

NEW HAMPSHIRE SPEAKS OUT:

We Want Public Transportation



*Results from New Hampshire's
first statewide survey of
resident perspectives on
the use, availability and
need for public transportation*

Summary Report

PROVIDED BY:

The Institute on Disability/UCED at UNH and
Community Action Program Belknap-Merrimack Counties, Inc.

Who Should Read This Report?

If you are concerned about:

- Access to health care
- Access to employment
- The costs of gasoline and transportation
- Community supports infrastructure
- Community and regional planning
- New Hampshire's demographic trends

You Should Read This Report!

Support for this study was provided by:



INSTITUTE ON DISABILITY/UCED



UNIVERSITY of NEW HAMPSHIRE



Community Action Program
Belknap-Merrimack Counties, Inc.



December 2005

About the Study Methodology

Results of this study are drawn from a statewide random phone survey of 749 New Hampshire residents ages 18 and over conducted between March and August of 2005 by the UNH Survey Center. Three rounds of data were collected using the transportation survey instrument. During the first round, collected in March 2005, 713 responses were recorded (a response rate of 29%).¹ In order to draw valid comparisons between those who were at high risk for reduced access to critical community supports and those who were not at risk, the second and third rounds focused on collecting information specifically on those who identified themselves as individuals who:

- Do not drive and have a condition or disability preventing them from driving
- Do not drive and have a condition or disability making it difficult or impossible to walk
- Were age 65 or older who primarily rely on others for transportation 50% or more of the time

During rounds two and three, 36 responses were collected (with an average 44% response rate). Data presented for the full sample was weighted by census demographics for gender and geographic area of the respondent as well as the ratio of adults to phone lines in a household. No weighting was applied to the high-risk group when drawing comparisons between high-risk and non-high-risk respondents. More information on the survey instrument, study methodology and characteristics of the participants can be found in the full report.

Referencing the Data to New Hampshire's Population

Throughout this report, readers will note references to New Hampshire's population represented by the study's respondents. As this study is based on a random phone sampling of New Hampshire residents ages 18 and older with access to a phone line in their home, the results of this study can be statistically interpreted as broadly representing the opinions and perspectives of this entire group statewide. The range of population estimates provided in the report are based on taking the lower and upper bounds (using a 95% confidence interval) of the estimate provided by responses to the survey and multiplying this proportion by the number of adults 18 and older in New Hampshire (according to the 2004 American Community Survey, this equaled 956,817).

For example, 75.3% of 707 respondents indicated that they would be likely to use a bus if it were available when they needed it. The 95% confidence interval for this proportion and sample size is 3.18%. Thus, it is 95% likely that the true proportion of people (if every single adult with a phone in New Hampshire were sampled) who would use a bus if it were available for their transportation would be between 72.1% and 78.5% of the total adult population. Converting this to population counts based on the fact that there were 956,817 adults 18 and older in New Hampshire in 2004 means that there are anywhere between 690,014 and 750,952 people in New Hampshire who would use a bus if it were available. For ease of reading, population estimates were rounded off to the nearest 1,000 people.

Questions? Please contact one of the report's authors:

Peter Antal, Ph.D., (Peter.Antal@unh.edu) for study methodology and data analysis

Sönke Dornblut, M.S., (SD@unh.edu) for implications for statewide transportation policy

Mickey McIver (MMcIver@BM-Cap.org), for experience in public transportation at the local or regional level

¹ The response rate for this method of public opinion research is slightly higher than what is typical for New Hampshire (average is 20 to 25%).

Introduction

This summary report is the result of a joint project of the University of New Hampshire's Institute on Disability/UCED and the Community Action Program Belknap-Merrimack Counties, Inc. to document residents' perceptions about their access to transportation, need for transportation, what they would like to see in a public transportation system and how such a system should be financially supported. Of particular importance to this work is the need to understand how those with limited mobility in New Hampshire are able to access community supports that are critical for maintaining a healthy and independent life.

Findings suggest that while most New Hampshire residents want to have greater access to a range of public transportation options, they typically do not have access to transportation beyond their own vehicles or rides provided by family or friends. Given the proportion of people who are worried about losing their driving ability and those who currently cannot drive themselves due to old age or disability, concerns are raised regarding access to critical community supports such as jobs, health care, and shopping. However, responses also indicate that the majority of the public is willing to financially support an enhanced public infrastructure in New Hampshire.

Legislators, community advocates and the broader public are encouraged to take action to ensure that all New Hampshire residents are able to maintain independence and participate in community life no matter their age or condition.

Transportation: It's How We Get There

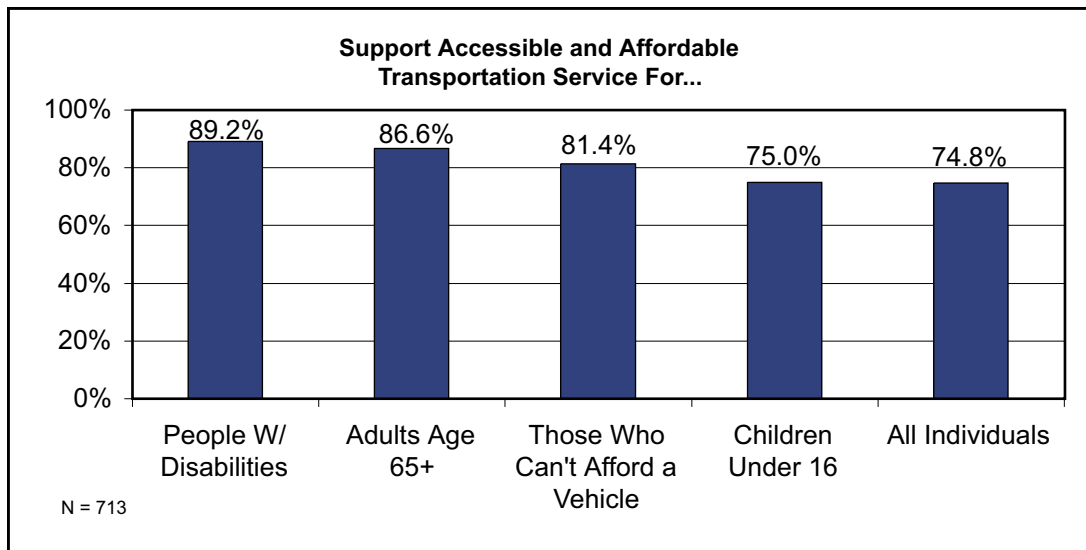
We use it everyday, but for the most part, we do not recognize the importance of New Hampshire's transportation system. The transportation system is all around us. Land, water, and air are spaces we use to travel and move goods and services. Without a well functioning transportation system our society would collapse. Travel to work, getting food from the supermarket, delivering roses to a loved one's office, or getting to school would be all but impossible were it not for a well planned transportation infrastructure.

