

Transit Tomorrow Project Advisory Committee AGENDA

Friday, January 31, 2020, 9:30am-11:30am

GPCOG, 970 Baxter Boulevard, Portland

2nd Floor Conference Room

Conference Line: Dial in (515)-604-9300, Access Code 415821

1. Public Comments

Members of the public are welcome to provide up to three minutes of public comment on any issue on the agenda.

3 Minutes

2. Introduction and Review of the Project

Brief overview of prior PAC meetings and activities to date.

10 Minutes

3. Scenario Planning Overview

Review of scenario planning including what it is and what it does and does not do, followed by a description of scenario planning methods and processes.

20 Minutes

4. Scenario Definitions

Description of eight land use density/transit investment scenarios developed for Transit Tomorrow.

15 Minutes

5. Performance Metrics

Overview of performance metrics that provide context to scenario planning outcomes.

10 Minutes

6. Available Scenario Results

Presentation of scenario planning results and findings/patterns to-date.

20 minutes

7. Transit Planning

Discussion of the upcoming transit planning task that builds upon the baseline of ongoing and future projects presented by the transit providers at the November PAC meeting and the findings from the scenario planning process.

10 minutes





8. Next Steps

5 Minutes






What is Scenario Planning?

Looking 30 years into the future is full of **uncertainty**. There have been numerous developments over the last three decades that few would have predicted in 1990: The meteoric rise of online retail, the introduction of ride-hailing companies like Uber and Lyft, and the growth of telecommuting, to only list a few. Transit Tomorrow will create a shared vision that guides the region in how it makes **choices** amid long-range uncertainty. Scenario Planning answers questions about how the transportation system could be impacted by different choices.

What if...

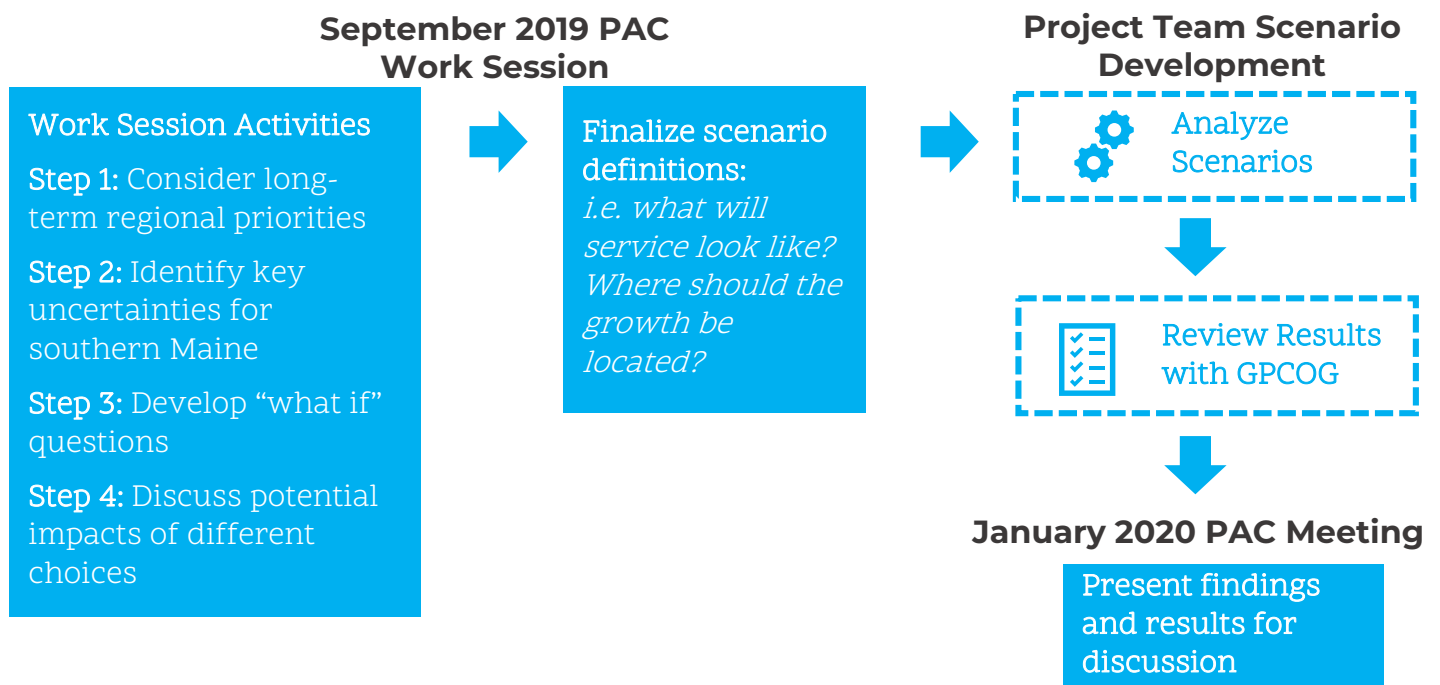
-  ...growth was concentrated near transit service?
-  ...growth occurred in rural areas of the region?
-  ...more frequent transit service was provided?
-  ...on-demand service provided first-mile last-mile connections to transit?

