



The Reality of Failing to Fund Transportation

"I depend on VTD to get me to work and if I don't have you guys to get me back and forth to work, what am I going to do? I'm struggling now at the \$3.50 level and now am possibly I going to the \$4 level – that's \$8 dollars a day to go back and forth to work! I really depend on this service; it is a good service. I hope everything works out. I really depend on VTD to get me where I have to go, and that is mainly to work."

Tonya C., Valley Transit District bus rider



Prepared by the
Connecticut Association
For Community
Transportation (CACT)

"A strong transportation system is critical to the economy of the state, and it's certainly no coincidence that we have lost Connecticut-based businesses to those states that have such a transportation system."

Jim Gildea, President, Connecticut Commuter Rail Council



Proposing a Dead State: Transportation & Infrastructure in 2018 and Beyond

CACT has long been advocating for a strong Connecticut by supporting the criss-crossing lifeline infrastructure that is Connecticut's transportation. Indeed, every year, more and more people rely on public transportation to get to and from work, to schools, universities, healthcare visits, shopping and to see family and friends. A vital and robust transportation network is fundamental to Connecticut's prosperity: now and in the future. It just makes sense: if people can't get

to where they're going, they'll either not get there (loss of money, loss of spending, loss of time) or start the dangerous consideration that compared to other states, Connecticut lacks the necessary arteries to conduct business. It's not just Connecticut's public transport riders that need the system, it's Connecticut's retailers, doctors, teachers, employers, children and many, many more. The ecosystem of Connecticut is undergirded by the strength (or deteriorated by the weakness) of the health and accessibility of Connecticut's transportation.

This year, Connecticut's transportation system is again faced with looming threats of an aging infrastructure, severe and continued budget cuts, future funding insecurity and other issues that threaten it. A transportation system that is safe, well-maintained and efficient provides numerous benefits including economic benefits, congestion reduction, better quality of life, community viability, mobility options and environmental benefits. Connecticut public officials, legislators, businesses and residents have repeatedly said that, and there have been exhaustive studies and reports confirming that.

Connecticut's failure to properly fund the Special Transportation Fund has resulted in potential catastrophic cutbacks including: beginning July 2018 a 25-cent bus-fare increase; 10% rail-fare increase in July 2019 with 5% increases in both 2021 and 2022; 15% reductions to transit agencies starting July 2018 and 50% cuts in 2021; 5% CTtransit bus service reduction in 2021; Shoreline East Rail Service reductions and possibly elimination in 2020; Eliminate Non-ADA local bus service subsidies July 2018; along with the elimination of weekend and off-peak rail service on the Danbury, New Canaan and Waterbury branches as early as 2019. There are proposed cuts to DOT staff; closing of state rest areas; maintenance staff reduction; and reduction in bridge paving, maintenance work and PAYGO.

A 25-cent increase in bus fare may seem incidental, but if the bus is your only mode of transportation, critical to getting you to your job, the grocery store, the hospital, your family, that amounts to an over \$182 increase per year for an individual that rides the bus one roundtrip per day. For those on fixed or limited incomes, that is a significant increase. Nevermind the cost of the 10% rail increase with additional increases or the proposed limitations to transportation services that are currently proposed as built in reductions over the near-term future.

While President Trump's State of the Union address announced, "We will build gleaming new roads, bridges, highways, railways and waterways all across our land", the proposed federal budget of \$1.5 trillion over

ten years for infrastructure actually includes federal funding of just \$200 billion over ten years for infrastructure with states and public/private partnerships funding the balance. Previously Connecticut relied approximately on an 80% federal/20% state split for transportation funding.

There are numerous other factors that have led to the current Special Transportation Fund’s (“STF”) decline in revenue including: the state legislative gas tax reduction in 1997; decline in car miles driven, more fuel-efficient vehicles, and significant drop in the gas price. To note, the STF fund balance was reduced because of the diversion of \$37.5 billion in the FY2016/17 biennial budget and the debt service repayment on bonds sold during the last 20 years.

In January 2018, Senator Chris Murphy held a Transportation Summit in Bridgeport “to receive feedback on how a shorter, more reliable commute could improve commerce, productivity, and quality of life for Connecticut residents.” Business owners, commuters and transportation leaders attended the event and offered their feedback on how to address the looming crisis. “Our infrastructure is our greatest strength and liability. People come here, especially to Fairfield County, so they can get to and from New York pretty easily. But it’s taking longer now than it did ten or twenty years ago. We can come up with a plan that gets us the money necessary to rebuild the rail lines and the roads, but it’s got to be bipartisan, and it’s got to happen soon”, Senator Murphy said.

