



TRANSIT COMMITTEE
Wednesday, June 16, 2021
9:30 a.m. – 11:00 a.m.
ZOOM Meeting

Agenda

1) Call to Order

2) Public Comment

Members of the public in attendance of today's meeting have an opportunity to provide public comment on today's agenda items.

3) Approval of May 5, 2021 Meeting Minutes (Attachment A)

4) Staff Report (Attachment B)

5) 2022 Transit Program of Projects (POP) (Attachment C)

Each year in July, the BACTS Policy Committee is required to approve a list of all federally-funded projects to be submitted to MaineDOT to be included in the State's workplan. In August of each year, MaineDOT begins their review and analysis of all projects statewide. The project lists are finalized and "locked" in the system by October 31 becoming the draft workplan for MaineDOT and the official State/Transit Improvement Program (S/TIP) project listings. The workplan is a three-year plan and the TIP is a four-year program. Therefore, it is essential that the coming fiscal year transit Program of Projects (POP) and the next three year projected projects be planned, submitted to the Transit Committee for review and discussion, and recommendation to the Policy Committee for inclusion in the BACTS workplan prior to the Policy Committee vote in July on the workplan submission to MaineDOT.

Proposed Action: Recommendation to BACTS Policy Committee to include the Community Connector Transit Program of Projects for 2022-2025 in the approved list of all BACTS federally-funded projects submitted to MaineDOT.

6) Municipal Partner Updates

Members will provide updates on any transit initiatives or projects in the region.

Proposed Action: For discussion only

7) MaineDOT Update

MaineDOT staff will provide an update on any MaineDOT projects, policies, or plans.

Proposed Action: For discussion only

8) Other Business

Discussion of other items not on today's agenda.

9) Next Meeting August 4, 2021

10) Adjournment



Attachment A
Transit Committee Meeting
May 5th, 2021
Zoom Meeting

Committee Members	Affiliation
Debbie Laurie	Bangor/Community Connector
Courtney O'Donnell	Bangor
John Theriault	Bangor
Karen Fussell	Brewer
Laurie Linscott	Community Connector
Kyle Drexler	Orono
EJ Roach	Old Town
Mark Leonard	Veazie
MaineDOT	
Lori Brann, Fred Michaud	
Members of the Public	
Darcy Cooke (TFA)	
BACTS	
Sara Devlin, Connie Reed	

1) Call to Order

- Meeting was called to order by Karen Fussell at 9:45 a.m.

2) Public Comment

- There were no public comments.

3) Approval of February 3rd, 2021 Meeting Minutes

- Karen Fussell asked if there were any comments or corrections to be made to the minutes. Seeing none, the minutes were accepted unanimously.

4) Staff Report

- Service Updates - Laurie Linscott noted that a driver tested positive for COVID-19, so Old Town (VOOT) service was reduced to one bus for a week due to the staffing shortage this caused. Some routes are still operating on reduced schedules due to the driver shortage. There is no estimated date of when full service will resume.
- Transit Center - John Theriault noted that the City is preparing the materials for the Request for Bids on construction of the Transit Center building. The Bid Request will be posted in the middle of May. Concept renderings of the building design are available on the City of Bangor's website. The Request for Bids will go out with a few different alternatives to help find the most cost effective approach. The target is for the building

to be completed in December. Discussion ensued regarding public comment periods on such projects. John Theriault also mentioned that the City of Bangor website will be updated periodically throughout the process.

- ADA Paratransit Vans - Laurie said that all four new ADA Paratransit vans are in service. Three of the vans were purchased with CARES Act funding and the fourth was purchased with City of Bangor CDBG funds.
- Driver Shortage - Laurie noted that there have been a few new applications received and interviews were conducted yesterday (May 4). There are currently 25 bus drivers and in order to be fully staffed 37 are needed. A notice will be circulated today (May 5) about the bus driver shortage and the continuation of reduced service on the Capehart route through the end of December. Discussion ensued regarding bus driver licensing and requirements.
- RLS Structural Analysis - Sara Devlin reported that the analysis is ongoing and hoping to meet in June to discuss recommendations.
- Draft bus stop policy and design guidelines - Public comment period for draft bus stop policy and design guidelines ended April 30. BACTS received 11 written comments. The comments will be compiled and reviewed with the workgroup for response.
- In regards to the Penobscot Indian Island transit service request, Karen Fussell inquired if they are eligible to become another partner member. Sara Devlin clarified that Penobscot Indian Island is a BACTS member and they are eligible because they are in the MPO region. Sara Devlin also noted that there is a need to analyze this request and its impact on the bus system as well as creating a process for these types of service requests moving forward.

