



Maine Public Transit Advisory Council

**February 29, 2024
12:30 – 2:00 p.m.
Meeting Agenda**

<https://mainestate.zoom.us/j/86853942052>

- 12:30 Welcome and Introductions**
- 12:40 Approve January 24, 2023 Meeting Minutes**
- 12:45 Review New PTAC Membership Requirements, Roles, and Responsibilities**
- 1:15 MaineDOT Updates**
 - Lewiston/Auburn to Portland Commuter Bus Service
 - Transit Bus Electrification
 - GTFS Flex Consulting Services
 - Workforce Transportation Pilot
 - GO MAINE
- 1:35 Elect PTAC Chair and Vice Chair**
- 1:40 Roundtable – Announcements, Recent and Upcoming Efforts**
- 1:50 Public Comment**
- 2:00 Adjourn**

Public Transit Advisory Council

Meeting Minutes of January 24, 2023 (DRAFT)

Decisions and commitments in ***bold italic*** type.

Members in attendance: Ryan Neale (PTAC Chair, MaineDOT), Larry Allen, Clyde Barr, Sandy Buchanan, Stephanie Carver, Andrew Clark, Tim Cowan, Katherine Freund, Will Gayle, Rebecca Grover, Chris Hall, Maddie Jensen, Greg Jordan, David Landry, Jessica Maurer, Duane Scott, Paul Towle.

Others in attendance: Lori Brann (PTAC Clerk, MaineDOT), Jennifer Grant (MaineDOT), Ken Murchison (City of Caribou), Jim Wood (KVCAP), Lisa Feldman (Orono), Ken Capron (MicroRail).

The meeting was called to order at 2:02 and was recorded. Meeting minutes, presentations, and recordings will be available here: <https://www.maine.gov/mdot/transit/ptac/>

Welcome and Introductions. Ryan Neale introduced MaineDOT staff. Jenn Grant welcomed PTAC members and guests and thanked everyone for attending. She also expressed the Commissioner's regrets for not being able to attend.

Approve August 2022 Minutes. *There were no comments on the minutes as presented. Jess M. motioned to approve, seconded by Steph C. The minutes received unanimous approval.*

Overview and Discussion of Draft Maine State Transit Plan: Ryan gave a PowerPoint presentation of the Maine State Transit Plan, which is one piece of a larger family of plans. Information about the draft plan and other modal plans is found here:

<https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>

Ryan said that response has been positive, and many comments have been received. PTAC members are encouraged to go online to enter their comments though January 30th.

Questions/Comments:

Jess Maurer asked in the recommendation to "Increase transit service as warranted", what "as warranted" means. Ryan noted the approaches that may be involved and noted the needs assessment established a framework to evaluate needs locally and regionally and determine solutions.

Steph Carver suggested providing more detail in the narrative about the process for implementation in terms of working with regional planning organizations and other stakeholders.

Larry asked about detailed information on specific regions. Ryan noted that the needs assessment will be provided as an appendix and will include more in-depth information and detail per region.

Steph comment that a connection seems to be missing to other regional transit planning efforts and that including links to these efforts could be helpful. Ryan agreed that this would probably be helpful.

Jess commented that the plan is missing a connection to issues and efforts such as housing, economic development, etc. Ryan said MaineDOT would look into addressing this in the Transit Plan and/or the Long-Range Transportation Plan. Sandy commented that transit providers are often excluded from the discussion on development issues until it is too late for better transportation planning to occur.

MaineDOT Updates: (Ryan)

Transit Bus Electrification: MaineDOT's consultant, Hatch LTK, has developed plans for eight agencies under the project budget, so MaineDOT is looking for volunteers from other rural agencies to explore transition plans for rural fleets. Implementation will take time as considerations include the grid, asset management, etc. MaineDOT's internal transit is exploring joint procurement opportunities to increase buying power for infrastructure.

Transit Technology Initiatives: MaineDOT is working with Carol Schweiger to map services in GIS format and automated fare payment. CAD/AVL has also been added to the project scope. MaineDOT is finalizing the contract and the hope is for outreach to begin in a couple of weeks to transit agencies. The intent is not to find one single solution, as there are different needs and circumstances, but to ensure technology is integrated to maximize benefit for riders and agencies.

Workforce Transportation Pilot: The first award was made in November to Sunday River. There are 4-5 other proposals in the review stage, working through final details, with other proposals in varying review status. MaineDOT hopes to award a couple more contracts shortly. The goal is to support connecting workers to job opportunities or training for better job opportunities.

Biennial Report: This report is due every two years to the Legislature by March 1. Ryan will use the same template from prior years as a starting point for this year's report. The last report was based on the previous transit plan; this new report will use data from the current, draft, transit plan. If anyone wants to see prior years' reports, they are on the PTAC website. MaineDOT will share the draft report with the PTAC prior to finalizing.

Roundtable discussion: Tim Cowan noted the timing of the Transit Plan is helpful as it aligns with the Maine Shared Community Health Needs Assessment, which is a requirement for not-for-profit hospitals. That process looks at health data and community input and identifies priorities to social determinants of wellness. There is a great opportunity to link with transportation.

Public Comment: Ken Murchison noted that passenger rail is in the news frequently. Ryan noted there is more detail in the active transportation plan and rail plan, available at <https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>.

Adjourn: Ryan will email the draft biennial report for comment. Jenn announced a public meeting scheduled for tomorrow night (1/25) for passenger and commuter rail service between Portland and Auburn. Thursday (1/26) will be the public meeting on the draft rail plan. MaineDOT encourages everyone to attend if interested.

Adjourn at 2:45 pm.

Title 23: TRANSPORTATION
Part 5: DEPARTMENT OF TRANSPORTATION
Chapter 410: DEPARTMENT OF TRANSPORTATION
 Subchapter 1: GENERAL PROVISIONS

§4209-A. Public Transit Advisory Council

1. Council established. The Public Transit Advisory Council, referred to in this section as "the council," is established in accordance with Title 5, section 12004-I, subsection 82-A ([../5/title5sec12004-I.html](#)) to advise the Legislature and the department regarding public transit services in the State. The council shall advise the department on the review and approval of locally coordinated plans for regional transit under section 4209 ([../23/title23sec4209.html](#)) and shall advise on any statewide strategic transit planning undertaken by the department, including short-term and long-term fiscal, operating and capital investments, and the integration of transit planning with the Sensible Transportation Policy Act.

[PL 2015, c. 182, §8 (NEW) .]

2. Membership. The council must include, but is not limited to, the following:

A. The commissioner or the commissioner's designee; and [PL 2015, c. 182, §8 (NEW) .]

B. The following individuals appointed by the commissioner:

- (1) One representative each from the federally designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions;
- (2) One representative of private bus operators;
- (3) One representative of a statewide nonprofit organization advocating on behalf of older adults;
- (4) One representative of a medical provider;
- (5) One representative of an organization representing the business community with an interest in improving public transportation;
- (6) One representative of a statewide association of planning and development agencies;
- (7) One representative of an organization representing persons with disabilities;
- (8) Four representatives of 2 separate public or nonprofit transit agencies, 2 of whom represent an urban agency and 2 of whom represent a rural agency;
- (9) One representative of an economic development organization;
- (10) One representative of an organization representing low-income persons;
- (11) One representative of an organization from one of the State's immigrant communities;

(12) One representative of the State's unhoused community; and

(13) One representative representing youth interests who is 16 years of age or older and under 25 years of age.

