

10
T764
1983a
U.1

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:
April 20, 1983
Hudson County Administration Building
Jersey City, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Assemblyman Thomas F. Cowan (Chairman)
Assemblyman John W. Markert
Assemblyman Edward K. Gill

ALSO PRESENT:

Senator Thomas S. Gagliano
Senate Transportation and Communications Committee

Laurence A. Gurman, Research Associate
Office of Legislative Services
Aide, Assembly Transportation and Communications Committee

* * * * *

New Jersey State Library

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 health, education, income 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.

I N D E X

	<u>Page</u>
Assemblyman John W. Markert District #39	2
Frank Tilley, Executive Director Bergen County Board of Transportation	5
Joel Weiner, Executive Director North Jersey Transportation Coordinating Council	9
John Del Colle, Legislative Director Eastern Paralyzed Veterans Association	12
Lori Stunger, Student A. Harry Moore School	21
Ronald Harris, Student A. Harry Moore School	21
Sharon Womack Michael Smith Students A. Harry Moore School	22
Rubido Carbonell, Student A. Harry Moore School	22
William Rizzi, Director Paratransit - Passaic County	24
Gorden Anthony, Director Disabled Information Awareness and Living DIAL	34
Bill Scott, Director Essex County Office on the Handicapped President of Association of County Representatives of Disabled Persons	36
Roberta Grayson Union Paratransit Unit	43
Lou Klein (Representing George Chizmadia) New Jersey Division of Vocational Rehabilitation	47

INDEX (continued)

	<u>Page</u>
Wayne Bradley, Chairman County Transportation Association	49
Frank Reilly, Executive Director Morris County Board of Public Transportation	54
Ann Chevigla Bergen County Office on the Handicapped	57
Tom McKenna, Director Bergen County Office on the Handicapped	59
Susan Stevenson Occupational Therapist	60
Beatrice Warrington, President Ironsides East Orange, New Jersey	61
Donald Dubow County Transportation Planner Passaic County	63
Steve Janick, President New Jersey Coalition of Citizens with Disabilities	68
Gerald J. Ryans Resident of Monmouth County	81
Yirgue Wolde MCOC Middlesex County	83
ALSO SUBMITTED:	
Correspondence from The Board of Chosen Freeholders of the County of Morris	1x

ASSEMBLYMAN THOMAS F. COWAN (Chairman): Right now, we are approximately twenty minutes late from the starting time, so, as Chairman, I wish to apologize on behalf of myself and Assemblyman Markert, who is here with us this morning.

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 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, no more than \$1 million during the first fiscal year.

In the first year of the program, \$20 million 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, coordination, and general administration.

I am concerned that there are many senior citizens and disabled residents of New Jersey who do not 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 fully appreciated.

At this time, I would like to welcome two of our colleagues who are local legislators, from Hudson County, Assemblyman Charles Doria, and Assemblyman Joseph Charles, from the 31st legislative district.

We would like to commence now with a witness list. Assemblyman Markert, from Bergen County, would like to make a statement at this time.

A S S E M B L Y M A N J O H N W. M A R K E R T: Thank you, Mr. Chairman. First, I would like to say that it is a pleasure for me to have the opportunity to be a co-sponsor of the Chairman's legislation, Assembly Bill 3018. I also feel that it is a very needed service that we in New Jersey and in government must help to provide to our residents, both seniors and handicapped.

While I support the legislation and am a co-sponsor of the legislation, the bill itself will not be the peaches and cream that I hope it will be some day in the future. I would like to give you some of the reasoning and some of the pitfalls, so that we do not sit here with hopes that are as high as they are possibly today.

The reason I am trying to put a little bit of information before you, as well as before the Committee and the press, is because we are currently going through appropriations, and have been appropriating, which is the forming of the State Budget. The Appropriations Committee is allocating at this time those anticipated casino revenues. I have before me the proposed budget at this point in time for use of casino revenues. I am going to take just a few moments to give you some of those figures.

First, the total: In the prior year, 1982-1983, there were \$129 million, and some odd thousand dollars appropriated out of casino revenues for use to the senior citizens programs. The total for the 1984 budget, 1983-1984, is \$157 million. So, as you can see, there has been an increase of approximately \$22 million. That is an increase, if my mathematics are correct? What does it come to?

ASSEMBLYMAN COWAN: It is \$28 million, Assemblyman.

ASSEMBLYMAN MARKERT: I was right the first time. It is \$28 million. And, as more and more casinos come on line in Atlantic City, there will, naturally, be an increase of funds flowing into the Casino Revenue Fund.

But, where and what has been allocated to this point in time of these monies? The total that has been allocated is \$157 million; I believe the anticipated revenue is approximately \$162 million.

Under the Department of Community Affairs, for public assistance in boarding home rental assistance for those who do not have a place, as you well know, senior citizens, who are assisted by the State, and for programs for the aging, under the Department of Community Affairs, is appropriated \$1,300,000. Under the Department of Community Affairs, for the PAA program -- that is your public assistance program for the help and use of paying for the prescriptions -- is \$25,826,000. I am slightly rounding these off. The Lifeline Program, which you all know and have all received checks from, is \$69,100,000. The total appropriations in those two categories, under Human Services, comes to just under \$95 million. The total appropriations for direct State Services, therefore, ranges about \$96,196,000.

Now, into the Department of Human Services for community care. This is Medicaid and personal care initiative programs. They total up to \$10,500,000. Homestead rebates for senior citizens and disabled, the \$50.00, believe it or not, total out to \$20,500,000. Reimbursement to municipalities for the senior citizen and disabled property tax exemptions is another \$30,400,000.

(MEMBER OF AUDIENCE): I have a question, Assemblyman.

ASSEMBLYMAN MARKERT: I am almost finished with the report. Then I would be very happy to answer your question, sir.

If you would add those figures up -- I do have them -- at present, what has been appropriated under the current budget, as before the General Appropriations Committee, at this point in time is \$157 million.

While I am totally supportive of this bill, I don't know, at this very moment, where we are going to find the additional \$20 million or \$25 million that is necessary. It would mean cutting some of the other areas to find that amount of money. It is not there per se at this moment. I am not saying it cannot be there, and I am not saying that we can't adjust the funds that we are already handing out for public assistance, heating assistance, the tax assistance programs, and Medicaid programs. We can cut back on those.

So, I want you all, if I may, to be aware of the fact that at this point in time, the State has appropriated all of the existing funds that are coming from the State revenues. Thank you, Mr. Chairman.

ASSEMBLYMAN COWAN: Thank you very much, Assemblyman Markert. I am sure everyone here is appreciative of the facts that Assemblyman Markert has presented. They are on all of our fact sheets. We have them here in front of us. I think, especially the disabled, with whom I have had a close relationship over the past four or five years, in regard to legislation in the State here, nothing comes easy. It is something that all of us, particularly those who have no physical ability, but at times appear to have some mental blocks, will be able to do something about. It is not going to be an easy chore. I thank Assemblyman Markert for raising those facts with all of us here today.

At this time, I would like to introduce to you, the Senator from Monmouth County, who is sponsoring the companion bill in the Senate, Senator Tom Gagliano.

The gentleman in the audience, did you have a question?

(MEMBER OF AUDIENCE): The Assemblyman said that we have an amount of money appropriated for certain programs.

ASSEMBLYMAN COWAN: Services. Community Affairs and Human Services?

(MEMBER OF AUDIENCE): Yes.

ASSEMBLYMAN COWAN: Yes, sir.

(MEMBER OF AUDIENCE): However, what I would like to ask is, what about the money appropriated from the State to the penal institutions, and so on? What about the monies appropriated for that? They are self-sustaining. All of this money is appropriated for some programs and they can't find monies for this, they can't find monies for that, and so forth. But, what about the monies appropriated for penal institutions? They are self-sustaining.

ASSEMBLYMAN COWAN: Thank you very much for your comment. They have been incorporated into the transcript this morning. As we move along with the witnesses, we certainly would appreciate anything further you have on that particular subject, all right?

(MEMBER OF AUDIENCE): Thank you.

ASSEMBLYMAN COWAN: Thank you. Our first witness will be Mr. Frank Tilly, the Executive Director of the Bergen County Board of Transportation. Good morning, Frank?

F R A N K T I L L E Y: Good morning, Mr. Chairman and Assemblymen. Thank you for this opportunity to be with you and your Committee. I do represent, as you have indicated, the Bergen County Board of Transportation, of which I am the Executive Director. That Board, at its meeting in January of this year, adopted a resolution which endorses, supports, and urges the passage of the two bills that are mentioned here this morning, the Assembly bill, and the Senate bill introduced by Senator Gagliano.

Subsequent to the action by our Board of Transportation, the Board of Chosen Freeholders of Bergen County took parallel action and, our Freeholders also, are in earnest support of the legislation being considered, and of the intent of those bills.

We note, as the statement to your bill indicates, that the Casino Revenue Tax Act, when adopted, was passed for the purpose of providing revenues that could be used for additional or expanded transportation services to benefit our elderly and handicapped citizens.

As we look at the adjusted appropriation of the State Budget for Fiscal Year 1983, and the proposed or recommended appropriations for Fiscal Year 1984 of revenues generated by the Casino Revenue Tax Act, it is interesting to note that the Department of Community Affairs is to get some of the funding, as is the Department of Human Services, and the Department of the Treasury, but, there is nothing in the present budget or the proposed budget that provides one nickel that we can find that would go for transportation services.

Many of the programs presently being funded, or would be funded in the future from casino revenue funds, would be meaningless to our elderly and handicapped citizens if they cannot access those programs. And, without a good transportation program in place, county by county, they will not be able to access many of these programs.

Accordingly, we feel that transportation is so important that it certainly deserves some piece of the pie, even if it can't initially be as large as the bill which in the good judgment of your two Committees, the Senate and the Assembly, would have allocated in the neighborhood of \$20 million. We are much in support of the two bills. We hope that you will be successful in getting them passed and having them approved by the Governor, and we are here today to say that we, in Bergen County, recognize the urgency of this matter.

I might just say, in Bergen County -- and Assemblyman Markert, who is close to our transportation efforts and whom we respect for having supported us so faithfully over the years is familiar with it -- which is stereotyped as "everybody is filthy rich, everybody has four cars in their driveway, everybody drives or everybody prefers to drive." The actual facts are, based on the most recent figures available to us, two out of five people in Bergen County are either too young, too old, or handicapped and cannot drive. So, those two out of five -- actually 38.5% of Bergen County's residents -- depend upon the existing public transportation services, or the specialized services

which the County provides. Unfortunately, the County's program at the present time, is limited to twelve vehicles to serve a client population of over 160,000 people living in seventy municipalities. It is a pebble in the ocean. We can't possibly meet the transportation needs of our target population without more funding and more help.

I might say, too, that in Bergen County, where, again, everybody has a car in the driveway, the most recent census figures show that 10.1% of our households have no cars. So, if Bergen County, which is supposedly affluent, is in that condition, in need of transportation, certainly statewide, the situation could be replicated, if not found to be even more urgently in need of the kind of help that your measure would provide.

We commend you for your good judgment, both Committees, in introducing this legislation, and we do hope that you will see it through to passage. Thank you for the opportunity to be with you.

ASSEMBLYMAN COWAN: Thank you, Mr. Tilley. Frank, could you wait just one moment, there may be a few questions. You have raised some very good figures.

ASSEMBLYMAN MARKERT: Mr. Tilley, under the proposed formula, as we have drafted this bill, do you find that it could be met by the Bergen County Transportation Board? Is it in sufficient condition to be able to help you address those transportation needs?

MR. TILLEY: The answer, Assemblyman Markert, is that any help we can get could certainly be put to good use. The formula? Yes. It would be acceptable to us. I realize that \$20 million doesn't go very far statewide, but, we will use every dollar that you could make available to us.

ASSEMBLYMAN MARKERT: I am just concerned that it shouldn't maybe even be more to be able to-- There is no sense in putting half a package together. If you put half a package together and it is no good to anyone, what good is that half a package? I would prefer to see it done right, if we can.

MR. TILLEY: Yes. I agree with you, and yet, there is that old saw about "half a lopping better than none."

ASSEMBLYMAN MARKERT: I will agree with that one, too.

ASSEMBLYMAN COWAN: It is all according to how you look at the glass, either half full or half empty. Right?

MR. TILLEY: Yes.

ASSEMBLYMAN COWAN: So, as far as you are concerned, Mr. Tilley, you do feel that with any monies that would be allocated to you now, under this proposed legislation, that you would be able to use it in an efficient manner, servicing people?

MR. TILLEY: Very definitely. Yes. I might also point out that when NJ Transit earlier this year found it necessary because of their fiscal problems to reduce some of the regular line operations of their bus routes, that this threw an even heavier load on our twelve senior citizen, elderly and handicapped van programs. So, again, we have that additional need for help and servicing.

ASSEMBLYMAN COWAN: Senator Gagliano?

SENATOR GAGLIANO: First of all, Mr. Chairman, I want to thank you very much for allowing me to be here with your Committee today. As the Chairman has indicated, I am the sponsor of this very same bill on the Senate side. I feel very strongly that this type of legislation is overdue. I do realize that we are getting a fairly substantial amount of objection from certain quarters, which we will have to deal with. I am sorry, I got here a little bit late. I was in Jersey City at ten after, but I got a little lost and couldn't find a parking place. Anyway, with me today is Mrs. Arlene Stump. Mrs. Stump is a councilwoman in the Borough of Shrewsbury, and she was also a member of what is known as the Section 504, Regulation Committee, which dealt with the idea of this type of transportation, and who has followed through and kept me informed throughout.

With respect to Frank Tilley's testimony, I just have one or two questions. I know Bergen County is trying very hard to coordinate the transportation that would be available to disabled and senior citizen persons. To what extent do you have a percentage of transportation available to certain segments of society, but yet, at the same time not available to others? For example, it is my understanding that the Red Cross has vehicles. Certain other organizations have vehicles which will provide transportation. But, coordinating these and having them available to other groups or organizations, or non-groups, or just individual people. Is that being addressed at this time throughout the State, Frank?

MR. TILLEY: Senator, one of the big problems that we have in New Jersey is, the fact that under the Federal 16(B)2 program, vehicles may be acquired by private non-profit agencies who are then supposed to coordinate with statewide or county-wide programs. But, unfortunately, they are not doing it.

SENATOR GAGLIANO: Would this bill help?

MR. TILLEY: I think the bill not only would help, but it would enable us, as I said, to provide more service to people who don't even know that some of these services are out there. The fact that the services are not coordinated and not properly promoted or advertised, leaves a lot of the target client population uncertain where the services are. With a coordination program, such as this bill would make possible, we could serve that purpose much more effectively.

SENATOR GAGLIANO: Thank you. Thank you, Mr. Chairman.

ASSEMBLYMAN COWAN: All right. Thank you. Thank you very much, Frank. Yes, mame?

MEMBER OF AUDIENCE: We represent the Middlesex County Stroke Club, and we are affiliated with the John F. Kennedy Medical Center in Edison, New Jersey. We have been trying for months and months to service a bus to Atlantic City. We have been unable to do so because we don't have the funds. We do have the people. We also have a spinabifida group, which is very, very large. In fact, in the State of New Jersey, there are about 500 active people.

ASSEMBLYMAN COWAN: I realize that as we are going through this, that there are going to be points that I am sure many of you have a very deep concern and an actual existing concern with. But, I would appreciate it if we could just go ahead with the testimony rather than get into some type of a cross-section here, where we wouldn't get the full input from everyone concerned. Okay?

Our next witness will be Mr. Joel Weiner, the Executive Director of the North Jersey Transportation Coordinating Council. Joel?

J O E L W E I N E R: Thank you, Mr. Chairman, and members of the Committee. As you have indicated, I am the Executive Director of the North Jersey Transportation Coordinating Council. That is the Federally-mandated Metropolitan Planning Organization, or MPO, for

northern New Jersey. Designated by Governor Kean in May of 1982 as the MPO, the North Jersey Transportation Coordinating Council has the responsibility to: insure the continuation of the region's eligibility for Federal transportation aid; establish a unified work program which includes county, city and transit operator planning activities for the current fiscal year; develop an updated Transportation Improvement Program -- which is the multi-year capital program of transportation projects; and, most importantly, maintain a truly cooperative transportation planning forum among eleven counties of: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, and Union, two cities of Newark and Jersey City, the Port Authority of New York and New Jersey, NJ Transit Corporation, and the State Department of Transportation.

As the forum for cooperative decision making, the Council reviews plans and policies, and when necessary, it will take a consolidated position on major transportation funding issues affecting the provision of public transportation services. Such is the case regarding State legislative Bills A-3018 and S-3016, authorizing \$20 million in casino revenue funds to be used to provide elderly and handicapped community transportation. Permit me, Mr. Chairman, to read Resolution Number 43, adopted by the North Jersey Transportation Coordinating Council at its Council meeting of February 22, 1983.

The resolution is entitled, "Casino Tax Funds for Elderly and Handicapped Transit":

WHEREAS, The electorate of the State of New Jersey in a 1981 Statewide referendum endorsed the allocation of Casino Tax receipts for the purpose of providing elderly and handicapped transportation; and,

WHEREAS, Inadequate State and Federal funding for NJ Transit will result in a substantial reduction of New Jersey bus services that will fall most heavily upon the elderly and handicapped; and,

WHEREAS, It is accurate that in many cases county transit agencies can provide community bus transit to the elderly and handicapped on a more cost effective basis; and,

WHEREAS, It is also accurate that the counties of the State of New Jersey have different levels of expertise and capacity to operate community bus/minibus/van systems; and,

WHEREAS, State Legislative Bills A-3018 and S-3016 authorize \$20 million to provide elderly and handicapped community bus/minibus/van service routes; now, therefore,

BE IT RESOLVED that the North Jersey Transportation Coordinating Council endorses the appropriation of \$15 million in casino tax revenues for bus/minibus/van transportation to operate the elderly and handicapped portion of these transportation services should such funds be available; and,

BE IT FURTHER RESOLVED, That the North Jersey Transportation Coordinating Council also endorses the appropriation of \$5 million to NJ Transit to improve accessibility for the elderly and handicapped should such funds be available; and,

BE IT FURTHER RESOLVED, That any program to provide State Casino Tax funding and transit responsibilities to counties should allow the counties the option to implement or not to implement the program on a voluntary basis; and,

BE IT FURTHER RESOLVED, That copies of this resolution be transmitted to Commissioner John P. Sheridan of the New Jersey Department of Transportation, the Board of Directors of NJ Transit, and the appropriate State legislators.

This resolution shall take effect this 22nd day of February, 1983.

I have copies of this statement and the accompanying resolution for this Committee.

ASSEMBLYMAN COWAN: Yes. We would appreciate it if you would submit that to the Committee, Joel. Senator, do you have any questions?

SENATOR GAGLIANO: No. I am pleased with your support. Thank you, Mr. Weiner.

MR. WEINER: Thank you.

ASSEMBLYMAN COWAN: Assemblyman Markert?

ASSEMBLYMAN MARKERT: I have that report and I have no comment on it at this point in time, other than to say I am glad it was presented.

ASSEMBLYMAN COWAN: Thank you very much, Joel.

MR. WEINER: Thank you.

