



J F A C T

Jewish Federation Association of Connecticut

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Robert D. Lesser
Chair

TESTIMONY OF ROBERT FISHMAN, EXECUTIVE DIRECTOR OF JFACT Education Committee Public Hearing March 1, 2016

Allan Hillman
President

Senator Slossberg, Representative Fleischmann and Members of the Education Committee,

Lindy Lee Gold
Vice President

I represent the 7 Jewish Federations across Connecticut and their agencies including Jewish Community Centers, Jewish Family Services, Jewish Homes for the Elderly and Handicapped, and about 25 Jewish Day Schools serving about 3,000 students.

Cary Lakenbach
Treasurer

In the past few years, we have cooperated and collaborated with the Catholic Schools to make sure our students and their parents know that the state of Connecticut understands and commits funding through bonding to help our schools pay for the cost of security for our buildings. The education committee has supported these efforts along with Governor Malloy and we are very grateful for that support. Today, we are requesting your support of expanding transportation for private schools. The current wording in SB 318 we believe is too narrow and we suggest an additional approach. Currently, the state funds the Regional Educational Service Centers (RESC), providing safe cross town transportation for their schools. Some of these busses are not filled to capacity. We have already approached 2 of the RESC, CES in Stamford region and CREC in Greater Hartford, and they have expressed interest in working with our schools.

Edward Rosenblatt
Secretary

Robert J. Fishman
Executive Director

Constituent Jewish Federations:

Eastern Connecticut
Greenwich
Greater Hartford
Greater New Haven
Greater Stamford-
New Canaan- Darien
Upper Fairfield County
Western Connecticut

In summary, the following benefits and efficiencies can be achieved:

1. By filling vacant bus spaces with nonpublic school students, towns would receive a source of income from those schools.
2. Nonpublic schools may save on expenses by utilizing public school transportation.
3. By reducing the number of buses and cars on the local roads, we can increase the safety and security of the students during the morning and afternoon commutes.
4. If the nonpublic and public schools save on transportation costs, the State might realize reimbursable savings.

We would like to encourage the committee to expand or alter the wording in this bill so it clearly provides the opportunity for the public school transportation system to collaborate with the nonpublic schools for the benefits of heightened security, efficiency and regionalization cost savings.

Respectfully,

Robert Fishman
JFACT, Executive Director