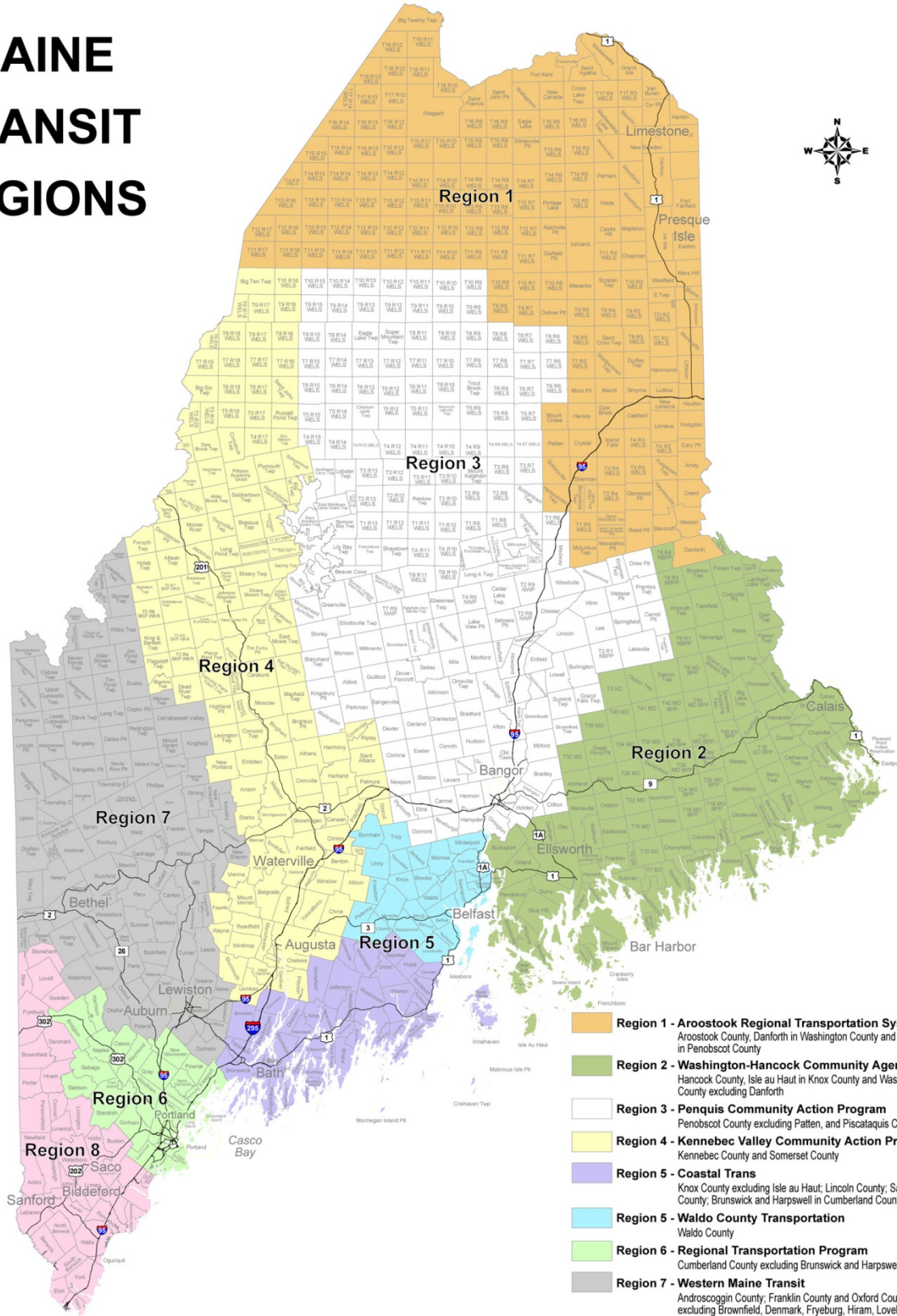


MaineDOT Region 4
Locally Coordinated Plan
FY 2013—FY 2017

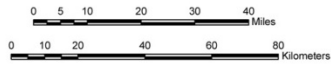
**Kennebec Valley Community Action
Program (KVCAP)**

