

# Ridership Committee

October 18, 2023 | 4:00 – 5:30pm



## Onsite:

Greater Portland Transit District  
114 Valley Street, Administration Conference Room | Portland, ME 04102

## Remote:

Please click the link below to join the webinar:  
<https://us02web.zoom.us/j/83891311302?pwd=bUpsRk9JU3A2djVhOGZuMUU5UVROQT09>  
Webinar ID: 838 9131 1302 | Passcode 950935 |  
Phone: (301) 715-8592 | Telephone participants: \*9 to raise hand, \*6 to unmute

## MEETING AGENDA

| AGENDA ITEM  | PRESENTER  | ACTION or INFORMATION                  |
|--|--|--|
| <b>1. Call Meeting to Order (4:00)</b>   | Hope Cahan, Chair  | N/A                                    |
| <b>2. Public Comment (4:00-4:05)</b><br>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) | Hope Cahan, Chair  | Information                            |
| <b>3. Approval of Meeting Minutes (4:05-4:10)</b><br>Review and approve the minutes from the September 2023 meeting of the Ridership Committee.  | Hope Cahan, Chair  | <b>ACTION</b>                          |
| <b>4. Gorham-Westbrook-Portland Rapid Transit Study (4:10-4:35)</b><br>GPCOG staff will present the Gorham-Westbrook-Portland Rapid Transit Study for discussion. If appropriate, staff may ask for the Committee's recommendation for the full Metro Board to endorse the plan.   | Mike Tremblay,<br>Transit Dev. Director<br><br>Chris Chop, GPCOG | Information and possible <b>ACTION</b> |
| <b>5. Ridership and Fare Revenue Update (4:35-4:45)</b><br>Staff will provide information on ridership, including preliminary data on recent service improvements and the upcoming end of the Fare Deal promotion.   | Mike Tremblay,<br>Transit Dev. Director                          | Information                            |
| <b>6. Capital Improvement Plan (CIP) Update (4:45-4:55)</b><br>Staff will provide information on the Capital Improvement Plan that will be presented as part of Metro's preliminary budget proposal at the October Board meeting.  | Mike Tremblay,<br>Transit Dev. Director                          | Information                            |

|  |   |             |
|--|---|-------------|
| <b>7. ARPA Service/Projects Update (4:55-5:05)</b><br>Staff will provide an update on the status of ARPA-funded service improvements and capital projects.   | Mike Tremblay,<br>Transit Dev. Director | Information |
| <b>8. Consideration of 2024 Service Changes (5:05-5:20)</b><br>Staff will present a preliminary discussion on possible service changes related to underperforming route segments and budget capacity for 2024.   | Mike Tremblay,<br>Transit Dev. Director | Information |
| <b>9. Future Agenda Items (5:20-5:25)</b> <ul style="list-style-type: none"> <li>• Gorham-Westbrook-Portland Rapid Transit Study (October 2023)</li> <li>• Partnering with bicycling entities, including Portland’s proposed bicycle sharing program (November 2023)</li> <li>• Bus shelters and bus inventory</li> <li>• Microtransit and Route 7 improvements</li> </ul> | Hope Cahan, Chair                       | Information |
| <b>10. Upcoming Meetings (5:25-5:30)</b> <ul style="list-style-type: none"> <li>• Board of Directors – October 26, 2023</li> <li>• Finance Committee – November 1, 2023</li> <li>• Executive Committee – November 8, 2023</li> <li>• Ridership Committee – November 15, 2023</li> </ul>  | Hope Cahan, Chair                       | Information |
| <b>11. Adjournment (5:30)</b>  | Hope Cahan, 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

September 20, 2023 | 4:00pm -5:30pm



**DRAFT**

## Draft Minutes of the Metro Ridership Committee Meeting Wednesday, September 20, 2023 from 4:00-5:30 PM

### Onsite:

Greater Portland Transit District, 114 Valley Street, Conference Room A | Portland, ME 04102

|   |   |
|---|---|
| <p><b>Committee Members Present:</b><br/>Hope Cahan (Chair)<br/>Ed Suslovic<br/>Pious Ali<br/>Bill Rixon<br/>Prosper Lohomboli</p> <p><b>Committee Members Not present</b><br/>Andrew Zarrow, Portland<br/>Bill Rixon, Freeport<br/>Pious Ali, Portland</p> | <p><b>Non-Committee Board Members present:</b><br/>None</p> <p><b>Staff and Others Present:</b><br/>Greg Jordan, Executive Director<br/>Mike Tremblay, Transit Development Director<br/>Glenn Fenton, Chief Transportation Officer</p> <p><b>Members of Public:</b><br/>Linda Knight, Old Port resident</p> |
|---|---|

- 1. Call Meeting to Order** Hope Cahan called Ridership Committee meeting to order at 4:01 pm
- 2. Public Comment** – No public comments for items outside of the agenda.
- 3. Approval of Meeting Minutes** - Ed Suslovic motioned to accept; Seconded by P. Lohomboli, approved unanimously

### 4. Ridership and Fare Revenue Update

Mike Tremblay provided overview of ridership and fare revenue through mid-September 2023. Ridership continues to be strong, especially with schools returning. Fare Deal ending at the end of September presents challenges to ridership and passenger understanding.

E. Suslovic asked what efforts we are making to market Metro to USM, Maine Med, etc. since they have free rides on all routes. Staff will discuss this at a future Ridership Committee meeting.

M. Barter asked if Route 7 schedules will be made available in advance of implementation. Staff explained that draft schedules are already in development for planning and budgeting purposes, and will be developed further before a public process in Falmouth in the months leading up to implementation.

### 5. November 2023 and Calendar Year 2024 Service changes

Mike reviewed service changes planned for November 2023 (minor changes to Route 3, Route 5, and Husky Line) and in 2024 (Route 7 extension to Jetport and microtransit implementation).

### 6. Service Changes on Route 1 in Munjoy Hill

Mike presented information on service changes to Metro Route 1 serving Munjoy Hill, specifically the removal of service from Atlantic Street and the south side of Eastern Promenade.

