

PACTS TRANSIT COMMITTEE WORKSHOP AGENDA

APRIL 23, 2019

12:30 – 2:30 p.m.

970 Baxter Boulevard, 2nd Floor, Portland

- 1. Welcome**
- 2. Public Comments**
- 3. Staff Updates**
 - a.) Regional Transit Plan Implementation
 - b.) Municipal Partnership Initiative (MPI) Projects
- 4. Potential Revision of the Regionally Administered Discretionary (RAD) Funding Process**
- 5. Other Business**
- 6. Adjourn**

Upcoming Meetings:

- April 25, 2019 – PACTS Policy Committee, 3:00 p.m.
- May 2, 2019 – PACTS Planning Committee, 9:00 a.m.
- May 9, 2019 – PACTS Transit Committee, 9:30 a.m.



PACTS Projects Update Report

April 23, 2019

1. Transportation Management Association (TMA)

Purpose: Determine the feasibility of forming a Transportation Management Agency (TMA) in the Greater Portland Region. A TMA could help reduce traffic congestion and improve parking access in downtown Portland by increasing usage of public transit and multimodal options, and implementing other Transportation Demand Management (TDM) strategies.

Timeline: 2019

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT; GPCOG Membership Dues

Update: We have established a TMA working group with the City of Portland, METRO, Portland Regional Chamber of Commerce, and Portland Downtown. The working group is mapping out a strategy to create a permanent and sustainable TMA by 2020. As an interim step, we will pursue short-term pilot efforts, such as technological parking management solutions, securing buy-in from private businesses and institutions, and other TDM strategies.

Project Manager: Jessa Berna, Senior Planner, jberna@gpcog.org, (207) 774-9891 Ext. 210

2. Transit Supportive Land Use Planning

Purpose: Assist transit agencies and municipalities with transit supportive land use planning by developing concept plans around one or to existing or planned transit stops in the region. Concept plans will identify potential policy and infrastructure improvements that support increased density and mixed-use development, and encourage transit use, and strengthen the region's transit network. This project may serve as a pilot for future UPWP transit-oriented development projects.

Timeline: Scheduled to be completed by December 2019.

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT

Update: PACTS will fund the South Portland Maine Mall project as proposed, and provide some preliminary technical assistance for the Saco Transportation Center proposal. GPCOG staff has been conducting stakeholder interviews with Richardson and Associates. We have also been partnering with Southern Maine Planning and Development Commission to conduct stakeholder meetings and develop a possible revised scope for the Saco Transportation Center project.

Project Manager: Jessa Berna, Senior Planner, jberna@gpcog.org, (207) 774-9891 Ext. 210

3. Transportation and Community Well-Being Network

Purpose: This mobility management network brings together stakeholders from a range of sectors to work together on improving transportation coordination and access for people who experience barriers. The network includes representatives from human services, health care, transportation, aging, disability and representatives from populations that frequently experience transportation barriers. The Network seeks to:

- Coordinate to address gaps and improve access
- Raise awareness among decision-makers
- Share information and solutions within the Network and beyond

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Timeline: Meetings are monthly on the 3rd Thursday of each month from 10:30am-noon, at Portland Public Library’s Monument Square location.

Funding Source: National Center for Mobility Management (utilizing FTA funds)

Update: GPCOG staff worked in partnership with the Network to develop a [Southern Maine Mobility Resource Guide](#). Print copies are available by contacting Zoe.

Project Manager: Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, zmiller@gpcog.org, (207)-774-9891 Ext. 227.

4. Regional Transit (RTP) Plan Implementation

Purpose: As part of this year’s UPWP, PACTS will work with the region’s seven transit operators to implement a subset of the 13 recommendations from the regional transit development plan, *Moving Southern Maine Forward*. The first phase of this work is to select which recommendations to advance during the current UPWP period. Input was gathered from PACTS governing bodies, key stakeholders, and the public. Implementation may require assistance from a consultant, depending on the specific needs of the selected recommendations.

Timeline: Short-term 6-year plan adopted in December 2017. Long-range vision (Phase 2) is set to begin January 2019 (see PACTS Long Range Public Transportation Plan).

