STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Memorandum

TO: Government Oversight Committee
Beth Ashcroft, Director OPEGA

FROM: David Bernhardt, PE
Commissioner, MaineDOT

RE: GO Maine Program

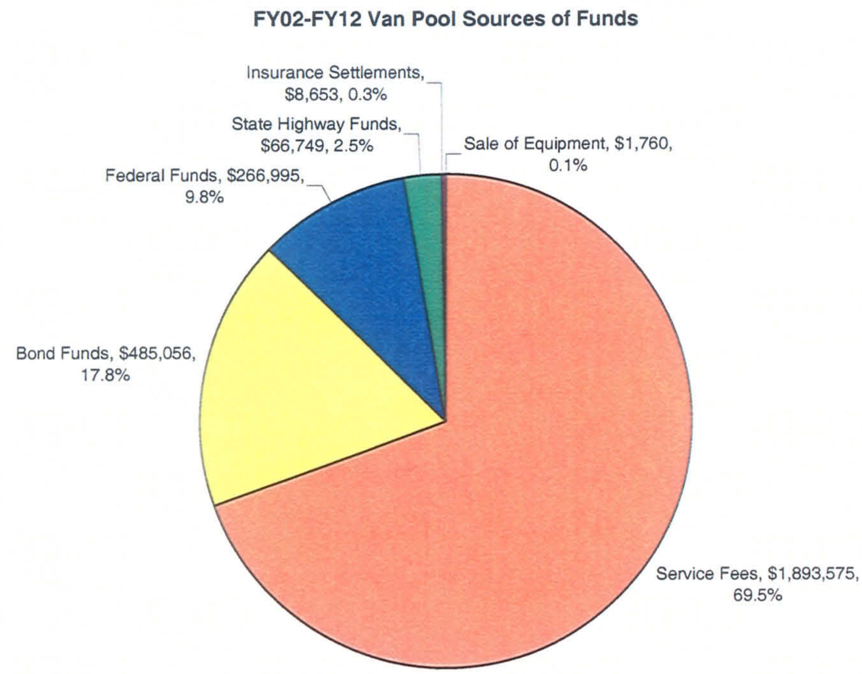
DATE: September 13, 2012

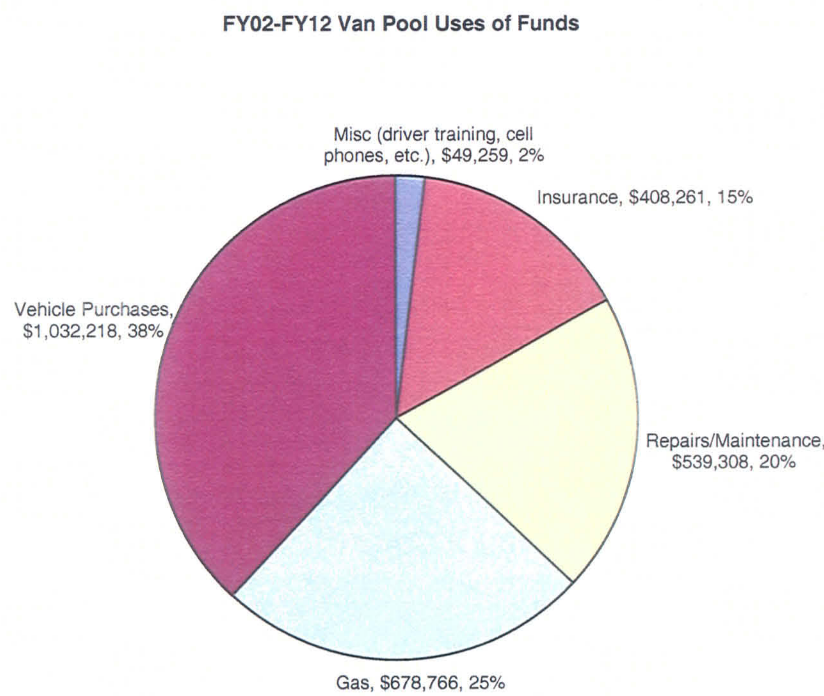
As requested, I have worked with my staff to compile in-depth answers to the recent committee questions regarding the GO Maine van pool program and its transition to a private van pool model.

