

## Lakes Region Transportation Coalition

Greater Portland Council of Governments  
Southern Maine Regional Planning Commission  
Lake Region Development Council



October 15, 2008

**To:** Lakes Region and Western Maine Town Managers, Town Selectmen, Greater Bridgton Lakes Region Chamber of Commerce, Sebago Lakes Region Chamber of Commerce, LRDC, SMEDD, State Legislators, Corridor Committees & Coalitions, PACTS, Portland Water District, MaineDOT, Maine Turnpike Authority, Interested Citizens.

**From:** Matti Gurney, Planner

**Subject:** Lakes Region Transportation Coalition Meeting  
**Wednesday October 29<sup>th</sup> 3:00 – 4:30PM**  
**Naples Town Office**  
**15 Village Green**

### Background

GPCOG, SMRPC and LRDC convened a *Lakes Region Transportation Coalition* in December 2004 to improve transportation infrastructure, to promote economic development, to integrate land use planning and to encourage regional cooperation.

### Agenda

1. Welcome and introductions
2. Community Updates – Roundtable Discussion
3. Lakes Region Transit Committee Update
4. Future Agenda Items
5. Adjourn

**Lakes Region Transportation Coalition**  
Meeting Minutes July 25, 2008 - Windham Town Office

Attendance: Mitch Berkowitz, Town of Bridgton, Mike Corrigan, Bridgton News, Bill Diamond, Windham; Sara Devlin, Maine Turnpike; Derik Goodine, Town of Naples, Ingrid Von Kanneurff, Senior Transportation Program; Carmen Lone, Town of Bridgton; Keith Luke, Town of Windham; Don MacLean, Bridgton, Don MacLean III, LRTV, Scott MacLean, LRTV, Brad Plante, Town of Harrison, Aaron Shapiro, Cumberland County; Michael Shaughnessy (for Malory), Cumberland County; Lisa Villa, Harrison; David Willauer, GPCOG.

Minutes: There were no revisions to the June 2008 minutes.

Community Updates Ingrid provided an update on the Senior Transportation Program fund raising efforts. Carmen provided an update on the Bridgton Community Center. The committee welcomed Brad Plante, the new Town Manager of Harrison to the committee. Keith Luke told the committee that he will be leaving Windham at the end of the month and be working for Westbrook. Aaron Shapiro provided an update on community development block group funds available to the county.

Lakes Region Transit Update David Willauer provided a “lessons learned” white paper to the committee for review. Willauer also provided an update on municipal match funds, the town of Raymond decided to leave the bus service question off the warrant, as well as Casco. Willauer informed the committee that MaineDOT had withdrawn the 2006-2007 funds from the project due to lack of municipal match. Willauer also discussed the effects recent gas prices have had on the transit operators. The lessons learned paper outlines the increase in fuel prices which ultimately results in an increase in per hour rate from \$75 to \$90/hr.

The committee discussed alternative funding scenarios including TIF funds, raising fares, and seeking outside funds from a private donation. The committee continued to discuss the need for a successful project in its first year, and that a smaller bus/van option would discourage people from using the service.

The committee gave staff a charge of providing alternative fare scenarios for a meeting scheduled for July 31<sup>st</sup> in Windham.

**Lakes Region Transportation Coalition**  
Meeting Minutes July 31, 2008 - Windham Town Office

Attendance: Sara Behr, MaineDOT; Mitch Berkowitz, Town of Bridgton, Doug Fortier, Town of Windham; Derik Goodine, Town of Naples, Carmen Lone, Town of Bridgton; Don MacLean, Bridgton, Barbara MacLean, Brighton; Don MacLean III, LRTV, Scott MacLean, LRTV, Dave Morton, Town of Casco; Keith Luke, Town of Windham; Malory Shaughnessy, Cumberland County; Michael Shaughnessy, Windham; Lisa Villa, Harrison; David Willauer, GPCOG.

Lakes Region Transit Update

Staff provided the committee with three alternative price scenarios (\$5, \$7, \$10). Each of the scenarios detailed a 20%, 30%, 50%, and 60% rider capacity. Additionally, the tables depicted a reduction in trips per day (from 4 to 2) which results in a reduction in revenues from fares for each of the scenarios.

**LAKES REGION - PORTLAND EXPRESS BUS PRO FORMA BUDGET - BRIDGTON TO PORTLAND - ROUTE 302**

Ridership @

Baseline and Maximum Conditions		20% of maximum = 6 pass/trip	30% of maximum = 8 pass/trip	50% of maximum = 14 pass/trip	60% of maximum = 17 pass/trip
Number of annual workdays	260				
Less Holidays not operated	8				
Days express bus operates	252				
Number of daily bus hours including deadhead	8				
Trips a day	4				
Average price per one way	\$5.00				
Number of annual bus hours	2,016				
Cost per hour for express bus	\$90.00				
Annual cost of operation of express bus	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Annual passenger capacity (28 passenger coach)	28,224	5,645	8,467	14,112	16,934
Maximum fares collected @ 5.00	\$141,120	\$28,224	\$42,336	\$70,560	\$84,672
Revenues (Fares) less expenses	-\$40,320	-\$153,216	-\$139,104	-\$110,880	-\$96,768
Number of rural miles traveled per one-way trip	26.25				
Total one-way trip length in miles	37.7				
Percentage of trip in rural area	198.86%	198.86%	198.86%	198.86%	198.86%
Annual cost allocated to JARC	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Municipal Contribution	\$28,819	\$28,819	\$28,819	\$28,819	\$28,819
Annual Revenue (Fares, Funding, Contribution)		\$107,043	\$121,155	\$149,379	\$163,491
Annual Expenses (Operational Costs)	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Revenues Less Expenses		<b>-\$74,397</b>	<b>-\$60,285</b>	<b>-\$32,061</b>	<b>-\$17,949</b>