Funding Source: *Federal:* PACTS FTA 5303 Planning Funds; *Local Match:* GPCOG Member Dues (for phase 1)

Update: The PACTS Transit Committee discussed and voted on the top four priorities at the December 13 retreat, committing unanimously to the top priorities of improving connections between routes and schedules and increasing awareness of options with a dedicated website and improved apps, and the lesser priorities of exploring creation of a regional fare payment system and exploring integration between transit agencies, with the understanding that searching for other funding sources is an ongoing activity that underlies these and other initiatives. “The Stupendous Tournament of Transit” is planned for June 14 to encourage municipal and community leaders to ride the region’s public transit system. GPCOG staff will also be reaching out to route planners at each agency for input on improving connections.

Project Manager: Aubrey Miller, Transportation Project Manager, amiller@gpcog.org, (207)-774-9891 Ext. 202. FMI: <http://www.gpcog.org/transportation-land-use/transit/regional-transit-development-plan/>

5. Transit Tomorrow: PACTS Long Range Public Transportation Plan

Purpose: PACTS has kicked off a long-range public transportation plan for Southern Maine. Known as Transit Tomorrow, this planning process centers around creating a 30-year pathway for investments to improve the public transportation network, increasing ridership and connections between housing and employment opportunities. The plan will focus on improving the economy, environment, and quality of life by prioritizing infrastructure investments, shaping economic and housing growth, and preserving the natural environment.

Timeline: January 2019- December 2020

Funding Source: FTA 5303

Update: AECOM has been selected as the consultant. The Project Advisory Committee meets on April 5 to provide an overview of the project and explore a vision for transit.

Project Manager: Stephanie Carver, Planning Director, scarver@gpcog.org, (207)774-9891, Ext. 222.

6. Transit Stop Access Project Phase II

Purpose: The Transit Stop Access Project is focused on prioritizing, designing and constructing pedestrian and bicycle improvements at and near fixed route bus stops for METRO, ShuttleBus-ZOOM,

and South Portland Bus Service. In Phase I, an in-depth field assessment was conducted and GPCOG worked with transit agencies operators and key stakeholders to prioritize bus stops for small improvements, ped/bike facilities, and possible locations for construction of mini-hubs. Phase II will include further prioritization, preliminary designs, and development of construction bid packages for the three participating agencies.

Timeline: Jan 2018-Dec 2019

Funding Source:

- GPCOG Project Management – FTA 5303 Planning Funds (local match from GPCOG member dues)
- Consultants – FTA 5307 with local match from involved transit agencies

Update: In March 2019, GPCOG hired McMahon Associates, Inc. to begin work on Phase II Part A, Conceptual Design Development. McMahon is currently scheduling a meeting with each of the three participating transit agencies, as well as relevant municipal staff, to review annotated lists of potential bus stop locations and improvement types (accessibility, bike/ped, mini-hub).

Project Manager: Aubrey Miller, Transportation Project Manager, amiller@gpcog.org, (207)-774-9891 Ext. 202. FMI: <https://www.gpcog.org/transit-stop-access-project/>

7. Regional Sign & Shelter Project

Purpose: This project is focused on installation of new bus shelters at high-priority bus stops and installation of new, clearer and more uniform bus stop signs in the PACTS region. In March 2017, South Portland Bus Service decided to withdraw from the project. During 2017, GPCOG provided support to Shuttlebus-ZOOM on designs for new bus stop signs, informed by national best practices and standards. GPCOG also provided METRO with GIS mapping and assistance in selecting an engineering firm for the upcoming round of shelter installations. METRO and ShuttleBus-ZOOM will continue to utilize project funds to install shelters and for design and procurement of signage.

Timeframe: Timeframe for when capital funds must be spent is at FTA’s discretion. Exact timing currently unclear.

Funding Source: FTA 5307 with local match from involved transit agencies

Update: The 2018-19 UPWP does not include project-specific planning support for this project. GPCOG planning staff time is available upon request and will require a determination regarding the funding source.

GPCOG Contact: Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, zmiller@gpcog.org, (207)-774-9891 Ext. 227. FMI: <https://www.gpcog.org/regional-sign-shelter/>

8. Active Transportation Plan Implementation

Purpose: In October 2018, PACTS adopted *Getting There From Here: A Regional Active Transportation Plan for the PACTS Region*. The plan envisions a complete network of accessible trails, paths, ways, and modes, serving all people and places, promoting a culture of healthy living and a vibrant economy in the PACTS region. This is an update to the 2009 PACTS Regional Bicycle and Pedestrian Plan with an expanded focus that includes public transit, along with health and equity outcomes. *Getting There From Here* offers recommendations for where to invest effort and funding over the next decade.

