

PACTS

Portland Area Comprehensive Transportation Committee

**PACTS
Transit Committee
Meeting Notice**

**Thursday, May 8, 2008, 9:30 a.m.
Saco City Hall, 300 Main Street
Agenda**

- 1. Call to order**
- 2. Approval of Minutes from the last meeting (attached)**
- 3. MUST Ordinance (Greg Tansley) – 30 min.**
- 4. Status Reports (attached) – 30 min.**
- 5. Review Timeline/Work Plan (attached) – 5 min.**
- 6. Discuss Proposal for a Joint meeting with Planning Committee – 10 min.**
- 7. Report from Nominating Committee for New Officers – 5 min.**
- 8. PACTS Transit Study Implementation Status Reports – 60 min.**
 - a. Regional Map and Timetable – Approve Workplan (attached)**
 - b. Regional Route Study**
 - c. Transit Planning in Comprehensive Planning Process**
 - d. Regional Pass System**
 - e. Other – in order of priority**
- 9. Information Sharing/Round Table Discussion/Check-In/What's Up**
- 10. Other Business**
- 11. Next Meeting Date (June 12 @ 9:30 a.m., at GPCOG), Agenda**
- 12. Adjourn**

Attachments: April 10 PTC minutes, Status Reports including AVL Update, Timeline/Work Plan, and Regional Map and Timetable Workplan

PACTS Transit Committee Minutes
April 10, 2008
9:30 a.m. at GPCOG

Members Present: Tom Meyers, Chair, SPBS; Ed Clifford, ShuttleBus/Zoom; Catherine Debo, CBITD; Connie Garber, YCCAC; David Redlefsen, METRO

Members Absent: Sara Behr, MaineDOT; John Bubier, Biddeford; Tom Gorrill, Gorrill-Palmer; Conrad Welzel, MTA; Jon McNulty, RTP; Patricia Quinn, NNEPRA

Staff and Guests: Maddy Adams, GPCOG; Susan Davis, MNGRR; John Duncan, PACTS; Carl Eppich, PACTS; Art Handman; Judy Harris, PDOT; Steve Linnell, GPCOG; Paul Niehoff, PACTS; Todd Pendleton, HNTB; Anna Price, MaineDOT; Tom Reinauer, SMRPC; Chris Small, MNGRR; Sara Trafton, YCCAC; David Willauer, GPCOG

1. **Call to Order.** Tom Meyers called the meeting to order at 9:33 a.m. Introductions were made.
2. **Approval of minutes of March 13, 2008 meeting.** Regarding the Gorham Bus Service item under Agenda item 4. Status Reports – David R. noted that Sara Behr had some questions about the local match and whether or not USM qualified, and he thought that should be included in the minutes. *With that amendment, the minutes were approved.*
3. **Maine Turnpike/DOT Park & Ride Study.** Todd Pendleton gave an overview of the study through a PowerPoint presentation; he also provided a handout. He reported that three new park & ride lots are planned. The existing park & ride lot in Scarborough will be combined with Cabella's and additional spaces will be provided. The existing lot in Scarborough will be closed. The data for this report was collected in October 2006. However, the Turnpike lots have data collected on them more regularly. To determine trip patterns, a reply card along with a pen was placed inside a plastic baggie and put on the windshields of cars in the park & ride lots. They received a 20% response rate. They didn't ask the respondents if they were headed to the casinos, but the average trip length was 148.9 miles so that would indicate that that might be the case. Connie expressed concern that people were headed out of state and using up the parking spots while local people might not be able to get a space.

The busiest lots were the lots in Biddeford, Marginal Way, Saco and Gray. Eighty-four percent of the trip purposes were for commuting to or from work (84%). The recommendations from the report were as follows:

- Develop formal P&R policy
 - duration of stay
 - type of trips
 - usage by private parties
- Observe busy lots more frequently
- Improve lot security
- Expand investigation:
 - weekend usage
 - winter usage
 - hourly usage
- Proactively seek public private partnerships

Public private partnerships would involve entering into lease agreements with WalMart, Maine Mall, etc. to acquire some of their spaces for park & ride. Usually a set period of time is arranged – usually 5-10 years.

