

Finance Committee

October 22, 2026 | 3:30 pm – 4:30 pm



Onsite:

Greater Portland Transit District
114 Valley Street, Conference Room A | Portland, ME 04102

Remote:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83746486913?pwd=WWplCvksYLOkbafCTmn5glmQQlyHpP.1>

Passcode: 190105 | Webinar ID: 837 4648 6913

Phone: (646) 931-3860 | Telephone participants: *9 to raise hand, *6 to unmute

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (3:30)	Josh Reny, Committee Chair	N/A
2. Public Comment (3:30-3:35) The Finance Committee welcomes public comment. For items NOT listed on this agenda, the chair will recognize speakers at this point on the agenda. For items on the agenda, the chair will recognize public comment following the staff presentation. There is a 3-minute time limit per speaker.	Josh Reny, Committee Chair	Information
3. Approval of Meeting Minutes (3:35-3:35) The committee will be asked to approve minutes from the September 9, 2026 meeting of the Finance Committee.	Josh Reny, Committee Chair	ACTION
4. Financial Reserve Policy (3:35-3:45) Staff will review progress that Metro has made toward reaching the Board approved financial reserve amount.	Shelly Brooks, Chief Financial Officer	Information
5. Metro Facility Expansion Funding Plan (3:45-3:55) Staff will present the funding plan for funding the replacement and expansion of Metro's current Operations and Maintenance Facility.	Glenn Fenton, Executive Director	Information
6. Metro's 2027 Operating Budget and CIP (3:55-4:25) Staff will present a final draft of Metro's 2027 Operating Budget and updated Capital Improvement Program.	Shelly Brooks, Chief Financial Officer	ACTION
7. Future Agenda Items (4:25 – 4:30) Committee members may request future agenda items.	Josh Reny, Committee Chair	Information

<ul style="list-style-type: none"> • 2027 TAN Financing- November/December 2026 • 2027 Final Operating and Capital Budget February 2027 • Long Range Financial Forecasting- 2027 • Funding Strategy for CIP- 2027 • Fleet Replacement Schedule- 2027 • Advertising Revenue Phase Out- 2027 		
8. Upcoming Meetings (4:30 – 4:35) <ul style="list-style-type: none"> • Board of Directors – October 29, 2026, at 4:00 pm • Finance Committee – November 4, 2026 at 3:00 pm • Market/Coms Committee – November 4, 2026 at 3:30 pm • Advocacy Committee – November 12, 2026 at 12:30 pm • Planning & Ops Committee - Nov. 18, 2026 at 10:30 am • Executive Committee – November 25, 2026 at 3:30 pm • Facility Planning Committee – T.B.D. 	Josh Reny, Committee Chair	Information
9. Adjournment (4:35)	Josh Reny, Committee Chair	ACTION

As of November 9, 2022 Greater Portland METRO is holding meetings of the Board of Directors (and its committees) in hybrid format, both in person at METRO's offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of [METRO's Remote Participation Policy](#) (adopted August 25, 2022) as well as LD 1772, PL 2022 Ch. 666, and 1 MRSA Chapter 13, Subchapter 1.



Greater Portland Metro Finance Committee
Wednesday, September 9, 2026 at 1:00 pm
DRAFT Meeting Minutes:

Member:	Municipality:	Role:	Status:
Joshua Reny	South Portland	Chair	Present
Paul Bradbury	Portland	Vice Chair	Present
Merrill Barter	Falmouth	Member	Present
Tom Poirier	Gorham	Member	Present
Ed Suslovic	Portland	Non-voting Attendee	Present

Staff Present	Identified Members of the Public
Shelly Brooks – Chief Financial Officer Glenn Fenton – Executive Director Chad Heid – Chief Transportation Officer Megan Hannan – Director of Government Affairs Denise Beck - Marketing / EA	NO members of the public

- I. **This meeting was called to Order By Josh Reny at 1:00pm.**
- II. **Public Comment:**
No members of the public were present.
- III. **Approval of June 3, 2026 Draft Meeting Minutes:**
Merrill Barter motioned, seconded by Paul Bradbury to approve the June 3, 2026 meeting minutes. After a role call vote, the motion passed unanimously of those present.
- IV. **Micro Transit Cost Allocation**
Shelly Brooks reviewed the operating cost of microtransit as it compares to fixed route service. She asked the Finance Committee to make a recommendation to the Board of Directors allocating Microtransit service expenses at 57% of fixed route variable rate per service hour, for the 2027 Operating budget.

(Presentation materials are included in the attachment.)

Merrill Barter made a motion to approve the recommendation, which was seconded by Tom Poirer. After a roll call vote, the motion passed unanimously.

V. 2027 Operating Budget Draft

Shelly Brooks presented a draft of the 2027 Greater Portland Metro Operating Budget of \$24.62M, noting a 20% increase (app. \$4M) from the 2026 budget.

Operating expenditures include wages, benefits, technology services, ADA Paratransit, recommended new positions, and several cost categories for non-personnel items.

Revenue includes passenger fares, bus/shelter advertising, and federal, state, and municipal funding from member communities. Staff is researching the reasoning behind the decrease in projected state funding, which is down 29% (\$220.2K). Ed Suslovic expressed concern about the decrease, asking why there is a decrease with not explanation. Noting that state funding should go up, not down.

Staff will update the budget presentation for review at the October 7, 2026 Finance Committee meeting. A second review (if needed) is scheduled for Oct 22, 2026. The budget will be presented at the October 29, 2026 Board of Directors meeting.

(Presentation materials are included in the attachment.)

VI. FTA Triennial Review

Shelly Brooks presented the results of the FTA Triennial Review covering 2023- 2026. No findings were found in any of the six focus areas reviewed for the Finance Committee. Josh Reny recommended that the Finance Committee review current policies

VII. Future Agenda Items

Committee members may request future agenda items.

- Long Range Financial Forecasting- October
- Funding Strategy for CIP- October
- Fleet Replacement Schedule- October
- Facility Funding Strategy Follow-up- October
- 2027 Operating and Capital Budget- October
- ~~2026 FTA Triennial Review- October/November~~
- ~~Review Financial Policies- October/November~~

- 2027 TAN Financing- November/December
- Advertising Revenue Phase Out- TBD

VIII. Upcoming Meetings

- Mkt/Coms Committee – September 9, 2026 at 3:30 pm
- Plan/Ops Committee – September 16, 2026 at 10:30 am
- Executive Committee – September 30, 2026 at 3:30 pm
- Finance Committee – October 7, 2026 at 3:00 pm
- Finance Committee meeting (if needed): October 22 at 3:30pm
- Board of Directors – October 29, 2026 at 4:00 pm

IX. Adjournment:

Motion to adjourn by Paul Bradbury and seconded by Merrill Barter.
Meeting adjourned by Josh Reny at 2:12pm



AGENDA ITEM 4

Microtransit Rate

Evaluation of the Microtransit Rate for Metro's 2027 Operating Budget

Prepared for the Finance Committee

Shelly Brooks, Chief Financial Officer • sbrooks@gpmetro.org • 207-221-8710

Why microtransit needs its own rate

1

2023

Cost allocation formula adopted

Metro's Board approved a cost & revenue allocation formula for member community assessments — built around fixed-route bus operations.

2

JAN 2025

Microtransit launches in Falmouth

New on-demand service begins, fully funded by ARPA grant funding through the 2025 budget year.

3

2026

ARPA funding sunsets

Grant funding is exhausted, requiring microtransit expenses to move into Metro's regular operating budget for the first time.

First look: 8 months of microtransit data

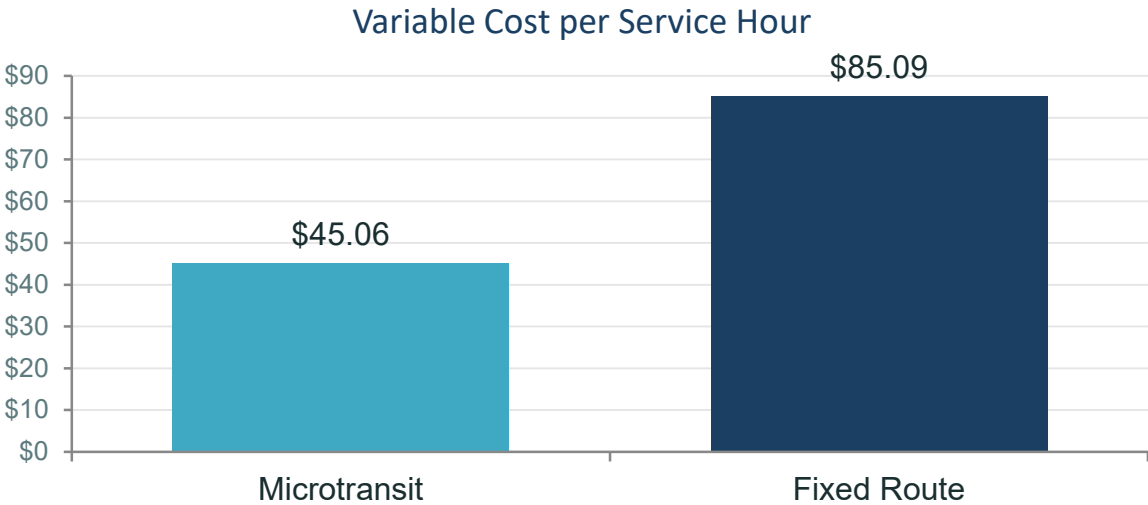
Staff analyzed operating data from January–August 2025 to establish an initial microtransit rate for the 2026 budget.

\$45.06

Microtransit — avg. variable cost / service hour

\$85.09

Fixed route — variable cost / service hour



52.96% microtransit as a % of the fixed-route rate → staff proposed a rounded 55% allocation rate for the 2026 budget, adding a modest cushion for ongoing maintenance costs.

A full year later: the rate for 2027

With a full rolling year of operating data now available, staff refreshed the analysis for the 2027 budget cycle.

SEPT 2025 – AUG 2026

Rolling 12-Month Avg. Cost / Hr

\$49.25

= **56.65%** of fixed route

JAN 2026 – AUG 2026

2026 Actual Avg. Cost / Hr (YTD)

\$49.81

= **57.29%** of fixed route

Compared against the 2026 fixed-route variable rate of **\$86.94** per service hour.

Both data points round to **57%** — the rate staff now recommend for the 2027 Operating Budget.

RECOMMENDATION

Approve a 57% microtransit rate for 2027

Staff recommend the Finance Committee approve allocating microtransit service expenses at 57% of the fixed-route variable rate per service hour, for the 2027 Operating Budget.

FISCAL IMPACT

No impact to Metro's overall budget. The change reallocates revenue and expense responsibility between member communities rather than changing Metro's total costs.

ATTACHMENTS

- A — Summary of Cost Allocation Formula
- B — Board-Approved Cost Allocation Process (2023)



AGENDA ITEM 5

FY 2027 Draft Operating Budget

A first look at the FY 2027 operating budget draft — service, staffing, revenue, and the gap staff are working to close.

Prepared for the Finance Committee

Working draft — figures presented are staff estimates and subject to change.

FY 2027 budget at a glance

\$24.62M

Total FY27 operating budget

+19.74% vs. FY26 (+\$4.06M)

\$21.27M

Total FY27 projected revenue

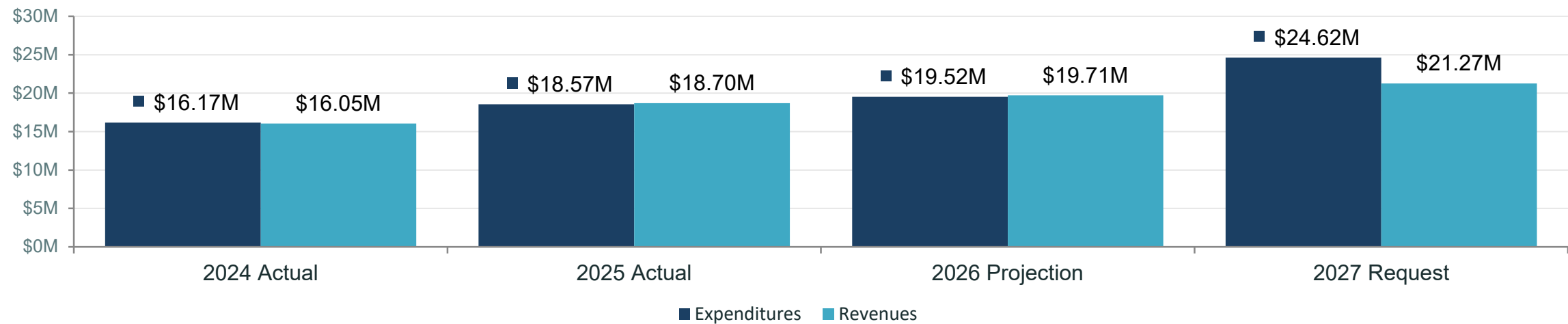
+3.43% vs. FY26 (+\$705k)

\$3.35M

Preliminary Deficit

Staff continue seeking savings

Total Expenditures vs. Revenues, 2024–2027



Expenditures: Technology Services (\$298K)

Major SaaS Agreements (\$229,572)

Vendor / Platform	Function	Annual Cost
Tyler / Munis	ERP / Payroll / HRIS	\$89,800
Optibus	Scheduling & Timekeeping	\$48,000
Equans	CAD / AVL Systems	\$45,300
Remix	Transit Service Planning	\$18,222
VIA	Microtransit On-Demand App	\$12,000
Samsara / Others	Fleet Tracking & Web Hosting	\$16,250

Infrastructure & Security (\$68,626)

- **Google Workspace / Voice:** \$20,000 agency-wide
- **Cradlepoint Licenses:** \$11,393 bus cellular
- **IT Support Consulting:** \$10,000 outsourced support
- **Adobe Enterprise:** \$7,800 document licensing
- **Camera & Zoom:** \$4,080 boardrooms & meetings
- **Cybersecurity Tools:** \$5,353 (Ninjio, Screenly, etc.)

CAD/AVL and VIA microtransit moved from CIP back to operating budget for transparent expense tracking.

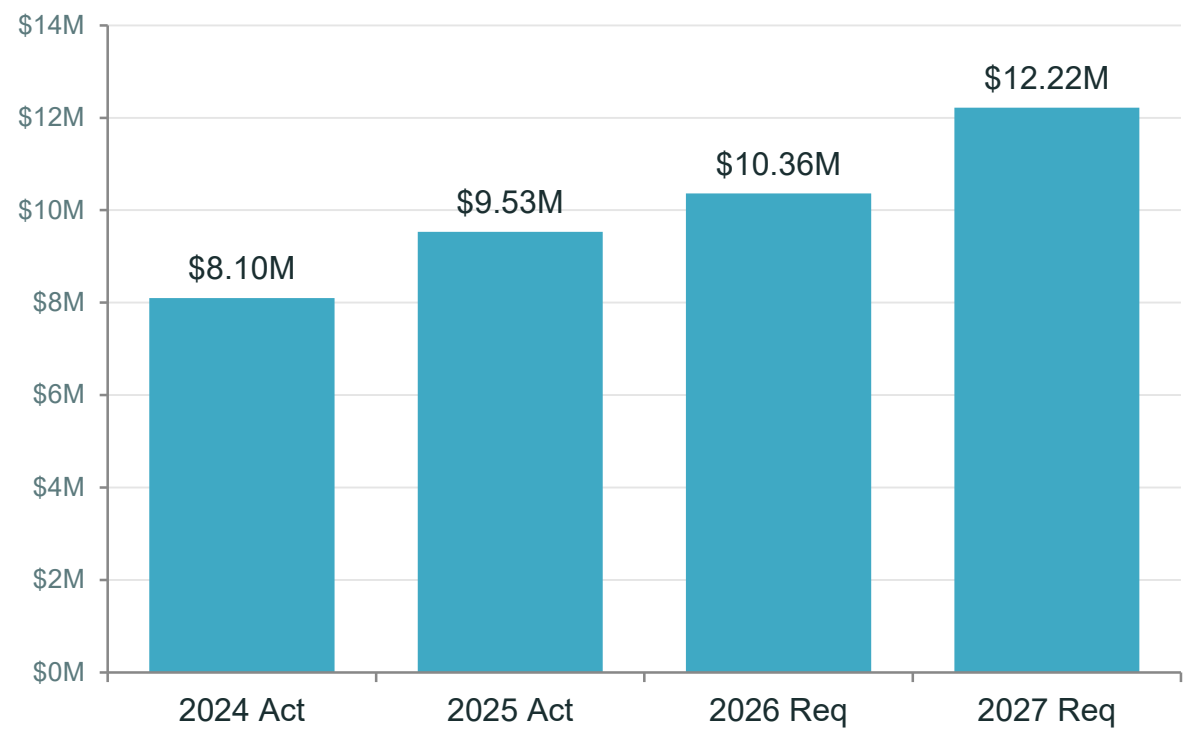
Expenditures: Wages

\$12.22M Total Wages

+\$1,861,434 increase (+18.0% over FY26 Final Request)

- **Union COLA:** 2% Jan 1 + estimated 5% July 1, per the ATU contract.
- **Non-Union COLA:** 2% Jan 1 + estimated 3% July 1, per the Salary Plan.
- **Service Expansions:** 7 Bus Operators + 5 Non-CDL Drivers (Route 25 & Scarborough).
- **Overtime:** budgeted at ~8–9% of regular operating wages.

