



# Executive Committee

January 28, 2026 | 3:30 pm

## 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/82010642334?pwd=cOocJRNGMrHFpDmD1aHFJvhaSaAshz.1>

Passcode: 438132 | Webinar ID: 820 1064 2334

Phone: (646) 931-3860 | Telephone participants: \*9 to raise hand, \*6 to unmute

## MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Call Meeting to Order (3:30)</b>	Ed Suslovic, Board President	N/A
<b>2. Public Comment (3:30-3:35)</b>  The Board of Directors welcomes public comments at this time for items <u>not listed</u> on this agenda at this time. For items listed on the agenda, the chair will allow members of the public to comment following the staff presentation. There is a <i>three-minute time limit</i> per speaker. (Comments will be paraphrased in meeting minutes)	Ed Suslovic, Board President	Information
<b>3. Meeting Minutes (3:35-3:35)</b>  Review and approve minutes from the November 18, 2025 Executive Committee Meeting.	Ed Suslovic, Board President	<b>ACTION</b>
<b>4. Executive Director's Report (3:35-3:50)</b>  The Executive Director will provide updates pertaining to Metro operations, service performance, external affairs and major projects and initiatives.	Glenn Fenton, Executive Director	Information
<b>5. Fare Policy Analysis Plan (3:50-4:00)</b>  Staff will review plans to assess the regional fare policy and make recommendations for improvement.	Glenn Fenton, Executive Director	Information
<b>6. Metro Zero Emissions 2040 Goal (4:00-4:15)</b>  Staff will review Metro's current board adopted zero emissions goal and discuss how the current goal affects planning for fleet and facility replacements.	Glenn Fenton, Executive Director	Information
<b>7. Metro Facility Committee Appointment (4:15-4:25)</b>  The committee will discuss nominees for an adhoc committee to oversee the siting, planning, funding and construction of Metro's	Ed Suslovic, Board President	<b>ACTION</b>

new operations and maintenance facility.		
<b>8. Future Agenda Items (4:25-4:30)</b> <ul style="list-style-type: none"> <li>• Rock Row Service Agreement</li> <li>• Non-Union Salary Plan Update</li> <li>• Agency Safety Plan Update</li> <li>• MATI Pass Program</li> <li>• PACTS Initiatives and Reforms (Ongoing)</li> </ul>	Ed Suslovic, Board President	Information
<b>9. Upcoming Meetings (4:25-4:30)</b> <ul style="list-style-type: none"> <li>• Finance Committee – February 4, 2026 at 3:00 pm</li> <li>• Advocacy Committee – February 19, 2026 at 3:00 pm</li> <li>• Executive Committee – February 25, 2026 at 3:30 pm</li> <li>• Board of Directors – February 26, 2026 at 4:00 pm</li> <li>• Mkt/Coms Committee – March 11, 2026 at 3:30 pm</li> <li>• Plan/Ops Committee – March 18, 2026 at 10:30 am</li> </ul>	Ed Suslovic, Board President	Information
<b>10. Adjournment (4:35)</b>	Ed Suslovic, Board President	<b>ACTION</b>

*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.*



## Greater Portland Metro Executive Committee

### November 18, 2025

#### DRAFT Meeting Minutes

Member:	Municipality:	Role:	Status:
Ed Suslovic	Portland	President	Present
Julie Dubovsky	Yarmouth	Vice President	Arrived at 3:55
John Thompson	Westbrook	Secretary	Present
Paul Bradbury	Portland	Treasurer	Present
Hope Cahan	Falmouth	Past President	Present
William Rixon	Freeport	Non-Voting Attendee	Present

Staff Present	Identified Members of the Public
Glenn Fenton, Executive Director Shelly Brooks, Chief Financial Officer Chad Heid, Chief Transportation Officer Mike Tremblay, Director of Transit Development Megan Hannan, Director of Government Affairs & Community Engagement	

- I. **The meeting was called to order by Ed Suslovic at 3:30 pm**
- II. **Public Comment:** No members of the public were present.
- III. **Approval of the October 16, 2025 Executive Committee meeting minutes:** Hope Cahan motioned to accept the minutes; it was seconded by Paul Bradbury. The motion was approved unanimously following a roll call vote with one abstention.
- IV. **Executive Director's Report:** Glenn Fenton presented his Executive Director's Report. He provided updates pertaining to Metro operations, service performance, external affairs and major projects and initiatives. See attached slides for details.