Connecticut needs good infrastructure along with reliable bus and rail service in order to compete in the global economy

The May 2017 Trip Report noted the following:

\$6.1 billion	Driving on deficient roads costs Connecticut motorists a total of \$6.1 billion annually in the form of additional vehicle operating costs (VOC), congestion-related delays and traffic crashes.
4 of 5 miles	Nearly four of five miles of Connecticut’s major roads are in either poor or mediocre condition, with 57 percent rated in poor condition and 22 percent rated in mediocre condition.
Bridgeport-Stamford – 49 hours Hartford – 45 hours New Haven – 40 hours	Mounting congestion robs drivers of time and fuel. Annual time wasted in congestion for drivers in the state’s largest urban areas is as follows: Bridgeport-Stamford, 49 hours; Hartford, 45 hours; and, New Haven, 40 hours.

The Imperative and Cost of Bus Operations in Connecticut: Servicing over 40 million passenger trips in 2017

The Bus Operations line item in the Department of Transportation (CDOT) budget funds the CDOT share of the operating deficit for urban fixed route services, demand-respond services (non-ADA), rural transit services, commuter express and shuttle bus services. There were 40,225,512 passenger trips in 2017.

Urban Public Bus Services provided 38,928,377 trips in FY 2017. The cost for these rides:

- Operating deficit \$170,532,990
- CDOT share \$167,997,858
- Local funding \$2,427,796
- Federal subsidy \$0

Rural Transit Services provided 391,414 trips in FY 2017:

- Estuary Transit District
- Middletown Area Transit District
- Northeastern CT Transit District
- Northwestern CT Transit District
- Windham Regional Transit District

The cost for the Rural Transit Service rides in FY 2017 was:

- Operating deficit \$2,958,885
- CDOT share \$924,000
- Local funding \$548,711
- Federal subsidy \$1,417,623



ADA Para-Transit Program: Providing nearly 1 million affordable, accessible rides for Connecticut residents with disabilities in 2017

The American with Disabilities Act (ADA) mandates paratransit services be available to qualified persons on a reservation basis, during the same hours of operation and serving the same geographical area (within 0.75 miles) of a fixed bus route service. The ADA, a federal civil rights law prohibits discrimination; Connecticut residents who have a disability that impairs their ability to use the accessible and affordable fixed route public bus service for their mobility needs rely on the paratransit services.

The State appropriation to the ADA Para-Transit Program provides the majority of funding for the Americans with Disabilities Act (ADA) mandated services. In 2017, Connecticut residents used ADA Para-Transit services for 976,190 trips.

- Operating deficit \$38,291,247
- CDOT share \$37,454,908
- Local funding \$836,340
- Federal subsidy \$0

CDOT funds 100% of the operational deficit of the public transit operators and private carriers who provide ADA mandated services to the fixed route services of state-owned CTTRANSIT. The operation deficit for ADA mandated services to transit district-owned fixed route service is not fully funded by CDOT. In 2017, seven public transit operators utilized local subsidies for a total of \$836,340 in local funds to offset their deficit.

- Norwalk Transit District \$204,781
- Windham Transit District \$26,030
- Southeast Area Transit \$38,985
- Middletown Area Transit District \$136,838
- Greater Bridgeport Transit Authority \$13,533
- Milford Transit District \$209,902
- Housatonic Area Regional Transit \$0

“In 1982, motorists spent an average of 16 hours a year sitting in traffic jams, by 2017, that time had grown to 42 hours...”

Urban Mobility Scorecard, Texas A&M University

Non-ADA-Dial-A-Ride: Demand responsive services for the elderly and persons with disabilities

The first appropriation to the Dial-A-Ride (DAR) line item was made in 1999 to offset the loss of federal operating funds (Sec. 5307) used by five public transit operators for demand responsive transportations (ADA and Non-ADA) in the urban areas of Bridgeport, Milford, Greater New Haven, Middletown and Greater Hartford. In 2006, the General Assembly split the ADA Para Transit Program and the Non-ADA Dial-A-Ride Program into two separate items.

