

**PACTS
Transit Committee
Meeting Notice
Thursday, October 11, 2007, 9:30 a.m.
GPCOG, 68 Marginal Way
Agenda**

- 1. Call to order**
- 2. Approval of Minutes from the last meetings (attached)**
- 3. Committee Reports**
- 4. Revised Timeline/Work Plan (attached) – 5 min.**
- 5. Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding – 10 min.**
- 6. PACTS 2009 High Priority Projects Candidates List (Attachment) – 20 min.**
Presentation and discussion of the list of candidates
- 7. Update on UPWP priorities – 10 min.**
- 8. Information Sharing/Round Table Discussion/Check-In/What's Up**
 - a. Passenger Behavior & Standards of Conduct**
 - b. ITS Needs Assessment (Attachment sent separately)**
 - c. Saco Bay Transit Study**
- 9. Other Business**
 - a. PACTS Offsite Retreat October 19th, AM**
 - b. Joint Resolution Signing Ceremony**
- 10. Next Meeting Date (November 8 @ 9:30 a.m., at Saco City Hall), Agenda**
- 11. Adjourn**

Attachments: September 13 PTC minutes, High Priority Projects List, Committee Roster

PACTS Transit Committee Minutes
September 13, 2007
9:30 a.m. at Saco City Hall

Members Present: Tom Meyers, Chair, South Portland Bus Service; Sara Behr, MaineDOT; Ed Clifford, ShuttleBus/ZOOM; Catherine Debo, CBITD; Connie Garber, YCCAC; Tom Gorrill, Gorrill-Palmer; Steve Kirby (for David Redlefsen), METRO; Jon McNulty, RTP; Patricia Quinn, NNEPRA; Mariana Douglas, NNEPRA

Members Absent: John Bubier, Biddeford; Jonathan LaBonte, MTA; Private operators

Staff and Guests: Maddy Adams, GPCOG; Susan Davis, MNGRR; Art Handman, Consultant; Judy Harris, PDOT; Steve Linnell, GPCOG; Sue Moreau, MaineDOT; Tom Reinauer, SMRPC; David Willauer, GPCOG

1. **Call to Order.** Tom Meyers called the meeting to order at 9:40 a.m. Introductions were made.
2. **Approval of minutes from August 9, 2007 meeting.** *Catherine Debo moved approval of the August 9, 2007 minutes, seconded by Patricia Quinn. All were in favor.*
3. **Committee Reports.** The Planning Committee discussed impact fees to pay for transportation. They are trying to determine what each town is doing regarding impact fees. Tom distributed the list of projects developed by the High Priority Projects subcommittee. The top three were to rebuild the Veterans Bridge; funding for buses and paratransit vehicles/ferries; and Phase II of the Gorham Bypass. Tom provided background and next steps. Individual PACTS communities will need to review the list regarding prioritization. Regarding the buses and paratransit vehicles/ferries item, Catherine suggested the scope be rewritten to include ferries, and offered to provide some language that will apply to the ferry. The funding would include money for CNG buses. Catherine and Tom will smooth out the final write-up and will bring it to the next committee meeting for a formal vote. Tom R. explained that this is viewed as an important way to grow the pot of money rather than to redistribute it. To get to the list, the subcommittee looked at needs for the next six years. The deadline to get the list to the Congressional delegation is to have it ready by early 2009. Steve noted that this is about replacement buses, but we should also be advocating for more than that which would mean more money. It was suggested that the buses be spec'd so that they come equipped with electronics – ITS, etc.

Dave Redlefsen will be serving on the TIP process review committee.

