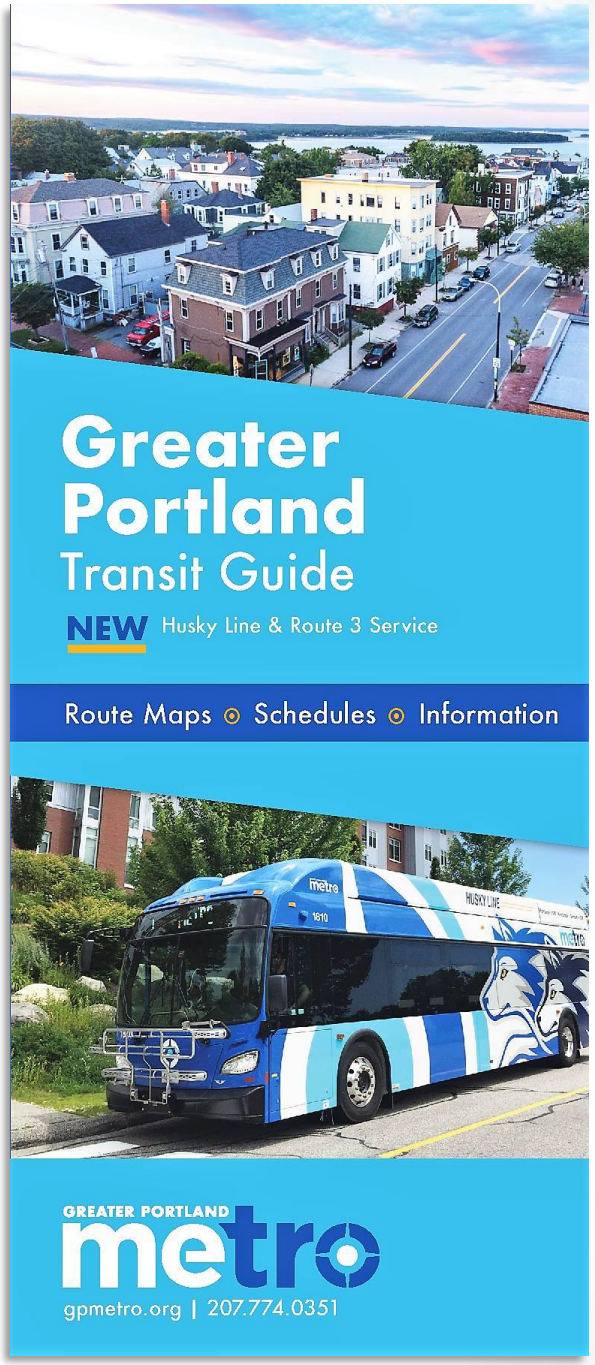
GREATER PORTLAND metro

Presentation to Portland Council Committee on Sustainability and Transportation

March 20, 2019

Metro Overview

- METRO is a public sector, quasi-municipal agency.
- Ten (10) bus routes serving Brunswick, Falmouth, Freeport, Gorham, Portland, South Portland, Westbrook and Yarmouth.
- Board of Directors: Portland (5), Westbrook (3) and Falmouth (2).
- 44 CNG and Diesel powered buses.
- Operations facility designed for 50 buses.
- 400-500 bus stops system wide spaced about ¼ mile apart.
- All major corridors in Portland have transit service.