This service provides demand responsive services to the elderly and persons with disabilities. In 2017, the Connecticut General Assembly appropriated \$576,361 to the Connecticut Department of Transportation (CDOT) Non-ADA-Dial-A-Ride budget line to fund CTDOT's share to:

- Greater Hartford Transit District \$345,206
- Greater New Haven Transit District \$62,935
- Middletown Transit District \$107,839
- Milford Transit District \$36,981

Within CTDOT's Urban transit budget line item, \$1,292,042 funds

- Valley Transit District \$769,355
- North East Transportation Co. \$519,681

Local Subsidy

- Valley Transit District \$109,804
- North East Transportation Co. \$0



State Matching Grants for Demand Responsive Transportation: Allowing Connecticut's seniors and residents with disabilities access to medical care, ability to boost revenue through goods and services spending in the state and improving quality of life

In 2014, the state matching grant program to municipalities (*CSG 13b-38bb. Fund allocation is based on a formula in state statutes. 50% based on elderly population/50% on town square mileage*) continued to provide demand responsive transportation services for the elderly and people with disabilities in 136 Connecticut towns. Historically the allocation was \$5 million and in 2014 Commissioner Redeker brought the fund back to its \$5 million level and there was no change in 2017.

The state matching grants have allowed family members to keep their jobs with the knowledge that their loved ones are safely transported to their destinations. This has also provided access to needed medical care, which keeps people healthier and living independently at a greater cost savings to the state. The transportation allows seniors and people with disabilities to shop and spend their money on goods and services, thereby helping the economy. And finally, this transportation provides a quality of life for seniors and people with disabilities, which otherwise wouldn't be possible. Grant applications can be submitted every three years, with the next solicitation occurring in early 2019.

“The Transportation Finance Panel studied the STF in 2015 and warned that Connecticut needed to find new funding streams to shore up the STF in order to keep it sustainable over the long term. Financial projections at the time indicated that declining revenue and increasing expense trends could deplete the fund balance in approximately 5 years, if no corrective action was taken. Since the Panel’s work in 2015, the situation continued to worsen.”

OPM, December, 2017. “Current State of the Special Transportation Fund (STF)”

Special Transportation Fund in Crisis: No Money, No Service

Governor O’Neil created The Special Transportation Fund in 1983 by following the collapse of the Mianus River Bridge *with revenues to be used for transportation related projects*. Revenues sources are primarily collected from:

- Interest Income 1%
- Federal Grants 1%
- Sales Tax DMV 5%
- Sales & Use Tax 20%
- Licenses, Permits, Fees 9%
- Oil Company Tax 17%
- Motor Vehicle Receipt 16%
- Motor Fuels Tax 31%

“The major contributor to STF total expenditure increase is debt service although DOT and Other Agency operating expenses are also growing (*from: DOT 2018 Proposed Service and Fare changes*) The revenues are allocated to:

- Other 1%
- Dept. of Motor Vehicles 4%
- Dept. of Transportation 40%
- Pension and Fringe Benefits 13%
- Bond Debt 42%

Declining oil prices, increasing annual debt service, a \$37.5 million diversion of funds from the STF in FY16/17 and reducing the gas tax in 1997 have left a significant reduction in the STF.

The legislature allocated one-half a percent (1/2%) of the state sales tax to the STF, *but this will not cover the increasing shortfalls in the fund*. Alternative reliable revenue sources need to be utilized in order to adequately operate, maintain and plan for the future.

DOT Commissioner Redeker noted during his recent CCM presentation to their Legislative Committee that failing to take action could result in the insolvency of the STF by next fiscal year.

“Most Americans agree that the United States needs to substantially increase investments in transportation.... The American Society of Civil Engineers estimates that the country needs to increase infrastructure spending by \$2 trillion to be globally competitive. ...”

The New York Times, Feb. 4, 2018, Editorial “How Trump can keep his promises”

A View from Connecticut Constituents: Can't live without public transportation

"Without my 6-wheel powerchair and Connecticut's paratransit system (Connecticut ADA Service Providers) I would be marooned at home. I cannot ride city buses. I use Valley Transit District for trips to various destinations because my trips originate in Seymour and VTD serves Seymour. Because of "Cross Service Area transit," I use other providers for return trips home. These include Greater New Haven Transit District, North-East Transportation Company, and Milford Transit District."

-Joseph L., Bus rider

"My wife and I use the F bus frequently as well as many of my friends in East Hampton. Cutting back on the times the bus runs makes it very difficult for people who rely on it to get to work and back as well as doctor's appointments and other places. I feel if anything the buses should stay the same."

-Middletown Area Transit bus rider

"My employment is based on my ability to work the shift I was hired for and I accepted the position based on the runs available to me. As the sole salary in my household the fact my job is in jeopardy is daunting. My salary feeds my family, keeps a roof over our heads... Without the F Route I will be unable to work, stay off of state funded assistance, and even stay healthy."

