

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.

Eric Bosch - Rail Commuter

Mr. Bosch has been a commuter on the Danbury and New Canaan Branches and the New Haven mainline for the last 28 years. He owns Airwick Professional Products, a janitorial supply company.

His interest is in the needs of the rail commuter with an eye toward increasing the service. He resides in Wilton with his wife and two daughters.

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.

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.

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 a member 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.

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 vice chairperson 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.

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 Acting 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.

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 2002

Severe State revenue shortfalls during 2002 have strained the Department of Transportation budget and its ability to fund transit services. This situation appears poised to become more acute before the revenue shortfall turns around. In a fiscal environment such as this, the maintenance of existing services, equipment and infrastructure becomes the chief focus of the ConnDOT, the transit districts and other providers of transit services. Indeed, simple maintenance of the status quo takes on the appearance of a rather ambitious goal. Such is the situation Connecticut faces at the close of 2002.

In addition to the current budget situation, the other significant development influencing the transportation scene is the final report of the Transportation Strategy Board (TSB), released on December 15, 2002. This final report addresses a range of issues including a possible new governance structure for making major transportation decisions, new funding mechanisms to support facilities and services, and taking a multi-disciplined approach to transportation decision-making, including incorporating the economic development, land use and environmental impacts of such decisions as basic drivers in making major transportation investment decisions.

In spite of the current very difficult financial situation and the outlook for continued financial constraint, successes have been achieved during the past year. Just a small sample of these highlights would include the opening of the new State Street Station in New Haven on June 6, 2002, which is already serving over 350 rail commuters daily, and the implementation of Route 7 bus service between Norwalk and Danbury, which carried over 3,600 riders in October. We note that the State Street Station opening implements a recommendation of this Commission's 1995 Annual Report. The addition of Shore Line East through train service to Bridgeport and Stamford during 2002, along with the opening of the State Street Station has led to an increase in Shore Line East ridership to 1,600 riders per day, an all time high. Lastly, transportation enhancements funded under the Job Access and Reverse Commute program, with additional assistance from a Section 16 Transportation Strategy Board grant, continue to serve an increasing number of riders accessing employment opportunities across Connecticut. Though none of these success stories, nor any other single service improvement, represents a silver bullet to meet Connecticut's transit needs, they are each examples of the piece-by-piece enhancements added onto the state's transportation fabric that add to the reach, connectivity, usefulness, and ultimately the success of our transportation structure.

The Commission is pleased to note these successes, and to have had a role in

advocating many of these services and facilities over the years. It is the evidence given by such successes that leads us to look beyond the present difficulties in order to see some of the solutions to the transportation needs that Connecticut's citizens, employers, elected officials, planners and providers continue to experience. For the present moment, the maintenance of existing services is admittedly the goal that needs to be stressed, but we believe that the recommendations contained in this report will assist all the stakeholders in Connecticut's transportation landscape in achieving a more complete system to meet the needs of our citizens and economy.

Tom Cheeseman was elected Chairman of the Commission in January and began serving in this new role in March. Morton Katz continued to serve as Vice Chairman. Frederick Riese, who had served as Interim Chairman for the previous four years, took on the newly-created office of Administrative Vice Chairman. Four new members were appointed to the Commission during 2002: Richard Schreiner, Arroll Borden, Dorothy Adamson and William Kelaher. Other responsibilities led to the departure of Douglas Holcomb and Eric Bosch from the Commission during 2002. Their contributions will certainly be missed, and their service is much appreciated.

Public Hearings

The Commission conducted seven public hearings during 2002 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 Wallingford, Newington and Norwich. In the fall, hearings were held in Windsor Locks, Bristol, Fairfield and Waterbury. These hearings, a requirement of C.G.S. Section 13b-11a(b), provide information which is then used both in the formulation of the Annual Report, and also to resolve conflicts, issues and questions raised at the hearings, either by providing the information at the hearing or by facilitating the contacts necessary to achieve a resolution.

The major issues raised at the Commission's public hearings were: protection of existing bus services, maintenance of existing ADA and other paratransit services, expressions of support for the proposed New Britain Busway and Springfield Line commuter rail service, later hours for bus services on specific runs in Bristol and Waterbury, more parking for New Haven Line rail commuters, a more stable and predictable funding mechanism for bus and paratransit services, and continued use of the Waterbury Green as the fixed route hub and transfer point rather than moving the pulse point to the train station.

The implementation of commuter rail service on the Springfield Line was strongly supported at several of the public hearings. The New Britain Busway proposal also received

strong, though not unanimous, support. Maintenance of existing fixed route bus services and of current ADA and non-ADA paratransit services was a theme that ran through all the hearings. The value of these transit services to the elderly, to disabled workers accessing their employment sites, and to riders dependent on transit for medical trips were specifically mentioned at various hearings.

The need for more parking at New Haven Line rail stations was strongly voiced at the Fairfield hearing. The value of shuttle services connecting rail stations to employment sites was also mentioned in Fairfield. The need for extending bus service to later afternoon and early evening hours was detailed in both Bristol, where the Route 1 service ends at 2:30 PM, and Waterbury. More interregional bus service was called for by multiple speakers at the Waterbury hearing. The importance of Job Access transportation services and the value of local funding support for transit services were among the other topics raised by speakers.

Summaries of the public hearing testimony are contained on pages 30-44 of this report.

Monthly Meetings

Twelve monthly meetings were held on the first Thursday of each month. Five meetings were held at Union Station in New Haven, five at ConnDOT headquarters in Newington, and two at the Legislative Office Building in Hartford. Three of these were televised by the Connecticut Television Network (CTN), increasing the visibility of the Commission in particular, and of public transportation issues in general.

A broad range of speakers appeared before the Commission at its monthly meetings. At the January meeting, ConnDOT's Mark Neri updated the Commission on improvements to New Haven Line and Shore Line East railroad stations, and Tim Sorenson of Wilbur Smith Associates outlined the study effort then getting underway for the proposed Manchester Busway Rapid Transit Project. Richard Doyle, the Regional Administrator of Region I of the Federal Transit Administration, explained that agency's program for selecting and funding new transportation initiatives and summarized FTA's current levels of support for various projects in Connecticut. Frank Rogers, Director of Marketing for the Providence and Worcester Railroad, discussed recent trends and results in his company's freight operations in southern New England at the March meeting. The April meeting focused on the improvements to Interstate 95 in the New Haven area with ConnDOT Project Manager Chris Galucci and Deputy Project Manager Tony Morretti of Parsons Brinckerhoff presenting the various phases of the New Haven Harbor Crossing Project. Brooke Hoberman of Rideworks outlined the transit components of that project.

Richard Maine, President of All Aboard!, spoke at the May meeting about the importance of public transportation in the overall quality of life of any community. Metro-North's efforts to keep its commuter rail cars clean was the focus of George Walker's presentation in June. Mr. Walker is Metro-North's Vice President of Operations. Michael Meotti, President of the Connecticut Policy and Economic Council and a member of the Transportation Strategy Board, provided his perspective on the current transportation picture in Connecticut and the work of the TSB at the July meeting. David Carol, Amtrak's Vice President for High Speed Rail, spoke at the August meeting about the need to replace Amtrak's Niantic River moveable bridge on the Northeast Corridor and about other Amtrak issues. Harry Harris, Bureau Chief for Public Transportation at ConnDOT, provided an update on New Haven Line issues including new stations, repair needs at the moveable bridges and future equipment needs.

In September, Acting ConnDOT Commissioner James Byrnes spoke about current funding uncertainties for the department, especially at the Federal level. Also at that meeting, James RePass, President of the National Corridors Initiative, discussed the funding and market share picture for intercity rail. Harry Harris also discussed Shore Line East's ridership gains and the Metro-North New Haven Line equipment configuration study at that meeting. Lisa Rivers, Transportation Planner with the Bureau of Public Transportation, discussed Jobs Access enhancements for disabled riders in southwestern Connecticut in October. The November speakers were Mario Marrero and Sandra Fry of the Capitol Region Council of Governments briefing the Commission on current Jobs Access services in the Capitol Region and on the Manchester and Griffin Line Busway studies, respectively. The normally scheduled December meeting was cancelled due to snow. The scheduled speaker, James Boice, ConnDOT Bureau Chief for Policy and Planning, was unable to make the revised meeting date, and will instead address the Commission at its January 2003 meeting.