In making appointments, the commissioner shall ensure that rural and urban areas are represented. [PL 2023, c. 319, §5 (AMD).]

[PL 2023, c. 319, §5 (AMD).]

3. Council invitees. In addition to the requirements in [subsection 2 \(./23/title23sec4209-A.html\)](#), the commissioner shall invite at least 2 members of the joint standing committee of the Legislature having jurisdiction over transportation matters representing different political parties and at least one representative of the Northern New England Passenger Rail Authority, established in [Title 5, section 12004-F, subsection 16 \(./5/title5sec12004-F.html\)](#), to participate in council meetings. These invitees may be designated as voting council members at the commissioner's discretion.

[PL 2019, c. 211, §2 (AMD).]

4. Terms, vacancies and council chair. A member of the council appointed pursuant to subsection 2, paragraph B serves for a term of 3 years. Terms must be staggered so that approximately 1/3 of the council is renewed each calendar year. If a member is unable to complete the term, the commissioner shall appoint a member from the same category of members listed in [subsection 2, paragraph B \(./23/title23sec4209-A.html\)](#) as the member who vacated the council to serve out the unexpired portion of the term. The council shall annually elect a chair and vice chair from among its members, each of whom serves a term of one year.

[PL 2023, c. 319, §6 (AMD).]

4-A. Meetings and deliberations. The council shall meet at the call of the chair no less than 3 times per year. The council may form subcommittees and adopt bylaws and other policies to effectively govern the council's proceedings.

[PL 2023, c. 319, §7 (AMD).]

5. Report. The council shall report on its deliberations and any recommendations by March 1st of each odd-numbered year to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters. The report must include:

A. An assessment of the level of public transportation services and infrastructure provided to the public in each geographic region; [PL 2023, c. 319, §8 (AMD).]

B. Recommendations for the level of service and supporting infrastructure that should be provided, an estimate of the cost of providing those services and supporting infrastructure and a recommendation for any necessary additional funding; and [PL 2023, c. 319, §8 (AMD).]

C. [PL 2019, c. 211, §2 (RP).]

D. A progress report on the implementation of the most recent statewide strategic transit plan for the department as well as the quinquennial locally coordinated plan for regional transit under [section 4209, subsection 2 \(./23/title23sec4209.html\)](#). [PL 2023, c. 319, §8 (AMD).]

[PL 2023, c. 319, §8 (AMD).]

SECTION HISTORY

PL 2015, c. 182, §8 (NEW). PL 2019, c. 211, §2 (AMD). PL 2023, c. 319, §§5-8 (AMD).

The Revisor's Office cannot provide legal advice or interpretation of Maine law to the public.
If you need legal advice, please consult a qualified attorney.

[Office of the Revisor of Statutes \(mailto:webmaster_ros@legislature.maine.gov\)](mailto:webmaster_ros@legislature.maine.gov) · 7 State House Station · State House Room 108 · Augusta, Maine 04333-0007

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PTAC Updated Legislative Requirements: Membership

- One representative of an organization representing the business community with an interest in improving public transportation
- Four representatives of public or nonprofit transit agencies
 - 2 urban agencies
 - 2 rural agencies
- One representative of an organization from one of the State's immigrant communities
- One representative of the State's unhoused community
- One representative representing youth interests who is 16 years of age or older and under 25 years of age
- Members serve for a term of 3 years
- The Council shall annually elect a chair and vice chair from among its members, each of whom serves a term of one year

PTAC Updated Legislative Requirements: Meetings

- The Council shall meet at the call of the chair no less than 3 times per year
- The Council may form subcommittees and adopt bylaws and other policies to effectively govern its proceedings

PTAC Updated Legislative Requirements: Reporting

- The Council shall report on its deliberations and any recommendations by March 1 of each odd-numbered year to the Governor and the Transportation and Health and Human Services Committees
- The report must include:
 - An assessment of the level of public transportation services and infrastructure provided to the public in each geographic region
 - Recommendations for the level of service and supporting infrastructure that should be provided, an estimate of the cost of providing those services and supporting infrastructure and a recommendation for any necessary additional funding; and
 - A progress report on the implementation of the most recent statewide strategic transit plan for the department as well as the quinquennial local coordinated plan for regional transit

MaineDOT Updates: L/A to Portland Commuter Bus Service

- MaineDOT is soliciting proposals for the L/A to Portland commuter bus service focused on workforce transportation between the two regions
- Focus is on connecting the two urban regions with minimal stops
- Service 5:00 a.m. – 11:00 p.m. M-F, 6:00 a.m. – 9:30 p.m. weekends
- Stops include:
 - Bates College
 - Lewiston Oak Street Bus Station
 - Auburn Transportation Center
 - Maine Turnpike Exit 75 Park and Ride, Auburn
 - Monument Square, Portland
 - Portland Transportation Center
- Applications due February 26
- Intent is for the two-year pilot bus service to begin in June 2024

MaineDOT Updates: Transit Bus Electrification

- Consultant Hatch has completed fleet transition plans for eight agencies (Bangor Community Connector, BSOOB Transit, CityLink, Downeast Transportation, Greater Portland Metro, RTP, SPBS, YCCAC)
- Hatch is developing transition plans for 4 more agencies (ARTS, KVCAP, Waldo CAP, WMTS)
- FTA Low or No Emissions Grant Program (Low No) announced February 8, 2024
- \$1.5B competitive grant program
- MaineDOT intends to work with Hatch and interested agencies to develop a combined statewide request for electric, hybrid, CNG, and propane transit vehicles and associated infrastructure
- Applications due April 25, 2024

MaineDOT Updates: General Transit Feed Specification (GTFS) Flex Consulting Services

- MaineDOT developed an RFP for consulting services to educate and inform Maine transit agencies and those agencies providing demand-response service about GTFS-Flex and its benefits
- Three bidders submitted proposals
- MaineDOT is working on a contract with AECOM, the winner bidder as identified by the review team

MaineDOT Updates: Workforce Transportation Pilot

- MaineDOT received \$5M in ARPA funds through the Maine Jobs and Recovery Plan for workforce transportation pilot projects
- MaineDOT has awarded approximately \$3M in funds to ARTS, BIW, Gagne Foods, Industrial Roofing Company, Kennebunk Kennebunkport Arundel Chamber of Commerce, Maine West, Robbins Lumber, Sunday River, Timber HP, and WMTS
- MaineDOT is finalizing grant agreements for several additional awardees for the remaining \$2M

MaineDOT Updates: GO MAINE

- Ride sharing and trip planning service connecting travelers to all transportation options
- Partnership of MaineDOT and Maine Turnpike Authority
- Relunched in spring of 2022
- Managed by consultant AECOM
- 11,000 members
- From 10/1/23 – 1/22/24
 - 709,453 VMT reduction
 - 31,081 trip reduction
 - 305 tons of CO2 reduction

