

March 4, 2008

To: Windham Economic Development Council

From: David Willauer GPCOG Planning Director

Subject: Lakes Region Transit Service Update

Concept

Implement Lakes Region Transit Service in the fall of 2008.

Background

GPCOG published a plan to implement bus service in 2001.¹ In January, 2007, representatives from the Lakes Region Transportation Coalition expressed unanimous support for GPCOG to work with Lakes Region towns to implement transit service. CDBG funds totaling \$49,500 were awarded to Windham on behalf of the Lakes Region towns to help fund the program.

Proposed Bus Service and Costs

One dedicated bus would operate weekdays year-round between Bridgton/Harrison and Portland. Route 115/202 and Exit 63 in Gray would be incorporated into the route to avoid Route 302 congestion. The proposed service concept is a contract operation using a coach-style bus.

hours/day	# buses	Cost/hr	Days/yr	Op \$ Costs
9.5	1	\$75	240	\$171,000

Proposed Funding Sources

Proposed operating revenues include \$50,000 (JARC²), \$50,000 (New Freedom³), \$50,000 (municipal contributions) and \$22,400 (farebox revenues) for a total of \$172,400. CDBG funds totaling \$49,500 for fare passes, shelters and signage.

Management and Oversight

The Service will be managed by METRO through a contract operation with a private operator. GPCOG staff will provide help with technical and financial planning. METRO will rely upon a Lakes Transit Committee for service adjustments and other policies. The LTC will be comprised of representatives from all participating towns along the route.

Proposed Schedule and Bus Stops

The proposed schedule will be developed by the LTC to meet commuter and other needs, including medical appointments, shopping and other purposes. The Lakes Transit Committee will be determining service adjustments, scheduling, fare policies and proposed park and ride locations.

¹ Windham to Portland Commuter Express Bus Study, GPCOG, 2001.

² JARC = Job Access & Reverse Commute Program (Federal Transit Administration)

³ New Freedom = Funds to promote transportation access per the Americans with Disabilities Act (ADA) of 1990.

Proposed Methodology for Municipal Contributions

The proposed methodology assumes an annual contribution of \$50,000 spread between participating “member” and “contributing” municipalities. **Member** municipalities are directly on the proposed bus route will be represented on the Lakes Transit Committee (LTC) and have input on the route planning, fare policies, marketing and promotion. **Contributing** municipalities are those towns not directly on the route but who are willing to contribute an agreed upon amount to help support the service. The calculations are based on the U.S. Census Population figures. The municipal contributions will serve to match the federal funds secured for the program. Each year, the LTC will calculate the municipal match based on available federal, state and private funds.

Member Municipalities

Municipality	2000 POP	Census%	Total
Bridgton	4,883	10%	\$ 4,371
Casco	3,469	7%	\$ 3,105
Gray	6,820	14%	\$ 6,105
Falmouth	10,310	21%	\$ 9,228
Harrison	2,315	5%	\$ 2,072
Naples	3,274	7%	\$ 2,931
Raymond	4,299	9%	\$ 3,848
Windham	14,904	30%	\$ 13,340
Total Seven Towns	50,274	100%	\$ 45,000

Contributing Municipalities

Municipality	2000 POP	Census%	Total
Denmark	1,004	6%	\$304
New Gloucester	4,803	29%	\$1,453
Sebago	1,433	9%	\$434
Standish	9285	56%	\$2,809
Total Four Towns	16,525	100%	\$5,000.00