Recommendation Letter to Congressional Delegation on Amtrak's Niantic River Bridge

In September, the Commission wrote to the members of the Connecticut Congressional delegation to request their support for funding for Amtrak to replace its railroad bridge on the Niantic River, a drawbridge constructed in 1907 and now experiencing frequent mechanical problems which render it the least reliable of Amtrak's five moveable bridges in Connecticut. The Commission passed a resolution at its September 5 meeting authorizing Chairman Cheeseman to send a letter to the delegation members.

The frequent problems experienced at the Niantic River bridge not only impact

Amtrak's reliability, and by extension, its success in attracting ridership, but also Connecticut's commercial and recreational boating communities, both of which have a substantial presence on the Niantic River. These boating interests depend on reliable and predictable openings at the bridge. Additionally, Connecticut's Shore Line East commuter service, which operates a limited schedule of trains to New London, and the Providence and Worcester's freight operations are affected by the reliability of this bridge. For these reasons, the Commission undertook to advise the Congressional delegation members of its view of the importance of replacing this structure.

East of Hudson Rail Operations 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. Also, at several meetings, the South Western Regional Planning Agency was represented.

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. This year, the public agencies reached an agreement on a package of rail freight improvements to be funded in part with \$25 million in public funds. 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.

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.

ADA Task Force

The Commission’s ADA Task Force had a relatively quiet year. In October, Commission member Linda Blair performed an accessibility review on the new State Street Station in New Haven with ConnDOT staff member Robert Sereno. Aside from a few minor signage issues, the station was found to be in substantial compliance with the requirements of the Americans with Disabilities Act.

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.

A number of Commission members attended the National Governor’s Association conference on transportation, co-sponsored by the American Passenger Transit Association

(APTA) and the Northeast Passenger Transit Association (NEPTA) held in Rocky Hill on April 26, 2002. Several members also participated in dedication ceremonies held on June 6 for the new State Street Station in New Haven, and the dedication of Connecticut Transit's 20 new low floor buses, held August 19 in Hartford.

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.

Chairman Tom Cheeseman attended the Community Transportation Association of America's Transportation Expo '02 in Austin, Texas, May 23-27, where he was recognized as the Community Transportation Manager of the Year. He also attended the American Passenger Transit Association Convention in Las Vegas, September 20-26.

Richard Carpenter continued his participation on the East of the Hudson Rail Operations Task Force. As discussed earlier, the Task Force is chaired by New York Congressman Jerrold A. Nadler and is involved in securing better rail freight access across the Hudson River into New York City, and, by extension, 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.

Frederick Riese is a member of ConnDOT-sponsored project advisory committees for the Manchester Busway project, the Southeast Corridor Study on Interstate 95 and the Springfield Line commuter rail study. He also served as the recording secretary for the Transportation Strategy Board's Evaluation Working Group. He and Russ St. John participated in a Conn-DOT sponsored survey train from New Haven to Springfield on December 4 in connection with the Springfield Line commuter rail study.

1. THE COMMISSION RECOMMENDS THAT THE STATE OF CONNECTICUT, ACTING THROUGH CONNDOT AND THE TRANSPORTATION STRATEGY BOARD, SHOULD MAKE IT A PRIORITY TO DIVERT TRUCK TRAFFIC TO RAIL.

A recent study, commissioned by AASHTO, entitled “Freight Rail Bottom Line Report” concludes that freight volumes are about to explode in the nation, and particularly around urban areas like New York. Domestic freight tonnage will increase by 57% by 2020, and import-export tonnage will increase by 100%. Trucks now carry 78% of the freight tonnage nationally, with 16% moving by rail. By 2020, the highway system must carry an additional 6,600 million tons of freight, an increase of 62%, and the rail system an additional 888 million tons, an increase of 44%, assuming no change in the modal choice patterns.

The Commission concludes that this predicted growth in truck traffic would have proportionally even more serious impacts in Connecticut, given our almost total dependence on trucks.

Given this outlook, the Commission believes that neither ConnDOT nor the TSB have been providing leadership on this issue. For the Department’s part, this is evidenced by:

- (1) The absence of any Departmental position concerning the New York Cross Harbor Rail Freight Tunnel.
- (2) The failure to devise a plan and program to divert truck traffic to rail, especially along the critical Interstate 95 Corridor.
- (3) The failure of the Department to act to correct or improve clearance and weight restrictions on the New Haven Line, which it owns, and for which it is responsible to improve, not just for passenger service, but for freight as well. This dual use responsibility is of particular importance, given the appalling truck congestion which currently exists along the I-95 Corridor.

Neither has the Transportation Strategy Board filled the void in this area. The Commission has reviewed the document entitled “TSB Rail Discussion Draft, The Movement of Goods” dated 11/15/02, and finds it to be incomplete, to contain factual errors, and to constitute a wholly insufficient basis upon which to make any public policy for Connecticut. Regrettably, when the TSB met on 11/19/02, it used this document to conclude that it would not support any rail freight alternative to trucks for Connecticut. This document, the authorship of which is not identified, contains a bibliography which does not include any reference to any of the studies produced in connection with the New York Cross Harbor Rail Tunnel Study, the Mid-Atlantic Operations Report, the New York Metropolitan Transportation Council, the Congressional Intervention Petition, nor any Annual Reports of this Commission.

This 11/15/02 TSB Rail Discussion Draft states, among its POTENTIAL STRATEGIC CONSIDERATIONS, (which are listed below with Commission commentary on these findings):

“The Northeast Corridor in Connecticut lacks infrastructure capacity to accommodate freight movements of a level that will significantly reduce truck traffic in the state due to:

(1) Significant existing passenger train volumes,

(2) Limited track time-slot availability”

(Commission comments: (a) No formal study or factual basis is cited for this statement. (b) A Metro-North official, at the July 30, 2002 Rail Forum in Stamford, stated that, “other than during rush hours, there is capacity for one scheduled intermodal freight train per hour, in each direction, on the New Haven Line. (c) From late night (11 PM) to early morning (5 AM), the four main tracks of the New Haven Line are essentially empty. (d) Recently, “Trains” magazine published a diagrammatic map of passenger and freight service on the New Haven Line for 1954. This map shows a similar total number of passenger trains as today, plus 12 through freight trains, despite the significantly lower level of signal capacity at that time, before the advent of centralized traffic control (CTC).

(3) “Overhead clearance restrictions”

(Commission comments: (a) These overhead clearance restrictions are, to a significant extent, self-created by ConnDOT and the General Assembly, through statutory exemptions to the state overhead clearance standards, which have continued despite the growth of heavy truck traffic on I-95. (b) In addition, ConnDOT is presently installing the new constant-tension catenary wires at a uniform low level of the lowest overhead bridge, rather than following the practice on the New Haven Railroad (since 1908) of keeping the wire at 18 feet above the rail and then lowering it under the low bridges, in anticipation of possible future clearance improvement projects. (c) Even with the existing low clearances, the following commonly used railroad equipment, which constitute the vast majority of the freight cars in use, can operate under the New Haven Line catenary: RoadRailers, single containers on flatcars or well cars, 13’ 6” highway trailers in well cars, conventional freight cars and refrigerator cars (non-overdimension cars), while cars that cannot operate under the catenary are 13’ 6” highway trailers on flat cars, double stack containers in well cars, and high cube or overdimension cars. Note that the only other route into New York City that could be a potential route from Connecticut is the Hudson Line, which due to the presence of its third rail, will not allow well cars.

(4)“Gross weight on rail limitations associated with the newer, higher capacity rail freight equipment.”

(Commission comments: (a) These restrictions do not prevent Providence and Worcester stone trains from operating on the New Haven Line, and did not prevent New Haven and Penn Central intermodal service, using lower highway trailers and special low flatcars, from using the New Haven Line. (b) Again, if this is a problem, ConnDOT should be working to fix it, especially in view of growing Interstate 95 truck traffic and the Cross Harbor Tunnel Study. (c) The New Haven Line has the highest permitted gross weight limit, at 315,000 pounds, according to the Metro-North Railroad employees timetable, of any rail route providing access into New York City.

(5)“Additionally, as passenger train speeds are increased, the incompatibility between passenger and freight operations is increased.”

(Commission comment: While this may be true, it does not render freight operations impossible, especially with high-speed intermodal rail freight which can and does operate at 70-75 mph in other parts of the United States. Good public policy should insist that track space be reserved for high-speed, truck competitive rail intermodal freight, given the congestion on I-95 and our extremely poor air quality.)

