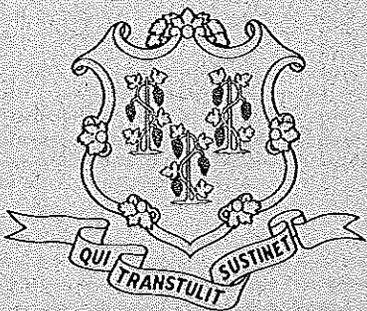


Connecticut Public Transportation Authority

Connecticut
General Assembly



LEGISLATIVE
PROGRAM REVIEW
AND
INVESTIGATIONS
COMMITTEE

SUNSET 1983

Volume IV-13
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CONNECTICUT GENERAL ASSEMBLY

LEGISLATIVE PROGRAM REVIEW AND INVESTIGATIONS COMMITTEE

The Legislative Program Review and Investigations Committee is a joint, bipartisan, statutory committee of the Connecticut General Assembly. It was established in 1972 as the Legislative Program Review Committee to evaluate the efficiency and effectiveness of selected state programs and to recommend improvements where indicated. In 1975 the General Assembly expanded the Committee's function to include investigations and changed its name to the Legislative Program Review and Investigations Committee. During the 1977 session, the Committee's mandate was again expanded by the Executive Reorganization Act to include "Sunset" performance reviews of nearly 100 agencies, boards, and commissions, commencing on January 1, 1979.

The Committee is composed of twelve members, three each appointed by the Senate President Pro Tempore and Minority Leader, and the Speaker of the House and Minority Leader.

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SUNSET REVIEW 1983

CONNECTICUT
PUBLIC TRANSPORTATION
AUTHORITY

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TABLE OF CONTENTS

SUMMARY.....	iii
I. INTRODUCTION.....	1
Purpose and Authority for Sunset Review....	1
Methodology.....	2
II.. BACKGROUND.....	3
Legislative History.....	3
Structure.....	4
Purpose, Powers and Duties.....	5
Fiscal Information.....	5
III. ACTIVITIES.....	7
IV. ANALYSIS AND RECOMMENDATIONS.....	9
APPENDICES.....	15
A. Summary Sheet.....	17
B. Questionnaire to Transit Districts and Regional Planning Agencies.....	19
C. Legislative Changes.....	22



CONNECTICUT PUBLIC TRANSPORTATION AUTHORITY

SUMMARY

The Connecticut Public Transportation Authority was established in 1975, replacing the Connecticut Transportation Authority. The new authority was to be composed of 14 members, each representing specific transportation interests in the state.

The Connecticut Public Transportation Authority differs from its predecessor in that the Connecticut Transportation Authority derived all its power and duties from the commissioner, while the public transportation authority has its powers outlined in statute. (Section 13b-11a C.G.S.)

Those powers and duties are to:

- advise and assist the commissioner of transportation regarding the planning, development, and maintenance of public transportation services in the state;
- assist the commissioner in the development of regulations to formalize arrangements between the department and local transit districts, between local transit districts and transit system operators and between local transit districts;
- hold public hearings in each of the metropolitan areas to evaluate the adequacy of rail and motor carrier services;
- issue an annual report to the legislature's Transportation Committee and the commissioner of transportation setting forth recommendations improving public transportation in the state;
- undertake any studies it deems necessary for improvement of a balanced public transportation within the state;
- have access, through the department, to all records, reports, plans, etc. which are prepared by rail and bus companies operating under contract with the State of Connecticut which pertain to the operations of such companies,

providing this shall not apply to any plans, proposals, reports, and other documents pertaining to current or pending negotiations with employee bargaining units.

The following is a summary of the analysis and recommendations:

Existence of the Authority

The Legislative Program Review and Investigations Committee examined a number of factors in determining whether to continue the authority or not. These factors included:

- the need to have an advisory body to both the department and legislature on mass transportation;
- the need for a body to ascertain the public's concerns about mass transportation and relay those concerns to the department;
- the need for a body to oversee the Department of Transportation's (DOT) activities.

Analysis of the above led the committee to conclude that the public's interest would best be served with the continuation of the Connecticut Public Transportation Authority.

However, because there also exists a Governor's Rail Advisory Task Force with a similar mandate, the program review committee concluded the existence of both bodies was unnecessary. *Therefore, the Legislative Program Review and Investigations Committee recommends that the Governor's Rail Advisory Task Force and the Connecticut Public Transportation Authority be merged. The committee further recommends that the new body be composed of 11 members--1 from each of the congressional districts and 5 at-large members, all with an interest in mass transportation.*

Title of the New Body

Because the role of the newly created body is clearly an advisory one, the program review committee believes the name should be changed to accurately reflect that status. *Therefore, the Legislative Program Review and Investigations Committee recommends that the name of the Connecticut Public Transportation Authority be changed to the Connecticut Advisory Committee on Public Transportation.*

Appointing Authority

The program review committee examined the current appointment procedure of members to the Connecticut Public Transportation Authority. The committee determined that approval by the General Assembly of the gubernatorial appointees was a practice no longer necessary, given that the vast majority of the governor's appointees do not require additional approval. *Therefore, the Legislative Program Review and Investigations Committee recommends that the governor be the sole appointing authority of members to the Connecticut Advisory Committee on Public Transportation.*

