Board of Directors

March 23, 2022 | 4:00 p.m. – 5:30 p.m.

Onsite:

Greater Portland Transit District
114 Valley Street, Conference Room A | Portland, ME 04102

Remote:

Please click the link below to join the webinar:
https://us02web.zoom.us/j/83603569172?pwd=TWF1NDJsSVpqSExxTkJldFB5aHhpUT09
Passcode: 595806 | Webinar ID: 836 0356 9172
Phone: (646) 558-8656| Telephone participants: *9 to raise hand, *6 to unmute

REVISED MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (4:00)	Michael Foley, Board President	N/A
2. Public Comment (4:00-4:05) The Executive Committee welcomes public comments at this time for items not listed on this agenda at this time. For items listed on the agenda, the chair will allow members of the public to comment following the staff presentation. There is a *three-minute time limit* per speaker. (Comments will be paraphrased in meeting minutes)	Michael Foley, Board President	Information
3. Approval of Meeting Minutes (4:05-4:10) Review and approve the minutes from the February 23, 2023 meeting of the Board of Directors.	Michael Foley, Board President	**ACTION**
4. Executive Director's Report (4:10-4:20) Executive Director Greg Jordan will update the board on agency performance, current topics, and upcoming events.	Greg Jordan, Executive Director	Information
5. Amended 2023-2027 Capital Improvement Program (4:20-4:30)* Requests board approval of an amended 2023-2027 Capital Improvement Program to replace three diesel bus purchases with three Battery Electric Buses in 2024.	Greg Jordan, Executive Director	**ACTION**
5. Gorham-Westbrook-Portland Rapid Transit Study (4:30-5:00) Greater Portland Council of Governments staff will provide a presentation on the work completed and status of the Gorham-Westbrook-Portland Rapid Transit Study.	Chris Chop, PACTS Transportation Director Andrew Clark, PACTS Transit Program Manager	Information

6. State Legislative Update (5:00-5:15) Executive Director Greg Jordan will update the board on efforts to make changes to MDOT's Maine State Transit Plan and secure additional state funding for public transportation operations and capital projects.	Greg Jordan, Executive Director	Information
7. Agency Strategic Planning Process (5:15-5:25) Executive Director Greg Jordan will update the board on work to hold the kick-off workshop for the agency's strategic planning work.	Greg Jordan, Executive Director	Information
8. Future Agenda Items (5:25-5:30) • Metro Strategic Planning Effort • Review of Board Policies • PACTS Studies and Project Updates • Gorham Connector	Michael Foley, Board President	Information
9. Upcoming Meetings (5:25-5:30) • Executive Committee – April 12, 2023 at 3:30 p.m. • Ridership Committee – TBD • Board of Directors – April 7, 2023 at 4:00 p.m • Finance Committee – May 3, 2023 at 4:00 p.m.	Michael Foley, Board President	Information
10. Adjournment (5:30)	Michael Foley, Board President	N/A

As of November 9, 2022 Greater Portland METRO is holding meetings of the Board of Directors (and its committees) in hybrid format, both in person at METRO's offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of METRO's Remote Participation Policy (adopted August 25, 2022) as well as LD 1772, PL 2022 Ch. 666, and 1 MRSA Chapter 13, Subchapter 1.

Board of Directors Meeting
February 23, 2023 at 4:00 p.m.
DRAFT Meeting Minutes

Municipality	Representative	Title	Attendance
Brunswick	Ryan Leighton	Asst. Town Manager	Present
Falmouth	Merrill Barter	Community Member	Present
Falmouth	Hope Cahan	Town Council Member	Present
Freeport	Bill Rixon	Community Member	Present
Portland	Pious Ali	City Council Member	Not Present
Portland	Paul Bradbury	Jetport Director	Not Present
Portland	Jeff Levine	Community Member	Present
Portland	Ed Suslovic	Community Member	Present
Portland	Andrew Zarro	City Council Member	Not Present
Westbrook	Mike Foley	Mayor	Not Present
Westbrook	John Thompson	Community Member	Present
Westbrook	Prosper Lohomboli	DEI Administrator	Present
Yarmouth	Nat Tupper	Town Manager	Present

Staff Present	Members of the Public
Greg Jordan, Executive Director	None
Mike Tremblay, Director of Transit Dev.	
Shelly Brooks, Finance Director	
Debbie Fitzpatrick, Accounting Manager	

Attendance roll call taken by Greg Jordan, Executive Director.

1. **With a quorum in place, the meeting was called to order at 4:11 p.m. by Nat Tupper, Board Vice President.**

2. **Public comment:** No members of the public were present.

3. **Approval of February 23, 2023 Meeting Minutes**
   Jeff Levine made a motion to approve the February 23, 2023 meeting minutes. John Thompson seconded the motion. After a roll call vote of the members present, the minutes were unanimously approved by all members present.

4. **Executive Director's Report.**
   Executive Director Greg Jordan presented the information contained in the presentation attached to these minutes. Topics included, sole-source extension of our ongoing AVL contract with Clever Devices; a staffing report, ridership update, an update on ARPA-funded initiatives, replacement BREEZ buses, update on new pass programs, the GWP Rapid Transit study, and METRO's schedule for our strategic planning process.

   Ed Suslovic asked whether the Gorham Westbrook Portland Rapid Transit Study was being coordinated with the Maine Turnpike Authority's Gorham Connector project. Greg Jordan responded that there is coordination between the projects. MTA staff is on the Rapid Transit Study's project advisory team, and Metro anticipates that MTA will include Metro and GPCOG staff on its project advisory committee for the Gorham Connector.

Jeff Levine commented that he's skeptical on whether we can achieve full rapid transit without dedicated lanes. Mr. Levine also noted that the Rapid Transit project would be a good mitigation to the Gorham Connector.

5. Approval of the FY 2023 Operating and Capital Budgets.

Finance Director Shelly Brooks presented the final 2022 budget performance report. She indicated that we expect a year-end surplus of about $210,000 which will move the agency closer to its board adopted goal for unrestricted financial reserves.

Ms. Brooks then presented the final FY 2023 operating and capital budgets noting changes from the preliminary budgets presented in October 2022.

John Thompson made a motion to approve the FY 2023 Operating and Capital Budgets. Ed Suslovic seconded the motion. After a roll call vote of the members present, the motion was unanimously approved.

6. Future Agenda Items

Hope Cahan asked to discuss how the City of Portland's bikeshare system is performing, and to discuss possible partnerships or interconnectivity. Ed Suslovic noted that this is a topic that is expected to be discussed at Ridership Committee in the near future.

Other standing future agenda items include:

- Metro Strategic Planning Effort
- Review of Board Policies
- PACTS Studies and Project Updates
- Gorham Connector

7. Upcoming meetings

These are upcoming meetings as presently scheduled:

- Executive Committee – March 8, 2023 at 3:30 p.m.
- Ridership Committee – TBD
- Board of Director – March 23, 2023 at 4:00 p.m.

8. Adjournment

Following a motion by Ed Suslovic to adjourn the meeting, and a second by Jeff Levine, Vice President Nat Tupper adjourned the meeting at 4:43 p.m.

GREATER PORTLAND METRO

Board of Director's Meeting

February 23, 2022

Executive Director's Report

Sole Source Contract with Clever Devices for AVL System Support

- 2012 competitive procurement - Clever Devices selected.
- $600k capital cost.
- 2015 internal launch; 2016 public deployment.
- Sole source contract provides ongoing maintenance support for 2 years
- $45k per year is captured in 2023 operating budget.
- Procurement policy requires board approval of non-competitive procured contracts exceeding $25k.
- Finance Committee determined board approval not required.
- Metro and regional partners in process of working toward overall system replacement.

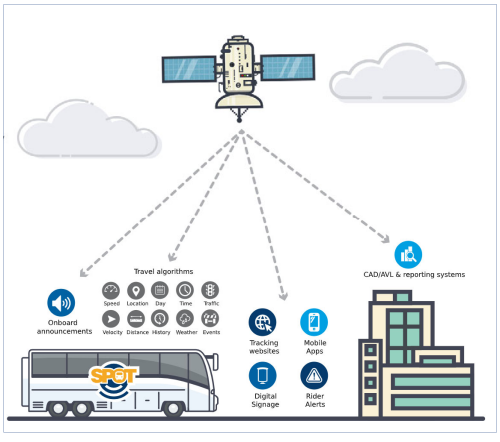
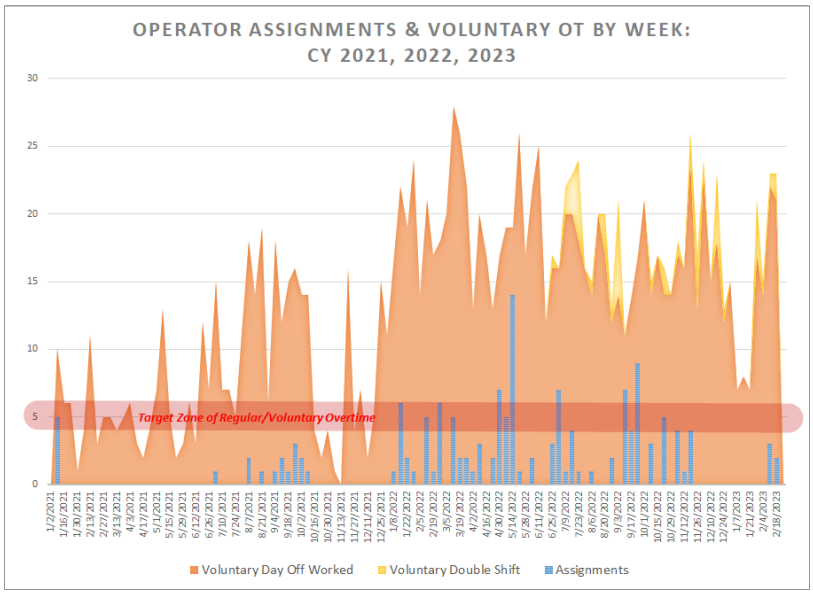


Image source: EVA Transit

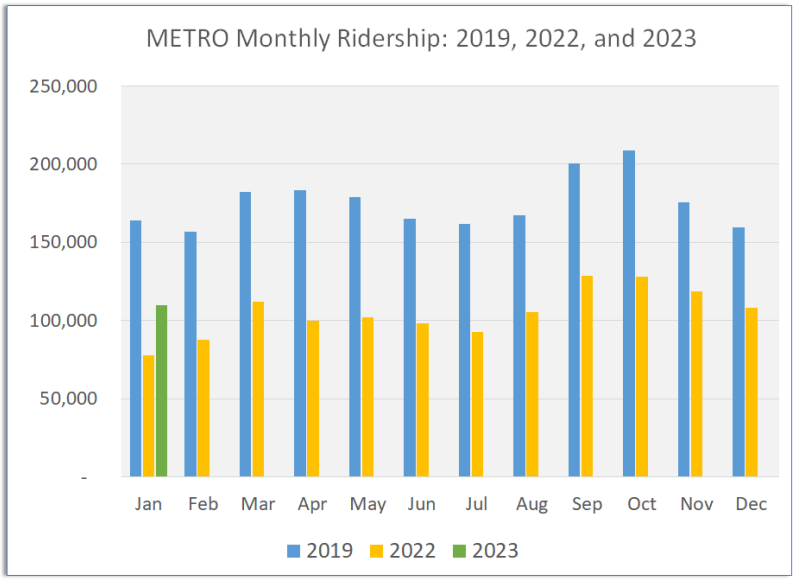
EXECUTIVE DIRECTOR'S REPORT

Bus Operator Staffing Status

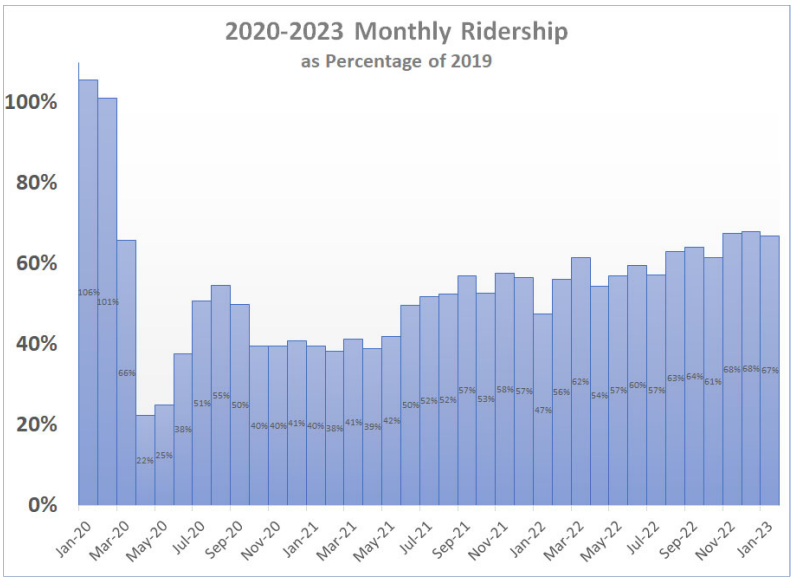


EXECUTIVE DIRECTOR'S REPORT

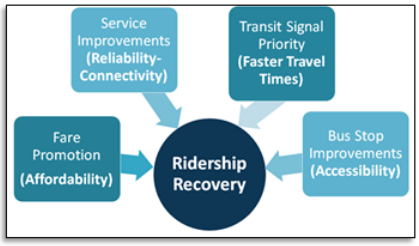
Ridership



EXECUTIVE DIRECTOR'S REPORT
Ridership Recovery



EXECUTIVE DIRECTOR'S REPORT
ARPA Funded Projects



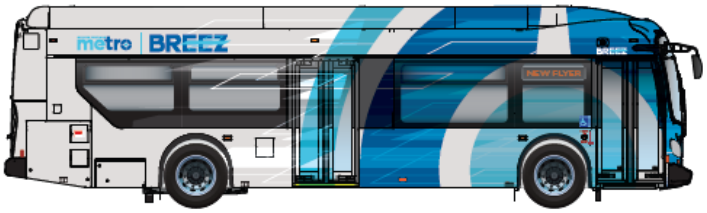
Transit Signal Priority

Better Bus Stop

Service Improvements

Executive Director's Report

Replacement BREEZ Buses Arrive in March



Executive Director's Report

DiriGO Transit Pass Programs

Current Pass Programs:

- Portland Public Schools
- University of Southern Maine
- Souther Maine Comm. College
- Baxter Academy
- Maine Medical Center
- University of New England
- Abbot Labs

Recently Approved:

- City of Portland Resettlement Program
- Waterstone (Rock Row)

In Discussions:

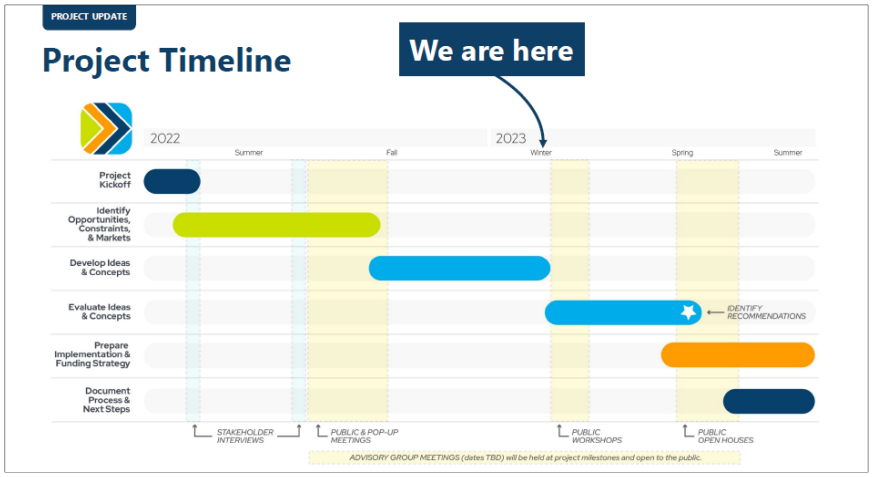
- Portland Adult Education

Executive Director's Report

PACTS Rapid Transit Study

Gorham-Westbrook-Portland Rapid Transit Study

The purpose of the Gorham Westbrook Portland Rapid Transit project is to provide fast, reliable, and frequent transit service that connects Gorham, Westbrook, and Portland's major transportation and/or activity centers.



