REQUEST FOR CITIZEN ACTION:
Allen County Electrified Transportation (ACET) is a citizen initiative to bring together the best opportunity for universal renewable energy based rail and bus transportation. Citilink public transportation is currently planning to tweak city bus routes for improving service over the next dozen years. However, due to a cascading failure of government and fossil fuel dependence, we face a world wide climate emergency that requires major home grown responses. ACET seeks a clean renewable energy solution that covers all of Allen County and beyond with electrified bus and rail transportation built on existing infrastructure.

Public transportation under the leadership of city representatives Geoff Paddock, Glynn Hines, Fred Lanahan and others is overcoming bureaucratic hurdles to reconnect our passenger rail service to the rest of the nation. Thanks to these leaders we can take the keys to intercity passenger rail and apply them locally, regionally and across Indiana for moving freight and people without fossil fuels. ACET seeks to build on a system that was started over 100 years ago, now possible due to advances in technology, urgent due to the need to quickly overcome fossil fuels, pragmatic by re-purposing rail lines to be more efficient, and economical since bus and rail can share the cost of major upgrades to the decaying railroad elevations crisscrossing Fort Wayne.

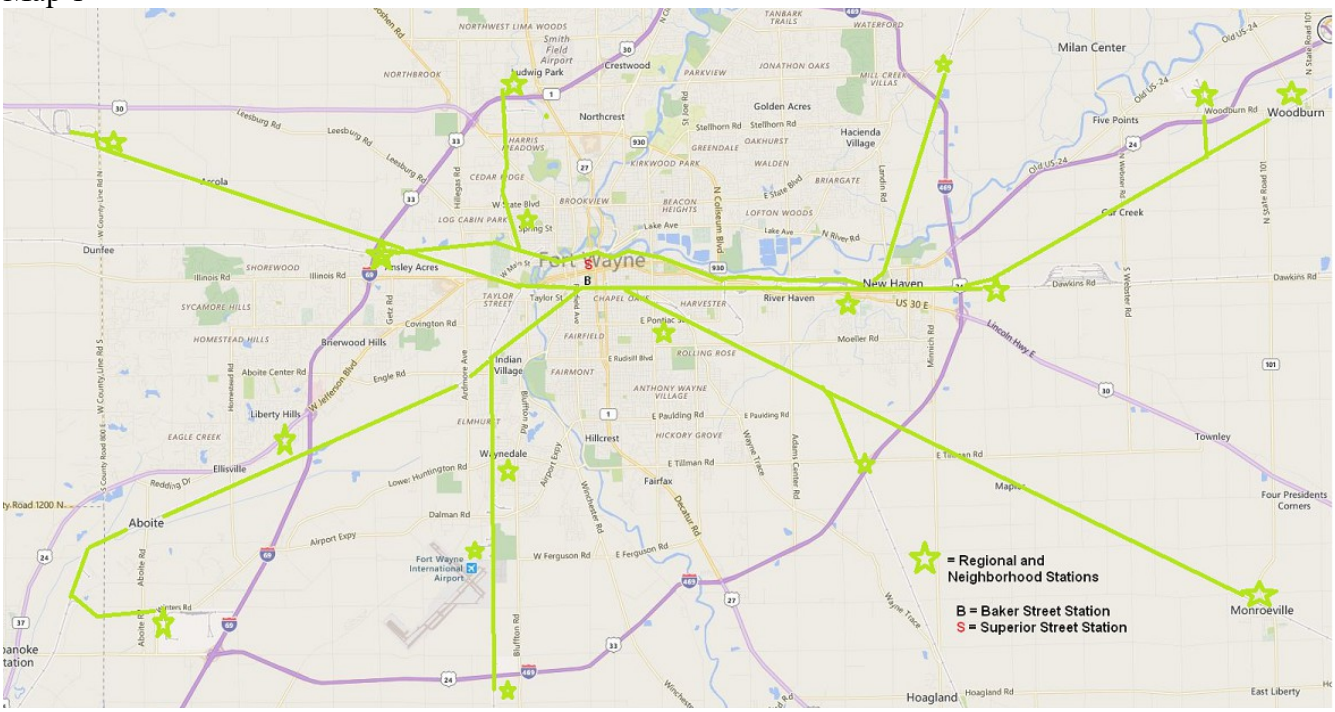
Citilink bus service currently is dwarfed by the public transportation standards of most of the developed world, so it's minimal 9 lines covering a fraction of Allen County requires a major improvement to meet growing demand. The ACET vision is to co-operate with existing rail lines to free Citilink buses to cover the entire county, while the rail cars connect to shared bus and rail stations that serve the central station and points beyond to surrounding counties and on to Indianapolis, all powered by wind and solar energy.