METRO Replacement and Expansion Buses

Refreshed Logo and Exterior Paint Scheme

METRO
Greater Portland Transit District
gpmetrobus.com • 207-774-0351

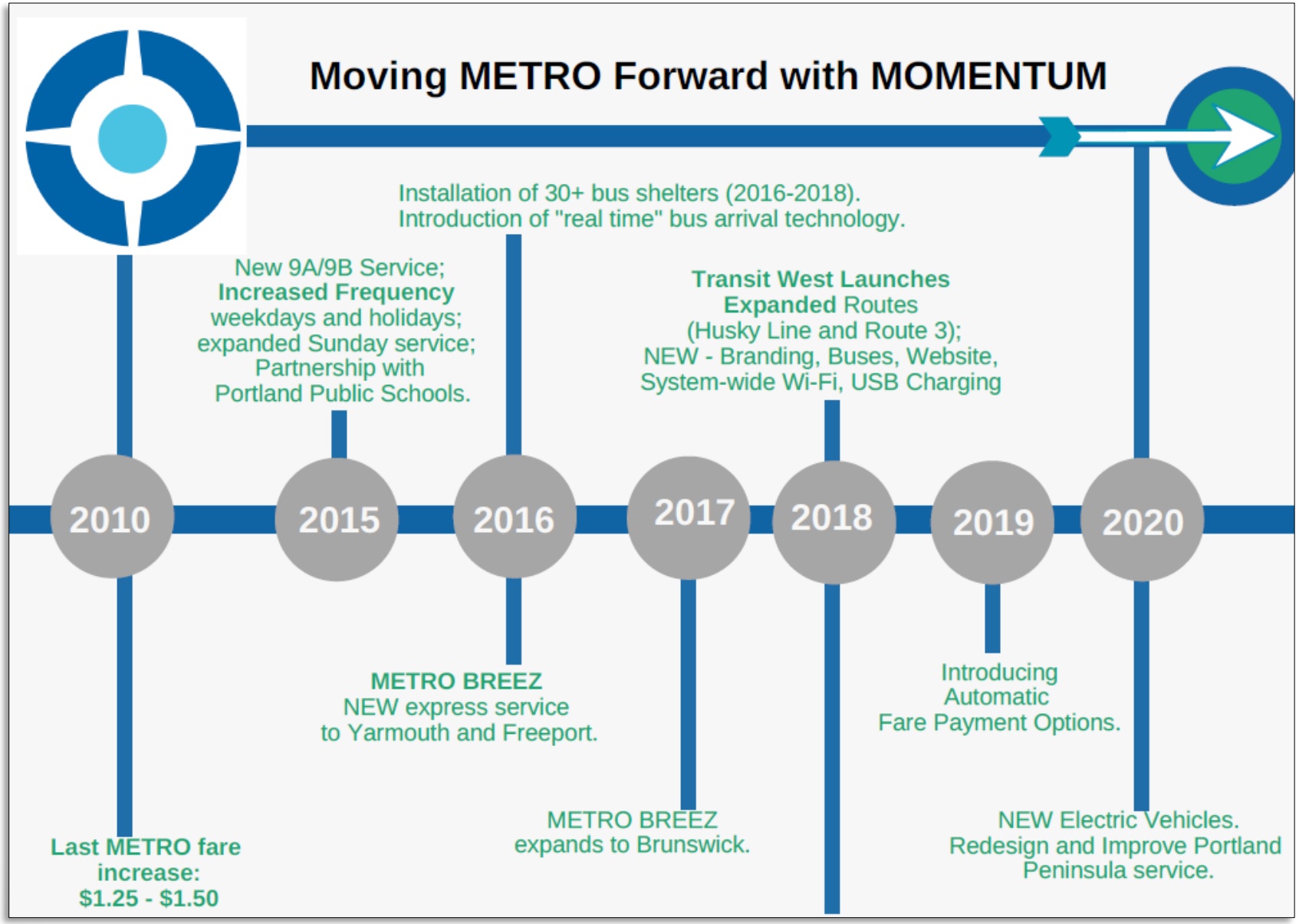
GREATER PORTLAND metro

PACTS Region Transit Agencies

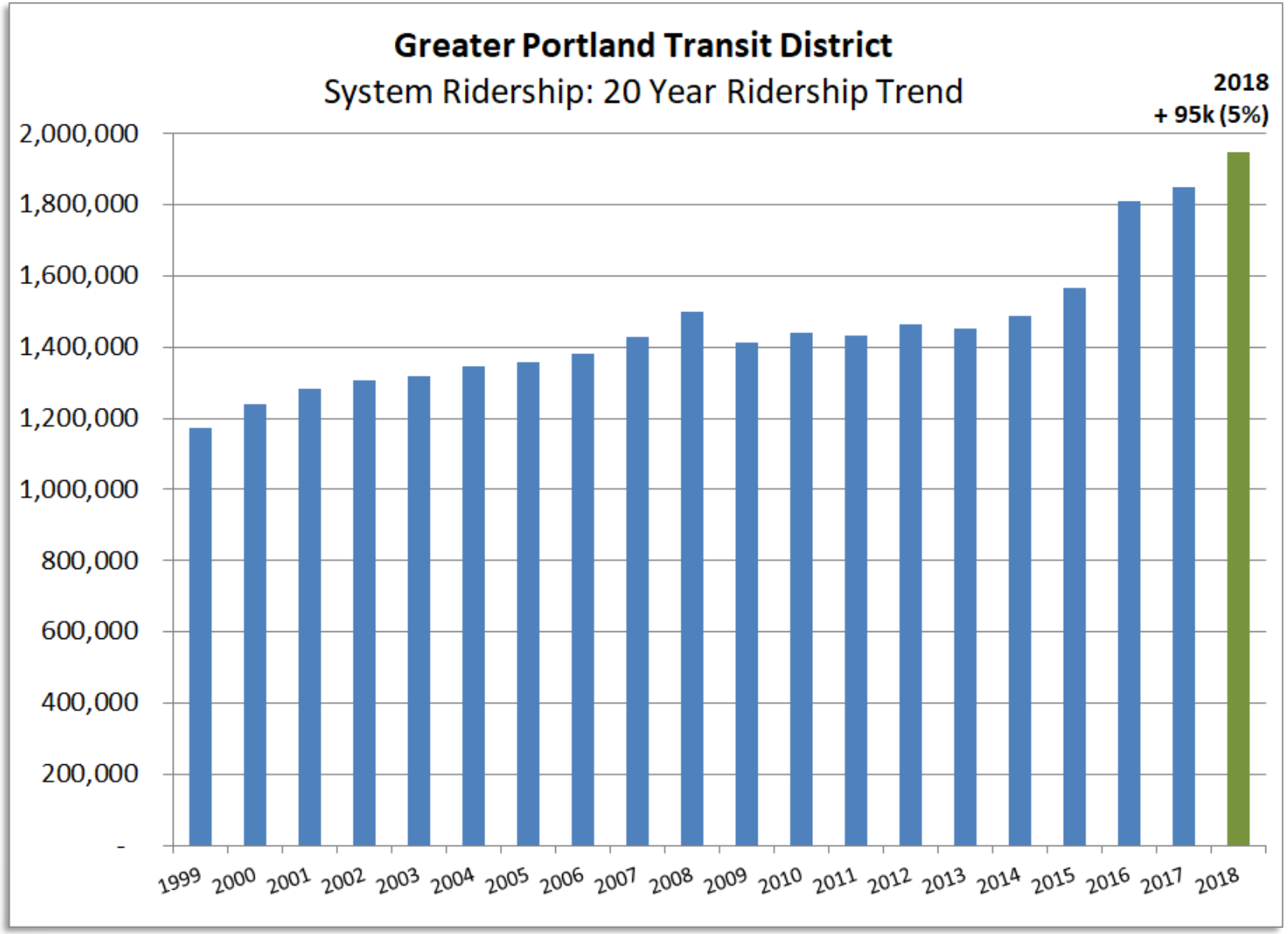
Agency	Communities	Modes	CY 2016 Ridership*
Greater Portland Transit District	Portland, Westbrook, Falmouth, South Portland, Freeport, Yarmouth.	Local & Express Bus ADA Paratransit by RTP	1.8 million
City of South Portland	South Portland, Portland	Local Bus ADA Paratransit by RTP	270,426
Shuttlebus-Zoom	Biddeford, Saco, OOB, Scarborough, South Portland, Portland.	Local & Express Bus	186,960
Regional Trans. Program (RTP)	Throughout region.	ADA/Non-ADA Paratransit Express Bus	110,404 8,693
Casco Bay Island Transit District	Portland and Islands.	Ferry – Transit Ferry - Tours	1.0 million 58,516
Northern New England Passenger Rail Authority	Multiple communities from Brunswick to Boston.	Interstate Rail	473,923
York County Comm. Action Agency	Throughout York County.	Local Bus Paratransit	97,995 82,022