ASSEMBLYMAN COWAN: Our next witness is John Del Colle, the Legislative Director of the Eastern Paralyzed Veterans Association. Good morning, John.

JOHN DEL COLLE: I have copies of my written statement. Mr. Chairman, it is a pleasure to be here. As you just mentioned, I am the Legislative Director of the Eastern Paralyzed Veterans Association, which is made up of veterans who have a spinal cord injury, and all of whom are confined to wheelchairs, and therefore, have a mobility problem and cannot make use of public transportation as it currently exists.

I would also like to mention, since I was able to provide testimony to your Committee at an October meeting -- I believe it was October -- I went there not as a Legislative Director, but rather as Chairman of the New Jersey Transit Special Services Citizen Advisory Committee, which was appointed by Mr. Jerome Premo, Executive Director of New Jersey Transit, about two and a half years ago. At that time, there was a Federal policy calling for a rather extensive plan providing access to public transit facilities. Since then, that particular program has been rescinded, and now it is a local effort. But, we were formed to try to address the problems facing our handicapped and senior citizens throughout the State, and to make recommendations to Mr. Premo as to how New Jersey might address those problems.

Eastern Paralyzed Veterans Association has been involved in this for over two and a half years now, and not only my organization, but our Citizen Advisory Committee strongly supports A-3018 and S-3016. I would also like to take a minute to say that we are very happy and proud that you chose to sponsor this legislation, as did the other members of the Transportation and Communications Committee. I would also like to acknowledge and thank Senator Gagliano, not only for coming here today, but also for being our prime sponsor of S-3016, which is the identical bill to A-3018. Thank you very much.

I would just like to make a few comments about the bill in general. I am not going to read my statement, because you can take it with you and read it. I would like to just pick off some of the highlights that we, the Committee, feels very strongly about.

First is the program guidelines that we have incorporated into Section V. What this would do is, provide a set of criteria that all counties would have to meet in providing their transportation service. These program guidelines would not be mandated by any particular group, but rather, would be endorsed by the New Jersey Transit Board of Directors after they have consulted various groups such as: handicapped groups, senior citizen groups, county transportation associations, any kind of county groups, or all interested parties; in other words, a gathering of all people who are interested and have vested interest in this particular program, to come up with consistent guidelines. And, they wouldn't be very strict guidelines. I am talking about very small items, such as maybe just hours of operation, and those kind of items that everyone across the board in this particular program should have, because without it, we will never get the consistency throughout the State.

The next and very important step, obviously, is the county plan. From the very beginning, I think it is everyone's desire to allow every county the option, first of all, of whether or not they want to partake in a program; secondly, the option of how they want to address the transportation problems that exist in their particular county. And, since not every county is similar to Bergen nor similar to Hudson, or similar to any other county, it is imperative that they, as individual counties, go to their citizens and have public hearings within their own counties, and come up with the program that will best address the needs of their senior citizens and their handicapped individuals. Whether or not this would be just making the service that is already there which is provided by NJT accessible, that is fine. Whether or not it be providing some kind of user subsidy, that is fine. Vans, door-to-door, any kind of paratransit, I think, has to be left up to the individual counties, so that they can formulate it and then present it to the Board of Directors of NJT for their approval.

The second part of the bill addresses itself to New Jersey Transit and provides monies to this agency to provide specific duties. My organization is very happy that this is incorporated. We feel very strongly, because we have not only members in New Jersey, but also in New York. We feel very strongly that these monies are needed to

provide accessibility modifications, accessibility renovations. In other words, we are not talking about giving NJT monies so they can go out and build new rail stations or anything new, but what we are giving them money for -- this is what this bill would do -- is to give them money to provide accessibility modifications at the stations. A prime example of that is, I had the opportunity to review the Asbury Park Transportation Center blueprint, their plans. And in those plans, NJT currently has a platform that will be erected down from the main station which will provide access into the train. The train that you would get on there is what NJT would call a "push/pull." In other words, it is the engine on the other side. This particular rail car -- again, the Committee I serve on was involved with -- is accessible. The bathroom facility is accessible. There are tie-downs for wheelchairs in there, and there is also a fold-down chair which can be pushed up for two wheelchairs, or you can get in, and for those who can transfer from their wheelchairs, can transfer into regular seats. So, these are the kinds of projects that we feel should be done.

Also, these monies that NJT gets would also be used again, but they already made some rail cars accessible and they would make more rail cars accessible. We have certain stations that we feel are heavily used, on the Raritan Valley Line and the North Jersey Shore Line, which we have designated as key stations. Thet should be made accessible, but we have no money to make them accessible. Again, that will be addressed in this. Also, lifts for buses, if they are necessary, can be bought -- not the whole bus. Believe me, not the whole bus, which might cost \$175,000, but the \$10,000 lift.

So, those are my comments on the bill. I would also like to make mention why this bill is so incredibly important to the handicapped community, at least from my travels throughout the State, with all of the various organizations, with parents of handicapped children, with handicapped young adults, and handicapped old adults. It doesn't matter. They are all screaming for transportation. Transportation is the number one priority of almost every organization that I deal with in the State. What are they screaming for? They are screaming for transportation to and from jobs that they can't have because they can't get back and forth to work, or for vocational

rehabilitation, or for colleges. Since 1973, the Federal government has stepped in and mandated, under the Rehabilitation Act of 1973, and also under Public Law 142, Education for All Children Act, that school facilities have program accessibility. More and more of these colleges and schools are becoming accessible, so there is more opportunity for these young adults to get out, to get into the mainstream. What we can't do is let them get into the mainstream, have them graduate, have the tools and skills to go to work, and then say, "Gee, we don't have the transportation for you, and since you have never worked and you have been subsistant for all of these years, you have no money to buy a private automobile..." I think this is an injustice to all of them.

Also, in that vain, Federal benefits in the U.S. -- this figure has been thrown around for quite a few years -- is that the Federal government spends about \$40 billion a year for those who are unemployed. Twenty billion of that is for the Social Security Disability Insurance program, and the other \$20 billion goes to all of these other needs-based subsistance programs.

Again, if you speak to these groups, they are not only crying to go to shopping centers and to doctor appointments, which they don't really need, since they are not sick, they want to go to their jobs. They want to have jobs and they want to participate like everyone else.

The last comment I would like to make is, I had the opportunity back in January to attend a meeting which Governor Kean did attend and did speak, and I was able to ask him a question concerning casino monies and the allocation of those funds. I said that most of the money is being spent, or we are told that all of the money is being spent, that there is not money available, and he has plotted the cost for this coming year. He told me that was true, although, I think we have to look at that even closer. However, he said this year we should be planning for the coming year. I agree with him. I would be unhappy if we didn't have this program intact right this year, but, I wouldn't be as unhappy if we had authorized a program and got the framework done with this year and we got it passed, and then we tried for next year to get it allocated and get the monies that we need to run the program.

Once again, all I can say is, thank you very much for this opportunity. If there are any questions, I would be glad to answer them.

ASSEMBLYMAN COWAN: Thank you. Senator?

SENATOR GAGLIANO: Thank you, John. I appreciate your support very much. I assure you, as well as the other members of the Legislature on the two Transportation Committees, that we will do whatever we can to get these bills passed and before the Governor so that the Governor can, as you say, line things up for next year. We realize that it would be rather difficult to do something this year because the appropriation process is now in process, and we might not be able to do anything this year, but we definitely want to line it up for next year.

It is interesting. I went to a reception last night, and a lady who I have known for many years was there. She is a retired school teacher. She fell down the steps and broke her leg. She has a cast on one leg, which I guess goes all the way up and down her leg. For the past four weeks, she has been in a wheelchair. I talked to her for about fifteen minutes. She has been very active. She was a school teacher all of her life and is now retired. She said she was amazed at how many things she could not do. It really brought to mind the hearing today and how important it is for us to follow up on these bills. There are many things that we can do. If we can provide \$20 million a year, I think there are many things that we can do which will help alleviate many situations. It is not spending a lot of money; it is more like spending the money in the right places.

What you pointed out about the Asbury Park Transportation Center was a good example. We do have on all of our railroads in New Jersey, basically no decent facilities for the handicapped who are in wheelchairs. You may be able to get on a train at a certain location, but then you can't get off at the location of your choosing. We recognize that.

What I am recognizing, I think, more than anything, are the number of vehicles that are in use as a result of the program that Frank Tilley mentioned, 16(B)2. There are a number of vehicles in use, but the people down the street don't know about it or are not invited to use them. The coordination program that we would love to see you help work on, is the kind of thing that we need very badly. We appreciate your support, and be assured of my support throughout and until we get this passed.

ASSEMBLYMAN COWAN: Is there anyone else? (no response) I would also like to thank you, John, as one of the leading spokesmen for the disabled. I would just like to make it a public matter that if it wasn't for you, I don't think this proposed legislation would exist today. Thank you. Assemblyman Doria?

ASSEMBLYMAN DORIA: Yes. John, I just wanted to emphasize one thing. During your presentation, you had mentioned the importance of transportation for those individuals who are disabled and who want to go to employment. I think that is a point too often overlooked by a number of individuals, whether it be legislators or the public at large. So, what you are saying here is -- I understand it, but I just want to make it clear for the record -- this type of program that A-3018 would implement would help our disabled to travel back and forth to places of employment so that they can become an active part of the mainstream of the American society, and also earn their own living, so they can feel very proud of what they are doing and can feel a part of what is going on in the country. That is my impression of what you are saying. I think that is very important.

MR. DEL COLLE: Right. People forget that this bill is split into two parts. One deals with county plans, which is an intricate part of it; the other part, which NJT would take part in, would provide access to already existing -- in other words, we are saying, it is good to have a county program. It is probably needed, and a lot of people are screaming for it. We need it. We really do. But also, we need the buses and rail that already exists, especially for those of us in the Bergen/Hudson metropolitan area, or any urban area. Even down in Camden and in the Philly area, or whatever. With whatever we already have, let's not toss it away only because we may not have the ramps or the elevators, as such, to get onto these different facilities. We also feel that that is part of a comprehensive transportation program.

ASSEMBLYMAN DORIA: And it is crucial because the modifications that would be provided would allow the disabled to participate and to use the same transportation that everyone else is using. I think that is important.

MR. DEL COLLE: Right. And a county system can be used to feed into that so if you couldn't get to the regular rail station, you

may want to use one of these county vans to get you in there, you jump on the train, and you go to work, or you go to the shopping mall, or wherever you want to go. You have the freedom to travel.

ASSEMBLYMAN DORIA: It really is a form of mainstreaming.

MR. DEL COLLE: That's right.

ASSEMBLYMAN COWAN: Assemblyman Charles?

ASSEMBLYMAN CHARLES: Yes. John, I think, too, that inherent in what you are saying about the mainstreaming that is going to result from these transportation programs and this money, and the advantage that it is going to give, or the opportunity that it is going to give to seniors and disabled to become employed is, that the whole program is, in effect, a cost-benefit and cost-efficient program, because we really aren't just talking about \$20 million, if we are talking about this particular bill, just going out the window somewhere. We are talking about the money being used to create some opportunities which in turn will result in the independence of a lot of people from the various homes of assistance and aid that they are now subject to. So, I think the point that you all are making, as being one of the sponsors of the bill, is, in the long term, that this \$20 million really constitutes an investment which we can't afford not to make. We appreciate the instigation that comes from all of the people who are assembled here and all of those who aren't here, but who are who you represent.

I think it should be said. As a legislator, I feel this too. We, as legislators, had a State constitutional amendment in 1981. I guess most of you sat back and said, "Hey, it is nice that we had this amendment. What is happening with it now?" Legislators might forget. There are a lot of tugs on us as legislators representing different interests. I think that -- as Assemblyman Cowan and Senator Gagliano indicated earlier -- but for your efforts and but for your reminding and but for your militancy, we would not have this bill. So, while our names appear as the prime sponsors and the co-sponsors, and we sit here holding public hearings, really, all of the credit for this bill goes to you and to the members of your organization. I would just like to express my thanks to you for making me mindful of something that I should be mindful of. Thank you. (applause)

MR. DEL COLLE: Thank you.

ASSEMBLYMAN COWAN: Again, thank you, John. To be repetitive in some degree, it is just a matter of what-- I guess everyone is saying, if I might be presumptive and not being too presumptive, and stating that, when we bring things into this perspective, we are talking about the dignity of the people involved. The dignity of the people should be 100%, not 50%, along the lines that we give them all of the facilities, as you say, give them the education, sometimes -- whatever it may be -- vocational, academic, and then say, "You've gone that far, but remain on your assistance." On top of that, if we can put them back to that 100%, we might even retain a little money from them when we get down to the casinos. Thank you, John.

MR. DEL COLLE: Thank you.

ASSEMBLYMAN MARKERT: Mr. Chairman, Mrs. Stump would like to ask a question. She works with John on that Committee. With your permission, could she do that?

ASSEMBLYMAN COWAN: Yes. Mrs. Stump?

MRS. STUMP: John, I think for the benefit of everybody here, New Jersey Transit, in the exercise of their local option, has committed themselves already without money to accessibility. Could you explain, briefly, as far as accessibility on buses and what we are doing on the rail system that New Jersey Transit has already gone through without any outside money? Of course, we haven't been able to do as much as we would like, but, the fact that NJ Transit has made what I consider a reasonable commitment already, would you--?

MR. DEL COLLE: Arlene, that is a very good point. New Jersey Transit -- just remember that my organization, historically, fought with transit agencies, especially the U.S. Department of Transportation, concerning how we felt betrayal over their pulling back of the very stringent regulations when President Reagan took office. We felt betrayed. We always felt that the local option was not a good option. If you don't force agencies to do something, they won't do it. I think that is a good point, that a lot of agencies haven't. That is why we have the Rehab Act, and all of these other acts, to force some of these agencies to do something. So, we felt a little betrayed by that.

However, when I met Mr. Premo, he pledged his support at this time two years ago, that he would try to do what he could for New Jersey Transit. This is when we had a stringent law. And, when we went to the local option, he said that it was better to have a local option. Now we can do more. We can do whatever is needed out there. And like I said, I was not sure that this would happen. However, he has come through in flying colors as the NJ Transit Board Director.

I didn't mention this before. They are on record as of January of last year, of sponsoring a resolution from my Committee that is intact. It was incorporated within A-3018. It is on record as approving that whole concept of what we are talking about today.

Our Committee has made recommendations just recently. The New Jersey Transit Board of Directors went out for bid for 165 additional advanced-designed buses with lifts. There are already 271 with an additional 165. They didn't have to do that, according to Federal law or State law, but they did it because it is part of a commitment that they have made towards the handicapped community, in providing already existing services.

Pretty soon, by June of this year, all of the advanced-designed buses with lifts will be providing accessible service throughout the State. That is the second phase of our project access. And also the rail stations. Like I said, we have rail cars which we will be inspecting on Friday, which were bought already, that provide the access and the fold-downs. The costs for providing this access -- the cars go for a million dollars a piece -- is a few hundred dollars. All we did was move some grab bars, redesigned it, put down some folding seats, rather than the standard seats. So, we aren't talking millions and millions of dollars for some of these things. It is just a matter of cooperation and communication between us and New Jersey Transit. I think that is working. And, Asbury Park, their transportation center, will be completely accessible, and there are a few other stations that are going to be made accessible. So, I think we are well on our way, without a Federal law forcing this group to do anything. They are reacting, as I see it, in a positive manner. I think without the monies, and if we had additional monies, that we could do a hell of a lot more.

ASSEMBLYMAN COWAN: Thank you very much, John.

MR. DEL COLLE: Thank you.

ASSEMBLYMAN COWAN: I would like to beg your indulgence to move away from the listed witnesses as they have requested to appear. We have four students here, from one of our local schools. It is probably the leading school in training the handicapped and disabled in the State of New Jersey, and that is the A. Harry Moore School, which is still located here on Bergen Avenue in Jersey City, in the Greenville section of Jersey City. There are four students from the A. Harry Moore School who have come here this morning. They do have to leave shortly for their lunch, so I would like to have the four students move up now. The first student is Lori Stunger.

L O R I S T U N G E R: My name is Lori Stunger. I live in Kearny. I am a student at the A. Harry Moore School. I am very much concerned about the lack of public transportation for the disabled young adults. Many experiences and opportunities in which I could and should be participating in are not accessible to me because of the lack of adequate transportation.

My parents have had the sole responsibility of getting me around. However, sometimes I would like to be able to be independent in my travel. I realize when I enter the workforce that lack of transportation will be a major problem.

I, as well as others, with the proper transportation, would be able to work and become a productive and an active citizen in our community.

ASSEMBLYMAN COWAN: Thank you, Lori. (applause) The next student is a Mr. Ronald Harris. Ron?

R O N A L D H A R R I S: My name is Ronald Harris. I live in Newark, New Jersey, which is located in Essex County. I have been blind since I was born. I attend the A. Harry Moore School and am in my last year.

I am here to urge you to pass Assembly Bill 3018. As a disabled person, I have had many discouraging experiences with the public transportation system. I can't use public transportation independently, for fear that I will be attacked and/or harrassed by street criminals. The only way I can get around is by private individuals, but they can't always come through for me.

I have worked very hard to get my education, and I will be working hard to achieve my goals. But, how can I if I have no way to get around, so I can be a productive member of society?

Thank you for listening to my story. I urge you to pass Assembly Bill 3018. (applause)

ASSEMBLYMAN COWAN: Thank you, Ron. Our next student is really a duet. We have Michael Smith and Sharon Womack. Good morning, Sharon.

S H A R O N W O M A C K: Good morning. (Ms. Womack reads for Michael Smith) Hi. I am Michael Smith. I live in Jersey City, Hudson County. As you can see, I am in a wheelchair. Being in a wheelchair is tough, especially for me. I go to school at 8:10 a.m. and return at 2:15 p.m. That is the only time I get out, and in the summer, I don't even get back. It is not that I don't have any place to go; the trouble is, I can't get there.

The public transportation that is available is for people who can walk. I have to either pay \$30.00 for a van, or get harrassed by a cab driver.

One day a cab driver was so mad that he had to take me home, he wouldn't accept my money. When did you ever hear of a cab driver not accepting a person's money?

I don't think I or anyone else should have to go through this. We have enough trouble adapting to life. We really need this transportation more than you can image. I am thanking you in advance for this great new transportation. (applause)

ASSEMBLYMAN COWAN: Thank you, Michael and Sharon. Our next witness is Rubido Carbonell.

R U B I D O C A R B O N E L L: First, I would like to say good morning. Good morning, Senator Gagliano and Mr. Chairman. My name is Rubido Carbonell, and I live Union City in Hudson County. First, I would like to make a comment on what John Del Colle said, that young adults do like to get out every once and a while. I am part of those young adults. Many times I want to get out, and if my father doesn't take me, and if I don't get transportation by paying vans, or something, I won't get out. That is something that he brought up that I would like to emphasize.