Timeframe: Plan implementation will commence in 2019.

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT

Update: GPCOG staff are working on a scope for implementation, including items that can be advanced in 2019 and needs for the 2020-2021 UPWP.

Project Manager: Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, zmiller@gpcog.org, (207)-774-9891 Ext. 227. FMI: <https://www.gpcog.org/active-transportation/>

9. Portland Commercial Street Operations and Master Plan Study

Purpose: This study will develop a plan to create a safer and more inviting environment for users of the easterly portion of Commercial Street. The plan will allow Commercial Street to maintain its role as the spine of a great working waterfront, an economic development center, and a nationally recognized retail/tourist destination while enhancing future economic development opportunities for the region.

Timeline: Scheduled to be completed by December 2019.

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT, City of Portland.

Update: WSP is the consultant for this project. The team has been focusing on finalizing draft recommendations for a public meeting in early May.

Project Manager: Jessa Berna, Senior Planner, jberna@gpcog.org, (207) 774-9891 Ext. 210

10. Saco/Scarborough Route 1 Complete Streets Plan

Purpose: This project will undertake an assessment of the Route 1 corridor to identify multi-modal deficiencies, potential environmental impacts, develop and analyze improvement alternatives and make preferred alternative recommendations from Downtown Saco north to Pleasant Hill Road in Scarborough. Making the corridor more accessible for all modes will help mitigate congestion and improve safety for all users. The recommended design alternatives should aim to meet the needs of drivers of motor vehicles, transit users, bicyclists, and pedestrians.

Timeline: Scheduled to be completed by December 2019.

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT, City of Saco, Town of Scarborough.

Update: T.Y. Lin is the consultant for this project. The project team is in the process of finalizing recommendations for the public to give their feedback. A technical advisory committee meeting will be scheduled for early May.

Project Manager: Jessa Berna, Senior Planner, jberna@gpcog.org, (207) 774-9891 Ext. 210

11. Freeport Preliminary Bike/Ped Planning Exit 22

Purpose: This project will undertake an assessment of bike/pedestrian accommodations across the I-295 interstate in concurrence with the State's preliminary design efforts near Exit 22 in Freeport. Specific tasks associated with this effort will include the development of high-level cost estimates, sketches, and pros/cons for the suggested options.

Timeline: Scheduled to be completed by December 2019.

Funding Source: *Federal:* PACTS FHWA Planning Funds; *Local Match:* Town of Freeport.

Update: This project was added to the UPWP at the October PACTS Policy Committee meeting. HNTB was hired through a simplified acquisition process to complete this work. A site visit was conducted in April.

Project Manager: Jessa Berna, Senior Planner, jberna@gpcog.org, (207) 774-9891 Ext. 210

12. Inclusive Transportation Planning Project

Purpose: This project is engaging older adults, people with disabilities, and people of color in driving more inclusive regional transportation planning. This project includes both the PACTS and GPCOG geography. Transit agencies and municipal staff are key stakeholders. Project deliverables will include:

- Recommendations for increasing inclusiveness to PACTS. These recommendations will inform the 2019 update of the Public Participation Plan.
- An implementation plan for a ready-to-launch transportation solution.

Timeline: Through January 2019 – and beyond if pending grants are awarded.

Funding Source: National Aging and Disability Transportation Center (NADTC – a program of FTA) and U.S. Administration for Community Living.

Update: GPCOG staff submitted a request for Phase 2 funding that would support implementation of several Inclusive Transportation Planning recommendations – which were unanimously approved by PACTS Policy Committee to be used to inform the 2019 update of the Public Participation Plan and the Title VI, Non-Discrimination Plan. Funding notification is expected by March 15th.

Project Manager: Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, zmiller@gpcog.org, (207)-774-9891 Ext. 227.