Seat	Required/ Optional	Affiliation	Name	Rural/Urban	Term Expiration	Statutory Description
Clerk	Clerk	MaineDOT (Council Clerk)	Lori Brann			
1	Required	MaineDOT	Ryan Neale	Rural/Urban	12/31/2024	"The commissioner or the commissioner's designee"
2	Required	Kittery Area Comprehensive Transportation System	Stephanie Carver	Urban	12/31/2026	"One representative each from the federal designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions'
3	Required	Androscoggin Transportation Resource Center	Larry Allen	Urban	12/31/2024	"One representative each from the federal designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions'
4	Required	Bangor Area Comprehensive Transportation System	Maddie Jensen	Urban	12/31/2025	"One representative each from the federal designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions'
5	Required	Portland Area Comprehensive Transportation System	Andrew Clark	Urban	12/31/2026	"One representative each from the federal designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions'
6	Required	Maine Council on Aging	Jessica Maurer	Rural/Urban	12/31/2024	"One representative of a statewide nonprofit organization advocating on behalf of older adults'
7	Required	MaineHealth	Tim Cowan	Rural/Urban	12/31/2025	"One representative of a medical provider"
8	Required	Portland Regional Chamber of Commerce	Eamonn Dundon	Urban	12/31/2023	"One representative of an organization representing the business community with an interest in improving public transportation'
9	Required	Maine Economic Development Directors Assoc.	Chris Hall	Rural/Urban	12/31/2024	"One representative of a statewide association of planning and development agencies'
10	Required	Disability Rights Maine	Kim Moody	Rural/Urban	12/31/2025	"One representative of an organization representing persons with disabilities'
11	Required	Waldo Community Action Partners	Michael Hallundbaek	Rural	12/31/2026	"Four representatives of 2 separate public or nonprofit transit agencies, 2 of whom represent an urban agency and 2 of whom represent a rural agency"
12	Required	Aroostook Partnership	Paul Towle	Rural	12/31/2024	"One representative of an economic development organization"
13	Required	Kennebec Valley Community Action Corporation	Erin Bingham	Rural/Urban	12/31/2025	"One representative of an organization representing low-income persons"
14	Required	Concord Coach Lines	Dana Knapp	Rural/Urban	12/31/2026	"One representative of private bus operators"
15	Required	Transportation Committee, Democratic Party	Rep. Lynne Williams	Rural	12/4/2024	"The commissioner shall invite at least 2 members of the joint standing committee of the Legislature having jurisdiction over transportation matters representing different political parties"
16	Required	Transportation Committee, Republican Party	Sen. Brad Farrin	Rural	12/4/2024	"The commissioner shall invite at least 2 members of the joint standing committee of the Legislature having jurisdiction over transportation matters representing different political parties"
17	Required	Northern New England Passenger Rail Authority	Catherine Davidson	Rural/Urban	12/31/2024	"The commissioner shall invite ... at least one representative of the Northern New England Passenger Rail Authority"
18	Optional	Town of Bucksport	Susan Lessard	Rural	12/31/2025	
19	Optional	Optional Knowledgeable Party	Vacant	Vacant	12/31/2023	
20	Optional	Penobscot Job Corps	David Landry	Urban	12/31/2024	
21	Optional	ITNAmerica	Katherine Freund	Rural/Urban	12/31/2022	
22	Optional	City of Auburn	Jonathan LaBonté	Urban	12/31/2024	
23	Optional	Optional Knowledgeable Party	Vacant	Rural/Urban	12/31/2024	
24	Optional	Maine Turnpike Authority / GO Maine	Rebecca Grover	Rural/Urban	12/31/2025	
25	Optional	Optional Knowledgeable Party	Vacant	Rural/Urban	12/31/2023	
26	Optional	Optional Knowledgeable Party	Vacant	Vacant	12/31/2024	
27	Optional	Optional Knowledgeable Party	Vacant	Urban	12/31/2022	
28	Optional	Citizen	Barbara Schneider	Rural	12/31/2023	
29	Optional	Augusta Age-Friendly Advisory Committee	Duane Scott	Rural/Urban	12/31/2024	
30	Optional	The Jackson Laboratory	Amanda Dioszeghy	Rural	12/31/2023	
31	Optional	Natural Resources Council of Maine	Josh Caldwell	Rural/Urban	12/31/2026	
32	Required	Western Maine Transportation Services	Sandy Buchanan	Rural	12/31/2026	"Four representatives of 2 separate public or nonprofit transit agencies, 2 of whom represent an urban agency and 2 of whom represent a rural agency"
33	Required	Greater Portland Transit District	Greg Jordan	Urban	12/31/2026	"Four representatives of 2 separate public or nonprofit transit agencies, 2 of whom represent an urban agency and 2 of whom represent a rural agency"
34	Required	Biddeford Saco Old Orchard Beach Transit	Chad Heid	Urban	12/31/2025	"Four representatives of 2 separate public or nonprofit transit agencies, 2 of whom represent an urban agency and 2 of whom represent a rural agency"
35	Required	Maine Department of Labor	Omolola Achuba	Rural/Urban	12/31/2026	"One representative of an organization from one of the State's immigrant communities'
36	Required	Statewide Homeless Council	Cheryl Harkins	Rural/Urban	12/31/2025	"One representative of the State's unhoused community"
37	Required	Maine Youth Action	Cole Cochrane	Rural/Urban	12/31/2025	"One representative representing youth interests who is 16 years of age or older and under 25 years of age"

PUBLIC TRANSIT ADVISORY COUNCIL

BIENNIAL REPORT TO GOVERNOR AND LEGISLATURE

February 2023

Submitted by



MaineDOT

I. STATUTORY REPORTING REQUIREMENT

Excerpt from PTAC Statute 23 MRSA 4209-A:

- 1. Report.** The council shall report on its deliberations and any recommendations by March 1st of each odd-numbered year to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters. The report must include:
 - A. An assessment of the level of public transportation services provided to the public;
 - B. Recommendations for the level of service that should be provided and an estimate of the cost of providing those services; and
 - C. A progress report on recommendations contained in the most recent statewide strategic transit plan for the department as well as the quinquennial local coordinated plan for regional transit under section 4209, subsection 2.

II. BACKGROUND

The Public Transit Advisory Council (council) is currently comprised of 27 members offering diverse perspectives on Maine’s urban and rural transit needs (see Appendix A). The council is charged with advising the Departments of Transportation, Labor, and Health and Human Services on matters related to public transportation. The council meets at least once per year and on an as-needed basis otherwise. The most recent meetings were held on August 16, 2022 and January 24, 2023. All meeting materials including minutes are available at www.maine.gov/mdot/transit/ptac.

The past two years have been very challenging for public transportation. The COVID-19 pandemic fundamentally altered transportation needs and travel patterns, with lasting impacts. Maine transit ridership has rebounded but remains at 55 to 70 percent of pre-pandemic levels for many providers. Indications are that people who are currently using public transportation have limited transportation options and rely on public transit to meet most or all of their transportation needs. It remains to be seen if people with transportation options will return to public transit in large numbers.

The pandemic has also exacerbated workforce challenges across the state and across the economy. Supply chain shortages have made procurement of vehicles and parts challenging. Public transportation providers have struggled to find drivers, staff, and capital to maintain current levels of service, much less support service expansions.