The most common experience residents have of New Hampshire's transportation infrastructure is as a driver of an automobile. We treasure the independence and flexibility associated with driving a car. An owner of a car can drive when and where he or she wants without prior appointments or much forethought. Cars are such integral parts of our lives that we are very surprised at how difficult life becomes when we can't drive, maybe due to a broken leg or diminishing eyesight. Suddenly a trip to the supermarket is a major undertaking that requires planning and scheduling. If you are lucky there is a public transportation option available to you. If you live in one of the few areas in New Hampshire that has regularly scheduled bus service and the bus stop is close, you may choose to use it. If the service doesn't run at the time that you need it or there is no bus service you will need to find another option. If you are eligible for Senior Transportation this may be a service that can offer an occasional ride to go shopping or to a medical appointment. There are other human service transportation options that you may qualify for and that may be available. If the transportation service is not available for the time you need it, the only solution may be to reschedule your appointment. So much for independence and flexibility.

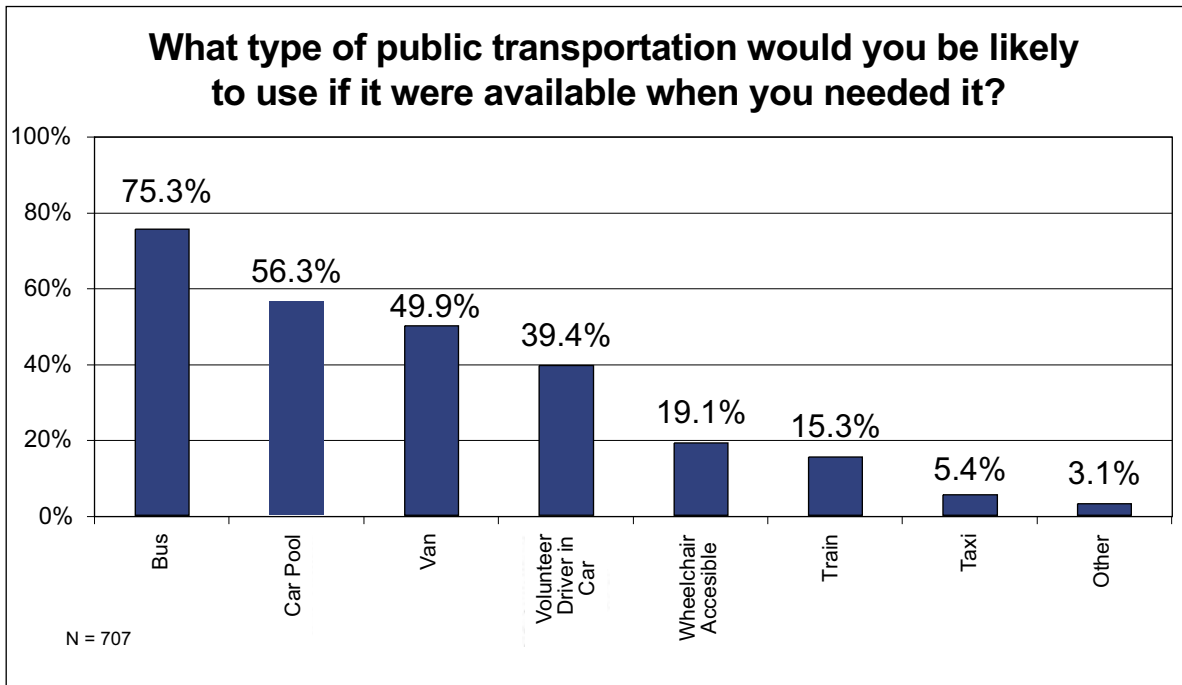
In order to achieve independence in old age as well as for those currently without the ability to drive due to disability or lack of income, New Hampshire's transportation system requires some additions. The majority of us can use the system we have and benefit from it, but an ever increasing minority is forced to live restricted lives because the transportation system does not work for everyone. We all pay for it, shouldn't we be able to use it at all stages of our lives?

A majority of New Hampshire residents wants a public transportation system that is accessible by all residents.

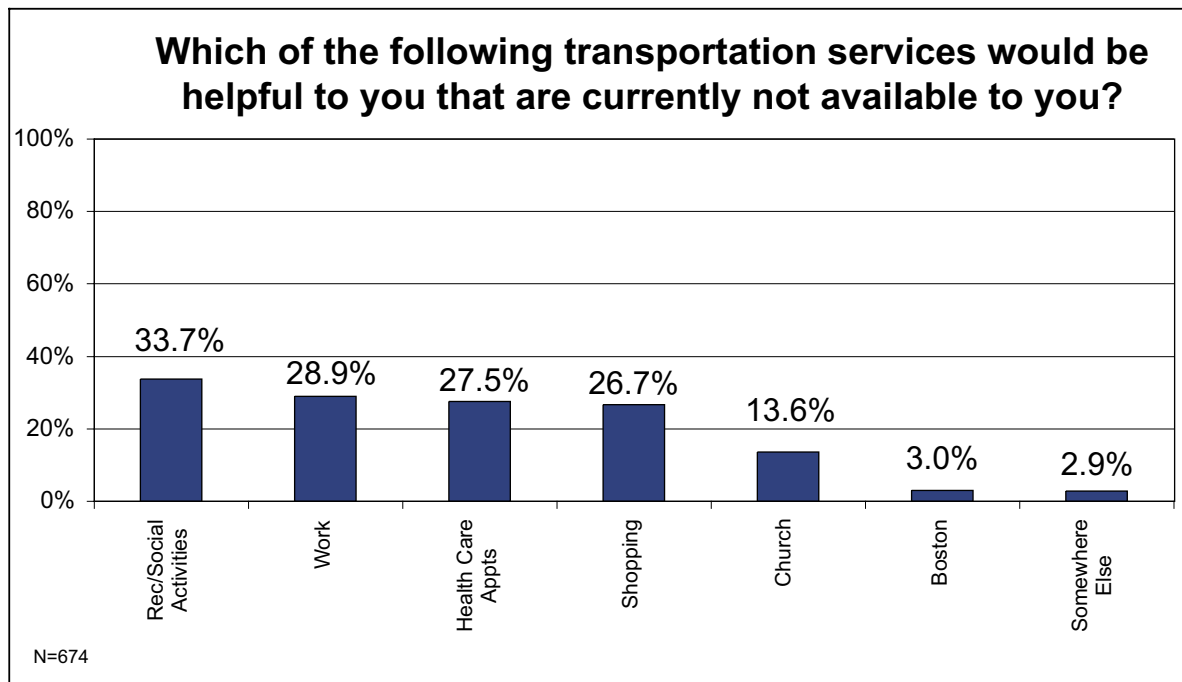
Three-quarters of New Hampshire residents support the idea of a transportation service in their area that provides accessible and affordable transportation options for any member of their community. This support increases when respondents were asked about specific groups of people, particularly for people with disabilities (89%), adults older than 65 (87%), those who cannot afford a vehicle (81%), and children under 16 (75%). Only 1% indicated that they would not support transportation options for any of the listed groups and less than 1% indicated Don't Know.