Meetings with Commissioner

The committee recognizes that if this advisory group is to function well, there must be established communication between the committee and the Department of Transportation commissioner. *The Legislative Program Review and Investigations Committee therefore recommends that the commissioner of the Department of Transportation be statutorily required to meet with the Connecticut Advisory Committee on Public Transportation on at least a quarterly basis, and that the commissioner respond within 90 days to any committee recommendations or requests.*

Standard Operating Procedures

To promote consistency and uniformity among boards and improve their effectiveness, *the Legislative Program Review and Investigations Committee recommends that the following provisions be adopted for the Connecticut Advisory Committee on Public Transportation:,*

Appointment. *All members of the Connecticut Advisory Committee on Public Transportation shall be appointed by the governor in accordance with Section 4-9a. All committee vacancies shall be filled by the governor for the remainder of the term vacated and successors shall have the same qualifications as the member succeeded. No member shall serve more than two consecutive terms.*

Meetings and Quorum. *The Connecticut Advisory Committee on Public Transportation shall meet at least once in each quarter of a calendar year and at such other times as the chairman deems necessary, or at the request of a majority of the committee members. Notice of any special meeting shall be given in accordance with Section 1-21. A majority of members shall constitute a quorum. Any member who fails to attend three consecutive meetings or who fails to attend 50 percent of all meetings during any calendar year shall be deemed to have resigned from office.*



INTRODUCTION

Purpose and Authority

Chapter 28 of the Connecticut General Statutes provides for the periodic review of certain governmental entities and programs and for the termination or modification of those which do not significantly benefit the public health, safety, or welfare. This law was enacted in response to a legislative finding that a proliferation of governmental entities and programs had occurred without sufficient legislative oversight.

The authority for undertaking the initial review in this oversight process is vested in the Legislative Program Review and Investigations Committee. The committee is charged, under the provisions of Section 2c-3 of Chapter 28, with conducting a performance audit of each entity or program scheduled for termination. This audit must take into consideration, but is not limited to, the four criteria set forth in Section 2c-7. These criteria include: (1) whether termination of the entity or program would significantly endanger the public health, safety, or welfare; (2) whether the public could be adequately protected by another statute, entity, or program or by a less restrictive method of regulation; (3) whether the governmental entity or program produces any direct or indirect increase in the cost of goods or services and, if it does, whether the public benefits attributable to the entity or program outweigh the public burden of the increase in cost; and (4) whether the effective operation of the governmental entity or program is impeded by existing statutes, regulations or policies, including budgetary and personnel policies.

In addition to the criteria contained in Section 2c-7, the Legislative Program Review and Investigations Committee is required, when reviewing regulatory entities or programs, to consider, among other things: (1) the extent to which qualified applicants have been permitted to engage in any profession, occupation, trade, or activity regulated by the entity or program; (2) the extent to which the governmental entity involved has complied with federal and state affirmative action requirements; (3) the extent to which the governmental entity involved has recommended statutory changes which would benefit the public as opposed to the persons regulated; (4) the extent to which the governmental entity involved has encouraged public participation in the formulation of its regulations and policies; and (5) the manner in which the governmental entity involved has processed and resolved public complaints concerning persons subject to review.

Methodology

The Legislative Program Review and Investigations Committee's sunset review process is divided into three phases. The initial phase focuses on collecting quantitative and qualitative data related to each entity's background, purpose, powers, duties, costs and accomplishments. Several methods are used by committee members and staff to obtain this information. These include: (1) a review of statutes, transcripts of legislative hearings, entity records (e.g., minutes, complaint files, administrative reports, etc.), and data and statutes of other states; (2) staff observation of meetings held by each entity during the review period; (3) surveys of selected persons and groups associated with each entity; (4) formal and informal interviews of selected individuals serving on, staffing, affected by or knowledgeable about each entity; and (5) testimony received at public hearings.

During the second phase, the staff organizes the information into descriptive packages and presents it to the committee. The presentations take place in public sessions designed to prepare committee members for the hearings, identify options for exploration and alert entity officials to the issues the committee will pursue at the hearings.

The final step of the review involves committee members and staff following up on and clarifying issues raised at briefings and public hearings. During this period, the staff prepares decision papers and presents recommendations to the committee. The committee, in public sessions, then debates and votes upon recommendations for the continuation, termination or modification of each entity.

BACKGROUND

Legislative History

In 1963, the legislature created the Connecticut Transportation Authority, primarily to aid in solving the major rail transportation problems in Connecticut (P.A. 639). The authority, which consisted of five gubernatorial appointees, was to study rail transportation services and report annually to the governor. The authority was funded through a \$1 million appropriation contained in the act as well as up to \$2 million in bonds issued by the state's Bond Commission. Two years later, Public Act 65-487 was passed, adding four members of the General Assembly to the authority and giving it the power to own and operate transportation facilities and establish fares and charges when necessary. The act also authorized the hiring of an executive director and retention of legal counsel for the Connecticut Transportation Authority.

In 1969, the Department of Transportation was created, and all bureaus or agencies having responsibility for transportation prior to the legislation were consolidated into that one state agency. Under the act (P.A. 768) the original transportation authority was abolished and a new authority was established, with an advisory role to the commissioner of transportation in the planning, maintenance and development of both rail and bus services. The new body was made up of 13 members--7 appointed by the governor and 3 each by the president pro tempore of the Senate and the speaker of the house. Unlike the original authority, the new Connecticut Transportation Authority had no independent staff.