There were questions and comments about the BRT alignment through Westbrook and the trade-offs between using Main St. or Westbrook Arterial / William Clarke Dr. / Rock Row. Mike Tremblay said regardless of the BRT chosen route, the #4 would continue local service and be sure to pick up any missing communities.

- V. **Procurement Exception Request:** Chad Heid presented a request for a procurement exception for purchase of a replacement engine for \$70,144 for Bus 2031. John Thompson motioned to accept the request; Julie Dubovsky seconded. The motion was approved unanimously following a roll call vote.

**VI. Non-Domiciled Worker Update:**

Glenn Fenton provided an update on the status of the status of the Emergency Action enacted by the Federal Motor Carrier Safety Administration that impacts Metro's Non-Domiciled CDL holders.

**VII. Nominations of Metro Board Officers**

The committee made nominations for and discussed Metro Board Officers for 2026. This slate of nominations to be reviewed at Metro's Board of Directors meeting on December 11, 2025. The proposed slate of officers is:

- President: Ed Suslovic (2<sup>nd</sup> of two-year term)
- Vice President: Linda Cohen (1<sup>st</sup> of two-year term)
- Treasurer: Josh Reny (1<sup>st</sup> of two-year term)
- Secretary: John Thompson (1<sup>st</sup> of two-year term)
- Past President: Hope Cahan (2<sup>nd</sup> of two-year term)

Hope Cahan motioned to accept the request; John Thompson seconded. The motion was approved unanimously following a roll call vote.

**VIII. Future Agenda Items**

- Fare Policy Analysis
- Rock Row Service Agreement
- Agency Safety Plan Update
- Updated ADA Complaint Procedure
- PACTS Initiatives and Reforms (Ongoing)

**IX. Upcoming Meetings**

- Board of Directors – December 11, 2025 at 4:00 pm
- Mkt/Coms Committee – T.B.D.
- Plan/Ops Committee – T.B.D.
- Advocacy Committee – T.B.D.
- Executive Committee – T.B.D.

**X. Adjournment:** Paul Bradbury motioned to adjourn; Hope Cahan seconded. Meeting was adjourned at 4:18 pm.

## EXECUTIVE COMMITTEE

## AGENDA ITEM 6

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**DATE**

January 28, 2026

**SUBJECT**

Review of Metro Zero Emissions Goal

**PURPOSE**

Review the Metro's 2040 Zero Emissions Goal including; performance of electric buses, trends in the industry, changes in the federal funding landscape and how the current goal affects planning for future projects.