E. Suslovic asked about ridership at the new stop vs. the old stops. Staff explained that, when this change was made temporarily in 2022, ridership at the Congress/Emerson stop was quite strong, while ridership at the removed stops have historically been lower than other stops along the route.

### **7. Bus Shelter Prioritization**

Mike presented information on the process for installing a bus shelter, which is usually based on available space and buy-in from the host community. With more shelters being procured in the next few years, installation locations will be prioritized based on boardings and mobility needs.

E. Suslovic asked if advertising at shelters pays for the maintenance of the shelters themselves.

H. Cahan asked when the Pulse office will be reopened to the public. Staff noted that it will likely be reopened in a lesser capacity than in the past, due to security concerns and staff needs at the office.

### **8. Future Agenda Items**

Hope ran through potential agenda items and noted that some items had been removed, including a Rock Row agreement and the subject of a UNE pass program. It was also noted that discussion of a Route 7 extension to Yarmouth should be discussed in a future agenda item.

### **9. Upcoming Meetings**

- Board of Directors – September 28, 2023
- Finance Committee – October 4, 2023 (rescheduled to October 11)
- Executive Committee – October 11, 2023
- Ridership Committee – October 18, 2023

### **10. Adjournment**

Ed motioned to adjourn. Merrill seconds.

Unanimous decision to adjournment at 5:32 pm

# Ridership Committee

September 20, 2023 | 4:00pm -5:30pm



**DRAFT**

## Draft Minutes of the Metro Ridership Committee Meeting Wednesday, September 20, 2023 from 4:00-5:30 PM

### Onsite:

Greater Portland Transit District, 114 Valley Street, Conference Room A | Portland, ME 04102

|   |   |
|---|---|
| <p><b>Committee Members Present:</b><br/>Hope Cahan (Chair)<br/>Ed Suslovic<br/>Pious Ali<br/>Bill Rixon<br/>Prosper Lohomboli</p> <p><b>Committee Members Not present</b><br/>Andrew Zarrow, Portland<br/>Bill Rixon, Freeport<br/>Pious Ali, Portland</p> | <p><b>Non-Committee Board Members present:</b><br/>None</p> <p><b>Staff and Others Present:</b><br/>Greg Jordan, Executive Director<br/>Mike Tremblay, Transit Development Director<br/>Glenn Fenton, Chief Transportation Officer</p> <p><b>Members of Public:</b><br/>Linda Knight, Old Port resident</p> |
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### **10. Adjournment**

Ed motioned to adjourn. Merrill seconds.

Unanimous decision to adjournment at 5:32 pm

**DATE**

October 17, 2023

**SUBJECT**

Gorham-Westbrook-Portland Rapid Transit Study

**PURPOSE**

To inform the Committee on the current status of the Gorham-Westbrook-Portland Rapid Transit Study and, if appropriate, recommend endorsement of the path to the Locally Preferred Alternative to the full Board.

**BACKGROUND/ANALYSIS**

The Greater Portland Council of Governments (GPCOG), working with their consultant, Nelson\Nygaard (NN), is working toward a Locally Preferred Alternative (LPA) for the Gorham-Westbrook-Portland Rapid Transit Study. To date, the team has analyzed the opportunities, constraints, and markets of the region; developed ideas and concepts for rapid transit agnostic of mode, and are currently evaluating four possible alternatives for the rapid transit route. Each possible rapid transit route is located along existing roadways, meaning that the eventual rapid transit route will be Bus Rapid Transit (BRT), operated by Metro.

The team hopes to determine an LPA for the study so it can advance through one or more federal funding opportunities.

The project team, in coordination with Metro, are analyzing two of the possible route alternatives more closely and working through some design assumptions in Westbrook and Portland. GPCOG will provide the Committee with the current status of the study. If the Committee feels comfortable with the approach to reaching an LPA, staff may ask for a recommendation of this plan to the full Board.

**FISCAL IMPACT**

This item is for information and discussion.

**RECOMMENDATION**

Possible endorsement of the plan to the full Board

**CONTACT**

Mike Tremblay  
Director of Transit Development  
(207) 517-3023  
mtremblay@gpmetro.org

**ATTACHMENTS**

Attachment A: GPCOG Rapid Transit Study slides



## **RIDERSHIP COMMITTEE**

## **AGENDA ITEM 5**

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### **DATE**

October 17, 2023

### **SUBJECT**

Ridership Update

### **PURPOSE**

To inform the Committee on ridership trends and opportunities

### **BACKGROUND/ANALYSIS**

September 2023 marked the last month of the Fare Deal, which reduced all fares on Metro, South Portland Bus Service, and Biddeford Saco Old Orchard Beach (BSOOB) Transit by half. September is also historically a strong ridership month due to fair weather and the return of students to schools, a significant ridership generator for Metro.

September 2023 was, as expected, a high-ridership month, with over 173,000 trips. This was comfortably the best month since January 2020. Ridership recovery compared to 2019 was 85%. October ridership is on pace for about 175,000 trips and a ridership recovery rate of about 83%.

### **FISCAL IMPACT**

This item is for information and discussion.

### **RECOMMENDATION**

This item is for information and discussion.

### **CONTACT**

Mike Tremblay  
Director of Transit Development  
(207) 517-3023  
mtremblay@gpmetro.org