(6)“There is no truck competitive New York cross harbor freight service that links Connecticut with points south.”

(Commission comments: (a) There IS a car float (feeder barge) service between Brooklyn, NY and Bayonne, NJ, over which traffic is increasing and which is but a fraction of the distance of the proposed feeder barge service from Port Elizabeth to Bridgeport, New Haven or New London. And unlike Bridgeport or New Haven, it has direct rail access. (b) There IS a New York Cross Harbor Tunnel Study presently nearing completion, which has concluded that Interstate 95 truck traffic in Connecticut would be reduced were the tunnel to be built. This tunnel, a bold investment in balanced freight transportation, would help not just Connecticut, but the entire Northeast Corridor. This is a splendid example of good long-term planning, and has the greatest potential of providing the truck-competitive rail freight service we all need and desire!

2. THE COMMISSION RECOMMENDS THAT THE GENERAL ASSEMBLY FULLY FUND ADA COMPLEMENTARY PARATRANSIT SERVICE AND NON-ADA PARATRANSIT (DIAL-A-RIDE) SERVICE. THERE IS A FEDERAL REQUIREMENT TO PROVIDE ADA COMPLEMENTARY PARATRANSIT SERVICE WHEREVER FIXED ROUTE BUS SERVICES OPERATE. CURRENT FUNDING LEVELS ARE NOT KEEPING PACE WITH INCREASED COSTS. THE COMMISSION RECOMMENDS THAT AN APPROPRIATE MECHANISM TO ACHIEVE SUCH SUPPORT WOULD BE AN INCREASE OF \$.005 PER GALLON IN THE STATE GAS TAX, FOR A MINIMUM OF AT LEAST TWO YEARS. THE MONIES SO DERIVED WOULD BE USED TO FUND ADA AND DIAL-A-RIDE SERVICE UNTIL A PERMANENT FUNDING SOLUTION IS FOUND.

Operators of all paratransit services are unable to handle existing demands and are currently having to deny some trips, a condition which violates Federal law in the case of the ADA paratransit. No marketing of ADA services is currently performed for fear of generating demand that cannot be accommodated. However, this also violates the community outreach requirement of the ADA to advise the public of the availability of the services. ConnDOT has given modest increases in operating funding but these have not kept pace with costs. For non-ADA paratransit, funding constraints have severely limited the ability of operators to supply services needed for the elderly community to access medical, shopping, social and other needs. An \$.005 increase in the gas tax dedicated to support ADA and non-ADA paratransit would generate approximately \$7,000,000, which would be sufficient to meet paratransit operating costs until another funding source is identified.

3. THE COMMISSION RECOMMENDS THAT THE GENERAL ASSEMBLY FULLY FUND EXISTING FIXED ROUTE BUS SERVICES.

At a time when the Transportation Strategy Board is considering service expansion for the economic good of the state, basic bus services are in jeopardy. While there have been modest increases in State operating funds for urban fixed route services in the past several years, this has followed an extended period of more than five years where no increases were provided. Surveys conducted by transit providers have consistently shown that the average transit rider is using the service primarily for transportation to employment. These services provide a means of independent living for the vast majority of bus riders, who do not have their own transportation. Further, to the extent that some transit riders have access to private transportation and would otherwise use it to access jobs, transit serves to reduce congestion, improve air quality and reduce accidents.

Virtually all systems statewide are considering, or are already in the process of implementing, some combination of service cuts and fare increases to deal with projected funding shortfalls. If there was a single dominant theme the Commission heard this year at its meetings and public hearings, it was concern over the need to make cuts to already barebones levels of transit services available in many communities and how such cuts will affect the individuals dependent on fixed route services. For many existing transit riders, other options simply do not exist. This is true not only for employment based trips, but for other classes of trips as well, including education, training, and medical.

4. THE COMMISSION COMMENDS CONNDOT FOR ITS INITIATION OF THE NEW HAVEN-HARTFORD-SPRINGFIELD COMMUTER RAIL SERVICE STUDY, AND THE TRANSPORTATION STRATEGY BOARD FOR AUTHORIZING THE \$2,000,000 IN FUNDING FOR THE STUDY. THE COMMISSION HAS LONG BELIEVED THAT COMMUTER RAIL SERVICE IN THIS CORRIDOR IS A CRITICAL PIECE OF THE STATE'S TRANSPORTATION FRAMEWORK, AND HAS MADE RECOMMENDATIONS FOR SUCH SERVICE IN ITS THREE PREVIOUS ANNUAL REPORTS.

During 2001, the Transportation Strategy Board authorized \$2,000,000 to undertake a study of all aspects of the implementation of commuter rail service between New Haven, Hartford and Springfield. Study elements include analysis of the right-of-way, passing sidings, equipment options, service schedules, parking, platforms, stations, signal work and a schedule for implementation. This study effort commenced in October of this year, with study completion expected in early 2004.

The fact that a new rail service in this corridor would be costly to implement in terms of initial capital expenses, and operating resources, is not lost on this commission. However, the service would serve multiple needs and does complement other pieces of the state's transportation system. The proposed Springfield Line service would tie in to Amtrak's new high speed Acela Northeast Corridor service at New Haven, providing more frequent connections with upstate areas than Amtrak's present service. Additionally, the service would connect to Metro-North New Haven Line and to Shore Line East services, expanding the range of destinations that could be reached by rail from these lines. This in turn would result in increased ridership as people along the route of the existing Metro-North and Shore Line East services make connections to reach points north of New Haven, and vice versa from points along the Springfield Line to shore locations. The service would also connect to the proposed New Britain Busway and other potential transit corridors currently being studied to Manchester, Bloomfield and Rocky Hill.

The new State Street Station in New Haven will increase access from that city to points north by providing a convenient downtown access point. Improved access to Bradley Field from the Springfield Line at Windsor Locks is becoming more desirable and necessary. Access could be by shuttle van or bus, or in the future, perhaps via a rail connection. Also, with welfare-to-work initiatives leading to employment opportunities for many residents who do not own cars, Springfield Line commuter service which would serve intermediate cities such as Meriden, Wallingford, North Haven, Windsor Locks and Enfield, in addition to Hartford, New Haven and Springfield, would open up a wealth of employment opportunities for the transit dependent residents of these cities. The development of the proposed

Adriaen's Landing project in downtown Hartford will further increase demand for convenient rail access into the Capital City.

Currently this route provides limited options during commuter hours, resulting in poor commuter service. From New Haven, there is only one train leaving anytime near commuting hours, and that train departs New Haven at 9:05 AM for arrival in Hartford at 9:47 AM; consequently there is effectively no morning commuter train in the northbound direction. In the evening, it is somewhat better with a 5:25 PM train from New Haven arriving in Hartford at 6:11 PM. In the reverse direction, from Hartford to New Haven, Amtrak currently operates a 6:38 AM departure from Hartford, with arrival in New Haven at 7:28 AM. In the evening, departures from Hartford occur at 4:49 PM and 7:14 PM, with arrivals in New Haven at 5:35 and 8:00 PM, respectively. In other words, the schedules are not set for commuting by rail, and the options to do so are very limited. In addition, all fares are structured to encourage use of the services through to Northeast Corridor points between New York and Washington, rather than use by commuters.

The 1991 Statewide Transit System Plan estimated a daily ridership of 4,300 between Hartford and New Haven in the year 2010, without commuter service to Springfield. The 1994 ConnDOT study A Feasibility Evaluation of Commuter Rail Service Along the New Haven-Hartford Corridor "projected ridership of 2,000 trips daily, again with the service not extending past Hartford." The efficiency of serving these trips is increased by the fact that the trip demand in this corridor is bi-directional, i.e., not predominantly just northbound or southbound. Therefore, unlike Shore Line East for example, there is no 'deadhead' direction. Each movement will be a revenue trip.

It is also very possible that Springfield Line commuter service could be provided through a joint Amtrak/ConnDOT venture. With a joint service, passengers utilizing the line for commutation to work could simply use multiple ride tickets, either weekly or monthly. The single fare ticket would continue to be used by single trip passengers. If a jointly operated service were established, increased frequency, primarily during the commuting hours, would need to be added. These added trains would not only serve commuters but would also be an advantage to Amtrak since they would provide additional connections to Amtrak trains on the Northeast Corridor.