I, personally, have had one experience with the Transportation Department. A friend and I were planning to go to the movies, and I was going to ask my father to take us. But, on that day, my father had to work. So, we planned it for another day. Finally, I remembered seeing the new buses had the wheelchair emblem on them. So, we decided to call the Transportation Department to ask them if the buses were, in fact, able to take on persons in wheelchairs. When we called, we got an operator. We then asked our question. The operator said she could not answer our question, so, she put somebody of authority on the phone. That person said that the buses were, in fact, able to take on persons in wheelchairs. She said that the door opened and the floor by the stairs gets you on like a lift, in which you can be picked up and put on the bus. Then the person would get into position between some chairs, and the bus driver will push a lever that will lock the wheelchair in place. The bus driver would not have to move an inch.

Wow! My friend and I were thrilled. We couldn't believe it. We could go anywhere we wanted to without bothering my father or anybody else. So, we planned to go to the movies the following Saturday.

Well, Saturday came around pretty quick, I guess because we were both very excited about being able to go out by ourselves. You could say we thought we were beginning to feel a little more independent. I have to admit, it was a nice feeling.

My friend and I thought, before we get all dressed up and ready to go, we better call them one more time to make sure we weren't hearing things. So, we called again, and we got another story. We got the operator, asked our question, and again, the secretary could not answer. So, she put her boss on the phone. This time, we got another story. The person said that the buses could not carry wheelchair-bound persons. Talk about a letdown.

Sometimes I wonder, how hard can it be to let a handicapped individual on a bus? In this world, with so many marvelous things happening, why can't they do something as simple as letting handicapped people on buses?

Do you know what you see a lot of in New Jersey that you see a lot of all over the United States? Bus stops. You see people waiting patiently and sometimes not so patiently for the bus to arrive. On the corner under a bus stop sign are people waiting to go to work, to school, or to go nowhere special, but just to get out. But sometimes, do you know what I see? Not with my eyes, but with my imagination, I see a young person in a wheelchair waiting patiently under a sign for a bus which may never come, and the sign which he is under reads, "Bus doesn't stop here." But, the sign doesn't mean much to him, because he waits and he hopes.

I am now a senior in high school and plan to go to college. Even though I have been accepted to college, it is very hard for me to get there, so I have decided to take Telecollege, which is college by telephone. If we did have public transportation, it would be a lot easier to go to college, or just to go to the movies. On Saturday nights, when you see your friends going out and you are at home, it gets really frustrating.

I want to thank you for letting me talk. And thank you, Senator Gagliano. (applause)

ASSEMBLYMAN COWAN: Very good. Thank you, Rubido. I certainly want to commend the teachers and faculty down at the A. Harry Moore School for presenting such fine students here today. They certainly gave some good, expert testimony. Thank you.

At this time, I would like to recognize one of the Committee members who came in while some of the testimony was going on, Assemblyman Edward Gill from Westfield in Union County, New Jersey, our Republican Committee aide, Maryanne, and, of course, we have the Legislative Services aide to the Committee on all parties, sitting on my right, one of the experts in the field, Larry Gurman.

Our next witness is Mr. William Rizzi, the Director of Paratransit in Passaic County. Bill?

WILLIAM RIZZI: Mr. Chairman, members of the Assembly and members of the Senate, when Larry gave us a call to come down, we were privileged and honored to be able to present ourselves before this Committee.

The Assemblyman was right when he was talking about the negative aspects of what we are doing with this bill. I think what should be brought out is -- the effect is even greater when you see speakers like this -- we don't reach the 90%; we reached the 10%, which is what we have been allocated for under Title III funding. Our program consists of shopping, non-medical emergency needs, and nutrition programs, which is what Title III was designed to do.

The priority in our program, and which I think runs on most of the Title III funding, would be the nutrition program. We have established a handicapped program, which we just worked on and have had the privilege of working with handicapped associations throughout the State now, to design and plan a program strictly for handicapped people. Our senior program has already introduced nutrition projects and the transportation to and from the centers, and shopping in their towns, which we do by contractual agreements with the towns in order to provide the services that are necessary.

It is amazing that when you look to FY '83 and FY '84, the Governor has proposed-- There was a voter mandate in 1981 for this program. Even though the hearings are being set now for this program to be in existence, I don't agree with the Assembly's attitude or the Senate's attitude with, why isn't there a transportation bill included in that package. I think the reason for longevity in this program and the effectiveness of why it came about was because of the amount of seniors who are dying. They are registered voters. And, the impact throughout the State was, "Now it is time to take this geriatric system that is about to be incurred upon the voting stage and become a part of the community."

We realize that the input in our county is 175,000 strong, and they are voters. We necessitate the needs of this community and its constituency in order to provide that brand of service or the transportation coordinating services to be applied.

After meeting with the Commission on the Blind in the State of New Jersey for new resources, and after meeting with Muscular Dystrophy, I don't think we have enough input into our program. And, I am coming with the negatives, Assemblyman, exactly like you stated.

I couldn't possibly have sat there with twenty-five units of human resources attached to the blind throughout the State, and not realize that for their evaluation program, they have no place to go. They have no transportation to get their own people evaluated, to be reconvened into society or the system of life.

I realize after meeting with the handicapped groups that the buses we provide are maybe two, for a total constituency in Passaic County of seventeen municipalities. We cannot reach out to these people. Our equipment is inadequate. It is antiquated. It is old. It is run down. We are running with seventeen units right now, seventeen buses and vans that I wouldn't, honestly, put seniors on at this point. But, we have to in order to get the program and get them into the nutrition center, because that is what Title III funding is about, at this point.

I am discouraged, as being a part of doing what I have to do for my program, though, I support this bill wholeheartedly. I think that the funding needs, the 25% in NJ Transit, is a great program, if we can find out what that 25% is going to constitute. Is there a feasibility study? Do we have any facts on what the 25% is for? Is it for new equipment? We don't have those facts yet. Why? I don't know. The 16(B)2 program that we got into before is a farce. It is a good program, coordinated by the Federal government, but again, it was a coordinated program to be designed three years down the road. We don't get our equipment until three years after we apply. And only those agencies eligible, through the Senior Advisory Committee, pick agencies that don't use their vehicles so that the county can repossess those vehicles and put them into use.

There are 156 vehicles available in our county. Of the 156 vehicles, we use seventeen, because everybody has the attitude that they own their vehicle. So, we did some monitoring. We called fifty-two agencies, and we asked them to do us a favor. "We are willing to bring you our facts and figures." We transport 4,000 people per month in the nutrition program alone. These buses were doing 27,000 miles per year, laying in front of whatever activities they had going that weren't being supportive of the programs. Now we understand why those needs weren't met.

We would like one thing to happen, if it is possible. We would like to see established a monitoring system on who applies for these vehicles, and that there be eligibility requirements as to where they are going to be and how many people they are going to transport. These are the needs of the handicapped and the needs of the aged. Just to get an agency to come into existence when the Federal government allowed this to take place-- We are a quasi-governmental agency. We are a governmental agency. We are not eligible. But yet, we provide the Paratransit system to the rest of the State of New Jersey, and through our county, and, we are not eligible for one single van.

There was a program available under legislation which was 809 or 890, which was in 1978, where they established the fact that counties would be eligible for their own transportation vehicles. That bill did not go through. I think the Senate and the Assembly should relook those bills and try to maybe make these programs available, so that we can get the vehicles directly and we can purchase our own vehicles out of the monies that are distributed down to the county.

Right now, we are strictly relying on the 16(B)2 program. The way the 16(B)2 program is set up is, there is an Advisory Committee to senior citizens or the handicapped which sit on the Advisory Committee. Only those who are eligible to get the vans come down to two out of 156 agencies. So, now you have a scrambling process, and priorities are met. I think this is ludicrous. It is ridiculous. We should have the right to buy and purchase our own vehicles, give the handicapped personnel their end, give the seniors what they have coming to them, and get a rounded out program. Right now, after listening to what was injected into the legislative reports by John, I think there is a necessity for a plan. There is no coordinated plan at this point. If we are going to consolidate these members or these other agencies that have vans, what power do we have as a county organization to call these agencies together, after they receive their vehicles and say, "Listen, we can really utilize your vehicle in the handicapped field. You have one of the three lift vans available." "Well, I transport two people a day, and I have to make sure these people get to wherever they are going." "Yes, but, we transport 319 people per day, and we would like to take your vehicle on your off hours and be able to

constitute it into our program to be allowed to run our program equivocally throughout the county so that everybody can get where they have to be." Unfortunately, there are no guidelines for that.

The bill, as it reads, is handicapped/senior, or senior/handicapped. I think maybe there has come about a time when there should be two divisions, that the handicapped should be served properly, the seniors should be served properly. Those two divisions should have input into the bill as private sectors, that you don't include the senior transportation bus to have lifts on it, when you only have one handicapped person riding on a bus, but, that you do provide the handicapped with enough vehicles to be able to do what they have to do to get to their jobs, as John stated, to be able to get to their nutrition programs, or to be able to get to their evaluations.

I think the actual maintenance and the mechanics involved in what we are doing is, we are putting the cart before the horse instead of the horse before the cart. We are already spending money. When we got these bills, I have to be honest with the legislators, this looks like a (inaudible) down to the counties. We are saying, "Oh, my God, we are getting \$20 million for transportation." We know it, you know it, they should know it. As being representatives of the seniors and handicapped, there is not going to be anywhere near \$20 million at this point. Maybe with a little push. We have advised all of our seniors and all of our advisors in the handicapped divisions to write to the Senate, let their voices be heard in this deal. Let's find out how much money we can corroborate to be able to do what we have to do.

I'm not going to sit here and say to you that we have a fine running program. We have a program that is adequate out of the \$266,000 that the Federal government has allotted us, and the county's share of the 25% picking up whatever they pick up as far as the interims, in between the administrative staff and everything else.

What I do deem necessary at this point -- I think it is incumbent upon the Assemblymen and the Senators -- is the need and the monitoring of these funds on how they will be distributed. I don't care if it is \$10,000 that we are getting in the county, there has to be a monitoring system. Is the money going to go to the Office on Aging? Is the money going to go to the Planning Department to be

distributed by the Freeholders? Are we going to play a political game with this money? Is it going to be used in other areas? These are some of the things. I think a plan should be submitted to the Senate and to the Assembly, stating that there should be established a paratransit unit to each county, that there be a coordinated program for the handicapped through this county organization, and let's get on with the business that we have to deal with today. We can't do with what we have available now. Any county that sits up here and says they are happy with the productivity involved in their county at this point, it can't possibly be.

Thank you very much. It is a privilege to come before this Committee. I thank you very much for being here today. (applause)

ASSEMBLYMAN COWAN: Thank you, Paul. Assemblyman Markert?

ASSEMBLYMAN MARKERT: I would just like to make a comment. I think you have some excellent thoughts, Bill. I really do. We find that to be a problem in government at all times. We write laws, we allocate money, and basically, there is never any unit or part of the legislation governed within that bill itself as to how the money is to be used, where it is to be used, what agencies will jointly use it, and whether or not there are direct programs for the use of that money. We just allocate. We allocate, we build bureaucracies, and the people who deserve the money and need the help usually end up never getting it. That is my point. (applause)

I think you have excellent ideas. I have written some notes. This bill is not, in itself, the panacea that we are all looking for, and we all know that. Some of your thoughts and ideas that have been suggested here to the two sponsors of the legislation, both the Senate and the Assembly, I am sure could possibly be even addressed in this particular legislation. I thank you for bringing those thoughts to us.

MR. RIZZI: Assemblyman, I have one other comment, if I may. The FY '83 and FY '84 program, if you look at the Lifeline Program, and everything that is left available, these are duplicate programs. We have these programs available to the constituents now under Section 8 of Community Development Grants, the block grants that came down.

Now, I don't know who is talking for the Governor when they produced this, but what we have gone through -- like you are talking

about the bureacracy-- Now I am stepping out of the role as Paratransit. But, the duplication of programs, I think, is exactly like you say. When they hand out this money, there is no earmarked money. It should definitely be earmarked money. The money should be available strictly for transportation, it should be sent down to the account to be divided for transportation, it should be labeled transportation, and that is all that money should be worked for and used for, transportation for the seniors and the handicapped, and for no other reason. Thank you very much.

ASSEMBLYMAN MARKERT: Bill, I will leave a copy of that report that I read earlier for you.

ASSEMBLYMAN COWAN: Bill, would you remain for a moment, please? Senator?

SENATOR GAGLIANO: Yes. Bill, one of the reasons I became involved in the bill was because I have been to many Transportation Committee meetings, many Paratransit meetings, and many meetings of the Freeholders and the Transportation Coordinating Committee in my own county, in Monmouth County. It is so obvious, as you say, that there are groups out there that have stationwagons which have been paid for by government funds, and they carry one or two people a day. When they are not carrying those one or two, three, or even five people, they are parked someplace, and maybe the driver is having a cup of coffee. I feel that this type of legislation is necessary because it will mandate that if a county wants to become involved and get part of the money, the county will have to establish a plan, and as part of that plan, all the Paratransit facilities will have to be cranked in somehow. I think if we do nothing else, and even if we don't get a nickel for this, we have to focus in on the problem of -- I have to say it -- "do gooder organizations qualifying for a van, and then using it for just a handful of people, when that van might be used ten, twelve, fifteen hours a day for dozens of people. I think we are going to do it, one way or the other, and I hope that this bill is a vehicle. So, thank you for your comments. (applause)

ASSEMBLYMAN COWAN: Assemblyman Gill?

ASSEMBLYMAN GILL: Bill, I have a double or triple role. I am not only on the State Committee on Aging as well as the State

Committee on Transportation, but also on the Union County Committee on Aging. I quite agree with what you said -- I would like to have you expand on it -- that there is not only duplication in many efforts, but also possibly the misuse of the funds or material. By the way, have you read the bill?

MR. RIZZI: I read the whole bill.

ASSEMBLYMAN GILL: Good. If the main thrust of the bill is the allocation of money, do you feel -- I get that from your testimony -- that the main thrust of the bill should be better control, better monitoring, and better assignment of the transportation programs for each county, and not the emphasis on how much money would go to where?

MR. RIZZI: No. I don't think the dollar value could be put on exactly-- We all need vehicles. I think that the vehicles that are used should be best utilized in the service areas that are necessary. There should be, how many people must utilize this bus? How much should the mileage be per year? How many people are being picked up? Do they get to where they are supposed to be? Is there job employment -- as John brought up -- to reimburse this whole situation? The way it is going right now, we don't have a monitoring system.

ASSEMBLYMAN GILL: The reason I say this is, I don't want the basic idea to be lost, the basic idea of providing transportation to the people who need it. For example, there is no reason why the Committee on Aging can't pick up this particular point on transportation. I don't want the basic idea of providing transportation to be lost, by virtue of the fact that the funds may not be available under the provisions that we have.

MR. RIZZI: Well, with the correspondence that the Assembly and Senate have been receiving from ARP, and from the Offices on Aging, they are not negative on the bill. They are telling their people to vote against the bill for only one reason, the allocation of the funds and the disbursement of the funds, and the monitoring factor of who is going to monitor these vehicles. And, unless you establish that paratransit unit to each county, with the county being the disbursement factor and allocating these funds, the county has to make sure that they do their job. They have to make sure that everybody who comes

before them with agency application, that they meet the minimum requirements which have to be set under this bill. What entitles an agency to a vehicle? What are their needs?

ASSEMBLYMAN GILL: Then, your bottom line is, or what you are saying is, you think the main thrust should be towards, better control, better direction, and better monitoring of the use of the vehicles or the future vehicles rather than the amount of money?

MR. RIZZI: If you are talking about expanding an existing program, a lot of the programs are not existant. So, therefore, I would assume, the way it is written under the bill, that those programs in effect already, even though they don't utitlize their vehicle, would still be eligible for funding based on the bill the way it stands now. There is no central control of who would evaluate who gets what.

ASSEMBLYMAN GILL: Okay. Your answer is yes.

SENATOR GAGLIANO: Mr. Chairman?

ASSEMBLYMAN COWAN: Yes, Senator.

SENATOR GAGLIANO: Mr. Chairman, if I may. In response to Mr. Rizzi's comments and also reflecting back on what John Del Colle said, maybe we should ask staff, if you could, ask Larry, to consider formulating an amendment that we can look at, and that John's Committee, Arlene, and others could look at which would specifically set forth an outline of a county plan. I'm not quite sure whether it should be an amendment or if it should be done by regulation of NJ Transit. But, I do feel that he has made a very good point, that just telling a county to establish a plan may not be enough. Although we do have very fine people in our transportation committees in our counties, I'm just concerned that maybe one county would say our plan is ABCD, and another county would say, well, our plan is FLM and Q, and they may not be the same. I think therefore, some of the people in the same State may not be treated equally. I think we should have an outline of what we want in a plan. And, if they do more, that is great, but, there are certain minimums that must be done. I'm not quite sure where to put that, but I think it is an important point.

ASSEMBLYMAN COWAN: Yes.

MR. RIZZI: Senator, one thing I would like to ask you is, under Resolution 75, the way it exists right now, a committee would be

set up for a feasibility study involving transportation. Is there a possibility that before the hearing-- I don't know what your priorities are as far as hearings first and Resolution 75 second, but, there is an agency called Cost, in the State of New Jersey. Jim Holmes is the President of Cost at the present time. It is comprised of all of the paratransit coordinators for the State. We meet and we are involved with the everyday running of the transportation coordinating process, on a paratransit level. The actual members of that organization are members who belong to the Board of Freeholders, the Office on Aging, or both.

We have a plan. That is what I am saying to you. We are afraid that the input is going to get lost somewhere along the line, due to the political appointments that will be involved in Resolution 75. We understand there are four senators who sit on that Committee, there are four assemblyman who sit on that Committee, and eight representatives of the Citizens Advisory, two of which would be over sixty-five. It doesn't mention a handicapped person sitting on that Advisory Committee.

(unidentified speaker) Yes. It does.

MR. RIZZI: Oh, it does? I'm sorry, excuse me. But, I am saying that there should be input there with the handicapped as well as the Advisory Committee, and maybe you should expand the numbers. Now you get a geographic figure on what is happening. That should work. Resolution 75 would be very important if it came after the hearings. I don't know the materials which you are consolidating, but I think Resolution 75 would be effective by having the input come in from the agencies that are involved, rather than somebody else.

ASSEMBLYMAN COWAN: Well, we appreciate your facts, interest, and concern. Basically, that is why we are holding public hearings. I think it has been indicated here by another party that it is not our intent that this is laid in concrete. As we stated before, if it wasn't for such individuals as John Del Colle, these public hearings would not be held, and we would not be able to get the input from you experts in the field. That is basically what we are looking for. We only serve as a funnel. We have to make some judgments after we listen to people who are actually handling the matters as they exist out there

in the counties. Now, if that is going to require some changes as to how the bill is concerned, yes, but, we are not going to make evaluations in a matter of dollars. The evaluations have to be made in terms of service given to the people who deserve it. You are right, so far as the other organizations saying that they don't want the bill because it will then, perhaps, move some of the money away.

So, those are the facts we are facing. There will be further public hearings. We appreciate your input. We are going to look now, as the Senator stated, at some of the things that you have mentioned, but, they won't be finite either, because we are going to have two further public hearings. There will be one down in the Deptford area, and another one in the Senator's area, in Monmouth, sometime in June. The one in the South Jersey area will be sometime in May. So, we are actually looking for the input, and hoping that we maintain clear heads in order that what we do comes out in the final token, will not be token. Thank you, Bill.

MR. RIZZI: Thank you.