It was asked why the Pride's Corner lot is so underutilized and the feeling was that it is because it is not very visible. Susan added that part of the reason it is underutilized could be due to the fact that Portland provides ample parking for commuters. Sara T. asked how many commuters are able to take advantage of the FTA commuter advance program (commuter choice tax benefit). Catherine said she would like to hear more about this program on a future agenda, such as who promotes it, what employer groups use it, etc.

4. Status Reports.

- **PACTS Executive Committee** – The PACTS Transition Team has been meeting and they have decided to move forward with a six-member Executive Committee. They would meet once a month and a member of the Transit Committee would serve on that Board. The intent is to enhance communication among the various committees.
- The **PACTS information sessions** were very helpful.
- **Lakes Region Transportation Committee.** David W. explained that the support is mixed; it is a work in progress. They will be presenting to the County who has indicated that they want to help. The service is contingent upon municipal support.
- **JARC applications** are due at the end of this month. A JARC application could probably be submitted for the Gorham Bus Service. There are still questions regarding whether or not there is enough support for the service. GPCOG serves as a spokesperson for both the Gorham Bus Service and the Lakes Region Transportation Committee. METRO would be the applicant for either service. It still needs to be determined what the University's position is, what Gorham's position is and what the City of Portland's position is on this service. Judy said that she couldn't imagine that there would be any money available from Portland. David W. explained that they would not be asking Portland for money but rather their support. Tom M. asked what part Portland plays in the decision-making. David W. pointed out that one of the more active Portland City Councilors is also active on the METRO Board. The decision would be made through the METRO Board not necessarily the City of Portland. Sara T. asked if the transit bonus program was considered. David responded that the service needs to have been in service for three years to be eligible for the transit bonus.
- **Transportation Marketing Committee** – Susan and Ed attended the most recent meeting which focused mostly on the trade show scheduled for May 3rd. The next meeting will be held at the Ocean Gateway site on April 23rd at 1:00 p.m. Tom M. asked how this committee is fitting with our Ride Guide. David W. responded that it's not really. There wasn't too much discussion about it. Ed added that there are a lot of new players – a lot of private companies. A lot of time is spent getting people up to speed. Tom M. asked if this marketing committee is redundant, and if it is productive. Judy pointed out that there is a different landscape now in Portland, so this committee can definitely be reconsidered. Ed pointed out that there is a need for a marketing group as part of our Coordination Study but this may not necessarily be the group. Susan said she thought the job of this committee was to get the modes and providers to intersect. David W. explained that the purpose of this committee is to allocate transportation funds and implement transportation planning. We have been tasked by the Policy Committee to implement the recommendations of the Regional Transit Coordination Study.
- **Energy Forum** – Steve reported that the Forum was very well attended and informative. We are hoping to have the video available soon.
- **Connie** – There were issues with the last round of JARC applications, in particular with York County's request because they package their urban program with a rural program. YCCAC intends to reapply for funds. With the deadline being April 30th, and this committee not

scheduled to meet until after that date, does she need to have something in place from the PTC before it goes to the Policy Committee? David W. suggested she talk to Sara Behr. Connie added that if MaineDOT needs a stamp of approval from the PTC and the Policy Committee, it probably won't be at the point of application but rather at the point of approval which will be much later. This needs to be confirmed.

