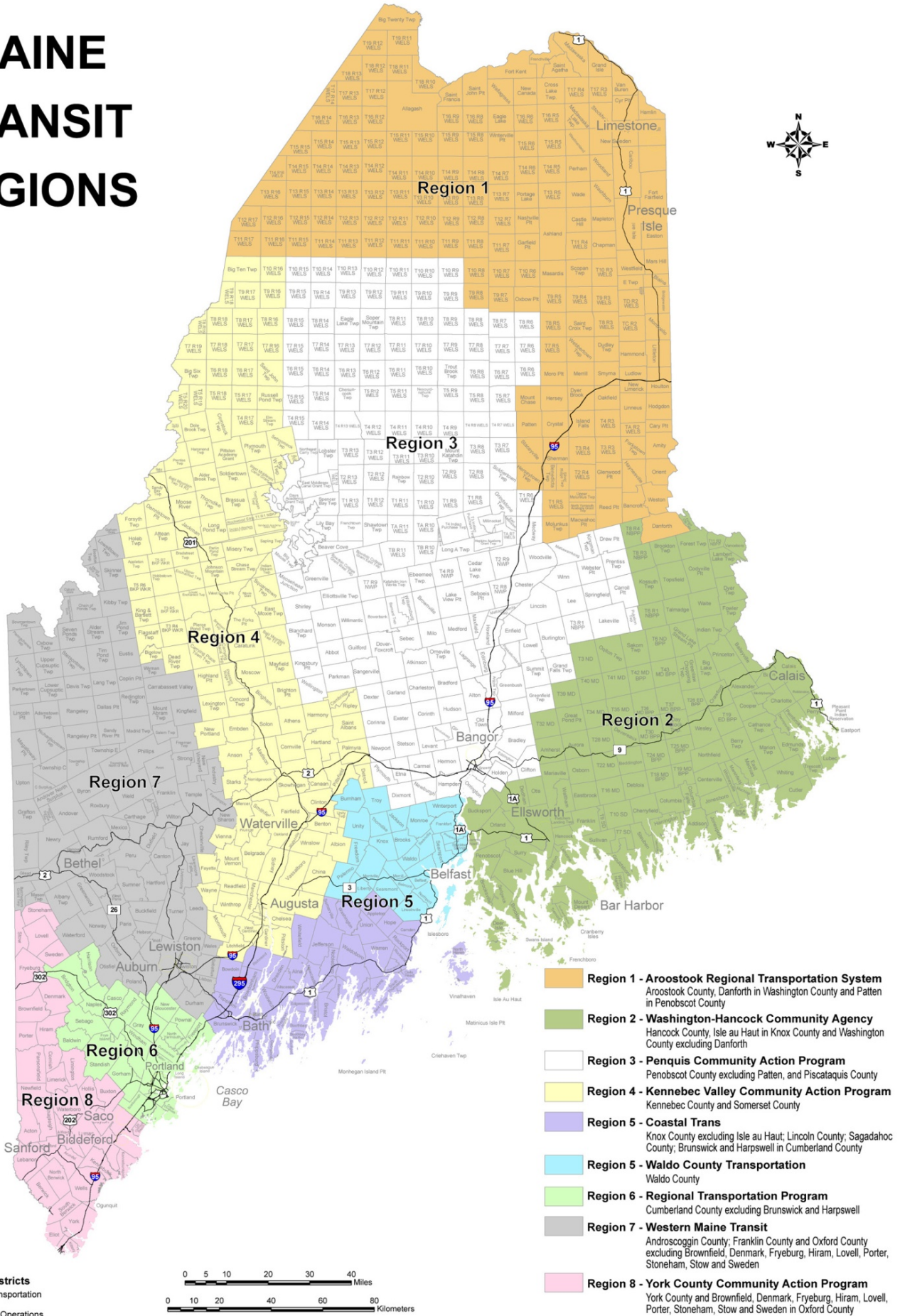


MaineDOT Region 5
Locally Coordinated Plan
FY 2013—FY 2017

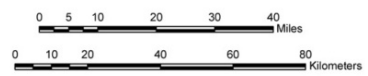
Coastal Transportation, Inc. (CTI)
Waldo Community Action Partners (WCAP)
Bath CityBus