Discussion ensued regarding different funding opportunities and options for Penobscot Indian Island and the request for transit service both on the Island and connecting to local communities. MaineDOT has had discussions with FTA Region 1 regarding the potential for Indian Island to qualify for rural funding using a feeder route from the rural portions of Indian Island to the urban portions. More discussion will be necessary to determine the feasibility of the different courses of action.

5) Ridership Report

- The ridership report shows fixed route data from July 2020 through March 2021. Fiscal year 2020 data is provided for comparison purposes.

Connie Reed provided an update. Overall figures are about half of the prior year, primarily driven by COVID. Lori Brann noted that CDC guidance will allow for increasing from 50% to 75% capacity for public transportation at the end of the month. Laurie Linscott said ridership is increasing and is hopeful for increased ridership in the fall, as colleges are going back to in person classes.

6) FY21 YTD Financial Report through March 31st, 2020

- Debbie Laurie went over the financial report. The financial report includes an income statement showing budget to actual operating expenses, a report showing local contributions carried forward from FY2020 to FY2021, capital reserve balances, CARES Act funding estimated expenditures, and capital project expenditures as of March 31st, 2021.

The financial review is over nine months (therefore actual as % of budget is expected to be around 75%). Debbie provided explanations for greater or less than 5% of budget to actual. Areas of note include - fringe and health (under budget) due to driver shortage, supplies (over budget) due to increased PPE and cleaning needed, contractual services (over budget) vehicle insurance for new buses was more expensive than previous rates, and maintenance (under budget) less costly repairs and more vehicles covered under warranty in current fiscal year. She also clarified the additional information provided regarding the local share amounts, capital reserves, CARES Act funding, and the American Rescue Plan funding status.

Debbie updated the group on current capital projects and their funding status.

7) FY22 Budget

- The fiscal year 2022 proposed budget for the Community Connector totals \$4,365,415, with a local share of \$1,687,946 required. A capital improvement program for 2022-2025 is presented showing total proposed expenditures. The 'Community Connector Fleet Replacement Plan' proposes annual amounts of reserve funding by municipal partner from fiscal year 2022 through fiscal year 2037.

8) Transit Program of Projects and BACTS Workplan Development

- Each year in July, the BACTS Policy Committee is required to approve a list of all federally-funded projects to be submitted to MaineDOT to be included in the State's workplan. In August of each year, MaineDOT begins their review and analysis of all projects statewide. The project lists are finalized and "locked" in the system by October 31st becoming the draft workplan for MaineDOT and the official S/TIP project listings. The workplan is a three-year plan and the TIP is a four-year plan. Therefore, it is essential that the coming fiscal year transit program of projects and the next three year projected projects be planned, submitted to the Transit Committee for review and discussion, and recommendation to the Policy Committee for inclusion in the BACTS workplan prior to the Policy Committee vote in July on the workplan submission to MaineDOT.

Sara Devlin, Connie Reed, Laurie Linscott, and Debbie Laurie will work on this list and report back at the June meeting.

9) Community Transportation Association of America (CTAA) Updates

- Laurie Linscott provided a brief update on what she learned at a recent CTAA meeting related to the proposed Census updates to the urban area criteria, the INVEST Act in relation to transit funding, and COVID-19 Stimulus funding.

10)Municipal Partner Updates

- No members had items to report.

11)MaineDOT Update

- No items to report.