13. The Shopper Links Project

Purpose: The Shopper Links project responds to the need for free and low-cost door-to-door transportation to food shopping strongly expressed by older adults, people with disabilities, and others with low incomes. The project includes four components:

1. Pilot of a city-wide door-to-door weekly shopper shuttle in South Portland
2. Promoting awareness of and access to the shopper shuttle
3. Development of a sustainability plan for the shuttle
4. Disseminating information on the pilot across the region

Through a partnership between GPCOG and RTP, this project will test the concept of a door-to-door shuttle service for older adults, people with disabilities, and low-income people, and serve residents of housing facilities as well as those who live in single family and small multi-unit housing.

Timeline: February-August 2019

Funding Source: National Aging and Disability Transportation Center (NADTC – a program of FTA)

Update: GPCOG was selected for Round 2 funding from the NADTC. This project will implement the service planned through Phase 1. Zoe will work closely with Rick Harbison to manage the pilot project. The Work Group – including older adults, people with disabilities and representatives from Alpha One, Avesta, South Portland City Council, South Portland Bus Service, South Portland Housing Authority, South Portland Senior Advisory Council, and Southern Maine Agency on Aging on Aging – began in March.

Project Manager: Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, zmiller@gpcog.org, (207)-774-9891 Ext. 227.

14. Westbrook Transit Oriented Development Transit Hub at Rock Row Development

Purpose: This project is a feasibility analysis for a Transportation Hub including a transit passenger facility that provides seamless connectivity between fixed route bus routes, a potential rail service, and a parking garage located at the Rock Row development in Westbrook, Maine. The study will also consider how people utilizing this facility can easily access surrounding residential, commercial and entertainment facilities as well as connectivity between sidewalks and trails in the proposed development with other bicycle and pedestrian facilities in the PACTS region. The analysis will provide the basis for recommendations to be integrated into the PACTS Regional Public Transportation Plan and to explore additional funding opportunities.

Timeline: Scheduled to be completed by December 2019.

Funding Source: *Rock Row Developer, City of Westbrook, City of Portland, METRO, Maine Turnpike Authority, PACTS*

Update: An RFP was issued, and two proposals were submitted. The project team is reviewing proposals and will select a consultant by the end of April

Project Manager: Sara Zografos, Transportation Director, szografos@gpcog.org, (207) 774-9891 Ext. 211

Agenda Item 3 - Municipal Partnership Initiative (MPI) Projects

The Portland Area Comprehensive Transportation System's (PACTS) Municipal Partnership Initiative (PACTS MPI) builds upon the Maine Department of Transportation's (MaineDOT) successful Municipal Partnership Initiative (MPI) by using PACTS' annual allocation of state money to be matched with a minimum fifty percent (50%) local funds for road reconstruction or rehabilitation projects. The PACTS MPI is designed to fund collector or arterial roadway projects, and to focus on bringing substandard roads up to PACTS' and MaineDOT minimum standards. MaineDOT previously granted PACTS' request to increase the state funded MPI program by \$1 million, for a total funding allocation of \$1,640,201 for the MPI program and a \$1 million decrease of PACTS' federal allocation. At the December 2018 Executive Committee meeting, the committee adopted the updated Municipal Partnership Initiative Policy. The major changes to the policy are:

- Maximum project funding increased from \$200,000 to \$400,000.
- There are no longer maximum project total costs. MPI funds are eligible to be combined with other funding sources to fund large projects.
- Projects eligible under the Pavement Preservation analysis are not eligible for MPI funding.
- Projects with complete streets elements are eligible for MPI funding.
- Projects are first solicited at the sub-regional level. The goal is to fund at least one project per sub-region.

The full MPI Policy can be found [HERE](#).

Since the adoption of the MPI Policy, each subregion has submitted their projects to be funded through the MPI allocation. Each sub-region was provided the first opportunity to allocate up to \$400,000 on a single project or multiple projects. If sub-regional projects totaled less than the available funding, the second round would be open to all PACTS members. Project applications were due February 1st.

All sub-regions submitted their projects by the due date and all sub-regions requested the total amount available for each sub-region for a total number of ten projects. The MPI projects are scheduled to be approved by the Policy Committee at the April 25th meeting.

The following is the list of all the project submittals.