MAINE TRANSIT REGIONS



- Region 1 - Aroostook Regional Transportation System**
Aroostook County, Danforth in Washington County and Patten in Penobscot County
- Region 2 - Washington-Hancock Community Agency**
Hancock County, Isle au Haut in Knox County and Washington County excluding Danforth
- Region 3 - Penquis Community Action Program**
Penobscot County excluding Patten, and Piscataquis County
- Region 4 - Kennebec Valley Community Action Program**
Kennebec County and Somerset County
- Region 5 - Coastal Trans**
Knox County excluding Isle au Haut; Lincoln County; Sagadahoc County; Brunswick and Harpswell in Cumberland County
- Region 5 - Waldo County Transportation**
Waldo County
- Region 6 - Regional Transportation Program**
Cumberland County excluding Brunswick and Harpswell
- Region 7 - Western Maine Transit**
Androscoggin County; Franklin County and Oxford County excluding Brownfield, Denmark, Fryeburg, Hiram, Lovell, Porter, Stoneham, Stow and Sweden
- Region 8 - York County Community Action Program**
York County and Brownfield, Denmark, Fryeburg, Hiram, Lovell, Porter, Stoneham, Stow and Sweden in Oxford County

Maine Transit Districts
Maine Department of Transportation
Prepared by
Bureau of Maintenance & Operations
2014



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Regional Overview

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MaineDOT Region 5 Locally Coordinated Plan

Regional Overview

Location of Region 5

Region 5 encompasses Waldo County, as well as Knox, Lincoln and Sagadahoc Counties and the towns of Brunswick and Harpswell in Cumberland County. Region 5 has a population of approximately 173,290 (2010 Census for Waldo County, Knox County, Lincoln County, Sagadahoc County, Brunswick and Harpswell). There are two MaineDOT-designated regional providers serving Region 5. Waldo Community Action Partners (WCAP), headquartered in Belfast, serves Waldo County. Coastal Trans, Inc. (CTI), headquartered in Rockland and Brunswick, serves the remainder of the area.

Population of Region 5

The tables below show that all four counties in Region 5 had populations in the year 2010 that ranged between a little over 34,000 to over 39,000. Between 2000 and 2010, Waldo County grew at a faster rate than the state as a whole, but the other three counties showed a smaller rate of growth. Both Brunswick and Harpswell lost population, most likely because of the closure of Brunswick Naval Air Station.

Population of Waldo, Knox, Lincoln and Sagadahoc Counties				
Year	Waldo County	Knox County	Lincoln County	Sagadahoc County
1960	22,632	28,575	18,497	22,793
1970	23,328	29,013	20,537	23,452
1980	28,414	32,941	25,691	28,795
1990	33,018	36,310	30,357	33,535
2000	36,280	39,618	33,616	35,214
2010	38,786	39,736	34,457	35,293
1970-80 change	22%	14%	25%	23%
1980-90 change	16%	10%	18%	16%
1990-00 change	10%	9%	11%	5%
2000-10 change	7%	0%	3%	0%
1960-00 change	71%	39%	86%	55%

Source: US Census

Population of Brunswick, Harpswell and Maine			
Year	Brunswick	Harpswell	Maine
1960	15,797	2,032	970,689
1970	16,195	2,552	992,048
1980	17,366	3,796	1,124,660
1990	20,906	5,012	1,227,928
2000	21,172	5,239	1,274,923
2010	20,278	4,740	1,328,361
1970-80 change	7%	49%	13%
1980-90 change	20%	32%	9%
1990-00 change	1%	5%	4%
2000-10 change	-4%	-10%	4%
1960-10 change	28%	133%	37%

Source: US Census

The following table shows that the median household income in Waldo and Knox Counties (\$41,697 and \$45,147) were below the state median (\$46,541), while in Lincoln and Sagadahoc Counties, median household incomes (\$48,034 and \$54,986) were above the state median. Comparing all four counties, the percentage of people living below the poverty level was highest in Waldo County (14.9%). Lincoln County had the highest percentage of people aged 65 and over (21.5%) of any jurisdiction shown in the table.

County Profiles – 2010					
Measure	Waldo County	Knox County	Lincoln County	Sagadahoc County	Maine 2000
Total Population	38,786	39,736	34,457	35,293	1,328,361
Total Households	16,431	17,258	15,149	15,088	557,219
Average Household Size	2.38	2.31	2.29	2.40	2.50
Median Household Income	\$41,697	\$45,147	\$48,034	\$54,986	\$46,541
Persons below Poverty	14.9%	12.3%	10.6%	8.7%	12.6%
65 Years and Over	16.2%	19.1%	21.5%	16.4%	15.9%

Source: 2010 U.S. Census and American Community Survey

Transit Needs Analysis Region 5

What is the transit need in Region 5? Region 5 includes the area served by Coastal Trans, Inc. (Knox, Lincoln and, Sagadahoc Counties as well as Brunswick and Harpswell in Cumberland County). Sagadahoc County is also served by Bath CityBus. Region 5 also includes the area served by Waldo Community Action Partners (Waldo County). For the purposes of this analysis which is primarily at the county level, consideration will be given to the four aforementioned counties. Information on

Brunswick and Harpswell will be considered in the discussion of Cumberland County, which is included in the Region 6 overview.

