

PACTS Transit Task Force

January 13, 2023

9:00–10:30 pm

Meeting Agenda

In-Person:

*Greater Portland Council of Governments
970 Baxter Boulevard, Room 201
Portland, Maine*

Remote:

Webinar link: us02web.zoom.us/j/84888385222

Phone: (309) 205-3325

Webinar ID: 848 8838 5222

*Participating by phone? Use *9 to raise your hand and *6 to unmute.*

This meeting is being recorded and will be made available at gpcog.org/AgendaCenter.

1. Public Comment 5 minutes

Members of the public are welcome to provide up to three minutes of public comment.

2. Ridership and Service Recovery Updates 15 minutes

3. 2023 Call for Projects: Initial Transit Project Proposals 30 minutes

4. Planning for the 2023 FYCOP 30 minutes

5. ARPA Project Implementation 10 minutes

Upcoming Meetings

- Policy Board—January 26, 11:00 am–1:00 pm
- Transit Task Force—February 2, 10:30 am–12:00 pm
- Regional Transportation Advisory Committee—February 7, 9:00–11:00 am
- Executive Board—February 28, 9:00–10:30 am

Board and committee members, the public, and other stakeholders are encouraged to subscribe to the PACTS calendar at gpcog.org/Calendar.

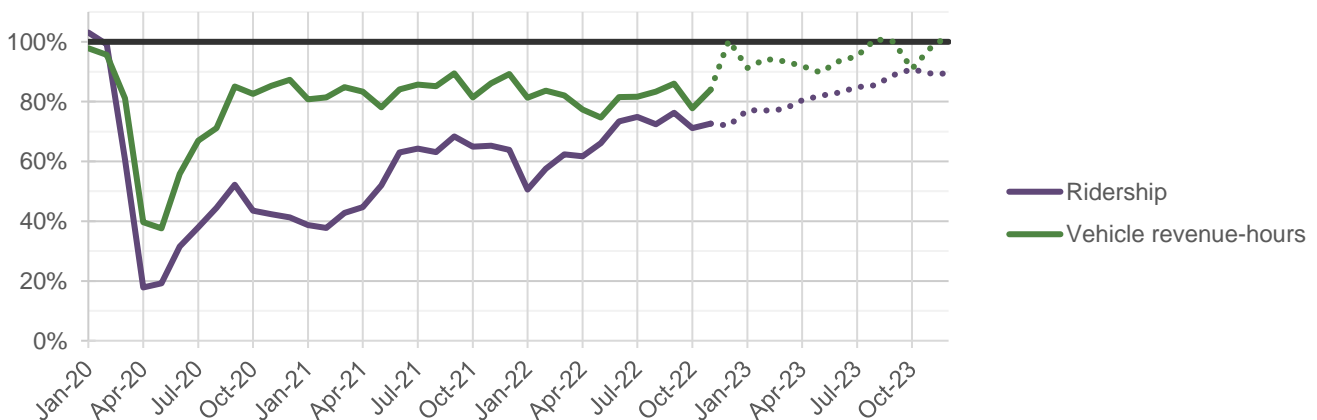
2. Ridership and Service Recovery Updates

In December 2022, staff developed a form for the region's transit agencies to input monthly ridership and service data. Regular collection of this data will help the agencies, PACTS, and staff monitor the region's efforts to recover from the pandemic and help foster a shared understanding of each agency's operational challenges and opportunities. The following tables show recent recovery data:

| Ridership | Jun-22 | Jul-22 | Aug-22 | Sep-22 | Oct-22 | Nov-22 |
|----------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| BSOOB Transit | 20,497 | 71,262 | 56,492 | 18,474 | 12,367 | 10,633 |
| Casco Bay Lines | | | | | | |
| GP Metro | 98,395 | 92,604 | 105,592 | 128,473 | 128,238 | 118,715 |
| NNEPRA | 42,580 | 52,056 | 51,736 | 45,677 | | |
| RTP—Lakes Region Explorer | 566 | 651 | 786 | 703 | 536 | 359 |
| RTP—Paratransit | 5,063 | 4,709 | 5,438 | 5,524 | 5,251 | 4,988 |
| South Portland Bus | | | | | | |
| YCCAC | 1,055 | 1,118 | 1,230 | 1,093 | 991 | 918 |
| Total | 168,156 | 170,344 | 169,538 | 154,267 | 147,383 | 135,613 |

