

Executive Committee

April 29, 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
1. Call Meeting to Order (3:30)	Ed Suslovic, Board President	N/A
2. Public Comment (3:30-3:35) 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
3. Meeting Minutes (3:35-3:35) Review and approve minutes from the March 25, 2026 Executive Committee Meeting.	Ed Suslovic, Board President	ACTION
4. Executive Director's Report (3:35-3:40) The Executive Director will provide updates pertaining to Metro operations, service performance, external affairs and major projects and initiatives.	Glenn Fenton, Executive Director	Information
5. Sponsorship Opportunity (3:40-3:50) Metro Staff will provide an update about a potential free rides sponsorship by Portland Pride for transportation to the Pride Parade in Portland on June 2026.	Glenn Fenton, Executive Director	Information
6. Fare Policy Update (3:50-4:00) Update on the recently completed public outreach regarding Metro's proposed fare policy changes.	Glenn Fenton, Executive Director	Information
7. Scarborough Service Update (4:00-4:10) Staff will provide an update o the approval process of an Intergovernmental Agreement (IGA) between Metro and the Town	Glenn Fenton, Executive Director	Information

of Scarborough for new transit service planned for implementation in 2026.		
8. Certifications and Assurances (4:10-4:15) Review and approve updated version of Metro’s federal Certifications and Assurances documentation.	Glenn Fenton, Executive Director	ACTION
9. Executive Director Evaluation (4:15-4:25) Review the process and timeline for completing the Executive Director’s annual performance evaluation.	Glenn Fenton, Executive Director	Information
10. Future Agenda Items (4:25-4:30) <ul style="list-style-type: none"> • Rock Row Service Agreement • Fare Policy Update • Triennial Review • Executive Director’s Performance Review • PACTS Funding Formula 	Ed Suslovic, Board President	Information
11. Upcoming Meetings (4:30-4:35) <ul style="list-style-type: none"> • Finance Committee – May 6, 2026 at 3:00 pm • Mkt/Coms Committee – May 13, 2026 at 3:30 pm • Plan/Ops Committee – May 20, 2026 at 10:30 am • Advocacy Committee – May 21, 2026 at 3:00 pm • Executive Committee – May 27, 2026 at 3:30 pm • Facility Planning Committee – T.B.D. 	Ed Suslovic, Board President	Information
12. Adjournment (4:35)	Ed Suslovic, Board President	ACTION

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

March 25, 2026

DRAFT Meeting Minutes

Member:	Municipality:	Role:	Status:
Ed Suslovic	Portland	President	Present
Linda Cohen	South Portland	Vice President	Present
John Thompson	Westbrook	Secretary	Present
Joshua Reny	South Portland	Treasurer	Present
Hope Cahan	Falmouth	Past President	Present (3:40)
Jeff Levine	Portland	Board Member	Present

Staff Present	Identified Members of the Public
Glenn Fenton, Executive Director	Charles Wilkinson, CMA (Salary Consultant)
Shelly Brooks, Chief Financial Officer	Curtis Pierce, Four Nines (Fare Policy Consultant)
Chad Heid, Chief Transportation Officer	
Mike Tremblay, Director of Transit Development	
Megan Hannan, Director of Government Affairs & Community Engagement	
Denise Beck, Communications Manager	

- I. **The meeting was called to order by Ed Suslovic at 3:31 pm**
- II. **Public Comment:** No members of the public were present to comment.
- III. **Approval of the February 23, 2026 Executive Committee meeting minutes:** Josh Reny motioned to accept the minutes; it was seconded by Linda Cohen. The motion was approved unanimously following a roll call vote.
- IV. **Non-Union Salary Plan:** Charles Wilkinson from CMA (Career Management Associates, Scarborough ME) presented a high-level overview of the report and discussed recommendations for Metro’s Non-Union Salary Plan. Glenn Fenton called out the “open range” for the Manager level is a policy change, otherwise there are no policy changes, just adjustments. Those “open range” adjustments would be based on merit and range from 1 – 5%.

John Thompson moved to approve the plan; Linda Cohen seconded. The motion was approved unanimously following a roll call vote.

