

# **Proposal for Evening Bus Service in Waterbury, CT**

February 2011

Proposed by: City of Waterbury  
Naugatuck Valley Community College  
North East Transportation Company

Prepared for: Sen. Andrew Maynard and Rep. Antonio Guerrero, Co-  
Chairs, Transportation Committee, Connecticut General  
Assembly

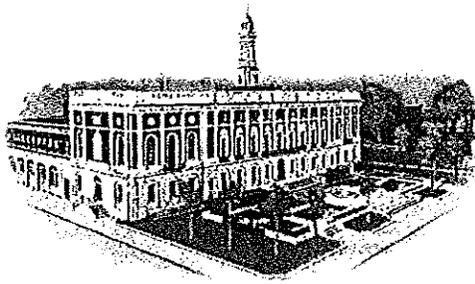
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MICHAEL J. JARJURA  
MAYOR



JOSEPH A. GEARY  
DIRECTOR OF OPERATIONS

OFFICE OF THE MAYOR  
**THE CITY OF WATERBURY**  
CONNECTICUT

February 1, 2011

Senator Andrea Stillman  
Representative Antonio Guerrero  
Legislative Office Building  
Transportation Committee, Room 2300  
Hartford, CT 06101

Dear Senator Stillman and Representative Guerrero:

The City of Waterbury is requesting your Committee's support for funding of evening bus service within the City of Waterbury. The City recognizes that such a request comes at an inopportune time, in light of the State's severe budgetary constraints and fiscal crisis. However, it is important to recognize that the provision of this service is not a luxury or an extra, but a *necessity*, if the City of Waterbury is to address the very problems that have created our state's business and economic woes – educating our children for the jobs of the future, building links between education and jobs; creating a business-friendly climate that grows and attracts businesses and spurs entrepreneurship; and, providing opportunities for our youth to stay in Connecticut with urban centers that are vital and prosperous.

*The City of Waterbury is the only major city in Connecticut that lacks evening bus service.* This means that our disadvantaged residents lack public transportation to attend evening classes at the downtown UCONN campus or Naugatuck Valley Community College (NVCC) located on the perimeter of the city. With 20% of Waterbury residents lacking a car, record high unemployment for ten consecutive years, and a family poverty rate that is three times the state level, our City's lack of evening public transportation service is a glaring social and economic inequity. When the most basic tool is missing - the ability to connect disadvantaged people to education, job training or employment centers - our City's ability to support our residents' needs and their ability to improve their future is severely handicapped.

It is not lost on experts examining the state's present-day fiscal crisis that Connecticut's large cities will have to be competitive in order for this state to nurture a healthy and diverse economic portfolio. The cities of Hartford, New Haven, Bridgeport and

Waterbury are four of Connecticut's largest cities and are regional hubs for jobs, health care and culture. It is clear that if these cities fail, the suburbs around them will also flounder. People and businesses simply won't move to regions without a cultural and employment base, and these bases can't be spread or partitioned out over towns. Only a strong central city can provide these anchors.

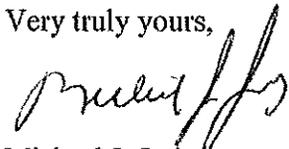
Waterbury is home to 4,873 businesses with 11,844 commuters into our City. Our two major hospitals provide care through the metropolitan region and are home to 29% of the beds in New Haven County. In addition, our City provides social services to the neediest persons in the state, with the number of Waterbury's Temporary Assistance for Needy Families (TANF) recipients three times the state average, thus alleviating the burden on suburban towns. *Yet, Waterbury has no evening bus service that links our needy residents to higher education facilities, social service centers, hospital health sector jobs or service and retail jobs in our downtown or mall area.*

It is clear that Waterbury, along with the other major cities of Connecticut, faces severe challenges and bears disproportionate burdens and services in our role as a regional hub and service center. In addition, Waterbury and the major cities face a multitude of revenue challenges, including a high percentage of property that is exempt - by state mandate - from property taxation. Although reimbursed by the state for some revenue lost, the PILOT reimbursements have only covered a portion of lost real estate property revenue and that revenue has been flat for years.

Despite such enormous challenges, Waterbury and all the major cities have much to offer Connecticut residents and businesses. In fact, we are crucial to the state's economic future. Therefore it is not *despite* tough fiscal times that the City is asking for evening bus service funding, but *because* of such tough economic times, that we are seeking our state's investment in our City's ability to improve our residents' opportunities to educate themselves, qualify for jobs, find jobs and get to those jobs.

We in the City of Waterbury believe that state government has a moral and economic imperative to help realize the health and viability of our major urban centers, for as goes the cities, so too will go the surrounding suburbs and state as a whole. As we seek your support of the state's investment in evening bus service in Waterbury, we do so knowing that we are not asking for something frivolous or non-essential - *we are simply asking that the same transportation equity and equal social and economic opportunity be provided to Waterbury's residents that is provided to residents of every other major city in the State of Connecticut.*

Very truly yours,



Michael J. Jarjura,  
Mayor



February 25, 2011

**MEMORANDUM: 022511**

To: Sen. Andrew Maynard and Rep. Antonio Guerrero, Co-Chairs  
Transportation Committee, Connecticut General Assembly  
From: Samuel Gold, AICP, Senior Planner  
Subject: **Waterbury Evening Bus Service Proposal**

The Council of Governments of the Central Naugatuck Valley has been facilitating discussions of an ad-hoc committee comprised of the City of Waterbury, colleges, hospitals, businesses, and the local bus operator to address the issue of evening transportation in Waterbury. This committee is submitting a proposal for funding of evening bus service in Waterbury. This memorandum and attached documents establish the significant unmet need for evening transportation in the city and present a proposal to address the problem. Of particular note, is the Connecticut Public Transportation Commission's 2010 Annual Report that identified evening bus service in Waterbury as the number two transit issue in the State.

**Need**

All bus service in Waterbury ends at 6 PM. In Hartford, New Haven, and Stamford, bus service runs until 1:30 AM. Bridgeport's bus service runs until 11:30 PM. Smaller Connecticut cities such as New London, New Britain, and Danbury also have state subsidized evening bus service. This is a clear inequity in state bus policy. Waterbury's transit dependent population is at a disadvantage in employment choices and in conducting their daily activities. The unemployment rate in Waterbury is 13.9% (CTDOL, December 2010). Unemployment among Waterbury's bus passengers is most likely higher.

Two surveys were conducted to assess the demand for evening bus service in Waterbury. North East Transportation Company (NETCO), the bus operator for CT Transit Waterbury, conducted a survey of 1,516 bus riders in November 2010 to determine the demand and potential use of evening bus service in Waterbury. Ninety-nine percent of surveyed bus riders said that they would use evening bus service. Three-quarters of those surveyed said that they would use evening bus service five or six days a week. Fifty-seven percent of the respondents would use evening service to get to work, and 67% would use it to get home from work. Fifty-five percent would use evening service for shopping trips. Thirty-nine percent said that they would use evening service to go to school. Along with answers to the survey questions, NETCO received 13 pages of comments. The vast majority of comments were in support of evening service, reinforcing the survey results.

The second survey was conducted by the local community college. Naugatuck Valley Community College (NVCC) will be a major destination of evening passengers. Currently, NVCC's evening courses (almost half of all course schedule time blocks) are inaccessible by transit. NVCC conducted a survey of 1,111 daytime students about evening transportation. The survey found that 48% of the

students who responded would use evening bus service. One third of the students said they were unable to take a course because of difficulty getting to NVCC. Sixty-six percent said they know of people who would attend evening classes at NVCC if evening transportation was available. Evening bus service would allow many people to attend evening classes for the first time. NVCC is investigating instituting a college transportation fee to help fund evening bus service.