\* A reduction in trips from 4 to 2 would result in a reduction of estimated passenger dollars

Reduced Trips a day	2				
Fares		\$14,112.00	\$21,168.00	\$35,280.00	\$42,336.00
Revenue Less Expenses		-\$88,509.00	-\$81,453.00	-\$67,341.00	-\$60,285.00

LAKES REGION - PORTLAND EXPRESS BUS PRO FORMA BUDGET - BRIDGTON TO PORTLAND - ROUTE 302

Ridership @

Baseline and Maximum Conditions		20% of maximum = 6 pass/trip	30% of maximum = 8 pass/trip	50% of maximum = 14 pass/trip	60% of maximum = 17 pass/trip
Number of annual workdays	260				
Less Holidays not operated	8				
Days express bus operates	252				
Number of daily bus hours including deadhead	8				
Trips a day	4				
Average price per one way	\$7.00				
Number of annual bus hours	2016				
Cost per hour for express bus	\$90.00				
Annual cost of operation of express bus	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Annual passenger capacity (25 passenger coach)	28,224	5,645	8,467	14,112	16,934
Maximum fares collected @ 7.00	\$197,568	\$39,514	\$59,270	\$98,784	\$118,541
Revenues (Fares) less expenses	\$16,128	-\$141,926	-\$122,170	-\$82,656	-\$62,899
Number of rural miles traveled per one-way trip	26.25				
Total one-way trip length in miles	37.7				
Percentage of trip in rural area	198.86%	198.86%	198.86%	198.86%	198.86%
Annual cost allocated to JARC	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Municipal Contribution	\$28,819	\$28,819	\$28,819	\$28,819	\$28,819
Annual Revenue (Fares, Funding, Contribution)		\$118,333	\$138,089	\$177,603	\$197,360
Annual Expenses (Operational Costs)	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Revenues Less Expenses		<b>-\$63,107</b>	<b>-\$43,351</b>	<b>-\$3,837</b>	<b>\$15,920</b>

\* A reduction in trips from 4 to 2 would result in a reduction of estimated passenger dollars

Reduced Trips a day	2				
Fares		\$19,756.80	\$29,635.20	\$49,392.00	\$59,270.40
Revenue Less Expenses		-\$82,864.20	-\$72,985.80	-\$53,229.00	-\$43,350.60

LAKES REGION - PORTLAND EXPRESS BUS PRO FORMA BUDGET - BRIDGTON TO PORTLAND - ROUTE 302

Baseline and Maximum Conditions		Ridership @			
		20% of maximum = 6 pass/trip	30% of maximum = 8 pass/trip	50% of maximum = 14 pass/trip	60% of maximum = 17 pass/trip
Number of annual workdays	260				
Less Holidays not operated	8				
Days express bus operates	252				
Number of daily bus hours including deadhead	8				
Trips a day	4				
Average price per one way	\$10.00				
Number of annual bus hours	2016				
Cost per hour for express bus	\$90.00				
Annual cost of operation of express bus	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Annual passenger capacity (25 passenger coach)	25,200	5,040	7,560	12,600	15,120
Maximum fares collected @ 10.00	\$252,000	\$50,400	\$75,600	\$126,000	\$151,200
Revenues (Fares) less expenses	\$70,560	-\$131,040	-\$105,840	-\$55,440	-\$30,240
Number of rural miles traveled per one-way trip	26.25				
Total one-way trip length in miles	37.7				
Percentage of trip in rural area	198.86%	198.86%	198.86%	198.86%	198.86%
Annual cost allocated to JARC	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Municipal Contribution	\$28,819	\$28,819	\$28,819	\$28,819	\$28,819
Annual Revenue (Fares, Funding, Contribution)		\$129,219	\$154,419	\$204,819	\$230,019
Annual Expenses (Operational Costs)	\$181,440	\$181,440	\$181,440	\$181,440	\$181,440
Revenues Less Expenses		-\$52,221	-\$27,021	\$23,379	\$48,579

\* A reduction in trips from 4 to 2 would result in a reduction of estimated passenger dollars

Reduced Trips a day	2				
Fares		\$25,200.00	\$37,800.00	\$63,000.00	\$75,600.00
Revenue Less Expenses		-\$77,421.00	-\$64,821.00	-\$39,621.00	-\$27,021.00

The committee discussed the likelihood of each of the above scenarios, and thought that it was highly unlikely that residents would become riders if the price of a ticket were \$10. The committee discussed zoned pricing areas similar to the Shuttle Bus Zoom. The committee decided that additional resources would be necessary given the shortfall.

MaineDOT told the committee that they need to have municipal match confirmed prior to submitting JARC applications and that the municipal match needs to be confirmed soon or the 2008-09 funds will be withdrawn. MaineDOT also emphasized that in order to use JARC funds they need to prove they are serving the population who the funds are dedicated for. The committee discussed developing a survey for residents.

FairPoint and Maine Medical Center were all suggested as sources of funding that the committee should investigate. GPCOG told the committee that they would work with Cumberland County on setting up a subcommittee meeting with FairPoint to discuss the bus proposal.

NEXT MEETING –TBA