The authority survived until 1975, when it was replaced with the current Connecticut Public Transportation Authority (P.A. 75-572). The act set up a 14 member body with specific representatives of varying interests in the mass transportation area. Unlike its predecessor, which derived all of its powers from the commissioner, the new authority was given specific statutory duties to perform. Those duties included conducting annual hearings in each of the state's urbanized areas to evaluate rail and motor carrier service, and advising and assisting the commissioner of transportation in developing regulations to formalize arrangements involving local transit districts. In 1979, the authority's jurisdiction was expanded by Public Act 79-226, giving it access to all department records, except those pertaining to pending labor negotiations.

Structure

The Connecticut Public Transportation Authority is located within the Department of Transportation. It consists of 14 members: 3 state department heads and 11 members appointed by the governor and approved by both houses of the General Assembly. The 3 department heads, or their designees, are:

- the commissioner of agriculture;
- the commissioner of environmental protection; and
- the secretary of the Office of Policy and Management.

The 11 members appointed by the governor consist of the following:

- the executive director of one of the state's regional planning agencies;
- a representative from business and industry from lists of qualified persons recommended by business and industry organizations;
- a regular user of intrastate railroad passenger service;
- a regular interstate commuter using the west end rail service;
- a regular bus user to be selected from lists of qualified persons submitted by organized groups active in transportation matters;
- a regular user of railroad freight service;
- a working member of a railroad labor union;
- a working member of a bus labor union; and
- 3 representatives from separate local transit districts (no more than 2 of whom shall be members of the same political party).

The authority has no staff of its own, but the Department of Transportation is statutorily required to provide staff assistance, which is currently assigned out of the department's planning division. The assigned staff includes an administrative person responsible for minutes, agendas, etc., as well as staff needed to research issues requested by the authority.

Purpose, Powers and Duties

The overall purpose of the Connecticut Public Transportation Authority, as established under Section 13b-11a of the Connecticut General Statutes, is to provide input to both the Department of Transportation and the legislature on ways to improve public transportation systems in Connecticut. To fulfill that purpose, the authority is charged with the following responsibilities:

- advise and assist the commissioner of transportation regarding the planning, development, and maintenance of public transportation services in the state;
- assist the commissioner in the development of regulations to formalize arrangements between the department and local transit districts, between local transit districts and transit system operators and between local transit districts;
- hold public hearings in each of the metropolitan areas to evaluate the adequacy of rail and motor carrier services;
- issue an annual report to the legislature's Transportation Committee and the commissioner of transportation, setting forth recommendations for improving public transportation in the state;
- undertake any studies it deems necessary for improvement of a balanced public transportation system within the state; and
- have access, through the department, to all records, reports, plans, etc., which are prepared by rail and bus companies operating under contract with the State of Connecticut which pertain to the operations of such companies, providing this shall not apply to any plans, proposals, reports, and other documents pertaining to current or pending negotiations with employee bargaining units.

Fiscal Information

The Connecticut Public Transportation Authority does not have its own budget, but expenses incurred by the authority

are absorbed within the Department of Transportation, Planning Division's budget. The expenses, as assessed by the department for FY 1981-82 and projected FY 1982-83, are outlined in Table II-1.

Table II-1. Connecticut Public Transportation Authority Expenses.

	<u>FY 1981-82</u>	<u>Projected FY 1982-83</u>
Staff	\$13,860	\$25,503
Travel (staff only)	800	570
Misc. (printing, etc.)	490	327
CPTA (members' expenses, advertising of public hearings, etc.)	5,000	5,000
	<u>\$20,150</u>	<u>\$31,400</u>

The increase in allocation to staff expenses projected for FY 1982-83 is due, according to the department, to the increase in authority requests for information of a technical nature. The authority members do not receive compensation, but are reimbursed for expenses.

