1. **Public Comment Period**
   Orion Breen joined the meeting to hear more about the bus service’s experience with bio diesel fuel.

2. **Introductions – New Member**
   Becca Johnson was not able to attend this meeting due to a previously scheduled appointment.

3. **Selection of Committee Chair**
   The committee agreed to wait another month to see if the last two vacancies might be filled before selecting a committee chair.

4. **Update Emergency Bus Purchase**
   Donna Tippett gave the committee an update and overview of the information she presented to the full council at a workshop held on December 15, 2020. The council supported the decision to not move ahead with a battery electric bus (BEB) at this time. Some of the reasons included:
• The short mileage range between charge for the current generation of BEBs,
• The need for comprehensive planning of charging infrastructure at the bus depot and the city-wide grid.
• The untested reliability and of BEB in New England and known problems reported by Worcester Regional Transit Authority.
• And the potential disruptions any BEB failures would cause the bus service given our small fleet size.

Greg Lewis mentioned the potential of electric buses that draw power from overhead wires. Donna said that has not been part of the discussion to date, but will add the option to the mix for our bus electrification analysis.

Gabe Faulkner-Macklin asked if we had done any research on electric bus use in Denver. Donna said that the bus service research was focused on transit agencies in New England so we could compare use in a similar region with like climate and close proximity for site visits and information sharing.

5. **South Portland Bus Service’s experience with Biodiesel**
Rick Sargent gave the committee an overview of the bus service’s experience with biodiesel fuels in 2016, which created several maintenance and operations issues for the bus service. The technical problems the biodiesel fuel created for the buses include:
• Required 18% more fuel
• Biodiesel doesn’t burn as hot so it created problems for internal emissions system on the bus, causing Malfunction Indicator Lamp (MIL) warning to come on. When that warning light is ignored the bus will eventually shut itself down (sometimes when in service with riders onboard).
• Using biodiesel on our 2016 buses would have voided the manufacturer’s warranty.
• Algae collects much quicker in a biodiesel fuel tank than a tank filled with regular diesel, which caused fuel filters to clog very quickly.
• In very cold weather the biodiesel coagulates more quickly in the tank which clogs the fuel injectors and causes them to fail.
• Check engine light and engine warning devices were constantly on.

All of the above caused buses to be pulled from service, which is disruptive to the service and riders onboard.

6. **Electronic Fare Overview**
Donna Tippett provided an overview of the Dirigo Electronic Fare System (EFS) which went into effect on October 1, 2020. She went over the [www.dirigotouchpass.com](http://www.dirigotouchpass.com) website and the fare payment options:
• Dirigo Mobile app (downloadable from Google Play and Apple)
• Dirigo plastic fare card (available from SP City Hall and reloadable at CVS and 7–Eleven stores)
• 90-minute paper tokens (available for purchase at City Hall, good for a single ride and often used by social service agencies in the region)
• Cash (with paper transfers between SP buses only)

Greg Lewis asked questions about the privacy of the data collected on the cards. Donna confirmed there are no plans for the local transit agencies to use personal data, but she would check to make sure the acquisition of Delerrock (EFS vendor) by Cubic Corporation would not cancel any restrictions placed on use of personal data by Cubic.

Kate Lewis asked about opinions on the transfers with Metro. Donna said that many people that pay cash were not happy with the new policy. The complaints have died down and people have accepted the new policy, but that doesn’t mean people like it.

Kate Lewis asked if it would be possible to stop using the system if it’s not popular. Donna didn’t think it was possible to pull out from use of the EFC because of contractual agreements and use of FTA funds would obligate us to reimbursing the FTA the 80% of the costs covered by grants.

7. Special Meeting January 18th, 9am – Transit Tomorrow Presentation
Kate Lewis pointed out that January 18th is a holiday. Donna Tippett said she would find an alternate date and send an agenda and invite to the committee.

8. Adjournment