5. **Review Timeline/Work Plan.** We may need to add a TIP amendment regarding JARC in September.
6. **Surface Transportation Program (STP) Recommendations.** Steve explained the updates. The Policy Committee has approved the suggested amendment. David W. explained that the AVL project has a change of scope now, and we may want to have it on a future agenda. Connie suggested that it be a separate meeting from the Transit Committee meeting. Tom M. said he thought that all the pieces were in place and he had hoped that the staff could put this altogether for the PTC. David W. said that there are too many unknowns at this time and that is why it wasn't already put together. He is not exactly sure about where the Bridgewater project stands. Also, it has not yet been determined whether everyone would be using radios or cell phones. *All were in favor of approving the 2010/2011 STP Transit Set Aside recommendation.*
7. **Appoint Nominating Committee for New Officers.** According to the bylaws, officers serve two years or until they are replaced. Connie and Tom M. will serve as the Nominating Committee.
8. **PACTS Transit Study Implementation Status Reports.** Chris Small distributed an article from the Gazette about the ZOOM. Ed responded that if the person had just taken the bus one-half hour earlier, he would've been all set.
 - 8a. **Regional Map and Timetable.** David W. reported that it has been scoped out and is now in the consultant selection process. It will be a snapshot in time. It might be difficult to show the timetables but rather the headways and hours of service, etc. will be shown.
 - 8b. **Regional Route Study.** This study is being put on hold while we await the results of the Portland Peninsula Study. The Regional Route Study will be a culmination of the various studies – Saco Bay, Portland Peninsula, etc.
 - 8c. **Transit Planning in Comprehensive Planning Process.** Greg Tansley has been invited to the next PTC meeting.
 - 8d. **Regional Pass System.** The smaller transit providers group will discuss this.
 - 8e. **Other** - Ed asked for a status report on the implementation of the Coordination Study. Tom M. suggested that a benchmark review be done around the same time as the summit happens – around November or so. Ed stated that we probably don't need a full-fledged summit but probably a meeting with the players or decision-makers. Connie added that maybe we will have something newsworthy about AVL. David W. suggested that if the group wants to plan a summit, they should begin a dialogue with the elected leadership of Portland. Tom M. agreed that it made sense to partner with the elected leadership and suggested that we try to drive the train this time. Connie added that the approach should be collaborative and the Policy Committee should be included. Connie suggested having an interesting speaker.
9. **Information Sharing.**
 - Ed – There is a 40% increase in ridership on the ZOOM over last year. They are working on some trolley service ideas. A route design study is also being planned.
 - Catherine – the Board has adopted the Strategic Plan. Their budget year began April 1st. The

fifty cent surcharge for all trips was approved for adults and twenty-five cents for elderly and disabled. Peaks Islanders have expressed a feeling of discontent because they feel they are being disproportionately affected. An equity of rate structure study will be completed. CBITD is currently collecting names of potential bidders with experience in analysis. The state has agreed to fund this study at \$10,000.

- Anna – Portland North Study has started. There is a page on the MaineDOT web site about the project (<http://www.maine.gov/mdot-stage/portlandnorth/>). Some stakeholder meetings are planned for May.
- David R. – METRO is in desperate need of new vehicles and is determining what type of vehicle to go forward with.
- Chris – A waiting shelter from 1905 (similar to a bus shelter) is now in the Museum.
- Susan – working on improving relations with the City of Portland. Nominating Committee is looking for a good representative to serve on the MNGRR board.
- David W. – GoMaine now has 16 vans on the road, including three handicapped-accessible vans.
- Sara T. – YCCAC is investigating sustainable options and she has been pushing for green buses. Maine is close to having hybrid buses in place over the next 18 months. Connie added that the Shoreline Explorer and the Brunswick area would be the locations for the hybrid buses
- Connie G. The two regional operators (YCCAC and RTP) for the PACTS area have been going through “hellish times” because of the state budget crisis. A tremendous part of their budget is dependent on state and federal funding sources. Sara will be helping them look for other sources of funds.
- Carl – three more High Priority Project public hearings have been scheduled – May 22nd at Saco City Hall; May 29th at Yarmouth Town Hall; and June 5th at Westbrook High School Cafeteria. All will be held at 7:00 p.m. PACTS is working with the Legislature and with Gary Williams at MaineDOT.
- Carl noted that the deadline for CMAQ applications is April 15th. In order to get CMAQ funds, you want to document VMT. Steve noted that CMAQ projects will be thrown in the hopper with all the other projects. He will forward the criteria for CMAQ projects to the committee.
- Tom M. – SPBS ridership is up about 8% from last year. Once again this year they will be offering the \$20 student summer pass. The South Portland City Manager put on a budget freeze effective yesterday. In May Tom will be meeting with delegates in Washington to talk about the transit situation here.