The numbers themselves are somewhat telling, but there is also an underlying policy issue that was considered when deciding to transition the program; should MaineDOT be in the commuter van business? I believed then, as I do now, that while a commuter service is needed, MaineDOT is not the best administer of such a program and it simply does not fit within our mission. While we are charged with providing a safe and reliable transportation network for our customers, should that directly translate into providing them a subsidized ride to work?

Thank you for the opportunity to respond to these questions. I sincerely look forward to discussing them in greater detail should there be any further questions.

1. **Please provide the "source and use" detail for the funding of operating and capital "uses" for the Van Pool portion of the GO Maine program for the 10-year period FY2002 through FY2012 to include all sources of funding (revenues from riders' fees, federal and State funds) and all expenses (operating and capital). (Financial detail can be shown for the entire 10 year period rather than broken out by year.)**





2. Please give the dollar amount paid to GPCOG each year in the period FY2002 through FY2012 for the purposes of administering the GO Maine Program. Indicate how much was paid by MDOT and MTA separately, provide the breakdown for the portion of the amount paid to GPCOG specifically related to administering the Van Pool portion of the GO Maine Program and indicate whether it was MDOT or MTA that funded the administration of the Van Pool. Please describe how the portion associated with administration of the Van Pool was derived (i.e. what was the data or information used to determine it). Please also describe the source of funds MDOT used to pay GPCOG for administration of the GO Maine Program.

GPCOG Payments made by MaineDOT

FY02	*204,230.79*
FY03	*171,885.74*
FY04	*156,576.64*
FY05	*151,033.50*
FY06	*158,941.48*
FY07	*173,610.20*
FY08	*130,346.99*
FY09	*314,065.57*
FY10	*78,178.42*
FY11	*380,327.40*
FY12	*392,810.30*
	2,312,007.03

MaineDOT contracted with GPCOG for the education, outreach and technology of the GO Maine Commuter Connections Program using federal and state funds. Maine Turnpike Authority paid for the administration of the GO Maine program and specific Van Pool management. MaineDOT paid for the technology costs and marketing and outreach. We do not maintain the financial records of the Turnpike and are unable to provide the specific amounts paid in each year from the Turnpike. The attached shows a sample of a summary provided by GPCOG showing the monthly breakdown of the different expenses. [See Attachment #1]

3. Please describe the scope of services GPCOG was expected to provide under the Cooperative Agreement in regard to administration of the GO Maine program and the Van Pool portion of it in particular. Who at MDOT was responsible for managing the contract with GPCOG and how was performance under the contract monitored by MDOT?

MaineDOT's current contract with GPCOG [see Attachment #2] required specific tasks and benchmarks to be performed during the contract period 2010 thru 2012. Monitoring of the contract is done by the MaineDOT Project Manager (Susan Moreau 2002-2010, 2012) and Deanna Whitman (2011) and through quarterly meetings with Maine Turnpike Authority and the consultant, frequent communication by telephone/emails and required status reports [see Attachment #3 for a 3-month sampling] provided with the monthly invoice. All marketing elements require a creative strategy that is approved by the Project Manager and the MaineDOT's Office of Communication.

Highlights of MaineDOT/GPCOG Contract SCOPE OF SERVICES 2010, 2011, 2012 for GO Maine Commuter Connections

OUTREACH/EDUCATION/MARKETING

Objectives: Conduct commuter and employer outreach, education and marketing

***Promote and facilitate** commuting solutions on a statewide basis through a targeted and sustained outreach, education and marketing programs emphasizing the full range of options and benefits available: carpools,*