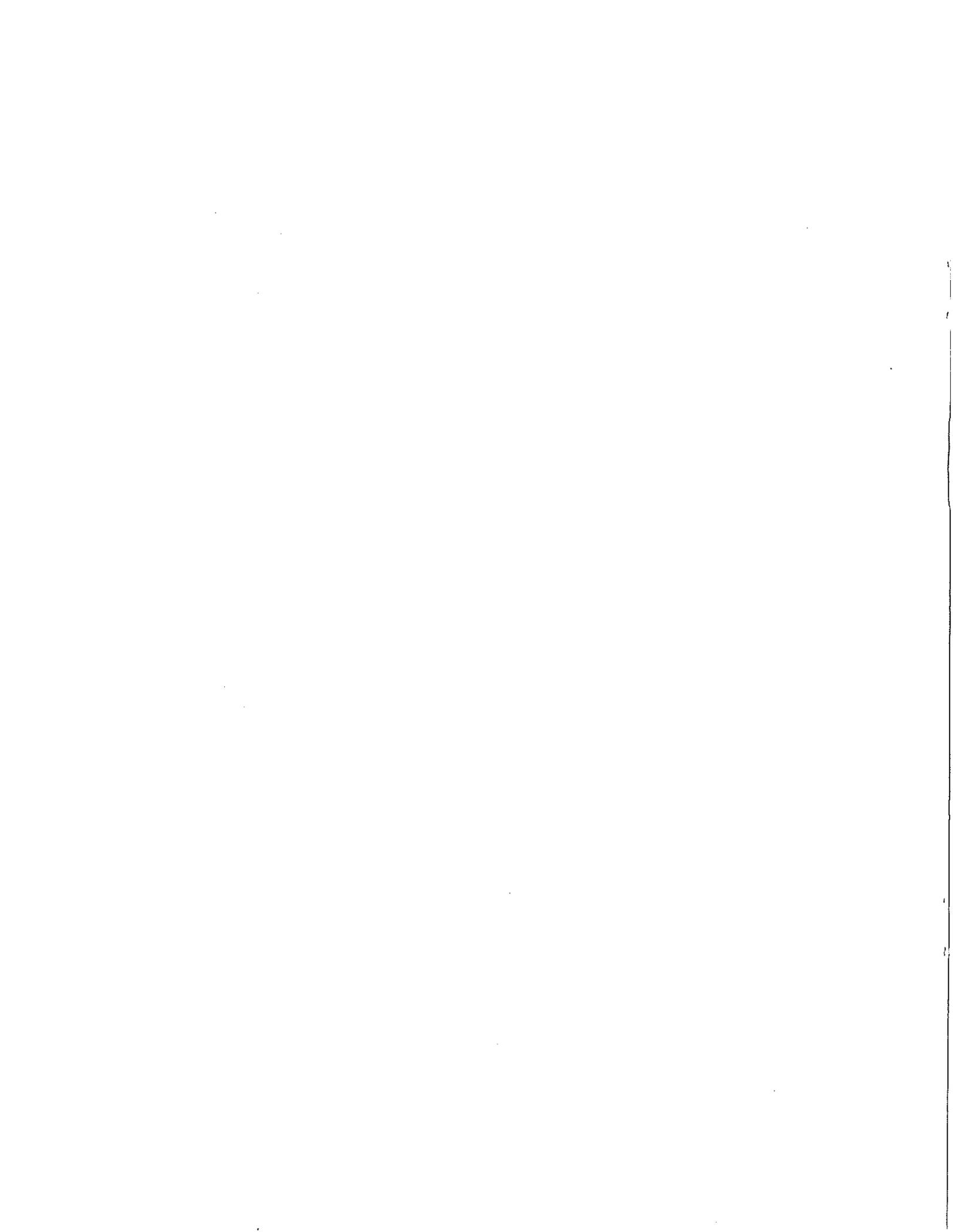
ACTIVITIES

The Connecticut Public Transportation Authority meets monthly at the Department of Transportation offices in Wethersfield. A typical meeting is two hours long and the average attendance during 1981 was 5.7 members. The authority, while statutorily composed of 14 members has had 5 vacancies for a number of months. As a result of not having a full complement of members, the authority changed its quorum requirement to a majority of those positions filled. However, the authority failed to obtain this quorum (5) at 4 of its meetings during 1981.

A typical meeting begins with reports from the directors of both bus and rail operations. These presentations usually make reference to detailed reports on ridership and costs that are mailed out with the monthly minutes prior to the authority meetings. After a brief discussion on the reports, the two directors leave the meeting. Representatives of rail and transit companies (e.g., Conrail and the Providence and Worcester Railroads) are then invited to offer comments, and the authority usually discusses any items of interest arising from these reports or comments.

The authority members also examine any legislation that might affect either the authority's or the department's operations and vote on any action that might be required. Finally, recommendations issued in the authority's annual report and/or the department's resulting responses are discussed, and requests of department staff for further study on issues are made.

Aside from its 12 monthly meetings, the Connecticut Public Transportation Authority also held 11 public hearings during 1981, one in each of the state's metropolitan areas. As a result of the hearings, the authority made 19 recommendations in its 1982 annual report. The report was submitted to the commissioner of transportation and the legislature's Transportation Committee in February. The commissioner of the Department of Transportation responded to the recommendations on March 1 as he is statutorily required to do.



ANALYSIS AND RECOMMENDATIONS

Existence of the Authority

In determining whether the Connecticut Public Transportation Authority should be continued or terminated, the Legislative Program Review and Investigations Committee looked closely at the following factors:

- the need for a body to advise both the Department of Transportation and the legislature on mass transportation;
- the need for a body to oversee the department's activities; and
- the need for a body to ascertain the public's concerns about mass transportation and relay those concerns to the department.

The first factor--the advisory role--was addressed at the Legislative Program Review and Investigations Committee's public hearing on June 3, 1982. The commissioner of transportation, in written testimony, stated that the Connecticut Public Transportation Authority was redundant since he could obtain advice from a number of different groups in the state and that the resources currently assigned to the authority could be more effectively used in running public transportation programs.

However, at the same public hearing, several authority members responded stating that the Connecticut Public Transportation Authority provides the only advice of a general nature, rather than just reacting to specific issues, such as rate increases. Further, members said the authority is unique in that it represents areas and interests from all over the state.

Secondly, authority members provide the department with expertise that may not be readily available in the department. Mr. Stuart Low, chairman of the authority, stated at the Legislative Program Review and Investigations Committee's June public hearing: "Those of us who represent various segments of the transportation industry interest, have such specific information, that no one necessarily in the department could possibly have the knowledge that we have."¹

¹ Stuart Low, Legislative Program Review and Investigations Committee Public Hearing Testimony, June 3, 1982, pp. 22-23.

In addition to advising the Department of Transportation, the authority has statutory responsibility to advise the legislature. The annual report submitted to the Transportation Committee provides an added perspective--besides the department's--on transportation issues in the state.

A final aspect of the authority's advisory role examined by the Legislative Program Review and Investigations Committee concerned implementation of the group's advice. While the program review committee found that little of what the authority recommends is actually implemented, the committee concluded that this should not reflect totally on the value of the authority's advice, but more on the reluctance of the department to implement the authority's recommendations.