12)Other Business

- Sara Devlin provided an update that BACTS has been meeting with each member of the MPO to discuss long-term goals of the region prior to scoping the Metropolitan Transportation Plan (MTP) update. Sara Devlin said that transit is discussed at these meetings and they are compiling information from these meetings and would like to work with the group in the future to identify studies and other long-term needs as well.
- Darcy Cooke provided an update that Transportation for All has worked with a group of UMaine students to create social media posts that focus on destigmatizing bus ridership and highlight environmental benefits. She would like to share these posts with the group once they are finalized.

13)Next Meeting

- June 23rd, 2021 *[changed after meeting - June 16, 2021]*
- August 4th, 2021

14) Adjournment

- Karen Fussell asked if there were any further comments or discussion warranted. Seeing none, the meeting was called for adjournment, and the meeting ended at 10:55 a.m.

Attachment B

Staff Report June 2021

Bus Stop Policy and Design Guidelines

- Responses to the public comments received have been sent and posted on the project page on the BACTS website and will become part of the final document. The Workgroup will convene again to revisit the Policy section of the document this Fall after there is data collected and we are able to provide an estimated number of bus stop designations for each route.

Bus Stop Designation Project

- Allen Cherkis, BACTS Transportation Planning Intern, has been hired and has begun on-board data collection to identify the existing designated stops. The next phase of data collection and on-board Bus Operator “interviews” is expected to be complete by the end of June. New stop designation on-board and field work will begin in July. Emails soliciting participation on the Designation Project Advisory Workgroup have been sent, with a “kickoff” meeting scheduled for June 25th. An updated tentative project schedule and feedback form have been added to the project page on the BACTS website.

RLS Structural Analysis Update

- RLS has developed three recommendations for consideration. Currently, RLS is finalizing the cost analysis associated with each recommendation. Once complete, a meeting of the partners will be scheduled to review and discuss.

Surface Transportation Reauthorization

- MaineDOT included BACTS earmark requests as part of their submission to the Senate's earmark process. Representative Golden's office provided an update to staff that the Community Connector request for additional funding for the new Transit Center canopy and heated sidewalks has moved into the next round for consideration.

National Center for Applied Transit Technology (N-CATT) Technology Strike Team Technical Assistance Application (Attachment B-1)

- The Community Connector has submitted an application, and BACTS has provided a letter of support for that application (*see attachment B-2*), to N-CATT for assistance through their “Innovative Technology Strike Teams” for in-depth technical assistance that will provide leadership and partners the opportunity to collaborate in a focus setting on identified goals for the system, potential technological solutions, and planning for implementing those solutions. N-CATT will be selecting up to three transit agencies to work with and produce a final product such as an implementation plan or solicitation that helps the selected agencies begin making progress on the stated challenges.



Request for Applications: Technology Strike Team Technical Assistance

Issue Date: April 22, 2021

Submission Date: June 9, 2021

Technology Strike Team Technical Assistance Request for Applications RFA Number: 387151 RFA 001

What This Is

The Community Transportation Association of America, through its National Center for Applied Transit Technology (N-CATT), is soliciting applications from transit agencies for in-depth technical assistance in applying new technologies that will address operational challenges or help agencies meet specified goals. N-CATT will select up to three transit agencies to work closely with N-CATT and any necessary consultants to address technology challenges identified by the selected agencies and will produce a final product such as an implementation plan or solicitation that helps the selected agencies begin making progress on the stated challenges.

Interested parties must follow the instructions and format set forth in this Request for Applications, for which responses are due no later than 5:00pm Eastern Time on June 9, 2021.

About N-CATT

The goal of the National Center for Applied Transit Technology (N-CATT) is to improve and make more efficient small-urban, rural and tribal transit service by assisting local systems in understanding, selecting, and otherwise planning to incorporate new technology into service. N-CATT helps transportation providers, managers, and decision-makers, such as board members or public officials, identify promising technologies, practices, and opportunities that accomplish agencies' goals or resolve particular challenges.

The recent burst of technology-based innovations in transportation has largely focused on dense urban areas. N-CATT seeks to spread the benefits of these developments to smaller transit agencies that lack the resources and capacities of large-urban systems to research, analyze, and test new products that could enhance their services. This includes educating system managers and helping them to encourage influential stakeholders to support needed technological advancements.

