



Testimony in Support of LD 1451 – An Act to Strengthen Coordination of Community Transportation Before the Joint Standing Committee on Transportation

Jillian Jolicoeur/CEO of Assistance Plus
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Senator Nangle, Representative Crafts, and distinguished members of the Transportation Committee,

My name is Jillian Jolicoeur, and I am writing in strong support of LD 1451 – *An Act to Strengthen Coordination of Community Transportation*. I appreciate the opportunity to share why this bill is essential for improving access, efficiency, and outcomes in transportation services across Maine.

In 2023, Maine invested approximately \$206 million in community transportation—critical services that help older adults, people with disabilities, low-income individuals, and others who cannot drive themselves. Yet, despite this significant investment, nearly 40% of Maine adults still report experiencing transportation insecurity, the inability to comfortably, affordably, and conveniently get to the places they need to go.

LD 1451 addresses this issue head-on by implementing nationally recognized best practices for interagency and regional coordination. This includes:

- Advancing state-level coordination, as recommended by the **2023–2026 Coordinating Council on Access and Mobility Strategic Plan** and **MaineDOT’s 2023 Strategic Transit Plan**;
- Supporting the creation of **regional Mobility Management Hubs**, which will provide dedicated capacity to facilitate community-driven solutions and help individuals navigate their transportation options;
- Leveraging federal funding currently left on the table due to a lack of coordination.

Coordination is not just good policy—it is smart economics. Maine’s current fragmented approach leads to duplication, excess vehicles, overlapping contracts, and administrative inefficiency. Coordinated systems, by contrast, reduce costs per trip, stretch existing dollars further, and yield better outcomes for users. In fact, states with strong coordination efforts report higher consumer satisfaction and lower rates of missed medical appointments.

The tools to improve our system already exist. Other states have successfully implemented cost allocation models and mobility management programs. There is no reason for Maine to wait.

LD 1451 presents an opportunity to do more with what we already have—and to build a system that meets the needs of Maine people, especially those most reliant on community transportation. I urge this committee to pass LD 1451 and help unlock a more effective, efficient, and equitable transportation future for our state. Thank you for your time and for your consideration of this important legislation.

Sincerely,
Jillian Jolicoeur
Assistance Plus
207-453-4708