

Downeast Community Partners

Downeast Community Partners (DCP) is a Regional Transportation Program serving Washington and Hancock Counties. This includes a variety of transportation services.

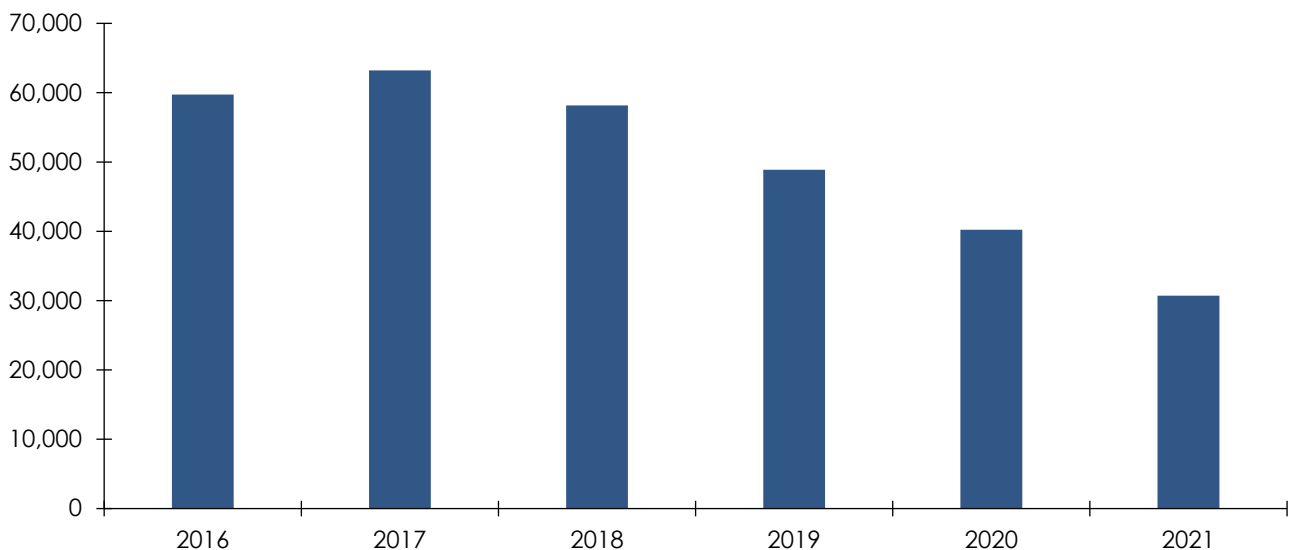
Service Description and Fares

DCP transportation services include flex services in and between Eastport, Calais, Princeton, Baileyville, Lubec, Machias, and Millbridge. Select routes from Bucksport to Ellsworth and Bucksport to Bangor are also operated for older adults at no cost. Eligibility-requirement services include MaineCare-covered rides and transportation for child protective visits. DCP Transportation is open to the general public under the Public Bus Program. Run times, fares, and hours of service vary based on the route and service.

Ridership

Total ridership for 2016 through 2021 is shown in Figure 1. Ridership peaked at just over 60,000 trips in 2018. Following 2018, ridership dropped to a low of approximately 30,000 trips in 2021.

Figure 1 DCP Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure 2 and Figure 3. Revenue miles peaked at approximately 1.4 million in 2017, while revenue hours peaked at just over 50,000 in 2018. Following these peaks, both figures dropped to approximately 600,000 revenue miles and 27,000 revenue hours in 2021.

Figure 2 DCP Vehicle Revenue Miles (2016–2021)