### **ATTACHMENTS**

Attachment A: Ridership Committee slide deck

# PROPOSED 2024-2024 CAPITAL IMPROVEMENT PROGRAM

## PROGRAM SUMMARY

|                         | Funds Rem.       | 2023             | 2024             | 2025             | 2026             | 2027              | 2028             |
|-------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|
|                         | -                | -                | -                | 0                | 0                | 0                 | 0                |
| <b>Total</b>            | <b>1,622,693</b> | <b>4,467,551</b> | <b>8,883,620</b> | <b>5,403,800</b> | <b>1,606,924</b> | <b>29,078,181</b> | <b>2,296,038</b> |
| Federal (5307)          | 801,357          | 2,167,000        | 5,358,991        | 4,323,040        | 1,285,539        | 15,762,545        | 1,836,830        |
| Federal (CARES)         | 412,178          | 296,650          | 1,560,000        | -                | -                | -                 | -                |
| Federal (ARPA)          | -                | 1,061,441        | -                | -                | -                | -                 | -                |
| Federal (CRRSAA)        | -                | 36,440           | -                | -                | -                | -                 | -                |
| Federal (5310)          | -                | 429,560          | 219,529          | -                | -                | -                 | -                |
| State                   | -                | 184,000          | 180,000          | 430,800          | 60,000           | 7,855,036         | 202,592          |
| Local (Bond)            | -                | 166,500          | 1,220,000        | 370,800          | -                | 5,295,036         | 202,592          |
| Local (Assessment)      | 409,158          | 125,960          | 345,100          | 279,160          | 261,385          | 165,564           | 54,024           |
| Local Assess (Projects) |                  | 125,960          | 345,100          | 279,160          | 261,385          | 165,564           | 54,024           |
| Local Assess (Cap Res.) |                  | -                | -                | -                | -                | 94,436            | 205,976          |
| Local (Debt Service)    |                  | 232,637          | 228,365          | 339,379          | 386,349          | 380,298           | 672,145          |
| <b>Total</b>            |                  | <b>358,597</b>   | <b>573,465</b>   | <b>618,539</b>   | <b>647,734</b>   | <b>640,298</b>    | <b>932,145</b>   |

## 100 PLANNING & PROGRAMS

|  | Funds Rem.         | 2023           | 2024           | 2025 | 2026    | 2027    | 2028    |   |
|--|--------------------|----------------|----------------|------|---------|---------|---------|---|
| <b>101 Replacement Facility: Planning-Design</b><br><i>Prior funding and 2023 funding will be used to hire a consultant firm to prepare conceptual design, capital cost estimate, operating cost forecasts, and develop project roadmap. Funding in outer years reflects 8% of a facility's estimated construction cost for planning-design-engineering.</i> | <b>Total</b>       | <b>55,000</b>  | <b>175,000</b> | -    | 600,000 | 600,000 | 600,000 | - |
|  | Federal (5307)     | 40,000         | 140,000        | -    | 480,000 | 480,000 | 480,000 | - |
|  | Federal (CARES)    | -              | -              | -    | -       | -       | -       | - |
|  | Federal (ARPA)     | -              | -              | -    | -       | -       | -       | - |
|  | Federal (5310)     | -              | -              | -    | -       | -       | -       | - |
|  | State              | -              | 17,500         | -    | 60,000  | 60,000  | 60,000  | - |
|  | Local (Bond)       | -              | -              | -    | -       | -       | -       | - |
|  | Local (Assessment) | 15,000         | 17,500         | -    | 60,000  | 60,000  | 60,000  | - |
| <b>102 Service Planning</b><br><i>Remaining funds are from 2016 Operating-Capital Grant. Staff propose utilizing these funds to augment Project 401 (General Bus Stop Improvements).</i>   | <b>Total</b>       | <b>53,525</b>  | -              | -    | -       | -       | -       | - |
|  | Federal (5307)     | 42,820         | -              | -    | -       | -       | -       | - |
|  | Federal (CARES)    | -              | -              | -    | -       | -       | -       | - |
|  | Federal (ARPA)     | -              | -              | -    | -       | -       | -       | - |
|  | Federal (5310)     | -              | -              | -    | -       | -       | -       | - |
|  | State              | -              | -              | -    | -       | -       | -       | - |
|  | Local (Bond)       | -              | -              | -    | -       | -       | -       | - |
|  | Local (Assessment) | 10,705         | -              | -    | -       | -       | -       | - |
| <b>103 GPCOG Mobility Programs</b><br><i>Metro has served as a pass-through of federal CARES Act funding in order to allow GPCOG to use federal CARES Act funding to implement a variety of mobility management programs.</i>  | <b>Total</b>       | <b>242,448</b> | <b>72,881</b>  | -    | -       | -       | -       | - |
|  | Federal (5307)     | -              | -              | -    | -       | -       | -       | - |
|  | Federal (CARES)    | 242,448        | -              | -    | -       | -       | -       | - |
|  | Federal (ARPA)     | -              | 36,441         | -    | -       | -       | -       | - |
|  | Federal (CRRSAA)   | -              | 36,440         | -    | -       | -       | -       | - |
|  | State              | -              | -              | -    | -       | -       | -       | - |
|  | Local (Bond)       | -              | -              | -    | -       | -       | -       | - |
|  | Local (Assessment) | -              | -              | -    | -       | -       | -       | - |
|  | Local              | -              | -              | -    | -       | -       | -       | - |
| <b>104 GPCOG Planning Projects</b><br><i>Transit Together and Rapid Transit Project.</i>   | <b>Total</b>       | -              | -              | -    | -       | -       | -       | - |
|  | Federal (5307)     | -              | -              | -    | -       | -       | -       | - |
|  | Federal (CARES)    | -              | -              | -    | -       | -       | -       | - |
|  | Federal (ARPA)     | -              | -              | -    | -       | -       | -       | - |
|  | Federal (5310)     | -              | -              | -    | -       | -       | -       | - |
|  | State              | -              | -              | -    | -       | -       | -       | - |
|  | Local (Bond)       | -              | -              | -    | -       | -       | -       | - |
|  | Local (Assessment) | -              | -              | -    | -       | -       | -       | - |