Base Bus Wages Growth (\$ Millions)



Expenditures: Wage Increase Drivers

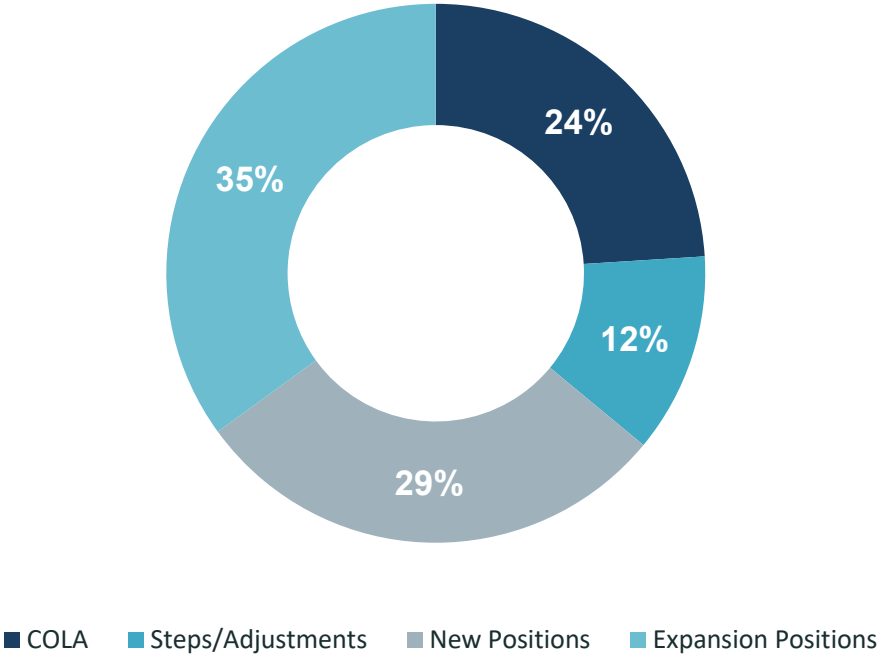
Wages represent 52.4% of total Base Bus operating expenditures.

Total Increase: +\$1,861,434

Reconciled to the FY27 wages line across every department.

Contractual COLA Increases	~\$447K • 24%
Steps / Adjustments	~\$223K • 12%
New Positions (Non-Service)	~\$540K • 29%
Expansion Positions (Route 25 & Scarborough)	~\$652K • 35%

Distribution of FY27 Wage Increases



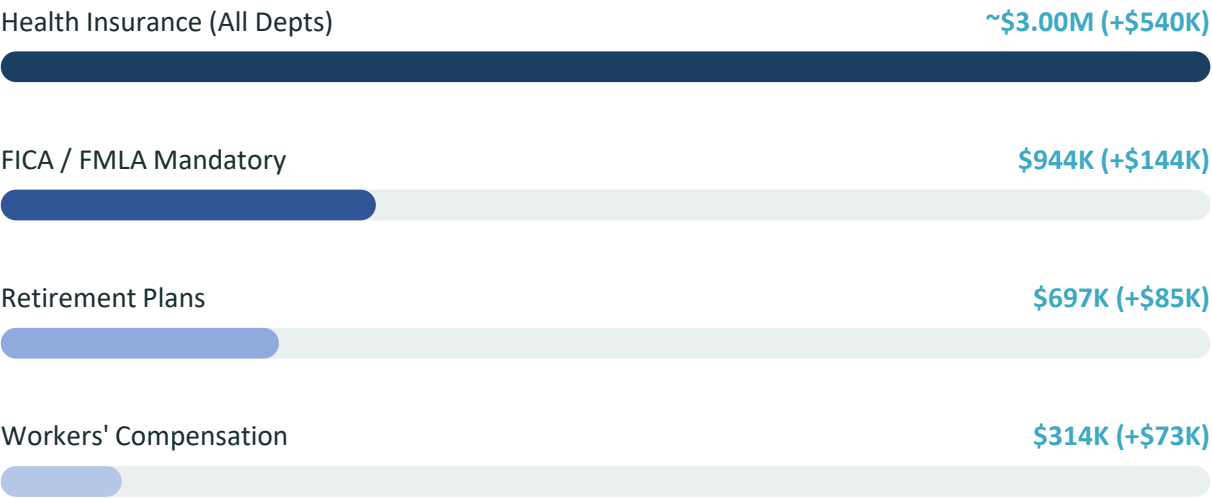
Expenditures: Benefits

\$5.53M Total Benefits

+\$1,108,506 increase (+25.05% over FY26 Final Request)

- **Health Insurance (+14%):** agency-wide premium escalation, adding over \$420K across departments.
- **Operations Health (\$2.06M):** rises 21.3% due to additional operators and drivers.
- **Workers' Comp (~2.75%):** averaged historically across wages; final rates pending renewal.
- **HRA Deductibles (+10%):** driven by deductible adjustments and workforce expansion.

Primary Benefit Growth Categories



Expenditures: Non-Personnel Overview

Fuel, Fluids & Tires \$1,647,829 +32.12% (+\$400.6K)	Services & Fees \$1,424,233 +18.59% (+\$223.3K)	Supplies & Equipment \$752,000 +22.34% (+\$137.3K)	Utilities (Heat/Power) \$555,880 +29.99% (+\$128.3K)
Insurance (Auto/Liab/Prop) \$538,324- est. +10.00% (+\$48.9K)	Debt Service Principal & Int. \$298,632 +11.51% (+\$30.8K)	Capital & Reserves \$220,000 +0.42% (+\$911)	Miscellaneous Expenses \$126,698 +28.56% (+\$28.1K)
Total Non-Personnel Base Bus Expenditures: \$5,563,596 — an overall increase of \$998,309 (+21.86%).			

Expenditures: Fleet, Fuel & Facilities

Major Contract Renewals Driving Increases

Fuel contracts expiring in 2026 force significant rate adjustments for FY27.

- **Diesel Fuel (+34.6%):** \$2.37/gal fixed contract expires Oct 2026; budgeted at \$4.00/gal (\$1.17M total).
- **CNG Fuel (+34.0%):** natural gas supply contract renewed with a 65% rate increase (\$179.7K).
- **Microtransit Gasoline (+153.4%):** rises to \$50.4K for Falmouth & Scarborough on-demand fleets.
- **Shelter Supplies (+239%):** jumps to \$50.0K to overhaul aging glass, panels, and lighting.

Maintenance Operating Pressures

Diesel Fuel Total

\$1,170,000

Bus Replacement Parts

\$496,500 (+14.1%)

CNG Bus Fuel

\$179,700 (+34.0%)

Staffing: 8 Non-Service Positions Requested

Maintenance

+4 FTE

- Body Repair Tech (in-house bodywork)
- 2nd Shift Parts Clerk (night staging)
- ITS Technician (fare/radio tech)
- Additional Utility Staff (bus stops)

Cost: \$293.7K Wages + \$132.2K Ben

Planning & CS

+2 FTE

- Transit Planner (schedules & outreach)
- Customer Service Rep (weekend coverage)

Cost: \$125.0K Wages + \$56.3K Ben

Marketing

+1 FTE

- Marketing Coordinator (public notices & social media)

Cost: \$72.7K Wages + \$32.7K Ben

Administration

+0.5 FTE

- Part-Time Accounting Assistant I (Tap-to-Ride volume)

Cost: \$42.8K Wages + \$6.3K Ben

Total Cost of 8 Requested Positions: ~\$761,600 (Wages + Benefits)

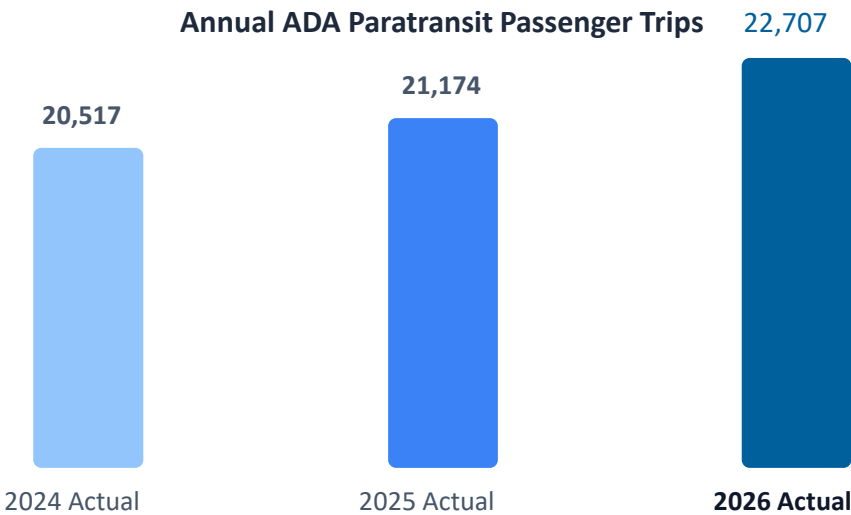
Separate from 11 Service Improvement Operators (Rt 25 & Scarborough)

Expenditures: ADA Paratransit Service

\$794,148 Total Budget

+\$80,243 increase (+11.24% vs. FY26 Final Request)

- **Service Contractor:** Provided via Regional Transportation Program (RTP) on negotiated net rate per boarding.
- **Rate Contract:** Reflects contracted 3% rate increase for FY27.
- **Ridership Growth:** 2026 ridership rose ~8% to 22,707 trips; growth trend projected into FY27.
- **Funding Structure:** 80% Federal 5307 (\$635,319) • 20% Municipal (\$158,830).



115 St. John's Street Operations

PROPERTY FINANCIAL NET

+\$60,187 Surplus

Projected surplus available to offset operating shortfalls across the District.

Total Revenues: **\$571,167**

Total Expenditures: **\$510,980**

Net Surplus Contribution: +\$60,187

Revenue & Expenditure Drivers

- **Sublease Revenues (\$266.1K):** Derived from rental income (\$189.8K), tax reimbursements (\$49.4K), insurance recoveries (\$19.4K), and management fees.
- **State Funding (\$207.0K):** MaineDOT subsidy commitment. *Note: FY 2027 is the final year of committed state funding for this property.*
- **Municipal Operating Assessment:** Member towns contribute \$98,052 per approved Board resolution.
- **Lease Costs (\$511.0K):** Base building rent (\$360.0K), property taxes (\$49.4K), and CAM (\$75.1K).

Revenue: FY 2027 Base Bus Overview

\$19.90M Base Revenues

+\$1,145,570 (+6.11% vs. FY26 Final Request)

- **Federal Formula (42.7%):** Core 5307 operating & preventative maintenance (\$8.50M).
- **Municipal Assessments (32.3%):** Member ops placeholder +5% plus new Scarborough funds (\$6.42M).
- **Passenger Fares (16.8%):** Fares, bulk pass agreements, and guarantees (\$3.34M).
- **State Funding (6.3%):** MaineDOT & Turnpike service expansion funds (\$1.25M).
- **Misc. Income (2.0%):** Advertising, recoveries & fees (\$400K).

Base Bus Revenue Distribution



• Federal (42.7%) • Municipal (32.3%) • Fares (16.8%) • State (6.3%) • Misc (2.0%)

Revenue: Passenger Fares & Advertising

FARE COLLECTIONS

\$3,342,375 Total

Regular Passenger Fares:	\$2,191,749
Organization Paid Fares:	\$747,842
Route Guarantees:	\$386,278
Microtransit Fares:	\$16,506

**Assumes modest growth from the fall 2026 fare increase and Dirigo Tap-to-Ride rollout. Route guarantees lower due to BIW/BREEZ pilot non-renewal.*

MISCELLANEOUS RECEIPTS

\$399,700 Total

Transit Advertising:	\$226,200
Interest Income:	\$80,000
Claims Recoveries:	\$75,000
Maintenance & Fees:	\$18,500

**Advertising revenue contracted in late summer 2026 due to updated contract terms, resulting in a - \$17.4K adjustment for FY27.*

Revenue: Federal & State Subsidies

FEDERAL TRANSIT ADMINISTRATION

\$8,495,585 Federal

- **5307 Operating Assistance (\$5.70M):** standard 2% formula growth factored in.
- **5307 Preventative Maintenance (\$2.04M):** core capital formula assistance.
- **Service Improvement Assistance (\$713.4K):** Route 25 (\$522K) & Scarborough on-demand (\$191.4K).
- **ARPA Funds Sunset:** \$0 for FY27 (fully exhausted in 2026).

MAINEDOT & TURNPIKE

\$1,246,324 State

- **Maine Turnpike Authority (\$522K):** dedicated support for Route 25 corridor expansion.
- **State Operating Subsidy (\$532.9K):** down 29.2% (-\$220.2K); staff actively researching rationale.
- **Microtransit State Subsidy (\$191.4K):** dedicated support for new Scarborough on-demand zone.

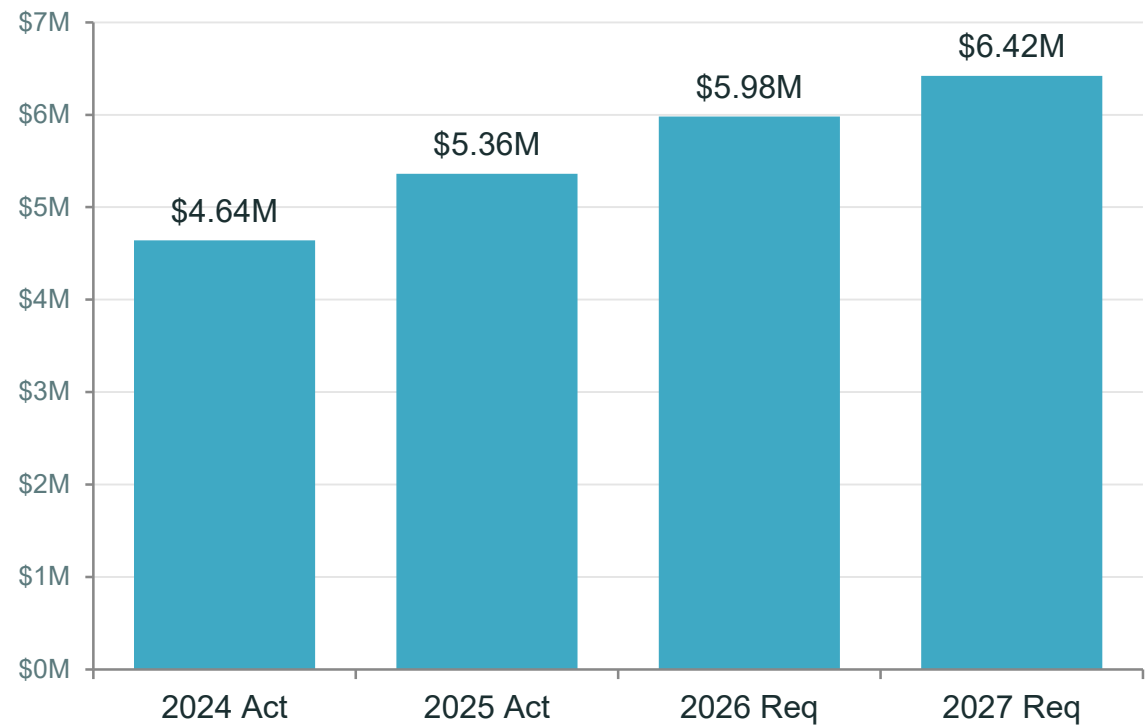
Revenue: Municipal Funding (\$6.42M)

+7.27% Overall Municipal Growth

Total municipal support increases by \$435,162 to \$6,419,333.

- **Member Operations Placeholder (5.0%):** standard formula placeholder generates \$6,074,333 (+\$289.3K).
- **CIP Local Match Placeholder (0.5%):** \$200,000 budgeted pending final 2027–2031 CIP approval.
- **Scarborough Non-Member Contribution:** \$145,000 new funding for Route 25 & microtransit launch.
- **Deficit Sensitivity:** each additional 1% municipal increase generates ~\$57,851 in operating revenue.

Total Municipal Assessment Trend (\$M)

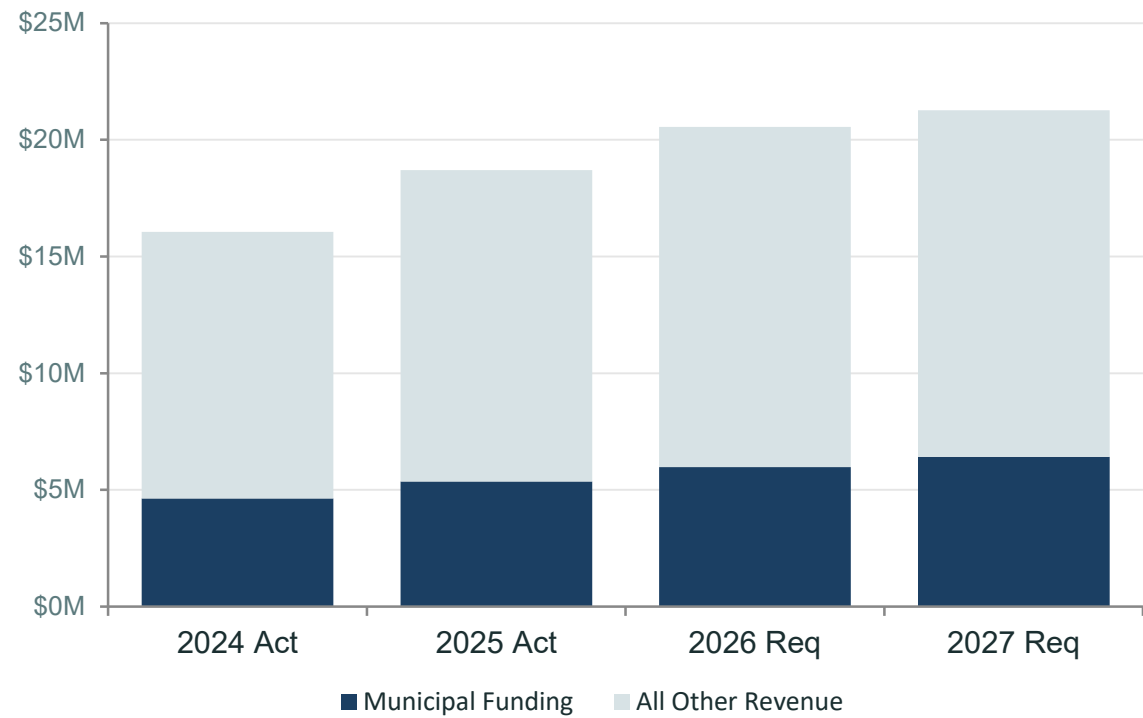


Municipal share of total revenue

Member and non-member municipal contributions as a share of Metro's total revenue, 2024–2027.