4. **Revised Timeline/Work Plan.** The timeline was updated with comments from the last meeting.
5. **Allocation Formulas for Future (FY 2008/2009) 5307 and STIC funding.** Catherine reported that the subcommittee tried to find something that would give the providers funding similar to what they have been receiving as well as providing a carrot for an incentive. The allocation would be based on increases in ridership and increases in mileage, as a means for determining how much they are trying to improve service. For purposes of the incentive formula, all or a portion of the mileage and ridership for routes/services funded by either 5311 (rural) or CMAQ funds would be shown in the report as deducted for purpose of the incentive funds, as follows:
 - For a route in which half the miles (or other portion) are funded by 5311 or CMAQ funds, those miles would be deducted for purposes of calculating 5307 incentive allocations, as would ridership applicable to those miles.
 - For a route in which all of the miles of service are funded by 5311 or CMAQ funds, those miles (and applicable ridership) would be deducted for purposes of calculating incentive allocations.

The flaw is in the performance numbers. It would be helpful to find three years of consecutive data (we're showing two years). Everyone would get the same base amount in 2008 and 2009. That includes the STIC money, but for 5307 it will be the difference between the base year 2007 and what we get for each subsequent year. There would be more of an incentive. You only get the incentive if you show an improvement. Statistics would be provided on a calendar year basis and it should be the most current data so that we are comparing apples with apples. NNEPRA currently is not listed but as of July 2009, NNEPRA will not be getting CMAQ funding so they will then be on the list. STIC funds were high this year because of the miles reported to the NTD by the Downeaster. Catherine noted that it is extremely difficult to track passenger miles but Connie explained that all of the statistics for RTP and YCCAC are for passenger miles. For them to determine vehicle miles would be nearly impossible. Tom R. explained that the subcommittee discussed this and some assumptions will need to be made for RTP and YCCAC.

Staff will need the last two years of vehicle miles and ridership from each of the providers. Tom M. asked if those numbers alone are what we want to use for incentives, as there are ways to bring the 'vehicle miles' numbers up. There was discussion about what "year" should be used – fiscal year (they vary among providers) or calendar year. It would be difficult for those agencies that run by a fiscal year to come up with numbers for a calendar year. *After some discussion, Patricia Quinn made a motion to use an October to September year for the data. The motion was seconded by Connie Garber and all were in favor.* Steve will provide the committee with the years and data that will be needed.

Sara pointed out that as soon as the Federal Register is published, projects with PIN numbers need to be approved (first by this Committee and then the Policy Committee). The Register doesn't come out until December.

6. Update on Reducing FHWA funded UPWP projects. David updated the committee on the decisions of the Policy Committee. The following projects received zero funding: Transit electronic fare collection; On/Off Survey; Transit-oriented zoning. The Regional Ride Guide was reduced from \$25,000 to \$15,000. David will provide a monthly update of where we are regarding funding.

7. Information Sharing/Round Table Discussion.

7a. Passenger Behavior & Standards of Conduct. There was nothing to report on this item. Connie distributed her Passenger's Rights and Responsibilities document.

7b. Automatic Vehicle Location. David provided a handout and some background on current systems in place. We need to determine what we want the AVL to do. The graphic display of Larry's system is good. The software component is very critical and it needs to be user-friendly. The cell phone idea has worked well. Information on YCCAC's AVL system should be included with the list of examples. Connie mentioned that the Island Explorer has had some software problems. After some discussion, it was suggested that staff conduct a survey of providers to determine their needs and requirements. The person that Connie worked with would be willing to do a presentation to this group. Sue Moreau also offered her assistance.

7c. Portland Explorer Update. David provided an overview of the Portland Explorer service over the past five years, along with lessons learned. The funding for the service has now come to an end. In an effort to continue service for Downeaster passengers to Intown Portland, Patricia Quinn met with David W. and Pay Penfold to discuss options. NNEPRA committed funding a limited Explorer service through Columbus Day (October 8th). Free vouchers are being provided to Downeaster passengers for the Portland Explorer. It will cost NNEPRA \$14,800 to fund the Downeaster service for this short-term period. They will not be able to support the service past that time. They run trains, not buses. Patricia met with Tom M. and David Redlfsen about what they could provide for transportation after Columbus Day. The route would be directed toward Monument Square rather than the Old Port if provided by METRO and/or SPBS. The Downeaster marketing will change to direct people to Monument Square where there will be service, rather than the Old Port.

