

ATTACHMENT B
Budget and Funding Proposal
Proposed Falmouth Transit Improvements

Provided below are two budgetary scenarios. Table 1 provides a five-year financial forecast for Falmouth transit service under a NO BUILD scenario. Table 2 presents a five-year financial forecast for Falmouth transit service with proposed improvements incorporated.

Table 1: No Build Scenario

	2022	2023	2024	2025	2026	Notes #
Service Supply (Revenue Hours)						
Route 7	2,753	2,753	2,753	2,753	2,753	1
Route 9	534	534	534	534	534	
Total Service Supply	3,287	3,287	3,287	3,287	3,287	
Ridership						
Route 7	24,500	28,000	30,000	30,000	30,000	2
Route 9	4,550	5,525	6,500	6,500	6,500	
Total Service Supply	29,050	33,525	36,500	36,500	36,500	
Operating Cost						
<i>Operating Cost/Hour</i>	\$ 126	\$ 128	\$ 131	\$ 134	\$ 136	3
Route 7	\$ 346,791	\$ 353,727	\$ 360,801	\$ 368,017	\$ 375,377	
Route 9	\$ 67,194	\$ 68,538	\$ 69,909	\$ 71,307	\$ 72,733	
Gross Operating Cost	\$ 413,985	\$ 422,265	\$ 430,710	\$ 439,324	\$ 448,111	
Funding						
Fare Revenue	\$ 39,218	\$ 45,259	\$ 49,275	\$ 49,275	\$ 49,275	4
Directly Gen. Rev.	\$ 6,020	\$ 6,080	\$ 6,141	\$ 6,202	\$ 6,264	5
State Funding	\$ 3,857	\$ 3,857	\$ 3,857	\$ 3,857	\$ 3,857	6
Federal Funding	\$ 147,551	\$ 144,296	\$ 137,827	\$ 140,584	\$ 143,395	7
Municipal Funding	\$ 217,340	\$ 222,774	\$ 233,610	\$ 239,407	\$ 245,319	8
		2.5%	4.9%	2.5%	2.5%	
Total Funding	\$ 413,985	\$ 422,265	\$ 430,710	\$ 439,324	\$ 448,111	

Note #	Line Item	Explanation
1	Service Supply	No changes to service supply on Routes 7 and 9.
2	Ridership	Gradual, but partial ridership recovery through 2024, but current assumption assumes not achieving pre-pandemic ridership of approximately 35,000 on Route 7.
3	Operating Cost	2022 operating cost per hour is escalated by 2% per year – may require adjustment based on duration of current inflationary and labor market environments.
4	Fare Revenue	Gradual, but partial fare revenue recovery through 2024, but current assumption assumes not achieving pre-pandemic fare revenue on Route 7.
5	Directly Gen. Revenue	Directly generated revenues (e.g., advertising sales) is escalated by 1% per year.
6	State Funding	State funding is assumed to be flat during the forecast horizon. There may be an opportunity for increase as an indirect result of federal infrastructure legislation.
7	Federal Funding	Base federal formula funding increases by 2% per year based on PACTS policy. However, CARES Act emergency funding phases out through 2023.
8	Municipal Funding	Based on assumptions for ridership, fares, state and federal funding, municipal funding from Falmouth estimated to increase by 2.5% in 2023, jump by 4.5% in 2024 as CARES Act support phases out and fare revenue still underperforms.

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Table 2: Service Improvements

	2022	2023	2024	2025	2026	Notes #
Service Supply (Revenue Hours)						
Route 7	2,760	2,775	2,775	2,775	2,775	1
Route 9	575	589	589	589	589	1
Microtransit Project	1,000	4,000	4,000	4,000	4,000	2
Total Service Supply	4,335	7,364	7,364	7,364	7,364	
Ridership						
Route 7	27,600	33,300	41,625	49,950	55,500	3
Route 9	4,550	7,068	7,657	8,246	8,835	3
Microtransit Project	2,000	12,000	16,000	20,000	20,000	4
Total Service Supply	32,150	40,368	49,282	58,196	64,335	
Operating Cost						
<i>Operating Cost/Hour</i>	\$ 122	\$ 124	\$ 127	\$ 129	\$ 132	5
Route 7	\$ 336,720	\$ 345,321	\$ 352,227	\$ 359,272	\$ 366,457	
Route 9	\$ 70,150	\$ 73,295	\$ 74,761	\$ 76,256	\$ 77,781	
Microtransit Project	\$ 122,000	\$ 497,760	\$ 507,715	\$ 517,870	\$ 528,227	6
Contingency (5%)	\$ 26,444	\$ 45,819	\$ 46,735	\$ 47,670	\$ 48,623	7
Gross Operating Cost	\$ 555,314	\$ 962,195	\$ 981,439	\$ 1,001,068	\$ 1,021,089	
Funding						
Fare Revenue	\$ 43,403	\$ 55,304	\$ 68,995	\$ 81,474	\$ 90,069	8
Directly Gen. Rev.	\$ 11,106	\$ 11,217	\$ 11,330	\$ 11,443	\$ 11,557	9
State Funding	\$ 3,857	\$ 3,857	\$ 3,857	\$ 3,857	\$ 3,857	10
Federal Funding (Baseline)	\$ 147,551	\$ 144,296	\$ 137,827	\$ 140,584	\$ 143,395	11
Municipal Funding (Baseline)	\$ 217,340	\$ 222,774	\$ 228,343	\$ 234,051	\$ 239,903	12
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Federal Funding (ARPA Pilot Phase)	\$ 132,057	\$ 524,747	\$ 531,088	\$ -	\$ -	13
Federal Funding (Formula Post Pilot)	\$ -	\$ -	\$ -	\$ 266,348	\$ 268,627	14
Local/State/Mun. Funding (Additional)	\$ -	\$ -	\$ -	\$ 263,310	\$ 263,680	15
Other Funding	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Funding	\$ 555,314	\$ 962,195	\$ 981,439	\$ 1,001,068	\$ 1,021,089	

Note #	Line Item	Explanation
1	Service Supply: Route 7 & 9.	Overall Route 7 revenue hours are mostly constant as the fixed route service operated on the two loops are re-allocated to the main line. Route 9 revenue hours are incrementally increased in relation to minor extension of hours/trips.
2	Microtransit	Microtransit service level is based on 12 hours of service on Mondays-Saturdays, and 10 hours on Sunday. The geography covered is to be determined.
3	Ridership: Route 7 & 9.	With the frequency improvement on the Route 7, ridership recovery is anticipated to accelerate and surpass baseline boardings. Route 9 shows modest gains as well.
4	Microtransit Ridership	Estimating microtransit ridership is challenging given that it's a new service model. Best practice suggests that microtransit is best in areas where fixed route service is delivering under 10 boardings per hour. Recent research indicates that microtransit projects are generally delivering under 5 boardings per hour. For the purposes of planning and forecasting, Metro is assuming the project achieves 5 boardings per hour by 2024 and proposes this as a performance benchmark for project evaluation.
5	Operating Cost	With service supply increased and only variable costs increasing, the overall cost per hour decreases slightly in comparison to the No Build.

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Note #	Line Item	Explanation
7	Contingency	As this is a long-range forecast, a 5% contingency is included.
8	Fare Revenue	Total fare revenue is anticipated to increase in relation to the frequency and service improvements on the Route 7 and 9, as well as from the microtransit project.
9	Directly Gen. Revenue	Projected to increase in connection with system wide service improvements and opportunities for increase advertising sales and partnerships.
10	State Funding	State funding is assumed to be flat during the forecast horizon. There may be an opportunity for increase as an indirect result of federal infrastructure legislation.
11	Federal Funding (Baseline)	Base federal formula funding increases by 2% per year based on PACTS policy. However, CARES Act emergency funding phases out through 2023.
12	Municipal Funding (Baseline)	Based on assumptions for ridership, fares, state and federal funding, municipal funding from Falmouth estimated to increase at a slower rate compared to the No Build in relation to improvements in fare revenue.
13	Federal Funding (ARPA)	The amounts provided for 2022-2024 (totaling \$1,187,892) represent federal ARPA funding. PACTS is charged with allocating the \$8.1 million provided to the region. Applications are due on December 20 and a review process will occur during January-February 2022. As no local match is required for this funding, no additional town funding would be needed during the 2022-2024 timeframe.
14	Federal Funding (Formula)	The amounts programmed in 2024 and 2025 represent long-term federal funding support from the region's formula program, but cannot exceed 50% of operating costs based on current federal requirements. Concurrent with the ARPA application, Metro staff would also request the long-range funding support from the formula program.
15	Local/State/Mun. Funding (Additional)	Based on increases in fare revenue and approval of long-range federal funding support (not to exceed 50%), the local amounts in 2024 and 2025 represent the ongoing annual funding needed from either the town, the state, or other local sources.



