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PUBLIC HEARING

before

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS COMMITTEE

on

ASSEMBLY BILL 3018

(An Act concerning transportation services or benefits to senior citizens and disabled residents and making an appropriation.)

Held:
May 20, 1983
Deptford Township Municipal Building
Deptford, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Assemblyman Thomas F. Cowan, Chairman
Assemblyman Wayne R. Bryant, Vice Chairman

ALSO PRESENT:

Senator Walter Rand, Chairman
Senate Transportation and Communications Committee

Dr. Peter R. Manoogian, Research Assistant
Office of Legislative Services
Aide, Senate Transportation and
Communications Committee

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ASSEMBLY, No. 3018
STATE OF NEW JERSEY

INTRODUCED JANUARY 11, 1983

By Assemblyman COWAN, Assemblywoman PERUN, Assemblymen
BENNETT, T. GALLO, JACKMAN, MARKERT, GILL, DORIA,
BRYANT, CHARLES and JANISZEWSKI

AN ACT concerning transportation services or benefits to senior
citizens and disabled residents and making an appropriation.

1 BE IT ENACTED *by the Senate and General Assembly of the State*
2 *of New Jersey:*

1 1. This act shall be known and may be cited as the "Senior
2 Citizen and Disabled Resident Transportation Assistance Act."

1 2. The Legislature finds and declares that many senior citizens
2 and disabled residents in the State require assistance in meeting
3 their need for available and accessible transportation so that they
4 may obtain the necessities of life, including but not limited to
5 employment, post-secondary education, social and recreational
6 activities, shopping and medical service; and that the voters of
7 this State recognized the need for such assistance when in 1981
8 they approved an amendment of the State Constitution which pro-
9 vides that State revenues derived from the taxation of gambling
10 establishments in Atlantic City may be used, in addition to the
11 purposes for which they were originally dedicated, for additional
12 or expanded transportation services or benefits to senior citizens
13 and the disabled.

14 The Legislature further finds and declares that it is appropriate
15 that the New Jersey Transit Corporation, in conjunction with its
16 advisory bodies, representatives or associations of counties, and
17 other interested parties, develop a plan for transportation assist-
18 ance to senior citizens and the disabled; that the instrumentalities

19 of local government, particularly the counties of this State, should
20 play a major role in facilitating the provision of that transporta-
21 tion assistance; and that the New Jersey Transit Corporation in
22 conjunction with the New Jersey Department of Transportation's
23 Office of Coordination, as well as the counties, should coordinate
24 the assistance with existing transportation services, including but
25 not limited to those services funded by any other State agency, at
26 the local level and coordinate inter-county transportation services.

1 3. As used in this act:

2 a. "Corporation" means the New Jersey Transit Corporation.

3 b. "Board" means Board of Directors of the New Jersey Transit
4 Corporation.

5 c. "Eligible counties" means counties submitting a proposal
6 meeting the program guidelines.

7 d. "New Jersey Special Services Citizen Advisory Committee"
8 means a committee representing advocacy groups from senior citi-
9 zens and the disabled and other interested parties appointed by
10 the Executive Director of New Jersey Transit.

11 e. "Accessible" means a service that can be used by all individuals
12 including those who cannot negotiate steps or who can negotiate
13 steps with great difficulty.

1 4. The board of the New Jersey Transit Corporation shall es-
2 tablish and administer a program to be known as "The Senior
3 Citizen and Disabled Resident Transportation Assistance Pro-
4 gram" for the following purposes:

5 a. To assist counties (1) to develop and provide accessible feeder
6 transportation service to accessible fixed-route transportation ser-
9 vices where such services are available, and accessible local transit
10 service to senior citizens and the disabled, which may include but
11 not be limited to door-to-door service, fixed route service, local fare
12 subsidy, and user-side subsidy; and (2) to coordinate the activities
13 of the various participants in this program in providing the ser-
14 vices to be rendered at the county level and between counties.

15 b. To enable the corporation (1) to develop, provide and main-
16 tain capital improvements to fixed route and other transit services
17 in order to make rail cars, rail stations, bus shelters and other bus
18 equipment accessible to senior citizens and the disabled; (2) to
19 render technical information and assistance to counties eligible
20 for assistance under this act; and (3) to coordinate the program
21 within and among counties.

1 5. The New Jersey Transit Corporation, in conjunction with the
2 New Jersey Transit Special Services Citizen Advisory Committee,
3 appropriate advisory committees of the corporation and with

4 representatives or associations of counties in this State and other
5 interested parties, as determined by the board, shall develop pro-
6 gram guidelines to implement the program. The guidelines shall
7 set implementation criteria and shall be adopted by the board at a
8 public meeting. The corporation shall submit an annual report to
9 the Legislature by October 1 of each year covering the period of
10 the previous State fiscal year. The report shall cover the status of
11 this program including any recommendations concerning the gen-
12 eral improvement of mass transit for the senior citizens and the
13 disabled.

1 6. In order for a county to be eligible for assistance under this
2 program, the governing body of that county or a group or groups
3 authorized by the governing body shall develop a county plan for
4 that assistance in accordance with the program guidelines. The
5 county plan shall be subject to approval by the board. The county
6 plan shall also include provision for the coordination of existing or
7 future transportation providers at the county level and for inter-
8 county transportation services.

1 7. a. Moneys under this program shall be allocated in the fol-
2 lowing manner:

3 (1) 75% shall be available to be allocated to eligible counties
4 for the purposes specified under subsection a. of section 4 of this
5 act.

6 (2) 25% shall be available for use by the corporation for the
7 purposes specified under subsection b. of section 4 of this act and
8 for the general administration of the program.

9 b. The amount of money which each eligible county may receive
10 shall be based upon the number of persons resident in that county
11 of 60 years of age or older expressed as a percentage of the whole
12 number of persons resident in this State of 60 years or older, as
13 provided by the U. S. Bureau of the Census. As similar data
14 becomes available for the disabled population, such data shall be
15 used in conjunction with the senior citizen data to determine the
16 county allocation formula. No eligible county shall receive less
17 than \$300,000.00 during a fiscal year under this program nor more
18 than \$1 million during the first fiscal year.

19 c. The governing body of an eligible county, or a group or groups
20 designated as an applicant or as applicants by the county after a
21 public hearing in which senior citizens and the disabled shall have
22 the opportunity to comment on the appropriateness of such desig-
23 nation, may make application to the board for moneys available
24 under subsection b. of this section. The application shall be in the
25 form of a proposal to the board for transportation assistance and

26 shall specify the degree to which the proposal meets the purposes
 27 of the program under subsection a. of section 4 of this act and the
 28 implementation criteria under the program guidelines and the
 29 proposal shall have been considered at a public hearing. The board
 30 shall allocate moneys based upon a review of the merits of the
 31 proposals in meeting the purposes of the program, and the imple-
 32 mentation criteria, under the program guidelines.

1 8. a. The board shall promulgate, in accordance with the "Admin-
 2 istrative Procedure Act" P. L. 1968, c. 410 (C. 54:14B-1 et seq.),
 3 such rules and regulations as may be necessary to effectuate the
 4 purpose of this act.

5 b. The corporation shall be entitled to call upon the assistance,
 6 or contract for services, of any State department, board, bureau,
 7 commission or agency as may be necessary to implement the pro-
 8 visions of this act.

9 c. Notice of any public hearing required to be held pursuant to
 10 this act shall be published at least 15 days prior to the date on
 11 which the meeting is to be held.

1 3. The board shall cause an annual audit to be made of this
 2 program and shall, if not conducted by the corporation, employ a
 3 recognized accounting firm for that purpose. The expenses of con-
 4 ducting the audit shall be considered as part of the cost of the
 5 general administration of the program, pursuant to subsection a.
 6 (2) of section 7 of this act.

1 10. There is appropriated to the New Jersey Transit Corporation
 2 from the revenues deposited in the Casino Revenue Fund estab-
 3 lished pursuant to section 145 of P. L. 1977, c. 110 (C. 5:12-145) the
 4 sum of \$20,000,000.00 to effectuate the purposes and provisions of
 5 this act. In the fiscal year following the effective date of this
 6 legislation and in each subsequent fiscal year there shall be appro-
 7 priated to the New Jersey Transit Corporation from the Casino
 8 Revenue Fund to effectuate the purposes and provisions of this
 9 act a sum equal to 20% of the revenues deposited in the Casino
 10 Revenue Fund during the preceding fiscal year, as determined by
 11 the State Treasurer.

1 11. This act shall take effect immediately.

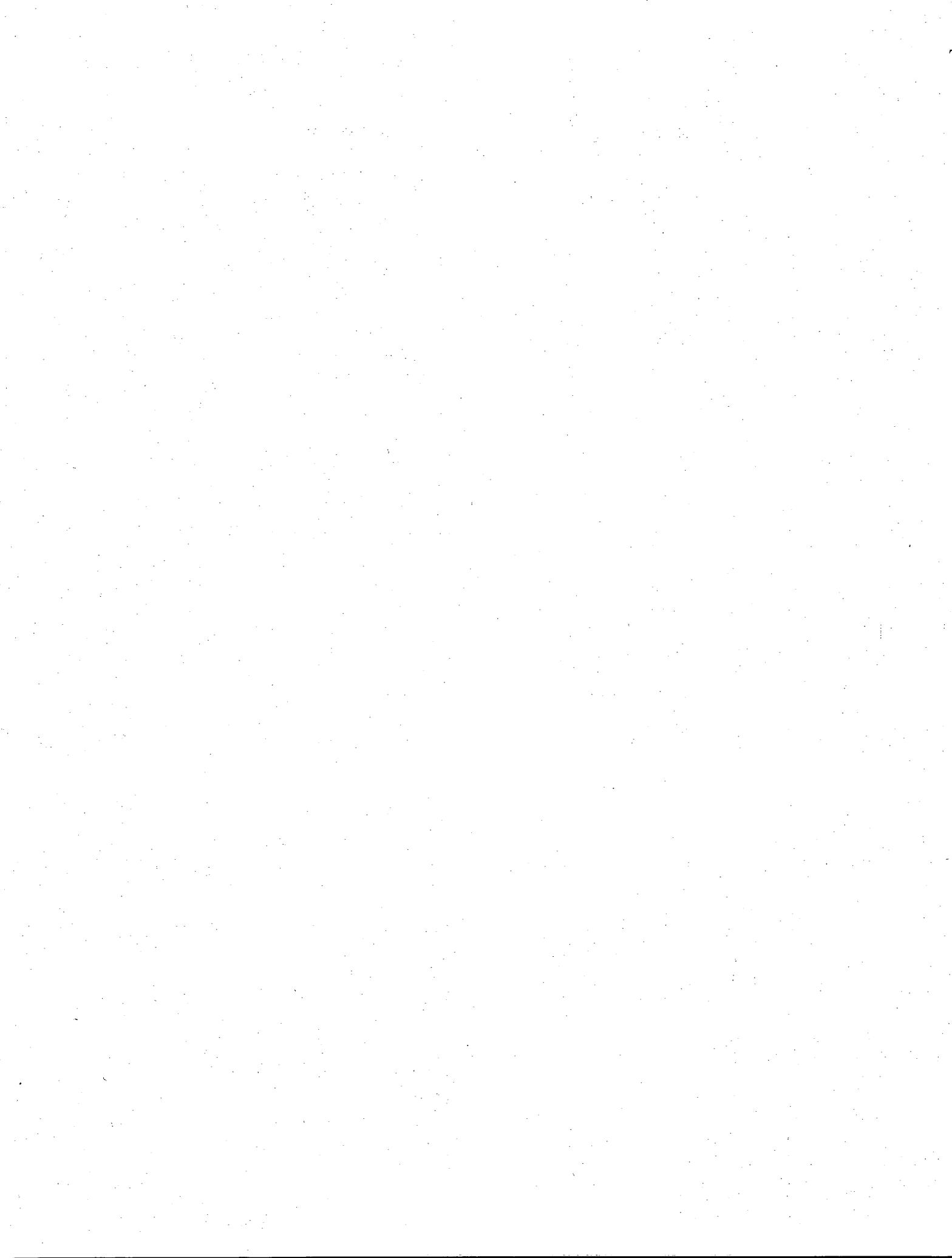
STATEMENT

In 1981 the voters in this State approved an amendment of the Constitution which provided that revenues from casino taxes could be used for additional or expanded transportation services or benefits to senior citizens and the disabled. This bill implements

that constitutional amendment by providing for the setting up of "The Senior Citizen and Disabled Resident Transportation Assistance Program" under the New Jersey Transit Corporation. The program would assist counties to develop accessible feeder transportation services and accessible local transit service. It would also enable New Jersey Transit to develop and maintain capital improvements for the improvement of accessibility for senior citizens and the disabled to transit services and to render technical assistance to the counties. Both the counties and New Jersey Transit would have responsibilities for coordination under the program.

New Jersey Transit; in conjunction with the New Jersey Transit Special Services Citizen Advisory Committee, other advisory groups of the corporation and others, would draw up program guidelines for the program. In order to be eligible for assistance, the governing body of each county or groups designated by it would have to develop a county proposal which would be subject to approval by the Board of New Jersey Transit. Moneys would be available for allocation to eligible counties based on the county's percentage of elderly persons 60 years of age or over out of the State's total elderly population 60 years of age or older. The board would review proposals and allocate moneys, with a maximum and minimum, from the moneys available to be allocated for each county.

During the first year of the program \$20,000,000.00 would be appropriated from the Casino Revenue Fund; in each subsequent year an amount equal to 20% of the moneys deposited in the fund in the preceding fiscal year would be appropriated. Seventy-five per cent of the appropriation would go to the counties for feeder service, local transit service and coordination and 25% to New Jersey Transit for capital improvements, technical assistance, and coordination and general administration.



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ASSEMBLYMAN THOMAS F. COWAN (Chairman): As Chairman of the Assembly Transportation and Communications Committee, I welcome you here today to the Committee's public hearing which has been scheduled to consider A-3018, a bill that I am sponsoring for the purpose of making public transportation more accessible to senior citizens and the disabled.

This hearing is one of a series of public hearings that we are holding to consider A-3018. Our first hearing regarding this legislation was held on April 20 in Hudson County. In addition to today's session, we have another hearing scheduled for June 15 in Monmouth County.

This legislation implements a constitutional amendment approved by the voters in 1981 which allows revenues from casino taxes to be used for additional or expanded transportation services to seniors and the disabled.

Termed the "Senior Citizen and Disabled Resident Transportation Assistance Program," the legislation would assist counties to develop accessible feeder transportation services to fixed route transportation already available, as well as to provide monies to establish local transit services for seniors and the disabled.

The bill would also enable the New Jersey Transit Corporation, which would administer the Program, to develop and maintain capital improvements needed to facilitate this Program and to allow New Jersey Transit to give technical assistance to the counties. In accordance with the legislation, both the counties and New Jersey Transit would have responsibilities for coordination.

To be eligible for this Program, the governing body of each county would develop a proposal that would be subject to approval by the Board of New Jersey Transit. Monies would be allocated to eligible counties based on the county's percentage of persons over sixty years of age out of the State's total elderly population sixty years of age and over. In addition, no eligible county shall receive less than \$300,000 during a fiscal year under this Program, nor more than one million dollars during the first fiscal year.