ASSEMBLYMAN COWAN: Our next witness is Mr. Gordon Anthony, Director of Dial, the Disabled Information Awareness and Living.

G O R D E N A N T H O N Y: Mr. Chairman, distinguished elected officials, I would first like to thank you for allowing me the opportunity to speak before you on this piece of legislation. As mentioned, I am the Executive Director of an organization called DIAL, which is Disabled Information Awareness and Living. It is the only totally disabled consumer run, controlled and directed organization in the State of New Jersey. It is under a new term called Independent Living.

The organization has 150 paid members, people with disabilities, and we reach a monthly population through our newsletter of 1,500 individuals.

Our organization is set up to do a number of different programs and services. One of the key programs is information to the disabled residents of the five-county area, Passaic County, Bergen County, Hudson County, Essex County, and Morris County. We are primarily working with people in Passaic County.

Under the information system, we have a resource library that covers seventeen categories, explaining where you can get services and programs on housing, equipment, and one of the programs is transportation. Therefore, not only through our membership and through our newsletter, but just from general calls from the public, we have quite an insightful view of what is happening with transportation in the area and what people with disabilities and our members require. What we do know -- this has been mentioned before -- is that transportation, as it presently exists, is highly inadequate. We did a survey through our organization to our members. It was a very random survey, reaching 100 members. To pick up on what Mr. Del Colle mentioned earlier about jobs, out of the 100 people who were responding to this survey, fifty-seven of the individuals had been offered jobs but could not take the jobs because they didn't have means of transportation to get to work. If you relate that to the fact that the population, as a whole, is ever increasing in the number of people with disabilities, just to quote a statistic, by the year 2000, there will be one chronically ill elderly and disabled person for every able bodied person in the nation. That is a one to one ratio. It is a tremendous increase over the present one to seven ratio. That means, unless something is done to enable people with disabilities to get out and become employed, we are going to have an even more severe financial crisis in our country and in this State.

If you take the figure of 57% of the people who couldn't get jobs because of the lack of transportation, that can make a big difference economically, turning that figure around to taking those people off of government roles and putting them out into employment would be a tremendous economic advantage.

It is not only transportation for employment, but the vast array of programs available to a disabled person. Some cannot be reached because of transportation problems.

Also, just the idea of being involved in the community. There has been a myth developed about people with disabilities as being unable to participate in the community because of their disability. The reason for that, as members of organizations have pointed out, is the fact that they cannot get to the activities. There is no

transportation. We maintain one vehicle at our office to provide members' transportation. We also try to coordinate transportation through our membership.

We are constantly getting calls for transportation, and always providing rides, and trying to line up different means of members giving rides. We have some of our members who volunteer to use their own vehicles to get people to job interviews, to get people to medical appointments, to training programs, or to college because of the inadequate system.

If there was a system available under this program, we are sure that it would be a definite benefit and would be a tremendous stimulant to the economy and to the advancement of people with disabilities.

I would just like to put on record that the DIAL organization, as one of the major consumer organizations in the State, strongly urges you to support this bill.

ASSEMBLYMAN COWAN: Thank you, Gorden. Senator?

SENATOR GAGLIANO: Thank you very much, Mr. Anthony. I am sure you have reviewed the bill. Do you have any suggestions as to how the bill can be strengthened with respect to possible amendments? Because as the Chairman said, we are here to receive input from organizations like yours. If there are suggestions, we are open to those suggestions and possible amendments.

MR. ANTHONY: Well, what we have done, as an organization, is, we are a member of the New Jersey Coalition of Citizens with Disabilities. Steve Janick will be testifying for the State Coalition in a few moments. We would prefer to have our comments included with the Coalition, in that the Board of Directors of the organization, of which we are one of the member organizations, has supported the Coalition's viewpoints. So, rather than comment here, I will have Steve Janick comment on that.

SENATOR GAGLIANO: Fine. Thank you very much.

ASSEMBLYMAN COWAN: Very good. Thank you very much. (applause) Our next witness is Mr. Bill Scott, Director of the Essex County Office on the Handicapped, and President of the Association of County Representatives of Disabled Persons. Bill?

B I L L S C O T T: Good morning.

ASSEMBLYMAN COWAN: Good morning.

MR. SCOTT: Mr. Chairman, elected officials, and all who are present, I am Director of the Essex County Office on the Handicapped. Having become Director of that office in March of 1982, I found that my office, the Office on the Handicapped for Essex County, was not very well known. For the period of March of 1982 through the end of 1982, I went about the business of making that office more well known. That is very significant, because in order to do so, I had to evaluate the activities and the operations of the Essex County Office on the Handicapped, which had come into existence in February of 1980.

I found that the office was not very well known among the disabled population of the county or the surrounding areas, and yet, in keeping a record of the incoming calls and inquiries I received in the office, I found I had forty-seven calls concerning transportation; that is from the period April 1, 1982 through December 31, 1982. Forty-seven calls requesting information or assistance concerning transportation to an office that very few people knew existed.

In coming to the Office on the Handicapped, I sought to expand my awareness, my knowledge, and my functional abilities in the office, by sharing some of the successes, failures and concerns that other existing Offices on the Handicapped had. Initially, I sought, of course, to consult with Tom McKenna, Director of the Bergen County Office on the Handicapped. That office is the oldest office in the State.

We found that it would be beneficial if not only the Essex County and Bergen County offices were to consult with one another, but all of the other existing offices in the State as well. It turned out, at that time, there was really little information as to the existing offices on the handicapped throughout the State of New Jersey. We have subsequently found that there are only four offices in the State that are official offices which are part of county government. There are seven counties that have an office, but, in some cases, those county offices are volunteer offices, and in some cases function quite well, and in other cases ran into problems, based on their volunteer status.

In bringing together what is the Association of County Representatives of Disabled Persons, and the title says

"Representatives" specifically, rather than "Offices of," because we do not wish to exclude any county that has a designated representative, such as Morris County.

We have found that a major issue is transportation. The Association has met four times to date with representatives from twelve counties throughout the State of New Jersey. We are also providing input into other counties to help them establish an office as well as providing input to some of the local municipalities regarding the same concerns; establishing municipal committees on the handicapped.

The City of Newark is establishing a municipal committee, and that committee's establishment is based around one issue, transportation. The City of West Orange, in Essex County, has received grant monies which allowed them to purchase an accessible vehicle that can provide transportation for disabled persons, specifically mobility impaired, for purposes other than medical concerns. West Orange is the only municipality in Essex County that has such a service.

This piece of legislation is a critical piece of legislation, aimed at a primary concern that might be considered the heart of the needs and concerns of the disabled population. It is kind of a web. It is kind of a coordination that is necessary. Transportation is one of the key elements.

As Gorden has said very eloquently, and knows very well through his activities with DIAL, transportation leads to many other critical areas of existence. I think we all know that. As a matter of fact, many of us take it for granted because we are not necessarily at the whims of public transportation.

The employment aspect is one of great importance today, employment for all citizens. Not just the disabled population, but the able bodied as well. Not just the mobility impaired, but any disability. Employment is difficult for anyone today. It is impossible if one cannot get to that place of employment or that perspective employer. It is impossible.

It is impossible for an employer to give serious consideration to hiring someone who has no definite means of getting there. They have a ride one day, they manage to push themselves to

work the next day, walk with their crutches or cane the next day, but, they are uncertain as to how they are going to get there. No one is going to hire someone in that situation.

According to New Jersey Transit, I believe -- John, you can correct me if I am wrong -- in the first quarter of this year, the ridership and the accessible vehicles in Essex County was three. Three people, or at least on three occasions, they found accessible transportation a necessity, and went about the business of using it. They found a way of getting to the bus stop. They were patient enough, if indeed it was necessary, to wait for the bus to come along with a lift. They were fortunate enough to get a vehicle that had a lift that worked, and an operator that was willing and knowledgeable in use of the lift.

Where I live in Montclair, I am three blocks from a bus stop where an accessible bus would stop. I don't have to use that bus right now, because I have my own private vehicle. If I did have to use that bus, I would seriously question if I could get there. I know I couldn't have gotten there yesterday in the snow. Nonetheless, I went to work yesterday in the snow. I would have liked to have gone to work yesterday in the snow by public transportation.

For two years and three months, I worked in Manhattan, for the U.S. Department of Education while living in Montclair. I would have liked to have taken public transportation to New York, but could not, simply because I couldn't traverse those three blocks to get onto the public transportation that has been made available, at an extensive cost. I really worry about hearing twenty years from today that there will be no more dollars put aside for programs and services for disabled persons, because that was done back in 1980, back in 1981, 1982, and nobody came. Nobody used it. I don't want to hear that ten years, fifteen years, twenty years from now, when, in fact, there were extenuating circumstances that could have been corrected by this piece of legislation.

Recommendations? I feel every county that has an Office on the Handicapped should be directly involved with this piece of legislation and with these concerns. I feel that no county Office on Aging should take the impetus without specific input from the county

Offices on the Handicapped or designated representatives of the handicapped for those counties that do not have an official office, whether that office be volunteer or not.

I am very concerned about the mechanisms by which these dollars will be doled out and the direction that these dollars will take. I agree with the previous speaker, that that is a critical issue that must be addressed, unless these dollars find their way in some other direction and for which are specified.

I drive a vehicle that is three years old and has 74,900 miles on it, and I put every mile on it. I would love to take accessible transportation, but I would like for it to be accessible to me and not to the able bodied population that is not concerned with their use.

I thank you for hearing what I had to say.

ASSEMBLYMAN COWAN: Thank you, Bill. Senator?

SENATOR GAGLIANO: Bill, what is the answer to that problem you have just stated? When we were faced with the issue in the Senate Transportation Committee of whether or not to try to do anything but the 504 regulations. Remember, we were buying hundreds of buses, and with the added cost on each bus, we were faced with the same question you raised. What is the answer? Is it the feeder system that would pick you up from your house and get you to the bus line, where the bus would be equipped to take the disabled person? Let me tell you why I ask that question. We have a thing called the Route 9 Corridor, which runs through Monmouth and Ocean County.

MR. SCOTT: I am familiar with it.

SENATOR GAGLIANO: They are commuter buses, obviously. Many times, a person could go to work in the morning and the weather would be fine. By the time that bus got back at 6:00 or 7:00 at night, there might be three or four inches of snow on the ground. I raise that question myself. What does that person do, just to get to the few hundred feet or the few hundred yards? Even if you had your own vehicle. If your vehicle was there in a designated parking lot, and you might have to go a hundred yards in four or five inches of snow. I raised that question. How do they do it? I would like to know more about it.

MR. SCOTT: There is an answer that is a lot bigger than the question. Really. That is, when is this nation going to stop being afraid to provide an extensive program for the disabled population? Ten percent of any figure is worth recognizing. Ten percent is well worth recognizing. If ten percent of the population of this country is disabled to the extent that they cannot go to work or require some special concerns of some special needs, those needs might be addressed in a very, very positive fashion that can provide a method by which a good part of that ten percent can provide input into the country, instead of being on the intake role. When is this country going to say, "Well, let's look at these concerns and stop being afraid, stop being controlled by the superstitions and myths that have been handed down to us over the ages? When are we going to start presenting in the media positive programs to address concerns of the disabled persons?" The disabled population is a microcosm of society in general. We, too, are as subject as anyone to those same superstitions. When I became disabled, I began to learn a great deal about myself and about my fellow man. I realized that no one had ever told me I could not catch epilepsy by touching someone who is having a seizure. No one ever told me. No one ever told me that people in wheelchairs are like anyone else, but happen to be sitting down for one reason or another. No one ever told me that disability is not something to be afraid of.

I have had the good fortune to be associated with many disabled individuals who are willing to strive, not to overcome the disability, but simply to be a part of society. I think it is time that this country -- it could start right here in Hudson County, right here today -- to start teaching the rest of the world that to provide the services and address the concerns of the disabled population, is to do a benefit to society as a whole.

SENATOR GAGLIANO: What I am asking you is, right off the top of your head, if you would, in that particular instance, that example I gave you -- I understand what you are saying -- what is the best thing to do so that we will be overcoming the myths, doing what should be done, spending our money properly? What is the answer?

MR. SCOTT: I guess what I am getting at is an overall awareness program, not only for the able bodied population, but for the

disabled population as well. We, as disabled persons, must feel confident that we can go out there into the world and do what has to be done. And, if I get home at 5:00 and there is four inches of snow, I want to feel confident that I can get on my CB radio and call the local police for them to help me to my door, which has happened, by the way. That is, a training program that makes everyone aware of the concerns. It is small things that work together that allow the whole thing to work.

ASSEMBLYMAN COWAN: Thank you, Bill.

ASSEMBLYMAN GILL: May I ask a couple of questions?

ASSEMBLYMAN COWAN: Yes.

ASSEMBLYMAN GILL: Just two questions, if I may. I was particularly interested and concerned in your comments about how to get to the first few hundred yards. The reason I say that is, we have gone through, and the Transportation Committee has had a certain amount of oversight in the purchase of some of the newer buses, the kneeling buses, buses with lifts, and so forth. I must admit to a degree that I felt we had done a pretty good job. But, by our providing kneeling buses or buses with lifts, we really haven't done the complete job. I guess we have to go further. I am particularly concerned about how we get the individual from the house to available transportation; namely, New Jersey Transit, or, are we going to have to have an alternate system, for example, a van which will make a house-to-house pickup? I think a lot is resting on that.

This is my opinion. I don't believe that we in the Transportation Committee have to be made aware of our responsibilities. We are acutely aware of them. I think what we have to do is -- as the Transportation Committee -- tackle the problem within our sphere. Possibly, the Committee on Aging may have to be responsible for making the population in New Jersey aware of the problems of the aging population of the State. There undoubtedly is another aging committee and possibly the Commissioner of Human Resources, who will have to make the people in New Jersey more aware of the problems of the handicapped. I guess what we are addressing, what I feel we are addressing right now is, from a transportation standpoint, what is the best way for us to approach it? Is it to provide a van or a series of

vans to supplement the lift buses and the kneeling buses with actual pickup? That is the first question. It is a long one.

MR. SCOTT: Yes, to provide van transportation that will allow individual pickup, or, accessible van transportation that will service a given area. For example, I may be able to get to the corner, but I may not be able to get across the bridge, or whatever. So, if there is van that services a given area that puts me in much closer proximity to that accessible transportation than having to get there otherwise, without that van, then yes, that would be part of the answer.

A service that is provided with twenty-four hour request, twenty-four hour advance request may also solve part of the problem. I think van transportation to work in coordination with the accessible transportation is essential.

ASSEMBLYMAN GILL: Mr. Chairman, I must apologize for coming late. I had an 8:00 speaking engagement in Murray Hill, which is a long way from here. I may have missed some of the pertinent testimony. Can I ask you, as a State representative, in comparison with, let's say, the 1,300,000 elderly that we have in the State, sixty-five and over, what is the size of the handicapped in the State?

MR. SCOTT: There is an estimate that is based partly on the 1980 census, which only polled a small percentage of the population. Their estimates, based on the social security survey, the figure would be somewhere in the neighborhood of 750,000. Would you agree with that, Steve?

MR. JANICK: I'm going to testify.

MR. SCOTT: Okay. Steve has information on that.

ASSEMBLYMAN GILL: Okay. Thank you.

MR. SCOTT: Thank you, gentlemen.

ASSEMBLYMAN COWAN: Thank you, Bill. (applause) Our next witness is Roberta Grayson, Union Paratransit Unit. Roberta?

ROBERTA GRAYSON: I want to thank you gentlemen for the opportunity to address you and to describe our system, which seems to me to be an answer to a lot of the things that the Senator has been asking the other systems.

Our paratransit system is part of our Department of Human Resources. Last year, we provided 95,000 one-way trips to the elderly and handicapped population of our county. I must tell you that the major number of those trips were medical trips. They were to hospitals, clinics, doctors, dentists, and to mental health clinics.

I was quite excited to think that with the decreasing Federal dollar that is coming into our Unit currently, that we could look to the State for supplemental dollars, because we have an enormous need to expand the services that we provide.

Our services are provided five days a week, 9:00 to 4:30, a demand response system which requires three to five-day requests, previous to the delivery of the trip. We have had enormous requests for transportation to jobs for the handicapped, for trips that take people back and forth for educational purposes. Unfortunately, we have not been able to provide it.

Currently, our largest concern, and we looked forward to the money that might be coming, is for stability in the system, as to our driver personnel. We are practically totally dependent upon the SETUS program, which will be ending at the end of this May. We have vehicles, thanks to the 16(B)2 program. We are a coordinated system. We contract with four agencies in our county, three Red Crosses, and the Catholic community services. 16(B)2 vehicles flow into our system to our Advisory Board, and we coordinate the transportation throughout the county with those vehicles.

We were also very fortunate in receiving fifteen vehicles from the Urban Mass Transit Grant. Those vehicles are only good for us, particularly if we have someone who can drive them. I am a member of COST, and I have been watching the legislation. Our Advisory Board has been watching this legislation. We were rather pleased to think that now we can look forward to the State recognizing this enormous need that we have, and that money would be coming to us through this legislation. We were pleased to think that New Jersey Transit would be administering it. We have worked closely with New Jersey Transit before. We feel that they understand the problem. We work closely with them. We find them to be most cooperative. I can't think of a better outfit to administer the monies, if it is ever forthcoming.

I think that the misfortune of the whole thing, as far as this bill is concerned, is, it has come to me that the senior citizen population seems to feel that the monies are going to a public transportation agency. I don't know if they have been ill informed or if they didn't read the bill correctly. It is very clear to the people in systems like my own, that a portion of that money will go to New Jersey Transit and the rest of the money will go to systems like our own, who are very sadly in need of it.

ASSEMBLYMAN COWAN: Thank you. Senator?

SENATOR GAGLIANO: Mrs. Grayson, was George Albanese involved during the formulation of this program you have in Union County?

MRS. GRAYSON: Yes, he was.

SENATOR GAGLIANO: It sounded like one of his involvements.

MRS. GRAYSON: Well, as a matter of fact, Larry Lockhart and George Albanese really put the system together. I think that is why it is -- if you will forgive my vanity -- one of the better systems in the State. We have made use of the opportunity of getting 16(B)2 vehicles. We are coordinating with private agencies who are the recipients of these. I think it was a very far-sighted system. I just wish that we could expand our hours, and we could incorporate into it delivery of people for educational purposes and job purposes.

SENATOR GAGLIANO: How many vehicles do you have all together?

MRS. GRAYSON: We have twenty-two that are in the agencies, and Summit Red Cross provides us with six additional vehicles, which they have received through private donations.

SENATOR GAGLIANO: Has your particular setup or plan been formulated in writing? Do you have a statement?

MRS. GRAYSON: Yes.

SENATOR GAGLIANO: Could you supply that to each of the members?

MRS. GRAYSON: Yes, sir.

SENATOR GAGLIANO: Well, if you supply it to our aides of the Senate and Assembly Transportation and Communications Committees, I am sure we would like to review that and see if there are portions of it that we can use in the bill itself.

MRS. GRAYSON: Fine. Thank you.

SENATOR GAGLIANO: Thank you.

ASSEMBLYMAN COWAN: Assemblyman Gill?