III. ASSESSMENT OF PUBLIC TRANSPORTATION SERVICES

The draft Maine State Transit Plan was released for public comment, along with the other modal plans in MaineDOT’s Family of Plans, in December 2022. The draft plan includes an assessment of existing conditions which describes the current transportation network. The full draft report is available on the MaineDOT website at <https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>

Maine’s statewide public transportation network consists of 25 in-state providers and one New Hampshire-based agency providing some service in Maine. This includes urban fixed route bus, small urban and regional systems, regional transportation programs serving Maine’s eight transportation regions, ferry service, and intercity bus and rail service. In 2019, prior to the onset of the pandemic, Maine’s transit providers provided approximately 7.9 million trips, with 15,074 million vehicle miles traveled and 18 million vehicle revenue miles. Key partners include the Maine Department of Transportation’s MaineCare non-emergency transportation program, regional transportation provider

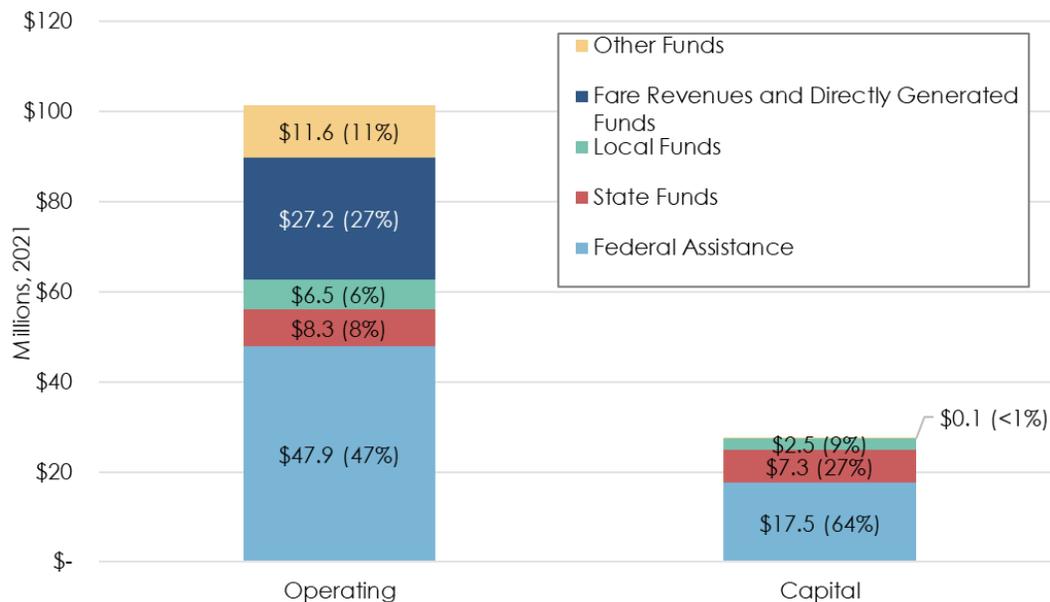
social service transportation, the GO MAINE ridesharing and trip planning program, volunteer driver networks, the Moving Maine Network, and workforce transportation initiatives such as MaineDOT’s Workforce Transportation Pilot initiative.

Most transit funding is administered through one or more Federal Transit Administration (FTA) programs:

- Section 5303 – Metropolitan Planning
- Section 5304 – Statewide Planning
- Section 5307 – Urbanized Area Formula Grants
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 – Nonurbanized Area Formula Grants for Rural Areas
- Section 5337 – State of Good Repair Grants
- Section 5339 – Grants for Buses and Bus Facilities

As shown below, federal assistance was the largest source of funds for both capital and operations in 2021, totaling \$65.7 million. These values may not be representative of available funding going forward, as several factors made 2021 unusual, such as the receipt of CARES and CRRSAA funding for transit operations. Expenditures in support of transit in 2021 total approximately \$20.6 million, including \$16.9 million for the Maine State Ferry Service, \$3.7M for transit (bus, small ferries, and the Amtrak Downeaster), and \$65.4 thousand for GO MAINE. With all sources of state funding included, Maine’s per capita state funding for transit was \$15.03 in 2021. Any snapshot of annual funding cannot consider the receipt of the emergency relief funding (i.e. CARES/CRRSAA/ARPA) passed through Congress for transit operations.

2021 Maine Transit Agency Expenditures by Source



The draft Maine State Transit Plan also includes 25 performance measures, based on 2021 data, across seven broad themes: usage, service level, efficiency, safety, state of good repair, sustainability, and use of technology.

IV. RECOMMENDATIONS AND ESTIMATED COSTS FOR SERVICE THAT SHOULD BE PROVIDED

The 2019 Biennial Report discussed three approaches to assess unmet transportation needs in Maine: a summary, based on previous planning efforts, of identified groups having unmet transportation needs; unfunded applications requested from public transportation providers; and an estimate based on the number of households without a vehicle. The report cited the approach of the Maine Strategic Transit Plan 2025 (released in 2015), which adopted the Transit Cooperative Research Program’s approach that meeting 20% of total unmet needs in rural areas was a reasonable goal for public transportation service.

The draft Maine State Transit Plan’s Needs Assessment looks to the future of Maine’s public transportation network and is the basis for the PTAC’s recommendations for the appropriate level of service and associated costs. The Needs Assessment lists needs and shortcomings of the current statewide public transit system, including needs related to geography and environment, service structure, the COVID-19 pandemic, labor shortages and supply chain issues, funding, and technology.

Theme	Specific Need	
1. Rural Transit Demand and Accessibility	Effective quantification of demand Sufficient door-to-door service Sufficient multimodal connectivity and accessibility Effective targeted technology Appropriate marketing and communication Responsive service for the aging population	
2. Service Structure and Coordination Needs	Effective service frequencies and hours of service Effective coordination between transit agencies Sufficient geographic coverage	
3. Adjusting Service for Post-COVID Needs	Comprehensive assessment of post-COVID travel patterns and service needs, especially for particularly transit-dependent populations	
4. Driver, Labor, and Supply Chain Shortages	Address ongoing driver, labor, and supply chain issues	
5. Climate Change	Continued implementation of hybrid, electric, and other low- and zero-emission vehicles Robust public transportation system	
6. Additional Technology Needs	Full statewide implementation of GTFS and GTFS-Flex Implementation of CAD/AVL systems Scheduling software Modern fare payment systems Statewide asset management platform	