* MaineDOT Locally Coordinated Plan Updates

Past Improvement and Upcoming Initiatives



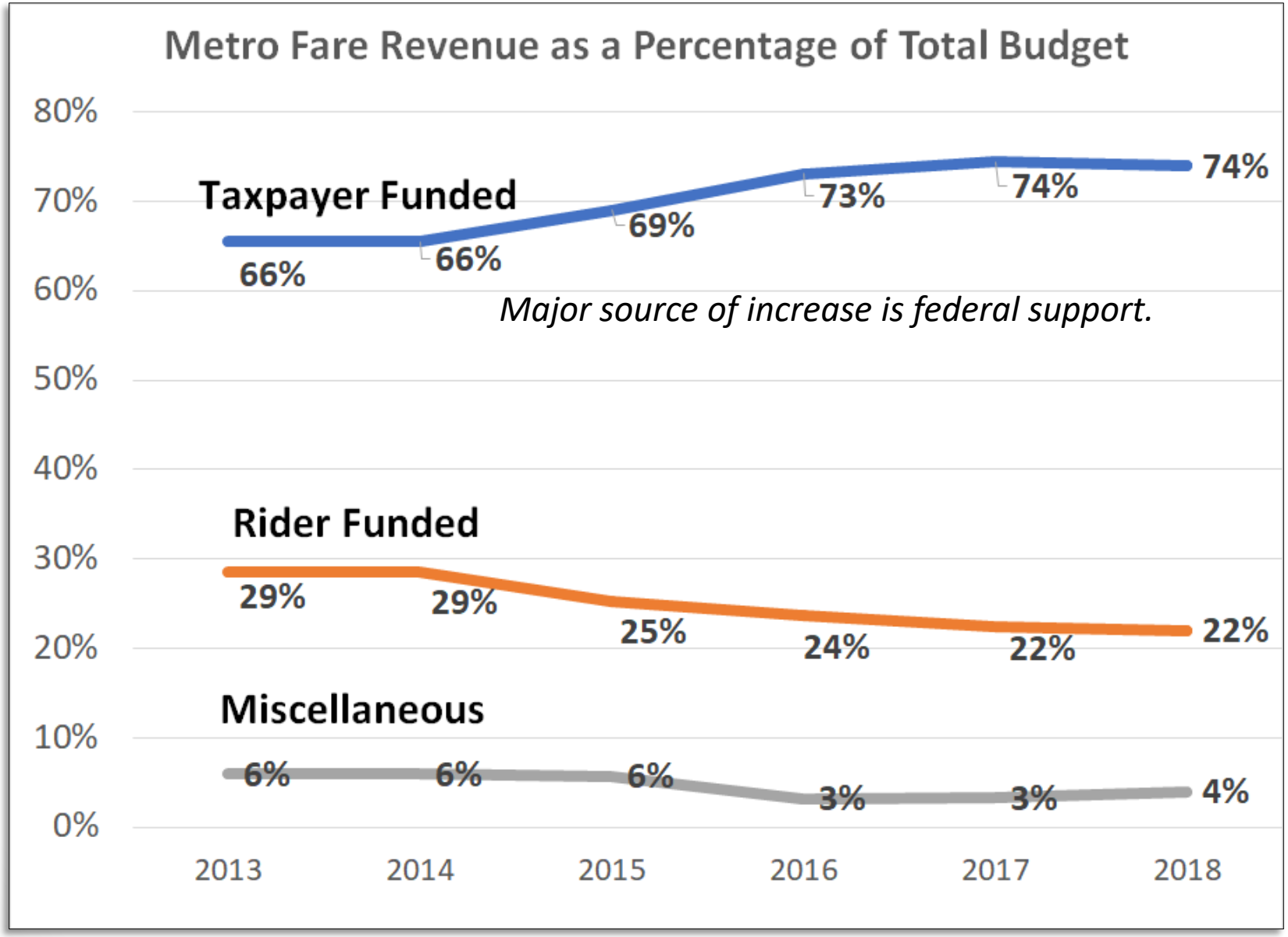
METRO Transit Ridership: System Level



Metro Service Statistics

				SERVICE FREQUENCIES				
Route	**Corridor**	**Service Type**	**Municipalities**	**Weekday Peak**	**Weekday Off Peak**	**Saturday**	**Sunday**	**2018 Ridership**
Route 1	Congress	Local Route	Portland	30 min	30 min	30 min	60 min	213,096
Route 2	Forest	Local Route	Portland-Westbrook	20-25 min	20-25 min	60 min	60 min	277,698
Route 3	Bridge-Spring	Local Route	Portland-Westbrook-South Port.	30 min	30 min	60 min	60 min	30,031
Route 4	Main-Brighton	Local Route	Portland-Westbrook	30 min	30 min	30 min	45 min	350,701
Route 5	Outer Congress	Local Route	Portland-South Portland	25-35 min	25-35 min	30 min	45 min	300,748
Route 7	Route 1	Local Route	Portland-Falmouth	60 min	60 min	60 min	60 min	67,816
Route 8	Peninsula	Circulator	Portland	30-35 min	30-35 min	60 min	60 min	136,395
Route 9	Wash.-Stevens-Congress	Local Route	Portland-Falmouth	30 min	60 min	60 min	60 min	424,123
Husky Line	Route 25-WCD-Brighton	BRT-Lite	Portland-Westbrook-Gorham	30 min	30 min	45 min	45 min	84,645
BREEZ	I-295/Route 1	Express	Portland-Yarmouth-Freeport-Brunswick	30-60 min	120 min	150 min	N/A	61,785
							Annual Total	1,947,038