St. Mary's and Waterbury Hospitals are two of the largest employers in Waterbury. The lack of evening bus service makes getting to work and back home difficult for hundreds of second and third shift employees. It also makes it difficult for them to obtain training at NVCC.

### **Proposal**

North East Transportation is proposing a greatly scaled down version of the evening bus service plan included in the Governor's 2008 Transportation Initiative II. The \$1.1 million in initiative funding for Waterbury evening service was rescinded in November 2008. The latest revised proposal would cost approximately \$764,000 annually. NVCC is seeking permission from its Board of Trustees to implement a student transportation fee that would also help subsidize a portion of this cost. Additionally, North East Transportation Company will be submitting a request for partial funding for this service under the Federal New Freedom Initiative Program.

The current proposal is for skeleton bus service running hourly from 6:30 PM to 12:30 AM Monday through Saturday. Most of Waterbury would be covered including NVCC, UConn-Waterbury, Brass Mill Shopping Mall, Wolcott Street retail area, and the city's hospitals. Paratransit services would also be provided to disabled riders. NETCO would be able to initiate service within 90 days of funding availability. No new vehicles would be required to provide this service.

## EVENING BUS SERVICE IN WATERBURY

2. THE COMMISSION ENDORSES THE PROPOSAL DEVELOPED BY NORTH EAST TRANSPORTATION, THE COUNCIL OF GOVERNMENTS OF THE CENTRAL NAUGATUCK VALLEY, THE CITY OF WATERBURY, AND NAUGATUCK VALLEY COMMUNITY COLLEGE TO PROVIDE EVENING BUS SERVICE IN THE CITY OF WATERBURY. PRESENTLY, BUS SERVICE IN WATERBURY TERMINATES AT 5:30 PM. EXTENSIVE TESTIMONY AT THE COMMISSION'S PUBLIC HEARING IN WATERBURY DOCUMENTED THE UNMET DEMAND FOR EVENING BUS SERVICE FOR EMPLOYMENT TRIPS, ACCESS TO CLASSES AT NAUGATUCK VALLEY COMMUNITY COLLEGE AND OTHER PURPOSES. THE LACK OF EVENING BUS SERVICE PRECLUDES TRANSIT-DEPENDENT PERSONS FROM ACCEPTING MANY SECOND SHIFT RETAIL AND OTHER JOBS AND PRECLUDES STUDENT ACCESS VIA PUBLIC TRANSPORTATION TO FOUR OF THE NINE TIME BLOCKS OF CLASSES AT NAUGATUCK VALLEY COMMUNITY COLLEGE.

At the Commission's September 7 public hearing in Waterbury, extensive testimony was given concerning the difficulties experienced by Naugatuck Valley Community College (NVCC) students due to the lack of evening bus service in Waterbury (see pp. 36-44 of this report). Twenty-five percent of the student body of 7,195 is from Waterbury, a large percentage of whom are transit-dependent. As classes at NVCC run until 10:00 pm, the cessation of bus service at 5:30 pm represents a significant obstacle to accessing classes and participating in campus activities.

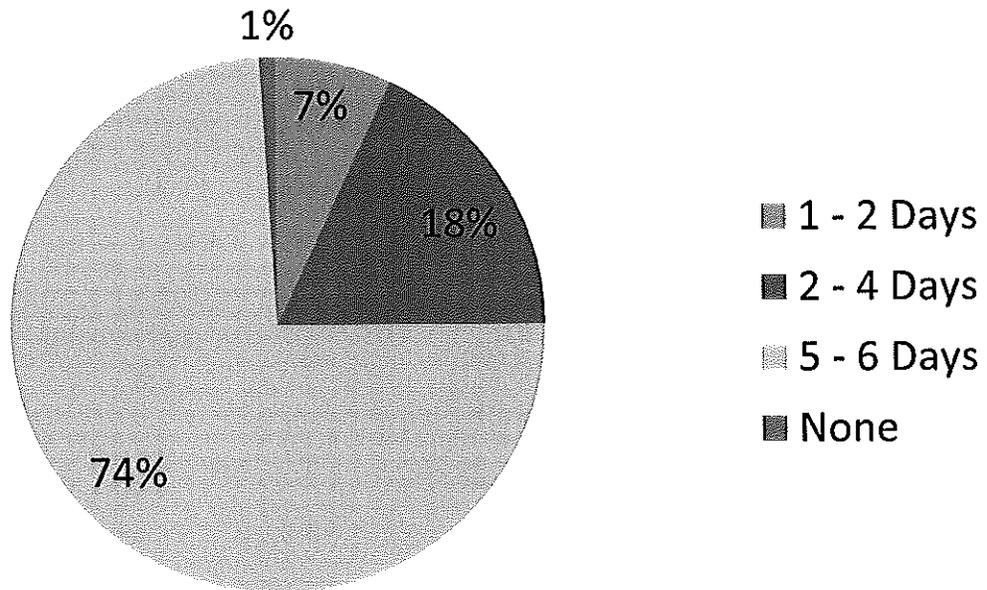
Subsequent to the Commission's September 7 public hearing, North East Transportation and NVCC performed separate surveys to gauge the demand for evening bus service. North East Transportation's survey, which generated 1,500 responses, provided data on the time of evening, day of the week, purpose of trip and specific routes needed for each of the responses. Employment-related trips were the dominant need with 1,011 of the 1,500 responses indicating travel needs to access jobs. The survey demonstrated that an evening service proposal aimed only at NVCC students would not meet the majority of travel needs and would quickly be overwhelmed by users needing trips for other purposes.

North East Transportation, in partnership with the Council of Governments, the City of Waterbury and NVCC, has developed a proposal for providing evening bus service in Waterbury through 11:00 PM at an annual cost of just under \$900,000. Such service would open second shift employment opportunities to many Waterbury area residents who cannot currently access such jobs due to lack of a private vehicle. Also, with enrollment at NVCC projected to increase from the current level of 7,195 students, necessitating the increasing use of evening classes to accommodate demand within the college's existing facilities, it is more cost effective to provide transportation to campus

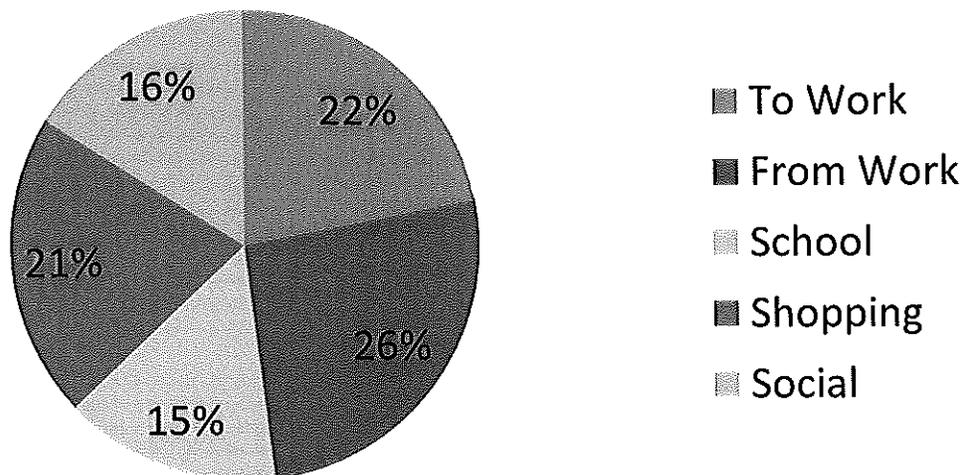
to maximize the use of the existing facilities through a longer academic day than it is to build additional facilities at the college.

