

## Office of Aging and Disability Services Programs

State-Funded Programs	Waitlist (As of Oct. 2014)	Average PP Annual Cost (State Funds only)	Annual State Cost to Fund	
Consumer-directed Home Based Care	319	\$18,900	\$6,029,100	
Home Based Care	132	\$8,856	\$1,168,992	
Homemaker (Independent Support Services)	820	\$1,428	\$1,170,960	
<b>Annual State-Funded Program Needs Totals</b>	<b>1,271</b>		<b>\$8,369,052**</b>	
MaineCare Programs	Waitlist	Average PP Annual Cost (State & federal Funds)	Annual State Cost to Fund	Annual State & Federal Cost to Fund
Section 19, Elderly and Adults w/ Disabilities Waiver	0	\$52,092	\$0	\$0
Section 20, Other Related Conditions Waiver	0	\$201,000	\$0	\$0
Section 21, Home and Community Based Services Comprehensive Waiver	1006	\$101,000	\$39,067,507	\$101,606,000
Section 29, Home and Community Based Waiver Support Waiver	485	\$22,000	\$4,102,615	\$10,670,000
Section 22, Physically Disabled Waiver	71	\$27,719	\$756,715	\$1,968,049
Brain Injury Residential Services	52	\$95,695	\$1,913,326	\$4,976,140
<b>Annual Maine Care Totals (State Funds only)</b>	<b>1,614</b>		<b>\$45,840,163</b>	
<b>Total State Funding Needed</b>			<b>\$54,209,215**</b>	
<b>Total State &amp; Federal</b>				<b>\$119,220,189</b>

*\*586 people on the Section 21 wait list receive Section 29 Services.*

*\*\*It should be understood that this information is an estimate only as there is duplication on these wait lists. Some may no longer need services, while others are waiting for additional services. Many have not yet received any services.*

*\*\*State funds are based on FY14 FMAP (.3845).*

**Aroostook Regional Transportation System, Inc. (ARTS)**

Aroostook Regional Transportation System, Inc. is a private non-profit agency serving as the designated transit provider in Maine's Transit Region 1. ARTS operates a demand-response service, serving low income, elderly, and disabled populations, as well as the general public. The ARTS region is over 6,600 square miles and has a population of approximately 72,000.

FFY 2013 5310 Ridership: 87,526

Service Area: Aroostook County; Danforth, Washington County; and Patten, Penobscot County

**Coastal Trans, Inc. (CTI)**

CTI is a private non-profit agency serving as one of the designated transit providers in Maine's Transit Region 5. CTI operates a demand-response service, serving low income, elderly, and disabled populations, as well as the general public.

FFY2013 5310 Ridership: 17,703

Service Area: Knox, Lincoln and Sagadahoc Counties, and the City of Brunswick and Town of Harpswell in Cumberland County

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

KVCAP is a private non-profit agency serving as the designated transit provider in Maine's Transit Region 4, serving low income, elderly, and disabled populations, as well as the general public. KVCAP provides flex-route and demand response services to Kennebec and Somerset counties. Services include the Kennebec Explorer, serving Waterville and Augusta; the Somerset Explorer, serving Skowhegan, Madison, Anson and Norridgewock; Move More Kids, a seasonal route serving Somerset County; and the KV Van, a door-to-door paratransit van. Last year, KVCAP vehicles covered over 9.5 million miles.

FFY2013 5310 Ridership: 79,233

Service Area: Kennebec and Somerset Counties

**Penquis - The LYNX**

Penquis is a private non-profit agency serving as the designated transit provider in Maine's Transit Region 3, serving low income, elderly, and disabled populations, as well as the general public in Penobscot and Piscataquis Counties. The LYNX offers demand response service in most rural towns one if not more days per week, by appointment, Monday through Friday. Last year, the Lynx covered almost 12 million miles.

FFY2013 5310 Ridership: 967

Service Area: Penobscot (excluding Patten) and Piscataquis Counties

**Regional Transportation Program (RTP)**

RTP is a non-profit corporation serving as the designated transit provider in Maine's Transit Region 6, serving low income, elderly, and disabled populations, as well as the general public in Cumberland County. RTP offers a demand-response service in the Greater Portland area, and a fixed route service to the Lakes Region, which serves the towns of Naples, Casco, Raymond, Windham, Westbrook, and Portland.