Route 7 Service and Policy Proposals

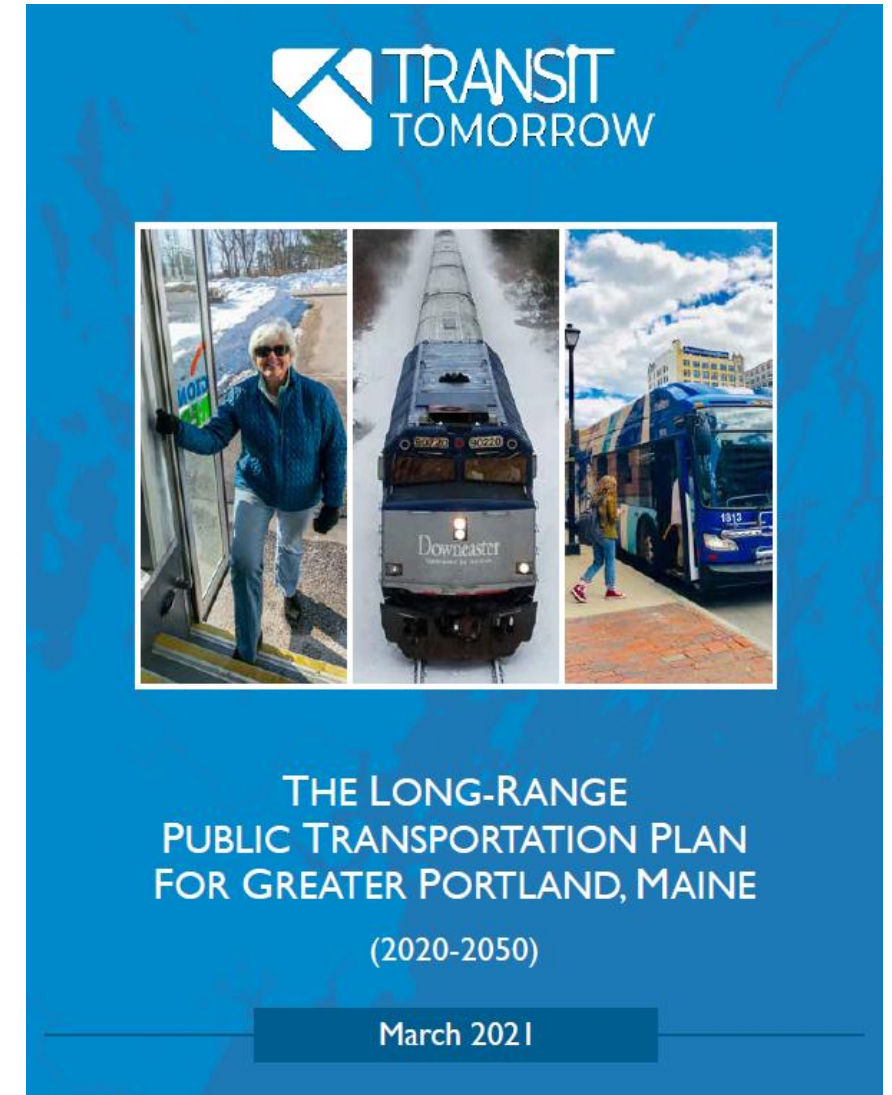
Presentation Overview

- Long range transit planning and ongoing studies.
- Review existing transit service and ridership trends.
- Present proposals for service improvements in Falmouth.
- Present preliminary budget and funding strategy.
- Review process for rider/public input and next steps.
- Seek questions and input from council members – no action requested at this time.

Regional Long Range Transit Plan

Transit Tomorrow Major Goals:

- Make Transit Easier
- Create Frequent Connections (i.e., headways)
- Improve Rapid Transit
- Create Transit Friendly Places

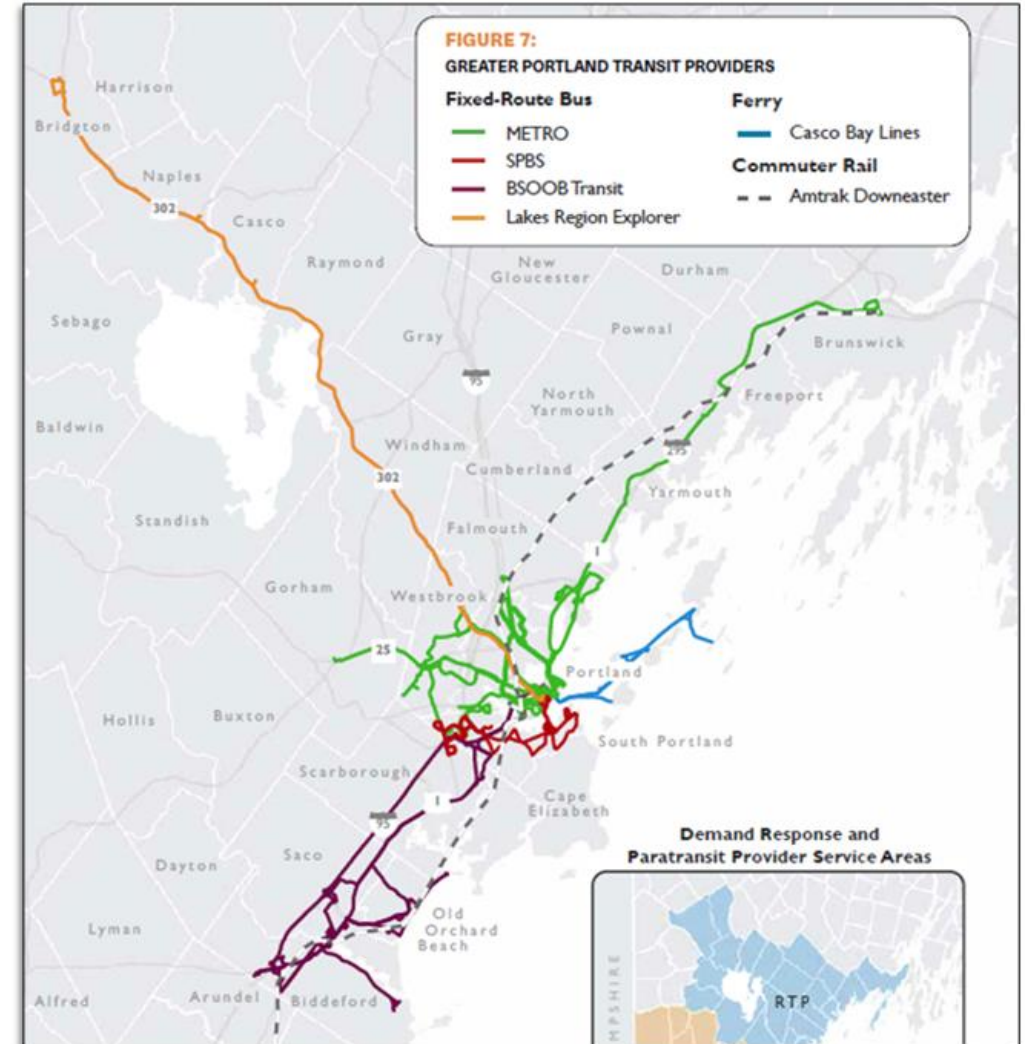


GPCOG: Transit Tomorrow

Regional Long Range Transit Plan

Goals 1 & 2: Make Transit Easier and Improve Local Connections

- Transit Together Study:
 - Regional Bus System Redesign Study.
 - Regional Microtransit Feasibility Study.
 - Evaluation of transit agency coordination and integration opportunities.

