

Ridership Committee

February 14, 2023 | 4:00 p.m. – 5:30 p.m.



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/83227217223?pwd=WDk0SWExZGt6NDJXaEtLZ3U0YVNkQT09>

Webinar ID: 832 2721 7223 | Passcode 174673 |

Phone: (312) 626-6799 | Telephone participants: *9 to raise hand, *6 to unmute

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (4:00)	Mike Tremblay, Transit Dev. Director	N/A
2. Public Comment (4:00-4:05) The METRO Board's Ridership Committee welcomes public comment for items not listed on this agenda at this time. For items listed on the agenda, the chair will allow members of the public to comment following staff presentation. There is a <i>three-minute time limit</i> per citizen at each point. (Comments will be paraphrased in the meeting minutes)	Mike Tremblay, Transit Dev. Director	Information
3. Election of Vice-Chair (4:05-4:10) The Ridership Committee is asked a new Vice-Chair to support the current Chair (Hope Cahan) when needed.	Mike Tremblay, Transit Dev. Director	ACTION
4. Approval of Meeting Minutes (4:10-4:15) Review and approve the minutes from the November 2022 meeting of the Ridership Committee.	Vice Chair	ACTION
5. 2022 Report on Ridership, Fare Rev., Service (4:15-4:30) Staff will provide information on ridership and fare revenue trends for calendar year 2022 and January 2023.	Mike Tremblay, Transit Dev. Director	Information
6. Transit Together and ARPA Update (4:30-4:45) Staff will provide information on the status of the Transit Together project, including the current recommendations from Nelson\Nygaard and next steps, in the context of ARPA funding that was unlocked late in 2022.	Mike Tremblay, Transit Dev. Director	Information

<p>7. Roux Institute Update (4:45-4:55) Staff will provide information on ongoing discussions with the Roux Institute’s developer IDEALS, including how to expand bus service to serve the site.</p>	Mike Tremblay, Transit Dev. Director	Information
<p>8. Route 8 in the West End (4:55-5:05) Staff will provide an update on the Route 8’s path through the West End, and next steps on possible changes.</p>	Mike Tremblay, Transit Dev. Director	Information
<p>9. METRO Strategic Plan Update (5:05-5:15) Staff will provide the committee with an overview of the agency’s planned strategic planning effort for 2023.</p>	Greg Jordan, Executive Director	Information
<p>10. PACTS Call for Projects Update and Recommendation (5:15-5:20) Staff will provide information on our project submittals for federal funding, and will ask for a recommendation to the Board for endorsement.</p>	Mike Tremblay, Transit Dev. Director	ACTION
<p>10. Future Agenda Items (5:20-5:25)</p> <ul style="list-style-type: none"> • Rock Row Transit Service Development (2022) • Proposed UNE Medical Center (2022) • Partnering with bicycling entities, including Portland’s proposed bicycle sharing program 	Vice Chair	Information
<p>11. Upcoming Meetings (5:25-5:30)</p> <ul style="list-style-type: none"> • Board of Directors – February 23, 2023 • Finance Committee – March • Executive Committee – February 8, 2023 • Ridership Committee – February 15, 2023 	Vice Chair	Information
<p>12. Adjournment (5:30)</p>	Vice Chair	N/A

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.



Ridership Committee Meeting – via Zoom

Draft Minutes of the GP Metro Ridership Committee meeting of

Wednesday, November 16, 2022 at 4:00 p.m. via Zoom and in person

<https://us02web.zoom.us/j/81257398178?pwd=d0ZUNUNEYzNWSFpuZzNvaW1lOHNsUT09>

Webinar ID: 812 5739 8178 | Passcode 705524 |

Phone: (646) 558-8656 | Telephone participants: *9 to raise hand, *6 to unmute

<p>Committee Members Present: Ed Suslovic, Chair John Thompson Pious Ali Hope Cahan Jeff Levine</p> <p>Committee Members Absent: Merrill Barter Andrew Zarro</p> <p>Non-Committee Board Members present: Bill Rixon</p>	<p>Staff and Others Present: Greg Jordan, Executive Director Mike Tremblay, Transit Development Director Glenn Fenton, Chief Transportation Officer Jeremy Richard, Safety and Training Manager</p> <p>Public: None</p>
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An attendance role call was taken by Ed Suslovic.

1. **With a quorum in place, the meeting was called to order at 4:05 p.m. by Ed Suslovic, Chair.**
2. **Public Comment:**
No members of the public were present.
3. **Approval of June 16, 2022 and August 18, 2022 Committee Meeting Minutes.**
The minutes of the June 16, 2022 Ridership Committee will be included in the September 15, 2022 meeting packet were approved, unanimously, of those present.
4. **Ridership, Fare Revenue, and Service Update**
 - Staff reviewed ridership and fare revenue data through October 2022.
 - Staff provided a service update, including changes planned for November and December 2022 to reduce occurrences of bus operators being assigned to work on their day off.
 - Bill Rixon asked why there's no return trip to Portland after the last outbound weekday BREEZ trip. Staff explained that this trip serves as a last trip home for commuters working in Portland, and that putting the return trip in service would likely have very little ridership and add an additional half hour or so to the job.
5. **Transit Together Update**
 - Staff provided an update on the status of Transit Together, the region's transit network optimization plan. Staff noted the major changes recommended, and noted that the plan is open for public comment.

6. Connect 2045 Update

Staff provided an update on the status of Connect 2045, the region's long-range transportation plan, which is completed and was in a public comment period at the time of the meeting.

7. Agency Safety Plan

Staff presented METRO's Agency Safety Plan with new appendices that are presented for Committee recommendation for Board approval.

- Ed Suslovic asks about the safety record of passengers on board buses. Glenn noted that METRO has a good safety record, and that all incidents are tracked no matter the severity.
- Jeremy Richard noted that compared to other operators, METRO is relatively low on safety issues.
- Motion to approve recommendation of the updates to the safety plan was made by John Thompson, seconded by Jeff Levine. The committee approved the recommendation to the full board unanimously of those present.

8. Future Agenda Items – None added at this time

- CTL Presentation Needs/Follow-up (Added 4/21/22)
- Update on ARPA Proposals (Added 4/21/22)
- PACTS Projects: Transit Tomorrow/Transit Together/Rapid Transit Study (Ongoing)
- Performance Metrics/Benchmarks (2022)
- Bus Stop Improvement Project (2022)
- Metro & Regional Transit Marketing (2022)
- Rock Row Transit Service Development (2022)
- Metro Strategic Plan (2022)
- Proposed UNE Medical Center (2022)
- Partnering with bicycling entities, including Portland's proposed bicycle sharing program

9. Upcoming Meetings

- Board of Directors – September 29, 2022
- Finance Committee – October 5, 2022
- Executive Committee – October 12, 2022
- Ridership Committee – October 20, 2022

10. Adjournment

Meeting adjourned at 5:30.

RIDERSHIP COMMITTEE

AGENDA ITEM 5

DATE

February 14, 2023

SUBJECT

Ridership and Fare Revenue Update

PURPOSE

Staff updating the committee on ridership and fare revenue trends

BACKGROUND/ANALYSIS

METRO continues to track ridership and fare revenue on a monthly basis. Ridership and fare revenue are collected from numerous fare programs and media types, and are collected distinctly for each route in METRO's system.

METRO ended 2022 with a total ridership of 1,260,110 rides, up about 17% from the 1,016,873 rides in 2021, but still only about 60% of 2019's annual peak of 2,104,150 trips. Ridership is strongest, in terms of recovery to 2019 levels, on Route 5 (70%), Route 4 (64%), and BREEZ (63%), but is lagging behind on Route 2 (49%), Route 3 (54%), and Route 8 (56%). Ridership appears to be down primarily among full-fare passengers as well as some institutional fare programs, namely the Husky Line.

Like ridership, fare revenue increased in 2022, to just over \$2,100,000. This includes a lump payment from USM's pass program, which guarantees a minimum fare revenue, from 2021, that was applied to the October 2022 fare revenue.

FISCAL IMPACT

None.

RECOMMENDATION

This item is for information and discussion.

CONTACT

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Director of Transit Development
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mtremblay@gpmetro.org

ATTACHMENTS

Ridership Committee Slides

DATE

February 14, 2023

SUBJECT

Transit Together and ARPA update

PURPOSE

Staff updating the committee on the status of the Transit Together plan and implementation timeline

BACKGROUND/ANALYSIS

In January 2023, the Portland Area Comprehensive Transportation System (PACTS) Policy Board approved the Transit Together plan, which proposes cost-neutral optimizations to the regional transit network and proposes regional initiatives to improve transit and make it more seamless across the region. Recommended changes to METRO routes include:

- Extension of the Route 1 along Congress Street to the Portland Jetport via Portland Transportation Center (but excluding Thompson's Point) and Hutchins Drive;
- Extension of the Route 2 to Ocean Gateway, and elimination of hourly patterns serving Pride's Corner in Westbrook;
- Extension of the Route 4 to Ocean Gateway, and simplification of service patterns in Westbrook;
- Running the Route 5 along Congress Street, and not Park Avenue, in the Parkside neighborhood of Portland, and running express to the Maine Mall rather than serving Hutchins Drive or the Portland Jetport;
- Extension of the Route 7 to Thompson's Point via Mercy Hospital (currently served by Route 1) and elimination of the Oceanview loop in Falmouth. METRO plans on eliminating both Falmouth loops in favor of an on-demand pilot program planned for fall 2023;
- Moderate changes to the Route 8's path to serve Commercial Street (served today only by Route 8's stop at Casco Bay Lines, East Bayside (currently unserved) and Park Avenue (currently served by Route 5). Additionally, establishment of a "Route 8B", which would run roughly the same loop as the proposed Route 8, except in the opposite direction;
- Extension of the Husky Line to Ocean Gateway;
- Improved headways and/or running time on Route 7, Route 9, and BREEZ;

These improvements would occur in concert with proposed improvements proposed in winter 2022 with American Rescue Plan Act (ARPA) funding.