FFY2013 5310 Ridership: 35,721

Service Area: Cumberland County and Bath in Sagadahoc County

### **Waldo Community Action Partners (WCAP)**

WCAP is one of two designated transit providers in Maine's Transit Region 5 and provides demand response and flex route service to low income, elderly, and disabled individuals, and the general public in Waldo County. Regular trips outside of Waldo County are made to Waterville, Augusta, Rockland, and Bangor. The Belfast Shopper makes a continuous loop through Belfast on Monday, Wednesday, and Fridays and passengers may be dropped off or picked up anywhere on the route.

FFY2013 5310 Ridership: 19,078

Service Area: Waldo County

### **Washington Hancock Community Agency (WHCA)**

WHCA is a non-profit corporation serving as the designated transit provider in Maine's Transit Region 2, serving low income, elderly, and disabled populations, as well as the general public in Washington and Hancock Counties on a demand response basis. Routes include trips from Eastport and Indian Island to Calais, and other routes to Princeton, Bar Harbor, Machias, Milbridge, and Lubec.

FFY2013 5310 Ridership: 8,682

Service Area: Washington and Hancock Counties, excluding Danforth, but including Isle au Haut in Knox County

### **Western Maine Transportation Services, Inc. (WMTS)**

WMTS is a non-profit corporation serving as the designated transit provider in Maine's Transit Region 7, serving low income, elderly, and disabled populations, as well as the general public in Androscoggin, Franklin and Oxford Counties with demand response and flex route services. WMTS provides public, wheelchair-accessible, "green" paratransit bus service around the more populated regions of its service area. Flex routes services are offered in Lisbon, Farmington, Wilton, Jay, Livermore Falls, Rumford, Mexico, Dixfield, Norway, South Paris, and Oxford. Seasonal services are provided to the Bethel/Sunday River and Sugarloaf regions.

FFY2013 5310 Ridership: 25,375

Service Area: Androscoggin, Franklin and Oxford Counties

### **York County Community Action Corporation (YCCAC)**

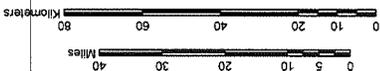
YCCAC is a non-profit corporation serving as the designated transit provider in Maine's Transit Region 8, serving low income, elderly, and disabled populations, as well as the general public, providing door-to-door demand response service throughout all of York County. YCCAC also operates the **Shoreline Explorer**, a year-round, flex route service, the **Sanford Ocean Shuttle**, and a public-private network of seasonal shuttle bus and trolley routes: YCCAC's **Kennebunk Shuttle**, **Shore Road Shuttle**, and **Shoreline Trolley**, and private operators Intown Trolley, Ogunquit Trolley and York Trolley. Hours of operation vary per service, with start times of 6 a.m. and end times of 11 p.m. for some routes.