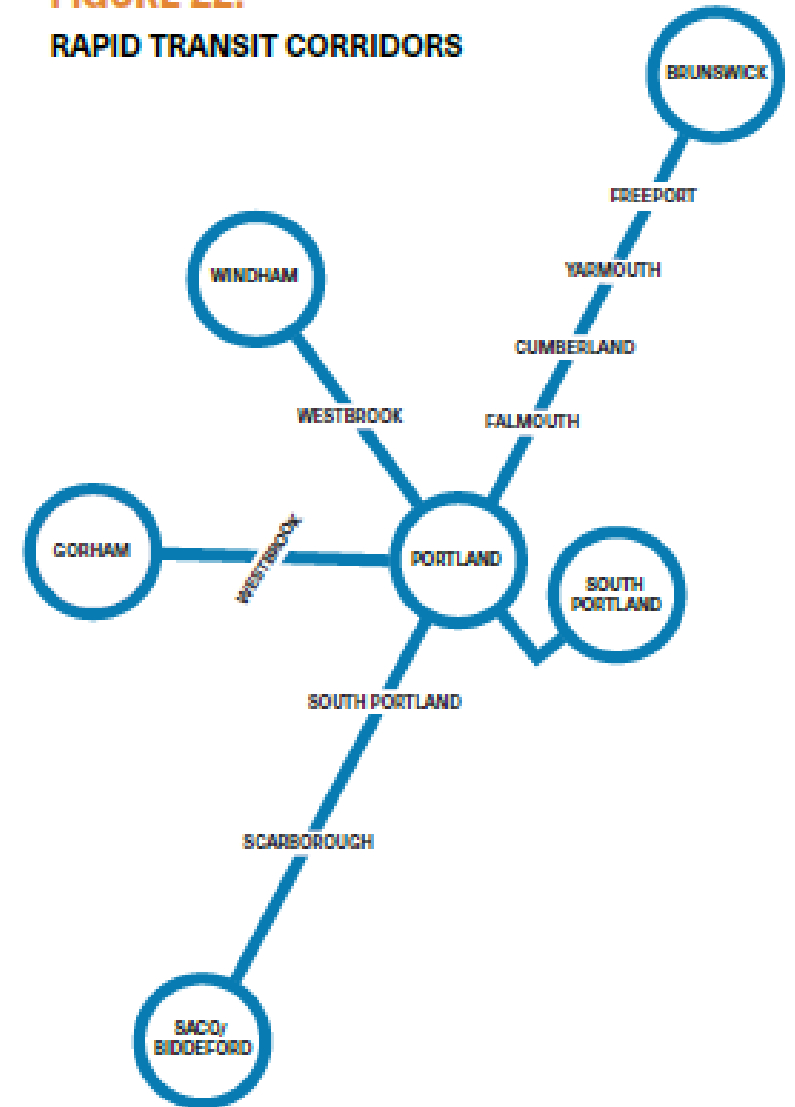


Regional Long Range Transit Plan

Goal 3: Improve Rapid Transit

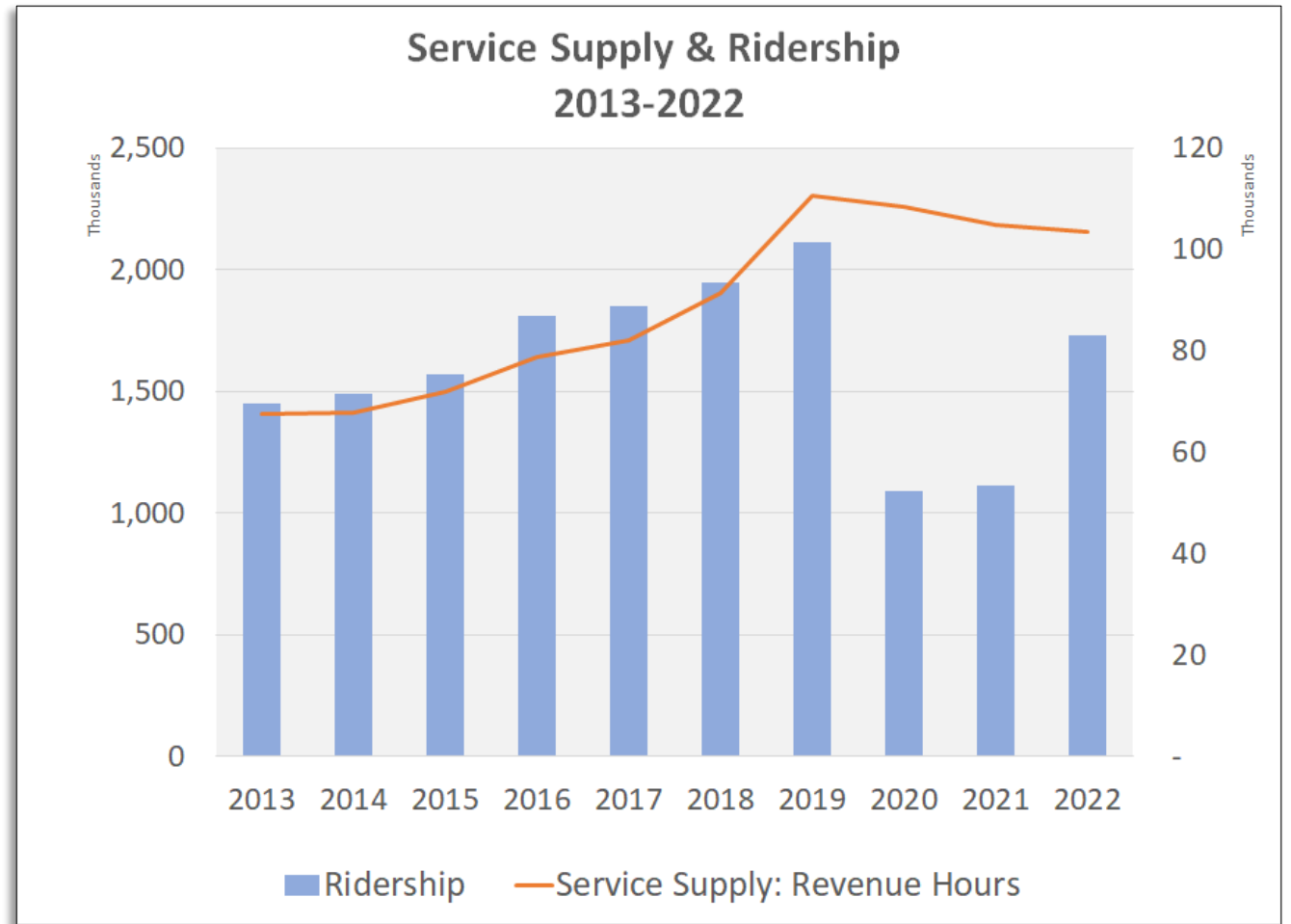
- 5 corridors identified.
- Gorham-Westbrook-Portland Corridor prioritized first.
- Exploring feasibility of high capacity transit along these alignments.
- High capacity transit includes: Bus Rapid Transit, Light Rail, Commuter Rail.

FIGURE 22:
RAPID TRANSIT CORRIDORS



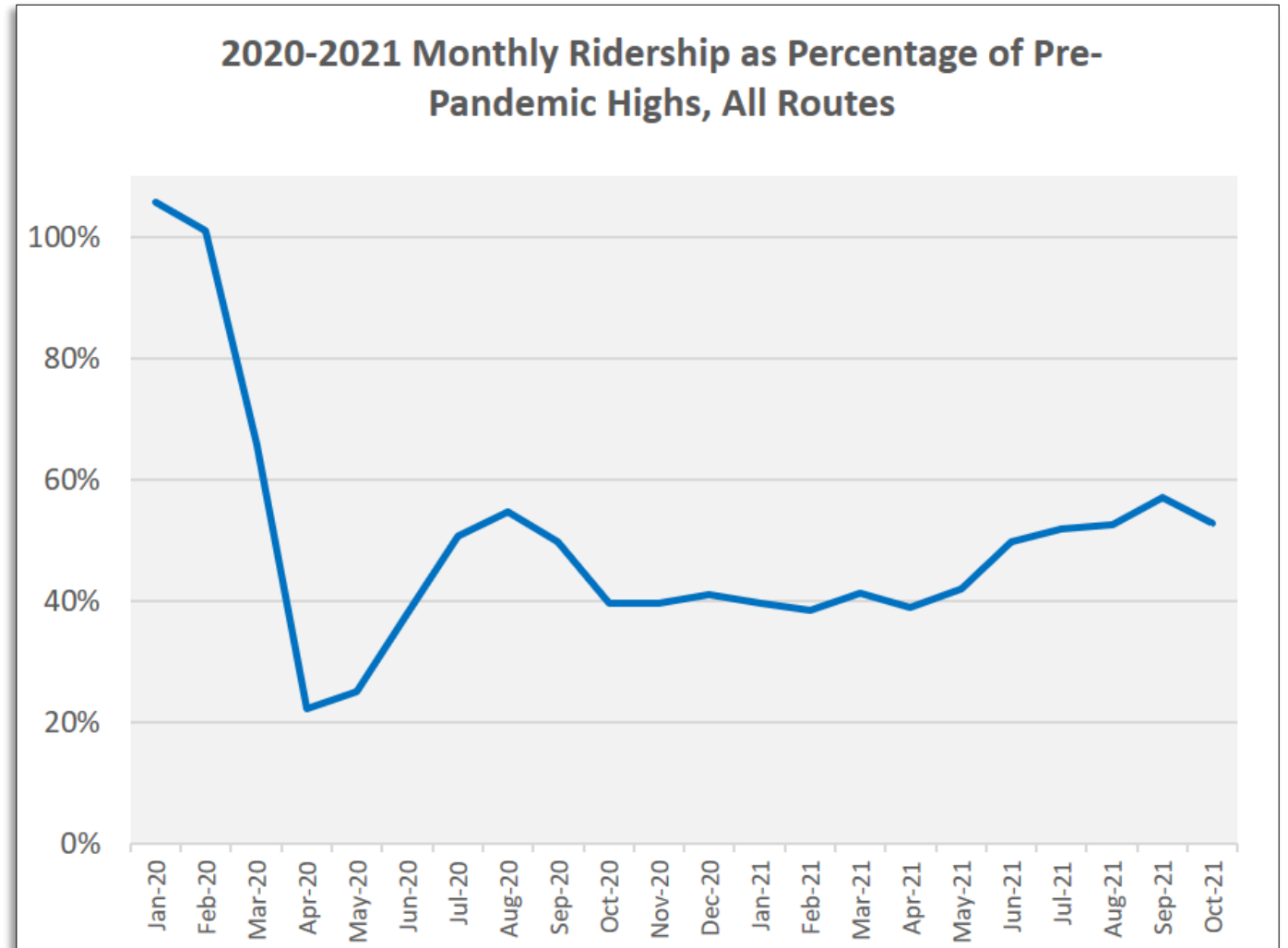
Existing Transit Service/Ridership Trends

- Ridership declined sharply at the onset of COVID-19 pandemic.
- Federal funds (CARES, ARPA) allocated to replace lost revenue and drive ridership recovery.



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METRO Service Levels

Route	Corridor	Service Type	Municipalities	SERVICE FREQUENCIES			
				Weekday Peak	Weekday Off-Peak	Sat.	Sun.
Route 1	Congress	Local Route	Portland	30 min	30 min	30 min	60 min
Route 2	Forest	Local Route	Portland-Westbrook	30 min	30 min	60 min	60 min
Route 3	Bridge-Spring	Local Route	Portland-Westbrook-South Portland	30 min	30 min	60 min	60 min
Route 4	Main-Brighton	Local Route	Portland-Westbrook	30 min	30 min	30 min	45 min
Route 5	Outer Congress	Local Route	Portland-South Portland	30 min	30 min	30 min	45 min
Route 7	Route 1	Local Route	Portland-Falmouth	60 min	60 min	60 min	60 min
Route 8	Peninsula	Circulator	Portland	30-35 min	30-35 min	60 min	60 min
Route 9	Wash.-Stevens-Congress	Local Route	Portland-Falmouth	15-30 min	60 min	60 min	60 min
Husky Line	Route 25-WCD-Brighton	BRT-Lite	Portland-Westbrook-Gorham	30 min	30 min	45 min	45 min
BREEZ	I-295/Route 1	Express	Portland-Yarmouth-Freeport-Brunswick	35-60 min	40-150 min	150 min	N/A

LEVEL OF SERVICE (HEADWAYS - minutes between buses)

20 minutes or Under	Frequent Service (Ridership Producing).
30 minutes	Baseline Service
45 min. or Longer	Coverage Service (Lifeline Service)

Proposed 2022 System-Wide Improvements

Strategic Goals:

- Pivot toward post-pandemic work/travel habits.
- Rebuild ridership.
- Avoid budgetary crisis once CARES Act/ARPA emergency funding runs out.

