to encourage fewer cars on the roadways.

Mr. O'Dea moved to New Canaan because he wanted to work in a town that he could drive to against the flow of traffic so that he would not have to commute as long. The transportation problem in Fairfield County is choking growth. Mr. O'Dea expressed concern about a proposed ConnDOT spending of \$95 million to improve roadways to Foxwoods. Mr. O'Dea questioned the need to improve transportation to a gambling area that does not pay taxes versus the need for Fairfield County and other areas of the state to have their HOV lanes and other roadways improved. He is strongly against spending this amount of money for these improvements.

RICHARD STOWE, a member of the Rail Transit Excellence Coalition, also thanked the Commission for traveling to Darien for the hearing. Mr. Stowe is a resident of New Canaan and there is no public transportation there. While most of the residents rely on Metro North, the reverse commute to get people into work in New Canaan in the morning is problematic because the train comes too late. In the afternoon, there is no train between 5:15 PM and 7:30 PM. Mr. Stowe also indicated a need for an early train, inbound, at about 5:55 AM, and one additional evening train during peak hours (from NY to New Canaan).

Mr. Stowe discussed the different voltages on the several train lines between New Haven and New York and he spoke in support of third rail trains and tracks. He suggested a surcharge or tax on electricity used by Metro North as a source of state funding for additional transit including bus service.

Mr. Stowe advised that he is in opposition to the Stamford Urban Transitway and it is a misuse of TEA 21 funds. Mr. Stowe also inquired as to how much of the TEA 21 funds were dedicated to bicycle transportation. He also expressed his belief that the ban on bicycles on the trains at peak hours is discrimination.

Lastly, Mr. Stowe is opposed to any road widening projects as these projects encourage more cars on

the road.

The public hearing was adjourned at 9:15 P.M.

Connecticut Public Transportation Commission

Public Hearing

Council Chambers – Bristol City Hall

111 North Main Street

Bristol, Connecticut

Thursday, September 25, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair
Tom Cheeseman
Mort Katz
Yvonne Loteczka
David Reed
Richard Sunderhauf

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny
Laila Mandour

The hearing convened at 7:30 P.M.

INTRODUCTION:

Tom 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:

ANTHONY SAVINO, Regional Planner with the Central Connecticut Regional Planning Agency (CCRPA) began by introducing other members of the CCRPA, the members of the Bristol Transportation Commission and Connecticut Transit's New Britain service who were in attendance at the hearing.

Mr. Savino updated the CPTC members on bus changes in Bristol by explaining that, as of October 6, CDOT and CTTransit, New Britain Division, changed the bus route system in Bristol by implementing the Bristol local which will concentrate on Route 6 to Tunxis Community College. It will also cover most of the area in Bristol that used to be covered by the eliminated bus route.

Further, Mr. Savino stated that the biggest improvement is the Bristol-New Britain direct line which will be effective October 6. This improvement will help many people who have been affected by the closing of the Department of Social Services (DSS) office in Bristol. These individuals will now have transportation to the New Britain DSS office.

Mr. Savino requested the CPTC's support for a feeder service from Bristol to Plymouth and from the Plainville area to Southington. Neither Plymouth nor Southington have any public transportation whatsoever. There is an attempt being made to begin a feeder service that would provide three runs a day.

The CCRPA vigorously supports the construction of the New Britain-Hartford Busway. This busway will enable passengers to travel to and from Hartford in a shorter timeframe.

In addition, Mr. Savino explained to the CPTC that Bristol is the only city with a population of 60,000 that has no access to a major highway. In 1964, ConnDOT notified Bristol that a new Route 72 would be constructed, which would connect to Route 8 in Thomaston. Due to budget constraints, the project was never started. Presently the plans are to construct a portion of the new Route 72, from the Plainville town line and connect to Memorial Boulevard in Bristol. This project has been delayed for over 40 years. Mr. Savino recommended that the CPTC support the construction of Route 72, thereby allowing for a better economic development climate for Bristol.