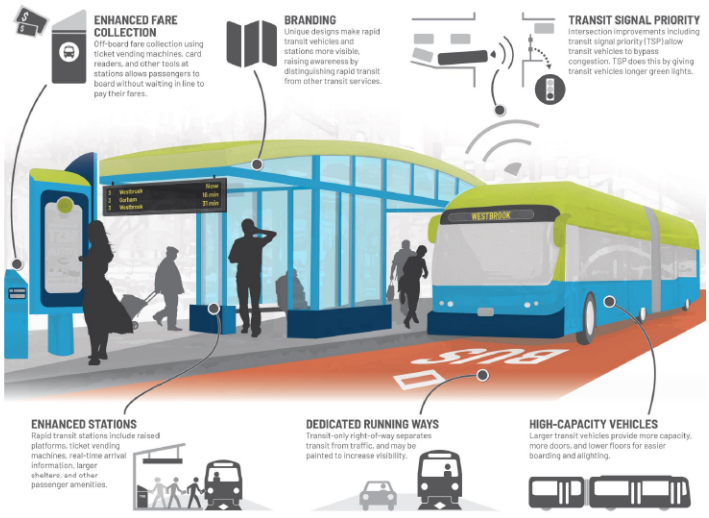
Executive Director's Report

PACTS Rapid Transit Study

TIER 2 EVALUATION

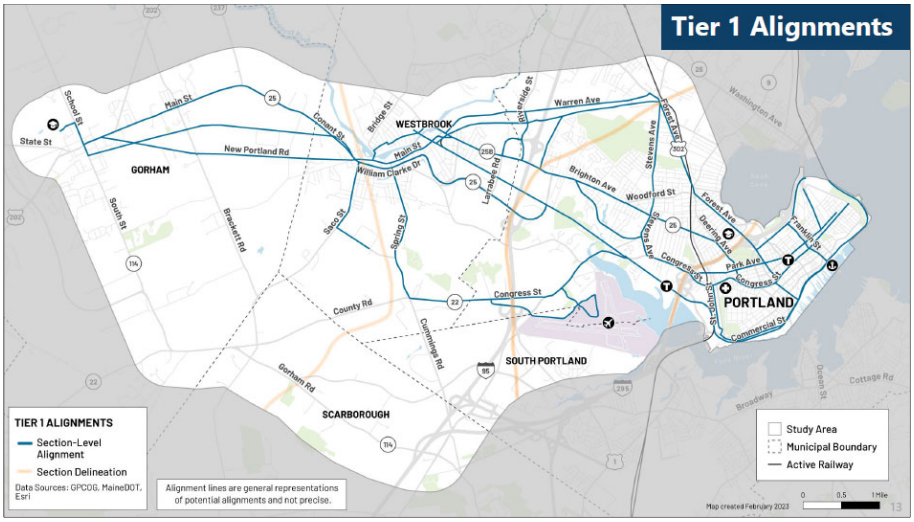
What is Rapid Transit?

*An emphasis on being **more competitive with auto travel** through speed, reliability, capacity, convenience, and experience.*



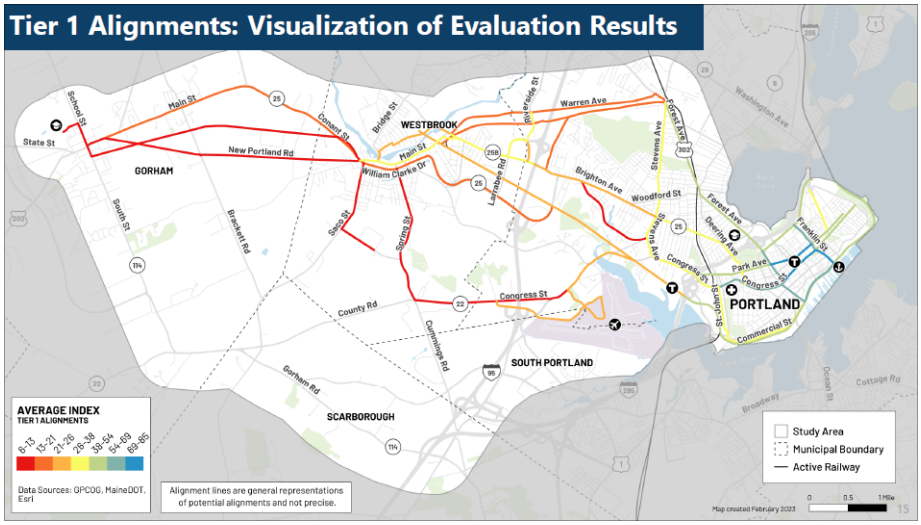
Executive Director's Report

PACTS Rapid Transit Study



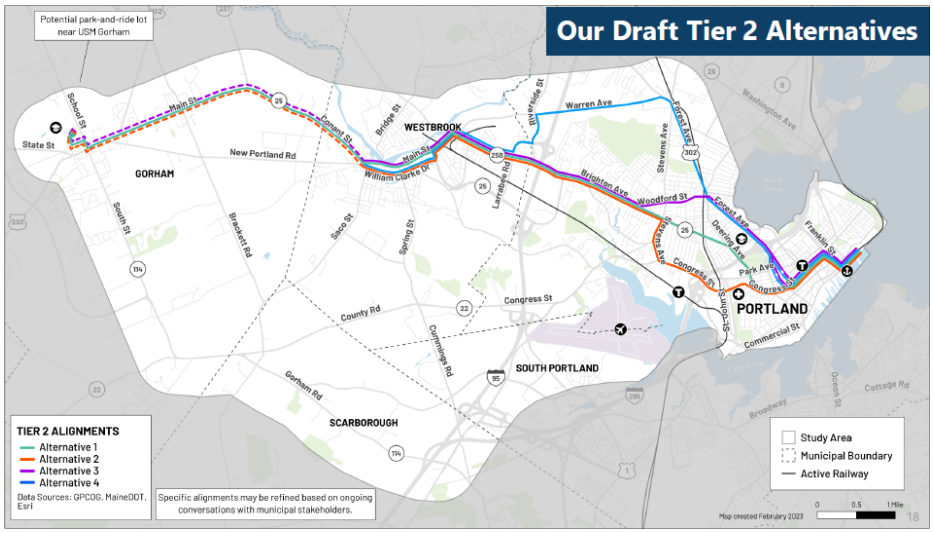
Executive Director's Report

PACTS Rapid Transit Study



Executive Director's Report

PACTS Rapid Transit Study



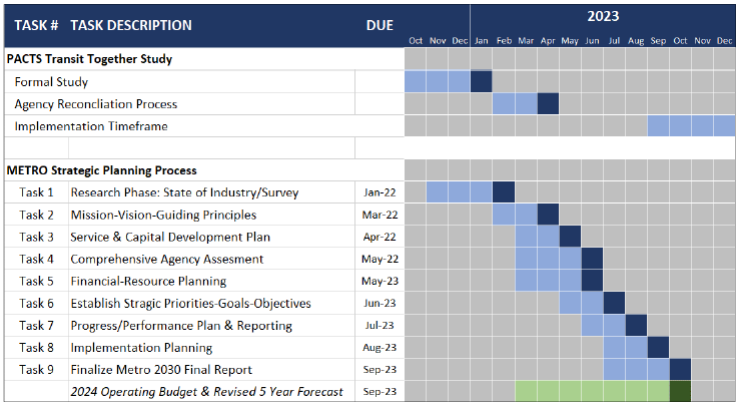
Executive Director's Report

Strategic Planning Process

March 23 Kick-off Workshop:

- Portland Public Library
- 3:00-6:00 p.m.
- Public-Stakeholders Invited
- Agenda
  - Review Purpose-Process
  - Staff report on state of public transit
  - Report on rider/non-rider survey results
  - Public-Stakeholder comment period
  - Board discussion

TASK #	TASK DESCRIPTION	DUE
PACTS Transit Together Study		
	Formal Study	
	Agency Reconcliation Process	
	Implementation Timeframe	
METRO Strategic Planning Process		
Task 1	Research Phase: State of Industry/Survey	Jan-22
Task 2	Mission-Vision-Guiding Principles	Mar-22
Task 3	Service & Capital Development Plan	Apr-22
Task 4	Comprehensive Agency Assesment	May-22
Task 5	Financial-Resource Planning	May-23
Task 6	Establish Stragic Priorities-Goals-Objectives	Jun-23
Task 7	Progress/Performance Plan & Reporting	Jul-23
Task 8	Implementation Planning	Aug-23
Task 9	Finalize Metro 2030 Final Report	Sep-23
	2024 Operating Budget & Revised 5 Year Forecast	Sep-23



BOARD OF DIRECTORS AGENDA ITEM 5

DATE
March 23, 2023

SUBJECT
Amended 2023-2027 Capital Improvement Program

PURPOSE
Requests board approval of an amended 2023-2027 Capital Improvement Program to replace three diesel bus purchases with three Battery Electric Buses.

BACKGROUND/ANALYSIS
In February 2023, the board approved the agency's 2023-2027 Capital Improvement Program.

Project 3b ("Seven 2011 Series Buses Replacements") programmed the replacement of three 2011 diesel buses with three 2024 diesel buses, followed by replacement of the remaining four 2011 buses with four diesel buses in 2025. Following a 2021 competitive procurement, Metro awarded a contract to New Flyer to provide these vehicles, as well as the replacement BREEZ buses scheduled for delivery this month.

Replacement of the BREEZ buses was the result of winning discretionary grant funding from The Federal Transit Administration's (FTA) Section 5339 Bus and Bus Facilities 2022 Grant Program. Presently, Metro does not yet have federal funding in place to replace the seven 2011 buses. The regional practice observed by GPCOG/PACTS, and the region's transit agencies, calls on agencies to pursue federal discretionary funding before requesting allocation of federal formula funds administered by PACTS.

In 2018, the board adopted a goal for Metro to operate a zero-emission fleet by 2040. That year, Metro was awarded federal discretionary funding from the FTA's Section 5339 ("Low-No Emissions Grant Program"), as well as state funding from the Maine's VW Settlement Program. Along with the local funding, Metro was able to acquire two Battery Electric Buses manufactured by Proterra. Those vehicles were delivered and placed in service in May 2022.

A feature of FTA's "Low-No Emissions Grant Program" is that it allows transit agencies to name partners, including vehicle manufacturers, as part of the grant application. As part of any federal award, FTA's evaluation of the grant application satisfies federal procurement requirements. This means agencies are exempt from implementing a full competitive procurement. In 2018, Metro selected Proterra as a partner following a comprehensive analysis of three major national electric bus manufacturers.

Metro views the Proterra project as an important first step ("a pilot phase") in introducing electric

bus technology to the agency, building agency experience and capacity, and testing the performance and reliability of these vehicles in the southern Maine environment. At this early stage, Metro is pursuing fleet electrification slowly and cautiously for three important reasons:

1. Limit any potential exposure to service disruptions as a result of malfunctioning equipment and lower than anticipated vehicle ranges.
2. Take advantage of (and hedge against) rapid advancements in technology, particularly battery systems and capacity.
3. Limit major capital infrastructure investments to the existing facility in anticipation of new facility.

The purpose of this request is to extend the agency's pilot phase to include Battery Electric Buses manufactured by New Flyer. Most of Metro's diesel fleet is manufactured by New Flyer and our agency has been very satisfied with equipment performance and company support. A partnership with New Flyer will allow Metro to test and evaluate another manufacturer's electric bus product in our operating conditions.

Operating and maintaining four electric buses, two each from different manufacturers, will help advance the agency's goals to build technical experience and capacity, and test performance and reliability of these vehicles. This capacity building will be valuable as Metro moves toward future bus replacements.

The Maine Department of Transportation is coordinating a statewide joint application to FTA's 2023 Section 5339 "Low-No Emissions Grant Program." Applications are due by April 13, 2023. Further, MDOT is offering to cover 50% of non-federal project costs.

FISCAL IMPACT

Please note that this action, if approved, does not impact the FY 2023 operating or capital budgets. Also, project figures will be further refined (likely downward) as Metro prepares the FY 2024-2028 CIP this fall.

Table 1 below is an excerpt from the existing CIP and indicates the funding needed to acquire 3 diesel buses in 2024. Table 2 indicates the funding needed in 2024 to acquire 3 electric buses and associated charging equipment, including equipment to test on-route fast charging.

Table 1: Existing CIP Project

			2023	2024	2025	2026	2027
3b.	**Seven 2011 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. Replacement buses assumed to be diesel.*	**Total**		**1,766,399**	**2,425,854**		
		Federal	-	*1,413,119*	*1,940,683*	-	-
		State	-	*176,640*	*242,585*	-	-
		Local	-	*176,640*	*242,585*	-	-

Table 2: Proposed REVISED CIP Project

			2023	2024	2025	2026	2027
3b.	**Seven 2011 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. 2024 replacement programmed as electric; 2025 buses assumed to be diesel.*	**Total**		**4,000,000**	**2,425,854**		
		Federal	-	*3,400,000*	*1,940,683*	-	-
		State	-	*300,000*	*242,585*	-	-
		Local	-	*300,000*	*242,585*	-	-

The unit cost per bus for Battery Electric Buses remains high and is estimated to be approximately $1.0 million per bus. This is in contrast to an equivalent diesel bus which currently costs approximately $550,000 per bus. Anticipated reductions in price due to technology maturation, industry growth and economies of scale of not yet been realized.

Metro typically bonds for the local match on vehicle purchases. The $123,360 increase in local expense will be added to the agency's early 2024 bond issuance. The impact on annual debt service is outlined below:

Table 3: Existing Bonding Program

	2023	2024	2025	2026	2027
Local: Bonding	*166,500*	*1,216,640*	*242,585*	*280,963*	*5,374,618*
Local: Mun.	*125,960*	*479,460*	*361,520*	*176,320*	*92,320*
Local: Debt Serv.	*232,637*	*343,361*	*371,861*	*404,735*	*899,597*
Total	*358,597*	*822,821*	*733,381*	*581,055*	*991,917*

Table 4: REVISED Bonding Program

	2023	2024	2025	2026	2027
Local: Bonding	*166,500*	*1,340,000*	*242,585*	*280,963*	*5,374,618*
Local: Mun.	*125,960*	*479,460*	*361,520*	*176,320*	*92,320*
Local: Debt Serv.	*232,637*	*361,293*	*389,207*	*421,575*	*915,897*
Total	*358,597*	*840,753*	*750,727*	*597,895*	*1,008,217*

PRIOR COMMITTEE ACTION

None – this initiative represents a recent change in strategy based on consultations with MDOT and partners over the last 30-45 days.

RECOMMENDATION

Approve the amended 2023-2027 Capital Improvement Program.

ATTACHMENTS

Attachment A – Amended 2023-2027 Capital Improvement Program
Attachment B – Existing 2023-2027 Capital Improvement Program

ATTACHMENT A: REVISED 2023-2027 CAPITAL IMPROVEMENT PROGRAM

	2023	2024	2025	2026	2027
Total	**5,093,710**	**11,704,410**	**4,533,454**	**3,991,232**	**27,334,688**
Federal	**4,617,250**	**8,054,950**	**3,626,763**	**3,192,986**	**13,805,824**
State	**184,000**	**1,920,000**	**302,585**	**340,963**	**8,061,926**
Local	**292,460**	**1,819,460**	**604,105**	**457,283**	**5,466,938**
Local: Bonding	*166,500*	*1,340,000*	*242,585*	*280,963*	*5,374,618*
Local: Mun.	*125,960*	*479,460*	*361,520*	*176,320*	*92,320*
Local: Debt Serv.	*232,637*	*361,293*	*389,207*	*421,575*	*915,897*
Total	*358,597*	*840,753*	*750,727*	*597,895*	*1,008,217*

1 METRO REPLACEMENT FACILITY

	2023	2024	2025	2026	2027
Total	**-**	**5,200,000**	**-**	**-**	**-**
Federal	-	*2,600,000*	-	-	-
State	-	*1,560,000*	-	-	-
Local	-	*1,040,000*	-	-	-

1a. **Property Acquisition: 151 St. John's Street**

Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding.

	2023	2024	2025	2026	2027
Total	**175,000**	**600,000**	**600,000**	**600,000**	**-**
Federal	*140,000*	*480,000*	*480,000*	*480,000*	-
State	*17,500*	*60,000*	*60,000*	*60,000*	-
Local	*17,500*	*60,000*	*60,000*	*60,000*	-

1b. **Replacement Faclity: Planning-Design**

Common practice is to budget 8% of a facility's estimated construction cost for planning-design-engineering.

	2023	2024	2025	2026	2027
Total	**-**	**-**	**-**	**-**	**25,000,000**
Federal	-	-	-	-	*12,500,000*
State	-	-	-	-	*7,500,000*
Local	-	-	-	-	*5,000,000*

1c. **Replacement Faclity**

Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding.

