



TOWN OF FREEPORT, MAINE

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MEMORANDUM

TO: Freeport Town Council
FROM: Peter Joseph, Town Manager
DATE: 09/12/19
RE: METRO BREEZ

Following the Town Council deliberations earlier this year regarding the continuation of METRO BREEZ service, I received several inquiries from individual Councilors requesting that staff investigate whether the proposed 4-way split of BREEZ operating costs was consistent with cost sharing agreements in effect on comparable local service lines run by other bus transit agencies.

Staff at the Greater Portland Council of Governments (GPCOG) agreed to provide some investigation into this matter on behalf of the Town of Freeport, as the METRO BREEZ expansion is a regional transit issue, which is in their wheelhouse. What they found was that there are no “standards” in this regard nationwide, nor are there requirements at the federal level that cost sharing be structured in any particular fashion. GPCOG reported that each cost sharing agreement that they investigated at comparable transit agencies to METRO was unique and specific to the needs of the communities in that location, and a result of the interlocal negotiations that created each of these service lines.

As such, Town Council leadership requested that staff prepare a basic alternatives analysis showing what some of these alternate methods of funding apportionment would look like if applied to the METRO line. Several hypothetical alternate funding structures are attached to this memo, intended for illustrative/discussion purposes.

There are several important points that I would like to make about the attached numbers:

- They were prepared by Town staff, not METRO.
- They use estimated numbers, intended for illustrative/discussion purposes only.
- None of these scenarios have been proposed by METRO or agreed to by METRO or the three other municipalities on the line.
- The scenarios are by no way exhaustive. Hypothetical division of costs could be by any additional statistic or measurement that the 4 municipalities could agree to.

Two important trends are apparent from this analysis:

- 1) As you can see, each scenario presents “winners” and “losers” compared to the equal 4 way split proposed by METRO. Freeport would “win” in some scenarios, and “lose” in others. If Freeport were to push for a cost sharing formula other than the 4-way equal split, there’s no way of telling if the final agreed formula would benefit the Town of Freeport.
- 2) In every scenario other than the proposed 4-way equal division of costs, Portland ends up paying significantly more of the cost than under the 4-way proposal. This would obviously make agreement to any of these scenarios a difficult sell to the City of Portland.

It should also be noted that the Town of Yarmouth has already voted to accept membership according to the proposed 4-way equal split of costs.

METRO BREEZ Funding Apportionment Alternatives Analysis

All scenarios assume base cost for service of \$311,800

Proposed Model - 4 way equal split of \$311,800				
Municipality	PORTLAND	YARMOUTH	FREEPORT	BRUNSWICK
Measure	1/4 of total	1/4 of total	1/4 of total	1/4 of total
Distribution	25.00%	25.00%	25.00%	25.00%
Aprox. Annual Cost	\$77,950	\$77,950	\$77,950	\$77,950

Alternative Model - proportional to number of stops in community					
Municipality	PORTLAND	YARMOUTH	FREEPORT	BRUNSWICK	SUM
Measure (# of BREEZ stops in comm.)	5	3	4	3	15
Distribution	33.33%	20.00%	26.67%	20.00%	
Cost	\$103,933	\$62,360	\$83,147	\$62,360	

Alternative Model - proportional to road miles of bus route in community					
MILEAGE ESTIMATES. DOES NOT INCLUDE NON-MEMBER MILEAGES.					
Municipality	PORTLAND	YARMOUTH	FREEPORT	BRUNSWICK	SUM
Measure (miles within community)	13.0	7.0	16.6	12.8	49
Distribution	26.32%	14.17%	33.60%	25.91%	
Cost	\$82,053	\$44,182	\$104,775	\$80,790	

Alternative Model - based on total ridership (boardings + alightings) from most recent year (FY19)					
BASED ON ESTIMATED NUMBERS FOR Q4 OF FY19. FOR ILLUSTRATIVE PURPOSES ONLY.					
Municipality	PORTLAND	YARMOUTH	FREEPORT	BRUNSWICK	SUM
Measure (ridership)	57,535	16,161	20,687	31,676	126,059
Distribution	45.64%	12.82%	16.41%	25.13%	
Cost	\$142,310	\$39,973	\$51,168	\$78,349	

Alternative Model - per capita					
Municipality	PORTLAND	YARMOUTH	FREEPORT	BRUNSWICK	SUM
Measure (population - 2017 ACS est.)	66,715	8,494	8,296	20,523	104,028
Distribution	64.13%	8.17%	7.97%	19.73%	
Cost	\$199,963	\$25,459	\$24,865	\$61,513	