

NINA 2010 Legislative Breakfast – Friday, December 3, 2010

Seamless Mobility and Access to Services

What would you do if...you couldn't afford to own a car, or make expensive repairs, or didn't have enough money at the end of the month to buy gas?

What would you do if...you didn't have a driver's license: too young, too old, insufficient documentation, temporarily suspended?

What would you do if...you were mentally or physically unable to drive a car? - Or, if you were unable to even ride in a vehicle without lift/ramp modifications?

You would...

- **Rely on family & friends** to give you a ride – this works if you have a support network in the area, if you don't require vehicle modifications, and don't need to go very often.
- **Walk or ride a bike** – this works for short distances, if you are physically able, and there is a safe way to access your destination (sidewalks/bike lanes).
- **Look for public/private transportation** – social service agencies, taxi cabs, public transit – this works if you only want to travel 8-5 on weekdays, have resources to spend \$30-50/trip for a taxi or qualify for subsidy (Medicaid) – some people find \$45/month for a bus pass financially challenging.

Fortunately, there are some transportation resources available. The **Transportation Resource Guide** <http://www.nircc.com/user/image/2009transportationresourceguidebrochure.pdf> lists multiple transportation providers in Fort Wayne -Allen County. The **2009 Indiana Public Transportation Annual Report** <http://www.in.gov/indot/files/2009IPTAnnualReport.pdf> identifies countywide public transit service providers in all but Adams County in the Northeast Indiana area.

Area	Provider Name	Ridership One-way trips/year 2009	Estimated Demand*	% of Met Demand	Trips to Meet 50% of Demand	Cost to Meet 50% of Demand**
Adams	Adams CoA	No public transit	157,000	0%	78,500	\$424,685
Allen	CTN	40,000	7,243,000 (Allen Co)	27%	1,670,100	\$9,035,241
Allen	Countilink	11,400	"	"	"	"
Fort Wayne/ New Haven	Citilink - Fixed Route/Access	1,900,000	"	"	"	"
DeKalb	DART	19,200	153,200	13%	57,400	\$310,534
Huntington	HART	38,400	125,300	31%	24,250	\$131,193
LaGrange	LCCoA	16,000	138,300	12%	53,150	\$287,542
Noble	NTS	23,800	170,800	14%	61,600	\$333,256
Steuben	STAR	16,000	118,300	14%	43,150	\$233,442
Wells	Wells on Wheels	32,900	106,700	31%	20,450	\$110,635
Whitley	WCT	22,700	114,700	20%	34,650	\$187,456
TOTAL	NE Region	2,120,400	8,327,300	26%	2,043,250	\$11,053,984

*Indiana Statewide Public Transportation Needs Assessment Study, 1999 / **2009 Avg. cost/trip \$5.41

As evidenced by the daily experiences of service agency staff, survey responses, and demand estimates from an INDOT transit needs study*, current transportation service levels are not adequate.

Progress has been made; at the time of the INDOT transit needs study (1999) Citilink was the only public transit system in Northeast Indiana. With the growth in rural public service provided by the County Councils on Aging in our area, current service levels meet 12-31% of estimated demand. The table demonstrates that an additional 2 million one way passenger trips would be necessary to meet 50% of the estimated demand. At an average trip cost of \$5.41, it would cost an additional \$11M to met 50% of the estimated demand in the nine county Northeast Indiana region.

Now that there is a public transit service provider in almost every county in Northeast Indiana, there are opportunities for regional collaboration. This may result in some administrative cost savings and trip consolidation; however, the main costs of providing transportation are drivers and vehicles. Additional resources will be necessary to implement service improvements and facilitate coordination.

We offer the following three suggested legislative actions for your consideration:

- 1. Consider any proposed legislation regarding Regional Transit District (RTD) local funding options and ensure that it be applicable to Northeast Indiana, and other regions of the state, not just Central Indiana.**
- 2. Consider increasing the proportionate share of state sales tax funding dedicated to the Public Mass Transit Fund (PMTF).**
- 3. Citilink requests that you support legislation to be proposed by Senator Kruse and Representative GiaQuinta to clarify that Public Transportation Corporations automatically qualify for an increased levy due to annexation.**

In the helping professions, we see many people who are unable to access jobs, education, health care, community services, etc. due to a lack of affordable and accessible transportation... A father who can't accept a late shift job, a mother unable to take her child to therapy, a family that must decide between gas & food, a grandmother held hostage in her own home because she can't drive, a person who knows that public transit is less expensive, better for the environment, reduces use of fossil fuels, etc. but can't make the available service work for their schedule.

The consequences of being dependant on others for transportation range from inconvenient to life-threatening. Lack of access is a significant barrier to receiving essential services. You can't do it if you can't get there! This is why transportation was chosen as one of the two priority topics to present at this year's NINA legislative breakfast.

Thank you for your thoughtful consideration of this important issue. Please feel free to contact any of the NINA members and/or transportation providers listed for additional information.