The Legislative Program Review and Investigations Committee, in deciding whether to continue or terminate the Connecticut Public Transportation Authority, also looked at the need for the authority to provide oversight to the department. The committee acknowledged that the department does not have a strong mass transportation orientation, and the authority, with its emphasis on public transportation, does provide a necessary balance.

The legislature's Transportation Committee and the authority members both indicated that oversight of department projects has saved the department money on occasion. For example, at the program review public hearing, one of the authority members cited its recommendation to overhaul a number of old General Motors buses rather than buy new ones, which resulted in a substantial cost-savings to the department. He stated: "you can spend \$30,000 on an old bus, and get a real solid vehicle, a General Motors bus as opposed to spending now perhaps \$140,000 on a [new] Grumman bus...."²

Finally, the program review committee's analysis regarding the authority's continued existence centered on the need for a body to serve as an intermediary between the public and the department. In determining the value of this aspect of the authority, the committee relied heavily on the results of a questionnaire sent to all 26 transit districts and regional planning agencies in the state. For example, in response to the question, "Have you found the CPTA receptive to your concerns regarding public transportation?", 14 of the 17 respondents felt the authority was either "very or moderately receptive" to their concerns. The same number said the authority "moderately"

² Frank Partridge, Legislative Program Review and Investigations Committee Public Hearing Testimony, June 3, 1982, p. 18.

or "very much" consider their concerns when making its recommendations. Moreover, 10 of the 17 who responded said that the public transportation system in Connecticut would be adversely affected if the authority were terminated.

Additionally, the public hearings which the authority is statutorily mandated to hold in each of the state's metropolitan areas provide a forum for the public to voice concerns. While the 11 hearings held in 1981 were poorly attended, the concerns expressed were included in the annual report and submitted to the department. Without the authority, the public might not have this line of communication to the department.

The Legislative Program Review and Investigations Committee believes it is necessary to maintain an entity such as the authority that provides advice and oversight as well as transmitting public concerns to the Department of Transportation. However, there also exists in Connecticut, the Governor's Rail Advisory Task Force, a body created by executive order in 1976. The task force, made up of no more than 12 people, is designated to advise the governor on all rail needs in Connecticut. While this mandate is somewhat different from that of the authority, there is overlap. In fact, the chairman of the authority stated at the committee's June 3 public hearing that the two groups are duplicative.

Given the parallel functions of the two groups, the committee recommended that the Connecticut Public Transportation Authority and the Governor's Rail Advisory Task Force be merged. The consolidation would broaden the focus of the two independent bodies, expand their advisory reach to the department, the legislature and the governor, and thus, improve the advisory process. However, the committee recognized that the number of members on the combined group could prove unwieldy. In addition, the committee cited the number of current vacancies on the authority, which results to a large degree from having to make appointments of the specific nature that the statute requires. As a result, the program review committee chose to reduce the membership and eliminate specific representation.

Therefore, the Legislative Program Review and Investigations Committee recommends that the Governor's Rail Advisory Task Force and the Connecticut Public Transportation Authority be merged. The new body will be composed of 11 members--1 from each of the congressional districts and 5 at-large members, all with an interest in mass transportation.

Title of the New Body

After deciding to continue the authority in its merged form, the committee examined several ways to improve the

effectiveness of the new entity. One of the most basic concerns to arise during the review was the very title given to the Connecticut Public Transportation Authority. The term "authority" implies a policy-making role, which in this case, does not exist. It is misleading to potential appointees to think the authority has more power than it actually possesses. Moreover, the name may lead the public to believe that the current authority has an implementing role, rather than an advisory/oversight one.

While the committee considered giving the authority a more independent, policy-making role, members decided the Department of Transportation should remain solely accountable for all decisions in the transportation area, and that the new body should retain an advisory/oversight role. However, to prevent confusion and more accurately reflect this role, *the Legislative Program Review and Investigations Committee recommends that the name of the Connecticut Public Transportation Authority be changed to the Connecticut Advisory Committee on Public Transportation.*

Appointing Authority

A related issue arising during the review was the matter of appointing members to the Connecticut Public Transportation Authority. The committee determined that the current process of having the two houses of the General Assembly approve all gubernatorial appointees is no longer necessary, considering that the vast majority of boards and commissions are appointed by the governor without additional approval. *Therefore, the Legislative Program Review and Investigations Committee recommends that the governor be the sole appointing authority of members to the Connecticut Advisory Committee on Public Transportation.*

Meetings with the Commissioner

One of the most important areas that concerned the committee was the fact that the advice of the authority went unheeded most of the time. An oft-cited reason is that the commissioner lacks a sense of the authority's will on issues because he rarely attends its meetings. Furthermore, since the committee acknowledged that the authority is statutorily required to advise and assist the commissioner, he/she should meet directly with the advisory committee and respond to the issues and recommendations brought to his/her attention.

Therefore, the Legislative Program Review and Investigations Committee recommends that the commissioner of the Department of Transportation be statutorily required to meet with the Connecticut Advisory Committee on Public Transportation on at least a quarterly basis, and that the commissioner respond within 90 days to any committee recommendations or requests.