7. Funding	Sufficient public transit funding and predictability of funding levels	
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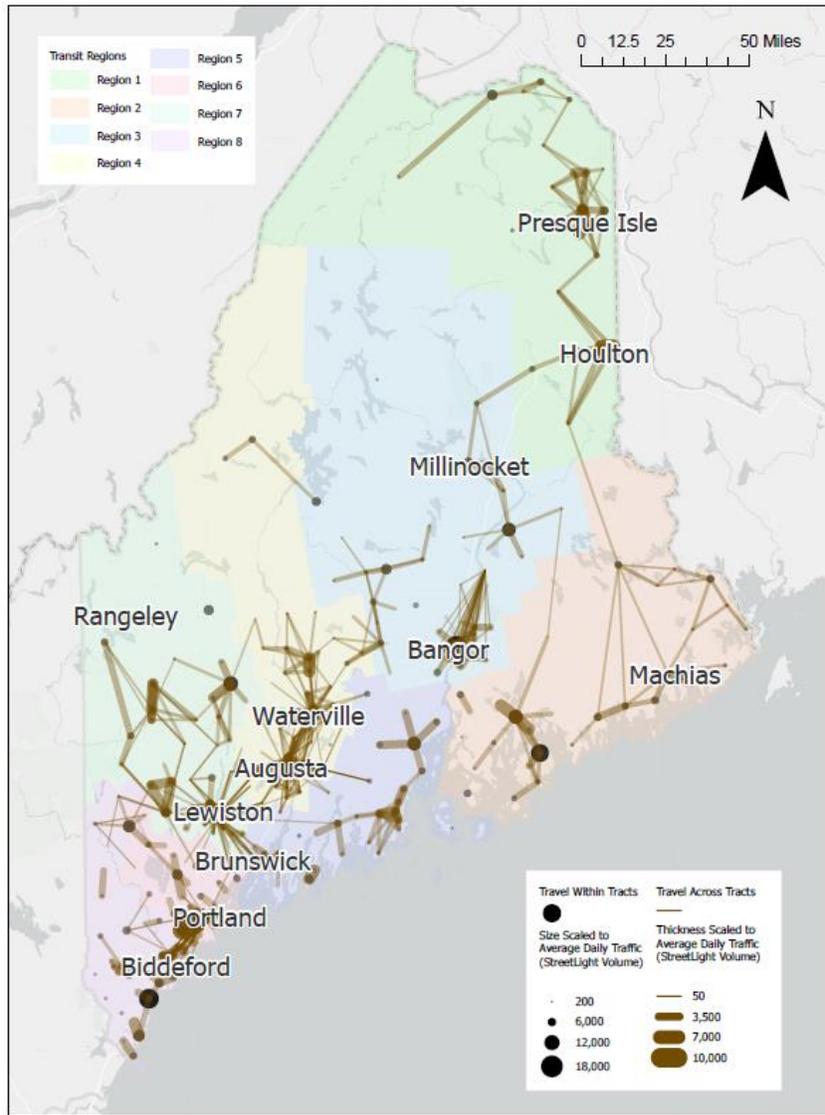
The Needs Assessment is based on an assessment of existing conditions, a public survey, public and stakeholder outreach, and an assessment of travel patterns based on an analysis of StreetLight location-based services data and demographics. The Needs Assessment is informed by an analysis of transit propensity around the state. The process, outlined below, identified geographies with high need for transit that do not have current transit service, based on origin-destination travel data from location-based services data. Data sources include StreetLight data, primarily from cell phones; the U.S. Census and American Community Survey; and ridership data from transit providers.



Travel patterns throughout the state were examined to identify areas of high transit propensity that are not currently served adequately by public transportation, based on an analysis of StreetLight location-based services data and demographics. Based on an analysis of a consensus of approaches, the transit propensity analysis included in the Needs Assessment incorporated eight key factors affecting transit ridership. While there is no single agreed upon standard for the relative importance of these factors, weights were selected based on a review of the literature, as detailed below.

Factor	Weight
Population density	30
Quantity of travel	20
Zero-vehicle housing units (%)	15
Low-income households (%)	10
Population with disabilities (%)	10
Female population share (%)	5
Population that is not "white, non-Hispanic" (%)	5
Population aged 65+ (%)	5

The overall statewide results are demonstrated in the map that follows.



A “rural” version of the score was also developed which excludes the population density component to better highlight the potential service needs of Maine’s lower-density areas. Analysis of Maine’s major metropolitan regions provides further detail on travel patterns and needs in those areas.

The Transit Plan also establishes a framework for determining the appropriate type and intensity of transit service to meet local needs and recommends an approach to quantifying demand and transit propensity. A progression builds from specific customer needs, using performance measures to identify appropriate types, intensity, and spans of service based on local conditions.



The table that follows outlines the wide range of transit service types and intensities in Maine, each with its own strengths and weaknesses to be weighed in determining appropriate service for each location and circumstance. Demand-response service does not scale up well, and scales down only moderately well, to meet changing demand. Fixed-route service scales up well as demand grows but may be difficult to scale down if demand declines, because hourly costs are essentially fixed. Although very cost-effective, vanpool and volunteer networks may not provide a sufficiently consistent level of service.

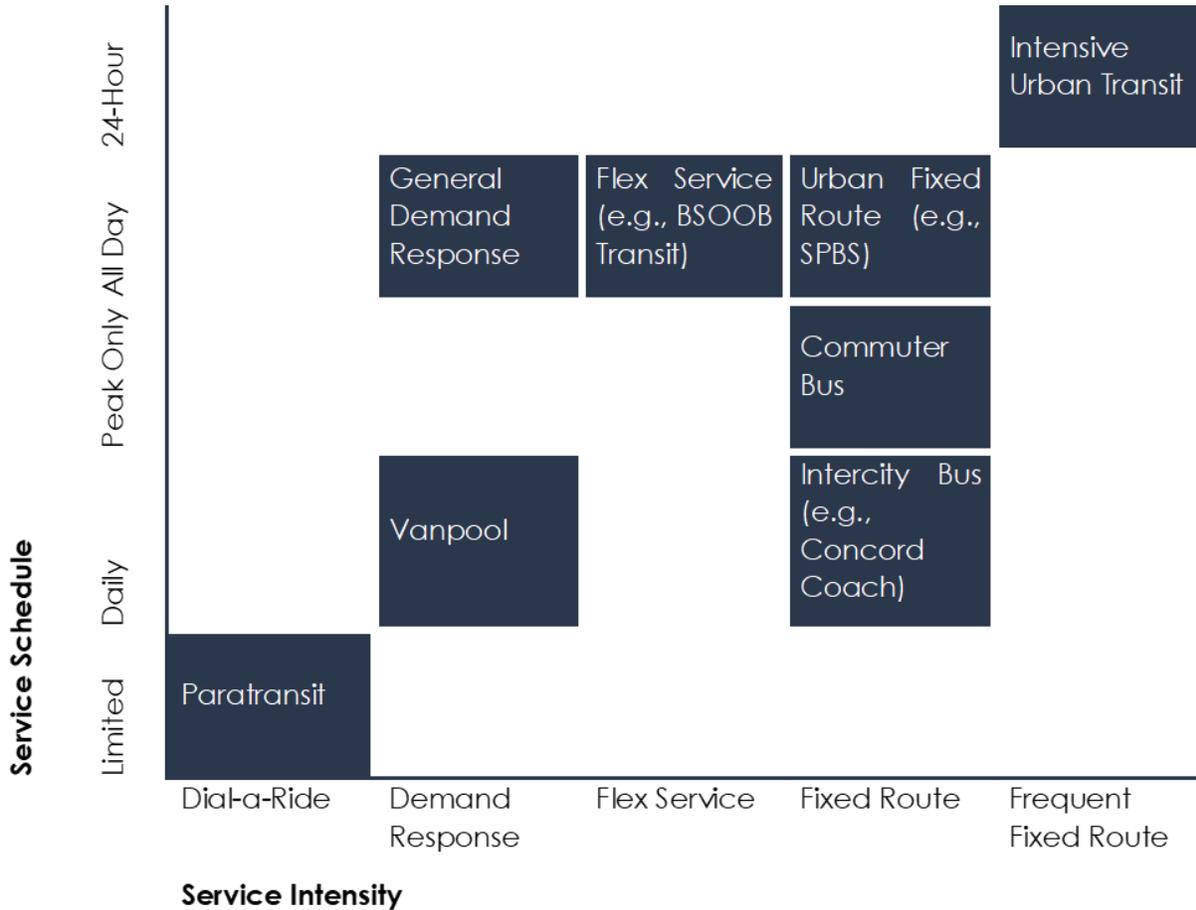
Transit options	Description	Example
Volunteer Driver Networks	Paid or unpaid drivers from the community coordinated by agency or NGO.	Aging in Place, Friends in Action
Vanpool	Volunteer drivers use agency-provided vehicles to operate pooled service to common destinations (typically employers).	Commute with Enterprise/GO MAINE
Dial-a-ride	Prebooked service, typically 24 hours in advance and often limited to certain days of the week.	Penquis Community Action Program
Demand response (qualified and general)	Demand-response service (i.e. microtransit) using agency-operated or contracted vehicles with professional or contracted drivers.	Aroostook Regional Transportation System – Caribou
Limited/Intercity Service	Infrequent (no more than one run per day), often long-distance service.	Concord Coach, Cyr Bus Line
Deviated fixed route/Flex Service	Fixed route service that diverts from scheduled service to allow stops at nearby locations on passenger request.	Aroostook Regional Transportation System
Fixed route	Standard bus service, with scheduled stops at predetermined locations.	CityLink, South Portland Bus Service
Frequent fixed route	Bus service with headways of 15 minutes or fewer.	(Not present in Maine)