<div>2024 Actual</div> <div>Municipal \$4.82M • Total \$16.05M</div>	30.0%
<div>2025 Actual</div> <div>Municipal \$5.58M • Total \$18.70M</div>	29.8%
<div>2026 Request</div> <div>Municipal \$6.22M • Total \$20.56M</div>	30.3%
<div>2027 Request</div> <div>Municipal \$6.68M • Total \$21.27M</div>	31.6%

Municipal vs. All Other Revenue (\$ Millions)



Based on the 5% Placeholder Est. (Includes ADA and Lease)

Expense balancing options

Four areas flagged by staff for possible revisions— illustrative estimates for discussion.

Health insurance estimate

~~14%~~ → **11%**

Current budget assumes a 14% increase over the 2026 projected amount across roughly \$3.0M in FY27 health insurance costs. Using 11% — the actual 2026 increase — saves an estimated \$79,300.

Savings: **~\$79,300**

Union COLA — July 1, 2027

~~5%~~ → **3%**

Current budget assumes an estimated 5% ATU COLA effective July 1 (vs. 3% for non-union staff). Matching the union estimate to 3% across ~\$8.6M in Operations & Maintenance wages saves an estimated \$83,500 for the half-year in effect.

Savings: **~\$83,500**

Diesel fuel price

~~\$4.00/gal~~ → **\$3.50/gal**

The \$1.17M FY27 diesel budget is built on an estimated \$4.00/gal, up from \$2.37/gal, as the current fuel contract expires in Oct 2026. If prices settle nearer \$3.50/gal instead, the line saves an estimated \$146,300.

Savings: **~\$146,300**

Hold the 8 new positions vacant

~~8~~ → **0**

8 new positions requested in Maintenance, Marketing, Planning & Customer Service, and Administration — not tied to Route 25 or Scarborough on-demand service. Holding all 8 vacant for FY27 saves an estimated \$761,600 in wages and benefits.

Savings: **~\$761,600**

~\$1,070,700 combined estimated savings → deficit moves from **\$3,354,659** to about **\$2,284,000** (~32% of the gap).

Illustrative staff estimates. COLA, health insurance, and diesel figures depend on CBA negotiations, insurance renewal rates, and fuel markets; holding positions vacant would reduce planned capacity.

Revenue balancing options

Additional funding avenues— illustrative estimates for discussion.

Municipal funding placeholder

~~5%~~ → **6, 7, 8%**

Member Municipal Funding uses a 5% place-holder over the ~\$5.79M 2026 base. ~\$57,851 per incremental 1%.

Revenue: ~\$57,851 - \$173,600

Restore state operating funding

~~\$532,924~~ → **\$713,000**

State operating funding dropped 29.2% for reasons staff are still investigating (see Key Unknowns). Restoring it toward the \$713K range adds \$180,100.

Revenue: ~\$180,100

Passenger fares at 1.25× 2026

~~\$2.19M~~ → **\$2.46M**

FY27 already assumes modest growth from the fall 2026 fare increase and tap-to-ride. Pricing passenger fares at 1.25× the 2026 projection adds \$267,900 more.

Revenue: ~\$267,900

Federal carryforward funding

+\$300,000

5307 prior-year formula funds, if unspent and approved for carryforward through FTA and PACTS' formal review process, could apply est. \$300,000 to the FY27 budget.

Revenue: ~\$300,000

~\$805,851 - \$921,500 in quantified revenue → deficit moves from **\$3,354,659** to about **\$2,433,200** (~27% of the gap).

Illustrative staff estimates. Combined with the ~\$1,070,700 in expense-side options on the prior slide, non-service adjustments close roughly \$1.99M — about 59% — of the projected deficit.

Key Unknowns & Next Steps

Critical Budget Variables

- **ATU CBA Renewal:** Current collective bargaining agreement expires June 2027; wage assumptions subject to bargaining.
- **Health Insurance Carrier Rates:** 14% placeholder will be replaced when final health quotes arrive in October.
- **Fuel Market Hedging:** October 2026 diesel contract expiration requires active market tracking (\$3.50 vs. \$4.00/gal).
- **State Subsidy Resolution:** Clarify MaineDOT operating allocation drop (- \$220K) with state partners.

Budget Adoption Timeline

- Sept 2026

Finance Committee Draft Review
First look at service expansion, deficits, and mitigation options.
- Oct 2026

Refine Projections & Rates
Incorporate final health quotes, CIP local match, and fuel pricing.
- Oct 2026

Proposed Budget to Board
Presentation of balanced FY 2027 Operating and Capital Budget.

Discussion & Direction

Feedback from the Finance Committee on balancing options, municipal contribution scenarios, and expenditure priorities.

Shelly Brooks • Chief Financial Officer | sbrooks@gpmetro.org | 207-221-8710



AGENDA ITEM 6

FTA Triennial Review

The Federal Transit Administration's independent compliance review of Metro's management practices.

Prepared for the Finance Committee

Review complete — no findings across all six focus areas.

Review complete — no findings

The FTA conducts a Triennial Review of every transit grantee's compliance and management practices once every three years.

Completed last week

Exit conference held

FTA presented preliminary results directly to staff

November 2026

Final report expected

Written report will formally confirm the review outcome

SIX FOCUS AREAS FOR FINANCE COMMITTEE — ALL CLEAR



Financial Management and Capacity

No findings



Technical Capacity — Award Management

No findings



Technical Capacity — Program Management and Subrecipient Oversight

No findings



Technical Capacity — Project Management

No findings



Satisfactory Continuing Control (capital asset tracking and disposal)

No findings



Procurement

No findings

Agency-wide, **the FTA reviewed 18 focus areas in total, with 3 findings** — all within the Public Transportation Agency Safety Plan (PTASP) section, outside Finance Committee's 6 areas above. Staff are correcting these now so they're listed as **closed** when the final report is issued.

FINANCE COMMITTEE

AGENDA ITEM 4

DATE

October 7, 2026

SUBJECT

Fund Balance Progress and FY2027 Reserve Target

PURPOSE

To update the Finance Committee on the growth of Metro's fund balance since 2019 and on the contribution that would be needed in the FY2027 budget to meet, or to maintain, the reserve levels set in the Board-approved Financial Reserve Policy.

BACKGROUND/ANALYSIS

Metro's Financial Reserve Policy, approved by the Board in 2018, and revised in 2022, sets a minimum reserve of 16.66% (two months) of budgeted operating expenditures, consistent with Government Finance Officers Association (GFOA) guidance. Metro's fund balance has grown from \$400,104 (3.5% of operating expenses) in 2019 to \$1,528,043 (8.2%) at the end of 2025, an increase of 282% in six years.

The draft FY2027 budget carries a fund balance of \$1,609,953 (6.9% of \$23,463,197 in budgeted expenditures). The increase of about \$81,910 over 2025 is the estimated FY2026 budget surplus, which could change between now and year-end.

Although the dollar balance continues to grow, the ratio is trending down as the budget grows (8.2% in 2025, 7.8% projected for 2026, 6.9% in the FY2027 draft).

The following show what the FY2027 budget would require under different definitions of "maintaining" reserves:

- Meeting the 16.66% target in FY2027 would require a balance of \$3,908,969, which is \$2,299,016 more than the draft balance.
- Maintaining the 16.66% target as the budget grows by \$2,899,867 (14.1%) would require a contribution of about \$483,118 per year, or about 2.1% of the FY2027 budget.
- Holding today's ratio of 7.4% (the current balance of \$1,528,043 against the revised FY2026 budget of \$20,563,330) would require a contribution of about \$215,487, or about 0.9% of the FY2027 budget. The draft adds only about \$81,910, which is roughly \$133,600 short.
- Holding the dollar balance flat would require no contribution, but the ratio would slip to 6.5%.

Staff will continue to monitor the FY2026 surplus estimate and will update these figures as year-end results and final FY2027 budget numbers are known.

FISCAL IMPACT

None. The amounts above are illustrative figures for FY2027 budget discussions; any contribution to fund balance would need to be supported by added revenue or reduced expenses in the final budget.

RECOMMENDATION

This item is for information and discussion only.

ATTACHMENT

Attachment A- Financial Reserve Policy- Board Approved 4-28-22

Prior Committee Review

N/A

CONTACT

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GREATER PORTLAND METRO

FINANCIAL RESERVE POLICY

Purpose and Goals of Reserve

The purpose of this policy is to establish guidelines for building and maintaining a financial reserve that supports the financial stability of Metro.

The equity of Metro, measured as Net Position, is an important indicator of economic stability. Adequate levels of financial reserve funds contribute to strong creditworthiness, and credit quality of debt issues, which leads to lower borrowing rates

The minimum financial reserve goal of 16.66% of budgeted expenses will allow Metro the ability to remain financially stable in the event of unanticipated funding delays and/or decreases, along with unexpected expenditure increases/additions. These funds will provide a contingency reserve while determining appropriate strategies for achieving long-term sustainability. In particular, the reserve is designed to protect service levels and allow time for corrective strategies to be implemented with the least possible harm to the public.

Additionally, the availability of this level of reserves will allow Metro to reduce the dependency on short term financing for operating cash flow activities. Once the reserve funding goal is met, Metro will be in the position to request less short-term borrowing, and in turn, reduce the associated interest expenses for this borrowing.

Finally, the reserve funding will allow Metro flexibility for funding local share or gaps in funding amounts for future projects. As unanticipated opportunities or needs for capital spending occur, Metro will be in the position to quickly act, with the Board of Directors approval, to implement the projects.

Authorizations for Reserve Fund Use

Usage of reserve funds for permanent expenditures will require the approval of the Metro Board of Directors. However, Metro staff is authorized to temporarily use funding for cash flow or capital expenditure purposes that will be replaced at a later date. When such funding is received, Metro staff will replenish the reserve funding for the amount borrowed in full. Any temporary funding uses shall be presented to the Board of Directors with an anticipated plan for replenishment.

Additionally, Metro staff are authorized to make short-term investments with the reserve funds, barring there are no planned uses for the funds. Any short-term investments are required to be FDIC insured, secured-low risk investments, such as Certificates of Deposits. Any interest earned on the invested funds will be added to the reserve funds in an effort to achieve the goal of 16.66%.

DEFINITIONS

Net Position – This represents net worth, defined as the difference between assets (including deferred outflows of resources) and liabilities (including deferred inflows of resources). Net Position can be liquid, such as cash, or fixed, such as inventories and net asset value. The Governmental Accounting Standards Board requires Net Position to be reported in three components, which are described below.

Net Investment in Capital Assets - value of fixed assets net of accumulated depreciation, reduced by any outstanding debt issued in acquiring the assets.

Restricted – assets with restrictions on how they are used, or that have an associated liability which the asset would satisfy. For Metro, this amount represents the local share of matching funds for federal capital grants that has been collected but not yet expended.

Unrestricted – the remaining amount of Net Position that is not included in Net Investment of Capital Assets or in the Restricted component. This value is a combination of liquid and fixed assets. For Metro, there are two categories of Unrestricted:

- Unrestricted, reserved for Board Policy – the amount calculated by this Policy
- Unrestricted, unreserved – remaining balance of unrestricted net position

CONSIDERATIONS

Metro engages in financing activity related to annual cash flow and also occasional capital match funding. Credit worthiness is evaluated by financing institutions using audited financial statements, along with reliability of a government's revenue sources, economic conditions, cash position, debt ratios, management performance, and fiscal decisions made by the Board of Directors.

In establishing an appropriate level of financial reserve, Metro considers the following factors.

1. Reliability of operating revenue streams, such as passenger fares, and advertising revenue, and potential for notable downturns or increases.
2. Reliability of federal funding for operations and potential for impacts from congressional decisions.
3. Exposure to emergency situations that require large outlays of money and/or inability to collect revenue, such as a significant storm event or operational disaster.
4. Ability for member communities to raise assessment tax revenue.

5. Recommendation of the Government Finance Officers Association to maintain reserves of no less than two months of regular operating revenues or regular general fund operating expenditures.
6. Potential ability to consistently maintain the Policy level of reserve.

POLICY

In consideration of the above factors, it is the goal of Metro to maintain a minimum financial reserve of two months (16.66%) of budgeted operating expenditures. Any amount in excess of the minimum may be programmed for use at the Board's discretion. In the event that the Unrestricted, reserved for Board Policy fund balance drops below the minimum level, Metro staff will develop, and the Board will adopt a plan to bring the balance to the minimum.

As part of the annual budget process, the Finance Committee will consider the level of reserve and make a budget recommendation that includes any amount they may consider appropriate to add for the subsequent year.

OTHER PROVISIONS

The amount reported on the annual financial statements as the Unrestricted, Reserved for Board Policy, will be supported by the equivalent amount of restricted cash and segregated from operating cash as managed by staff.



FINANCE COMMITTEE

AGENDA ITEM 6

DATE

October 22, 2026

SUBJECT

Metro's 2027 Final Draft Operating Budget and Capital Improvement Program

PURPOSE

To review a final draft of Metro's proposed 2027 Operating Budget and CIP.

BACKGROUND/ANALYSIS

At the September 2026 Metro Finance Committee Meeting staff reviewed a first draft budget for 2027. This draft budget indicated a \$3,354,659 deficit. In order to balance the budget staff have made the following adjustments:

Reductions in budgeted expenses

Total expenditures decreased by approximately **\$1,160,095**, primarily due to reductions in wages and benefits:

- **Wages & Benefits:** Down a combined **\$858,084**, mainly reflecting position adjustments in Bus Operations, lowering the estimated increase in Health Insurance premiums from 14% to 10%, lower short-term disability premium costs and reducing the requested positions from eight to one- partial year.
- **Services & Fees:** Decreased by **\$116,000** due reductions in advertising and contracted services.

Other small line item adjustments were made, totaling \$186,011. Overall, these adjustments reflect cost containment efforts, modest costs reductions over several small line items, and refined cost estimates across multiple categories.

Increases in forecasted fare revenue

Historically, Metro has not met its fare revenue projections. As a result, staff took a conservative approach when developing the initial 2027 budget estimates. Following additional review and consideration of anticipated ridership growth and assessment of the fare increase that took effect in August 2026, the fare revenue projection has been increased by \$212,545.

Increase in Federal funding

Staff have increased the amount of anticipated federal funding for operations, preventative maintenance and mobility. This change is made in part based on plans to advocate for additional funding through the PACTS federal funding allocation, as well as plans to directly negotiate for additional funding with partner transit agencies in the region.

Increase in State funding

Staff have increased the amount of anticipated state operating funding to \$734,290, which is now unchanged from the 2026 amount. Initial budget discussions with MDOT staff indicated approximately \$200k gap in operating funding from 2026 to 2027.

Increase in Municipal funding

Staff have increased the amount of municipal operating funding to \$7,177,536, which represents an overall 19.9% increase from the 2026 amount. Individually, member municipal contributions to operations has increased by 18.4%, while the contribution to the CIP has decrease by 6.8%. The total funding increase also includes \$145,000 of non-member municipal contributions from the Town of Scarborough.

Capital Improvement Program

The 2027-2031 Capital Improvement Program (CIP) is provided as Attachment B.

Per Metro's updated Local Match Policy; note that the following reallocation of local match is being made to the revised CIP.

204- Fuel Tracking and Tank Replacement

Metro collected local matching funds for the CAD/AVL project, of which \$14,907 is remaining. The AVL project has been completed and staff are reallocating this local match to the Fuel Tracking and Tank Replacement project. The total amount of local match needed for this project is \$45,000. After applying this \$14,907, the remaining local match needed is \$30,093, as reflected in the CIP.

FISCAL IMPACT

See attached budget detail document.

RECOMMENDATION

The committee may choose to recommend the budget as presented for full board of directors' approval or amend the budget and recommend approval as amended.

ATTACHMENT

Attachment A – 2027 Final Draft Operating Budget

Attachment B – CIP 2027-2031

Prior Committee Review

Finance Committee September 9, 2026

CONTACT

Shelly Brooks, Chief Financial Officer

207-221-8710 - sbrooks@gpmetro.org

FY 2027 OPERATING BUDGET- Final Draft

The total operating budget for FY 2027 is \$23,463,197, an increase of 14.10% compared to FY 2026.