Major Objectives:

- Progress toward uniform baseline transit network with consistent headways/hours of operation.
- Add major destinations with minor route extensions.
- Establish High Frequency Corridor on Congress Street in Portland.
- Innovate service delivery by implementing a microtransit pilot project.
- 9 month promotional fare reduction in 2022 (Apr-Dec).
- Accelerate bus stop improvements.
- Deploy transit signal priority to improve travel times.

Transit Service in Falmouth

LOCAL BUS ROUTE 9 (Falmouth and Portland)

Falmouth Service Levels:

- Mon-Fri: Intermittent from 6:30 a.m. to 7:30 p.m.
- Sat: Every 60 minutes from 8:30 a.m. to 8:30 p.m.
- Sun: Every 60 minutes from 9:30 a.m. to 4:30 p.m.
- Higher service levels in Portland.

Major Destinations:

- West Falmouth Hannaford and TD Bank Plazas
- Washington Avenue Corridor
- Stevens Avenue Corridor
- Congress Street Corridor

Connections:

- Direct connections with Metro routes in Portland.
- Connections to South Portland Bus Service and Shuttlebus-Zoom.
- Connection to Amtrak and Concord Coach Lines.



Transit Service in Falmouth

LOCAL BUS ROUTE 7 (Falmouth and Portland)

Service Levels:

- Mon-Sat: Every 60 minutes from 6:30 a.m.-7:00 p.m.
- Sun: Every 60 minutes from 8:30 a.m. to 4:30 p.m.

Major Destinations:

- Falmouth Village (primary northern terminus)
- Downtown Portland (southern terminus)
- Martin's Point Healthcare
- Ocean View Community
- Town Landing and Falmouth Foreside

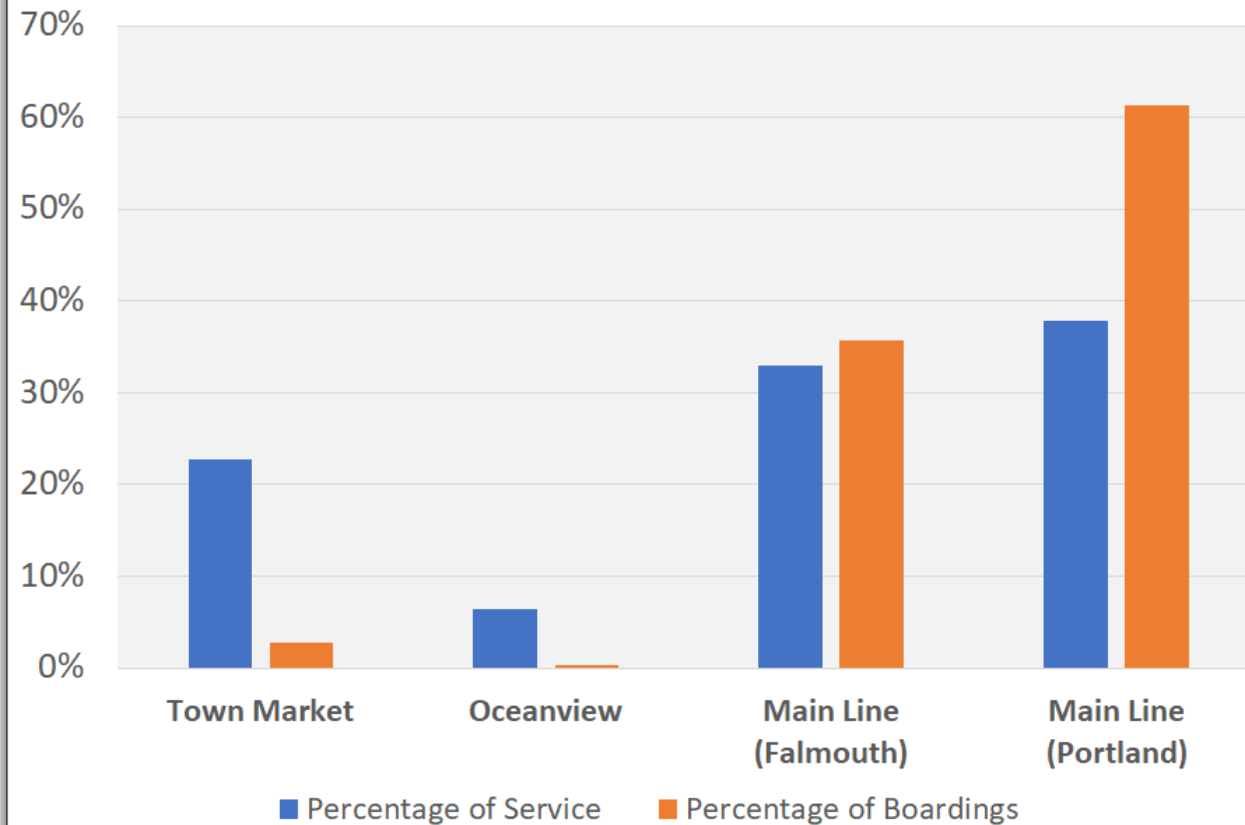
Connections:

- Direct connections with all Metro routes in Portland
- Connections to South Portland Bus Service and Shuttlebus-Zoom.