Funding Overview and Trends



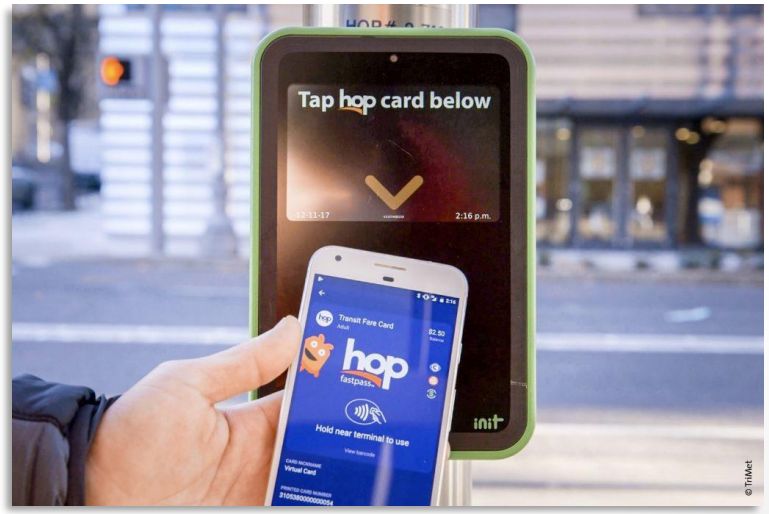
Portland's Local Contributions: FY 2015-2020

Bus Service	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	**Annual AVG**
Contributions	$ 2,511,910	$ 2,485,115	$ 2,572,744	$ 2,639,635	$ 2,709,916	$ 2,787,772	*$ 55,172*
% Change	N/A	-1.1%	3.5%	2.6%	2.7%	2.9%	*2.1%*
ADA Paratransit	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	**Annual AVG**
Contributions	$ 145,514	$ 130,459	$ 77,835	$ 72,380	$ 78,480	$ 78,480	*$ (13,407)*
% Change	N/A	-10.3%	-40.3%	-7.0%	8.4%	0.0%	*-9.9%*
Total Transit Funding	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	
Contributions	$ 2,657,424	$ 2,615,574	$ 2,650,579	$ 2,712,015	$ 2,788,396	$ 2,866,252	*$ 41,766*
% Change	N/A	-1.6%	1.3%	2.3%	2.8%	2.8%	*1.5%*

Upcoming Changes

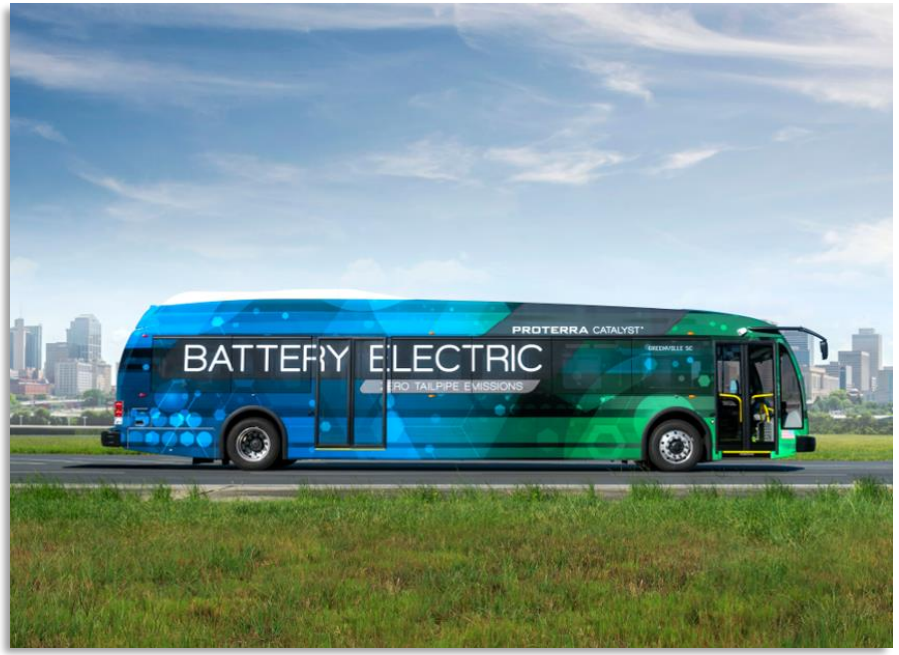
Automated Fare Collection and Mobile Fare Payment Options (coming 2019)

- Increase base fare from $1.50 to $2.00.
- Introduce Smart Cards and Mobile App:
  - Replaces all paper fare media
  - Each fare paid buys 90 min. pass
  - Fare capping at daily and monthly levels
  - Expanded reduced fare options
  - Wide retail network for Smart Cards
- Fare capping and new reduced fare options Improves equity and affordability.
- New payment options improve convenience and access.
- Cash will still be accepted – paper transfers eliminated
- Token re-introduced mainly for social service agencies.