While, to date, all planning for the commuter rail service has incorporated the operating needs of freight carriers using the Springfield Line, the Commission stresses that freight operations need to continue being considered and accommodated in the study and in eventual implementation, lest their service and operating efficiencies be compromised, and additional freight movements be forced from the rails onto Interstate 91 and other highways.

5. THE COMMISSION RECOMMENDS THAT ALL TOWNS WITHIN A LARGE URBANIZED AREA, DEFINED BY THE FEDERAL TRANSIT ADMINISTRATION AS HAVING A POPULATION OF 200,000 OR MORE, AND WHICH CURRENTLY ENJOY THE BENEFITS OF FIXED ROUTE BUS SERVICE, PAY AT LEAST 20% OF THE OPERATING DEFICIT FOR SUCH SERVICE IN THAT TOWN. TOWNS CURRENTLY PAYING 20% OR MORE OF SUCH DEFICITS WILL BE REQUIRED TO MAINTAIN CURRENT LEVELS OF SUPPORT.

The Department would be required to develop a formula for apportioning such payments among the towns in any service region based upon the number of miles, hours of service, or a combination of both, operated in each town. Each town would be given a 5-year time frame to comply with its financial support obligation, increasing at a rate of 4% per year, commencing in FY '04 until the full 20% support level is reached. Rural towns would be exempt, as they are funded differently, on a 50% federal, 33% state, and 17% local share of the deficit, and therefore, already contribute to the support of their systems.

6. THE COMMISSION RECOMMENDS THAT THE DEPARTEMENT, AS A PART OF ITS TAXICAB LICENSING PROCEDURE, REQUIRE ALL COMPANIES, CURRENT AND FUTURE, OPERATING THREE OF MORE VEHICLES IN TAXICAB SERVICE, TO OPERATE AT LEAST ONE DUAL USE VEHICLE CAPABLE OF SERVING AMBULATORY CUSTOMERS AS WELL AS CUSTOMERS WITH DISABILITIES, INCLUDING THOSE WHO USE WHEELCHAIRS.

For larger companies operating fleets of 5 or more vehicles in taxcab service, a ratio of 1-in-5 vehicles in their fleet must be dual use equipped so as to be able to serve customers with disabilities. The Commission recommends that existing companies be given a 3-year time frame to comply with this requirement, while any new companies licensed would need to comply from the initiation of business. There must also be no distinction between the fares assessed to ambulatory and disabled customers.

The intent of this recommendation is to ensure that adequate and accessible taxicab transportation is available to meet the current and growing needs of the disabled community.

7. AS IT HAS FOR THE LAST SEVERAL YEARS, THE COMMISSION STRESSES THE ABSOLUTELY CRITICAL ROLE OF TRANSPORTATION IN SECURING AND MAINTAINING EMPLOYMENT, PARTICULARLY FOR THOSE ENTERING THE WORK FORCE FOR THE FIRST TIME. JOB ACCESS, OR WELFARE-TO-WORK, TRANSPORTATION ENHANCEMENTS HAVE NOT ONLY BEEN PIVOTAL BUT ALSO HIGHLY SUCCESSFUL IN FILLING THIS LINK TO JOB OPPORTUNITIES. AT THE PRESENT TIME, FINANCING TO SUPPORT THE CONTINUED OPERATION OF CONNECTICUT'S NETWORK OF JOB ACCESS TRANSPORTATION SERVICES APPEARS TO BE IN REASONABLY SECURE SHAPE TO SUSTAIN OPERATIONS THROUGH CALENDAR 2003. HOWEVER, THERE CONTINUES TO BE A NEED FOR A MORE PREDICTABLE, INSTITUTIONALIZED FUNDING STREAM TO SUPPORT THESE SERVICES SO THAT THEY CAN BE PLANNED AND DELIVERED IN A MORE EFFICIENT AND CONSISTENT MANNER AND SO THAT SERVICE USERS CAN MORE CONFIDENTLY MAKE LONG-TERM EMPLOYMENT AND LIFESTYLE DECISIONS.

Since its inception in 1997, the Job Access and Reverse Commute program has been the key to allowing both former welfare clients and low income workers to access and maintain life-transforming job opportunities which would otherwise be unavailable to them. A mix of funding sources, none of which have any permanent or institutional status, have been used to support these services. Included in these funding sources are the Connecticut Department of Social Services, the Transportation Strategy Board, the U.S. Federal Transit Administration, and, in previous years and to lesser degrees, the Department of Children and Families (DCF) and the U.S. Department of Labor.

As 2002 draws to a close, a favorable confluence of circumstances has placed Job Access transportation funding on a fairly secure footing for 2003. The probable securing of an earmark of Federal Transit Administration Job Access funds of approximately \$3,000,000, combined with \$1,000,000 in State funds from the Eastern Connecticut Transportation Access Program (ECTAP), \$888,000 from the Department of Social Services (DSS), and a TANF High Performance Bonus Award of \$2,000,000 from the U.S. Dept. of Health and Human Services to DSS will allow for the regional Job Access services across Connecticut to continue in 2003. The TANF High Performance Bonus Award will allow some expansion of services to be undertaken. For example, in the Hartford area, bus service from West Farms Mall to New Britain is being extended to 10:30 PM to allow workers to complete a full shift and still have bus access, and bus service is being added from Hartford to the Fleet Bank Lebris Division operation in Windsor, which will allow workers to access that facility, which processes tax returns for the Internal Revenue Service. This facility will be hiring for 600 part-time and entry level positions. Lastly, it should be acknowledged that the Transportation

Strategy Board provided funding for Job Access services with a Section 16 grant, that helped to fund services through November 2002 when new FTA funds became available.

The Commission has long been an enthusiastic advocate for Job Access transportation as a result of the input it has received from both users and providers across Connecticut. Jobs Access transportation enhancements have been a shining success story in this state. This is, in large part, due to the collaboratives which have quarterbacked the delivery of these services by successfully bringing together all of the governmental, transportation, employer and social service interests, and have fashioned a well-managed and efficient network of job-focused transit enhancements and services. By concentrating on leveraging existing services and resources, and extending their geographic reach and hours of operation to provide better access to employment sites, the maximum level of services has been provided for the dollars available.

The Commission continues to hear abundant testimony to the value of Job Access transportation services statewide at its public hearings around the state and at its monthly meetings. Though the value of the program is truly statewide, statistics for two specific regions are cited here. In the Capitol Region, ridership has stabilized at approximately the same levels as seen a year ago. In August 2002, 3,304 riders were transported daily to employment sites, with ridership levels dropping slightly to 2,943, 2,701 and 2,842 riders daily in September through November 2002, respectively, which is a typical seasonal trend seen in past years. One particularly notable success continues to be the L-Route bus service, operated by Connecticut Transit, which runs from Bloomfield, through Hartford's North End, to Buckland Hills Mall. This service is transporting 450-500 riders per day. In the Hartford Region, the Capitol Region Council of Governments oversees the network of services and routes, with Connecticut Transit, the Greater Hartford Transit District, the Rideshare Company, New Britain Transportation and Coach USA operating the various services.

In southwestern Connecticut, Jobs Access transportation enhancements funded by DSS and FTA grants transported 779,983 passengers in the first 10 months of 2002. A full year ridership total from November 2001 through October 2002, to use the most recent 12 months available, would show 932,806 riders carried in the southwestern Connecticut region. These totals include all DSS and FTA funded services in the region, but do not include ridership on additional transit enhancements funded by the Transportation Strategy Board, which are tracked separately. Connecticut Transit, the Greater Bridgeport Transit Authority, the Norwalk Transit District and the Valley Transit District are all involved in the operation of Job Access services in this region.

Among the success stories in the southwestern region is the Coastal Link, a seamless bus service between Milford and Norwalk along the Boston Post Road and operated cooperatively by the Milford and Norwalk Transit Districts and the Greater Bridgeport Transit Authority. Begun in October 1999, this service has provided 453,716 rides in the first 10 months of 2002. The average of 45,372 rides per month so far in calendar year 2002 compares to an average of 53,334 rides per month in calendar year 2001. Part of this decline may actually represent some good news. TSB funding has been used to provide more frequent service on the Coastal Link route. As mentioned above, ridership on the TSB-funded services is tracked separately from that on services funded by other sources. It would be helpful if all ridership data, regardless of funding source, could be tracked and reported on a combined basis to allow for more meaningful comparisons of ridership levels and trends.