**NORTH EAST TRANSPORTATION  
EVENING BUS SERVICE SURVEY - November 2011**

**How many times a week would you use evening bus service?**



**What kinds of trips would you use evening bus service for?**

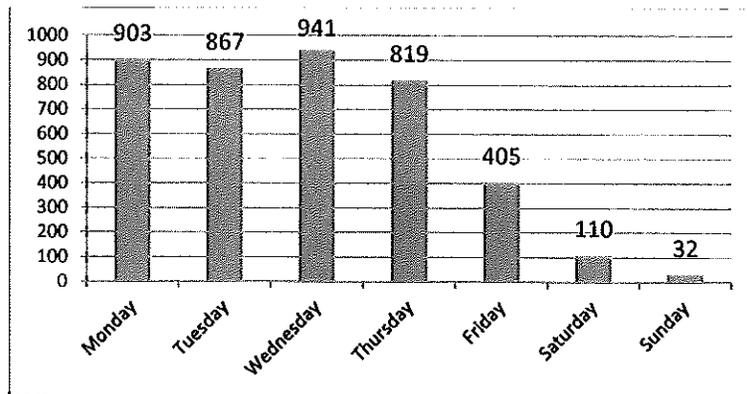


# NVCC Student Transportation Survey, November 2010

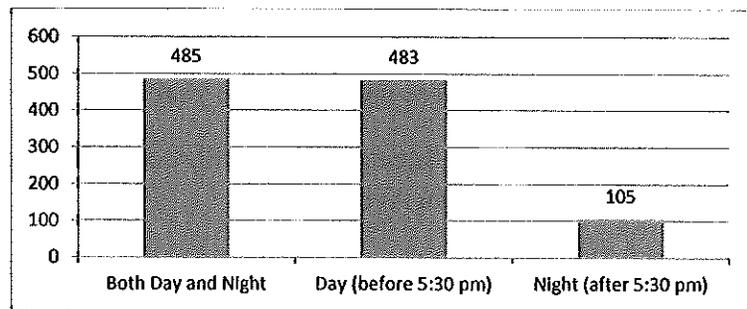
During the period of November 15<sup>th</sup> to November 23<sup>rd</sup>, 2010, 1111 surveys were collected from students on the Waterbury Campus of Naugatuck Valley Community College.

The numbers below indicate our current students support and need evening bus service. Further, student respondents have indicated that a large number of people in the community would attend classes at NVCC if there were evening bus service.

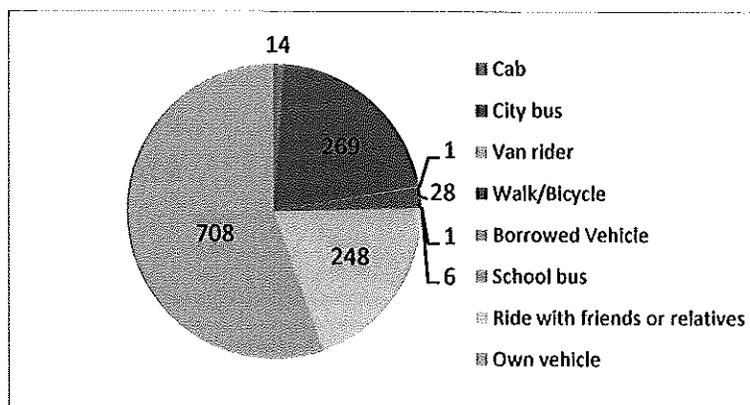
Question 1: What days are you on campus or plan to be on campus (attend classes, work-study, studying) in the spring?



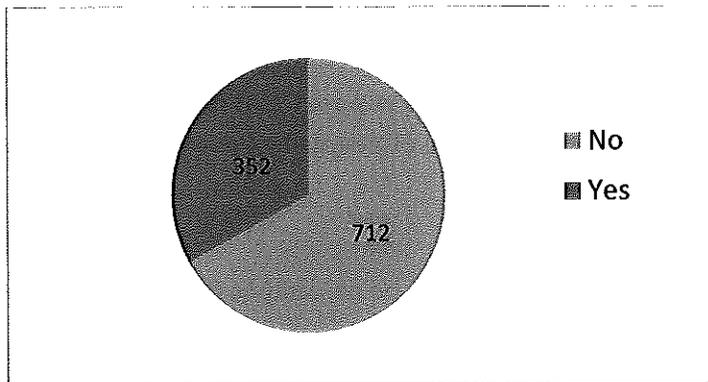
Question 2: What time are you on campus, or do you plan to be on campus in the spring semester?



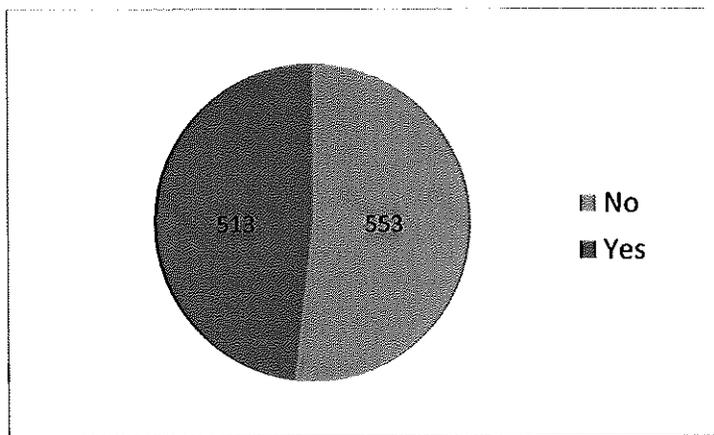
Question 3: How do you get to campus on most days?



Question 4: Have you been unable to take a class because of difficulty getting to NVCC?



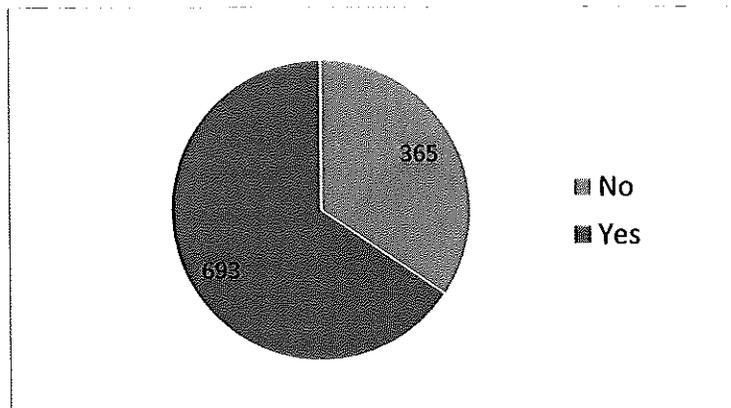
Question 5: If there were evening bus service would you use it to get to NVCC?