What would the impacts be?

-  ...on transit ridership?
-  ...on vehicle miles traveled?
-  ...on population size within walking distance to transit?
-  ...on greenhouse gas emissions?
-  ...on the amount of congestion?

Process

The Scenario Planning process was guided by input from the Transit Tomorrow Project Advisory Committee (PAC) at September 2019 and January 2020 meetings. The results of the Scenario Planning process quantify **benefits** and/or **risks** of different choices, and demonstrate the potential for transit in southern Maine.



Scenario Matrix

This table provides an overview of two land use scenarios and two transportation scenarios in addition to the Business as Usual (BAU) scenario, which is equivalent to the current Regional Transportation Plan (RTP). This table highlights the questions that can be answered by each scenario. These scenarios were selected based on input from a September 2019 meeting with the PAC and GPCOG staff.

| | | Transit Investment | | |
|------------------|--|---|--|--|
| | <p>BAU Transportation <i>Definition:</i> Current Regional Transportation Plan (RTP)</p> | <p>Improve Transit Everywhere <i>Definition:</i> Service is improved on all transit corridors, resulting in 25% more frequent service on all routes. Increase active transportation for commuting.</p> | <p>Targeted Investment in Transit Corridors <i>Definition:</i> Focus resources on improving service on 10 high capacity corridors</p> | |
| Land Use Density | <p>BAU <i>Definition:</i> Current Regional Transportation Plan (RTP)</p> | <p>Baseline Scenario: Current RTP serves as a baseline for comparison with other scenarios</p> | <p>3) What would the impacts of increasing service frequencies be? - Would this be a good use of resources as compared to Scenario 6?</p> | <p>6) What would be the impacts of focusing investment on key high-capacity corridors? - Would this be a better use of resources than investing across the region? - Does this support a case for BRT?</p> |
| | <p>Sprawling Land Use <i>Definition:</i> Distribute population and employment growth evenly throughout the region.</p> | <p>1) How would less concentrated development impact the transit system (as compared to the baseline)? - How much better is the current land use plan than sprawl?</p> | <p>4) Would a widespread investment in transit help offset the impacts of more dispersed land use (as compared to Scenario 1)? - Would widespread investment in transit service be a better investment if land use is more dispersed (as compared to Scenario 3)?</p> | <p>7) Would investment in high-capacity transit corridors be a good idea if land use is more dispersed (compared to Scenario 1)? - Does this support the potential for BRT (as compared to Scenario 6)?</p> |
| | <p>Compact Land Use <i>Definition:</i> 100% of BAU population and employment growth within one-mile of Transit Routes & Priority Corridors.</p> | <p>2) What are the impacts of more concentrated growth on the transit system as compared to the baseline?</p> | <p>5) Would widespread investment in transit be a good investment with more concentrated land use (as compared to Scenario 2)?</p> | <p>8) Would investment in high-capacity transit corridors be a good investment if land use is more concentrated (as compared to Scenario 6)? - Does this support the potential for BRT (as compared to Scenario 7)?</p> |