Based on the commitment NNEPRA made to run the service for the five-week period, they are eligible to request funding. Patricia asked if there was any way that the \$14,800 could be reimbursed. Since the amount of STIC funding that was received was based largely on Downeaster boardings, Connie suggested and the Committee agreed that it would be appropriate for the Transit Committee to fund 80% of operating money that NNEPRA paid for the Portland Explorer service. It would be a one-time funding. The PACTS Transit Committee will work together to determine a solution to the need for service from the Downtown Transportation Center to Intown Portland.

7d. Lakes Region Bus Service Update. David W. reported that eight Lakes Region towns, including Bridgton, Harrison and Gray/New Gloucester are looking into transit service into Portland. They are working on an implementation plan for how such a service could operate. Perhaps JARC funding could be sought. Windham was awarded \$49,500 in CDBG funds on behalf of the Lakes Region transit service. The group is working with METRO (as the applicant for JARC funds) and have submitted a proposal for \$50,000 with \$50,000 of match money from the eight participating municipalities. They are proceeding cautiously. Tom M. asked if the towns involved would need to become part of the METRO district. David responded that conversations are ongoing and they are not sure how it would work. It was noted that all of the communities are part of the RTP service area. Jon noted that the RTP Board would not want to get into anything that might bring about a deficit. They would only be a contractor.

8. Other Business.

- David W. reported that the USM Bus Study has been completed and has been sent to committee members via e-mail. The study determined that there is a need but it would require more funding.
- Catherine sent the results of the Casco Bay Island Ferry survey to committee members via e-mail. Survey Monkey was used.
- Sara – She will be sending out some grants that will be needing signatures. STP funds for the TIDS screens was approved. They are implementing the new Freedom program. Barbara is away for two months.
- Connie – Shoreline Explorer ridership went up from 44,000 riders to 60,000 riders in the same one-year period.
- Art – Larry Harmon will be presenting at an upcoming conference that Art will be attending.
- Jon – RTP is still having a space issue and they are renovating the admin side of the office. Time spent with the consultant has been very rewarding.
- Ed – The route design study is ongoing. The route and hours of the ShuttleBus were extended as of last week. Kudos to Tom R. for doing some dry runs before they went live. The schedules have been working out well. UNE service has begun. The first Saturday had 139 boardings. Many were going to the train station, some to Portland. Ed used 48 Hour Print service in Boston and got 5000 full color copies for \$600.
- Steve reported that they now have one private customer for CNG.
- Susan – MNGRR got their first \$5000 donation. Susan wants to get together with John Duncan and Mike Bobinsky about an environmental impact study, permitting and engineering. They are now looking for tourism funds rather than trying to get any transportation funds. There was a Narrow Gauge Convention last week.
- Transit roster updates: Patricia's e-mail address is patricia@nnepra.com David Redlefsen's extension number is 17.

9. Next meeting date. The next meeting is scheduled for October 11 at 9:30 a.m. at GPCOG.

10. Adjourn. The meeting adjourned at 12:17 p.m.

Agenda Item 4 – PACTS 2009 High Priority Projects Candidates List

On September 5th the High Priority Projects Committee endorsed a *preliminary draft* list of candidate projects from which the Policy Committee will adopt a short list of two or three projects. Our goal is to submit the list of two or three projects to our Congressional Delegation for consideration for “High Priority” funding in the 2009 reauthorization of federal transportation funding for the next several years. MaineDOT is actively involved with staff and the HPP Committee on this.

The HPP Committee has asked staff to share the *preliminary draft* list with the Transit, Planning and Technical Committees during October. The HPP Committee will review comments received, and prepare a short list for consideration by the Policy Committee on November 15th. We will seek public and municipal support for the short list during 2008.