It is important to look at the number of households in these four counties without a vehicle. By applying the methodology described below, the estimated need of trips on an annual basis can be determined. When comparing annual need in to the actual service provided, the unmet need can be estimated as follows:

- Knox County: 93%
- Lincoln County: 88%
- Sagadahoc County: 92%
- Waldo County: 79%

The Transit Cooperative Research Program (TCRP) in Washington, D.C., developed and made available in 2013 an objective methodology for analyzing transit needs in rural areas. The methodology is contained in “TCRP Report 161 Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook.” The formula used in this technical memorandum utilizes the number of no-vehicle households to determine overall transit needs. The formula includes a mobility gap, which is basically the difference between the number of trips per day that a household with one vehicle would take and the number of trips that a household with no vehicles would take (1.7 trips/day).

The number of no-vehicle households is derived from the American Community Survey (ACS) five-year estimates, 2008-2012. The five-year estimate for the ACS is based on the largest sample size and is therefore the most reliable compared to other ACS data collected over shorter periods of time.

The formula is conservative (it may significantly understate the need) because it does not take into account people who may have a vehicle but can't rely on it or may need to use transit because of a disability or limitations due to old age.

The key question which the formula addresses is how much transit service would be needed to fully address the mobility needs of transit dependent persons?

No-Vehicle Households

The TCRP Report 161 formula utilizes the number of no-vehicle households in various jurisdictions to calculate transit needs. The following table provides an overview of the number of no vehicle households in Region 5. The table also contains information on other counties for comparison purposes.

No-Vehicle Households by County		
County	# of No-Vehicle Households	% of state
Knox	1,044	3%
Lincoln	375	1%
Sagadahoc	953	2%
Waldo	1,059	3%
Androscoggin	4,329	11%
Aroostook	2,472	6%
Cumberland	9,448	24%
Franklin	804	2%
Hancock	1,383	3%
Kennebec	4,197	11%
Oxford	1,515	4%
Penobscot	4,943	12%
Piscataquis	543	2%
Somerset	1,503	4%
Washington	1,166	3%
York	3,981	10%
Total - Maine	39,697*	100%

Source: American Community Survey 5-Year Estimates Table B08201

*Does not exactly equal the sum of the 16 counties, but is the number reported in the ACS.

The table above shows that the greatest concentration of no-vehicle households in Region 5 is in Knox and Lincoln Counties (1,044 and 1,059 households, respectively).

Transit Needs

The following paragraphs contain a summary of transit needs in Knox, Lincoln, Sagadahoc and Waldo Counties. Information from other counties is shown for comparison purposes. The data on numbers of trips is based on FY 2012 trips (the last full year of service prior to implementation of the broker system) as shown in the Locally Coordinated Plans for the various providers and in municipal ride reports prepared by regional providers.

One of the most important yardsticks in measuring transit services is the percentage of needs actually met. TCRP Report 161 states that “In the testing of these suggested methodologies with a number of rural transit agencies, it was found that, at best, only about 20% of the mobility gap trip-based need was met.” Therefore, for the purposes of this analysis, meeting 20% of the need is deemed to be a good baseline goal for rural services.

The data are also subject to the following:

- The number of trips provided includes the total of transit and MaineCare trips.

- Trip data includes fixed route, flex route, and MaineCare (agency vehicle, volunteers, friend and family).
- The information includes only land-based transit (ferry trips are not included).
- Seasonal service data is not included.
- Intercity trips are included in the data for the county of origin.

The following table provides an overview of the annual transit need in Knox, Lincoln, Sagadahoc and Waldo Counties, the number of trips provided, and the number of trips provided as a percentage of the annual need. All other counties are shown for comparison purposes.

County Summary of Transit Need and Trips Provided FY 2012			
County	Annual Need (Trips)	Trips Provided	Trips Provided as a % of Annual Need
Knox	532,440	37,166	7%
Lincoln	191,250	23,178	12%
Sagadahoc	486,000	40,507	8%
Waldo	540,000	115,009	21%
Androscoggin	6,025,200	654,002	11%
Aroostook	1,260,600	278,172	22%
Cumberland	11,696,100	2,099,781	18%
Franklin	410,100	90,833	22%
Hancock	705,330	115,027	16%
Kennebec	2,131,290	310,322	15%
Oxford	772,800	178,367	23%
Penobscot	5,788,600	1,420,462	25%
Piscataquis	276,930	43,029	16%
Somerset	766,540	136,829	18%
Washington	594,600	81,317	14%
York	3,535,800	607,019	14%
Total, Maine	35,713,580	6,231,020	17%

Source: American Community Survey 5-Year Estimates Table B08201, TCRP Report 161, Locally Coordinated Transit Plans for all transit providers receiving MaineDOT financial support.