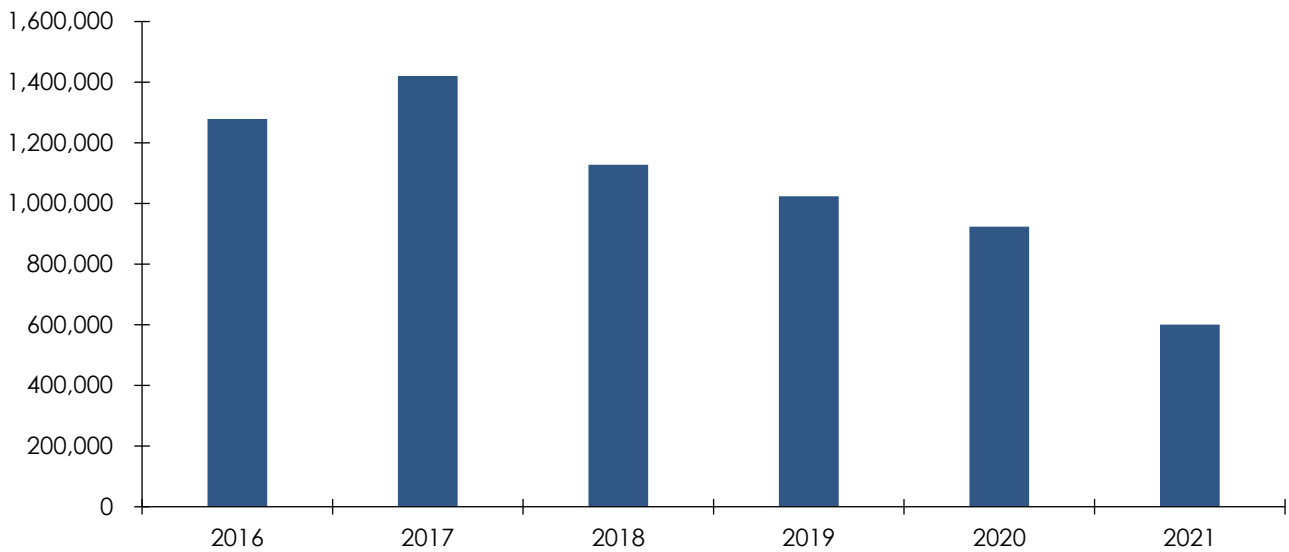
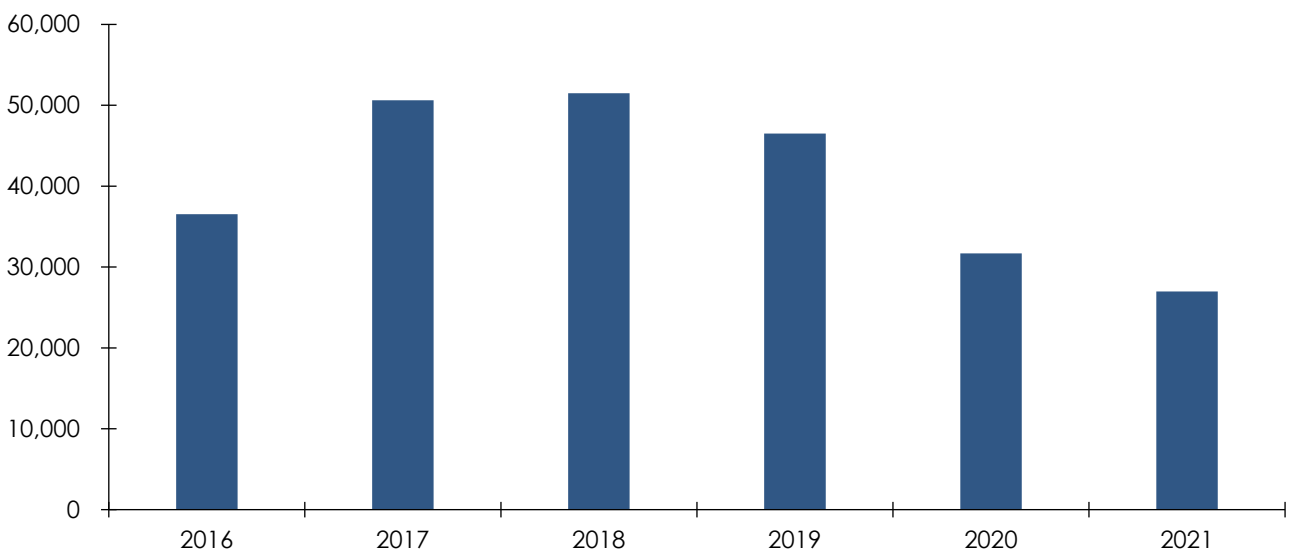


