

Regional Transportation Program

The Regional Transportation Program (RTP) is one of eight Regional Transportation Programs providing transportation services in Maine. RTP serves Portland and Cumberland County.

Service Description and Fares

RTP consists of the following transportation services:

- » **Lakes Region Explorer:** Weekday and Saturday scheduled services along Route 302 into and out of Portland. In Downtown Portland, Congress Street is a major transfer point, providing connections to Greater Portland Metro routes, South Portland City Bus Service, and BSOOB Transit. In September 2023 RTP also started providing feeder service from Saint Joseph's college to the Windham Mall area to connect with the Lakes Region Explorer service.
- » **General Demand-Response Services:** Operated throughout Cumberland County.

In addition to these services, RTP operates the complementary paratransit program of Greater Portland Metro bus service and South Portland Bus Service.

Select fare information is shown in Table 1 below.

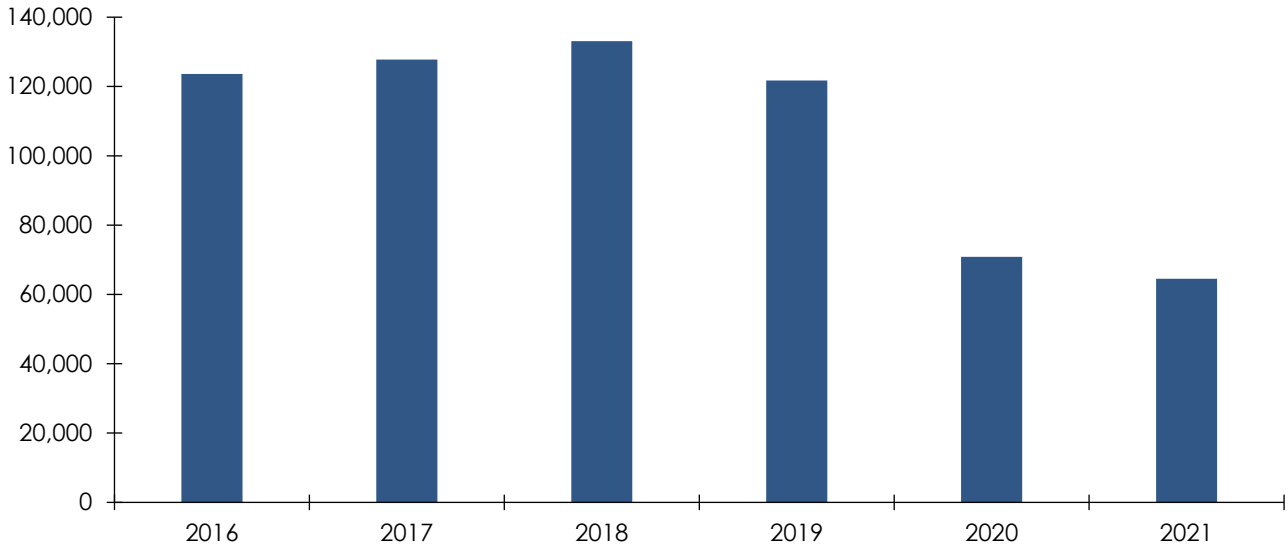
Table 1 Fare Information

Lakes Region Explorer	
General Public	\$3.00
Student	\$2.00
Senior Citizens	\$2.00
People w/ Disabilities	\$2.00
10-Ride Pass	\$25.00
Monthly Pass	\$50.00
Demand-Response Service	
One-Way Within Town/to Neighboring Town	\$2.50
One-Way to Non-Neighboring Town	\$5.00

Ridership

Total ridership for 2016 through 2021 is shown in Figure 1. Through 2018, ridership rose to a high of approximately 133,000, before dropping in 2019. With the onset of COVID-19 in 2020, ridership dropped through 2021 to approximately 65,000.

Figure 1 RTP Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure 2 and Figure 3. Both metrics followed similar patterns of increases from 2016 through 2018, followed by a drop through 2020, and a subsequent rebound in 2021. Both metrics peaked in 2021, at approximately 613,000 revenue hours, and 44,000 revenue miles.

