

# Public Transit Advisory Council Meeting Agenda

February 11, 2026

2:00 – 3:30

Location: Zoom

<https://mainestate.zoom.us/j/83605181302?pwd=BgyWHoQnuduZmlwYH4bYMr9m9alvIB.1>

Agenda Item	Responsibility	Action or Information
1) Call to Order & Quorum	Megan Hannan, Chair	Action
2) Approval of Previous Minutes (5 mins) Appendix 1 – December 10, 2025 Draft Minutes	Megan Hannan, Chair	Action
<b>Council Updates</b> (45 mins)		
3) From the Chair	Megan Hannan	Information and Discussion
4) Committee Updates – Appendix 2 <ul style="list-style-type: none"><li>New Committee Membership</li><li>Separate to Committee Rooms for first mini-meeting and to elect chairs, schedule meetings</li></ul>	Committee Chairs	Information and Discussion
5) Guest Speakers Ryan Neale, MaineDOT and Roger Bondeson, DHHS on the working group on access and mobility	Speaker	Information and Discussion
<b>State Updates</b> (20 mins)		
6) Maine Department of Transportation <ul style="list-style-type: none"><li>General Updates</li><li><a href="#">Maine Department of Transportation Progress Report on Public Transit Advisory Council Recommendations</a> (LD 1359) slides attached</li></ul>	MaineDOT Staff	Information and Discussion
7) Legislative / Transportation Committee <ul style="list-style-type: none"><li>LD 2062 <i>An Act to Enhance the Safety of Public Transit Bus Operators Through the Installation of Vehicle Security Barriers</i></li><li>LD 1451 <i>Resolve, Directing the Department of Transportation to Establish the Maine</i></li></ul>	Legislators or Staff	Information and Discussion

<p style="text-align: center;"><i>Coordinating Working Group on Access and Mobility</i></p> <ul style="list-style-type: none"> <li>• Other?</li> </ul>		
<b>Council Business (25 mins)</b>		
8) Discussion Items	Open	Discussion
9) Public Comment	Public	Information
10) New Business	Open	Discussion
11) Future Agenda Items <ul style="list-style-type: none"> <li>• Vision for a Pro-Transit, Aging Friendly Maine</li> <li>• Vermont’s Infrastructure and Innovation</li> <li>• GoMaine Updates</li> </ul>		
12) Adjourn (90 mins total)	Megan Hannan, Chair	Action

## Appendix 1 - December 10, 2025 Draft Minutes

### Public Transit Advisory Council

Meeting Minutes of December 10, 2025 – Held via Zoom

**PTAC Members in attendance:** Ryan Neale, Dean Williams, Larry Allen, Andrew Clark, Jessica Maurer, Aleta Rupert, Thomas O'Boyle, Erin Zwirko, Megan Salvin, Jay Kamm, Dana Knapp, Catherine Kruglak, Tom Reinauer (vice chair), Katherine Freund, Roger Bondeson, Cyr Martin, Duane Scott, Amanda Dioszeghy, Sandy Buchanan, Laurie Linscott, Megan Hannan (chair), Roz O'Reilly.

**1. Call to Order and Quorum.** Council chair Megan Hannan called the meeting to order at 2:03 p.m. It was determined that the quorum requirement was met.

**2. Introductions.** Members were asked to introduce themselves and share one thing they are optimistic about in Maine's transit landscape.

**3. Approval of Previous Minutes.** Jessica Maurer moved to approve the September 22 meeting minutes as presented, and Jay Kamm seconded. The minutes were approved unanimously.

**4. New Agenda Development.** Megan reviewed a draft agenda structure for future meetings which includes:

#### Agenda Items

1. Call to Order and Quorum
2. Approval of Previous Minutes

#### Council Updates

3. From the Chair
4. Committee Reports (rotating, to address any challenges the committees are experiencing and/or findings)
  - Steering
  - State of Transit
  - Mobility Management
  - Research and Policy
  - Equity

#### State Updates

5. Maine Department of Transportation
6. Department of Health and Human Services
7. Legislative/Transportation Committee

#### Council Business

8. Discussion Items
9. Public Comment
10. New Business
11. Adjourn

The Council agreed that meetings should be 90 minutes rather than 120 minutes.