To achieve this vision, N-CATT provides technical assistance and networking opportunities to transit agencies that need support in navigating the evolving technological landscape and understanding how to best improve their systems through practical applications of new technologies.

Overview of the Innovative Technology Strike Teams

In 2021-22, N-CATT will provide in-depth technical assistance through "Innovative Technology Strike Teams" (hereinafter referred to as Tech Strike Teams) to up to three rural, small-urban,

and/or tribal transit agencies that will give their leadership and partners the opportunity to collaborate in a focused setting on identified goals for the system, potential technological solutions, and planning for implementing those solutions. The Tech Strike Team collaboration will result in an actionable product that agencies can directly apply to their work.

Purpose

The purpose of the Tech Strike Team technical assistance program is to assist transit agencies which have identified specific challenges or goals that they believe can be addressed through technology, but lack internal research and development capacity to address those challenges or goals. The technical assistance will focus on working with a local or regional team to navigate technology decision-making to achieve a specified goal or related set of goals. The Tech Strike Team collaboration with selected applicants will result in development of an actionable plan for testing or adoption of technology or in-depth planning for of new technology(ies), or a reviewed solicitation to procure new technology(ies).

The Tech Strike Teams are designed to assist transit agencies and their local or regional partners to plan for and implement one or more of the following technologies, which would, when implemented, significantly assist the lead agencies and partners to reach the goal identified in the application or to overcome substantial challenges described to reach that goal.

The technologies that the Tech Strike Teams expect to assist selected applicants to plan for are:

- a. Mobility as a Service and One-Call/One-Click/One-Tap building block technologies and capacities that comprise these;
- b. Ridehailing, microtransit and other on-demand services that complement transit service;
- c. Automated vehicle planning and pilots;
- d. Real-time transit information;
- e. Open Source software that enables interoperability of systems (such as GTFS and GTFS-Flex);
- f. Open data;
- g. Touchless or integrated fare payment systems;
- h. Electric buses and related charging infrastructure or facilities; and
- i. Other emerging technologies.

Approach to be Taken

The Tech Strike Team aims to support and strengthen transportation providers through the following:

- Preliminary conference call (1-2 hours): 1 CTAA staff, 1 Strike Team tech generalist, with local or regional leader(s) (up to 3 local or regional team members). Plan scoping visit to determine agenda for local or regional meeting, who will be invited (or public meeting). Collaborate to determine whether to include riders and/or other stakeholders to identify pain points within the context of the identified goal.
- Scoping visit: CTAA staff, consultants visit agency
 - Day 1: Tour the service as it is; highlight “pain points” that they’re working on

- Day 1: Meeting: Meet with transit leadership, partners (or representatives of partner entities) identified in the application, and others whose needs, ideas, or contributions are important to solving relevant challenges and reaching the identified goal.
 - Day 2: Use information gathered from previous day to map out possibilities for addressing those issues; develop three potential avenues to follow up on
 - The site visit will be contingent upon considerations around the COVID-19 pandemic and mutually agreed-upon with CTAA staff, consultants, and recipient agencies
- Virtual meetings, once per month: CTAA staff, consultants discuss progress on research, identify additional information required, work through other details as needed to develop final product.
- (Optional) Planning visit: 1 CTAA staff, consultants visit
 - Day 1: work through the costs/scenarios
 - Day 1: narrow ideas to one plan
 - Day 2: develop 1-year plan for technology procurement, testing, piloting, determining a vendor(s) and creation of a detailed plan for executing these tasks or to create a longer-term in-depth plan
 - The site visit will be contingent upon considerations around the COVID-19 pandemic and mutually agreed-upon with CTAA staff, consultants, and recipient agencies
- N-CATT provides draft final product for review
- N-CATT holds in-person meeting to provide final product that will allow recipient organization to make meaningful progress on the technology challenge it hopes to address
- CTAA staff and consultants will be available for two one-half hour calls, up to one hour of follow up assistance, via conference call or equivalent media within the two months after the plan is issued

Logistical Arrangements and Expenses

Once chosen, CTAA will establish a Memorandum of Understanding with the selected agency, then will work with the selected agency to solicit participation from relevant staff, partners, stakeholders and/or community members, to design the details of the Tech Strike Team visits.