Figure 2 RTP Vehicle Revenue Miles (2016–2021)

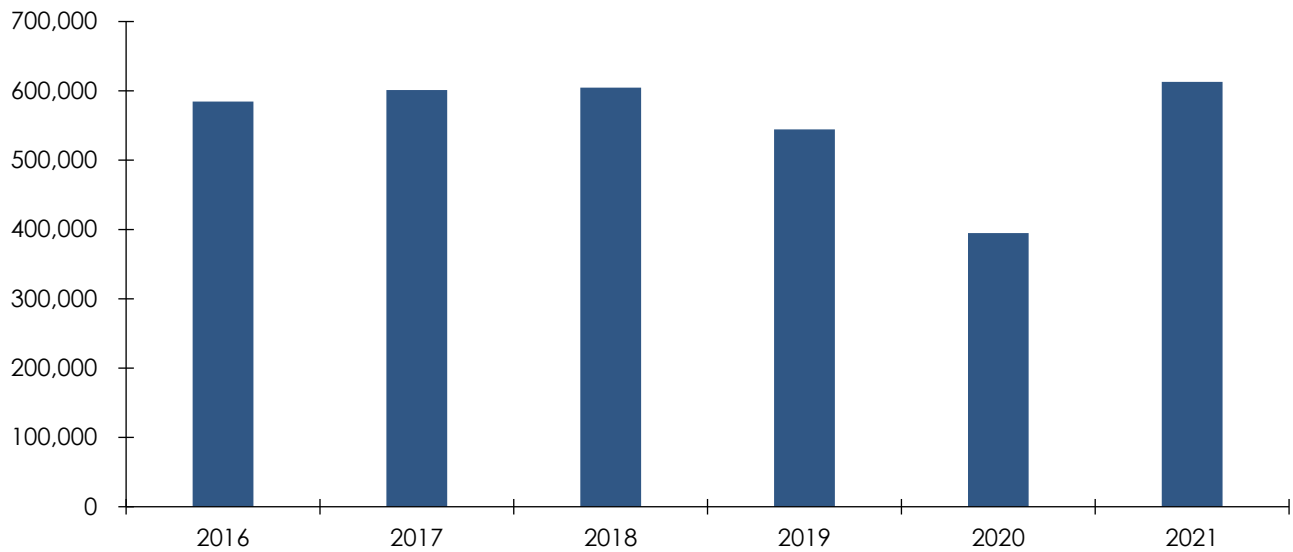
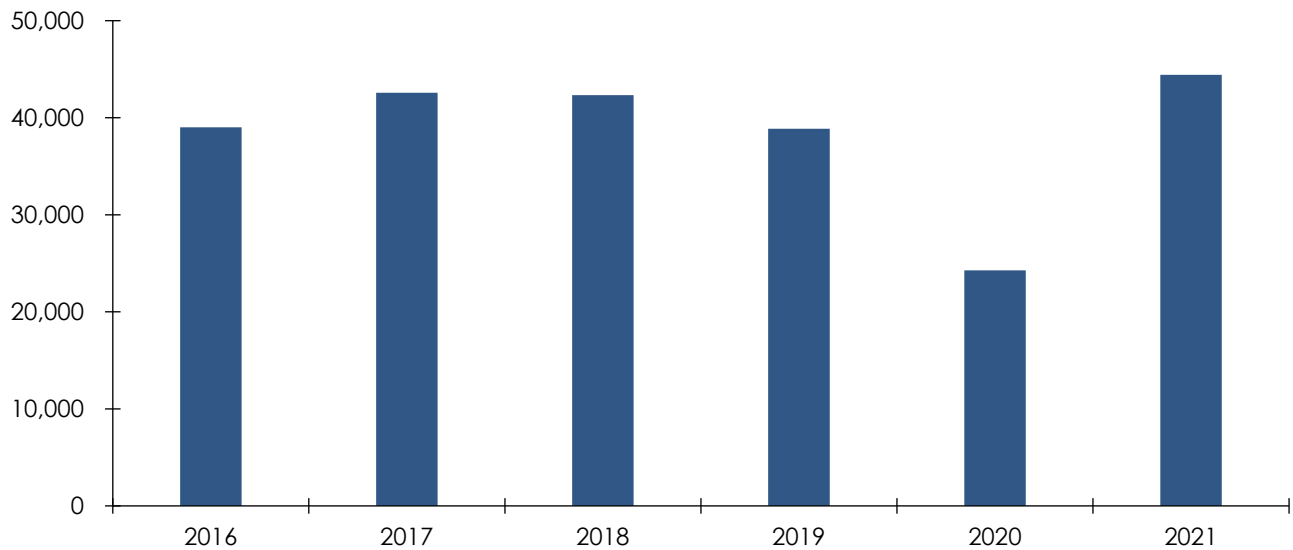