Additional ARPA projects, including Transit Signal Priority and Transit Stop Access Project, are expected to commence in the spring/summer of 2023.

The proposed fare promotion will begin on March 1, 2023 and run until September 30, 2023. The “Fare Deal” promotion reduces the price of all fares (full-fare and reduced fare riders, local and express routes, across the entire Dirigo network) by 50%.

FISCAL IMPACT

None.

RECOMMENDATION

This item is for information and discussion.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023

ATTACHMENTS

Ridership Committee Slides

DATE

February 14, 2023

SUBJECT

Roux Institute Update

PURPOSE

Staff updating the committee on ongoing conversations between METRO and representatives from the Roux Institute

BACKGROUND/ANALYSIS

The Roux Institute, which is operated by Northeastern University, plans on moving their Portland campus from 100 Fore Street to the site previously occupied by the B&M Beans factory off Sherwood Street in Portland. The site is nominally served by transit via the Route 7, but the Roux is interested in achieving more direct service to the site given the relatively high potential ridership demand combined with the low levels of vehicle parking expected to be provided onsite.

METRO presented two possible alternatives to the Roux Institute: extending the Route 5 from downtown Portland to the Roux Site, where it would terminate; and/or deviating the Route 7 from Veranda Street into the site, with weekday headways of 30 minutes or better. METRO provided approximate costs for extending these services, which would be funded in part by the Roux via direct contributions and pass program revenue. The specifics of cost sharing have not been finalized.

FISCAL IMPACT

If implemented, METRO will likely bear some cost; however, these have not been determined yet. Any additional service is not expected until about 2025, when the site opens.

RECOMMENDATION

This item is for information and discussion.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023

ATTACHMENTS

Ridership Committee Slides

DATE

February 14, 2023

SUBJECT

Route 8 in the West End

PURPOSE

Staff updating the committee on the status of the Route 8's path through the West End

BACKGROUND/ANALYSIS

In November 2022, the path of the Route 8 through the West End had to be slightly altered due to the Andrew Square intersection project, which reduced the turning radius from West Street to Pine Street to shorten crosswalk lengths and improve the streetscape. This makes turning right from West Street to Pine Street difficult. In order to improve operations, buses were routed down Clark Street to Cushman Street, meeting up with the Route 8's prior route on Emery Street. Two bus stops were relocated to accommodate the Butler School and maintain a regular frequency of stops.

Cushman Street residents contacted METRO and City of Portland staff and elected officials, asking for the route to be removed from Cushman Street. Cushman Street has very little traffic (approx. 220 vehicles per day), and residents expressed that the bus trips are loud and pose a risk to safety of children and parked cars along the street.

METRO and City staff attended a meeting of the West End Neighborhood Association on Wednesday, January 11 to meet with neighbors and discuss alternatives. Neighbors expressed that the original route (from West to Pine) is optimal, and should be used even if it means additional construction at Andrew Square (not possible) or removal of parking to accommodate a right turn (which is possible). Alternately, neighbors expressed that Spring Street, which has about 10x more traffic per day than Cushman Street, may be a more appropriate route for the Route 8. METRO staff feels this is a good compromise, though it does reduce the service footprint of the Route 8 in the West End neighborhood.

METRO will be testing the original turn from West Street to Pine Street in the coming days, and will make a final determination for possible change in Spring 2023.

FISCAL IMPACT

None

RECOMMENDATION

This item is for information and discussion.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023

ATTACHMENTS

Ridership Committee Slides

RIDERSHIP COMMITTEE

AGENDA ITEM 9

DATE

February 14, 2023

SUBJECT

Strategic Planning Process

PURPOSE

Staff seeking the committee's input on a revised project schedule for the completing the strategic planning process.

BACKGROUND/ANALYSIS

The overall process imagined was developed in mid-2021, but placed on hold due to competing priorities, the ongoing impacts of the pandemic, and to allow the PACTS Transit Together study to conclude.

A revised process and schedule, along with a progress report are presented for input and discussion.

FISCAL IMPACT

None.

PRIOR COMMITTEE REVIEW

September 14, 2022 – Executive Committee: For Information.

December 14, 2022 – Executive Committee: For Information.

RECOMMENDATION

This item is for information and discussion.

CONTACT

Greg Jordan

Executive Director

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ATTACHMENTS

Attachment A – Draft Strategic Planning Process.



METRO 2030

Strategic Planning Process

Draft Scope of Work

Project Purpose

With the completion of Metro's previous 2016-2020 Strategic Plan as well as the completion of region's long-range transit plan, *Transit Tomorrow*, and the commencement of Transit Together study, this agency will embark on a process to create an agency strategic plan. The purposes of the effort are 1) clarify and document what Metro should set out to achieve by 2030, and 2) position and structure the agency to achieve approved goals.

Scope of Work

Task 1. Research Phase, Survey Work, Public Engagement (Nov 2022-Mar 2023)

General Scope: This element asks the senior management team, with consultant assistance if needed, to conduct research on the state of the industry aimed at developing understanding of where public transit is going, what riders and top stakeholders want/need, funding opportunities/pressures, along with major risks and opportunities.

The major elements of this task will include:

- A. A literature review and state of the industry assessment based on planning and studies completed by GPCOG/PACTS, including Transit Tomorrow and Transit Together, as well as research and information compiled by the Transit Cooperative Research Program (TCRP), National Center for Transit Research, APTA, Transit Center, FTA and various other research institutions and peer agencies.
- B. Local survey research to assess the changing travel habits and mobility needs and preferences among current riders and non-riders, as well as local businesses, social service agencies, tourism entities, and stakeholder groups.
- C. Metro's stakeholders and riders to be invited to submit written comments and/or present their comments to a workshop of the Board of Directors. Board workshop to be scheduled for the **March 2023**.

A Final Report will summarize information gathered during Tasks 1A, 1B and 1C and will be provided to the Board for reference during future phases of the process.

Task 2. Establish Agency Mission/Vision/Guiding Principles (Mar-Apr 2023)

General Scope: Following the work completed in step 1, staff will engage the Board to reach consensus on Metro's core mission, long-range vision and guiding principles (or values). In contrast to core values which are generally overbroad, guiding principles more clearly help guide actions.

- This element of the process will be facilitated by a consultant with skills in developing consensus out of complex information, multiple stakeholders, and diverse views.
- Staff will design a process that involves Metro staff and stakeholders and will rely on survey work to provide input from riders/non-riders.

Task 3. Service & Capital Development Plan (Apr-May 2023)

General Scope: Based on results of Tasks 1 and 2 and in connection with recommendations stemming from PACTS' Transit Together study and Rapid Transit Study, staff will develop non-fiscally constrained service/mobility development and capital improvement plans for the 2023-2030 timeframe.

Task 4. Comprehensive Agency Assessment (May-Jun 2023)

General Scope: This element requires Metro staff to critically evaluate the agency's capacity (as well as deficits) to achieve the goals of the Service & Capital Development Plan. This task will be completed with a combination of internal staff work supported by either APTA Peer Reviews or consultant assistance.

- As part of this work, staff will develop a plan for structuring and resourcing the organization so it is able to achieve the agency's long-range goals. As part of this task, staff will estimate cost impacts and devise a funding strategy to achieve recommended organizational changes.

Task 5. Financial and Resources Planning (May-Jun 2023)

General Scope: This element evaluates the costs and revenue needs associated with the Service & Capital Development Plan and recommended organizational changes. This task is positioned at this point in the process so that cost containment, revenue generation and funding strategies can be elevated as part of the subsequent Strategic Priorities and Goals-Objectives phase (Task 6).

Task 6. Establish Major Strategic Priorities & Goals-Objectives (Jun-Aug 2023)

General Scope: Based on the realities of the environment, the scope of the Service & Capital Development Plan, the agency's current capacity and funding needs, this element will develop 3-5 strategic priorities for the agency.

- These priorities should establish and crystalize the agency’s strategic posture through 2030 and should be the foundation for goals and objectives. Examples of strategic priorities could include positioning the agency for future service expansion, adopting a decentralized mobility management approach, pursuing dedicated transit funding.
- Based on the Service & Capital Development Plan and strategic priorities, develop a limited set of challenging, but achievable goals, along with supporting objectives. Goals and objectives will adhere to the SMART model by being **S**pecific, **M**easurable, **A**chievable, **R**elevant, and **T**ime-bound.

Task 7. Measure Progress/Performance & Test Assumptions (Aug-Sep 2023)

General Scope: This element will develop how to measure progress on goals, establish key performance indicators and create a process and publication standards for communicating progress to the Board and public. Additionally, this element will be infused with a method for ongoing “strategic thinking” designed to routinely obtain environmental feedback in order to confirm/challenge the underlying assumptions driving priorities and goals.

