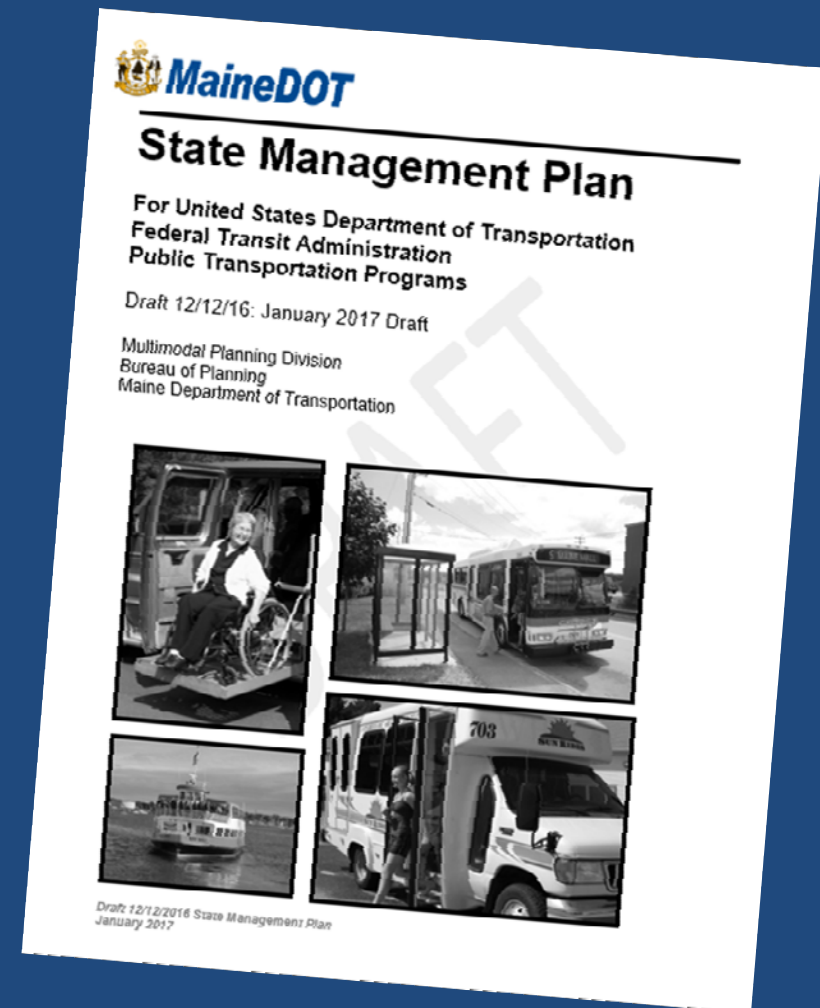


Maine State Management Plan Version January 2017

- Background and References to Policy and Implementation Recommendations



Foundation of State
Management Plan is the
Maine Strategic Transit Plan 2025

Maine Strategic Transit Plan 2025

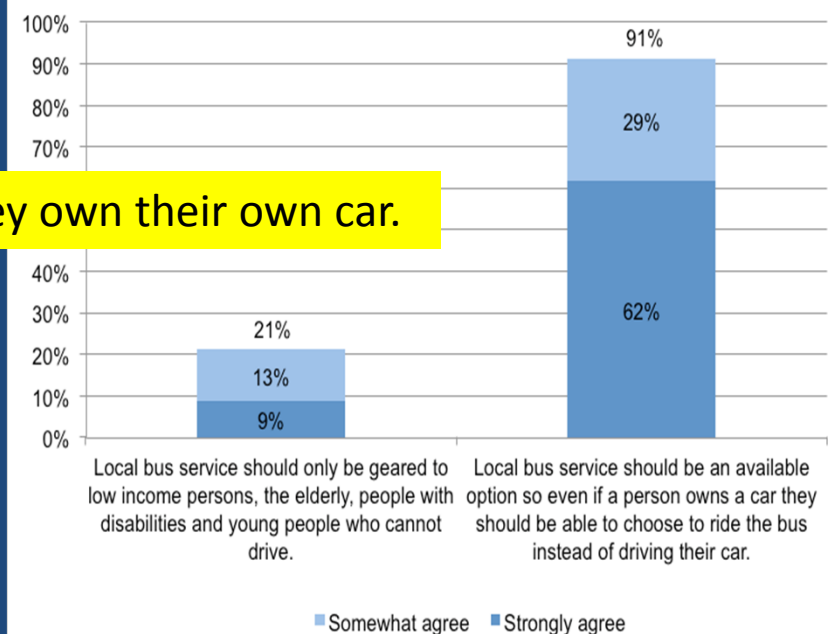
- 18 Month Study completed June 30, 2015
- Describes Goals and Objectives
- Estimates Demand for Public Transit
- Estimates Cost to meet Demand
- Makes Recommendations for Future Improvements



From Strategic Transit Plan

- Concept of public transit is well supported by population of Maine. Mainers recognize that there are needs for people to get places who do not have an automobile.

