MaineDOT Bus and Bus Facilities
Competitive Grant Application

FY 2024

Attachment B

Project Components

Modernizing Infrastructure in Maine Project
Project Components

The "Modernizing Infrastructure in Maine" project is a key modernization plan for four transit agencies in Maine. This project consists of five components that will be executed over the next two years. Four of the components involve transit facility rehabilitation that will enable two agencies—Lewiston-Auburn Citylink (citylink) and Kennebec Valley Community Action Program (KVCAP)—to meet increasing transit demands and provide essential amenities to their personnel. The fifth and last component replaces six outdated diesel vehicles at two other agencies—Greater Portland Transit District (GPTD or Metro) and South Portland Bus Service (SPBS) –that serve the State's largest metropolitan area: the Portland-South Portland Metropolitan Statistical Area.

The project fulfills the policy goals of the Federal Transit Administration (FTA). The Maine Department of Transportation (MaineDOT), as the lead implementing agency, is excited to present this project, which will improve the economic resilience and state of good repair of Maine's public transportation network, ensuring worker safety across all four participating agencies and continued reliable service for their riders.

Details of each of the five components follow:

Component C1: Bus Maintenance Upgrades – Vehicle Lifts for Improved System Reliability

Summary of Need	New bus maintenance vehicle lifts
Type of Project	Purchase and replace bus-related equipment
Age of Asset(s)	20 years
Condition of Asset	Poor
Estimated Project Cost	$60,000.00
Associated Agency	LATC owner and operator of citylink
Timeline to Project Completion	3 months

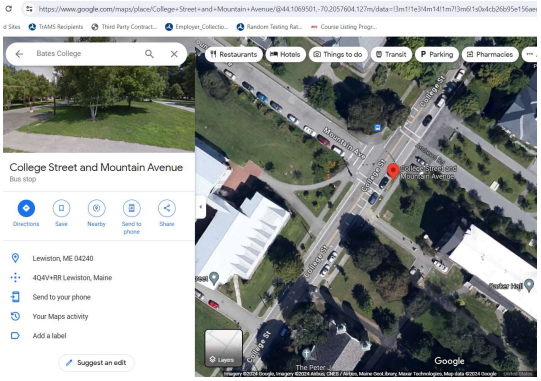
Component C1 involves the replacement of bus maintenance vehicle lifts to improve system reliability. The LATC provides an 11-bus fleet for citylink, and effective maintenance operations require bus vehicle lifts. Currently, the system has a set of Gray Manufacturing lifts exceeding twenty (20) years old. Component C1 will improve maintenance productivity and safety for maintenance workers, leading to improved system reliability and state of good repair. These lifts will be suitable for future fleet electrification transition plans as they are rated for a high lift capacity consistent with weights associated with battery electric buses. Potential partners include Gray Manufacturing.

Component C2: Bus Shelter Rehabilitation for Rider Safety

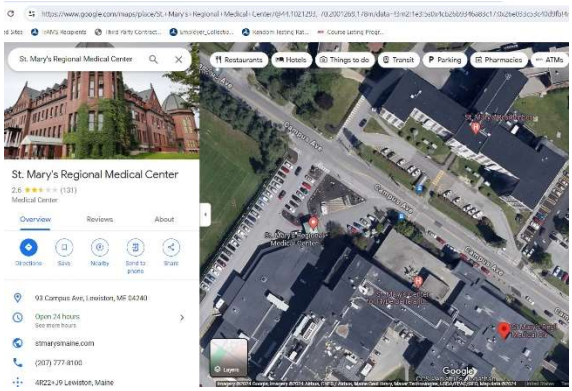
Summary of Need	Two new transit bus shelters
Type of Project	Purchase and replace bus-related facility
Age of Asset(s)	30 years
Condition of Asset	Poor
Estimated Project Cost	$120,000.00
Associated Agency	LATC owner and operator of citylink
Timeline to Project Completion	12 months

Component C2 involves the installation of two new transit bus shelters at two established stops in the City of Lewiston, one located at Bates College and the other at St. Mary's Hospital. Combined,

these civic institutions employ 3,000 employees, some of whom depend on the transit system. These new shelters will improve transit accessibility for existing community members and support ridership including among these institutions' visitors and student population. Both locations have sufficient right of way to allow for the improvements, sufficient public lighting, and are adjacent to existing sidewalks and crosswalks. Engineering services needed for this component will be provided by the City of Lewiston's Engineering Department. Other potential partners include Brasco International, Inc., Bates College, and City of Auburn.