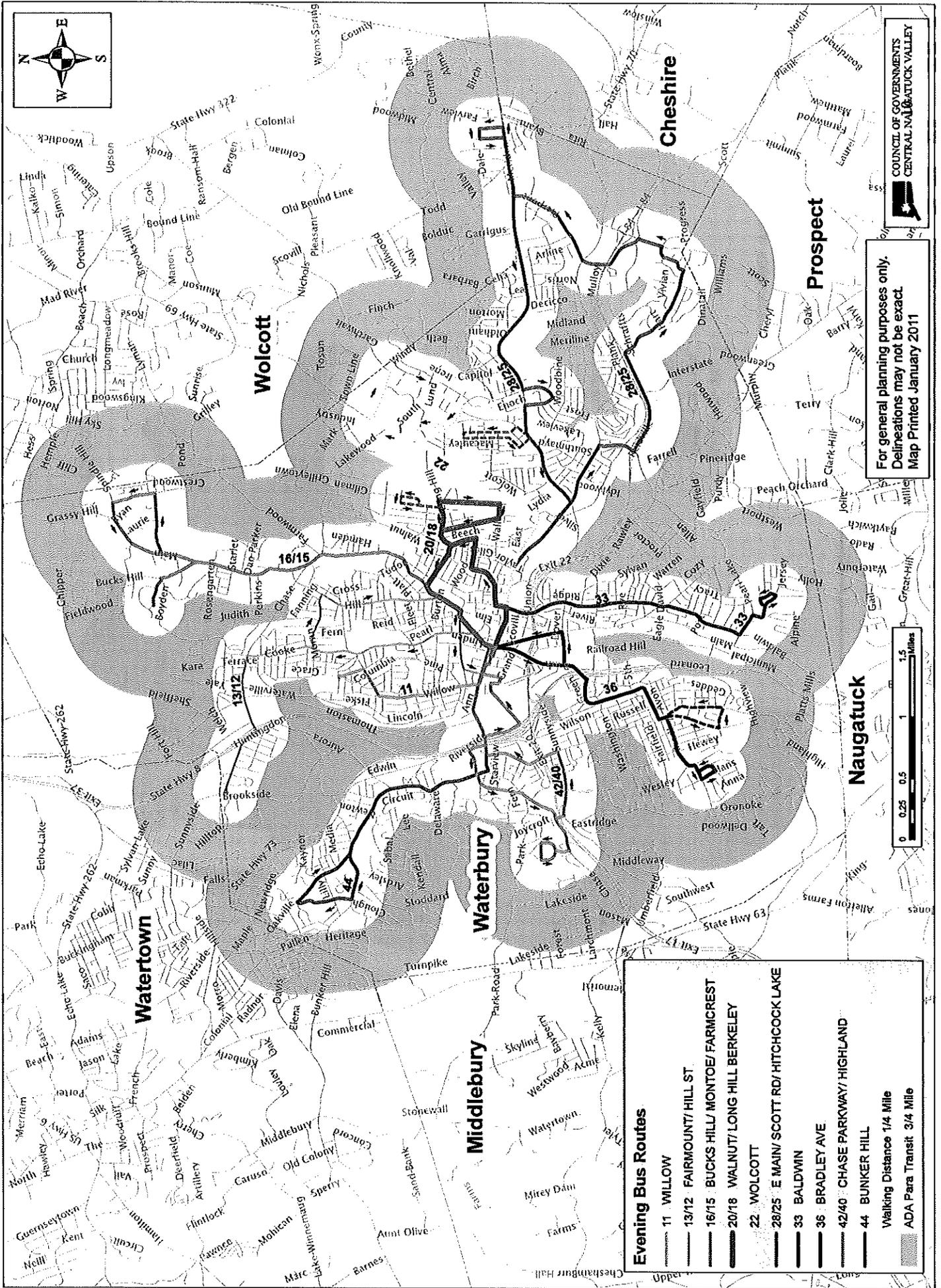
Question 6: If you answered yes to question #5, please indicate where your bus trip will begin.

Top 10: Downtown, North/East/West Main Streets, Bunker Hill, Cooke St, Highland Ave, Hill St, Meriden Rd, North Main St, Scott Rd, Sylvan Ave.

Question 7: Do you know of other people who would attend classes at NVCC if evening transportation were available?

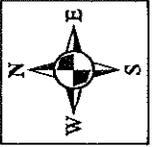
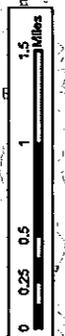


# Proposed Evening Bus Routes

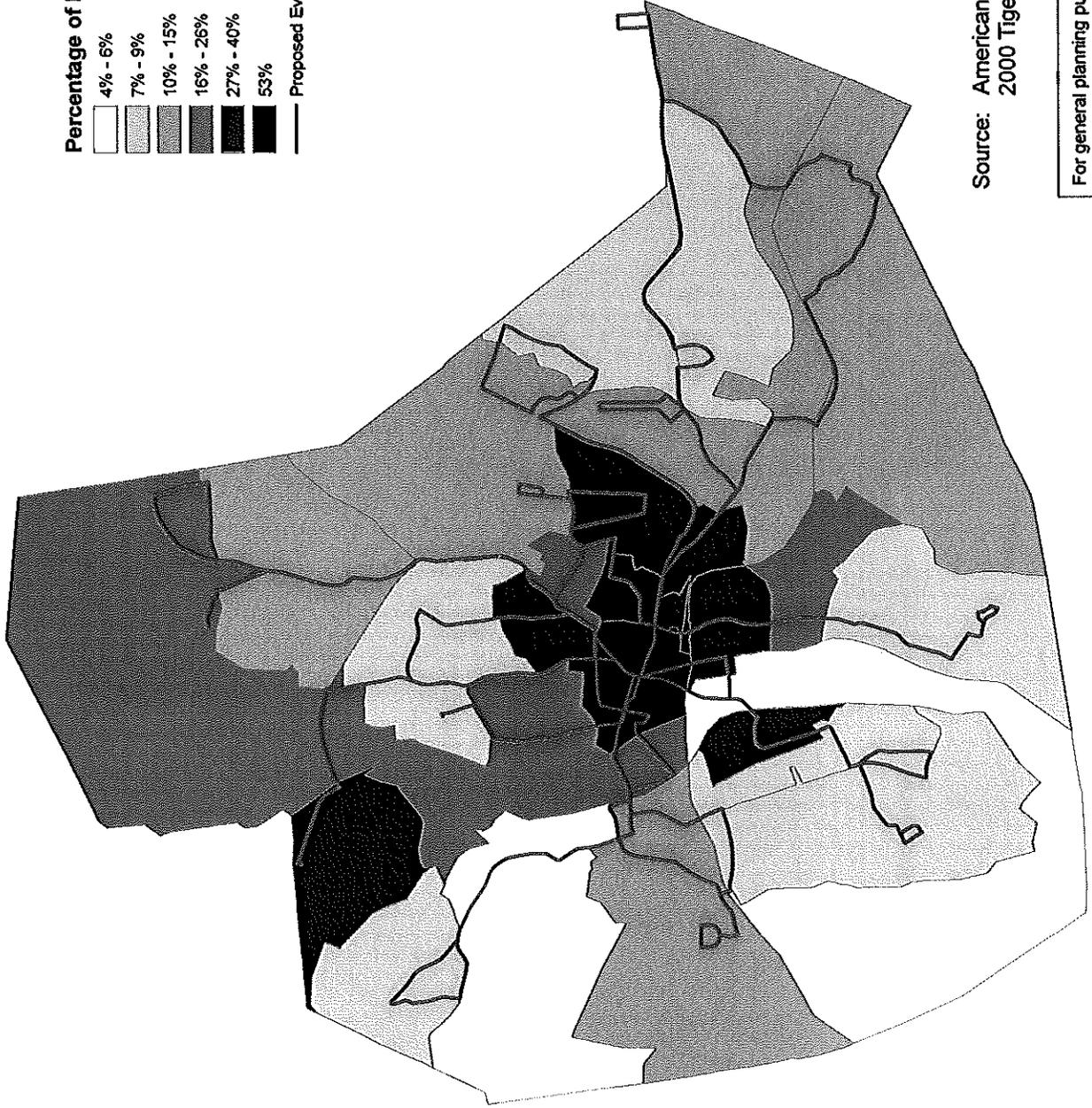


COUNCIL OF GOVERNMENTS  
 CENTRAL NAUGATUCK VALLEY

For general planning purposes only.  
 Delineations may not be exact.  
 Map Printed January 2011



# Percentage of Waterbury Households by Census Tract without Access to a Vehicle (2007-2009), and Proposed Evening Bus Routes



**Percentage of Households without Access to a Vehicle**

- 4% - 6%
- 7% - 9%
- 10% - 15%
- 16% - 26%
- 27% - 40%
- 53%

— Proposed Evening Bus Routes

Source: American Community Survey Table B25044 2007-09  
2000 Tiger Census Tract Data