## 200 FACILITIES: MAINTENANCE-ACQUISITION-CONSTRUCTION

|   | Funds Rem.         | 2023           | 2024           | 2025           | 2026 | 2027 | 2028       |   |
|---|--------------------|----------------|----------------|----------------|------|------|------------|---|
| <b>201 Metro Facility Replacement-Expansion</b><br><i>Phase 1: Acquire 151 St. John's Property - Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding. Bond issuance will be contingent on state-federal funding acquisition.</i><br><br><i>Phase 2: Construct replacement facility - Federal assistance estimated at 50%; State assistance estimated at 30%. Local funding assumed to come from bonding.</i>   | <b>Total</b>       | -              | -              | 5,200,000      | -    | -    | 25,000,000 | - |
|   | Federal (5307)     | -              | -              | 2,600,000      | -    | -    | 12,500,000 | - |
|   | Federal (CARES)    | -              | -              | 1,560,000      | -    | -    | -          | - |
|   | Federal (ARPA)     | -              | -              | -              | -    | -    | -          | - |
|   | Federal (5310)     | -              | -              | -              | -    | -    | -          | - |
|   | State              | -              | -              | -              | -    | -    | 7,500,000  | - |
|   | Local (Bond)       | -              | -              | 1,040,000      | -    | -    | 5,000,000  | - |
|   | Local (Assessment) | -              | -              | -              | -    | -    | -          | - |
| <b>202 Facility Renovations-Major Component Replacement</b><br><i>Unspent funding (\$316,580) for facility renovations (\$96,580) and Bus Wash Rehab (\$150,000) and HVAC (\$70,000) - These projects are moving forward.</i><br><i>Replacement of back-up generator in 2023</i><br><i>CNG Station rehab/compressor replacement in 2024</i>   | <b>Total</b>       | <b>316,580</b> | <b>125,000</b> | <b>300,000</b> | -    | -    | -          | - |
|   | Federal (5307)     | 253,264        | 100,000        | 240,000        | -    | -    | -          | - |
|   | Federal (CARES)    | -              | -              | -              | -    | -    | -          | - |
|   | Federal (ARPA)     | -              | -              | -              | -    | -    | -          | - |
|   | Federal (5310)     | -              | -              | -              | -    | -    | -          | - |
|   | State              | -              | -              | -              | -    | -    | -          | - |
|   | Local (Bond)       | -              | -              | -              | -    | -    | -          | - |
|   | Local (Assessment) | 63,316         | 25,000         | 60,000         | -    | -    | -          | - |
| <b>202 Safety-Security Maintenance/Upgrades</b><br><i>Remaining funds (20,000) from 2016 Op-Cap Grant, and (\$53,000) from 2017 Op-Cap Grant</i><br><i>These funds will be used to replace/upgrade facility surveillance system, integrate ID badging access to harden access/exit points.</i><br><br><i>Local funding remains from prior year budgets for which local match was collected but project was not included in PACTS program of projects for federal funding.</i><br><br><i>Original 2024 entries removed as project can completed with existing funding.</i> | <b>Total</b>       | <b>73,000</b>  | -              | -              | -    | -    | -          | - |
|   | Federal (5307)     | 50,400         | -              | -              | -    | -    | -          | - |
|   | Federal (CARES)    | -              | -              | -              | -    | -    | -          | - |
|   | Federal (ARPA)     | -              | -              | -              | -    | -    | -          | - |
|   | Federal (5310)     | -              | -              | -              | -    | -    | -          | - |
|   | State              | -              | -              | -              | -    | -    | -          | - |
|   | Local (Bond)       | -              | -              | -              | -    | -    | -          | - |
|   | Local (Assessment) | 22,600         | -              | -              | -    | -    | -          | - |