Buses should be open to all even if they own their own car.



Lessons from Strategic Transit Plan and Reality

1. Good public support for concept of transit.
2. Funding – difficult – need more local support
Federal funding not increasing. FAST Act's five year bill offers modest growth 2% - 3% barely inflation adjusted – only good news added discretionary funds for bus and facilities
3. Room for improvement on productivity of existing providers to meet predicted demand and increase focus on general public riders.

Problems to Solve from the Strategic Transit Plan

1. More focus on general public/non-sponsored rider is needed.
2. Increase productivity and methods to allocate funds to productive services by putting in place procedures to allocate funds differently.
3. Better maintenance of buses and vans (Transit Asset Management)
4. Recognition for providers to be more flexible regarding service boundaries.
5. More local & community involvement both for policies and funding is needed.

Significant Solutions for Problems

- Change in matching ratio (80% to 50%) for Administration and all 5311 Operating grants at 50%
- Regional Provider allocation formula changed
 - 5311 percent from 55% to 30% of the grant program
 - 5310 is discretionary
- Contracts are for one year – no operational carryover
- No operating costs at 100%
- Requirement to not exceed 35% (FY17), 30% (FY18), 25%(FY 19) administration expense of total project cost
- Regional Boundaries are less important – corridor planning encouraged
- Low performing projects – progressive procedures to improve

Recommendations
from
Strategic Plan
and
How they are addressed in the
State Management Plan

Goal 1: Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Improve and Update the State Management Plan

In progress. Posted for public comment no later than December 12, 2016. Public hearing will be January 12, 2017 at MaineDOT, Augusta, Conference Room 216, beginning at 9:00 AM.

Goal 1: Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Elevate and Clarify the Message that MaineDOT's Focus is on General Public Transportation

Focus of State Management Plan is on general public services and more effective monitoring of those services. In addition RTAP funds will be used to educate and inform public on what is available and how to use it.

Goal 1: Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Administer State, Federal, and Local Funding for Public Transportation

Through the State Management Plan revisions more effective administration will come about. Building more time into evaluation process and a more thorough application with a scoring methodology will improve fund allocation and productivity.

Goal 1: Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Improve the Grant Decision Making Process

What is key is having the applications on hand longer prior to when decisions must be made. More time has been built into the grant decision making process. Most importantly a review and scoring tool is being developed and will be in place for the FFY 2017 funds.

Was 55% now 30%

- Page 18: Allocation of Section 5311 funds to each region is by the use of a formula which includes the three basic factors of population, road mileage and square miles. 30 % of rural funding remaining after the 10% administrative deduction and the 15% deduction for the intercity program is distributed by this formula. The remaining 70% is assigned to projects which meet needs identified by MaineDOT and the LCP.

Goal 1 (con't): Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Use Population Density of a Geographic Area to Determine Types of Service Offered

The formula for distribution of Section 5311 funds is being revised to set amounts that will be available for demand response services so more funds can be allocated for flex services to connect and provide more transportation in populated areas.

5310 is discretionary

- Page 18: *Project Evaluation Criteria and Method for Distributing Funds*
- § 5310 funds are distributed on the basis of need and project evaluation criteria.

Goal 1 (con't): Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Use a Demand Based Capital Priority Setting Process

The 5310 capital program will be removed from the current formula allocations and applications will be evaluated on demand and needs met. Not for profit service providers beyond the regional providers can be eligible for 5310 funding support.

Page 18 Draft SMP

Goal 1 (con't): Manage the Existing System. Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.

Recommendations:

- Establish and Use Performance Measures and provide technical assistance to increase the efficiency and effectiveness of sub-grantees.

Performance measures were solicited and required as part of the current grant application process and are being evaluated for broad application.

Page 37, 38, 39 Draft SMP

Monitoring of Project Productivity and Possible Termination of Projects

- Page 38, 39
- Service measure goals are compared against Maine peers and average performance measures are established. The peer states selected in the Maine Strategic Transit Plan 2025 are Idaho, Montana, New Hampshire, North Dakota, Vermont, West Virginia and Wyoming. Those services performing at or above the average are rated “Successful.”
- Those services performing at or above one half the statewide average are rated as “Acceptable.” Those services below one half of the statewide average are rated as “Deficient” and are subject to further review.
- Those services rated as deficient are placed in a three year improvement program to help improve their performance. The improvement program consists of technical assistance and more frequent monitoring until project is improved or terminated.

Goal 2: Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Support General Public Transportation Systems

Operative word – wisely- risk assessment is formalized.