ATTACHMENT A: REVISED 2023-2027 CAPITAL IMPROVEMENT PROGRAM

2 FLEET STATE OF GOOD REPAIR

		2023	2024	2025	2026	2027
2a. **Mid-Life Fleet Refurbishment (2018 Series)** *Replacement of major components and vehicle refurbishment of 11 2018 New Flyers. 7 buses programmed for 2024 and 4 programmed for 2025.*	**Total**	**-**	**420,000**	**247,200**	**-**	**-**
	Federal	-	*336,000*	*197,760*	-	-
	State	-	-	-	-	-
	Local	-	*84,000*	*49,440*	-	-
2b. **Mid-Life Fleet Refurbishment (2019 Series)** *Replacement of major components and vehicle refurbishment of 6 2019 New Flyers. 3 buses programmed for 2025 and 3 programmed for 2026.*	**Total**	**-**	**-**	**185,400**	**190,800**	**-**
	Federal	-	-	*148,320*	*152,640*	-
	State	-	-	-	-	-
	Local	-	-	*37,080*	*38,160*	-
2c. **Mid-Life Fleet Refurbishment (2020 Series)** *Replacement of major components and vehicle refurbishment of 7 2020 New Flyers. 3 buses programmed for 2026 and 4 programmed for 2027.*	**Total**	**-**	**-**	**-**	**190,800**	**261,600**
	Federal	-	-	-	*152,640*	*209,280*
	State	-	-	-	-	-
	Local	-	-	-	*38,160*	*52,320*

3 BUS PURCHASES (REPLACEMENTS)

		2023	2024	2025	2026	2027
3a. **Breez Bus Replacements** *Federal funding awarded in FY 2022 to replace 4 original Breez buses. Buses scheduled for delivery in early 2023. Local match sourced with bond funds and state funding.*	**Total**	**2,220,000**	**-**	**-**	**-**	**-**
	Federal	*1,887,000*	-	-	-	-
	State	*166,500*	-	-	-	-
	Local	*166,500*	-	-	-	-
3b. **Seven 2011 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. 2024 replacement programmed as electric; 2025 buses assumed to be diesel.*	**Total**		**4,000,000**	**2,425,854**		
	Federal	-	*3,400,000*	*1,940,683*	-	-
	State	-	*300,000*	*242,585*	-	-
	Local	-	*300,000*	*242,585*	-	-
3c. **Five 2014 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. Replacement buses assumed to be battery-electric.*	**Total**		**-**	**-**	**2,809,632**	**1,873,088**
	Federal	-	-	-	*2,247,706*	*936,544*
	State	-	-	-	*280,963*	*561,926*
	Local	-	-	-	*280,963*	*374,618*

4	BUS PURCHASES (EXPANSION)		2023	2024	2025	2026	2027
4a.	**ARPA Funded Service Improvements**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4b.	**Transit Together Service Improvements**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4c.	**Breez South**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4d.	**Rapid Transit Implementation**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

5	BATTERY ELECTRIC BUS INFRASTRUCTURE		2023	2024	2025	2026	2027
5a.	**Garage Chargers-Dispensors**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
5b.	**On-Route Charging**	**Total**		-	-		
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

6	EXISTING FACILITIES		2023	2024	2025	2026	2027
6a.	**HVAC Replacement** *TBD*	**Total**	**-**	**-**	**-**	**-**	**-**
		Federal	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
6b.	**Back-up Generator** *TBD*	**Total**	**125,000**	**-**	**-**		
		Federal	*100,000*	-	-	-	-
		State	-	-	-	-	-
		Local	*25,000*	-	-	-	-
6c.	**Compressed Natural Gas Station** *Station rehabilitation and compressor replacement.*	**Total**	**-**	**300,000**	**-**		
		Federal	-	*240,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*60,000*	-	-	-
6d.	**Safety-Security Maintenance/Upgrades** *Replace/upgrade facility surveillance system, integrate ID badging access, harden access/exit points.*	**Total**	**-**	**50,000**	**-**		
		Federal	-	*40,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*10,000*	-	-	-

7	SUPPORT VEHICLES		2023	2024	2025	2026	2027
7a.	**Support vehicle replacement** *Replace operations support vehicle acquired in 2013. Add CARES Funded Shuttle*	**Total**	**50,000**	**-**	**-**	**-**	**-**
		Federal	*40,000*	-	-	-	-
		State	-	-	-	-	-
		Local	*10,000*	-	-	-	-
7b.	**Bus Operator Shuttle** *CARES Act funded employee shuttle intended to accommodate transport of drivers to/from base to Elm Street transit center.*	**Total**	**55,000**	**-**	**-**	**-**	**-**
		Federal	*55,000*	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
7c.	**Maintenance/Plow Truck** *Replacement of 2013 GMC Sierra 3500 Pick-up with plow which as exceeded its useful life.*	**Total**	**-**	**65,000**	**-**	**-**	**-**
		Federal	-	*52,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*13,000*	-	-	-
7d.	**Skid Steer: Bus Stop/Sidewalk Plow** *Equipment to improve snow clearing from bus stops, adjacent sidewalks, and facility.*	**Total**	**-**	**-**	**100,000**	**-**	**-**
		Federal	-	-	*80,000*	-	-
		State	-	-	-	-	-
		Local	-	-	*20,000*	-	-

8	BUS STOP IMPROVEMENTS		2023	2024	2025	2026	2027
8a.	**General Bus Stop Improvements** *Comprehensive improvements including accessibility, shelters, signs, amenities, lighting, information.*	**Total**	**-**	**125,000**	**125,000**	**200,000**	**200,000**
		Federal	-	*100,000*	*100,000*	*160,000*	*160,000*
		State	-	-	-	-	-
		Local	-	*25,000*	*25,000*	*40,000*	*40,000*
8b	**Transit Stop Access Project** *Planning and design work completed in prior years. Amounts shown are for construction. Additional funding awarded as part of the 2022 ARPA funding allocation. Metro is applying for $850,000 in FTA Section 5307 formula funding through PACTS set-aside program for transit enhancements.*	**Total**	**1,559,060**	**624,410**	**850,000**		
		Federal	*1,485,600*	*550,950*	*680,000*	-	-
		State	-	-	-	-	-
		Local	*73,460*	*73,460*	*170,000*	-	-

9	TECHNOLOGY INTEGRATIONS		2023	2024	2025	2026	2027
9a.	**Staff Timekeeping Software** *Identified need, as yet unfunded. There may be an alignment with the AVL project.*	**Total**	**-**	**150,000**	**-**	**-**	**-**
		Federal	-	*120,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*120,000*	-	-	-
8b	**Transit Signal Priority** *Metro awarded $500,000 in federal ARPA funding to install transit signal priority technology along Washington Avenue and Forest Avenue in Portland. Additional $170,000 applied for through PACTS FTA Section 5307 formula set-aside program for transit enhancements (pending approval). Additional award would add TSP to Brighton Ave. and Congress Street.*	**Total**	**500,000**	**170,000**	**-**		
		Federal	*500,000*	*136,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*34,000*	-	-	-
8b	**CAD/AVL System Replacement** *This project consolidates prior CARES Act funding amounts for Automatic Voice Announcement ($84k), UV Light Equipment ($84k), and CARES Act funding recently allocated by PACTS for CAD/AVL replacement ($242k). Approximately $750k will be require to replace the existing AVL system to include AVL, CAD, APC, AVA*	**Total**	**409,650**	**-**	**-**		
		Federal	*409,650*	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

ATTACHMENT B: 2023-2027 CAPITAL IMPROVEMENT PROGRAM

	2023	2024	2025	2026	2027
Total	**5,093,710**	**9,470,809**	**4,533,454**	**3,991,232**	**27,334,688**
Federal	**4,617,250**	**6,068,069**	**3,626,763**	**3,192,986**	**13,805,824**
State	**184,000**	**1,796,640**	**302,585**	**340,963**	**8,061,926**
Local	**292,460**	**1,696,100**	**604,105**	**457,283**	**5,466,938**
Local: Bonding	*166,500*	*1,216,640*	*242,585*	*280,963*	*5,374,618*
Local: Mun.	*125,960*	*479,460*	*361,520*	*176,320*	*92,320*
Local: Debt Serv.	*232,637*	*343,361*	*371,861*	*404,735*	*899,597*
Total	*358,597*	*822,821*	*733,381*	*581,055*	*991,917*

1 METRO REPLACEMENT FACILITY

1a. Property Acquisition: 151 St. John's Street

Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding.

	2023	2024	2025	2026	2027
Total	**-**	**5,200,000**	**-**	**-**	**-**
Federal	-	*2,600,000*	-	-	-
State	-	*1,560,000*	-	-	-
Local	-	*1,040,000*	-	-	-

1b. Replacement Faclity: Planning-Design

Common practice is to budget 8% of a facility's estimated construction cost for planning-design-engineering.

	2023	2024	2025	2026	2027
Total	**175,000**	**600,000**	**600,000**	**600,000**	**-**
Federal	*140,000*	*480,000*	*480,000*	*480,000*	-
State	*17,500*	*60,000*	*60,000*	*60,000*	-
Local	*17,500*	*60,000*	*60,000*	*60,000*	-

1c. Replacement Faclity

Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding.

	2023	2024	2025	2026	2027
Total	**-**	**-**	**-**	**-**	**25,000,000**
Federal	-	-	-	-	*12,500,000*
State	-	-	-	-	*7,500,000*
Local	-	-	-	-	*5,000,000*

2	FLEET STATE OF GOOD REPAIR		2023	2024	2025	2026	2027
2a.	**Mid-Life Fleet Refurbishment (2018 Series)** *Replacement of major components and vehicle refurbishment of 11 2018 New Flyers. 7 buses programmed for 2024 and 4 programmed for 2025.*	**Total**	**-**	**420,000**	**247,200**	**-**	**-**
		Federal	-	*336,000*	*197,760*	-	-
		State	-	-	-	-	-
		Local	-	*84,000*	*49,440*	-	-
2b.	**Mid-Life Fleet Refurbishment (2019 Series)** *Replacement of major components and vehicle refurbishment of 6 2019 New Flyers. 3 buses programmed for 2025 and 3 programmed for 2026.*	**Total**	**-**	**-**	**185,400**	**190,800**	**-**
		Federal	-	-	*148,320*	*152,640*	-
		State	-	-	-	-	-
		Local	-	-	*37,080*	*38,160*	-
2c.	**Mid-Life Fleet Refurbishment (2020 Series)** *Replacement of major components and vehicle refurbishment of 7 2020 New Flyers. 3 buses programmed for 2026 and 4 programmed for 2027.*	**Total**	**-**	**-**	**-**	**190,800**	**261,600**
		Federal	-	-	-	*152,640*	*209,280*
		State	-	-	-	-	-
		Local	-	-	-	*38,160*	*52,320*

3	BUS PURCHASES (REPLACEMENTS)		2023	2024	2025	2026	2027
3a.	**Breez Bus Replacements** *Federal funding awarded in FY 2022 to replace 4 original Breez buses. Buses scheduled for delivery in early 2023. Local match sourced with bond funds and state funding.*	**Total**	**2,220,000**	**-**	**-**	**-**	**-**
		Federal	*1,887,000*	-	-	-	-
		State	*166,500*	-	-	-	-
		Local	*166,500*	-	-	-	-
3b.	**Seven 2011 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. Replacement buses assumed to be diesel.*	**Total**		**1,766,399**	**2,425,854**		
		Federal	-	*1,413,119*	*1,940,683*	-	-
		State	-	*176,640*	*242,585*	-	-
		Local	-	*176,640*	*242,585*	-	-
3c.	**Five 2014 Series Buses Replacements** *The OEM useful life for heavy duty buses is 12 years; the FTA Uesful Life Benchmark (ULB) is 14 years. Metro aims to replace buses between years 13 and 14 in order to allow flexibility based on individual buses' condition. Replacement buses assumed to be battery-electric.*	**Total**		**-**	**-**	**2,809,632**	**1,873,088**
		Federal	-	-	-	*2,247,706*	*936,544*
		State	-	-	-	*280,963*	*561,926*
		Local	-	-	-	*280,963*	*374,618*

4	BUS PURCHASES (EXPANSION)		2023	2024	2025	2026	2027
4a.	**ARPA Funded Service Improvements**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4b.	**Transit Together Service Improvements**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4c.	**Breez South**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
4d.	**Rapid Transit Implementation**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

5	BATTERY ELECTRIC BUS INFRASTRUCTURE		2023	2024	2025	2026	2027
5a.	**Garage Chargers-Dispensors**	**Total**	-	-	-	-	-
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
5b.	**On-Route Charging**	**Total**		-	-		
	TBD	*Federal*	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

6	EXISTING FACILITIES		2023	2024	2025	2026	2027
6a.	**HVAC Replacement** *TBD*	**Total**	-	-	-	-	-
		Federal	-	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
6b.	**Back-up Generator** *TBD*	**Total**	**125,000**	-	-		
		Federal	*100,000*	-	-	-	-
		State	-	-	-	-	-
		Local	*25,000*	-	-	-	-
6c.	**Compressed Natural Gas Station** *Station rehabilitation and compressor replacement.*	**Total**	-	**300,000**	-		
		Federal	-	*240,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*60,000*	-	-	-
6d.	**Safety-Security Maintenance/Upgrades** *Replace/upgrade facility surveillance system, integrate ID badging access, harden access/exit points.*	**Total**	-	**50,000**	-		
		Federal	-	*40,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*10,000*	-	-	-

7	SUPPORT VEHICLES		2023	2024	2025	2026	2027
7a.	**Support vehicle replacement** *Replace operations support vehicle acquired in 2013. Add CARES Funded Shuttle*	**Total**	**50,000**	-	-	-	-
		Federal	*40,000*	-	-	-	-
		State	-	-	-	-	-
		Local	*10,000*	-	-	-	-
7b.	**Bus Operator Shuttle** *CARES Act funded employee shuttle intended to accommodate transport of drivers to/from base to Elm Street transit center.*	**Total**	**55,000**	-	-	-	-
		Federal	*55,000*	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-
7c.	**Maintenance/Plow Truck** *Replacement of 2013 GMC Sierra 3500 Pick-up with plow which as exceeded its useful life.*	**Total**	-	**65,000**	-	-	-
		Federal	-	*52,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*13,000*	-	-	-
7d.	**Skid Steer: Bus Stop/Sidewalk Plow** *Equipment to improve snow clearing from bus stops, adjacent sidewalks, and facility.*	**Total**	-	-	**100,000**	-	-
		Federal	-	-	*80,000*	-	-
		State	-	-	-	-	-
		Local	-	-	*20,000*	-	-

8	BUS STOP IMPROVEMENTS		2023	2024	2025	2026	2027
8a.	**General Bus Stop Improvements** *Comprehensive improvements including accessibility, shelters, signs, amenities, lighting, information.*	**Total**	**-**	**125,000**	**125,000**	**200,000**	**200,000**
		Federal	-	*100,000*	*100,000*	*160,000*	*160,000*
		State	-	-	-	-	-
		Local	-	*25,000*	*25,000*	*40,000*	*40,000*
8b	**Transit Stop Access Project** *Planning and design work completed in prior years. Amounts shown are for construction. Additional funding awarded as part of the 2022 ARPA funding allocation. Metro is applying for $850,000 in FTA Section 5307 formula funding through PACTS set-aside program for transit enhancements.*	**Total**	**1,559,060**	**624,410**	**850,000**		
		Federal	*1,485,600*	*550,950*	*680,000*	-	-
		State	-	-	-	-	-
		Local	*73,460*	*73,460*	*170,000*	-	-

9	TECHNOLOGY INTEGRATIONS		2023	2024	2025	2026	2027
9a.	**Staff Timekeeping Software** *Identified need, as yet unfunded. There may be an alignment with the AVL project.*	**Total**	**-**	**150,000**	**-**	**-**	**-**
		Federal	-	*120,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*120,000*	-	-	-
8b	**Transit Signal Priority** *Metro awarded $500,000 in federal ARPA funding to install transit signal priority technology along Washington Avenue and Forest Avenue in Portland. Additional $170,000 applied for through PACTS FTA Section 5307 formula set-aside program for transit enhancements (pending approval). Additional award would add TSP to Brighton Ave. and Congress Street.*	**Total**	**500,000**	**170,000**	**-**		
		Federal	*500,000*	*136,000*	-	-	-
		State	-	-	-	-	-
		Local	-	*34,000*	-	-	-
8b	**CAD/AVL System Replacement** *This project consolidates prior CARES Act funding amounts for Automatic Voice Announcement ($84k), UV Light Equipment ($84k), and CARES Act funding recently allocated by PACTS for CAD/AVL replacement ($242k). Approximately $750k will be require to replace the existing AVL system to include AVL, CAD, APC, AVA*	**Total**	**409,650**	**-**	**-**		
		Federal	*409,650*	-	-	-	-
		State	-	-	-	-	-
		Local	-	-	-	-	-

6. Project Update: Gorham-Westbrook-Portland Rapid Transit Study

Contact	Ericka Amador, staff
Recommended action	This item is for information and discussion only.
Link	rapidtransitforme.org
Timeline	

Since the last update to RTAC in April 2022, the Gorham-Westbook-Portland Rapid Transit Study project team has made considerable progress toward determining a route and mode for the Gorham-Westbrook-Portland Rapid Transit corridor. This work has included the following:

Project Purpose, Need, and Goals

A project **purpose, need, and goals** were drafted, reviewed by the project advisory group, and revised to reflect feedback from key stakeholders and the public. The purpose, need, and goals are as follows:

Purpose

The purpose of the Gorham-Westbrook-Portland Rapid Transit study is to provide fast, reliable, and frequent transit service that connects Gorham, Westbrook, and Portland's major transportation or activity centers.