| 300 VEHICLE MAINTENANCE & ACQUISITION   |                    | Funds Rem.     | 2023             | 2024             | 2025             | 2026           | 2027             | 2028             |
|---|--------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|
| <b>301 Mid-Life Fleet Refurbishments</b><br>Replacement of major components (engines, transmissions) and vehicle refurbishments of 5 2014 Gilligs (\$215,551) followed by 5 2018 New Flyers (2024); 6 2018 New Flyers (2025); 6 2019 New Flyers (2026); 5 2020 New Flyers (2027); 2 2020 New Flyers and 2 2021 New Flyers (2028).   | <b>Total</b>       | <b>215,551</b> | -                | <b>300,000</b>   | <b>370,800</b>   | <b>381,924</b> | <b>327,818</b>   | <b>270,122</b>   |
|   | Federal (5307)     | 172,441        | -                | 240,000          | 296,640          | 305,539        | 262,254          | 216,098          |
|   | Federal (CARES)    | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (ARPA)     | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (5310)     | -              | -                | -                | -                | -              | -                | -                |
|   | State              | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Bond)       | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | 43,110         | -                | 60,000           | 74,160           | 76,385         | 65,564           | 54,024           |
| <b>302 Fleet Replacements</b><br>GP Metro adheres manages to the FTA Uesful Life Benchmark (ULB) of 14 years, but aims to replace buses at years 13 and 14 in order to allow flexibility based on individual buses' condition.<br>Replaced 4 original Breez buses in FY 2023 with diesel New Flyers<br>Replace 3 2011 diesel Gillig buses in FY 2024 with diesel New Flyers using existing contract<br>Replace 4 2011 diesel Gillig buses in FY 2025 with electric buses<br>Replace 3 2014 CNG Gillig buses in FY 2027 with electric buses<br>Replace 2 2014 CNG Gillig buses in FY 2028 with electric buses  | <b>Total</b>       |                | <b>2,220,000</b> | <b>1,800,000</b> | <b>3,708,000</b> | -              | <b>2,950,363</b> | <b>2,025,916</b> |
|   | Federal (5307)     |                | 1,887,000        | 1,440,000        | 2,966,400        | -              | 2,360,290        | 1,620,733        |
|   | Federal (CARES)    |                |                  |                  |                  |                |                  |                  |
|   | Federal (ARPA)     |                |                  |                  |                  |                |                  |                  |
|   | Federal (5310)     |                |                  |                  |                  |                |                  |                  |
|   | State              |                | 166,500          | 180,000          | 370,800          | -              | 295,036          | 202,592          |
|   | Local (Bond)       |                | 166,500          | 180,000          | 370,800          | -              | 295,036          | 202,592          |
|   | Local (Assessment) |                |                  |                  |                  |                |                  |                  |
| <b>303 Support Vehicle Replacement/Acquisitions</b><br>2023 replacement of operations support vehicle acquired in 2013.<br>2023 addition of employee shuttle to provide transport between base and relief point(s)<br>2024 replacement of maintenance/plow truck<br>2025 acquisition of diesel skid steer for bus stop/sidewalk/facility snow plowing.<br>Remaining funds \$7,400 (from sale of retired vehicle) and \$1,730 (surplus from acquisition of operations shuttle) can be applied to future needs.   | <b>Total</b>       | <b>9,130</b>   | <b>105,000</b>   | <b>65,000</b>    | <b>100,000</b>   | -              | -                | -                |
|   | Federal (5307)     |                | 40,000           | 52,000           | 80,000           | -              | -                | -                |
|   | Federal (CARES)    | 1,730          | 55,000           |                  |                  |                |                  |                  |
|   | Federal (ARPA)     |                |                  |                  |                  |                |                  |                  |
|   | Federal (5310)     |                |                  |                  |                  |                |                  |                  |
|   | State              |                |                  |                  |                  |                |                  |                  |
|   | Local (Bond)       |                | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | 7,400          | 10,000           | 13,000           | 20,000           | -              | -                | -                |
| <b>308 Fleet Expansion</b><br>TBD   | <b>Total</b>       | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (5307)     | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (CARES)    | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (ARPA)     | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (5310)     | -              | -                | -                | -                | -              | -                | -                |
|   | State              | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Bond)       | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | -              | -                | -                | -                | -              | -                | -                |
| 400 BUS STOP IMPROVEMENTS   |                    | Funds Rem.     | 2023             | 2024             | 2025             | 2026           | 2027             | 2028             |
| <b>401 General Bus Stop Improvements</b><br>This project is aimed at general bus stop improvements including installation of shelters, seating, signage, and access improvements where needed. GP Metro plans to use consultant assistance to perform a full bus stop inventory and recommend design and amenity standards.<br><br>Federal-Local funding remains from a 2016 project (\$38,642) which provided acquisition/installation of bus stop shelters and new bus stop signage across the region.<br><br>Local funding remains from prior year budgets for which local match was collected but project was not included in PACTS program of projects for federal funding (\$70,000). | <b>Total</b>       | <b>108,642</b> | -                | -                | <b>200,000</b>   | <b>200,000</b> | <b>200,000</b>   | -                |
|   | Federal (5307)     | 30,914         | -                | -                | 160,000          | 160,000        | 160,000          | -                |
|   | Federal (CARES)    |                |                  |                  |                  |                |                  |                  |
|   | Federal (ARPA)     |                |                  |                  |                  |                |                  |                  |
|   | Federal (5310)     |                |                  |                  |                  |                |                  |                  |
|   | State              |                |                  |                  |                  |                |                  |                  |
|   | Local (Bond)       |                | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | 77,728         | -                | -                | 40,000           | 40,000         | 40,000           | -                |
| <b>402 Transit Stop Access Project</b><br>Planning-design work completed in prior years. Amounts shown are for construction. Remaining amount includes \$195,468 from prior grant which covers design-engineering as well as \$73,460 in local funding that was collected for construction but tied to federal funding in a future year.<br><br>Amounts in FY 2023 are programmed for construction. Local match relates to Federal 5310 funding.<br>Amounts in FY 2024 reflect the final allocation of federal formula funding for this project<br>Amounts in FY 2025-26 represent new formula funding awarded to Metro thru PACTS formula set-aside application process.                   | <b>Total</b>       | <b>240,444</b> | <b>1,028,020</b> | <b>497,420</b>   | <b>425,000</b>   | <b>425,000</b> | -                | -                |
|   | Federal (5307)     | 133,586        | -                | 210,031          | 340,000          | 340,000        | -                | -                |
|   | Federal (CARES)    |                |                  |                  |                  |                |                  |                  |
|   | Federal (ARPA)     |                | 525,000          |                  |                  |                |                  |                  |
|   | Federal (5310)     |                | 429,560          | 219,529          |                  |                |                  |                  |
|   | State              |                |                  |                  |                  |                |                  |                  |
|   | Local (Bond)       |                |                  |                  |                  |                |                  |                  |
|   | Local (Assessment) | 106,858        | 73,460           | 67,860           | 85,000           | 85,000         | -                | -                |
| 500 TECHNOLOGY INTEGRATIONS   |                    | Funds Rem.     | 2023             | 2024             | 2025             | 2026           | 2027             | 2028             |
| <b>501 Management Information Systems</b><br>Remaining grant balance (\$97,415) earmarked for inventory tracking software (\$77,715), and Timekeeping software (\$19,700). Additional funding sought in 2024 to acquire and deploy timekeeping software. The timekeeping project previously included under this project series (2024) is moved to Project 503 so it functions with the AVL system.  | <b>Total</b>       | <b>97,415</b>  | -                | -                | -                | -              | -                | -                |
|   | Federal (5307)     | 77,932         | -                | -                | -                | -              | -                | -                |
|   | Federal (CARES)    | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (ARPA)     | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (5310)     | -              | -                | -                | -                | -              | -                | -                |
|   | State              | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Bond)       | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | 19,483         | -                | -                | -                | -              | -                | -                |
| <b>502 Transit Signal Priority</b><br>Metro awarded \$500,000 in federal ARPA funding to install transit signal priority technology along Washington Avenue and Forest Avenue in Portland. Additional \$170,000 applied for through PACTS FTA Section 5307 formula set-aside program for transit enhancements (pending approval). Additional award would add TSP to Brighton Ave. and Congress Street.  | <b>Total</b>       | -              | <b>500,000</b>   | <b>171,200</b>   | -                | -              | -                | -                |
|   | Federal (5307)     | -              | -                | 136,960          | -                | -              | -                | -                |
|   | Federal (CARES)    | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (ARPA)     | -              | 500,000          | -                | -                | -              | -                | -                |
|   | Federal (5310)     | -              | -                | -                | -                | -              | -                | -                |
|   | State              | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Bond)       | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | -              | -                | 34,240           | -                | -              | -                | -                |
| <b>503 CAD/AVL System Replacement</b><br>Approximately \$1.0 million needed to replace the existing system to include AVL, CAD, APC, AVA<br>Unspent funding (\$168,000) from CARES Act funding allocated to AVA System/UV Lighting<br>CARES Act funding recently allocated by PACTS for CAD/AVL replacement (\$242k).<br>Local funding remains from prior year budgets for which local match was collected but project was not included in PACTS program of projects for federal funding (\$42,958- Electronic Signs).  | <b>Total</b>       | <b>210,958</b> | <b>241,650</b>   | <b>550,000</b>   | -                | -              | -                | -                |
|   | Federal (5307)     | -              | -                | 440,000          | -                | -              | -                | -                |
|   | Federal (CARES)    | 168,000        | 241,650          | -                | -                | -              | -                | -                |
|   | Federal (ARPA)     | -              | -                | -                | -                | -              | -                | -                |
|   | Federal (5310)     | -              | -                | -                | -                | -              | -                | -                |
|   | State              | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Bond)       | -              | -                | -                | -                | -              | -                | -                |
|   | Local (Assessment) | 42,958         | -                | 110,000          | -                | -              | -                | -                |