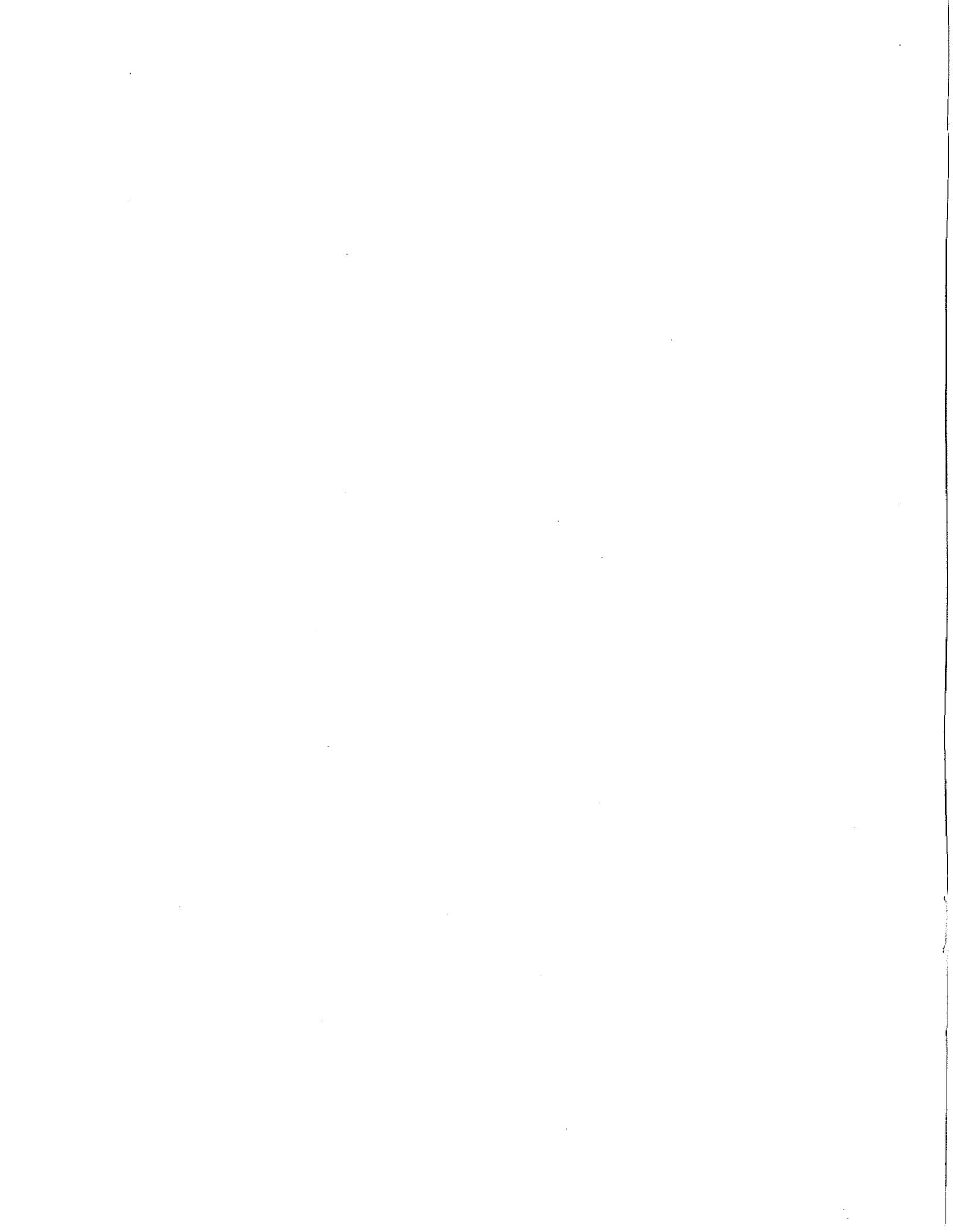
Standard Operating Procedures

Finally, in reviewing boards and commissions under the sunset law, the program review committee seeks to promote uniformity and consistency in the boards' operating procedures such as attendance requirements, and limit on terms. The committee intends that these procedures eliminate discrepancies among boards and improve their effectiveness. *The Legislative Program Review and Investigations Committee, therefore, recommends that the following provisions be adopted for the Connecticut Advisory Committee on Public Transportation:*

