

Lakes Region Transportation Coalition
Meeting Minutes September 17, 2007
Bridgton Town Hall

Attendance:

Michael Corrigan, Bridgton News, Bert Kendall, Denmark, Rosemary Kulow, Town of New Gloucester; Donald McLean, Bridgton, Micah Niemy, Bridgton, Derik Goodine, Naples; Dave Morton, Casco; Aaron Shapiro, Cumberland County; Mike Thorne, Town of Harrison; David Redlefsen, METRO; Don Willard, Town of Raymond

Staff: Matti Gurney, GPCOG; Johnathan LaBonte, MTA; David Willauer, GPCOG

Community Updates: The Town of Bridgton Reny's and The Magic Lantern are on schedule to be completed in December. Current engineering studies being conducted on Bridge St. Senior Transportation Program is looking for more drivers due to increased participation. The town of Casco cited that working with FEMA has been a good experience. The town will also be working on a multi jurisdictional project with MEMA, PWD, Army Corps, Penobscot Nation, Inland Fish and Wildlife, MEDOT construction will start in the middle of October. The town of Denmark has received \$57,000 towards the FEMA Federal share (breakdown 75% fed, 15%state, 10% local) the town has also received State aid for storm damage. The Town of Naples is working on their local roads. There is nothing new to report on the bridge. The Town of New Gloucester has a reconstruction project on Route 231 and is part of the BTIP delayed project list.

Aaron Shapiro detailed the County Community Development Block Grant recipients. Shapiro also told the group that of the towns represented at the table Harrison received funding for a playground to be built which was completed on September 22nd.

Jonathan LaBonte updated the group on an upcoming project in New Gloucester, May Rd. bridge over passing MTA. The bridge will be replaced at a cost of \$4 million. The bridge plays a crucial role in a major farming operation on both sides of turnpike. LaBonte pointed out that all new construction on or over the turnpike takes into consideration MTA's 50 year plan; accommodating for a wider turnpike and high speed toll collection booths.

David Redlefsen discussed his new role as General Manager of METRO and his experience working in NY. Redlefsen also discussed and updated the group on the Falmouth Flyer four (4) year pilot project. The project was initially funded through Job Access Reverse Commute (JARC) funds. The town of Falmouth will be making a decision on whether to join the METRO district or not based on the fact that this was a pilot project. METRO has already created a Neighborhood Advisory Committee to look at some service modifications based on funding levels and ridership.

Redlefsen and Willauer explained to the group *Contract Operation* and how it will likely play a role in the development of the Lakes Region Transit Service. Under the Federal Transit Administration Rules and Guidelines, private sector providers may provide service under contract to public transit agencies. Transit providers in all areas, regardless

of size, may use FTA funds to pay for the capital cost of contracted service. Redlefsen indicated that he has experience with contract operation prior to coming working for METRO. The Lakes Region Transit Study budgeted \$60/hr for contract operations.

Committee members and staff discussed how to present the idea to council members. Both marketing (METRO has a fulltime marketing director) and a presentation by GPCOG to council members were discussed as potential options.

The committee also discussed satellite towns (not on direct bus route). Bert Kendall (Denmark) told the committee that he thought his residents would likely drive to Bridgton and catch the bus. Willauer told the committee that exceptions like Denmark, Harrison, New Gloucester and others would be expected to pay some portion of the costs but not as much as a town that had a full stop. The exceptions would be calculated out first and the remaining towns would divide the rest based on an agreed upon method.

Flexible routing was also discussed by committee members. Redlefsen told the committee that flexible routing is possible and used in pilot projects in calculating how to capture the maximum number of riders.

Employers were also mentioned as a potential revenue stream for the project. Derek Goodine mentioned that some Point Sebago employees commute from the Portland area and could benefit from the service. Willauer indicated that it is not uncommon for employers to provide funding for similar ventures.

Committee members were asked to provide potential bus stop locations in each of their respected towns.

Bridgton – Food City (Intersection of Route 302 & 117) has more parking available than the community center and it would eliminate the bus having to drive downtown.

Casco – Fire Station off Brown Rd, Route 11 at the American Legion Hall or Route 121 Raymond Shopping Center

Denmark – Residents would likely park at the Bridgton lot or possibly Naples whichever ends up being closer to their residence

Harrison – Bridgton or Naples depending on location of stops

Naples – American Legion, Cindy's Restaurant or Point Sebago (Casco)

New Gloucester – Park and ride lot in Gray next to Turnpike

The next meeting was tentatively scheduled for October 15th.