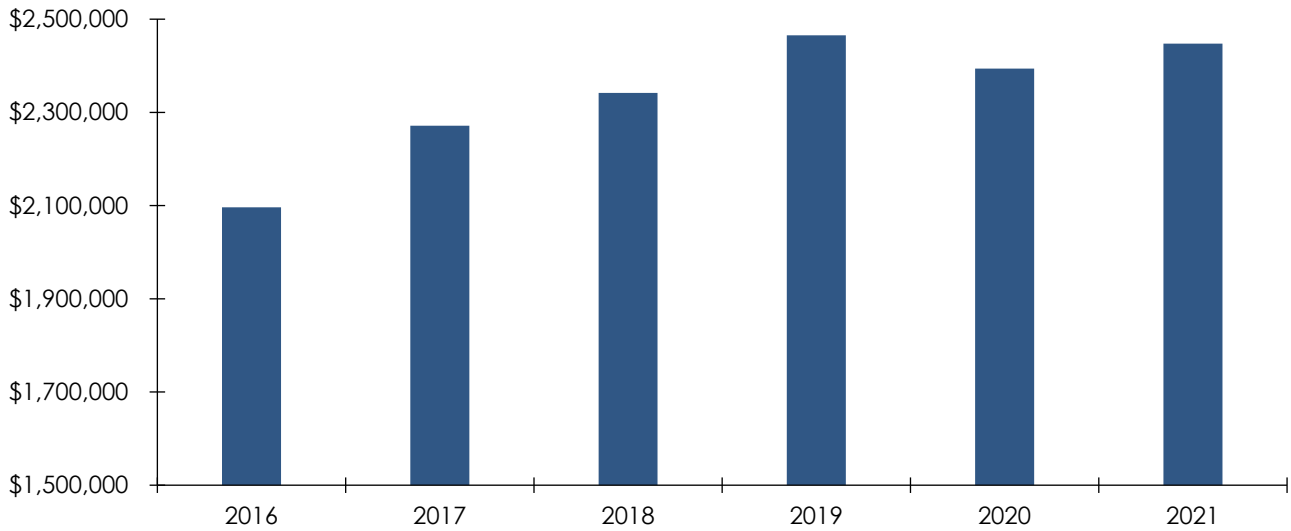
Figure 3 RTP Vehicle Revenue Hours (2016–2021)



Budget Metrics

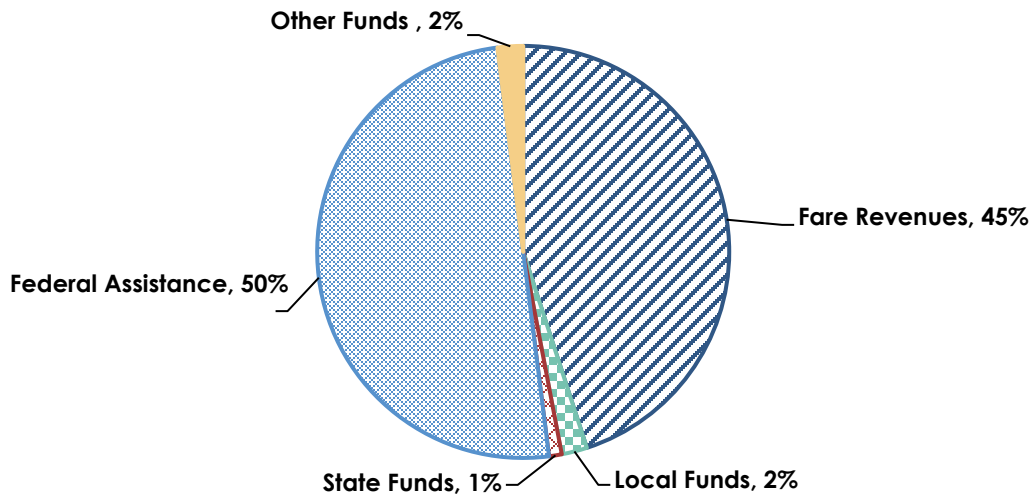
Annual operating expenses for 2016 through 2021 are shown in Figure 4. From 2016 through 2019, operating expenses rose. Following a drop in 2020, operating expenses rose to nearly \$2.5 million in 2021.