The table above shows that in FY 2012, Coastal Trans, Inc. (CTI) met 7% of the estimated need in Knox County and 12% of the estimated need in Lincoln County. CTI and Bath CityBus met 8% of the need in Sagadahoc County. Waldo Community Action Partners (WCAP) met 21% of the estimated need in Waldo County.

As the table indicates, only five counties (including Waldo County) exceed the baseline estimated annual need.

The following tables demonstrate the estimated trip need at the local level in all four counties.

Knox County				
Summary of Transit Need and Transit Trips Provided in FY 2012				
	Annual Need (trips)	% of County Need	Trips Provided	Trips Provided as a % of Annual Need
Knox County Total	532,440	100%	37,166	7%
Rockland	213,600	40%	8,678	4%
Camden	66,300	12%	8,121	12%
Remainder of County	252,540	47%	20,367	8%

Source: Locally Coordinated Transit Plan FY 2013-2017 for Coastal Trans, Inc., and TCRP Report 161.

The table above shows that, overall, CTI met 7% of the county's estimated transit need. This is well below the baseline figure of 20%. 40% of Knox County's estimated transit need is located in the City of Rockland; CTI met 7% of the estimated need in that community. Rockland and Camden together account for 52% of the county's transit need.

Lincoln County				
Summary of Transit Need and Transit Trips Provided in FY 2012				
	Annual Need (trips)	% of County Need	Trips Provided	Trips Provided as a % of Annual Need
Lincoln County Total	191,250	100%	23,178	12%
Boothbay Harbor	42,900	22%	545	1%
Newcastle/Damariscotta	32,700	17%	7,570	23%
Wiscasset	10,800	6%	2,360	22%
Remainder of County	104,850	55%	12,703	12%

Source: Locally Coordinated Transit Plan FY 2013-2017 for Coastal Trans, Inc., and TCRP Report 161.

The table above shows that CTI met 12% of the county's estimated annual transit need in FY 2012. This is below the baseline figure of 20%. Boothbay Harbor accounts for 22% of the county's estimated annual transit need, but CTI met only 1% of the estimated need in FY 2012. Damariscotta/Newcastle account for 17% of the estimated need (CTI met 23% of the estimated need, which is above the baseline of 20%). Wiscasset accounts for 6% of the estimated need (CTI met 22% of the need, also above the baseline).

Sagadahoc County				
Summary of Transit Need and Transit Trips Provided in FY 2012				
	Annual Need (trips)	% of County Need	Trips Provided	Trips Provided as a % of Annual Need
Sagadahoc County Total	486,000	100%	40,507	8%
City of Bath	318,900	66%	27,716	9%
Topsham	99,000	20%	4,696	5%
Remainder of County	68,100	14%	8,095	12%

Source: Locally Coordinated Transit Plans FY 2013-2017 for Coastal Trans, Inc. and Bath CityBus, and TCRP Report 161.

The table above shows that CTI met 8% of the county's estimated annual transit need in FY 2012. The City of Bath accounts for 66% of the county's estimated annual transit need, while Topsham accounts

for another 20%, for a total between the two communities of 86% of the estimated need. The trips provided as a percentage of estimated need was below the 20% baseline service figure in all jurisdictions shown in the table.

Waldo County Summary of Transit Need and Transit Trips Provided in FY 2012				
	Annual Need (trips)	% of County Need	Trips Provided	Trips Provided as a % of Annual Need
Waldo County Total	540,000	100%	115,009	21%
Belfast	104,700	20%	29,847	29%
Remainder of County	435,300	80%	85,162	20%

Source: Locally Coordinated Transit Plan FY 2013-2017 for Waldo Community Action Partners (WCAP), Municipal Ride Report for FY 2012 (WCAP), and TCRP Report 161.

The table above shows that 20% of Waldo County’s estimated transit need is concentrated in Belfast. In FY 2012, WCAP met 21% of the estimated transit need in the county as a whole which was above the service baseline figure of 20%. In Belfast, WCAP met 29% of the estimated need, and in the remainder of the County, WCAP met 20% of the need.

Estimating General Public Demand

Estimating overall trip needs is important because it includes the travel needs of the general public as well as people being served by various social service programs such as the MaineCare non-emergency medical transportation. It also provides a starting point for determining the number of trips in a given area as a percentage of the overall need and from that, whether additional trips are needed to meet an overall baseline service goal of 20% (trips as a percentage of overall need).

However, for the purposes of long-range transit planning to meet the needs of the general public, it’s important to ask “how much transit will the public use in rural/non-urban areas?” TCRP Report 161 has a formula for estimating general public transit demand in rural areas:

Trips / year =

- 2.2 x the population 60 and over
- + 5.21 x the mobility limited population 18-64
- + 1.52 x the number of residents in households with no vehicles

The data sources for use in the formula are derived from the American Community Survey, 2008-2012 five-year estimates, Locally Coordinated Transit Plans for the various providers, and provider municipal ride reports.