2020 PACTS MPI Program Final Revised (4/18/19)							
Northern Region							
	Municipality	Project Scope Summary	Municipal Match	PACTS Contribution	Total Project Estimate	Comments	
	Cumberland	Tuttle Road; rehabilitation including drainage, shoulder improvements and sidewalks.	\$217,000	\$217,000	\$434,000	3/18 revised estimate from Cumberland	
	Yarmouth	Rte. 1 culvert and sidewalk project	\$139,083	\$133,333	\$272,416		
	Yarmouth (new)	Main Street demonstration project, but primarily curb re-set along Main Street prior to paving project.	\$554,000	\$49,667	\$603,667	New project request based on remaining unallocated balance and to be coordinated with PACTS paving project	
		Total Sub-region	\$356,083	\$400,000	\$706,416		
Central Region							
	Municipality	Project Scope Summary	Municipal Match	PACTS Contribution	Total Project Estimate		
	Cape Elizabeth	Segment 1 sidewalk improvements	\$90,000	\$90,000	\$180,000		
	Portland-3	Washington Ave., Presumpscot to Veranda, pavement preservation and bike lanes	\$239,672	\$97,248	\$336,920	As Portland requested, Elm Street has been withdrawn and replaced with Washington Ave.	

		Portland-1	Marginal Way, Forest Ave to Franklin, pavement preservation including buffered bike lanes	\$212,752	\$212,752	\$425,503.00	
			Total Sub-region	\$542,424	\$400,000	\$942,423	
		Western Region					
		Municipality	Project Scope Summary	Municipal Match	PACTS Contribution	Total Project Estimate	
		Gorham	Rte. 237 Mosher Rd.; road rehabilitation including drainage, X-walks and ADA work	\$151,000.00	\$151,000.00	\$302,000.00	
		Gorham	Rte. 202; urban village center, safety enhancements for motorists, pedestrians and cyclists.	\$249,000.00	\$249,000.00	\$498,000.00	
			Total Sub-region	\$400,000.00	\$400,000	\$800,000.00	
		Southern Region					
		Municipality	Project Scope Summary	Municipal Match	PACTS Contribution	Total Project Estimate	
		Scarborough	Rte. 114, Phase II partial reconstruction including drainage and complete streets components.	\$839,000.00	\$205,000.00	\$1,044,000.00	

		Biddeford	Main Street improvements Safety improvements for motorists, cyclists and pedestrians	\$195,000.00	\$195,000.00	\$390,000.00	
			Total Sub-region	\$1,034,000.00	\$400,000	\$1,434,000.00	
			Total Funding for all Projects	\$2,332,507.00	\$1,600,000	\$3,882,839	
		<p>Note: The project costs above are estimates. If the project complete costs are over the estimate, the PACTS contribution is locked at the funding amounts indicated above. If the project complete costs are less than the estimate any remaining PACTS contribution balance is transferred into the PACTS Holding WIN. Details will be reflected in the three party agreements.</p>					

Agenda Item 4 - Potential Revision of the Regionally Administered Discretionary (RAD) Process

The recent 2019 SYCOP update process highlighted the need to revisit the process for reviewing transit expansion and enhancement projects, and specifically, to address facility expansions. The Committee and staff have worked to refine the SYCOP update and RAD project selection processes in recent years, and in February 2019, the Transit Committee adopted a revised RAD timeline. The Committee at that time rejected establishing a minimum monetary threshold, opting to have all expansion and enhancement projects go through the RAD process.

Other potential revisions were also noted, including:

- Adding a few targeted performance metrics to RAD applications that would be tied to specific scoring results. These could also be used to evaluate the success of the service once established.
- Adding a section to the RAD application for operating projects that identifies how the success of the project will be assessed, and what will happen if it is deemed unsuccessful
- Awarding bonus points for demonstrated collaboration with other transit agencies and/or municipalities when planning service
- Adding a section to the RAD application identifying the project's impact on the SYCOP, in both capital and operating expenses over a ten-year period

In recent years, transit agencies have raised several concerns about the RAD process, including:

- The amount of effort required for transit agencies to submit RAD applications for projects that might be less expensive than those approved through the SYCOP process with minimal review
- The length of the process
- The subjective nature of the scoring criteria
- The relative lack of information required for the SYCOP process which makes it difficult to evaluate RAD projects relative to SYCOP projects

Staff have also expressed concern about the process:

- The RAD guidelines are vague and subjective
- The RAD project evaluation process does not speak to the cost-effectiveness of the requested improvement or whether it is a good use of funding compared to other proposed or potential projects
- The lack of clarity on the region's long-term transit goals
- PACTS leadership is unfamiliar with transit operations and needs, and little information is provided other than the SYCOP and Transit Committee recommendation
- The process is more focused on transit agencies and their operational priorities than regional transportation needs and customer outcomes
- The difficulty in determining if a project constitutes an improvement of existing service or an expansion of new service

Other issues to consider:

- The level and demonstration of municipal support
- The size of the request relative to an agency’s existing budget
- The make-up and structure of the evaluation committee
- Adding a question/answer process for reviewers to ask questions of proposers
- Limiting any resubmissions/rescoring
- Establishing criteria for facility replacement or rehabilitation
- Transit agencies informing the Committee and/or other transit agencies in advance about major facility or fleet upgrades or replacements

If a major RAD overhaul is desired, past categories and metrics could be augmented and/or replaced with those supported by the Committee in November 2017:

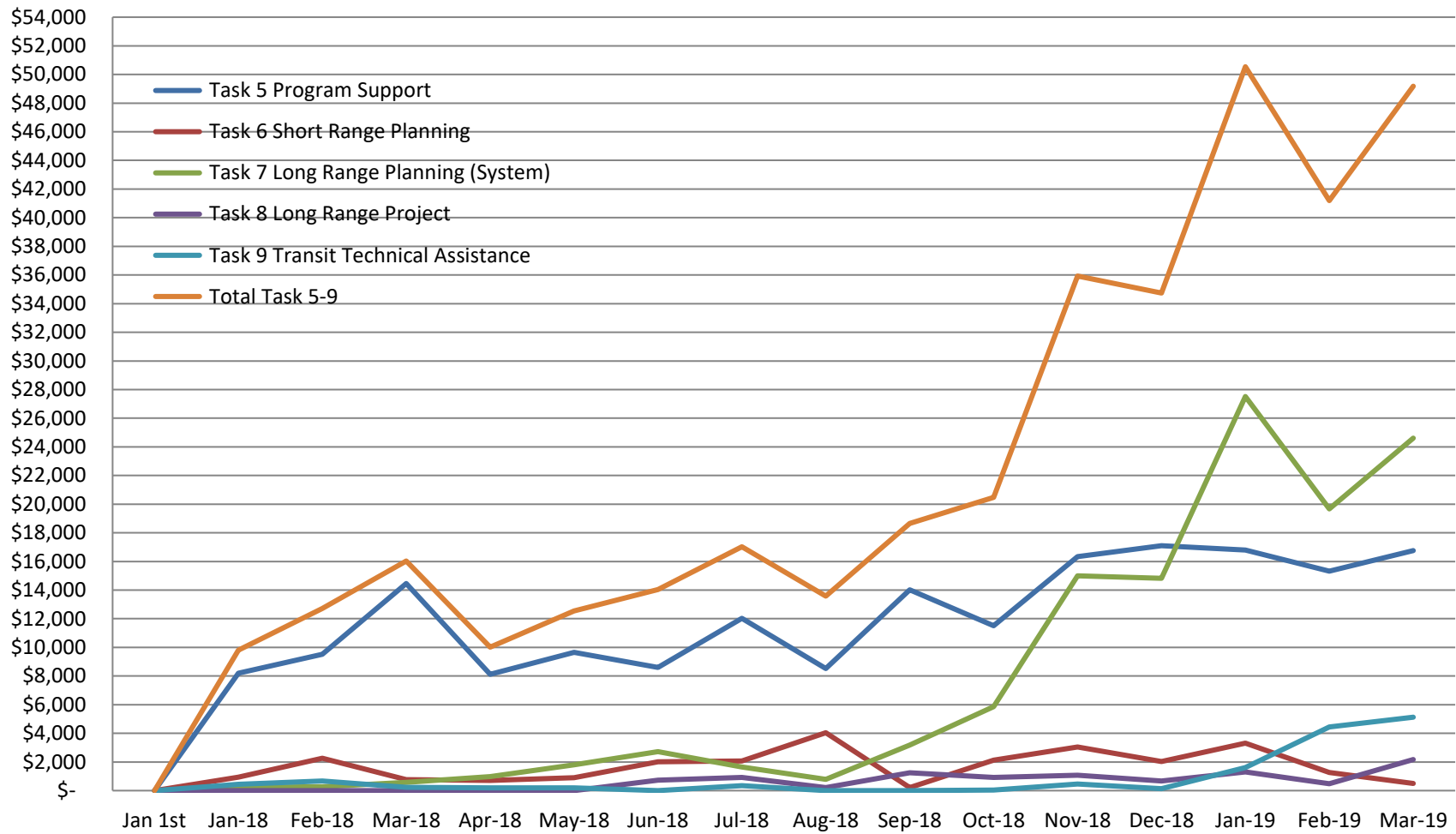
Priority Criteria	Weight	Performance Measures
System Preservation	High	<ol style="list-style-type: none"> 1. Defined as SGR, preservation maintenance, operation funds for existing service, and ADA paratransit 2. Improves system safety and security or addresses deficiency 3. Improves retroactive or proactive federal compliance
System Connectivity	Medium	<ol style="list-style-type: none"> 1. Travel time savings 2. Multimodal connections
Financial Viability	Medium	<ol style="list-style-type: none"> 1. Benefit cost ratio 2. Percentage of other local funding sources 3. Financial Sustainability
Ridership	Medium	<ol style="list-style-type: none"> 1. New ridership 2. Enhanced Customer Service
Priority Locations	Medium	<ol style="list-style-type: none"> 1. Support growth centers
Enhance Social and Economic Equity	Medium	<ol style="list-style-type: none"> 1. Access to jobs, job training, education & healthcare
Environmental Sustainability	Low	<ol style="list-style-type: none"> 1. GHG emission reductions 2. Criteria pollutants emissions reductions
Weather Resilience	Low	<ol style="list-style-type: none"> 1. Improves the resiliency of the system to weather events or addresses an identified vulnerability (yes/no)