The appropriate type of service depends on needs to be addressed, including:

- The pattern of trips to be served (such as trips to/from a few major destinations or several widely dispersed destinations)
- The intensity of the need (the number of trips that could be served)
- The transit propensity in the area served

The Transit Plan Needs Assessment notes that service spans and types can be combined into specific service options for a particular community or need, as shown in the framework that follows. Transit service in a community can be adjusted by moving service up or down (increasing or decreasing service span) and/or to the right or left (increasing or decreasing service intensity) on the axes.

Service Intensity and Schedule



Several different service options may be feasible for a given intensity of demand and transit propensity. Selecting the appropriate service for the situation depends on a local understanding of travel markets, including factors such as housing and land use patterns, community outreach, the dispersal pattern of trips to be served, and important destinations for transit users, including medical facilities, grocery stores, employment centers, recreation, and services. Given funding constraints, the relative costs, efficiencies, and benefits of the various service models must be considered as well.

Census-tract level analysis provides a high-level perspective, but local and regional assessments require a more detailed analysis. The weights and factors may be adjusted as appropriate, and the analysis can be improved at the local level through smaller geographic units such as Census block groups and analysis of time-of-day and day-of week travel patterns.

Further details on this assessment of the level of public transportation services provided to the public and recommendations for the level of service that should be provided, and estimated costs are available in the Maine State Transit Plan and accompanying Needs Assessment, available at <https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>

V. RECOMMENDED PRIORITY STRATEGIES, ASSIGNED ACTION STEPS, AND STATUS UPDATE

This section provides a brief overview and update on some of the priority strategies and action steps from the PTAC's 2019 Biennial Report and the Maine Department of Transportation's Locally Coordinated Plan for Public Transit 2019 – 2023. MaineDOT is currently finalizing the draft Maine State Transit Plan which, when finalized, will provide the direction for Maine's public transportation system in the years to come and be the basis of future planning efforts.

Deepen State Agency Coordination (Lead = MaineDOT)

The Interagency Working Group on Transit meets on an as-needed basis to provide updates and coordinate on programming. In addition to the regular meetings, members connect regularly on issues of mutual interest. Members include MaineDOT, Maine Department of Economic and Community Development, Maine Department of Health and Human Services, Maine Department of Labor, and the Governor's Office of Policy Innovation and the Future. Meeting topics have included:

- MaineDOT Workforce Transportation Pilot
- Maine DOL's Barriers to Work survey
- E-bikes initiatives
- GO MAINE
- The Maine State Transit Plan
- Transit Bus Electrification
- Transit technology initiatives

As recommended in the Maine State Transit Plan, MaineDOT and DHHS intend to collaborate on efforts to improve coordination and efficiency between transportation services provided by the respective departments, an important example of interagency coordination.

Support Volunteer Driver Networks (Lead = MaineDOT)

The draft Maine State Transit Plan calls for strengthening and encouraging volunteer driver programs. The Maine Council on Aging's Transportation Equity for Healthy Aging initiative is gathering information on volunteer driver programs. The effort will develop volunteer training in an effort to bring volunteer driver programs and transit providers together to share information and resources. The initiative will also seek to work with regional transit providers and municipalities to develop pilot programs with volunteer drivers and with GO MAINE to include volunteer driver networks in the ride sharing program's trip-planning software. MaineDOT is actively participating in this initiative and will look to complement these efforts where appropriate and practicable.

Explore GO MAINE Trip Planner (Co-Leads = MaineDOT and Maine Turnpike Authority)

GO MAINE is a program of MaineDOT and the Maine Turnpike Authority, with MaineDOT having assumed the lead role in the fall of 2021. Consultant AECOM was brought on to conduct an evaluation of goals and objectives and to manage the program. The program functioned but was not actively promoted during the COVID-19 pandemic, and was relaunched in the spring of 2022. Agile Mile manages the GO MAINE trip planning software platform. Goals for this part of the program include:

- Incorporating General Transit Feed Specification (GTFS) and GTFS Flex digital mapping of services and routes into the GO MAINE trip planner. MaineDOT is working with a consultant to assist transit providers in developing appropriate digital mapping of services and routes and ensuring that these systems are compatible across agencies. Agile Mile will work with the consultant and transit

agencies as necessary to ensure that these feeds are accessible in the GO MAINE trip planner.

- Incorporating automated fare payment systems into the GO MAINE trip planning platform. The consultant will also work with MaineDOT and transit agencies on procuring and implementing fare payment systems, and again will work with transit agencies, AECOM, MaineDOT, and Agile Mile to ensure that these are incorporated into the GO MAINE trip planner as appropriate. This may include single payment options across multiple providers.

Prudently invest in electric and hybrid propulsion systems and charging infrastructure (Lead = MaineDOT)

In 2022, MaineDOT worked with consultant Hatch LTK to develop plans for eight Maine transit providers (Bangor Community Connector, Biddeford Saco Old Orchard Beach Transit, CityLink, Downeast Transportation Inc., Greater Portland Transit District, Regional Transportation Program, South Portland Bus Service, and York County Community Action Corporation) to transition their vehicle fleets to hybrid and electric vehicles. The plans generally look to phase in hybrid and electric vehicles as existing vehicles reach the end of their useful life. MaineDOT is currently working with these agencies to ascertain needs for a potential joint application for funds through the Federal Transit Administration's Low or No Emission Grant Program, with applications due on April 13.

Launch Moving Maine Network (Co-Leads = Greater Portland Council of Governments, Maine Cancer Foundation, Maine Primary Care Association, MaineDOT)

According to its website, www.movingmaine.org, the Moving Maine Network convenes stakeholders from across sectors and perspectives to elevate solutions and champion policy actions. The Network has developed 2022-2023 Policy Priorities through input from hundreds of stakeholders representing various interests and lived experiences across the state. The Network has also developed a list of Core Values. Moving Maine's Policy and Advocacy Workgroup acts as the venue to collaborate and advance its policy efforts. The Networks goals are:

- Mainers can walk, bike, and roll safely
- Mainers can access rides to community, healthcare, and social needs
- Mainers are able to afford public transportation
- Mainers have access to public transportation

Moving Maine's Steering Committee includes Maine Housing, Biddeford Saco Old Orchard Beach Transit, Penquis Lynx, Maine Youth for Climate Justice, Portland Friends Meeting, Maine Statewide Independent Living Council, Maine Department of Labor, ITN, Maine Community Action Partnership, Maine Primary Care Association, Maine Council on Aging, MaineDOT, Greater Portland Council of Governments, Xenos Communications Consulting, Community Housing Maine, Maine Center for Disease Control, Maine Department of Health and Human Services, Disability Rights Maine, and mobility liaisons.