Respondents were also asked about the types of transportation that they would most likely use if it were available. **An overwhelming majority - 91% of respondents - selected at least one of the possible transportation options listed.** These included options for: bus (75%), car pool (56%), van (50%), volunteer driver in car (39%), wheelchair-accessible vehicle (19%), train (15%), taxi (5%), and other (3%). Only 8% of respondents indicated that they would not use any public transportation options and less than 1% indicated Don't Know.



Respondents were also asked whether they would like to have a transportation service that helped them to get to specific destinations. **Fifty-seven percent of respondents, representing more than 500,000 people in New Hampshire, would use public transportation to take care of every-day activities, such as getting to work, health care appointments, recreation, or shopping.** The most frequently cited option was preference for: Recreational/Social Activities (34%), Work (29%), Health Care Appointments (27%), and Shopping (27%). Options selected less than 20% of the time were: Church (14%), Boston (3%), and Somewhere Else (3%).

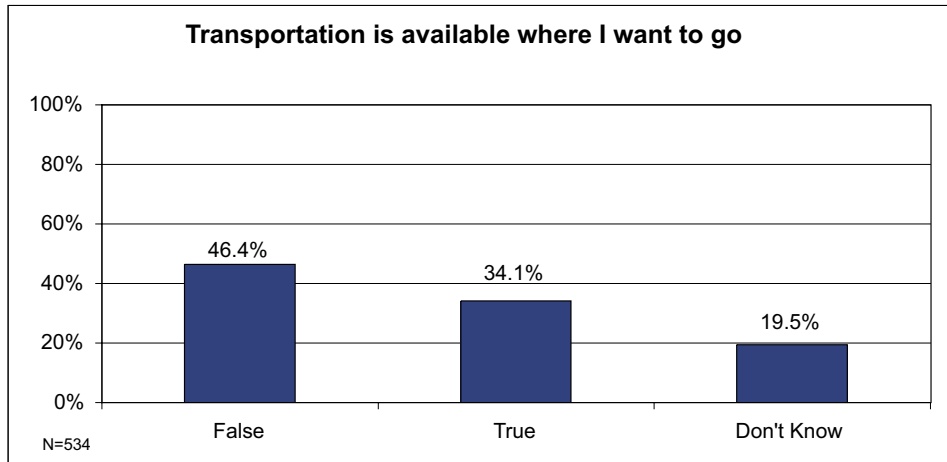
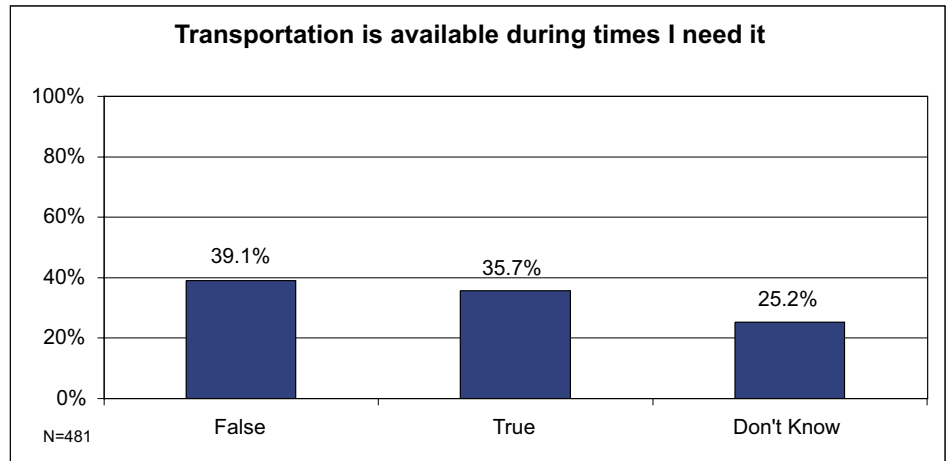


The Problem - Our Current Approach to Public Transportation Does Not Meet Public Demand

Although there is majority support for a system that preserves flexibility and maintains independence for all residents in New Hampshire, the following figures illustrate that New Hampshire's transportation system does not meet most people's transportation goals. Public transportation is the missing element among New Hampshire's transportation offerings.

Only one-third of respondents indicated that transportation was available during the times they needed it or transportation was available where they wanted to go.²

It is particularly noteworthy that one in four respondents indicated that they didn't even know if transportation was available to them.



² Date Note: There were a large number of missing responses to these two questions (N=232 and 179 respectively). Analysis of the missing data indicates no significant disparities in respondent characteristics except that those who were married were slightly less likely to respond to the question about transportation availability when needed (making up 65% of valid responses and 76% of missing responses). Respondents who primarily drove themselves were no more or less likely to respond to this question than those who relied on others for their primary transportation.

These findings are not surprising given that fixed-route service and other public transportation options are limited in the state. As seen on the map below, **only 34 of New Hampshire's 259 towns have access to fixed-route transportation systems.**

In most areas of the state, residents do not have access to a public transportation system and must rely on private companies (if available), vehicles provided by human service agencies (if available), and/or family or other community members (if available).