We will describe more about the list and the decision making process at your meeting. Feel free to contact Julia Dawson or John Duncan before the meeting.

Members of the Committee are:

- Rick Michaud, Saco (Chair)
- John Bubier, Biddeford
- Donna Larson, Freeport (Planning Committee)
- Gary Williams, MaineDOT
- Dale Doughty, MaineDOT
- Dan Jellis, Yarmouth (Technical Committee)
- Mike McGovern, Cape Elizabeth
- Dave Cole, Gorham
- Tom Meyers, South Portland (Transit Committee)

Purchase of replacement vehicles, including buses, vans, and passenger ferryboat

Problem: The Federal Transit Administration (FTA) defines a replacement cycle for each type of transit vehicle. For example, full-size transit busses are on a twelve-year/500K mile replacement cycle; small medium-duty transit busses are on a 7 year/200,000 replacement cycle. MaineDOT tracks vehicle inventories and replacement requirements statewide, and has projected that by the time federal funds become available in the next several years, at least **37** vehicles within the PACTS area will have exceeded their programmed service life and need replacement.

Project Scope: To replace 19 transit busses, 17 paratransit vans or busses, **and one passenger ferryboat** throughout the region to provide efficient, convenient, and economical public transportation services.

Cost Estimate: \$**15,000,000**

Source: PACTS Transit Committee

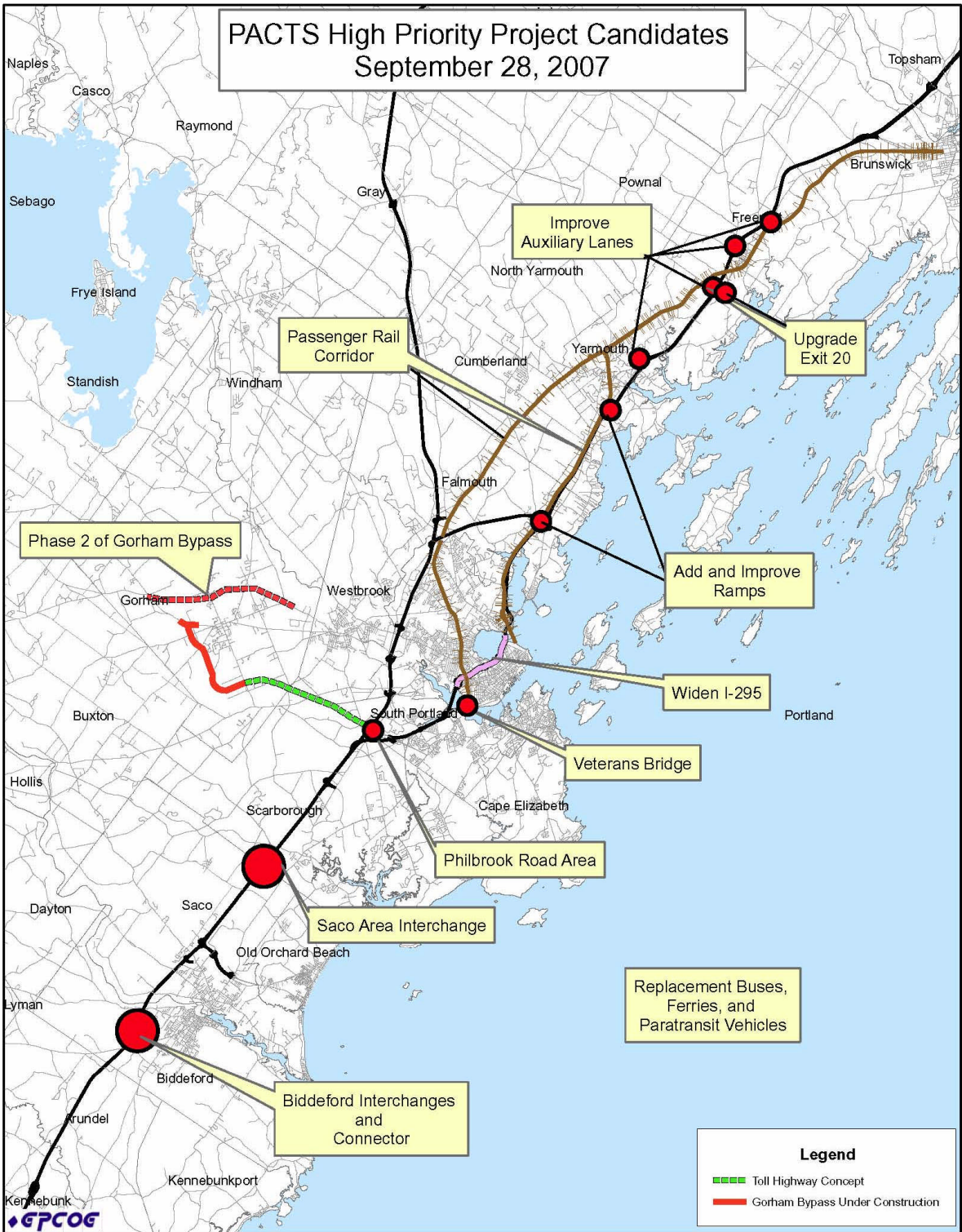
Regional Benefit: This project will retain the current level of service provided by the Shuttlebus/Zoom, South Portland Bus Service, Greater Portland Transit District (METRO), Regional Transportation Program (RTP), York County Community Action Corporation (YCCAC), **and Casco Bay Island Transit District**. In a recent year these **six** public transportation agencies provided over **3** million passenger trips service to people living in or visiting the communities of Saco, Old Orchard Beach, Biddeford, South Portland, Westbrook, Portland – **including Portland island neighborhoods of Peaks Island, Little Diamond Island, Great Diamond Island, and Cliff Island; the Town of Long Island, the Town of Chebeague Island, and small** areas of Falmouth and Scarborough. The passengers' trips include work, shopping, school, medical appointments, recreation, and tourist sites, mirroring almost every purpose of those who travel by automobile.