express vanpools, transit information, bicycle commuting program, walking/pedestrian component, Emergency Ride Home Guarantee
Continue to penetrate *target commuter markets, i.e. major urban areas and service centers as well as outlying areas and isolated employers where possible*
Utilize *a wide variety of methods, including promotional/collateral printed materials, media buys (radio, television, Internet, newsprint), Internet websites, on-site public and private exhibitions, and mode-specific campaigns in target markets*
Employ *e-mail marketing to communicate with commuter database and other stakeholder groups, utilizing Constant Contact e-marketing services*
Employ *social marketing and media tools to expand contact network and promote program services and benefits, including use of Facebook, YouTube, and Twitter*
Target and develop/maintain *contact with major employers statewide, focusing resources on the estimated 1,600 major employers with 50-plus employees, the majority of which are located in the urban centers*
Maintain and expand *employer contact database*
Continue to identify *and assist commuter program coordinators at major employers*
Conduct *employer exhibits, lunch and learns, presentations*
Coordinate *and continue to develop key partners and stakeholders statewide, including MPO's, RPC's, COG's, EDC's, Chambers of Commerce, transit providers, bicycle groups, and other concerns as appropriate to assist with program outreach and implementation*
Schedule *regular meetings with public and private stakeholders and partners*
Schedule *speaking appearances with Chambers and other groups where possible and appropriate*
□ ***Market and expand*** *express commuter vanpool service to commuters and employers in areas of identified demand*
Market and expand *the Emergency Ride Home Guarantee benefit, coordinating with employers, local taxi operators and Enterprise Rent-A-Car*
Market and expand *preferred parking opportunities*
Market and expand *state and private employer/employee pre-tax commuter benefits opportunities*
Coordinate *statewide commuter transportation week (Commute Another Way Week) featuring healthy, economical and eco-friendly travel modes.*
Produce *CAWW supporting event materials, including posters, rack cards, media*

Marketing Products:
Media:
75 *weekly print ads,* ***30*** *Web banners at major newspaper online sites,* ***1,300*** *60-second radio spots*

Media notes:
Radio buys *have the following typical reach and frequency in each market: Southern and Central Maine: Reach = 12-35%, Frequency = 3.4-4.4, Capital Region: Reach = 21%, Frequency = 5.5, Bangor Metro: Reach = 12-14%, Frequency = 2.9-3.76, Aroostook County: Market is not rated*
Print advertising *has the following weekly household distribution/readership:* □ *Southern and Central Maine: 20,000-40,000, Capital Region: 14,000, Bangor Metro: 17,000, Aroostook County: 21,000,*
Web banners *typically have the following number of impressions: York County: 150,000, Portland Metro: 150,000, L/A Metro: 100,000, Augusta-Waterville Metro: 80,000, Bangor Metro: 120,000,*
Social media: 240,000 *e-mail newsletter messages (using Constant Contact), 20,000 YouTube views, 1,000 Facebook fans, 500 Twitter followers, 180,000 website page views at www.gomaine.org*
□ ***Collateral: 5,000*** *rack info cards for carpools, vanpools, transit, park & ride, ERHG,* ***10,000*** *tabloid-style comprehensive commuter guides,* ***2,000*** *posters,* ***4*** *display panels for tabletop display exhibit*

Commuter database:
Increase participation from ***7,850 to 10,000*** *registrants (this is a gross figure; there will be attrition)*
Employer communications:

*Increase employer database participation from **1,900 to 2,500** employers*
*Conduct **80** employer consultations*
*Conduct **12** Chamber of Commerce or similar business presentations*
*Contact **500** employers through human resource conventions, business expos etc.*

Stakeholder communications:
*Conduct regular stakeholder meetings, for a total of **24** meetings to enhance support and promotional assistance*

Establish new public and private vanpool routes:
New vanpools and new vanpool routes are dependent upon additional capital funding from MaineDOT, and will follow established plan for meeting commuter vanpool demand in identified areas throughout Maine
Enhance ERHG service via additional solid partnerships with taxi operators and rental agency:
*Contacts will be made with the approximately **140** taxi operators*
Regular contact to be maintained with Enterprise Rent-A-Car

RIDESHARING TECHNOLOGY
Objective: Utilize, maintain, and improve ridesharing system and supporting technologies

***Interface** with the commuting public and provide timely and relevant commuter solutions through technology assets*
***Upgrade, enhance and maintain** state-of-the-art online interactive commuter ridematching system*
***Cooperate and coordinate** with partners Trapeze and VTrans re regional ridematching system.*
***Maintain** website at www.gomaine.org*
***Maintain** website at www.commuteranotherwayweek.org*
***Maintain** toll-free 800 telephone number at 800-280-RIDE*
***Implement, integrate and promote** new online non-commute travel planner*
***Re-design and upgrade** GO MAINE website, upgrade user functionality, text, graphics, add reporting and document download capabilities, e-news, other Products*
***Produce** a **technically and graphically enhanced** website at www.commuteanotherwayweek.org*
***Produce** a **new regional commuter ridematching system** launched and maintained in cooperation with Trapeze and VTrans, to support commuting options for the Maine commuters and employers, including matching module for non-commute travel, with regional ridematching capabilities.*

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4. **According to information provided to OPEGA on the inventory of current vans, it appears that there are 33 vans and that 23 of them are full-size vans and ten are mini-vans. Is this correct?**

Yes, that is correct. However, due to high mileage and van condition, MaineDOT has determined that Van #20, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 34, and 41 will be auctioned at State Surplus.

