

UNFUNDED SERVICE RECOMMENDATIONS

The Transit Together study made several key service recommendations for which funding is not currently available. These service recommendations include a new bus route, microtransit service, and improvements to existing service so routes meet the Transit Together recommended regional service standards (shown below).

Recommended Regional Service Standards

Service Type	Definition	Frequency	Span	Routes
Rapid	Bus routes that serve higher-density areas	15 mins.	6AM–11PM	2, 4, 5, 21
Local	Bus routes that serve moderate-to lower-density areas	30 mins.	6AM–10PM	1, 3, 7, 8, 9, 24, 50, 51, 54, 60
Limited	Long-distance bus routes connecting regional destinations	60 mins.	6AM–9PM	BREEZ, Husky Line, Southern Maine Connector, Lakes Region Explorer
Express	Long-distance commuter-oriented bus routes that make limited stops	60 mins. during peak	Market-Based	70
Demand Response	Service that operates as needed, with reservations	30-minute wait time	7AM–7PM	RTP, YCCAC, Microtransit
Other	Non-bus transit routes (for example, rail or ferry)	n/a	n/a	CBL, Downeaster

The costs for all transit service in the Greater Portland Region to meet the above standards is included in the table below, along with the cost to provide the recommended new bus route (serving Brick Hill, Redbank Village, and the Portland Peninsula) and microtransit zones. These cost estimates are based on existing agency-specific operating costs and market-rate vehicle costs, assuming electric vehicles.

Estimated Costs to Provide Service in Unfunded Service Recommendations

Unfunded Service Recommendation	Annual Operating Costs	One-Time Capital Costs
Frequency Upgrades*	\$6,740,000	\$13,500,000
Extended Service Span*	\$860,000	-
Three New Microtransit Zones	\$3,290,000	\$1,570,000
New Bus Route	\$1,110,000	\$2,000,000
Total	\$12,000,000	\$17,070,000

*To meet recommended regional service standards in table above.

Other recommendations, such as stop improvements, enhanced rider information, and technology investments may require additional resources. These other recommendations would make transit more useful and attractive for current and potential future riders.