Task 8. Implementation Planning (Sep-Oct 2023)

General Scope: Develop Integrated Agency & Unit Level Action Plans. Allow department heads and managers to engage their staff and develop action plans aimed at achieving mission, vision, strategic priorities, goals and objectives. Executive Director and Department Heads to assess **ORGANIZATIONAL DEVELOPMENT** needs and ensure coordinated action across units to ensure **ALIGNMENT, COLLABORATION** and **ACCOUNTABILITY** in support of broader goals.

Task 9. Final Report

General Scope: Generate final report to be approved by Board of Directors (October 2023).

RIDERSHIP COMMITTEE

AGENDA ITEM 10

DATE

February 14, 2023

SUBJECT

PACTS 2023 Call for Projects

PURPOSE

Staff updating the committee on the status of the Route 8's path through the West End

BACKGROUND/ANALYSIS

In November 2022, the Portland Area Comprehensive Transportation System (PACTS) issued a Call for Projects to utilize federal 5307 funds for system enhancements. The region sets aside 12% to 20% of its 5307 allocation each year for system improvements; in 2023, this amounts to a total of \$1.7m - \$2.8m.

METRO is eager to expand upon two ongoing initiatives, partially funded through the American Rescue Plan Act (ARPA). These projects are:

- Transit Signal Priority (TSP) on Congress Street, Washington Avenue, and Brighton Avenue. This project would add TSP hardware to traffic signals along three of the most congested roadways in the region, serving some of the heaviest-utilized bus routes in the region. TSP is currently funded for Forest Avenue and outer Washington Avenue (implementation expected in summer 2023); the additional funding would increase the TSP network to include most of the proposed High-Frequency Corridor (Congress Street to Washington Avenue on-peninsula) and Brighton Avenue, which hosts Route 4 and the Husky Line. METRO can expect a daily savings of 10 to 50 minutes of delay for each of the 20 intersections improved.
- The Transit Stop Access Project (TSAP), which aims to improve transit accessibility in the region. Many of METRO's bus stops do not comply with the Americans with Disabilities Act (ADA), as they are lacking level landings, compliant ramps, and sometimes even sidewalks or crosswalks to access the stops. The Greater Portland Council of Governments (GPCOG) and their consultants, McMahon Associates and later Stantec, inventoried and prioritized hundreds of stops in the region down to about 80. Many of these locations have funding secured; however, 22 stops are currently unfunded. This 5307 funding would help to improve all of the bus stops identified as priority for improvement in the region.

FISCAL IMPACT

Approximately \$212,800, to be allocated in METRO's Capital Improvement Plan (CIP) for 2024.

RECOMMENDATION

METRO staff asks that the Ridership Committee vote to recommend these projects, and associated local match obligations, to the full Board of Directors for endorsement. Projects that are not endorsed by agencies' Boards may not be funded.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023

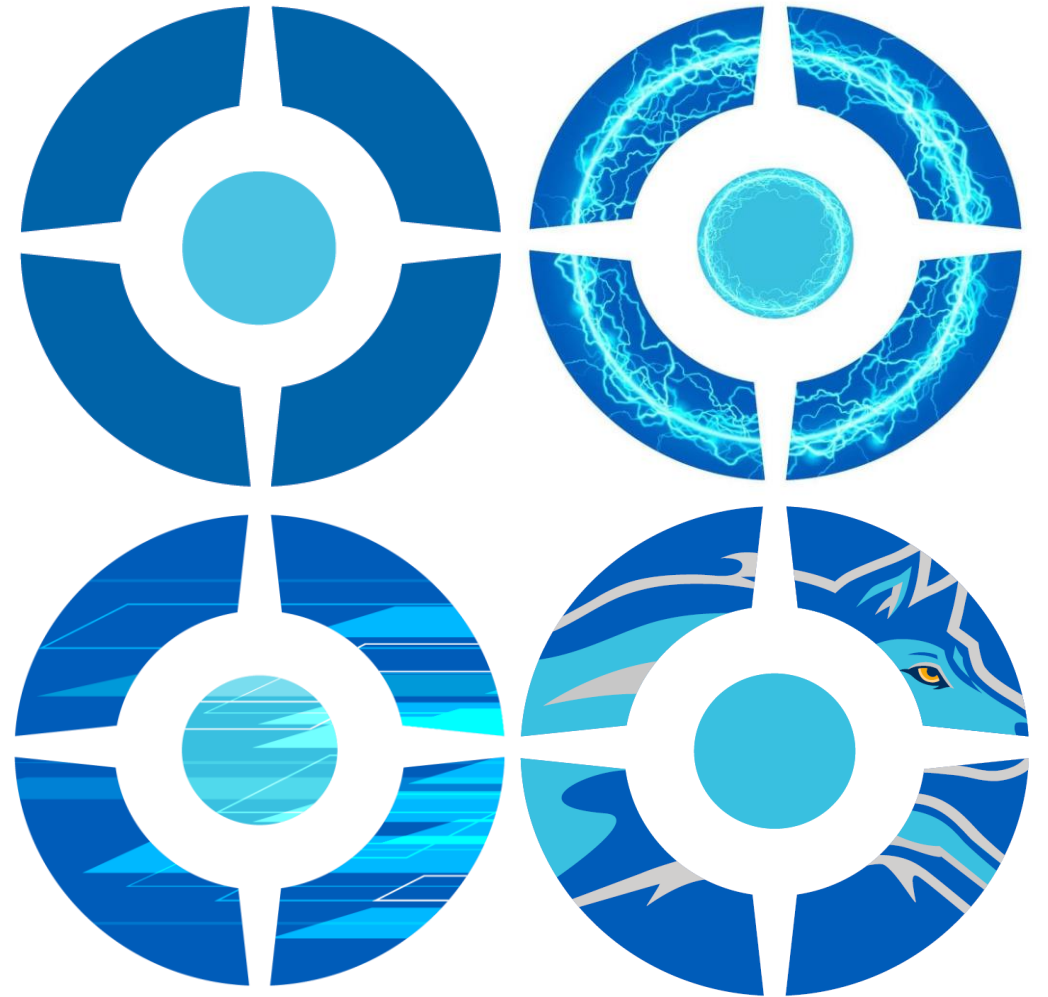
ATTACHMENTS

Ridership Committee Slides

GREATER PORTLAND METRO BOARD OF DIRECTORS'