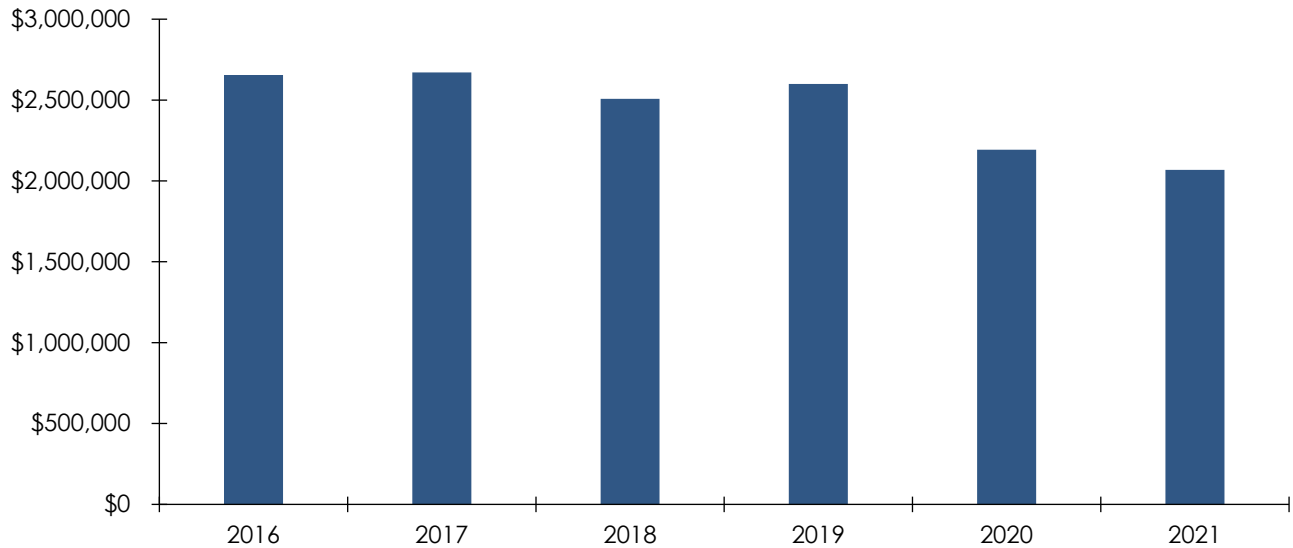
Figure 3 DCP Vehicle Revenue Hours (2016–2021)



Budget Metrics

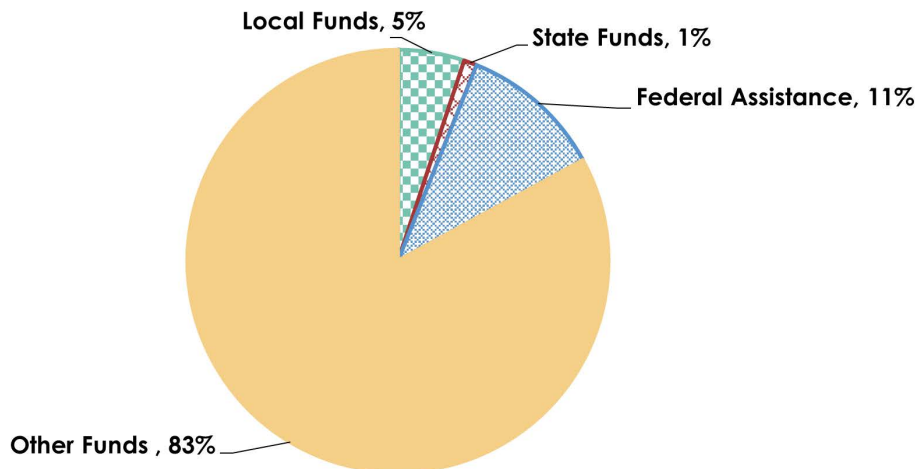
Annual operating expenses for 2016 through 2021 are shown in Figure 4. Between 2016 and 2019, operating expenses held constant at approximately \$2.5 million. In 2020 and 2021, operating expenses dropped to just over \$2 million.

Figure 4 DCP Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure 5. In 2020, Other Funds accounted for 83 percent of funding. Farebox revenue accounted for less than 1 percent of funding. Remaining funding was largely comprised of federal assistance (11 percent) and local funds (5 percent).