The following vans will be transferred to public transit providers across the state:
Portland: Regional Transportation Program Van #37, 38
Augusta/Waterville: KVCAP Van #39, 42, 43, 52, & 54
Brunswick/Rockland: Coastal Trans. Van #35, 36, 48, 49, 50, 55
Milbridge: West's Transportation Van #33, 47, 44
Ellsworth: Downeast Transportation Van #45
Lewiston/Auburn: Western Maine Transportation Van # 51
Biddeford/Saco/Old Orchard Beach: Shuttlebus Van #46, 53

5. **From the van inventory listing and other information OPEGA gathered from MDOT and GPCOG we have developed the following summary on the current van inventory. Is this correct?**

Model Year	Size	Year Purchased	Quantity	Price Per Van	Total Cost	Funding Source	Avg. Mileage as of March 2012 (# of vans over 100,000 miles)
2000	Full	FY01	1	$20,660	$20,660	Other Special Rev – Van Pool Account	157,665 (1)
2003	Full	FY04	2	$27,817	$55,634	Other Special Rev – Van Pool Account	174,526 (2)
2004	Full	FY04	2	$27,817	$55,634	Other Special Rev – Van Pool Account	171,612 (2)
2005	Full	FY05	2	$28,948	$57,896	Other Special Rev – Van Pool Account	141,810 (1)
2007	Full	FY07	8	$33,550	$268,400	State General Bond Fund	100,424 (4)
2008	Full	FY08	3	$48,078	$144,234	80% Federal Fund & 20% State Highway Fund	36,971 (0)
2009	Mini	FY09	10	$21,666	$216,656	State General Bond Fund	40,857 (0)
2009	Full	FY10	5	$37,902	$189,510	80% Federal Fund & 20% State Highway Fund	38,484 (0)
		Total	**33**		**$1,008,624**		

Yes, this spreadsheet is correct with some modifications in the fund source column. We have attached additional information on the vans including make, model, exact mileage and sources of funding. [Attachment #4]

6. **Were there any vans other than those currently in inventory that were purchased in the period FY02 – FY12? If so, please provide the same detail as above and explain why they are no longer in use and how they were disposed of.**

   One was purchased and disposed of in this time frame. [Attachment #5]

7. **If the information in the above table is correct, then it appears that in the period FY02 – FY12 a total of $192,974 in expenses paid out of the Van Pool account in the State's accounting system were put toward capital expenditures (van purchases) and that the figures in the Table OPEGA provided to the GOC in its Summary of Limited Background Research on the GO Maine Van Pool should be revised as follows. Do you agree?**

Information is correct, but incomplete, due to the omission of the one van purchased in 2002 and disposed of in 2010. The table has been corrected as show below.

Table 1: GO Maine Van Pool Financial Summary (revised as of 8-22-12)

Fiscal Year	Revenues in Van Pool account	Operating Expenditures	Operating Gain/Loss	Capital Expenditures*	Annual Gain/Loss	Cumulative Gain/Loss
2002	$80,698	$56,983	$23,715	$29,983	($6,268)	($6,268)
2003	$93,345	$82,129	$11,216	$4,771	$6,445	$177
2004	$83,310	$86,808	($3,498)	$111,268	($114,766)	($114,589)
2005	$93,987	$75,400	$18,587	$57,896	($39,309)	($153,898)
2006	$108,170	$108,406	($236)		($236)	($154,134)
2007	$113,395	$90,176	$23,219	$268,400	($245,181)	($399,315)
2008	$187,018	$192,637	($5,619)	$144,234	($149,853)	($549,168)
2009	$241,674	$205,596	$36,078	$216,656	($180,578)	($729,746)
2010	$298,713	$249,200	$49,513	$189,510	($139,997)	($869,743)
2011	$309,342	$279,648	$29,694		$29,694	($840,049)
2012	$294,336	$258,111	$36,225		$36,225	($803,824)
Totals	**$1,903,988**	**$1,685,094**	**$218,894**	**$1,022,718**		**($803,824)**

Source: OPEGA analysis of revenue and expenditure data obtained from query of State's accounting data warehouse and van procurement information provided by MDOT.
*Capital expenditures in Fiscal Years 2004 and 2005 were funded from the Van Pool account with capital expenditures in all other years funded from either the State Highway Fund or State General Bond Fund.