The tables on the following page show the RAD timeline approved by the Transit Committee in February 2019, and a hypothetical timeline for the accelerated RAD process.

RAD Timeline as of February 2019	
September - October	GPCOG staff solicits proposals from eligible organizations
November	Applications due; non-staff scoring committee scores applications
December - February	Transit Committee Workshop reviews selected applications
March	Transit Committee Workshop incorporates recommended applications into draft SYCOP for PTC consideration
April	Transit Committee reviews and endorses SYCOP, including any incorporated RAD applications, and approves corresponding Split Letter
May	PACTS Executive Committee adopts SYCOP, including any incorporated RAD applications

Potential Accelerated RAD Timeline	
June	PACTS Transit Committee endorses new RAD process and timeline; GPCOG staff solicits proposals from eligible organizations
Late July	Applications due
Early/Mid-August	Non-staff scoring committee scores applications
September	Transit Committee Workshop reviews selected applications
October	Transit Committee approves RAD applications, Split Letter, and updated SYCOP
November	PACTS Executive Committee adopts SYCOP, including any incorporated RAD applications

Monthly 5303 Task 5-9 Expended by Task



Transit 5303 Tasks 5 - 9		Straight line budget projection (month 15 of 24):				63%	
Period Ending: 3/31/2019		Project Period: 01/01/2018 to 12/31/2019					
Element Code & Description	Budget	Total Prior	3/31/2019	Total to Date	Variance	% Bud	
31723 Task 5 PACTS Program Support							
172301 - PACTS Transit Committee Support							
Salaries & Fringe Benefits	121,450	81,485	5,708	87,193	34,257	71.79%	
Direct Expenses	9,000	1,641	-	1,641	7,359	18.23%	
Indirect Costs	80,800	57,776	4,181	61,958	18,843	76.68%	
Expenses:	211,250	140,902	9,889	150,791	60,459	71.38%	
172302 - Research New Funding Opportunities							
Salaries & Fringe Benefits	2,852	3,993	-	3,993	(1,141)	139.99%	
Direct Expenses	250	-	-	-	250	0.00%	
Indirect Costs	1,898	2,925	-	2,925	(1,027)	154.11%	
Expenses:	5,000	6,917	-	6,917	(1,917)	138.35%	
172303 - Transit Financial Management							
Salaries & Fringe Benefits	13,811	13,140	3,980	17,121	(3,310)	123.96%	
Direct Expenses	750	-	-	-	750	0.00%	
Indirect Costs	9,189	9,183	2,916	12,099	(2,910)	131.67%	
Expenses:	23,750	22,324	6,896	29,220	(5,470)	123.03%	
Task 5 Expenses:	240,000	170,143	16,786	186,929	53,071	77.89%	
31724 Task 6 Short Range Planning							
172401 - Regional Transit Stop Access							
Salaries & Fringe Benefits	23,720	14,520	293	14,814	8,906	62.45%	
Direct Expenses	500	836	-	836	(336)	167.20%	
Indirect Costs	15,780	10,334	215	10,549	5,231	66.85%	
Expenses	40,000	25,690	508	26,199	13,802	65.50%	
31725 Task 7 Long Range Planning (System)							
172501 - Reg. Transit Dev. Plan Implementation							