10. Other Business. None.

11. Next meeting date. The next meeting is scheduled for May 8th at 9:30 a.m. at Saco City Hall. Tom M. will get back to the transit operators regarding the date for the next ad hoc providers meeting -- that meeting will focus on AVL.

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

Agenda Item #4: Status Reports (compiled by David Willauer and John Duncan)

GPCOG developed a DVD presentation with the Lakes Region Transportation Committee on proposed transit service.

Gorham Bus Service USM is not willing to pursue this at this time.

The Transportation Marketing Committee convened its third meeting on April 23.

GPCOG installed a TIDS screen at Ocean Gateway Marine Passenger which was stolen several days later on April 23.

Jon McNulty has been working with Bridgewater State College, CTAA, CastleRock, MaineDOT and area providers on an AVL Pilot Demonstration Project. MaineDOT has agreed to serve as the lead on this project. See update on next page.

JARC 2008 applications METRO submitted an application for \$50,000 for year 2 Lakes Region Transit Service.

There are now 17 vans in the GO Maine statewide vanpool fleet, three of which are lift-equipped. A year ago there were eight. See GPCOG's Carey Kish for more information.

GPCOG has prepared DVD's of Charlie Stephens's presentation, *Toward a Sustainable Energy Future*. See Steve Linnell for more information.

GPCOG Executive Committee is developing three Task Forces to pursue regional sustainability initiatives on Community, Economy and Environment.

The GPCOG May Status Report is attached. See David Willauer with questions.

The following news item was posted to the Railway Age website on May 30th:

"Survey Forecasts Spending Shift to Transit

The Urban Land Institute (ULI) reported Tuesday that a survey of 23 large metropolitan regions indicates that their combined transit spending over the next 25 to 30 years "will actually exceed that spent on highways, a shift of historic proportions."

"The growth in annual per capita transportation spending between today's levels, as reported in the near-term Transportation Improvement Programs, and the long-range plans is relatively modest: 24% per capita," said ULI in its analysis of the survey. "However, there is an enormous difference between highway plans--expected to grow at a modest 9%, and transit plans, which enjoy 52% expansion."

ULI said the seven regions with the most extensive transit systems and highest transit use "plan to increase transit spending by \$6 billion annually to \$16.5 billion, compared to a very modest increase in highway spending, from just under \$9 billion to slightly over \$9 billion." (This does not include Chicago, which does not publish the split between highways and transit.)

The survey was conducted for ULI last month by Hartgen Associates."

GPCOG Planning and Programs Status Report
March 26, 2008 – David Willauer Planning Director

GO Maine Program

- 15 Vans in service, 2 new lift-equipped – future ADA outreach opportunities
- Commute Another Way Week is 12-16 May 2008
- Launching new trip planner software

Kids and Transportation Program

- Transition to new joint program with SMRPC funded by MaineDOT and MTA
- Working with GO Maine on new “bikes on bus” video to go on U-Tube.
- Explore Maine Map of statewide bus, rail, ferry, airline systems

PACTS

- Considering change in governance – Executive Committee to handle routine tasks
- Hired Planning Decisions to conduct study to find more transportation funds
- Conducting three public forums in May to get input on High Priority Projects
- Soliciting municipalities for 2010-2011 Capital Work Plan transportation projects
- MaineDOT to complete I-295 Corridor Study Final Report soon.