For general planning purposes only.  
Delineations may not be exact.  
Map Printed February 2011

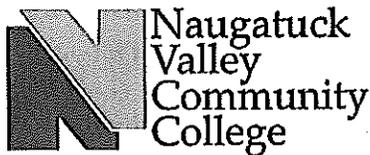


	Extended Hrs WAT-BUS	Extended Hrs MECHANIC/UTILITY	POL ADA	Extended Hrs WAT-ADA	WATA UTIL	Extended Hrs ADA DISPATCH/OFFICE	Extended Hrs Fixed Route INVESTIGATOR/DISPATCH
<b>HOURLY COSTS:</b>							
WAGES	\$20.22	\$19.82	\$13.92	\$14.90	\$15.75	\$15.76	\$18.61
SSOC (0.62 TO \$97,500 BASE)	1.2537	1.2287	0.9259	0.9235	0.9766	0.9771	1.1538
MEDI (0.145 NO LIMIT)	0.2932	0.2874	0.2018	0.216	0.2284	0.2285	0.2698
SUTA (0.14 TO \$15,000 Base)	0.2831	0.2774	0.1948	0.2085	0.2205	0.2206	0.2605
FUTA (0.08 TO \$7000 BASE)	0.1618	0.1585	0.1113	0.1192	0.126	0.1261	0.1489
WORKERS COMP	\$1.08	\$0.84	\$0.74	\$0.53	\$0.77	\$0.77	\$0.95
HEALTH INS	\$8.2000	\$8.2000	\$8.2000	\$8.2000	\$8.2000	\$8.66	\$6.66
PENSION	\$5.2342	\$5.2342	\$5.2342	\$5.2342	\$5.2342	\$5.47	\$4.09
<b>TOTAL HOURLY COSTS</b>	<b>\$36.72</b>	<b>\$35.85</b>	<b>\$27.46</b>	<b>\$27.66</b>	<b>\$28.84</b>	<b>\$27.48</b>	<b>\$31.25</b>
UNIFORMS	@\$120/yr	@\$120/yr	@\$120/yr	@\$120/yr	@\$120/yr		
LICENSE	\$13/yr	\$13/yr	\$9/yr	\$9/yr	\$13/yr		
PHYSICAL (\$40 every other year)	\$20/yr	\$20/yr	\$20/yr	\$20/yr	\$20/yr		
TOOL ALLOWANCE	\$175/year	\$175/year	\$175/year	\$175/year	\$175/year		
<b>ESTIMATED ANNUAL COST PER EMPLOYEE</b>							
WAGES	\$42,059.33	\$41,220.00	\$28,948.00	\$30,983.33	\$32,764.00	\$32,780.80	\$38,708.80
SSOC (0.62 TO \$97,500 BASE)	\$2,607.68	\$2,555.64	\$1,794.78	\$1,920.97	\$2,031.37	\$2,032.41	\$2,399.95
MEDI (0.145 NO LIMIT)	\$609.86	\$597.69	\$419.75	\$449.26	\$475.08	\$475.32	\$561.28
SUTA (0.14 TO \$15,000 Base)	\$210.00	\$210.00	\$210.00	\$210.00	\$210.00	\$210.00	\$210.00
FUTA (0.08 TO \$7000 BASE)	\$56.00	\$56.00	\$56.00	\$56.00	\$56.00	\$56.00	\$56.00
WORKERS COMP	\$2,241.76	\$1,735.53	\$1,542.93	\$1,100.94	\$1,592.33	\$1,592.33	\$1,938.38
HEALTH INS	\$17,056.00	\$0.00	\$17,056.00	\$0.00	\$17,056.00	\$13,842.96	\$13,842.96
PENSION	\$10,887.07	\$0.00	\$10,887.07	\$0.00	\$10,887.07	\$7,211.78	\$8,515.94
UNIFORMS	\$120.00	\$20.00	\$120.00	\$120.00	\$120.00	\$0.00	\$13.00
LICENSE	\$13.00	\$13.00	\$9.00	\$9.00	\$13.00	\$0.00	\$0.00
PHYSICAL	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$0.00	\$0.00
TOOL ALLOWANCE	\$175.00	\$175.00	\$175.00	\$175.00	\$175.00	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$75,880.70</b>	<b>\$46,402.85</b>	<b>\$61,063.52</b>	<b>\$34,869.50</b>	<b>\$59,983.38</b>	<b>\$56,701.05</b>	<b>\$64,681.30</b>

Evening service undr 11:30pm - Monday-Saturday

Additional Drivers Wages, Taxes & Workers Comp Exp:							
Regular	\$316,097.36	\$20,977.06	\$26,552.04	\$21,660.82	\$70,339.21		
OT	\$0.00						
Additional Drivers Union Costs based on Regular Hours	\$111,290.40		\$12,792.00	\$8,311.68	\$22,857.12		
HEALTH INS	\$71,038.11		\$4,095.20	\$4,327.07	\$14,051.29		
PENSION							
UNIFORMS	\$960.00		\$120.00	\$0.00	\$490.00		
LICENSE	\$104.00		\$9.00	\$0.00	\$26.00		
PHYSICAL	\$160.00		\$26.00	\$0.00	\$40.00		
2 hours OT hrs / per night fixed route	\$499,649.87	\$20,977.06	\$0.00	\$43,302.24	\$0.00	\$107,803.63	

	PARATRANSIT	TOTAL
<b>FIXED ROUTE BUS</b>		
Estimated Incremental Annual Labor Costs	\$77,001.81	\$706,032.36
Estimated Incremental Annual Fuel Costs	\$7,045.19	\$131,672.58
Estimated Incremental Annual Title Costs	\$6,167	\$9,488.47
Estimated Incremental Annual Insurance	\$317.60	\$5,033.90
Estimated Incremental parts & supplies	\$2,016.71	\$48,625.57
Estimated Incremental cellular network	\$2,180.24	\$2,439.01
Estimated Incremental utilities	\$2,036.61	\$19,179.72
<b>Total Estimated Annual Incremental Cost</b>	<b>\$90,493.34</b>	<b>\$921,471.60</b>
Estimated Incremental Revenue	\$5,382.00	\$157,655.94
<b>Total Estimated Annual Net Incremental Cost</b>	<b>\$85,111.34</b>	<b>\$763,815.66</b>
<b>Total Estimated Incremental Hours</b>	<b>13,572</b>	<b>15,132</b>
<b>Total Estimated Incremental Cost Hourly Rate</b>	<b>\$61.27</b>	<b>\$60.90</b>
<b>Total Estimated Incremental Net Hourly Rate</b>	<b>\$50.05</b>	<b>\$50.48</b>
<b>Total Estimated Annual Incremental Cost</b>		<b>\$763,815.66</b>



750 Chase Parkway • Waterbury, CT 06708  
[www.nvcc.commnet.edu](http://www.nvcc.commnet.edu)

*Office of the President*

February 3, 2011

Co-Chairs of the Transportation  
Committee of CGA,  
Honorable Senator Andrea Stillman  
Honorable Representative Antonio Guerrero  
Room 2300, LOB  
Hartford, CT 06106

Dear Senator Stillman and Representative Gurerrera,

I am writing to urge the Transportation Committee's support of the institution of evening bus service in Waterbury. I was dismayed to learn when I came to Waterbury two and a half years ago that Waterbury is the only major City in the state that does not have evening bus service. This inequity, of course, hurts the economy of the City and region keeping many citizens from commuting to jobs on the second and third shifts, from shopping in retail areas, and from making medical appointments using public transportation.