Need

- Transit service has not kept up with population and employment growth demands.
- Transit service in the study area is infrequent, with inconvenient transfers.
- Congestion in the study area is worsening, affecting transit reliability.
- Low transit frequency and slow travel speeds along the corridor limit transit access to major regional activity centers.
- The study area is comprised of a relatively large population of low-income residents and communities of color, groups more reliant on transit for all trips.
- The State of Maine is under a mandate to reduce vehicle miles traveled as part of its Climate Action Plan to achieve carbon neutrality by 2045.

Goals

- **Improve Mobility**—Provide transit service that is time-competitive with auto travel by improving the speed, frequency, and reliability of transit to attract more riders. This aligns with the Transit Tomorrow goal to *create frequent connections* and the Connect 2045 goals to *improve safety* and *expand choices*.
- **Grow Transit Ridership**—Encourage mode shift away from single-occupancy vehicles and decrease auto dependency and greenhouse gas emissions by providing rapid transit service where it is likely to have the highest ridership. This aligns with the Transit Tomorrow goal to *create frequent connections*, the Connect 2045 goal to *expand choices*, and the Maine Climate Action Plan goal to *reduce greenhouse gas emissions and vehicle miles traveled*.
- **Support Sustainable Growth**—Provide opportunities for transit-oriented development in areas aligned with local plans and serve these areas with more sustainable transportation options. This goal aligns with the Transit Tomorrow goal to *create transit-friendly places*, the Connect 2045 goal to *support great places*, and the Maine Climate Action Plan goal to *foster economic opportunity*.
- **Enhance Connectivity**—Improve connections to a high-quality pedestrian network and other local and regional transit services.
- **Focus on Equity**—Provide rapid transit where and when transit-critical populations are traveling. This goal aligns with the Connect 2045 goal to *provide equitable access*.
- **Provide New Opportunities**—Serve regional employment, education, shopping, social services, and other activities to enhance access to opportunities for the region's residents. Support reverse commutes to employment, residential, and recreation opportunities in Westbrook and Gorham.
- **Focus on Practical and Implementable Solutions**—Achieve local consensus on an option that balances costs and benefits, aligns with local goals, and can be reasonably implemented. This goal aligns with the Connect 2045 goal to *optimize infrastructure*.

Data Collection, Analysis, and Engagement

The project team reviewed relevant plans, policies, and previous studies; and collected and analyzed traffic, crash, congestion, and market conditions data. The results of this data and document review is an **Existing Conditions Report** which collects, synthesizes, and assesses a variety of qualitative and quantitative information that provides context for the rapid transit study. It provides an overview of opportunities and constraints within the study area, identifies the most relevant information, and sets the stage for development and evaluation of rapid transit alternatives.

The project team conducted an environmental inventory, including water resources, wetlands, wildlife habitat, historic and cultural sites, public parks and recreation sites, and hazardous materials. The

resulting **Environmental Inventory Report** collects and discusses a variety of socially and environmentally important features. The report provides context for the alternatives, and information to be used in the screening and evaluation of alternatives. The inventory includes a diverse range of information but is not all-inclusive. It does provide an overview of environmental features and constraints in the study area.

Public engagement has been an important component of the study thus far and has provided direction for each of the other tasks and deliverables. Public engagement conducted in Fall 2022 helped to scope the project and generated over 150 in-person interactions and 350 survey responses. The project team conducted one resource agency scoping meeting, two public meetings, and six pop-up events, as well as interviews with eight jurisdictional entities and ten community organizations. Questions asked participants what the goal of rapid transit should be, what destinations rapid transit should serve, and along what right-of-way rapid transit should travel. A brief summary of what we heard from the public is below:

1. *Which project goal is most important to you?*

   The top four survey responses were:

   - Reducing pollution
   - Providing access to jobs, education, services, or other opportunities
   - Reducing traffic congestion
   - Making transit more convenient and attractive than driving

   When viewed by municipality, responses were slightly different. Gorham residents picked “reducing traffic congestion” as the highest priority; Westbrook responses were similar to the overall findings, but put more emphasis on making transit more attractive, connecting regional destinations, and transit-oriented development. Portland residents also put more emphasis on transit-oriented development, as well as access to jobs and other opportunities.

2. *What right-of-way should rapid transit be on?*

   - 36 percent suggested Route 25 or Brighton Avenue
   - 27 percent suggested "an existing or underutilized rail corridor"
   - 17 percent suggested Route 302 or Forest Avenue

3. *What places are most important to serve?*

   - Schools/colleges (26 percent) was the top choice.
   - Other top responses included downtown Portland and existing transportation hubs.

Screening Alternatives

The project team is conducting the first phase of the **alternatives analysis**. A **basis of design** was completed early in the study to detail the assumptions to be used to define the rapid transit envelope as we began to develop corridor and modal alternatives during this alternatives analysis, including where

rapid transit might travel and on what vehicle. The alternatives analysis is broken into three phases: 1) preliminary screening; 2) Tier 1 evaluation; and 3) Tier 2 evaluation.

A preliminary screening put all potential and suggested segments—a long list of potential routes—for rapid transit through a high-level screen to ensure they were within the study area and would support key activity centers with transit supportive land use and densities. The Tier 1 evaluation, which will evaluating whether potential alignments meet the goals of the study, is underway now. For this analysis, the project team and project advisory group developed criteria for each study goal in December. Results from this analysis—a short list of potential transit corridors—are expected in late January for public feedback during a second round of public engagement in early March.

Next Steps

The Tier 2 evaluation to determine a locally preferred alternative (LPA), the route and mode, from the short list of options will begin after the second round of public engagement. This public engagement is scheduled for late February/early March. Tier 2 evaluation is anticipated culminate in an LPA in late Spring or Summer 2023.

Recommended action: This item is for information and discussion only.

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to committee discussion.

March 9, 2023

Public Meeting

Evaluation Update

Andrew Clark, GPCOG
Support from Nelson\Nygaard,
ASG Planning, and HDR

RAPID TRANSIT STUDY
GORHAM • WESTBROOK • PORTLAND

Image source: GPCOG

Today's Discussion

Today we review general rapid transit concepts, results from the Tier 1 Evaluation, and draft concepts for the Tier 2 Evaluation.

1. **Project Update**
2. **What is Rapid Transit?**
3. **Tier 1 Evaluation Results**
4. **Towards Tier 2 Evaluation**
5. **Next Steps and Final Thoughts**

Image source: Nelson\Nygaard

Meeting Guidelines

RAPID TRANSIT STUDY
GORHAM • WESTBROOK • PORTLAND

There are two ways we will interact today:

Zoom Polls

Q&A Function

We are committed to creating an environment that is welcoming and inclusive for all. Please be mindful of our meeting guidelines:

- Treat all participants, meeting facilitators, and other staff with kindness and respect. Comment on ideas, rather than individuals.
- Refrain from demeaning, discriminatory, or harassing behavior and speech.

Project Update

1

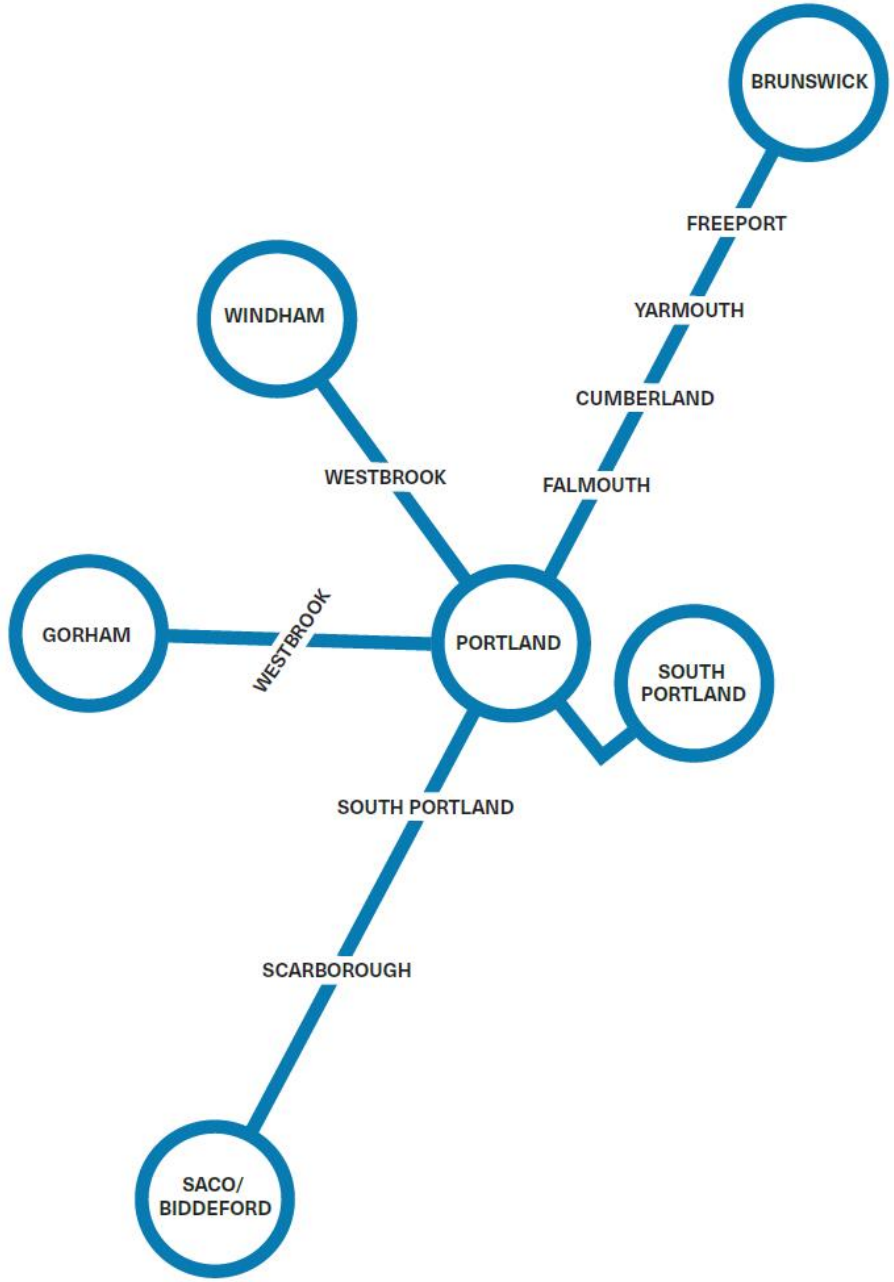
Project Summary

- This study assesses the potential for rapid transit connecting Gorham, Westbrook, and Portland
- Our work includes:
  - Needs and opportunities assessment
  - Development of mode and alignment alternatives
  - Evaluation of costs, impacts, and benefits
  - Robust public engagement throughout
- End products will be:
  - A **locally preferred alternative**
  - An implementation plan and strategy for advancing the project

RAPID TRANSIT STUDY
GORHAM • WESTBROOK • PORTLAND

Project Context

- The study is led by the Greater Portland Council of Governments
- The study is based on recommendations from *Transit Tomorrow,* the Greater Portland region's long-range public transportation plan
  - The Gorham-Westbrook-Portland corridor is the first of four corridors to be studied for rapid transit



Project Context

- The study is led by the Greater Portland Council of Governments
- The study is based on recommendations from *Transit Tomorrow,* the Greater Portland region's long-range public transportation plan
  - The Gorham-Westbrook-Portland corridor is the first of four corridors to be studied for rapid transit

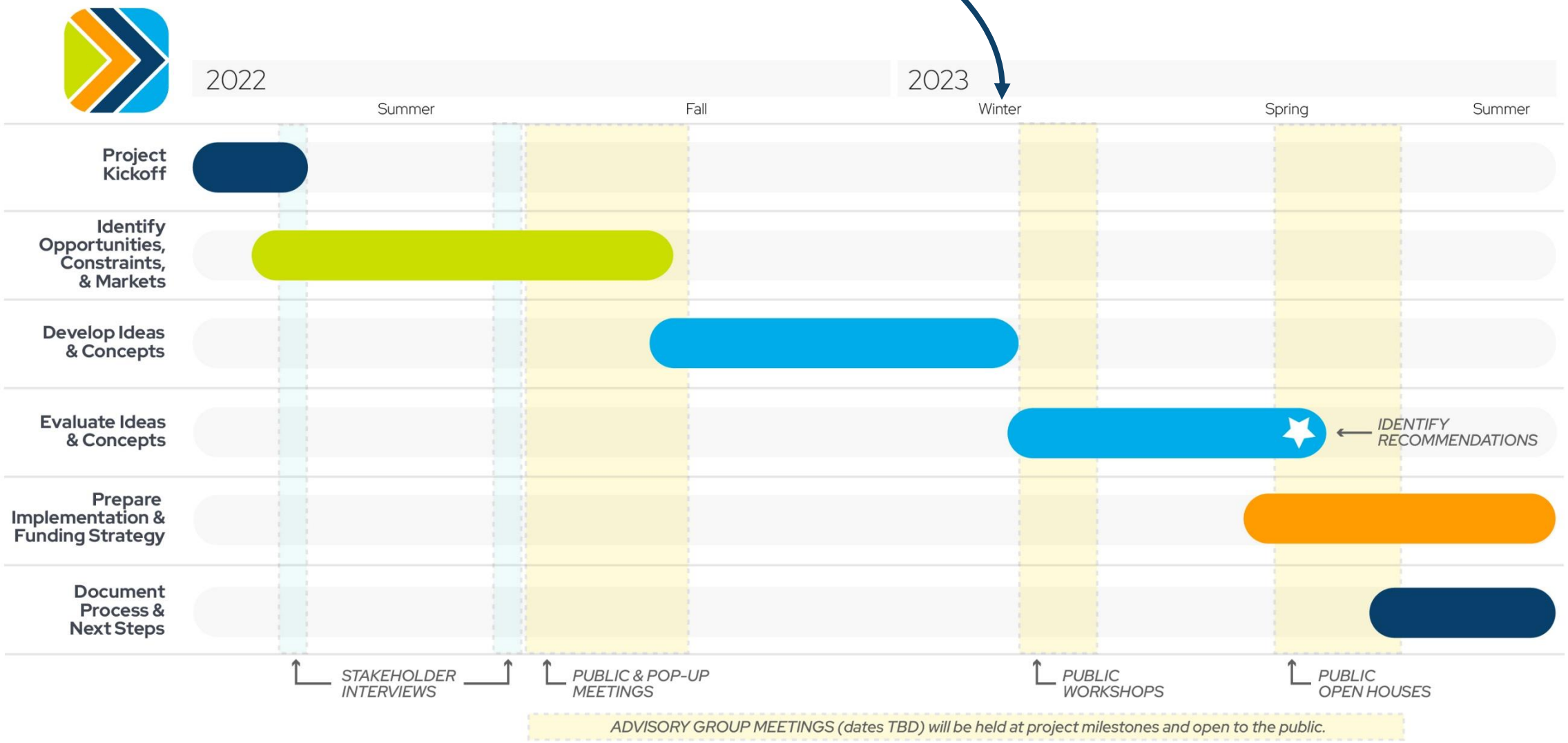
Our Project Purpose

The purpose of the Gorham-Westbrook-Portland Rapid Transit project is to provide fast, reliable, and frequent transit service that connects Gorham, Westbrook, and Portland's major transportation and/or activity centers.