ASSEMBLYMAN GILL: Just one question. I am particularly proud of the Union County setup, pardon all pride, and, I would suspect that this may serve as the model for the entire State, to make sure that we do have the control, the continuity, and the monitoring that was asked for before.

Roberta, what part of your overall operation, financially, is provided by the Union County Development Corporation money, HUD money? If you recall, we get \$6 million and spread it around.

MRS. GRAYSON: None, currently.

ASSEMBLYMAN GILL: None. I have nothing else.

ASSEMBLYMAN COWAN: Roberta, I don't mean to sound facetious after all of the good comments. Is there anything in your program, the nuts and bolts of it, just as Mr. Rizzi has brought out some in Passaic, any improvements that you think can be made as far as the coordination, monitoring, and otherwise?

MRS. GRAYSON: Well, it seems a sad thing to me that currently, the only provision to the disabled that we are giving as far as educational purposes are concerned, are to a cerebral palsey unit and to an occupational center unit. These are underwritten, because these people are eligible for Title XX, which is one of our funding sources. They are not priority as far as medical is concerned, but they are being trained, they are working in a sheltered workshop, and we are in constant worry that we may have to drop them from our system because the high priority medical needs seem to be pushing them out.

We have the need to transport-- I get job requests, from people who would go to work, if they could be transported to a bus or to something where they could go to their place of business. We can't afford them that. We have requests for people who want to expand their education, who want an education. We still can't provide that. We are obligated to provide ridership for the people who are providing money for us. We are receiving funding from Aging, we are receiving money from Medicaid, we are receiving money from the Department of Youth and Family Services through Title XX, and, we are obligated because they are supporting our Unit to afford them high priority as far as

transportation is concerned. I would like to give it to many other people who we can't give it to.

ASSEMBLYMAN COWAN: You have made some good points. Thank you, Roberta.

MRS. GRAYSON: Thank you. (applause)

ASSEMBLYMAN COWAN: Our next witness is Lou Klein. I understand, Mr. Klein, that you are speaking for Mr. George Chizmadia, Director of the New Jersey Division of Vocational Rehabilitation.

L O U K L E I N: Yes. Mr. Chairman, fellow Committee members, guests, and also consumers, my testimony will break down into three sections, with most of it centering around vocational rehabilitation.

Mr. Chizmadia unfortunately is in Washington and could not attend. He wishes to thank you for the opportunity for our agency to be represented here today.

Our agency's major mission is to supply vocational rehabilitation so that the handicapped population can return to the workforce. Transportation is a key element and supplement to someone attaining work, education, post-secondary education, and also appraisal, job assessment, and evaluation. Our professional staff spends much time trying to resolve the transportation issues to try to produce services for individuals to enter the workforce. There is a tremendous lack in that particular area. One must take into account that in our able bodied population, 95% of our population travels to work independently, normally in a private automobile. When you take into account that only 5% are using mass transit because of inaccessibility in many cases, you must think about the handicapped individual, the individual who has the same difficult problem of getting to a job site that may not be on a main transportation route, let alone facing the issues of accessibility within those units.

The Legislature has taken the time in the past to fund transportation. I think one of the steps that has come forth is the fact that the Legislature has taken on its public obligation and funded New Jersey transportation. New Jersey Transit is a good example of legislators looking at a problem to serve both the able population, and, of course, hopefully down the line, the disabled population. That population has to have transportation.

There are good examples. The recent rail strike is a good example, where a professional organization, through the foresight of our Legislature, has moved to provide alternate transportation and did an excellent job in supplying a need to the general population. It points to a very complicated need - transportation. It points to a further complicated need, transportation of the disabled and handicapped. It points to specific needs of that population to reenter the workforce, to be able to get to post-secondary education, to get job appraisal, and most important, to get to work. Those are key issues.

The economics involved, as previously pointed out by other testifiers and witnesses, is the fact that economically, this is the most inexpensive way to go. It is taking a very complicated situation and using a very uncomplicated manner in which to resolve some key issues. I think the Legislature must be commended, and these particular sponsors must have comment on the fact that this is a very common sense approach to resolving the issues, to resolving the difficulties that this population has.

We get, on an average, in our local offices, inquiries of twenty to twenty-five a week with respect to resolving transportation and reentering the workforce. We must remember that many of the population we are talking about does not have total independence, and therefore, paratransit becomes a key issue. It is important that that supplemental service to major units be there, that work is a key to return to normal uninhibited living in our environment.

The units that we got involved in in the past -- Mr. Chizmadia wants me to give you some examples -- have shown us some dramatic changes within our own organization. We face an issue in Mercer County, trying to get some people to Mercer County Community College. There is a member of COST, the trade organization. Two years ago, it did not have one lift-equipped vehicle in its entire fleet - not one that could transport an individual to a community college. There were 16(B)2 vehicles that had lifts in that county, but, because of a turf problem, those vehicles could not be utilized by trade. What happened though, one of those units, owned by senior citizens or operated by a senior citizens' organization, having a lift aboard, did

need services from trade when they did equip a vehicle in 1981, and they borrowed the unit. It provided services. The 16(B)2 vehicle, because of good coordination on the part of that organization, has now moved into the fleet, has moved into coordinated transportation. That is a key that has been raised here.

An organization must provide good quality service. The coordination is a key factor. Once that coordination is supplied and the services are rendered, vehicles start to turn up. They start to participate within a community outfit as such.

That is basically the issues we face, with respect to reentering the workforce and getting those people back to the things that are important. With regard to independent transportation, we provided modification of vehicles under our program. A key factor there is, when we provided that service for the minimal investment that we made, the earning capacity averages better than \$16,000. That is a \$16,000-dollar earning capacity. That is a good return for the investment that is involved. I am sure that when you examine the tenants of your program, the common sense elements that you will find, that that return be realized in providing this type of service. Thank you.

ASSEMBLYMAN COWAN: Thank you, Lou. Senator?

SENATOR GAGLIANO: No questions. Very good statement.

ASSEMBLYMAN COWAN: Thank you very much, Lou. (applause)
Next we will hear from Mr. Wayne Bradley, Chairman of the County Transportation Association. Wayne?

W A Y N E B R A D L E Y: Good morning. As you indicated, my name is Wayne Bradley. I am currently Chairman of the County Transportation Association. In addition to sitting and commenting on the County Transportation's position with respect to this bill, I am also sitting as the Transportation Manager of the Essex County Office of Transportation Planning, and would be making some comments in reference to our position on the bill.

I think it has been emphasized over and over again in this room that the importance of this bill is critical at this point in time. The very nature of the bill is, that we are making -- as I think the gentleman said before me -- a very common sense approach to

resolving some very critical problems that our elderly and handicapped people are facing.

The County Transportation Association is an organization of county professional planning organizations and operating organizations throughout the State. I really have a program that advocates the improvement of transportation, both from the public transportation side and in the highway side. Today, of course, we are focusing on the public transportation agenda. In January, at our regular monthly meeting, the County Transportation Association saw the beginnings of a bill which we wholeheartedly drew an endorsement for. That bill, Mr. Chairman, is A-3018 in your Committee, and S-3016 in Senator Gagliano's Committee, which he is sponsoring.

Let me commend you both for taking this kind of action. I am very familiar with Senator Gagliano's transportation interests. I did work for a time at the Department of Transportation and spent several times through the course of that tenureship before the various transportation committees on different agendas. I am very pleased, Mr. Chairman, that you have taken the time to sponsor this very important bill, which I consider among the top priorities that I have had to address in coming before the Legislature.

I will keep my comments as brief as I can, because I want to emphasize certain key elements of the bills.

The first element is, there is a sense that there is a growing need for cooperation between our public, our private, and our local county and municipal elements in providing transportation. We have had numerous discussions with NJ Transit over the question of whose role and whose responsibility. The overwhelming answer was that it was everyone's. I think this bill begins to make an important step to recognizing that, while our needs are in the area of funding, that that funding should be shared and that there is a shared responsibility. I think the heart of the bill says that there is an overwhelming responsibility that the counties can provide in meeting the urgent need that our elderly and our handicapped people face. But, at the same time, we are recognizing -- and I think it is clearly recognized in this bill -- that the State, i.e., NJ Transit, has a very important role to play; that role is to maintain the main line system

in a state that will give people access to them who ordinarily have architectural barriers preventing them access to that system.

I know Senator, you had raised some questions with Bill Scott, who is somewhat of a counterpart agency of mine in Essex County. You raised the question of what the important priorities should we be achieving through this bill. Just to reiterate some of the points that Bill was making, the mobility question, the question of getting out to the main system, was being largely overlooked in the Section 504. That was spearheaded under the Carter Administration.

Since we have had a change somewhat in the Federal focus of the elderly and handicapped question, I am proud to recognize that New Jersey is continuing to strive to make an effort at providing elderly and handicapped transportation. The key area is that mobility question. It is not enough to just make the mass transit system itself accessible if, as Bill has indicated and some others have indicated here, you just can't do it. It really doesn't stop there as well, because there are, in some cases, very special needs where people will have to be picked up at their homes and transported to jobs directly.

In Essex County, we have made an attempt, and it is ad hoc at best, and I think this bill will serve to correct that-- I won't speak for our Essex County Office on Aging, but they have instituted a program that will help to consolidate the number of providers throughout the county in a system that makes sense to those who need to use it.

As far as my office is concerned, we have been investigating various funding sources that would allow the Office on Aging to buy the vehicles they need to be able to coordinate with. We have made some searches, even in the area of our highway funding. In 1973, an innovative feature of the Highway Act has allowed us to use some of our Federal Aid Urban Systems Funding, which is ordinarily used for road repair, to supply some the funding for vehicles. We are making attempts in the county to buy vehicles so that those vehicles could be used in a county-wide coordinated system.

We are making attempts through our community development program. We have a program in place now, some \$60,000 worth of a program. A very small program, but a very meaningful and beginning

step, which would, in one sector of the county, start a specific coordinating program that is being administered by our Office on Aging. However, my Office on Transportation Planning had a big role in helping to coordinate and secure the funding for that. I really look forward to the opportunity of working with Bill Scott. I was very happy to see that he was here today. We intend to continue coordination and involve him in some of the things that we are trying to do in Essex County.

All of that really leaves me to the point that as the CTA Chairman, when we made a motion in January to endorse these bills, it seemed a very logical thing for us to do. What I urge the Committee to do today, and throughout this whole process, is pay particular attention -- as was mentioned -- to the very common sense elements of this program.

We did note in the beginning that we are not necessarily talking about a panacea, and we are not necessarily even talking about \$20 million that may happen in this State fiscal year, but, what we are talking about is, getting a planning process in motion. We are talking about reorienting our thinking about ways in which we can solve this particular problem. I would urge that you would carefully consider the comments that are being made, and to stay in touch with those of us who have some specific recommendations on the bill.

I, for one, am underscoring the involvement of both NJ Transit and the counties in the allocation of this funding, and in the development of a plan to carry out and implement these programs.

So, let me just basically sum up and say that we are very watchful over the entire situation. I, on behalf of the CTA and on behalf of Essex County, would be pleased that we are at this point today considering a measure which I consider of very much importance. Thank you very much.

ASSEMBLYMAN COWAN: Thank you very much. (applause)
Senator?

SENATOR GAGLIANO: Thank you. Wayne, I don't know whether or not as Chairman of the County Transportation Association you can answer this. Of the twenty-one counties, how many counties would you -- just off the top of your head, if you can answer it -- consider have a reasonably satisfactorily coordinated paratransit-type system?

MR. BRADLEY: Let me answer it this way. I will take a wild guess, because I don't have the specific numbers. If I were to define the word coordinated, I would probably say very few. Even though we have made some strides in Essex County, I don't think that we are anywhere near coordination. In fact, we started to use the term consolidation as an excuse, because we haven't gotten to the point where there is coordination. I would say very few, but I can give you some hard figures by researching our people.

SENATOR GAGLIANO: Fine. If you can. I would appreciate it if you would send a copy to the Chairman and to myself.

MR. BRADLEY: I will.

ASSEMBLYMAN COWAN: Assemblyman Gill?

ASSEMBLYMAN GILL: I have just one question, again, somewhat on the same lines as Senator Gagliano's question. There is no one here testifying for NJ Transportation, but you said you were recently in that Division. Does New Jersey Transportation have a coordinating agency of its own that will make sure that there is uniform application to whatever they have? I have to admit that some of the criticism we have received in the past is, that there have been vans left idle because it is somebody else's turf, that the full use of a vehicle hasn't really been taken advantage of. Does New Jersey Transportation coordinate any activities like that?

MR. BRADLEY: Okay. That is a very complicated question. I really can't speak for NJ Transit today, because I am not wearing that particular hat.

ASSEMBLYMAN GILL: I am talking about the NJ Transportation Department, not NJ Transit.

MR. BRADLEY: Right. But, let me try to answer it this way. The question is complicated by the fact that we have many of our public funding sources going in the hands of various private and municipal organizations, who by virtue of the fact that they are receiving these funds directly, have their own client base, their own jurisdiction to serve, and necessarily feel in their opinion that they have to serve their people first. It is difficult for me to say what kind of a role NJ Transit should play in that, but they do have a committee that was set up, which Mr. Del Colle was involved in, to look at the broad

question of the problems and needs and do we service those needs. That role, I think, is something that NJ Transit is going to have to continue to look at and continue to fashion. The County Transportation Association has a liaison to that particular Committee, and we are continuing to stay in touch with the progress that they are making on the problem. But, you do open up an interesting problem, and that is, the problem that there are service providers out there because there is a need out there. But, the need has been sort of (inaudible) looked at. It is my clients and nothing else. As I say, I can only speak for Essex County. We are making strides to overcome that and to allow someone to travel from one end of the county to the other, in a specialized system, if they need that.

ASSEMBLYMAN COWAN: Thank you, Wayne. I think what you have brought out is the matter that along with many others, the general concept is, there is a problem. We know a problem exists, and know we are about to see if we can solve the problem. The more we know about the problem, perhaps then, we might be able to help solve them. Thank you.

MR. BRADLEY: Thank you very much.

ASSEMBLYMAN COWAN: What we will be doing is, we will hear one more witness, and then we will take a half an hour break. We will be back here a half an hour after the next witness concludes, and we will run right through with everyone else. We have six or seven listed after the next witness. Of course, if any of the public who have not submitted their names and wish to testify are certainly most welcome to. Our next witness is Mr. Frank Reilly, the Executive Director of the Morris County Board of Public Transportation.

F R A N K R E I L L Y: Good morning, Mr. Chairman, Assemblymen, Senator, it is a pleasure to be here this morning. I would like to make a couple of comments before I go into my more formal statement on some of the things that were brought up this morning.

As far as the most coordinated county, there are varying degrees of coordination.

SENATOR GAGLIANO: That is why I asked the question.

MR. REILLY: Right. Union County has done a good job in coordinating, Somerset County has, and some of the other counties

have. I think there is only one county that has fully coordinated, and that is Cape May County. They have operated a coordinated system for several years.

SENATOR GAGLIANO: How many people in Cape May?

MR. REILLY: Summer or winter? (laughter)

SENATOR GAGLIANO: Winter.

MR. REILLY: Winter? I don't know. I am from Morris County, but, I would estimate maybe around 70,000 to 80,000. I think it goes up to around 800,000 in the summer.

SENATOR GAGLIANO: Thank you.

MR. REILLY: On the 16(B)2 issue, several years ago in Morris County, we had a clause put in, all agreements to which vehicle was going to an agency, and that is, that if that agency did not coordinate with other agencies or through the county, or they ran in competition with public transportation, they would lose that vehicle. I believe that clause is now in all contracts to all agencies that receive 16(B)2 vehicles.

As far as the suggestion that there was to be one plan to offer minimum standards throughout the State under this bill, I am not sure if that is a good suggestion or not. The reason why is, because the counties have been involved in planning some transportation systems. About three years ago, some Federal funds were made available, known as UMPTA Section 18, Rural Transportation Funds, in which the counties in New Jersey -- I believe it is either seventeen or eighteen of the twenty-one counties -- were eligible to receive these funds, and they planned, implemented, and are operating transportation systems now, which are open for all people in rural areas. That program is continuing today and is being expanded, and there is funding to continue that program.

So, the bottom line is, what is good for one county may not be good for all of the counties. The rural transportation program in Morris comprises of a fixed route bus system. We operate four different bus routes. In some counties, it is the DIAL ride-type system, and in some, it may be a combination of the two. So, different areas of the State may require different needs to meet those needs, such as the urban areas, the suburban areas, and the rural areas.

In Morris County, each year, we sponsor what is called speak-outs, in which the senior citizens and the handicapped make known to county officials their needs, concerns, and problems. Their number one concern, which has been number one for, I guess, the past seven years that we have been having these speak-outs, is, adequate income to enable them to purchase the basic necessities, food, clothing and shelter. The number two income is not medical, nutritional, jobs or social, but transportation. Transportation is ahead of all of those other items, which many people feel should be number two, three, and four, and transportation at the end.

The reason why they feel transportation is number two is, because they cannot obtain jobs and many of the other services that they feel they need without transportation.

The existing public transportation system in New Jersey, which is 90% New Jersey Transit, barely scratches the services for the elderly and handicapped transportation needs. If you are more than two or three blocks from a transit line, you are basically without transit. We heard of some of the other problems with weather and the like. So, there has to be something other than the public transportation system to meet the needs of the elderly and handicapped.

Something must be done to rectify this matter. An allocation of a portion of the casino revenue funds could go a long way in overcoming the transportation problems. The voters of New Jersey overwhelmingly agree, as they declared in the November 1981 referendum, which authorized the expenditure of casino tax revenue for transportation for the elderly and the handicapped.

Numerous organizations and agencies in New Jersey have strongly favored and urged the use of casino tax revenue to provide transportation to the elderly and handicapped. We recommend a minimum of \$20 million be allocated annually for this program, with at least \$15 million going to the counties, with a minimum of \$300,000 to each county, as you outline in Bill A-3018.

Since there now appears to be much concern about funding for this program, we might suggest that the annual program surplus of casino tax revenue be programmed at \$25 million, and that \$20 million of that surplus then be allocated at the end of each State fiscal year to provide the funding needed for this transportation program.

Transportation for the elderly and handicapped was the only program to utilize casino funds for a specific program that has been recognized and authorized by the voters of New Jersey. The voters have given you and the Legislature a mandate to address this real and serious problem, by using casino tax revenues.

The Board of Public Transportation in Morris County concurs with that mandate, and urges you to take prompt and affirmative action on this important issue by supporting and lobbying for passage of A-3018, and its counterpart in the Senate. Thank you.

ASSEMBLYMAN COWAN: Thank you, Frank. Senator Gagliano?

SENATOR GAGLIANO: Thank you very much, Frank. I have no questions. (applause)

ASSEMBLYMAN COWAN: Thank you very much, Frank. It is just one o'clock, so we will recess and reconvene at 1:30 sharp.

SENATOR GAGLIANO: Mr. Chairman, my apologies. I will not be able to stay. Mrs. Stump has to return to meet her children at the school bus stop. I have some appointments. I appreciate the input I received today, and I will see you, if not, at the next meeting in Monmouth County in June. Thank you.

ASSEMBLYMAN COWAN: Very good, Senator. Thank you.