Recognition of public support: PACTS leadership and the municipalities they represent recognize that investment in maintaining the existing level of service with modest extensions of transit routes, and replacing the existing fleets in a timely matter, is a wise policy. This project is consistent with the guiding policies of Destination Tomorrow and the MaineDOT's Strategic Transportation Plan.

MaineDOT Seeking Earmarks

The MaineDOT submitted a funding request for buses for the METRO in both the 2007 and 2008 discretionary application processes. They were unsuccessful. They will re-submit the project for consideration in the 2009 annual process and the 2009 multi-year reauthorization.

PACTS High Priority Project Candidates September 28, 2007



Produced by: The Greater Portland Council of Governments - 2007

September 28th Preliminary Draft List of 2009 High Priority Project Candidates

For review by the PACTS Planning, Transit and Technical Committees

Listed in order of suggested priority

<u>Project</u>	<u>Cost Estimate</u>	<u>Studied Enough</u>	<u>Enough Public Support</u>	<u>Issues/Questions</u>
Rebuild Veterans Bridge	\$30,000,000	Yes	Yes	Need clarification on scope and bridge funding options from MaineDOT.
Buses, ferries and paratransit vehicles	\$15,000,000	Yes	Yes	MaineDOT will continue annually to pursue FTA earmark for \$5,000,000 of this.
Phase II of the Gorham Bypass	\$35,000,000	Yes	Yes	Does the upcoming study of potential spur from Turnpike (and possibility of Turnpike financing) undermine the momentum for this bypass?
Widen I-295 in Portland	\$30,000,000	Yes	No	Is there enough public support to satisfy Congressional Delegation?
I-295 in Falmouth, Yarmouth and Freeport	\$50,000,000	?	Yes	Need to do an Envir. Assessment on the three new ramps at Falmouth Spur? Predetermines perception of support for Tpk widening in Portland area?
Upgrade Exit 20 in Freeport	\$11,000,000	?	Yes	MaineDOT's priority is for bridges that are structurally deficient rather than functionally obsolete.
Philbrook Road area	\$10,000,000	?	Yes	Wait to see impact of widened Payne Rd bridge. MaineDOT completed Prelim Design Report in 200x.
Passenger rail to Brunswick	\$100,000,000	No	Yes	Need operating subsidy source, and MaineDOT has just begun 2-year study.
Saco area Interchange etc	\$20,000,000	No	No	Build mostly with Turnpike funds. Needs Tpk study.
Biddeford interchanges and connector	\$30,000,000	No	No	Build mostly with Turnpike funds. Needs Tpk study.

