

Waldo Community Action Partners: Mid-Coast Public Transportation

Waldo Community Action Partners (Waldo CAP) is a Regional Transportation Program providing transit services in the Mid-Coast Region of Maine.

Service Description and Fares

Waldo CAP operates the Mid Coast Public Transportation service. This consists of:

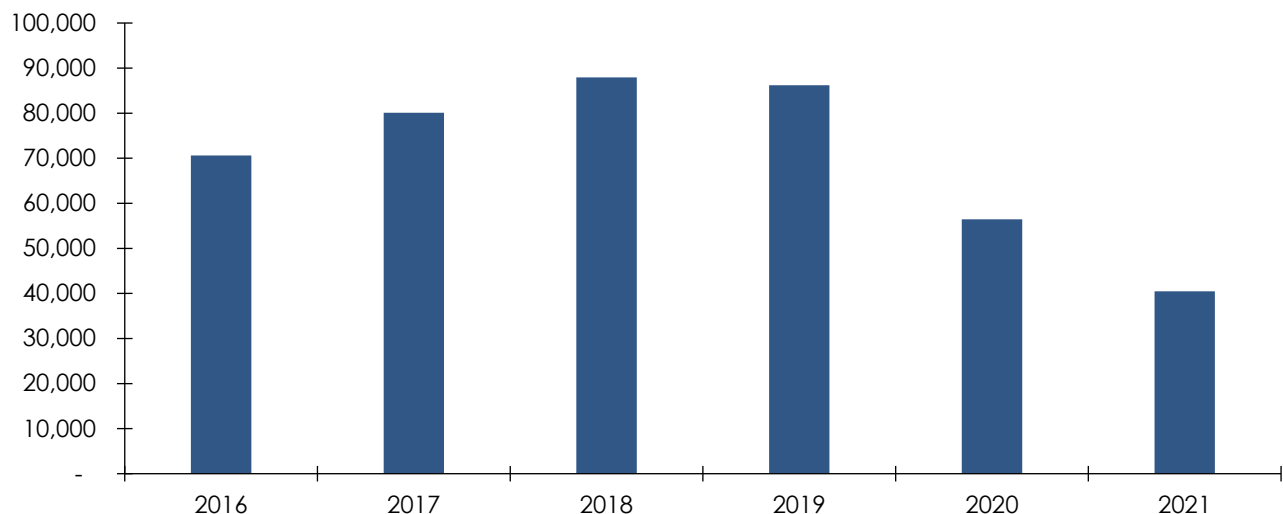
- » **Rockland DASH:** Flex route service in and around Rockland.
- » **Belfast DASH:** Flex route service in and around Belfast.

Services are operated on select weekdays from 8:00 AM to 4:00 PM. Waldo CAP also operates general demand-response transportation services in Waldo County. Following the onset of the COVID-19 pandemic, previously operated services to Bangor, Augusta, and Waterville are not in operation. Fares are \$2.00 per boarding and \$1.00 for seniors.

Ridership

Total ridership for 2016 through 2021 is shown in Figure 1. Ridership rose from 70,000 in 2016 to just under 90,000 in 2018 before declining with the onset of COVID-19, totaling approximately 40,000 in 2021.

Figure 1 Waldo CAP Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure 2 and Figure 3. From 2016 through 2018, revenue miles increased from 1.2 million to just under 1.4 million. Following 2018, revenue miles dropped, rebounding in 2021 to just over 1 million. Revenue hours also dropped following 2018, to a low of approximately 35,000 in 2021.

Figure 2 Waldo CAP Vehicle Revenue Miles (2016–2021)