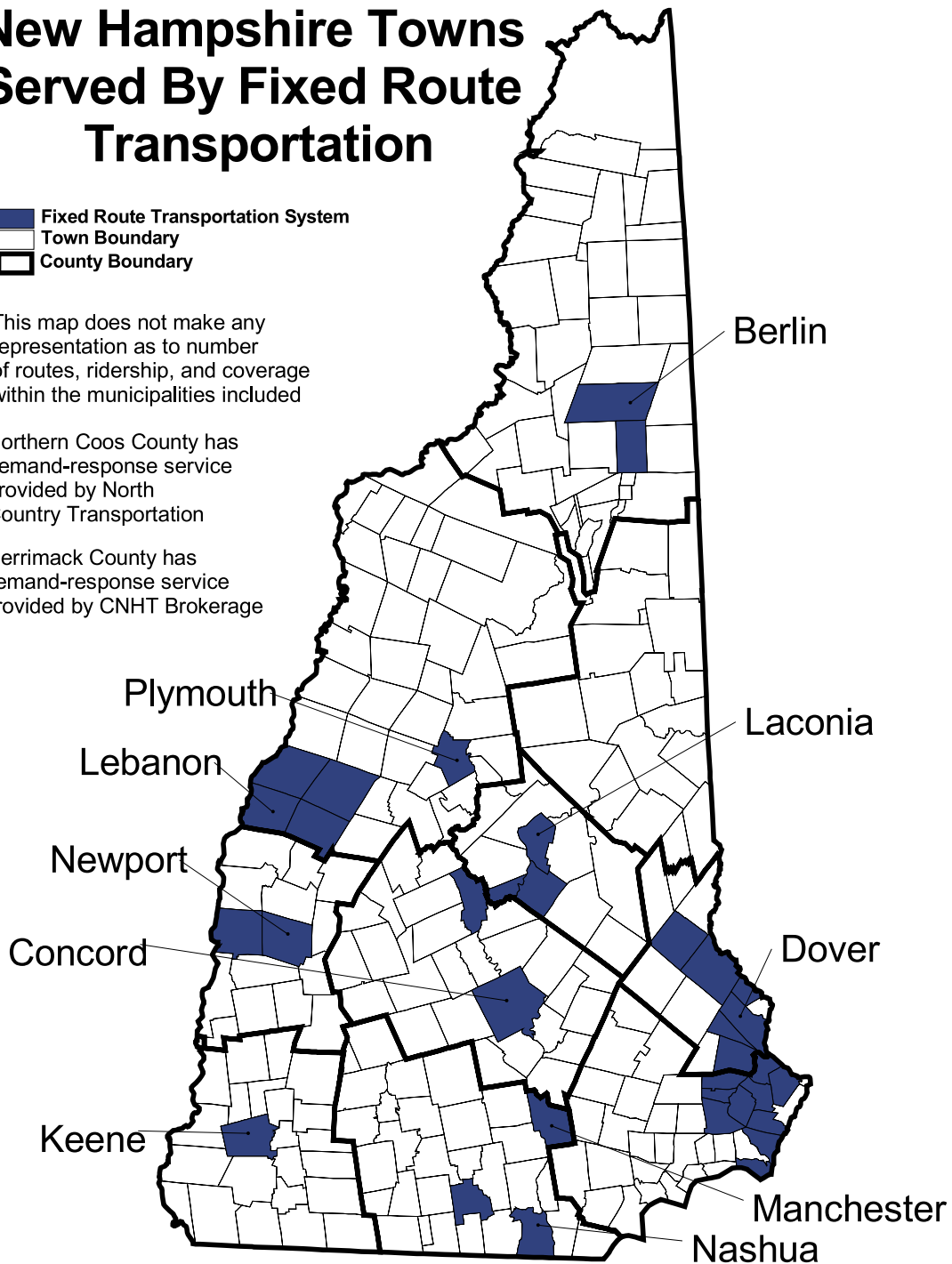
New Hampshire Towns Served By Fixed Route Transportation

- Fixed Route Transportation System
- Town Boundary
- County Boundary

This map does not make any representation as to number of routes, ridership, and coverage within the municipalities included

Northern Coos County has demand-response service provided by North Country Transportation

Merrimack County has demand-response service provided by CNHT Brokerage

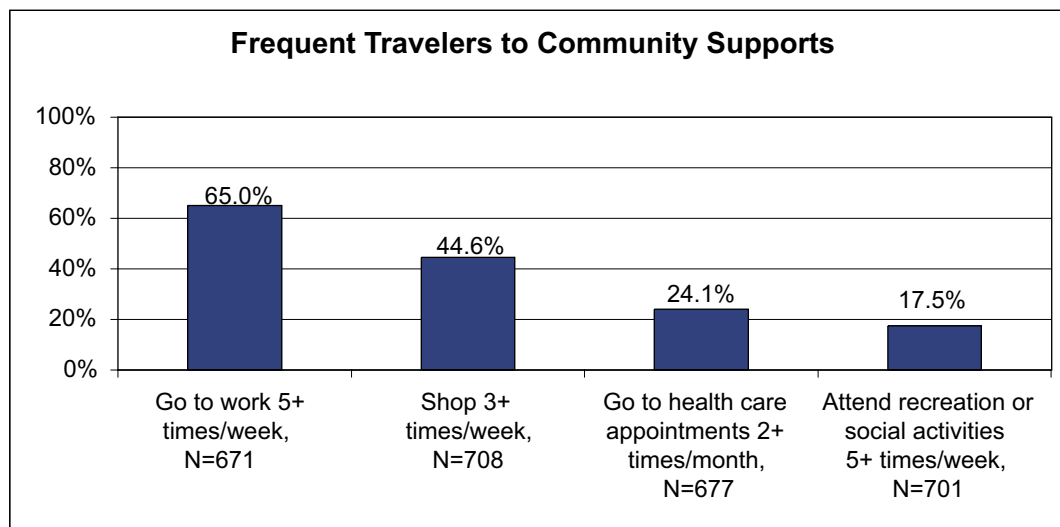


The Lack of an Effective and Efficient Public Transportation System...

...Hurts the Environment

“One person using mass transit for an entire year, instead of driving to work, can keep an average of 9.1 pounds of hydrocarbons, 62.5 pounds of carbon monoxide, and 4.9 pounds of nitrogen oxides from being discharged into the air. One full, 40-foot bus also takes 58 cars off the road. A 10 percent nationwide increase in transit ridership saves 135 million gallons of gasoline a year” (National Safety Council, 2005).

More than half – 65% – of New Hampshire residents go to work five or more times per week, close to half go shopping three or more times per week, one in four attends health care appointments at least twice per month, and close to one in five participates in recreational or social activities at least five times per week.



Except for recreational or social activities, **frequent travelers were significantly ($p < .05$) more likely than less frequent travelers to indicate an interest in public transportation options for their specific points of interest.** For example:

- 31% of those who go shopping three or more times per week want shopping transportation
- 39% of those who travel to work five or more times per week want work transportation
- 41% of those who travel to receive health care two or more times per month want health care transportation.

...Limits Economic Growth

An estimated 21,000-48,000 of New Hampshire’s population, 3.6% of the sample, indicated that they had lost or turned down a job because they didn’t have a reliable ride. Forty-four percent of this group indicated that this had happened at least once in the last 12 months. **This proportion reflects between 6,000 and 24,000 people in New Hampshire who have lost or**

turned down a job in the last 12 months because they didn't have a reliable ride. Even if we assume only 6,000 residents and two wage earners per household, a town the size of Bow (with 4,212 people ages 18-64 in 2000) would have lost all of its wage earners due to a lack of transportation.

... Is a Barrier to Appropriate Health Care

An estimated 45,000-80,000 of New Hampshire's population, 6.5% of the sample, indicated that they had missed or chosen not to schedule a medical appointment because they didn't know if they could get a ride. Almost everyone in this group (93%) indicated that this had happened at least once in the past 12 months. Among those who missed an appointment during the previous 12 months, 19% indicated that they had missed an appointment four or more times. **This reflects between 4,000 and 19,000 people in New Hampshire who have missed four or more medical appointments in the past 12 months because they didn't have a reliable ride.** Using the lower estimate, 4,000 New Hampshire residents who missed an appointment translates to an entire town not being able to see the doctor. The town of Lee had approximately 4,000 residents in 2000. What would happen if each of them missed four appointments in a year? How many of them would experience complications to their health as a result of not receiving care when it was needed?