Project Goals

1. Improve Mobility
2. Grow Transit Ridership
3. Support Sustainable Growth
4. Enhance Connectivity
5. Focus on Equity
6. Provide New Opportunities
7. Focus on Practical and Implementable Solutions

Project Timeline

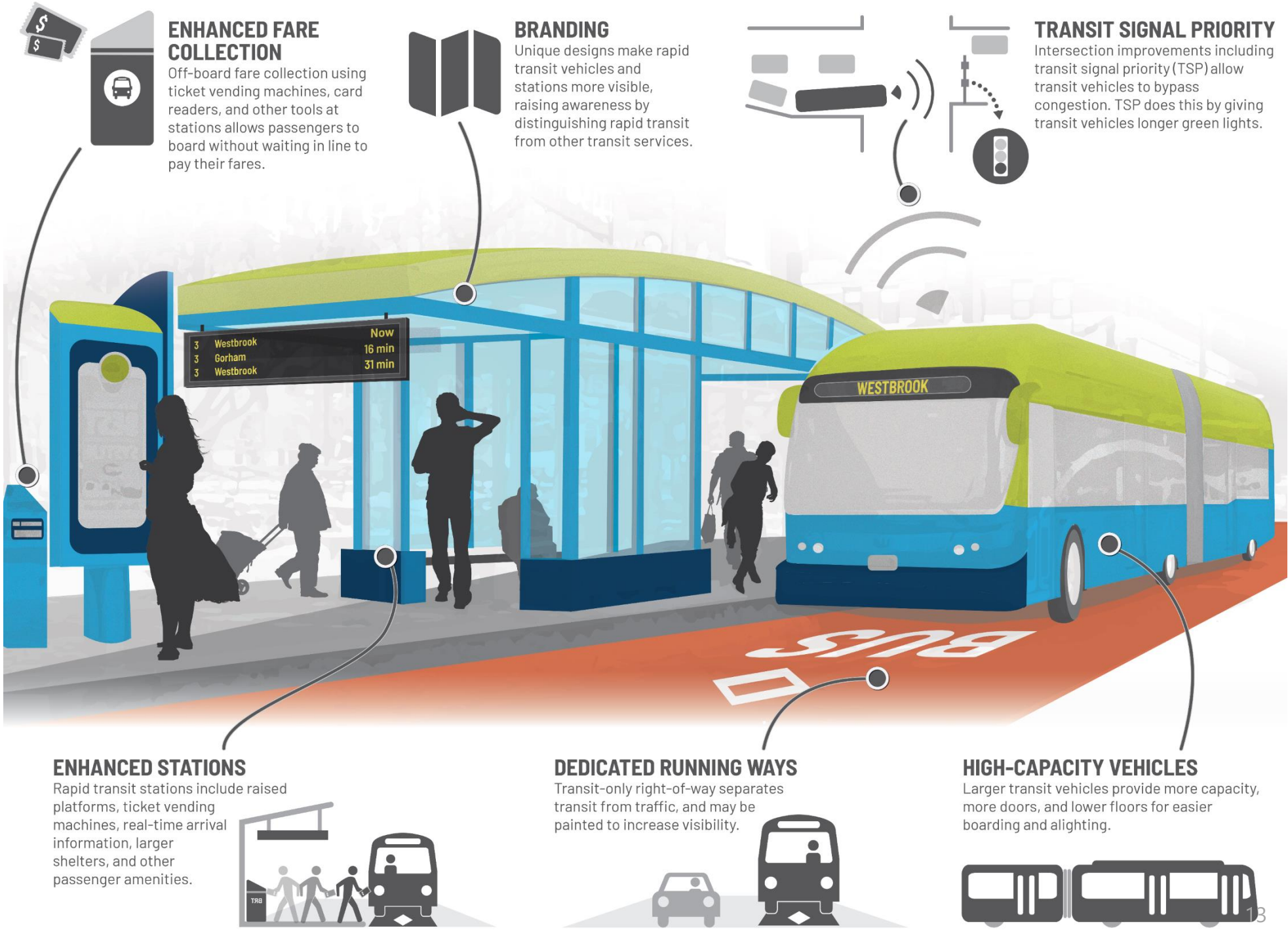


Zoom Poll #1

What Is Rapid Transit?

What is Rapid Transit?

*An emphasis on being **more competitive with auto travel** through speed, reliability, capacity, convenience, and experience.*



What is Rapid Transit?

- **Features vary** depending on place and market
- Major **step up from local bus** service
- An emphasis on being **more competitive with auto** travel

Credit: MBTA

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Dedicated transit lanes let transit vehicles bypass traffic on longer congested stretches of roadway.

Image sources, top to bottom: Draft Massachusetts Bay Transportation Authority (MBTA) Transit Priority Toolkit, photo taken by MBTA (Malden, MA).

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Part-time transit lanes let transit vehicles bypass traffic when congestion is worst, and allow parking in off-peak hours, striking a balance between transit and parking interests.

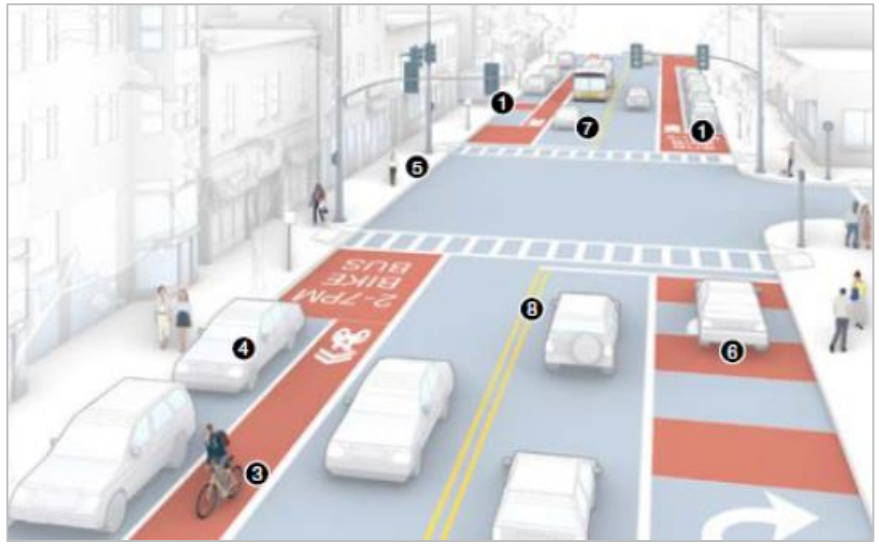


Image sources, top to bottom: Draft Massachusetts Bay Transportation Authority (MBTA) Transit Priority Toolkit, photo taken by Nelson\Nygaard (Everett, MA).

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Center-running lanes provide a high degree of separation and make transit a highly visible part of the transportation network.

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Queue jumps are short bus lanes at lights that help buses bypass traffic caused by vehicles queuing at an intersection.

Image sources, top to bottom: Draft Massachusetts Bay Transportation Authority (MBTA) Transit Priority Toolkit, photo taken by MBTA (Arlington, MA).

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Transit signal priority, or TSP, controls traffic signals to give preference to transit vehicles and prevent them from being delayed by traffic signals.

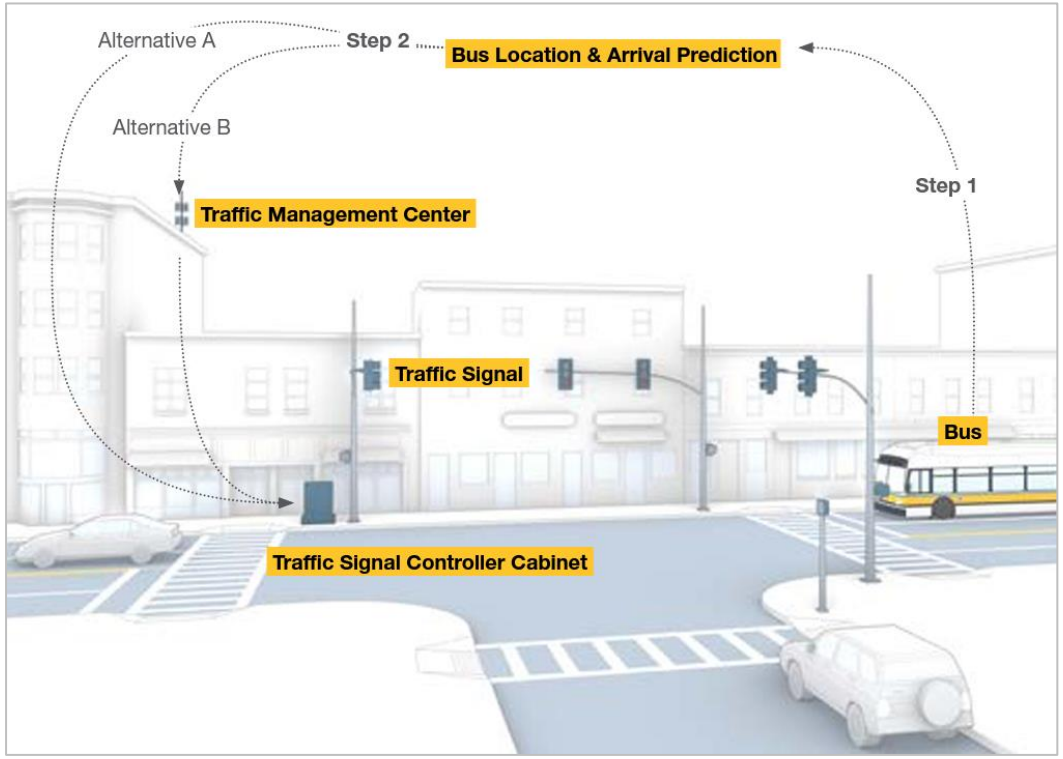


Image sources, clockwise from top: Draft Massachusetts Bay Transportation Authority (MBTA) Transit Priority Toolkit; NACTO; City of Saskatoon, Saskatchewan, CA.

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

In-line stops reduce conflict among autos, transit vehicles, and people walking and biking. They also allow buses to stop without time-consuming and dangerous turns into and out of bus zones.

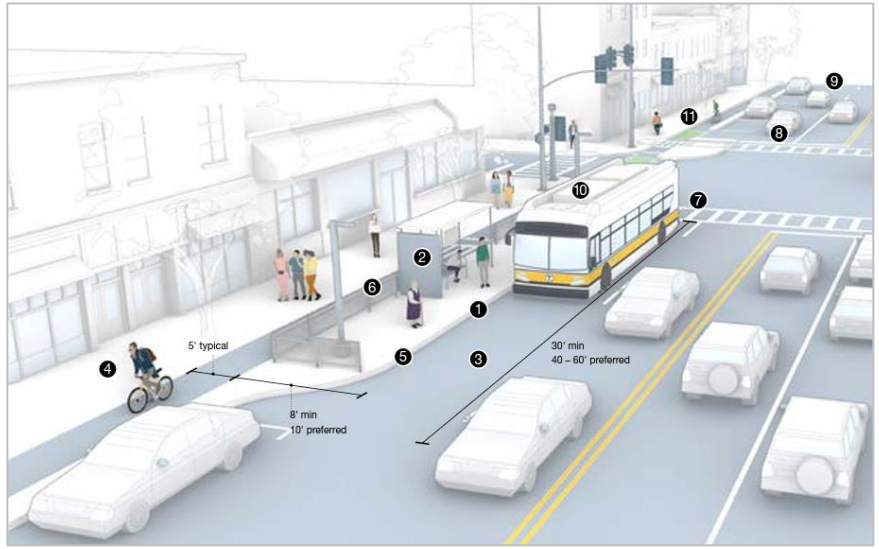


Image sources, top to bottom: Draft Massachusetts Bay Transportation Authority (MBTA) Transit Priority Toolkit; photo taken by Adam Coppola Photography (Seattle, WA).

Transit Priority Treatments

Select transit priority treatments

- Dedicated transit lane
- Part-time transit lane
- Center-running transit lane
- Queue jumps
- Transit signal priority
- Other

Highly visible, branded, and easy-to-recognize stations make transit a visible and prominent part of the streetscape, and make it clear to riders where service operates.

Everett, Washington


New Britain, Connecticut

Zoom Poll #2

Discussion

- Questions or comments?

Tier 1 Evaluation Results

3

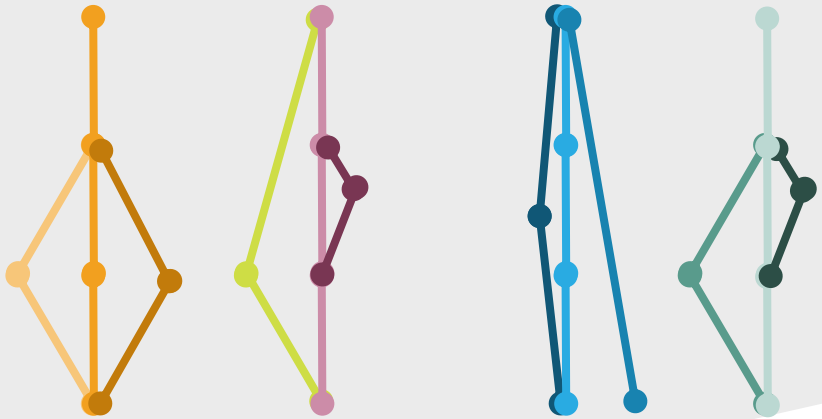
The Alternatives Analysis Process

Step A: Screening

Review a wide range of ideas and remove those that don't meet the project purpose

Step B: Tier 1 Evaluation

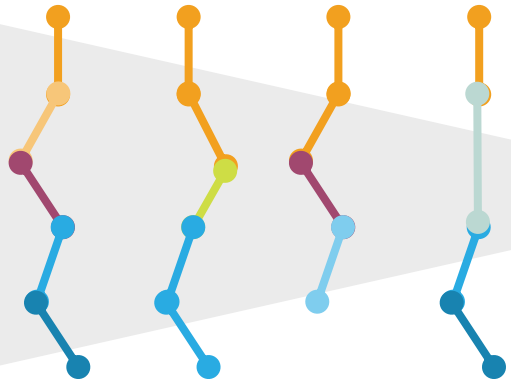
Section A | Section B | Section C | Section D



Test different alignments in each section

Step C: Tier 2 Evaluation

Entire Route



LPA

Test best alignments as complete route

Note: Alignments shown above are illustrative only, and not intended to represent any specific alignments.

The Alternatives Analysis Process

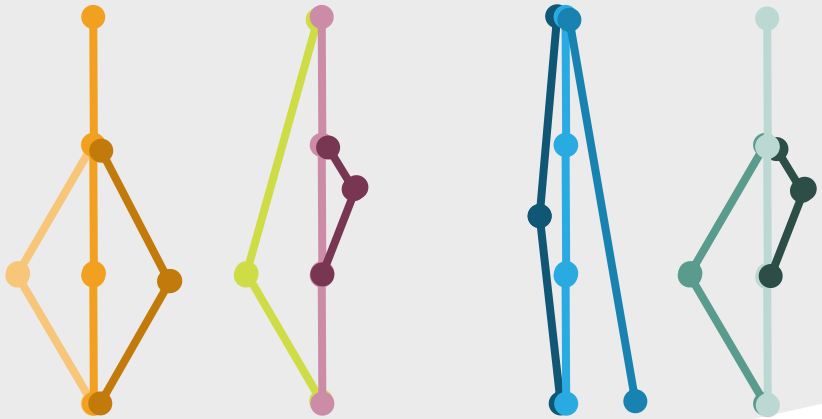
We Are Here

Step A: Screening

Review a wide range of ideas and remove those that don't meet the project purpose

Step B: Tier 1 Evaluation

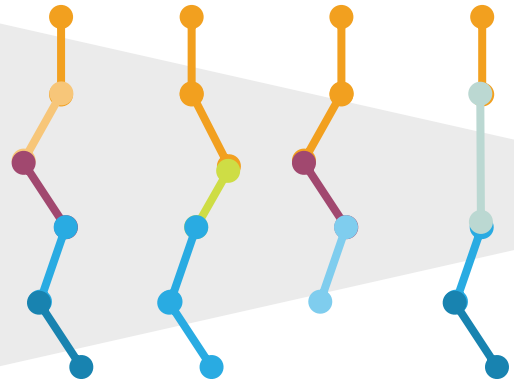
Section A | Section B | Section C | Section D