Tall Pines Drive Lewiston, ME



College St/Montello St Lewiston

Component C3: Bus Station Upgrades for Security and Resiliency

Summary of Need	Improvements at two bus stations including door replacement, weatherproofing, restroom and security upgrades
Type of Project	Rehabilitate bus-related facility
Age of Asset(s)	8 years and 21 years
Condition of Asset	Poor
Estimated Project Cost	$200,000.00
Associated Agency	LATC owner and operator of citylink
Timeline to Project Completion	12 to 18 months

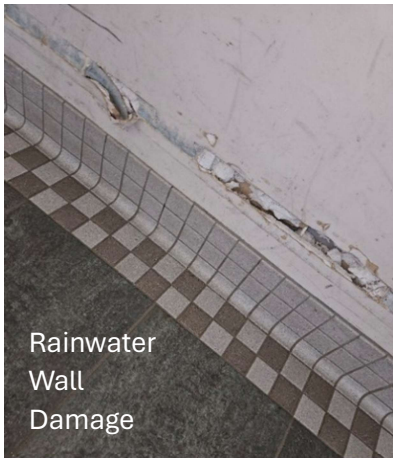
Component C3 focuses on the remodeling of two bus stations operated by the LATC to enhance accessibility, security, and resiliency. The Downtown Auburn Transportation Center and the Oak Street Bus Station are essential transit hubs for the Lewiston-Auburn region. These stations have

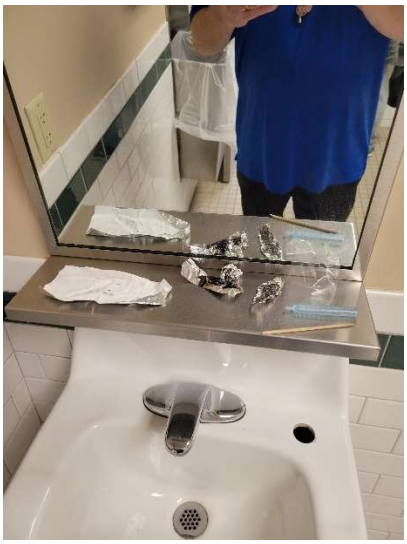
suffered damage over a series of weather-related events, which has led to the need for rehabilitation. Component C3 includes weatherproofing of floors and walls, sealing the interior structures of each bus station from water damage. The component will also address safety and security needs by ensuring that the stations are accessible and secure for transit riders, particularly during extreme weather conditions. All upgrades will meet American Disabilities Act accessibility requirements. Engineering services needed for this component will be provided by partner municipality's the City of Lewiston's Public Works and Engineering Department.

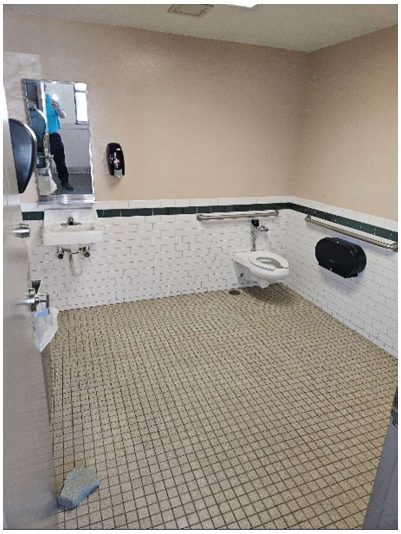
a. Downtown Auburn Transportation Center was built in 2016. During the past 12 months, the entry doors have been damaged due to high wind gusts, which blow the doors open with enough force that the protective gears and chains have bent or broken, causing the doors to hyper extend, hitting the concrete building sides and shattering glass on the door. The glass needs to be cleaned up, the doors need to be sealed up, and the station must be locked to secure it. The recurring damage diminishes service to transit riders. Whenever damage occurs, transit riders cannot access shelter or restroom facilities while waiting for their bus or making their transfers until repairs are made.