We are learning that alternative options to the car are popular with New Hampshire residents whether they have ready access to a car or not. However, as long as we can drive and have access to a car, public transportation simply "would be nice to have" and is not a necessity. For those of us who are dependent upon others for transport, public transportation is crucial to maintaining autonomy and living a healthy life.

... Particularly Hurts Those Who Can't Drive Themselves

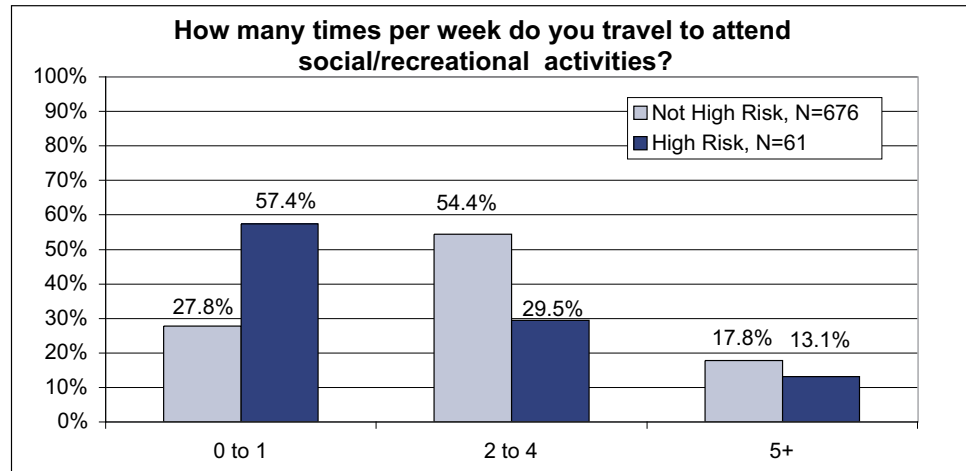
Based upon reviews of data from the 2000 U.S. Census, approximately 8% of individuals 16 and over have difficulty accessing community services and supports due to a condition or disability that limits their mobility outside the home or are elderly and do not have access to a vehicle. Over the next two pages, we use the results of this new survey to provide a partial³ illustration of the disparities which exist between those who are at high risk for not being able to access community supports (N=64, not-weighted) and those who are not at high risk (N=686, weighted).⁴

³ The initial proportion of respondents meeting the high-risk criteria with this research method equaled 3.4%. Possible reasons for this undercount include: a difference in definition for the risk group, many of the people in this risk group are likely to have lower incomes and thus may be less likely to have a phone in operation; where phones are available, there may be a decreased likelihood for individuals who have limited mobility to respond to a phone survey; there may be a tendency for members of this group to congregate in communities (such as the Seacoast area) where they have greater access to community supports; and/or members of this group may be more likely to live in institutional settings such as nursing homes (which are excluded from the phone survey contact list).

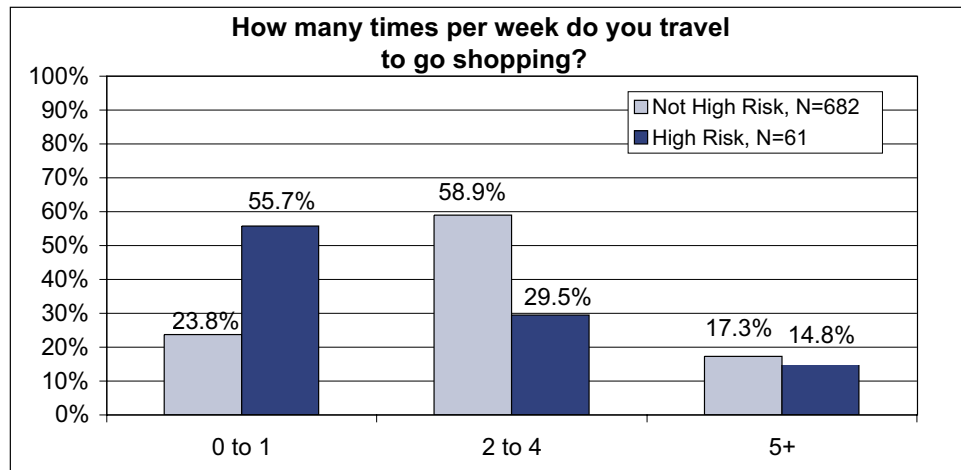
⁴ "Not-Weighted / Weighted" refers to whether or not the responses were adjusted by census and survey demographics for gender, geographic area and ratio of adults to phone lines in the household

Significant Disparities in Access to Shopping and Recreation. Survey results indicate that people with limited mobility travel significantly less ($p < .05$) than their peers when shopping or doing errands (2.3 vs. 3 times per week on average) and going to recreational or social activities (2.1 vs. 2.9 times per week on average).

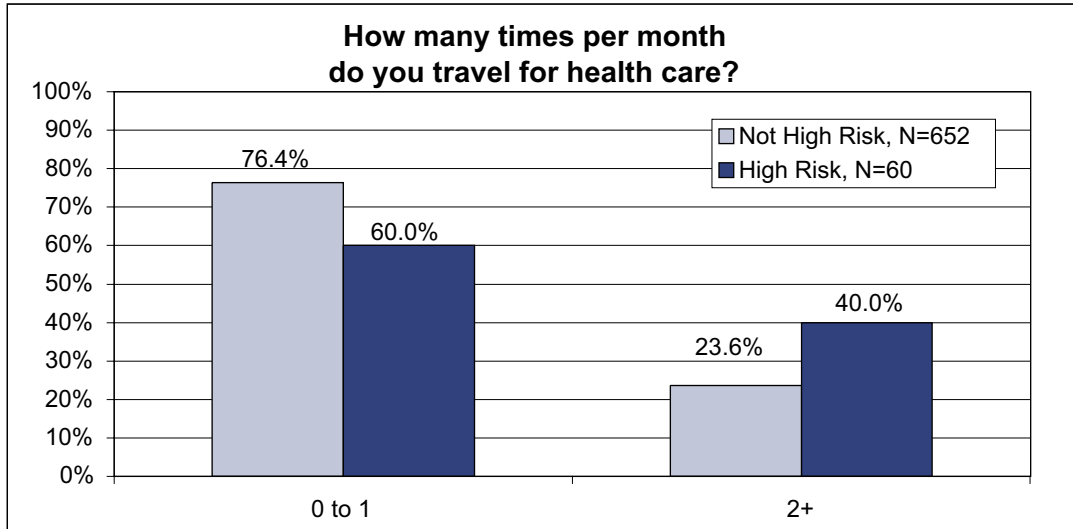
When providing feedback on whether or not transportation for shopping would be helpful, 46% of the high-risk group agreed compared to only 26% of the non-high-risk group.



