

AGENDA

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION  
MEETING

Thursday, December 2, 2004 - 1:30 PM

Union Station, Conference Room A

New Haven, Connecticut

1. Approval of the November 4, 2004 meeting minutes
2. Featured speaker: TBA
3. Comments from the public
4. Report from operating entities
5. Chairman's report
6. Old business
7. New business
8. Approval of Recommendations for 2004 Annual Report

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

MEETING ATTENDANCE

THURSDAY, November 4, 2004

D.O.T Headquarters, Conference Room B

Newington, Connecticut

VOTING MEMBERS

Linda Blair  
Richard Carpenter  
Tom Cheeseman  
Morton Katz  
Yvonne Loteczka  
Russell St. John  
Richard Sunderhauf

GUESTS

Rich Aquino  
Louis Mangini  
Ann Risen  
Anthony Savino  
Stephen Troster

EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Cindy Gollareny  
Peter Richter  
Michael Sanders  
Carmine Trotta

# CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

## Minutes

November 4, 2004

(Meeting convened at 1:35 p.m.)

### **APPROVAL OF MINUTES** – October 7, 2004

Linda Blair made a motion to accept the minutes pending any necessary corrections. Russell St. John seconded the motion. The Commission unanimously approved the motion.

### **FEATURED SPEAKER – KEY POINTS**

**LOUIS MANGINI**, Staff Assistant to Congresswoman Rosa DeLauro, provided a briefing on the Transportation Equity Act for the 21st Century (TEA-21) and the efforts to achieve a Successor Authorization Act. TEA-21 was enacted on June 9, 1998, and authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period from 1998-2003. It expired on September 30, 2003, and several extensions have been made. The latest is an 8-month extension passed on September 30, 2004. A vast amount of work has been done on negotiating a new federal authorization bill, and this work will be used as a framework for the 109<sup>th</sup> Congress, which will begin in January 2005.

The currently proposed funding levels are: Administration - \$256 billion, House - \$275 billion and Senate - \$318 billion. These are broken down as follows: Administration, approximately \$206 billion on highways, \$6 billion on highway safety and \$43.6 billion for transit; the House, approximately \$217 billion for highways, \$6 billion for highway safety and \$51.5 billion for transit; and the Senate, approximately \$255 billion for highways, \$6 billion for highway safety and \$ 56.5 billion for transit.

The issue of donor vs. donee states is a concern. Currently, Connecticut receives more money in transportation from the federal government than most states. For every \$1.00 put into the federal gas tax, Connecticut gets back approximately \$1.22. Donor states want to see the minimum return of funds to each state raised from the current 90.5 cents per dollar to .95 cents per dollar. Such a change would likely cause a reduction in the funds received by states like Connecticut that get back more than they contribute in gas taxes.

A potential increase in the gas tax is also being discussed. The Administration is against increasing the gas tax while the House and Senate favor an increase. They will reconvene at the end of January when the House and Senate will resubmit their bills and work with the Administration to hopefully find a resolution.

Mr. Mangini stated that a group of twelve (12) Northeastern Senators are working to maximize the size of the reauthorization bill while keeping the minimum guarantee as low as possible.

Mr. Mangini could not provide an estimate when the new reauthorization bill will be passed nor does he know what the final amount is going to be, however he is confident that Connecticut will receive an increase in funding.

### **COMMENTS FROM THE PUBLIC**

None.

### **REPORT FROM OPERATING ENTITIES**

Richard Sunderhauf reported that CTTransit has filed a motion of unfair labor practice against the Amalgamated Transit Union locals in Hartford, New Haven and Stamford based on unclear language in the decision from the last court case regarding the right to invoke interest arbitration. Therefore, the contract between CTTransit and the Union has been extended for 30 days until the issue is resolved.

Fred Riese announced a series of hearings regarding the New Haven-Hartford-Springfield Commuter Rail Implementation Plan would take place during the month of November. He also mentioned an article regarding the Housatonic Railroad was published in the Waterbury Republican.

Carmine Trotta announced the following interim coverage assignments that have been made during the administrative review within the Bureau of Public Transportation:

Mr. H. James Boice, Bureau Chief, Bureau of Policy and Planning, will also perform the role of Interim Bureau Chief for the Bureau of Public Transportation. He will provide administrative oversight and direction for the Bureau.

Mr. Charles Barone will be assigned as Acting Transportation Planning Administrator to assist Mr. Boice in maintaining functions in the Bureau of Policy and Planning.

Mr. Peter Richter will be the Acting Public Transit Assistant Administrator and will be assigned to the New Haven Union Station location. He will manage the daily operation, facility maintenance and support services for the rail operation.

Mr. Terence Obey from the Office of Rights of Way will assume the role of overseeing the concessions, operation and revenue function for the rails division. He will be assigned as Acting Supervising Property Agent.

Mr. Trotta reported that an operator for the New Haven-Hartford-Springfield Line has not been identified to date. In the event money is made available to implement the project, a recommendation will be made to the legislature.

Michael Sanders reported that the biennial budget has been submitted to OPM. The budget includes a request for appropriations replacement funds for Jobs Access to offset the anticipated shortfall of federal funds due to formulization. If the federal funding does not decline as much as forecasted, the request for state funding will be lowered. The ConnDOT budget request to OPM also includes a request to continue the Transportation Strategy Board (TSB) Demonstration Projects as well as an increase in ADA paratransit funding. A budget reduction option was not requested, however, a fare increase option that would hold the state appropriation level was requested. The program increase (ADA and transit) is approximately \$8 million in 2006 and \$16 million in 2007. The increase from year to year is due to fuel costs and insurance costs.

### **CHAIRMAN'S REPORT**

Mr. Cheeseman referenced an email which stated special attention should be given to the use of electronic tolls, not toll booths, on Connecticut highways and that the TSB should move this option into the highest priority in its funding plans. It further stated that it would be a promising way to generate significant revenues without inconveniencing highway users. Electronic tolls would provide the funds and time needed to accomplish the much more complex, expensive and time consuming transportation improvements that are needed.

Mr. Cheeseman referenced a comment published in "Transit News" by Timothy Becker; Manchester Board of Directors, stating his concern with the State's continued interest in downtown Manchester for a bus depot. Mr. Trotta clarified that three (3) possible locations were identified for a bus station in Manchester as part of the Hartford East Bus Rapid Transit (BRT) study. None of the locations were acceptable to the residents of Manchester and therefore have been withdrawn. Other locations in the area are being explored.

Mr. Cheeseman is scheduled to provide a presentation to the President Pro Temp of the Senate, the Speaker of the House and the Co-Chairs of the Transportation Committee regarding the status of Dial-A-Ride services.

### **OLD BUSINESS**

Richard Carpenter inquired on the status of the Northeast Rail Operations Study (NEROP). Carmine Trotta reported that a list of potential stakeholders in the individual states has been submitted. A boilerplate is being drafted for each state to inform those stakeholders of the intent as well as provide them with a copy of the scope.

### **NEW BUSINESS**

None.

(Meeting adjourned at 2:35 P.M.)