PACTS Transit Committee Roster

Members	Affiliation	Phone	Email
John Bubier	City of Biddeford	284-9313	jbubier@biddefordmaine.org
Ed Clifford	ShuttleBus/ZOOM	282-5408	director@shuttlebus-zoom.com
Catherine Debo	CBITD	774-7871 x103	cdebo@cascoabaylines.com
Barbara Donovan	MaineDOT	624-3245	barbara.donovan@maine.gov
Connie Garber - Vice-Chair	YCCAC	324-5762 x 2930	cgarber@yccac.org
Tom Gorrill	Gorrill-Palmer	657-6910	tgorrill@gorrillpalmer.com
Jonathan LaBonte	MTA	871-7771 x111	JLaBonte@maineturnpike.com
Jon McNulty	RTP	774-2666 x12	jmcnulty@rtprides.org
Tom Meyers - Chair	SPBS	767-5556	tmeyers@southportland.org
Patricia Quinn	NNEPRA	780-1000 x105	patricia@nnepra.com
David Redlefsen	METRO	774-0351 x17	dredlef@gpmetrobus.com
Private Optr Seat	See below		
Staff			
Maddy Adams	GPCOG	774-9891	madams@gpcog.org
Steven Linnell	GPCOG	774-9891	slinnell@gpcog.org
Tom Reinauer	SMRPC	324-2952	treinauer@smrpc.org
David Willauer	GPCOG	774-9891	dwillauer@gpcog.org
Others and Alternates			
Sara Behr	MaineDOT	624-3255	sara.behr@maine.gov
Kevin Donoghue	Portland City Councilor		kjdonoghue@yahoo.com
John Duncan	PACTS	774-9891	jduncan@gpcog.org
Art Handman	Transportation Consultant	332-8300	alhandman@hotmail.com
Judy Harris	City of Portland	541-6923	jh@portlandmaine.gov
Josh Mack	SMRPC	324-2952	jmack@smrpc.org
Judi Molloy	FTA	(617) 494-3488	judi.molloy@fta.dot.gov
John Perry	FHWA		JohnA.Perry@fhwa.dot.gov
Robert Wagner	Portland bus rider		robertwagner@alum.mit.edu
Conrad Welzel	MTA	871-7771 x126	cwelzel@maineturnpike.com
Private Operators			
Don Cormier	Bay Ferries "The CAT"	(902) 626-2543	dcormier@nfi-bay.com
Mike Cyr	Cyr Bus Lines	799-8527	mike@cyrbustours.com
Susan Davis	Maine Narrow Gauge RR	828-0814	director@mngrr.org
Steve Klein	Mermaid Transportation	885-5630	gomermaid@aol.com
Dana Knapp	Concord Trailways	828-3939 x303	yconcord@maine.rr.com
Greg Isherwood	Custom Coach & Limousine	797-9100	gisherwood@customcoachandlimo.com
Allen Malony	Chebeague Transportation	846-9613	ctc@nlis.net
Ray Penfold	VIP Tour & Charter Company	772-4457	rpenfold@maine.rr.com
Kenneth Wyman	Vermont Transit	782-0311	