In the first year of the Program, twenty million dollars would be appropriated from the Casino Revenue Fund; in each subsequent

year, an amount equal to 20% of the monies deposited in the Fund in the preceding fiscal year would be appropriated. Seventy-five percent of the appropriation would go to the counties for feeder service, local transit service and coordination, while the remaining 25% would be allocated to New Jersey Transit for capital improvements, technical assistance and coordination and general administration.

I am concerned that there are many senior citizens and disabled residents of New Jersey who do not now have the public transportation available to them that they need to carry out such everyday functions as shopping, making visits to the doctor, and participating in social and recreational activities.

The voters of this State recognized the need for additional transportation services to the elderly and disabled when they approved the constitutional amendment in 1981. Through this legislation, I believe we are implementing the voter's mandate in the best and most efficient way possible.

As Chairman of the Assembly Transportation and Communications Committee, I invite any interested party to assist in providing information to this Committee that may be useful. Your involvement is most important, and is fully appreciated.

I would like to welcome this morning as part of our Committee, my Vice Chairman, who I understand is your Assemblyman in this area, Wayne Bryant. Also with us today is the Chairman of the Senate Transportation and Communications Committee, who has a very strong interest in this legislation, Senator Walter Rand. At this time I would like to have your own Councilman, Robert Carter, give us a few words of address.

COUNCILMAN CARTER: Chairman Cowan, members of the Assembly Committee on Transportation and Communications: On behalf of the residents of Deptford Township, County of Gloucester and the governing body here, we would certainly like to welcome you. It is not often we have the privilege of meeting such distinguished legislators here in our area. So, on behalf of all the people here, and all of the concerned people in Gloucester County, State of New Jersey, I would certainly like to thank you for taking this opportunity to come down to be in our building this morning. We certainly want to thank you for that.

ASSEMBLYMAN COWAN: Thank you very much, Councilman. I can only respond very kindly to your words. I might indicate to you that I sort of feel like a rose between two thorns here this morning, because, as you know, this hearing would probably not be in Deptford if it weren't for the gentleman on my right and the gentleman on my left. It is a long way from Hudson County, and I certainly am very glad I came to see this wonderful town of yours. From what I read on your water tower, you had the first flight; I believe it was in 1793, if I read correctly. You have a beautiful town, or township, and certainly an excellent facility here in your Municipal Building.

There is another gentleman who just stepped in, Assemblyman Bryant informs me, Freeholder Director John Maier. Would you like to say a few words, Freeholder?

FREEHOLDER DIRECTOR MAIER: For testimony, or simply to say we are quite happy you are here conducting a public hearing in Deptford Township, Gloucester County?

We know, as I think you were just alluding to as I walked in the door, that this comes about through some very able and competent representation we have in the State House, through our Senator, Walter Rand, and through our Assemblyman, Wayne Bryant. We thank you for being here. It is a rare opportunity, but a necessary step, that the people in our county, and certainly the people in Deptford Township, have a chance to speak on legislation as it affects us in a very major way. We thank you very much for being here.

ASSEMBLYMAN COWAN: Thank you. We will go right into our first witness this morning, Mr. Frank Quinn.

F R A N K Q U I N N: Good morning, Assemblyman Cowan, Assemblyman Bryant and Senator Rand. Thank you very much for the opportunity to come before you today in South Jersey.

I came to speak to you about what we did in Willingboro. I am the Deputy Mayor of Willingboro, and the action that was taken happened while I was the Mayor in 1981. When I first ran for office, my running mate and I ran on the concept that we would like to provide public transportation for the residents of Willingboro. That also happened to be the first year of the "cap" legislation and, with some of the difficulties we had in our own municipal budget, and some of the

difficulties we had with our county effort and, quite frankly, with the rules, we were not able to provide that. We felt a crying need in our community because, as you know, it is a bedroom community. It has 11,000 homes; there is no central shopping area. There is a real need for people to be able to get somewhere, without a very efficient way for mass transportation to work. So, we created inside the "cap," a senior surrey, and what the senior surrey does is, it goes, with a twenty-four hour appointment, and picks up either disabled or senior citizens and takes them to the type of places that Assemblyman Cowan mentioned, shopping, to the doctor, to the hospital, and so on. We have 2,200 senior citizens above the age of sixty in Willingboro, about 5% of our population. Of that number, 521 people rode our senior surrey in the month of April. Now, I'll grant you there was probably multiple use, so I can't really say that 25% of our senior citizens rode our surrey. But, the fact of the matter is, a tremendous number of our senior citizens and disabled persons in Willingboro are using our product. What it does is, it comes by appointment, picks them up, we charge them a quarter for its use, and it takes them wherever they want to go. The average cab ride in Willingboro for this similar service would be about \$5.00. As you know, with the cost of automobiles, car insurance, and maintenance on automobiles in this State, it is almost impossible for someone with a fixed income to afford that unless they have some additional resources.

So, in our town with 11,000 homes, I wanted you to know what we are doing. It is an appropriate use of the funding, and it has been successful. We took a survey among the riders, and 91% of the people who took it felt that this particular type of service was satisfying their needs. It is not given after five o'clock in the evening, and it is not given on Sunday. Before we started our senior surrey, the county brought a bus into Willingboro one day a week to try to handle all of our citizens, and we are the biggest town in Burlington County. So, as you can see, there was a need. Our local council inside the "cap" tried to meet this need, and when I heard of Assembly Bill 3018 and the efforts of your Committee and Senator Rand's Committee, I was pretty excited about coming down here and just telling you what we did, and the fact that it is needed. It is needed throughout the State,

especially in areas where you wouldn't think it would be needed. That is in our suburbs, where there is not the population density to create an efficient mass transportation system.

In the case of the disabled, without some type of a pickup service, it is completely impossible for them to get around. Thank you very much, gentlemen, for your courtesy.

ASSEMBLYMAN COWAN: Thank you, Mr. Quinn. Are there any questions? (negative response) What is the cost of that program?

MR. QUINN: Twenty-one thousand dollars a year.

ASSEMBLYMAN COWAN: What time does it start in the morning?

MR. QUINN: It starts at nine and goes until five, eight hours a day and, if there is a special need to go earlier, it will go earlier.

ASSEMBLYMAN COWAN: What is the actual ridership, so to speak?

MR. QUINN: In the month of April, we had 521 riders; in the month of March, 575; and, in the month of February, 419.

SENATOR RAND: Mr. Chairman, through you, do you have just one vehicle?

MR. QUINN: One vehicle. The county comes in and duplicates services on one day a week.

ASSEMBLYMAN COWAN: They supplement you?

MR. QUINN: Yes.

ASSEMBLYMAN COWAN: All right, very good. Thank you, Mr Quinn.

ASSEMBLYMAN COWAN: Our next witness will be our Freeholder Director Maier.

F R E E H O L D E R D I R E C T O R J O H N R. M A I E R:
Assemblyman Cowan, Assemblyman Bryant, Senator Rand: Good morning. Again, thank you very much for conducting this hearing here today. We are pleased to have the opportunity to have your deliberation of the needs of Gloucester County and the people of South Jersey in regard to transportation.

I will start out by relating the fear that has been expressed to me by a number of individuals concerning this piece of legislation. That is, and it is evident to you gentlemen on a daily basis, the need

for funding in North Jersey to continue and support the infrastructure of the transit systems they have there. That system consumes many dollars, and needs many additional dollars to upgrade it and to keep it operational. The fear is that in South Jersey, we do not have an infrastructure to maintain, i.e., a transportation network. In fact, we do not have a transportation network. Our people are captives of their homes because we do not have mass transit services of any nature, other than a Carter-type service for commuters going back and forth to the City of Philadelphia and/or to the State of Delaware.

So, we are really lacking in mass transit service and public transit services. The voters' approval of using excess casino fund monies to provide additional transportation services for seniors is a step in the right direction. That was supported by our people here in South Jersey.

For insight, I will also tell you that the County Board of Freeholders over the last eight years has made a major commitment with regard to providing transportation services. We provide shuttle bus services for all of our municipalities in Gloucester County. We go after Federal funding, State funding and county funding, and each of our townships have been provided with the opportunity to operate a shuttle bus service. The funding for the drivers, for the gas, for the insurance and for the maintenance is all local funding, so there has been a commitment made on the local level to provide transportation services.

In addition to the shuttle bus service for seniors to get around their communities, and we have some formalized connections and links, the county has also provided a cross-county bus service which we provide and pay for to enable our residents to get across the county, east to west and west to east. That system does not exist now in any way at all, and people who live out in the eastern end of our county who want to come over into the City of Woodbury to go to the doctor's office, to go to the Underwood Hospital, to go to the Kennedy Memorial Hospital -- in fact, prior to the county offering that service, it was impossible to do so without a private vehicle.

Finally, we provide a service which we call the "Royal Transportation Loop Network," in our most southern communities. On a

several days a week basis, we run a loop bus service, which we also contract out for. So, the counties and the townships have been making an effort to provide a service where none exists. It has been difficult to do that, as you will understand, with limited dollars and resources. But, specifically on Assembly Bill 3018, I would like to enter into the record the following testimony, and I have copies for your recorders and for your office.

Gentlemen, the need to provide efficient and affordable transportation for the elderly and handicapped has been and continues to be a distressing situation. The current lack of mobility has hindered the handicapped in their pursuit of vocational endeavors; our elderly have been limited in their access to personal needs and proper medical care. These are real and troubling problems which are not going to be solved without sound programs such as that addressed in Assembly Bill 3018.

Gloucester County has realized these transportation deficiencies and has worked to correct them. Since 1974, the municipalities and the county have been involved in the provision of shuttle bus transportation. This involvement has included a commitment of thousands of dollars annually for salaries, maintenance, and fuel to keep these vehicles on the road and serving the elderly and handicapped residents of our county. These costs can be burdensome and, for that reason, the Gloucester County Board of Freeholders now welcomes and applauds legislation such as this, which develops a program of greater State involvement in the provision of elderly and handicapped transportation. This helping hand has been a long-awaited step which will no doubt create a more stable and efficient elderly and handicapped transportation network.

Meanwhile, the Board of Chosen Freeholders cannot ignore the fact that many senior citizens in our county would like to see the scope of surplus casino revenue broadened to also provide and include provisions for home health services and rental assistance. These are also essential needs that deserve consideration in the development of any comprehensive attempt to relieve the daily burdens of the elderly and the handicapped. Therefore, without compromising the merits of the program that Assembly Bill 3018 would establish, I would strongly urge

the Legislature to consider companion legislation which would provide supplemental aid for home health services and rental assistance. It is important that you note that this has been brought directly to us from our Office on Aging and our various senior citizens' organizations around the county, which are quite numerous and quite vocal. They have expressed a strong desire that this legislation be addressed and introduced. I understand there is consideration for introduction in this area, but this is an opportunity to bring that to your attention.

I would also like to remind the legislators that transportation and the other areas which I have spoken of today have been made eligible recipients of surplus casino funds by the voters of this State. Therefore, we must view Assembly Bill 3018 as a positive step toward achieving the wishes of our voters, as well as enhancing the lives of our elderly and handicapped residents by providing them with needed additional services. I respectfully submit that testimony on behalf of our Board of Freeholders and the people of Gloucester County. I thank you for the opportunity.

ASSEMBLYMAN COWAN: Thank you very much. Senator Rand?

SENATOR RAND: Thank you very much, Director. If I may through you, Mr. Chairman, you present us with two other major problems, which I can understand, Director Maier. I would just add one thing. We certainly will weigh them, in light of the amount of money we have available. If there is a possibility of including these, certainly I would see that this Committee would have no problem in including the other two components. The only thing that would in any way prevent us from doing so, would be the amount of money available. If we have to move in slow steps, we hope that everybody will understand that we will move in slow steps until a pot of money is available to us.

FREEHOLDER DIRECTOR MAIER: I'm sure we understand the situation with limited resources and funding, and we applaud the efforts made in this bill. But, as I said earlier, I wanted to bring those things to your attention, because they are items which have been strongly represented to us as being important to the people of this county, and I am sure of other counties, and they want to make sure you are aware of them so that if and when the opportunity arises and funds are available, this would not be left unaddressed.

ASSEMBLYMAN BRYANT: Through you, Mr. Chairman, I appreciate your testimony, Director. I think, as you have already indicated -- and basically I must commend the Chairman as a cosponsor of the bill -- we began to address using casino revenue funds for additional services. I think what you have mentioned as two other things needed by senior citizens are things we have heard that they do not want casino revenue funds to supplement services already given by the State, but to add to those services. This is an attempt -- Assembly Bill 3018 is an attempt to start to begin to add some of those services.

FREEHOLDER DIRECTOR MAIER: Thank you very much.

ASSEMBLYMAN COWAN: Thank you, Director. Next we will have Mr. Adam Kaufman, speaking for Assemblywoman Kalik. Is Adam here? (no response) Mr. Harold Hill from the Camden County Planning Department.

H A R O L D H I L L: Thank you, Mr. Chairman, Assemblyman Bryant, Senator Rand. I would just like to say that being involved in the transportation area of the elderly in Camden County and, also, serving on the County Transportation Association of New Jersey Committee, we are in support of this legislation.

I was involved in the drawing up of the wording of a lot of the legislation with the New Jersey Transit, then called the 504 Committee, which was the initial methodology of distributing the funds to the county government. This type of funding is desperately needed for the counties throughout New Jersey. As Freeholder Maier said, there has been a strong commitment by the counties and the municipalities. The County of Camden has supported this effort by applying for capital grants through UMTA and purchasing vehicles. The municipalities have provided insurance and operating expenses for paying drivers and gasoline, and things like that. It is a burden upon them, and there needs to be assistance for these municipalities to operate these types of systems.

In South Jersey, which is basically rural, it is needed even more, because the accessible system that New Jersey Transit has -- I think there has been very little utilization of the wheelchair lift equipped buses. I think it is very unlikely you would see someone in the rural part of Salem County or Gloucester County roll their wheelchair down on Delsea Drive to pick up a bus, or the same thing for

Camden County. I think the need is for that type of door-to-door service that the municipality can provide, because they know the types of needs the citizens have in their own areas. The effort of coordination, I believe, has to be not only with municipal transportation, but, also, the municipalities have to work with the social service agencies which provide this type of service, so there is no duplication of service, thus making the transportation cost effective for both entities.

In conclusion, I would just like to say, please consider this with regard to the local governments and the budgets they have to work with in this type of transportation. Thank you.

ASSEMBLYMAN COWAN: Thank you, Mr. Hill. Assemblyman Bryant?

ASSEMBLYMAN BRYANT: No questions.

ASSEMBLYMAN COWAN: Senator Rand?

SENATOR RAND: No, I know your work very well, Mr. Hill, so I do not have to ask you any questions. I know of your deep interest. If I might, Mr. Chairman, through your courtesy, may I recognize Mr. Connaught, who is a member of the South Jersey -- no, I am not calling on you to testify yet, but I just want to recognize you as a member of the South Jersey Transportation Advisory Committee, and I just wanted the Committee to know you are here. Now, if I may answer Mr. Hill, I know that Camden County has implemented some usage of some of the 504 buses. I must tell you, I am very proud of my own county, but I have to give the County of Gloucester a little bit more credit, because I came down here years ago and they had already implemented this system. They were probably one of the leaders in the State, so I have to compliment Director Maier and the entire Board of Freeholders, and the transportation people, because they have had a system in place, I would suppose, for at least -- am I correct, Director -- about four or five years?