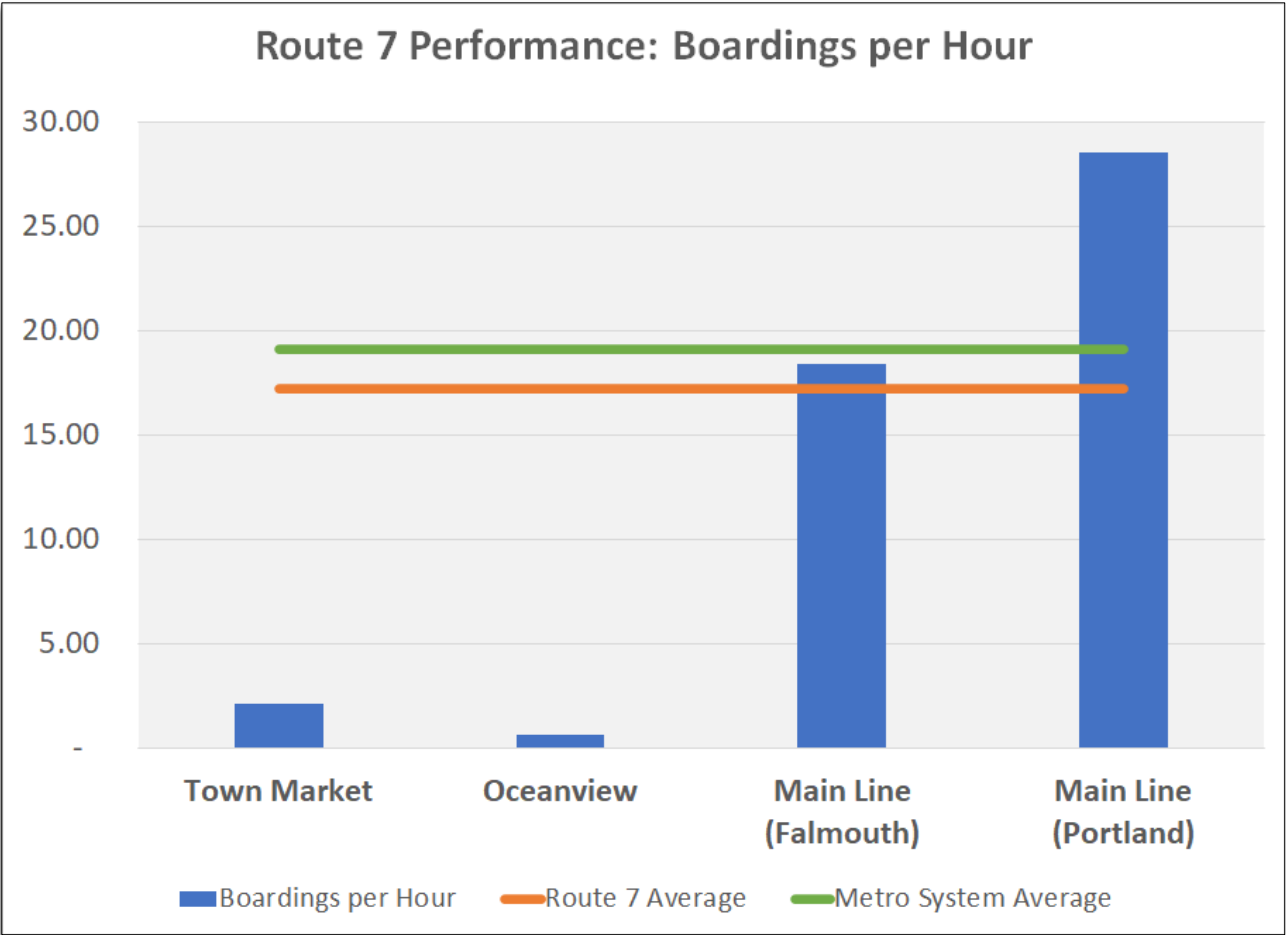


Transit Service in Falmouth

Comparison of Route 7 Service and Ridership

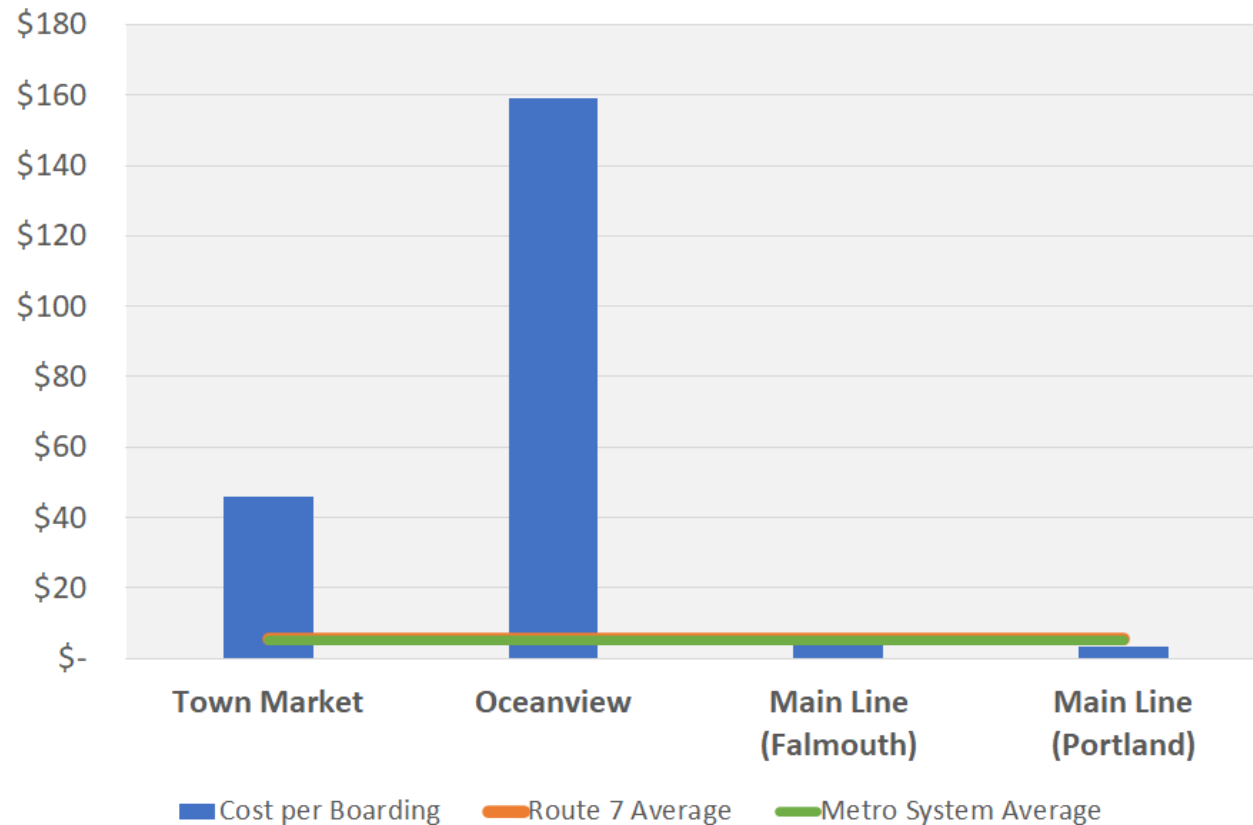


Transit Service in Falmouth



Transit Service in Falmouth

Route 7 Performance: Cost per Boarding



Proposed Route 7 Improvements

Full Route Alignment (Portland & Falmouth)

- Improve frequency from every 60 minutes to every 30 minutes.
- Longer service hours (to ~8pm on weekdays, 8am-7pm on Sundays).

Portland Segment:

- Extend service on Congress St. to Maine Medical Center and Thompson's Point.

Falmouth Segment:

- Adjust Route 7 to operate to the Falmouth village only.
- Replace Oceanview and Town Market “loops” with microtransit pilot project.

Increased Frequency

- More frequency → More buses
- Increased flexibility for riders
- Less wait time for riders
- Easier transfers

Existing	Proposed
OUTBOUND to FALMOUTH	OUTBOUND to FALMOUTH
Metro PULSE Elm St	Metro PULSE Elm St
6:30	6:30
7:30	7:00 new!
8:30	7:30
9:30	8:00 new!
10:30	8:30
	9:00 new!
	9:30
	10:00 new!
	10:30

For discussion purposes only; exact schedule will be determined in the months prior to launch

Longer Hours of Operation

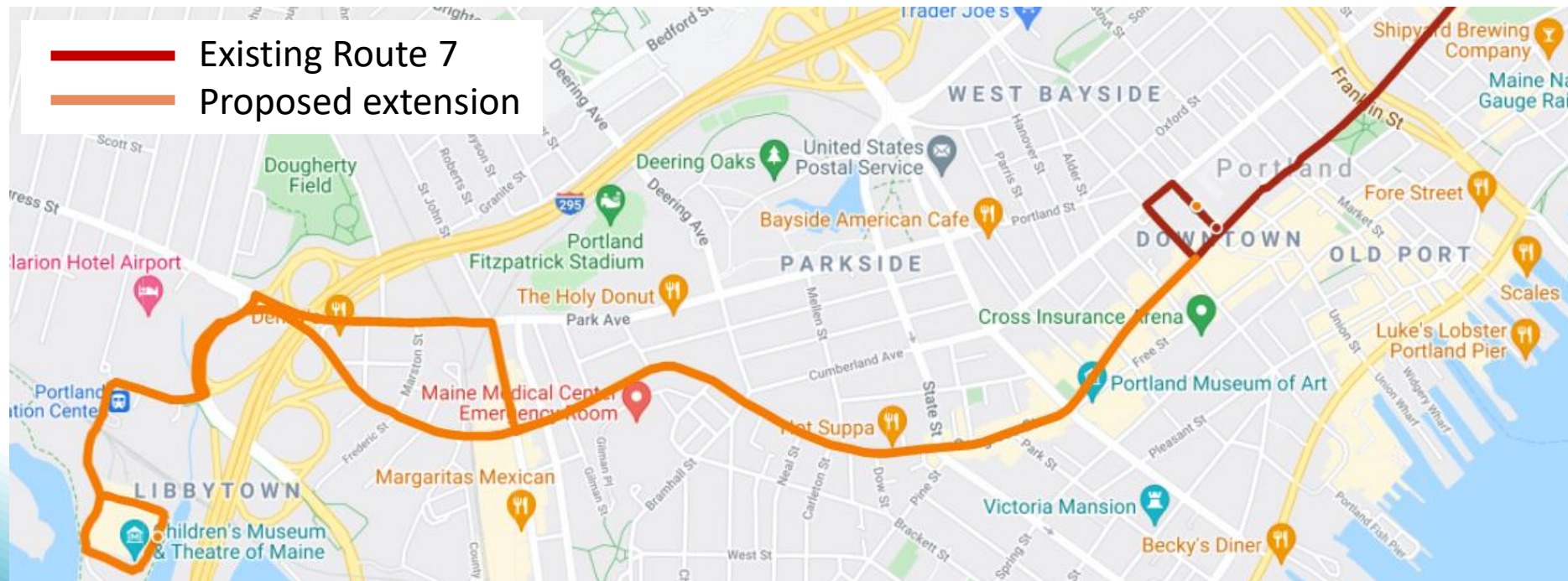
- Two additional buses per day
- Increased flexibility for riders
- Benefits workers who work later into the evening
- More closely aligns with service hours of other routes

<u>Existing</u>	<u>Proposed</u>
OUTBOUND to FALMOUTH	OUTBOUND to FALMOUTH
Metro PULSE Elm St	Metro PULSE Elm St
3:30	4:30
4:30	5:00
5:30	5:30
6:30	6:30
-- END OF SERVICE --	7:00 new! 7:30 new! -- END OF SERVICE --

For discussion purposes only; exact schedule will be determined in the months prior to launch

Extend Route to Thompson's Point

- Direct service to more destinations in Portland
 - Longfellow Square, Maine Medical Center, Portland Transportation Center, Thompson's Point
- Congress Street High-Frequency Corridor
 - 15-minute Metro frequency along Congress Street using Routes 1, 7, and 9



Microtransit pilot

- Metro is planning to work with a transportation software firm to pilot a replacement of the Falmouth loops with an on-demand service
- “Microtransit” pilot would run for about 15 months
 - ~1 month establishment period overlapping with existing service
 - ~12 month pilot period
 - ~2 months for evaluation and next steps



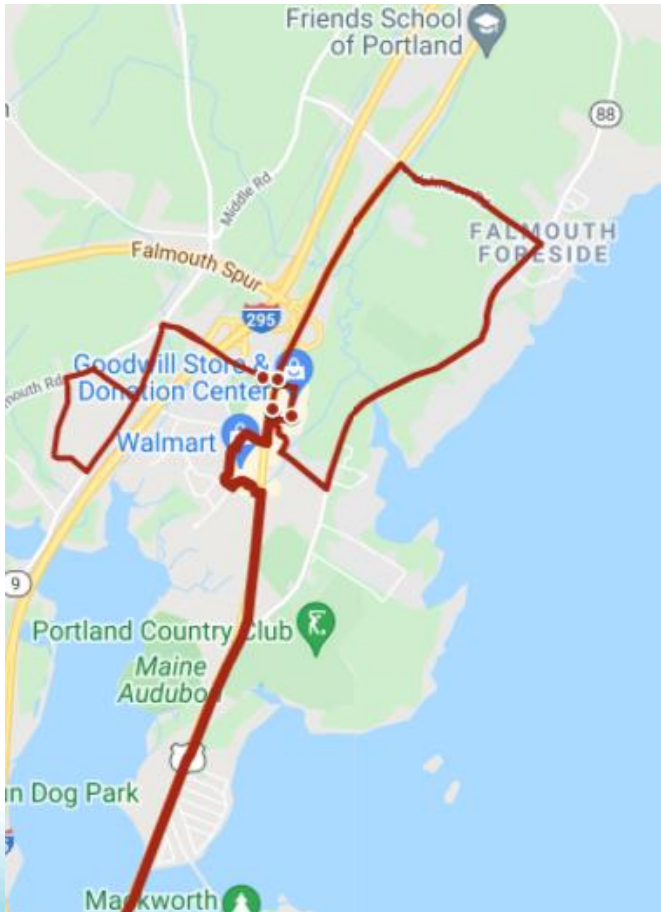
A microtransit pilot could initially utilize Breez buses, rebranded for use in Falmouth.