**5. Planning Schedule for 2026.** Megan shared a Draft Timeline of committee activity for 2026 – 2027.

- Committees begin meeting January 2026
- Full PTAC meets in even months, possibly including periodic hybrid meetings
- Committees meet in odd months
- Report drafting begins late 2026
- Legislative report due March 2027

Megan noted her intent to begin drafting the 2027 Biennial Report to the Legislature well ahead of the March 1, 2027 deadline.

**6. Committee Charters.** Megan reviewed the current committee structure and membership from the previous cycle:

- Steering Committee
- State of Transit
- Research & Policy
- Equity
- Report Writing
- Mobility Management & Alternatives (clarified name: **Mobility Alternatives Committee**)

Key points and action items from the discussion include:

- Some committees may be consolidated.
- While there may be overlap with the Maine Coordinating Working Group on Access and Mobility, the Mobility Alternatives Committee should continue as a separate committee within the PTAC.
- Equity may be embedded across all committees rather than as a stand-alone committee.
- Megan will circulate the list of prior committee assignments and remove former members to help current members choose roles.
- Members will self-select committees before the February meeting.
- The committee chair and vice chair may also assign members to committees.
- New members replacing members from an organization may or may not opt to continue in those same committees.
- The February meeting may include breakout rooms for committees to meet briefly and set schedules.
- Financial and funding issues were addressed by both the State of Transportation and Research and Policy Committees.
- The committees will work out their own schedules and work plans to address their areas of focus for the 2027 Biennial Report.
- The Report Writing committee will have an important role in drafting and finalizing the 2027 Biennial Report.

**7. MaineDOT Report.** Ryan Neale provided updates on the following pieces of legislation:

- LD 1359: MaineDOT shared a progress report on the recommendations from the 2025 PTAC Biennial Report with the Legislature in December. A draft was shared with Council members prior to submittal.
- LD 1451: The working group on access, mobility, and coordination has met three times, with the next meeting on December 22. A request for proposals for a consultant to assist with the group's work was issued and MaineDOT is negotiating with the preferred consultant. The

working group's report is due February 2026 and the goal is to produce an actionable implementation plan. Information on the working group is available on the MaineDOT website at <https://www.maine.gov/dot/programs-services/transit>.

Megan shared that Senator Pierce plans to introduce a bill requiring barriers on public transit buses in Maine.

**8. Discussion Items.** There were no discussion items.

**9. Public Comment.** There was no public comment.

**10. New Business.** Members were encouraged to propose agenda items for February, and a clarification was made that the PTAC can discuss all forms of transportation, not just public transit.

The Council identified several potential topics for future meetings:

- Transportation to medical appointments
- A long-term statewide vision for public transportation in Maine, given demographic shifts and Maine's aging population
- Volunteer driver recruitment as a statewide strategy and part of the statewide vision. Katherine noted America's Volunteer Driver Center as a resource.
- Presentations by MaineDOT and DHHS on public transportation funding, similar to what was done for the Coordinating Working Group on Access and Mobility
- Best practices in other similar states, such as Vermont's local option sales tax, potentially as a topic for a PTAC committee
- Updates on GO MAINE and GO VERMONT

The Council will include presentations on issues of interest as a standing item for future meetings.

Megan noted that several state referendums on funding for public transit were approved in the November elections.

**11. Adjourn.** The meeting adjourned at 3:11 p.m.

**Next Meeting: February 11, 2026, 2:00 – 3:30 p.m.**

## Appendix 2 – Committee Membership

<b>Steering Committee</b>	<b>State of Transportation Committee</b>	<b>Research and Policy Committee</b>
Chair: Megan Hannan	Chair:	Chair:
Tom Reinauer	Jay Kamm	Thomas O'Boyle
Ryan Neale	Maddie Jensen	Andrew Clark
Erin Zwirko	Sandy Buchanan	Amanda Dioszeghy
Maddie Jensen	Kirk Bellevance	Lydia Crafts
Laurie Linscott	Cyr Martin	Michael Hallundbaek
	Catherine Kruglak	Dean Williams
		Josh Caldwell
<b>Equity Committee</b>	<b>Mobility Alternatives Committee</b>	<b>Report Writing Committee</b>
Chair:	Chair:	Chair:
Megan Salvin	Cheryl Harkins	Megan Hannan
Jess Maurer	Jess Maurer	Ryan Neale
Jonathan Labonte	Duane Scott	Tom Reinauer
Roz O'Reilly	Omolola Achuba	Erin Zwirko
	Zoe Miller	
	Katherine Freund	