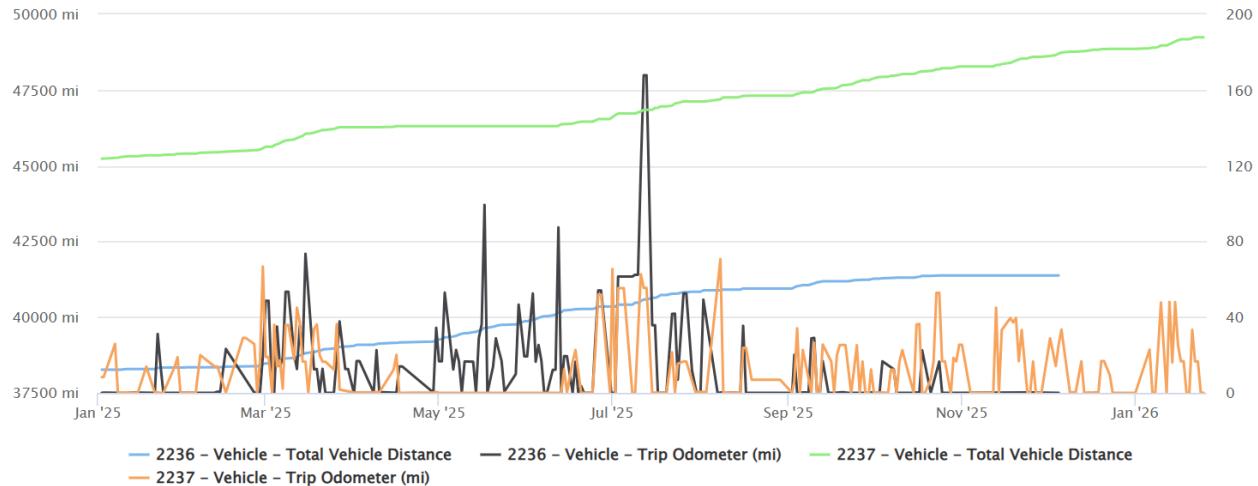
**BACKGROUND/ANALYSIS**

In June 2018 Metro's Board of Directors adopted a resolution that included Metro achieving a goal of a 100% zero emissions fleet by 2040. After approval of the resolution, Metro applied for and was awarded federal Low-No Emissions Grant Program funding (LoNo) to support acquisition of two electric buses and associated charging infrastructure. This application include bus manufacturer Proterra Inc as a named partner responsible for supplying the buses. Those buses were delivered and put into service in May 2022. In August 2023, Proterra filed for Chapter 11 bankruptcy protection. In March 2024 Proterra sold its bus manufacturing business to Phoenix Motor Inc.

After a relatively promising start to operation, Metro's electric buses have become less reliable with reduced range and uptime. The Proterra buses in the Metro fleet are numbered 2236 and 2237. At the time of deployment, the anticipated daily range on the BEBs was in the range of 180-240 miles per day, with staff understanding that temperature and operating conditions would impact the daily performance. While the benchmark of 180 miles per day would still be less than a diesel unit, the range would be satisfactory for 22 of 38 non-BREEZ currently scheduled weekday blocks. However, the observed vehicle performance is far below the 180-mile benchmark.

**Usage Trends**

Below is a chart that displays the daily usage and vehicle lifetime mileage beginning January 1, 2025.



Reviewing daily usage statistics for these buses over the last 12+ months, the bus performance was vastly below expectations and in most cases barely serviceable. The primary reason for the low daily mileage is based on battery imbalance issues. Metro Operations have been directed to use these buses, but the low range only permits them to be used on school tripper blocks and other short service needs.

	Bus 2236	Bus 2237
Days in Service	90	120
Average Daily Miles	34	25
Max Daily Miles	168	71

Bus 2236 has traveled 41,376 lifetime miles, and 2237 has completed 49,241 lifetime miles. Noting the in-service period began in the late spring of 2022, that's approximately 3.75 years of service. Again, these lifetime usage totals are far below expectations and do not come anywhere close to the performance of diesel buses in the Metro Fleet. Below is a chart comparing the annual performance of diesel buses purchased in 2020-2021 to the 2022 Proterra buses.

	2020 Fleet	2021 Fleet	2022 Fleet
# of Buses	7	2	2
AVG Lifetime Mileage	241,923	214,572	45,309
# Years in Service	Approx. 6	Approx. 5	3.75
AVG Annual Miles / Bus	40,320	42,914	12,082

### Current Status

Bus 2236 has been out of service since late October of 2025. This unit had a significant battery imbalance, along with faults for irregular battery temps, and will not accept a charge. Without being able to charge the battery, this bus sits idle on the lot until a contracted maintenance service can address the issue.

Bus 2237 remains in service, albeit with the low functional range and limited utility. There are also issues with the auxiliary diesel heaters, causing interior temperature challenges, and greater battery demand. This unit also suffers from an imbalanced battery problem, which presents as a significant state of charge drop from approximately 60% charged to 20% each time in use.