Regional Corridor Coalitions

- Lakes Region Transit Service – presented to 7 out of 12 towns, soliciting for local matching funds totaling \$50,000. Total projected annual operating cost is \$172,400.
- Small Starts Rail Planning Study started by MaineDOT to demonstrate feasibility of rail service north of Portland – 18 month study.
- Exit 63 Master Plan – revised scope of work with MaineDOT and MTA
- Route 113 Corridor Study – Scenic Bypass Status

Safe Kids Maine Program

- New PTE Coordinator Staci Fortunato started in March
- Child Passenger Safety training, events and workshops
- Funded by BHS, State Farm Insurance, DHHS and Safe Kids Worldwide

Special Projects

- Sebago elderly and disabled special needs survey
- Starting Two Evacuation Planning efforts with Cumberland County EMA
- Yarmouth Economic Impact Study focused on the Waterfront
- Portland Traffic Calming Study
- Portland R-5 Zoning Amendments

Transit Planning for PACTS (Steve Linnell)

- Portland Peninsula Transit Study is underway
- Started Regional Map and Timetable
- Scored \$800,000 in new transit capital projects to include AVL, SPBS Garage, regional signage and shelter program, 2 new RTP buses.

Automatic Vehicle Location (AVL) Pilot Project

PACTS Update May 2, 2008

Overview

PACTS Transit Providers are working with MaineDOT to implement a cell-phone based Automatic Vehicle Location (AVL) Pilot Program to provide vehicle locations to the public.

Fall 2007 Demonstration Project

GPCOG worked with staff from the GeoLaboratory at Bridgewater State College to demonstrate a Cell-Phone AVL project in September 2007. Two cell phones were tested on all seven Portland Area transit operations for transmission on buses, ferries and trains. Transit providers were enthusiastic and expressed interest in pursuing the project.

RTP and MaineDOT AVL Pilot

Responding to the interest in the Bridgewater Demonstration, RTP contacted Larry Harmon to work with RTP and implement the AVL Pilot Program. RTP proposed to serve as the mobility manager for deploying a regional AVL project on behalf of the six area transit providers. Several meetings were held during January and February 2008.

MaineDOT Transit MODES Project

MaineDOT invited several transit providers to see a MODES demonstration project in February 2008. MaineDOT is currently implementing the MODES Module of the statewide 511 Web Site to improve transit schedule information to the public. Working with CastleRock Consultants, MaineDOT is adding a module to the existing Condition Actuated Response System (CARS) to enable the public to view transit routes, schedules and other information. A key element for this project is AVL to display real-time transit information.

MaineDOT/RTP/Bridgewater/CTAA Partnership

Given the interest level in the Bridgewater Pilot Project, MaineDOT agreed in March 2008 to fund the first phase of the Greater Portland AVL Pilot Program. Executive Director Dale Marsico from the Community Transportation Association of America (CTAA) also agreed to provide additional funding for the program.

Next Steps

- MaineDOT to contract with Bridgewater State University
- GPCOG to revise Regional AVL application for STP Set-Aside Funds for MDTs
- MaineDOT to coordinate MODES work with Bridgewater Pilot Program

AVL Background

Various AVL initiatives have been implemented in Portland and in Maine since 2001. These include the Island Explorer, Portland and South Portland Police, Portland Explorer and VIP Tour and Charter Bus Company. They can be described as “radio-based” and “cell-based” AVL systems.

1. Radio-Based AVL Systems

Radio-based AVL projects include the Island Explorer and South Portland Police Department. In these systems, the onboard radio system is used to transmit voice and data information. Advantages of this system include the ability to add other ITS elements such as automatic passenger counting (APC), automatic fare collection (AFC) and mobile data terminals (MDT). There are usually no monthly operating costs for transmitting voice and data once a frequency has been designated. There are sometimes costs associated with establishing operating frequencies. Disadvantages include high up-front infrastructure costs including radio towers, repeaters, etc.