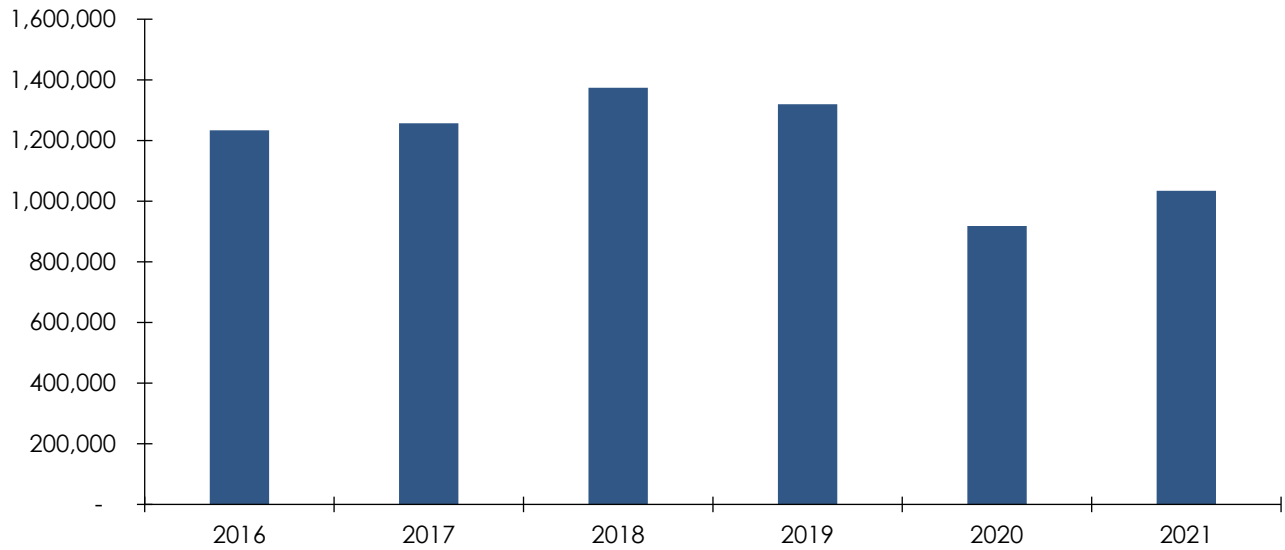
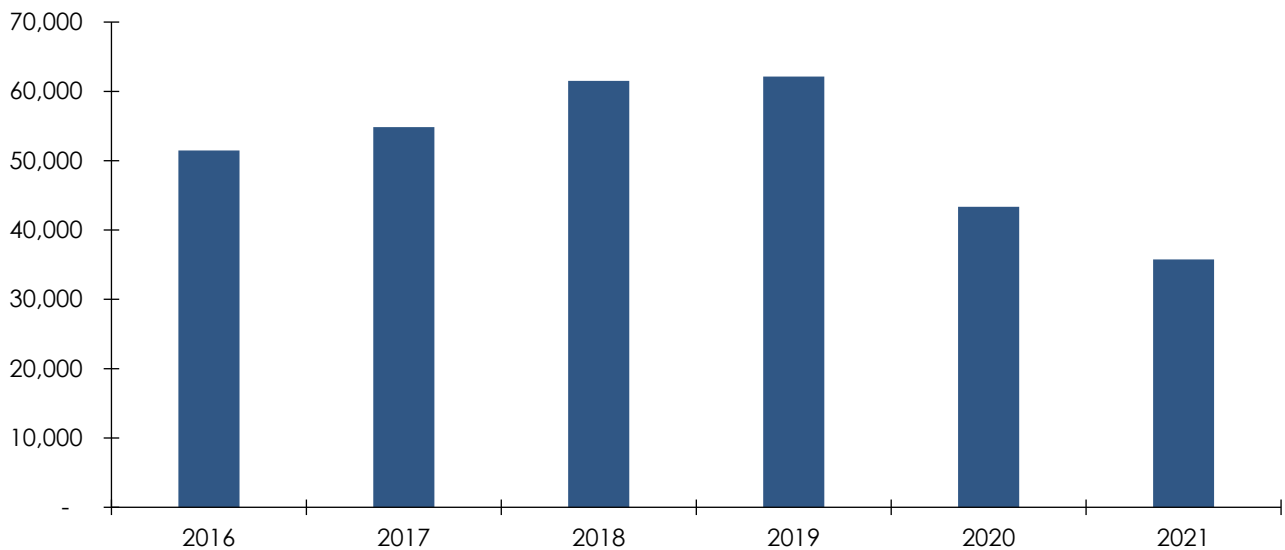