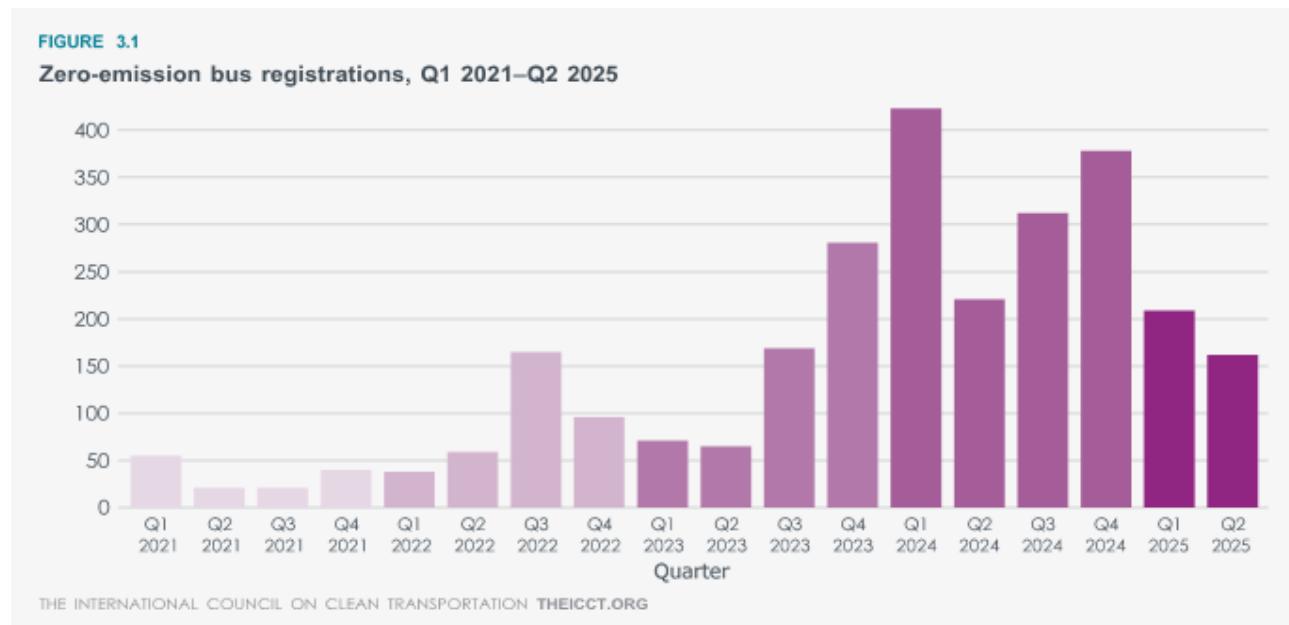
### **Vendor Support**

There has been very little support provided by Phoenix Motor Inc. since the company acquired Proterra. In January 2025 the Northeast Regional Service Manager resigned. Since that time Metro staff have submitted multiple requests for service and received limited response. In June 2025, Phoenix Motor sent a technician to evaluate both buses. This technician confirmed imbalance in the battery packs and suggested replacement. Metro staff pushed back on the suggestion that the three-year-old batteries be replaced based on the fact that manufacturer was not offering to warranty the batteries and could not identify a supplier.

Since the discussion in June, there has been no substantive assistance provided by Phoenix Motor despite staff's repeated requests for support. The new regional field services manager was scheduled to travel to Metro to assess the buses and discuss options on January 20<sup>th</sup>, however the trip was canceled due to a travel freeze imposed by Phoenix Motor leadership.

### **National Outlook on ZEBs**

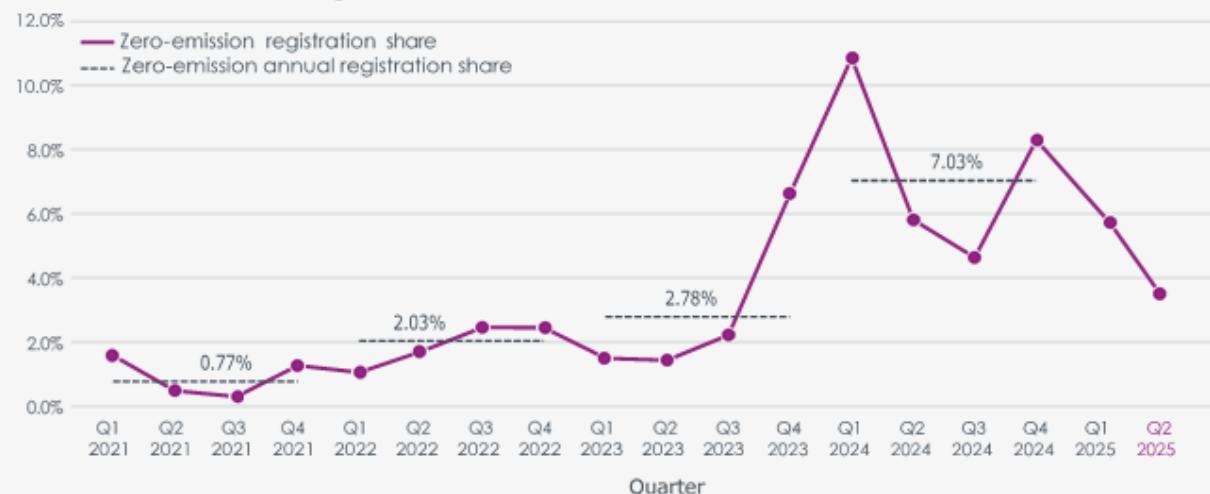
After several quarters of steady increases in vehicle registrations, the zero-emissions bus market is showing signs of slowing nationally.