2. Cell-based AVL Systems

Cell-based projects include the Portland Police, Portland Explorer, VIP Tour and Charter, York County Community Action Program (YCCAC) and the Bridgewater State Pilot Projects. In these systems, the on-board modem or cell phone is used to transmit vehicle location information using a cell phone network. Advantages of this system include broad range of service (depending on cell coverage), and low installation costs. Disadvantages include the inability to link APC, MDT or AFC, signal disruption issues and monthly operating costs (cell phone charges for voice and or data plans).

- a. The Portland Police and VIP installed modems in the vehicle to transmit the cell signal. Navigation software is used to display vehicle information which is restricted to viewing by designated software users. For the Portland Explorer, the vehicle location was transferred to public Transportation Information Display (TIDS) screens for public viewing at transportation terminals and participating hotels in Greater Portland.
- b. The Bridgewater State and YCCAC examples, on-board cell phones are used to transmit the signal. In Bridgewater, the signal is transmitted to Virtual Earth, a public map-based Web Site that enables anyone to view the vehicle location information. In Sanford, the signal is transmitted to servers and used by YCCAC dispatch with Comet Tracker software.

Agenda Item #5

Draft Timeline/Work Plan for the PACTS Transit Committee

DRAFT 5/2/2008

Fiscal Year 2007:

May *Approve New Work Plan /UPWP*

June *Begin development of Allocation Formula for 5307 and STIC Funds*
Adoption of Regional Transit Coordination Study
Evaluation of the Committee (year 3)

Fiscal Year 2008:

July 2007 *Continue development of Allocation Formulas for 5307 and STIC, '08/'09*
Complete Regional Transit Map
Participate in PACTS High Priority Projects list development

August *Provide input to PACTS Process Review*

September *Participate in PACTS TIP Process Review, including JARC*

October *Adopt an Allocation Formula for 5307 and STIC*

November *Public comment period for Section 5303 and 5307 funds, '08/'09 (pending release of Federal Register notice)*
Develop Study Proposals for 5303 and 5307 Planning funds

December *Provider information (ridership, miles, etc.) due (move to November)*

January 2008 *Submit recommendation to Policy Committee for FTA Section 5307 funds*

February *Submit STP proposals to staff for ratings*
Public Comment Period...
Update TIP

March *FTA Budget announced*

April *Appoint Nominating Committee for new Officers*
Adopt STP proposals for submission to Policy Committee

May *Annual evaluation of Committee (year 4)*

June *Elect New Committee Officers*

Fiscal Year 2009:

July 2008 *Review criteria for submitting proposals for 2010/2011 STP Capital*

August

September

October

<i>November</i>	Regional Transit Study, Annual Report FTA Budget announced (tentative)
<i>December</i>	Provider information (ridership, miles, etc.) due
<i>January 2009</i>	Operators submit requests for planning functions and funding
<i>February</i>	Draft Unified Planning Work Program (UPWP) submitted and first review
<i>March</i>	Review UPWP
<i>April</i>	Complete recommendations to Policy Committee re: UPWP
<i>May</i>	
<i>June 2009</i>	Annual evaluation of Committee (year 5)

Other tasks:

- Execute the Implementation Schedule for the ***Regional Transit Coordination Study***.
- Provide assistance and coordination for implementing ***Destination Tomorrow*** and associated studies and plans
- Determine level of involvement of the Committee wishes to have in ongoing studies such as:
 - Peninsula Transit Study
 - Passenger Rail to Brunswick
 - Transit Oriented Zoning
 - Maine Narrow Gauge RR Extension Study
 - Other future studies
- Begin orientation of what it will mean to be a part of a Transportation Management Area
- Respond to Policy Committee requests for action, information or recommendations as needed