## RIDERSHIP COMMITTEE

## AGENDA ITEM 6

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### DATE

October 17, 2023

### SUBJECT

Capital Improvement Plan update

### PURPOSE

To inform the Committee on updates to the Capital Improvement Plan

### BACKGROUND/ANALYSIS

Metro maintains a Capital Improvement Plan (CIP) so that we can plan large capital purchases, seek grant funding, and keep local match obligations as low and consistent as practical. The CIP, which is a part of Metro's operating budget that will be presented at the October Board meeting, includes capital purchases related to:

- Planning and programs
- Facility maintenance, acquisition, and construction
- Vehicle maintenance and acquisition
- Bus stop improvements
- Technology Integrations

### FISCAL IMPACT

This item is for information and discussion.

### RECOMMENDATION

This item is for information and discussion.

### CONTACT

Mike Tremblay  
Director of Transit Development  
(207) 517-3023  
mtremblay@gpmetro.org

### ATTACHMENTS

Attachment A: Draft CIP (2024-2028)

## RIDERSHIP COMMITTEE

## AGENDA ITEM 7

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### DATE

October 17, 2023

### SUBJECT

ARPA-funded project update

### PURPOSE

To inform the Committee on Metro's ARPA-funded service improvements and projects

### BACKGROUND/ANALYSIS

Metro is working on implementation of several American Rescue Plan Act (ARPA)-funded projects and service improvements. These include:

- Extension of the Husky Line to Portland's Eastern waterfront, expanded Route 9 and BREEZ service (Implemented August 2023, ongoing)
- Launch of microtransit in Falmouth and Route 7 extension to Jetport (expected May 2024)
- Transit Signal Priority on Forest and Washington avenues (expected fall/winter 2023)
- Transit Stop Access Project bus stop improvements (construction 2024-2025).

### FISCAL IMPACT

This item is for information and discussion.

### RECOMMENDATION

This item is for information and discussion.

### CONTACT

Mike Tremblay  
Director of Transit Development  
(207) 517-3023  
mtremblay@gpmetro.org

### ATTACHMENTS

Attachment A: Ridership Committee slide deck

**DATE**

October 17, 2023

**SUBJECT**

Consideration of 2024 Service Changes

**PURPOSE**

To discuss possible 2024 service changes related to underperforming route segments and budget capacity.

**BACKGROUND/ANALYSIS**

Metro routinely monitors ridership, including boardings and alightings by stop, throughout our network, and flags underperforming segments. Route segments may be underperforming for several reasons, including frequency of service, lack of pedestrian and transit infrastructure, lack of density, and/or lack of ridership generators such as jobs, retail, grocery shopping, entertainment venues, etc.

Because Metro is funded partially with local contributions, Metro flags underperforming route segments for discussion with the Board and Ridership Committee so that we can receive feedback on how to proceed. Route segments with low ridership can cost the host municipality significantly more than the passenger fare. The underperforming route segment may be best served by a different route, a different service type (demand-response, microtransit, etc.), or eliminated. Other measures Metro can take are to reduce service to periods where ridership is highest, or improve service so that transit is more viable and to encourage transit-oriented development, where feasible.

The segments Metro has identified as underperforming are:

- The “loops” in Falmouth, which are slated to be replaced with microtransit in 2024
- The Pride’s Corner loop in Westbrook, currently served by every other Route 2 trip
- The spur on Route 9B to West Falmouth, which adds significant running time to what is otherwise a counterclockwise circulator around Portland

The region’s Transit Together study, which was published in January 2023, recommends elimination of the Falmouth loop to Oceanview as well as the Pride’s Corner loop. Metro is also investigating the possibility of service reductions along Route 3 to every 60 minutes, which was also recommended by Transit Together as a way to allocate resources to routes with more ridership potential. Finally, Metro is exploring restoring a summer schedule on the Husky Line that would reduce frequency to every 60 minutes when USM is not in session.

**FISCAL IMPACT**

This item is for information and discussion.

**RECOMMENDATION**

This item is for information and discussion.

**CONTACT**

Mike Tremblay  
Director of Transit Development  
(207) 517-3023  
mtremblay@gpmetro.org