TRANSIT TOMORROW UPCOMING / ONGOING PROJECTS MATRIX

Revised 11/8/19

| EXPANSION | | | | |
|--|----------------------|-------------------------|---|---|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Wells-Brunswick Inbound Commuter Service | NNEPRA | 2020-2023 | Wells siding eliminates bottlenecks and improves schedule reliability and flexibility | <ul style="list-style-type: none"> Adds morning peak trip to create new commuter option into Portland and Brunswick from the south Requires coordination with local bus services (METRO, YCCAC, BSOOB Transit, WMTS) for local bus connections |
| Portland-Lewiston/Auburn Service | NNEPRA | 2025+ | Demand exists | <ul style="list-style-type: none"> Connects major economic/population centers Requires coordination with local bus services (METRO, WMTS) for local bus connections |
| Portland-Westbrook Shuttle Service | NNEPRA | 2023+ | <ul style="list-style-type: none"> Potential partnership with private developers Responds to growing traffic/congestion concerns | <ul style="list-style-type: none"> Connects major economic/population centers Responds to need for High Capacity Transit to connect priority centers Requires coordination with METRO for local bus connections |
| Biddeford-Portland Breez and Turnpike Express Service | METRO, BSOOB Transit | 2020-2022 | <ul style="list-style-type: none"> Creates Breez 'South' complementary service Improves service availability | <ul style="list-style-type: none"> Builds demand/makes case for future High Capacity Transit in I-95/Route 1 Corridor Requires coordination with local bus services (METRO, YCCAC, BSOOB Transit) for local bus connections |
| Biddeford-Portland-Brunswick Breez Service | METRO, BSOOB Transit | 2023+ | Supports development of High Capacity Transit in primary economic corridor in Southern Maine | <ul style="list-style-type: none"> Links Breez "North" and Breez "South" services Builds demand/makes case for future High Capacity Transit in I-95/I-295/Route 1 Corridor Requires coordination with local bus services (METRO, YCCAC, BSOOB Transit, WMTS) for local bus connections |
| Sanford-Biddeford/Saco Deviated Fixed Route Service | YCCAC | 2020 | <ul style="list-style-type: none"> Connects rural areas of York County with urban region more efficiently (deviated fixed route instead of current demand response service) Reduces ride time for customers | <ul style="list-style-type: none"> Provides access to employment, education, healthcare for rural residents Connects to Zoom local routes, intercity route, and Turnpike Express |
| Wells/Kennebunk Deviated Fixed Route Service to Biddeford/Saco | YCCAC | | Opens up transit service to more residents of York County | <ul style="list-style-type: none"> Connects to Zoom local routes, intercity route, and Turnpike Express Provides more opportunity for York County residents and employees to use public transit |
| Lakes Region Explorer Service Expansion | RTP | | Provides increased ridership potential from Bridgton Hospital and seasonal workers | Extends access to the major regional destination of Bridgton, including its regional hospital and recreational areas |