| Vehicle Revenue Hours | Jun-22 | Jul-22 | Aug-22 | Sep-22 | Oct-22 | Nov-22 |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| BSOOB Transit | 3,000 | 3,441 | 3,496 | 2,406 | 2,197 | 2,078 |
| Casco Bay Lines | | | | | | |
| GP Metro | 8,418 | 8,034 | 8,666 | 8,246 | 8,554 | 8,263 |
| NNEPRA | | | | | | |
| RTP—Lakes Region Explorer | 184 | 184 | 184 | 113 | 113 | 99 |
| RTP—Paratransit | 3,170 | 3,179 | 3,536 | 3,368 | 2,986 | 2,979 |
| South Portland Bus | | | | | | |
| YCCAC | 395 | 407 | 434 | 418 | 368 | 372 |
| Total | 15,167 | 15,245 | 16,316 | 14,551 | 14,218 | 13,791 |

The following chart shows regional ridership and service recovery relative to a pre-pandemic baseline.



Discussion: Transit Task Force members are invited to share and discuss updates.

3. 2023 Call for Projects: Initial Transit System Enhancement Project Proposals

Under the 2023 Call for Projects, PACTS received the following Initial Project Proposals for Transit System Enhancement projects:

| Type | Project | Sponsor | Cost |
|-----------------------|---|------------------------|--------------------------------|
| Capital | Regional Microtransit Capital, Branding, and Implementation | BSOOB Transit and SPBS | \$300,000–\$500,000 |
| Capital | Transit Signal Priority for Brighton Avenue and Congress St | GP Metro | \$170,000 |
| Capital | TSAP -- Additional Funding Support for METRO stops | GP Metro | \$850,000 |
| Capital | Onboard Technology Enhancements | SPBS | \$150,000 |
| Capital and Operating | Comprehensive Service Improvements | SPBS | \$700,000 |
| | | Total | \$2,170,000–\$2,370,000 |

Per PACTS' Transportation Funding Framework, the Transit Task Force conducts a non-binding review of initial transit project proposals to identify opportunities for regional coordination.

Discussion: Are there opportunities for regional coordination on the above projects?

Additional Project Information

| Name | Regional Microtransit Capital, Branding, and Implementation |
|------------------------|---|
| Sponsor | BSOOB Transit, with South Portland Bus Service |
| Description | This project will address the unfunded elements of the Transit Together Study, with specific regard to the microtransit zones identified in the BSOOB and SPBS networks. The project will fund the fleet, software, hardware, and professional services necessary to bring a microtransit system to the implementation phase. |
| Readiness | This project is ready for final design and implementation. |
| Estimated Costs | The preliminary costs are scalable, and we've identified between \$300,000-\$500,000 being the necessary requirement. |

| Name | Transit Signal Priority for Brighton Avenue and Congress Street |
|------------------------|---|
| Sponsor | Greater Portland METRO |
| Description | In partnership with the City of Portland, METRO is applying for funding to install Transit Signal Priority (TSP) equipment on traffic signals on Brighton Avenue and Congress Street in Portland. Transit Signal Priority will help buses move through these congested corridors, each of which host multiple bus routes, more quickly, reducing travel times for passengers and allowing more schedule efficiency for bus routes on each corridor. This project will significantly help METRO achieve its goal of having TSP equipment installed at every signal along METRO routes. This funding would augment the ARPA funds allocated to METRO in 2022. |
| Readiness | This project is, with the exception of some intersections, ready for installation. Some intersections are awaiting upgrades that will make them TSP-ready in 2023 or 2024, but the bulk of the locations are already TSP-ready. Sebago Technics (STI) included each corridor in their TSP Readiness Study, which was substantially completed in 2022 (needs to be finalized with adjusted costs in 2023). |
| Estimated Costs | STI estimates that the shortfall in funding is approximately \$170,000 ; this number will be reexamined in January 2023, ahead of the final submission of this application. This request is scalable; with equipment costs per intersection ranging from about \$8,500 to \$14,500. If partially funded, the funds would be prioritized based on cost-benefit analysis and the readiness of the signal equipment. |