8. **What was the balance of funds available in the Van Pool account at the beginning of FY2002? Other than revenues from riders' fees, what additional funds/revenues/proceeds have been posted to the Van Pool account in the ten year period FY02 – FY12? In the period prior to FY02? Please provide description, amount and year of each posting.**

The cash balance at the beginning of state fiscal year 2002 was $236,582.79.

In addition to rider fees, there have been $8,653 in Insurance Settlements posted as $4,179 in FY07, $679 in FY09 and $3,795 in FY12 and $1,760 in Sale of Equipment posted as $792 in FY03 and $968 in FY05.

9. **If the van purchase information summarized by OPEGA above is accurate, then it appears that a total of $333,744 and $485,051 in capital expenditures were funded from the State's Highway Fund and General Bond Fund-Arbitrage respectively over the 10 year period. Please explain how much of this total $818,795 in State funds was reimbursed by federal CMAQ funds or other federal funds.**

There were $818,800 of capital expenditures made in fiscal years 2007 through 2010. Of this total $266,995 were federal funds, $66,749 were state funds, and $485,056 were bond funds.

10. **Considering the information in Table 1 above, please explain in as much detail as possible how there is a current balance of $233,000 in the Van Pool Account given that Rider Fee Revenues**

minus Operating Expenditures minus Capital Expenditures from the Van Pool Account over the 10 year period equals $14,976.

The Cash balance at any given time is the net off all revenue received less all expenses paid out of an account to date. This account has been in existence for more than the past 10 years that the $14,976 considers.

11. It appears from information provided to OPEGA that the Van Pool service was never managed to be financially self-sustaining on riders' fees alone as revenues from fees were apparently insufficient to cover capital and administrative costs and were never adjusted over the 10 year period to meet the additional revenue requirements. Is this an accurate observation? If so, why were the service and fees never structured or managed to be self-sustaining?

No, this is not an accurate depiction of a distinguished program that has provided safe, reliable transportation for hundreds of commuters. Since 2002, the GO Maine program elements including strategic planning, program administration, vanpool operations, vanpool funding, and marketing has been thoroughly managed by MaineDOT, MTA and GPCOG. As stated in Question 3, formal reporting as well as daily communication between the program administrators (GPCOG) and the funding partners (MaineDOT and MTA) was the norm.

We have attached emails, documents and spreadsheets that provide information on a variety of program elements that prove diligent oversight and analysis of vanpool financials including cost cutting measures and strategies to acquire van replacement and program expansion [see Attachment #6]. And, because acquiring vans was recognized as a serious problem from the beginning of the GO Maine program in 2001; one of the strategies that was developed over the last ten years included vanpool leasing and transitioning the state-operated vanpool to a private operated company.

The original vanpool started in the late 1970's as a program for state employees during the oil embargo and the gas lines. A few state-owned panel vans were used to transport state workers from the Portland area to Augusta. The passengers paid a variable monthly fee (depending on the number of riders that month) for the fuel, maintenance, insurance & the replacement of the panel van. The administration of the vanpool and the management of the program were minimal. There was no program coordination, marketing or amenities in the van. The monthly fees were sent to MaineDOT, as they are today.

In the mid-1990's, MaineDOT used federal funds to establish a new vanpool program that folded in the state vanpool program (about 6 vans) and expanded vanpooling opportunities to the private sector employees. Consultants from Maine Tomorrow were chosen to administer and market the GO Augusta program through an RFP process (administration and marketing costs were not passed on to the vanpoolers). Over six years, the program expanded to about 12 vans and new vans were purchased with air conditioning and retractable windows. With these notable improvements, the vanpool rates were raised (most were doubled) for all commuters. The standardized vanpool rate was formulated by fixed (mileage, passengers) and variable fuel and capital costs to cover operating & vehicle replacement. It was determined that improvements to the quality of the vans were important to attract new riders.