Executive Committee

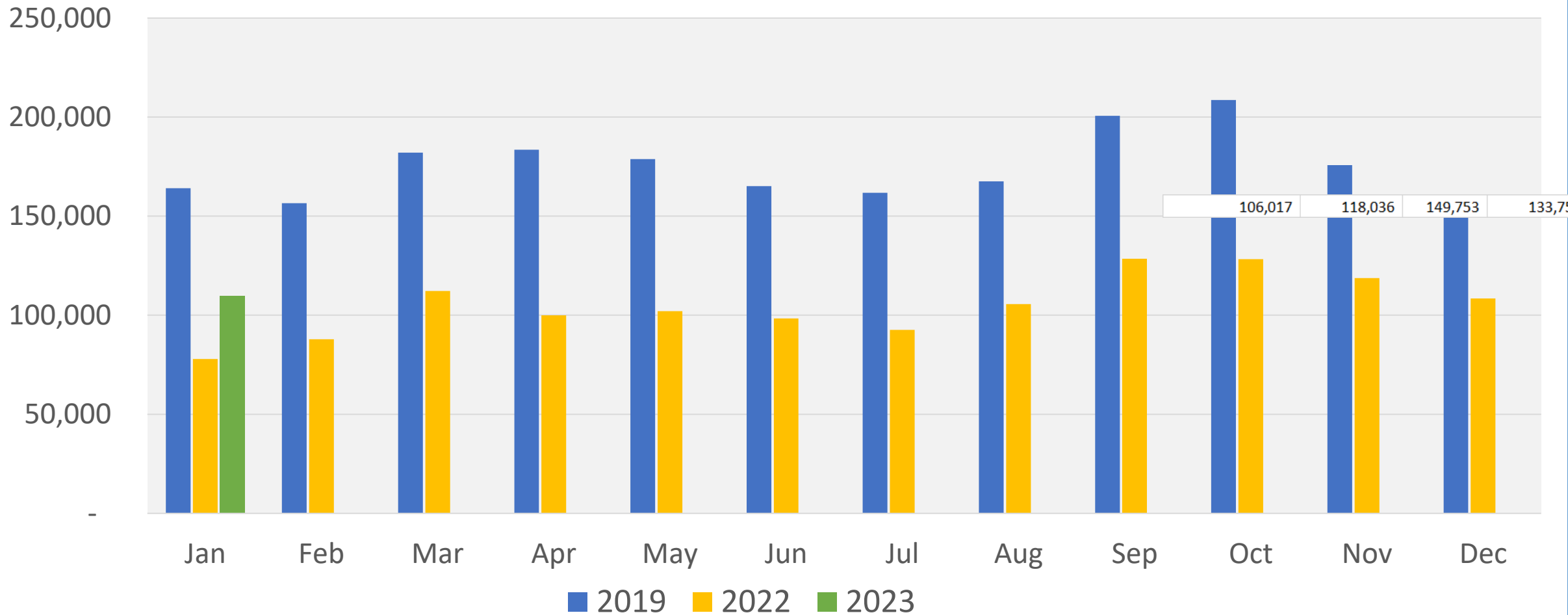
February 14, 2023



Item 5 – Ridership Report

Thru January 2023

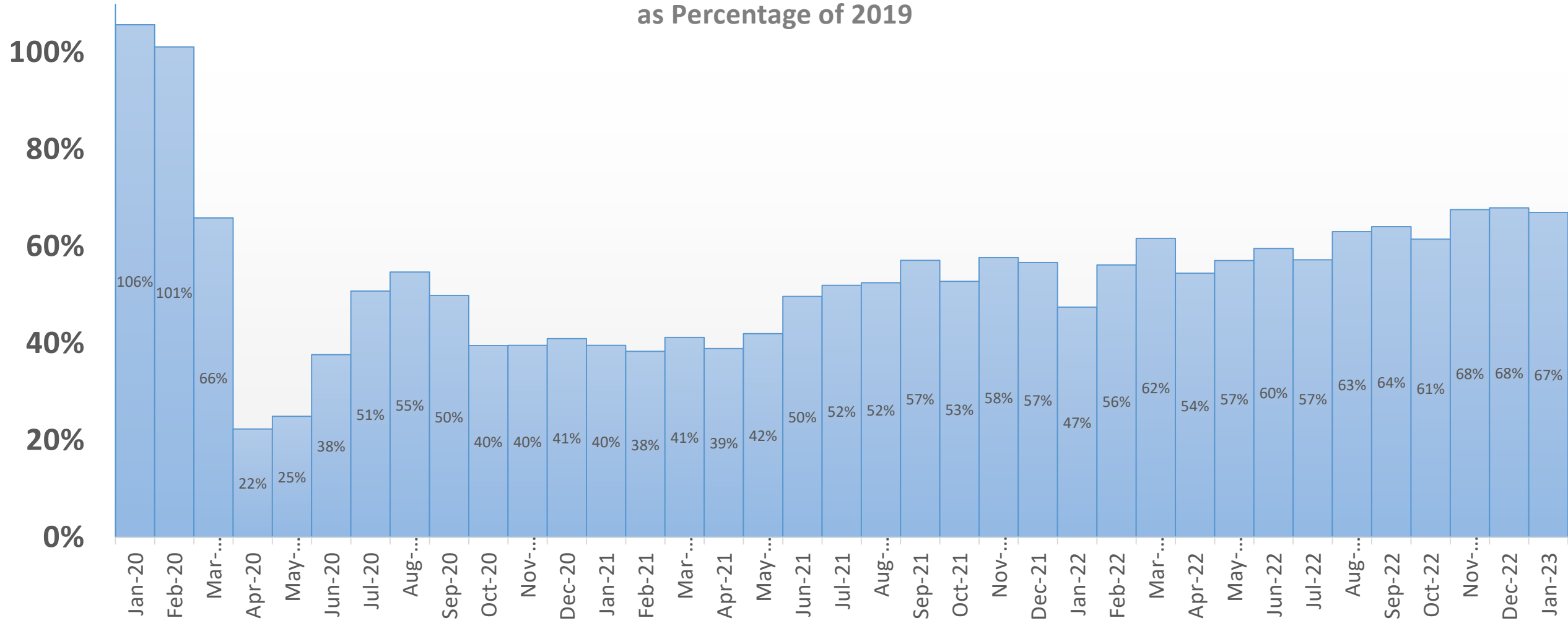
METRO Monthly Ridership: 2019, 2022, and 2023