Increase State Funding to Transit Agencies (Lead = Legislature and MaineDOT)

MaineDOT has updated its reporting numbers to more accurately reflect total amounts provided to public transportation. Previous reporting which calculated Maine's state funding as \$0.86 per capita did not include funds for the Maine State Ferry Service, the Northern New England Passenger Authority/Amtrak Downeaster, and GO MAINE. With all sources of state funding included, Maine's per capita state funding was \$10.81 in 2020 and \$15.03 in 2021. The increase from 2020 to 2021 is largely due to increased state funding for the Maine State Ferry Service. State Departments of Transportation include different funding components in their numbers, and therefore comparisons across states are

challenging and should be used only cautiously. Average per capita state funding for the 50 states and the District of Columbia in 2020 was \$63.00, a number which is significantly increased by large amounts of state funding in several urbanized states and the District of Columbia.

Update Maine Transit Association Directory (Co-Leads = Maine Transit Association and MaineDOT)

The directory was completed in early 2020. The most recent version is available on the MaineDOT website at <https://exploremaine.org/bus/>

Appendix A

PUBLIC TRANSIT ADVISORY COUNCIL MEMBERSHIP February 2023

Name	Affiliation	Term Expiration
Lori Brann	MaineDOT (Council Clerk)	unspecified
Ryan Neale	MaineDOT (Commissioner's Designee & Chair)	unspecified
Stephanie Carver	Kittery Area Comprehensive Transportation System	12/31/2023
Larry Allen	Androscoggin Transportation Resource Center	12/31/2024
Maddie Jensen	Bangor Area Comprehensive Transportation System	12/31/2025
Andrew Clark	Portland Area Comprehensive Transportation System	12/31/2023
Jessica Maurer	Maine Council on Aging	12/31/2024
Tim Cowan	MaineHealth	12/31/2025
Levi Rogers	Jackson Laboratory	12/31/2023
Chris Hall	Maine Economic Development Directors Assoc.	12/31/2024
Kim Moody	Disability Rights Maine	12/31/2025
Michael Hallundbaek	Waldo Community Action Partners	12/31/2023
Paul Towle	Aroostook Partnership	12/31/2024
Clyde Barr	MaineHousing	12/31/2025
Dana Knapp	Concord Coach Lines	12/31/2023
Rep. Lynne Williams	Transportation Committee, Democratic Party	12/7/2024
Sen. Brad Farrin	Transportation Committee, Republican Party	12/7/2024
Will Gayle	Northern New England Passenger Rail Authority	12/31/2024
Susan Lessard	Town of Bucksport	12/31/2025
Greg Jordan	MTA/Greater Portland Transit District (METRO)	12/31/2023
David Landry	Penobscot Job Corps	12/31/2024
Katherine Freund	ITNAmerica	12/31/2025
Jonathan LaBonté	Lewiston and Auburn Railroad Company	12/31/2023
Rebecca Grover	Maine Turnpike Authority / GO Maine	12/31/2025
Wayne Morey	Maine VA Healthcare	12/31/2023
Sandy Buchanan	Western Maine Transportation Services	12/31/2024
Barbara Schneider	Citizen	12/31/2023
Duane Scott	Augusta Age-Friendly Advisory Committee	12/31/2024

Public Transit Advisory Council

Bylaws

(Adopted March 2, 2018)

Section 1. Purpose

The Maine Public Transit Advisory Council, hereinafter "the Council," was established via 23 MRSA §4209-A to advise the Maine Legislature and the Maine Department of Transportation regarding public transit services in the State. The Council shall advise the department on the review and approval of locally coordinated plans for regional transit under Title 23, section 4209 and shall advise on any statewide strategic transit planning undertaken by the department, including short-term and long-term fiscal, operating and capital investments, and the integration of transit planning with the Sensible Transportation Policy Act. Under 23 MRSA §4209, the Council is further charged with advising the Departments of Labor and Health and Human Services regarding their respective transportation programs, with a directive to maximize synergies.

Section 2. Membership

Members shall be appointed by the Commissioner of Transportation as outlined in statute. Representatives of the Maine Legislature's Transportation Committee and the Northern New England Passenger Rail Authority (NNEPRA) shall be appointed to serve as regular voting members. Employees of MaineDOT shall not be voting members.

Section 3. Meetings

The Council shall meet at the call of the chair, or at the call of at least three (3) voting members of the council. The Council must meet at least twice per calendar year. All meetings of the Council are open to the public; notice of all meetings will be posted on the MaineDOT web site. Meetings may be held all or in part by teleconference or videoconference provided a main location is accessible to the public.

Section 4. Quorum and Voting

51% of voting members constitutes a quorum for conduct of official business. Provided a quorum is reached during a meeting, the entire meeting's actions shall be considered valid; however, a minimum of 4 affirmative votes must be cast on any motion for it to carry. If fewer than a quorum is present at a duly called meeting, the Council may discuss and deliberate, with opinions expressed recorded in meeting minutes.

Section 5. Duty of Chair

It is the duty of the chair to lead the Council's work, including but not limited to the following:

- Advise the Commissioner on making Council appointments and meeting statutory requirements;
- Keep members informed of pertinent concerns within the Council's purview;
- Prepare for, call and conduct meetings;
- Appoint Council committees and working groups;
- Develop and deliver Council reports to the Maine Legislature;
- Keep the Commissioner and other appropriate parties aware of Council positions as taken; and
- Oversee work of the clerk.

Section 6. Duty of Clerk

It is the duty of the clerk to support the Council's work, including but not limited to the following:

- Keep a record of Council proceedings;
- Post Council documents on the MaineDOT web site; and
- Prepare the Council's Annual Report to the Secretary of State.

Section 7. Amendments

These bylaws may be amended by majority vote at any duly called meeting at which such action is published with the meeting agenda. Proposals initiated during a meeting without prior notice may be adopted at the following meeting.

Maine Secretary of State



Board or Commission Annual Report Covering calendar year 2023

PUBLIC TRANSIT ADVISORY COUNCIL
LORI BRANN, Clerk of the Board
16 SHS
AUGUSTA, ME 04333

SOS Tracking #: 5198
Title 5, Chapter 379: 5 MRSA § 12004-I, sub-§ 82-A

Name of Person Completing the Report: LORI BRANN
Estimate of the number of hours that the Clerk spent working for the board or commission: 40.00
Date Report Filed: December 06, 2023

Is your board or commission active?: Yes
Did your board or commission meet in 2023?: Yes

Total number of meetings in 2023?: 1
Average number of members attending: 17.00
Average length of meeting: 1.00

Summary of the activities of the board or commission related to accomplishing its mission in 2023:

The new council chair, Ryan Neale, held one virtual meeting during calendar 2023 on January 24. Jenn Grant from Planning attended and thanked everyone for participating. Items discussed included the Draft Maine State Transit Plan, plans for transit bus electrification, transit technology initiatives, the workforce transportation pilot program, the biennial report to the Legislature. The meeting included a roundtable discussion from members regarding other items of interest. Member Tim Cowan said the timing of the transit plan aligns with the Maine Shared Community Health Needs Assessment, a requirement for not-for-profit hospitals. The meeting concluded with Jenn Grant announcing upcoming public meetings for passenger rail.