Glossary of Terms

BOP	Biennial Operations Plan (MDOT)
BTIP	Biennial Transportation Improvement Program (MDOT)
CMAQ	Congestion Mitigation Air Quality Program (Federal Funds)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access & Reverse Commute
MDOT	Maine Department of Transportation
MPO	Metropolitan Planning Organization (PACTS, KACTS, ATRC, BACTS)
NNEPRA	Northern New England Passenger Rail Authority (Downeaster, contracts with Amtrak)
OPT	Office of Passenger Transportation (MDOT)
PACTS	Portland Area Comprehensive Transportation Study (Portland Area MPO)
SAFETEA-LU	Safe, Affordable, Flexible, Efficient, Transportation Act –Legacy for Users
STIC	Small Transit Intensive Cities
STIP	Statewide Transportation Improvement Program
STPA	Sensible Transportation Policy Act
STP	Surface Transportation Program (Federal Funds)
TE	Transportation Enhancement Program (Federal Funds)

TEA-21 Transportation Equity Act for the 21st Century
TIP Transportation Improvement Program (PACTS)
UPWP Unified Planning Work Program
5303 FTA Planning Program
5307 FTA Urbanized Assistance

Agenda Item #6

Donna Larson, Chair of the Planning Committee has expressed an interest in having a joint meeting between the Planning and Transit Committees. As the Planning Committee continues its search for new and innovative funding sources for transportation, it increasingly encounters the need to fund alternative modes. It is thought that a discussion of ongoing efforts by both Committees could be beneficial to all. The purpose of this topic on today's agenda is to determine if the Transit Committee wishes to pursue a joint meeting and if so to make suggestions for agenda topics, and indicate possible dates.

Agenda Item #8 a.

Regional Map and Timetable Scope of Work 14 February 2008 - GPCOG

Purpose

To design and print a Regional Map and Timetable for the PACTS MPO to present multi-modal travel options in one easy to use format with an electronic, web-based companion.

Background

GPCOG applied for JARC¹ funds August 2006 on behalf of the PACTS Transit Providers to produce a regional "Ride Guide." The goal was to produce one publication for use by transit patrons to help with access to employment and to avoid the need to carry multiple provider maps and timetables. The PACTS Transit Committee identified the Regional Map and Timetable as a top priority under the Marketing recommendation in the *PACTS Regional Transit Coordination Study* (June 2007)². NNEPRA created a Regional Transportation Map (draft) of the fixed route bus providers in 2007 with help from a marketing subcommittee.

Project Management & Staff

GPCOG Planning Director David Willauer will serve as project manager. He and other GPCOG and SMRPC staff will serve as liaison between participating committees, transportation providers, and graphic design consultant.

¹ **JARC** = Job Access and Reverse Commute program of the Federal Transit Administration (FTA).

² **Prepare a joint publication that presents a regional map and timetables for multi-agency travel**, Customers and visitors need to know all their options for traveling in the region. (p. 12, *Regional Transit Coordination Report*, May 2007)

Timeline	Tasks
Mar 2008	Project start, create advisory committee, revise scope of work
Apr 2008	Draft RFP for design consultant
May 2008	Retain consultant, complete inventory, review with stakeholders
Jun 2008	Continue inventory, completed timetables
Jul 2008	Preliminary design, final design and revisions
Sep 2008	Final product

Collaboration and Funding Sources

GPCOG proposes to use the following funding sources to design the publication with input from the PACTS Transit Committee, Transportation Marketing Group, transportation providers, human service agencies, selected major employers, and federal, state and local partners.

	JARC	FHWA	CDBG³	Match⁴	Total
JARC Application	\$ 25,000		\$ 25,000		\$ 50,000
PACTS Application		\$ 12,000		\$ 3,000	\$ 15,000
Total					\$ 65,000

³ **CDBG** Funds (representing CDBG staff input) are being used to match the JARC funds 50/50.

⁴ Local **Match** is required for use of FHWA funds, shared by participating transit providers.