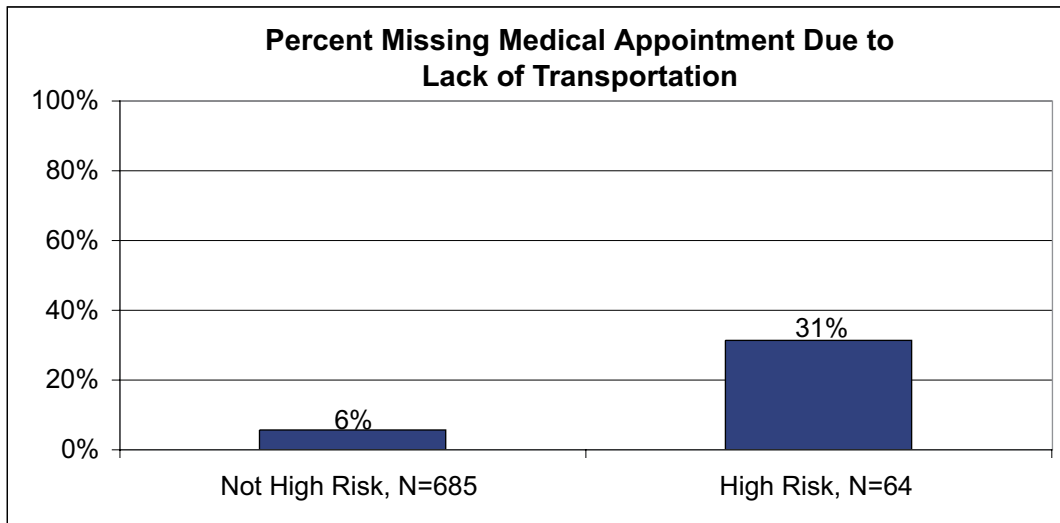
One-third of both the high-risk and non-high risk groups were interested in transportation to attend social/recreational activities.



Significant Disparities in Access to Health Care. Compared to their peers, members of the high-risk group reported a higher likelihood of traveling multiple times per month for health care. As might be expected, a majority of this group (54%) were more likely to indicate a preference for public transportation options for health care than the non-high-risk group (only 27%).



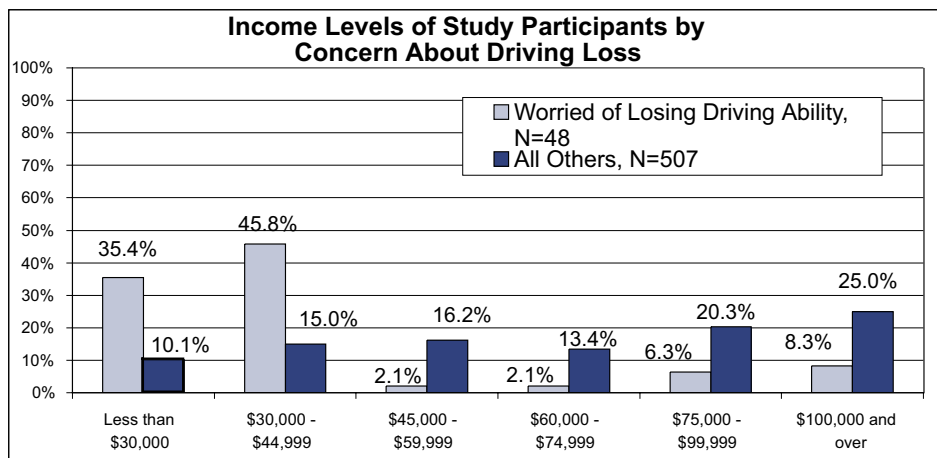
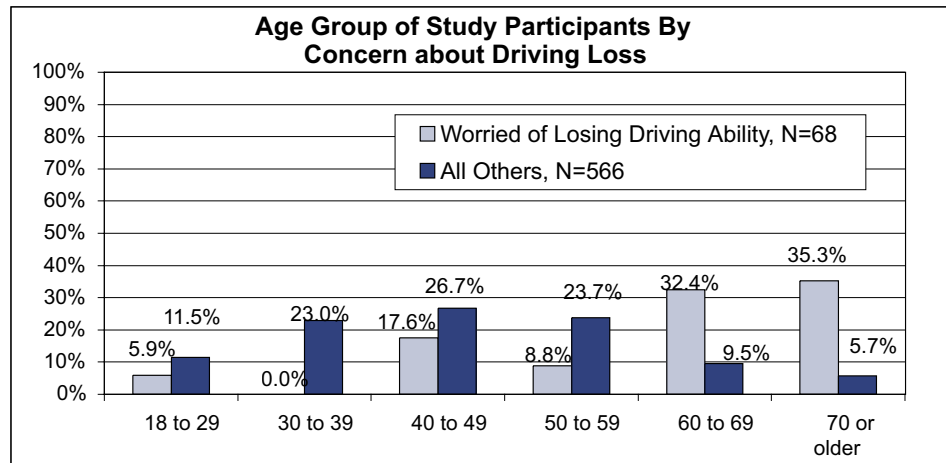
Even though members of the high-risk group were about twice as likely to report traveling two or more times per month for health care, **they were five times more likely than the non-high-risk group to report missing a medical appointment due to a lack of transportation.**



These Problems Are Going to Get Worse: New Hampshire Residents Are Concerned About Losing Their Driving Ability

Another key question asked of the survey respondents was: “Are you concerned about losing your ability to drive in the next few years?” **The proportion of people indicating this was a concern was 9.9% of the sample, representing between 73,000 to 116,000 of New Hampshire’s adult population.** Compared to others in the sample, this group primarily represents those who are 60 years and older and have annual incomes below \$45,000.

People were also asked “Do you give rides to friends, family members, or others in your community?” Of the full sample, 71% indicated that they did and 77% of those concerned about losing their driving ability indicated this as well. **This means that in the next few years, not only will there be approximately 95,000 New Hampshire residents who no longer are able to drive where they need to go, but there will be an additional 73,000 people who will be losing access to one of their current transportation supports.**



Options to Address Our Transportation Challenges Do Exist

The following table documents the multiple ways in the year 2000 that other states supported transportation options for their residents. New Hampshire currently uses only one of these options, **the General Fund (\$169,038 in FY06 and \$172,000 in FY07) which is used to partially fund a DOT staff person and provide support for operational assistance. Capital funds for the two-year budget period are \$850,000 which can be used as a partial match with local funds to draw down federal funds for new vehicles.**⁵