FFY2013 5310 Ridership: 32,396

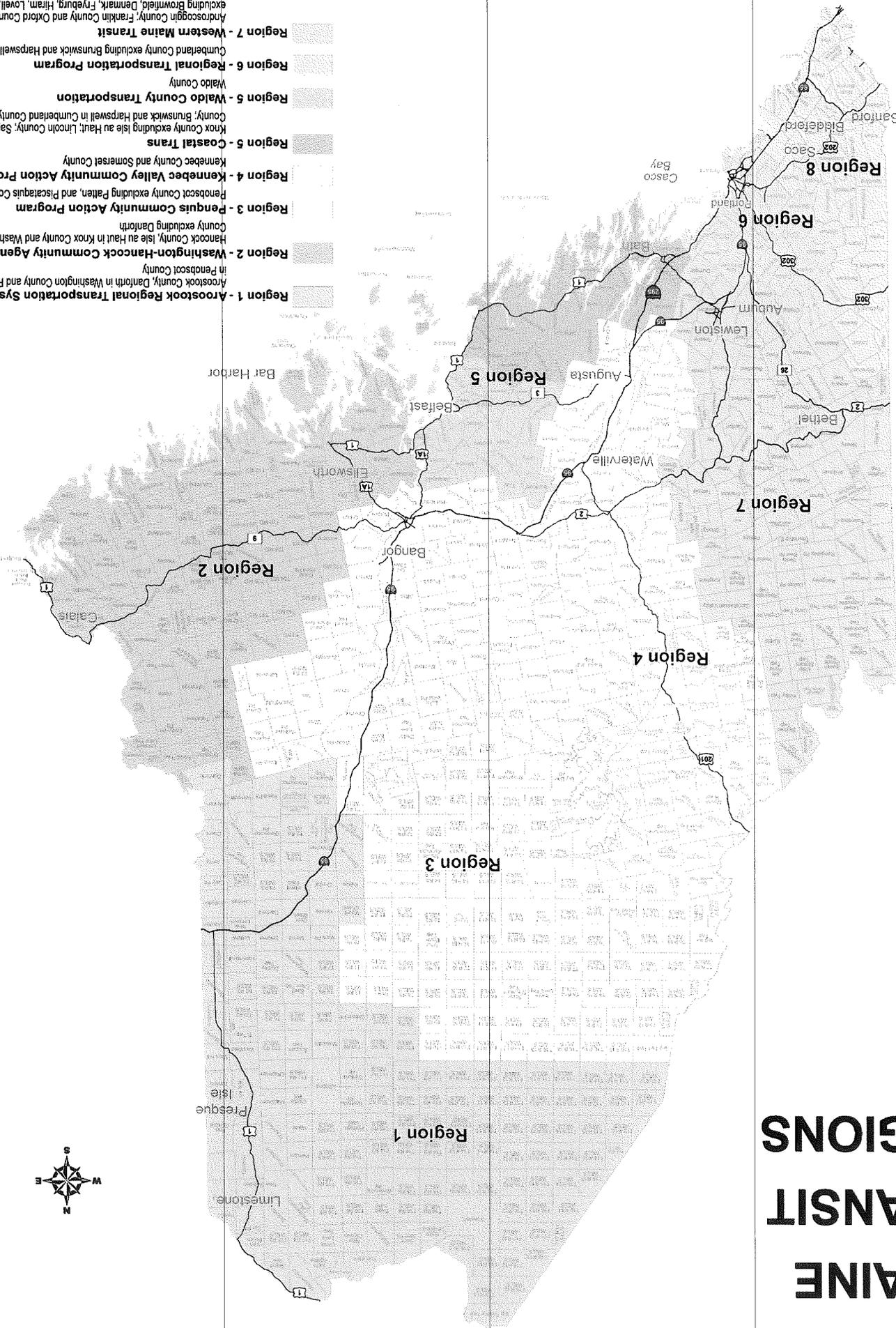
Service Area: York County

# MAINE TRANSIT REGIONS

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



- Region 1 - Aroostook Regional Transportation System**  
 in Penobscot County
- Region 2 - Washington-Hancock Community Agency**  
 Hancock County, Isle au Haut in Knox County and Washington County
- Region 3 - Penobscot Valley 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



**Presentation to the Commission on  
Independent Living and Disability**

**November 7, 2014**

**By the Maine Transit Association**

# Maine Transit Association

- The Maine Transit Association (MTA) is comprised of Maine's regional transportation providers, regional planning agencies, city bus operators, a ferry operator, the "Explorer" systems offering car-free options in 6 regions around the state, and commuter bus services.
- The mission of the Maine Transit Association is to act as a unified voice advocating for and improving public transportation services for the citizens of Maine and visitors to the state.

# Transportation Services for Persons with Disabilities

- Fixed Route Bus Services
  - Local
  - Regional
- Demand Response
  - Make a reservation for a ride – doctor’s office, shopping, etc.
- Residential Facility Vehicle

# Funding Sources

- Federal Transit Administration (FTA)
  - Operations
  - Vehicles
- State
  - Operations Subsidy
  - Capital Assistance, primarily for vehicles
- MaineCare Transportation

# State Per Capita Transit Funding

## FY 2011

• Massachusetts	\$183.22
• Connecticut	\$115.01
• National Average (as of 2007)	\$ 45.66
• Oregon	\$ 34.17
• Vermont	\$ 10.92
• Iowa	\$ 4.16
• West Virginia	\$ 1.50
• Mississippi	\$ 0.54
• Maine	\$ 0.40
• New Hampshire	\$ 0.32

Source: American Association of State Highway and Transportation Officials (AASHTO)

# Maine Funding for Transit

- Operations Support - \$1.45M a year (FY 15)
  - Just over \$1.00 per person (improved since 2011)
- Capital Support – Periodic bond assistance with vehicle purchases
- MaineCare Transportation
  - Primary source of funding for persons with disabilities
  - 2013 Change to brokerage is a major challenge for many riders, transportation providers

# Urban Challenges

- Urban has fixed routes, but
  - getting people to and from stations can be a challenge, especially in bad weather
  - Routes may not serve all parts of a community
  - Most vehicles handicapped accessible, but this often requires trained staff to assist the rider
  - Limited funding

# Rural Challenges

- Distances make transportation time consuming and expensive
- Limited funding and vehicles
- Agencies maximize service through volunteers
- Volunteers aren't always the best option for people with disabilities:
  - Drivers require a higher level of training
  - Private vehicles are not accessible