- V. **Fare Policy Update:** Glenn Fenton presented the preliminary recommendations for adjustment to the regional fare policy, including estimated impacts on ridership and revenue. Questions and comments included:
 - What percent of riders should we expect to lose? The estimate is 2 – 4%

- If Metro can “turn on” the pass-back ability now, why don’t we? It causes a problem for the fare capping feature, which we try to offset with the 10-ride passes. Open fare will allow pass back, or multiple taps for families, for example, to let four fares all at once. The new vendor assures us the first tap will count toward the cap, but subsequent taps will not.
- How do people meet those caps, meaning why ride several times a day? Some commuters get to work, then hop on a bus to go to lunch, that’s three rides. Some people are running errands, so hop on and off several times. Metro does have several riders who meet both daily and monthly caps.
- Doing the math, adjusted for inflation, it seems as soon as we go below our adjusted rate, we pop it back up, and at this point the adjusted rate is \$2.25, so it makes sense.
- Number should be easy to explain, so having the half-price be \$1.10 isn’t that easy, but \$1.12 doesn’t work; perhaps go to \$2.30 then \$1.15 is the half-price. Same for fare caps, want it to be easy. Question: Is this something the committee would like to consider? History shows more than two things (a dollar and a quarter, or a dollar and a dime versus a dollar and a quarter and a nickel). Given that, how do we ensure that next time, the lower fare doesn’t have to increase by 25%? Metro will have to balance the issue. The only real way to avoid this is to only raise fares in \$0.50 increments.
- Is it possible to increase both fare and ridership at the same time? Not really, it faces the elasticity curve, meaning increasing fares decreases ridership but still increases revenue. However, we do see that implementing open fare systems, marketed well, does increase ridership by “reducing friction,” or making the choice an easy choice.
- Which is more expensive for Metro, open fare or the app? They both have expenses, and the thought now is that open fare will not have caps, but both are possible.

Next steps are: bringing this to the public meetings, then to the Finance and next Executive Committee meetings for further review.

- VI. Intergovernmental Agreement:** Glenn Fenton reviewed a draft Intergovernmental Agreement (IGA) between Metro and the Town of Scarborough for new transit service planned for implementation in 2026. Glenn will be bringing this to the Scarborough Town Council for discussion April 1, 2026.
- Question: What would happen if South Portland did not want to add to its payments for the Scarborough route? Metro would work that out, present routes through South Portland are not included in their assessment.
- VII. Procurement Exception Request:** Glenn Fenton reviewed a retro-active procurement exception for Metro’s complementary ADA service contract with the Regional Transportation Program (RTP) for approval. John Thompson moved to approve the plan; Josh Reny seconded. Discussion included a hope that paratransit would soon be brought in-house to Metro. The motion was approved unanimously following a roll call vote.
- VIII. Executive Director’s Report:** Glenn Fenton provided updates pertaining to Metro operations, service performance, external affairs and major projects and initiatives. The slide deck follows the minutes.
- IX. Future Agenda Items**

- Rock Row Service Agreement
- Fare Policy Update
- Triennial Review
- Executive Director's Performance Review
- PACTS Initiatives and Reforms (Ongoing)

X. Upcoming Meetings

- Facility Planning Committee – March 31, 2026 at 2:30 pm
- Finance Committee – April 1, 2026 at 3:00 pm
- Mkt/Coms Committee – April 8, 2026 at 3:30 pm
- Plan/Ops Committee – April 15, 2026 at 10:30 am
- Advocacy Committee – April 16, 2026 at 3:00 pm
- Executive Committee – April 22, 2026 at 3:30 pm

XI. Adjournment: Hope Cahan motioned to adjourn; Linda Cohen seconded. Meeting was adjourned at 5:03 pm.



EXECUTIVE COMMITTEE

AGENDA ITEM 5

DATE

April 29, 2025

SUBJECT

Sponsorship Opportunity

PURPOSE

Metro Staff will provide an update about a potential free ride sponsorship by Portland Pride for transportation to the Pride Parade in Portland on June 2026.

BACKGROUND/ANALYSIS

On March 10, 2026, Metro Staff received an email from a Pride Portland board member asking about free rides in Portland during the Pride Parade and Festival on June 20, 2026. Metro staff discussed the best way to implement free rides for the event and determined that making the entire system free for the full day would be the easiest way to manage free rides and communicate the promotion.

The team met with two Pride board members to go over logistics on April 13, 2026. There was discussion about whether the free ride promotion was covered by Metro's advertising policy (Portland Pride is a nonprofit). Staff conferred with Metro's attorney and they did not believe that a free ride promotion falls within purview of Metro's current advertising policy.

Given that, this item is for information only and does not require a vote or exception to the advertising policy.

FISCAL IMPACT

Staff are currently negotiating a final price for the free ride promotion. Estimated revenue for a Saturday in June is approximately \$3,500.