Item 5 – Ridership Report

Thru January 2023

2020-2023 Monthly Ridership
as Percentage of 2019

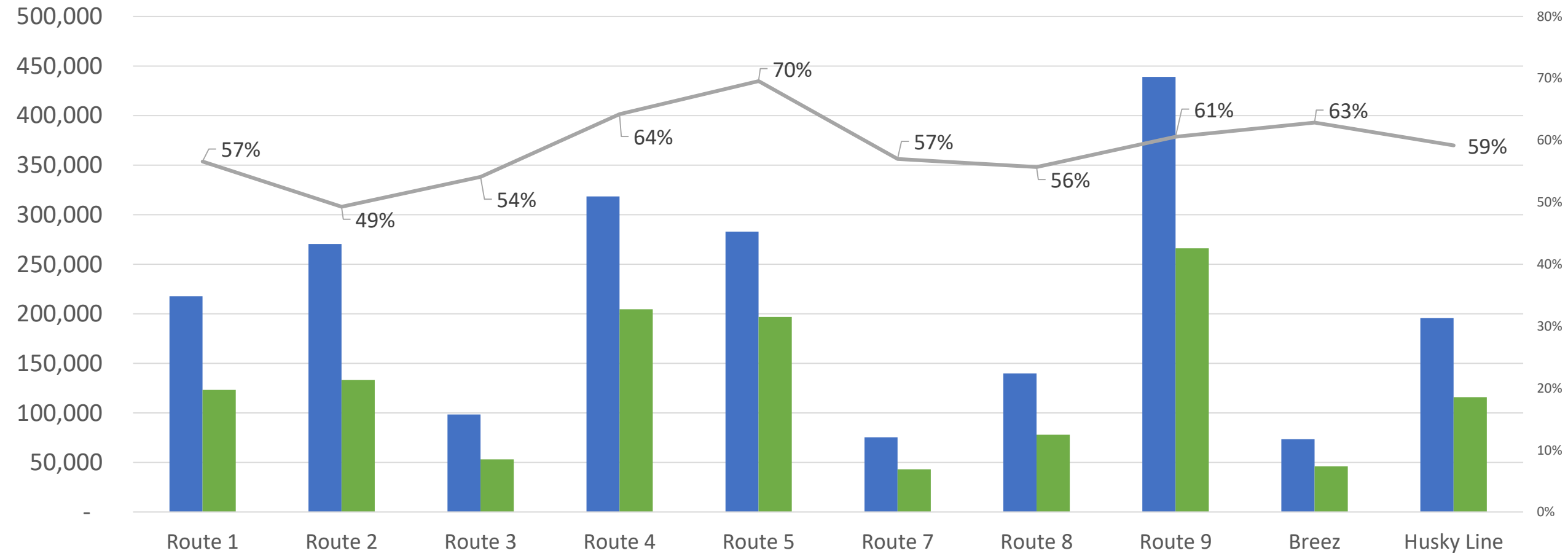


Item 5 – Ridership Report

Where is ridership “missing”? 2019 vs. 2022 by Route

Ridership by Route, 2019 vs 2022

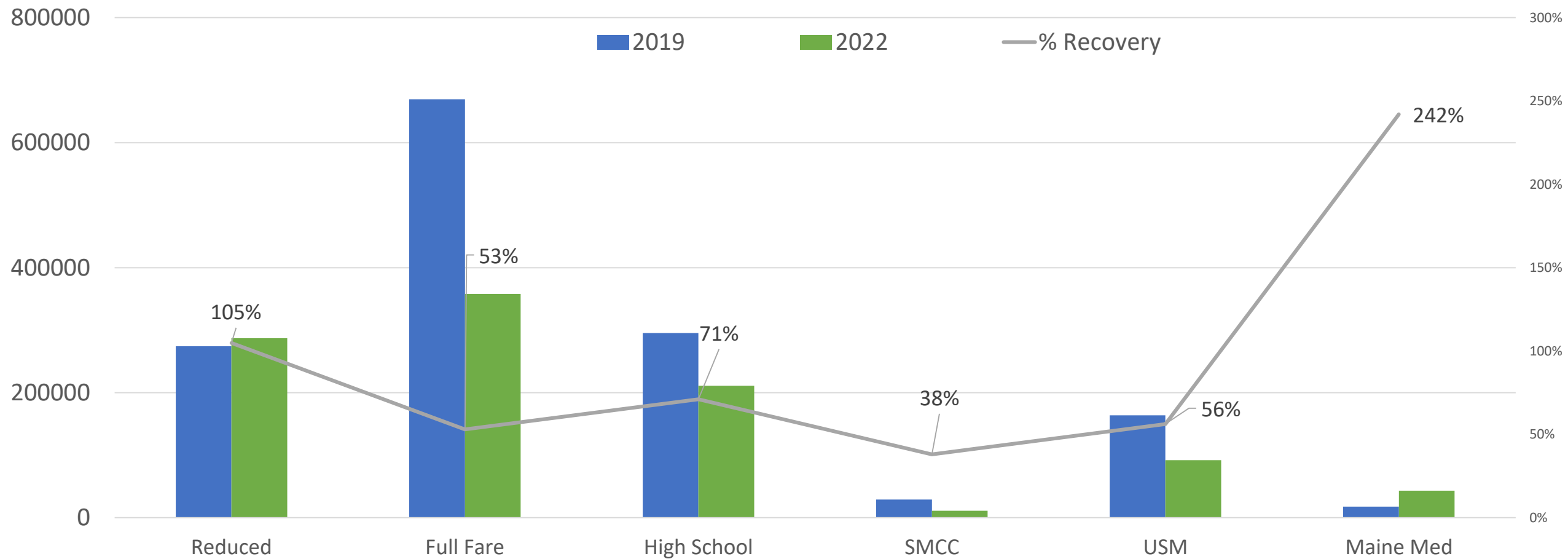
2019 2022 % Recovery



Item 5 – Ridership Report

Where is ridership “missing”? 2019 vs. 2022 by Fare Type

Ridership by Fare Type, 2019 vs. 2022



Item 5 – Ridership Report

Fare Revenue Summary for 2022

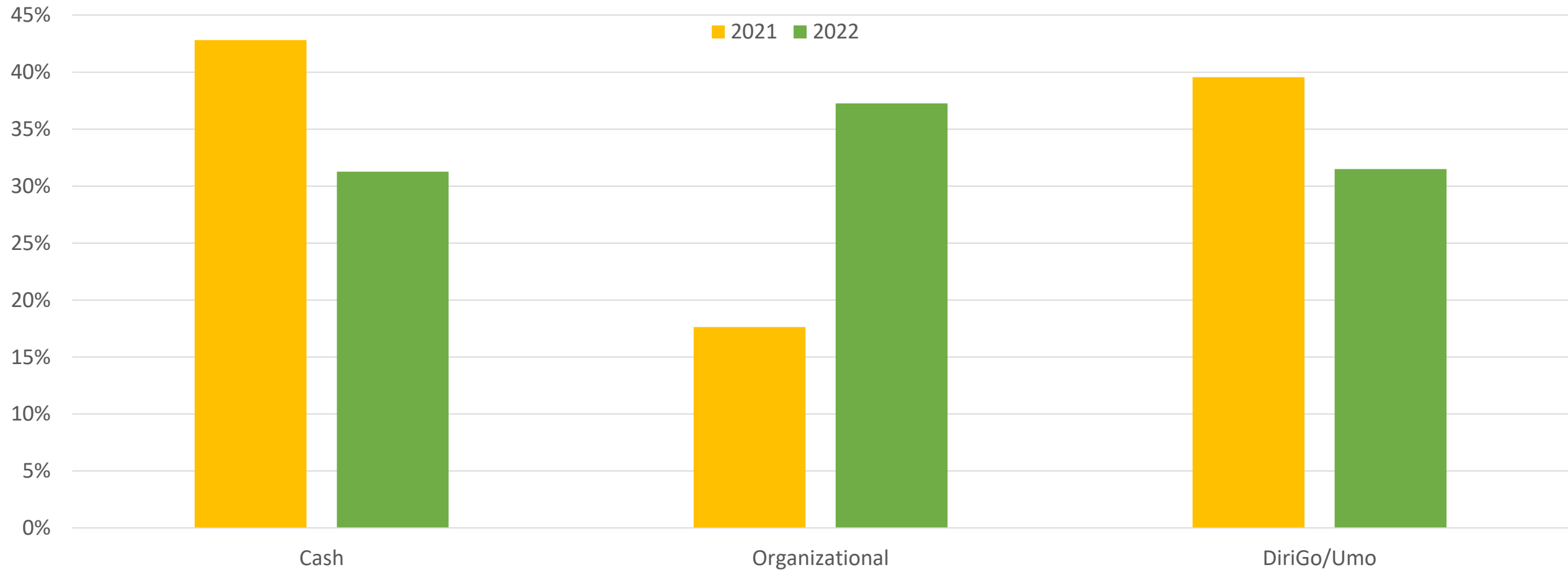
2022	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash	\$39,894	\$41,172	\$50,489	\$45,062	\$52,665	\$64,538	\$60,835	\$67,991	\$64,971	\$65,681	\$55,515	\$48,324	\$657,137
Org Billing	\$26,085	\$33,522	\$46,624	\$39,667	\$33,914	\$18,160	\$14,188	\$16,155	\$53,151	\$373,769*	\$64,967	\$62,900	\$783,103
Touchpass Fares	\$40,038	\$43,342	\$52,640	\$49,027	\$53,375	\$58,017	\$57,580	\$63,378	\$61,774	\$63,006	\$58,875	\$60,883	\$661,933
Total	\$106,017	\$118,036	\$149,753	\$133,756	\$139,954	\$140,715	\$132,603	\$147,525	\$179,896	\$502,456	\$179,357	\$172,107	\$2,102,173

*Includes contractual payment by USM covering minimum contribution for 2021

Item 5 – Ridership Report

Fare Revenue – Ridership by Payment Type

Fares by Payment Method, 2021 vs 2022



Item 6 – Transit Together Update

Summary of Route Changes

- Transit Together study approved by PACTS Policy Board in January 2023
- Includes recommended cost-neutral optimizations to routes, as well as regional initiatives
 - Branding of like routes and services
 - Regional standard for bus stops and signage
 - Continued collaboration on technology
- On-demand transit (microtransit) not included but recommended for exploration



Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

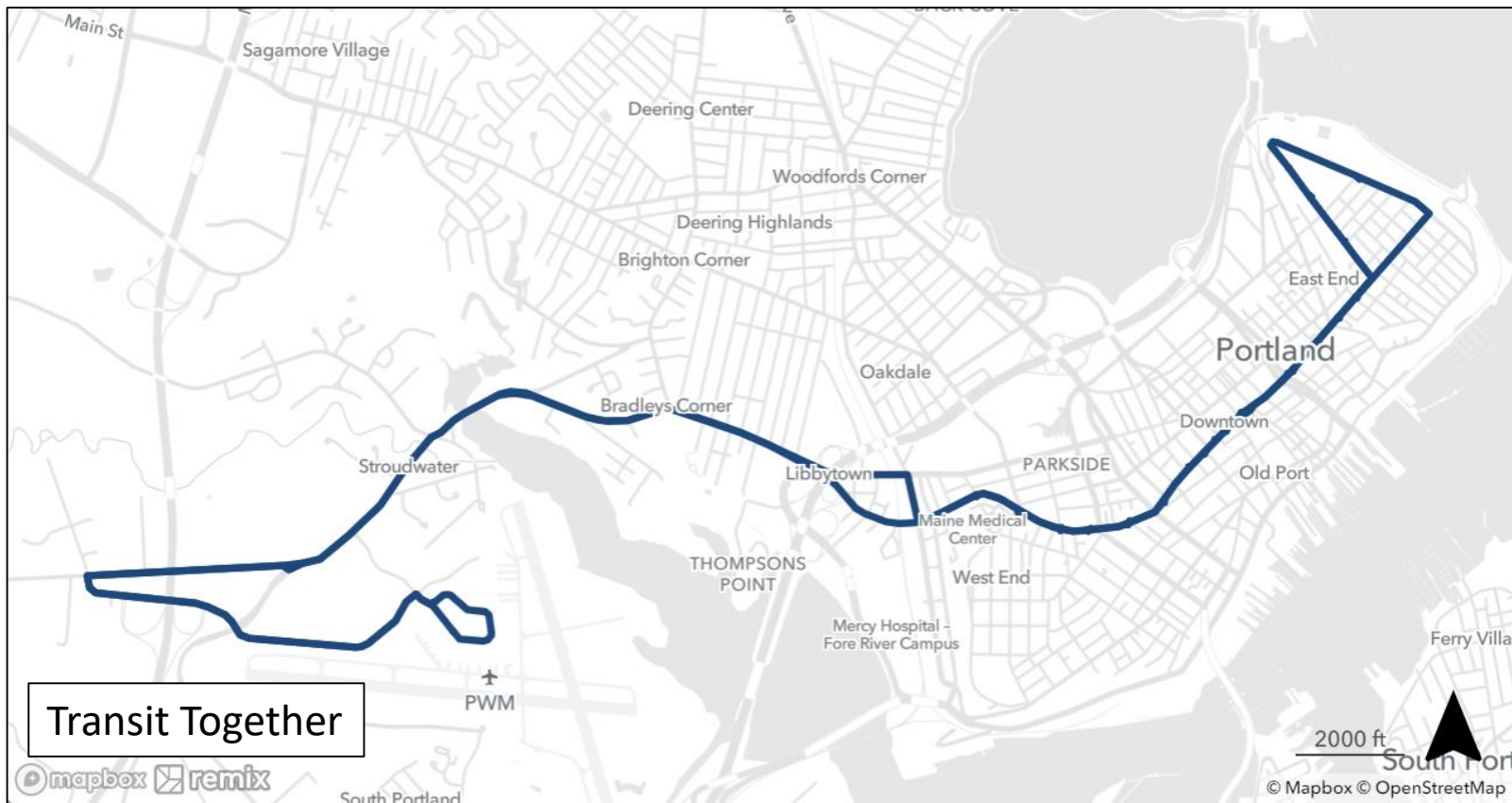
- Extend Route 1 to Jetport via Congress Street and terminate there
- Extend Route 2, Route 4, and Husky Line to Ocean Gateway*
- Remove Pride’s Corner service, all Route 2 trips serve Riverton Hannaford only
- Simplify Route 4 patterns in Westbrook
- Run Route 5 on Congress Street (not Park Ave), and do not serve Jetport
- Route 7 extension to Thompson’s Point via St. John Street/Mercy Hospital
- Moderate Route 8 alignment changes (Bayside, Commercial Street, Park Ave)
 - Not to the extent of Peninsula Reboot effort from 2019-2020
- Route “8B” bidirectional loop
- Frequency and span of service changes

Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Extend Route 1 to Jetport via Congress Street and terminate there