The average total cost per trip for FTA-funded Job Access trips in lower Fairfield County is \$2.02, of which the FTA funding covers \$1.27 per trip on the average, with the remaining portion coming from the farebox. The DSS-funded services show a similar average cost of \$2.07 per trip, with \$.88 of this covered by DSS, while farebox receipts and a portion of the ConnDOT-supplied Connecticut Transit deficit subsidy cover the remainder.

The Commission continues to highlight Job Access issues each year because these services are supporting a whole new way of life statewide for thousands of our residents and their families. Additionally, employers are obtaining the services of critically needed workers. Connecticut would suffer a great setback if these gains were lost for lack of the transportation services on which the workers depend. Further, we urge the General Assembly to take continued note of the direct linkage between Department of Social Services funding savings as people are able to transition to employment, and the adequate funding of the transportation services necessary to support the employment of low income and transit dependent workers.

8. THE COMMISSION 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.

This Commission is supportive of the concept of intermodal centers as a means of efficiently effecting intermodal connections, which can increase the utility of all of the transportation modes serving those centers. But the amenability of each involved system to benefit from its participation in an intermodal facility must be considered.

The Waterbury 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 approximately 1,400 making transfers at The Green. The functionality of the fixed route system should not be compromised for the sake of enhancing connections for the much smaller amount of Metro-North Waterbury Branch rail riders, only a fraction of which would then use the fixed route bus system to continue their trips. Although it would be desirable to have this connectivity, it is not beneficial to the overall utility of the Waterbury transit framework if the fixed route system is compromised to achieve the intermodal route linkages. Therefore, 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 railroad station unless operational issues surrounding the relocation of the pulse point from The Green to the new facility can be demonstrated to allow for undiminished performance of the Waterbury fixed route system.

9. THE COMMISSION RECOMMENDS THAT THE CONNDOT BIENNIAL TRANSIT REPORT SHOULD INCLUDE FUNDING, EXPENDITURE AND PERFORMANCE DATA FOR THE STATE'S RIDESHARING ORGANIZATIONS.

The most recent issue of the "Operating Statistics for the Biennium", covering State fiscal years 2000 and 2001, provides funding, expenditure and performance data concerning Connecticut's transit organizations and districts. However, there are no similar data provided for the state's ridesharing organizations: Rideshare, Rideworks and MetroPool. Since one of the purposes of this report is to inform the public as to how funding for transit is being used, the same level of information should be provided for the ridesharing organizations as it done for the transit organizations and districts.

10. THE COMMISSION COMMENDS THE DEPARTMENT FOR ITS EFFORTS TO USE PUBLIC/PRIVATE PARTNERSHIPS TO HELP MEET PARKING NEEDS AT TWO NEW HAVEN LINE RAIL STATIONS. THOUGH THESE EFFORTS HAVE NOT GOTTEN OFF TO SMOOTH STARTS DUE TO THE NUMBER OF DIFFICULT ISSUES THAT HAVE NEEDED TO BE NEGOTIATED, CONNDOT IS ENCOURAGED TO CONTINUE PURSUING SUCH DEVELOPMENT PARTNERSHIPS AT THESE AND OTHER APPROPRIATE LOCATIONS.

At the present time, there is a higher level of demand for transportation infrastructure projects than there are public resources available to meet all the needs for transportation investments. As one example, acute parking shortages exist at many locations along the New Haven Line, but ConnDOT recognizes that it is beyond its current funding capabilities to address all of these deficiencies. Therefore, it has looked to public/private partnerships to fund needed parking capacity at Union Station in New Haven and at a new station site in Fairfield. The difficulties in concluding agreements between the State, the municipalities and the private developers in both these instances have complicated the initiation of these projects, but the Commission believes that the final results will be worth the extra efforts.

ConnDOT's efforts to pursue creative solutions are acknowledged and commended. The Commission believes there may be other appropriate transportation needs where a potential revenue stream or development opportunity can be identified sufficient to entice private investment into participating in meeting our transportation needs.

11. THE COMMISSION COMMENDS THE DEPARTMENT FOR FUNDING THE FEASIBILITY STUDY FOR A NEW BUS STORAGE AND MAINTENANCE FACILITY FOR THE NORTHWESTERN CONNECTICUT TRANSIT DISTRICT. THE COMMISSION HAD HIGHLIGHTED THE NEED FOR SUCH A FACILITY IN ITS 2001 ANNUAL REPORT, AND CALLED FOR THE FUNDING OF A FEASIBILITY STUDY. THE COMMISSION IS PLEASED THAT CONNDOT HAS AGREED, AND PROVIDED \$30,000 FOR A FEASIBILITY STUDY, COMMENCING THIS MONTH (DECEMBER 2002) AND DUE FOR RELEASE IN JUNE 2003.

Currently the Northwestern Connecticut Transit District lacks its own facility to park and maintain its fleet of 16 vehicles. The currently rented facility is not secure, and is also up for sale. On several occasions, Transit District vehicles have been vandalized. Another shortcoming of the existing situation is that employees have no designated place to park and often must resort to using metered parking, which frequently expires during their work shifts, resulting in parking tickets. In addition, the existing administrative office space used by the District in Torrington City Hall will soon be reassigned to another purpose by the City, with the result that the District will be evicted from its offices in City Hall.

Therefore, progress on the issue, via the first step of performing the feasibility study, is timely. The study, being performed by URBITRAN, will take a 20-year outlook on system growth, district staffing and vehicle needs. The preference will be to locate an existing facility or to conceptually design a new facility which can accommodate the vehicle storage, maintenance and administrative functions at a common location. Financing options will be examined, including an assessment of whether other entities may be interested in using the facility or contracting for maintenance services performed there.

2002 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 determining the adequacy of rail, bus, motor carrier and other public transportation services and facilities.

The Commission conducted a schedule of seven public hearings, as listed below, during the spring and fall of 2002.

<u>TOWN</u>	<u>MODERATOR</u>	<u>DATE</u>	<u>LOCATION</u>
Wallingford	Frederick Riese	May 20	Town Hall
Newington	Morton Katz	June 13	Town Hall
Norwich	Tom Cheeseman	June 18	City Hall
Windsor Locks	Morton Katz	September 10	Town Hall
Bristol	Yvonne Loteczka	September 18	City Hall
Fairfield	Tom Cheeseman	October 8	Town Hall
Waterbury	Frederick Riese	October 22	City Hall

Connecticut Public Transportation Commission
Public Hearing
Wallingford Town Hall
45 South Main Street
Wallingford, Connecticut
Monday, May 20, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair
N. Terry Hall
Yvonne Loteczka
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese (Moderator)

CDOT STAFF

Laila Mandour

Hearing convened at 7:44 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 CPTC members and CDOT staff.

PUBLIC COMMENT

None

COMMENT FROM CPTC MEMBERS

None

Hearing adjourned at 7:45 P.M.

Connecticut Public Transportation Commission
Public Hearing
Newington Town Hall
131 Cedar Street
Newington, Connecticut
June 13, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Morton Katz (Moderator)
Linda Blair
Tom Cheeseman
Yvonne Loteczka
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

The hearing was convened at 7:30 P.M.

INTRODUCTION

Tom Cheeseman opened the hearing with a brief description of the CPTC mandate and noted the attendance of the members of the CPTC. The chair was then turned over to moderator Morton Katz.

PUBLIC TESTIMONY

RAYMOND WARREN– Town of Enfield Department of Economic Development Director expressed the enthusiastic support of the town for proposed improvements on the New Haven-Springfield rail line. Mr. Warren emphasized the importance of a new station in the Thompsonville area, which is the focus of a revitalization effort in the town of Enfield. This is a transit and a community development priority for Enfield, and he is hopeful that the project can gain some momentum.

FRANCESCA LEFANTE – Ms. LeFante of the Connecticut Fund for the Environment and Transportation Choices Coalition of Connecticut expressed support for the New Haven-Hartford rail service and the Hartford-New Britain busway.

ROBERT MCCALLISTER – Mr. McCallister expressed concern that the proposed busway and rail improvements will only promote sprawl and make it easier for people to live further and further from work. He suggested that the State complete a comprehensive land use plan before projects move forward, and that the State has not developed in a positive way. He was not in support of the Hartford-New Britain busway.

CINDY LEMEK – Ms. Lemek of All Aboard! supports the Hartford-New Britain Busway. She expressed concern that service be clean, convenient and accessible. Circulator services should be provided to allow people to get to and from work seamlessly. She supports the New Haven-Springfield rail link and the light rail alternative on the Griffin Line. Ms. Lemek emphasized that these projects should be planned and financed appropriately to produce quality products.