We're also seeing a reduction in ZEBs as a percentage of overall bus registrations.

FIGURE 3.2

Share of zero-emission bus registrations, Q1 2021–Q2 2025



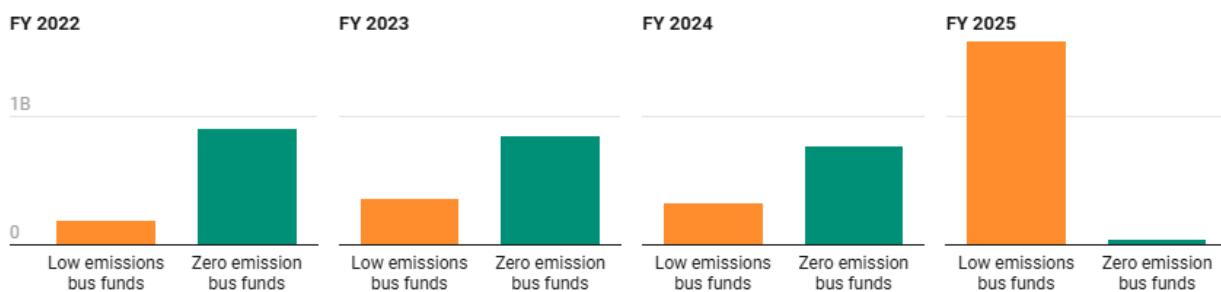
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION THEICCT.ORG

These trends are likely a result of instability within the ZEB manufacturer market (i.e. Proterra bankruptcy), performance of ZEBs not meeting expectations and a funding climate that is favoring emitting buses. In 2025 the FTA's Lo-No program awarded more funding to emitting bus projects than zero emissions projects.

### More emitting bus projects won more funding than ever in FY 2025 in the Low or No Emission Buses program.

The Low or No Emissions Bus Program, codified in 49 USC 5339(c), calls for the US Department of Transportation to award funds to the projects that reduce emissions the most compared to other buses.

As part of a concession made during the negotiations to pass the Infrastructure Investment and Jobs Act, the Low-No program received significantly more funding but also incorporated a 25% minimum set-aside for low emission buses. In FY 2022, the Biden administration awarded funds to 100% of applicants who applied for low emission buses (T4A Greener Fleets Report), but due to low demand, they were unable to hit the minimum and made up the difference in the following fiscal years.



Source: FTA FY2016 to FY2025 Low-No program award data • [Get the data](#) • Created with [Datawrapper](#)

### Future Considerations

Metro's current fleet management plan states that buses are replaced every 12 – 14 years. This means that in order to remain compliant with the goal of attaining a 100% zero emission's fleet by 2040, Metro's next order of buses (delivery in 2028 or 2029) and all subsequent orders would need to be zero emissions buses (ZEB).

As staff continue to work with Metro's facility analysis consultant, key inputs to the analysis will be fleet size and fleet fuel/power train. A fleet expected to be 100% electric within 10 years of the facility opening will require that charging infrastructure is largely incorporated into the design of the facility. Additionally, based on the shorter range of ZEB's, a larger fleet would likely be needed to operate the same amount of service as compared to a diesel fleet, unless an expansive on-route charging system could be established. This could mean that Metro would need to carry a higher spare ratio. Higher spare ratios could cause a problem once Metro's maximum buses in service exceeds 50. The FTA requires that transit agencies not exceed a 20% spare ratio.

Additional buses, charging infrastructure and facility upgrades all come with associated costs. We don't currently know the scale of these increases and will be working to provide estimates at our next meeting.

### **RECOMMENDATION**

Given Metro's recent operational experience with battery electric buses, the shift in the federal focus from no-emission to on low-emission funding and the pressing need to make programming decision for a replacement operations and maintenance facility, staff recommends that the Board revisit the goal of having a 100% zero emissions fleet by 2040 and that a comprehensive cost-benefit analysis be conducted comparing alternatives.