RECOMMENDATION

CONTACT

Glenn Fenton

Executive Director

(207) 517-3025

gffenton@gpmetro.org



EXECUTIVE COMMITTEE

AGENDA ITEM 6

DATE

April 29, 2025

SUBJECT

Fare Policy Change Update

PURPOSE

Review preliminary results of public outreach on the upcoming fare policy change.

BACKGROUND/ANALYSIS

At the March 25, 2026 Executive Committee meeting, staff recommended and the Committee agreed to seek public comment on recommended fare policy changes. The preliminary results of these public input efforts are as follows:

Public meetings held

- April 9, 2026, Portland Public Library, 21 people in attendance
- April 11, 2026, Westbrook Community Center, 6 people in attendance
- April 14, 2026, via Zoom (one person)

An online survey was also created for feedback and is live on the website from April 1 to May 20, 2026. As of this writing, approximately 30 people have responded.

At the meetings, common questions and concerns included:

- **Fare Capping and Daily Costs:** Users wanted to know exactly how many rides were needed to trigger a "free" trip and if tapping a credit card or phone would automatically cap their spending. While "tap-to-pay" is being introduced, it will not initially support fare capping or discounts; users must pay full fare. Metro staff recommend the Dirigo card or Umo app for regular riders to access discounts and payment caps.
- **"Pass Back" Capability:** New technology now allows a user to tap for themselves (using their specific fare or cap) and then tap again to pay for friends or family riding with them.
- **Accessibility and Reduced Fares:** Riders turning 65 can update their fare status via email or an online application. Metro is currently working with Cumberland County on a pilot program to provide reduced fares based on income

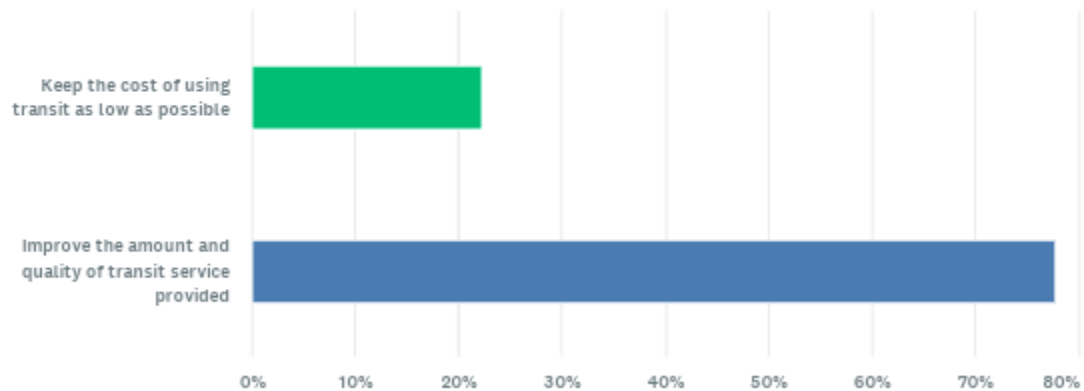
The preliminary survey results are showing opinion is split; approximately 37% view the changes as "mostly or entirely negative," while about 33% feel some changes are positive and others are

negative. The survey responders also called for Metro to expand reduced fare eligibility to include riders based on monthly income (such as those receiving SNAP or TANF), rather than just age or disability. The new technology generated several answers:

- Approximately 46% of riders state their payment method will not change at all. However, about 23% expect to switch to tap-to-pay as their primary method.
- Several riders expressed strong support for the introduction of "tap-to-pay," noting it could remove the "stigma" of riding the bus and make the system more accessible for locals and visitors who currently find the app or cash systems confusing. Some users were disappointed that tap-to-pay would not include free transfers, arguing this adds unnecessary complication and friction for new riders.
- The majority (73%) believe that the convenience of tap-to-pay will not change how often they ride transit.
- A telling response shows that riders are more concerned with the quality of the transit system than keeping prices low.

Q10 27 responses

Of the following choices, which is more important to you?



Staff will continue to tally the results of public feedback and provide a complete review of all public comments and a formal recommendation at the Executive Committee’s May 2026 meeting.

FISCAL IMPACT

To be determined.

RECOMMENDATION

CONTACT

Glenn Fenton
Executive Director
(207) 517-3025
gfenton@gpmetro.org

ATTACHMENTS



Executive Committee

AGENDA ITEM 8

DATE

April 29, 2026

SUBJECT

Update Metro's Authorizing Resolution and Designation of Signature Authority

PURPOSE

Update GP Metro's Authorizing Resolution to correct the title of the chief executive officer of the agency as the "Executive Director".