ANTHONY SAVINO – Transit Manager for the Central Connecticut Regional Planning Agency (CCRPA) emphasized the importance of long term funding for Job Access transportation services. CCRPA is concerned about continued funding of its core transit services and would like to see the service span extended on the Bristol bus service until 6:00 p.m. They are supportive of the Hartford-New Britain busway.

LINDI ARONOWITZ – A commuter to Yale University, Ms. Aronowitz is vanpool rider. She endorsed appropriate rail or bus improvements between New Haven and Hartford. She recommended that services be designed to be as convenient as possible for riders. Her current option does not provide a lot of flexibility.

MICHAEL DOYLE – Mr. Doyle serves on the I-91 TIA and is a locomotive engineer for MTA Metro-North Railroad. Mr. Doyle praised the CPTC for its prior work and recommendations to the State. He recommended careful action in implementing the Hartford-New Haven Rail service and that lessons learned from the experiences of the Shore Line East Rail service be applied. Mr. Doyle's opinion was that it would be operationally advantageous to have a single provider for commuter rail in the State.

BOB PAINTER – Mr. Painter is a member of the Hartford City Council. The Council supports the Hartford-New Britain busway. Developers are interested when they hear that the busway is planned. He asked that the project be taken step-wise and that there should be consultation with the City of Hartford on the busway or Griffin Line. The local circulator bus should unite seamlessly with the busway, and there should be provision for bicycle access. He suggested alternate fuels be considered, and that for financing purposes, the State keep an open mind with regard to toll booths.

JOHN KENNELLY – Mr. Kennelly is also a member of the Hartford City Council. The Hartford-New Britain busway is viewed as a critical element in the regional transportation plan. They are working on developing the Hartford Circulator to meet the needs of commuters and tourism. The Council views a bus or rail connection between the airport and Hartford as critical. They endorse either a busway or light rail, whichever can be achieved.

Commissioner St. John noted that the Greater Hartford Transit District has a contract to develop a commuter loop system in Hartford that will be in place before the busway is implemented.

The hearing was adjourned at 9:00 p.m.

Connecticut Public Transportation Commission
Public Hearing
Norwich City Hall
100 Broadway
Norwich, Connecticut

June 18, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Tom Cheeseman (Moderator)
Linda Blair
Yvonne Loteczka
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

The hearing was convened at 7:33 P.M.

INTRODUCTION

Due to the small attendance, Moderator Tom Cheeseman dispensed with the standard opening remarks and ran an informal discussion with the three attendees.

MOLLY MCKAY felt that Connecticut's transportation policies aren't friendly to anything but highways. New transit services, especially bus services, are often funded with temporary grants. Even if capital funding is obtained for new transit services, securing operating funding can be the real problem.

JIM REPASS, President and CEO of the National Corridors Initiative, related that he had lobbied President George Bush, Sr. to release \$125,000,000 to restart the Northeast Corridor electrification project. He was also an advisor to Governor Rowland in the creation of the Transportation Strategy Board. Government needs to hear more from the people to give the politicians direction. The National Corridors Initiative has selected Southeastern Connecticut as a trial corridor to get people to commute by trains without depending on their cars.

RICHARD GUGGENHEIM of the Southeastern Connecticut Council of Governments informed the Commission that the COG has received \$500,000 from the Transportation Strategy Board to do a "business marketing feasibility study" to evaluate how to market the advantages of transit services to area businesses and perhaps secure their financial participation in these services. He remarked that although southeastern Connecticut has good train and ferry services, good bus service is lacking. Bus headways are generally one hour in the cities and 2 hours elsewhere.

The hearing was adjourned at 8:49 PM.

Connecticut Public Transportation Commission
Public Hearing
Windsor Locks Town Hall
50 Church Street
Windsor Locks , Connecticut

September 10, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Mort Katz (Moderator)
Linda Blair
Arrol Borden
Tom Cheeseman
Yvonne Loteczka
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Laila Mandour

The hearing was convened at 7:33 P.M.

INTRODUCTION

Moderator Frederick Riese opened the hearing with a brief description of the CPTC and its mandate and noted the CPTC attendance. Due to the small attendance, Moderator Riese ran a very informal discussion with the three attendees.

PUBLIC TESTIMONY

DOUG GLASIER, resident of Windsor Locks, Windsor Locks Republican Town Committee chairman, a member of the board of finance and a member of the Juvenile Review Board, Mr. Glasier thanked the panel for scheduling the public hearing. He was the first selectman of Windsor Locks from 1997-1999 and as such, he has been involved in public transportation issues. Mr. Glasier brought up the issue of the rapid transit bus corridors, including the Griffin Line to Bradley, and the lines to Manchester, Rocky Hill, West Hartford and New Britain. He opposes the rapid transit busways. He is concerned about the money that will be expended to construct these lines and questioned why those responsible for transportation in Connecticut would want to spend hundreds of millions of dollars on a roadway for buses only. He believes that this roadway is a waste of money and is under-utilization of a roadway. He understands that there are buses that go to these places already. He stated that there is already a system in place to get people where they are going, such as I-91 that is three lanes, which incorporates the HOV lane. He believes that the money should be put into improving the roadway system (I-84) from Hartford to West Hartford and beyond. He stated that a better use of the money would be to improve the existing mass transit bus systems.

SANDY FRY, Project Manager for the Griffin Busway Feasibility Study, with the Capitol Region Council of Governments, stated that on September 23 and 24 the first round of public information meetings for the Griffin Busway Feasibility Study will take place. The meetings will update the public on the project and will solicit input from the public regarding the project. Presently, the study is looking at how the improvements would be implemented how much the cost would be and is it a feasible project given the conditions that are present. The reason for looking at the rapid transit investments is because not everyone has an automobile and many people are dependent on transit and, often the services that are available to them have very long travel times. There is a need for general mobility and a better transit system. To make rapid transit work, it must be of such quality that people who do have cars make the choice to use rapid transit, to take cars off the road.

BILL LEE spoke representing the Enfield Revitalization Strategy Committee, a group comprised of twelve council appointed members, appointed for three-year terms, to participate on a set of six action committees. One of the committees deals with transit related development and how that would affect the Village of Thompsonville and Greater Enfield and their employers. He introduced himself to advise the Commission that the committee exists, and to advise that they are interested in information regarding such issues. Mr. Lee agrees with some form of rapid transit between Hartford and the airport and Springfield. He commented on the local bus service, such as the Bradley Flyer and the L Route. He stated that those routes are circuitous and go through many neighborhoods before getting to their destinations, which makes the trip very rider-unfriendly. One does not know if the Bradley Flyer is a local bus or express bus and no one takes responsibility for the bus route. Finally, he noted that the public hearing location is unreachable by public transportation.

PAT SMITH, a resident of Bloomfield, supports some form of transit use being made of the Griffin Line corridor, but such service needs to extend all the way to the airport, if not beyond. He also wondered how the route for the Bradley Flyer bus was developed, since it seems to be less than direct. He feels that more promotion for the Bradley Flyer is needed to market it for travelers other than just Job Access clients. Mr. Smith also requested that the Commission consider afternoon hearings, which would allow others to attend who cannot make the evening hearing time.

JAMES MASON is a resident of Windsor and is a volunteer with All Aboard!, an advocacy group for greater diversity of transportation modes. He stated that if I-84 is expanded to accommodate existing traffic, it would cost a billion dollars and probably within 20 years, the lanes would be choked again. The busway is the way to get out of the automobile, but it must be convenient enough to encourage people to use it. The Griffin Busway, if it can be done, can serve thousands of jobs in Bloomfield, Windsor, Windsor Locks and the airport. He also stated that the commuter line between Springfield and New Haven could be the making of Windsor's downtown center, which is the process of revitalization. Creative land use, in addition to the commuter rail, would be a valuable asset to the area.

The hearing was adjourned at 8:46 P.M.

Connecticut Public Transportation Commission
Public Hearing
Bristol City Hall
111 North Main Street
Bristol, Connecticut
September 18, 2002 – 7:30 PM

CPTC VOTING MEMBERS

Yvonne Loteczka (Moderator)
Linda Blair
Arrol Borden
Tom Cheeseman
N. Terry Hall
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

The hearing convened at 7:40 P.M.