Test different alignments in each section

Step C: Tier 2 Evaluation

Entire Route

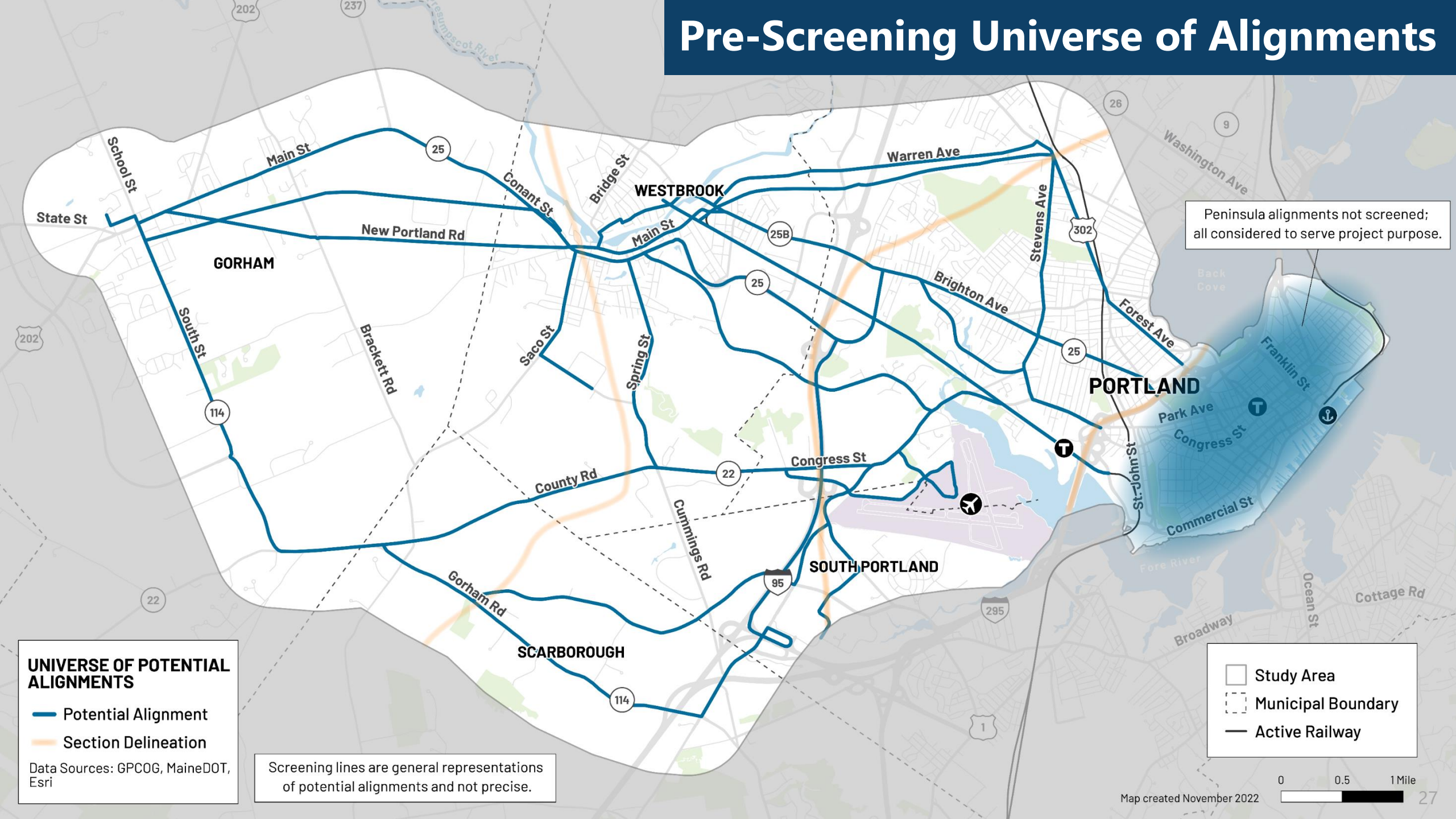


LPA

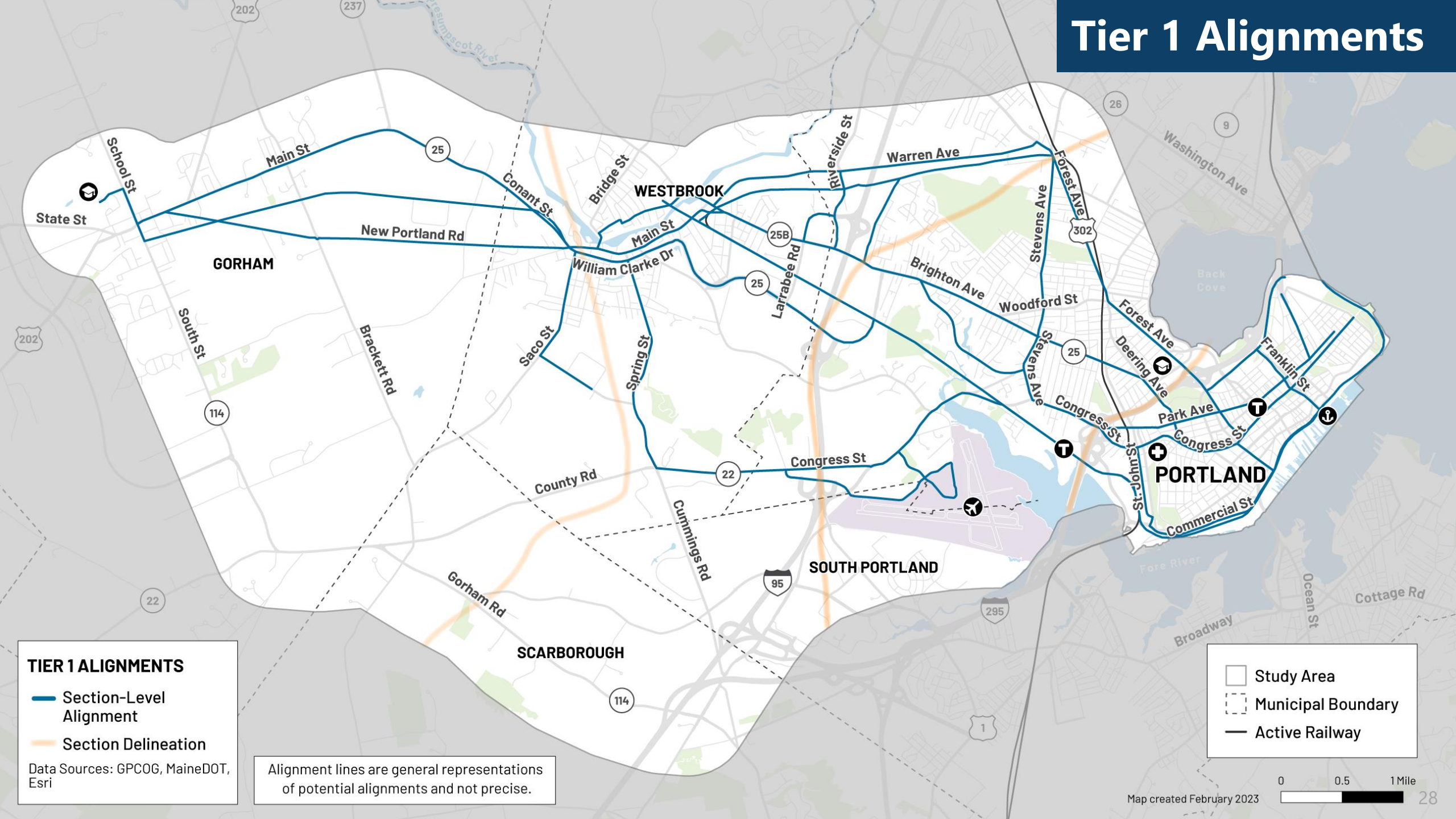
Test best alignments as complete route

Note: Alignments shown above are illustrative only, and not intended to represent any specific alignments.

Pre-Screening Universe of Alignments



Tier 1 Alignments



TIER 1 ALIGNMENTS

- Section-Level Alignment
- Section Delineation

Data Sources: GPCOG, MaineDOT, Esri

Alignment lines are general representations of potential alignments and not precise.

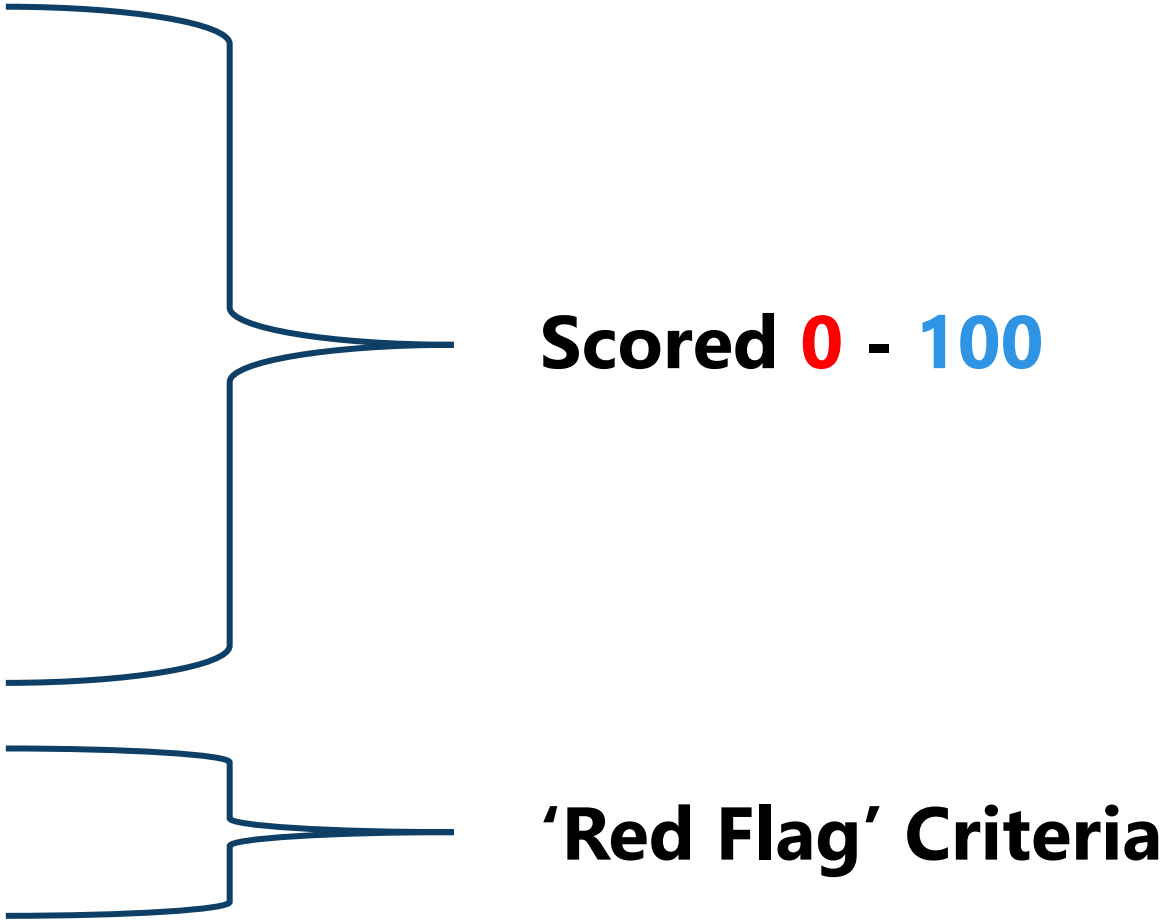
- Study Area
- Municipal Boundary
- Active Railway

0 0.5 1 Mile

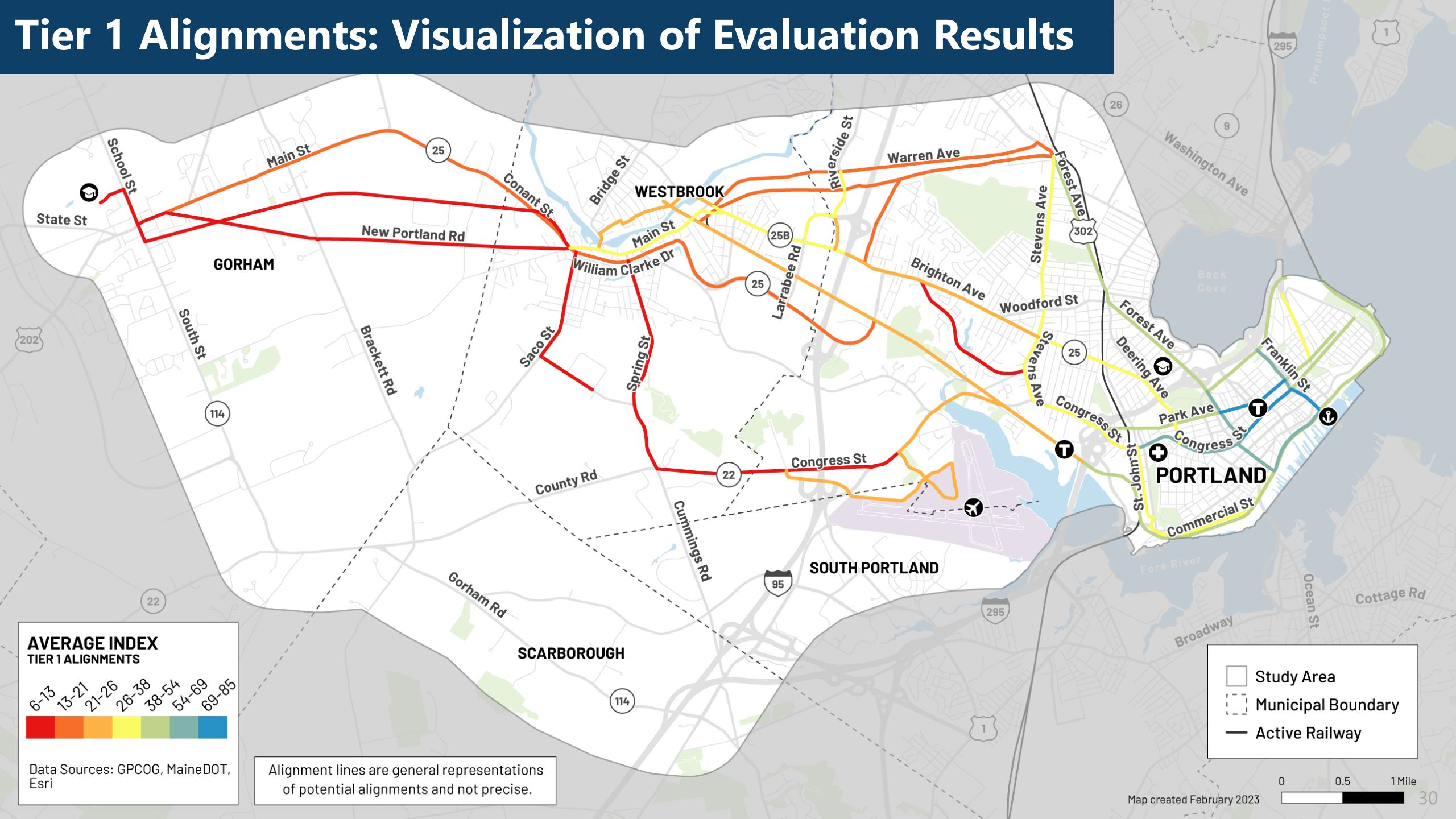
Map created February 2023

Tier 1 Evaluation Scoring

1. Improve Mobility
2. Grow Transit Ridership
3. Support Sustainable Growth
4. Enhance Connectivity
5. Focus on Equity
6. Provide New Opportunities
7. Focus on Practical and Implementable Solutions



Tier 1 Alignments: Visualization of Evaluation Results



Evaluation Results – Some Main Findings

- Concepts in Portland score higher than those in Westbrook and Gorham
- That said, concepts in downtown Westbrook and near Rock Row do quite well
- For the purpose of this project, alignments on existing roadways score higher than those along the rail alignments
- Concepts that serve the 'front door' of town and city centers (e.g., Main Street in Westbrook, Congress Street in Portland) score highest
- Gorham concepts do not score high, though USM Gorham remains an important anchor

Discussion

- Questions or comments?

Towards the Tier 2 Evaluation

The Alternatives Analysis Process

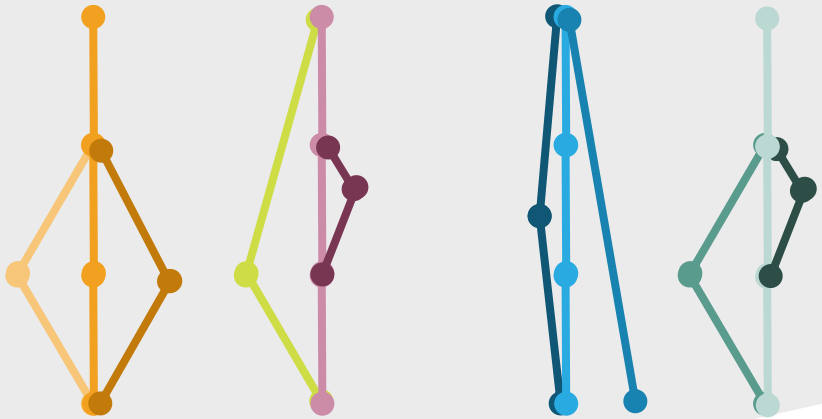
We Are Here

Step A: Screening

Review a wide range of ideas and remove those that don't meet the project purpose

Step B: Tier 1 Evaluation

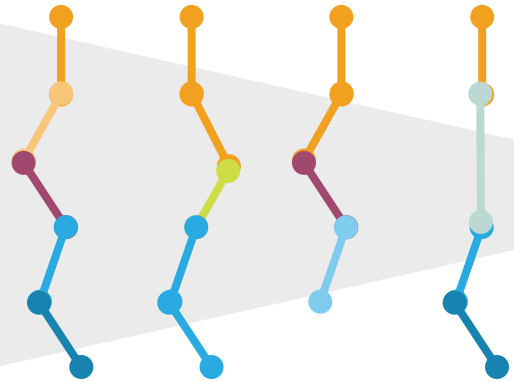
Section A | Section B | Section C | Section D



Test different alignments in each section

Step C: Tier 2 Evaluation

Entire Route



LPA

Test best alignments as complete route

Note: Alignments shown above are illustrative only, and not intended to represent any specific alignments.