Figure 5 DCP Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure 6 and Figure 7. Following a drop to under \$2.00 in 2017, vehicle revenue mile operating expenses followed a general uptrend, to a high of just under \$3.50 in 2021. Following 2016, vehicle revenue hour operating expenses dropped from approximately \$70.00 to \$50.00, before rising to a high of over \$76.00 in 2021.

Figure 6 DCP Operating Expenses per Vehicle Revenue Mile (2016–2021)

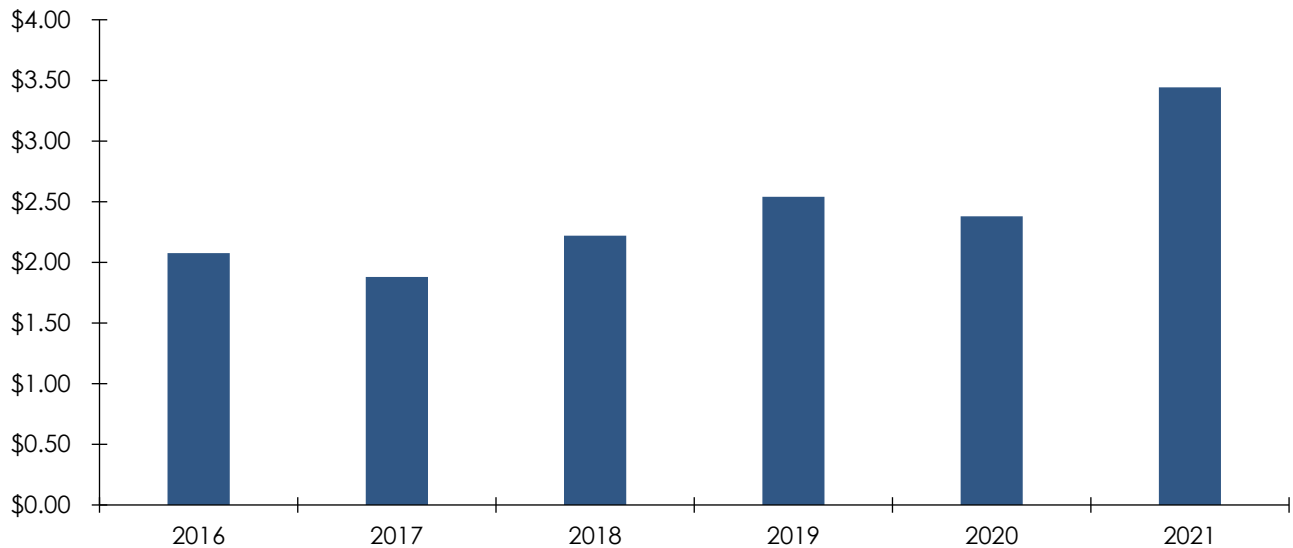
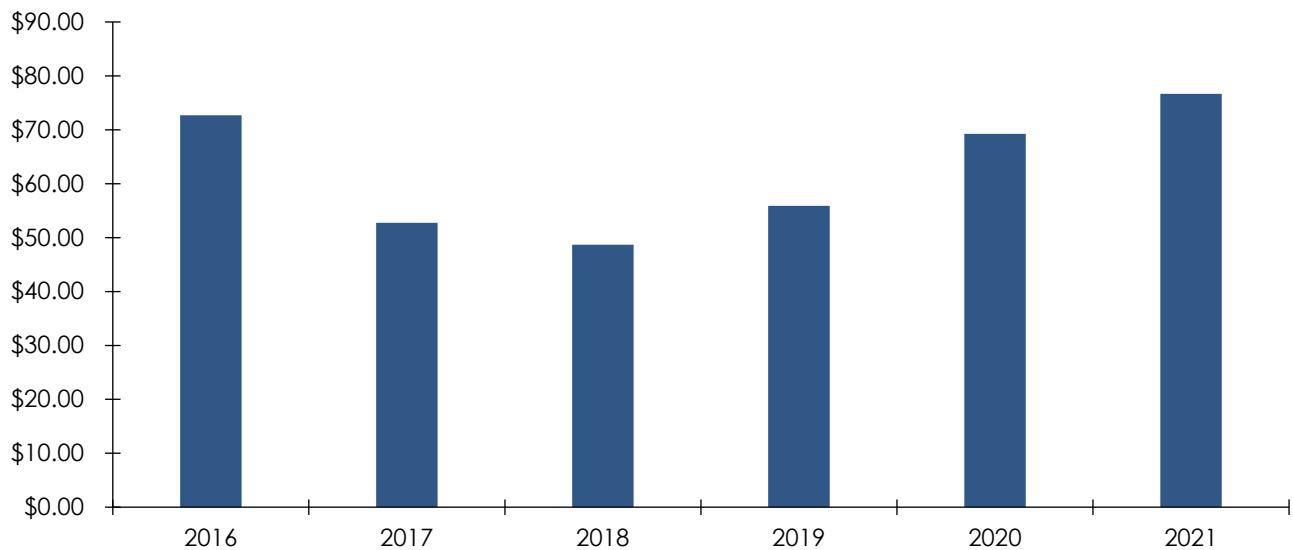
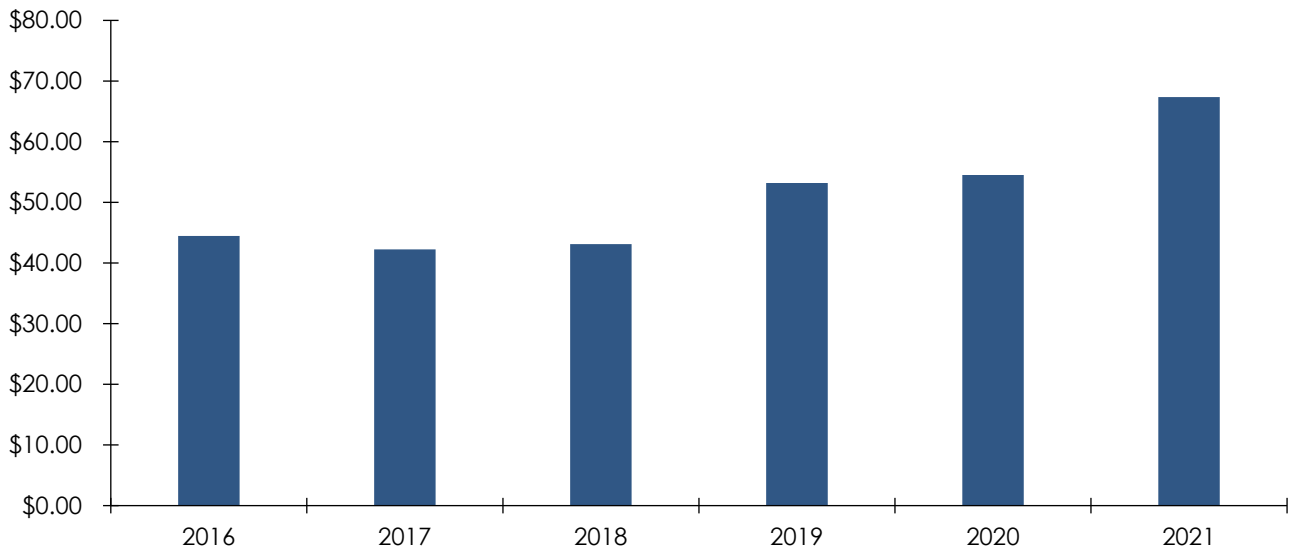


Figure 7 DCP Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure 8. From 2016 through 2018, per passenger operating expenses were just above \$40.00. Between 2019 and 2021, per passenger operating expenses rose from approximately \$53.00 to \$67.00.

Figure 8 DCP Operating Expenses per Unlinked Passenger Trips (2016–2021)



Organizational Management Structure

Management of DCP is comprised of:

- » Board of Directors
- » Executive Director
- » Deputy Director
- » Transportation Services Director
- » Additional non-transportation related managers

Asset Management

Transit asset management of DCP is conducted through the Maine Tier II Transit Asset Management Plan for rural transit agencies. In 2020, the DCP fleet consisted of:

- » 27 demand response vehicles.

The DCP fleet utilized for maximum service consisted of:

- » 26 demand response vehicles.

Technology Capabilities

DCP utilizes the following software in their operations:

- » **Scheduling Software:** CTS TripMaster in conjunction with Parascope
- » **Asset Management Software:** RTA