Battery Electric Buses

- $2.3 million awarded to Metro and Shuttlebus-Zoom for 4 buses total.
- Maine DOT allocating $3 million to project.
- Contract with Proterra.
- Replacing (2) 2004 35 foot diesel buses.
- Delivery expected in late 2020 with testing planned winter 2021.
- Metro's plan is to deploy on restructured and re-branded Portland Peninsula Circulator.
- Should reduce operating-maintenance costs.
- Board adopted goal to be zero-emission by 2040.



Full Reboot of Route 8-Urban Circulator

Transit Tomorrow – PACTS Regional Transit Plan

- **Phase 1 - Guide near terms investments (6 year time horizon):**
  - Harmonize and Coordinate Routes and Schedules.
  - Unified Fare Payment
  - Centralized Transit Information and Coordinated Marketing.
- **Phase 2: Transit Tomorrow:**
  - Build shared vision for the region's public transportation network of buses, trains and ferries
  - Lay out an investment plan for how to improve and expand network over the next 30 years.
  - Balance realism with vision.

TRANSIT TOMORROW
Building the Region's Public Transportation Future

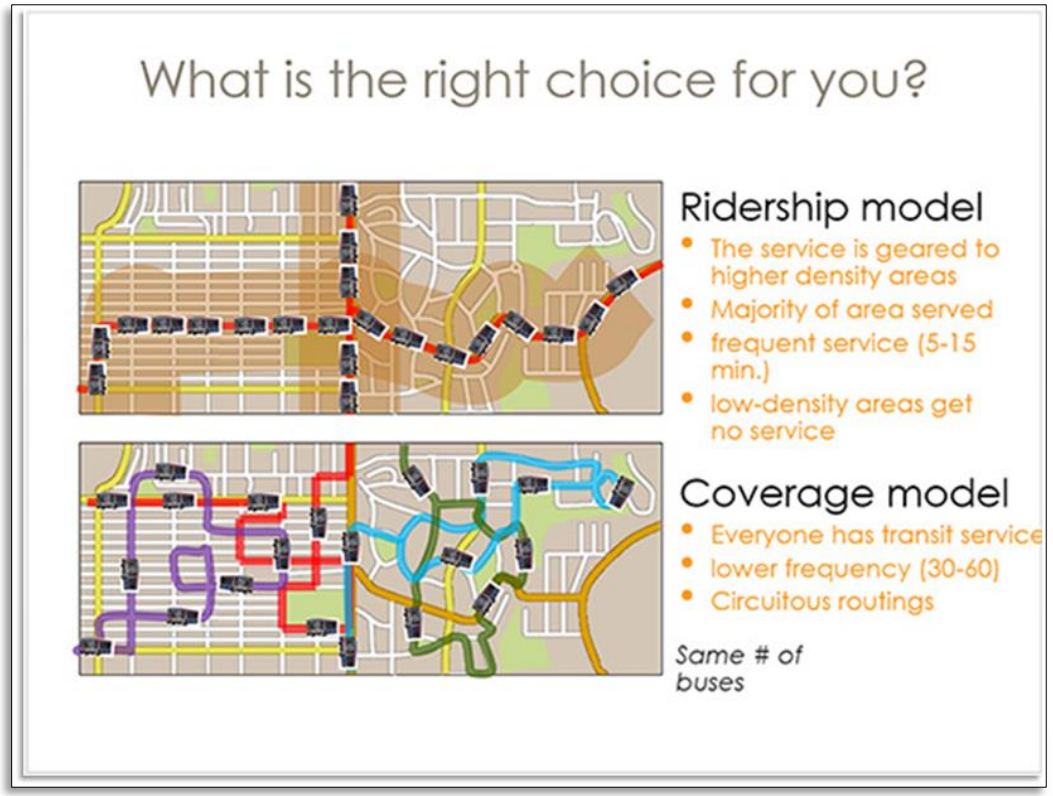
Future Improvements: *15 Minute Peak Period Frequencies*

What is Frequency (also referred to as Headways)?

- "It's the elapsed time between consecutive buses (or trains, or ferries) on a line, which determines the maximum waiting time."
  - A frequency of 2 buses per hour means the headway is 30 minutes.
  - A frequency of 4 buses per hour means the headway is 15 minutes.

Ridership vs. Coverage Trade-off:

- Coverage model invests more heavily in providing service over wider area and in lower density zones
- Ridership model invests more heavily in major high density corridors with most ridership potential.



Credit: J. Walker (2011). Human Transit.