Services that have minimal 5311 general public ridership are being reviewed.

Page 37, 38 Draft SMP

Risk Assessment

Page 37: The risk assessment review conducted at any time may be generated by the following or other notable actions or issues:

- Exceeding grant contract funding amounts or requests for additional funds.
- Tardy or inadequate reports and reimbursement requests
- Significant changes in principal staff or changes in oversight boards or advisory groups
- Pattern of service delivery problems
- Pattern of incidents, complaints, crashes and collisions

Monitoring of Project Productivity and Termination of Projects

- Page 38, 39: Overall trends are monitored such as, local cash share (not contract), in-kind and contract match share, farebox recovery, percent of elderly, disabled, and general public riders.
- Boardings per hour, cost per hour, cost per trip, ridership per capita (population of service area using Maine only statistics) are also monitored and all measures are used to evaluate services.

Goal 2: Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Support a Mix of Transit Services

Applications for any type of transit service are accepted (Flex, Intercity, Demand Response). Expansion of existing services and establishment of new services are being encouraged.

Page 18 Draft SMP

Regional Boundaries

- Page 18: While the eight regions are autonomous, coordination among and between regions is encouraged. However only one sub-grantee for any specifically defined service will be funded in any given region. That is no two like services will be funded in any specific geographic area. But any region can have more than one sub-grantee providing the services provided do not overlap or duplicate each other.

Goal 2: Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Support New Systems and Expand Existing Services

New methods of providing state match for new and expanded systems are being investigated and is an ongoing activity.

Goal 2: Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Encourage Volunteer Networks and Alternatives to Traditional Transit Services.

Administrative costs will be reduced so that more funds can be allocated to productive services.

Page: 15, 18

Wise Use of Resources

- Page 15: Administrative expenses cannot exceed 35% of the total sub-grantee budget in FY17, 30% in FY18 and 25% in FY19 and following years.
- Page 18: The remaining 70% is assigned to projects which meet needs identified by MaineDOT and the LCP.

Goal 2 (con't): Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Provide incentives for local communities and transit providers to leverage new sources of private funding for transit services.

With revised formula funding, incentives can be provided for applicants that receive more private or community support. Concept is to provide match on a sliding scale where over a three period services would be programmed to meet more strenuous match requirements.

Page: 15 sliding scale of state match.

Sliding Scale of State Match

- Page 15: Section 5307 and 5311 programs may also receive State funds as available for match. The State may provide up to 10% as matching funds and, upon request, may increase its share up to 50% of deficit for § 5311 programs.

Goal 2 (con't): Support Economic Opportunity. Wisely invest available resources to support economic opportunity for our customers.

Recommendations:

- Explore ways to Increase State and All Sources of Potential Funding for Public Transportation

Ways to leverage funds through alternative state match is an ongoing activity.

Goal 3: Build Trust. Demonstrate our core values of integrity, competence, and service, both individually and organizationally.

Recommendations:

- Establish a Public Transportation Advisory Council

Established January 2016.

Goal 3: Build Trust. Demonstrate our core values of integrity, competence, and service, both individually and organizationally.

Recommendations:

- Expand Education, Outreach, and Marketing

RTAP program to upgrade brochures and web sites of providers is in place.

RTAP program is being planned to improve statewide education and information to improve knowledge of available services and how to use them.

Expand Education, Outreach, and Marketing

- Page 8: MaineDOT provides RTAP funds to assist subrecipients in meeting their technical assistance and training needs.
- Page 24: These funds are available to rural transit providers and planning organizations for training and technical assistance in matters of statewide significance.

Goal 3: Build Trust. Demonstrate our core values of integrity, competence, and service, both individually and organizationally.

Recommendations:

- Reinvigorate Provisions of Maine Revised Statutes Title 30-A, Part 2, Subpart 5, Chapter 163 Concerning Regional Transportation Corporations and Transition to Government or Quasi-governmental Governing Bodies

2017 funding application will require specific involvement and oversight by advisory or governing boards.

Involvement and oversight by advisory or governing boards

- Page 21: Local Oversight and Public Comment on Fare and Service Changes
- Each project must have a locally based oversight and policy board specific to passenger transit.

Comments and Public Hearing

- December 12, 2016: State Management Plan posted on MaineDOT website and emailed to stakeholders. (30 day public comment and review period ends with public hearing January 12, 2017)
- January 12, 2017: Public Hearing, MaineDOT Conference Room 216, beginning at 9:00 AM.

Comments or Questions

Susan Moreau

Manager, Multimodal Planning Division

Bureau of Planning

MaineDOT - 16 SHS

Augusta, ME 04333-0016

Direct Line: 207.624.3239

Office: 207.624.3300

Susan.Moreau@maine.gov