(Recess)

AFTER RECESS

ASSEMBLYMAN COWAN: We are ready to get started. Our next witness, or witnesses, will be Mr. Tom McKenna and Ms. Ann Chevigla, from the Bergen Office on the Handicapped.

A N N C H E V I G L A: Thank you, Honorable Assemblyman, for granting me the opportunity to come in and comment in support of Assembly Bill 3018. I represent the Bergen County Office on the Handicapped. My function there is, the Information and Referral Specialist.

As Information and Referral Specialist of Bergen County's Office on the Handicapped, I receive numerous and varied requests for resources related to the individual needs of persons with disabilities.

Although I can be resourceful to my clients' inquiries by offering them information concerning programs on activities in a community, the inaccessibility to coordinate a transportation service generally excludes these individuals from participating in whatever may be available to them.

During the month of March, 22% of the requests to our office were for transportation. It is not uncommon for me to contact a wide variety of resources, both public and voluntary, which theoretically provides transportation to people with disabilities, only to find that no services are available to, appropriated for, or at specifications not related to my clients.

Despite the fact that 16(B)2 funding provides vehicles to specific agencies, the non-existent coordination of these services, in reality, offers little or no assistance to a large majority of the clients I serve.

A well coordinated feeder and door-to-door transport system would eliminate a large proportion of the frustrations that individuals with disabilities experience daily, thus, feeling a gap between available opportunities and the assurance of transportation.

Also in our office, we have a job bank. Our job bank counselor assists in placing the clients who come to our office into private industry. According to the January through November, 1982 job bank figures, there were 192 clients informed of job openings. Forty-five qualified candidates were unable to apply for these positions due to the lack of available daily, reliable transportation services. Once again, this data justifies the need for the enactment of this bill.

Aside from my professional involvement, it is visibly apparent that I personally have special needs regarding transportation. If not for the assistance of my parents, I would not have the opportunity to be functioning in my present position of employment. Realistically speaking, this situation cannot last forever, and at any time I can find myself with a job but no viable means of getting there.

Both my professional and personal experiences consistently confirm the ever-present need for a well-coordinated transportation

system for citizens with disabilities in the State of New Jersey. These individuals will benefit from such a system, and will be offered opportunities that at the present time are inconceivable. I urge all to please support Assembly Bill 3018, and open up not only transportation accessibility, but essentially, the chance for people with disabilities to participate equally and productively.

ASSEMBLYMAN COWAN: Thank you, Ann. Assemblyman Gill?

ASSEMBLYMAN GILL: I have no questions.

ASSEMBLYMAN COWAN: All right. Tom McKenna?

T O M M c K E N N A: My name is Tom McKenna. I am Director of the Bergen County Office on the Handicapped. Again, Mr. Chairman and members of the Committee, I am very indebted to you for the opportunity to express the endorsement and support of the Bergen County Office on the Handicapped for Assembly Bill 3018, and its companion Senate legislation.

Since its inception in 1978, the Bergen County Office on the Handicapped has endeavored to assist disabled individuals of all ages, to live more independent lives.

Chief among the obstacles, hindering fuller independence for these individuals is, inaccessible transportation. Beginning in the fall of 1982, we undertook a survey among disabled residents of Bergen County, in order to determine specifically the transportation needs of this population. I would like to submit the results of this survey for your consideration, Mr. Chairman and your Committee, and briefly note, just a few highlights from the study.

Out of approximately 1,300 surveys distributed, 187, or a little better than 13%, responded. Sixty-one individuals of these 187 use wheelchairs for mobility; 149 do not drive their own vehicles; and, 140 stated they were unable to use public transportation. When asked to rate in order of importance, so far as the need for transportation is concerned, eighty-one chose employment; forty-three, medical services; twenty-nine, school; thirteen, social events. One hundred and thirteen stated they would make immediate use of accessible transportation, if it were available.

A look at the age characteristics of the respondents is quite interesting. Fifty-five percent are between the ages of twenty and forty; 64% are between twenty and fifty.

One last finding is also revealing. Sixty-four percent of the respondents said they would be willing to pay the equivalent of public transportation fares in order to make use of accessible transportation.

In summary, our findings speak eloquently of the disabled population, many of whom are severely disabled, who are in the productive and creative years of their lives, who want desperately to go to work, who will pay for the means to get them there, but who are presently doomed -- and that is not too strong a word -- to the frustration of that need, for the simple want of means to transport them. That is why they need A-3018 and S-3016.

It is not entirely inappropriate that we are speaking here about the constitutionally legitimate use of casino tax revenues, for New Jersey can place no sure or firmer bet than on those of its citizens most anxious to live productive and contributory lives, namely; than on those of its citizens who are disabled.

Thank you very much, Mr. Chairman and Committee members.

ASSEMBLYMAN COWAN: Okay, Tom. Assemblyman Gill?

ASSEMBLYMAN GILL: That was fine, thank you.

ASSEMBLYMAN COWAN: We appreciate your support. As we are going forward and down the line over the period of time, I am sure we will be back to you and the rest of the groups that have endorsed both bills to give us the utmost support, which I am sure we may need in various aspects to insure its passage.

MR. McKENNA: Thank you very much.

ASSEMBLYMAN COWAN: Thank you, and thank you Ann. (applause)
Next, I believe we have two speakers, Beatrice Warrington and Susan Stevenson.

S U S A N S T E V E N S O N: Good afternoon. I want to thank you, Mr. Chairman and Committee members, for this opportunity to speak to this group. I am an Occupational Therapist, and I have worked fifteen years with persons with disabilities, and also with the elderly. The primary goal of my rehabilitation program has been for people to achieve independence in their lives. It is a little unusual for an able bodied person to be speaking for disabled persons, but, many of the people -- I am from Essex County -- in Essex County who are most

interested in this bill are unable to get to this meeting because of the problem we are addressing.

So, on behalf of my patients and many disabled friends, and also as a concerned citizen who believes in the importance of public transportation for all people, I would like to address this bill.

When a person's life is changed due to an injury or an accident, or, if a person is born with a disability, or if a person develops a mobility problem through the aging process, there are many adjustments that are necessary. A great deal of time, effort and money is spent in the process of rehabilitation, so that a person may meet their personal goals of going to work, going to school, or participating in the community. This rehabilitation process may be for naught if a person cannot get out.

Many people with disabilities are dependent on the public transportation system, because they cannot drive due to their disability or because they cannot afford an automobile. New Jersey Transit has demonstrated its desire to serve all of the public, including the mobility impaired and the elderly.

There is one important link missing in the transportation system. Many of my disabled friends have been unable to get from their homes to the accessible buses or trains. There is a need for the wheelchair accessible van system to link the disabled and the mobility-impaired elderly to the existing accessible transportation that is available.

I wish to commend the New Jersey Transit for their commitment to provide full service to the public, and I ask that consideration be given towards providing paratransit services necessary to complete the existing system, so that all persons will be served. Thank you very much.

ASSEMBLYMAN COWAN: Thank you very much, Susan.

B E A T R I C E W A R R I N G T O N: I am Beatrice Warrington. I am President of Ironside from East Orange, New Jersey. I am very concerned, because I am in a wheelchair myself. Most of my members are in wheelchairs.

We have problems getting back and forth. If you don't have a car, you have to take a taxi. The taxis, if you don't know, in East

Orange, charge you for your wheelchair. Sometimes they charge you more for your wheelchair than the ride costs. So, I feel we need something. I think, even though we are talking about the vans, and things like that, we need to have the cities make curb cuts, too. We need curb cuts, because I am only a block and a half from the bus stop. There are no curb cuts. If there were curb cuts, I could roll up to the bus. So, there are a lot of things that need to be done, but, I think this A-3018 is very good. I will support it.

I still think the handicapped need anything that can make them more independent. You can't be independent, if you can't be outdoors. You can't be independent, if you can't cross the street. You would be surprised today, that many people do not want to help. They will go by you.

I feel that this hearing today was worthwhile, and worthwhile hearing the people. I was very impressed with those school children. They are just starting. I am going on up higher. So, we need to try to do something so that they won't have to go through what I had to go through and other people had to go through in this room. This is what I wanted to say. Thank you. (applause)

ASSEMBLYMAN COWAN: Thank you, Beatrice. I do think, Beatrice and Susan, before you leave, that what you are mentioning, so far as the disabled and the handicapped, what has happened in this country has certainly been enlightening, although, long overdue for many, many years. I would say in the last five to ten years, the thought is now being given, and certainly strong consideration to make sure that everyone is able to function at 100%, as we said before. Even without curbs, there is a lot of Federal monies that have been used for that over the past several years with safety improvements, and some communities have been fortunate enough in making the application and being eligible to get the money, whatever the eligibility may have been. That is not to put any community in the sense of neglect of not getting it. But, there are some that have gotten it, and it is moving along in that direction. Of course, with all of that, if you don't have the accessibilities of the buildings, then you are getting to the point and can't get in. Thank you.

MS. WARRINGTON: Thank you.

ASSEMBLYMAN COWAN: Is Tom Lehman present?

(MEMBER OF AUDIENCE): I don't believe he is.

ASSEMBLYMAN COWAN: Okay. Is Donald Dubow here?

D O N A L D D U B O W: Yes, I am.

ASSEMBLYMAN COWAN: Donald?

MR. DUBOW: Good afternoon. Thank you for the opportunity of allowing so many people with so many excellent viewpoints to talk to you today, including myself, hopefully.

I would just like to say where I am from and start out that way. My name is Don Dubow. I am the County Transportation Planner from Passaic County. I am also the County Transportation Association's liaison and representative to the Special Services 504 Committee with New Jersey Transit. We have been working very closely, on that Committee, with a number of concerns that have been addressed today, as John Del Colle said earlier.

The bill being discussed today is before the Legislature. In the beginning of that bill, it says that legislators find and declare that many senior citizens and disabled residents in the State require assistance in meeting the needs for accessible and available transportation. I think that point has been amply pointed out today, that there is a very great need for additional, available, and accessible handicapped and senior citizen transportation throughout the State. I know I can speak on behalf of Passaic County.

The Passaic County Senior Citizen, Elderly, and Handicapped Steering Committee has supported this legislation. The Passaic County Transportation Coordinating Committee has supported this legislation. I would like to read to you portions of a resolution passed by the Passaic County Board of Chosen Freeholders, dated March 2nd, 1983:

WHEREAS, Assembly Bill No. 3018 and Senate Bill No. 3016 has been introduced into the New Jersey Legislature which would provide for the setting up of a Senior Citizen and Disabled Transportation Assistance Program under the New Jersey Transportation Corporation; and -- and it goes on to read: ...now therefore,

BE IT RESOLVED by the Board of Chosen Freeholders of the County of Passaic that it hereby declares its support for both Assembly Bill No. 3018 and Senate Bill No. 3016 and urges the adoption of both bills by the New Jersey State Legislature;

BE IT FURTHER RESOLVED, That a certified copy of this Resolution shall be sent to the Governor of the State of New Jersey as well as all Passaic County legislators.

I would like to enter this into the record, if I may.

As I mentioned, there is a very big existing need throughout not only the State, but more specifically, I can speak for Passaic County. The county is currently constrained very much, insofar as local funding, and I am sure it is not just a local situation.

As Bill Rizzi, who is in charge of the Paratransit system in Passaic County, pointed out earlier, the county is striving to coordinate and provide transportation services throughout the county. Its services are limited, however, insofar as the amount of funding and the sources of funding currently received. As Roberta from Union County already stated, sources of funding are a major constraint, as far as limitations of where the services are going to be provided.

If passed, this legislation would enable the county to provide transportation services, insofar as the possibility of community buses, van services, mini buses, and, especially feeder systems, which would provide service to enable the elderly and the handicapped to get to existing lines serviced by New Jersey Transit.

New Jersey Transit is currently undergoing a route restructuring in Passaic County, in which a number of routes are being phased down. North Haledon is being completely phased out of service, in terms of public transportation, and, the reason for a number of these phase downs or phase outs of service is according to the subsidization formula. The senior citizens, who probably make up a larger portion of the ridership, since they only pay half fare, then means an increased amount of subsidization.

It seems that this increased amount of subsidization counts against that line, and therefore, there are a number of areas where services have decreased, specifically, hurting the seniors who have currently used that service. The disabled who can't even use the service that was existing are also at a loss, since they also will not have any service.

The existing Paratransit unit will not be able to pick up the slack with current funding systems. Already, there seems to be much more need than can possibly be met.

Another point in the bill is, coordination. We feel coordination is absolutely essential. Planning is a major goal of this bill. My background is planning. We feel that current continuing planning is what our goals should really be, not just one plan to be adopted and then put on a shelf. Planning should be dynamic and it should be continuing. A plan should be essential before the services and funding can be distributed. In our opinion, however, the plan should be ongoing. That includes monitoring and evaluation as part of the planning process, and, of course, it also means that someone should be held responsible for monitoring and evaluation.

Right now, the 16(B)2 program, as it currently exists, has been a failure to a small degree, because of the lack of the monitoring and evaluation system. Once the grants are awarded, New Jersey Transit, who is responsible for that system, does not have the staff or the interest in going out and doing the monitoring and doing the evaluation, or even making sure that evaluations are done by the counties or by the agencies. It is just recently that they are starting to encourage the agencies to send in their quarterly reports.

This monitoring and evaluation process is essential in any small or large service operation. We feel that the evaluation will bring back major data in which additional planning would then be used to coordinate and further refine a transportation system.

To sum up, basically, the county supports these two bills, Senate Bill 3016 and Assembly Bill 3018. One of the major reasons we support them is the additional services that would be provided and the coordination that would be provided in Passaic County. Thank you.

ASSEMBLYMAN COWAN: Thank you, Bill. Assemblyman Gill?

ASSEMBLYMAN GILL: I have just two questions, Bill. One is, you mentioned the fact that one of the reasons the 16(B)2 program was not really successful was the lack of monitoring. Why wasn't efficient monitoring set up at the beginning, and as part of the overall and ongoing program? I know we have received considerable criticism about the program, that not the full use of the equipment, etc., etc. As a planner, why wasn't decent monitoring set up at the beginning?

MR. DUBOW: I don't have the answer to that question, unfortunately. I can only guess that the State Department of

Transportation, who originally was responsible for the 16(B)2 program, was also understaffed. And, when they gave the program to New Jersey Transit, New Jersey Transit was trying to enhance the program. When it was originally handled by the New Jersey Department of Transportation, it was even less coordinated, less evaluations were done, and less systemization was in progress than is currently in progress with New Jersey Transit.

ASSEMBLYMAN GILL: Let me ask you the second question. You talked about subsidy and the increased subsidy resulting in the reduced service. I don't quite understand that. Could you explain that for me?

MR. DUBOW: When New Jersey Transit evaluated the bus route systems throughout the State -- and I can include Bergen County, Morris County, and Mercer County as counties that were seriously affected by their recent reductions in service -- they evaluated the buslines, basically on a cost-efficiency basis. If you are basing your cost on the amount of fares obtained, and you have to realize that seniors and disabled pay a half-fare system, that means less fares are coming in from each person taking the system. You are not basing your evaluation on the number of people being served, but the number of fare revenues coming in. And, if you have the same number of people coming in on one line who are not seniors as another line who are seniors, you have a good portion of less amount of fare coming in on the line who are seniors, which means that, assuming the costs are the same for running the two lines, or similar, the line with the seniors is going to be higher subsidized. If there is going to be a choice in terms of which lines are going to be reduced in service because of cost-efficiency, then the line with the seniors would be the line which the cuts would be made in. I am just trying to give you an example--

ASSEMBLYMAN GILL: I don't quite agree with what you say, because what you are suggesting is, the more New Jersey Transit subsidizes the handicapped and the elderly, the more eligible that particular line comes to having a service cut, because they are cost-effectively reduced. It was my impression that the cost-effectiveness was not based on and did not rest on the half fare. If it does, I certainly want to look into that. Are you sure of what you are saying?

MR. DUBOW: What I am saying is not entirely the fact that it is half fare versus non-half fare. I am saying, for instance, if there is a line that is servicing a majority of senior citizens, for instance, there is a line serving senior citizens from Passaic to Rutherford, and it was by and large senior citizens that were being served on this line. This line, because of the fact it was well used, but it was basically senior citizens' service, New Jersey Transit proposed cutting out that line entirely, because of the cost-effectiveness. They have since rescinded that proposal, and they are providing off-peak hour service during the day on a new route similar to that route.

The original intention was, they allowed public input to play a part in their final decision, which is to their credit. But, what I am saying is, their original decision, based on cost-effectiveness, the senior citizen half-fare program does play a part in that.

ASSEMBLYMAN COWAN: Thank you, Don. You are in the planning department up there in Passaic County, and undoubtedly you have been connected there a number of years, I would assume.

MR. DUBOW: No, that is not true.

ASSEMBLYMAN COWAN: That's not true?

MR. DUBOW: I am fairly new at the Planning Board in Passaic County.

ASSEMBLYMAN COWAN: What was your function before?

MR. DUBOW: I came to Passaic County Planning Board last May.

ASSEMBLYMAN COWAN: Last May? Where were you before that?

MR. DUBOW: I was with the Bergen/Passaic Health Systems Agency and also with the City of Paterson.

ASSEMBLYMAN COWAN: In planning?

MR. DUBOW: In planning. I have been a planner for six years.

ASSEMBLYMAN COWAN: Have you had much to do along the lines with what you are testifying today?

MR. DUBOW: Yes.

ASSEMBLYMAN COWAN: Both in the City and--

MR. DUBOW: I have had extensive experience in transportation planning.

ASSEMBLYMAN COWAN: All right. You mentioned monitoring programs, as far as planning. And, what I would assume from that is, as you mentioned, continued evaluation.

MR. DUBOW: That is correct.

ASSEMBLYMAN COWAN: We would appreciate from you something along the lines as to how that continuing evaluation should go. If I am making myself clear enough--

MR. DUBOW: I would be more than happy to provide you with that.

ASSEMBLYMAN COWAN: --we would appreciate something along those lines, from your past experience, your practical experience.

MR. DUBOW: Sure. I would be more than happy to provide you with that.

ASSEMBLYMAN COWAN: Very good. Thank you.

MR. DUBOW: Thank you.

ASSEMBLYMAN COWAN: Our next witness is Steve Janick, President of the New Jersey Coalition of Citizens with Disabilities. Steve?

S T E V E J A N I C K: I want to thank the Committee members for giving me the opportunity to appear before you. I should indicate that as President of the New Jersey Coalition of Citizens with Disabilities, we are a network of different disabled organizations that join together on specific issues on which we can reach joint agreement. One of the issues that has continued to plague many of the individual organizations, such as the Eastern Paralyzed Veteran's Association, DIAL, the Advisory Board on the Handicapped for Bergen County, and other groups, such as, POWER, down in Monmouth County, and some others that I am sure you will be hearing from in the next couple of months, has been the issue of transportation.

I also have the opportunity of being a member of the New Jersey Transit Advisory Board for the northern section, and, I am the only one who is disabled who is on the North and South Jersey Transit Advisory Boards.

Some of the things that I have heard here today give me some cause to want to ask some more questions. For example, the last point on the determination of discontinuing a route, which our group does

play a process in. I was not aware that the half fare was not equated out to a full fare basis and evaluation, and I, also, am going to be asking some questions on that particular topic myself, and I hope you will too.