Future Improvements: *15 Minute Peak Period Frequencies*

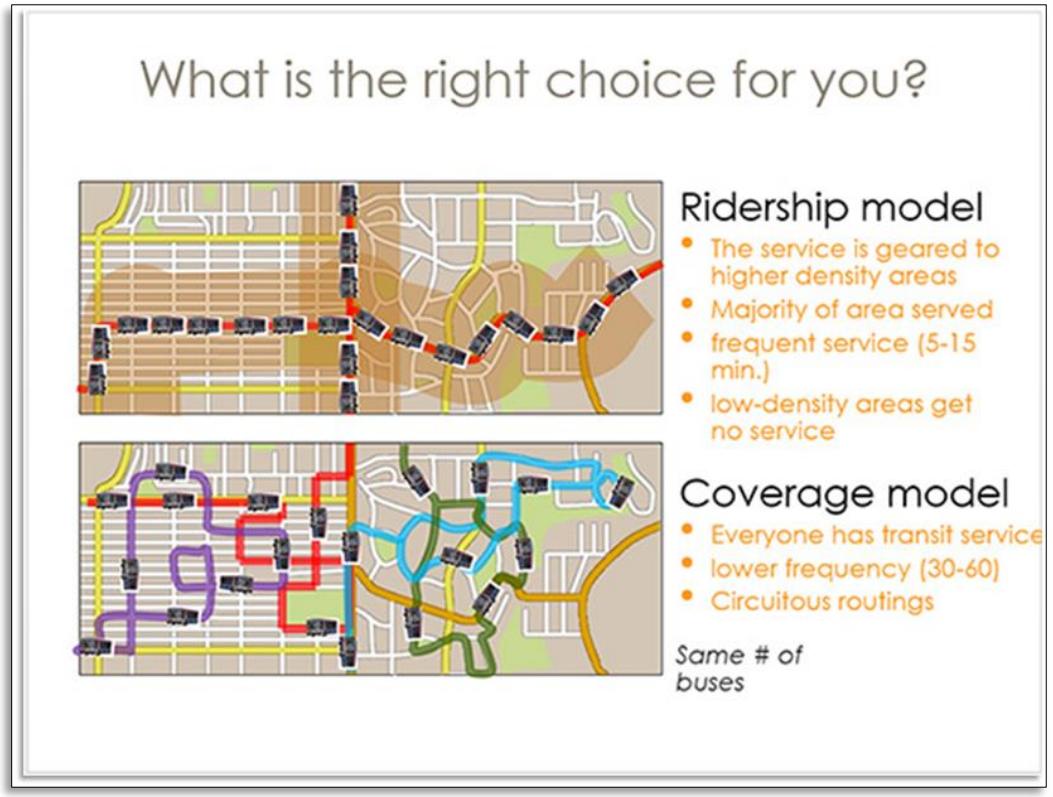
Why is high frequency Important?

Reduces waiting time.

Makes connections easy.

Gets you to destination when you want.

Mitigates any reliability problems.



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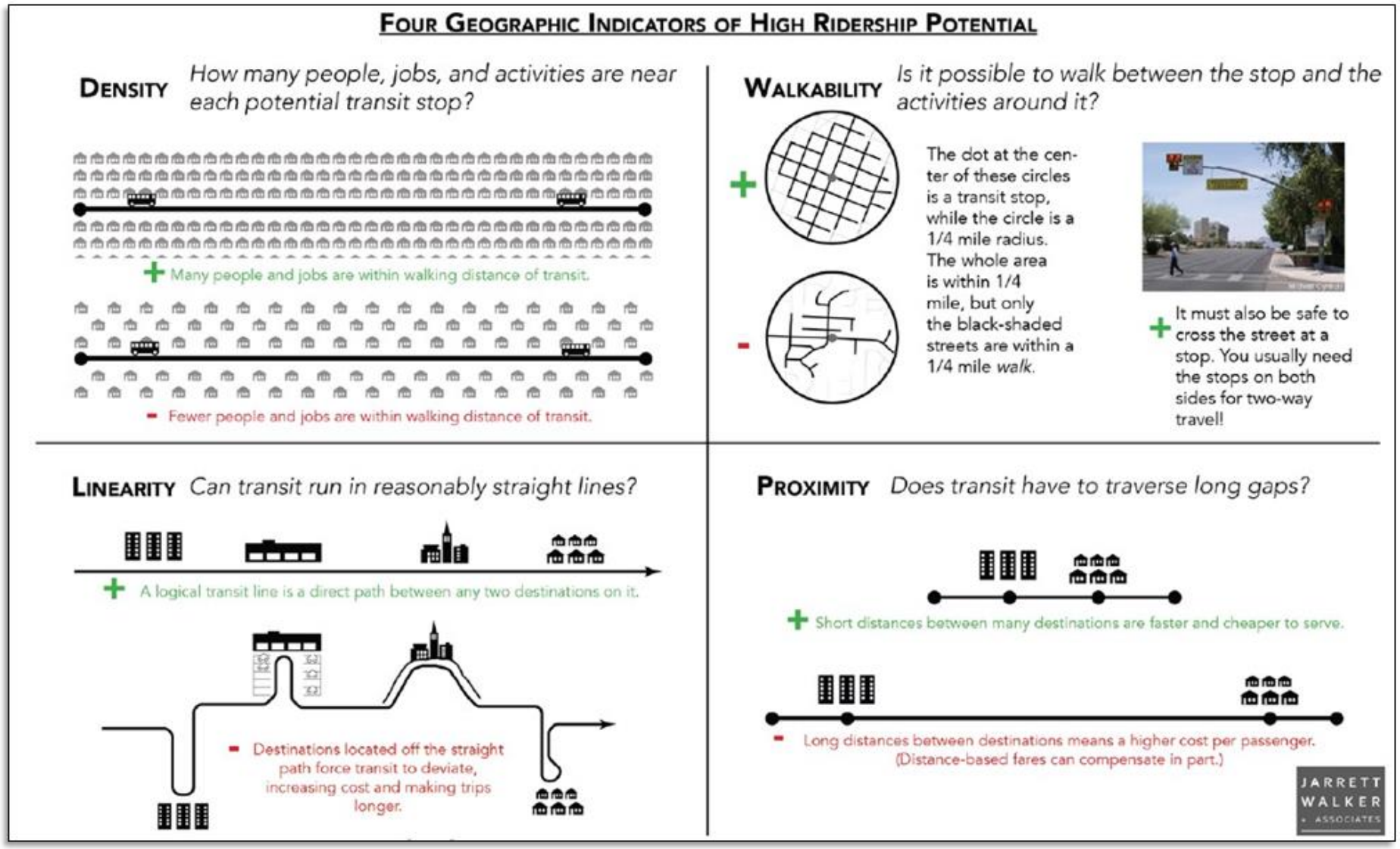