I am most concerned, however, about the detrimental effect this lack of service has on our City's residents by preventing attendance of evening classes at Naugatuck Valley Community College (NVCC). The college now has ten time blocks with the first one beginning at 6:30 am and the tenth one ending at 10 pm. The limited bus service in our area means bus riders can attend only five of the ten time blocks Monday through Friday. We recently completed a survey of 1100 students, and results show that there may be 1000 Waterbury residents who cannot register for evening courses because they need public transportation to attend early morning or evening classes. These potential students are currently not students because they work during the day, or they may be existing students who would take evening classes if bus service were available.

The denial of post-secondary education to these citizens is an atrocity and is damaging to the well-being of potential students and the economy of the City of Waterbury. Why spend significant resources on higher education if not all citizens can benefit? The additional money needed to fund the evening bus service would more than be recovered because of the positive impact on the City and its residents: more people with better education working, shopping, paying taxes, and off public assistance. Denial of this funding is a denial of access to our students and must not be tolerated.

Spreading out the time in which students can attend NVCC would mean we could more efficiently use our facilities and defer the construction of new buildings and parking lots.

Also, the college is being denied the ability to have a more positive impact on the community. In other words, this severe deficiency in Waterbury is prohibiting us from meeting our mission.

The college is investigating the institution of a transportation fee for our students, a fee that is already in place at Capital Community College in Hartford. The fee would pay for many new bus riders and would allow the College to pay the system operator (currently Northeast Transportation) a significant amount of money annually. This would mean that the State would need to appropriate fewer dollars to institute this important service. We will know in a few months whether the System's Board of Trustees will approve the institution of this fee by NVCC.

Please let me know how I might discuss this with your Committee in the coming weeks so that I might persuade you of the importance of this request. Thank you in advance for your consideration in this tough budget environment.

Sincerely,

  
Daisy Cocco DeFilippis, Ph.D.  
President, NVCC

19 Clifton Avenue,  
Waterbury, CT 06710

February 14, 2011

Dr. Dalsy Cocco De Filippis  
President, Naugatuck Valley Community College  
750 Chase Parkway  
Waterbury, CT 06708

Dr. President De Filippis,

My name is Cheyenne-Skye Mawby and this is my second semester at Naugatuck Valley Community College. I love the campus but sometimes have difficulty getting here because of the limited bus service. I don't drive and solely rely on the city bus. It has come to my attention that there is a movement to increase bus service to the college. I support this idea as each semester I have to plan which classes I can take based off the bus schedule. Many times I cannot take the classes I would like to because I can't get to or from campus at the needed times. My only transportation is the city bus so I find myself being limited. Last semester I had difficulty with one class that ran until 5:20pm, I was able to get a bus downtown after class but then missed the connecting bus so I had to walk the rest of the way home. It would be more convenient if there were buses available with earlier and later times for the students like me who would like to take earlier and later classes but can't because the buses are not available. I believe that since so many NVCC students take the bus it has become quite important to make classes more accessible. Public transportation is crucial for a successful college life style.

Thank you so much for reading my letter and considering my situation.

Sincerely,

A handwritten signature in black ink that reads "Cheyenne-Skye Mawby". The signature is written in a cursive, flowing style with large loops and a prominent initial "C".

Cheyenne-Skye Mawby

February 14, 2011

Dr. Daisy Cocco De Filippis  
NVCC  
750 Chase Parkway  
Waterbury, CT 06708

Dr. President De Filippis,

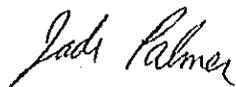
I have become aware of the fact that you are looking into the issue of students and public transportation. I am a current student at NVCC and one of the many students who use the city busses to arrive and leave from campus. Unfortunately, there are certain cons that apply to taking the bus. Specifically, I have to schedule my classes around the bus schedule, and this puts me at a disadvantage. If there were evening bus service to campus, all students who use public transportation (including myself) would benefit from more of an option in choosing their classes.

In my situation I could also be making a larger income and paying bills in a more efficient manner if I could better choose my classes. I could attend my job during the day (when they are open) and take classes at night. I know many other students who are advocating for evening bus service to and from campus. Also, students who use public transportation find it increasingly difficult to get home from downtown. If evening service could also include connecting busses, many students could get to their respectable neighborhoods without being stranded at the Green.

Please carry my thoughts with you as you advocate for increased bus service to the college.

Thank you very much for your time and have a wonderful day.

Sincerely,

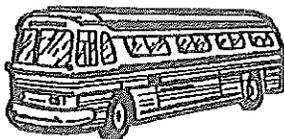


Jade Palmer  
77 Clearview Street  
Waterbury, CT 06705

# NORTH EAST TRANSPORTATION CO., INC.

Main Office  
—

Telephone: 203-753-2538  
Fax: 203-753-0715



Waterbury ADA Division  
—

Telephone: 203-756-5550  
Fax: 203-754-1190

February 2, 2011

Senator Andrea Stillman  
Representative Antonio Guerrero  
Legislative Office Building  
Transportation Committee, Room 2300  
Hartford, CT 06101

## **RE: WATERBURY EVENING BUS SERVICE**

Dear Senator Stillman and Representative Guerrero:

North East Transportation Co., Inc. has been involved in ongoing discussions for operating evening bus service Monday thru Saturdays in the City of Waterbury dating back to 2005.

In 2007, the first original proposal for Waterbury evening bus service was submitted as part of The Governor's Bus Service Initiative Phase I. Funding was not available for approval.

In 2008, a reduced proposal for Waterbury evening bus service was approved in The Governor's Bus Service Initiative Phase II. However, just a few months later before operations were allowed to begin North East Transportation Co., Inc. was informed the funding was no longer available.

The original proposal for evening bus service provided for thirteen (13) routes throughout the City of Waterbury at an annual operating cost of \$1.2 million. This proposal has since been modified several times to try and create enough service to serve the city while reducing the annual cost. North East Transportation's current proposal is for only six (6) routes to cover the most widely used areas of the bus system. In some areas, portions of as many as four (4) routes have been combined together to form one (1), so as to offer some level of service beyond 6:30 p.m. The new proposal provides for continuous bus service until 12:30 a.m., which will allow all connections necessary to accommodate second shift employees. The approximate annual operating cost will be \$764,000 and includes required complimentary Paratransit services and an additional hour every evening from the original proposal. There will be no capital costs with this project.

The current bus schedules do not allow public bus passengers to travel in the city of Waterbury past 6:30 p.m. Public bus passengers have a very difficult time accessing second shift employment, Higher Education, shopping, socializing or enjoying any other evening activities. Elected officials, representatives from local area retail businesses, hospitals, higher education executives, and the general public; highly support the proposed service levels. Evening bus service for the City of Waterbury is no longer just a wish but an absolute necessity. Please take this proposal under serious consideration during the upcoming legislative session.

Thank you for your past and continued support of public bus transportation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Kalosky', written in a cursive style.

Barbara Kalosky  
General Manager



**WATERBURY  
HOSPITAL**  
HEALTH • CENTER  
*caring makes a world of difference*

February 3, 2011

Senator Andrea Stillman  
Representative Antonio Guerrero  
Legislative Office Building  
Transportation Committee, Room 2300  
Hartford, CT 06101

Dear Senator Stillman and Representative Guerrero:

Waterbury Hospital requests your Committee's support for funding of evening bus service within the City of Waterbury. Waterbury Hospital is a full-service community health-care institution located in the inner city area of the City of Waterbury. Our hospital employs approximately 2,100 persons and serves a regional population that includes Waterbury and the eleven surrounding communities in western Connecticut.

As a major employer in the City of Waterbury, the lack of evening public bus service has been a significant challenge for our local Waterbury employees who struggle to find a reliable means of transport to our two evening shifts. The lack of such public transportation serves as a serious impediment to residents who do not own cars.