Table 1: Total Budget Summary

	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %
EXPENDITURES							
Base Bus Budget							
Wages	8,095,775	9,532,338	10,359,445	10,041,985	11,730,933	1,371,488	13.24%
Benefits	3,294,106	3,867,180	4,425,183	4,145,193	5,165,550	740,368	16.73%
Services and Fees	996,518	894,046	1,200,928	1,129,493	1,206,765	5,837	0.49%
Fuel-Fluids-Tires	957,750	1,125,923	1,247,201	1,292,043	1,692,829	445,627	35.73%
Supplies & Equipment	456,601	567,092	614,695	567,359	666,000	51,305	8.35%
Utilities	308,708	356,517	427,618	473,945	540,880	113,262	26.49%
Insurance	402,432	460,824	489,385	511,332	561,504	72,119	14.74%
Miscellaneous Expenses	72,426	75,261	98,551	79,039	89,382	(9,169)	-9.30%
Debt Service	304,274	279,430	267,818	274,818	298,632	30,814	11.51%
Capital & Reserves	393,732	288,387	219,089	463,443	205,593	(13,496)	-6.16%
Total Base Bus Budget	15,282,322	17,446,998	19,349,914	18,978,651	22,158,068	2,808,154	14.51%
Separate Budget Categories							
ADA Paratransit	410,475	627,580	713,905	713,905	794,148	80,243	11.24%
115 St. John's Street Service Improvements	477,017	493,620	499,510	499,510	510,980	11,470	2.30%
Total Expenditures	16,169,814	18,568,198	20,563,330	20,192,066	23,463,197	2,899,867	14.10%
REVENUES							
Base Bus Funding							
Fare Revenue	2,670,561	2,980,994	3,279,972	3,179,455	3,604,920	324,949	9.91%
Miscellaneous Revenue	648,270	511,135	449,100	439,662	400,600	(48,500)	-10.80%
Municipal Funding	4,644,672	5,358,510	5,984,171	5,984,169	7,127,536	1,143,365	19.11%
State Funding	477,494	773,874	931,503	931,503	1,540,585	609,082	65.39%
Federal Funding	6,027,495	6,560,133	8,113,002	7,932,616	9,424,240	1,311,239	16.16%
Total Base Bus Budget	14,468,492	16,184,646	18,757,747	18,467,406	22,097,882	3,340,134	17.81%
Separate Budget Categories							
ADA PT - Municipal Funding	81,764	125,485	139,668	142,781	158,830	19,162	13.72%
ADA PT - Federal Funding	328,380	492,000	558,672	571,124	635,319	76,647	13.72%
115 St. John's Other Revenue	252,785	255,287	257,649	257,649	266,100	8,452	3.28%
115 St. John's Municipal Funding	94,244	96,132	98,052	98,052	98,052	-	0.00%
115 St. John's State Funding	239,347	244,134	207,015	207,015	207,015	-	0.00%
Service Imp. - Passenger Fares	-	-	-	-	-	-	0.00%
Service Imp. - Federal Funding	586,754	1,304,552	544,527	529,949	-	(544,527)	-100.00%
Total Revenues	16,051,766	18,702,237	20,563,330	20,273,976	23,463,197	2,899,867	14.10%
Surplus/(Deficit)	(118,048)	134,038	(0)	81,910	0	0	

Major Budget Factors:

- Base Bus Budget (Expenditures) – The FY 2027 Base Bus Budget is built on transit service levels that include the new route 25, serving Portland, South Portland and Scarborough; as well as Scarborough on-demand service. The FY 2027 budget also includes service improvements for the City of South Portland. The hours and routes provided are subject to change based on results provided by required public processes, and final approval by the South Portland City Council.
 - Service Improvements – ARPA funded service improvements implemented in May 2024 and November 2024 are reported as included in the base budget expenditure numbers. The service improvements resulted in a net increase of 4 bus operator positions in 2023, 8 bus operator positions in 2024, and 2 non-CLD driver for a total of 75 bus operator positions and 3 non-CDL operators as of November 2024.

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FY 2027 Operating and Capital Budget- Final Draft**

- Service Improvements- Route 25 (Portland, South Portland, Scarborough) and Scarborough on-demand service is scheduled to launch in the fall of 2026. These services improvements are funded through a combination of Maine DOT, Maine Turnpike Authority, 5307 Federal funding and non-member contributions from Scarborough. The service improvements resulted in a net increase of 7 bus operators and 5 non-CDL operators, and has a total estimated cost of \$1.5mm for the full 2027 budget year.
- Service improvements in South Portland are estimated for ½ year in 2027, and resulted in the addition of 4 bus operators. These service improvements assume additional federal 5307 funding to support ½ of the operating costs, with the remaining costs being funds through the City of South Portland’s local assessment.
- Base Bus Budget (Revenues) – revenue estimates include: decreases in miscellaneous revenue as well as State operating revenue, and increases in fare revenue, Federal Operating funding, Municipal funding and Service Improvement funding. Current municipal funding reflects an overall 19.9% increase, which includes an 18.4% increase in operating funding and a 6.8% decrease in capital funding, and the addition of non-member funding from the Town of Scarborough.
- ADA Paratransit budget is projected to increase based on actual increased ridership in 2026 (approximately 8%), and a 3% rate increase.
- Lease Property (151 St. John’s Street) – total budget includes the anticipated expenditures and revenues associated with lease and operations of the property at 115 St. John’s Street. A projected \$60,187 surplus in this section can be available to offset a deficit(s) in other sections of the budget.

BASE BUS SERVICE

For 2027, baseline bus service (including Route 25, Scarborough on-demand service improvements and South Portland service improvements) will total approximately 160,159 revenue hours. Table 2 outlines service levels, projected revenue hours and estimated boardings by route. Also presented are the boardings per hour statistics which is a basic metric of route performance.

Table 2: 2027 Service Levels and Estimated Ridership

ROUTE	MUNICIPALITIES	CORRIDORS	Peak Headways			Revenue Hours	Estimated Boardings	Boardings/ Hour
			Wkdy	Sat	Sun			
Route 1	Portland	Congress	30 min.	60 min	60 min	9,876	138,100	14
Route 2	Portland-South Portland- Westbrook	Forest	30 min.	60 min	60 min	14,151	243,270	17
Route 3	Portland-South Portland- Westbrook	Bridge-Spring	60 min	60 min	60 min	6,723	58,670	9
Route 4	Portland-South Portland- Westbrook	Brighton-Main	30 min.	45 min	45 min	13,708	242,200	18
Route 5	Portland-South Portland	Outer Congress	30 min.	45 min	45 min	10,151	172,900	17
Route 7	Falmouth-Portland	Congress-Rt. 1	40 min	60 min.	60 min	14,574	195,500	13
Route 8	Portland	Peninsula Circulator	30 min.	60 min	60 min	6,774	104,300	15
Route 9	Falmouth-Portland	Congress-Washington-Stevens	30 min.	30 min	60 min	19,741	377,900	19
Route 21	Portland - SMCC	Pillsbury-Cottage-Broadway	50 min	120 min	90 min	2,673	42,500	16
Route 22	South Portland	Broadway	60 min	60 min	60 min	2,550	42,500	17
Route 23	Portland- South Portland	Maine Mall Area	60 min	60 min	60 min	2,628	20,000	8
Route 24	South Portland - Maine Mall	Congress-Highland-Broadway	90 min	90 min	90 min	2,950	32,500	11
Route 24A	South Portland - Maine Mall	Congress-Broadway-Main	120 min	120 min	90 min	2,891	33,300	12
Route 24B	South Portland - Maine Mall	Congress-Highland-Broadway	120 min	N/A	N/A	1,993	12,500	6
Route 25	Portland- South Portland - Scarborough	Route 1	45 min	45 min	45 min	12,089	40,000	3
Husky Line	Gorham-Portland-Westbrook	Rt. 25-William Clark-Brighton	30 min.	45 min	45 min	14,720	194,700	13
Breez	Brunswick-Freeport-Yarmouth-Portland	I-295-Rt. 1	50 min	150 min	N/A	10,352	62,700	6
Micro	Falmouth	Falmouth On-Demand	On Demand			4,518	5,700	1
Micro	Scarborough	Scarborough On-Demand	On Demand			7,100	2,824	0
Total						160,159	2,022,064	13

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Table 3: Base Bus Budget Summary

	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %
EXPENDITURES							
<u>Base Bus Budget</u>							
Wages	8,095,775	9,532,338	10,359,445	10,041,985	11,730,933	1,371,488	13.2%
Benefits	3,294,106	3,867,180	4,425,183	4,145,193	5,165,550	740,368	16.7%
Services and Fees	996,518	894,046	1,200,928	1,129,493	1,206,765	5,837	0.5%
Fuel-Fluids-Tires	957,750	1,125,923	1,247,201	1,292,043	1,692,829	445,627	35.7%
Supplies & Equipment	456,601	567,092	614,695	567,359	666,000	51,305	8.3%
Utilities	308,708	356,517	427,618	473,945	540,880	113,262	26.5%
Insurance	402,432	460,824	489,385	511,332	561,504	72,119	14.7%
Misc Exp	72,426	75,261	98,551	79,039	89,382	(9,169)	-9.3%
Debt Service	304,274	279,430	267,818	274,818	298,632	30,814	11.5%
Capital & Reserves	393,732	288,387	219,089	463,443	205,593	(13,496)	-6.2%
Service Improvements							
Total Base Bus Budget	15,282,322	17,446,998	19,349,914	18,978,651	22,158,068	2,808,154	14.5%
REVENUES							
<u>Base Bus Funding</u>							
Fare Revenue	2,670,561	2,980,994	3,279,972	3,179,455	3,604,920	324,949	9.9%
Miscellaneous Revenue	648,270	511,135	449,100	439,662	400,600	(48,500)	-10.8%
Municipal Funding	4,644,672	5,358,510	5,984,171	5,984,169	7,127,536	1,143,365	19.1%
State Funding	477,494	773,874	931,503	931,503	1,540,585	609,082	65.4%
Federal Funding	6,027,495	6,560,133	7,934,652	7,754,266	8,585,840	651,189	8.2%
Svc Imp- Federal Funding	586,754	1,304,552	544,527	708,299	838,400	293,873	54.0%
Total Base Bus Budget	15,055,246	17,489,198	19,123,924	18,997,355	22,097,882	2,973,957	15.6%
				-			
Surplus/(Deficit)	(227,076)	42,200	(225,990)	18,704	(60,187)	165,803	-73%

TRANSIT OPERATIONS DEPARTMENT

Overview and Staffing

The mission of the Transit Operations Department is to deliver safe and effective transit service on a daily basis in accordance with Metro’s published routes and schedules and provide an excellent rider experience across all touchpoints.

- Transit Operations – deliver safe and effective bus operations on a daily basis in accordance with Metro’s published routes and schedules while providing an excellent rider experience.
- Safety- manage Metro’s agency safety plan.
- Training – effectively train and prepare new Bus Operators.

The Operations Department includes the following full-time equivalent (FTE) positions and number of employees. The Scheduler/Data Analyst position added in the 2026 budget has been reclassified to the Planning and Customer Service Department for 2027. No additional positions or employees are proposed.

Table 4: Transit Operations Department Staffing

Staffing	2024	2025	2026	2027	
Transit Operations Manager	1.00	1.00	1.00	1.00	0.00
Transit Operations Assistant Manager			1.00	1.00	0.00
Safety and Training Manager	1.00	1.00	0.00	0.00	0.00
Training Supervisor			1.00	1.00	0.00
Scheduler/Data Analyst	0.00	0.00	1.00	0.00	-1.00
Dispatcher	4.00	4.00	4.00	4.00	0.00
Bus Operators	75.00	84.00	80.50	87.50	7.00
Operations Assistant	1.00	1.00	1.00	1.00	0.00
Non-CDL/Shuttle Driver	3.00	3.00	3.00	8.00	5.00
Customer Service Manager	1.00	1.00	0.00	0.00	0.00
Customer Service Representative	2.00	2.00	0.00	0.00	0.00
IT Manager	1.00	1.00	0.00	0.00	0.00
Totals	89.00	98.00	92.50	103.50	11.00

* Reclassified to Planning/CS

*Staffing is based on total position count, not amount budgeted.

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Table 5: Transit Operations Department Budget

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Wages								
Regular Wages	5,025,804	5,993,269	6,219,469	6,114,602	7,231,258	1,011,789	16.3%	1
New Positions	-	-	43,987	-	-	(43,987)	-100.0%	
Overtime - Operations	544,757	700,828	730,959	754,931	744,059	13,100	1.8%	
Add'l Pay (PTO payout, Hlth opt out)	54,606	64,796	79,832	74,369	80,000	168	0.2%	
Holiday Pay - Worked	123,060	148,004	152,309	158,305	156,116	3,808	2.5%	
Wages	5,748,227	6,906,896	7,226,556	7,102,207	8,211,433	984,878	13.6%	
Benefits								
FICA/FMLA	438,594	558,462	594,734	583,912	674,299	79,566	13.4%	
Health Ins	1,219,143	1,503,472	1,694,399	1,548,527	1,983,977	289,578	17.1%	2
HRA Payments	85,114	75,099	75,941	76,079	83,681	7,740	10.2%	3
Dental Insurance	45,563	53,595	56,775	51,950	65,994	9,220	16.2%	4
Disability Insurance	46,564	48,990	39,656	35,565	27,343	(12,313)	-31.0%	
Life Insurance	2,066	2,342	2,154	2,347	2,600	446	20.7%	
Workers Comp	179,662	160,803	209,282	236,729	245,711	36,429	17.4%	
Unemployment	12,207	852	5,000	12,339	5,000	-	0.0%	
Vision	2,029	2,365	2,184	1,536	1,800	(383)	-17.6%	
Retirement	347,659	399,419	437,771	379,960	451,629	13,858	3.2%	
New Positions	-	-	17,659	-	-	(17,659)	-100.0%	
Uniforms/Reimbursements	16,792	22,912	21,148	30,200	22,000	852	4.0%	
Benefits	2,395,393	2,828,311	3,156,702	2,959,144	3,564,034	407,333	12.9%	
Total Wages & Benefits	8,143,621	9,735,208	10,383,257	10,061,351	11,775,468	1,392,211	13.4%	
USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	
Services and Fees								
Temporary Help	-	-	-	-	-	-	0.0%	
Technology Services	-	-	-	-	-	-	0.0%	
Other Contracted Services	99,472	84,749	112,500	77,692	93,500	(19,000)	-16.9%	
Services and Fees	99,472	84,749	112,500	77,692	93,500	(19,000)	-16.9%	
Supplies & Equipment								
Transportation Supplies	1,086	5,341	7,000	2,000	10,000	3,000	42.9%	5
It Supplies	(0)	(0)	-	-	-	-	0.0%	
Fare Media	21,498	8,869	-	-	-	-	0.0%	
Minor Equipment	(0)	588	1,500	500	1,500	-	0.0%	
Supplies and Equipment	22,583	14,797	8,500	2,500	11,500	3,000	35.3%	
Utilities								
Phone/Cell/Internet- AVL	-	4,400	-	-	-	-	0.0%	
Phone/Cell/Internet	1,959	2,136	1,440	1,440	1,440	-	0.0%	
Utilities	1,959	6,536	1,440	1,440	1,440	-	0.0%	
Miscellaneous Expenses								
Conferences and Travel	1,796	2,053	6,000	1,500	3,667	(2,333)	-38.9%	
Miscellaneous Expenses	1,796	2,053	6,000	1,500	3,667	(2,333)	-38.9%	
Total Non-Personnel Expenses	125,810	108,135	128,440	83,132	110,107	(18,333)	-14.3%	
Total Base Bus Budget	8,269,431	9,843,343	10,511,697	10,144,483	11,885,575	1,373,878	13.1%	

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Note #	Line Item	Explanation
1	Wages	Increase in regular wages is driven mainly by the COLA increase (2% Jan 1, estimate 5% July 1) in base wages and step increases as required by the Collective Bargaining Agreement with ATU and the Non-Union Salary Plan approved by the Board of Directors in 2022. Wages related to service improvement are included in this line as well. Staff are estimating 2% Jan 1 and 3% July 1 COLA for non-union staff.
2	Health Insurance	Health Insurance is estimated at an increase of 10% over 2026 projected amount.
3	HRA Payments	HRA payments is estimated at an increase of about 10%. This estimate is based on an increase in staffing along with an increase in deductible amounts with the District's health plan that occurred in 2026.
4	Dental Insurance	Dental insurance is estimated to increase by 6% for 2027. The increase for Operations is estimated to be higher due to increased positions.
5	Transportation Supplies	This amount reflects an increase of \$3,000 which provides misc. supplies for transportation services as well as safety and training.

INFORMATION TECHNOLOGY DEPARTMENT

Overview and Staffing

The mission of the Information Technology Department is to provide secure, reliable, and innovative technology solutions that support Metro’s operations, enhance the rider experience, and safeguard agency data and systems. The department ensures the availability and integrity of critical technology infrastructure, applications, and digital services.

- **Systems & Infrastructure** – Maintain Metro’s hardware, software, and network infrastructure to ensure availability, operability, and business continuity.
- **Cybersecurity** – Protect agency systems, data, and digital assets through proactive monitoring, risk management, and compliance with security standards.
- **Application Support** – Manage, update, and support agency business systems, including financial, operational, and customer-facing platforms.
- **Innovation & Data** – Advance technology initiatives, data management, and analytics to improve decision-making, service delivery, and rider experience.