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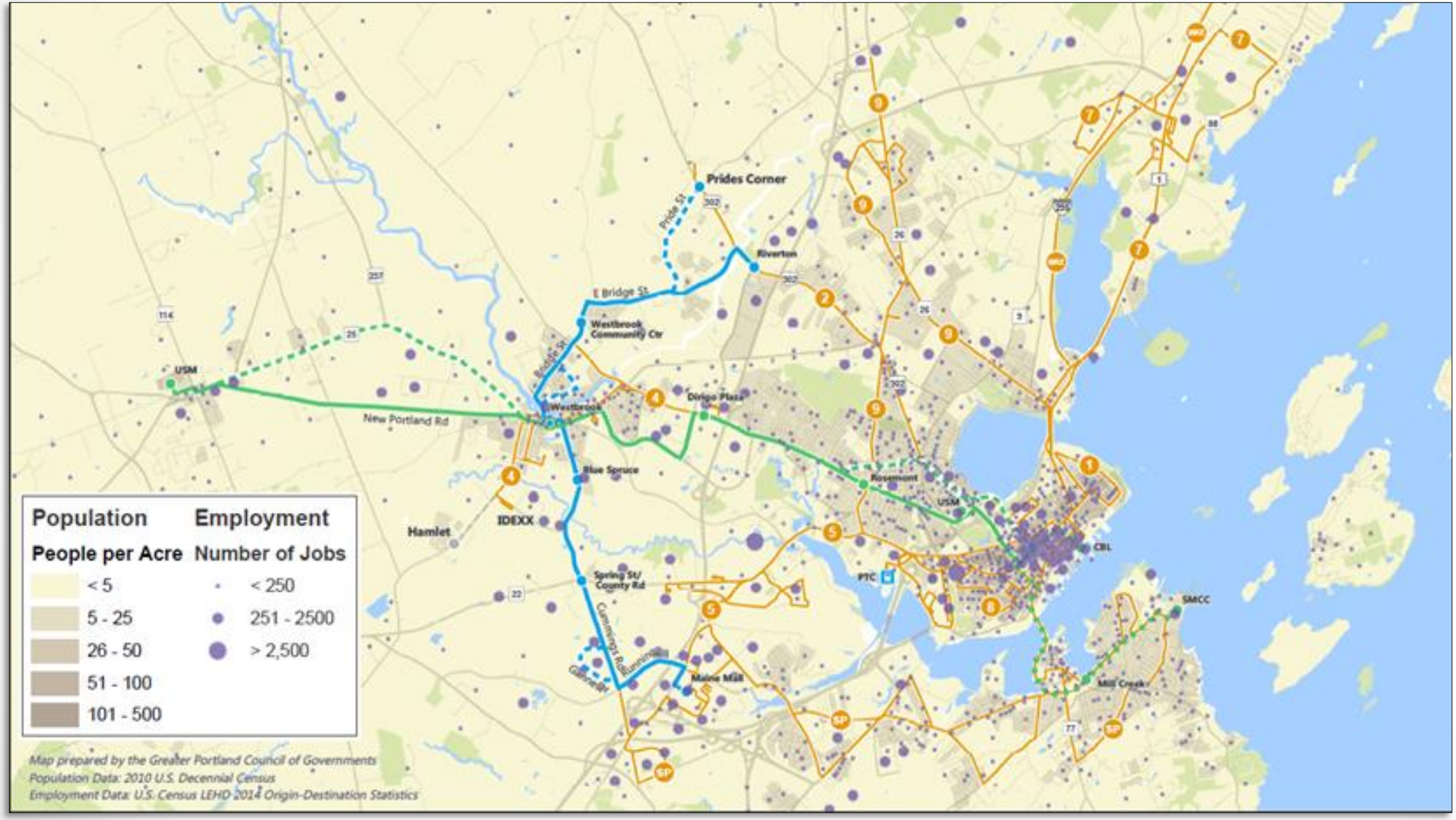

Lower Priority Routes

Route	Corridor	Service Type	Municipalities	SERVICE FREQUENCIES				2018 Ridership
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BREEZ	I-295/Route 1	Express	Portland-Yarmouth-Freeport-Brunswick	30-60 min	120 min	150 min	N/A	61,785
							Annual Total	1,947,038

Higher Priority Routes

Route	Corridor	Service Type	Municipalities	SERVICE FREQUENCIES				2018 Ridership
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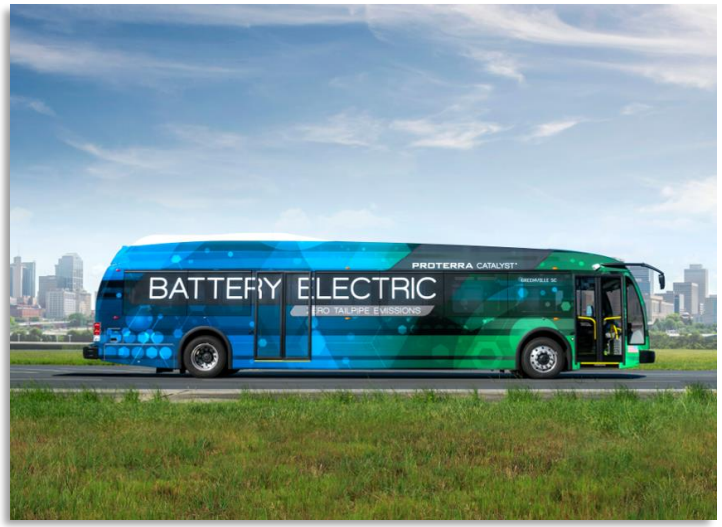
Future Improvements: *15 Minute Peak Period Frequencies*

Fleet Acquisition Costs

- Estimated fleet needs: 15 additional buses
- Diesel: $550,000 per bus ($8.3 million total).
- Electric: $725,000 per bus ($10.9 million total)