Microtransit pilot – How does it work?

Service characteristics	Existing Route 7 fixed-route service to loops	Proposed microtransit pilot
Service model	Scheduled fixed route, no deviation	On-demand; pick-up and drop-off anywhere within service area
Routing	Fixed route	Optimized based on passenger(s) origin(s) and destination(s)
Service Area	Current loops serving Town Market & Oceanview	Current loop area, plus trips 3-5mi from Falmouth Walmart (within Falmouth)
Route 7 frequency	Every 60 minutes	Every 30 minutes
Buses and operators	Metro buses and Metro operators	Metro buses and Metro operators
Access to Portland	One-seat trip on Route 7	Free transfer to Route 7 at Shaws/Walmart
Fare payment	Touchpass/Umo or cash	Touchpass/Umo with free transfer to Route 7, or cash

Existing vs Proposed Service Area

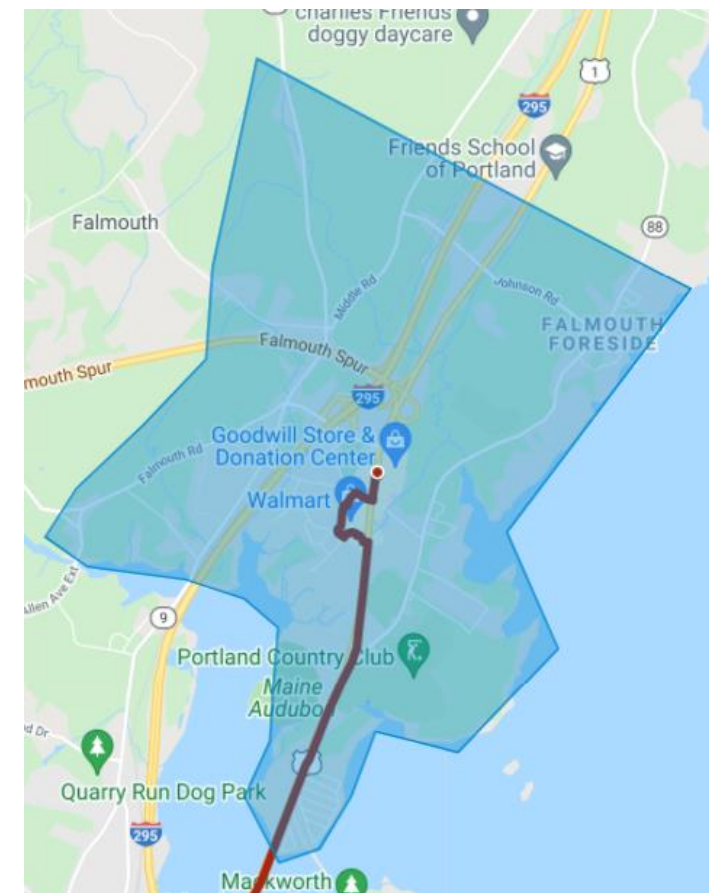
Existing



Microtransit Minimum
Service Area

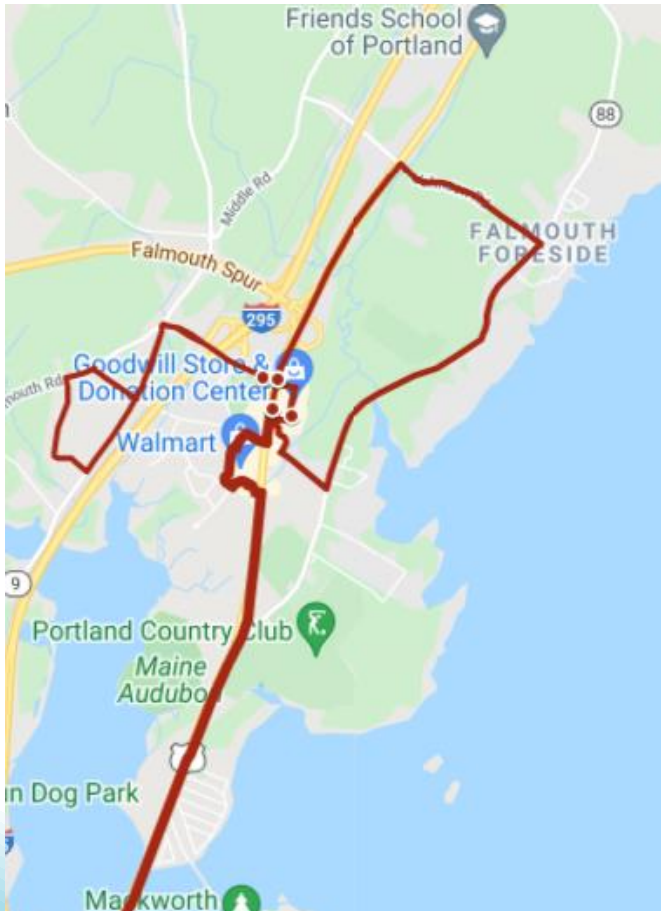


Microtransit 2.5-mile Target
Service Area

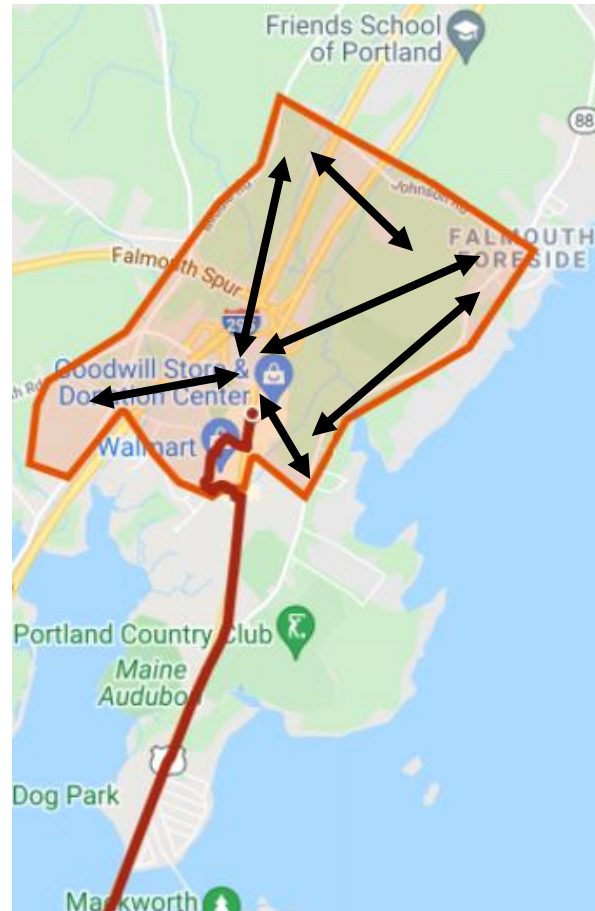


Existing vs Proposed Service Area

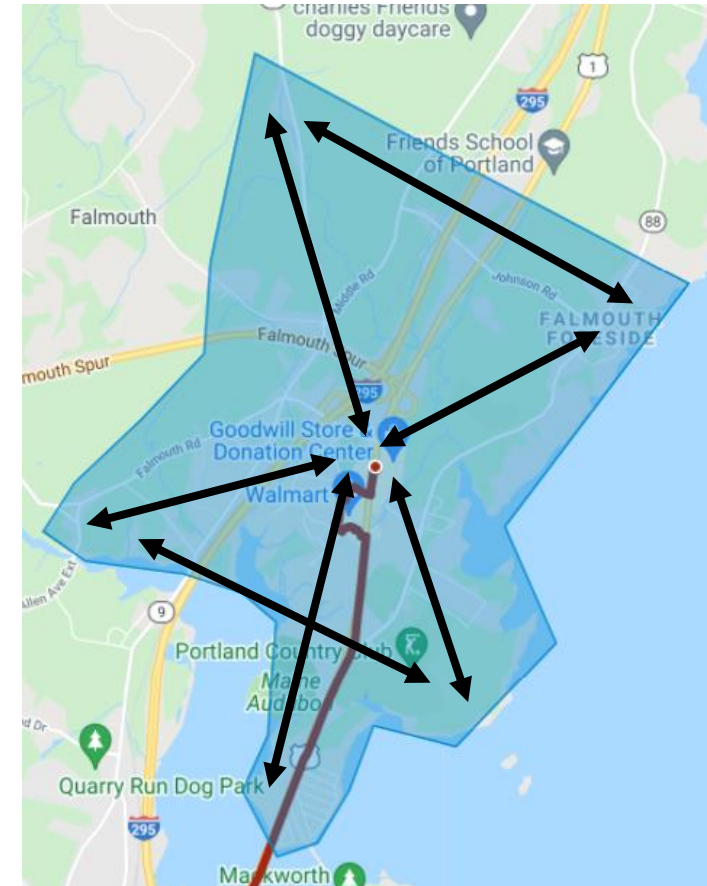
Existing



Microtransit Minimum
Service Area



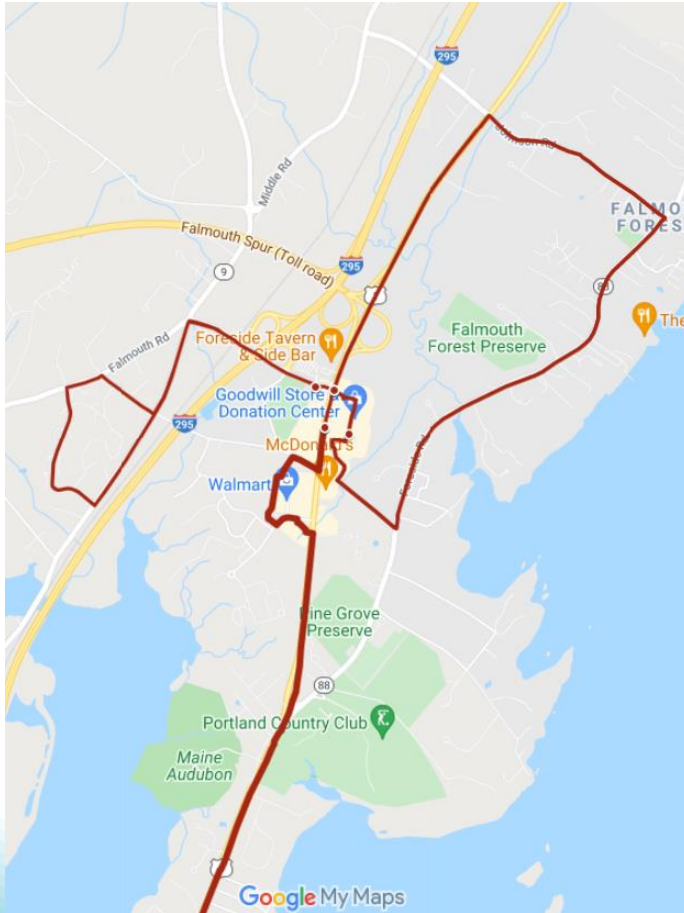
Microtransit 2.5-mile Target
Service Area



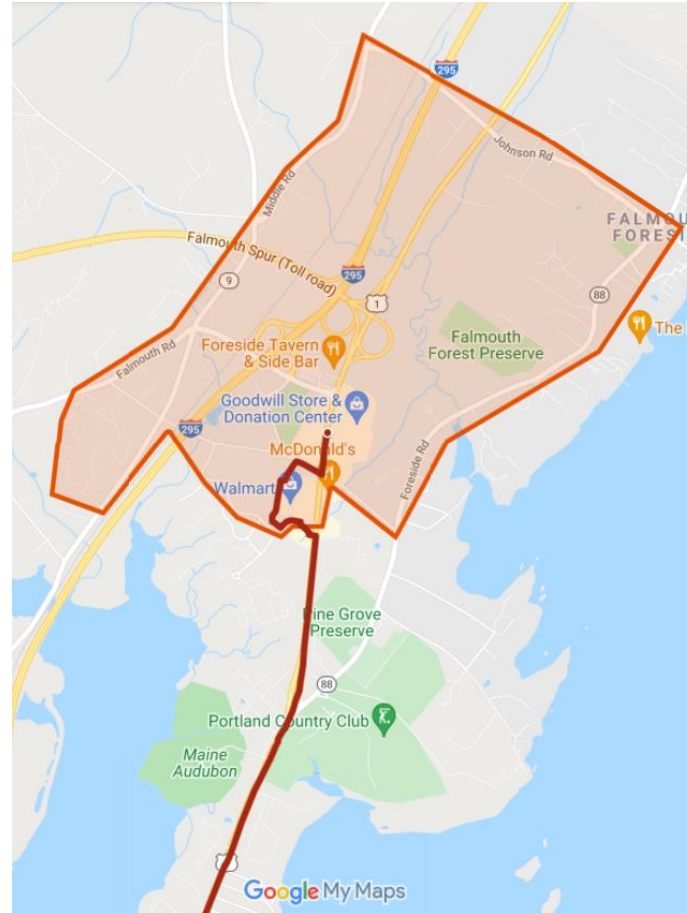
Microtransit shuttles would not be tied to a fixed route and could take passengers to and from any two points in the coverage area