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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MaineDOT Region 4

Regional Overview

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MaineDOT Region 4 Locally Coordinated Plan

Regional Overview

Location of Region 4

Region 4 encompasses Kennebec County and Somerset County. The service area is over 4,793 square miles in size (867 square miles in Kennebec County and 3,926 square miles in Somerset County) and has a population of approximately 174,379 (2010 Census). The Kennebec Valley Community Action Program (KVCAP) is the only MaineDOT-designated regional provider in the two-county area.

Population of Region 4

Kennebec County had a population of 122,151 and Somerset County had a population of 52,228 in the year 2010 (2010 Census). Both counties experienced population growth rates that were about the same as Maine's overall growth rate between 2000 and 2010, as displayed in the following table. Between 2000 and 2010, Kennebec County's population increased by 4% and Somerset County's population increased by 3% compared to a 4% increase in population statewide.

Population of Kennebec County, Somerset County and Maine			
Year	Kennebec County	Somerset County	Maine
1960	89,150	39,749	970,689
1970	95,247	40,597	992,048
1980	109,889	45,028	1,124,660
1990	115,904	49,767	1,227,928
2000	117,114	50,888	1,274,923
2010	122,151	52,228	1,328,361
1970-80 change	15%	11%	13%
1980-90 change	5%	11%	9%
1990-00 change	1%	2%	4%
2000-10 change	4%	3%	4%
1960-10 change	37%	31%	37%

Source: US Census

Kennebec County Profile. As shown in the table on page 2, Kennebec County's 2010 median household income (\$46,368) was very similar to the state's median (\$46,541), as was the average household size (2.44 for Kennebec, 2.43 for Maine), the percentage of persons below the poverty level (12.9% for Kennebec, 12.6% for Maine), and the percentage of people over the age of 65 (15.5% for Kennebec, 15.9% for Maine).

Somerset County Profile. Somerset County's 2010 median household income of \$36,210 was substantially below the state median (\$46,541). The percentage of people living below the poverty

level in Somerset County (18.4%) was higher than at the state level (12.6%), as was the percentage of people aged 65 and over (16.3% for Somerset, 15.9% for Maine).

One of the major challenges in Region 4 is providing cost-efficient and frequent transportation service to Somerset County with its large geographic area and dispersed population.

Kennebec County and Somerset County Profiles – 2010			
Measure	Kennebec County	Somerset County	Maine
Total Population	122,151	52,228	1,328,361
Total Households	51,128	21,927	557,219
Average Household Size	2.44	2.41	2.43
Median Household Income	\$46,368	\$36,210	\$46,541
Persons below Poverty	12.9%	18.4%	12.6%
65 Years and Over	15.5%	16.3%	15.9%

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

Transit Needs Analysis Region 4

What is the transit need in Region 4 (Kennebec and Somerset Counties)? It is important to look at the number of households in the two 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 Kennebec County to the actual service provided by Kennebec Valley Community Action Program (KVCAP), the unmet need can be estimated at 89%. When comparing annual need in Somerset County to the actual service provided by KVCAP, the unmet need can be estimated at 98%.

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 Kennebec and Somerset Counties. The table also contains information on other counties for comparison purposes.