CTAA will not provide any funds or compensation to selected recipients.

Eligibility

Interested parties should be:

- Providers of public transportation in small-urban (50,000-200,000 population), rural (<50,000 population), or tribal communities;
- Private non-profits that run public transportation services in these areas; or
- Groups of agencies in small-urban/rural regions that intend to or are currently collaborating.

Please note: Applicants that have specific solutions planned for the future, have issued an RFP(s), or are working with a vendor(s) on the selected issue(s), will not be eligible. The Tech Strike Teams will be working to assess new opportunities for technological improvements.

Application Requirements

A complete application consists of:

- (1) Application Cover Sheet;
- (2) Application Narrative (see word limits for each question); and
- (3) OPTIONAL letters of support, described below.

Cover sheet - Please provide the following information:

1. Name of applicant lead agency or group;
2. Location of applicant lead agency or group – Street Address, City, State, and Zip Code;
3. Name of lead contact;
4. Title and agency of lead contact;
5. Lead contact's email; and
6. Lead contact's phone number.

Application Narrative – For the Application Narrative, the word limits below are maximums and in no way reflect a requirement for a specific number of words. Please provide the following information:

1. **The "Ask" (max. 100 words):** State the end product that would benefit your agency based on Item 2, and why the agency needs assistance in achieving this. This may change based on work with the strike teams, but it is important to know the agency's aims.
2. **Clearly Articulated Goal/Challenge (max. 100 words):** State the goal to be accomplished or challenge to be addressed; why this goal is an important issue to be addressed; and how technology could help.
3. **Background (max. 200 words):** Describe how you identified this challenge or goal; efforts to address it thus far; and any challenges confronted in identifying a solution, set of solutions, or appropriate tools to accomplish the goal.
4. **System description (max. 150 words):** Describe the transportation system(s) that you hope to enhance. Are you small-urban, rural, tribal, or a mix? What is your fleet like, and what condition is it in? What are the demographics of your ridership? Provide a map or detailed description of your service area, and areas of importance to your ridership (ex. hospitals, job centers, affordable housing, senior centers, etc.)
5. **Community involvement and partnerships (max. 100 words):** Describe any community involvement, including with the local or regional government(s) or planning organization(s), that has affected your efforts. Describe partnerships with businesses, advocacy groups, non-profits and/or local or regional leaders to collaborate to accomplish the goal (address the challenge). Describe any larger stakeholder group(s). How would the Goal or Challenge articulated in Item 1 impact the community?
6. **Commitment and feasibility (max. 150 words):** Describe the ways in which those individuals and entities listed above in **Community involvement and partnerships** have

demonstrated a commitment to accomplishing the goal, whether through funding, expertise, participation in discussions or outreach, advocacy, or in-kind donations; and

7. **Capacity and Staffing (max. 100 words):** Describe the lead organization's capacity for implementation of the plan to be developed in collaboration with the Tech Strike Team. Provide short biographies for the proposed project team.
8. **OPTIONAL Letters of Support** – Please provide relevant letters of support (if any) to indicate any existing efforts and partnerships to address the goal/challenge you have identified. These should NOT be letters of support from vendors related to the technology goal/challenge. Agencies who have already partnered with vendors will not be accepted.

Timeline

- April 22: Strike Team opportunity is announced
- Through May 5: Questions about the Strike Team opportunity may be submitted to carpenter@ctaa.org. Responses to questions will be compiled into one document and sent to all agencies who submit questions.
- May 7: Responses to questions will be distributed
- June 9: Deadline for interested agencies to submit applications
- August 2021 through February 2022: N-CATT Strike Teams work with selected providers
- March 2022: N-CATT and providers finalize action plans for providers to implement a technological tool identified as most likely to address the provider's challenge, goal, or enhancement.