FREEHOLDER DIRECTOR MAIER: About eight years.

SENATOR RAND: Eight years -- so they--

FREEHOLDER DIRECTOR MAIER: I hate to correct my Senator.

SENATOR RAND: That's all right, I wasn't a Senator then, and I didn't represent Deptford Township. However, I did come down quite often, just invited as a guest, and they had a fleet of buses. They

were one of the first to apply to UMTA through the State, and they are probably way ahead of a lot of counties and that is why they have some experience, and know how valuable and how important this bill is. Thank you very much, Mr. Chairman.

ASSEMBLYMAN COWAN: You're welcome, Senator. Our next witness is a Mr. Steve Janick, New Jersey Coalition of Citizens with Disabilities.

MR. JANICK: I'm wondering if I may pass on the program for a moment, and come back a little bit later.

ASSEMBLYMAN COWAN: Certainly, Steve. Then we'll have Ethan Ellis, Department of Public Advocate, Division of Advocacy for Developmentally Disabled.

E T H A N E L L I S: Mr. Chairman, on behalf of the Public Advocate, let me commend you for introducing Assembly Bill No. 3018, and commend you and the rest of the Committee for giving our bill such a wide opportunity for public comment. This bill and its companion in the Senate, Senate Bill No. 3016, address a significant need of many of the State's senior and disabled citizens, the need for access to usable transportation.

In so doing, this bill also meets two important criteria for the expenditure of casino revenue funds, which the voters approved by constitutional amendment in 1981. First, it would expend those funds for a purpose expressly approved by the voters, that is, public transportation. Second, it requires that these funds be used for new or expanded programs and prohibits their use to supplement existing funds for existing programs.

The problem addressed by Assembly Bill No. 3018 is a significant one. Many residents of this State cannot drive because of disabilities or the infirmities of advancing age. As a result, they are often isolated in their own homes, cut off from companionship, recreation, and the basic services they need to sustain themselves. Many of those with disabilities are prevented from continuing their education and are precluded from employment and self-sufficiency because they cannot get to jobs which they are otherwise qualified to hold. As you have heard in previous testimony last month, lack of usable transportation is the major barrier to employment for many of New Jersey's disabled citizens.

Assembly Bill No. 3018 addresses this problem by encouraging the creation of a network of county transportation services specifically designed to meet the needs of persons with mobility impairments, whether they be disabled or elderly. Where public transportation does not exist, these networks would provide it; where it does exist and is accessible but is distant from the homes of senior and disabled citizens, these networks would provide them with usable links to public transportation.

The transportation system created by Assembly Bill No. 3018 is practical and flexible. It would allow each county to develop a transportation network which best meets the needs of its senior and disabled citizens and which takes into account the geography, population, and economics of that county. It allows each county to build on and coordinate existing transportation services for senior and disabled residents, coordinate them with public transportation, and/or create new services where none exist. It permits the use of a wide range of transportation modalities to fill gaps in existing networks and/or to create new networks.

Assembly Bill No. 3018 also provides funds to the New Jersey Transit Corporation to coordinate the county networks the bill creates and to facilitate their use across county lines. In so doing, it recognizes that senior and disabled residents have travel needs and desires which cross those county lines, and is more realistic than many existing transportation services for these populations which limit their travel geographically.

In addition, the bill provides New Jersey Transit with limited funds to encourage it to remove those mechanical and architectural barriers which now make fixed route public transportation systems inaccessible to persons with mobility impairments. By so doing, it assists New Jersey Transit in meeting the Federal mandate of Section 504 of the Rehabilitation Act, which prohibits discrimination on the basis of disability.

There are, however, a few provisions in Assembly Bill No. 3018 which might be improved by revision. Let me suggest these changes to you now.

Section 7 allocates 75% of the funds to the participating counties, and the remaining 25% to New Jersey Transit. An 80% to 20% division would increase the amount of funds which would go to direct transportation services. It is also suggested that language be added which would limit the allowable administrative expenses which could be charged by either New Jersey Transit or by the individual counties against casino funds for operating their programs. New Jersey Transit and the Department of Transportation already have in place programs serving senior and disabled citizens which could share the administrative responsibility for implementing the bill without incurring significant additional expenses. This is also true, but to a lesser extent, at the county level. Several commentators have suggested limiting New Jersey Transit's administrative expenses to 7.5% of its total proceeds from the bill and limiting the counties' to 10%. Such a provision seems practical, but deserves comment from New Jersey Transit and the county Departments of Transportation.

The bill currently provides for public hearings at the county and State levels prior to the approval of the plans required under its provisions. The requirements for public notice of these hearings are minimal when measured against the isolation of the populations this bill is designed to serve, and should be strengthened to assure their participation in such hearings. There should be a requirement for hearings on county plans that all recognized organizations of senior and disabled citizens be notified in sufficient time to in turn notify their memberships. Meetings should be required to be held in accessible facilities and accessible transportation should be provided within reason. Similar provisions should govern public hearings on State plans.

Section 10 appropriates \$20 million to implement the bill in the first fiscal year and 20% of casino taxes from the previous year for each following year. There is some question as to whether \$20 million of uncommitted casino taxes are currently available. If the total is available, it should be appropriated. If it is not, available funds should be appropriated and divided among the counties and New Jersey Transit in accordance with the ratios established by the bill.

These improvements aside, Assembly Bill No. 3018 is a tribute to this Committee and to the legislative process as it works in New Jersey. It was drafted with the input of senior and disabled citizens. It was reviewed and refined by the Special Services Citizen Advisory Committee and other advisory bodies of the Department of Transportation and New Jersey Transit, with the assistance of the staff of those agencies. It has broad support in the appropriate committees of both houses of the Legislature. It addresses a serious problem shared equally by a significant number of the State's senior and disabled citizens. It proposes a practical beginning to solving that problem and it does so with funds which the voters have already earmarked for that purpose in a public referendum. The Public Advocate endorses your efforts and supports both Assembly Bill 3018 and Senate Bill No. 3016. Thank you very much.

ASSEMBLYMAN COWAN: Thank you, Ethan. Assemblyman Bryant?

ASSEMBLYMAN BRYANT: I heartedly agree with your testimony, especially as it relates to limiting administrative expenses. I feel we need testimony, not only from the counties, but also from New Jersey Transit. I think today when we draft bills in the Legislature and we are trying to provide services, we should make sure as much of those funds are provided for the direct services for which they are intended, and as minimal as possible is taken in terms of administrative expenses. So, I think that area should be explored. I'm not sure if your percentages are correct, but I agree with you that we need to find out from them whether this can be done with limited administrative expenses.

ASSEMBLYMAN COWAN: Senator Rand:

SENATOR RAND: Thank you, Mr. Chairman. Mr. Ellis, let me compliment you for zeroing in on some of the technical aspects of the bill. I think what you have done, very frankly, has given this Committee, at least myself on the other side, some questions as to the technical situations involved as far as the distribution of money is concerned. Your points are very valid, and I'm sure they will be considered.

MR. ELLIS: Thank you.

ASSEMBLYMAN COWAN: Thank you very much, Ethan. You have raised some good points. Our next witness will be Phillip Connaught, Vice Chairman of the Gloucester County Advisory Board of Transportation.

PHILLIP M. CONNAUGHT: Good morning, Chairman Cowan, Vice Chairman Bryant and Senator Rand. As a preface to the formal remarks we would like to enter into the record, I would like to expand upon Freeholder Director Maier's points, which he was a little bit modest about, and note the fact that Gloucester County is probably, if not the first, one of the first, and still one of the few counties in New Jersey to have established a responsible mechanism for advising the Freeholders as to methods and points on transportation. Freeholder Director Maier was the proponent and a charter member of the Gloucester County Advisory Board of Transportation, which helps to advise the Board of Freeholders on matters of transportation interest in the county and, also, as it might see in the State.

As one of the first counties to recognize this need, Freeholder Director Maier pointed out that we run an infrastructure of buses. Under Section 18, we have four buses that carry 2,000 people a month, and the municipal funds support another thirteen buses which handle about 1,000 people a month. I don't have the exact figures with me, but they could be presented. The county Board of Freeholders also has seen fit to add to this Board, members of the Office on Aging for the county, and Mrs. Mendosa who is in the audience today has been an active member for quite a few years. They provide very necessary support to us as to where our focus must be and how it must change. We want to iterate the fact of Freeholder Director Maier's posture on a need to expand the breadth of the funding for areas which the senior citizens themselves have identified as housing and health care, not merely transportation, but, certainly, transportation is the focus at this point.

We are pleased to be able to also say, as Senator Rand has pointed out, I am a member, too, of the Governor's South Jersey Transportation Advisory Board, and in this manner we can expand our field of view and seek to advise at a broader level in areas which will affect the county. The statement I am about to read was approved

unanimously last evening at our County Transportation Advisory Board meeting, chaired by Mr. Newcome, who unfortunately had a conflict, and so I am sitting in for him today. The statement submitted by our Gloucester County Advisory Board of Transportation on Assembly Bill 3018, and, I would presume, on its identical bill, Senate Bill 3016, is as follows:

The concept of utilizing surplus casino funds to provide expanded transportation services for the elderly and handicapped has been supported by the Gloucester County Advisory Board of Transportation since 1981. At that time and since then, we have seen an alarming decline in specialized transportation services. This year alone, New Jersey Transit has informed counties throughout the State that they will only be able to provide 14% of the vehicles requested under the Federally-sponsored 16(B) 2 Program. This is not to mention that this program, which serves as a major link in the specialized transportation network, has continually been two to four years behind in delivering these vehicles. I am not here, however, to exploit the shortcomings of the 16(B)2 Program, but rather to use this program as an example of the tremendous need for supplemental funding to provide transportation for the elderly and handicapped residents.

The legislation which we are speaking of today, A-3018, will hopefully be the mechanism to relieve the deficiencies which are are experiencing in our attempt to provide effective transportation for our elderly and handicapped residents. The ingredients of this bill are directed toward this end. However, since in the past New Jersey Transit has preferred to concentrate on administering paratransit services rather than the actual operation of such services, we feel it is appropriate that this role be maintained. The counties, on the other hand, should continue to operate their current programs and make decisions as to the best way to augment their local programs with the additional money which this legislation will provide. Therefore, in our opinion, these roles should be very clearly defined within the legislation to allow counties the flexibility to determine their local needs, while at the same time affording New Jersey Transit the opportunity to maintain their advisory and administrative role.

Overall, the Gloucester County Advisory Board of Transportation commends and approves of this landmark legislation. We believe that this legislation can provide the life-sustaining transportation services which our elderly and handicapped residents urgently need. This Board would further like to offer its full support for the passage of this bill, as well as offer our assistance in any capacity which the Legislature may deem worthy. We respectfully submit this for your consideration.

ASSEMBLYMAN COWAN: Thank you very much, Mr. Connaught. Assemblyman Bryant?

ASSEMBLYMAN BRYANT: I would just like to ask if we could have a copy of your prepared statement mailed to us?

MR. CONNAUGHT: Yes, we have copies right here.

SENATOR RAND: Through you, Mr. Chairman, I think Mr. Connaught's statement just enlarges the technical report that Mr. Ellis gave in the philosophical sense that we certainly ought to bring together, and not take away, the expertise that the counties have developed, and they have developed quite a bit of expertise down here. I always kid my colleagues by saying that all we have is a few buses down in Gloucester County that are using the corridor and, if not the infrastructure the county has, we have another great means, and that is rowboats. (laughter) So, I would certainly subscribe to what you said, Mr. Connaught.

ASSEMBLYMAN COWAN: Thank you very much, Mr. Connaught. Next we have a number of people from the New Jersey Federation of Senior Citizens. However, we would like to recess now for about five minutes. We will be back in five minutes; we just have a little meeting we would like to get into for approximately five minutes, if you would excuse us, please.

(RECESS)

ASSEMBLYMAN COWAN: We will now have our next witnesses from the New Jersey Federation of Senior Citizens. Will Joseph Lario,

Chairman, Legislative Committee, New Jersey Federation of Senior Citizens, please come up?

MR. LARIO: May I bring my three colleagues up?

ASSEMBLYMAN COWAN: You certainly may.

J O S E P H L A R I O: Assemblyman Wayne Bryant and Senator Walter Rand are no strangers to us. They know the Federation, but, Assemblyman Cowan, this is our first visit with you, our first meeting. I would like to introduce myself, my name is Joe Lario. I am Chairman, as you said, of the Legislative Committee for the New Jersey Federation of Senior Citizens. I am happy to appear before you. We like Assembly Bill 3018, but we have one objection to it, which is the capital improvements. The Federation senior citizens feel this means that casino monies will be used to subsidize the New Jersey Transit. We do not think this is fair. I have three of my colleagues here, Mr. Nick Alexander, President of the Southern Region, New Jersey Federation of Senior Citizens, Mr. Bill Fisher, Vice President of the State Federation, and Rudy Jeschon from Cape May is here with us today. He is President of the Cape May County branch of the New Jersey Federation of Senior Citizens, which is a subsidiary of our Association.

In going over their testimony, I see that a lot of it is repetitious, so I am going to yield my testimony to my colleagues. First, I would like to introduce the President of the South Jersey Region, Mr. Nick Alexander.

N I C K A L E X A N D E R: Good morning, gentlemen. The New Jersey Federation of Senior Citizens is in support of Assembly Bill 3018. However, there are several things that have to be done. First, you need to specify precisely how the money is going to be used. Now, in a state as vast as our State, the funds for New Jersey Transit are entirely out of line with the concept of the utilization of the Transit by the senior citizens. The senior citizens are being asked to bear a much greater portion of the work load. The section that deals with the money that is to be given to the transit service -- that is another raid on the senior citizen fund that was not considered in ACR-139. The buses are there; they are not going to be putting other buses on. The garages and service areas they have, and the maintenance crew they have are going to be the same. If you're talking about putting on

fifty additional buses, you're talking about a different breed of cat. But, that is not what we are talking about. It does not say so in here. It says that a certain amount of money is going to be allocated to the Transit Commission, and they are going to use the money for that purpose.

I feel the casino fund originally was not intended to be used that way, since when you say you put money into the Transit Corporation, you are, in effect, subsidizing the maintenance you are already performing on your buses and on your other transportation. We have no railroads going down in our area in the south. We have whatever transportation the people can manage to muster together to get them to where they want to go. Most of our people live anywhere from three to five miles away from whatever transportation might already exist there. So, really, they are not going to be serviced greatly by that, because they will still have to depend on someone to take them to where the buses are.

I am going to be brief because my colleagues will be covering other areas. I only want to express and accentuate this point. We are asked as senior citizens to assume too large a burden of the expense for the maintenance of the transit service. Thank you, gentlemen.

MR. LARIO: Next, if I may, I would like to have our Vice President of the State Federation, Mr. Bill Fisher. By the way, when we say "senior citizens," we include the disabled in that. I'm very sorry I omitted that; it is the Federation of Senior Citizens and Disabled Persons. I'm, sorry I didn't mention that before.

ASSEMBLYMAN COWAN: Do you have someone speaking for the disabled today?

MR. LARIO: Well, not for them, but we are--

ASSEMBLYMAN COWAN: You are speaking for the disabled?

MR. LARIO: Right.

ASSEMBLYMAN COWAN: Go right ahead.

MR. LARIO: Bill?