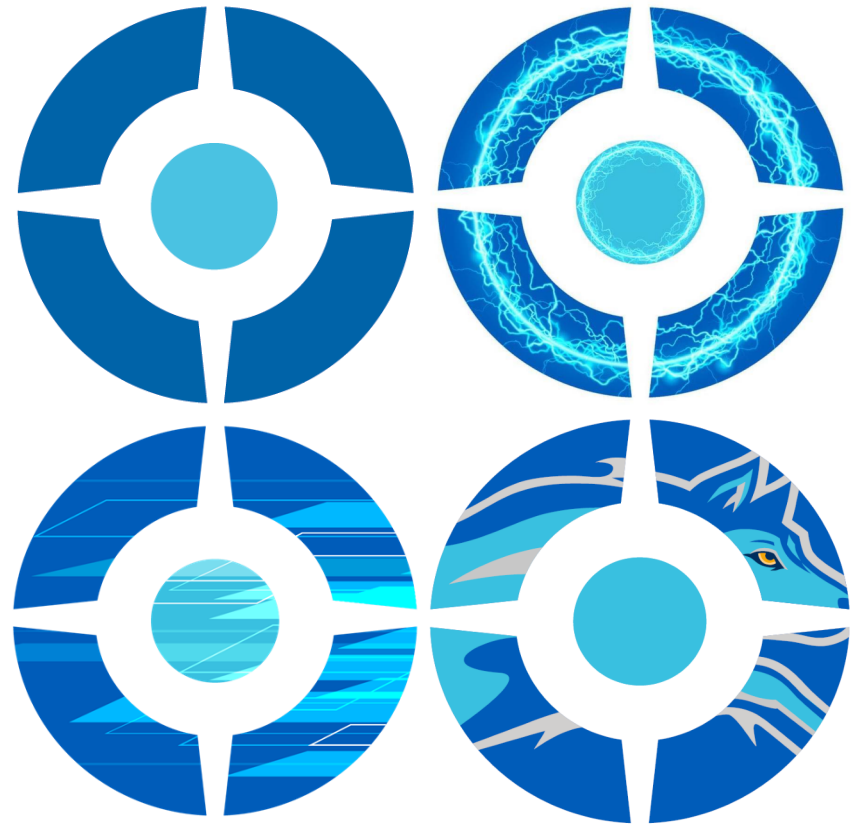
**ATTACHMENTS**

Attachment A: Ridership Committee slide deck

# GREATER PORTLAND METRO BOARD OF DIRECTORS

**Ridership Committee**

October 18, 2023



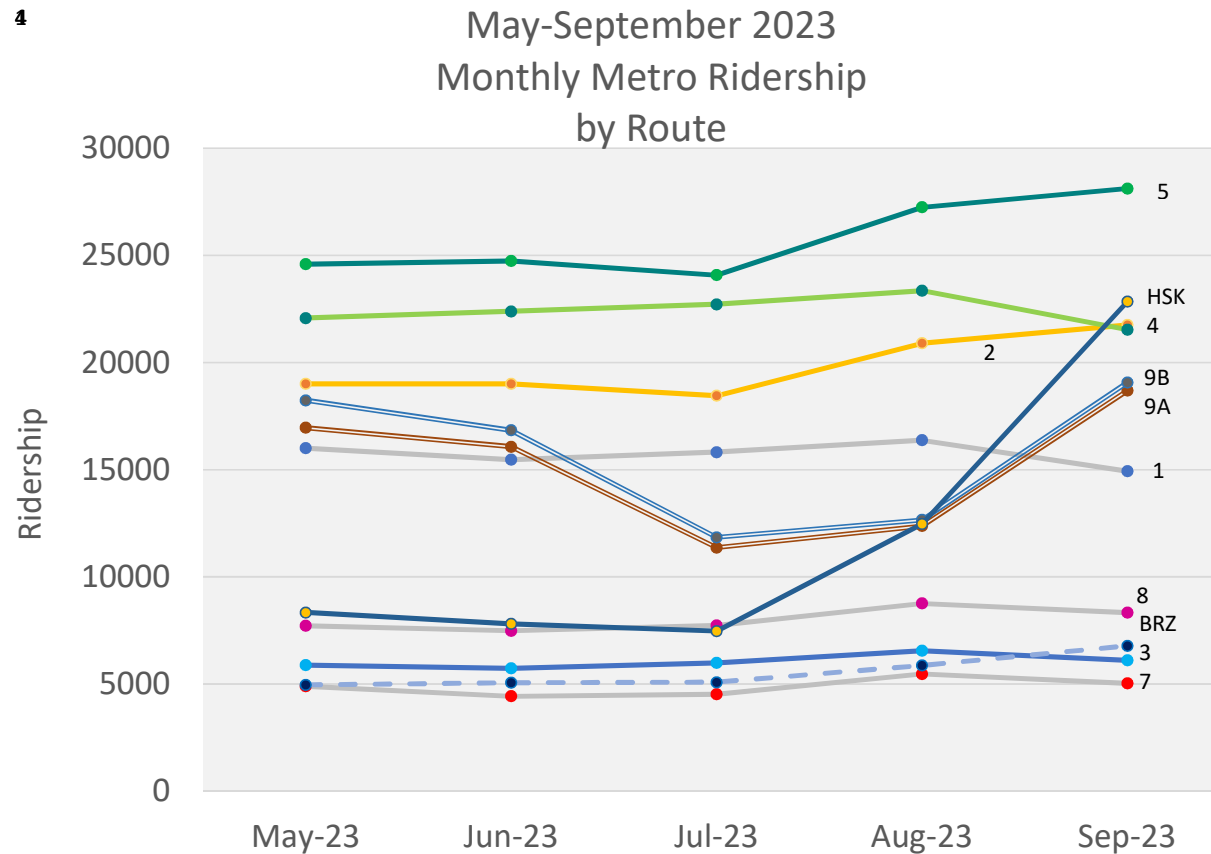


# Item 5 – Ridership Update

## Ridership Update

- September highest ridership since January 2020
  - +35% YOY, 86% recovery rate
  - 173,000+ rides
- October ridership strong
  - On pace for 175,000+ rides, 84% recovery rate, +36% YOY
  - Fare Deal no longer in effect
- All routes had 3-year ridership highs in August and/or September