By 2001/2002, with the quality of the vans improving, vanpool rates were not enough to fully purchase a replacement vehicle. It was determined that state bond and federal funds would be needed to supplement capital purchases and to expand to new vanpool routes. MaineDOT began programming federal/state funds for replacement and expansion of the vanpool program.

In 2002, MaineDOT and the MTA decided to combine the GO Augusta Vanpool Program with the Portland Rideshare Program and expand statewide. In 2002, GPCOG was selected through an RFP process to *administer the program and expand the carpool and vanpool programs. Again, no administrative or marketing costs were passed on to the vanpoolers. The new program was established as GO Maine and marketed statewide. New technology was introduced to participants that offered real-time matching through an interactive website. Over the ten years, with demand for seats on existing vans and new routes, the vanpool expanded to 28 vans through the use for federal/state funds. Because of this high demand, the GO Maine staff at GPCOG dedicated to the program expanded to 3.5 FTEs plus support staff.*

By 2010, although vanpool rates were raised in 2002, 2005 and 2008, MaineDOT and MTA recognized that the original vanpool operations model that began in the 70's was not sustainable in order to keep up with demand and expansion. It was also recognized that the staff hours required to support the 28 vans (250 vanpoolers) were excessive and marketing costs were increasing.

A decision was made that program marketing for the next two-year contract (2012-2013) would be managed by MaineDOT and would use state approved vendors to provide program marketing. Contract negotiations began with GPCOG to reduce staff hours. Efforts were made to have all the vans maintained exclusively by Fleet Services/MaineDOT Regional Maintenance Garages in order to save costs [see Attachment #7].

Along with cost cutting measures, MaineDOT and MTA asked GPCOG to find answers to our struggle to expand the vanpool program by researching corporate and state vanpool programs across the country. GPCOG reported back that many states were terminating their vanpool programs and turning the programs over to private companies that specialize in providing quality vanpool service. Several meetings were held by GO Maine staff with VPSI's representatives in Boston, MA. In 2010, MaineDOT and MTA Project Managers met with VPSI at the GO Maine office to discuss the potential transition to a private vanpool and what impact the switch to a private vanpool would mean to current vanpoolers. Further investigation revealed that a combined GO Maine vanpool with state and private vehicle choices would be unmanageable.

12. Please provide and explain the cost analysis or other data MDOT relied on in early 2011 to determine that

a. the Van Pool Service was not sustainable in its current structure;

The vanpool program's federal subsidy has increased over a ten year period to nearly a half a million dollars for annual vanpool administration and capital replacement. The department's assessment to end the subsidized program was a policy decision based on the program's financial stability, increased cost/subsidy and analysis of private options vs. the state program. It was determined that a private vanpool company would provide a safe and quality program for commuters that wanted to vanpool. The private option would also allow for the expansion of the program beyond the current 28 vanpool routes.

b. that close to $1 million would be needed for replacement vans (in what time period?); and

A document prepared GPCOG in November 2010 indicated $1,186,000 to replace existing vehicles in the fleet [see Attachment #8]. A document prepared by Deanna Witman in March 2011 indicated a replacement cost of $846,616.00 [see Attachment #9]. Both documents projected the need by FY 2014.

c. that riders' fees would need to be increased by 50-75% in order to cover all expenses associated with the service.

The 50% to 75% increase in van fees was a conservative estimate based on covering the federal subsidy of administering the vanpool portion of the program, expenses and the replacement of vehicles based on federal replacement standards (Useful Life). This estimate did not include MaineDOT or MTA staff time for the financial duties and the program oversight by the Project Manager.

Under GPCOG current FY 2012 contract:
$515,000 Annual Expenditures for the overall GO Maine Program through contract w/MaineDOT ($400,000) & Maine Turnpike Authority ($115,000): Program Elements of the GO Maine carpool and vanpool program: Program Administration, Vanpool Management, Technology and Marketing/Outreach

Program Elements: Annual Expenditures Vanpool (without MaineDOT or MTA staff w/o capital expenditures for replacement vehicles)

Administration	*$ 21,717 @ 50% of Total GO Maine Program*
Vanpool Admin.	*$ 71,566 @ 100%*
Technology	*$ 56,100 @ 50%*
Marketing/Outreach	*$143,900 @ 50%*
Total Annual Vanpool Expenditures	*$293,283*

Using the current number of vanpoolers @ 250 / $293,283 = $1,281 annual subsidy per vanpooler for administration of the vanpool portion of the program or approximately $98 per vanpooler per month. Therefore, depending on the current vanpool fee, adding $98 per month would easily equal a 50% to 75% increase.