Draft Tier 2 Alternatives

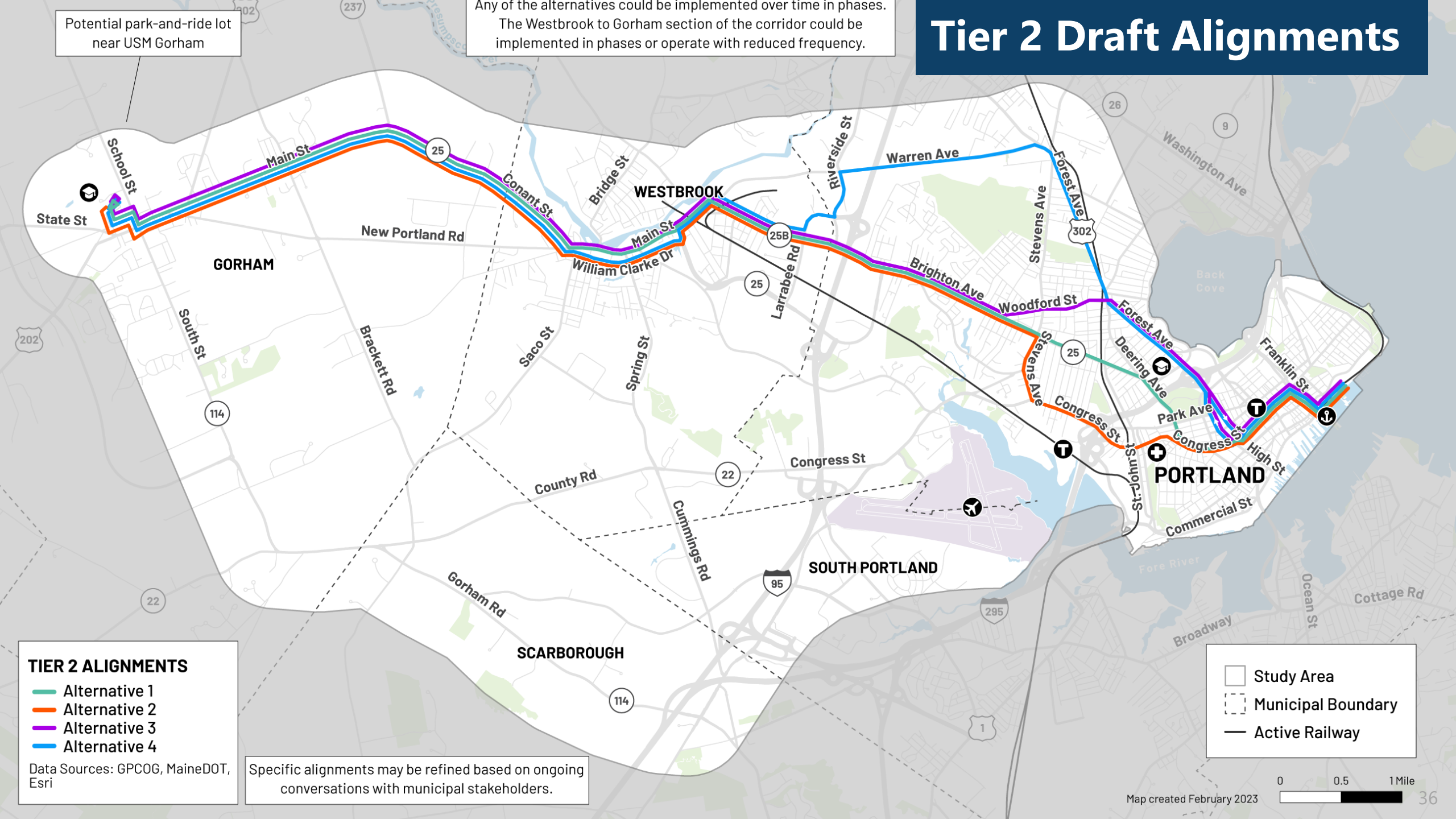
1. **Alternative 1:** Gorham to Portland via downtown Westbrook (Main Street) and Brighton Avenue
2. **Alternative 2:** Gorham to Portland via downtown Westbrook (William Clarke Drive) and the Portland Transportation Center
3. **Alternative 3:** Gorham to Portland via downtown Westbrook (Main Street), Brighton Avenue, and Woodford Street, connecting to lower Forest Avenue
4. **Alternative 4:** Gorham to Portland via downtown Westbrook (William Clarke Drive), Larrabee Road, and Warren Avenue, connecting to Forest Avenue

Note: For any of the above alternatives, the Westbrook to Gorham section of the corridor could be subject to phasing or reduced frequency.

Tier 2 Draft Alignments

Potential park-and-ride lot near USM Gorham

Any of the alternatives could be implemented over time in phases. The Westbrook to Gorham section of the corridor could be implemented in phases or operate with reduced frequency.



TIER 2 ALIGNMENTS

- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4

Data Sources: GPCOG, MaineDOT, Esri

Specific alignments may be refined based on ongoing conversations with municipal stakeholders.

- Study Area
- Municipal Boundary
- Active Railway

0 0.5 1 Mile

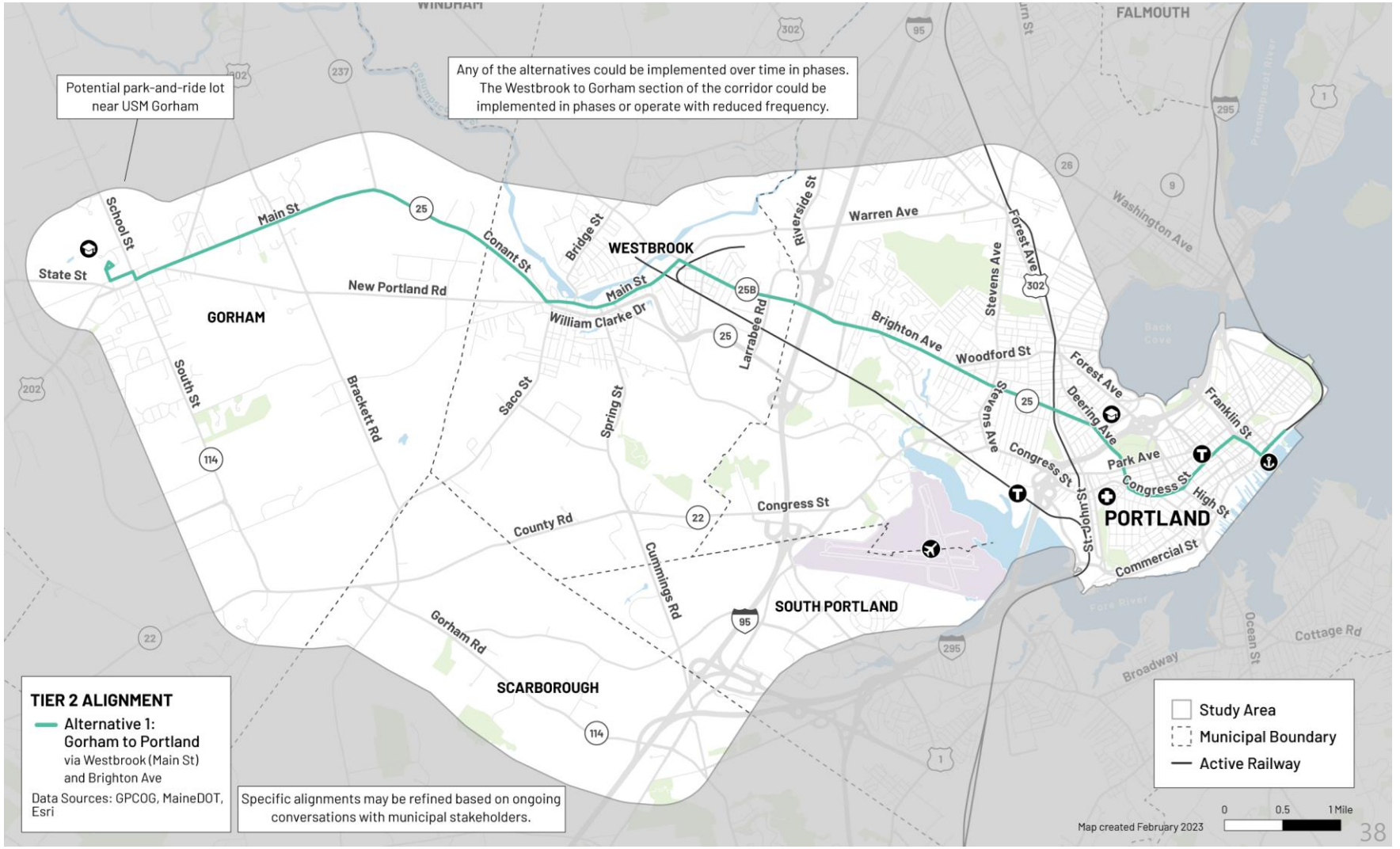
Map created February 2023

What All Tier 2 Alternatives Have In Common

- All service between Gorham and Westbrook would use Main Street/Conant Street (Route 25) between Gorham Village and downtown Westbrook
- All use Main Street east of downtown Westbrook to serve Rock Row
- All share a common alignment in downtown Portland
  - Congress Street to Franklin Street
  - Franklin Street to Commercial Street
  - Commercial Street to Ocean Gateway/Eastern Waterfront
- All terminate in the Ocean Gateway/Eastern Waterfront
- All include transit service connecting Gorham, Westbrook, and Portland
- Each of these alternatives could be phased over time, and/or could operate with reduced frequencies between Westbrook and Gorham

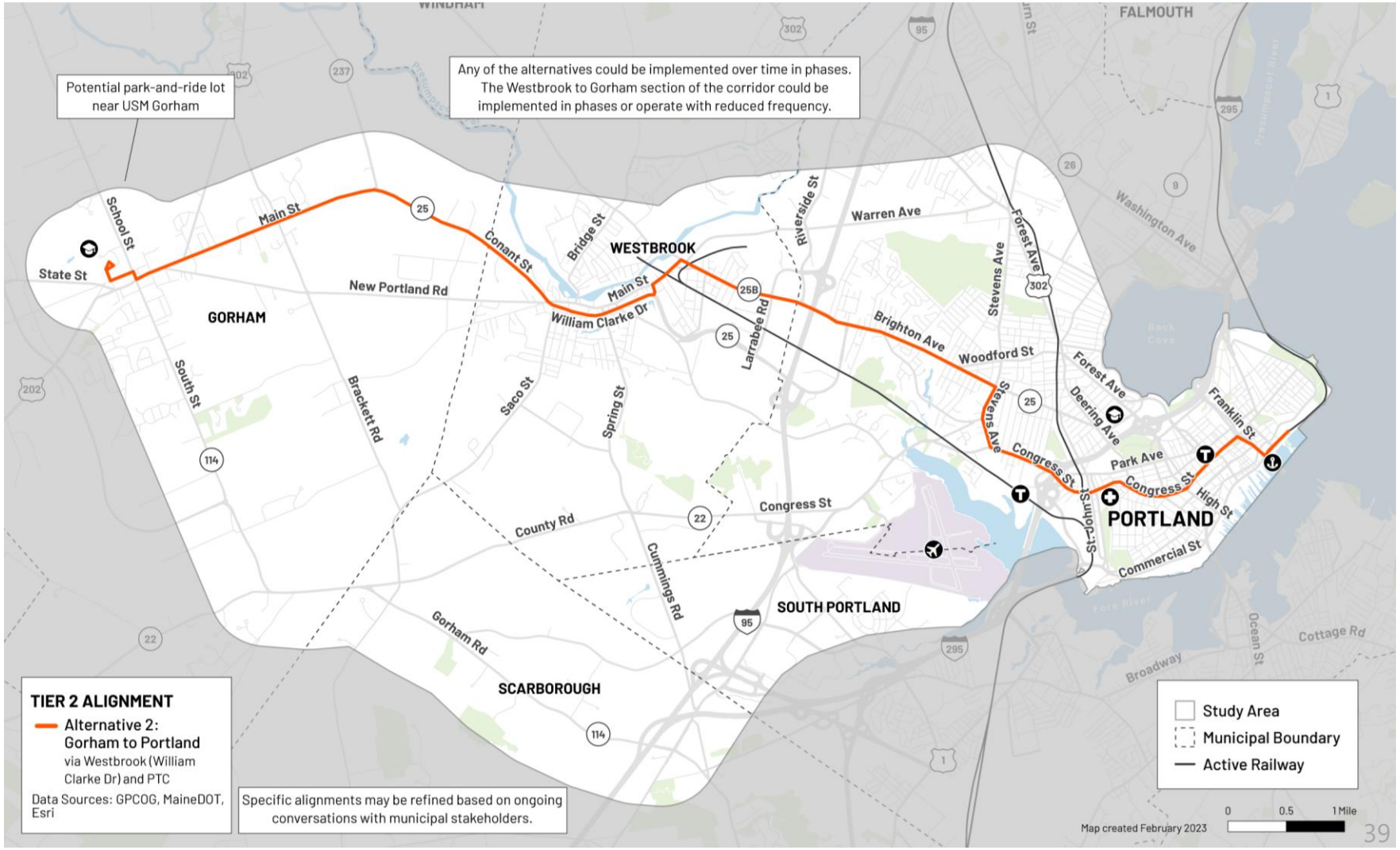
Alternative 1: Gorham to Portland via Main Street and Brighton Avenue

Alternative 1 provides what we consider the most direct route between USM Gorham and downtown Portland.



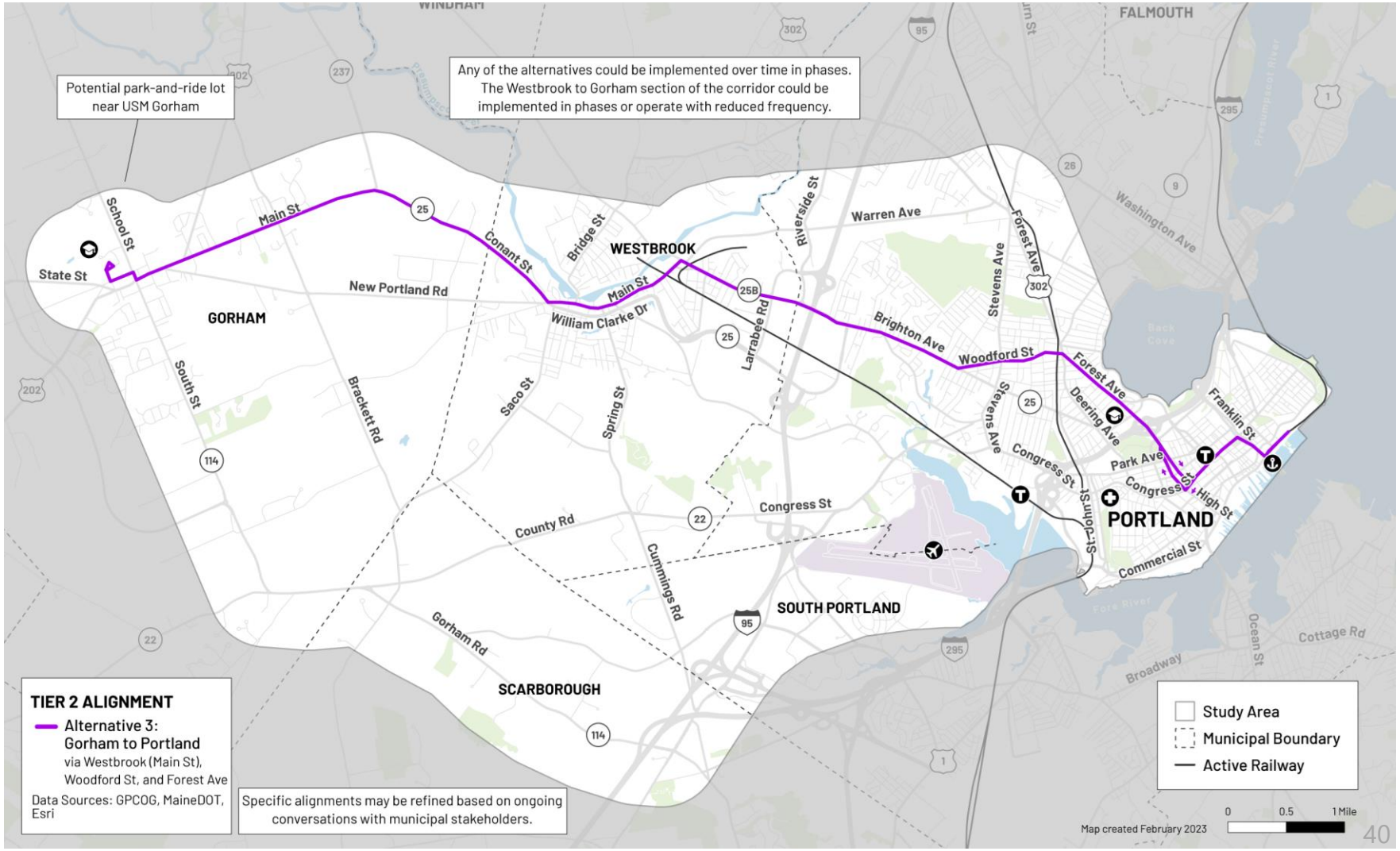
Alternative 2: Gorham to Portland via William Clarke Drive and Portland Transportation Center

Alternative 2 differs in two ways:
(1) the alignment in downtown Westbrook uses William Clarke Drive; and
(2) it better serves the current Portland Transportation Center.