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.

PUBLIC TESTIMONY

RICHARD WHITTIER began his remarks calling for bus service into Pequabuck, Terryville and Plymouth Center, and saying the bus service should extend to Thomaston. He noted that he is not normally a bus advocate but sees a need for it in these areas. Mr. Whittier does not believe that the proposed New Britain Busway is justified. The P Route bus serves this function. He also recommended that Metro-North service on the Waterbury Branch be extended to Hartford.

EDMUND LUCZKOW, the Bristol Local Emergency Planner and former chairman of the Bristol Transportation Commission, noted that paratransit vehicles play a very important role in inclement weather. Bristol has very little public transportation for a city of its population. He pleaded that there be no more cutbacks in service from the very meager levels now offered in Bristol.

ANTHONY SAVINO, of the Central Connecticut Regional Planning Agency, presented extensive testimony. He noted that Bus Route 1 ends service at 2:30 PM. There is a public need for this service to run until 6:00 PM. This route does a downtown loop and serves the Senior Citizens Center. Most activities at this center run between 1:30 to 4:00 PM so many seniors can't take advantage of the activities there. Although transit districts are seeing a 5% increase in funding for

the first 6 month contract, there is no funding increase for paratransit, despite the growing demand for these services. Six hundred trips per day are provided in Bristol for 1,684 paratransit clients. Locations served include Bristol, Plainville, New Britain, Kensington, the UConn Medical Center and Hartford Hospital. Examples include 85 dialysis trips per day and 107 mentally ill served daily. Some relief is needed in the paratransit area, not only in Bristol but statewide. Both ADA and non-ADA paratransit support is needed badly.

CCRPA is totally in favor of the New Britain Busway in its entirety. Six hundred and fifty people go from New Britain to Hartford every day. This is a fertile market for express bus service. Other needs Savino sees are to establish public transportation from Bristol to Southington and to Plymouth. Service is needed to the Senior Center, to downtown Terryville, to the Plymouth Industrial Park, plus perhaps limited service to Plymouth Center consisting of one morning, one midday and one evening run. New Britain Transportation looked at providing service from the Routes 10/372 intersection to Southington, but there was no funding to do this, and it increased the ADA Service area.

Savino summarized the top two needs in the region as more ADA funding and extending the hours of the Route 1 service. He noted that DATTCO's service contract runs out June 30, 2003, and the service is not profitable to them now. He also mentioned that bus service to Bristol Central High School arrives 5 minutes after classes begin and also serves the school 10 minutes before classes end. Lastly, Savino noted that paratransit service from Bristol serves four dialysis centers at New Britain General Hospital, Farmington UConn, Bristol/Forestville, and the Newington Dialysis Center. He has worked with dialysis clients to shift their usage to locations and times that could best be met by the paratransit services.

The hearing was adjourned at 8:33 PM.

Connecticut Public Transportation Commission
Public Hearing
Sullivan Independence Hall
725 Old Post Road
Fairfield, Connecticut
Tuesday, October 8, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Tom Cheeseman (Moderator)
Linda Blair
Arroll Borden
Yvonne Loteczka
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese

CDOT STAFF

Laila Mandour

The hearing was convened at 7:32 P.M.

INTRODUCTION:

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

PUBLIC TESTIMONY:

JAMES WANG, Executive Director of the Greater Bridgeport Regional Planning Agency made a presentation regarding the Rail Commuter Parking Evaluation and Expansion Study. This presentation gave an overview of the present commuter parking situation and an overview of the needs for additional commuter parking spaces to accommodate the needs for the Greater Bridgeport Planning Region rail stations and surrounding commuter shed.

SALLY PARKER, a resident of Fairfield, commented that efficient transportation, such as a shuttle, is needed from satellite parking lots to meet all trains, not just some select trains. She stated that she believed that there is a finite distance that people will travel to the satellite lots and these lots should be central to the public transportation terminals. With satellite parking or decent shuttles that were subsidized by the State, people could be encouraged to take mass transit and keep so many individual cars out of the corridors.

VINCENT COMO, with the Fairfield Office of the Selectman, read into the record the following comment of the first selectman Kenneth Flatto:

The State of Connecticut has much to do to improve the way people get to and from work. Due

to the growth in commuter traffic, other traffic and development, old solutions are no longer working. Building and expanding highways will not solve any problem. Rather it is attracting more traffic and more cars. The State should be focusing on mass transit and enhancing and expanding mass transit alternatives. For example, in Fairfield we have been seeking for four years a 3rd train station to help alleviate the long wait to get parking spaces in current stations and to get some more cars off the road. The State has been a partner, but only in offering to help if the State's responsibilities are limited and the State costs remain relatively minor so that minimal impact would be felt in transportation budgets. From the beginning of such projects, the State needs to be the front-runner, the main governmental advocate for exciting smart growth opportunities and providing new funding for such solutions. In Fairfield's case, the State appeared hesitant years ago because a new station would be mid-point between Bridgeport and Fairfield Center. But this is exactly where the solution lies because so many of the Fairfield County commuting public live and commute within ten to fifteen miles of these stations. Having a new express hub at the mid-point would be extremely valuable and convenient as commuter surveys expressing support for this station have indicated.

Train stations and more parking is only part of the solution. The State DOT has properly identified that more trains and cars are needed. The infrastructure costs a lot - but the benefits by promoting less traffic, cleaner air and sustained job markets are clear. I believe a similar important additional goal should be identified - bus shuttles and mini-van services to key stops along various corridors. There are many underutilized stop-and-ride lots. If shuttle buses were available, perhaps these would be used more. Truck traffic is also a highway issue - probably a difficult one to solve.

It is important that transportation strategies be developed - but if they are just going to propose more highways and crazy ideas like double-decking, instead of mass-transit solutions for the 21st century, then the effort will be meaningless. The public rightfully desires ways to make it easier to get to work, without creating more traffic. Thank you for working on these problems.

MARK BARNHART is the Director of Community Economic Development with Fairfield. Prior to this position, Mr. Barnhart was the Town Manager for Stratford for approximately ten years. He stated that the crisis in transportation has been well documented and the effects of the congestion, such as loss of productivity and high stress levels, are also well known. If left unchecked, the consequences will be equally devastating. Traffic congestion is the most frequently cited issue among businesses in the community.

The long term solutions do not lie in making more roads or adding lanes in the existing highways, as they would be obsolete as soon as they are put into service. Rather, encouraging smart growth initiatives and mass transit alternatives is the answer. The State needs to be a leader in this regard. People in the area are commuting an hour to take a train that will take an hour to get them to work.

Mr. Barnhart fully supports the third rail station in Fairfield. It would provide parking for 1,500 commuters and virtually eliminate the present waiting list. It would allow for redevelopment for what is now an environmentally challenged brown field site and it would help alleviate congestion in downtown thoroughfares and free up additional parking for downtown merchants. The station would also add to the town's tax base by co-locating a sizable mixed use development on a site with convenient mass transit, thereby encouraging people to take alternative modes of transportation to the site. It is a project that should be actively supported by all.

JEFFREY O'KEEFE, CEO of the Greater Bridgeport Transit Authority and a member of the Connecticut Transportation Strategy Board, spoke regarding funding. Mr. O'Keefe noted that expansion appears to be gravitating toward expanding the rail program, but we can't lose sight of the other programs, such as the ferry, freight and other modes of transportation, that can make a significant difference. While there may be good ideas for ways to solve the transportation problems, the funding issue has not been resolved.

Local municipal contributions should be solicited for funding of public transportation, specifically as it relates to their local and regional transportation needs. There should be localized tax initiatives for public transportation, as this is the largest and fastest growing initiative across the country. Fifty percent of the new funding sources for local transportation programs over the last year were generated locally on local tax initiatives. Mr. O'Keefe also noted that federal apportionments need to be matched and since the state has no match for these projects, the message needs to be sent to the local municipalities who would benefit from these projects and encourage funding from that sector.

DOUG HOLCOMB, with the Greater Bridgeport Transit Authority (GBTA), spoke regarding the shuttle services. He noted that the GBTA has several shuttle projects on the drawing board because of lack of funding. The big problem now is maintaining the services that are presently on the street. Over the last two years GBTA has raised its fare, making it the highest fare in the state. In the last fiscal year, GBTA cut approximately 5000 hours of service, including the entire Route 7. Service changes were implemented as late as last Sunday. Staff has been cut by four people and GBTA has reduced impact on the riding public as best as they could. There are great ideas for transportation, but the funding is the biggest problems.