A detailed comparison was made between monthly fees of the state-run van pool versus VPSI and their rates [see Attachment #10].

13. **It appears that MDOT did not make an effort to explore whether the Van Pool service could have been made self-sustaining and what specific fee structure and level that would have required. Consequently, there was never a determination of whether the service could have been self-sustaining and still cheaper for riders than private alternatives. Is this correct? If so, please explain why those efforts and determinations were not made? If efforts were made, please describe what those efforts involved and what the results were.**

    No, that is not correct. MaineDOT did analyze the cost of a self-sustaining vanpool program that would have included all costs including administration and financial management, marketing, maintenance, fuel and vehicle replacement. It was determined through our analysis that a 50% to 75% monthly increase in fares would be needed to cover the cost of administering the program not including the cost of replacement vehicles. It was also determined, through our analysis, that the rate hikes would be comparable to a private vanpool monthly fee. [see Attachment #11]

14. **Were current van riders ever asked whether they were willing to pay higher fares in order to cover the administrative and capital costs associated with the service? If so, when did that occur and what was the response?**

    Over the ten years of the GO Maine program, vanpoolers were not consulted when the monthly vanpool rate was raised. This determination was made in consultation with GPCOG and the MaineDOT Bureau of Finance and Administration.

Vanpoolers paid a fee for service to have a daily ride to work. If an individual did not want to pay an increased fee, vanpoolers were always free to leave a vanpool with a 30 day notice. The van drivers were required to be on schedule, fuel and clean the vehicle and rode free as compensation.

The GO Maine Rider Agreement and Driver Agreement required that the passenger and driver paid on time and gave notice when they were leaving the vanpool. The agreement did not require any involvement in the financial decisions of the vanpool program or state that their input would be required on any decisions involving the vanpool. However, vanpoolers did participate in GO Maine surveys on van specifications including seat configuration, interior lighting and window height [see Attachment #12].

15. **MDOT had stated that one of the reasons for discontinuing the Van Pool service was that federal funding that had been used to subsidize the service was drying up and the CMAQ funds were being used elsewhere. Please explain further which federal funding sources were being used for the service and why they were drying up. Please also specify what CMAQ funding has been used for since 2009 and what MDOT intends to use the CMAQ funding for in the future.**

Federal Highway Administration Congestion Mitigation and Air Quality Improvement (CMAQ) funds are a funding source available to States for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality. Each year's CMAQ funding is distributed to the states via statutory formula based on population and air quality classification, as designated by the EPA.

In a general sense, federal highway and transit funds are distributed to states through multi-year federal authorizing legislation. SAFETEA-LU, the last federal surface transportation authorization act, which expired in 2009, had been repeatedly extended, but until recently there was no way for states to know when the next federal authorization would be approved, and certainly no way of knowing what the law would contain. Without that certainty, it has been difficult for states to plan for even the coming year with any certainty. In June, the federal government enacted a new transportation bill entitled "Moving Ahead for Progress in the 21st Century" (MAP-21). The $105 billion agreement is for 24 months, running to the end of federal fiscal year 2014. The CMAQ program was continued with level funding.

During the life of GO Maine, some CMAQ funds have been used to support the service—these were the only federal funds used for that purpose. But since 2009, the bulk of Maine's CMAQ funds have been used to support Downeaster passenger rail operation. The CMAQ program imposes strict limits on the use of CMAQ funds for operating expenses. However, language in the new federal law enables Maine to continue using these funds to support the Downeaster for two more years. Maine's congressional delegation has worked to retain this eligibility, and the Downeaster not eligible for any other federal operating funds [see Attachment #13]. The Downeaster will continue to receive a large portion of Maine's CMAQ funds, as will other federally eligible programs including, but not limited to, Park and Ride lots and signalization efforts.

Since 2009 Maine has spent $28.3 million in federal CMAQ funds, broken down as follows:

Downeaster Support	*$25.7M*
GoMaine	*$ 1.1M*
Park & Ride locations	*$ 0.6M*
Transit	*$ 0.6M*
Intersection Improvements	*$ 0.3M*