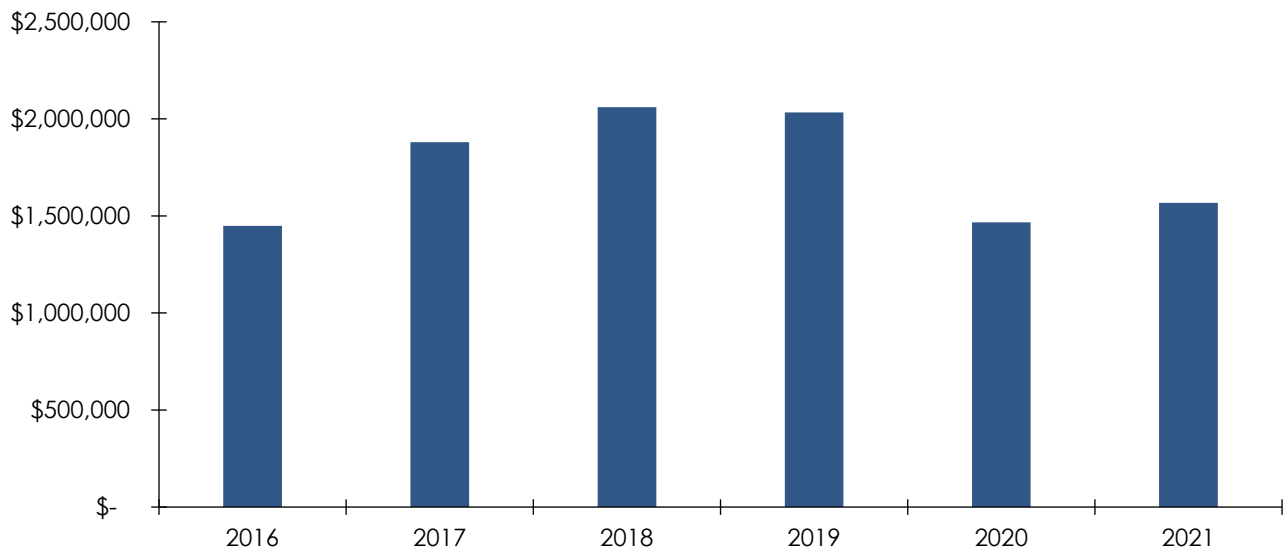
Figure 3 Waldo CAP Vehicle Revenue Hours (2016–2021)



Budget Metrics

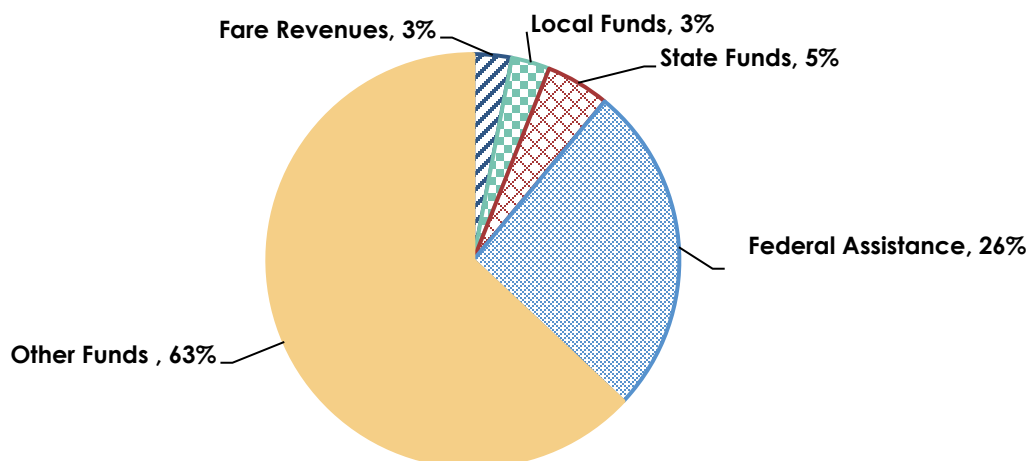
Annual operating expenses for 2016 through 2021 are shown in Figure 4. Operating expenses increased to just over \$2 million through 2019, before dropping to under \$1.5 million in 2020. Operating expenses increased again in 2021.

Figure 4 Waldo CAP Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure 5. In 2020, Other Funds accounted for 63 percent of operating expense funding. Remaining funding primarily consisted of federal assistance which accounted for 26 percent of operating expense funding.