5198 - PUBLIC TRANSIT ADVISORY COUNCIL

Detailed Meeting Information for 2023

1 - Meeting or Other Activity

Description of meeting or other activity: PUBLIC TRANSIT ADVISORY COUNCIL MEETING

Date of meeting or other activity: 01/24/2023

Location of meeting or other activity: VIRTUAL, ME

Number of members attending: 17 of 37

Length of meeting or other activity: 1.00

Total Per diem compensation received by board members for each meeting or other activity of the board. This expense category includes per diem payments only.: \$0.00

Total Expense related to the functioning of the board for public hearing costs for a meeting or other activity of the board.: \$0.00

Total Expense related to the functioning of the board for facility rental costs for a meeting or other activity of the board. This expense category may also include, but is not limited to, the cost associated with internet connections, audio visual equipment or telecommunication connections and equipment.: \$0.00

Total Expenses for which board members were reimbursed for each meeting or other activity of the board. This expense category includes, but is not limited to, mileage, lodging, tolls and meals and incidentals.: \$0.00

Total Expense related to the functioning of the board for other expenses not classified in 5 MRSA Section 12005-A, sub-section 6-A, paragraph D. This expense category may include, but is not limited to, the cost of professional services. This expense category (as well as the other expense categories) does NOT include State employee (personal services) costs to support the board; this information does not need to be reported.: \$0.00

Total Expense related to the functioning of the board for refreshment costs for a meeting or other activity of the board.: \$0.00

Total Reimbursement to board members other than for per diem or expenses such as a stipend.: \$0.00

5198 - PUBLIC TRANSIT ADVISORY COUNCIL

Members of the Board or Commission as recorded in the Secretary of State's office as of the date of filing:

Seat 01

RYAN NEALE

16 SHS, AUGUSTA, ME 04333-0016

Appointment Date: 12/21/2021

Expiration Date:

Seat 02

STEPHANIE CARVER

110 MAIN STREET, SUITE 1400, SACO, ME 04072

Appointment Date: 01/01/2021

Expiration Date: 12/31/2023

Seat 03

LARRY ALLEN

125 MANLEY ROAD, AUBURN, ME 04210

Appointment Date: 11/13/2023

Expiration Date: 12/31/2024

Seat 04

MADLINE JENSEN

12 ACME RD, SUITE 104, BREWER, ME 04412

Appointment Date: 02/08/2023

Expiration Date: 12/31/2025

Seat 05

ANDREW CLARK

970 BAXTER BLVD, STE 201, PORTLAND, ME 04103

Appointment Date: 05/25/2022

Expiration Date: 12/31/2023

Seat 06

JESSICA MAUER

P.O. BOX 988, BRUNSWICK, ME 04011

Appointment Date: 05/25/2022

Expiration Date: 12/31/2024

Seat 07

TIM COWAN

110 FREE STREET, PORTLAND, ME 04101

Appointment Date: 02/21/2023

Expiration Date: 12/31/2025

Seat 08

LEVI ROGERS
600 MAIN STREET, BAR HARBOR, ME 04609
Appointment Date: 05/25/2022
Expiration Date: 12/31/2023

Seat 09

CHRIS HALL
970 BAXTER BLVD., STE 201, PORTLAND, ME 04103
Appointment Date: 05/25/2022
Expiration Date: 12/31/2024

Seat 10

KIM MOODY
160 CAPITAL STREET, SUITE 4, AUGUSTA, ME 04330
Appointment Date: 02/08/2023
Expiration Date: 12/31/2025

Seat 11

MICHAEL E. HALLUNDBAEK
P.O. BOX 130, BELFAST, ME 04915
Appointment Date: 01/01/2021
Expiration Date: 12/31/2023

Seat 12

PAUL TOWLE
11 WEST PRESQUE ISLE RD, CARIBOU, ME 04736
Appointment Date: 05/25/2022
Expiration Date: 12/31/2024

Seat 13

ERIN BINGHALIB
97 WATER STREET, WATERVILLE, ME 04901
Appointment Date: 11/13/2023
Expiration Date: 12/31/2025

Seat 14

DANA KNAPP
100 SEWALL STREET, PORTLAND, ME 04102
Appointment Date: 01/01/2021
Expiration Date: 12/31/2023

Seat 15

REP. LYNNE WILLIAMS
2 SHS, AUGUSTA, ME 04333
Appointment Date: 02/08/2023
Expiration Date: 12/03/2024

Seat 16

SEN. BRAD FARRIN
3 SHS, AUGUSTA, ME 04333-0003
Appointment Date: 02/16/2023
Expiration Date: 12/03/2024

Seat 17

CATHERINE DAVIDSON
75 WEST COMMERCIAL STREET, STE 104, PORTLAND, ME 04104
Appointment Date: 11/13/2023
Expiration Date: 12/31/2024

Seat 18

SUSAN LESSARD
P.O. DRAWER X, BUCKSPORT, ME 04416
Appointment Date: 02/08/2023
Expiration Date: 12/31/2025

Seat 19

GREG JORDAN
114 VALLEY STREET, PORTLAND, ME 04102
Appointment Date: 01/01/2021
Expiration Date: 12/31/2023

Seat 20

DAVID LANDRY
1375 UNION STREET, BANGOR, ME 04401
Appointment Date: 05/25/2022
Expiration Date: 12/31/2024

Seat 21

KATHERINE FREUND
90 BRIDGE STREET, STE 210, WESTBROOK, ME 04092
Appointment Date: 02/16/2023
Expiration Date: 12/31/2025

Seat 22

JONATHAN LABONTE
30 COACHMAN AVENUE, AUBURN, ME 04210
Appointment Date: 01/01/2021
Expiration Date: 12/31/2023

Seat 23

Vacant

Seat 24

REBECCA GROVER
2360 CONGRESS STREET, PORTLAND, ME 04102
Appointment Date: 02/08/2023
Expiration Date: 12/31/2025

Seat 25

Vacant

Seat 26

SANDY BUCHANAN
76 MERROW RD, AUBURN, ME 04210
Appointment Date: 05/25/2022
Expiration Date: 12/31/2024

Seat 27

Vacant

Seat 28

BARBARA SCHNEIDER
50 ROUGH RIDER ROAD, DURHAM, ME 04222
Appointment Date: 01/01/2021
Expiration Date: 12/31/2023

Seat 29

DUANE SCOTT
67 RODIGUE HEIGHTS, AUGUSTA, ME 04330
Appointment Date: 05/25/2022
Expiration Date: 12/31/2024

Seat 30

Vacant

Seat 31

Vacant

Seat 32

Vacant

Seat 33

Vacant

Seat 34

CHAD HEID
13 POMERLEAU STREET, BIDDEFORD, ME 04005
Appointment Date: 11/13/2023
Expiration Date: 12/31/2025

Seat 35

Vacant

Seat 36

CHERYL HARKINS

20 DEVEREAUX CIRCLE, SOUTH PORTLAND, ME 04106

Appointment Date: 11/29/2023

Expiration Date: 12/31/2025

Seat 37

COLE COCHRAN

1328 HARVARD YARD MAILING CENTER, 1 OXFORD STREET, CAMBRIDGE, MA 02138

Appointment Date: 11/29/2023

Expiration Date: 12/31/2025

Total seats vacant as of December 31, 2023: 8