The Information Technology Department includes the following full-time equivalent (FTE) positions and number of employees. No additional positions or employees are proposed.

Table 6: Information Technology Department Staffing

Staffing	2024	2025	2026	2027	
IT Manager	1.00	1.00	1.00	1.00	0.00
Totals	1.00	1.00	1.00	1.00	0.00

*Staffing is based on total position count, not amount budgeted.

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Table 7: Information Technology Department Budget

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	NOTES
Wages								
Regular Wages	71,565	72,439	87,524	84,417	96,740	9,216	10.5%	1
New Positions						-	0.0%	
Add'l Pay (PTO payout, Hlth opt out)						-	0.0%	
Holiday Pay - Worked						-	0.0%	
Wages	71,565	72,439	87,524	84,417	96,740	9,216	10.5%	
Benefits								
FICA/FMLA	4,640	823	7,133	6,880	7,884	751	10.5%	
Health Ins	13,343	2,985	20,658	29,519	33,673	13,015	63.0%	2
HRA Payments	-	1,200	1,500	1,500	1,377	(123)	-8.2%	
Dental Insurance	606	78	704	729	752	48	6.8%	
Disability Insurance	600	426	483	236	165	(318)	-65.8%	3
Life Insurance						-	0.0%	
Workers Comp	126	150	146	159	2,895	2,749	1884.4%	4
Vision	30	6	27	26	25	(2)	-6.4%	
Retirement	4,652	5,257	5,339	120	5,321	(18)	-0.3%	
New Positions						-	0.0%	
Benefits	23,996	10,925	35,991	39,167	52,092	16,101	44.7%	
Total Wages & Benefits	95,561	83,364	123,515	123,584	148,832	25,317	20.5%	
USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	NOTES
Services and Fees								0
Technology Services	188,456	161,029	266,257	266,257	236,855	(29,402)	-11.0%	5
Other Contracted Services						-	0.0%	
Services and Fees	188,456	161,029	266,257	266,257	236,855	(29,402)	-11.0%	
Supplies & Equipment								
It Supplies	2,515	2,051	2,500	2,500	3,000	500	20.0%	6
Minor Equipment	8,364	12,286	5,000	5,000	7,500	2,500	50.0%	7
Supplies and Equipment	10,879	14,337	7,500	7,500	10,500	3,000	40.0%	
Utilities								
Phone/Cell/Internet	68,248	63,558	67,364	69,097	70,684	3,320	4.9%	
Utilities	68,248	63,558	67,364	69,097	70,684	3,320	4.9%	
Miscellaneous Expenses								
Conferences and Travel						-	0.0%	
Miscellaneous Expenses	-	-	-	-	-	-	0.0%	
Total Non-Personnel Expenses	267,583	238,924	341,121	342,854	318,039	(23,082)	-6.8%	
Total Base Bus Budget	363,144	322,288	464,636	466,438	466,871	2,235	0.5%	

Note #	Line Item	Explanation
1	Wages	Increase in regular wages is driven mainly by wage increased programmed as part of the Non-Union Salary Plan approved by the Board of Directors in 2022. Staff are estimating COLA increases at 2% Jan 1 and 3% July 1 for non-union staff.
2	Health Insurance	Health Insurance is estimated at an increase of 10% over 2026 projected amount.
4	Workers Compensation	Workers Compensation premiums are increases to about 3% of wages for 2027, vs the historical 2.75% in past years. The large increase in the IT Department is related to a reallocation of expenditures between departments, and not an overall expenditure increase.
5	Technology Services	This line reflects all of Metro's Technology Services agreements and miscellaneous technology fees. Table 8 provides the detail of the items covered by this line. For 2026, CAD/AVL and Microtransit software services were budgeted in the CIP and 5307 mobility funds were allocated to cover the costs of those services. For 2027, those services have been moved back into the operating budget with the corresponding revenue to allow for better expense tracking.

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Note #	Line Item	Explanation
6	IT Supplies	Includes items like keyboards, mice, wires, etc. Increase is related to anticipation of replacements of aging equipment, along with normal equipment failure replacements.
7	Minor Equipment	Includes items like replacement monitors, docks, etc. Increase is related to anticipation of replacements of aging equipment.

Table 8: Technology Services Detail

Technology Services- SaaS Agreements		
Provider	Service	Amount (annual)
Equans	CAD/AVL	45,300
Optibus	Schd/Timekeeping	-
Tyler/Munis	Financials/HRIS/Payroll/Purchasing	89,800
ClearGov	Budgeting Software	-
Macola	Inventory	-
Colbi Technologies	Secure Bidding	3,000
Planetaria	Website	6,250
VIA	Micro App	12,000
ChargePoint	Electric Bus	-
Samsara	Maint/Fleet Tracking Tool	-
Remix	Planning	19,379
		175,729
Technology Services- Misc		
Provider	Service	Amount (annual)
Seacoast Security	Door Access Control/Camera System	1,080
CDW	Cradlepoint License	11,393
Avenu HRS	Unclaimed Property Submission	450
Warp & Weft	DiriGO Website Hosting	900
Constant Contact	Newsletter/Email	800
Canva	Design	120
PC Rescue	Contracted Service	2,400
Snipe-It	IT Tools	480
Zendesk	IT Ticketing System	500
Screenly	IT Tools	1,277
Anydesk	IT Tools	1,000
Ubiquiti	IT Tools	100
Ninjio Tech	Training Tool	1,376
Secure Fax	Secure Fax for HR	264
Adobe	PDF Tool	7,800
Google	Workspace/Voice	17,500
IT Support		5,000
Zoom	Board and Committee Meetings	3,000
Misc	Misc Support (software/tech/camera)	5,686
		61,126

FLEET & FACILITIES MAINTENANCE

Overview and Staffing

The mission of the Fleet and Facilities Maintenance Department is to maintain the agency's physical assets in a state of good repair and ensure availability to deliver and support safe and effective transit services. This department maintains 54 transit buses, 4, demand response vehicles, 8 non-revenue support vehicles, 3 facilities and 700+ bus stops including 50+ bus shelters and other amenities. The following two divisions make up this department:

- Fleet Maintenance – Responsible for the inspection, preventive maintenance, and repair of the agency's 54 transit buses, 4 demand response vans for microtransit and 8 non-revenue support vehicles, ensuring a safe, reliable, and compliant fleet is available to meet daily service demands.
- Facilities Maintenance – Responsible for the upkeep and repair of the agency's 3 facilities, 700+ bus stops, and 50+ bus shelters and amenities, ensuring safe, clean, and functional infrastructure for both staff and riders.

The Fleet-Facilities Maintenance Department includes the following full-time equivalent (FTE) positions and number of employees. No additional positions or employees are proposed.

Table 9: Maintenance Department Staffing

Staffing	2024	2025	2026	2027	
Maintenance Manager	1.00	1.00	1.00	1.00	-
Master Technician	-	-	-	-	-
Technician	1.00	1.00	3.00	3.00	-
Mechanic II	5.50	5.50	4.00	4.00	-
Mechanic I	1.00	1.00	1.00	1.00	-
Fleet Care	4.00	4.00	4.00	4.00	-
Inventory Clerk	1.00	1.00	1.00	1.00	-
Building Maintenance	1.00	1.00	1.00	1.00	-
Utility	1.00	1.00	1.00	1.00	-
Bus Cleaner	1.00	1.00	1.00	1.00	-
Totals	16.50	16.50	17.00	17.00	0.00

*Staffing is based on total position count, not amount budgeted.

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Table 10: Maintenance Department Budget

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Wages								
Regular Wages	1,073,640	1,135,324	1,273,781	1,190,134	1,377,014	103,233	8.1%	1
New Positions			19,496	-	-	(19,496)	-100.0%	
Overtime - Maintenance	38,739	80,269	83,911	115,664	117,973	34,062	40.6%	2
Add'l Pay (PTO payout, Hlth opt out)	6,084	10,367	20,823	16,000	16,500	(4,323)	-20.8%	
Holiday Pay - Worked	25,958	24,904	24,191	25,231	24,796	605	2.5%	
Wages	1,144,421	1,250,864	1,422,201	1,347,029	1,536,283	114,082	8.0%	
Benefits								
FICA/FMLA	91,382	103,788	114,201	110,701	126,662	12,462	10.9%	
Health Ins	260,546	338,639	321,922	336,334	414,083	92,160	28.6%	3
HRA Payments	7,110	12,668	17,698	17,698	14,537	(3,160)	-17.9%	4
Dental Insurance	9,875	10,958	10,978	10,633	10,457	(521)	-4.7%	
Disability Insurance	10,469	11,203	7,534	7,791	5,454	(2,081)	-27.6%	
Life Insurance	184	32	64	50	-	(64)	-100.0%	
Workers Comp	29,356	24,244	26,619	32,911	45,172	18,553	69.7%	5
Unemployment	-	-	-	-	-	-	0.0%	
Vision	396	468	415	321	294	(121)	-29.2%	
Retirement	47,663	66,917	83,199	61,536	83,028	(171)	-0.2%	
New Positions	-	-	8,773	-	-	(8,773)	-100.0%	
Uniforms	10,559	10,319	8,450	8,213	13,250	4,800	56.8%	6
Benefits	467,539	579,235	599,854	586,187	712,937	113,083	18.9%	
Total Wages & Benefits	1,611,960	1,830,100	2,022,055	1,933,216	2,249,220	227,165	11.2%	

Note #	Line Item	Explanation
1	Wages	Increase in regular wages is driven mainly by the COLA increase (2% Jan 1, estimate 5% July 1) in base wages and step increases as required by the Collective Bargaining Agreement with ATU and the Non-Union Salary Plan approved by the Board of Directors in 2022. Wages related to service improvement are included in this line as well. Staff are estimating 2% Jan 1 and 3% July 1 COLA for non-union staff.
2	Overtime	Overtime is estimated at about 8% of wages.
3	Health Insurance	Health Insurance is estimated at an increase of 10% over 2026 projected amount.
4	HRA Payments	HRA payments is estimated at an increase of about 10%. This estimate is based on an increase in staffing along with an increase in deductible amounts with the District's health plan that occurred in 2026.
5	Workers Compensation	Workers Compensation premiums are increases to about 3% of wages for 2027, vs the historical 2.75% in past years.
6	Uniforms	Uniform/Reimbursements amount is based the amounts established in the CBA for uniform and tool allowances per classification, as well as sundry amount required for all union employees.

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Table 11: Department Budgets- Maintenance, continued

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Services and Fees								
Arch & Engineer Fees	-	-	2,500	-	-	(2,500)	-100.0%	
Temporary Help	-	-	-	-	-	-	0.0%	
Other Contracted Services	3,570	241	6,000	6,000	7,500	1,500	25.0%	7
Maint Software	9,132	5,687	13,000	12,819	17,000	4,000	30.8%	8
Maintenance Services	210,475	201,203	304,125	275,406	323,500	19,375	6.4%	
Snow Plowing/Removal	-	3,613	9,900	5,000	5,000	(4,900)	-49.5%	
Custodial Services	47,069	47,401	48,881	46,873	47,341	(1,540)	-3.1%	
Services and Fees	270,246	258,144	384,406	346,098	400,341	15,935	4.1%	
Fuel-Fluids-Tires- Non-Revenue Vehicles								
CNG Fuel	61,884	86,005	134,117	130,694	179,700	45,583	34.0%	9
Diesel Fuel	723,877	827,491	868,946	927,792	1,220,000	351,054	40.4%	10
Gasoline	-	11,797	19,890	19,889	50,400	30,510	153.4%	11
Greases and Fluids	86,517	84,820	102,748	104,668	119,129	16,380	15.9%	12
Electricity as a Fuel	13,778	13,049	14,000	1,500	-	(14,000)	-100.0%	13
Tires and Tubes	71,694	102,760	107,500	107,500	123,600	16,100	15.0%	
Fuel-Fluids-Tires- Non-Revenue Vehicl	957,750	1,125,923	1,247,201	1,292,043	1,692,829	445,627	35.7%	
Supplies & Equipment								
Servicing/Fueling Supplies	4,994	6,746	6,500	6,500	13,000	6,500	100.0%	14
Shop Supplies	29,758	29,402	36,000	30,000	36,000	-	0.0%	
Shelter Supplies	4,375	21,218	14,750	14,000	20,000	5,250	35.6%	15
Building Supplies	27,048	28,374	30,000	30,000	30,000	-	0.0%	
Parts	320,218	407,060	435,000	399,042	460,500	25,500	5.9%	
Minor Equipment	6,112	4,750	10,000	7,500	12,000	2,000	20.0%	16
Veh Ops- Other Supplies	3,639	4,748	3,500	1,500	5,000	1,500	42.9%	17
Supplies and Equipment	396,144	502,298	535,750	488,542	576,500	40,750	7.6%	
Utilities								
Phone/Cell/Internet	483	116	480	480	480	-	0.0%	
Utilities	483	116	480	480	480	-	0.0%	
Miscellaneous Expenses								
Liscenses and Permits	173	177	1,000	1,000	500	(500)	-50.0%	
Miscellaneous Expenses	173	177	1,000	1,000	500	(500)	-50.0%	
Total Non-Personnel Expenses	1,624,796	1,886,658	2,168,837	2,128,164	2,670,650	501,813	23.1%	
Total Base Bus Budget	3,236,757	3,716,758	4,190,892	4,061,380	4,919,870	728,978	17.4%	

Note #	Line Item	Explanation
7	Other Contracted Services	Expenditures related to contract service for Maintenance staff training. Increased based on additional training sessions planned in 2027.
8	Maintenance Software	Covers maintenance software licensing for Maintenance computers; Inventory Software and Diagnostic Software.
9	CNG Fuel	Increase in CNG fuel is related to natural gas supply contract renewal in 2026 with a 65% rate increase. The 2026 budget was adjusted in February to add capacity to this line in anticipation of this increase.
10	Diesel Fuel	Metro's current diesel contract price of \$2.37/gal will expire in Oct 2026. Staff are estimating \$4.00/gal for the 2027 budget, and are weighing the options for ongoing pricing in the current market.
11	Gasoline	Increase of Gasoline for Micro Transit revenue vehicles. 2027 request includes Scarborough on-demand service costs as well as the existing Falmouth service.
12	Greases and Fluids	Increase based on assumption of additional usage in 2027.

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Note #	Line Item	Explanation
13	Electricity Fuel	Reduced to \$0 based on inability to use vehicles.
14	Servicing & Fueling Supplies	Increase based on added service in 2027.
15	Shelter Supplies	Significant wear and age warrant investment for glass, lexane, lights, garbage, etc.
16	Minor Equipment	Increased budget request based on anticipated need for additional small equipment for shop use.
17	Vehicle Operations Other Supplies	Increase is related to microtransit vehicle maintenance services.

MARKETING and ADVOCACY

Overview and Staffing

The mission of the Marketing and Advocacy Department is to ensure Metro’s external communications and policy efforts are seamless, strategic, and deeply rooted in Metro’s overarching mission. By intentionally engaging riders, non-riders, municipal partners, business leaders and elected officials, the department cultivates the community buy-in and financial resilience necessary to continue, improve, expand, and sustain transit services throughout Greater Portland.

- **Advocacy & Policy** – Promote Metro’s value in meeting statewide and local goals by demonstrating social, environmental and economic value to local, regional and statewide decision-makers. This secures sustainable municipal, state and federal funding; drives pro-transit legislative priorities, and establishes long-term policy alignment for future expansion.
- **Marketing & Communications** – Promote Metro’s services through strategic communications, branding, outreach, and public engagement to build awareness, grow ridership, and strengthen community connections.

The Marketing and Advocacy Department includes the following full-time equivalent (FTE) positions and number of employees. No additional positions or employees are proposed.

Table 12: Planning, Marketing and Customer Service Staffing

Staffing	2024	2025	2026	2027	
Director of Transit Development	1.00	1.00	1.00	-	(1.00) * Reclassified to Planning/CS
Director of Gov. Affairs and Community Relations	-	-	-	1.00	1.00 * Reclassified from Admin
Marketing Manager	1.00	1.00	1.00	1.00	-
Customer Service Manager	-	-	1.00	-	(1.00) * Reclassified to Planning/CS
Customer Service Representative	-	-	2.00	-	(2.00) * Reclassified to Planning/CS
Totals	2.00	2.00	5.00	2.00	(3.00)

*Staffing is based on total position count, not amount budgeted.