No-Vehicle Households by County		
County	# of No-Vehicle Households	% of state
Kennebec	4,197	11%
Somerset	1,503	4%
Androscoggin	4,329	11%
Aroostook	2,472	6%
Cumberland	9,448	24%
Franklin	804	2%
Hancock	1,383	3%
Knox	1,044	3%
Lincoln	375	1%
Oxford	1,515	4%
Penobscot	4,943	12%
Piscataquis	543	2%
Sagadahoc	953	2%
Waldo	1,059	3%
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 there are 4,197 no-vehicle households in Kennebec County which is 11% of the 39,697 no-vehicle households in Maine, and 1,503 no-vehicle households in Somerset County which is 4% of the 39,697 no-vehicle households in Maine

Transit Needs

The following paragraphs contain a summary of transit needs in Kennebec and Somerset 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 Kennebec and Somerset 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
Kennebec	2,131,290	310,322	15%
Somerset	766,540	136,829	18%
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%
Knox	532,440	37,166	7%
Lincoln	191,250	23,178	12%
Oxford	772,800	178,367	23%
Penobscot	5,788,600	1,420,462	25%
Piscataquis	276,930	43,029	16%
Sagadahoc	486,000	40,507	8%
Waldo	540,000	115,009	21%
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 Kennebec County has an annual need for 2,131,290 trips. KVCAP, with MaineDOT financial assistance, provided 310,322 trips in FY 2012, which was 15% of the overall need and below the baseline service figure of 20%. The table also shows that Somerset County has an annual need for 766,540 trips. KVCAP, with MaineDOT financial assistance, provided 136,829 trips in FY 2012, which was 18% of the overall need and below the baseline service figure of 20%.

As the table indicates, only five (5) counties exceed the baseline estimated annual need.

The following tables demonstrate the estimated trip need at the local level in both Kennebec and Somerset Counties.

Kennebec 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
Kennebec County Total	2,131,290	100%	310,322	15%
Kennebec Explorer Service Area (Augusta, Hallowell, Gardiner)	869,100	41%	130,794	15%
Kennebec Explorer Service Area (Waterville, Fairfield, Winslow)	661,500	31%	91,840	14%
Remainder of County	600,690	28%	87,688	15%

Source: Locally Coordinated Transit Plan FY 2013-2017 for Kennebec Valley Community Action Program (KVCAP), Municipal Ride Report for FY 2012 (KVCAP), and TCRP Report 161.

The table above shows that 72% of Kennebec County's estimated transit need is concentrated in the Kennebec Explorer service area (the Greater Augusta area and the Greater Waterville area). KVCAP's flex route and demand response services only meet 14%-15% of the estimated transit need. This is below the baseline figure of 20%.

Somerset 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
Somerset County Total	766,540	100%	136,829	18%
Skowhegan	262,800	34%	27,968	11%
Remainder of County	503,740	66%	108,861	22%

Source: Locally Coordinated Transit Plan FY 2013-2017 for Kennebec Valley Community Action Program (KVCAP), Municipal Ride Report for FY 2012 (KVCAP), and TCRP Report 161.

The table above shows that 34% of Somerset County's estimated transit need is concentrated in Skowhegan. In FY 2012, KVCAP met 18% of the estimated transit need in the county as a whole (just short of the service baseline figure of 20%). In Skowhegan, KVCAP met 11% of the estimated need, but in the remainder of the County, KVCAP met 22% 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, KVCAP met 139% of general public demand in Kennebec County through the Kennebec Explorer system, and 2% of the general public demand in Somerset County. Other counties are shown for comparison purposes.