B I L L F I S H E R: Good morning. One passage here in your bill says, "Monies would be available for allocation to eligible counties, based on the county's percentage of elderly persons sixty years of age and over." My point is, gentlemen, who is going to conduct this, more

or less, census of which counties are going to be eligible? Now, you say one place in your bill that, "Money will be allocated to the different counties," and then you qualify that by saying, "Eligible counties." May I ask, what do you mean by eligible counties?

ASSEMBLYMAN COWAN: Where are you referring to in the bill, please?

MR. FISHER: On the statement, on the summation.

ASSEMBLYMAN COWAN: On the summation?

MR. FISHER: Approximately opposite the Number 11 on the bill.

ASSEMBLYMAN COWAN: Actually, what this statement is saying -- it is just bringing in, in perhaps a clarifying manner, what the intent is in the statement of the bill, that an approved plan -- they have to have a plan to present, and it has to be approved by the State.

MR. FISHER: Very well then. If that is the case, may I say this. The plan, the idea that was sold by ACR-139 to the public with the idea that this was going to open up great vistas of transportation and health programs. But, it looks to me like it is going to open up the same programs that effected the Social Security -- that put the Social Security in such a bind that now it is going broke. My point is, gentlemen, where is the surplus that was mentioned here a little while ago in the casino gambling fund, and where do we call a halt to the spending of the money from the casino gambling fund, and when are we going to fulfill the obligations of the Constitution that say the casino fund must go for certain items?

Another thing I would like to bring out is -- I'm sorry to jump around like this -- the senior citizens have been screaming for the last five years, as you well know, for free transportation. We have been pacified with the idea that we have half-price tickets for transportation. If I may suggest that you inspect what the cost of each individual ticket to the State is, you will find out it runs in the neighborhood of \$5.35 for each ticket. What is involved in that is the printing, the storing, the distribution, the paperwork and so forth and so on. My point is this, gentlemen, where we are located, there is no way, and I say no way, that you will be able to subsidize bus lines down in that section of the country. I'm not saying it can't be done;

I'm saying that in other parts of the country, such as the north where you only have to walk a half a block to get on a bus -- but, I can take you to towns, such as Halltown, Canton, Harmersville, and so forth and so on, where you have to travel nine miles to catch a Public Service bus. This is ludicrous.

How can you, even though you are going to expend this amount of money -- \$20 million the first year, 20% every year after that, which amounts to approximately one million, six hundred thousand-- The average take from casino gambling is \$8 million a year. My point is, the bill itself is right, but I think it should be rewritten to say -- I'm terribly sorry that I'm getting lost here -- but, it should be rewritten to the point where it should be more of a complete overall picture. For instance, if I may digress a little bit-- I want to correct the thinking of you people on some things. You are down in South Jersey now, supposedly, yet we have eighty-five miles to travel to get to Cape May Point. No, I beg your pardon, you would have 105 miles to get to Cape May Point, but only ninety-five miles to travel to the New York border. So, how can you consciously call this South Jersey, which involves this argument about getting \$20 million to take care of all these buses, and you can't put them on the line down here. There is no place for them to go.

ASSEMBLYMAN COWAN: Without attempting to sound facetious -- not meaning it facetiously -- I wonder if at this point we are below the Mason-Dixon Line?

MR. FISHER: You are not, no, not at this point. You'll have to go down, if you go on an angle, it runs off on an angle towards Manahawkin, you'll have to go down to Williamstown.

ASSEMBLYMAN COWAN: Williamstown, okay. Then I guess we can't rightfully call it South Jersey. (laughter)

SENATOR RAND: Mr. Chairman, if I may, let me assure you that Assemblyman Bryant, Senator Rand and Assemblyman Gorman, when he gets here, feel that we represent two great counties from South Jersey. No matter what anyone says, we are South Jersey oriented and South Jersey representatives.

ASSEMBLYMAN COWAN: I hope my presence today didn't start anything that didn't exist before.

MR. FISHER: Thank you, gentlemen.

MR. LARIO: The next speaker will be Rudy Jeschon from North Cape May.

RUDY JESCHON: My name is Rudy Jeschon. Just to make a comment to follow Bill up here, you said your next meeting would be in Monmouth?

ASSEMBLYMAN COWAN: Yes, Monmouth County.

MR. JESCHON: Do you have any anticipated meetings in South Jersey? (laughter)

ASSEMBLYMAN COWAN: It's a thought that certainly we will consider.

MR. JESCHON: Monmouth County is a long way from South Jersey. I would like to make this comment. Cape May County has the largest senior citizen population in the State of New Jersey. It is the second largest county for senior citizens in the United States, outside of one in Florida, unless it has changed since the census to California.

SENATOR RAND: Ocean County.

MR. JESCHON: No.

ASSEMBLYMAN COWAN: Is that percentagewise, or is that numbers?

SENATOR RAND: It's Ocean County now; that is the new census.

MR. JESCHON: They just, in the last couple of years, cut off the rail lines to South Jersey, which we had operating. I was just wondering whether it would be possible, with the senior citizens in the Hammonton area, the Pleasantville area, the Atlantic City area, the Vineland area and the Millville area, where we have quite a gathering of senior citizens' clubs -- that is not only Cape May County, but I mean Ocean City and Wildwood-- Lower Township, which I represent, has a very big population of senior citizens, and quite a few disabled people who are on pension down there. Now, when you talk about having another meeting, I wish you would consider Ocean City or Avalon, or one of those places. They are small communities, but there are year-round senior citizens there. We have very, very little good transportation in Cape May County for the senior citizens to get to the hospital and the doctors, and for shopping and such things.

Now, I would like to get back to my statement. I represent the Lower Township Federation of Senior Citizens of Cape May County. We are an affiliation of the New Jersey Federation of Senior Citizens. We are opposed to Assembly Bill 3018, as we feel it is a direct raid on the casino funds to subsidize the New Jersey Transit. This bill is of very little benefit to the seniors and the disabled, but a complete subsidy for the general public of the State and to help the New Jersey Transit out of its operating deficit. Last year, there was quite a thing about the New Jersey Transit being broke; I don't know how they raised the money to keep it operating.

The 20% yearly funding of the transit system would be put to a much better use by reducing car registration fees and drivers' licenses. I wrote you, Assemblyman Cowan, in June, 1982, about this. I received a reply from you that the monies were not available for this, but now the Legislature comes up with a direct subsidy of the New Jersey Transit. The original Casino Fund Bill stipulated that the monies were to be for the benefit of senior citizens and the disabled, not to subsidize the New Jersey Transit System. I have a copy of your letter here in answer to the letter I wrote you, where you said you were sympathetic to the plight of the senior citizens. It also says there is no money available. Now you are going to grab 20% a year out of the casino funds, which are going to go sky high because they just broke ground for the eleventh casino, and I think there are five more planned.

If this figure you gave me, \$742,760.00, were used to cut automobile registration for seniors and the disabled -- that is just a drop in the bucket of what you are going to give New Jersey Transit. I wish you would consider car registrations for seniors and the disabled, and a cut in the drivers' licenses. The bill that is in, A-250, only cuts the drivers' licenses a dollar. We're not worrying about that. We are worried more about the car registrations. Senior citizens who live in the urban areas would get none, or very little benefit from this legislation. In our area, you can walk a mile before you get to a New Jersey Transit bus, or maybe even further. In our area, and throughout nearly all of South Jersey, you do not have any transportation unless you have an automobile. We have quite a few disabled people in our area who drive specially built cars.

In New Jersey, South Jersey, to me, means South Jersey. There is very little bus service, not only for seniors and the disabled, but also for the general public. In some areas it would take a walk of a mile or more to get a bus, and there is no rail transportation available. As you know, DOT cancelled out the railroad from Winslow Junction to Cape May and our area. Without a car, it is impossible for some of the population to get around. These bills, which have been laying in your Committee, Assemblyman Cowan, for the last two years, should be acted upon. They have been in your Committee, and they have been refiled. We submit to you that a cut in car registration is needed, because we do not have the transportation and we will never get it in our end of South Jersey. I thank you very much.

ASSEMBLYMAN COWAN: Thank you.

MR. LARIO: Mr. Chairman, may I add something to that?

ASSEMBLYMAN COWAN: Yes.

MR. LARIO: How about car insurance? Did you see what happened this year? Everybody got their bills within the last two months, and they are doubled. How are senior citizens going to drive a car, with registration and insurance?

MR. JESCHON: Insurance is the worst thing, sir; we know that, but that is an entirely different subject than what we are addressing here.

ASSEMBLYMAN COWAN: As you say, that is another ball of wax.

MR. FISHER: A big ball.

ASSEMBLYMAN COWAN: We do appreciate your input. Senator Rand, do you have any questions?

SENATOR RAND: Mr. Chairman, I don't want to prolong this because there are a lot of other people who want to testify. I know that I am a guest of this Committee, and I want to extend my very deep appreciation to you for inviting me here. I just began to read this bill, and I would like you to clarify something in my mind, if you would. The reason why I ask you this is for purposes of clarification. When I addressed Mr. Ellis and Mr. Connaught when they were talking about administration, I thought they had a very good point. Do I understand that this bill is for capital improvement to

New Jersey Transit, that unless they can reach an established line-- Let me see, I want to be very, very careful how I explain this. That is not what I understand this bill to do. This bill is an attempt to create a paratransit system within a county that will pick these people up at their homes to deliver them to an established line. Now, if that is not the case, would you please inform me, because it is this Committee's bill? If it did not do that, I would not be sitting here very frankly. So I would assume, Mr. Chairman, since it is your bill, that you will tell me I am either right or wrong on that, that it is a paratransit system, it is a complete feeder system to be developed within a county plan as the number one priority.

ASSEMBLYMAN COWAN: That is totally in the intent of the bill, Senator.

SENATOR RAND: Thank you very much. If I can keep my eye on that -- I have no question about any of the problems you have presented to us. Regarding the administration, of course, I recognized that very early in the game, so to speak. But, the attempt here, in my opinion, and why I know it has worked, gentlemen, is because of the experience of Gloucester County. They have had a fleet of buses for eight years, where they literally picked their people up at their doorsteps almost, and delivered them five miles into an organized system, or, if they can't deliver them to an organized system, they have a situation where they stop, where they can drop them off and where they can pick them up. That is the type of bill I have in mind.

MR. JESCHON: May I respond in just a few words, and then I will be finished.

SENATOR RAND: Yes, sir.

MR. JESCHON: On the alert we had, it said, "This year New Jersey Transit will get \$20 million from the casino funds. Twenty-five percent of this will be used for capital improvements, including the purchase of rail cars, rail stations, bus shelters and buses." Now, that subsidizes the general public, because the general public will be using the New Jersey Transit. We understand the monies are going to the counties. I have the bill; I have read the bill three times, but I still come up with the same thing. The counties will get help for the buses, for senior citizens and the disabled for transportation. Cape

May County has a good system of its own. But, at the same time, when you are doing what it says in the bill for improvements, New Jersey Transit is not a county project. That is a State project, in my estimation. You are going to include the purchase of rail cars, rail stations, bus shelters and buses. Buses I can see.

ASSEMBLYMAN COWAN: See, what we are talking about here -- go ahead, Wayne, excuse me.

ASSEMBLYMAN BRYANT: As one of the cosponsors, let me explain what we are talking about in terms of capital improvements. There are certain buses and rails that now cannot -- and you have to understand about casino revenue funds, because I think some people do not make the distinction. These funds are not only for senior citizens; they are for the handicapped and the disabled. They are not accessible to handicapped and disabled people. This 25% can be utilized to make those cars and those other things accessible to handicapped persons, as well as to senior citizens who may have some disability, but who may not be classified as handicapped. Also, 75% goes to counties to bring people to those routes which you cannot get to now. It's just what you were talking about. People live nine miles away down in Cape May County -- that is the purpose of this bill, so we can set up a commuter system that can bring people those nine miles to the major New Jersey Transit System, so they can utilize this and not become captives of their homes.

MR. JESCHON: At the present time, New Jersey Transit runs all through South Jersey. They have very poor schedules. They have no bus there that one of these folks who is sitting here can get on. There is no bus that ever comes to Cape May County for the disabled.

ASSEMBLYMAN COWAN: Excuse me, Rudy. Just to carry through Assemblyman Bryant's thoughts a little bit further. When this is put into effect, the full intent is to service the people of a community. Now, you admit that today that cannot be done. If you have a coordinated effort on the county level, then you may be able to do it. That is what the intent is. There is no place here where it says "purchase rail cars." Disabled people cannot use the existing structure that you have today. As Wayne has mentioned, even the senior citizens can't get to them. All right?

MR. JESCHON: I understand.

ASSEMBLYMAN COWAN: So, it has to be coordinated from the county on up. You cannot reach the services available today down in what you are calling the "South Jersey area." The same conditions exist in North Jersey, in the urban areas, also, maybe under another cover, but they exist. But, if you have an integrated system based on the county, what the county needs are-- That is what we are asking in this bill; we are trying to get the counties to function and use their expertise, as Senator Rand has mentioned, to put their expertise to work and to push it upstairs, not to get something pushed down on you.

MR. JESCHON: I appreciate that, and I'll go along with that bill.

ASSEMBLYMAN COWAN: There is no place here (indicating copy of bill) where it mentions purchasing rail cars. I get a little annoyed when I hear something like that.

ASSEMBLYMAN BRYANT: Also, I think out of initial money it should be noted-- When you are worried about the South Jersey counties, and I am worried about them too because I am from South Jersey, no county that has an approved application-- First, your county has to apply. Now, if they do not apply, we can't give you any money. But, no county that has an approved application gets less than \$300,000; no county gets more than \$1 million, so you don't have to worry about the big North Jersey counties, even though they have more population, getting such a disproportionate share. We tried to create in the bill that every county -- every county that applies will get at least a minimal amount of money necessary to bring about a good feeder system, and \$300,000 is the minimum any county can get which applies and, as I said, the maximum is \$1 million.

MR. JESCHON: I hate to say this, but just jokingly, Cape May County ought to get the top of the bracket then, because we have the most senior citizens in the State.

ASSEMBLYMAN BRYANT: Make sure they apply.

MR. JESCHON: I wish you would consider in this plan, car registration -- a cut in the car registration. That would be a separate bill.

ASSEMBLYMAN COWAN: Again, the insurance is one ball of wax and car registration is another ball of wax; disabled placards are another ball of wax. Okay? Thank you very much.

ALL FOUR WITNESSES: Thank you very much.

ASSEMBLYMAN COWAN: You're welcome. Our next witnesses -- we have a group with Susan Buchanan from St. John of God. I believe there are a number of students with her. Susan?

S U S A N S P I E S B U C H A N A N: Thank you very much for having us here. I am the Director of Rehabilitation Services at St. John of God Community Services in Westville Grove, which is about a half a mile down the road here. I have several of our clients with me who are employees in our sheltered workshop there. I am speaking on behalf of them and all of their coworkers in the workshop.

Our agency is one of several nonprofit organizations in New Jersey which provides education, rehabilitation and employment services for several hundred of the nearly 10,000 handicapped individuals throughout the State. We are here today on behalf of all handicapped people to urge you to give your full support to Assembly Bill 3018, the Senior Citizen and Disabled Resident Transportation Assistance Act. As I said before, many of my statements are the statements of my clients.