This analysis will provide a data-driven comparison of the long-term financial and operational impacts of three distinct fleet pathways:

1. Current Direction – Achieving a 100% zero emission fleet by 2040.
2. Decelerated Transition – Achieving a 100% ZEB fleet by 2050 or a reasonably achievable date.
3. Maintain Diesel Fleet – Maintaining a primarily diesel fleet while deploying hybrid-electric as funding permits.

To ensure Metro's infrastructure can support these future fleet requirements, staff will collaborate with our facility consultant to develop specific cost estimates for each scenario. As well as identify any limiting factors created the scenarios.

Once complete, staff will present a recommended alternative to the Executive Committee.

### **CONTACT**

Glenn Fenton  
Executive Director  
(207) 517-3025  
[gfenton@gpmetro.org](mailto:gfenton@gpmetro.org)

### **ATTACHMENTS**

Attachment A – Board Resolution 2018.01

**RESOLUTION NO. 2018.01**

**RESOLUTION BY THE BOARD OF THE DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT ("GPTD"), TO APPROVE THE FILING OF AN APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION ("FTA") FOR THE PURPOSE OF ACQUIRING FEDERAL TITLE 49, SECTION 5339(c) CAPITAL FUNDING TO ACQUIRE UP TO FOUR (4) BATTERY ELECTRIC BUSES AND ASSOCIATED CHARGING INFRASTRUCTURE.**

WHEREAS, Chapter 53 of Title 49 of the United States Code (formerly the Federal Transit Act of 1964, as amended), makes financial aid available to eligible transit agencies or units of local government showing a substantial effort toward the preservation, improvement and operation of mass transit systems; and,

WHEREAS, the GPTD is authorized to provide public transportation under Maine Revised Statutes Title 30-A, Chapter 163, Transportation and is eligible to receive federal grant funds under United States Code, Title 49, Section 5307 ("Section 5307") for transit operating and capital projects and Section 5339(c); and,

WHEREAS, GPTD has been working collaboratively with the State of Maine, the Greater Portland Council of Governments and Portland Area Comprehensive Transportation System (PACTS) serving as the Metropolitan Planning Organization for the Portland, ME Urbanized Areas, the Center for Transportation and the Environment and Shuttlebus-Zoom to develop the scope, costs and benefits of a multi-agency electric bus project ("the Project").

WHEREAS, the State of Maine has agreed to submit a single grant application to FTA's Section 5339(c) Low-No Emissions Grant Program on behalf of GPTD and Shuttlebus Zoom and contribute up to \$3.0 million to support the Project.

WHEREAS, the PACTS Transit and Executive Committees have approved a Six Year Capital and Operating Program that includes \$400,000 to support the Project.

WHEREAS, the GPTD Board of Directors has been briefed on the costs and benefits associated with battery electric buses and understands the requirements of accepting the grant funds including the obligation to provide the necessary local share of the Project's costs; and,

WHEREAS, GPTD intends to comply with all FTA requirements for financial assistance for the Project and to submit any necessary certificates, assurances and other documents to that effect;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT, as follows:

1. That GPTD shall commit up to \$250,000 as part of the Project's local match which is consistent with the local match figures programmed as part of GPTD's 2018-2022 Capital Improvement Program.
2. That the General Manager be authorized to approve GPTD's participation with the State of Maine to file the federal Section 5339(c) Low or No Emissions Grant Program on behalf of GPTD to secure funding for up to 4 battery electric buses and associated charging infrastructure manufactured by Proterra as well as project management, engineering and training costs.
3. That the General Manager is authorized to accept the offer of the FTA concerning the financing of the Project and to execute with the FTA grant agreements pertaining to financial assistance for the Project; and,
4. That the General Manager, subject to required procurement policies, is hereby authorized to execute all agreements and contracts with third parties, including affected local jurisdictions and utilities, in connection with this grant application and the Project; and,
5. That GPTD hereby authorizes the General Manager to execute the certification and agreement required by the Labor Protection provisions of 49 U.S.C. 5333 (b) and to execute and file such other certifications, assurances and documents with the FTA as may be required by the FTA in connection with federal grant assistance for the Project.
6. That GPTD shall adopt a goal of achieving a zero-emission public transit fleet by 2040.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT, this 13 day of JUNE, 2018.



John Thompson  
GREATER PORTLAND TRANSIT DISTRICT  
BOARD PRESIDENT

ATTEST:



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A. L. G.  
GREATER PORTLAND TRANSIT DISTRICT  
BOARD SECRETARY