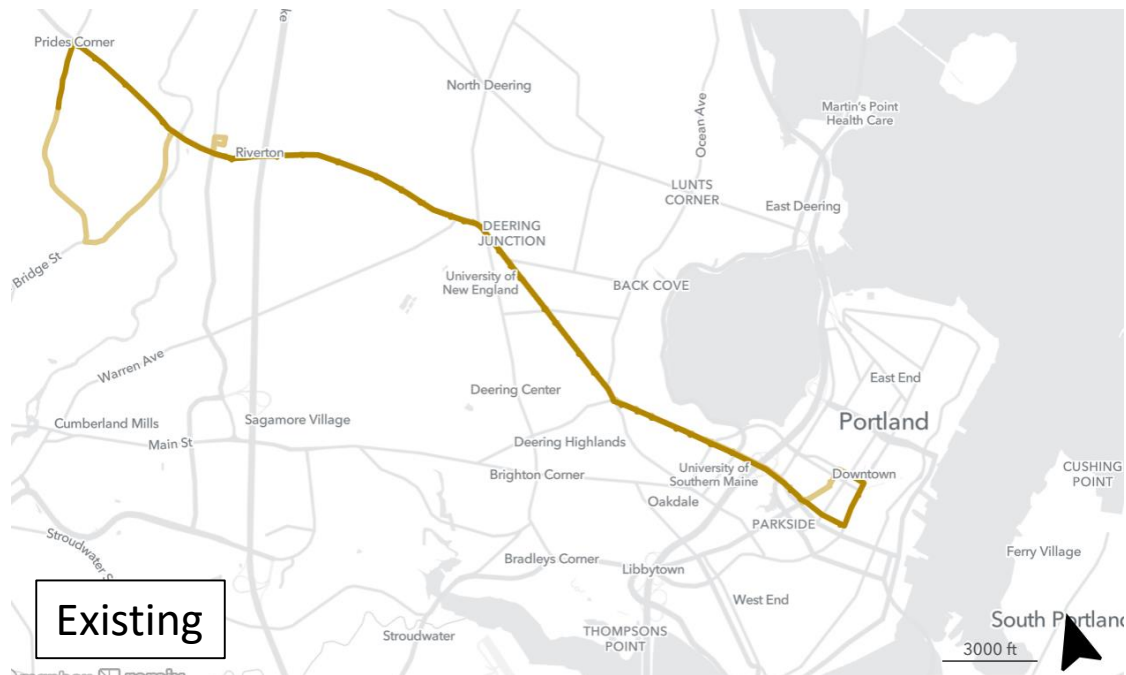


Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Route 2 extended to Ocean Gateway, no service to Pride's Corner

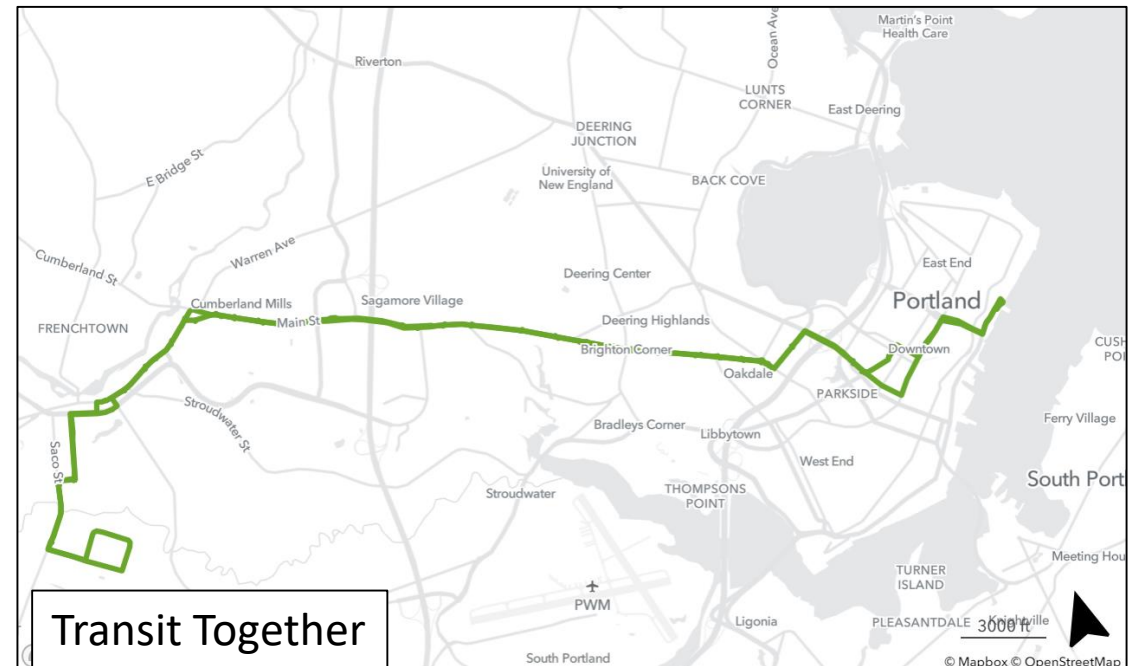
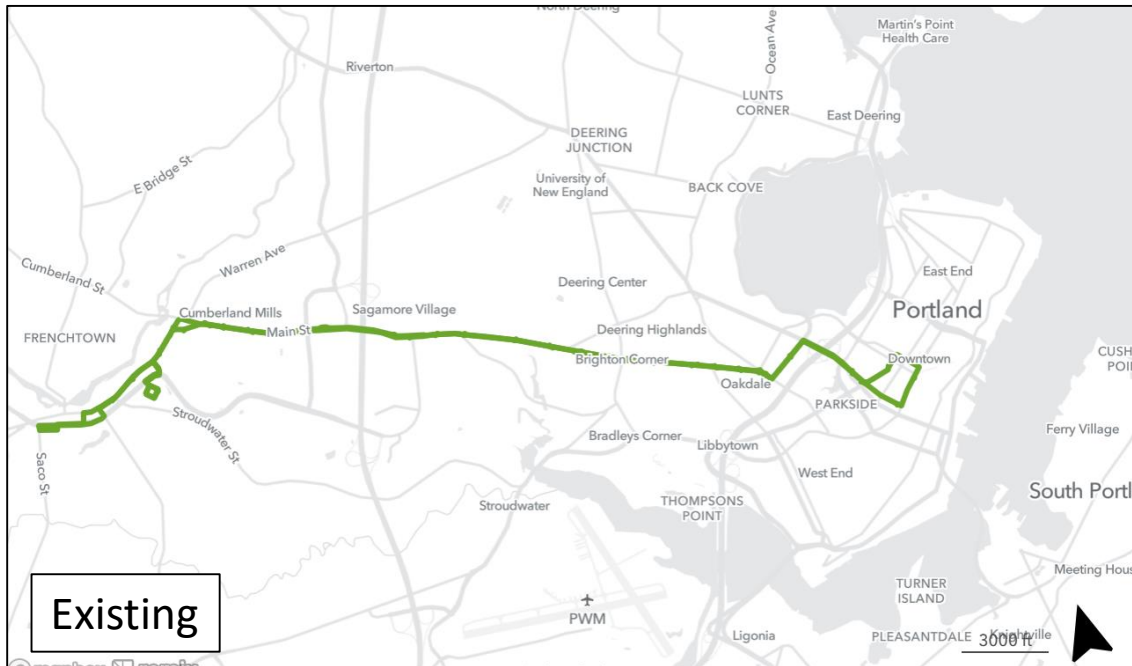


Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Route 4 extended to Ocean Gateway, simplified patterns in Westbrook

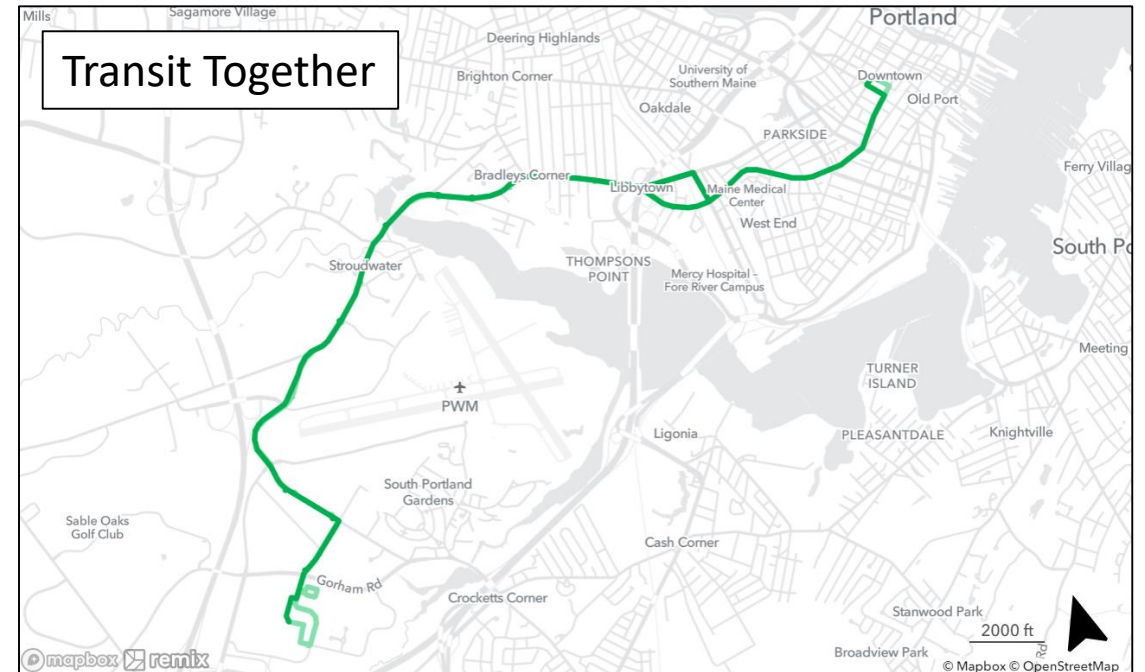
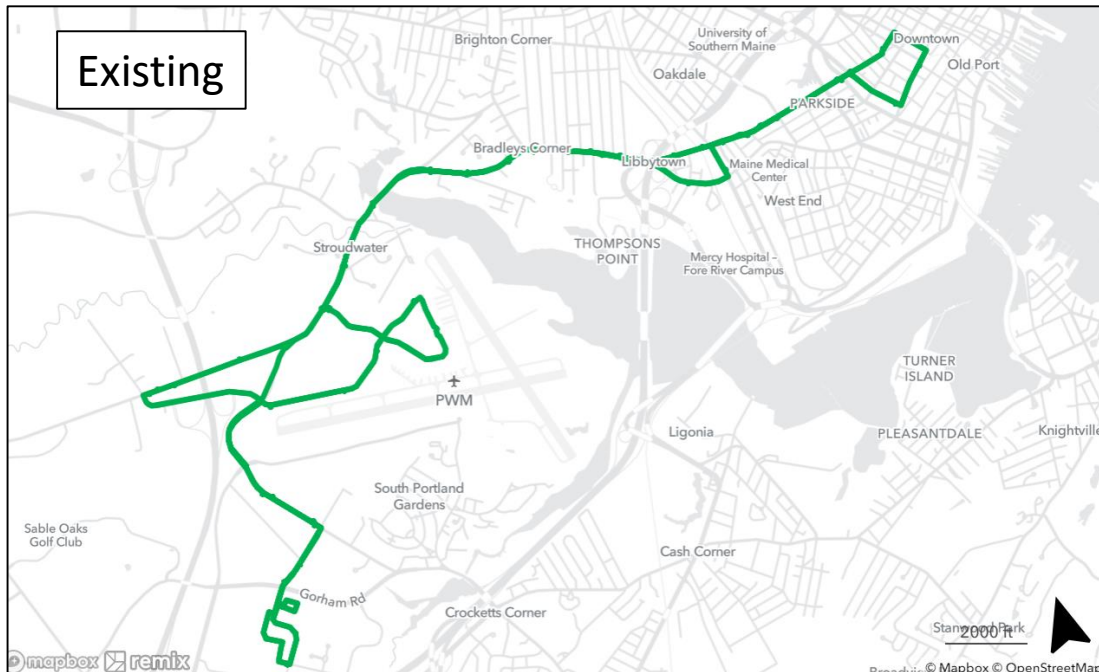


Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Run Route 5 along Congress Street and directly to Maine Mall

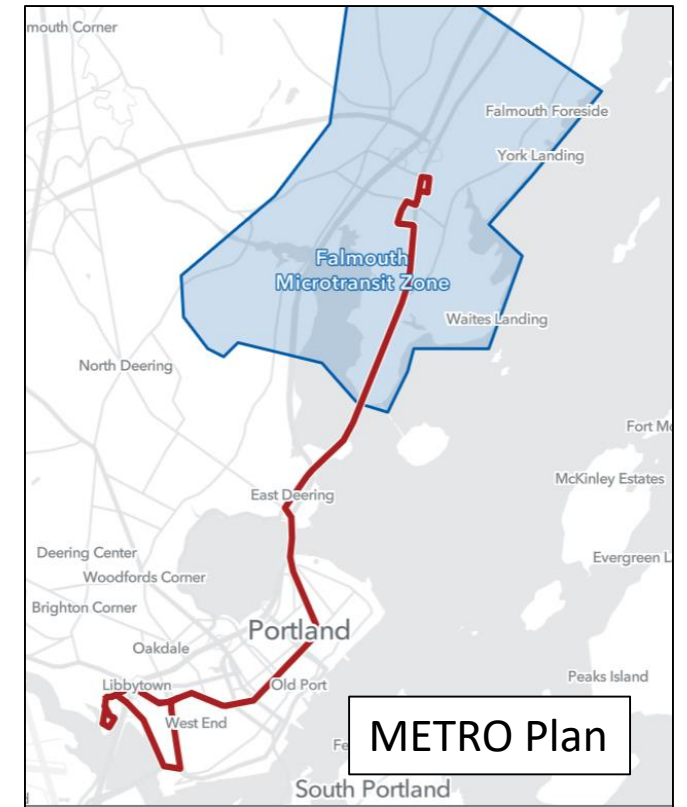
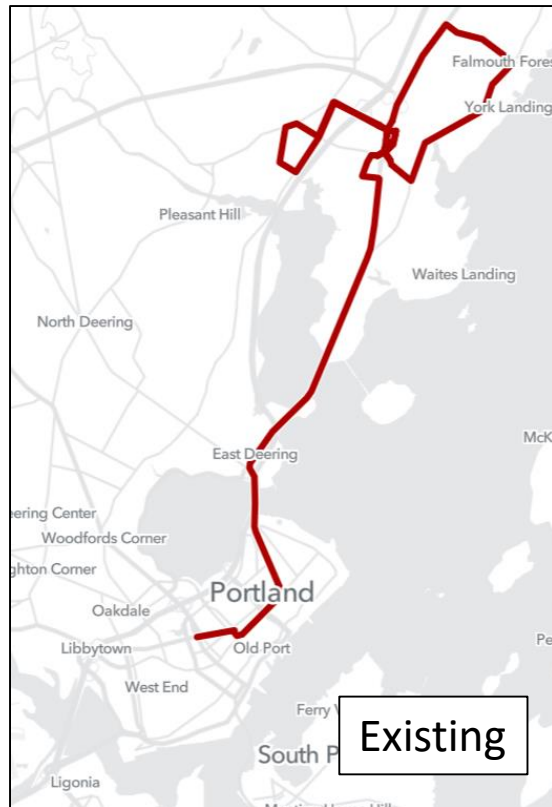


Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Extend Route 7 to Thompson's Point via Mercy Hospital



Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Route 8 alignment changes and bidirectionality

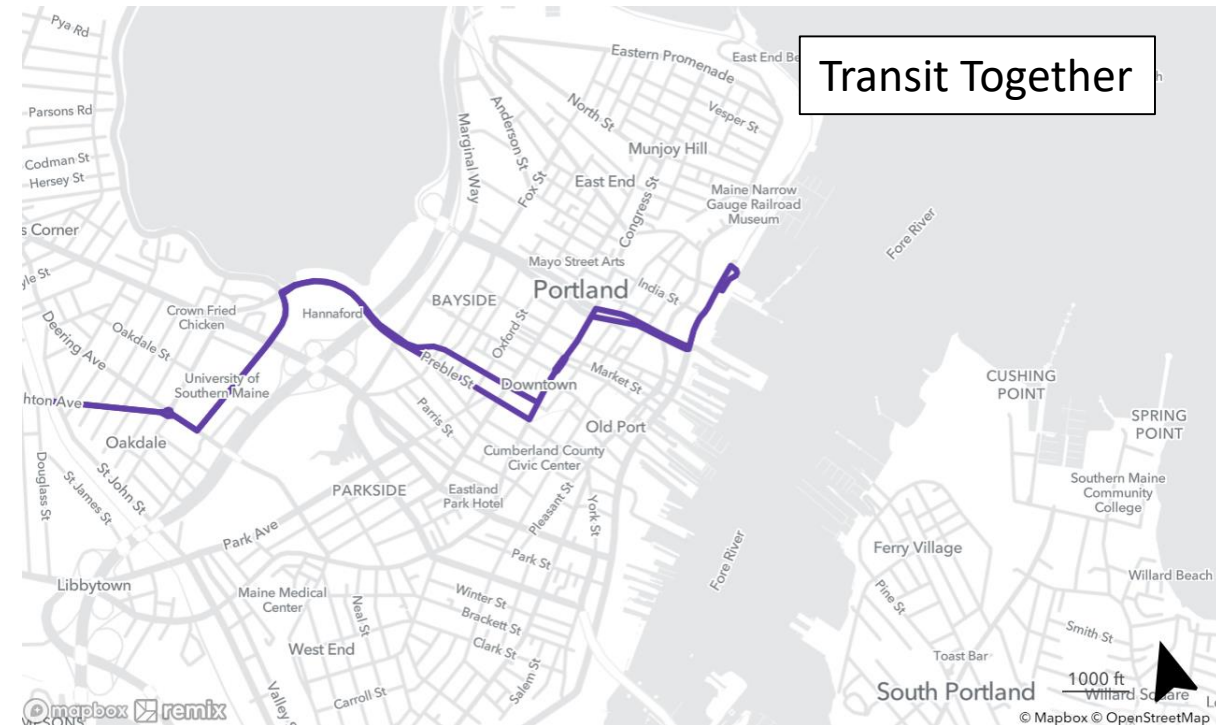
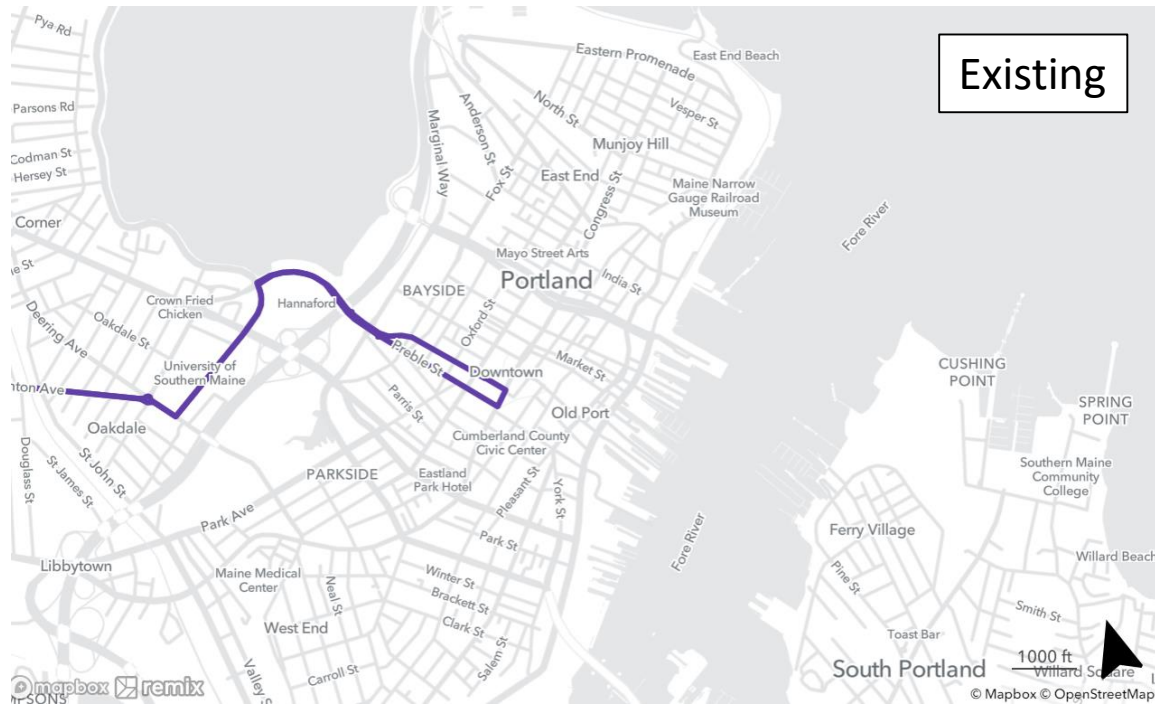