Salaries & Fringe Benefits	35,729	7,199	2,060	9,259	26,470	25.91%	
Direct Expenses	500	256	-	256	244	51.16%	
Indirect Costs	23,771	5,226	1,509	6,735	17,036	28.33%	
Expenses	60,000	12,681	3,569	16,250	43,750	27.08%	
172502 - Regional Transit Plan Phase II - Staff							
Salaries & Fringe Benefits	46,839	25,726	6,247	31,972	14,867	68.26%	
Direct Expenses	2,000	929	2	931	1,069	46.55%	
Indirect Costs	31,161	18,829	4,576	23,406	7,755	75.11%	
Expenses	80,000	45,484	10,825	56,309	23,691	70.39%	
172503 - Regional Transit Plan Phase II - Consultant							
Salaries & Fringe Benefits	-	-	-	-	-	#DIV/0!	
Direct Expenses	-	-	-	-	-	#DIV/0!	
Indirect Costs	-	-	-	-	-	#DIV/0!	
Consultant Expenses	110,000	-	-	-	110,000	0.00%	
Expenses	110,000	-	-	-	110,000	0.00%	
172504 - Maine Clean Communities - 5303							
Salaries & Fringe Benefits	29,724	21,362	5,897	27,260	2,464	91.71%	
Direct Expenses	500	67	-	67	433	13.39%	
Indirect Costs	19,776	15,471	4,320	19,791	(15)	100.08%	
Expenses	50,000	36,900	10,218	47,118	2,882	94.24%	
Task 7 Expenses:	300,000	95,065	24,612	119,677	180,323	39.89%	
31726 Task 8 Long Range Project							
172601 - Transit - Supportive Land Use							
Salaries & Fringe Benefits	23,681	4,383	929	5,312	18,369	22.43%	
Direct Expenses	500	4	561	565	(65)	0.00%	
Indirect Costs	15,755	3,182	681	3,863	11,892	24.52%	
Expenses	39,936	7,569	2,171	9,740	30,196	24.39%	
31727 Task 9 - Transit Technical Assistance							
172701 - Transit Planning Technical Support							
Salaries & Fringe Benefits	21,724	4,054	2,958	7,013	14,711	32.28%	
Direct Expenses	500	1,820	-	1,820	(1,320)	0.00%	
Indirect Costs	14,452	2,900	2,167	5,067	9,385	35.06%	
Expenses	36,676	8,774	5,126	13,900	22,776	37.90%	
Total Expenses for Tasks 5-9	656,612	307,241	49,203	356,444	300,168	54.29%	

Members	Title	Affiliation	Phone	Email
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Jack De Beradinis	Executive Director	RTP	774-2666 (x113)	jackd@rtprides.org
Marina Douglass	Manager of Budget and Administration	NNEPRA	780-1000 (x107)	Marina@nnepra.com
Casey Gilbert	Executive Director	Portland Downtown District/Exec. Comm. Appointee	772-6828	casey@portlandmaine.com
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Mary Ann Hayes	Multimodal Planning	MaineDOT	624-3229	MaryAnn.Hayes@maine.gov
Bruce Hyman	Portland Transportation Program Mger	City of Portland/Planning Comm. Rep.	874-8717	bhyman@portlandmaine.gov
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Tony Scavuzzo	Executive Director	ShuttleBus/ZOOM	282-5408	tscavuzzo@shuttlebus-zoom.com
Staff				
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Ryan Neale	Transportation Project Manager	GPCOG	774-9891 (x229)	rneale@gpcog.org
Others				
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Amy Rau	Urban Grant Manager	MaineDOT	624-3240	Amy.Rau@maine.gov