After carefully reviewing this solicitation, if you have questions please send them by email to carpenter@ctaa.org no later than 5:00p.m., EST, on May 5, 2021. Responses and questions will be compiled into a document and shared with all who have expressed interest in applying.

Selection Process

Summary: Applications will be screened according to initial screening criteria, described below. All applications meeting those criteria will be sent to the review committee and reviewed by that committee according to the evaluation criteria. Initial selections will be made for the highest scoring applications according to the evaluation criteria, described below. FTA will make the final selection of successful applicants for the Tech Strike Team opportunity.

Application Screening and Review Process

1. **Screening.** All applications received will be screened to determine that the minimum requirements, as noted in the initial screening criteria, are met. Only those applications that meet the minimum requirements of the initial screening criteria will be reviewed.
2. **Review committee.** N-CATT staff will convene a committee to rate applications according to the criteria noted below.
3. **Review Process.** The review committee will evaluate the applications based on the evaluation criteria specified below. N-CATT may schedule follow-up phone calls with up to 8 agencies to further discuss their visions for the Tech Strike Team's assistance, as well as potential dates and activities.
4. N-CATT will choose those projects receiving the highest recommendations by its review committee.

5. FTA will make the final selection of successful applicants for the Tech Strike Team opportunity.

Initial screening criteria

- Application is submitted by an eligible applicant.
- Complete application must be received by email by the deadline (see timeline above)
- Application must comply with all word limits prescribed for each section.
- Application must be submitted as a single pdf document.
- The applicant must be a small-urban, rural, or tribal operator
- The applicant has NOT partnered with a vendor
- The application must include all the required elements, as noted above.
- Because the Strike Teams are designed to provide technical assistance, any request for funding will not be accepted.

Application review

Applications will be rated by the review committee on the basis of highly recommended (HR), recommended (R), and not recommended (NR) in the following areas:

1. The "Ask" – This will be evaluated through the following:
 - a. The application succinctly identifies a desired end-product
 - b. The application justifies needing assistance for this ask
2. Identified goal – This will be evaluated through the following:
 - a. The identified goal is succinctly stated as a goal to be accomplished or as a problem to be solved; and
 - b. The application explains why this goal is an important issue to be addressed
 - c. The application explains how technology would contribute to addressing the goal and the impact it will have on their community.
3. Background: This will be evaluated through the following:
 - a. The applications provides strong background on how and why the particular goal or challenge was identified; Previous and current efforts to address the goal/challenge; and; Any challenges confronted in identifying a solution, set of solutions, or appropriate tools to achieve the goal.
4. System description: The transit system is described in terms of the following:
 - a. The nature of the fleet and what condition it is in;
 - b. The demographic information of your ridership; and
 - c. A description (written or visual) that conveys the service area and areas of importance.
5. Community involvement and partnerships. This will be evaluated through the following:
 - a. The application discusses any relevant public engagement, community involvement, engagement or leadership of local or regional government(s) or planning organization(s), that has affected your efforts; Any partnerships with businesses, advocacy groups, non-profits and/or local or regional leaders (elected or otherwise) to collaborate to accomplish the goal (address the challenge); and/or Any relevant larger stakeholder group(s).
 - b. The application explains how the goal or challenge would impact the community described.
6. Commitment and Feasibility. This will be evaluated through the following:

- a. The ways in which those individuals and entities discussed in your community involvement and partnerships section have demonstrated a commitment to accomplishing the goal; and
 - b. Whether and what partners have demonstrated a commitment through contributions of funding or in-kind donations; assisting with expertise; participation in discussions, meetings, or events; or through outreach or advocacy.
7. Capacity and Staffing: Describe the lead organization's capacity for implementation of the plan to be developed in collaboration with the Tech Strike Team through the following:
 - a. The agency provides evidence of its ability to participate in the activities outlined above to fully participate in the Tech Strike Team process; and
 - b. The agency provides evidence of the organization's ability to collaborate to develop a plan and execute it.
 - c. The agency provides biographical information on agency project leads.
 - d. Relevant letters of support can contribute to this category**
8. Suitability assessment: The applications will be assessed to determine that applying a technology would, when implemented significantly assist the lead and partners to reach the goal identified or to overcome substantial challenges described to reach that goal.