GBTA has a \$100,000 planning grant that will revisit the GBTA's system design to get better on-time performance and to eliminate any duplication of effort. They will attempt to do it in a way that has a lot of public participation so that when it is complete, the system will be better than today's system, with fewer operating hours.

GBTA will be getting some highway money that has been flexed to transit that will allow the installation of global positioning devices on all their buses. This will help with safety, planning and customer service.

The hearing was adjourned at 9:13 P.M.

Connecticut Public Transportation Commission
Public Hearing
Waterbury City Hall
235 Grand Street
Waterbury, Connecticut

October 22, 2002 - 7:30 P.M.

CPTC VOTING MEMBERS

Linda Blair
Arroll Borden
Tom Cheeseman
Yvonne Loteczka
Richard Schreiner
Russell St. John

CPTC EX-OFFICIO MEMBERS

Fred Riese (Moderator)

CDOT STAFF

Laila Mandour

The hearing was convened at 7:33 P.M.

INTRODUCTION:

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

PUBLIC TESTIMONY:

CAROL GIGUERE began by stating that her household consists of a senior citizen of 82 years and her disabled daughter. Ms. Gugiere stated that for her daughter, going to her work on a daily basis and earning her pay each week is very important. However, every six months, without fail, they are threatened with the possible loss of her daughter's transportation to her work due to budget cuts or low funding. She stated that it is painful to have to face this threat every six months. Presently, her transportation is provided by Greater Waterbury Transit. She hopes that consistent funding can be found. She stated that this transportation is the one item that seems to be cut first. In addition, transportation for her elderly mother is not very available.

ROBERT GIBBONS is a bus driver for Northeast Transportation who appeared to speak on behalf of his riders. He noted that bus service was not available in the area after 6 p.m. so that many of the riders of his bus asked him to speak on their behalf. He stated that if meetings like this are held in the future, they should be held in a location that everyone can reach by public transportation and at a time that public transportation is available. Mr. Gibbons further stated that the main transfer point for the public buses should not be moved to a location away from the Green and downtown because it would be much more difficult for the bus riding public to make connections. Forty percent of the elderly people who ride the bus live right off the Green. Moving the central location would cause

hardship to all who ride the bus.

BARBARA KALOSKY, Operations Manager for the ADA division of Northeast Transportation, spoke regarding non-ADA funding for mini-bus services for the elderly and disabled. Northeast Transportation provides ADA and non-ADA transportation services to clients of Waterbury, Naugatuck, Cheshire, Middlebury, Watertown, Thomaston, Prospect and Wolcott. They provided 1,800 trips per month last year and are averaging 2,000 per month this year. For the third year in a row, they are again facing the possibility of service cuts for the non-ADA trips because there is not enough funding allocated for this specific service. For many clients, this is the only means of transportation to doctor appointments, work and social activity. Cutting these services would cause a detriment to the clientele served. While many of the towns for whom the transportation is provided pay member fees for the transportation, if there is not an allocated item in their budgets for fiscal year 2003, there is no guaranty that there will be additional funding for these services.

LAUREL STEGINA, Senior Planner with the Council of Governments of the Central Naugatuck Valley, stated that the Central Naugatuck Valley Region is comprised of 13 municipalities, 10 of which offer some form of regional public transportation services. Twenty-two fixed route bus services operate in Waterbury, Naugatuck, Cheshire, Watertown, Wolcott and Middlebury. Federally mandated ADA services operate within three-quarters of a mile of a fixed route. Dial-A-Ride, or non ADA services are provided in six of the municipalities with fixed route services as well as Prospect and Thomaston. The region's job access and reverse commute program, Job Links, operates transportation services in Beacon Falls, Cheshire, Naugatuck, Watertown, Southbury and Waterbury to the Brass Mills Center and Commons and to adult education programs. Interregional Job Links service is provided from Waterbury to Torrington, interregional fixed route bus service is provided from Waterbury to New Haven.

COG staff recommends the following to improve public transportation in the region:

- a. Stable and reliable funding for fixed route bus services.
- b. Stable and reliable funding for ADA mini-bus services
- c. Stable and reliable funding for non-ADA mini-bus services for the elderly and disabled
- d. Sustaining and expanding Job Access and Reverse Commute programs
- e. Establishing interregional commuter bus services
- f. Increasing ridership on Metro-North's Waterbury Branch line

TIFANNY DIPRIMIO stated that she had been using Greater Waterbury Transit and Northeast Transportation for three years. As a disabled person, she relies on the service to get to and from work and to be independent. She stated that it is very stressful to her when she hears of budget cuts because it is her only means to work because she cannot drive. She stated that many people rely on this service and it is a huge need for them if they cannot drive.

SUSAN MONTELEONE appeared as a representative for the State of Connecticut Board of Education and Services for the Blind. All of their clients do not drive because they are legally blind and therefore, they rely on public transportation. However, transportation services tend not to cross town lines so that the biggest barrier is that her clients cannot get to certain services. Long headways between buses was another obstacle she cited. Ms. Monteleone stated that there is a need for a greater look at statewide services and a sharing of resources throughout the state to better meet the needs of people. Public transportation is the life-blood of disabled people. Having transportation that ends early in the evening and is relatively inaccessible on the weekends is a significant barrier to employment.

JOAN DIPRIMIO, whose daughter also spoke, asked that funding for handicapped buses not be cut. She stated that her daughter takes this transportation and that her daughter and others want to work and if they cannot take the bus to their jobs, they would be home on welfare. She stated that maybe there is a more efficient way to operate these buses rather than terminate the service altogether.

JOE SPINA, Operations Manager for Northeast Transportation, stated that Northeast Transportation is a private company that contracts with the State of Connecticut to provide fixed route, ADA and non-ADA service for Waterbury and surrounding towns, including Meriden and Wallingford. They also contract with the Workforce Connection Investment Board to provide Job Access and reverse commute transportation.

The biggest concern for Northeast Transportation and its clientele is the funding shortage for public transportation faced over the last year. Due to the projected shortfall, the company had to implement a 20% cut in the Waterbury bus system and nearly a 30% cut in Meriden. Another concern is Department of Social Service's failure to execute a timely contract for transportation services which taxes Northeast Transportation's operating budget.

Mr. Spina further stated that the relocation of Waterbury's bus system terminus from the downtown Waterbury Green to Meadow Street will adversely affect the City's bus system and its passengers. The lack of accessibility to the site will necessitate a complete restructuring of Waterbury's bus route schedules since it will take several additional minutes for every trip to access and depart from the proposed new location.

YVONNE SMITH, a legally blind person, stated that she appreciated that the hearing was held locally because, as a disabled person, she has difficulty in attending these meetings because she does not drive. She relied on her neighbor for a ride to this hearing. Ms. Smith stated that the fixed route bus system only operates on the hour and due to expected cuts, the bus system was going to be operated every two hours, which would be a great inconvenience to people, who will end up not using it anymore. People rush around now to try to get their connections and it causes a problem.

The East Mountain bus is important, but may be cut due to lack of funding.

ADA paratransit should be funded adequately at all times, since it is a federal mandate. Fixed bus routes should not be cut to get rid of the ADA system. This has happened in other states.

This is the third year that they are trying to find funding for non-ADA paratransit. As the population of persons with disabilities grows, the funding and services must grow to keep up. People may not have families to take them places, so that they must be able to get out and have access to these transportation services. Ms. Smith suggested reallocating monies from somewhere else to fund transportation services for people with disabilities who, for example, cannot go to state parks.

Ms. Smith would like to see a state mandate for Dial-A-Ride transportation so that when there is a budget crunch, it is not cut from the budget. Further, interregional commuter service is needed.

KATHERINE ZATKOWSKI, represented Rideworks, and has been involved in both the studies dealing with the transportation center. The study on the transportation center began because the Economic Development Corporation in Waterbury recognized that Waterbury had some significant transportation assets, such as a local bus system, an interstate bus system, a train station, a taxi service and a limousine service. At the time the study began, all of these services were located in different locations, with no connectivity. With the exception of the local bus service and the buses to Foxwoods, they were not doing well. The idea was, therefore, that if there were some kind of combination of transportation services, perhaps usage of all of the services could be increased because there would be more visibility, one point of contact that could be manned to provide information regarding transportation.

The hearing was adjourned at 9:21 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.”