# MAINEDOT TRANSIT OVERVIEW: PROVIDERS

15 Over the Road Providers

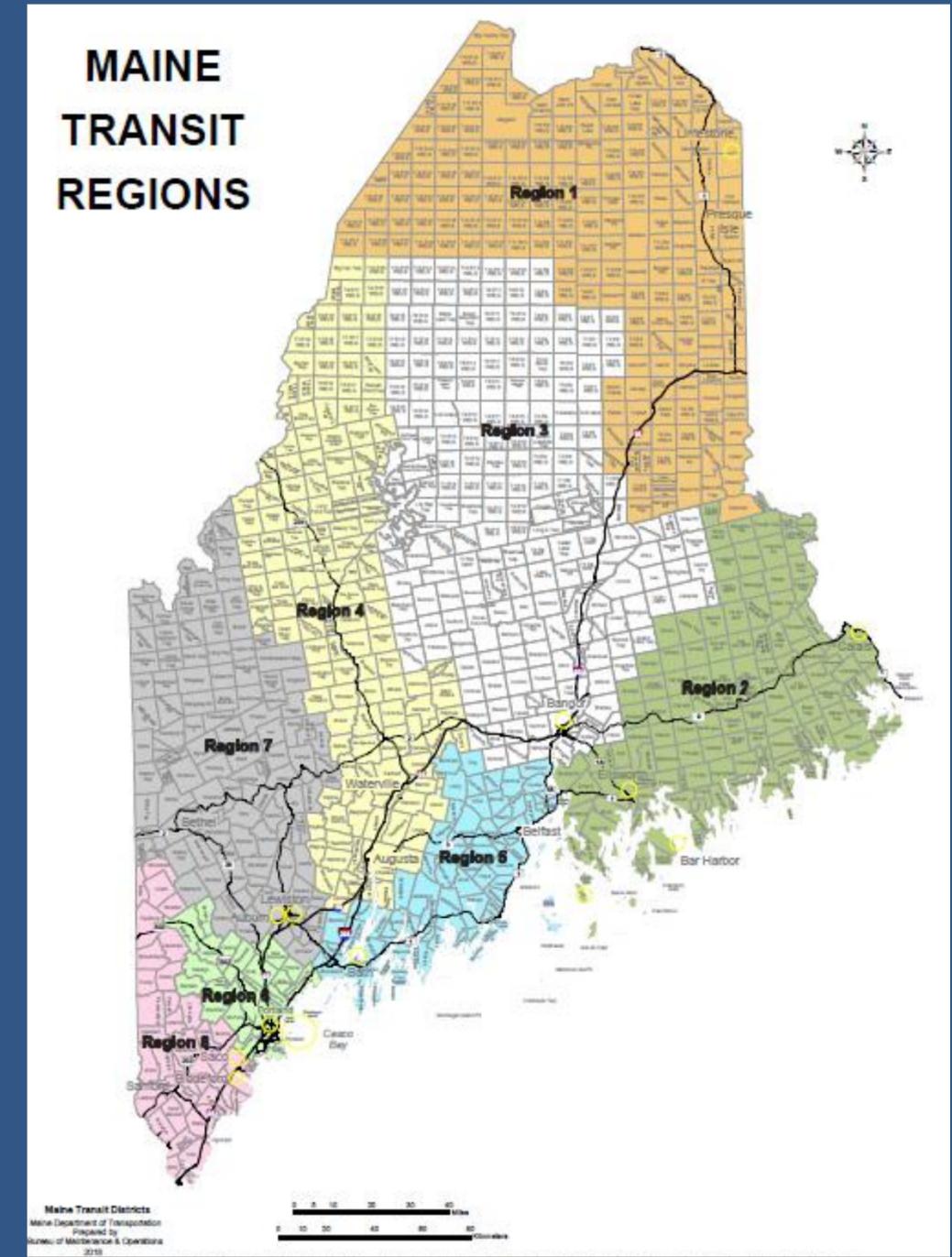
Casco Bay Lines

Northern New England Passenger Rail Authority

Town of Cranberry Isles

Isle au Haut Boat Service

8 Transit Regions



# MAINEDOT TRANSIT OVERVIEW: FEDERAL FUNDING

## Federal Transit Administration Funding (FY2025)

- 5303 Metropolitan Planning: \$650,000 (20% match)
- 5304 Statewide Planning: \$171,000 (20% match)
- 5307 Urbanized Area Grants: \$19.1M (20% capital match, 50% operating match)
- 5310 Seniors and Individuals with Disabilities: \$1.9M (20% capital match, 50% operating match)
- 5311 Rural Area Grants: \$10.6M (20% capital match, 50% operating match)
- 5337 State of Good Repair: \$13.2M (20% match)
- 5339 Bus and Bus Facilities: \$4.6M (20% match)