As far as some overall statistics for you, just so you can sort of get a measure, somebody pointed out that there were approximately 1.2 million senior citizens in the State of New Jersey. I have heard the figure used on the same comparable basis from the 1980 census long form, and from the Department of Labor's -- the State Department -- economic indicators study of the State long form of the census in 1980, that the non-institutionalized elderly, who qualified being age sixty-four and over -- not necessarily sixty-two and over, but sixty-four and over -- on that survey was approximately 930,000 against the 1.2 million figure. You have to remember that I am dealing with statistics from the long form of the census that went to only about 1.2% of the population, and is subject to -- again, when you are getting into a smaller area, such as a standard metropolitan statistical area, such as the Newark area -- more fluctuation, as it is also at the State level or at the Federal level.

On the same basis, let me indicate what the disabled population is made up of. There are roughly 324,000 individuals who consider themselves, on the long form, unable to work because of a work disability, who reported themselves as such on the long form in the State of New Jersey between the ages of sixteen and sixty-four. That turns out to be about 7.3% of New Jersey's relative population of that particular age range.

I further went along into the statistics and found that the incidents of disability for those above the age of sixty-four rises very rapidly. They were not broken down in the report per se, specifically. I asked, and it was determined that there was a minimum of 15% of the elderly population which would translate into approximately 150,000 individuals, who are both disabled and in the category of senior citizens.

And, in some parts of the survey, the question was asked in another way, not whether you were disabled, but, could you climb steps in order to use public transportation? And, in that particular

instance, the amount of people who were between the ages of sixteen and sixty-four turned out to be 10.6%, I think, and among the senior citizens it was almost 30%.

So, what one can do here, if I am putting some statistics together, is, take the base of 324,000 individuals between the ages of sixteen and sixty-four, take another 200,000 individuals below the age of sixteen, which are available from statistics from our schools and where they are receiving services, either under Public Law 94-142, or the Education for All Childrens Act within the State of New Jersey, and the Beadleston Act, and add to that somewhere between 150,000 to 250,000 seniors who are both disabled and seniors. And, you come up with, really the same figure of what we talked about before, roughly 750,000 in the population, give or take 50,000. I am sure on the long form of the census, where people, themselves, defined whether or not they are disabled, at least that is a good benchmark to start with.

I think it was surprising to many of us how many people were, in fact, disabled. We do know about the growth of the senior citizen population, but I am not sure people really had a statistical basis to who comprised the disabled population.

We share with some of the seniors -- especially those seniors who have become disabled, and again, with the advent of life, more and more do become disabled -- the problem of transportation, especially accessible transportation. Accessible transportation becomes one that is really critical.

One of my words to you today would be, it is not a case of "either or", in the case of mass transit versus paratransit, but a case of "both and". I put this out because after our study of working with the twenty-one counties in New Jersey, in fact, we found that what is good for Essex County may not be an appropriate remedy down in Cumberland County, and we can even have a different situation in Warren County and Sussex County. I would like to talk a little bit about the bill having some flexibility here, and how this would translate out.

For example, let's take Newark, or take Essex County and Union County. We have a mass transit system and interurban transit system that does cross county lines. And, for the most part, we have tried to make, with the purchase of Grumman buses, some degree of accessibility on this.

It is true -- as Beatrice Warrington points out -- that someone needs curb cuts sometimes, to make that extra leap to make the lift work. We also point out that, in fact, the lifts on the buses are not just for wheelchairs. For people with walkers and canes, it is a very convenient way for people who cannot otherwise get on the bus, and, in fact, many of our senior citizens and our disabled community do not know that the buses will kneel.

There are parts of the State right now, for example, that have the accessible sign on them, but the service has not yet been expanded to include that area. For example, in the next couple of months, New Jersey Transit will be expanding the service to include Bergen County and Passaic County, to also take care of Mercer County and Atlantic County, both of which are two different systems not under New Jersey Transit's direct control.

The point of the matter is, we would almost like to see an advertising campaign, or a public service announcement campaign saying, "Lift is not just for wheelchairs" and pointing out with some television announcements, or some things like this, that people with canes, walkers, crutches, and the rest can use the lift in addition to people who are in wheelchairs.

Another thing I would like to point out in the flexibility of this program is, there have been many senior citizen groups, and we are for, incidentally, the senior citizens having a very vital communicative role and consultative role with your Committee, and encourage their participation, especially over the next two sessions. We, too, are interested in working with their organizations to come to some agreements, and there are some places we will perhaps have some emphasis and some places where they have more emphasis.

I bring up particularly the instance of some senior citizens who want free fare. Right now, the half fare program, during a very modified off-peak period time -- I think it is between 9:00 a.m. or 9:30 a.m. in the morning, and 4:00 in the afternoon -- costs New Jersey Transit roughly about \$8.3 million in this year's terms. Were that to go to a free fare program, even during those limited hours, you would be talking about doubling that \$8.3 million, since it is a half fare program subsidy now.

One of the things that I worry about on a complete free fare program is, that in fact it might utilize all of the resources available. However, under this particular draft piece of legislation before you, it lets each county make that decision, rather than our trying to make the decision everywhere. For example, it talks about, that a county could come up with a plan, and this might be very applicable in Union County and Essex County, that part of their plan might be a user-side subsidy or a fare subsidy plan that would, in fact, give more than just a half fare program. Also, I know you have many bills before you that have talked about expanded hours on the off-peak hour programs. Certainly, I think the hours after the rush hour in the evening, on weekends, and on the rest, should be expanded to half fare programs, especially when the buses are less crowded.

Another example, though, is, let's take Atlantic County. In Atlantic County, the Office of the Aging and the Office of the Handicapped are in one place, and, in fact, they do not have a separate transportation system. In that particular county, their transportation system -- as I am to understand -- is run by the Office of the Aging, and it might be most appropriate for that county, if it decides, to, in fact, let the transportation funds go to the Office of the Aging and provide service for both the Office of the Aging and the Office of the Handicapped, located in the same designation.

When one moves up to Ocean County, one finds a very different problem, the Route 9 Corridor having extensive service to New York. But, the problem is, how do you go across that county? Presently, as I understand it, the County services are the only services that exist to be able to give senior citizens or disabled individuals transportation. There, it would probably be that the plan would be developed by the senior citizen and disabled organizations in consultation with the transportation unit of that particular county.

When one looks at Warren County and Sussex County, one finds that the freeholders have decided not to, themselves, try to run their own system, but instead, have turned to a group of non-profit organizations that combined together with their 16(B)2 vehicles and formed a group of groups, as we call it, which were sanctioned by the freeholders to apply for the 16(B)2 funds, and, in turn, provided

door-to-door systems in that area. So, for that reason, we have encouraged, in this legislation, that a county may, if it doesn't want to provide service, allow a group of groups to form, present a plan to that county, if the county approves it, then that plan could be presented on to NJ Transit and get funded. The idea here is to build upon something which exists, and very uniquely, within those two counties, and not exclude them from participating in this program.

In another instance, I think you can see that there are some other areas of the thing which really allow New Jersey Transit to come in with an overall master plan, after the counties have once devised their plans. For example, there is the problem of intercounty transportation. That is not "intracounty," but "intercounty" transportation. For example, as I know within Union County, how does one get out of Union County on a Union County medical trip over into Somerset County? That is a particular problem right now.

One of the things that this bill attempts to say is, part of the responsibility with the use of the 25% of the New Jersey Transit for its funding would be to provide for intercounty subsidization so that in fact, one county would feel free to go to another county, drop off its people, or, exchange them at the county line, hopefully some place that is accessible and out of the rain, but, in fact, that there would be some promotion here of the mobility to cross the county line. In this State, sometimes people find it difficult to cross rivers. The disabled, at some point in time, as well as senior citizens, sometimes find it difficult to get out of their county to another county with that same type of transportation service.

I think the comments that have been made with regard to monitoring are something that deserve the Committee's attention. I think we would not like to exclude them. We think, in fact, they have a great deal of value. You will notice that, within the plan, as proposed, each county would have to hold a public hearing, that disabled and senior citizen input would have to go into the plan that the county develops, it would have to be a public hearing on that level, and then, there would have to be presentation to the New Jersey Transit Board of Directors at a public hearing, so that there would be two chances for the citizens to make sure that they get input into the process.

I will say, as a result of some of the things that have been brought up on the 16(B)2 program, that the contract now, that goes out to an individual organization that is non-profit, indicates in very big, bold-typewritten letters, that they must agree to a coordination of services. I believe that some of the 16(B)2 vehicle contracts that were executed four or five years ago may not contain that language that explicitly, nor perhaps in that great big capital type that has to be signed upon by an individual organization.

That still leads up to the problem of, how do you get some of the non-profits to come into the system? How do you get them to agree to, so to speak, let their vehicle become utilized as part of a larger system?

I have suggested to NJ Transit's Special Services Committee, which was called the 504 Advisory Committee, that one of the parts of NJ Transit's 25% expenditure could be for a system of computer terminals and a centralized computer thing that an individual organization could access and indicate on their tube with the keyboard system, that they have availability of a vehicle between such and such an hour, and is there a call for service in their area. And then they would get back from somebody else in the system on an innercommunication network, not necessarily with big brother looking over their shoulder, but an inquiry back from a group or an individual that wanted to get into that particular area. That is so we don't have buses going from one end of a county to another, and then some counties of the State. That could be a significant problem.

The other thing that I was encouraging in the computer system is, that the organization be permitted to keep its records on that computer system of how much it was spending for maintenance, insurance, miles driven, and the rest, but, it would not have to release that data unless it wanted to by punching in a code at the end of the month. This would mean, in effect, that they have the feeling that they still have control of their vehicles. Yet, their data would be in a larger data bank to which they would be comparing themselves, and would give them an incentive if they were only carrying two or three people a day when they see that the average 16(B)2 vehicle is carrying twenty or thirty people a day, that they would know they are subject to some

monitoring and review. This is a particular technique that would be used. It is one which I think would get more interested organizations participating, allow them to find an easy mechanism on coordination efforts, and still allow something like a county organization to maintain statistics on an overall basis and get reports quickly, but, they would not, so to speak, be looking as big brother with a club over their shoulder.

The other part that comes into it, it seems to me is, that there has been a substantial misrepresentation of the 25% that would be under this particular legislation, going to New Jersey Transit.

One of the things that I would like to propose is, an amendment to paragraph 7, section a, and put in a number "3" in parentheses, that would keep any administrative costs of both NJ Transit and the counties at a level not to exceed 10%, no matter what the funding level is. The reason I am doing this is, because I think most groups I have heard, senior citizens at the present time, seem to feel that the 25% going to NJ Transit is all going to go into administrative expense.

In fact, that is not the plan. I would suggest that some of the things that would be under the NJ Transit cost of 25%, over and beyond the capital costs of putting in things like elevators or lifts, in certain cases, or platforms in other cases, would be technical assistance, (a) perhaps in the form of maintenance on lifts. The maintenance on lifts is a particularly tricky maintenance problem, and perhaps this is something that NJ Transit could help the counties with. And, the counties would not have to duplicate lift mechanics for this type of equipment.

(b) would be in the area of driver training. It seems to me that NJ Transit has a good driver training program. One of the things that is brought up time and time again about the 16(B)2 vehicles is, that many of them are in poor maintenance shape because some of the non-profit organizations have not had the money to keep them well maintained, but also, they do not have a consistent driving force that is well trained and knows how to handle the vehicle properly.

I do not mean by this that NJ Transit might do all of the training, but, in fact, they might work with the local community

colleges to set up a program under the Job Training Partnership Act, which is coming into our State, starting the first of September, in which individual counties are going to be asked to draw up needs and programs like this for community colleges and other things. And, perhaps, with the vocational schools and the community colleges, we can make a dent in what is a problem, I think, to safety of the individuals involved. So, the people who are driving these vehicles are trained in the safety laws.

The next thing I would suggest is, that NJ Transit could take the lead in forming a statewide insurance pool on the 16(B)2 vehicles as well as these other vehicles, and even for school districts. There is an extremely high difference, when an individual organization goes out to get insurance on one of these paratransit vans. Sometimes the insurance exceeds almost any other cost that they have. It is not unknown for an organization to be paying \$1,600, \$2,000, to \$3,000 for basically a very minimal insurance program.

If NJ Transit could take the lead in an insurance pool or a self-insurance pool, under their technical assistance program, it seems to me that counties and schools districts could get a better rate on their insurance with a better plan, and it might improve the efficiency of the whole system, and reduce costs for both school systems, for the handicapped and elderly transportation, and other types of county transportation, provided the drivers were properly trained.

Another area, it seems to me that it is perfectly legitimate in considering the long-term aspects, is something that Bea Warrington suggested under capital improvements, that, in fact, the transportation system not think of itself merely as having rolling stock equipment, but consider curb cuts and the design of the shelters to make sure that wheelchairs can use them and that the curb cuts might be available on bus stops, especially those near high traffic generators, such as hospitals, rehab hospitals, schools and other things, which would be high trip generators.

Another thing that I am happy to report on is, that New Jersey Transit has just recently revised its specifications for park and ride lots, so that the bus platform, where people mount buses, and the rest, will be an accessible platform in all instances, and that the

handicapped parking laws will be, for the lane size, and with markings will be obeyed. But, beyond that, park and ride lots can serve as a major transfer point for people who need transportation of a long-haul nature on New Jersey Transit with the feeder system coming from one's home, if that is the convenient way of getting there.

The last thing I would like to address is, there is nothing in the bill that prohibits a county from coming up with a charge for its services. Again, it must be a charge, if it came up with a charge, say for providing a service, as they do in Westport, Connecticut, which has a very good paratransit service. It can be minimal, or, it can allow them to go to off-peak hours, especially on Sundays, holidays, Saturdays, weekends of all kinds, and evening hours for recreation and shopping trip purposes. I am utterly upset by the fact that I find Meals on Wheels does not operate in many parts of our State on Saturdays and Sundays, because there is no transportation available, nor are nutrition sites available because of a lack of transportation.

It seems to me, if we can meld into this system that need, we could satisfy something, I think, that is out there of great need.

Right now, there is nothing in this legislation that prohibits that need from being addressed.

Within another situation, I think somebody talked earlier about casino revenues, and particularly SCR-75, which attempts to bring together some senior citizens, disabled individuals, other members of the public and the Legislature to discuss the future uses of the casino revenues. I think we all realize that the casino revenues cannot be the replacement for everything. In fact, indeed, I would recall to everybody here today that, this bill talks about additional or expanded transportation services. It could not be, and should not be, a replacement for monies that counties or other organizations are presently expending. They should keep on expending those monies, and the Casino Revenue Fund should be used for new and expanded services, and additional services, and not merely funding something that a county is already doing itself. It is not replacement funds.

But, the discussion of priorities, of whether or not transportation is high on the list versus housing, versus tax relief, versus rental assistance, versus medical care and assistance, and

boarding home sprinkler systems. These are all complex matters. They do require a hearing. But, I think they require the use of SCR-75, and that the Casino Study Commission should set up priorities over the next couple of years, and for everybody to clearly understand how one particular department is forecasting its needs, and number two, how the different -- especially the Treasurer's office -- feels what the growth of casino revenues will be with the new casinos, and what the 8% tax will generate in future years with a larger handle.

One other thing that I would like to stress again -- I think you have heard it many times today -- is, the number of people who were anxious in the disabled community to become taxpayers, instead of remaining as recipients of either social security, disability insurance, or supplemental security income assistance, SSI, as it is known. Just to reiterate, in the case of Bergen County, they placed forty-five individuals, but had another forty-six individuals who wanted to be placed, had an offer of a job, and could not take it because of a lack of transportation.

The last thing I would like to touch again is, the fact of the difficulty of even making contact at a meeting like this. I was overjoyed with the number of people here today. In fact, it is one of the largest turnouts that I have seen at even some disabled events, except for, perhaps, at the football games at the Meadowlands on some Sunday afternoons in October.

But, the fact of the matter is, transportation is difficult. It was difficult to get some of the people here. It was difficult, I am sure, for you to park. It was difficult for a lot of us in vans to park in a situation like this. I am hopeful that the next hearings are in sites that have more parking and some more accessibility to them, but, most of all, we would like to thank you for the opportunity of getting the chance to be before you today. Thank you. (applause)

ASSEMBLYMAN COWAN: Thank you, Steve. Assemblyman Gill?

ASSEMBLYMAN GILL: That was probably one of the finest talks I ever heard. I am very, very pleased that you were able to do that. My first question is, what is your telephone number, so I can call you? (laughter)

MR. JANICK: When you can get me, my office number is, area code 201-447-6021. But, I am very seldom there. I am usually on the road to Trenton or to New Brunswick for meetings. I have some cards for you. I plan to be at the next two meetings. I want, at that time, to especially come last, because I thought it would be good to deal with some of the things that were brought up as objections. I think, perhaps, next time, I can give you written testimony that will talk to those objections perhaps a little bit earlier in the game. It might be useful to you.

ASSEMBLYMAN COWAN: It would be good, Steve. It would be very helpful to the Committee as a whole, and, of course the Senate Committee, because everything that is done here will be transmitted to them.

MR. JANICK: Right.

ASSEMBLYMAN COWAN: We might even have a joint session before it is all over, following the three hearings. Assemblyman Gill, do you have anything further?

ASSEMBLYMAN GILL: I would just point out that the information which I gave on the number of senior citizens is a very shifting number. It depends on what you read. It is 1.270 million senior citizens above the age of sixty-five, per the AERP. If you were to go to the Census Bureau, it might be different. But, that is a good guide.

Apropos to that, though, I am wondering if you have a figure for the number of disabled, whether it is senior citizens or not, who are confined to a wheelchair? The reason I ask that is, this makes a difference in what kind of buses we could provide.

MR. JANICK: In the overall thing, from the figure that I have been given to understand, the best to use is, when you are combining the statistics on the disabled and senior citizen population, you are talking roughly about 2%. The total 2% of the New Jersey population would be wheelchair users, and that includes both senior citizens and disabled. The disabled would probably be about equalled in number to senior citizens who must use wheelchairs.

That is one of my reasons for stressing, with a great deal of vehemence, the fact that the lift is not for wheelchairs only, because

the people using walkers, canes and crutches are almost an identical percentage, those who cannot use stairs.

I have heard it said that roughly, if you were in that 3% to 4% category. You are dealing with the total population, from children all the way on up through the oldest senior citizen. You would be dealing with 3% to 4% in wheelchairs, at the maximum.

ASSEMBLYMAN GILL: Let me just ask you one more question. I will send the other fourteen or eighteen questions to you. I am beginning to get a feeling through this. I would like to have your comment. Do you feel that the problems associated with the senior citizens, the problems associated with the handicapped should possibly be treated separately and not jointly?

MR. JANICK: I think it is, again, not an "either or", but a "both and" situation. There are some problems that senior citizens have that are peculiar to their particular time in life and the resources available to them. For example, there are, however, senior citizens, essentially one of their major goals is employment. Employment for us is a major goal, for the retired senior citizen, it may or may not be. However, as you know, one of the new programs under the Job Partnership Training Act is for training for people fifty-five years of age and older, and especially, I think, with the movement of people living longer and we are finding that they, in fact, live longer if they work longer, that, in fact, the senior citizen population may well be composed of more individuals working in the future for longer periods of time out of choice, hopefully not out of complete necessity.