Existing vs Proposed Service Area

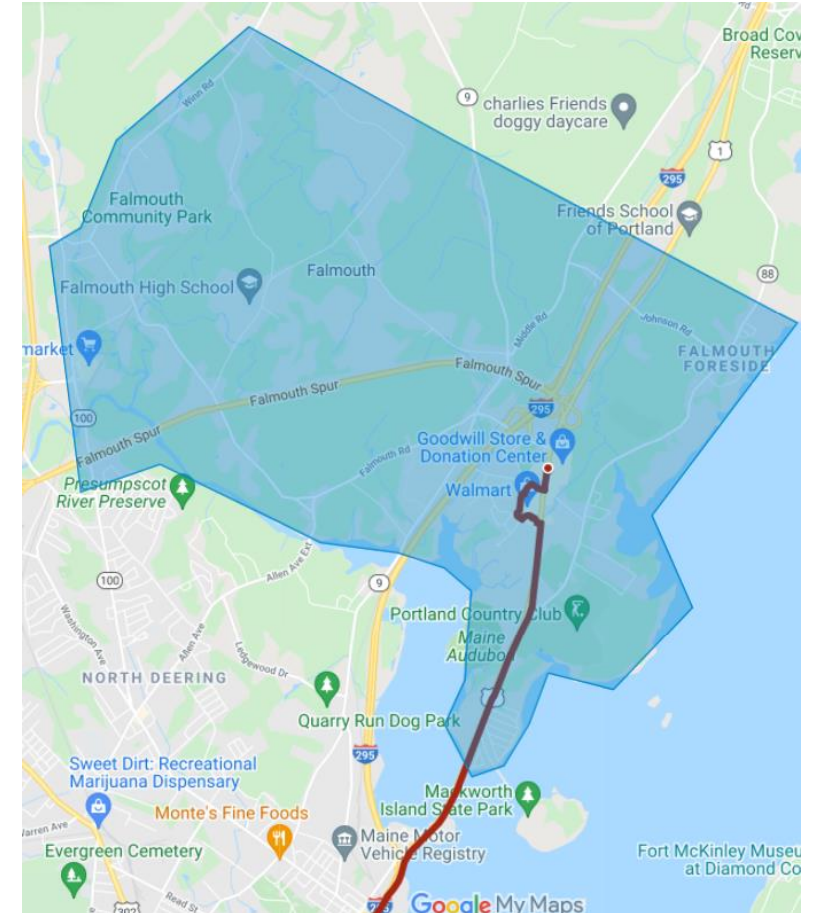
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Microtransit Minimum
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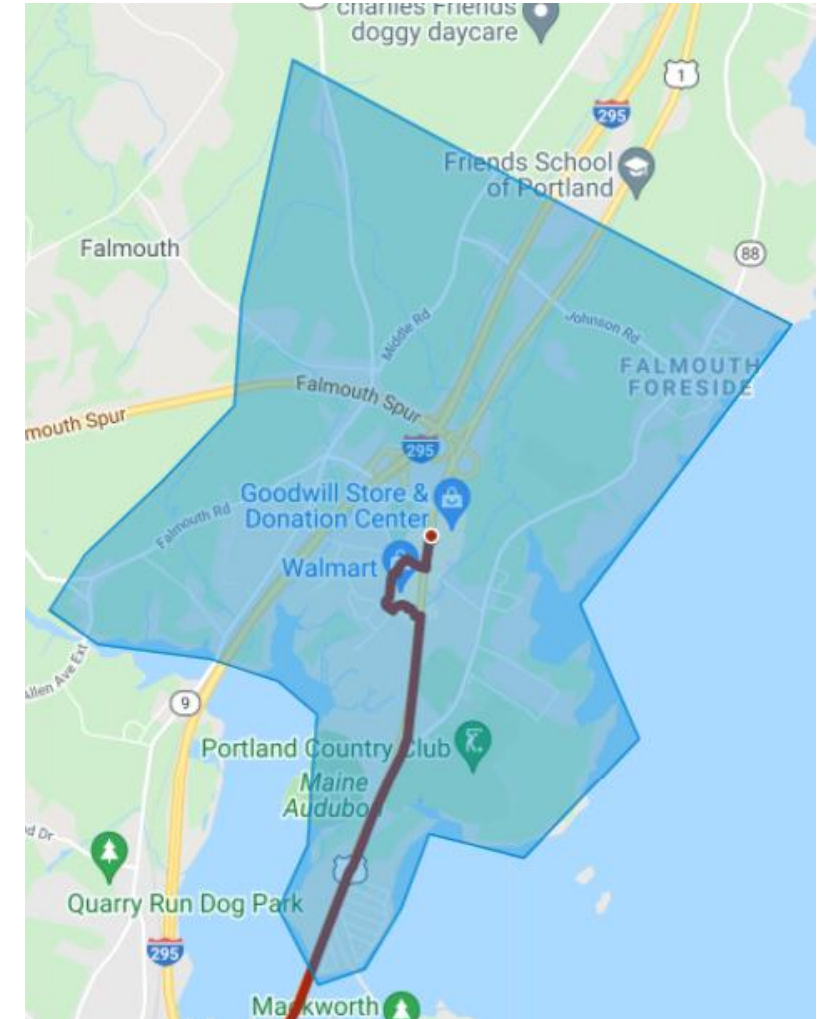


Microtransit 5-mile Target
Service Area



Sample Microtransit Shuttle Itinerary

Sample Microtransit Shuttle Itinerary	
8:00am	Route 7 bus arrives at Walmart from Portland
8:02am	Two passengers board microtransit shuttle at Walmart after confirming trip with smartphone app
8:07am	Shuttle arrives at Oceanview to drop off a passenger
8:15am	Shuttle arrives at Town Landing to pick up two passengers
8:18am	Shuttle drops off a passenger at Applegate Lane
8:25am	Shuttle arrives at Walmart, two passengers depart
8:30am	Route 7 bus arrives at Walmart



Microtransit software

- Any service run by Metro would have an option for passengers to request a ride by calling Metro or using an app
- Microtransit software would direct bus operators to pick up and drop off points
- Microtransit software provider to be selected in early 2022 via competitive process
- Some questions to resolve
 - How to accommodate riders who want to get on at a service hub without having pre-booked?
 - Parameter setting regarding dwell times, door-to-door service level, etc.



