

AGENDA

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION  
MEETING

Thursday, June 5, 2003 - 1:30 PM

Union Station, Conference Room B

New Haven, Connecticut

1. Approval of the May 1, 2003 meeting minutes
2. No scheduled speaker for this meeting
3. Comments from the public
4. Report from operating entities
5. Chairman's report
6. Old business
7. New business

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

MEETING ATTENDANCE

THURSDAY, May 1, 2003

D.O.T. Headquarters, Conference Room B

Newington, Connecticut

VOTING MEMBERS

Linda Blair  
Dennis Brenner  
Richard Carpenter  
Tom Cheeseman  
Morton Katz  
Yvonne Loteczka  
Richard Schreiner  
Russell St. John

GUESTS

John Hanlon  
Stephen Troster  
Mario Marrero

EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Laila Mandour  
Harry Harris  
David Balzer  
John Valengavich

# CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

## Minutes

May 1, 2003

(Meeting convened at 1:30 p.m.)

### **APPROVAL OF MINUTES** – April 3, 2003

Accepted as written.

### **FEATURED SPEAKERS – KEY POINTS**

John Hanlon, President of the Housatonic Railroad (Housatonic), presented an overview of the railroad. The Housatonic is a freight hauler in western Massachusetts, western Connecticut and eastern New York and covers approximately 160 route miles. The business employs approximately 50 people and hauls between 7,000 and 8,000 cars a year, principally in and out of Connecticut. In addition to the Housatonic's trains, there are also a few thousand cars of additional freight that are transported over their tracks. The business has grown successfully; last year, the Housatonic realized a 34% increase in traffic, with a forecasted increase this year of 20% over last year's growth.

The Housatonic transports mostly pulp, paper and lumber, although they are trying to increase their traffic base. The Housatonic is in the process of expanding its business by branching out into hauling waste. Currently, the Housatonic is handling 400 to 500 tons per day of construction and demolition waste from the Danbury area. The Housatonic is in the process of finalizing a municipal solid waste contract, which will start out at a level of 450 tons a day and can reach a level of approximately 1,200 tons a day. The Railroad is also very actively trying to get truck traffic off the highways and on to the railroads.

Mr. Hanlon explained that in order for a railroad to be successful, it has to reinvent itself. The Housatonic Railroad's expansion is in distribution of products for consumption. Freight railroads must adapt to provide service other than freight hauling to maintain a profitable business.

### **COMMENTS FROM THE PUBLIC**

Mario Marrero, with the Capitol Region Council of Governments (CRCOG), reported that Foxwoods and Mohegan Sun are consistently trying to hire workers. They have a 40% turn over. There is no waiting list for transportation to the casinos. CRCOG sponsored bus service averages approximately 90 people, 80 of whom are employees of Foxwoods.

A second shift bus was placed into service for approximately 25 people. However, with the high turnover, it the ridership dropped to about 5 people. The second shift bus,

therefore, was cancelled and those five people remaining were incorporated into other transportation.

CRCOG is still providing approximately 33,000 rides a month and people are still being serviced.

### **REPORT FROM OPERATING ENTITIES**

Harry Harris, Bureau Chief of ConnDOT's the Bureau of Public Transportation, reported that there are public hearings being held on possible Metro North fare increases. The increases call for 15% increase for the New Haven Line. An increase in the cost of a ticket bought on the train will take affect in an effort to have the ridership by tickets from ticket vending machines or ticket counters to reduce the incidence of conductors having to handle cash.

### **CHAIRMAN'S REPORT**

Mr. Cheeseman reported that on April 17, 2003 the Connecticut Association of Community Transportation held a meeting in Hartford, the main topic of which was the status of the reauthorization of TEA-21. Mr. Cheeseman was asked to seek a resolution from the CPTC to send a letter to Connecticut's congressional delegation asking for support for TEA-21 and for support to maintain the current formula for allocating funding among the states. The State of Connecticut will stand to lose 50 million dollars if the formula is changed.

Mr. Katz made a motion for Mr. Cheeseman to write such a letter on behalf of the CPTC and Mr. Carpenter seconded the motion.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

None

(Meeting closed at 3:23 P.M.)