**Federal Total: \$50.3M**

# MAINEDOT TRANSIT OVERVIEW: STATE & LOCAL FUNDING

## State Funds (FY2025)

- FTA 5307 Match: \$574,000
- FTA 5311 Match: \$574,000
- FTA 5310: \$300,000
- FTA 5339: \$750,000
- Multimodal Operating Funds: \$3M
- Multimodal Discretionary Funds: \$2M
- NNEPRA: \$2M
- Maine State Ferry Service: \$9M
- Casco Bay Lines: \$500,000
- Lewiston-Auburn to Portland Bus Service (The LAP)

**Total: \$20,098,000**

**Total Over-the-Road: \$8,598,000**

## Local Funds (FY2023)\*

- Local Municipal: \$8.9M
- Directly Generated (advertising, contracted services, private grants, etc.): \$35.3M

\*From the 2025 PTAC Biennial Report, February 2025

# MAINEDOT TRANSIT OVERVIEW: CHALLENGES

- Post-pandemic service design and ridership recovery
- Aging population
- Rural, dispersed population
- Funding
- Workforce training, recruitment, and retention
- Vehicle quality and availability
- Public awareness of existence and availability of services
- Federal regulations

# MAINEDOT TRANSIT OVERVIEW: OPPORTUNITIES

- Funding
- Volunteer driver networks
- Education and outreach
- Increased service
- Technology to improve accessibility and ease of use
- Coordination among providers and agencies

# Non-Emergency Medical Transportation



# Non-Emergency Medical Transportation (NET) Overview

- NET brokerage system implemented August 2013 due to numerous compliance problems with the former fee for service system.
- Three brokers covering eight transportation regions:
  - Modivcare: Aroostook, Washington, Hancock, Androscoggin, Franklin, Oxford, York, & most of Cumberland
  - Penquis CAP: Penobscot, Piscataquis, Somerset, and Kennebec
  - Waldo CAP/MidCoast Connector: Waldo, Lincoln, Knox, Sagadahoc, and northern Cumberland
- Brokers contract with Maine based transportation providers, who provide the rides.
- Maine has the 5<sup>th</sup> highest utilization of NET in the nation, by population<sup>1</sup>
  - 1.86 million rides. Prior to COVID pandemic, > 2 million/yr.
  - 27,158 unique members using NET in SFY24

<sup>1</sup>CMS Report to Congress, NEMT 2018-2020

# NEMT Transporters and Types of Transport

- Over 100 Maine based transporters from the private sector and some from the non-profit sector.
- Public Transportation, including buses, trains, and ferries.
- Mileage reimbursement for family, friends, volunteers, and self drive.
- Commercial taxis.
- Commercial airlines.
- Agency Vehicle: A multiple passenger vehicle operated by a public, private nonprofit, or private for-profit agency.
- Wheelchair transport.
- Uber/Lyft.

# NEMT Funding

- State Fiscal Year 2026 Budget = \$81,329,786
  - Federal FMAP share is 61.29% or \$49,847,025.84
  - State share is 38.71% or \$31,482,760.16
- Payment rates for NET brokers are determined by an independent actuary per CMS rule.

Note: FMAP = Federal Medical Assistance Percentage. This changes every federal fiscal year and is calculated via a formula that takes into account, the average per capita income for each state relative to the national average.

# NEMT Challenges

- Long distances from residence to healthcare providers. Rural public and private transit is limited or not available in many areas of Maine.
- Many healthcare facilities have closed or consolidated services, thus increasing length of trip. The longer a driver is on the road to one destination, the less ability to provide rides for others.
- 2,000+ rider no-shows/month, taking away drivers from other rides.
- Workforce shortages.
- Insurance costs are a barrier for increasing number of transporters and vehicles.
- Very high demand on the program, 5<sup>th</sup> highest in the country. No other New England state is in the top 10 for utilization. Cause: Aging population and lack of other low-cost transportation options.