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Table 13: Marketing and Advocacy Department Budget

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Wages								
Regular Wages	203,851	270,941	212,182	238,827	216,434	4,252	2.0%	1
New Positions							0.0%	
Overtime - Administration	-	208	7,893	-	-	(7,893)	-100.0%	
Add'l Pay (PTO payout, Hlth opt out)	-	1,024	11,000	-	-	(11,000)	-100.0%	
Holiday Pay - Worked	-	-	1,709	-	-	(1,709)	-100.0%	
Wages	203,851	272,173	232,784	238,827	216,434	(16,350)	-7.0%	
Benefits								
FICA/FMLA	16,360	18,917	32,059	19,464	17,639	(14,420)	-45.0%	
Health Ins	39,946	45,563	91,286	76,568	50,333	(40,953)	-44.9%	2
HRA Payments	3,400	2,540	23	23	2,914	2,891	12504.4%	3
Dental Insurance	1,640	1,813	2,746	2,253	1,527	(1,219)	-44.4%	
Disability Insurance	1,792	2,142	2,136	3,403	2,382	246	11.5%	4
Life Insurance	-	18	-	65	100	100	0.0%	
Workers Comp	225	186	204	256	6,476	6,272	3071.0%	5
Unemployment	-	-	-	-	-	-	0.0%	
Vision	45	80	118	70	39	(78)	-66.5%	
Retirement	16,262	17,046	23,592	23,119	11,904	(11,689)	-49.5%	
New Positions							0.0%	
Uniforms	-	-	800	273	-	(800)	-100.0%	
Benefits	79,670	88,304	152,965	125,493	93,316	(59,650)	-39.0%	
Total Wages & Benefits	283,521	360,477	385,749	364,321	309,750	(76,000)	-19.7%	

Note #	Line Item	Explanation
1	Wages	<p>Increase in regular wages is driven mainly by the COLA increase (2% Jan 1, estimate 5% July 1) in base wages and step increases as required by the Collective Bargaining Agreement with ATU and the Non-Union Salary Plan approved by the Board of Directors in 2022. Wages related to service improvement are included in this line as well. Staff are estimating 2% Jan 1 and 3% July 1 COLA for non-union staff.</p> <p>Additionally, there have been several reclassifications, accounting for the majority of the decreases in wages seen here. There are several benefit lines that are showing significant decreases based on these moves as well.</p>
2	Health Insurance	Health Insurance is estimated at an increase of 10% over 2026 projected amount.
3	HRA Payments	HRA payments is estimated at an increase of about 10%. This estimate is based on an increase in staffing along with an increase in deductible amounts with the District's health plan that occurred in 2026.
4	Disability Insurance	Disability insurance is showing an increase based on reallocation of expenses between departments. Overall Disability Insurance is estimated at 20% decrease achieved through a change in providers.
5	Workers Compensation	Workers Compensation premiums are increases to about 3% of wages for 2027, vs the historical 2.75% in past years.

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Table 14: Marketing and Advocacy Department Budget, continued

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2025 Balance	2025 +/- %	Notes
Services and Fees								
Technology Services			-	-	-	-	0.0%	
Advertising	26,734	26,707	92,142	43,642	100,142	8,000	8.7%	6
Other Contracted Services	9,465	29,006	26,000	58,211	35,000	9,000	34.6%	7
Services and Fees	36,199	55,713	118,142	101,853	135,142	17,000	14.4%	
Supplies & Equipment								
Supplies Cust Rel	9,998	11,967	10,000	9,503	10,000	-	0.0%	
Supplies Promo	787	3,899	4,000	8,780	6,000	2,000	50.0%	8
Supplies and Equipment	10,785	15,866	14,000	18,283	16,000	2,000	14.3%	
Utilities								
Phone/Cell/Internet	956	1,005	1,440	1,440	960	(480)	-33.3%	
Utilities	956	1,005	1,440	1,440	960	(480)	-33.3%	
Miscellaneous Expenses								
Dues, Subscriptions & Certifications	1,672	2,467	4,500	4,500	4,500	-	0.0%	
Conferences and Travel	1,539	5,886	6,000	3,181	3,667	(2,333)	-38.9%	
Miscellaneous Expenses	3,211	8,353	10,500	7,681	8,167	(2,333)	-22.2%	
Total Non-Personnel Expenses	51,151	80,937	144,082	129,257	160,269	16,187	11.2%	
Total Base Bus Budget	334,672	441,413	529,832	493,578	470,019	(59,813)	-11.3%	

Note #	Line Item	Explanation
6	Advertising	Advertising for public meetings, service improvements and brand awareness.
7	Other Contracted Services	Increase is related to addition of branding and marketing support related to service expansions and BRT.
8	Supplies Promotion	Increased based on historical spending for supplies needed for promotion.

PLANNING and CUSTOMER SERVICE

Overview and Staffing

The mission of the Planning and Customer Service Department is to ensure Metro's services remain responsive to community needs by planning future transit improvements, identifying new potential riders and stakeholders, and selling fare media and providing information to existing and potential customers. The department advances Metro's ridership and rider satisfaction through effective service planning, customer support, and data analysis.

- **Planning** – Develop and evaluate service plans, monitor system performance, and recommend improvements to ensure Metro's network remains efficient, effective, and aligned with community needs.
- **Customer Service** – Provide fare media sales, trip planning assistance, and responsive support to riders, partners, and the public across multiple communication channels.
- **Data analysis** – Provide Metro staff, the Board of Directors, and the public with clear Key Performance Indicators (KPI's) to support the agency's goals, improve customer service, and identify areas for improvement

The Planning and Customer Service Department includes the following full-time equivalent (FTE) positions and number of employees. The following position is being proposed.

Customer Service Representative — The additional Customer Service Representative will expand CSR staffing from two to three, providing weekend coverage and backup support during absences. This position is budgeted for the 3/4 year in 2027.

Table 12: Planning and Customer Service Staffing

Staffing	2027	
Director of Transit Development	1.00	1.00 * Reclassified from Marketing
Scheduler/Data Analyst	1.00	1.00 * Reclassified from Operations
Customer Service Manager	1.00	1.00 * Reclassified from Marketing
Customer Service Representative	3.00	3.00 * Reclassified from Marketing (2) /New Position Request (1)
Totals	6.00	6.00

*Staffing is based on total position count, not amount budgeted.

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Table 13: Planning and Customer Service Department Budget

USES OF FUNDS	2026 Final Request	2026 Projection	2027 Request	2026 Balance	2026 +/- %	Notes
Wages						
Regular Wages	325,878	266,557	425,859	99,981	30.7%	
New Positions			34,239 ✓	-	0.0%	
Overtime - Customer Service	-	-	10,968	10,968	0.0%	
Add'l Pay (PTO payout, Hlth opt out)	-	4,500	5,000	5,000	0.0%	
Holiday Pay - Worked	-	-	3,504	3,504	0.0%	
Wages	325,878	271,057	479,570	153,692	47.2% ✓	1
Benefits						
FICA/FMLA	-	22,091	36,294	36,294	0.0%	
Health Ins	-	22,125	121,758	121,758	0.0%	
HRA Payments	-	-	2,500	2,500	0.0%	
Dental Insurance	-	765	2,926	2,926	0.0%	
Disability Insurance	-	605	-	-	0.0%	
Life Insurance	-	-	-	-	0.0%	
Workers Comp	-	-	13,326	13,326	0.0%	
Unemployment	-	-	-	-	0.0%	
Vision	-	26	90	90	0.0%	
Retirement	-	5,508	24,493	24,493	0.0%	
New Positions			15,408	15,408	0.0%	
Uniforms	-	200	700	700	0.0%	
Benefits	-	51,321	217,495	217,495	0.0% ✓	2
Total Wages & Benefits	325,878	322,378	697,065	371,187	113.9%	

Note #	Line Item	Explanation
1	Wages	Increase in regular wages is driven mainly by the COLA increase (2% Jan 1, estimate 5% July 1) in base wages and step increases as required by the Collective Bargaining Agreement with ATU and the Non-Union Salary Plan approved by the Board of Directors in 2022. Wages related to service improvement are included in this line as well. Staff are estimating 2% Jan 1 and 3% July 1 COLA for non-union staff. Additionally, this is a newly established department. Therefore, it will take some time to develop some historical budget detail.
2	Benefits	This is a newly established department. It will take some time to develop historical budget detail for benefits, and budget adjustments between departments will likely be needed.

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Table 14: Planning, Marketing and Customer Service Department Budget, continued

USES OF FUNDS	2026 Final Request	2026 Projection	2027 Request	2025 Balance	2025 +/- %	Notes
Services and Fees						
Other Contracted Services	-	-	-	-	0.0%	
Services and Fees	-	-	-	-	0.0%	
Supplies & Equipment						
Fare Media	17,445	17,445	23,000	5,555	31.8%	3
Supplies Planning	-	-	1,000	1,000	0.0%	
Supplies and Equipment	17,445	17,445	24,000	6,555	37.6%	
Utilities						
Phone/Cell/Internet	-	-	960	960	0.0%	
Utilities	-	-	960	960	0.0%	
Miscellaneous Expenses						
Dues, Subscriptions & Certifications	-	-	-	-	0.0%	
Conferences and Travel	-	-	3,667	3,667	0.0%	
Miscellaneous Expenses	-	-	3,667	3,667	0.0%	
Total Non-Personnel Expenses	17,445	17,445	28,627	11,182	64.1%	
Total Base Bus Budget	343,323	339,823	725,692	382,369	111.4%	

Note #	Line Item	Explanation
3	Fare Media	This line was moved from Operations, along with other Customer Service expenditure lines. This amount reflects an increase from 2026 based on estimated smart card and token orders.

ADMINISTRATION

Overview and Staffing

The mission of the Administration Department is to provide strategic leadership and essential business functions that ensure Metro operates effectively, responsibly, and in alignment with organizational goals. The department supports the District through financial stewardship, human resource management, and advocacy and executive leadership.

- **Finance** – Manage the District’s financial resources through budgeting, accounting, reporting, grants administration, and long-term financial planning to ensure fiscal responsibility and sustainability.
- **Human Resources** – Recruit, retain, and support Metro’s workforce through employee relations, benefits administration, professional development, and compliance with employment policies and regulations.
- **Executive Leadership** – Provide organizational leadership, oversight, and policy direction to advance Metro’s mission, foster regional partnerships, and ensure accountability to the Board of Directors and the community.

The Administration Department includes the following full-time equivalent (FTE) positions and number of employees. No additional positions or employees are proposed.

Table 15: Administration Department Staffing

Staffing	2024	2025	2026	2027	
Executive Director	1.00	1.00	1.00	1.00	-
Chief Transportation Officer	1.00	1.00	1.00	1.00	-
Chief Financial Officer	1.00	1.00	1.00	1.00	-
Finance Director	-	-	-	-	-
Director of Gov. Affairs and Community Relations	1.00	1.00	1.00	-	(1.00) * Reclassified to Marketing
HR Director	-	-	-	-	-
HR Manager	1.00	1.00	1.00	1.00	-
Accounting Manager	1.00	1.00	1.00	1.00	-
Procurement Manager	1.00	1.00	1.00	1.00	-
Payroll Specialist	1.00	1.00	1.00	1.00	-
Accounting Assistant	1.00	1.50	1.00	1.00	-
HR Generalist	1.00	1.00	1.00	1.00	-
Recruiting Specialist	0.50	0.50	0.50	0.50	-
Executive Assistant	-	-	-	1.00	1.00 * New Position Request
Administrative Assistant	1.00	1.00	1.00	-	(1.00) * Eliminated Position
Cash Counting Assistant (2 PT Staff)	0.50	0.50	0.50	0.50	-
Totals	12.00	12.50	12.00	11.00	(1.00)

*Staffing is based on total position count, not amount budgeted.

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Table 16: Administration Department Budgets

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Wages								
Regular Wages	926,579	1,022,673	1,055,400	987,948	1,175,643	120,243	11%	1
New Positions								
Overtime - Administration	1,132	14	1,103	-	1,000	(103)	-9%	
Add'l Pay (PTO payout, Hlth opt out)	-	7,279	8,000	10,500	13,830	5,830	73%	2
Holiday Pay - Worked						-	0%	
Total Wages	927,711	1,029,966	1,064,503	998,448	1,190,473	125,970	12%	
Benefits								
FICA/FMLA	68,861	73,426	89,676	75,373	90,501	825	1%	
Health Ins	148,827	183,303	286,635	186,835	305,552	18,918	7%	3
HRA Payments	4,599	4,349	7,153	7,153	4,990	(2,163)	-30%	
Dental Insurance	6,780	7,326	9,539	7,266	6,811	(2,728)	-29%	
Disability Insurance	15,555	15,839	6,708	14,937	10,456	3,747	56%	4
Life Insurance	16	86	-	266	400	400	0%	
Workers Comp	6,078	5,019	5,511	6,814	36,421	30,910	561%	5
Unemployment	1,914	(1,595)	-	-	5,000	5,000	0%	
Vision	303	339	370	246	220	(149)	-40%	
Retirement	74,320	72,224	74,079	84,989	65,325	(8,754)	-12%	
New Positions								
Uniforms	254	88	-	-	-	-	0%	
Total Benefits	327,507	360,405	479,671	383,879	525,676	46,005	10%	
Total Wages & Benefits	1,255,218	1,390,371	1,544,174	1,382,328	1,716,150	171,976	11%	

Note #	Line Item	Explanation
1	Wages	Increase in regular wages is driven mainly by the Non-Union Salary Plan approved by the Board of Directors in 2022. Staff are estimating 2% Jan 1 and 3% July 1 COLA for non-union staff.
2	Add Pays	Estimated increase related to expected health insurance opt out payments.
3	Health Insurance	Health Insurance is estimated at an increase of 10% over 2026 projected amount.
4	Disability Insurance	Disability insurance is showing an increase based on reallocation of expenses between departments. Overall Disability Insurance is estimated at 20% decrease achieved through a change in providers.
5	Workers Compensation	Workers Compensation premiums are increases to about 3% of wages for 2027, vs the historical 2.75% in past years.

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Table 17: Department Budgets- Administration, continued

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Services and Fees								
Tuition Reimbursement	960	1,026	6,000	474	3,000	(3,000)	-50%	
Wellness Program	314	439	5,000	5,000	4,400	(600)	-12%	
Legal Fees	177,754	64,627	83,000	79,415	104,500	21,500	26%	
Audit Fees	26,500	30,800	33,450	32,450	46,200	12,750	38%	6
Temporary Help	4,674	88,832	-	-	-	-	0%	
Employment Services	10,581	15,532	22,000	19,428	20,000	(2,000)	-9%	
Benefit Administration Fees	7,255	9,762	10,000	9,561	10,100	100	1%	
Technology Services						-	0%	
Bank and CC Fees	38,300	58,768	76,531	76,531	75,727	(804)	-1%	
Advertising	48,059	40,403	54,642	95,885	61,000	6,358	12%	7
Postage	2,239	2,772	3,000	2,739	3,000	-	0%	
Other Contracted Services	77,215	12,255	14,500	5,500	5,500	(9,000)	-62%	
Office Machines Maintenance	5,653	5,510	7,000	6,111	7,500	500	7%	
Miscellaneous Services	2,641	3,685	4,500	4,500	-	(4,500)	-100%	
Services and Fees	402,144	334,411	319,623	337,594	340,927	21,304	7%	
Supplies & Equipment								
HR Supplies	60	599	2,500	1,000	2,500	-	0%	
Office Supplies	14,648	19,137	15,000	18,089	15,000	-	0%	
Minor Equipment	1,502	57	14,000	14,000	10,000	(4,000)	-29%	
Supplies and Equipment	16,211	19,794	31,500	33,089	27,500	(4,000)	-13%	
Utilities								
Heating Fuel	93,540	112,190	159,000	180,000	230,000	71,000	45%	8
Electricity	108,206	135,602	160,000	185,000	195,000	35,000	22%	9
Water/Sewer/Stormwater	32,908	35,257	35,014	33,608	38,956	3,942	11%	
Phone/Cell/Internet	2,408	2,252	2,880	2,880	2,400	(480)	-17%	
Utilities	237,062	285,302	356,894	401,488	466,356	109,462	31%	
Insurance								
Auto/Liability/Property Insurance	402,432	460,824	489,385	511,332	561,504	72,119	15%	10
Insurance	402,432	460,824	489,385	511,332	561,504	72,119	15%	
Miscellaneous Expenses								
Dues, Subscriptions & Certifications	36,781	36,937	43,315	39,815	47,380	4,065	9%	
Conferences and Travel	9,827	13,663	22,736	11,043	11,001	(11,735)	-52%	
Meals and Hosting	20,639	14,078	15,000	18,000	15,000	-	0%	
Miscellaneous Expenses	67,247	64,679	81,051	68,858	73,381	(7,670)	-9%	
Total Non-Personnel Expenses	1,125,095	1,165,009	1,278,453	1,352,360	1,469,667	191,214	15%	
Total Base Bus Budget	2,380,313	2,555,380	2,822,627	2,734,688	3,185,817	363,190	13%	

Note #	Line Item	Explanation
6	Audit Fees	The increase in audit fees is related to the new contract with RKO for a 5-year term with increased rates, as well as an estimate for annual ADA Paratransit service provider audit to maintain compliance with FTA requirements.
7	Advertising	Increased costs related to advertising for job postings. Staff continue to evaluate opportunities for effective alternate methods of advertising.
8	Heating Fuel	Increase in heating fuel is related to natural gas supply contract renewal in 2026 with a 65% rate increase. The 2026 budget was adjusted in February to add capacity to this line in anticipation of this increase.
9	Electricity	2026 Projection estimates over budget. Increase bases on 2026 projection and estimated price increases.
10	Auto/Liability/Property Insurance	Increased by estimated 10%, will update once initial discussions for 2027 policy renewals begin

CAPITAL AND RESERVES

Table 18: Base Bus Budget: Capital

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Debt Service								
Interest Expense Short Term	76,623	56,296	43,000	50,000	50,000	7,000	16.3%	1
Interest Expense Long Term	28,501	23,984	25,668	25,668	23,157	(2,511)	-9.8%	
Debt Service Principal	199,150	199,150	199,150	199,150	225,475	26,325	13.2%	2
Debt Service	304,274	279,430	267,818	274,818	298,632	30,814	11.5%	
Capital & Reserves								
Contribution to Unrest Balance	-	-	20,000	-	20,000	-	0.0%	
GF Cap Outlay for Oth Cap Itms	345,100	213,560	199,089	199,089	185,593	(13,496)	-6.8%	
GF Cap Outlay for Capital	34,366	74,827	-	469	-	-	0.0%	
Transfers	14,266	-	-	263,885	-	-	0.0%	
Capital & Reserves	393,732	288,387	219,089	463,443	205,593	(13,496)	-6.2%	
Total Base Bus Budget	698,006	567,817	486,907	738,261	504,225	17,318	3.6%	

Note #	Line Item	Explanation
1	Long Term Interest	Interest expense related to Bond payments and interest due.
2	Capital Items	Based on the 2027-2031 CIP, included as attachment B.