Of the seventy-four adults who are currently attending our rehabilitation program, only six are providing their own transportation. One individual is able to drive a car, and the other five are able to take public transportation. The remainder of these--

ASSEMBLYMAN COWAN: Excuse me, Susan, what was the total number?

MS. BUCHANAN: Seventy-four.

ASSEMBLYMAN COWAN: Seventy-four?

MS. BUCHANAN: Yes. The remainder of these clients must rely on family members or our contracted bus service. We are currently contracting with a private bus company. This is costing our agency close to \$100,000 per year. The philosophy of our agency has always been to provide as many services for people as we could, without having to charge people for those services. Within the past year, we have had to ask the clients and their families to subsidize this transportation, and, for many of our clients, their earnings are not what ours are in the work world, and they are spending more than their pay on transportation alone. They are having to rely on their families and our bus service, not because they are not capable of using public

transportation, but because they cannot get to the public transportation routes.

With our continued rising costs and the funding cutbacks we are all seeing, it may be necessary for our bus service to be discontinued in the future. Then, we would have to look at what would happen to all the clients in our workshop if that were the case. Most of them would not be able to go to work due to the lack of adequate and/or appropriate transportation services. They would have to stay at home. Most do not have the resources to become self-employed and operate a business from their homes, and I doubt very seriously if any of us in this room do. What would we do at home indefinitely, if something were to happen and we were not able to get to work? We would probably read; we would listen to music; we would watch television; or, we may take up some type of a craft or a hobby. That would be fine for awhile, but there would also be many things we would not be able to do if we couldn't go out to work, or couldn't go to any recreational activities. Some of the things we would not do -- we would not maximize our potential; we would not contribute to the economy; we would not meet new people; and, we probably would not grow very much as a whole person. We certainly would not be exercising all of our basic rights, including the right to education, the right to employment, the right to receive medical care and the right to have recreation.

I have talked to many parents in our facility who have become so upset at the thought of what is going to happen without adequate transportation services, that they have actually asked us to do evaluations on their sons and daughters that would earmark them as much lower functioning than they really are. If that was the case, that person would then be eligible for a different type of service, where door-to-door transportation is provided. I think that is a travesty. I think it is really sad that people have to resort to that in order to get the kinds of services and security they need. And, our parents are looking for security for their sons and daughters. They want systems that are safe.

Public Law 94142, and Sections 503 and 504 of the Rehabilitation Act were created to ensure that handicapped children and adults receive the same opportunities for education, employment,

medical care, recreation, etc. as anyone else. They also ensure that exercise of those rights takes place in the least restrictive and most barrier-free environment as possible. I think we have done a commendable job in communities of setting up our schools, our rehabilitation centers, special athletic and social programs. What we have not done is enable people to travel independently to enjoy those programs and to receive those services.

We talk about the principle of normalization, also, and I have to wonder how "normal" it is for a fifty year old man to rely completely on a family member for his transportation to work, social functions or medical care, when he is capable of taking a public bus if there was one near his home, or if had some other type of service to get him to an existing bus route. The major thrust right now that we are seeing both on State and Federal levels in the field of rehabilitation, is job placement, competitive job placement out in the community. I think that is terrific; that should be the goal of rehabilitation. However, in spite of all the jobs we can go out and find for people, they are not doing us any good if the clients cannot get to those jobs. That is our major concern right now. We are operating a rehabilitation program and we can't get people out to work because there is no adequate transportation.

We are not asking that the State or anyone else give handicapped people door-to-door personalized taxi service. What we do want are the following: more buses that are accessible for wheelchairs, and more bus routes. Mass transit in South Jersey just does not exist. Most of our clients would need to make three, or even more, transfers in order to travel a very short distance from their homes to work. We should have alternate vehicles, such as shuttles or door-to-door vans for people who are not able to use the public buses. We also want well lit and protected areas to wait for buses. This would include a shelter of some sort. We want crossing lights, if necessary, in areas which are heavily traveled by handicapped people, such as near rehabilitation centers. At the Ability Center, which is right down the street from us, there was an accident with one of their clients just this past week, who was attempting to cross the street during a bad rainstorm when the visibility was poor. We want more

cues, a better cuing system, so that blind and deaf individuals can also recognize their vehicles. Most importantly, we are asking for a chance to maximize our independence and our potential. It is our understanding that \$20 million could be appropriated for all these things, provided this bill is passed. It is also our understanding, through some newspaper articles we have seen recently, that the Governor has other plans for the money, to aid home-bound programs. We feel that is also commendable; however, we have to wonder how many people who are currently shut in or home-bound could participate in their communities if the transportation was available to them.

By ignoring the issue of transportation, the home-bound group may continue to be home-bound, and the otherwise handicapped population may well become home-bound. We do not see that as a solution. We also find it difficult to think that the Governor would attempt to go against the wishes of the residents of New Jersey, since this was voted on in 1981, that these funds would be used for transportation services.

In closing, we urge you to support this Act, and consider this, that everyone of us is handicapped in some way, and at some time we have all faced obstacles that have interfered with our "normal" functioning, some of us to a greater extent than others. Each person in here is only a car accident or a major illness or an industrial accident away from needing exactly the kinds of services we are asking for today. I think when we try to look at it from that perspective, it can become a little bit more real to us. Thank you very much.

My clients here each have a statement they would like to make in terms of what their needs are.

ASSEMBLYMAN COWAN: Yes. If you would, please, Miss Buchanan, you can introduce them as they start to speak.

MS. BUCHANAN: Would you like to start, Lynne?

MS. STEVENSON: Okay.

MS. BUCHANAN: This is Lynne Stevenson, and she has been in our workshop for a long time.

LYNNE STEVENSON: I would just like to say I think we need more buses and vans with lifts on to take us to and from our work, or buses for wheelchairs -- a Public Service bus for wheelchairs. I would also like to say there should be more buildings that are accessible to the handicapped. That's it.

MS. BUCHANAN: This is Blanche Williams; Blanche is also one of our workshop employees.

B L A N C H E W I L L I A M S: I think we need more buses, either near our homes, or door-to-door service.

MS. BUCHANAN: This is Donna Jones. Donna has worked in the community before, and one of the biggest problems she has faced is transportation. Maybe you can mention that, Donna.

D O N N A J O N E S: Well, I would just like to say, I had a neighbor who lived around our way, and when I used to work, every morning, at nine o'clock in the morning, she would get up and take me. I paid her \$10.00 a day.

ASSEMBLYMAN COWAN: What were your earnings at that time, Donna?

MS. JONES: At one time, I earned \$97.00.

MS. BUCHANAN: I think what Donna is trying to point out though, is that if she was able to get to a bus, she would not have had to rely on this neighbor every morning.

MS. JONES: I would just like to say, I took one bus, then I would have to take another bus. The first bus would leave me off by Westville Lake and I would have to take another one down to St. John of God to get to work.

MS. BUCHANAN: This is Robert Petri. Robert is also a workshop employee.

R O B E R T P E T R I: What I would like to say is that we need more buses for our school, for our students.

ASSEMBLYMAN COWAN: Thank you.

MS. BUCHANAN: Robert also made a statement to me yesterday that we needed to make a new reality. Is that what it was, Robert?

MR. PETRI: Yes.

MS. BUCHANAN: I think that said it pretty clearly. This is Leslie Jackson. Leslie works at our workshop also, and he is currently taking public transportation. Leslie, what did you want to say?

L E S L I E J A C K S O N: We need more buses for our kids, because sometimes I will be out there waiting for a bus, and the bus is so slow coming. That is why we need extra buses around.

ASSEMBLYMAN COWAN: Thank you, Leslie.

MS. BUCHANAN: Thank you. I just had one other thing to mention. We were late getting here today because we came on one of the new New Jersey Transit buses. The bus arrived for us on time; however, the wheelchair lift was not working, and we waited for about an hour for them to send another bus. Apparently, unless the bus is in neutral, none of the safety features on it will operate, and they were not able to get the bus into neutral, so they had to send another one. I thought it was appropriate timing.

ASSEMBLYMAN COWAN: Your organization there, St. John of God, would you give a brief description of what--

MS. BUCHANAN: Our services?

ASSEMBLYMAN COWAN: Yes.

MS. BUCHANAN: Right now, we are serving approximately 350 people. They range in age from six weeks through adulthood. We have an instant stimulation program, a pre-school program, a day training program for the severely handicapped individuals, a trainable mentally retarded school program, both elementary and secondary, and then we have two rehabilitation programs, the workshop and a food service training area. We also have an adult training services program. We provide a variety of counseling and recreational programs in conjunction with the other programs.

ASSEMBLYMAN COWAN: Is this all privately funded?

MS. BUCHANAN: Yes -- well, for the rehabilitation program, we do receive State monies for the training and some monies from the extended employment.

ASSEMBLYMAN COWAN: Do you have anything, Assemblyman Bryant?

ASSEMBLYMAN BRYANT: No, I would just like to thank you for coming to offer this type of testimony. We need to hear from those for whom this service would be useful, and I think you have given us a vivid picture, you and the students here today.

MS. BUCHANAN: Thank you for having us.

ASSEMBLYMAN COWAN: Thank you very much. Our next witness will be Mr. Earl Murphy, Atlantic County Disabled Advisory Board. Earl?

E A R L M U R P H Y: Mr. Chairman, I want to thank you for giving me the opportunity to come before this Committee. I am Chairman of the

Disabled Advisory Board of Atlantic City, and transportation is one of my many functions with the Board. I know you have heard a lot and, of course, I am not going to go over what a lot of people have said about the bill. There are, of course, certain things in the bill which we think you should pay more attention to, such as the allocation of that large sum of money, but you have already heard about that.

What I would like to do-- We have a transportation group for our senior citizens and the disabled in Atlantic County, where we service through the southern and western parts of the county. We have really been stretched with the two handicapped vans we use for our senior citizens and the disabled. I am going to submit, if I may, for the record, some of our statistics on a month-by-month basis, for just this year alone. For example, on a daily basis, for cobalt treatments for an individual, a senior citizen, we transported on 366 trips on a seven day a week basis. Just the other day, I was given a new listing of our hours. On Mondays and Saturdays, we operate from five o'clock in the morning until twelve-thirty at night, between the Shore Memorial Hospital and the Betty Bacharach Hospital. On Mondays, Wednesdays and Fridays, we operate from five in the morning until eleven at night. We were not able to cover the increasing number of people who had needs for our services, so we put an additional shift in for Tuesdays and Thursdays, from four in the afternoon until eleven at night, and sometimes this goes into the next day.

We were lucky in the early stages of our Disabled Advisory Board, including senior citizens, that we wrote a grant. We were able to secure from that grant two disabled buses to transport our people. As you know, we have had a tremendous influx of people coming into our area, both young and old. It looks as if again this summer, we are going to have a greater increase of people who are vacationers, who probably did not have cobalt or dialysis problems, but who have them now.

Now, our big problems come about. We feel, within Atlantic County, that this kind of money would certainly help our cause and improve our transportation needs and facilities. It is not easy trying to service all these people. For example, a report was given to me for February, 1983, which shows our total trips were 17,621. Our

year-to-date figure was 234,000 to 284,000. These are trips. Now, our passengers, as we totaled up for the month of February to bring it up to date, were 7,314, and the total was 62,862. We have been able to do this with no more than about four vans, two of which are limited for the disabled. Some organizations have been hurt by our services, for example, our workshop for disabled young boys and girls, because we simply cannot meet the need. Our services are not just for the cobalt and dialysis cases; they are also for nutrition, the Meals on Wheels, to make sure that our senior citizens get at least one good balanced meal a day. So, when we are not transporting people, we are transporting additional meals.

Thanks to one of our very good casinos, Caesar's, instead of scrapping their buses, they gave them to us on a loan basis. This enabled us to expand our services for those who are not totally disabled, and we can transport them by other means to the doctors or for hospital visits. This sort of relieved our two handicapped vans, which are equipped with lifts and things. If we did not have that kind of equipment, I don't know what the people of South Jersey -- Pleasantville, Egg Harbor Township, Egg Harbor City and those areas, the areas we do cover -- would do, because as far as public transportation is concerned, there is no way for them to get where they have to go.

With this bill, we certainly feel it will help us tremendously. Of course, I know there are some things we do not agree with; we cannot agree with everything. So, as Chairman, I am going to leave these few statistics with you, and hope you will look at them and analyze them. If any further explanation about any of these figures is needed, as Chairman of the group, I will certainly be available to you to explain just what they are all about. Thank you.

ASSEMBLYMAN COWAN: Thank you, Earl. Are there any questions? (no response) We certainly do appreciate your comments, Earl. Basically, that is the purpose for these hearings. As you well know, this legislation is not laid in concrete, nor hardened, and it is not our intent to pursue this legislation as originally drafted and as what you see before you now. We are holding these public hearings to get the input from everyone. We hope to get a good cross-section, and

some very diversified views. We will first of all try to eliminate and eradicate any type of misconception, such as what we heard here a little bit earlier in the testimony, so far as the purchase of some equipment is concerned.

MR. MURPHY: I also want to say, Mr. Chairman, I thought you were going to come a little further south, and not to the midway point, because we have many problems there. I think because of the transportation problem, we could have had more people who wished to make input, but who simply could not be here. I hope that in the future you will see fit to possibly have a hearing down there, along with our good constituents, Dolores Cooper, Mike Matthews and Senator Gormley.

ASSEMBLYMAN COWAN: Are you talking about somewhere down below Atlantic City?

MR. MURPHY: Well, Atlantic City or below. I'll tell you, wherever you say you would like to come, I guarantee you we will set you up in a beautiful place, and it will not be in a casino.

ASSEMBLYMAN COWAN: We certainly will give it very strong consideration, but I have to try to be somewhat humorous about it too, because as a Democrat from Hudson County, I have not been in Atlantic City very often.

MR. MURPHY: Okay, well, welcome to our fair city down there. Thank you.

ASSEMBLYMAN COWAN: You're very welcome. Next we have Mr. John Hudson, President of the Multiple Sclerosis Association. John?

J O H N H U D S O N: Mr. Chairman, I thank you for inviting us here today from the nonprofit private sector. Senator Rand and Assemblyman Bryant are no strangers to us; they have been most supportive in the past to our programs for the disabled, and I believe we are here today because of their request.

We represent the independent private sector of the disabled community. We deal basically in South Jersey with 800 disabled persons, the bulk of which are multiple sclerosis victims. They find themselves in a very, very problematic position. I believe that out of the thirty-five point service program that we render in this part of the State, the biggest problem is transportation. The majority of our

people are confined to wheelchairs. Because of this problem, we have one van that services 800 people. This van is designed all wrong. My biggest complaint about public transportation is the fact that it is not gauged to wheelchair persons. Even the custom vans are limited to what they can carry and what they can do. Our vehicle holds two wheelchair positions, and six for our walking wounded.

We are delivering our transportation in Camden County, Gloucester County and parts of Burlington County, and we fringe around the Atlantic County area. Because of time, distance and inadequate means, we cannot bring all of our people into our mainstream of activities. It is just impossible.