Item 6 – Transit Together Update

Summary of Route Changes

Route Changes in METRO Network

- Husky Line Extension



Item 6 – ARPA Update

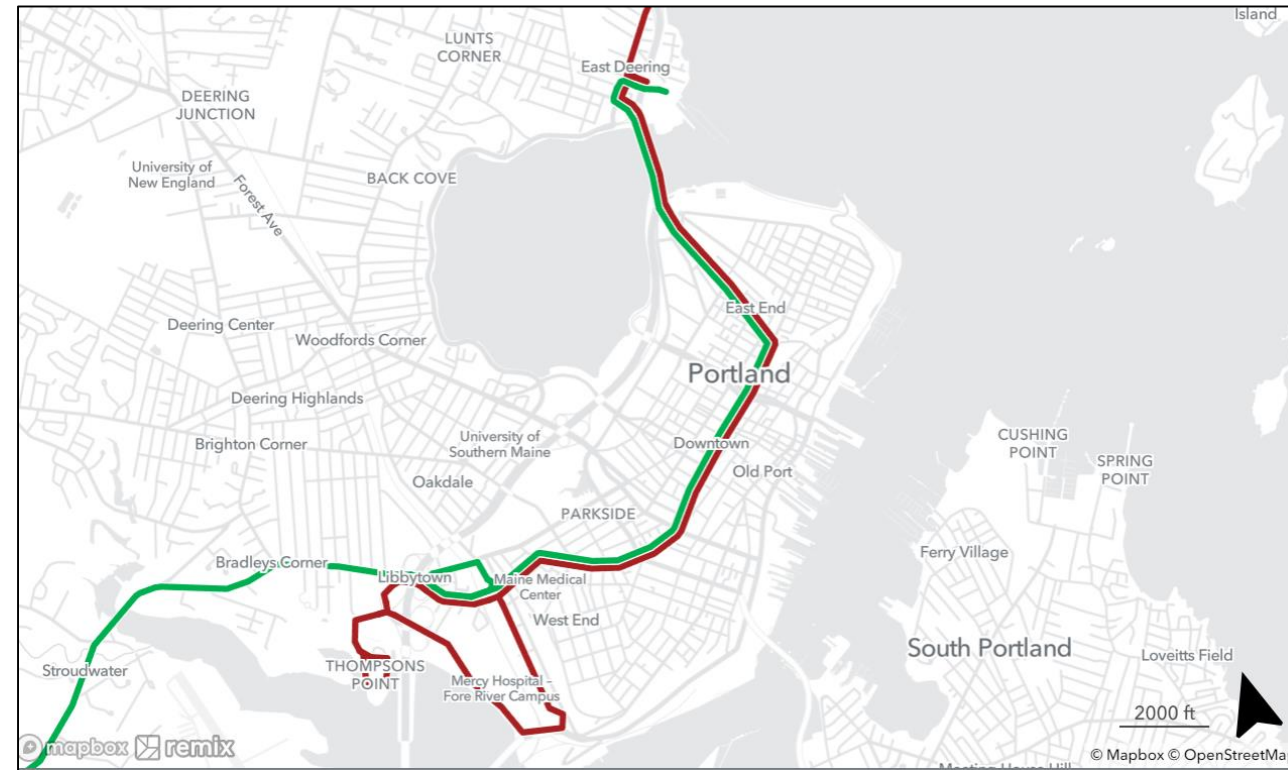
Approximate Implementation Timeline

- ARPA funding secured in Spring 2022; split letter signed December 2022
- “Fare Deal” promotion: March 1 thru September 30
- Transit Signal Priority Phase 1: Out to bid Spring 2023
- TSAP Phase 3: Construction Summer 2023 thru Fall 2024
- Comprehensive Service Improvements: Implementation parallel with Transit Together; likely beginning Fall 2023



Item 7 – Roux Institute Update

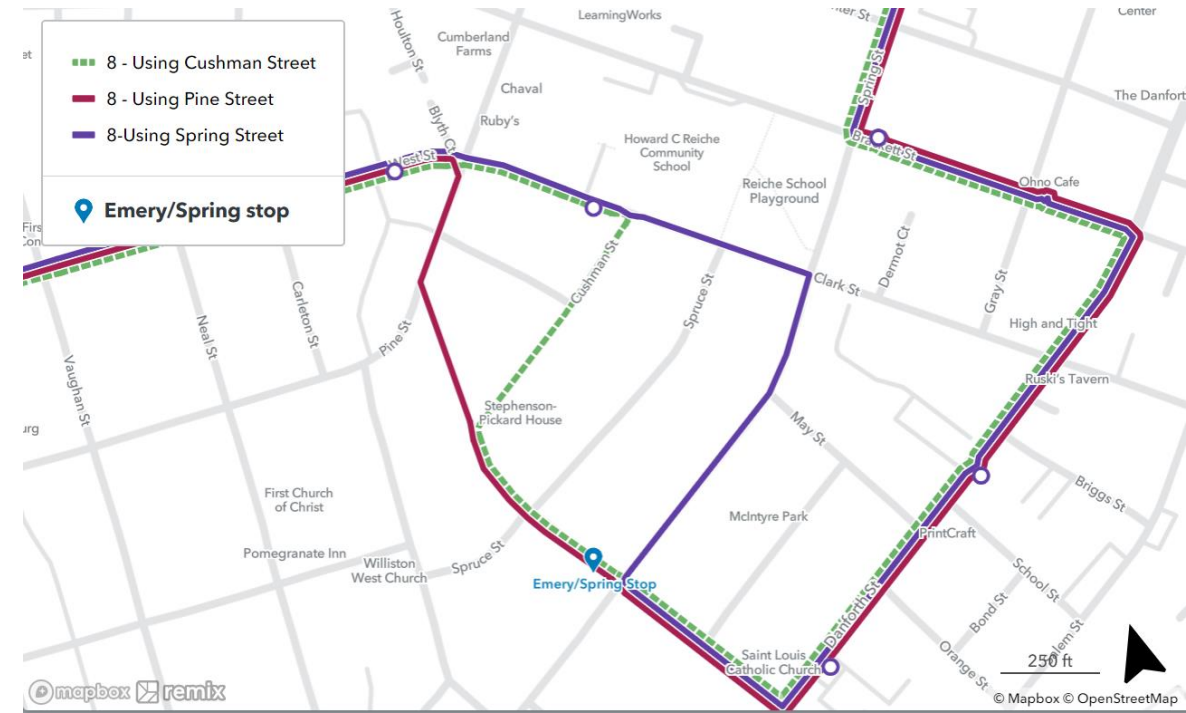
- METRO discussing service at future Roux site with Roux developer
- Possibilities include:
 - Extending Route 5 to Roux site; and/or
 - Deviating Route 7
- Roux will provide amenities
 - Restrooms for operators
 - Shelter infrastructure
 - Real-time arrival info



Item 8 – Route 8 thru the West End

Approximate Implementation Timeline

- METRO shifted service in West End from Pine/Emery to Clark/Cushman in November 2022 due to Andrew Square intersection project
- Residents of Cushman strongly opposed
- Alternatives include
 - Reverting to old route (Pine/Emery)
 - Using Clark/Spring Street
- Determination/possible change likely in March 2023



(Pause for Item 9)

Item 10 – 2023 METRO – PACTS projects

Recommendation for Endorsement

- METRO has requested federal 5307 program funding for two projects in PACTS' 2023 Call for Projects
 - Transit Signal Priority on Congress, Washington, and Brighton
 - Additional funding for Transit Stop Access Project
- Total request of \$1.064m
 - TSP: \$214,000 (\$171,200 federal, \$42,800 local match)
 - TSAP: \$850,000 (\$680,000 federal, \$170,000 local match)
- If awarded, local match would be allocated in our CIP for 2024
- METRO requests Ridership Committee recommendation for full Board endorsement