As you know, the City of Waterbury and the area labor market have suffered record-high unemployment for nearly a decade. While Waterbury Hospital does its best to support area residents who seek employment, we cannot solve this public transportation problem. We regard public transportation as a basic service that should and must be available to the residents of the City of Waterbury in order for them to access education facilities, job training or employment opportunities. When that most basic service is missing, to any degree, their efforts are made that much more difficult, if not impossible.

As the State of Connecticut looks to solve its severe fiscal crisis, it must evaluate the core problems that are disincentives to its residents gaining the education, skills and income necessary to contribute to our economy. We view the lack of evening bus service in Waterbury as a problem that must be addressed. As an employer, we at Waterbury Hospital are committed to providing equal opportunity to those seeking employment; we hope that the same equal opportunity for evening bus service be afforded to the residents of the City of Waterbury that is afforded to residents of every other major city in the state.

Thank you for your consideration.

Yours Truly,

Diane M. Woolley  
Administrative Director, Human Resources

⊕

# Saint Mary's HOSPITAL

Feb. 3, 2011

The Honorable Andrea Stillman  
The Honorable Antonio Guerrero  
Co-Chairs of the Transportation Committee of the Connecticut General Assembly  
Legislative Office Building, Room 2300  
Hartford, CT 06106

Dear Ms. Stillman & Mr. Guerrero:

I write in support of the North East Transportation's proposal for evening bus service in the City of Waterbury.

Saint Mary's Hospital is a 220 bed Community & Teaching Hospital serving the people of the Waterbury region. We employ 1,850 staff and are the second largest employer in the city. Many of our entry level and non-exempt staff rely on public transportation to commute to the hospital.

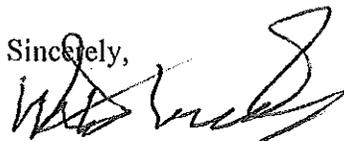
Almost half of our staff work second and third shift to provide round the clock care for our patients. Second shift, arriving in the 2:00 to 3:00 PM hour, find adequate bus service as do our thirds shift, who travel home in the 7:00 to 8:00 AM hour. However those going off shift and those arriving at 11:00 PM have no access to public transportation.

Off shift staff is forced to rely on Waterbury's limited Taxi service or pay neighbors to carry them. This is a costly proposition for a group of employees whose lower pay is already stretched. Additional bus service will enable us to recruit more staff from our local city population.

Evening bus service will also make it possible for patients and their family to come & go to the hospital independently. This is especially important in a community with many elderly city residents who have given up their driver's license or no longer run a car. Frequently they must leave the hospital in the early evening to catch the last bus and are deprived of quality time with their loved one.

In conclusion Saint Mary's Hospital heartily endorses the proposal to expand evening bus service for the city of Waterbury.

Sincerely,



Nancy Donlon Miko  
Clinical Recruiter



Waterbury Regional Chamber  
*driving business to business*

February 3, 2011

The Honorable Andrea Stillman  
The Honorable Antonio Guerrero  
Transportation Committee Rm 2300  
Legislative Office Building  
Hartford, CT 06106

Dear Senator Stillman & Representative Guerrero,

The Waterbury Regional Chamber is the greater Waterbury region's premier business membership association representing 900 businesses and serving as an economic development partner to our region's communities. Our membership's common interest is in the economic growth and stability of our State and the greater Waterbury region.

To that end, I urge you to support the establishment of evening bus service for Waterbury to extend beyond 5 p.m. for the benefit of residents that are employed or going to a local college in the greater Waterbury region. In particular, the Chamber supports the efforts spearheaded by Naugatuck Valley Community College, the largest public higher education institution in Waterbury, to increase transportation to serve the over 7,000 students who are enrolled in for-credit courses at the College. NVCC is one of the largest employers in the City of Waterbury and a key partner in our efforts to develop a skilled workforce that will meet the needs of our regions employers for years to come.

If I may answer any questions regarding this matter please feel free to contact me at 203-757-0701 or by e-mail at [lward@waterburychamber.com](mailto:lward@waterburychamber.com).

Thank you for your consideration in this vital matter for our community.

Sincerely,

Lynn Ward  
President & CEO

cc Daisy Cocco De Filippis, Ph.D.

**Northwest  
Regional  
Workforce  
Investment  
Board**

249 Thomaston Avenue  
Waterbury, CT 06702

Phone: 203-574-6971  
Fax: 203-573-8951

**Workforce  
Investment  
System Partners**

**Department of Labor**

**Department of Social  
Services**

**Department of Economic  
and Community  
Development**

**Naugatuck Valley  
Community College**

**Northwestern  
Community College**

**Bureau of Rehabilitation  
Service**

**Board of Education and  
Services for the Blind**

**CT Works**

**CT Job Corps Center**

**New Opportunities**

**Bureau of Career  
&  
Adult Education**

February 3, 2011

Connecticut Legislature:  
Transportation Committee  
Rep. Stillman and Rep. Guerrero

I am writing to offer my full support for the expansion of evening service in Waterbury. The city of Waterbury is the only major municipality without evening service. This service is vital, in lieu of cuts to the Transportation to Work -JobLinks program that many low income individuals use to access employment and training opportunities.

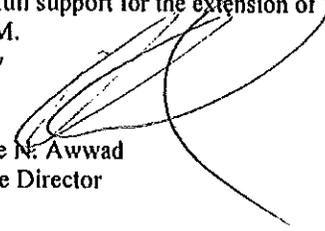
Transportation stands as the primary barrier to the unemployed as they seek to reenter the workforce. Second and third shifts have begun to resurface and public transit must be available. Economically, public transit is the most affordable means for underemployed and unemployed workers to transition back into the workforce.

Enrollment at the local community college has skyrocketed with non traditional students and evening students pursuing skills training. It is imperative that students have public transit in the evening hours to pursue higher education.

The Northwest Regional Workforce Investment Board administers JobLinks which is the Northwest region Job Access Transportation program. The JobLinks Plan builds on established services to create easily accessible transportation systems and services that reduces transportation barriers and meets the needs of eligible individuals whose goal is to secure/and or maintain unsubsidized employment. Northeast Transportation Company has been subcontracted through the Northwest Regional Workforce Investment Board to provide service in the Waterbury area. Over the past eleven years Northeast Transportation has worked collaboratively with the Board in an effort to provide the most efficient and cost effective means of transportation for many of the both youth and adult training programs administered by the Board.

In recognition of the fine commitment and effort put forth by the Northeast Transportation Company Team the Northwest Regional Workforce Investment Board offers it full support for the extension of Waterbury operation area evening hours till 12:30 AM.

Sincerely

  
Catherine N. Awwad  
Executive Director

AWN® "A proud member of America's Workforce Network."



Greater Waterbury Transit District      Tel: 203 573-8627  
C/O Yvonne Denise Smith-Isaac, M.D.      Fax: 203 573-8627  
67 Farrington Avenue      Email: [GWTD8@aol.com](mailto:GWTD8@aol.com)  
Waterbury, CT 06706      Website: [www.gwtd.org](http://www.gwtd.org)

February 3, 2011

Transportation Committee  
LOB  
Hartford, CT

**Subject: Waterbury Evening Bus Service**

Dear Transportation Committee Member:

The Greater Waterbury Transit District (GWTD) concern with transportation for persons with disabilities and the elderly in the municipalities of Cheshire, Middlebury, Naugatuck, Prospect, Thomaston, Waterbury, Watertown and Wolcott.