BACKGROUND/ANALYSIS

Federal Transit Administration (FTA) Certifications and Assurances are mandatory, annual affirmations that public transportation applicants must submit to confirm compliance with federal laws, regulations, and policies as a condition of receiving federal funding. These authorizing documents only need to be approved by the Agency's Governing Board when updated.

The proposed updates to GP Metro's designation of signature authority and authorizing resolution for 2026 are to strike the work "interim" prior to "executive director" in all places referenced.

Both documents were prepared by GP Metro's legal counsel and meets with what is required by law to conform to FTA regulations.

FISCAL IMPACT

None.

PRIOR COMMITTEE REVIEW

None.

RECOMMENDATION

Approved the revisions to Greater Portland Transit District's Authorizing Resolution and Designation of Signature Authority as presented.

CONTACT

Glenn Fenton

Executive Director

(207) 517-3025

gfenton@gpmetro.org

ATTACHMENTS

Revised Authorizing Resolution
Designation of Signature Authority

GREATER PORTLAND TRANSIT DISTRICT
CERTIFICATE OF SECRETARY

The undersigned Secretary of the Greater Portland Transit District hereby certifies that the Designation of Signature Authority for Glenn Fenton and Shelly Brooks, attached hereto as Exhibit A, was duly adopted by the Executive Committee of the Greater Portland Transit District on April 29, 2026. Said Designation has not been amended or rescinded since its adoption and remains in full force and effect as of the date hereof.

The undersigned further certifies that Authorizing Resolution No. 2024.01, attached hereto as Exhibit B, was duly adopted by the Board of Directors of the Greater Portland Transit District on March 28, 2024. Said Resolution has not been amended or rescinded since its adoption and remains in full force and effect as of the date hereof.

Dated: _____, 2026

John Thompson, Jr.
Secretary
Greater Portland Transit District

Exhibit A: Designation of Signature Authority for FTA Assistance Awards
Exhibit B: Authorizing Resolution No. 2024.01

DESIGNATION OF SIGNATURE AUTHORITY

RE: DESIGNATION OF SIGNATURE AUTHORITY FOR FTA ASSISTANCE AWARDS

The Board of Directors of the Greater Portland Transit District, acting by and through its Executive Committee, hereby designates Glenn Fenton, Executive Director, and Shelly Brooks, Chief Financial Officer, as authorized to access the Federal Transit Administration's (FTA) Electronic Application/Award Management System, also referred to as the Transit Award Management System (TrAMS), and use Personal Identification Numbers (PIN) to execute the annual Certifications and Assurances issued by the Federal Transit Administration (FTA), to transmit and submit all applications to FTA for Federal assistance (or amendments thereafter), and to execute all awards of FTA assistance on behalf of the Greater Portland Transit District, thus binding the Applicant/Recipient's compliance with FTA's requirements.

Date: April 29, 2026

Edward Suslovic
President, Board of Directors





Authorizing Resolution

Resolution No. 2024.01

WHEREAS, the Federal Transportation Administrator has been delegated authority to award Federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for Federal Financial assistance will impose certain obligations upon the Applicant, and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT;

1. The **Executive Director** or his/her designee is authorized to execute and file application for Federal assistance on behalf of the **Greater Portland Transit District** with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration, either alone or in addition to other Federal assistance administered by the Federal Transit Administration and the Greater Portland Transit District is the Designated Recipient as defined by U.S.C. §5307 (A.) (2).
2. The **Executive Director** or his/her designee is authorized to execute and file with its application the annual certification and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. The **Executive Director** or his/her designee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of **Greater Portland Transit District**.

CERTIFICATION

The undersigned duly qualified Secretary/Clerk; acting on behalf of the **Greater Portland Transit District** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Directors held on March 28, 2024.

John Thompson, Jr.
Secretary/Clerk

March 28, 2024



EXECUTIVE COMMITTEE

AGENDA ITEM 9

DATE

April 29, 2026

SUBJECT

Executive Director Annual Performance Evaluation

PURPOSE

Review process for Executive Director's annual performance review.

BACKGROUND/ANALYSIS

Each year the Executive Director's performance evaluation is overseen by Metro's Executive Committee with the Board President being primarily responsible for administering the process. The elements and milestones of that process are outlined in the Executive Director's contract with the board.

EXECUTIVE DIRECTOR PERFORMANCE REVIEW PROCESS

Part 1: Executive Director Self-Evaluation (completed)

By April 15 of each year the Executive Director will submit to the Board a self-evaluation covering the prior year as well as an evaluation form to be completed by individual board members.

