

AGENDA

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION MONTHLY MEETING

Thursday, April 3, 2003 - 1:30 PM

Union Station, Fourth Floor, Conference Room B

New Haven, Connecticut

1. Approval of the March 13, 2003 meeting minutes
2. Robert Hammersley, Liaison of the Transportation Strategy Board, will discuss the Transportation Investment Strategy Report of the Transportation Strategy Board
3. Comments from the public
4. Report from operating entities
5. Chairman's report
6. Old business
7. New business

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

MEETING ATTENDANCE

THURSDAY, March 13, 2003

D.O.T. Headquarters, Conference Room B

Newington, Connecticut

VOTING MEMBERS

Linda Blair
Arroll Borden
Dennis Brenner
Tom Cheeseman
Yvonne Loteczka
Richard Schreiner
Richard Sundehauf

GUESTS

David L. White
Stephen Troster

EX-OFFICIO MEMBERS

Fred Riese
John Radacsi

CDOT STAFF

Laila Mandour
David Balzer
Lisa Rivers

CONNECTICUT PUBLIC TRANSPORTATION COMMISSION

Minutes

March 13, 2003

(Meeting begins at 1:33 p.m.)

Note: This meeting was rescheduled from March 6 due to inclement weather.

APPROVAL OF MINUTES – February 6, 2003

Accepted as revised.

FEATURED SPEAKERS – KEY POINTS

DAVID L. WHITE is the President of Coordinated Transportation Solutions, Inc. and the Community Transportation Association of America (CTAA). CTAA is a membership organization of over 5000 people and organizations throughout the United States that represents smaller urban, rural and not-for-profit transit operators, with some large paratransit operations and fixed route operations as well. Mr. White gave an overview of CTAA's proposal for reauthorization of TEA-21, the transportation funding program for the country.

Mr. White reported that the U.S. population is projected to grow by 5.7% between now and 2009, with the transit dependent population projected to grow by 10% and people of age 85 and above is projected to grow by 29%. The population living in air quality non-attainment areas is projected to grow by 7.2%.

Mr. White stated that, of the total federal spending of \$2.13 trillion, only \$7.2 billion (or 0.3%) of the total federal budget is spent on public transportation service. CTAA's position is that this allocated amount is not enough for public transportation. CTAA is proposing that over the 6 years of the transit financing program, we start at the current level of \$7.2 billion and grow that program to \$25 billion a year by the time reauthorization is again before Congress in 2009, thereby tripling the amount of the program.

It will take three types of funding to increase this budget by 2009. CTAA proposes to use a mix of trust fund, general fund and tax credit investment to attain the funding needed to increase the transit funding to \$25 billion by 2009. This will provide a more balanced and diversified approach to transit funding. CTAA further proposes that federal capital grants be dispersed one third each to bus and bus facilities, new rails starts and rail modernization.

In addition, CTAA proposes doing away with the current formula of 83% of all formula funds going to large-urban areas; 9% going to small-urban areas of between 50,000 and

200,000 populations and 6% going to rural areas of less than 50,000 population. The new formula would be 60% large-urban, 20% small urban and 20% rural.

Further, under CTAA's proposal, each state would be guaranteed \$5 million annually in rural transit investment, with the remaining such funds distributed along the current rural populations-based formula. Lastly, a National Priorities section would be funded at \$1 billion annually to allow for key programs to be funded as needed.

In conclusion, Mr. White noted CTAA's principles. They include: 1) Investment - greater federal investment for all community and public transportation programs and maintenance of fiscal protections and guaranteed funding levels of TEA-21; 2) Innovation - new and innovative investment strategies for community and public transportation (including tax credits); 3) Security - providing communities of all sizes the capacity to respond to natural and national disasters; and 4) Building New Partnerships – all regulatory burdens placed on the community and public transportation field must be examined to ensure necessity and efficiency and serve as a foundation for a new partnership between the federal government and public and community transportation.

The CTAA website can be found at www.ctaa.org.

COMMENTS FROM THE PUBLIC

None

REPORT FROM OPERATING ENTITIES

Richard Sunderhauf reported that the with regard to an unfair labor practice dealing with the right to go to interest arbitration, that the decision came down from the state magistrate against the union, however there is an appeal on file. Connecticut Transit employees are currently in negotiations for a new contract as the present contract expires at the end of March. The single biggest issue with this contract negotiation is health care.

Fred Riese reported that the Department of Transportation is in the scoping phase for preparation of an environmental impact statement to use the shoulders of I-95 in Norwalk, Darien and Stamford as travel lanes. Further, on March 24 there will be a second meeting of the Springfield Line Commuter Rail Study Advisory Committee.

Mr. Riese further reported that a decision as to whether a containment barge terminal should be located in either Bridgeport or New Haven is due to be made in April. Lastly, he mentioned that there is currently a draft bill in the General Assembly to designate the Transportation Strategy Board to be the statewide MPO, replacing the current RPAs and COGs.

Linda Blair reported that the CPTC website is coming along. As far as the content, most of the work is complete, but work is being completed on getting the website to work

online. Ms. Blair is hoping to provide a demonstration at the next meeting on using the website.

Richard Schreiner reported a new job access service for evenings, Sundays and holidays will begin on March 24 in the HART region.

Lisa Rivers reported that Connecticut will very likely again receive an earmark of \$3.5 million for Job Access transportation. The funding for this program is currently in a conference committee.

CHAIRMAN'S REPORT

Chairman Cheeseman stated that he was disappointed with newspaper accounts stating that Dial-A-Ride programs will be defunct by July. Mr. Cheeseman stated that the resolution of the Dial-A-Ride dilemma rests with the legislature. He stated that the growing need for ADA services has made it impossible for the state to fully fund Dial-A-Ride.

OLD BUSINESS

None

NEW BUSINESS

Fred Riese reported that the five spring hearings have been scheduled. They will be held as follows: April 21 – Hamden with Linda Blair as moderator, April 28 – Rocky Hill with Rich Sunderhauf as moderator, May 7 – Mansfield with Tom Cheeseman as moderator, May 13 – Meriden with Yvonne Loteczka as moderator and May 28 – Darien with Richard Carpenter as moderator.

(Meeting closed at 2:36 P.M.)