| State | General Fund | Motor Fuels taxes | Property tax | Local Sales Tax | Vehicle Registration Fee | State Sales Tax | Special Transit Funds | Lottery Revenues | Business Surcharge | Motor Vehicle Sales Tax | Oil Overcharge Funds | Cigarette Tax | Taxi Licensing Fee | Toll Road Revenues | Disabled Parking Fees | Casino Revenues | Bond Revenues | Employers Payroll Tax | Public Utility Tax | Other |
|-------------|--------------|-------------------|--------------|-----------------|--------------------------|-----------------|-----------------------|------------------|--------------------|-------------------------|----------------------|---------------|--------------------|--------------------|-----------------------|-----------------|---------------|-----------------------|--------------------|-------|
| Alabama | | | | | | | | | | | | | | | | | | | | |
| Alaska | | | X | | | | X | | | | | | | | | | | | | |
| Arizona | | | | X | X | | X | X | | | | | | | | | | | | |
| Arkansas | X | | X | | | | | | | | | | | | | | | | | |
| California | | X | X | X | | X | | | | | | | | | | | | | | |
| Colorado | | | | | | | | | | | | | | | | | | | | |
| Connecticut | | X | | X | X | | | | | | | | X | | | | X | | | |
| Delaware | | X | | | X | | | | | | | | | X | | | X | | | |
| Florida | X | | | | X | | | | | | | | | | X | | | | | X |
| Georgia | X | | X | X | | | | | | | | | | | | | | | | |
| Hawaii | | | X | | X | | | | | | | | | | | | | | | |
| Idaho | X | | | | | | | | | | | | | | | | | | | |
| Illionois | X | | X | | | X | | | | | | | | | | | | | | |
| Indiana | | | X | | | X | | | | | | | | | | | | | | |
| Iowa | X | | X | | | | | | | X | X | | | | | | | | | |
| Kansas | X | X | | | | X | | | | | | | | | | | X | | | |
| Kentucky | X | | | | | | | | | | | | | | | | | | | |
| Louisiana | | X | X | | | | | X | X | | | | | | | | | | | |
| Maine | X | | | | | | | | | | | | | | | | | X | | |
| Maryland | | X | X | | X | | | | X | X | | | | | | | X | | | |

⁵ Note: Although New Hampshire does spend several million dollars annually to pay for transportation services for Medicaid eligible residents, these services are purpose- and population-restricted resulting in an inefficient distribution of resources. Without a public community transportation infrastructure, improving efficiencies will remain elusive. It is anticipated that a state investment into a public transportation infrastructure available to all residents can significantly offset future health and human services funding increases due to demographic shifts and reductions in current spending levels. It is worth noting that funds allocated for public transportation can offer higher federal fund leverage than Medicaid expenditures.

| State | General Fund | Motor Fuels taxes | Property tax | Local Sales Tax | Vehicle Registration Fee | State Sales Tax | Special Transit Funds | Lottery Revenues | Business Surcharge | Motor Vehicle Sales Tax | Oil Overcharge Funds | Cigarette Tax | Taxi Licensing Fee | Toll Road Revenues | Disabled Parking Fees | Casino Revenues | Bond Revenues | Employers Payroll Tax | Public Utility Tax | Other |
|----------------------|--------------|-------------------|--------------|-----------------|--------------------------|-----------------|-----------------------|------------------|--------------------|-------------------------|----------------------|---------------|--------------------|--------------------|-----------------------|-----------------|---------------|-----------------------|--------------------|-------|
| Massachusetts | X | | | | | X | | | | | | | | | | | | | | |
| Michigan | X | X | X | | X | | | | | X | | | | | | | | | | |
| Minnesota | X | | X | | | | | | | | | | | | | | X | | | |
| Mississippi | | | | | | | | X | | | | | | | | | | | | |
| Missouri | X | | | X | | | | | | | | | | | | | | | | |
| Montana | X | X | X | X | | | | | | | | | | | | | | | | |
| Nebraska | X | X | X | | | | | | | | | | | | | | | | | |
| Nevada | | | | X | | | X | | | | | | | | | | | | | |
| New Hampshire | X | | | | | | | | | | | | | | | | | | | |
| New Jersey | X | X | | | | | X | | | | | | | | | | | | | |
| New Mexico | | | | | | | | | | | | | | | | | | | | |
| New York | X | X | | X | | | | X | | | | | | | | | | | | |
| North Carolina | X | X | | X | X | | | | | | | | | | | | | | | |
| North Dakota | | | | | X | | | | | | | | | | | | | | | |
| Ohio | X | | X | X | | | | | | | | | | | | | | | | |
| Oklahoma | X | X | | | | | | | | | | | | | | | | | | |
| Oregon | X | | X | | | | | | | | | X | | | | | | X | | |
| Pennsylvania | X | | | | | X | | X | X | | | | | | | | X | | X | |
| Rhode Island | | X | | | | | | | | | | | | | | | X | | | |
| South Carolina | X | X | | | | | | | | | | | | | | | | | | |
| South Dakota | | | | | | | | | | | | | | | | | | | | |
| Tennessee | X | X | | | | | | | | | | | | | | | X | | | |
| Texas | X | X | | X | | | | | | | X | | | | | | | | | |
| Utah | | | | X | | | | | | | | | | | | | | | | |
| Vermont | | | X | | | | | | | | | | | | | | | | | |
| Virginia | | X | | X | X | | | | | | | | | | | | | | | |
| Washington | | | X | | X | | | | | | | | | | | | | | | |
| West Virginia | X | | X | | | | | | | | | | | | | | | | | |
| Wisconsin | | X | | | X | | | | | | | | | | | | | | | X |
| Wyoming | | | | X | | | X | | | | | | | | | | | | | |

Data Source: State Agency Transportation Coordination Project. (2000). The Coordination Challenge. Oregon Department of Transportation.

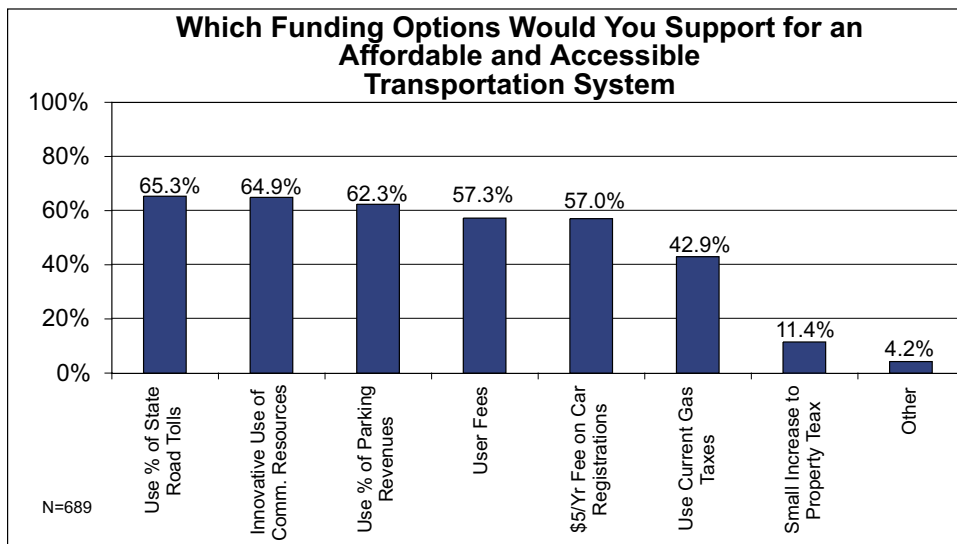
Public transportation is recognized throughout the country as an important area of expansion. In 2002, New Hampshire ranked 37th out of 47 states with \$0.24 per capita spending for public transportation. In comparison, the state of Maine with a comparable population size spent \$1.93 per capita (Transit Cooperative Research Program, 2003). While New Hampshire

spent \$300,000, Maine made \$2,500,000 available in 2002. This already substantial difference increases when we consider the comparative ability to leverage federal matching funds.