TRANSIT TOMORROW UPCOMING / ONGOING PROJECTS MATRIX

Revised 11/8/19

| OPERATIONS | | | | |
|---|----------------------|-------------------------|---|--|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Peninsula Bus Reboot | METRO | 2021 | <ul style="list-style-type: none"> • Provide 15-minute peak service on core routes • Expand span of service | <ul style="list-style-type: none"> • Provide reliable service on the peninsula • Reduce need for short car trips downtown • Other transit services connect to peninsula high-frequency circulation-type service (METRO, CBL, SPBS, BSOOB Transit, RTP) |
| Saco Transportation Center Pulse Project | BSOOB Transit | 2020 | <ul style="list-style-type: none"> • Re-route all local routes to Pulse at the Saco Transportation Center • Improves ease of transfer between local and regional routes | <ul style="list-style-type: none"> • Direct connection of local service to Downeaster service • Direct connection for YCCAC deviated fixed route service • Pedestrian access to Downtown Saco |
| Intrastate Trips | NNEPRA | | Provide more commuter-friendly service for Maine residents/employees | <ul style="list-style-type: none"> • Develop in-state commuter program on existing Downeaster trains • Make in-state trips convenient and competitive with other modes |
| Additional Rural Service | RTP | 2021 | Add assets to rural communities in Cumberland County | <ul style="list-style-type: none"> • Add additional demand response vehicles to provide a higher level of service in the rural areas of Cumberland County • Connect to Lakes Region Explorer service and METRO for longer-distance trips |
| Increase Frequency of Lakes Region Explorer | RTP | 2021 | Provides more options for riders | <ul style="list-style-type: none"> • Provides more service in the Lakes Region to reduce the need for car trips • Provides additional opportunity to connect to other transit services • Better connects people in the Lakes Region to employment and educational opportunities |
| Husky Line Upgrade to BRT | METRO | 2025+ | Improve service availability in Route 25/William Clark Dr/Brighton Ave Corridor | <ul style="list-style-type: none"> • Improve access to transit for commuters with park-and-ride lots north or west of Gorham • Integrate with transit-oriented development, affordable housing development and sustainable land use plans along the corridor |
| Local Bus Service in Scarborough | BSOOB Transit | | Provide local connections to current BSOOB Transit intercity route, SPBS local routes, and future regional services | Provides connections to regional services (BSOOB Transit, SPBS, METRO) |

FARE STRUCTURE / FARE COLLECTION

| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
|----------------------------|--|-------------------------|--|---|
| Electronic Fare Collection | METRO, SPBS, BSOOB Transit | 2020 | <ul style="list-style-type: none"> • Reduce boarding time • Improve customer experience • Provide customers with fare payment options | <ul style="list-style-type: none"> • Regional electronic fare collection system being implemented by 3 bus transit providers • Starts process towards a region-wide unified fare payment system |
| Electronic Ticketing | CBL | 2020 | Increased ease of boarding and reduced wait times | |
| Regional Fare Policy | METRO, SPBS, BSOOB Transit, NNEPRA, RTP, YCCAC, CBL | 2020 | <ul style="list-style-type: none"> • Provides a method for evaluating when to increase fares • Provides justification for fare increases | <ul style="list-style-type: none"> • Starts process towards a region-wide unified fare structure • Defines schedule for region-wide fare changes • Makes it easier for the customer to understand the fare structure |

TRANSIT TOMORROW UPCOMING / ONGOING PROJECTS MATRIX

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| FACILITIES | | | | |
|--------------------------------|-------------------|-------------------------|---|--|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Terminal/ Pier improvements | CBL | 2020 | <ul style="list-style-type: none"> Pier extension improves boarding and alighting duration for CBL Pier extension improves flexibility for loading and unloading cargo and passengers for CBL | <ul style="list-style-type: none"> Consider new technologies and methods to reduce carbon footprint when upgrading/replacing/expanding facilities Consider coordination opportunities with other transit service providers when expanding/replacing facilities |
| Biddeford Facility | BSOOB Transit | | Electric lock system will improve operations for BSOOB Transit at Biddeford facility | |
| Portland Facility | METRO | 2020-2025 | Operations and maintenance facility is nearly 40 years old and needs renovation or replacement | <ul style="list-style-type: none"> Big facility, could support consolidation of regional services Expansion and upgrade of facility would help prepare for public transit improvements across the region |
| Westbrook Facility | RTP | | Operations and maintenance facility, possibly with parking/storage | Would alleviate capacity issues and enable expansion for METRO and RTP |