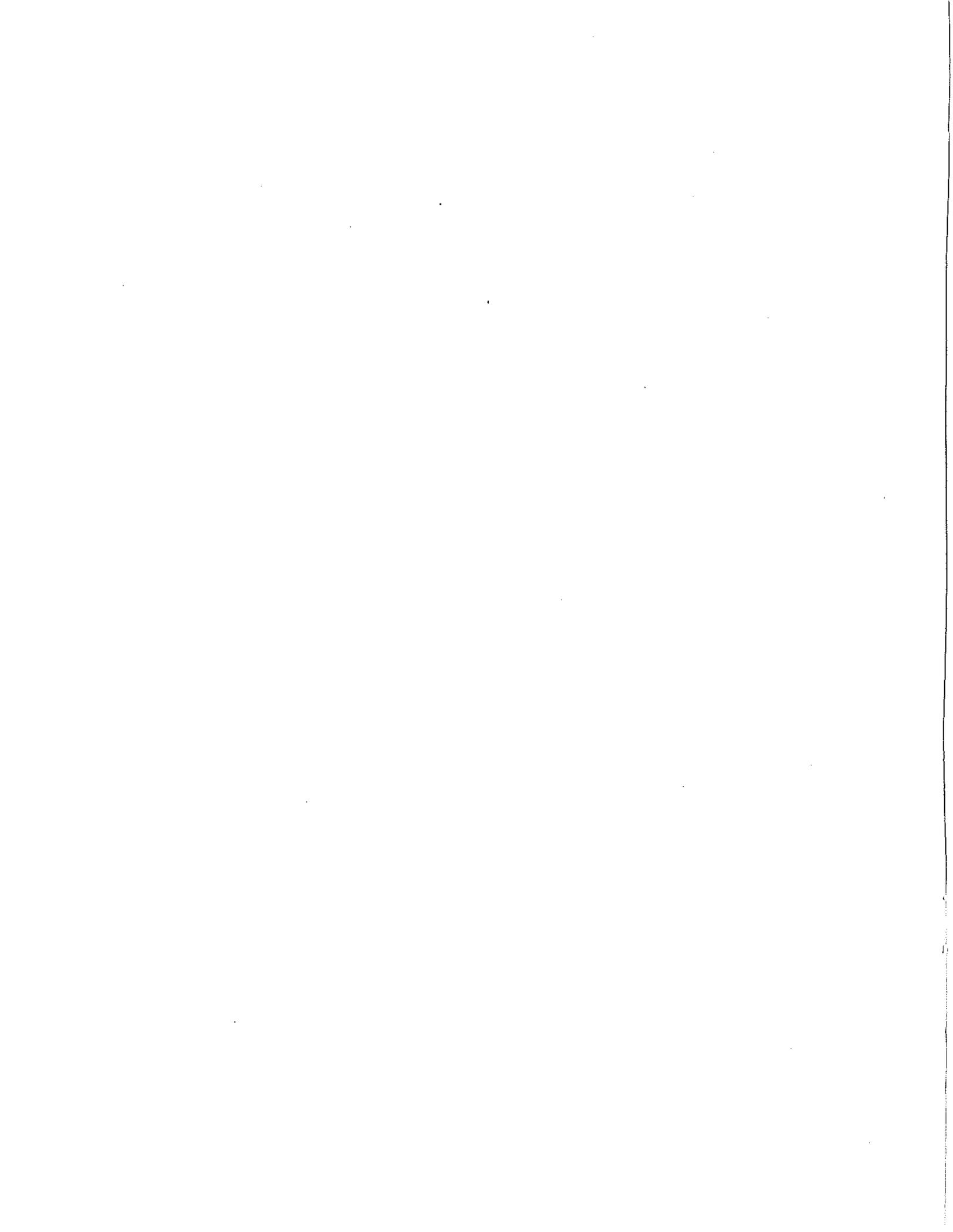
Appointment. *All members of the Connecticut Advisory Committee on Public Transportation shall be appointed by the governor in accordance with Section 4-9a. All committee vacancies shall be filled by the governor for the remainder of the term vacated and successors shall have the same qualifications as the member succeeded. No member shall serve more than two consecutive terms.*

Meetings and Quorum. *The Connecticut Advisory Committee on Public Transportation shall meet at least once in each quarter of a calendar year and at such other times as the chairman deems necessary, or at the request of a majority of the committee members. Notice of any special meeting shall be given in accordance with Section 1-21. A majority of members shall constitute a quorum. Any member who fails to attend three consecutive meetings or who fails to attend 50 percent of all meetings during any calendar year shall be deemed to have resigned from office.*

These provisions are consistent with the recommendations made in the program review committee's 1980 General Sunset Report and were adopted by the legislature in Public Act 80-484.



APPENDICES



APPENDIX A

CONNECTICUT PUBLIC TRANSPORTATION AUTHORITY

STATUTORY REF: C.G.S. Sec. 13b-11a

ESTABLISHED: 1975 (P.A. 75-572)

ORGANIZATIONAL LOCATION: Department of Transportation

PURPOSE: To provide input to the Department of Transportation and the legislature on improving public transportation in Connecticut.

POWERS AND DUTIES:

- To advise and assist the Commissioner of Transportation regarding the planning, development, and maintenance of public transportation services in the state;
- To assist the commissioner in development of regulations to formalize arrangements between the department and local transit districts, between local transit districts and transit system operators and between local transit districts;
- To hold public hearings in each of the metropolitan areas to evaluate the adequacy of rail and motor carrier services;
- To issue an annual report to the legislature's Transportation Committee and the Commissioner of Transportation setting forth recommendations improving public transportation in the state;
- May undertake any studies it deems necessary for improvement of a balanced public transportation within the state;
- To have access, through the department, to all records, reports, plans, etc. which are prepared by rail and bus companies operating under contract with the State of Connecticut which pertain to the operations of such companies, providing this shall not apply to any plans, proposals, reports, and other documents pertaining to current or pending negotiations with employee bargaining units.

MEMBERS: 14

Three state department heads or their designees:

- Secretary of Office of Policy and Management;
- Commissioner of Environmental Protection;
- Commissioner of Agriculture

Eleven appointed members:

- one executive director of one of the state's regional planning agencies;
- one representative from business and industry from a list of qualified persons recommended by business and industry;
- one regular user of intrastate railroad passenger service;
- one regular interstate commuter using the west end rail service;
- one a regular bus user to be selected from lists of qualified persons submitted by organized groups active in transportation matters;
- one regular user of railroad freight service;
- one working member of a railroad labor union;
- one working member of a bus labor union;
- three representatives from separate local transit districts (no more than two of whom shall be members of the same political party).