Figure 5 Waldo CAP Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure 6 and Figure 7. From 2016 through 2020, vehicle revenue mile operating expenses increased from just under \$1.20 to \$1.60. These figures dropped in 2021. Vehicle revenue hour operating expenses decreased from 2017 through 2019, before increasing again in 2020 and 2021, to a high of just under \$44.00.

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

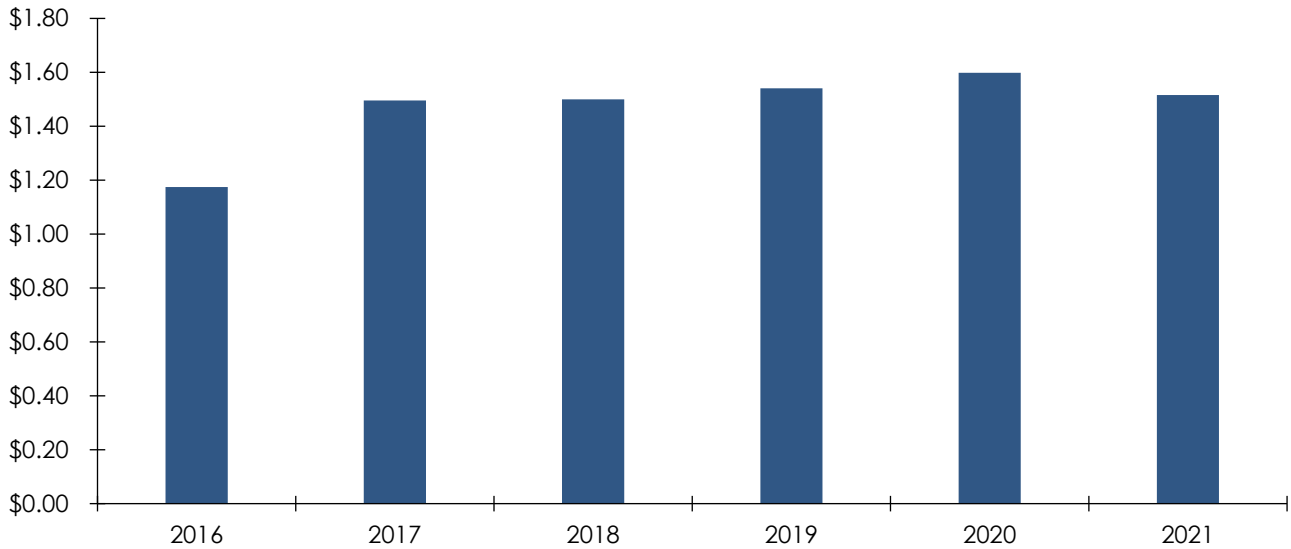
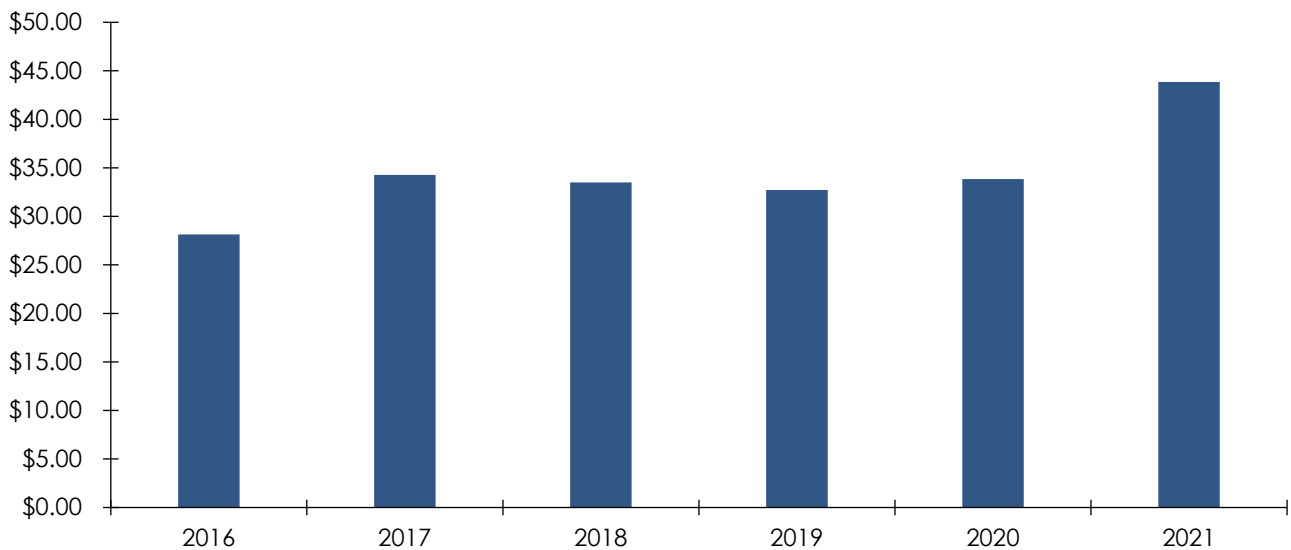
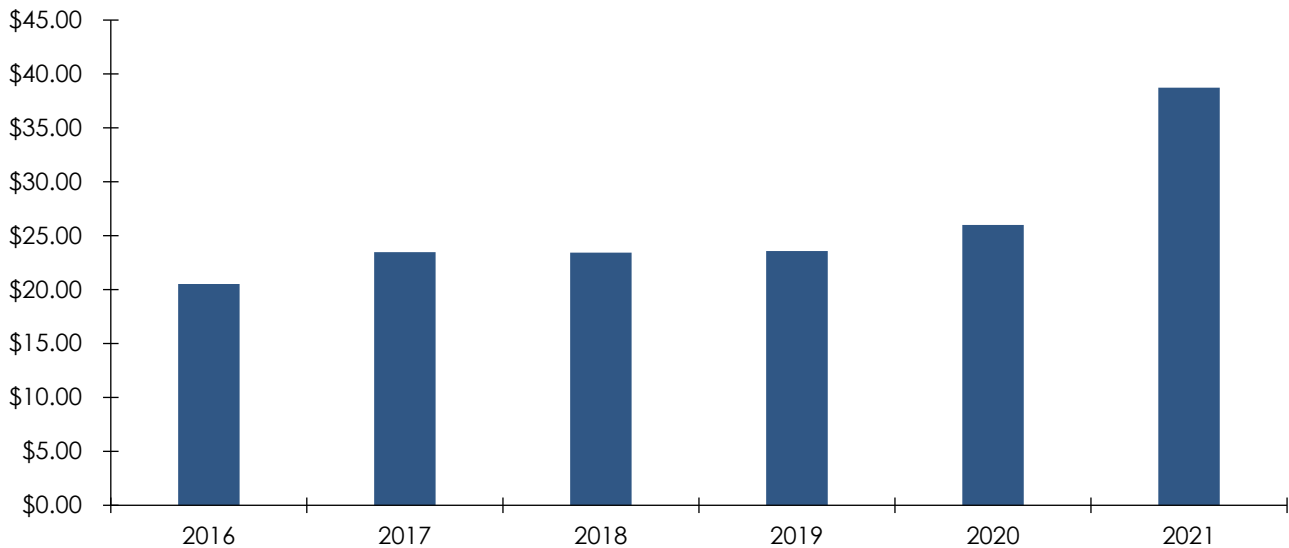


Figure 7 Waldo CAP Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure 8. Per passenger operating expenses remained under \$25.00 through 2019. In 2020 and 2021, per passenger operating expenses rose, reaching a high of just under \$39.00 in 2021.

Figure 8 Waldo CAP Operating Expenses per Unlinked Passenger Trip (2016–2021)



Organizational Management Structure

Management of Waldo CAP is comprised of:

- » Transit Systems Director
- » Finance Manager
- » Transportation Manager
- » Customer Service Manager
- » Compliance Coordinator

Asset Management

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

- » 35 revenue vehicles

The Waldo CAP fleet utilized for maximum service consisted of:

- » 29 demand response vehicles

Technology Capabilities

Waldo CAP utilizes the following software in their operations:

- » **Scheduling Software:** GMV Syncromatics
- » **Asset Management Software:** Abila MIP Fund Accounting suite
- » **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL):** Azuga