The review committee will make its recommendations based on the following guidelines:

- Applications rated as highly recommended (HR) will be those that receive "HR" in all categories:
- Applications rated as recommended (R) will be those that receive "R" in at least these categories:
 - The "Ask"
 - Identified Goal
 - Suitability Assessment
- Applications rated as recommended (R) will have no more than one (1) "not recommended" (NR) in categories other than those identified above
- Highly Recommended applications will take precedent over Recommended. If the committee chooses among multiple Recommended applications, they will be ranked based on HR ratings within their evaluations.

Submittal Instructions

Please submit your application in PDF format to Andrew Carpenter, carpenter@ctaa.org, no later than 5:00p.m. EST, on June 9, 2021. No calls, please.



June 9, 2021

Andrew Carpenter, Director
National Center for Applied Transit Technology
Community Transportation Association of America
1341 G Street, NW
Suite 250
Washington DC 20005

RE: City of Bangor Community Connector Letter of Support
Technology Strike Team Technical Assistance Application
RFA Number: 387151 RFA 001

Dear Mr. Carpenter:

The Bangor Area Comprehensive Transportation System (BACTS) supports the City of Bangor Community Connector's application for assistance through the "Innovative Technology Strike Teams" for in-depth technical assistance that will provide leadership and partners the opportunity to collaborate in a focused setting on identified goals for the system, potential technological solutions, and planning for implementing those solutions.

The Community Connector bus system serves six municipalities and the University of Maine in the greater Bangor region. BACTS is currently assisting the City of Bangor Community Connector to develop a plan for designating bus stops, with the ultimate goal of implementing technologies to provide riders and partners more reliable, accurate and automated vehicle data, which will improve transit service in the region.

In a study completed in 2019, many of the recommendations made by the consultant were related to the acquisition and implementation of much needed technology. Key needs the consultant identified regarding technology included:

- The need for more reliable, accurate and automated vehicle data to inform schedule and improve operations.
- The need to improve the dissemination of information to customers and improve trip planning and attract new riders including the potential provision of real-time information.
- The need for automated methods to capture passenger activity to make informed decisions regarding route alignments, service plans, and service allocation.
- The need to consider pros and cons of implementing mobile fare payment options.
- The need to introduce AVL/GPS to support real-time tracking of vehicles, monitor on-time performance, provide Wi-Fi service to passengers, provide on-board automated stop announcements, display stops on variable message devices, etc.

We support this application for the Innovative Technology Strike Team Technical Assistance. As the Metropolitan Planning Organization (MPO), we would be happy to participate as a partner in setting identified goals for the system, potential technological solutions, and planning for the implementation of those solutions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sara Devlin".