The formula is intended to apply to rural/non-urban areas. As shown in the table below, the percentage of trips provided as a percentage of general public demand included: 9% in Knox County, 7% in Lincoln County, 64% in Sagadahoc County, and 36% in Waldo County.

**County Summary of General Public Transit Demand
and Trips Provided FY 2012**

County	Annual General Public Need	General Public Trips Provided	Trips Provided as a % of General Public Demand
Knox	31,294	2,953⁵	9%
Lincoln	28,070	1,887⁵	7%
Sagadahoc	24,691	15,794⁵	64%
Waldo	28,670	10,328	36%
Androscoggin (rural only) ¹	27,886	746	3%
Aroostook	60,716	50,360	83%
Cumberland (rural only) ²	60,131	6,456	11%
Franklin	22,360	3,434	15%
Hancock	41,227	62,412	151%
Kennebec	47,024	65,416	139%
Oxford	43,744	2,925	7%
Penobscot (rural only) ³	61,543	2,355	4%
Piscataquis	15,353	3,618	24%
Somerset	40,504	611	2%
Washington	28,305	9,491	34%
York (rural only) ⁴	97,019	71,133	73%
Total, Maine	658,537	431,314	65%

Sources: American Community Survey 5-Year Estimates Table B08201, TCRP Report 161, Locally Coordinated Transit Plans for all transit providers receiving MaineDOT financial support, municipal ride reports, transit providers.

¹Exclusive of Citylink service area (Lewiston/Auburn)

²Exclusive of METRO service area (Portland, Westbrook, Falmouth) and South Portland Bus Service jurisdiction

³Exclusive of Community Connector service area (Bangor, Brewer, Hampden, Old Town, Orono, Veazie)

⁴Exclusive of ShuttleBus service area (Biddeford, Saco, Old Orchard Beach)

⁵Coastal Trans general public trips were estimated using total general public trips time ratios of county trips to total trips in CTI service area

Overview of the Elderly Population

The tables below provide an overview of the elderly population in Region 5 as well as the rest of Maine. As shown in the first table, the elderly population as a percentage of the total county population was 19.1% in Knox County, 21.5% in Lincoln County, 16.4% in Sagadahoc County, and 16.2% in Waldo County.

The second table shows that between 2015 and 2025 the population of people 65 and older is expected to see an increase of 2,696 people (29.7%) in Knox County, 1,967 people (22.2% in Lincoln County,

2,387 people in Sagadahoc County (34.0%) and 2,541 people (32.3%) in Waldo County. The overall state increase is expected to be 31%.

Distribution of Maine's Elderly Population 2010					
County	Population	# 65 +	% of County	% of State	Median Age
Knox	39,736	7,594	19.1	3.6	46.2
Lincoln	34,457	7,393	21.5	3.5	48.1
Sagadahoc	35,293	5,788	16.4	2.7	44.1
Waldo	38,786	6,280	16.2	3.0	44.1
Androscoggin	107,702	15,184	14.1	7.2	39.8
Aroostook	71,870	13,651	19.0	6.5	45.3
Cumberland	281,674	40,157	14.3	19.0	41
Franklin	30,768	5,160	16.8	2.4	43.4
Hancock	54,418	9,937	18.3	4.7	46.3
Kennebec	122,151	18,960	15.5	9.0	42.8
Oxford	57,833	9,843	17.0	4.7	44.6
Penobscot	153,923	22,253	14.5	10.5	39.9
Piscataquis	17,535	3,564	20.3	1.7	48.1
Somerset	52,228	8,537	16.3	4.0	43.6
Washington	32,856	6,426	19.6	3.0	46.1
York	197,131	30,353	15.4	14.4	43
Maine	1,328,361	211,080	15.9	100	42.7

Source: U.S. Census 2010.

Growth of Maine's Elderly Population 2015 to 2025

County	Population In 2010	Population In 2015	Population In 2025	# Change 2015-2025	% Change 2015-2025
Knox	7,594	9,069	11,765	2,696	29.7%
Lincoln	7,393	8,877	10,844	1,967	22.2%
Sagadahoc	5,788	7,019	9,406	2,387	34.0%
Waldo	6,280	7,868	10,409	2,541	32.3%
Androscoggin	15,184	17,322	22,169	4,847	28.0%
Aroostook	13,651	15,371	18,599	3,228	21.0%
Cumberland	40,157	47,635	65,838	18,203	38.2%
Franklin	5,160	6,015	7,765	1,750	29.1%
Hancock	9,937	11,835	14,970	3,135	26.5%
Kennebec	18,960	21,939	28,645	6,706	30.6%
Oxford	9,843	11,204	14,417	3,213	28.7%
Penobscot	22,253	25,635	33,674	8,039	31.4%
Piscataquis	3,564	4,194	5,130	936	22.3%
Somerset	8,537	10,025	12,842	2,817	28.1%
Washington	6,426	7,489	9,019	1,530	20.4%
York	30,353	36,860	50,832	13,972	38.0%
Maine	211,080	248,358	326,320	77,962	31.0%