According to demographic trends in New Hampshire, the proportion of residents who want and need alternatives to driving is increasing. New Hampshire has shown that state resources in other areas can be matched in innovative and creative ways to maximize return and provide services where needed. By combining the state’s proven ingenuity with New Hampshire resident support, it is anticipated that the **necessary financial support for public transportation can be generated.**

Some Funding Options Are Supported by a Majority of New Hampshire’s Population

A statewide public transportation system in New Hampshire can be a reality. Substantial research exists on best practices to provide guidance on next steps. Already, an infrastructure exists through the state’s regional planning commissions, the New Hampshire Department of Transportation, as well as advocacy groups to guide the implementation of a long-range plan. Furthermore, according to survey results, a majority of the public supports paying for it.



As shown in the graph to the left, respondents reflected on a range of funding options which could support the development and ongoing implementation of an affordable and accessible public transportation system.

Of particular interest is the finding that **57% of respondents, representing between 510,000 to 581,000 New Hampshire residents, supported the idea of adding a \$5 annual fee to car registrations to support the development of an affordable and accessible transportation system.** Majority support for this option was bi-partisan across survey respondents (53% of Republicans, 56% of Independents and 66% of Democrats). The addition of such a fee is made possible through existing state legislation, requiring only minor changes to direct proceeds to community transportation.

Potential Benefits at the Local Level

For the seven town transportation area around Concord, there were an estimated 45,951 vehicles registered as of the 2000 U.S. Census. At \$5 per vehicle, this would amount to \$229,755 available annually for public transportation. By using this money to draw down federal matching funds⁶ the Concord area could, in the first year of operation, purchase three demand response buses as well as provide for the operating costs of these buses for the entire year with each bus operating 42 hours per week. By year two, a fourth bus could be purchased and operating costs would be covered for each bus for 31 hours each week. This scenario does not include potential income generated from those providing a partial payment for travel nor does it take into account leveraging of other state and federal programs.

Potential Benefits at the State Level

In 2000, there were 666,524 private and commercial automobiles and 352,917 private and commercial light trucks registered in the state according to the US Census. If New Hampshire were to institute a two dollar fee per automobile and light truck registration (note that the average US household spent more than \$7,000 on transportation expenses in 2002), it could generate over \$2,000,000 in additional funds to support public community transportation. According to state DOT statistics, New Hampshire leverages approximately four dollars for every one dollar spent on capital improvements in public transportation. Therefore an additional \$2,000,000 in state funding could leverage up to \$8,000,000 in federal matching funds if invested in any of the capital assistance programs with an 80/20 match ratio.

Considering how easily we spend two dollars, on a cup of coffee, for example, and how much additional funding could be generated to respond to the stated public demand for transportation alternatives, the conclusion seems clear: **Public transportation can be a reality in New Hampshire.**

The Benefits of Taking Action

Limited access to transportation presents a problem that extends far beyond the group immediately affected. The survey results clearly indicate that the need for transportation alternatives is on many people's minds. Similarly, national research documents public transportation as not only a catalyst for equal access and participation for those who are not able to drive, but also as an engine of benefits to the community as a whole. The following paragraphs briefly outline the possible benefits to New Hampshire.

Economic Benefits

A Community Transportation of America report, "Dollars & Sense: The Economic Case for Public Transportation in America," found that every dollar taxpayers invest in public transportation generates \$6 or more in economic returns (Camph, 1997). While

⁶ For capital expenditures, the federal government will match four dollars to every state dollar raised (referred to as an 80/20 match). For operational costs, the federal government will match the state dollar for dollar (a 50/50 match).

these economic benefits are not always easy to illustrate, there is ample evidence that public transportation is, just like other transportation system elements, an economic multiplier. In Danbury, Connecticut, the Housatonic Area Regional Transit District (HART) showed that every dollar spent on HART's system of services returns \$9.10 to the local economy (Center for Transportation Excellence, 2005). Funding for public transportation increases the state's overall transportation system capacity and strengthens New Hampshire's community development potential. Better public transportation leads to reductions in travel time to and from work, improves safety and reduces road congestion. An overall lowering of costs results in stimulated economic growth through business expansion and reduced energy use.

Environmental Benefits

Transportation consumes more energy than anything else we do. **“Nearly 43% of America's energy resources are used in transportation [...] Traveling on public transportation uses significantly less energy and produces substantially less pollution than comparable travel by private vehicles”** (Shapiro, et al., 2002). New Hampshire is the unfortunate beneficiary of pollution originating in Midwestern states, adding to the state's difficulties in reducing air pollutant levels and meeting federal environmental standards. Increasing the availability of public transportation could significantly contribute to meeting existing environmental goals and objectives.

Health Benefits

New Hampshire struggles with ways to reduce pollution in order to reduce smog, improve health outcomes, and to meet federal environmental standards (EPA New England FY 2003-2008 Strategic Plan, 2004). **Public transportation emissions, on average, are far less per passenger mile than those for single occupancy automobiles** (Shapiro, Hassett & Arnold, 2002). Increased use of public transit can lead to reduced air pollution and better health outcomes. Furthermore, for residents who are sick, increasing timely transportation to health care can have substantial long-term impacts on their health by helping to ensure appropriate health care when they need it (Allen & Mor, 1997).

Community Benefits

“Public transportation fosters more livable communities by creating corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive” (Center for Transportation Excellence, 2005). Public transportation can contribute to the goals of New Hampshire communities that want to preserve their Main Street; maintaining town character and quality of life through vibrant downtowns and village centers. For aging residents and individuals with disabilities unable to drive themselves, accessible and affordable transportation alternatives provide necessary support to enable these residents to stay in their homes and continue to contribute to the community. Introducing public transportation as a community resource can result in more livable, vibrant and prosperous communities.

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Take Action

- Contact your local representatives for the house and senate and tell them that you are concerned about not having a way to get access to health care, shopping, recreation and work if you lost your ability to drive
- Participate in local planning meetings and put public transportation options on the agenda

To Learn More, Read the Full Report and Get Answers to Important Questions Such As...

- What concerns do people have about local transportation resources?
- What do people know or don't know about transportation in their area?
- When people give rides to others, where are they most likely to go?
- Do New Hampshire residents participate in community transportation planning? Do they feel that their voice is heard?

A copy of the full report can be downloaded from: <http://www.iod.unh.edu>. Go to products and click on Transportation. The full report includes additional analysis of key survey items, additional documentation on survey methodology and participant characteristics as well as a copy of the survey instrument used to gather information for this study.