APPOINTING AUTHORITY: Governor, with the approval of both houses of the General Assembly.

STATISTICS: 1981 - Meetings: 12 - Public Hearings: 11

BUDGET:

	<u>FY 1981-82</u>	<u>Projected FY 1982-83</u>
Staff (DOT-Assigned)	\$13,860.00	\$25,503.00
Travel (Staff only)	800.00	570.00
Misc. (Printing, etc.)	490.00	327.00
CPTA (Members' expenses, etc.)	<u>5,000.00</u>	<u>5,000.00</u>
	\$20,150.00	\$31,400.00

APPENDIX B

SUNSET 1983

Questionnaire for Transit Districts and
Regional Planning Agencies

This questionnaire has been constructed to elicit information about the Connecticut Public Transportation Authority. Please feel free to provide additional comment on either a specific question or the board's activities in general. Any such comment may be included directly on the questionnaire or in a separate attachment.

1. Are you aware of the existence of the Connecticut Public Transportation Authority (CPTA)?

17 YES 0 NO

2. Are you aware of what the purpose of the Connecticut Public Transportation Authority is?

16 YES 1 NO

3. Have you found the CPTA receptive to your concerns regarding public transportation - check the most appropriate response.

<u>7</u>	Very receptive	<u>2</u>	No Answer
<u>7</u>	Moderately receptive		
<u>1</u>	Somewhat receptive		
<u>0</u>	Not at all receptive		

4. Do you think the CPTA takes the public concerns into consideration when making its recommendations?

<u>8</u>	Very much
<u>6</u>	Moderately
<u>1</u>	Somewhat
<u>0</u>	Not at all
<u>2</u>	No Answer

5. On a scale of 1 = Very Successful to 4 = Not At All Successful, how successful do you think the CPTA is in getting its recommendations implemented? (Circle the most appropriate number .)

Very Successful					Not At All Successful
1	2	2.5	3	3.5	4
	2	1	6	1	7

6. Do you think there is an impediment to the effective operation of the CPTA?

13 YES 2 NO 2 No Answer

6a. If yes to question 6, what do you think is the major impediment to the board's effective operation? If you choose more than one, please rank in order of severity (i.e., 1 = Most Severe, 2 = Less Severe).

Most Severe	Less Severe	Etc.	
1.	2.	3.	
		1.	The role of the CPTA is unclear.
2.		1.	The Department of Transportation ignores the input of the CPTA.
3.	4.		
		1.	Lack of participation on the part of committee members because of the insignificant role of CPTA.
8.	3.		Other (please specify) <u>*Insufficient staff support, low status within DOT (2).</u>

• No authority to implement recommendations - direct charge to "advocate" its conclusions should be established (5). • Top CONN DOT officers do not participate at CPTA meetings, nor other state dept. top officers.

(REMAINDER OF RESPONSES ON QUESTION 6a ON NEXT PAGE)

7. Do you think that the public transportation system in Connecticut would be adversely affected if the CPTA were terminated?

10 YES 6 NO 1 No answer

8. If you think the CPTA should be continued, would you make any changes to improve its operations?

12 YES 2 NO 3 No answer

8a. If yes to question 8, please specify: _____

- Give it more authority - (e.g. implementation power, report directly to legislature (5)).
- If it is to be an authority, it must have implementing powers; otherwise it should be clearly limited in name and responsibilities to an advisory role, vis-a-vis comment. (NOTE: I was one of initial CPTA members. I resigned in frustration over its ability to be anything more than a debating society).
- Restructure - so that persons representing bus operators/patrons have greater numbers. CPTA should spend more time on bus matters rather than rail (1).

(REMAINDER OF RESPONSES ON QUESTION 8a ON NEXT PAGE)

6a. (Continued)

- Role of CPTA is redundant. Federal and state regulations and the MPO process already provide full input.
- Legislature refuses to seriously consider any recommendations, no matter how well thought out, if it has a price tag.
- More effort to get CPTA conclusions in state's major daily papers, then brief Public Relations summaries to 169 First Selectmen, etc. - better dissemination of ideas.

8a. (Continued)

- Reinforce advocacy responsibility (more of nonDOT perspective) (2).
- Closer relationship with local government.
- State representatives should be replaced with interested citizens who will participate. Governor should promptly fill vacancies with active participants, not abstaining members or silent observers. It is time to seriously consider sharing policy-making power by reconstituting the CPTA as an authority.
- Should receive adequate funding for technical staff and concentrate efforts on how service cutbacks should be made to respond to declining federal funding (as well as fare increases and other sources of funding).

APPENDIX C

Legislative Changes Needed to Implement the Legislative Program Review and Investigations Committee's Recommendations

- Amend Section 13b-11a of the Connecticut General Statutes to reflect the following:
 - the change in title from the Connecticut Public Transportation Authority to the Connecticut Advisory Committee on Public Transportation;
 - the change in membership of the new body to eleven members representing one from each congressional district and five at-large members, and with an interest in mass transportation; and
 - the change in appointing authority to the governor only, without consent of both houses or the General Assembly.
- Amend Section 13b-11a(e) of the Connecticut General Statutes to reflect that the commissioner of transportation shall meet with the advisory committee at least quarterly and that he or she shall respond to any recommendation or information request within a 90 day period.
- Amend Section 13b-11a(j) of the Connecticut General Statutes to reflect the limit in the number of terms a member may serve and attendance requirements.