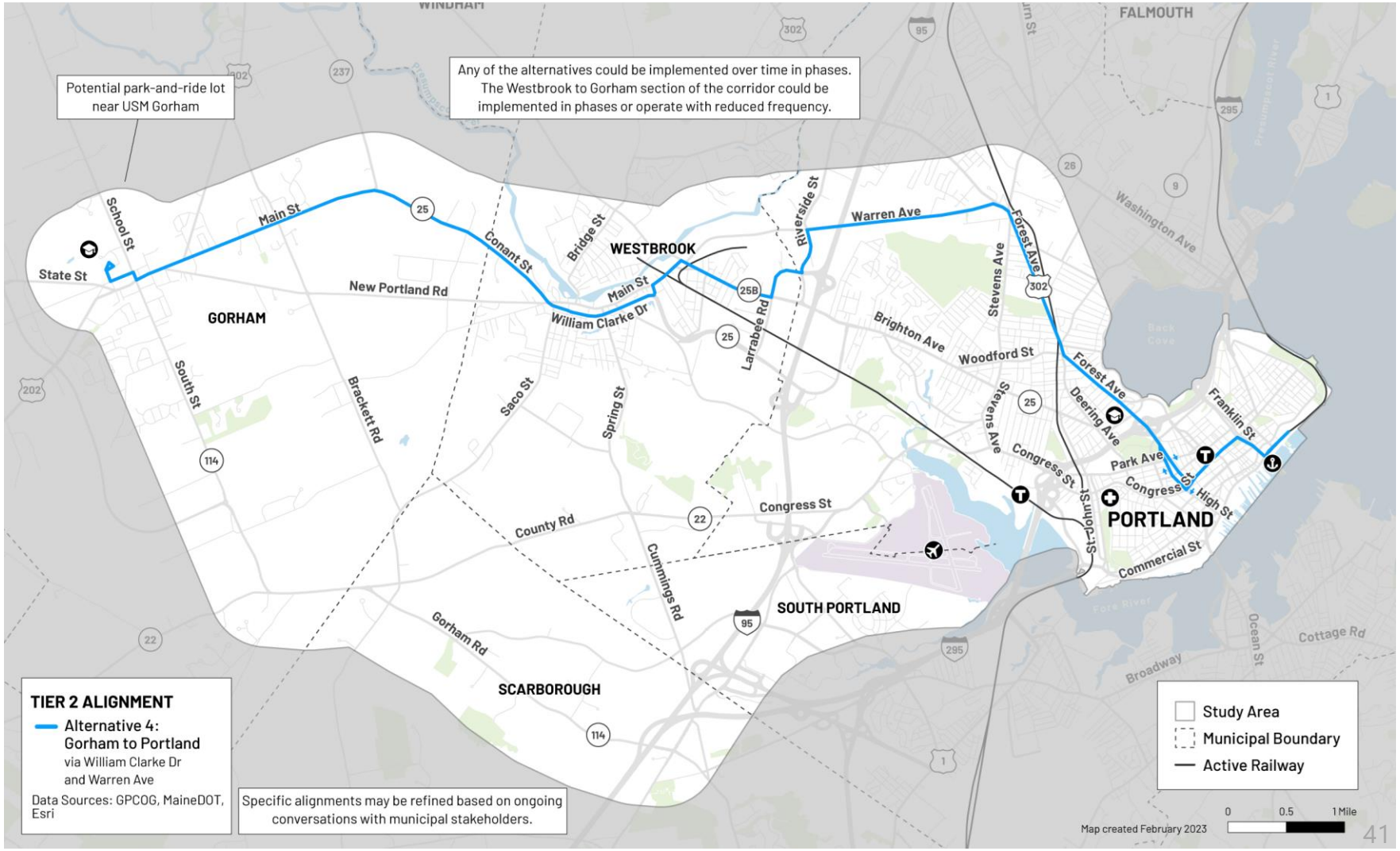
Alternative 3: Gorham to Portland via Main Street and Woodford Street to Lower Forest Avenue

Alternative 3 is identical to Alternative 2 between Gorham and Westbrook, but **(1)** uses Main Street in Westbrook, and **(2)** then Woodford Street to shift over to lower Forest Avenue and onto the Peninsula.



Alternative 4: Gorham to Portland via Warren Avenue

Alternative 4 is most like Alternative 2 between Gorham and Rock Row, but connects with Portland via Warren Avenue instead of Brighton Avenue.



Zoom Poll #3

Discussion

- Questions or comments?

Next Steps and Final Thoughts

Next Steps

- Conduct **Tier 2 Evaluation** (spring 2023)
  - Identify costs, benefits, and potential impacts of each alternative
  - Check in with stakeholders after evaluation is complete
- Draft **locally preferred alternative**
- Hold **third round of public outreach** to solicit feedback on locally preferred alternative (summer 2023)
- Adjust locally preferred alternative based on public feedback and submit for adoption by Portland Area Comprehensive Transportation System (PACTS)

Take the Survey

- A survey on the draft Tier 2 Evaluation alternatives will be available for approximately three weeks.
- Please take the survey yourself and encourage others to take the survey.

Survey link: surveymonkey.com/r/RapidTransitGWPAA6
(or use QR code at right)

Scan here!

RAPID TRANSIT STUDY
GORHAM • WESTBROOK • PORTLAND

Final Questions

- Any last questions or comments?

Thank you

RAPID TRANSIT STUDY
GORHAM • WESTBROOK • PORTLAND

Andrew Clark, aclark@gpcog.org

Theresa Carr, tcarr@nelsonnygaard.com

March 6, 2023

Mr. Bruce Van Note
Commissioner
Maine Department of Transportation
24 Child Street
Augusta, ME 04330

Re: Recommendations on Statewide Strategic Transit Plan

Dear Commissioner Van Note:

On behalf of the Maine Transit Association, we are submitting the following proposed changes to the Statewide Strategic Transit Plan (SSTP).

We appreciate the work performed by the Maine Department of Transportation (MDOT) to develop the SSTP and see it as an important foundation for strengthening MDOT's capacity to support public transportation across the state. The SSTP emphasizes infrastructure (e.g., fleet electrification, facilities, and integrated technology deployment) and systems of support that the state is uniquely qualified to provide (e.g., addressing labor challenges, aggregated asset management, cooperative procurement, DHHS coordination).

In addition, MTA recommends that Maine DOT include within the final SSTP a clear strategic goal to identify and develop a framework for serving statewide essential mobility needs. In support of that goal, MTA recommends completion of the following objectives no later than May 2024.

1. Define essential statewide mobility needs;
2. Establish minimum and target standards for serving statewide mobility needs in both rural and urban geographies for which the state has clear interests in assisting;
3. Evaluate the degree to which regions and/or existing services are meeting minimum standards;
4. Catalog planned improvements and programs of projects already contemplated by transit agencies and/or regions.
5. Complete scenario planning and operating/capital cost estimates (using a 5-year planning horizon) on service delivery strategies and capital projects that would address mobility gaps – rank order most effective and cost-efficient strategies that achieve standards.
6. Clearly catalog all existing funding options, and develop a funding framework with a transparent distribution process that allocates state and state directed federal funding to addressing mobility gaps and achieving state standards.

7. Develop a 5-year implementation plan for allocating state funding.

MTA recommends that a **Steering Committee** of the Public Transit Advisory Council (PTAC) be created to provide guidance and direction on the completion of these objectives as well as the SSTP in general.

Further, MTA recommends that the PTAC provide an interim report to the legislature's Transportation Committee in January 2024, and that the PTAC provide a final report to the Transportation Committee and full legislature by January 2025.

Additionally, MTA recommends the SSTP incorporate the following objectives with goals for implementation in 2023:

1. Provide state transit planning assistance to rural regions/counties.
2. Establish a statewide mobility management program with staff in each region that helps individuals navigate the transportation system, while also working to make the system more coordinated and easier to access.
3. Coordinate interdepartmental and interdisciplinary collaborations aimed at integrating public transportation with social services, affordable housing, economic and community development, and climate action.

MTA is eager and available to talk with you, provide further information, and answer questions about these proposals. Please feel free to contact me or our government relations team at Eaton Peabody with the contact information below.

In closing, thank you for all that you do to improve transportation across the state of Maine. We understand the realities of limited funding, competing interests, and the need to set and maintain priorities. We appreciate your partnership and consideration of these requests.

Respectfully,

Greg Jordan
MTA Board President
Executive Director
Greater Portland Transit District
Direct Line: 207-517-3025
E-mail: gjordan@gpmetro.org

Thomas Reinauer
MTA Board Vice President
Transportation Director
York County Community Action Agency
Direct Line: 207.459.2930
E-mail: Thomas.Reinauer@yccac.org

Chad Heid
MTA Board Treasurer
Executive Director
Biddeford-Saco-Old Orchard Beach Transit District
Direct Line: 207-283-3645
E-mail: cheid@bsoobtransit.org

Erin Binghalib
MTA Board Secretary
Transportation Director
Kennebec Valley Action Program
Direct Line: 207-859-1543
E-mail: ebinghalib@kvcap.org

March 6, 2023

Senator Ben Chipman
Representative Lynne Williams
Joint Standing Committee on Transportation
State House Room 126
100 State House Station
Augusta, ME 04333

Re: Public Transportation Funding in LD 258, Biennial Budget for Fiscal Years 2024-2025 and LD 259, Highway Fund for Fiscal Years 2024-2025

Dear Senator Chipman, Representative Williams, and Honorable Members of the Joint Standing Committee on Transportation:

On behalf of the Maine Transit Association (MTA), we are submitting the following request for increased state funding for ongoing public transportation operations.

Under federal legislation passed for the COVID pandemic, transit agencies have been receiving substantial funding support for their operating budgets for the past 2 years. **This funding ends later this year, so transit agencies will need to find replacement funds before the end of this calendar year**. The Federal Transit Administration will continue to provide 50% of the operating budgets, so the state and local governments must provide the remainder. In Maine, the state share of this funding has been quite low and has not changed for many years. As explained below**, we request an increase from the current $1.15 million to $6.78 million**, which would help agencies manage looming deficits, maintain service levels, and achieve greater funding equity across modes.

Rising Costs and Declining Revenues
These 20 agencies collectively receive $1,147,845 from the State of Maine to support operating activities and local match needs. This figure has been flat for five years while agencies have been absorbing a perfect storm of shocks.

Operating costs have substantially increased as a result of the COVID-19 pandemic and subsequent effects of record high inflation, rising wages, and labor shortages. The rate of ridership and fare revenue recovery since 2020 while promising, will not reach pre-pandemic levels before federal emergency funding is exhausted this year.

This situation risks the loss of local match capacity for some agencies, creates the prospect of fiscal cliffs for many others during the next 10-24 months, and presents the very real possibility of service reductions that will jeopardize access to mobility by many of our most vulnerable residents.

Improve Funding Distribution Equity

MDOT's annual $1.1 million allocation of state funding to the 20 statewide public transportation agencies is comparatively small.

Maine DOT provides $2 million per year to the Northern New England Passenger Rail Authority which contracts with Amtrak to provide the Downeaster. The Federal Transit Administration (FTA)'s National Transit Database indicates that the Maine State Ferry System expended $5,610,892 in state funding as part of its 2021 fiscal year.

MTA does not seek any change to the level of investments in the state's rail and state operated ferry systems. And, MTA recognizes that different transportation modes have different cost structures, and varying access to sources of local, federal, and directly generated revenues.

However, MTA requests a substantial step toward establishing reasonable funding equity in the state's support for public transportation operations.

Table 1 presents statistics that indicate the absolute and relative levels of investment in public transportation systems statewide. In terms of funding per capita, funding per boarding, and as a percentage of total funding, the state investment in Maine's 20 public transportation agencies is dwarfed by the levels of investment in rail and ferry systems.

Table 1: State Funding Statistics by Mode

Current Funding Amounts & Statistics	Public Transportation Agencies (20)	Northern NE Pass. Rail Auth.	Maine State Ferry System*	Total
2021 State Funding	**$ 1,147,845**	**$ 2,000,000**	**$ 5,610,892**	**8,758,737**
Percentage of State Funding	*13%*	*23%*	*64%*	*100%*
Ridership Totals (2022)	**4,530,356**	**476,804**	**428,740**	**5,435,900**
Ridership Percentages (2022)	*83%*	*9%*	*8%*	*100%*
State Funding per Boarding	*$ 0.25*	*$ 4.19*	*$ 13.09*	*$ 1.61*
State Population (2020)	**1,362,359**	**1,362,359**	**1,362,359**	**1,362,359**
Funding per capita	*$ 0.84*	*$ 1.47*	*$ 4.12*	*$ 6.43*
Cost per Hour (NTD)	**$ 108.00**	**$ 302.66**	**$ 938.28**	
PT Agencies Cost per Hour as % of Rail	36%			
PT Agencies Cost per Hour as % of MSFS	12%			

** MSFS amount represents state funding expended on operations in FY 2021 (Source: FTA's National Transit Database).*

Based on information sourced from FTA's 2021 National Transit Database, the average cost per hour for the public transportation agencies is $108.00 (excluding non-state operated ferry systems). This represents 36% of the rail cost per hour ($302.66), and 12% of the state operated ferry cost per hour ($938.28). MTA recognizes that the operating costs for rail and ferry systems are orders of magnitude greater than the bus and demand response systems for understandable reasons.

Yet, it is also the case that the state's 20 public transportation agencies (excluding rail and state ferry) provided over 4.5 million boardings in 2021. These 20 agencies provided 83% of all public transit trips taken in Maine that year. This represents a level of public utilization that is orders of magnitude higher than rail

and ferry services. And the Maine people taking these trips are far more likely to be senior citizens, have lower incomes, be living with disabilities, and/or a part of historically disadvantaged communities.
For these reasons, MTA recommends that state funding for public transportation agencies be benchmarked to the state's rail funding commitment by using the following method.

1. Calculate the percentage difference between costs per hour for public transportation agencies, excluding non-state ferry ($108.00), and rail services ($302.66) which comes to 36%.
2. Multiply this percentage (36%) by the current state funding per rail boarding ($4.21) which comes to $1.50.
3. Multiply the revised state funding per public transportation boarding ($1.50) by 2022 total ridership (4,530,356) which comes to $6,780,960.

Under this method, funding for the state's public transportation agencies (not including rail and state operated ferry systems) would be $6,780,960. MTA also recommends the following supporting policies:

- Apply a 2.0% annual escalator for a five-year period, at which point, the methodology and data should be re-evaluated and any appropriate changes made.
- Distribute funding using the current method with the stipulation that state funding support for operations shall not exceed 20% of urban agencies' total annual operating budget, and 30% of rural agencies' total operating budget.

With this increase, MTA and its members welcome the need for enhanced accountability for how these funds are expended to ensure the state's investment is helping to stabilize the current availability and reliability of statewide mobility.

Thank you for your attention to this matter, and we are available to discuss funding with the Committee. Please contact us or our legislative counsel, Bill Ferdinand, at Eaton Peabody (207-622-3747 or bferdinand@eatonpeabody.com).

Respectfully,

Greg Jordan
MTA Board President
Executive Director
Greater Portland Transit District
Direct Line: 207-517-3025
E-mail: gjordan@gpmetro.org

Thomas Reinauer
MTA Board Vice President
Transportation Director
York County Community Action Agency
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