| Name | Transit Stop Access Project -- Additional Funding Support for METRO stops |
|------------------------|---|
| Sponsor | Greater Portland METRO |
| Description | METRO is applying for additional funding support for the Transit Stop Access Project (TSAP). TSAP has undergone rigorous planning and design since 2017, with a focus on accessibility, equity, and cost. The result of TSAP Phase 2 is a robust list of over 60 stop locations in the METRO network alone. Unfortunately, many locations cannot proceed due to limited funding, even after the ARPA funding allocated to the project in 2022. GPCOG's consultant, Stantec, estimates that the construction funding shortfall is about \$742,245 as of December 2022. This estimate does not include several factors which are likely to increase this shortfall before the project is ultimately bid in 2023, including the need to budget for construction engineering and inspection, a critical need for zero-tolerance ADA work. |
| Readiness | This project is ready for construction pending ROW process for some locations. TSAP construction is expected in 2023 and 2024. |
| Estimated Costs | METRO requests up to \$850,000 to help construct the balance of the bus stops in our TSAP project list. This request is extremely scalable; a partial award would help METRO include more stops, if not the whole list. Some stops currently unfunded are estimated to cost less than \$10,000; others cost over \$100,000. |

| Onboard Technology Enhancements | |
|---------------------------------|--|
| Name | |
| Sponsor | South Portland Bus Service |
| Description | SPBS is in the process of procuring a replacement for its CAD/AVL, RTPi system. We have \$75,000 of CARES funding for this project, but that amount falls short of the amount needed for the base system and the addition of Automatic Passenger Counters (APC) and interior next-stop displays and automatic voice announcements. The addition of APC will assist with fine-tuning and planning our route enhancements as well as track the success of our Comprehensive Service Improvements project. The next stop signage will be ADA compliant and will greatly assist all riders, but especially our visual and hearing-impaired riders. |
| Readiness | SPBS expects to be under contract with a new AVL vendor in February 2022. We will be ready to deploy the system upgrades and execute options for APC and interior ADA signs for next stop displays and announcements as soon as the 5307 Enhancement funding is available. |
| Estimated Costs | \$150,000 (\$120,000 Federal and \$30,000 Local) for hardware, software, installation, maintenance, warranty and support. |

| Comprehensive Service Improvements | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------------|-------------------|---------|-------|--------------------------------------|-----------|-----------|----------|---|-----------|-----------|-----------|------------------------------|-----------|-----------|-----------|---|------------------|------------------|------------------|
| Name | | | | | | | | | | | | | | | | | | | | | |
| Sponsor | South Portland Bus Service | | | | | | | | | | | | | | | | | | | | |
| Description | <p>This project will increase the frequency and service options of SBPS for a trial period of two years. This will provide greatly needed service improvements for our transit-dependent and new-Mainer populations, while also providing the frequency needed to attract new riders. Attracting new riders is required to meet the state and the region’s climate and emission reduction goals that are associated with shifting commute mode to public transit. This project will implement recommendations identified through the Transit Together Planning Process as well as Transit Tomorrow and Connect 2045.</p> <p>As part of this project, SPBS will request funding to overhaul its two 2011 35’ Gillig low-floor diesel buses and 2 Ford cutaways. These fleet improvements will allow us to add one 35’ and one cutaway (circulator bus) to our weekday fixed route schedule for both am and pm service increases. In addition to the capital funding to extend the life of our older vehicles, we will request operating funds for fuel, two full-time drivers, and two part-time drivers.</p> | | | | | | | | | | | | | | | | | | | | |
| Readiness | This project can be implemented within 3 to 6 months of receiving funds, leaving time for vehicle repairs, schedule preparation and driver recruitment. | | | | | | | | | | | | | | | | | | | | |
| Estimated Costs | <table border="1"> <thead> <tr> <th></th> <th>Total for 2 Years</th> <th>Federal</th> <th>Local</th> </tr> </thead> <tbody> <tr> <td>Capital - Overhaul of Older Vehicles</td> <td>\$150,000</td> <td>\$120,000</td> <td>\$30,000</td> </tr> <tr> <td>Operating - 2 FT & 2 PT Driver Wages & Benefits for 2 Years</td> <td>\$350,000</td> <td>\$175,000</td> <td>\$175,000</td> </tr> <tr> <td>Operating - Fuel for 2 Years</td> <td>\$200,000</td> <td>\$100,000</td> <td>\$100,000</td> </tr> <tr> <td>Total Capital & Operating 2-Year Pilot</td> <td>\$700,000</td> <td>\$395,000</td> <td>\$305,000</td> </tr> </tbody> </table> | | Total for 2 Years | Federal | Local | Capital - Overhaul of Older Vehicles | \$150,000 | \$120,000 | \$30,000 | Operating - 2 FT & 2 PT Driver Wages & Benefits for 2 Years | \$350,000 | \$175,000 | \$175,000 | Operating - Fuel for 2 Years | \$200,000 | \$100,000 | \$100,000 | Total Capital & Operating 2-Year Pilot | \$700,000 | \$395,000 | \$305,000 |
| | Total for 2 Years | Federal | Local | | | | | | | | | | | | | | | | | | |
| Capital - Overhaul of Older Vehicles | \$150,000 | \$120,000 | \$30,000 | | | | | | | | | | | | | | | | | | |
| Operating - 2 FT & 2 PT Driver Wages & Benefits for 2 Years | \$350,000 | \$175,000 | \$175,000 | | | | | | | | | | | | | | | | | | |
| Operating - Fuel for 2 Years | \$200,000 | \$100,000 | \$100,000 | | | | | | | | | | | | | | | | | | |
| Total Capital & Operating 2-Year Pilot | \$700,000 | \$395,000 | \$305,000 | | | | | | | | | | | | | | | | | | |