We are strong advocates of this particular bill that you gentlemen are bringing before us today. Whatever results that come of this bill will be greatly appreciated by the disabled community. For fourteen years, we have provided our own transportation with one vehicle, long before people were concerned about people in wheelchairs getting around. The transportation is fine, if you can get the people to the transportation. Most of our people can't even get out of their properties, out of their homes, because of the barrier problem. We have tried to correct that by building ramps for our people. We put in hydraulic lifts to get them out of their houses, but when they get to the curbs, they can't get off the curbs because there are no curb cutouts. If there is a bus there -- they wait patiently for a bus to come, but you have bus drivers who have to make schedules. When they see a disabled person, they have a tendency to look more favorably toward their schedule than they do toward the inconvenience it is going to cause them to stop that bus and take on some of our people. I have had, on many occasions, being a disabled person myself, been passed by by a bus because they were just too busy, too much in a hurry and were not worried about the problems of the disabled community.

I would say that some of this money should be channeled to the picking up of disabled people at their homes. Some of this money should be channeled for the expenses of operating private individual organizations like our own, which have nonprofit status, which have the interest of their clients at heart. We definitely need transportation. How you deliver it -- I'm sure you will work out the details. But,

please take into consideration the vast amount of agencies that are out there which are capable of giving you a little bit of assistance with transportation with what they have existing. All they need is, perhaps a little revamping of their programs, a little cooperation and a little extra money.

Now, I came here today only because we have the interests of the disabled community at heart. Senator Rand has always had the senior citizens and the disabled community foremost in his thrust, and so has Assemblyman Bryant. The ball is now in your court, Mr. Chairman, and I hope you will give every consideration to the various possibilities of how transportation can be delivered to the disabled community. When the State provides vehicles to agencies, the designs are the problem. They are not consulting with the disabled as to their needs in being transported. They are not consulting with handicapped persons who know how they can function best. Do not be afraid to consult with the handicapped organizations throughout the State for advice. If you get a \$30,000 bus, and you can only have one wheelchair slot on that bus, it is a terrible waste, and this is what is happening in the State as far as vehicles now being supplied is concerned. Please consult us; we will be glad to give our input. Thank you for having us. Are there any questions?

ASSEMBLYMAN COWAN: Thank you very much, John. Wayne?

ASSEMBLYMAN BRYANT: John, I don't have any questions, but we want to thank you for coming. Hopefully, through this bill, the counties will coordinate with some of the private sector, as well as public sectors, in order to make sure we can have some coordinated transportation. I think the time is coming where we can't provide independent systems on the private sector in terms of what you are doing with your 800 people, and having the county run a whole separate system. So, part of the plan is, hopefully, that these programs will mesh. I know in Camden County, they are supposed to be working with all the private human services providers for senior citizens and, also, the handicapped, so that we can do this. Also, they are trying to get the right kind of buses. You're right, it is a waste to talk about senior citizen and handicapped buses if, in fact, that bus will service twelve or fourteen people, but only two of them in wheelchairs, because then you can only pick up two people on one trip.

So, we do need your input and, hopefully, you will stay as involved as you have always been.

ASSEMBLYMAN COWAN: Thank you, John. Claude Whitehead, Executive Director of the New Jersey Association of Rehabilitation Facilities. Claude?

CLAUDE WHITEHEAD: Mr. Chairman, Vice Chairman, and Senator Rand, it is a pleasure to be here and be part of this today. Our Association has been concerned about transportation for disabled people for a long time. We want to say a special word to Senator Rand for the support he has provided to the funding of our long-term programs and other appropriations over the past few years.

The New Jersey Association of Rehabilitation Facilities is a membership group that represents private, nonprofit community-based organizations, rehabilitation centers, operating in every county of the State, and serving more than 10,000 people on an annual basis. So, we have a sizeable constituency of disabled people that are served annually in the South Jersey area, if we can call this area southern. We do have one of our two finest facilities here. You heard Ms. Buchanan describe the St. John Program; later on you will hear from Robert Wolf, the Executive Director of Ability Center. You have every right to be proud of what you have in this area. In addition, there is the Occupational Training Center of Camden County, a Good Will Industry, and over in Salem County, there is the Occupational Center, operated by the Association for Retarded Citizens. Down in Cape May, there is the Jersey Cape Diagnostic and Training Center, and in Atlantic County we have a center very closely linked with casino operations. In fact, we should say that not only does gambling in New Jersey pay off for the casinos and provide revenues for the elderly and the disabled, but it has been providing jobs for handicapped people in the casinos. More than 500 disabled people have been placed in the program since the casinos opened a few years ago. One of the largest busing programs in the area, as I understand it, is a busing program to bus clients into the casinos, under the sponsorship of the Occupational Training Center in Pleasantville. Transportation is vital to that program; equally important is that the clients start there at a wage of about \$11,000, which is a rather exceptional starting wage for handicapped people.

We are concerned about special transportation because most of the people who are served in these rehabilitation centers have some form of transportation problem. Now, these break down into two groups. A large proportion is the developmentally disabled or mentally handicapped, but there is a significant number of clients, disabled people, who receive service on a daily basis in some of our centers who have physical handicaps, or they may have physical limitations which represent mobility limitations in terms of getting to a rehabilitation center, such as Kessler, Robert Wood Johnson Center, Lady of Lodes Rehabilitation Center, Betty Bacharach Center or others, to receive those services. We know that 10,000 are served on an annual basis, or approximately that number, but we are not sure how many additional people cannot get to those centers and cannot receive services because there is no transportation service available. Ms. Buchanan addressed that as a part of the problem at St. John of God.

The Association of Rehabilitation Centers has recognized transportation as a major problem. We have a Transportation Committee that we have had in operation for the past year. The Chairman of that Committee, Bob Snyder, will be testifying at your June 15 hearing. In addition to that, we expect one of our major centers on the other side of the State will have its Executive Director, Jack Donahue, present testimony in regard to the program for mentally retarded individuals.

The people who are served in these centers, not only do not have accessible transportation, but they can't own automobiles because they are unable to understand the requirements for the road signs, and their level of education quite often is so limited that they can't get driving licenses. As Ms. Buchanan indicated to you,, a number of these are so severely handicapped that their wage earning level is such that they cannot afford to operate an automobile. I will not touch on the insurance program; if you can't even afford an automobile and can't buy gas for it, and you can't get a driver's license, you can't worry about the insurance yet.

We have the two distinct groups. I have an idea that others will address the problem of physical mobility. Steve Janick is one of the national experts on mobility problems for physically handicapped people, and I note there are others on the agenda who will address

that. I will restrict my remarks to those people who really cannot speak for themselves, the ones who actually represent about 60% of the population, and in many of our centers as much as 85% to 90% of the population, and these are the mentally disabled, the mentally retarded, those who are chronically mentally ill, the persons who have cerebral palsy or other disabilities, or perhaps even a multiple disability, and who have a rehabilitation facility, the sheltered workshop, the work activity center, as their only available service to them in the community. These clients are very dependent. Without that center, they would be, as Ms. Buchanan indicated, left at home or left in an institution. Many of them were previously confined to State institutions. They were able to move back into the community and able to live in a group home or other facility because sheltered workshop services or vocational programs or other services were available at these community centers.

I think it is important to notice the economics of providing transportation and the difference it can make. If a client can come to a rehabilitation facility, to a sheltered workshop or a rehab center, it means that he or she can move out of the institution, and the economics are worth noting. The cost data from the Department of Human Services indicates that the annual cost of keeping these people in a State institution is \$30,000 to \$50,000 annually. If you can move those people into the community and provide a day program and provide the transportation to these facilities, and part of the work of the Division of Mental Retardation is to underwrite the cost of some of the transportation, then they can move from a annual cost of \$50,000, sometimes to as little as one-third to one-half of that cost, including the residential care in the facility.

The people who we are most concerned with are likely not to need these services as a temporary service. They are likely to need them as a lifetime service because of their level of functioning. When you think about it, a decade ago the people coming into the community now from State institutions would have been left there. However, the courts have ruled that they have a right to education and training, and a right to live in a community, and the Department of Human Services, a State department, is mandated to move these people back into the community.

Transportation is not a problem throughout all the facilities and in all parts of the State, but I think it is worth noting the problems we feel these individuals will be facing. Some of the funding that is now being provided to underwrite the cost of transportation in some communities and in some rehabilitation centers, is expiring. As you know, with Federal cutbacks, the Federal grants through the Rehabilitation Services Administration, the Developmental Disability Grants, and the other subsidies which were provided previously through Title 20 of the Social Services Program and other means, are expiring, being phased out or being reduced dramatically. Some of the equipment which was purchased with the Urban Mass Transit grant funds under the 16(B)2 funding allocations is wearing out and, as someone else indicated earlier, there is no money to replace these vehicles. Parents and guardians throughout the State are covering a lot of the costs of the transportation, but these parents are growing older, some of them are ready to retire, and they look to the State or to the communities to pay the transportation costs. Sometimes they feel it is unfair if they bring their sons or daughters back to the community and provide food and lodging for them in their homes, that they are required to cover the cost of transportation for these individuals, in order for them to have services at the rehabilitation centers.

Susan also indicated that one of our needs is moving out of the center into employment in the community. That is a major consideration, but we find too often that the client can receive services and transportation to the rehabilitation center, but he or she cannot secure transportation services to a job in the community, and this becomes a barrier. It is becoming more and more of a consideration. The level of demand for these services, the number of people needing the service is very nebulous; the best data is very soft data, and counting those who are transportation handicapped certainly will be a task for the counties to undertake. We have not been able to find any national data that would indicate the transportation handicapped. Often to the census people, transportation handicapped means physically handicapped people who cannot get on a bus, so who cannot use transportation.

In the instance of the Association with many of the severely disabled people served, it is not just not being able to get on the bus, it is not having the services available and not being able to provide their own transportation. We would like to suggest to the Committee that as you begin to look at this data, and as the counties begin to gather data in terms of the level of need for transportation services, you consult with associations such as the local Association for Retarded Citizens, the Multiple Sclerosis Association, whose representative just spoke, the Cerebral Palsy Association, and those groups within the community that are directly involved in representing the needs of these people.

We also have within the community the handicapped groups, the coalitions at the local level, and Steve Janick and others will address that. We applaud the move of the Committee, or the move of the bill, the language that suggests that the counties will be responsible for coordinating this. We know already that the counties are beginning to recognize the need to coordinate services for disabled people, and long ago I, hopefully, recognized the need for coordinating services to our older citizens. We feel there is a capacity within many of our counties to provide this service and the expertise necessary to assess the transportation needs of these people. We are concerned, as we logically would be, that there is equity and balance between the needs of elderly and disabled people, but historically we found that the best transportation systems in New Jersey and elsewhere, according to a study by the U.S. General Accounting Office, are ones that provide both senior citizens and disabled people with transportation systems, coordinated systems.

We also endorse the role of New Jersey Transit. We do have some concerns that we may be allocating a larger and disproportionate amount of the monies for renovating and for making these facilities accessible, but we find that without incentive money, these moves, these renovations are not taking place on any large scale throughout New Jersey. We probably would not want to come out and openly oppose the dilution of the funds by providing for home care for the elderly, as is being proposed in the other bill, as we understand it, but we feel both of them need funding. The home health care provisions and

the transportation are both vital to having the handicapped and disabled people, and the elderly people, live and work independently in the community. Good planning involves making good use of Federal and State monies, and through county planning I'm sure that transportation monies will be available through the Division of Mental Retardation and the Division of Mental Health, where school buses are used to provide some of the transportation. We have legislation on the books that will authorize us to use school buses, in addition to other facilities.

So, there are many options that need to be explored, and we feel that the counties, in conjunction with New Jersey Transit, can do a more effective job. Again, we appreciate very much your permitting us to speak before this group.

ASSEMBLYMAN COWAN: Thank you very much, Mr. Whitehead. Assemblyman Bryant, do you have any questions?

ASSEMBLYMAN BRYANT: I just have one question. Are you suggesting that in the bill we require that counties have a public hearing prior to submitting their plans?

MR. WHITEHEAD: Absolutely, yes. Too often the plans are developed without the input of handicapped individuals and the organizations that represent them.

ASSEMBLYMAN COWAN: As is stated on Page 3 of the bill, at the bottom under Section 2 -- see, it is already in there.

MR. WHITEHEAD: Yes.

ASSEMBLYMAN COWAN: Thank you very much, Mr. Whitehead. Mr. Alex Buono, Monmouth County Office of the Handicapped.

A L E X B U O N O: Mr. Chairman, gentlemen, thank you for the opportunity of being able to address you. I had the opportunity of sitting in on the original drafting with the 504 Committee at New Jersey Transit, and I felt pretty proud that this bill really was liberal enough to allow every county to do, perhaps, what they needed to do, especially in their areas.

Let me give you a little background about myself. I am one of the MS people that the gentleman before me talked about. I have had multiple sclerosis for twenty years. I direct the Monmouth County Office of the Handicapped, which is unique in that everyone there is

disabled, physically, emotionally, whatever. No one there is non-disabled, not that we do not let you in if you are able-bodied, but it has been a great experience for people who have been home bound to get out and perhaps give a little something back to the people around them. Many of the folks here are workers in our office. There are no salaries paid; this is a volunteer effort, and it has been in existence since 1979.

Now, just to give you a few numbers. We have logged about 50,000 volunteer hours since 1979. Back then, a survey was done by the Community Service Council of Monmouth County, and I think some interesting facts have come to light with that survey. Approximately 50,000 Monmouth County residents were disabled, whether mobility disabled or disabled in some other fashion, and were identifiable, children all the way up to senior citizens. The split was almost exactly half; about 25,600 were senior citizens, and the balance were people under the age of sixty. So, I guess what I am trying to point out is that we are really talking about the same group of people. We are all in the same category; disabled and aged do not mean anything. After four years in our office, we also find that 60% of our clientele is senior citizens. Our office is side-by-side with the Office on Aging, and we work closely together.

I'll say it again, transportation is the main problem, not the identifiable transportation, but the kind that will get people to the casinos in Atlantic City, which are barrier-free. I had the opportunity of going down to a casino with the Director of the Multiple Sclerosis Association in Monmouth County, and it was a hell of a job. The guy took one look at this machine and said, "What do I do?" He was cooperative, and we did get the machine and me on the bus, which was loaded with seniors. To me, this pointed out the fact that here was where the difference was. I couldn't do this easily, and they could. Therefore, we really do need some special assistance in transportation, perhaps not the traditional buses, but maybe some smaller vans, something specialized to deal with my type of needs.

I also have been involved in dealing with senior citizen outreaches. I did a 504 survey to find out which ones were accessible. Here again, sometimes the very seniors who are disabled are held back

from taking advantage of the benefits that the rest of the seniors have, and also the disabled, because they cannot get in. There are physical barriers, which are another problem. So, therefore, programs that deal with the senior citizens and the disabled sometimes discriminate between a senior citizen who is disabled and a younger disabled person. We are actually held apart from some of those programs because of barriers, because of transportation.

I am very proud that New Jersey has come as far as it has, and I would hope that, with support, and with the eventual passage of your bill, Chairman Cowan, that perhaps the whole package could be developed. Maybe we could kind of put ourselves out of business and have no more transportation problems. It certainly would be the goal; it is the goal of our office to eventually close our doors and say, "No more problems, we're the same as everybody else." So, I think it is very important. Unless you have some questions, I think basically that is all I wanted to say.

ASSEMBLYMAN COWAN: Are there any questions, Assemblyman? Senator?

SENATOR RAND: No, except to say that he presented some very interesting figures because, you know, sometimes you sort of put the disabled on one side and the senior citizens on the other. When you present the figure of 60%, they really are one and the same.