-Middletown Area Transit bus rider

"The bus is very important because a lot of our students use the bus.... Our population is geared toward higher education and adult learners, working full time and going to school part time in the evenings and weekends...How would they get to class... would their dreams of finishing their degree be shot down?"

- Cheryl K., GBT bus rider

"The bus is important to me because I am disabled and I can't stand up for very long or walk long distances."

-Alexis A., GBT bus rider

"I couldn't get to school or work without it, and neither could most of my friends and family."

-Chloe I., GBT bus rider

"Due to a diagnosis of Cerebral Palsy, I am unable to drive. As a result, I must take two buses five days a week to get to and from work. While my family can help me a little, everyone works or has family to take care of. No one can spend their entire day transporting me to and from work...I leave my house with my father at 6:30 in the morning to get dropped off at the local bus stop, (Lisbon Landing Wal-Mart) I then take the bus at 8:20 to the Norwich Transportation Center. After we arrive in Norwich at 9:00 AM, I then transfer to the Windham Regional Transportation District bus, which arrives at 9:22. I arrive in Willimantic at 10 AM...A large part of me being able to hold down this job is the transportation to and from, just like it would be for any of you. However, I do not have the option of just going in the car and getting to work on my own...Without the buses, I would not be able to work."

-Jennifer L, SEAT bus rider

"When relocating within CT in 2016, I intentionally chose the city of Danbury as our new home; one of the deciding factors being the excellent bus system available. When the time came for purchasing a new home, geographical location to public transportation access remained a key deciding factor, both for me to age in place and therefore be able to access the HART bus when the time comes for me to give up driving, as well as for my special needs son, who now uses the Hart bus to meet his transportation needs as a young adult, gaining some independence in the process, CT need to expand, not shrink its mass transit. Road congestion, environmental concerns, and being able

to address the needs of all city residents, including the elderly the disabled and special needs, low income as well as students should remain a key concern of public policy makers and politicians.”

Carol C., HART bus rider

“It is critical that drivers - those who pay the lion’s share of the expense - have a voice in how transportation funds are collected and protected...47% of Connecticut residents surveyed supported tolls...AAA’s intention in conducting this survey was to help make motorists’ opinions known to lawmakers and transportation stakeholders”

Amy Parmenter, AAA, Greater Hartford

2017 Update on Transit Agencies

Greater New Haven Transit District (GNHTD)

- GNHTD is trying the new Ford Transits. We purchased 11 transits and five have been delivered. The vehicles are lower to the ground for easier access for our customers. Also, they are two feet shorter and a foot narrower to help the drivers navigate the busy streets of New Haven. They hold 8 ambulatory passengers (or 6 passengers and 1 wheelchair; or 4 & 2). The lift capacity has been increased to 1,000 pounds. The fuel economy is supposed to be in the 14-16 MPG range which will double our fuel efficiency. They are built on lighter truck chassis so the ride for our customers will improve dramatically. The drivers love the added visibility from the driver's seat.

Norwalk Transit District

- FY 2016 was flat funded
- FY 2017 received a 2.5% decrease
- FY 2018 flat funded
- To address the financial shortfall \$700,000 in services was eliminated in January 2017 and 2018.
- An additional proposed cut of 15% or \$1.2 million dollars in FY 2019.
- The cuts will have devastating impact on the service changes which include an elimination of all Sunday service and a fare increase.

Southeast Area Transit (SEAT)

- SEAT will have to cut service by at least 24% to balance its budget by:
- eliminate ALL Sunday service
- Eliminate All Night service (after 7 PM)
- Eliminate Service to Stonington
 - Eliminate Service to East Lyme
 - Eliminate Service to Three Rivers Community College
 - Reduce (or eliminate) Saturday Service.
 - fares were adjusted to \$2.00 in September, 2016



Estuary Transit District (DBA as 9-Town Transit)

- With the proposed 15% cut fares would increase
- Cut to fixed route service to two of our towns and reducing Dial-A-Ride service.

Valley Transit District

- Budget cuts at 15% really impact the smaller transit districts. A 15% reduction to the VTD operating budget results in the following:
- 10 hours per day in eliminated service- which equal 1.5 buses off the road.
- 9,891 one-way trips eliminated
- 2 part-time driver positions eliminated

Greater Bridgeport Transit (GBT)

- During 2016 GBT reduced service hours by 2.5% and in 2017, GBT eliminated three routes – 14, 16 and 20.
- From FY2015 to 2016, GBT funding was flat
- From FY16-17, GBT funding was reduced by 2%
- From FY17-18, GBT funding was flat again
- Today we are operating with a budget 2% lower than 2015
- We have been advised that the FY19 budget will have a 15% reduction
- This is approximately 36,000 hours of service – about 100 hours per day.