Sources: U.S. Census 2010 and Maine Office of Policy and Management

Regional Public and Private Transportation Providers

Public Transportation Providers

Coastal Transportation, Inc. (CTI)

Brunswick Explorer

Waldo Community Action Partners (WCAP)

Bath CityBus

Amtrak Downeaster, Portland-Freeport-Brunswick, 800-USA-RAIL or 800-872-7245

Maine State Ferry Service: Rockland-Vinalhaven, 596-5400, 596-5450

Maine State Ferry Service: Rockland-North Haven, 596-5400, 867-4441

Maine State Ferry Service: Rockland, Matinicus, 596-5400

Maine State Ferry Service: Lincolnville-Islesboro, 789-5611, 734-6935

Private Transportation Providers

Bus Companies

Concord Trailways, 1-800-639-3317

Bath Trolley Co., 55 Front St. Bath 443-8349 x333 (seasonal)

Charter Service

Bo-Mar Transportation, Inc., 7 Birch Ridge Avenue, Topsham, 725-7189

Richard's Coach Service, 14 Brodis Road, Lincolnville, 763-2780

Luce Transportation (and Safe Care), 428 Wotton's Mill Road, Union, 785-4580

All Aboard Trolley, 21 Limerock Street, Rockland, 691-9300

Country Coach Charters, 69 Narrows Road, Nobleboro, 832-7241

Taxi Service

Bay Limousine and Taxi, 964 Swan Lake Avenue, Swanville, 338-1993

B & J Taxi, 101 Marsh Stream Rd., Frankfort, 745-0940

Bobo's Coastal Cabs, 1 Wharf Street, Boothbay Harbor, 380-4182

Boothbay Taxi, Boothbay, 380-1409

Brunswick Taxi, 1 Simpson's Point Road, Brunswick, 729-3688

Hit The Road, 23 Alder Lane, South Thomaston, 691-0295

Joe's Taxi, 74 Mahalas Lane, Owls Head, 975-3560

Mid Coast Limo, 94 Washington St., Camden, 236-2424

Myrtle St. Taxi, Thomaston, 691-5521

National Cab Co., 766-6669

Platinum Plus Taxi, 66 Bull Rock Road, West Bath, 443-9166

Riverside Cab Company, 11 Dallas Drive, Boothbay, 633-3859

Schooner Bay Limo and Taxi Inc., 12 Moran Drive, Rockland, 594-5000

Twin Village Taxi, Damariscotta, 563-1850

Accessible Taxis

Brunswick Taxi, 1 Simpson Point Road, Brunswick, 729-3688

Schooner Bay Limo and Taxi, 12 Moran Dr., Rockland, 594-5000

Private Ferry Operators

Monhegan Boat Line (Port Clyde-Monhegan), 372-8848

Monhegan Island Ferry Service (Hardy Boat Cruises), 132 State Rt 32, New Harbor, ME, 800-278-3346

Balmy Days Cruises (Monhegan), 42 Commercial St. Boothbay, 633-2284

Penobscot Ferry and Transport, 525 Main St., Rockland, 691-6030

Equinox Island Transit, 120 Tillson Ave., Rockland, 236-6890 or 691-1637

Matinicus Excursions, 120 Tillson Ave., Rockland, 691-9030

Rockport Charters, 15 Public Landing, Camden, 691-1066

Rail Service

Maine Eastern Railroad, Main Street Station. Brunswick (passenger transport between Brunswick-Rockland July through October), 596-6725)

Wheelchair Van Service

Sterling Ambulance, 1924 Heald Hwy., Union, 785-5763

North East Mobile Health Services, 12 First St., Suite 1, Topsham 800-215-2000

Community Based Volunteer Programs

People Plus Volunteer Transportation Network, Brunswick, 729-0757

Other Services

Veterans Administration Transportation Program. The Veterans Administration operates a transportation program utilizing vans and volunteer drivers to transport veterans from around the state to Togus Hospital in Augusta. 207-623-5725.

Potential Transportation Providers. In 2014, MaineDOT sent a transportation survey to assisted living facilities, service organizations, volunteer groups and others, requesting information about their transportation services. Several survey respondents in this region indicated a conditional interest in providing transportation to the general public. Contact MaineDOT for information about these survey respondents.

Providers Seeking Section 5311 Assistance

Three providers are seeking 49 USC Section 5311 Funding and/or state assistance: Coastal Trans, Inc., WCAP (Waldo Community Action Partners), and Bath CityBus.