Figure 4 RTP Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure 5. In 2020, federal assistance accounted for 50 percent of operating expense funding. Remaining funding was largely comprised of farebox revenue, which accounted for 45 percent of total funding.

Figure 5 RTP Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure 6 and Figure 7. Vehicle revenue mile operating expenses increased between 2016 and 2020 to nearly \$6.00, before dropping to \$4.00 in 2021. Vehicle revenue hour operating expenses increased in 2020, before dropping to approximately \$55.00 in 2021.

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

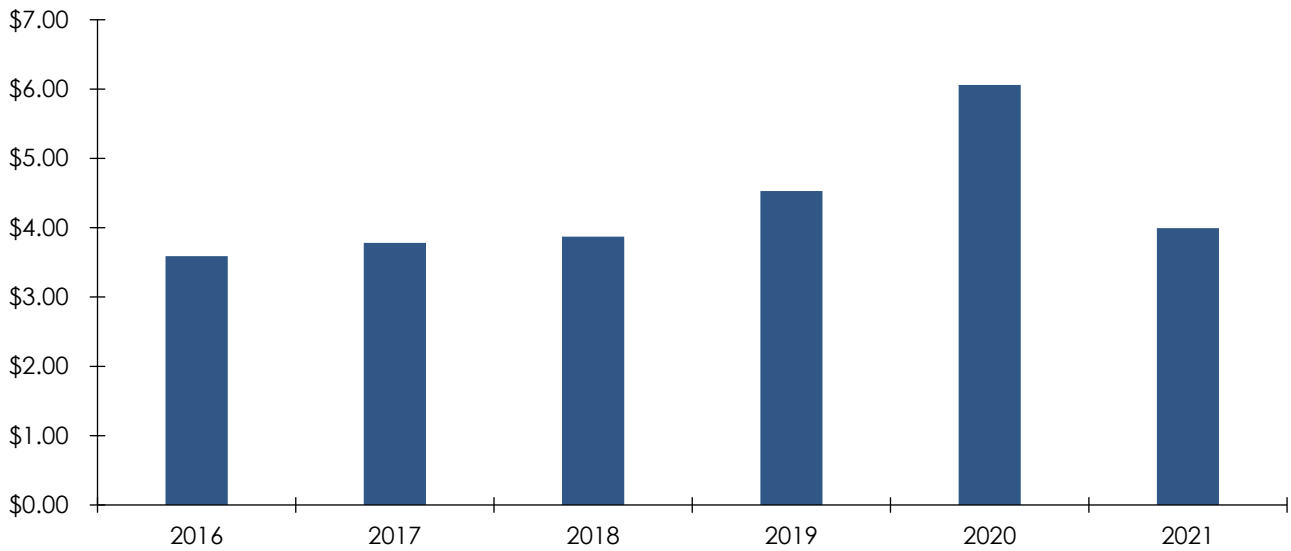
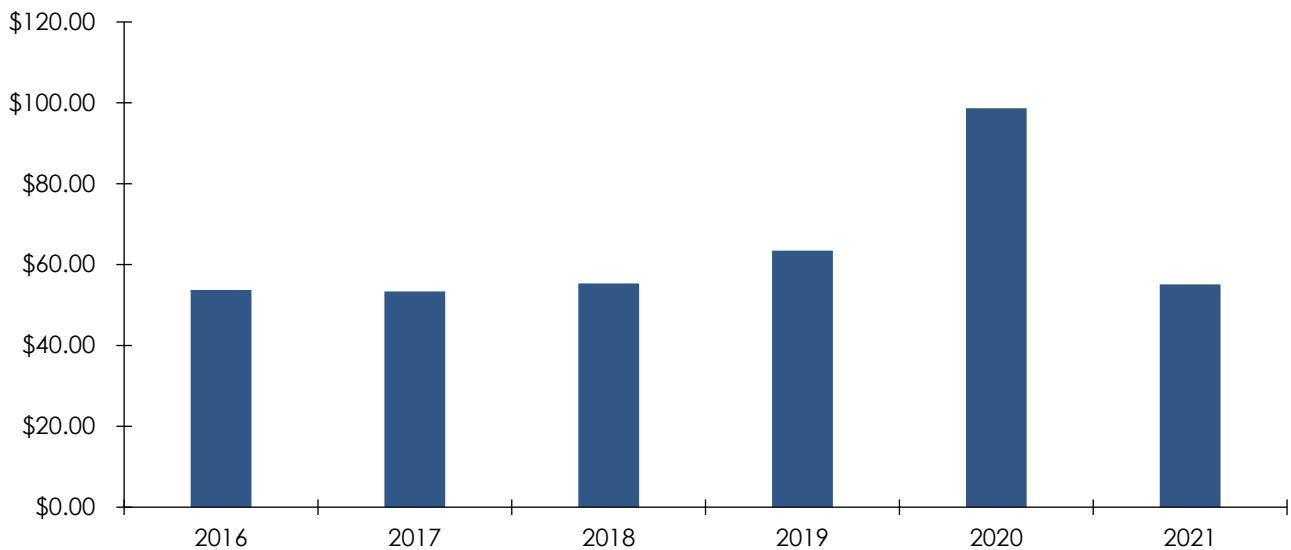
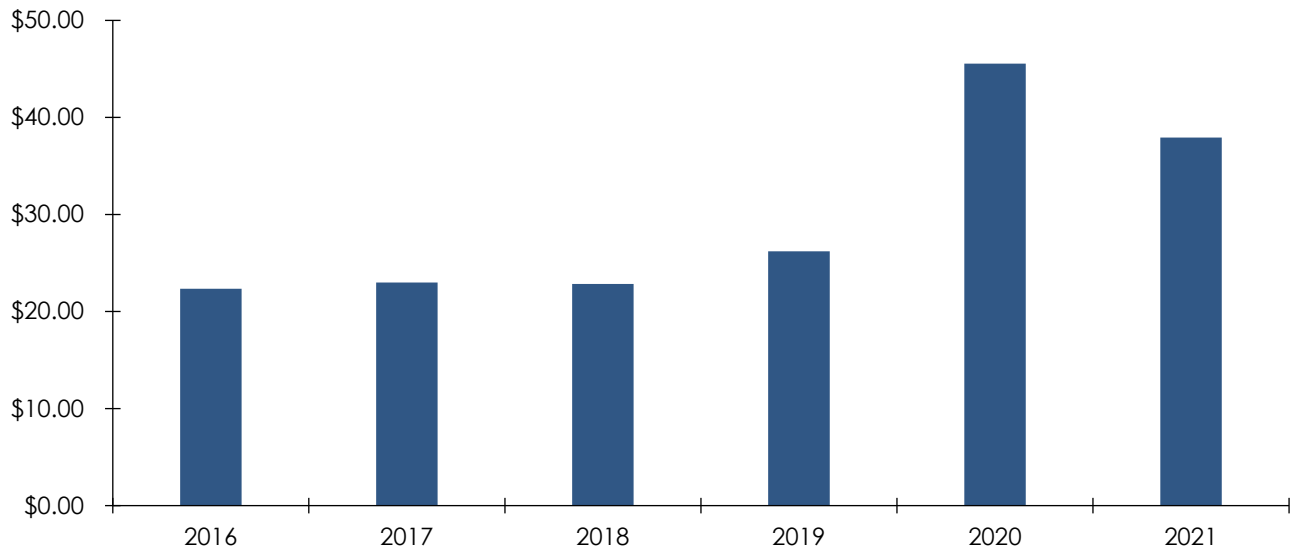


Figure 7 RTP Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure 8. Between 2016 and 2019, per passenger operating expenses increased, before rising to over \$45.00 in 2020. In 2021, per passenger operating expenses dropped to approximately \$38.00.

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



Organizational Management Structure

Management of RTP is comprised of:

- » Board of Directors
- » Executive Director
- » Manager of Finance and Administration
- » Manager of Transit Operations
- » Human Resource Manager

Asset Management

Transit asset management of RTP is conducted through the Maine Tier II Transit Asset Management Plan for rural transit agencies. In 2022, the RTP Transit fleet consisted of:

- » 24 revenue vehicles

The RTP fleet utilized for maximum service consisted of:

- » 22 demand response vehicles and 2 Lakes Region vehicles

Technology Capabilities

RTP utilizes the following software in their operations:

- » **Scheduling Software:** Tripmaster
- » **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL):** Tripmaster
- » **Other Technology:** PTT radios in the vehicles from Firstnet