MR. BUONO: They are one, they are. I would imagine that would apply across the State. I know I have a mother and father who also have problems with getting on trains because they just can't lift their legs that high. Years ago they had benches, and you could get on the bench and then get on the train. No more; now they tell you, "Either get on or get off, we have to go." So, it is a problem that I have, but a problem that my folks also have. I think you have to deal with it at all levels, and this bill certainly does a heck of a lot to allow us, within the county, to take care of the problems we have. I appreciate the opportunity.

ASSEMBLYMAN COWAN: Thank you very much, Alex. Next we have Mr. Robert Friedner. Good afternoon, Bob. Will you identify yourself, please?

R O B E R T F R I E D N E R: Good afternoon, Mr. Chairman, Senator, Assemblyman: My name is Robby Friedner. I appear before you as a disabled citizen of Trade Hill. I have spent many years in this community. I was involved with the State (inaudible) Plan; I was on President Carter's (inaudible) Committee. I appear before you to present to you the different areas that this money should and must be allocated to. In my mind, this bill is good, and is needed. However, when it is passed, there should be a great effort to allocate the funds to primary areas. As Senator Rand stated a few hours ago, the primary effort is for transit. This is needed, in Camden, Gloucester, Burlington, every county. I know that the main goal in the (inaudible) movement is to give the disabled a means of independent living, economic, social and political independence.

You have heard from various rehab facilities, and Bob will be here from the Ability Center. In order for disabled persons to have a means of independent living, there must be changes, either with the rehab or schooling, or some other means. For the disabled, changes are not very easy. As you have heard, South Jersey is not very well equipped with bus routes. Our bus routes are not very good around here. From my house to the county school for disabled high school students it is approximately a half hour, when you are in a car. However, by bus it is over three hours because the bus which connects to the other bus misses by eighty-four minutes, and the delay is caused because they never connect. There is a client at the school who I know has to leave the house at six-fifteen a.m. to make the nine o'clock schedule. Coming back, he has to leave at four o'clock to get home at a quarter after six. To me, that is not reasonable. This does not encourage the disabled to be independent; it discourages independence, which is contrary to the goals of Trade Hill.

Transportation is a necessity in our lives, it has to be. I know all of the clients want independent living, but cannot attain it because of the transportation problem in South Jersey. It is horrendous.

There are other areas where the bus service in this area is limited, mostly at the rush hours; weekend service is very limited, if any. The disabled must have independence, not just for financial gain,

but for economic stability. Recreation, medical, shopping -- these people who attend workshops, schools and centers, must have a life of their own besides their training. How are they going to get from their homes to a mall, a medical office, or a hospital in case of an emergency? Transportation is needed, not only for education purposes, training purposes, but for other purposes such as recreation, etc. on weekends, holidays, evenings. Those are the areas I would like to see the money allocated to. We have a half-fare program which operates during off-peak hours; it does not operate during peak hours. I believe some of the monies in this bill should be allocated to extending this program to twenty-four hours. Many training programs go from nine to four, eight-thirty to three, eight-thirty to five, and what have you, and then the clients take a bus. This program assists the disabled and disadvantaged because of their disabilities, but how can they pay a full fare, when they are, indeed, trying to gain access to an activity held mainly to provide a full, economic, productive life.

There are many means of transportation that help the handicapped early in the morning or early afternoon. Many of them operate between eight and ten. It is hard for the disabled to go on a bus and pay full fare, one way or both ways, when there are others who have a reduction for their needs. I believe they should extend the hours of the half-fare program to twenty-four hours a day by using the monies to offset the deficit there.

The last point I want to make today is about education. Why don't you, if possible, extend the outreach program. The disabled citizens and the senior citizens must know. I have, in my travels, met many senior citizens who didn't even know there was a bus on the corner that had a wheelchair lift. They don't even know that they can get to the mall, the hospital, etc. Let's remember, no program is good unless it is used. To be used, it must be publicized. A small portion of the money should be used for outreach to the community to let them know that it is available, it is there, and how to use it. The figures of how many senior citizens and how many disabled citizens who do not apply for the fare cards because they do not know, is astonishing. Forty-four percent of the State's available citizens who could use the

reduced fare program do not, because they do not know how to apply. We must let senior citizens and disabled citizens know that it is available.

I want to thank you, Mr. Chairman, for coming down here from Hudson County. I hope you like it down here; it's beautiful I know, and have a good day. Thank you.

ASSEMBLYMAN COWAN: Thank you very much, Bob. Assemblyman Bryant?

ASSEMBLYMAN BRYANT: No questions.

ASSEMBLYMAN COWAN: Senator Rand?

SENATOR RAND: No questions.

ASSEMBLYMAN COWAN: Our next witness will be Vincent Craparo.

V I N C E N T C R A P A R O: Good afternoon, gentlemen. Well, I think that what you have heard has been pretty consistent; everyone has the same thing on his mind. What I have to say is just a repetition of what you have already heard. My name is Vince Craparo, by the way. I am from Ocean County, Point Pleasant, New Jersey. Ocean County, as you well know I presume, is one of the first and oldest-- I think we have the highest population of elders in the State of New Jersey, one of the highest in population.

SENATOR RAND: That is what the 1980 census shows.

MR. CRAPARO: Okay, then you agree with me I guess.

ASSEMBLYMAN BRYANT: Assemblyman Doria reminds us of that everyday.

MR. CRAPARO: Pardon?

ASSEMBLYMAN BRYANT: Assemblyman Doria reminds us of that everyday.

MR. CRAPARO: Oh, does he? We had, as a gentleman just said, as of July, 1981, 365,505 senior citizens, a provisional estimate. Dover itself has 65,954. I don't know whether the population is important or not. I guess it is in a lot of ways. But, I think what these people are trying to tell you here today is also what I came here to talk about. I am not going to stand here and take up too much of your time repeating it all. I might not be well acquainted with what this money is earmarked for, from the State, and what, in fact, we can expect from it all. That is a question. Can it be answered?

ASSEMBLYMAN BRYANT: What the bill covers?

MR. CRAPARO: What is this money earmarked for? It is money from the casinos, I presume?

ASSEMBLYMAN BRYANT: The money comes from the casinos, \$20 million.

MR. CRAPARO: We start with \$120 million.

ASSEMBLYMAN BRYANT: It's \$20 million.

MR. CRAPARO: Yes, but what is this \$120 million all about, Wayne? I don't know.

ASSEMBLYMAN BRYANT: There is not \$120 million; there is \$20 million earmarked in the first year.

MR. CRAPARO: I may have made a mistake with figures.

ASSEMBLYMAN BRYANT: There is no \$100 million, let me explain first. There is \$20 million in the first year, no county to get less than \$300,000 or more than \$1 million.

MR. CRAPARO: Right.

ASSEMBLYMAN BRYANT: It is to provide a comprehensive county transportation system to feed into New Jersey Transit.

MR. CRAPARO: Right.

ASSEMBLYMAN BRYANT: Twenty-five percent goes to New Jersey Transit so they may upgrade their system so it can be utilized by the handicapped and the elderly. Seventy-five percent will go to the counties, but the counties must apply. Now, if a county does not apply, it will not get any money. After that, it is 20% of the casino funds. Right now, the casino funds are approximately \$8 million. They are growing as we get more casinos, so we are talking about then, subsequent to that, having approximately \$1.2 million per year.

MR. CRAPARO: Other counties have had first priorities, for whatever reason?

ASSEMBLYMAN BRYANT: The counties will be judged based on this bill on the plan they submit. If they are approved, the approvals will be based on the conditions placed in the bill. There are no counties, according to this bill, that will be given priorities. That will be determined by the Board. However, there are some safeguards that if a county does comply with the basic plan, they can be guaranteed not to get less than \$300,000. So, there are some built-in safeguards for the counties.

MR. CRAPARO: Very good. I hope you consider us for that -- Ocean County.

ASSEMBLYMAN BRYANT: You can believe that the Majority Leader will take care of Ocean County.

MR. CRAPARO: On very fast notice, I just wrote a very fast little note here, so I'll tell you what I said. This is it. I am here to represent the people of Ocean County, the elderly and the handicapped; also, the New Jersey Coalition for the Handicapped and the Elderly, to use its resources, its obligations and its objectives. I came here from Ocean County to plead our need regarding the transportation problem and the people who depend on this transportation. First of all, it is old and it is outdated, as you have already heard, and that means it must be updated. Machinery does wear out. We can keep on repairing the machinery, but, in my opinion, it is unsafe, costly and, in the long run, poor judgment. If we are going to take the responsibility of inviting innocent people into our equipment for the purpose of helping them, of course, we should have safe equipment to transport these people in. So, I think the needs of these handicapped people, and the elderly as well, because this gentleman said -- I think I copied that down when he said, "The elderly and the handicapped are one and the same." I agree with that. Their ailments, of course, might be somewhat different. We have people who have to go for dialysis, they have to go for cobalt, and various other needs, strokes and what have you, and with the handicapped we have paraplegics, and multiplegics -- I think that is a name, my tongue got a little twisted on that one, but basket cases, you know, and they have to be carted in very special vehicles, as Mr. Buono just mentioned. You just can't take them in anything; they have to be taken in very sophisticated types of vehicles, for the safety of their own lives and for the safety of the people who are transporting them as well. They go to hospitals for numerous reasons. The point, of course, is that the demand is there, but the question is how do you propose to give these people the health they need? That is the big question. If we are going to be dedicated to our cause, and we hope and think we are, everyone of us right here in this building, all of us, or we wouldn't be here, how in the name of the Good Lord are we going to do these things without money?

Then I go on to tell you here that the rail system-- I talked to a Mrs. Jamison yesterday in Toms River, who told me they would love to see ramps for trains so wheelchair people could get on them. What that all entails, I do not really know. But, to me, I'm in a wheelchair, and I can't get to a lot of places I would love to go to. I haven't seen New York, incidentally, in the past ten years, because I am afraid to get there. Well, I can do without it. As long as I can survive, I don't care about it, but I would love to see New York sometime, but I can't get there because we don't have any lifts on trains and what have you, buses and the whole shebang. It would be nice if we could get these kinds of things. I do not want to even imply that the State of New Jersey hasn't done its fair share for the handicapped and the elderly, because God only knows, we have come a hell of a long way in the past few years, a hell of a long way. We have a lot to be proud about, but we have a long road to walk yet before we really get there and start to do the things we really, really need to do. If we have this kind of dough that Mrs. Jamison is asking for, and it's \$300,000 that Ocean County hopes to get-- I'm here to deliver her message, and that is what we are asking for in Ocean County. We do have a decrepit system there -- excuse the word, it is not good English, but, you know, it fits. The old saying is, "If the shoe fits, wear it." It's outdated. You can go on fixing these buses and all this equipment they have, and fix and fix and fix, but one day you are going to be going down a road and a wheel is going to pop off, or the steering mechanism is going to go wild, or something like that, and there goes a big accident or a blowout, or whatever, because they are just trying to make do with the things they have.

Well, I don't think we all have to sit here and just think that we have to really do it that way. There have to be other ways to treat this thing. I am not going to take another second of your time, gentlemen, because I appreciate your valuable time, and I respect you highly. I hope that you think of us in Ocean County, which is my purpose for being here. We are very badly in need, that I can tell you.

ASSEMBLYMAN COWAN: Thank you very much, Vince. Assemblyman Bryant, any questions?

ASSEMBLYMAN BRYANT: No questions.

ASSEMBLYMAN COWAN: Senator Rand?

SENATOR RAND: No questions.

ASSEMBLYMAN COWAN: Thank you very much again, Vince. Our next witness will be Mae Hewitt, Advisory Board to the County Office on Aging -- Legislative Chairperson.

M A E H E W I T T: That sounds very impressive. Originally, I wrote letters to Marty Herman and Ray Zane asking them not to pass this bill. I was looking at it from the standpoint of Gloucester County only. Gloucester County would not benefit that much from it, because we already have our feeder buses. I figured this was just, as these men from the Federation were saying, a subsidy for the New Jersey Transit. But, when I listened to all of these handicapped people, and see that throughout the State there does seem to be a need for transportation for the handicapped, I am sort of changing my mind. Now, the thing is, we do not request this money for transportation in Gloucester County, but we do have a desperate need for money for our health services and, also, for rental services, because we have a great many people who just do not have housing. I would like to have that bill amended, so that at the discretion of the Office on Aging, they could use that money for additional things besides transportation. May I make that request?

ASSEMBLYMAN COWAN: Naturally, we will certainly take it under consideration that the request was made, but it was made at a public hearing, and the Committee actually isn't in session as far as the agenda of considering the bill is concerned, other than for input. Sometimes we might have some exput, if you want to put it that way. But, Mae, when we get down to following up on our public hearings, we certainly will take all of the thoughts that have been expressed here at the public hearing into consideration, and, I believe, into deep consideration, because this bill was not drafted by Legislative Services, so to speak, or at the direction of some legislators. This bill came from-- Any good piece of legislation -- the good pieces, the real good pieces -- come from the people out there, and that is where this bill came from. A very thoughtful consideration was given to the total concept, along with the many aspects involved with the total spectrum. But, we certainly will consider your request, and when we

have our meeting -- we have this bill on our agenda for our Committee meeting -- we certainly want to make sure you are informed, and hope that you will then come forth and indicate some of these things, and look at some of the amendments we will have at that time, I'm sure. Perhaps we may be there just to address your purpose.

MS. HEWITT: Thank you very much.

ASSEMBLYMAN COWAN: Next we have a fellow who seems to be following me around the State. I don't know how he does it, but he is doing a good job of it. Steve Janick, representing the New Jersey Coalition of Citizens with Disabilities. Steve?

S T E V E J A N I C K: Good afternoon. I am Steve Janick from the New Jersey Coalition of Citizens with Disabilities; I am also a member of the North Jersey Transit Advisory Board for New Jersey Transit. One of the things I think this morning's testimony points out is the need for great diversification of the counties being able to meet their plans in several different ways. I think it is particularly appropriate that you heard from Atlantic County, where they have a coordinated system with the Office on Aging, providing both elderly and handicapped transportation, but mainly, at this point, for medical type trips, because that is the extent of the ability for them to provide services at the present time. It points out in that particular case, from Earl's own statistics, the great things that could be done with regard to recreational transportation, educational transportation on the post-secondary level, shopping and employment type transportation which is needed within that county.

I think the comments of the senior citizens, especially say for example, in Cape May County, point out the need for particular abilities in that particular county to better serve their particular residents in a manner which is going to be completely different from perhaps another county. Then, we again need that intercounty transportation ability between, say, Atlantic and Cape May Counties, or among Cumberland, Cape May and Atlantic Counties. The intercounty transportation area is one that is also, I think, included in the particular area of New Jersey Transit on providing technical assistance. One thing I think is unfortunate within the language of the bill at the moment, is that the word "accessible" is not there

under Item 4, Part B, just before the words "capital improvements," so that it is clear to everyone, even though it is redundant, and it comes along a little bit later. But, let's take Item 4, Paragraph B, "To enable the corporation to develop, provide and maintain capital improvements." We might put the words "accessible capital improvements" in there, even though it says later on in the paragraph that it is "other bus equipment accessible to senior citizens and the disabled." I think many people have taken this to mean, in fact, that this money would go for the total capital improvements, and it does not. It is my understanding that the bill addresses itself only to the accessibility features of those capital improvements, and not to the rest of the capital improvements being proposed or being made by New Jersey Transit.