4. Planning for the 2023 FYCOP

The Policy Board is slated to approve the 2023 Five-Year Capital and Operating Plan (FYCOP) at its May meeting. The following table shows estimated regional apportionments by funding program:

| Program | FY 2022 Appr | FY 2023 Appr (Est) |
|---|--------------|---------------------|
| Section 5307 , Urbanized Area Formula Grants | \$13,883,171 | \$14,160,834 |
| Section 5310 , Enhanced Mobility of Seniors and Individuals with Disabilities Formula Grants | \$309,684 | \$315,878 |
| Section 5337 , State of Good Repair Formula Grants | \$13,213,697 | \$13,213,697 |
| Section 5339 , Bus and Bus Facilities Formula Grants | \$291,815 | \$297,651 |

PACTS' Transportation Funding Framework requires a portion of the region's Section 5307 funding be set aside for Transit System Enhancement projects, ranging from 12 percent (as a policy) to 20 percent (as a goal). The Framework also requires the development of a criteria-based approach for allocating operating funds to be implemented beginning in 2023. These changes do not apply to capital and preventive maintenance funding. To that end, the agencies should begin identifying capital and preventive maintenance needs for 2023. This amount and the amount set aside for Transit System Enhancement projects will inform how much funding is available for operating funding. Staff recommend the Transit Task Force prepare for two scenarios:

| | Scenario 1: 12 percent to TSE projects | Scenario 2: Fund all TSE projects |
|------------------------------------|---|--------------------------------------|
| Section 5307 Apportionment | \$14,160,834 | \$14,160,834 |
| less... TSE Project Set-aside | \$1,699,300 | \$2,832,167 |
| less... Capital and PM | TBD | TBD |
| equals... Operating Funding | TBD | TBD |

At the November 2022 task force meeting, staff presented several metrics by which operating funding could be allocated. Staff welcome additional discussion and guidance to develop this new process.

Additional UPWP Funding—Staff anticipate a significant increase in funding for PACTS’ 2022-2023 UPWP, a federally required document that details the MPO's planning work. [At its January meeting](#), RTAC reviewed recommendations for this new funding that align with federal guidance and requirements and advance regional goals and priorities. Later this month, the Policy Board will make a final approval.

Discussion:

- **What information would be helpful in developing a metrics-based process for allocating operating funds?**
- **What challenges or concerns should the group be aware of?**

5. ARPA Project Implementation

In December 2022, staff transmitted the executed ARPA split letter to FTA, authorizing funding to advance the following projects:

| Project | Partners |
|--|--|
| Transit Signal Priority | GP Metro |
| Service Redesign, Routes 1 and 111, Biddeford | BSOOB Transit |
| Comprehensive Service Improvements | GP Metro |
| Southern Maine Connector Service Expansion | YCCAC |
| Promotional Half-Price Fare Initiative | BSOOB Transit Casco Bay Lines GP Metro SPBS |
| Regional Multi-modal Passenger Information System | BSOOB Transit Casco Bay Lines SPBS |
| Transit Stop Access Project | BSOOB Transit GP Metro SPBS |
| Holiday Service Expansion | SPBS |

Implementation of these projects will require near-, medium-, and longer-term actions that individual agencies can undertake, and actions that may require coordination between agencies or regional and statewide coordination.

Discussion: Transit Task Force members are invited to share and discuss anticipated next steps and opportunities for cross-agency, regional, or statewide coordination in the implementation of these projects.