# Maine State Transit Strategic Plan

- Expected January 2015
- DOT staff has assembled a large advisory group that has been meeting since August 2013
- Will assess transit need and availability on a County by County basis
- Will include recommendations for addressing the unmet need, including funding

# Maine Transit Association

## Recommendations

- Strengthen the transit statute, including:
  - A new Passenger Transportation Advisory Committee (PTAC) with broad membership
  - Charge DOT with identifying unmet need and recommending ways to address it
- Additional operating support for transit (increase the current \$1 per capita level)
- Continued state support for capital investment through bonding

## For More Information, Contact

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- Jim Wood, KVCAP Transportation Director - [jimw@kvcap.org](mailto:jimw@kvcap.org), (207) 859-1564
- Connie Garber, MTA Legislative Committee Chair and YCCAC Transportation Director, [cgarber@yccac.org](mailto:cgarber@yccac.org), (207) 459-2930



# MaineHousing

Maine State Housing Authority

## Memorandum

**To:** Sen. Margaret Craven, Chair  
Rep. Matthew Peterson, Chair  
Members, Commission on Independent Living and Disability

**From:** Peter Merrill, Deputy Director

**Date:** November 6, 2014

**Subject:** Follow-Up Information

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### MaineHousingSearch.org

At your October 8<sup>th</sup> meeting I was asked to provide some usage information about our free on-line rental housing listing service, MaineHousingSearch.org.

Currently, over 800 landlords use the site. There are 17,800 units listed of which 2,500 are currently available. Of the 17,800 units, approximately 6,500 have special features listed for blind and visually impaired or deaf and hearing impaired; 4,800 for frail and elderly; and over 10,000 for persons with physical or developmental disabilities (numbers overlap).

In the 12 months ending 8/31, there were approximately 100,000 searches from 36,000 people. Less than 1,000 searches were for accessibility features.

### Waiting List Priority

At the same meeting I was asked about giving a priority to a person on an affordable apartment waiting list who is disabled when an accessible apartment is available. A specific example was used where the management company held that the accessible unit had to go to the next person in line even if there was someone further down the list who needed it. In fact, under Section 504, which governs in this case, when an accessible unit becomes available the owner must give preference to the next qualified applicant with disabilities on the waiting list who needs the accessibility features of the unit.

We have been working with the management company to clarify what is required. As a result of this, we will make additional efforts to educate affordable housing owners and management companies of the requirements. We appreciate this being brought to our attention.

Presented by Ana Hicks  
Office of Speaker of the House  
11/7/14

## SENIOR HOUSING BOND INITIATIVE

Maine's population is the oldest in the country and expected to become even more so in the years ahead. Our housing stock is also among the oldest in the country, and is poorly matched with our needs: it is too unaffordable, too inaccessible, too inefficient and too remote from the services and resources our seniors need to thrive in their communities.

To address this fundamental mismatch between our housing supply and our housing needs, we propose a bold investment in Maine's infrastructure through an innovative senior housing bond. This \$65 million general obligation bond would be used in combination with a mix of private and public resources to create 1,000 highly energy-efficient homes for Maine's seniors in locations that will enable them to successfully and affordably age in place.

At the same time, the initiative would create significant work opportunities for our state's construction, architectural and engineering sectors, which were hit extremely hard by the Great Recession and have continued to struggle with historically high unemployment.

Highlights of the senior housing bond initiative include:

- Geographic distribution and smart locations: not only will the new apartments be located in all regions of the state, but they will also be built in locations that best help seniors to age in place. Preference will be given to locations in or near service centers or downtowns with easy access to transportation, health care services and basic goods.
- Leveraged resources: bond proceeds would be combined with private debt and equity as well as other state and federal housing programs to bring the initiative to scale, producing 1,000 apartments in 40 properties across the state.
- Jobs and Economic Stimulus: each property built through the initiative will provide work for hundreds of people, including construction workers, architects, engineers and building material suppliers.
- Municipal revenue: each one of the properties built will pay property taxes, likely resulting in increased municipal revenue on parcels that were previously underutilized.
- Energy efficiency: all properties will be built pursuant to proven building standards that are significantly more efficient than typical construction, reducing seniors' vulnerability to energy cost increases and reducing Maine's dependence on foreign oil.

A diverse coalition of Maine-based companies and organizations have come together to help develop and strengthen this proposal, including the Area Agencies on Aging, AARP, the Maine Affordable Housing Coalition and the Associated General Contractors of Maine.