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
Kennebec	47,024	65,416	139%
Somerset	40,504	611	2%
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%
Knox	31,294	2,953 ⁵	9%
Lincoln	28,070	1,887 ⁵	7%
Oxford	43,744	2,925	7%
Penobscot (rural only) ³	61,543	2,355	4%
Piscataquis	15,353	3,618	24%
Sagadahoc	24,691	15,794 ⁵	64%
Waldo	28,670	10,328	36%
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 Kennebec and Somerset Counties as well as the rest of Maine. As shown in the first table, the elderly population in Kennebec County was 15.5% of the County's total population, and in Somerset County, it was 16.3% of the County's total population. The second table shows that between 2015 and 2025 the population of people 65 and older is expected to see an increase of 6,706 people (30.6%) in Kennebec County and 2,817 people (28.1%) in Somerset 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
Kennebec	122,151	18,960	15.5	9.0	42.8
Somerset	52,228	8,537	16.3	4.0	43.6
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
Knox	39,736	7,594	19.1	3.6	46.2
Lincoln	34,457	7,393	21.5	3.5	48.1
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
Sagadahoc	35,293	5,788	16.4	2.7	44.1
Waldo	38,786	6,280	16.2	3.0	44.1
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
Kennebec	18,960	21,939	28,645	6,706	30.6%
Somerset	8,537	10,025	12,842	2,817	28.1%
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%
Knox	7,594	9,069	11,765	2,696	29.7%
Lincoln	7,393	8,877	10,844	1,967	22.2%
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%
Sagadahoc	5,788	7,019	9,406	2,387	34.0%
Waldo	6,280	7,868	10,409	2,541	32.3%
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

**Kennebec Valley Community Program
Kennebec Explorer**

Private Transportation Providers

Bus Companies

Concord Coach Lines, 9 Industrial Drive, Augusta, 622-0808

Greyhound Bus Lines, 320 Kennedy Memorial Dr., Waterville, ME, 680-2540

Poland's Bus Service, 13 Sesame, Skowhegan, 474-8600

Charter Service

Stage Coach Charter, 35 Bog Rd., Mt Vernon, 293-3416

Taxi Service

Al's Double RS Taxi Service, 162 Mount Vernon Avenue, Augusta, 622-5846

B&B Taxi, 28 Perkins Street, Madison, 696-7154
B-Line Taxi, 39 Water Street, Augusta, 623-7702
Brothers Transportation, 13 Pine Ridge Rd, Windsor, 623-0276
Deano's RC & Hobby, 145 Kennedy Memorial Drive, Waterville, 872-9400
Elite Taxi, 30 Bridge St, Benton, 872-2221
Elm City Taxi, 46 Merrill St., Waterville, 872-2300
Joe's Taxi, PO Box 32, South Thomaston, ME 612-6454
Kennebec Taxi, 119 Granite Hill Rd., 242-9681
Mac's Taxi, 8 Madison Avenue, Skowhegan, 474-2650
Minuteman Taxi, 173 River Road, Chelsea, 623-2500
PT Cab Company, 77 Ten Lots Road, Fairfield, 465-2304
Skowhegan Town Taxi, 10 Island Ave., Skowhegan, 858-0102
Where MI Taxi, 483 Water Street, Gardiner, 582-8000
Winthrop Taxi, 1 Knickerbocker Rd, Winthrop, 377-7777
Yellow Cab Co., 46 Merryfield Ave., Waterville, 872-2300

Wheelchair Van Service

Delta Ambulance, 29 Chase Ave, Waterville, 861-4244

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.

Providers Seeking Section 5311 and/or State Assistance

The Kennebec Valley Community Action Program is the only Transportation Provider in Region 4 requesting Section 5311 funds and/or state assistance. The Kennebec Valley Community Action Program (KVCAP) is a non-profit organization, which provides a broad array of social services to citizens in Kennebec and Somerset Counties. Transportation services constitute an important component of the social services system. KVCAP provides demand-response service through its dispatch center in Waterville. KVCAP uses agency vehicles and volunteer drivers at each dispatch center to provide this service, but does not use Section 5311 money to run the system. KVCAP also operates a fixed-route transit system known as the Kennebec Explorer, which serves the Augusta and Waterville areas and uses Section 5311 money in the operation of these systems.

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 public 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 Kennebec and Somerset Counties

KVCAP has worked closely for many years with social service agencies, service providers and others to ensure that its limited resources are used as efficiently as possible. In FY 2010, 85% of KVCAP's total revenues received were derived from MaineCare funds. Consequently, KVCAP 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 KVCAP 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.