# NEMT Challenges for Transportation Coordination

- DHHS is required by federal and state rule to competitively procure NEMT services.
  - Federal Procurement Rules - 2 CFR Part 200 Subpart D § 200.318 General procurement standards.
    - (a) The non-Federal entity must have and use documented procurement procedures, consistent with State, local, and tribal laws and regulations and the standards of this section.....The non-Federal entity's documented procurement procedures must conform to the procurement standards identified in [§§ 200.317 through 200.327](#).
  - Maine Department of Administration and Financial Services Procurement laws and rules [DAFS Purchase Service Rules Ch 110 and 120](#)
- CMS Cost Effectiveness Requirements – shortest distance and lowest cost transport available.

# NEMT Challenges for Transportation Coordination

- The Office of Management and Budget (OMB) Circular A-87
  - A cost is allocable to a particular cost objective if the goods or services involved are chargeable or assignable to such cost objective in accordance with relative benefits received.
  - All activities which benefit from the governmental unit's indirect cost, including unallowable activities and services donated to the governmental unit by third parties, will receive an appropriate allocation of indirect costs.
  - Any cost allocable to a particular Federal award or cost objective under the principles provided for in this Circular may not be charged to other Federal awards to overcome fund deficiencies, to avoid restrictions imposed by law or terms of the Federal awards, or for other reasons.

# NEMT Opportunities

- Coordination of transportation could reduce “dead head” miles and increase efficiency of limited resources.
- Coordination of transportation could result in more revenue for Maine transporters to sustain and expand operations and maybe entice more companies and non-profits to become transporters.
- Maximizing use of vehicles and multi-passenger loading will reduce greenhouse gases by reducing number of individual or single purpose trips.

# NEMT Procurement Status

- RFP process conducted in 2023. Modivcare was awarded contracts for the entire state
- Decision was appealed by PCAP and WCAP. Appeal was denied in April of 2024 at administrative hearing conducted by the Department of Administrative and Financial Services
- PCAP and WCAP appealed to Business and Consumer Court (Superior Court). Court upheld the Departments scoring decision in January of 2025
- PCAP and WCAP have appealed to the Maine Law Court (Supreme Court) Oral arguments were concluded on Feb. 4, 2026, decision is pending.

# Modivcare Chapter 11 Bankruptcy Filing

- August 20, 2025, Modivcare filed a voluntary chapter 11 bankruptcy.
- Purpose is to restructure its debt.
- Modivcare emerged from bankruptcy proceedings on Dec. 29, 2025, as a privately held company.
- To date, all transporters have been paid timely as well as all MaineCare members receiving mileage reimbursements.
- There has been no disruption of services and performance metrics have been met.
- The Department meets weekly with Modivcare on status of its bankruptcy proceedings, status of payments to transporters and members and status of performance.

# Thank you!

## Questions? Comments?

**Roger Bondeson**

Associate Director,

Division of Operations

[roger.bondeson@maine.gov](mailto:roger.bondeson@maine.gov)



# LD 1359

## “LD 1359: Maine Department of Transportation Progress Report on Public Transit Advisory Council Recommendations”

REPORT TO THE LEGISLATURE’S JOINT STANDING COMMITTEE ON TRANSPORTATION

DECEMBER 2025

**MaineDOT**

Prepared by:  
Maine Department of Transportation  
Bureau of Planning  
16 State House Station  
Augusta, Maine 04333-0016

- The Public Transit Advisory Council is a voluntary board established in statute to advise on public transit in Maine
- The Council is administered by MaineDOT
- LD 1359 directed MaineDOT to report to the Legislature on actions taken toward implementing the recommendations of the PTAC’s February 2025 report, including:
  - Specific dates on which those actions were taken
  - A list of specific dates on which the department plans to take additional actions toward implementing each recommendation, and
  - A list of actions not yet implemented