In another instance, with regard to something like transportation, where resources are limited in both groups -- and, in fact, the number of people under the poverty line is greater in the disabled community than it is in the senior citizen community -- the income limits on earnings, incidentally, are set at a lower level. You may only earn a little bit over \$4,000 a year before you lose your benefits under SSDI, where one can earn up to \$5,500 a year as a senior citizen, before losing their benefits.

There is a commonality there that in fact, almost all of the people are very dependent upon some of the transportation and other social service agencies, and things that government makes available. There, we share a common goal.

In the areas of medical assistance and rent payments, for example, a lot of our group do not qualify right now for the property tax exemptions, simply because we do not own our own homes. I happen to be one of the lucky ones. I do own my own home at the present time, and I do qualify for that extra \$50.00. I am also very thrilled that there has been a movement away from paying the whole \$250.00 rebate out of the Casino Fund and only paying the \$50.00 bonus. But there, in fact, we have a lot of people who are probably spending over 50% of their income in rent. The number of Section 8 housing units, as you know, is small. Ten percent of those units, supposedly, now are set aside for disabled individuals. But, there are times where senior citizen groups have felt uncomfortable having younger families or younger people in the building with them. There have been instances where the groups have not always meshed completely.

The Coalition has as its goal, to work with the senior citizen organizations. They are diverse, as are many of the members of the groups that I proposit to talk for today. We are all human beings. But, I would say that there are some things where we are together, and there are some other things that are uniquely different. You have to take it program by program to determine--

It seems to me that transportation is one of those that we share somewhat of a commonality with.

ASSEMBLYMAN GILL: That is a good answer. Thank you.

ASSEMBLYMAN COWAN: Thank you very much, Steve.

MR. JANICK: Thank you.

ASSEMBLYMAN COWAN: Next we will hear from Gerald Ryans. Gerald?

G E R A L D J. R Y A N S : I am Gerald Ryans. I live in Monmouth County. First off, I would like to say, being a legally blind resident of this State, and sitting through all of the testimony today, I have heard about the wheelchair lift accessibility on buses and trains, which is terrific. But, what about the blind and legally blind community? Sure, you have brand new MC9's that are run on the Route 9 Corridor, the Grumman flexibles with the large signs on them, but, why can't NJ Transit use some of the funds that they would get from this bill to develop a way of enlarging their schedule?

I was talking to one person, and they said NJ Transit has an 800 number. From where I live, I would have to cross Route 9, which is approximately five minutes, call up, I would have to sit, wait on the phone for about ten to fifteen minutes -- I have done it -- when it is just as easy for me to pick up a schedule, look at the schedule that tells me what time my bus is coming.

Nothing has been mentioned as far as that.

ASSEMBLYMAN COWAN: Are you saying the schedules now?

MR. RYANS: The schedules. They are making sure you can see where the bus is going, but they are still not approaching the basic question, "What time is it getting there?" I think most blind and visually impaired people would be more than happy to sit and read their own schedule, instead of calling up and having somebody say, "Well, the bus is coming at 8:50, when the schedule probably reads 7:30.

Also, I think they should try to get some of the monies focused on that little portion. It is not a big job, but just that little portion. Try to develop it so the blind and visually handicapped people of this State won't have to suffer.

ASSEMBLYMAN COWAN: All right, Gerald. We certainly will address that with Mr. Premo. We will have our aide, Larry Gurman, contact Mr. Premo immediately, tomorrow morning, and see if we can address that without waiting for A-3018.

MR. RYANS: Okay. Because at one time, I was working in Transportation -- about two years ago. I approached the Community Development Unit. But, I guess they roundfiled it, because I never heard anything else about it.

ASSEMBLYMAN COWAN: I haven't heard that expression before, Gerald. What does that mean?

MR. RYANS: They call that the wastebasket.

ASSEMBLYMAN COWAN: Oh, okay. (laughter) Do you have any questions, Assemblyman Gill?

ASSEMBLYMAN GILL: I am surely going to look into it.

ASSEMBLYMAN COWAN: We will have our aide, Larry Gurman, and, of course, we have our Republican counterpart here, Maryann, and we will check into that, Gerald.

MR. RYANS: Thank you.

ASSEMBLYMAN COWAN: Did you leave your address here? Would you leave your address here, for the record? We can make sure that someone does contact you on this subject.

MR. RYANS: Okay. (reads mailing address to Committee) Before I go, I would like to say that I have been lucky enough to know my way around this whole State, transportation-wise. But, I think that is a question that should be addressed.

ASSEMBLYMAN COWAN: Well, you are one of the more fortunate ones, and we are thinking of the other percentage out there that certainly doesn't have the wherewithal, perhaps, that you may have, despite your disability.

MR. RYANS: Right. Thank you.

ASSEMBLYMAN COWAN: Thank you, Gerald. (applause) All right. Is Mr. Wolde here?

Y I R G U E W O L D E: Thank you, Mr. Chairman. I am representing MCOC from Middlesex County. We have been involved in transportation since 1976. We started with a jobs transportation program, which was a demonstration program, introduced by, I think, Assemblyman Schwartz. Since 1978, we have also been involved with handicapped transportation. Presently, we are transporting about twenty-two to twenty-five handicapped people through the New Jersey Department of Labor, and, about thirty to forty handicapped people who are paying a minimum of \$2.00, which is like going for free.

So far, in the county alone, there are about 55,000 handicapped people. In the last two or three months, we have been getting about twelve to fifteen calls a week, because of the need of transportation for handicapped people.

The other programs we have are transportation outside of the county. With the helpful Lou Klein, we have been in contact with the vocational rehab centers in Flemington, and some in Essex, too, but, we are not able to transport our clients outside of the county because of the lack of funding, and because of the lack support from the Department of Transportation. During the last two years, we have been losing about \$2,000 a month, for about \$24,000 a year. We have been diverting monies from other programs to support our handicapped transportation, because we know it is very essential.

As the representative of MCOC, which is a county community action agency, we are in support of the casino revenue legislation, A-3018 and S-3016. We will contact our legislators in Middlesex County to support you in Trenton.

ASSEMBLYMAN COWAN: Thank you Yirgue. Do you have anything, Assemblyman Gill?

ASSEMBLYMAN GILL: I talked to him at lunch.

ASSEMBLYMAN COWAN: Okay. Thank you very much. (applause)
Are there any other people among the public who wish to address the Committee now? That is what we have so far on our schedule. The one thing I would like to ask of Steve and John, with some of the backgrounds you have, and some of the figures that you have been putting up, I would like to see some breakdown on a county basis, if you can gather that information to submit to the Committee. That would be people involved, as was mentioned here in the interchange of wheelchair people, and if you have the same -- as you mentioned before -- for the seniors. If we could get that on a county-wide basis, we would appreciate it.

MR. ORTIZ: I have one question. When this bill was considered, before it was proposed and written up to be introduced in the State Legislature, both the Assembly and the Senate, because they are "equal, this morning, in your initial statement you said, "most, if not all, of the casino funds have been allotted for in one way or another." Is that correct?

ASSEMBLYMAN COWAN: I don't believe I--

MR. ORTIZ: In other words, part of it has been allotted to the PAA system, and different other programs.

ASSEMBLYMAN COWAN: That wasn't my statement. That was a statement by Assemblyman Markert, I believe, when he made the comparison of what funds were actually spent in Fiscal Year 1983, and what the proposed appropriations are for Fiscal Year 1984. I have the figures here. He gave me a copy of that this morning. With those figures, there are, many increases over the Fiscal Year 1983, the trusted appropriation, and, some new programs that were actually from the casino funds. There are two in particular, the Initiative and the Community Care Initiative, under

Medicaid, approximately \$10.5 million. They weren't in the prior fiscal years.

MR. ORTIZ: My one question is, if most of the monies have been allotted to, why, when this bill was written up, it was stated, or put in such a way that the funds for this transportation bill would come under the Casino Revenue Fund, which is already, apparently, overburdened? There might not be funds available that are contained in that bill. Was that considered in the drafting of the bill?

ASSEMBLYMAN COWAN: In the drafting of the bill, I think, probably, John Del Colle could address that better than I, so far as the casino funds are concerned. This information was not available to us at that time. In that matter, this is not the final say of how that money will be allocated.

MR. ORTIZ: Okay. Maybe what they had in mind was, perhaps, the casinos would have to put out one more percent. I don't think they would appreciate that.

ASSEMBLYMAN COWAN: I don't know how much they can, in Atlantic City, or the casinos or the State, could really absorb that, but, it is always a worthwhile consideration without being frivolous. As to projections with money, I think the casinos have been doing fairly well. The figures that came out just recently, they expected a downturn and I think it was an upswing, even over what we consider religious holidays. They were doing much better this year with religious holidays, because they created programs to bring people in for the religious holidays. Yes, Steve.

MR. JANICK: I think one comment could be made, that in most of the past years, while it has been generally projected that the casino funds would all be spent and there would be a very small surplus, I think at the end of each years there has been a surplus that has roughly been between \$5 million and \$15 million that is existent. Some of it comes from the forecasting, just how much will be used in the lifeline credit. Again, this year, there is quite a substantial increase in what is called a rebate to municipalities, or the tax exemptions. There is some question as to why that has grown from \$6 million to what is projected this year at \$8 million, growing to \$30 million next year. It is not a question of doubting them; in fact, somebody's projections are wrong.

In fact, what has happened, I myself would like to know, what causes that terrific increase in what seemingly has been a consistent program over the past few years.

ASSEMBLYMAN COWAN: You raise a good point, insofar as the amount. Perhaps it may have been the increase coming in. But, with that allocation to the Department of the Treasury for the exemptions, the Homestead exemptions, for the seniors and disabled at the \$50.00 rate, last year the adjusted appropriation was \$19.4 million, and the recommended appropriation for Fiscal Year 1984 is \$20.5; whereas, with the reimbursement to municipalities -- a point you raised -- for senior and disabled tax exemptions, the adjusted appropriation for 1983 was \$25.8 million, and in 1984, it is going to \$30.4 million.

MR. JANICK: We are not doubting that. (inaudible)

ASSEMBLYMAN GILL: Mr. Chairman, just before we close, I have found this hearing today particularly interesting and very valuable. You always think that you have learned about as much as you can on a particular area, and then a whole new world opens. I have worked for years for the ramps, the wheelchairs, and the curbsides, and so forth and so on, and now we have an entirely new area to work on. That is good. I have found the testimony particularly good. I can't wait to hear the next one.

I particularly like your comment about the importance of SCR-75. I do agree, that is going to be extremely important. I hope you are testifying for that too. Thank you very much, all of you.

ASSEMBLYMAN COWAN: Thank you one and all for coming. We appreciate your patience and your endurance. Of course, in the political situation of what we exist in, we realize, as I indicate, P & P is what counts, and that is patience and persistency, it can be achieved. Thank you.

(Hearing Concluded)

The Board of Chosen Freeholders of the County of Monmouth

MONMOUTH COUNTY
OFFICE OF THE HANDICAPPED
ALEXANDER A. BUONO
ACTING DIRECTOR

HALL OF RECORDS ANNEX
FREEHOLD, NEW JERSEY 07728
TELEPHONE (201) 431-7399

February 1983

To Whom It May Concern:

The Office of The Handicapped has been informed of the introduction of two bills in the State Legislature. The bills are Assembly bill A-3018 and Senate bill S-3016 ... These two bills are similar, and have been designated the "Senior Citizen and Disabled Transportation Assistance Act." The bill states:

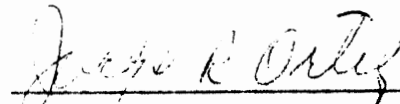
"..The Legislature finds and declares that many senior citizens and disabled residents in the State require assistance in meeting their need for available and accessible transportation so that they may obtain the necessities of life, including but not limited to employment, post-secondary education,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

These bills have been endorsed by the North and South Jersey Transportation Advisory Committees, the County Transportation Advisory Committees, the County Transportation Association, and other interested parties. We now ask that you, as a resident of this County and State, do your civic duty...Please fill in the attached forms, which will state your approval or denial of support for these bills; and then mail each individually to the Assemblyman or State Senator as indicated. To write your State Representatives, please call 431-7399, for his address!!

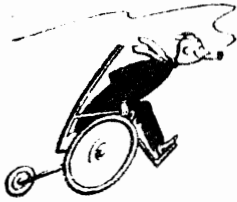
Sincerely,



Alexander A. Buono
Acting Director



Jorge R. Ortiz
Legislative Liaison



EASTERN PARALYZED VETERANS ASSOCIATION

452 PARK AVENUE SOUTH
NEW YORK, N.Y. 10016
(212) 686-6770

LEGISLATIVE MEMORANDUM

TO: Individuals Concerned With Providing Transportation
to Our Senior Citizens and the Disabled

FROM: John D. Del Colle

DATE: February 1, 1983

SUBJECT: Assembly Bill 3018
Senate Bill 3016

I currently serve as Chairman of the New Jersey Transit Special Services Citizen Advisory Committee. The Committee was established by Mr. Jerome Premo, Executive Director, NJT, to provide suggestions as to how NJT might provide services to the elderly and handicapped community.

The Committee passed a resolution that was approved by the NJT Board of Directors in January 1982, creating a \$20 million transportation program that would be funded from Casino Tax Revenue Funds. I am proud to announce that A. 3018 and S. 3016 have been introduced at our request and describe the kind of program our Committee feels is necessary to provide adequate transportation services to the elderly and handicapped in New Jersey.

Please read the enclosed bill. It provides for individual county transportation systems and also provides NJT with adequate funds to make the necessary accessibility renovations to the already existing mass transit system.

The bill has support from the North and South Jersey Transportation Advisory Committees, the County Transportation Association and numerous other individuals and groups involved with the original resolution. **We need your support. We encourage you to contact your local legislator and ask them to join in as co-sponsors.** Also, contact the Chairmen of the Senate and Assembly Transportation and Communications Committees urging them to hold hearings on this bill as soon as possible.

Honorable Thomas F. Cowan, Chairman
Transportation and Communications Committee
122 Highland Avenue
Jersey City, NJ 07306

Honorable Walter Rand, Chairman
Transportation and Communications Committee
514 Cooper Street
Camden, NJ 08102

If you need additional information on these bills, feel free to contact me. In the near future, I will contact you with the dates of any hearings that may be held in conjunction with these bills.

Honorable Thomas F. Cowan, Chairman
Transportation and Communications Committee
122 Highland Avenue
Jersey City, New Jersey 07306

RE: Assembly Bill
A-3018

AS A RESIDENT OF THE STATE OF NEW JERSEY, I (SUPPORT..... OPPOSE

BILL A-3018, THE "SENIOR CITIZEN AND DISABLED TRANSPORTATION ASSISTANCE ACT."

PLEASE R.S.V.P. TO: _____

STREET ADDRESS _____

CITY AND ZIP _____

(PLEASE MAIL TO ASSEMBLYMAN COWAN AT THE ABOVE ADDRESS)

Honorable Walter Rand, Chairman
Transportation and Communications Committee
514 Cooper Street
Camden, New Jersey 07102

RE: Senate bill
S-3016

AS A RESIDENT OF THE STATE OF NEW JERSEY, I (SUPPORT OPPOSE

BILL S-3016, THE "SENIOR CITIZEN AND DISABLED TRANSPORTATION ASSISTANCE ACT."

PLEASE R.S.V.P. TO: _____

STREET ADDRESS _____

CITY AND ZIP _____

(PLEASE MAIL TO SENATOR RAND AT THE ABOVE ADDRESS)

Honorable S. Thomas Gagliano
1090 Broadway
West Long Branch, New Jersey 07764

RE: Senate bill
S-3016

AS A RESIDENT OF THE STATE OF NEW JERSEY, I (SUPPORT OPPOSE

BILL S-3016, THE "SENIOR CITIZEN AND DISABLED TRANSPORTATION ASSISTANCE ACT."

PLEASE R.S.V.P. TO: _____

STREET ADDRESS _____

CITY AND ZIP _____

(PLEASE MAIL TO SENATOR GAGLIANO AT THE ABOVE ADDRESS)

PLEASE CUT ALONG DOTTED LINES, CIRCLE "SUPPORT" OR "OPPOSE", AND FILL IN YOUR
NAME, ADDRESS, CITY, STATE, AND ZIP CODE... AND MAIL EACH OF THREE ABOVE SEPARATE.

THANK YOU!!

On the following chart, you will find your State Senator and Assemblymen

<u>Municipality:</u>	<u>Your State Senator:</u>	<u>Your Assemblymen:</u>
Aberdeen Township	John P. Gallagher	William E. Flynn Richard Van Wanner
Allenhurst Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Allentown Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Asbury Park City	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Borough of Atlantic Highlands	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Avon-by-the-Sea Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Belmar Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Borough of Bradley Beach	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Brielle Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Colts Neck Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Deal Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Eatontown Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Englishtown Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Fair Haven Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Farmingdale Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Freehold Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Freehold Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Hazlet Township	John P. Gallagher	William E. Flynn Richard Van Wanner
Highlands Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Holmdel Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Howell Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Interlaken Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Keansburg Borough	John P. Gallagher	William E. Flynn Richard Van Wanner
Keyport Borough	John P. Gallagher	William E. Flynn Richard Van Wanner
Little Silver Boro.	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Loch Arbor Village	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Long Branch City	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Manalapan Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Manasquan Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Marlboro Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Natawan Borough	John P. Gallagher	William E. Flynn Richard Van Wanner
Middletown Township	John P. Gallagher	William E. Flynn Richard Van Wanner Marie S. Muhler

Borough	Brian T. Kennedy	Anthony M. Villane, Jr.
Neptune City Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Neptune Township	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Ocean Township	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Oceanport Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Red Bank Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Roosevelt Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Rumson Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Sea Bright Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Sea Girt Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Shrewsbury Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Shrewsbury Township	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
South Belmar Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Spring Lake Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Spring Lake Heights Borough	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
Tinton Falls Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Union Beach Borough	John P. Gallagher	William E. Flynn Richard Van Wagner
Upper Freehold	S. Thomas Gagliano	Marie S. Muhler John O. Bennett
Wall Township	Brian T. Kennedy	Joseph A. Palaia Anthony M. Villane, Jr.
West Long Branch Borough	S. Thomas Gagliano	Marie S. Muhler John O. Bennett

State Senators:

Hon. Brian T. Kennedy 503 Washington Blvd. Sea Girt, NJ 08750	Hon. S. Thomas Gagliano 1090 Broadway West Long Branch, NJ 07764	Hon. John P. Gallagher 590 Highway 35 Middletown, NJ 07748
---	--	--

Assemblmen:

Hon. Anthony M. Villane, Jr. 15 White Street Eatontown, NJ 07724	Hon. Joseph A. Palaia 290 Norwood Avenue Ocean, NJ 07723	Hon. Marie S. Muhler 31 West Main Street P.O. Box 838 Freehold, NJ 07728
John O. Bennett 31 Main Street Freehold, N.J. 07728	Hon. William E. Flynn P.O. Box 515 Old Bridge, NJ 08857	Hon. Richard Van Wagner 169 State Highway 36 Belford, NJ 07718