KVCAP has established an ongoing working relationship with community representatives and area social service agencies to adequately address the transportation needs of the community at large.

Transportation is presently being provided through a coordinated KVCAP Transportation Program consisting of fixed route, demand response and volunteer operations. Each segment of the Transportation Program is designed to address the transportation needs of various cross sections of the community. Coordination of services occurs at all levels of planning and implementation at KVCAP 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. KVCAP dispatchers, in particular, are responsible for ensuring eligibility of services as well as appropriate mode of service. When KVCAP receives a call for transportation, KVCAP dispatchers attempt to link the person with a transit system or the Friend and Family Driver program. If that is not possible, the dispatcher considers van and volunteer availability depending on

the circumstances of the individual. The transit system operates in the greater Augusta and Waterville areas; vans are used for group and specialized transportation in the larger and mid-sized communities such as Winthrop, Gardiner, Fairfield and Oakland, and volunteers are used in the smaller towns and are widely used to provide children's transportation and other services.

KVCAP maintains an ongoing relationship with various agencies and organizations in an effort to continuously evaluate and respond to identified transportation needs. KVCAP works closely with these organizations to determine the most effective means of providing transportation for their respective clients. Transportation needs are being addressed through group and individual KV Transit ticket sales and integration of eligible individuals into KV Van services. Vans are used primarily for group transportation and transportation for passengers with disabilities; individuals are generally transported by volunteers or family members.

KVCAP Transportation Services has made significant efforts to coordinate transportation services with outside providers. KV Transit route structures are designed to interconnect with Vermont Transit services, allowing access to interstate bus services. Meetings are held throughout the year with municipal officials as well as community user groups in an effort to improve the coordination and efficiency of transportation services.

KVCAP currently has representation on a variety of committees that are looking at creative collaborations to address transportation issues.

Transit Summit Meeting

The Maine Department of Transportation and KVCAP solicited widespread input in the development of the locally coordinated plan using a Regional Plan Transit Summit Meeting held on October 17, 2013 at the Waterville Armory in Waterville. 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 Kennebec Journal.

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 additional services to seniors, establish a bus service between lower Somerset County and Waterville and additional vehicles to expand the Explorer system. Additionally, concerns were raised regarding the new MaineCare broker in Region 4. See “MaineDOT Locally Coordinated Transit Plan Region 4, Kennebec Valley Community Action Program (KVCAP), FY 2013 – 2017” for a summary of the results of the Transit Summit.

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 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 KVCAP has identified performance measures and ridership reporting requirements to analyze transit services in the region. Region 4 challenges are unique in that it has a vast geographic area 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.

Locally Established Criteria

KVCAP periodically reviews its operations to ensure that the widest possible range of transportation services is provided in Region 4, particularly for those persons who are low income, disadvantaged, individuals with disabilities or elderly.

In the event that a private operator presented a proposal for delivering transportation services in the two-county area, a cost comparison analysis would be conducted for the purpose of determining the most cost-effective method of service delivery. The private operator would be allowed to build in a 10% profit objective. The cost analysis would be reviewed by the KVCAP Executive Director and presented to the KVCAP Board for final determination. KVCAP anticipates that the major criteria to be employed in making a public versus private service decision would be (1) contract cost on a per trip and mile basis and (2) demonstrated ability of the operator to provide high quality, well-maintained service.

Methodology for True Cost Comparison

There are currently no area transportation providers competing for service. In the event that a private operator expressed interest in competing for service, specific guidelines would be developed to enable an accurate comparison of all related costs and services. All proposals would be evaluated by the Executive Director and submitted to the Board of Directors with a recommended course of action. Determination of appropriate action would be made by the Board of Directors. Disputed decisions would be submitted to the Maine Department of Transportation for resolution.

Complaints from Private Operators

The Kennebec Valley Community Action Program has received no complaints from private operators.

Americans with Disabilities Act Plans

KVCAP is 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.