Northwestern Transit District

- In 2017 cut Route 4 from the Candystriper
- If the proposed 15% cut is implemented we will have to cut weekend service

Housatonic Area Regional Transit

- Implemented a fare increase in February but no service adjustments in 17 related to funding
- The proposed 15% cut translates to roughly 26 hours of service per day. We have not formulated a specific proposal yet but cuts will be significant.

Middletown Area Transit (MAT)

- In 2017 MAT stopped night owl fixed route services on Saturdays
- Cut 8 hours of Dial-A-Ride service due to DOT eliminating our DAR funding for FY2018
- With the proposed 15% cuts we will be looking at cutting about 8 hours a day of fixed route service and 2 hours a day of rural service as well as corresponding ADA/Dial a ride service

North East Transportation Co.

- Finalizing new Maintenance Facility Building that will provide enough space to fully support today's operations as well as future expansion. Completion is expected to be 2018.

“For so long, Connecticut put off the tough choices necessary for making critical investments in our state’s transportation system and growing our economy – now the bill is coming due...”

Governor Dannel Malloy, Press Release, Dec. 7, 2017

2017 Forums & Workshops

February: Annual Legislative Breakfast

DOT Commissioner Jim Redeker provided a short video outlining the numerous accomplishments made by CONNDOT including the repaving of all state roads in the last six years; the I-84 widening project in Waterbury being a year ahead of schedule; utilization of the accelerated bridge program; construction of the New Haven

Maintenance Way Facility; 6.5 million new riders since 2005; the Hartford rail line service anticipated to start in 2018; purchase of 125 new buses; use of the Smart Card; 5 million CTfastrak riders in 2 years; all resurfacing now to accommodate bike lanes; CT travel Smart website to name a few. Representative Tony Guerrero spoke about the need for electronic tolling to support transportation.

February: Alternative Fuels Workshop

Presentations were made by numerous companies about the viability of alternative fuels, with speakers from Yale University, Delaware DART and ICPTA of North Carolina explaining how they have been successfully utilizing alternative fuels in their operations. The natural gas fuel option and electrification fuel option were discussed along with potential funding opportunities following the VW Settlement. Numerous vehicles were on display for inspection and discussions about the vehicles.

April: CTRTAP Spring Conference

The Annual Conference was held on April 5 at DOT headquarters. There were three sessions: *Contract Compliance* with Debra Goss, Scott Hoffman, Connecticut DOT Office of Contract Compliance discussed how to ensure your organization was in compliance and attendees were given the opportunity to ask questions specific to their agencies; *Mobility Management and Non-Emergency Medical Transportation* with Margaret Mixon, Coordinated Transportation Solutions (CTS) with Danielle Herbert, Way to Go Connecticut provided information on “an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes” and the final session was a *Panel Discussion on Drug and Alcohol Program Compliance* with Moderator: Doug Holcomb, CEO, Greater Bridgeport Transit, Kim Dunham, Executive Director Greater New Haven Transit District, Andy Chiaravallo, Administrator Middletown Area Transit and Jim Farrelli, The Lexington Group “to not only ensuring compliance with regulations around random drug and alcohol testing, but also understanding guidance for reasonable suspicion, and what to do when a driver gets into an accident.”

April: Employment Law Updates and Roundtable Discussion

On April 26, for the third year, Loraine Cortese-Costa, from the Law Offices of Loraine Cortese-Costa, provided training as to the various laws and union matters that govern employee relations in the transit industry, which covered major developments in workplace law as well as a view towards future changes and ADA, FMLA, union contracts and MEC requirements were covered. Attendees were encouraged to ask specific questions about their employment issues.