| STOPS / STATIONS | | | | |
|---|--|-------------------------|---|---|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Portland Station Location | NNEPRA | 2020-2025 | Mainline location reduces trip time by 15 minutes due to elimination of reverse required at current PTC location | <ul style="list-style-type: none"> Increases speed of service into and out of Portland Potentially more directly serves major employment centers and downtown Positions NNEPRA for future service expansion/frequency increases Requires coordination with METRO, SPBS, BSOOB Transit for local and regional bus connections Includes collaboration with Concord Coach for intercity bus service |
| West Falmouth Station | NNEPRA, MTA | | <ul style="list-style-type: none"> Provides convenient station access from I-95 corridor 11-minute train trip vs. a 20-minute drive to Portland | <ul style="list-style-type: none"> Complements other regional initiatives Closer access to I-95 and areas north and west of Portland MTA considering park-and-ride lot at location Collaborating with Town of Falmouth (current master plan effort) |
| Bus Stop Improvements | METRO, SPBS, BSOOB Transit | 2020-2022 | Implement Regional Sign-Shelter and Transit Stop Access Project recommendations | <ul style="list-style-type: none"> Bus stop improvements support visibility and convenience of transit access region-wide They also improve the customer experience, safety, weather protection and accessibility |
| Terminal Parking Shelter | RTP | | Increases protection of vehicles and improves reliability of service | |
| Improve first and last mile connections to Multimodal Options | METRO, SPBS, BSOOB Transit, NNEPRA, RTP, YCCAC, CBL | | Improve access to transit services | <ul style="list-style-type: none"> Make first mile/last mile connections easy including options for biking, walking, scooters, etc. Create seamless transfers between modes and operators When ROW becomes available, think transit, bicycle, pedestrian opportunities first |

TRANSIT TOMORROW UPCOMING / ONGOING PROJECTS MATRIX

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| FLEET | | | | |
|---|--|-------------------------|---|---|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Replace/Upgrade/Expand Ferries | CBL | 2020-2024 | <ul style="list-style-type: none"> • 2 vessels • Double ended vessels reduce arrival and departure duration | Improve efficiency of regional transportation network by considering hybrid vessels (reduces carbon footprint) |
| Upgrade Vehicles to Fuel Efficient (Electric Buses) | METRO, SPBS, BSOOB Transit | 2021-2023 | <ul style="list-style-type: none"> • Replacing buses on schedule reduces costs associated with maintaining an older fleet and improves the image of public transit • BSOOB Transit is replacing 2 coaches | <ul style="list-style-type: none"> • Replacing vehicles with electric vehicles could improve the efficiency of the regional transportation network (reduces carbon footprint) |
| Additional Fleet needed for Expansion | NNEPRA, METRO, BSOOB Transit, RTP, CBL | | Increasing frequency of service/number of trips per day and expansion to new areas requires additional vehicles | <ul style="list-style-type: none"> • Expanding services to new areas of the region and increasing span and frequency of service to respond to demand and growth require additional vehicles to operate the service • As service is improved, lengthened, and extended, replacement vehicles should improve efficiency, comfort of passengers, image of transit, and reduce carbon footprint |

| TECHNOLOGY | | | | |
|---|---|-------------------------|--|---|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Track Technological Improvements | METRO, SPBS, BSOOB Transit, NNEPRA, RTP, YCCAC, CBL | | <ul style="list-style-type: none"> • New technologies can sometimes be used to solve problems • Agencies will need to replace vessel AVL • BSOOB Transit is working on on-board WiFi and AVL solutions • NNEPRA is looking at positive train control | Consider new technologies as solutions to coordination, customer experience, operations, safety, etc. when replacing and upgrading technology |
| Real-time Passenger Information/Trip Planning | METRO, SPBS, BSOOB Transit, NNEPRA, RTP, YCCAC, CBL | | CBL is planning for displays at gates and maybe on islands | <ul style="list-style-type: none"> • Improves customer experience/ease of navigating the transit network • Provide customer information in a variety of formats, at popular origins/destinations, online, in apps, and in different languages • Ensure all transit services are registered with Google Transit via GTFS and GTFS-Flex and are updated regularly for accurate real-time trip planning |

| OTHER | | | | |
|----------------------------|---|-------------------------|--|---|
| Project | Involved Agencies | Approximate Time Period | Agency Value | Regional Value & Coordination Potential |
| Medicaid Transportation | RTP, YCCAC | | Current Medicaid Brokerage Model increases number of vehicles on the road by not using public transit to provide rides | Coordinate with Maine Department of Health and Human Services to fund Medicaid trips on public transit and reconsider the brokerage model |
| Mobility Solutions Project | METRO, SPBS, BSOOB Transit, NNEPRA, RTP, YCCAC, CBL | | | Make sure that all improvements provide fair and equitable access to transit for all Southern Maine residents, employees, and visitors |