Citilink is our public bus service dedicated to those who are unable to afford private transportation, seeking more environmentally safe transit within their financial means, unable to be licensed or insured, needing temporary rides while their car is serviced, and for many other reasons. Our governmental commitments to these needs are long and multi-partisan but torn between politically imposed funding limitations and development that meets taxpayer acceptance. On this scale the United States is lagging behind the rest of the developed world, but like Citilink, is positioned to make a resurgence for local inclusiveness and national coherency.

Federal and State transportation planning is currently focused mostly on cars but by 2020 we will reach peak car ownership. An ascendant 'sharing economy,' as envisioned by Jeremy Rifkin and others, can reorganize the new majority of the population seeking community-based transportation powered by clean renewable energy. The building blocks for this transformation are being pioneered in Ottawa Canada which developed mixed use rail with an initial planning report submitted in 2002 at a fraction of the cost of building new tracks through an urbanized area. ACET envisions nine rail lines and eighteen bus routes covering all of Allen County. The rail lines are shown on Map 1.

Ottawa spent $21 million for a 5 mile, 2 train, 5 station demonstration project, compared to Washington DC spending $200 million for a 2 mile streetcar line. A crude cost estimate of an ACET pilot project could cost $210 million for about 49 miles, 9 electrified rail cars, 27 stations (a basic station would consist of a concrete pad and a bus hut, a regional station would also include parking for park-n-ride, and the central Baker Street Station upgrade costs would be shared) and a small fleet of electric vans. Additional costs for a command and control center could be built at the new Electric Works campus. The rail lines property will serve as both a dedicated and shared 5G communications network and the electronic control systems can be produced locally. Additional passing lanes and a spur for rail car

maintenance and some of the stations were not considered in the crude cost estimate.
Map 1



Citilink is now producing a 2030 Transit Development Plan that seeks to maximize service within resource constraints. We have heard from and continue to listen to the public, riders and others. Bus service observations are being analyzed by Bill Troe of SRF Consultants, a transit planning group that has worked on a wide range of small to large public infrastructure projects. Their task is specific to updating Citilinks overall service performance and developing changes to bus routes to reach more people within the limited resources at hand. That is not an easy task. Miami, Florida also faced a review of their route performance, at a time when they were “hurt by a vicious cycle of service cuts.” They chose to cut a section of a popular route that resulted in an 84% reduced ridership. ACET seeks a project model of circulating 18 regular bus routes around the nine rail corridors with public ride hailing using electric vans to support universal access. The current fleet of diesel buses would be replaced with battery powered buses. A turn key date for the project would be in 2030.

ACET seeks a study for and implementation of a demonstration project that covers all of Allen County. We seek national environmental emergency authority for demonstrating the cooperation with existing rail. The Ottawa, Canada experience shows it can work, see Report to Transportation and Transit Committee and Council, November 22, 2002, by RT Leclair, General Manager, Transportation, Utilities and Public Works. This report shows the extensive detail work it will take to resolve the unique issues of an integrated freight and urban passenger rail system including training bus drivers to drive trains: “Other elements of the pilot project scope included training OC Transpo bus operators to drive the trains in one-person-operation mode, developing a suitable signalling system, and contracting for rail traffic control and track maintenance.”

This project has been demonstrated to work and will provide a solid base for economic stability and the transformation of our corner of the world to clean renewable energy. Citizens are needed for leading this historic effort to save planet earth and civilization for our children.