Lastly, the ADA Paratransit Service continues to grow on a monthly basis. Funding for ADA has not grown in 4 years. The CCRPA has undertaken a new application and certification program under the auspices of the Kennedy Center and has refined its client listing. It is anticipated that funding authorized for ADA Paratransit will not be sufficient in future years. Mr. Savino reminded the CPTC that this program is a federally unfunded mandate and this service must be provided. More busses will be needed to keep the service viable. In the CCRPA region, the denial rate is very low, with an average of 3,000 riders a month on the ADA Paratransit service. The average denial rate is 5 people, less than one percent; but even that one percent is not acceptable.

JUDITH BLANCHET, Administrative Supervisor with the Plymouth Visiting Nurse Association, appeared and presented a letter on behalf of Plymouth Mayor David Mischke, in which he requested the support of the CPTC for a feeder service to Plymouth. Ms. Blanchet also presented the CPTC with a letter that she drafted which speaks to her concern regarding the lack of transportation in Plymouth and how important it is for Plymouth to have bus service.

LINDA PERETTA, a resident of Bristol, appeared to make a last minute plea to keep the afternoon factory bus run going. At another hearing in which she appeared, she stated that she could find a ride home if the bus service was discontinued. However, since that hearing, she has not been able to find a ride home. The only person who could give her a ride no longer works at her factory. Presently many people working in the afternoon have no way to get home.

MARVIN HEIDORN, a resident of Bristol, stated that he did not understand what procedures have occurred to discontinue the Southwestern Bus Corridor, but that the route was near the senior citizen

housing. While he does not know how many people rode this bus, the people whom he personally knows who rode the bus are elderly and have medical conditions. This bus service is needed to provide mobility for these people so that they may maintain their independence. Mr. Heidorn mentioned that perhaps the bus service could be reduced rather than eliminated.

MAURICE WHITE, resident of Plainville, who works at ESPN, spoke in support of the morning and afternoon factory run.

KIT PLOURD, Director of City of Bristol Social Service, appeared to reiterate how important bus service is. She stated that her office purchased 2,400 bus rides for their clients per year (August 2002 to August 2003). If it were not for the buses, many of these clients would not be able to get to the nearest Social Services Office in New Britain, nor would they be able to go to Tunxis Community College.

JOHN WYNNE, the Operation Manager of the Employment Development Center, a private agency providing employment services for handicapped people, located in the Plantsville section of Southington, advised that except for private taxicabs, the Employment Development Center was the only provider of public transportation shuttle services in Southington. The company tried to reach a break-even point, but could not, therefore, the service had to be terminated. There has been no replacement for this service. Mr. Wynne is convinced that a feeder service could work. The vehicles that they obtained when providing the service were bought through a combination of a state/federal grant program. People who used to use this service have no other means of transportation.

MS. WEAVER, a Bristol resident, testified in support of the reestablishment of the eliminated bus route that her neighbor utilized. She stated that the stability of independence for people using public transportation is in jeopardy when transportation is eliminated.

RONALD YACWYCH, resident of Bristol, who rides the Southwestern bus three times a week, stated that while he can walk downtown, he cannot walk back up the hill, and he knows people who are elderly who ride the bus also. Taking away the bus takes away people's independence.

The public hearing was adjourned at 8:42 P.M.

Connecticut Public Transportation Commission

Public Hearing

Council Chambers – Torrington City Hall

140 Main Street

Torrington, Connecticut

Tuesday, October 7, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

Dorothy Adamson
Linda Blair
Thomas Cheeseman
Mort Katz
Yvonne Loteczka
Richard Schreiner
David Reed

CPTC EX-OFFICIO MEMBERS

Fred Riese (Moderator)

CDOT STAFF

Laila Mandour

The hearing convened at 7:35 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:

CAROL DEANE, Executive Director of the Northwestern Connecticut Transit District (NWCTD), read into the record letters submitted to the CPTC from Richard Lynn, Planning Director of the Litchfield Hills Council of Elected Officials, Patti Harris and Donna DuCotey, residents of Torrington, whose letters were in support of additional funding for the NWCTD.

Ms. Deane provided testimony in support of the need for a Transit Facility, as outlined in the Torrington Master Plan. Ms. Deane requested support from the CPTC for funding for the facility.

In addition, Ms. Deane spoke in favor of additional funding for fixed route service for weekdays and weekends. Ms. Deane stated that with the current funding, clients who do not have access to an automobile are actually stranded in their homes for the entire weekend and holidays.