Development of the Locally Coordinated Plan

Coordination of public transit services is at the core of MaineDOT's mission of providing statewide public transportation through the development and maintenance of efficient, effective and safe transit systems that meet the access and mobility needs of its citizens. Coordination occurs not only at the state agency level, but also at the regional and local levels to assist in prioritizing transit needs, identifying funding sources and avoiding duplication of services.

The Locally Coordinated Plan is a planning process that documents and prioritizes local, regional and statewide transit needs, creates opportunities for discussion regarding potential projects and funding mechanisms, and reports out on adequacy of current services. The coordination of transit planning is a federal (SAFETEA-LU) and state (23 MRSA §4209 et seq.) requirement when selecting transportation projects for funding to ensure public participation and equitable distribution of available funding among disadvantaged populations such as the elderly, low-income and individuals with disabilities.

Below are the various processes used in meeting the locally coordinated plan requirements and the state mandates on coordination of human services transportation.

- Collect, analyze and evaluate existing coordination efforts among transportation stakeholders within each region to determine how best to maximize available resources to meet the transportation needs of the region, as described below;
- Organize statewide Transit Summit Meetings to collaborate on existing and future transit needs as described below;
- Schedule meetings as needed with interested parties such as advocacy groups and volunteer organizations interested in transportation services;
- Develop and implement outreach efforts with other stakeholders such as tribal governments, regional planning organizations, and the Maine Transit Association to expand potential transportation funding partnerships; and
- Report quarterly to the Governor's Interagency Transportation Coordinating Committee.

Existing Coordination Efforts in Region 5 (Knox, Lincoln and Sagadahoc Counties and the Towns of Brunswick and Harpswell in Cumberland County)

CTI and WCAP have established a continuous working relationship with community representatives and area social service agencies to adequately address the transportation needs of the greater coastal region. Both agencies have an ongoing relationship with various social service agencies in an effort to continuously evaluate and respond to identified transportation needs. CTI and WCAP work with these organizations to determine the most effective means of providing transportation for their respective clients. Meetings are held throughout the year with municipal officials as well as community groups in an effort to improve coordination and efficiency of transportation services.

CTI and WCAP signed an agreement in December 1993, under which they have agreed to cooperate in the delivery of transportation services throughout Region 5. Additional discussion of coordination efforts of CTI and WCAP can be found in the Locally Coordinated Transit Plans for WCAP, CTI and Bath CityBus.

In FY 2012, 57% of CTI's revenues were derived from MaineCare, and 69% of WCAP's revenues were derived from MaineCare. Consequently, CTI and WCAP relied heavily on their MaineCare transportation services to leverage other funding sources and coordinate trips to remain as a viable public transportation provider in the region. For example, there are members of the general public that rely solely on CTI and WCAP to access medical care, groceries and other basic living needs including elderly, individuals with disabilities and low income individuals who have marginal incomes and who do not qualify for any local, state or federal assistance programs. The importance of using a variety of funding sources as reflected in the chart provide the region with an affordable, integrated and comprehensive transit service. Moreover, the ability to leverage a variety of funding sources, instead of relying on a single source of revenue, is critical to support the current level of service or the expected demand for more services.

Coordination of services occurs at all levels of planning and implementation at CTI and WCAP to ensure that a comprehensive, regional approach is used when evaluating available transportation services, including those agencies and organizations that request transportation services on a programmatic level. Dispatchers, in particular, are responsible for ensuring eligibility of services as

well as appropriate mode of service. Dispatchers take incoming calls from a variety of individuals seeking transportation, including the general public, individuals with disabilities, low-income and the elderly. Coordination with social service agencies is also critical to ensure the most efficient and appropriate ride is arranged for their clients if no other means of transportation is available.

Transit Summit Meeting

The Maine Department of Transportation, working in partnership with Waldo Community Action Partners (WCAP) and Coastal Trans, Inc. (CTI), solicited widespread input in the development of the locally coordinated plan Regional Plan Transit Summit Meeting held October 31, 2013 at the UMaine Hutchinson Center in Belfast. An extensive list of interested parties was developed representing various organizations such as social service agencies, tribal governments, regional planning organizations, hospitals, nursing homes, advocacy groups, providers of transportation services, and interested citizens. Notices of the meeting were mailed to the interested parties and public notices were advertised in the Bangor Daily News.

The notices included the purpose of the Transit Summit Meeting as follows:

- Evaluate current transit services and mobility management efforts for:
 - Low income individuals
 - Elderly individuals
 - Individuals with disabilities
 - General public
- Evaluate and prioritize future transit projects as identified by the transit provider; (a list of the projects were provided with the invitation)
- Collect information on coordination efforts.

