

# **Maine Coordinating Working Group on Access and Mobility**

Meeting Agenda

June 15, 10:30 a.m. to Noon

Zoom Meeting

<https://mainestate.zoom.us/j/89865759386>

Link to Key Information: <https://www.maine.gov/dot/programs-services/transit>

- 10:30 a.m. Welcome and Introductions**
- 10:40 a.m. Update on States Selected for Further Research**
- 11:00 a.m. Review of Best Practices and Existing Conditions Memos**
- 11:45 a.m. Review of Next Steps and Remaining Schedule**
- Noon Adjourn**

## Maine Coordinating Working Group on Access and Mobility

Meeting Minutes of May 5, 2026 – Held via Zoom

**Working Group Members in attendance:** Kirk Bellavance, Roger Bondeson, Samantha Horn, Jess Maurer, Zoe Miller, Tom Reinauer, Megan Salvin, Libby Stone-Sterling, Joyce Taylor.

**Others in attendance:** Jennifer Grant, Ryan Neale, MaineDOT; Laura Machala, Ellie McCarthy, August Stanley, AECOM; Laura Brown, Micah Leonard, RLS Associates; Megan Hannan, Greater Portland Metro.

**Welcome and Introductions:** Working Group members and the AECOM and RLS consultant teams provided brief introductions.

**Review of Mobility Management Case Studies:** The primary goal of today's meeting is for the Working Group to identify 3-4 states for additional review based on AECOM and RLS' initial high-level research. AECOM staff reviewed the state summaries, grouped by statewide mobility management networks (Connecticut, Ohio, Oklahoma, Massachusetts, and New Hampshire), state governance and administration efforts that aid mobility management (Washington, Tennessee, and Vermont), and states with non-DOT mobility management associations (Wisconsin and Virginia).

Additional points raised during the discussion include:

- Efforts are primarily led by state DOTs, which cooperate with other state agencies
- Several states use FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding
- Ohio is utilizing technology for dispatching and ride sharing; fund braiding is still a challenge
- Washington combines multiple state agencies and funding sources into a single grant application
- Vermont's transit-led model integrates NEMT into the existing public transportation infrastructure
- States are learning from each other and incorporating elements that make sense for their programs
- GO MAINE and GO! Vermont both use the Agile Mile software platform
- GO MAINE could increase coordination with volunteer driver networks
- The consultants will gather additional information on:
  - New Hampshire's volunteer driver network
  - Ohio's rate structure and its implementation
  - Fund braiding and coordination between Ohio's DOT and DHHS
  - Vermont's use of technology for ride sharing and coordination
  - Vermont's fund braiding model, including inputs and outputs, potential changes to the brokerage model, and whether the state has a global administrative waiver and/or global budgeting, which would increase flexibility but reduce the amount of federal match
  - The Coordinating Council on Access and Mobility's cost allocation model, which is being piloted in some areas, including Indiana
- YCCAC is interested in piloting the CCAM model. The model can accommodate both non-profit and private transporters. Such a model would enable Maine to improve ride sharing and remain in compliance with federal rules and regulations.
- Conversations with other states should include state DHHS staff

**Group Discussion:** The group selected Vermont, New Hampshire, Ohio, and Oklahoma for further review by the consultants. Specific discussion points and/or areas of interest include:

- New Hampshire has done some good things, but Maine may want to go further
- Oklahoma was effective at getting the attention and support of the legislature and stakeholders outside of health and human services and public transportation
- Ohio's use of multiple funding streams and use of existing transit boundaries
- The group may want to prioritize states by which criteria in the matrix are most important for Maine
- The statewide mobility management approach makes the most sense for Maine
- Clarity on the exact scope of work for mobility managers would be helpful
- New Hampshire's regional coordinating councils model is challenging and leads to overlap
- Mobility management requires a two-pronged approach:
  - A dedicated state-level position focused on coordinating across departments on technical issues and sharing ideas and resources across local and regional efforts
  - Capacity at the local and regional level
- The state-level piece may decrease as issues are resolved and policies and structures are put in place
- In other states, the state mobility manager position is typically housed within the DOT
  - The location may depend on the primary funding source
  - Tennessee's position is within the DOT as it primarily uses FTA 5310 funds and a state-level working group includes representatives from all relevant state agencies
- MOCA was suggested as a potential host for a statewide mobility manager
- The details of where a Maine statewide mobility management position would be housed and how it would be funded would need to be worked out

### **Overview of Funding for Transit and NET**

Laura Brown of RLS reviewed federal funding sources, including FTA formula and competitive discretionary grants. While some FTA programs have limited uses, 5310 funding for Enhanced Mobility for Seniors and Individuals with Disabilities can be used for other purposes. The upcoming memo will include further details on these sources. The Innovative Coordinated Access and Mobility (ICAM) pilot program focuses on technology for trip sharing, especially for medical and social service transportation. York County Community Action Corporation and Moving Maine Network received an ICAM grant for a mobility management pilot in 2024. Maine has typically used 5310 funds for vehicle purchases and preventive maintenance, and the group will review the impact of potentially redirecting those funds toward mobility management. Department of Labor and Department of Education McKinney-Vento funds will also be included in the memo.

Child Development Services transportation is shifting entirely to school districts by the 2028 school year. Some districts are doing this all at once and some are doing it in phases. The consultants will confirm with DOE when this change occurred and assess its impacts.

**Next Steps, Recap, and Adjourn.** The consultants and MaineDOT will identify states to review in more detail based on today's discussion. The drafts of both memos will be delivered to MaineDOT staff on June 6, 2026, and to the Working Group on July 6, 2026, with both final memos due on August 6, 2026.