Costs and Funding

No Build Scenario

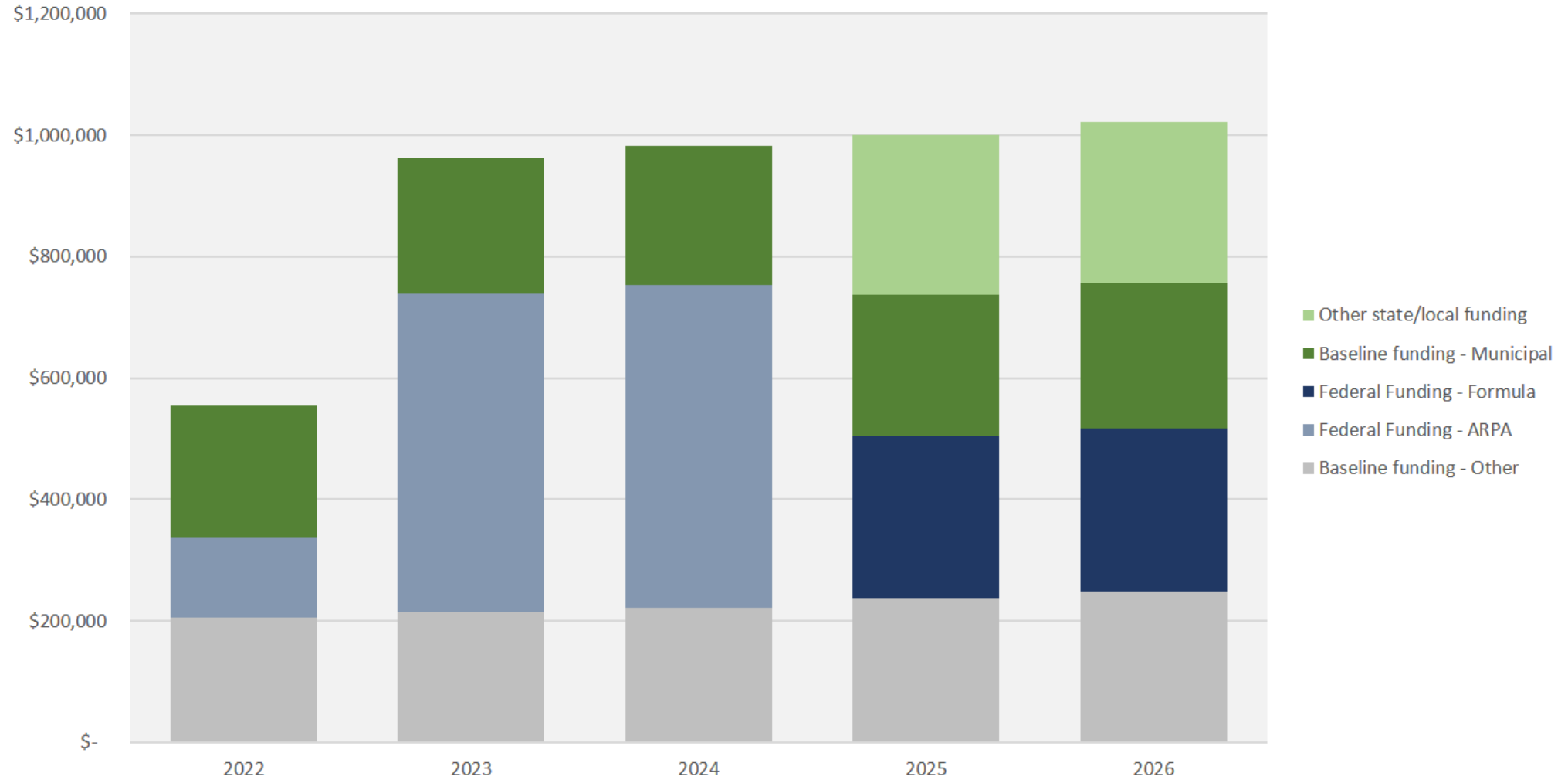
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Costs and Funding

Improved Service Scenario

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Other Funding	\$ -	\$ -	\$ -	\$ -	\$ -
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**Greater Portland Metro
Falmouth Service Improvements
2022-2026 Funding Sources**



Public Outreach

Pre-funding

- Notices posted on buses, social media, Metro Pulse, etc. starting 11/23/2021.
- Public meeting December 2, 2021.
- Collect and summarize feedback ahead of Falmouth Town Council meeting on 12/13.

Pre-pilot

- Community planning and public hearing(s).
- Continued posted notices.
- Audio on buses.

During pilot

- Collect rider feedback.

METRO Route #7 / Falmouth

Proposed enhancements & Microtransit Pilot Program

METRO is proposing these service changes to bus service in Falmouth:

- Increase frequency from hourly to every 30 minutes.
- Extend service on weekends
- Expand service to PTC and Thompson's Point via Congress St.
- **Launch Microtransit Pilot***

* Riders would use a mobile app and/or phone number to schedule rides from areas along Town Landing and Oceanview 'loops' (see dashed route map) to inbound bus stops.



Presentation and Q & A about proposed changes (via Zoom)

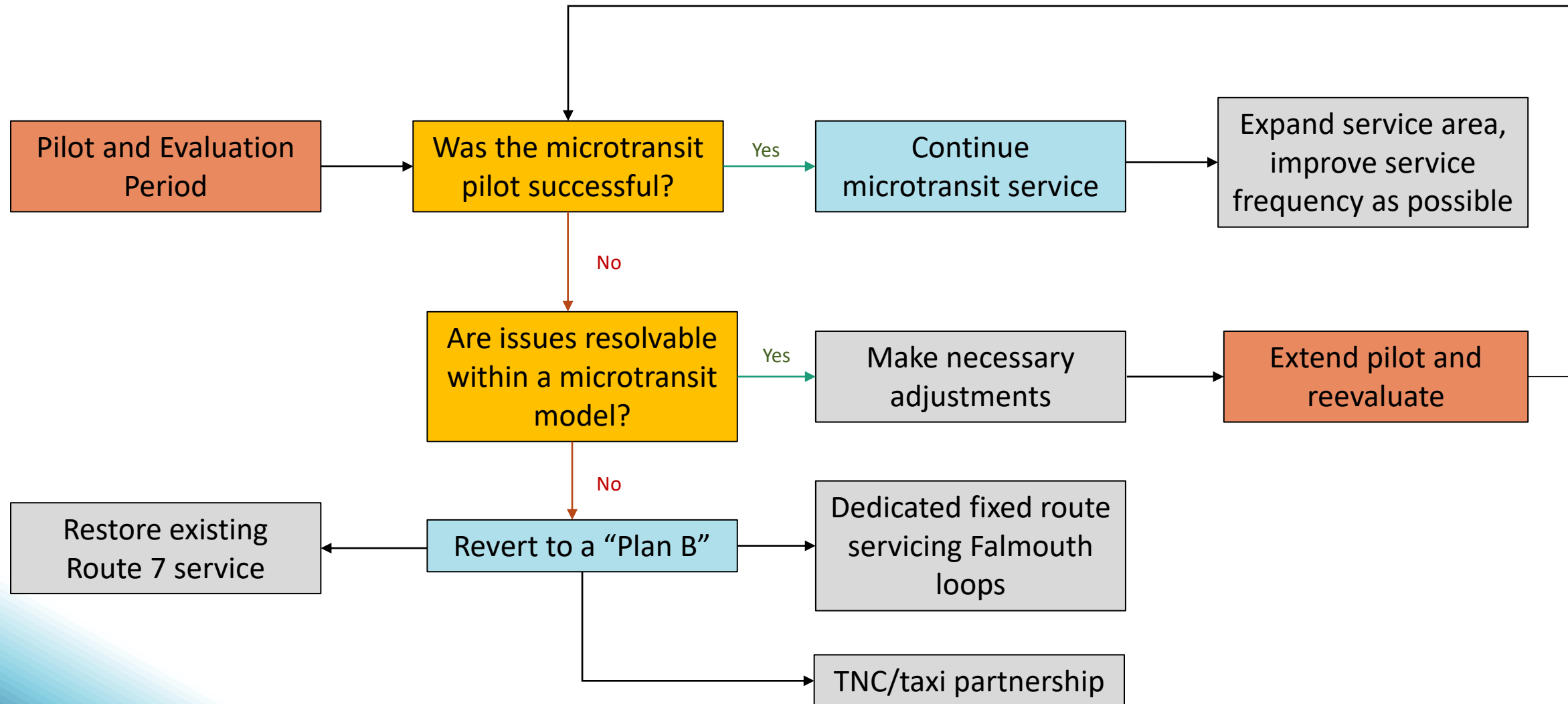
Join Us
Thursday, December 2,
6:30-7:30pm

Visit [GPMETRO.ORG](https://gpmetro.org) for link to zoom meeting

GREATER PORTLAND
metro

info@gpmetro.org | gpmetro.org | 207-774-0351 | 

Evaluation Process and Next Steps





Provide feedback on these proposals using our SurveyMonkey link
[LINK]

Or by emailing Mike Tremblay, Director of Transit Development, at
mtremblay@gpmetro.org



Thank you

Mike Tremblay

Director of Transit Development

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207-517-3023

Greg Jordan

Executive Director

gjordan@gpmetro.org

207-517-3025