Sara Devlin, Executive Director

Attachment C

FTA PROJECT FUNDING					2022				2023				2024				2025			
Authorized	Section	WIN	Scope	Project Description	Federal Funds Requested	State Match	Local Match	Total	Federal Funds Requested	State Match	Local Match	Total	Federal Funds Requested	State Match	Local Match	Total	Federal Funds Requested	State Match	Local Match	Total
2022	5307	020720.22	Urban Transit ADA Paratransit Service	Small Urban Operating Assistance	\$ 280,000		\$ 70,000	\$ 350,000												
2022	5307	022757.22	Capital - Eligible Preventative Maintenance	Small Urban Operating Assistance	\$ 450,000		\$ 112,500	\$ 562,500												
2022	5307	022761.22	Fixed Route Operating Assistance	Small Urban Operating Assistance	\$ 350,000	\$ 101,109	\$ 248,891	\$ 700,000												
2023	5307	024697.00	Urban Transit ADA Paratransit Service	Small Urban Operating Assistance					\$ 281,655		\$ 70,414	\$ 352,069								
2023	5307	024717.00	Capital - Eligible Preventative Maintenance	Small Urban Operating Assistance					\$ 475,000		\$ 118,750	\$ 593,750								
2023	5307	024719.00	Fixed Route Operating Assistance	Small Urban Operating Assistance					\$ 1,143,345	\$ 101,109	\$ 1,042,236	\$ 2,286,690								
2024	5307	025593.00	Urban Transit ADA Paratransit Service	Small Urban Operating Assistance									\$ 288,471		\$ 72,118	\$ 360,589				
2024	5307	025589.00	Capital - Eligible Preventative Maintenance	Small Urban Operating Assistance									\$ 500,000		\$ 125,000	\$ 625,000				
2024	5307	025591.00	Fixed Route Operating Assistance	Small Urban Operating Assistance									\$ 1,103,884	\$ 101,109	\$ 1,002,775	\$ 2,207,768				
2025	5307	TBA	Urban Transit ADA Paratransit Service	Small Urban Operating Assistance													\$ 295,452		\$ 73,863	\$ 369,315
2025	5307	TBA	Capital - Eligible Preventative Maintenance	Small Urban Operating Assistance													\$ 525,000		\$ 131,250	\$ 656,250
2025	5307	TBA	Fixed Route Operating Assistance	Small Urban Operating Assistance													\$ 1,031,808	\$ 101,109	\$ 930,699	\$ 2,063,616
2025	5339a	TBA	Bus and Bus Facilities Replace ADA Paratransit Vehicles	Small Urban Transit Capital Assistance													\$ 88,000		\$ 22,000	\$ 110,000
Total					\$ 1,080,000	\$ 101,109	\$ 431,391	\$ 1,612,500	\$ 1,900,000	\$ 101,109	\$ 1,231,400	\$ 3,232,509	\$ 1,892,355	\$ 101,109	\$ 1,199,893	\$ 3,193,357	\$ 1,940,260	\$ 101,109	\$ 1,157,812	\$ 3,199,181
Section 5307					\$ 1,080,000	\$ 101,109	\$ 431,391	\$ 1,612,500	\$ 1,900,000	\$ 101,109	\$ 1,231,400	\$ 3,232,509	\$ 1,892,355	\$ 101,109	\$ 1,199,893	\$ 3,193,357	\$ 1,852,260	\$ 101,109	\$ 1,135,812	\$ 3,089,181
Section 5339b - Competitive																				
Section 5339a - Formula																	\$ 88,000		\$ 22,000	\$ 110,000

Federal Formula Funding Appropriations, Obligations, and Carryovers

	<i>Estimated Appropriations and Planned Expenditures</i>					
	2020	2021	2022	2023	2024	2025
Total §5307 Appropriated Funding	\$ 1,418,145	\$ 1,418,950	\$ 1,471,924	\$ 1,526,876	\$ 1,583,879	\$1,643,011
<i>Obligated Funds During Fiscal Year</i>	\$ 1,271,015	\$ -	\$ 360,000	\$ 1,900,000	\$ 1,892,355	\$1,852,260
§5307 Funds Carried Forward for Future	\$ 878,264	\$ 2,297,214	\$ 3,409,138	\$ 3,036,014	\$ 2,727,538	\$2,518,289
Total CARES Act Appropriated Funding	\$ 4,003,122					
<i>Obligated Funds During Fiscal Year</i>	\$ 959,953	\$ 2,115,940	\$ 927,229			
CARES Act Funds Carried Forward for Future	\$ 3,043,169	\$ 927,229	\$ -			
Total American Rescue Plan Act Funding		\$ 56,632				
<i>Obligated Funds During Fiscal Year</i>			\$ 56,632			
ARP Act Funds Carried Forward for Future		\$ 56,632	\$ -			
Total §5339a Allocated Funding	\$ 121,585	\$ 112,063	\$ 112,063	\$ 116,820	\$ 127,530	\$112,063
<i>Obligated Funds During Fiscal Year</i>		\$ 238,405				\$88,000
§5339a Funds Carried Forward for Future	\$ 238,405	\$ 112,063	\$ 224,126	\$ 340,946	\$ 468,476	\$492,539
Total Federal Funds Carried Forward for Future		\$ 3,393,138	\$ 3,633,264	\$ 3,376,960	\$ 3,196,014	\$3,010,828