Downtown Auburn Bus Station Existing Conditions

b. Oak Street Bus Station was built in 2003. Between 2021 and 2024, the bus station has flooded due to heavy rainstorms, overwhelming the storm drainage surrounding the building incurring water damage into the station. Water gets into the sheetrock walls and begins to mold or rot. The responsible agency, LATC, has had to have portions of the wallboard removed to prevent mold. This component will upgrade the 4,000 sq. ft. bus station with floors and walls upgraded with waterproof tiles. The building lacks basic amenities and safety features. The building was designed with single occupancy restrooms; however, the restrooms are large enough to allow for at least two restroom stalls and, in the case of the men's room, the addition of a urinal. Currently, the single occupancy restrooms can be locked from the inside, and citylink has experienced multiple incidents of undesirable behaviors. The upgrades would allow the restrooms to remain open to the public while allowing for security measures. Privacy will remain for the restroom stalls, but the common areas of the restroom will remain open to the public for baby changing and hand washing. All upgrades will meet accessibility requirements by the American Disabilities Act.







Oak Street Bus Station Existing Conditions

Component C4: Transit Fleet Service Facility Upgrades for Operational Efficiency

Summary of Need	Improvements at transit fleet service facility including door replacement, weatherproofing, restroom and security upgrades
Type of Project	Rehabilitate bus-related facility
Age of Asset(s)	62 years
Condition of Asset	Poor
Estimated Project Cost	$308,000.00
Associated Agency	KVCAP
Timeline to Project Completion	12 months

Component C4 involves the rehabilitation of an over 60-year old facility currently in use by KVCAP for transit fleet services. The facility is in poor condition. Current heating, cooling, and ventilation systems are inadequate. The facility's HVAC system upgrade will require a structural improvement; a new roof for the facility to support a 20-ton new electric or gas heating and cooling system. The current HVAC was last replaced in 1995. The electrical systems in the building are also inefficient and in poor condition. The rehabilitation will also include the replacement of interior and exterior

wiring and lighting into the LED system. Grading of the facility's parking area is considered to weatherproof the facility from significant water damage resulting from increasingly severe weather events. These upgrades introduce energy efficiency and provide long-term cost savings for the non-profit transit provider in this rural community in Maine. Replacement of the facility's garage door will also introduce operational efficiencies by eliminating the need for backing and remotes. All upgrades will meet accessibility requirements by the American Disabilities Act. Engineering services needed for this component will be provided by the City of Waterville's Engineering Department. Since the component involves the upgrade of an existing facility in-kind and not an expansion, permitting is anticipated to be relatively straightforward and not expected to impact the overall project schedule.

KVCAP Existing Conditions including a deteriorating facility roof and parking lot area in need of weatherproofing.

Component C5: Vehicle Replacement for Safety and Reliability

Summary of Need	Replacement of six outdated diesel buses
Type of Project	Replacement of buses
Age of Asset(s)	10 to 14 years
Condition of Asset	Poor
Estimated Project Cost	$3,000,000.00
Associated Agency	GPTD and SPBS
Timeline to Project Completion	12 months

Component C5 involves the replacement of four (4) diesel buses for GPTD and two (2) diesel buses for SPBS. Both agencies maintain an up-to-date fleet, procuring new buses on a rolling basis to replace old vehicles approaching the end of their useful life (14 years for transit buses). However, severely limited funding has constrained each agency's ability to bring its fleet to the state of good repair. GPTD alone has estimated a backlog of $50-$80 billion in deferred maintenance and replacement needs—a number that continues to grow. The replacement of vehicles through this component will ensure operational reliability and safety of agency personnel and transit riders. Given standard models are expected (Gillig "low-floor" diesel buses), a joint procurement is expected for this component. Potential partners include Gillig LLC.