The GWTD supports the proposal for Evening Bus Service in Waterbury. The reasons for this support are as follows:

1. Fixed route bus service ends at 6 p.m. in the City of Waterbury, with the extended evening hours this would make it possible for people to obtain jobs that end after 6 p.m. and this would increase their economic development and work force
2. College students who need to take evening classes would be able to take them, these students will be educated and able to replace our retiring work force which will maintain and increase our economy
3. Businesses may take the opportunity to extend their hours or others start businesses gear to the evening hours, this increases job opportunity and the growth of businesses
4. In Waterbury there are two Dialysis Centers, evening dialysis occurs in Waterbury and we have two Paratransit vehicles operating to 9 p.m. with New Freedom Initiative (NFI) funding, with the evening bus service the ADA Paratransit will operate and this service can transport Waterbury dialysis patients and the NFI can do the transportation for the non-ADA resident patients, this service will improve our delivery of health care services

5. With ADA Paratransit Service in the evening persons with disabilities will have the opportunity to go to work, shop, school, socialize and receive medical care; this would improve the quality of life, improve their and the city economical status
6. With the evening hours people will be able to take advantage of shopping, dining and going to the movies at the Brass Mill Center which closes after 6 p.m., this helps to improve the economic status

Evening Bus Service in Waterbury is a needed service and the start of this service is supported by the Greater Waterbury Transit District.

Please contact me if you have any questions.

Respectfully yours,

*Yvonne Denise Smith-Isaac, M.D.*

Yvonne Denise Smith-Isaac, M.D.  
Chairman



University of Connecticut  
*Waterbury Campus*

William J. Pizzuto, Ph.D.  
Director, Waterbury Campus

January 14, 2011

Dalsy Cocco DeFillippi, President  
Naugatuck Valley Community College  
750 Chase Parkway  
Waterbury, CT 06708

Dear Dalsy:

I am writing to you regarding evening bus service in Waterbury. I recently spoke with Dean Jim Troup concerning a student transportation survey that Naugatuck Valley Community College completed in December, 2010. He mentioned that the percentage of students that expressed difficulty in taking night classes due to the lack of evening transportation was very high. There would certainly be mutual benefits for UConn students as well as Naugatuck Valley students if there was night service. I was encouraged to learn that your college has been working with our local delegation regarding this city issue, and I want you to know that I am happy to assist in any way I can with such a laudable project. It is sad that Waterbury is the only large city in Connecticut without evening bus service, and I hope that our local stakeholders can discuss recommendations for improvements to transit service.

I recently spoke with Dr. Ruth Glasser, Program Coordinator for the Urban and Community Studies major at UConn Waterbury, just one of nine baccalaureate degrees offered at our campus. She believes that students are hampered by the lack of public transportation extending throughout the evening hours in Waterbury. Although, we have courses scheduled from 3:45 pm to 6:15 pm, and from 6:30 pm to 9:00 pm, those students relying on bus service cannot register for them. It is important that we preserve these later time slots for students who have daytime jobs or childcare and other family responsibilities. However, the lack of evening transportation means that some classes are restricted to those who have access to a car. The absence of public transportation hampers our ability to recruit new students, grow our evening programs, allow current students to enroll in additional classes and more particularly attract truly local residents. UConn and Naugatuck Valley have a mandate to respond to the needs of the community around us and to be engaged in constructive ways with that community. In order to serve citizens of Waterbury properly, we need a transportation infrastructure that would encourage attendance by Waterbury's residents to local colleges.

Please contact me if there is anything else I can do for this initiative. This is a crucial issue for the city, its residents and our schools. UConn is behind your efforts and we thank you and Jim Troup for informing us of this shared objective.

Sincerely,



William J. Pizzuto, Director

*An Equal Opportunity Employer*

99 East Main Street  
Waterbury, Connecticut 06702

Telephone: (203) 236-9818

Facsimile: (203) 236-9820

e-mail: [william.j.pizzuto@uconn.edu](mailto:william.j.pizzuto@uconn.edu)

web: [www.waterbury.uconn.edu](http://www.waterbury.uconn.edu)



Target  
300 Chase Avenue  
Waterbury, CT 06704

1/28/2011

Dear Barbara,

I am the Store Team Leader at the Waterbury Target Store. I am writing to you in hope that we could have our bus stops to our retail plaza extended from 6pm to 9-10pm. We could definitely benefit from having later stops. Our customer traffic would increase along with many of our employees use public transportation and struggle to find rides late at night. I am more than willing to provide you any information you would need to consider extending bus stops. Our hours of operation are Mon-Sat 8am-10pm and Sun 8am-9am. My closing employees usually stay an hour after closing time. Thank you for your time and hopefully you can consider the possibility of extending your bus stops.

Sincerely,

A handwritten signature in black ink that reads "Rod Schmitt". The signature is written in a cursive style with a long horizontal line extending to the right.

Rod Schmitt

Store Team Leader  
(203)497-3673



910 Wolcott Street  
Waterbury, CT 06705

January 28, 2011

Barbara Kalosky  
North East Transportation  
1717 Thomaston Avenue  
Waterbury, CT 06705

As a member of the Waterbury business community, we have a strong interest in greater Waterbury public transportation system. The bus system is the major player, and the most affordable for the public. Presently the buses stop running at late afternoon, early evening. It would be a benefit to business and those using public transportation to have the bus schedule extended until eleven or twelve in the evening.

Sincerely,

A handwritten signature in black ink that reads "Terry Wright". The signature is written in a cursive style.

Terry Wright  
Store Manager  
Walmart Stores, INC.

Stop and Shop  
910 Wolcott St  
Waterbury, CT 06705

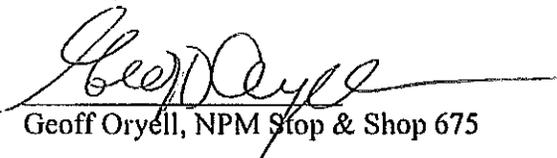
Northeast Transportation  
1717 Thomaston ave  
Waterbury, Ct 06704

Attn:Barbara Kalosky, General Manager

To whom it may concern,

We are in support of increasing bus service into the evening hours. We have customers that have to rush out to the bus to make the last bus. Our customers would like to be able to visit our plaza and spend time in all of major stores. We also have employees that are not able to work as many hours as possible, as the bus line ends around 5:30pm. We have other employees that take the bus into work at 5:30, and then are forced to ride their bike three- four miles home at 11pm since the buses do not run during that time frame, putting our associate safety at risk. We have people buying bus passes at all times of the day, not just limited to the 5:30pm, when the bus route ends, and if people are buying the passes at that time, it is believed that they would in turn be using the bus routes later at night as well. In conclusion, I believe that expanding the public transportation into later in the evening would be greatly accepted.

Thanks,



Geoff Oryell, NPM Stop & Shop 675

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January 27, 2011

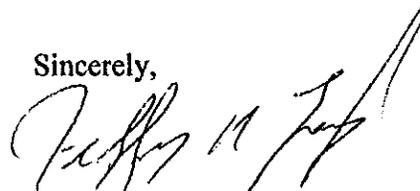
Barbara Kalowsky  
North East Transportation  
1717 Thomaston Ave  
Waterbury, Ct.

Dear Ms.Kalowsky

As a supervisor in a Waterbury Stop & Shop Supermarket, I see a growing need for late night transportation. More and more of our local citizens, that choose not to drive, are limited on their options to shop the Waterbury establishments. Many local businesses would entertain staying open later at night, if they knew customers could rely on transportation to get them there.

When an opportunity arises for me to hire someone, a major hinderance is the applicant's ability to get to work. Many rely on public transportation, and at this time, are not available to work into the evening. This limits my ability to schedule such an individual at the times I need. It also reduces the number of hours I could schedule that individual, thus taking money out of their pockets. The availability of late night transportation would greatly improve an employee's flexibility, and at the same time enlarge the hiring pool. I hope you would take my thoughts into consideration, upon your decision to bring late night transportaion to the Waterbury area.

Sincerely,



Jeffrey Taylor