Funding Potential:

- Up to 80-85% ($6.6-$9.2 million) from formula or discretionary federal funding grant programs.
- Up to 15-20% ($1.2-$1.6 million) from some combination of state, local or other sources.
  - *Portland's proportionate share of any local cost would be 70-80%.*



Future Improvements: *15 Minute Peak Period Frequencies*

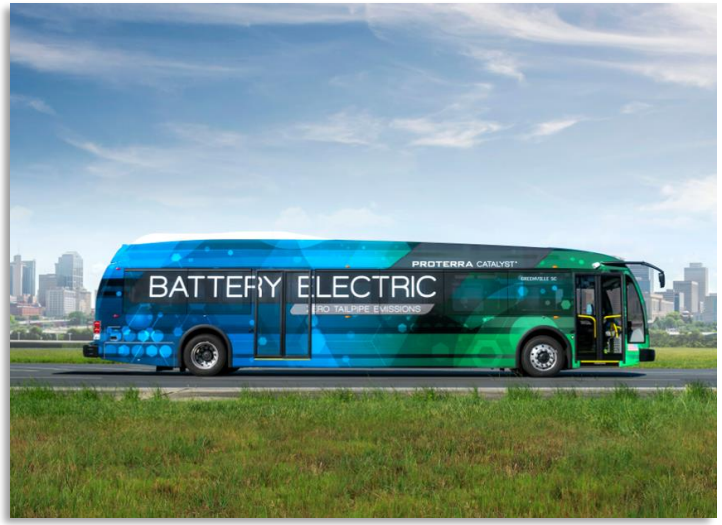
Annual Operating Costs

- Service supply increases by 30-40%
- Portland's share of gross cost increases from $7.2 million to an estimated $10.0 million.

Funding Source Options:

- Fare revenue (24-26%)
- Miscellaneous (4-5%)
- State (2-4%)
- Federal (32-35%)
- Portland (30-38%): $3.0-$3.8 million

Portland's 2019-20 contribution is $2.8 million



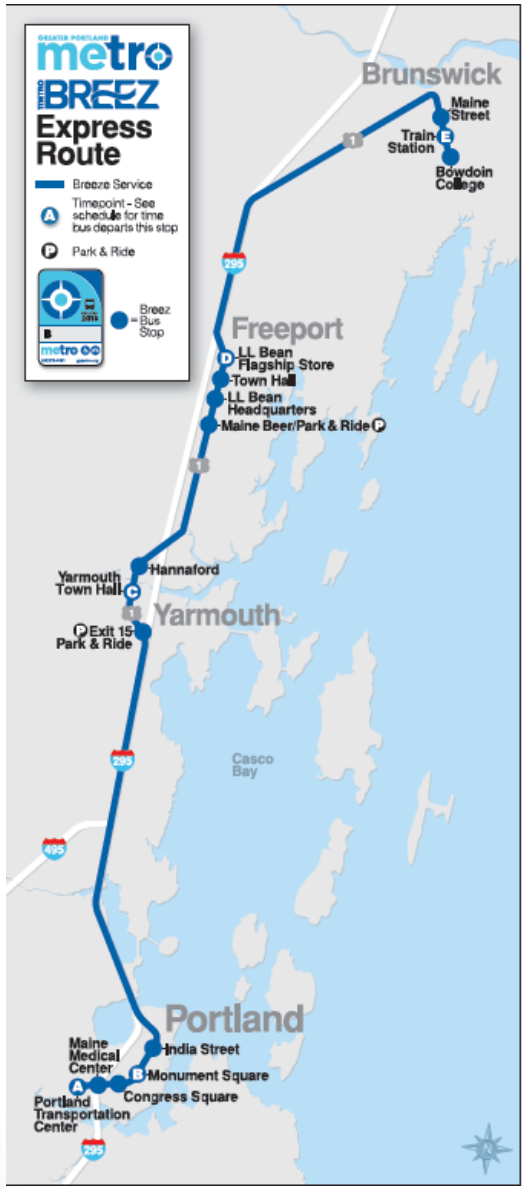
Transit Supportive Actions and Policies

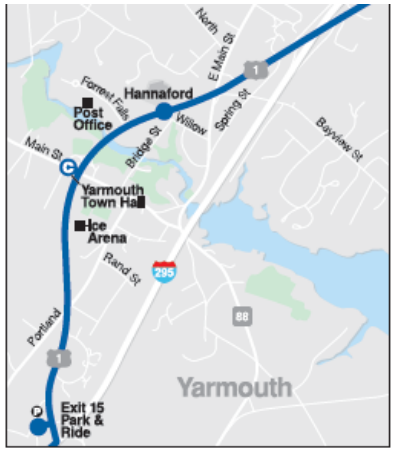
Speeding up transit reduces operating costs and incentivizes ridership:

- Transit Signal Priority
- Infrastructure improvements that speed up transit:
  - In-line bus stops;
  - Queu jumpers at intersections;
  - Dedicated transit lanes or lane segments.
- Improved pedestrian and bicycle infrastructure.
- Greater residential, commercial employment densities along urban corridors.
- Mixed use.
- Parking requirements and policies that shift incentives for property owners and travelers.

Husky Line – Future build out to full Bus Rapid Transit

Breez Express – Future build out to full Bus Rapid Transit





Metro Operations-Maintenance Facility

- Designed for 50 buses
- Currently shared with the Regional Public Transportation Program.
- Future service expansion and/or consolidation with other bus transit agencies requires additional capacity.
- Metro conducting study of long-term capacity needs to support future expansion.
- Facility is limiting factor in improving frequencies.

Current Metro Facility at 114 Valley Street in Portland

Thank you!!

Questions and Input