October: Transportation Expo

The first annual Transportation Expo was held at DOT headquarters on October 16 and featured a series of morning and afternoon workshops covering a variety of topics. Attendees had their choice of selecting from the following morning workshops: *Title VI: & LEP: Overview of FTA Title VI* requirements for sub-recipients, and discuss requirements to determine which LEP populations are present and providing for language assistance, presented by Tiffany Garcia, CTDOT Equal Employment Opportunity Specialist with *Section 5310: Overview of the Section 5310* program and application process, presented by Ellen Lawrence, CTDOT Transportation Planner 2 and Alicia Gonzalez, Transportation Planner OR *Mobility Management: Overview and purpose of Mobility Management* program, presented by John Wardzala, The Kennedy Center, Inc. ADA: Brief history of the ADA and how it relates to public transportation, presented by Mary Rosenbauer, The Kennedy Center, Inc. *Travel Training: The process from receiving a referral through the training and 12 month follow up*, presented by Robert Carlucci, The Kennedy Center, Inc. *Wheelchair Securement: demonstration of securing wheelchairs by Estuary Transit District.* The

afternoon sessions were: *FTA Transit Asset Management Progress*: Panel Discussion with: Federal Overview; State overview—Sharon Okoye; Transportation Engineer, TAM Unit; Local overview—Doug Holcomb, CEO, Greater Bridgeport Transit with *Employment Law: Issues & Updates* presented by Attorney Loraine Cortese-Costa OR *NTI Assault Awareness*: Provides the knowledge and skills needed to reduce the likelihood of assault incidents from occurring, presented by NTI Instructor, Rich Foerch. A Vendor Exhibit Expo/Lunch was held between the sessions.

December: Republican Gubernatorial Candidate Forum

On December 15, 2017, CCIA held a Republican Gubernatorial Forum where registered/official candidates generally focused on the fiscal woes of the state and while noting that transportation needs are critical didn't offer specific solutions on how to address the transportation needs.

Joseph Visconti said he didn't believe the state needed a lockbox, but there was "no way to not have some tax increase." "We have \$71 billion in pension obligations which is reducing our ability to fund education, transportation, etc.," said David Walker and "we are not getting our fair share of federal fund." Mark Lauretti added, "and its governments role to supply transportation." "The only thing growing in Connecticut is our government." noted Steve Obsitnik. Michael Handler spoke about what he'd accomplished in Stamford but said the "current administrations transportation strategy isn't working." "We need to get serious about capital investment and stop using gimmicks with the STF...and we need the lockbox" said Timothy Herbst. "The state of Connecticut has destroyed itself with taxes." Said Scott Merrell. While Prasad Srinivasan noted that "transportation is an economic engine," Peter Thalheim felt the state needed a Republican Governor, Senate, and Legislature, noting "the administrative state is not your friend." (On January 26, a Democratic Gubernatorial Forum was held for Democratic and Independent registered/official candidates).

Going Forward

A balanced and multi-modal transportation system requires confidence in the funding sources. In 2015 the legislature passed the one-half of 1% of current sales tax is to be used for transportation projects. In FY2016, approximately \$109 million from the sales and use tax went into the Special Transportation Fund (STF). State legislators must protect this tax which has been dedicated to transportation.

Connecticut can no longer afford to continue talking about the STF funding issues and its impact on our state, it is time to act. There are various opinions about solutions including raising the gas tax and installing tolls. Failure to act will result in unsafe roads and bridges, reduction in bus and rail service, a decline in our overall quality of life, and an inability to attract businesses and workers. The state legislature needs to work in a bi-partisan spirit to resolve this pressing issue which will benefit all of us today and in the future.

What You Can Do

Contact your legislator at www.cga.ct.gov. Attend the upcoming DOT Public Hearings on the service changes and fare increases: **Wednesday, February 28, 2018 – 5 pm to 8 pm, New London**, New London City Hall, Council Chambers, 181 State Street, New London (Snow date: Wednesday, March 7, 2018 – 5:00 pm to 8:00 pm); **Thursday, March 1, 2018 – 4 pm to 7 pm, Springfield**, Pioneer Valley Planning Commission, 60 Congress Street, Springfield MA (Snow date: Monday, March 5, 2018 – 4:00 pm to 7:00 pm); **Monday, March 5, 2018 – 4 pm to 7 pm, New Britain**, New Britain Police Department Community Room, 10 Chestnut Street, New Britain (Snow date: Tuesday, March 6, 2018 – 4:00 pm to 7:00 pm). You can also send your comments on the proposed fare increases which must be received by March 9, 2018 and addressed to: COMMENTS ON PROPOSED SERVICE AND FARE CHANGES, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06131-7546 or via email to dot.farecomments@ct.gov.

*“Proposed tolls and taxes seem an inevitable solution to the STF funding crisis....
The Legislature created this problem, so they can and should solve it.”*

Jim Cameron, Founder, Connecticut Commuter Group

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CTTransit
CTRides
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An initiative by Greater Bridgeport Transit

Connecticut Association for Community Transportation

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2016-2018

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