Lastly, Ms. Deane stated that cash flow for operating and administrative payments for the beginning of a

new fiscal year is a major problem for the smaller transit districts like NWCTD. The NWCTD has just recently received June FY03 operating dollars and is still waiting for payment for July and August invoices. September's invoice is being prepared currently and as of October 30, the NWCTD will be owed over \$100,000 for the first quarter of operating and administrative expenses. Transit districts go through this every year and every year it seems like they have to wait longer for the checks. Something definitely has to be done to correct this problem or transit districts like NWCTD will have no alternative but to cut service until payment is made.

ANNE RUWET, State Representative for the 65th District, encouraged the CPTC to look to the region's need for additional funding. Ms. Ruwet stated that transit usage in the region is growing, with the need for more special transportation. Torrington is developing more and more housing accommodations for people with disabilities and the transit district's needs are expanding with that growth.

LINDA GARDINELLO, an employee of TRED, a transportation connection in Litchfield, advised that there is not enough transportation in the area for persons with mental disabilities. Ms. Gardinello stated that with expanded transportation services on weekends and evenings, more consumers will have a richer life.

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

Connecticut Public Transportation Commission

Public Hearing

Council Chambers – Danbury City Hall

155 Deer Hill Avenue

Danbury, Connecticut

Thursday, October 16, 2003 – 7:30 P.M.

CPTC VOTING MEMBERS

CPTC EX-OFFICIO MEMBERS

CDOT STAFF

Linda Blair
Richard Carpenter
Thomas Cheeseman
Yvonne Loteczka
David Reed
Richard Schreiner
Russ St. John

Laila Mandour

The hearing convened at 7:30 P.M.

INTRODUCTION:

Hearing moderator, Richard Schreiner, 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:

WILLIAM JOHNSON, a resident of New Milford, appeared on behalf of the New Milford Rail Service Restoration Society. Mr. Johnson read into the record a letter in support of extension of passenger rail service as far north as the Town of New Milford and for the improvements on the Danbury Branch in general.

GEORGE WALKER, Vice President of Marketing and Development at Berkshire Corporate Park, a large business park that crosses the three towns of Bethel, Danbury and Brookfield and is adjacent to the proposed extension of the line to New Milford, strongly recommends that the extension of the line be pursued. Mr. Walker has had many conversations with businesses in the area and they have all expressed their support for the extension of the line to the lower part of Litchfield County. Improved commuter rail from the Danbury area and in Fairfield County and the extension to New Milford will potentially eliminate traffic congestion.

JOHNATHAN CHEW, Executive Director of the Housatonic Valley Council of Elected Officials (HVCEO), updated the CPTC on several issues. Mr. Chew advised that HVCEO appreciates the support of the Housatonic Area Regional Transit District (HART) for Job Links, HART'S specially funded services, which are vital and need to continue. Mr. Chew stated that while the region has good bus service, geographic coverage and scheduling is still limited. Additional cost effective services could be provided if funds were available. Further, Metropool, the ridesharing brokerage for the region, does a good job for the area. Mr. Chew reported that the out-of-area shuttles are working well, to Brewster, NY, Katonah, NY and Norwalk, CT. These are services that need to be maintained. In addition, there is a rail study of Danbury Branch improvements that is in progress and moving forward.

Mr. Chew advised that in 2004, ConnDOT will undertake an environmental impact statement for the I-84 expansion. The impact statement should also examine the feasibility of bus transportation in the Danbury to Waterbury Corridor. Greater Waterbury work trips to the city of Danbury are continually increasing. The service should be funded as part of any mitigation package to accompany the massive price tag.

A ConnDOT rail passenger study of the Danbury Branch line, including a possible service extension north to New Milford is now underway. The study needs to incorporate 2000 census journey to work data into its passenger projection calculations in order to be valid.

Mr. Chew advised that work trips to Stamford from the region have been growing dramatically. The reverse commute is also climbing, with trips from the Southwestern Region to Danbury rising from a mere 2,002 in 1990 to 2,393 in 2000. Both of these trends are supportive of rail service expansion.

Mr. Chew noted that the Rail Study is on the web. It can be found at www.danburybranchstudy.com.

Richard Schreiner read into the record letters submitted by Arthur Rickerby, Jr. and Ellen Rosenberg, both of Bethel, Connecticut.

The public hearing was adjourned at 8:15 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.”