ASSEMBLYMAN COWAN: Are you talking about Line 16 there?

MR. JANICK: Yes, I think so. The other part with regard to technical assistance and information-- I think it is well to point out that New Jersey Transit's special Advisory Board is hoping to have available to everyone by the June hearing, a plan for that technical assistance, which we hope will include things such as maintenance of lifts for the different counties and different types of organizations, curb cuts, driving training -- which would, perhaps, reduce the cost of insurance -- a potential insurance pool that would allow individual counties and individual organizations to reduce the cost of their insurance because they would have trained drivers, and an insurance pool that would allow them lower cost insurance, in addition to bus shelters, that could be made available in certain urban areas under this bill for accessible type improvements, if a county chose to select those, and they were within the total context of the types of things that would be available. I do not think it is clearly understood by many that a county may choose, but is not limited -- and I would like to reemphasize these words in Section 4(a), "limited door-to-door service," or "fixed route service," or a "local fare subsidy," and, by a local fare subsidy, this could increase the 50% or half fare program to a higher figure, so that, in fact, we would approach free fare in those areas where free fare makes sense, where we have, in fact, enough New Jersey Transit service to make a more heavily subsidized fare, something that a county would want to make sure is available.

Regarding a "user side subsidy," I have heard people say, "But, it doesn't provide for taxi fare subsidies, perhaps on weekends, where no other service is available." I think that comes from the fact that people do not understand that a user side subsidy is one that is a subsidy for taxi fares or van pools, or for other things like that. In fact, the words "user side subsidy," are words which are perhaps known to some of us who work with transportation, but which may not be known to the general public.

In addition to this, I am still somewhat perplexed that everyone thinks that New Jersey Transit is going to somehow come out of this solving all of their financial problems. I have talked with some officials in New Jersey Transit, and they indicate they could live with a 10% administrative ceiling on their portion of the thing and, in fact, on the 16(3)2 Program which they administer, they run about 8.3% for administrative cost. It seems to me that the idea of separating the administrative cost ceiling, as suggested by the Public Advocate, between the counties and New Jersey Transit, is a good one. I foresee, for example, in a small county, that the 10% administrative cost of \$30,000 literally would provide for perhaps just two scheduling people, and one additional person as an aide in an office. That would be about all the administrative cost could provide for the smallest county.

I would further point out that there is the provision for the user of nonprofit groups where this occurs, or local municipalities, to be in this what is called "a group of groups." It is that terminology that we utilize. Perhaps that needs to be better clarified so that nonprofit providers feel they have a stake in county coordination, as well as municipalities, which are already providing a good and viable service.

The last thing I would like to bring up is perhaps the overall idea of how this could be funded. I certainly would like to see the bill fully funded. I realize there are other demands on casino revenues, and the casino revenues cannot be the only source of transportation activities or activities for senior citizens and disabled individuals. There are definite needs with home health care and with home health-related services that have been proposed by the Governor in this coming year's budget. There are also needs for

rebates to people who are paying out more than 35% or up to 50% of their incomes in rental assistance programs. What I would like to suggest is, if at all there appears to be a surplus arising, out of the nonexpenditure of certain funds, such as Lifeline or other assistance programs, perhaps this program might be moved into on the basis of, say, \$3 million to \$5 million to start out with in the first year, in order to, frankly, help the counties begin the planning process, help the thing get started, but that might move to something like \$8 million to \$10 million in the second year, and then in the third year that the program moved, from \$16 million to, say, \$20 million, which would also, I think, pace, at the same time, the growth in the Casino Revenue Fund from the addition of new casinos coming on board. This would allow a couple of things. Number one, I think it would be prudent in its expenditures because it would grow as the program grows and would be subject to close scrutiny, both by senior citizen groups and by the disabled, and, especially, by the development of county plans that meet the needs locally. Secondly, it seems to me that it would allow for a general increase in the amount of monies available, without the need to go before the Joint Appropriations Committee, as if we were starting off from zero each year, so that all of the counties which are counting on a gradual growth of funds would not be kept wondering whether they would be in the budget this year, or not in the budget.

On the other hand, the third point is, it would allow all groups to monitor the expenditure of these funds, so we could be sure they are spent for the purpose for which they are intended, and we could see that the program is being handled successfully. With that, I think those are the comments I wanted to make today.

ASSEMBLYMAN COWAN: Thank you very much, Steve. Assemblyman Bryant?

ASSEMBLYMAN BRYANT: The only thing I would like to say, Steve, is that you have done a great job in terms of saying something that maybe we did not get over to the public, and that is, the bill as it stands now gives flexibility to the counties to draft what is necessary in their particular counties. Those which are more advanced can use their funds to do other things. Those which are less advanced can start from scratch. I think that is very important to bring out.

Also, I think you brought out another thing. This is not a cure-all. There are too many transportation needs, so I don't want anyone to think that after we get this whole thing enacted, we will cure all the problems of the senior citizens and the handicapped. There is no way possible we can do that, but it would be a step in the right direction.

ASSEMBLYMAN COWAN: Senator Rand?

SENATOR RAND: No, thank you.

ASSEMBLYMAN COWAN: Once again, Steve, thank you for your input. You have given it a lot of strong consideration, not only in the basics, but you are staying with it now, and that is very important to all of us.

MR. JANICK: We intend to keep working on it, and talking with the different senior citizen groups to make sure their input is within this bill. We encourage it; we encourage that type of discussion because we think it is going to allow for their full participation and, indeed, their needs are just as great as anyone else's and should be addressed just as concretely as we have addressed other needs within the bill.

I would like to introduce Raynette Featherer, who is with me. She is from Camden County, and she is also part of the group that is trying to get an Office on the Handicapped for Camden County, and who has been working with the New Jersey Coalition of Citizens with Disabilities.

ASSEMBLYMAN COWAN: Raynette is listed as our last speaker today and, as they say, you have saved the best for last.

ASSEMBLYMAN BRYANT: Just prior to hearing from Raynette, may I, at this time, just take the opportunity to introduce the Mayor of Deptford Township, who has just come in, Mayor McGrattan. Maybe he would like to say just a few words of welcome to everyone since he has just walked in. Mayor?

MAYOR McGRATTAN: I would just like to welcome your Committee to our Township, Assemblyman Cowan, Senator Rand and Assemblyman Bryant. I understand this bill pertains to getting transportation for the handicapped. As the originator probably in the State, especially in this area here -- I started the first handicapped parking ordinance in this Township-- I would like to see the support go to the

handicapped as far as transportation and so on is concerned, and take it out of the casino funds, because I think the handicapped and a lot of our senior citizens have been put off for too long. I think it is time we recognized the needs, and for those who cannot make it on their own, or who have problems being handicapped or whatever, I think it is important that the State, and every elected official in the State, give all the support they can give. Thank you for allowing me to say a few words.

ASSEMBLYMAN COWAN: Thank you, Mayor. Raynette?

MAYOR McGRATTAN: Just before Raynette, sir, I would just like to thank you all today for meeting in one of the best and prettiest areas of New Jersey.

ASSEMBLYMAN COWAN: Thank you, Mayor McGrattan. Raynette?

R A Y N E T T E F E A T H E R E R: I do not want to be repetitious at all today, but there were a couple of points that were not brought up on the revamping of the buses that I feel you should be aware of. One of the problems -- we test vans and buses -- one of our biggest problems is we can get the right type of bus at one end, but we have a hard time getting it at the other end. My suggestion is that we put some type of communication system on these buses so that they can buzz back to the garage to tell them when they have a wheelchair drop-off, so they can make sure they have a wheelchair bus prior to when they want to be picked up.

ASSEMBLYMAN COWAN: You want total communication, much better communication than what exists today. My understanding is that right now in the Trenton area, on the Mercer Metro line, they do have two-way radio communication. I believe New Jersey Transit is moving along to try to install that throughout the State within the next eighteen months, or some such time frame as that, so you can be sure if it is in the buses there, it will be in these also.

SENATOR RAND: Mr. Chairman?

ASSEMBLYMAN COWAN: Yes.

SENATOR RAND: If I may speak through you, I think one of the things I have learned here today is the fact that that plan has to be so exact and so precise, that when the feeder system works into an established line, that feeder system does not drop these people off and

then they sit there for an hour or an hour and a half. There has to be a well-organized plan, so that when the feeder system comes in there is a bus there within moments, or whatever a practical normal time should be, so they are able to continue the transportation of those individuals. If you do not have that type of plan, then certainly it is just for naught.

MS. FEATHERER: Absolutely. One of the things is, they always say, "Well, we advertise kneeling and lifts," well, when you get a kneeling bus then you need a lift bus. The bus driver has a very hard time lifting us on and off, which is what is happening right now.

ASSEMBLYMAN COWAN: So, what we are talking about, and what you brought up, is the matter of communication?

MS. FEATHERER: Yes.

ASSEMBLYMAN COWAN: It is not only the physically well-being of all-- The communications under this proposed legislation will be on a county level, where you have some expertise established now with people such as you see here today who have been doing it for a number of years, in the town we're in right now. So, the communications will be locally structured and that, hopefully, should be far more beneficial than what would exist if it was more centralized, although eventually it will be -- all feeder processes will be done, whether it be inner or intra county.

All right, thank you all very much. Is there anyone else in the audience who wishes to address the Committee? (no response) All right, then we will adjourn. Thank you all again.

(HEARING CONCLUDED)

MONTHLY STATISTICAL REPORT

DATE January, 1983PREPARED BY Norman J. Unsworth
Norman J. UnsworthUNDUPLICATED COUNT

	current	ytd
COBALT	<u>9</u>	<u>82</u>
DIALYSIS	<u>2</u>	<u>90</u>
NUTRITION	<u>30</u>	<u>1116</u>
HOME DELIVERED	<u>14</u>	<u>338</u>
MEDICAL	<u>41</u>	<u>724</u>
DISABLED: (total)	<u>(18)</u>	<u>(260)</u>
medical	<u>11</u>	<u> </u>
rehab	<u>5</u>	<u> </u>
employment	<u>0</u>	<u> </u>
ss/rec	<u>2</u>	<u> </u>
SHOPPING	<u>38</u>	<u>707</u>
SOC.SERV./REC.	<u>55</u>	<u>834</u>
CARING	<u>1</u>	<u>41</u>
OTHER	<u>0</u>	<u>2</u>
TOTAL UNDUP.	<u>208</u>	<u>4192</u>

TRIPS BY SERVICE AREA

	current	ytd
COBALT	<u>366</u>	<u>2169</u>
DIALYSIS	<u>882</u>	<u>9582</u>
NUTRITION	<u>8919</u>	<u>114,963</u>
HOME DELIVERED	<u>5539</u>	<u>49,135</u>
MEDICAL	<u>729</u>	<u>8150</u>
DISABLED: (total)	<u>(534)</u>	<u>(5976)</u>
medical	<u>153</u>	<u> </u>
rehab	<u>181</u>	<u> </u>
employment	<u>186</u>	<u> </u>
ss/rec	<u>14</u>	<u> </u>
SHOPPING	<u>1935</u>	<u>17,545</u>
SOC. SERV./REC.	<u>402</u>	<u>5,051</u>
CARING	<u>304</u>	<u>3178</u>
OTHER	<u>68</u>	<u>914</u>
TOTAL TRIPS	<u>19,678</u>	<u>216,663</u>
TOTAL PASSENGERS	<u>8251</u>	<u>55,548</u>

REFERRAL SOURCES:
NEW CLIENTS THIS MONTH

	current	ytd
DYFS	<u>0</u>	<u>0</u>
WELFARE	<u>4</u>	<u>43</u>
OFFICE ON AGING	<u>49</u>	<u>1568</u>
OTHER SSA	<u>40</u>	<u>343</u>
MEDICAL FACILITIES	<u>88</u>	<u>517</u>
SELF	<u>15</u>	<u>112</u>
OTHER	<u>12</u>	<u>1510</u>

MILEAGE (acct.)	<u>49,159</u>	<u>545,016</u>
MILEAGE (missing)	<u>106</u>	<u>1143</u>
FUEL (gal.)	<u>5629</u>	<u>180,732.2</u>
OIL (qts.)	<u>76</u>	<u>465</u>
SERVICE DAYS	<u>31</u>	<u>336</u>
1x VEHICLE USAGE DAYS	<u>558</u>	<u>5865</u>

MONTHLY STATISTICAL REPORT

ATLANTIC COUNTY SENIOR CITIZEN TRANSPORTATION

DATE February 1983
 PREPARED BY Norman J. Unsworth
 Norman J. Unsworth

UNDUPLICATED COUNT

	current	ytd
COBALT	<u>8</u>	<u>90</u>
DIALYSIS	<u>4</u>	<u>94</u>
NUTRITION	<u>28</u>	<u>1144</u>
HOME DELIVERED	<u>25</u>	<u>363</u>
MEDICAL	<u>45</u>	<u>769</u>
DISABLED: (total)	<u>(14)</u>	<u>(274)</u>
medical	<u>5</u>	<u> </u>
rehab	<u>7</u>	<u> </u>
employment	<u>0</u>	<u> </u>
ss/rec	<u>2</u>	<u> </u>
SHOPPING	<u>28</u>	<u>735</u>
SOC. SERV./REC.	<u>17</u>	<u>851</u>
CARING	<u>2</u>	<u>43</u>
OTHER	<u>0</u>	<u>2</u>
TOTAL UNDUP.	<u>171</u>	<u>4365</u>

TRIPS BY SERVICE AREA

	current	ytd
COBALT	<u>434</u>	<u>2,603</u>
DIALYSIS	<u>789</u>	<u>10,371</u>
NUTRITION	<u>8139</u>	<u>123,102</u>
HOME DELIVERED	<u>4990</u>	<u>54,125</u>
MEDICAL	<u>554</u>	<u>8,704</u>
DISABLED: (total)	<u>(398)</u>	<u>(6374)</u>
medical	<u>71</u>	<u> </u>
rehab	<u>164</u>	<u> </u>
employment	<u>149</u>	<u> </u>
ss/rec	<u>14</u>	<u> </u>
SHOPPING	<u>1789</u>	<u>19,334</u>
SOC. SERV./REC.	<u>205</u>	<u>5,256</u>
CARING	<u>266</u>	<u>3,444</u>
OTHER	<u>57</u>	<u>917</u>
TOTAL TRIPS	<u>17621</u>	<u>234,284</u>
TOTAL PASSENGERS	<u>7314</u>	<u>62,862</u>

REFERRAL SOURCES:
NEW CLIENTS THIS MONTH

DYFS	<u>0</u>	<u>0</u>
WELFARE	<u>3</u>	<u>46</u>
OFFICE ON AGING	<u>56</u>	<u>1624</u>
OTHER SSA	<u>35</u>	<u>378</u>
MEDICAL FACILITIES	<u>52</u>	<u>569</u>
SELF	<u>14</u>	<u>126</u>
OTHER	<u>11</u>	<u>1521</u>

MILEAGE (acct.)	<u>41482</u>	<u>586,498</u>
MILEAGE (missing)	<u>149</u>	<u>1,292</u>
FUEL (gal.)	<u>4754.5</u>	<u>185,486.7</u>
OIL (qts.)	<u>36</u>	<u>501</u>
SERVICE DAYS	<u>28</u>	<u>364</u>
2x VEHICLE USAGE DAYS	<u>441</u>	<u>6306</u>