# Recommendation: Increase State Funding for Public Transit

- Contribute at least \$8.9M annually to match local contributions
  - MaineDOT historically provided \$1.1M to support public transit
  - MaineDOT provided an additional \$5M annually in both FY2025 and 2026
- Continue to provide \$2M annually for innovative transit projects
  - MaineDOT distributed \$2M in both FY2025 and FY2026 via a competitive application process
- Establish a permanent, dedicated source for transit funding
  - The state budget for FYs 2025, 2026, and 2027 transfers \$5M annually from the Multimodal Highway Transportation Fund to the Multimodal Transit Fund
- Reduce the local match for transit operators to leverage federal dollars
  - MaineDOT received approximately \$50M in FTA formula funds in FY2025
  - FTA formula funds all require various levels of state and local match
  - For FY2025, MaineDOT provided approximately \$13.7M to match Federal Transit Administration funds and support other initiatives
  - MaineDOT's match policy seeks to maximize the use of FTA funds
  - MaineDOT will continue to work with providers to identify sources of local match

# Recommendation: Ensure Transparency in Decision Making & Funding Allocations

- Publish annual distributions and amounts for each agency
  - MaineDOT shared and posted the FY2025 allocation package, which includes all transit funds allocated by federal and state programs by region and provider
- Publish and engage with stakeholders on formulas and data inputs used to determine funding amounts
  - In 2025, MaineDOT reviewed the model by which federal and state funds are distributed
  - MaineDOT is working with the Maine Transit Association to review current and potential metrics used to allocate state funding
- Engage with stakeholders to ensure criteria for innovative projects effectively and equitably advance agency, statewide, and other stakeholder goals
  - MaineDOT developed and refined a competitive application and scoring process for innovative projects based on Maine State Transit Plan strategies
- Publish innovative projects submitted and funded and requested and awarded amounts
  - MaineDOT communicated individually with agencies on projects selected for funding, issued a press release, and posted the scoring summary (including scores, requested amounts, and funded amounts)

## Recommendation: Improve Coordination

- MaineDOT and other state agencies adopting a *Mobility Management Approach*
- The Maine Department of Health and Human Services developing an action plan for health providers to collaborate with transit providers and volunteer transportation programs
- MaineDOT and other state agencies building strong coordination by establishing an interagency compact and coordinating council
  - LD 1451, which became law in June 2025, directed MaineDOT to establish the *Coordinating Working Group on Access and Mobility*
  - *The Working Group:*
    - Includes members representing several state agencies and diverse perspectives and interests
    - Is tasked with developing an implementation plan for mobility management
    - Is tasked with building interagency coordination
    - Will review federal guidance and best practices in developing an implementation plan for Maine
  - MaineDOT anticipates working with other state departments and stakeholders to implement the *Working Group* recommendations

## Other Recommendations

- Work with transit providers to implement a reporting system for projects that provides analysis of outcomes
  - *MaineDOT has begun an internal analysis and anticipates continuing this discussion with transit providers*
- Designate funds for programs that support mobility for older adults and people with mobility challenges
  - *MaineDOT contributes approximately \$300,000 annually to match the FTA 5310 funds for transportation needs of older adults and individuals with disabilities and manages this program for transit providers who are subrecipients of federal funds*
  - *Many initiatives that other transit funds support improve the public transportation system for all riders*
- Engage with stakeholders to ensure criteria for innovative projects effectively and equitably advance agency, statewide, and other stakeholder goals
  - *MaineDOT developed and refined a competitive application and scoring process for innovative projects based on Maine State Transit Plan strategies*
- Publish innovative projects submitted and funded and requested and awarded amounts
  - *MaineDOT communicated individually with agencies on projects selected for funding, issued a press release, and posted the scoring summary (including scores, requested amounts, and funded amounts)*

# Other Recommendations

- Create a transit service coverage map
  - MaineDOT is developing a statewide coverage map to share with transit providers for review
- Enhance and resource the GO MAINE ride planning and trip sharing program
  - AECOM manages the GO MAINE program on behalf of MaineDOT and Maine Turnpike Authority
  - GO MAINE is a statewide effort, currently engaged in all sixteen Maine counties
  - GO MAINE helps connect individuals and organizations with travel resources
  - GO MAINE incorporates technologies such as General Transit Feed Specification and automated fare payment into the trip planner as they become available
  - Funding increased from \$400,000 in 2022 to \$429,000 in 2026 to support expanded outreach
- Support volunteer driver networks
  - MaineDOT will continue to explore opportunities to support shared learning and best practices across programs, as funding and capacity allow
  - GO MAINE has engaged with volunteer driver networks and is able to assist in some aspects
- Conduct robust education and outreach on existing transit services
  - MaineDOT, in conjunction with transit providers and other stakeholders, will continue to promote awareness of and access to Maine's public transportation services