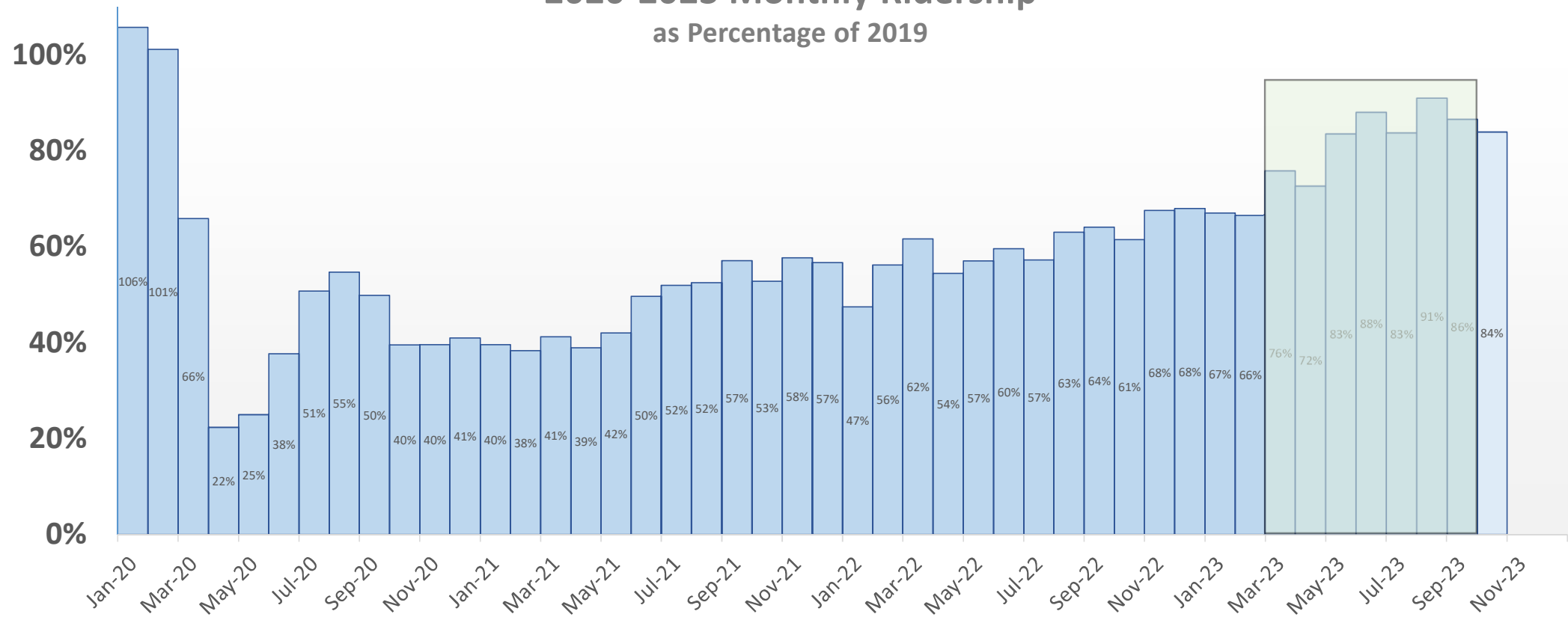
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# Item 5 – Ridership Update

## Ridership Update

2020-2023 Monthly Ridership  
as Percentage of 2019



# Item 5 – August Ridership

## Fare Deal Ending

- Fare Deal ended 9/30/2023
- Very few complaints and fare box disputes



GREATER PORTLAND **metro**

**Return to Full Fares**  
Effective October 1, 2023

يبدأ في 1 أكتوبر  
تغيير سعر

Changement de tarif  
Commence le 1er octobre

Alteração do preço da passagem  
Começa em 1º de outubro

Isbeddelka qiimaha  
Waxay bilaabmaysaa Oktoobar 1

Cambio de tarifa  
el 1 de octubre

---

**Local Service**

|              |        |
|--------------|--------|
| Full Fare    | \$2.00 |
| Reduced Fare | \$1.00 |

**Local Service**  
Falmouth, Portland, South Portland, and Westbrook.

---

**BREEZ Express Service**

|              |        |
|--------------|--------|
| Full Fare    | \$4.00 |
| Reduced Fare | \$2.00 |

**Express Service**  
Brunswick, Freeport, and Yarmouth



[gpmetro.org/fares](http://gpmetro.org/fares)

## Return to Regular Fares Effective October 1, 2023

Metro, BSOOB Transit, and South Portland Bus Service



**Local Fares**

|              |        |
|--------------|--------|
| Full Fare:   | \$2.00 |
| Reduced Fare | \$1.00 |

**Express Fares**

|              |        |
|--------------|--------|
| Full Fare:   | \$4.00 |
| Reduced Fare | \$2.00 |

GREATER PORTLAND **metro**  
[gpmetro.org/fares](http://gpmetro.org/fares)

**Transit**  
Biddeford | Saco | Old Orchard Beach  
[bsoobtransit.org](http://bsoobtransit.org)

CITY OF **SOUTH PORTLAND**  
Bus Service  
[southportland.org](http://southportland.org)

More Info and FAQs -- [Dirigopass.org](http://Dirigopass.org)

# Item 7 – ARPA Project Update

## Project Progress

| Project   | Current Status          | Completion/End Date   |
|---|-------------------------|---|
| Fare Deal   | Ended                   | September 30, 2023  |
| Service Improvements  |                         |   |
| Frequency/span improvements on Route 9, BREEZ frequency improvements, Husky Line extension to Portland Eastern Waterfront | Implemented August 27   | Year-end 2025 pilot project end date; successful improvements will need alternative funding |
| Microtransit and Route 7 extension to Jetport with span/frequency improvements  | Implementation May 2024 |   |
| Transit Signal Priority   | Vendor selected         | Installation fall/winter 2023   |
| Transit Stop Access Project   | Preparing Bid Book      | Construction 2024/2025  |

# Item 8 – 2024 Service Changes

## Underperforming Route Segments

- Metro evaluates ridership at outlying route segments to ensure cost-effectiveness
- Four areas of low productivity
  - Falmouth “loops”
  - Pride’s Corner loop in Westbrook
  - West Falmouth
  - Route 3
- Low-ridership route segments cost host municipalities more money per trip



# Item 8 – 2024 Service Changes

## Underperforming Route Segments

Methods to improve productivity (ridership per revenue hour)

- Improve service
  - Make transit more competitive with driving
  - Basis for our ARPA-funded service improvements/projects for pandemic recovery
- Change service type
  - Demand-response may provide better more cost-effective service
- Reduce or eliminate service
  - Not ideal – reduces access to transit for existing riders
  - Resources may be better allocated elsewhere in system to reach more riders



# Item 8 – 2024 Service Changes

## Underperforming Route Segments

### Measures being considered

- Route 7 Falmouth Loops
  - Planned for microtransit conversion in 2024
- Route 2 – Pride’s Corner
  - Consider reducing or eliminating service based on ridership trends
  - Recommended by Transit Together
- Route 9 – West Falmouth
  - Consider reducing service based on ridership trends
- Route 3
  - Consider reduced frequency
  - Replace Riverton segment with future microtransit

# Item 8 – 2024 Service Changes

## Underperforming Route Segments

### Measures being considered

- Route 7 Falmouth Loops
  - Planned for microtransit conversion in 2024
- Route 2 – Pride’s Corner
  - Consider reducing or eliminating service based on ridership trends
  - Recommended by Transit Together
- Route 9 – West Falmouth
  - Consider reducing service based on ridership trends
- Route 3
  - Consider reduced frequency
  - Replace Riverton segment with future microtransit