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REVENUE

Table 19: Base Bus Budget: Revenue

SOURCES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Fare Revenue								
Passenger Fares	1,734,225	1,972,265	2,149,315	2,005,998	2,386,621	237,306	11.0%	
Passenger Fares- Micro				4,243	17,506	17,506	0.0%	
Organization Paid Fares	606,169	589,723	669,004	707,561	814,515	145,512	21.8%	
Organization Route Guarantees	330,167	419,006	461,653	461,653	386,278	(75,375)	-16.3%	
Total Fare Revenue	2,670,561	2,980,994	3,279,972	3,179,455	3,604,920	324,949	9.9%	1
Miscellaneous Revenue		397,515						
Advertising Revenue	236,907	241,819	243,600	243,600	226,200	(17,400)	-7.1%	2
Vehicle Maint Services	40,465	6,540	5,000	5,000	5,000	-	0.0%	
Sale of Fuel	50	1,334	-	65	-	-	0.0%	
Interest Income	152,185	129,396	110,000	100,439	80,000	(30,000)	-27.3%	
Reimbursements of Auto Fare fees	17,463	5,811	5,000	7,907	6,000	1,000	20.0%	
Wellness Grant Reimbursements	1,300	605	3,500	3,500	4,400	900	25.7%	
Training Grant Reimbursements	3,918	-	2,000	-	-	(2,000)	-100.0%	
Miscellaneous Income	93,832	36,116	5,000	4,152	4,000	(1,000)	-20.0%	
Claims Recovery	102,151	89,514	75,000	75,000	75,000	-	0.0%	
Total Other Revenue	648,270	511,135	449,100	439,662	400,600	(48,500)	-10.8%	
Municipal Funding								
Non-Member Municipal Funding (Gorham/Scarborough)			-		145,000	145,000	100.0%	3
Member Municipal Funding: Operations	4,299,570	5,100,399	5,785,082	5,785,079	6,796,943	1,011,861	17.5%	4
Municipal Funding: CIP Local Match	345,102	213,560	199,089	199,090	185,593	(13,496)	-6.8%	5
Municipal Funding: Svc Veh Local Match		44,551	-		-	-	0.0%	
Total Municipal Revenue	4,644,672	5,358,510	5,984,171	5,984,169	7,127,536	1,143,365	19.1%	
State Funding								
Maine Turnpike Funding- Svc Imp			130,500	130,500	576,827	446,327	342.0%	6
State Operating Subsidy- Svc Imp- Scarborough					132,923			
State Operating Subsidy- Svc Imp- Micro			47,850	47,850	96,545	48,695	101.8%	7
State Operating Subsidy	477,494	773,874	753,153	753,153	734,290	(18,863)	-2.5%	8
Total State Revenue	477,494	773,874	931,503	931,503	1,540,585	609,082	65.4%	
Federal Funding								
Federal Operating Assistance	4,617,398	4,690,835	5,584,652	5,469,564	6,000,000	415,349	7.4%	9
Federal Operating Assistance- Mobility 80/20					45,840	45,840	0.0%	10
Federal Operating Assistance- Prior Year			325,000	325,000		(325,000)	-100.0%	11
Federal Operating Assistance- Svs Imp			130,500	130,500	647,000	516,500	395.8%	12
Federal Operating Assistance- Micro Svs Imp			47,850	47,850	191,400	143,550	300.0%	13
Federal Fuel Reimbursement	124,819	40,298	25,000	(40,298)	-	(25,000)	-100.0%	14
Federal Prev Maint Assistance	1,285,278	1,829,000	2,000,000	2,000,000	2,540,000	540,000	27.0%	15
Federal ARPA	586,754	1,304,552	544,527	529,949	-	(544,527)	-100.0%	16
Total Federal Revenue	6,614,249	7,864,685	8,657,529	8,462,565	9,424,240	766,712	8.9%	
Total Revenue	\$ 15,055,246	\$ 17,489,198	\$ 19,302,274	\$ 18,997,355	\$ 22,097,882	\$ 2,795,607	14.5%	

Note #	Line Item	Explanation
1	Fare Revenue	Fare revenue for 2026 is projected to be under budget. Staff are estimating a modest increase in fare revenue over the 2026 budget amount, due to the fare increase and tap to ride, both implemented in the fall of 2026. Organizational Route Guarantee revenue is decreasing due to the no-renewal of the BIW/BREEZ pilot route.
2	Advertising	Advertising revenue is trending to be on budget for 2026. However, Metro's new advertising contract signed in late summer of 2026 decreased Metro's share of the revenue. Therefore, staff are projecting a decrease in advertising revenue for 2027.
3	Non-Member Municipal Funding	Amount reflects local contribution from Scarborough for service improvements related to Route 25 and microtransit launch in the fall if 2026.
4	Member Mun. Funding	Amount reflects the local funding from member municipalities to support planned programs and operations in FY 2027. Current figure represents an 17.5%% increase in funding for operations.

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Note #	Line Item	Explanation
5	Municipal Funding (CIP)	Amount reflects a 6.8% decrease for municipal funding needed to implement the proposed FY 2026-2030 CIP.
6	Maine Turnpike Funding	Maine Turnpike Authority funding is allocated to the Route 25 service improvements scheduled to launch in the fall of 2026.
7	State Funding Svc Improvements	Additional State funding is allocated to the Route 25 service improvements scheduled to launch in the fall of 2026.
8	State Operating Funding	State funding for operations remains flat from 2026.
9	Federal 5307 (Operating)	Amount reflects an anticipated increased amount of Federal funding staff are planning to request through the PACTS funding allocation process.
10	Federal 5307 (Mobility 80/20)	Amount reflects Federal funding allocated to eligible mobility projects. Allocating funding to this source allows a lower requirement of local match. Staff are allocating expenses related to CAD/AVL and VIA microtransit software to this funding source.
11	Federal 5307 carryforward	At this time staff have not included an estimate of Federal carryforward funding in the 2027 budget draft.
12	Federal 5307 Funding Svc Improvements	Additional Federal 5307 funding is allocated to the Route 25 service improvements scheduled to launch in the fall of 2026.
13	Federal 5307 Funding Svc Improvements Micro	Additional Federal 5307 funding is allocated to the Route 25 service improvements scheduled to launch in the fall of 2026.
14	Federal Fuel Reimbursement	This was revised with the BBB in 2025. Metro accrued approximately \$40k in revenue related to this in 2025, which will be corrected in 2026. This has been removed as a revenue source for the 2027 budget.
15	Federal 5307 (Preventative Maintenance 80/20)	Amount reflects an anticipated increased amount of Federal funding staff are planning to request through the PACTS funding allocation process.
16	Federal ARPA (Service Improvements)	ARPA funding for service improvement fully exhausted in 2026.

MUNICIPAL ASSESSMENTS

The table below lists local funding needed per municipality and adds in the local funding associated with the agency's property lease. Both of these cost elements impact local assessments. ADA paratransit costs do not impact the local assessment. These costs are ridership driven, so municipalities are billed monthly for 20% of the cost of these trips.

Table 20: 2026 Municipal Assessments- Cost Allocation

Municipality	FY 2026 Actual	Debt Service	FY 2027			Change	
			Fixed	Variable	Total	%	\$
Brunswick	\$ 131,547	\$ 3,269	\$ 19,086	\$ 130,817	\$ 153,172	16.4%	\$ 21,626
Falmouth	\$ 322,274	\$ 17,109	\$ 41,800	\$ 361,506	\$ 420,415	30.5%	\$ 98,140
Freeport	\$ 131,547	\$ 3,269	\$ 19,086	\$ 130,817	\$ 153,172	16.4%	\$ 21,626
Gorham	\$ 128,880	\$ 2,583	\$ 32,493	\$ 107,516	\$ 142,593	10.6%	\$ 13,713
Portland	\$ 3,598,380	\$ 212,350	\$ 576,943	\$ 3,348,469	\$ 4,137,762	15.0%	\$ 539,382
Scarborough	\$ -			\$ 145,000	\$ 145,000		\$ 145,000
South Portland	\$ 729,381	\$ 12,937	\$ 116,278	\$ 802,876	\$ 932,092	27.8%	\$ 202,711
Westbrook	\$ 908,665	\$ 43,844	\$ 125,333	\$ 819,033	\$ 988,210	8.8%	\$ 79,545
Yarmouth	\$ 131,547	\$ 3,269	\$ 19,086	\$ 130,817	\$ 153,172	16.4%	\$ 21,626
Annual Total	\$ 6,082,220	\$ 298,632	\$ 950,105	\$ 5,976,851	\$ 7,225,588	18.8%	\$ 1,143,368

Total assessment figures presented above represent all municipal funding, including funding allocated to the operating lease of 151 St. John Street. Individually, Municipal assessments for operating are increasing by 17.5%, funding for the operating lease is seeing no change and funding for Metro's 5-year capital improvement program is decreasing by 6.8%. Additionally, there is an increase in Municipal non-member funding from the Town of Scarborough of \$145,000.

ADA PARATRANSIT

Table 20: ADA Paratransit Budget

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
ADA Paratransit								
Contracted Services	\$ 410,475	\$ 627,580	\$ 713,905	\$ 713,905	\$ 794,148	80,243	11.2%	1
Total ADA Paratransit Service	410,475	627,580	713,905	713,905	794,148	80,243	11.2%	
Total Expenditures	410,475	627,580	713,905	713,905	794,148	80,243	11.2%	
SOURCES OF FUNDS	2024 Projection	2025 Actual	2026 Final Request			2026 +/- \$	2026 +/- %	Notes
Municipal Funding								
Municipal Funding	81,764	125,485	\$ 139,668	\$ 142,781	\$ 158,830	19,162	13.7%	2
Total Municipal Funding	81,764	125,485	139,668	142,781	158,830	19,162	13.7%	
Federal Funding								
FTA Section 5307	328,380	492,000	\$ 558,672	\$ 571,124	\$ 635,319	76,647	13.7%	3
Total Federal	328,380	492,000	558,672	571,124	635,319	76,647	13.7%	
Total Revenue	410,144	617,485	698,340	713,905	794,148	95,808	13.7%	
Surplus/(Deficit)	(331)	(10,095)	(15,565)	-	0	15,565	-100.0%	

Note #	Line Item	Explanation
1	Contracted Serv.	Metro has a contract with the Regional Transportation Program (RTP) to provide complementary ADA Paratransit services. Metro's cost is based on a negotiated net cost per trip boarding, which was increased in 2026 and contracted to increase in 2027. Ridership has been increasing in 2026. For FY 2027, staff are assuming ridership continues to increase.
2	Mun. Funding	Municipalities are billed directly for 20% of the actual cost of ADA paratransit trips that originate in their jurisdictions.
3	Federal Funding (5307)	Metro receives federal funding to cover 80% of the cost of ADA paratransit.

Table 21: ADA Paratransit Ridership: 2022-2024

2024	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	%
Falmouth	20	23	25	17	18	10	16	17	19	17	17	15	214	1%
Gorham	18	23	24	18	19	19	18	14	27	27	20	18	245	1%
Portland	1,036	1,012	936	948	1,008	915	971	1,085	961	1,144	1,077	1,002	12,095	59%
South Portland	370	359	305	346	357	351	378	393	377	427	381	357	4,401	21%
Westbrook	255	249	287	269	341	275	320	329	315	317	306	299	3,562	17%
Total	1,699	1,666	1,577	1,598	1,743	1,570	1,703	1,838	1,699	1,932	1,801	1,691	20,517	100%
2025	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	%
Falmouth	15	11	24	21	17	15	18	15	12	12	6	20	186	1%
Gorham	25	17	30	37	41	39	32	39	36	40	37	42	415	2%
Portland	1,012	858	1,079	1,130	1,148	1,051	1,058	988	1,000	1,065	896	930	12,215	58%
South Portland	254	286	363	342	354	390	414	463	448	396	323	339	4,372	21%
Westbrook	266	223	322	326	349	289	361	389	385	418	325	333	3,986	19%
Total	1,572	1,395	1,818	1,856	1,909	1,784	1,883	1,894	1,881	1,931	1,587	1,664	21,174	100%
2026	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	%
Falmouth	10	7	8	10	8	20	20	16	13	13	6	22	153	1%
Gorham	30	31	35	19	31	47	57	42	39	43	40	45	460	2%
Portland	943	937	1,162	1,182	1,069	1,140	1,060	1,070	1,083	1,153	970	1,007	12,775	56%
South Portland	362	311	446	492	426	475	525	501	485	429	350	367	5,169	23%
Westbrook	357	315	327	291	270	295	291	421	417	453	352	361	4,149	18%
Total	1,702	1,601	1,978	1,994	1,804	1,977	1,953	2,051	2,037	2,091	1,718	1,802	22,707	100%
	0.08	0.15	0.09	0.07	(0.06)	0.11	0.04	0.08	0.08	0.08	0.08	0.08	0.07	

115 ST. JOHN'S Property

Table 22: 115 St. John's Street Property

USES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Services and Fees								
Arch/Eng Fees						-	0.0%	
Legal Fees						-	0.0%	
Property Management Fees- Broker, Cam, Etc		9,119	9,305	9,305	7,077	(2,228)	-23.9%	
Maintenance Services- 115 St John St.						-	0.0%	
Snow Plowing/Removal- 115 St John St.						-	0.0%	
Supplies						-	0.0%	
Total Services and Fees	-	9,119	9,305	9,305	7,077	(2,228)	-23.9%	1
Rental Fees								
Rental Fees	339,257	346,042	352,963	352,963	360,022	7,059	2.0%	
Property Taxes	39,151	41,759	45,702	45,702	49,356	3,654	8.0%	
Total Rental Fees	378,408	387,801	398,665	398,665	409,378	10,713	2.7%	2
CAM Charges								
Management Fees	78,031	12,851	14,119	14,119	14,401	282	2.0%	
General R&M		4,670	5,181	5,181	5,340	159	3.1%	
General Administration		49,892	53,788	53,788	55,404	1,616	3.0%	
Total CAM Charges	78,031	67,413	73,088	73,088	75,145	2,057	2.8%	3
Property Insurance								
Property Insurance- 115 St. John Street	20,579	29,287	18,452	18,452	19,380	928	5.0%	
Total Insurance	20,579	29,287	18,452	18,452	19,380	928	5.0%	4
Total Expenditures	477,017	493,620	499,510	499,510	510,980	11,470	2.3%	
SOURCES OF FUNDS	2024 Actual	2025 Actual	2026 Final Request	2026 Projection	2027 Request	2026 +/- \$	2026 +/- %	Notes
Other Revenue								
Reimbursements- Insurance		23,357	18,452	18,452	19,380	928	5.0%	
Reimbursements- Taxes		42,230	45,702	45,702	49,356	3,654	8.0%	
Reimbursements- Maintenance and Repair		-	-	-	-	-	0.0%	
Management Fees		7,296	7,442	7,442	7,591	149	2.0%	
Rental of Property- 115 St. John's St.	252,785	182,404	186,052	186,052	189,773	3,721	2.0%	
Total Other Revenue	252,785	255,287	257,649	257,649	266,100	8,452	3.3%	6
Municipal Funding								
Municipal Assessment for Operating	94,244	96,132	98,052	98,052	98,052	-	0.0%	
Total Municipal Funding	94,244	96,132	98,052	98,052	98,052	-	0.0%	6
State Funding								
State Operating Subsidy	239,347	244,134	207,015	207,015	207,015	-	0.0%	
Total State Funding	239,347	244,134	207,015	207,015	207,015	-	0.0%	7
Total Revenue	586,376	595,553	562,716	562,716	571,167	8,452	1.5%	
Surplus/(Deficit)	109,359	101,933	63,206	63,206	60,187	(3,019)	-4.8%	

**Greater Portland Transit District:
FY 2027 Operating and Capital Budget- Final Draft**

Note #	Line Item	Explanation
1	Service-Fees	Anticipated services and maintenance expenses for building.
2	Rental Fees	This figure represents the base lease cost and taxes for FY 2027.
3	CAM Charges	Based on 2026 actual, increased by 3% estimate.
4	Insurance	Based on 2026 actual, increased by 5% estimate.
5	Other Revenue	Anticipated revenue from sub-leasing entire building.
6	Mun. Funding	Municipal funding approved by the Board of Directors in July 2021 through 2026.
7	State Funding	Funding committed to Metro by the Maine Department of Transportation. This is the last year of committed funding for this project from MDOT.