An opportunity was provided for attendees to identify needs and propose additional strategies and projects for the region. The response from the meeting was comprehensive and participants specifically expressed the need for WCAP to increase employment transportation and provide additional service for people with disabilities; CTI—to grow transportation coupon program serving people with disabilities and develop a volunteer program serving Bath, Brunswick, Damariscotta and Rockland, and CityBus—to obtain additional funding for operations and capital, update fleet and expand service to include evenings.

For a summary of the results of the Transit Summit, please refer to the Locally Coordinated Transit Plans for WCAP, CTI and Bath CityBus.

Ongoing Collaboration

MaineDOT meets with non-profit agencies, advocacy groups, transportation providers, volunteers, religious organizations and individual members of the public as requested to provide information regarding funding opportunities, approaches to effective collaboration within existing transit regions, and innovative solutions to transit challenges such as leveraging of other federal and state grants to assist communities in seeking local match for both operating and capital grant requests through the Federal Transit Administration.

Outreach Efforts

MaineDOT through its various planning processes regularly seeks public input to help identify transit priorities and funding solutions to meet the needs for each of the transit regions. MaineDOT's long-range plan, mid-range plan and the two-year capital work plan are just some examples of the ongoing public participation efforts used to achieve comprehensive and equitable transportation planning priorities. Organizations such as the economic development districts, regional planning organizations, tribal governments, municipalities, Maine Turnpike Authority and Maine Transit Association are examples of transportation partners that MaineDOT relies upon in order to fully implement transit strategies at local, regional and statewide levels.

Interagency Transportation Coordinating Committee

The Interagency Transportation Coordinating Committee is the result of a state mandate requiring three state agencies to collaborate with each other in the delivery of passenger transportation services in Maine. Specifically, the law mandates the Departments of Transportation, Health and Human Services and Labor to serve on the committee to promote efficiency, cooperation and strategic planning for public transportation purposes.

The law also requires that the Biennial Operations Plan (now called the Locally Coordinated Transit Plan, LCP), which serves as the basis for federal and state funding of public transportation projects, be approved by the ITCC as way to ensure that collaboration and coordination is achieved in order to maximize efficiencies in the delivery of human transportation services. The LCP is an additional tool used by the committee to review current fixed-route and demand-response mass transportation services and to identify opportunities for enhancing these services. As noted earlier, the development of the LCP offers the service providers and transit users an opportunity for structured dialogue concerning the opportunities and obstacles to providing efficient and productive mobility for travelers in Maine.

Periodic Review of Service

Overview

MaineDOT through its contract agreements with Coastal Trans, Inc., Waldo Community Action Partners and Bath City Bus, has identified performance measures and ridership reporting requirements to analyze transit services in the region. Region 5 challenges are unique in that it has a vast geographic area with numerous coastal peninsulas with only a few transportation options available to the public. Increased service and expansion of services is difficult to achieve as the ridership revenue does not support the expense of such an expansion. Changes to existing services are made as service statistics demand. The public, other potential providers, and human service agencies are given an opportunity to review the service through the public notice process required for the preparation of the LCP.

Coastal Trans, Inc. and Waldo Community Action Partners review their services on a regular and continuing basis. The preparation of the Biennial Operations Plan provides an opportunity for periodically reviewing service. To date, there has been no expression of interest in such participation. CTI and WCAP anticipate that, in accordance with MDOT policies, if a current Section 5311 provider no longer wished to provide service, the route(s) or runs which they operated would be put out to bid. Likewise, if a new provider wished to provide a service, a bid process would be used.

Locally Established Criteria

CTI and WCAP periodically review their operations to ensure that the widest possible range of transportation services is provided in Region 5, particularly for those persons who are low income, individuals with disabilities or elderly.

At the service delivery level, CTI and WCAP continue to examine and document the most cost-effective means of transporting individuals. Essentially, economics have become a significant factor in trip-making decisions. In some cases, CTI and WCAP have found it cheaper to use volunteer drivers and private taxi service to transport clients.

Methodology for True Cost Comparison

In the event that a private operator presents a proposal for delivering transportation services in the region, a cost comparison analysis will be conducted for the purpose of determining the most cost-effective method of service delivery. The cost comparison will include an analysis of all services and costs. The cost analysis will be reviewed by the Executive Director and presented to the CTI Board and/or the WCAP Board for final action.

Complaints From Private Operators

There have been no complaints from private operators.

Americans with Disabilities Act Plans

Coastal Trans, Inc., Waldo Community Action Partners and Bath City Bus are in compliance with the "Non Discrimination on the Basis of Handicap" in Financial Assistance Programs in accordance with CFR Parts 27 and 609, Federal Register, May 23, 1986. All three agencies have taken steps to ensure access to transportation services by elderly persons and persons with disabilities. Vehicles of all three agencies are accessible as required.