2026-2030 CAPITAL IMPROVEMENT PROGRAM

PROGRAM SUMMARY

	Funds Rem.	2026	2027	2028	2029	2030	2031
Total	4,697,572	6,006,095	28,748,378	18,205,037	45,071,572	100,180,910	70,119,373
Federal (5307)	3,105,873	2,251,996	414,000	2,204,029	2,581,858	2,384,728	1,380,098
Federal (BUILD)	-	-	-	-	25,000,000	25,000,000	-
Federal (TBD)	-	-	-	4,000,000	4,000,000	48,000,000	48,000,000
Federal (5339)	86,456	2,596,305	22,694,542	4,165,000	2,890,000	4,250,000	-
Federal (CARES)	152,135	-	-	-	-	-	-
Federal (ARPA)	465,111	177,500	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	111,000	510,250	467,871	1,907,500	5,105,000	10,375,000	10,000,000
State (Federal CMAQ)	-	-	-	4,400,000	3,000,000	3,000,000	3,000,000
Maine Turnpike Auth.	-	-	-	-	-	6,000,000	6,000,000
Local (Bond)	-	263,250	374,871	767,500	455,000	575,000	200,000
Local (Assessment)	759,497	199,089	185,593	741,007	831,464	581,932	345,025
Local (Non-Member Assessment)	10,000	10,000	-	-	-	-	-
Local Assessment (In kind)	-	-	4,611,500	-	1,194,250	-	1,194,250
Local Assess (Projects)		199,089	185,593	741,007	831,464	581,932	345,025
Local Assess (Cap Res.)		-	-	-	-	-	-
Local (Debt Service)		224,904	248,632	296,304	289,083	289,303	301,257
Total		423,993	434,225	1,037,311	1,120,548	871,235	646,281

100 PLANNING & PROGRAMS

	Funds Rem.	2026	2027	2028	2029	2030	2031
101 Service Planning <i>Program of funds to support agency planning goals</i> 2028 - Facility Site Service and Network Planning 2028 - Facility Site Service and Network Planning							
Total	-	5,721	-	100,000	-	-	-
Federal (5307)	-	-	-	80,000	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	5,721	-	20,000	-	-	-
102 Planning Projects <i>Bus Rapid Transit Project.</i> <i>Funds remaining: \$53,525 ME-2016-016, \$68,301 CARES ME-2020-010</i> <i>So Portland (ME-2022-012) 5307* Planning funding awaiting FTA obligation \$33,849</i>							
Total	106,002	-	-	5,000,000	5,000,000	60,000,000	60,000,000
Federal (5307)	24,371	-	-	-	-	-	-
Federal (CARES)	-	-	-	-	-	-	-
Federal (TBD)	-	-	-	4,000,000	4,000,000	48,000,000	48,000,000
State	-	-	-	800,000	800,000	6,000,000	6,000,000
Maine Turnpike Auth.	-	-	-	-	-	6,000,000	6,000,000
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	81,631	-	-	200,000	200,000	-	-
103 Planning Projects <i>Fare analysis</i>							
Total	-	10,000	-	-	-	-	-
Federal (5307)	-	-	-	-	-	-	-
Federal (5339)	-	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	10,000	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	-	-	-	-	-

200 FACILITIES: MAINTENANCE

	Funds Rem.	2026	2027	2028	2029	2030	2031
201 Facility Renovations-Major Component Replacement <i>Unspent funding for Backup Generator (\$125,000), and HVAC (\$64,600) CNG Rehab (278,968), Pulse Repairs</i> 2026 - Elm Street Rehab allowing for public utilization. 2027 - Replace hot water heater and storage tanks 2028 - Repair broken exterior wall (parking lot & Valley), replace damaged exterior doors, ifre prevention upgrades 2029-2031 - Upgrades/replacements for: plumbing fixtures, storm piping & system, electrical panels and distribution							
Total	468,568	275,000	200,000	600,000	750,000	750,000	750,000
Federal (5307)	374,854	220,000	160,000	480,000	600,000	600,000	600,000
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	93,714	55,000	40,000	120,000	150,000	150,000	150,000
202 Safety-Security Maintenance/Upgrades <i>Remaining funds (\$8,000) Local collected, grant not programed.</i> 2028 - Full facility integrated security camera system (Elm and Valley) \$45k 2028 - Add cameras for interior of garage bays and operations/HR area, purchase firesafe cabinets for garage 2028 - Retrofit of full fleet for integrated wireless/real-time security system (safefleet), inc. installation							
Total	8,000	-	-	334,000	-	-	-
Federal (5307)	-	-	-	267,200	-	-	-
Federal (ARPA)	-	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	8,000	-	-	58,800	-	-	-
203 Maintenance Equipment <i>Remaining Funds: \$106,945 (ME-2021-016- Maintenance Equip)</i> 2027 - Light duty tire machine (non-rev & micro) 2027 - Snow removal equipment (\$93k from MaineDOT discretionary) 2028 - Planning, design and build of a paint shop + fire supression, on wheel brake lathe, gas powered post driver, hot parts washer 2029 - rechargeable battery station and handheld tools for general use, alignment machine 2030-2031 - Outfit engine / machine room (TIG welder, plasma cutter, exhaust/ventilation, metal lathe)							
Total	106,945	-	160,000	380,000	43,000	-	-
Federal (5307)	85,556	-	66,000	304,000	34,400	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	93,000	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	21,389	-	1,000	76,000	8,600	-	-
204 Fuel Tracking and Tank Replacement 2027 - Upgrading existing 30-year tank and equipment to 2027 code for extension (piping, spill buckets, sump, and labor)- Applying \$14,907 of unused AVL Local Match 2031 - Automated fleet fueling system, tank and dispenser replacement							
Total	-	-	210,093	-	-	-	550,000
Federal (5307)	-	-	180,000	-	-	-	440,000
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	30,093	-	-	-	110,000

PROGRAM SUMMARY		Funds Rem.	2026	2027	2028	2029	2030	2031
300 VEHICLE MAINTENANCE & ACQUISITION		Funds Rem.	2026	2027	2028	2029	2030	2031
301 Mid-Life Fleet Refurbishments <i>Replacement of major components (engines, transmissions) and vehicle refurbishments of any bus at mid-life or older.</i> <i>2026: Local Match for Current Year and \$9,868 required local match for Grant received from South Portland Merger</i> <i>Funds Remaining: \$96,146 (ME-2021-016), \$300,000 (ME-2024-010), \$49,340 (5339- ME-2024-010)</i>	Total	445,487	159,868	-	270,122	270,122	270,122	270,123
	Federal (5307)	316,917	120,000	-	216,098	216,098	216,098	216,098
	Federal (5339)	39,472		-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	89,098	39,868	-	54,024	54,024	54,024	54,025
302 Fleet Replacements <i>GP Metro adheres manages to the FTA Uesful Life Benchmark (ULB) of 14 years, but aims to replace buses at years 13 and 14 in order to allow flexibility based on individual buses' condition.</i> <i>Replace two (2) 2011 diesel Gillig buses in FY 2026 with diesel New Flyers using existing contract.</i> <i>Replace three (3) 2011 Gillig Diesel buses, two (2) 2014 Gillig CNG buses and two (2) 2022 Proterra Electric Buses in FY 2027 with diesel buses.</i> <i>Replace three (3) 2014 CNG Gillig buses in FY 2028 with hybrid electric buses.</i> <i>Replace two (2) 2016 Diesel Gillig buses in FY 2029 with hybrid electric buses, replace five (5) 2018 CNG New Flyer buses in FY 2030 with hybrid electric buses.</i>	Total	47,798	3,502,801	4,998,285	2,900,000	2,000,000	5,000,000	-
	Federal (5307)	-	379,996	-	-	-	-	-
	Federal (5339)	46,984	2,596,305	4,248,542	2,465,000	1,700,000	4,250,000	-
	Federal (5310)				-	-	-	-
	State		263,250	374,871	217,500	150,000	375,000	-
	Local (Bond)	-	263,250	374,871	217,500	150,000	375,000	-
	Local (Assessment)	814		-	-	-	-	-
303 Support Vehicle Replacement/Acquisitions <i>2027 - Replace 2015 Nissan Leaf with 2027 Ford Interceptor SUV (Using funds remaining)</i> <i>2028 - Replace 2013 Chevy S3500, add dump body</i> <i>2029 - Replace 2019 Honda Clarity with 2029 EV sedan, and 2020 F350 with 2029 F350</i> <i>2030 - Replace 2022 Chevy S3500 and Nissan Leaf with 2030 F350 and Ford Interceptor</i> <i>Remaining funds \$7,400 (from sale of retired vehicle), \$1,135 (remaining CARES funding), \$2,000 in 2023 and \$13,000 in 2024 local match collected but grant not programed can be applied to future needs.</i> <i>ME-2023-044 grant \$40,000</i>	Total	63,535			120,000	140,000	142,500	-
	Federal (5307)	32,000	-	-	96,000	112,000	114,000	-
	Federal (CARES)	1,135		-	-	-	-	-
	Federal (5310)			-	-	-	-	-
	State		-	-	-	-	-	-
	Local (Bond)		-	-	-	-	-	-
	Local (Assessment)	30,400	-	-	12,000	14,000	14,250	-
304 Microtransit Fleet Expansion <i>2028 - 2 additional micro vans for expansion</i> <i>2029 - 2 additional micro vans for expansion</i> <i>2030 - 2 additional micro vans for expansion</i>	Total	555,000	555,000	-	370,000	377,400	384,948	-
	Federal (5307)	444,000	444,000	-	296,000	301,920	307,958	-
	Federal (5310)	-	-	-	-	-	-	-
	State	111,000	111,000	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	74,000	75,480	76,990	-
	Local (Non-Member Assessment)	-	-	-	-	-	-	-
305 Fleet Expansion <i>Service Expansion: South Portland Frequency Improvements, Route 5 Roux Extension, Bi-directional Route 8</i> <i>FY 2028 Purchase three (3) diesel buses for service expansion</i> <i>FY 2029 Purchase two (2) diesel buses for service expansion</i>	Total	-	-	-	2,000,000	1,400,000	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (5339)	-	-	-	1,700,000	1,190,000	-	-
	State	-	-	-	150,000	105,000	-	-
	Local (Bond)	-	-	-	150,000	105,000	-	-
	Local (Assessment)	-	-	-	-	-	-	-
400 BUS STOP IMPROVEMENTS		Funds Rem.	2026	2027	2028	2029	2030	2031
401 General Bus Stop Improvements <i>This project is aimed at general bus stop improvements including installation of shelters, seating, signage, and access improvements where needed. GP Metro plans to use consultant assistance to perform a full bus stop inventory and recommend design and amenity standards.</i> <i>2026: \$50,000 for Service Expansion to Scarborough/South Portland & \$100,000 for general bus stop improvements. \$10,000 local match to be collected in 2027.</i>	Total	123,875	150,000	10,000	-	371,800	483,340	-
	Federal (5307)	115,100	120,000	-	-	297,440	386,672	-
	Federal (5310)			-	-	-	-	-
	State			-	-	-	-	-
	Local (Bond)			-	-	-	-	-
	Local (Assessment)	8,775	10,000	10,000	-	74,360	96,668	-
	Local (Non-Member Assessment)	10,000	10,000	-	-	-	-	-
402 Transit Stop Access Project <i>Planning-design work completed in prior years. Amounts shown are for construction/inspection. Remaining amount includes \$279,037 (ME-2023-012), \$1,019,990 (ME-2023-044), \$767,973 (ME-2024-010) from prior grants which covers design-engineering.</i>	Total	2,067,000	46,205	-	475,000	475,000	-	-
	Federal (5307)	1,430,370	-	-	340,000	340,000	-	-
	Federal (ARPA)	279,037	-	-	-	-	-	-
	Federal (5310)		-	-	-	-	-	-
	State		-	-	50,000	50,000	-	-
	Local (Bond)		-	-	-	-	-	-
	Local (Assessment)	357,593	46,205	-	85,000	85,000	-	-

PROGRAM SUMMARY		Funds Rem.	2026	2027	2028	2029	2030	2031
500 TECHNOLOGY INTEGRATIONS		Funds Rem.	2026	2027	2028	2029	2030	2031
501 Fare Collection System <i>2030 - Full procurement for fare collection system and hardware with plan to install by 2031</i>	Total	-	-	-	-	-	950,000	-
	Federal (5307)	-	-	-	-	-	760,000	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	-	190,000	-
502 Transit Signal Priority <i>Funds Remaining: \$8,574 (ME-2023-012), \$214,000 (ME-2024-010), \$151,000 (ME-2020-010- CARES)</i>	Total	373,574	-	-	-	-	-	-
	Federal (5307)	171,200	-	-	-	-	-	-
	Federal (CARES)	151,000	-	-	-	-	-	-
	Federal (ARPA)	8,574	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Assessment)	42,800	-	-	-	-	-	-
503 CAD/AVL System Replacement <i>2029 - Full procurement of CAD/AVL and scheduling software, existing contract up 12/29.</i> <i>Local funding remains from prior year budgets for which local match was collected but project was not included in PACTS program of projects for federal funding, or local match collected exceeded match requirements of grant (\$8,590- Electronic Signs, \$50,856- AVL/AVA).</i>	Total	14,907	-	-	-	850,000	-	-
	Federal (5307)	-	-	-	-	680,000	-	-
	Federal (CARES)	-	-	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	14,907	-	-	-	170,000	-	-
504 Office Phone System <i>2026 - Replace all workstations phones & acquire call monitoring software</i> <i>2028 - Automated off hours call center functionality / IVR</i>	Total	-	8,000	-	25,000	-	-	-
	Federal (5307)	-	-	-	20,000	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	8,000	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	5,000	-	-	-
505 Fleet Cradlepoint Networking Hardware Replacement <i>2026 - Full fleet replacement</i> <i>2031 - Full fleet replacement/upgrade of R1900 series</i>	Total	-	90,000	-	-	-	-	120,000
	Federal (5307)	-	-	-	-	-	-	96,000
	Federal (5310)	-	-	-	-	-	-	-
	State	-	90,000	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	-	-	24,000
506 Office / Admin Workstation Replacements <i>2026 - 13 workstations + 22 docks</i> <i>2028 - 5 workstations (laptops, docks, monitors)</i> <i>2031 - 15 workstations + 25 docks</i>	Total	-	28,000	-	5,915	-	-	35,000
	Federal (5307)	-	-	-	4,732	-	-	28,000
	Federal (5310)	-	-	-	-	-	-	-
	State	-	28,000	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	1,183	-	-	7,000
507 Maintenance / Fleet Management System Peripherals <i>2027 - 6 Wireless Android tablets and Inventory Scanner. Tablets will have wireless SIM cards until new facility investment/enhanced wireless network</i>	Total	-	-	10,000	-	-	-	-
	Federal (5307)	-	-	8,000	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	2,000	-	-	-	-
508 Real Time Signs <i>2026 - CMS Deployment, 3 years hosting and licensing fees, 15-20 LCD and e-ink signs, solar power and installation fees</i> <i>So Portland ARPA Funding</i>	Total	177,500	177,500	-	-	-	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (ARPA)	177,500	177,500	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	-	-	-
509 On Fleet Infotainment <i>2028 - On fleet display signs that provide real time info, along with advertising opportunities to offset expenses.</i>	Total	-	-	-	125,000	-	-	-
	Federal (5307)	-	-	-	100,000	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	25,000	-	-	-
510 Office / Admin Copier Replacement <i>2026 - Replacement of office copier</i>	Total	10,000	8,000	-	-	-	-	-
	Federal (5307)	8,000	8,000	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	2,000	-	-	-	-	-	-
600 FACILITY EXPANSION/REPLACEMENT		Funds Rem.	2026	2027	2028	2029	2030	2031
601 Operations/Maintenance Facility Replacement Phase 1 <i>Needs assessment</i> <i>Alternatives analysis</i> <i>Conceptual Design/Cost Estimate</i> <i>NEPA Analysis</i> <i>Property Acquisition</i>	Total	129,381	990,000	102,500	5,500,000	-	-	-
	Federal (5307)	103,505	960,000	-	-	-	-	-
	Federal (5339)	-	-	-	-	-	-	-
	State (Federal CMAQ)	-	-	-	4,400,000	-	-	-
	State	-	-	-	690,000	-	-	-
	Local (Bond)	-	-	-	400,000	-	-	-
	Local (Assessment)	8,376	30,000	102,500	10,000	-	-	-
602 Operations/Maintenance Facility Replacement Phase 2 <i>Preliminary Design (full site)</i> <i>Final Design (Admin/Maint Bldg)</i> <i>Construction (partial)</i>	Total	-	-	23,057,500	-	-	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (5339)	-	-	18,446,000	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local Assessment (In kind)	-	-	4,611,500	-	-	-	-
603 Operations/Maintenance Facility Replacement Phase 3 <i>Final Design (Bus Storage Garage)</i> <i>Construction (completion)</i>	Total	-	-	-	-	33,394,250	32,200,000	8,394,250
	Federal (5307)	-	-	-	-	-	-	-
	Federal (BUILD/5339)	-	-	-	-	25,000,000	25,000,000	-
	State (Federal CMAQ)	-	-	-	-	3,000,000	3,000,000	3,000,000
	State	-	-	-	-	4,000,000	4,000,000	4,000,000
	Local (Bond)	-	-	-	-	200,000	200,000	200,000
	Local Assessment (In kind)	-	-	-	-	1,194,250	-	1,194,250