Part 2: Board Assessment (in process)

Following receipt of the Executive Director's self-evaluation, board members shall have a two-week period to return completed evaluation forms to the Board President.

Part 3: Metro Senior Staff Assessment

Between April 15th and May 15th the Board President (or their designee) will interview the department heads that report to the Executive Director. These interviews may be conducted in-person, virtually or via written survey.

Part 4: Executive Committee Final Assessment

At the May Executive Committee Meeting the Board President will assemble the results from Parts 1-3 of the evaluation process and confer with the Executive Committee on a final composite assessment.

Part 5: Final Board Review

At Metro's full Board of Directors Meeting in June of each year, the Executive Committee will present the final assessment as well as any recommended merit-based increase in compensation to be effective July 1st.

Materials related to the process for conducting the Executive Director's annual performance evaluation are included in the attachments including the Board Member Evaluation Form and Executive Director's Self Assessment.

FISCAL IMPACT

None.

RECOMMENDATION**CONTACT**

Glenn Fenton
Executive Director
(207) 517-3025
gfenton@gpmetro.org

ATTACHMENTS

Attachment A – Executive Director's 2025-26 Self Assessment
Attachment B – Board Member Evaluation Form

Executive Director's Performance Evaluation Self-Assessment 2025-26

In accordance with the Executive Director's contract, I am providing a self-assessment of my job performance over the last year. The past twelve months have been a period of professional growth as I am now much more comfortable with my role as Executive Director. I rate my job performance as above average. The organization has been able to advance multiple major initiatives simultaneously. I credit the amazing staff at Metro for their tireless efforts and devotion to our mission. Accomplishments to note during the last twelve months:

Year in Review

The last year was quite successful and continued to build on objectives set out during the previous year and as part of the Board's strategic planning efforts.

1. Ridership has stabilized after experiencing a dip when comparing to 2024. Metro is in a good position to use service improvements and technology upgrades to increase ridership over the coming year.
2. We successfully launched the Bus Rapid Transit preliminary design. We've leveraged strong connections with our member communities and USM to advance this project. There remain challenges ahead especially as it pertains to getting priority within the right-of-way to BRT buses.
3. Our operations and maintenance facility replacement project has kicked off and is beginning a course to acquire the necessary real estate and funding to advance this multi-year project.
4. We faced a challenging budget process as we began to see the phase out of ARPA funding with some local municipalities seeing significant increases in their local assessments. We can expect similar circumstances in Metro's 2027 budget all ARPA funding will be effectively removed from the operating budget.
5. We were able to hire Metro's first Director of Government Affairs, Megan Hannan. With Megan's help, Metro has been able to actively engage with elected official at the local, state and federal level. Metro is developing focused strategies to protect existing funding and lobby for more transit funding for the agency as well as the state.
6. We planned, funded and are very close to launching Metro's first new route since 2018 with service to Scarborough. This opportunity to tap into a largely underserved area has the potential to increase ridership significantly and add another member community to Metro's district in the future.
7. We have started an extensive fare policy analysis to properly balance Metro's revenue streams and introduce new fare payment technology.



Aside from these specific accomplishments, I'm proud to report that Metro's service continues to operate safely and reliably. This is impressive considering hiring bus operators and diesel technicians has become increasingly difficult in the wake of the USDOT's change in licensing criteria for commercial drivers. Metro maintains a reputation as a preferred employer in the commercial driving sector.

Areas for Growth

There are several areas that I would like to focus on improving myself in the coming year. The primary functions that I would seek to improve in:

1. **Executive Leadership Development:** During my upcoming sabbatical, I will engage with other transit executives to study diverse leadership styles and best practices. My goal is to supplement my professional experience with academic and real-world executive strategies to better motivate a diversifying workforce.
2. **Organize and Set Priorities:** As the agency grows, I am working to improve the sequencing of complex projects. By implementing more robust tracking mechanisms, I will provide the leadership team with clearer direction and more manageable timelines.
3. **Management Workload:** I am learning to better calibrate the agency's "bandwidth." My focus for the coming year is on knowing when to say "no" to secondary requests to ensure our core team avoids burnout and maintains high-quality output on primary goals.

Goals (Previous)

In last performance review I identified five goals for the next year. Here's an update on the progress made toward attaining each goal:

1. **Complete BRT Conceptual Design** – Metro is on track as the lead agency to complete this project later this year.
2. **Reevaluate Service in South Portland and Expand Service in Scarborough** – Public involvement and conceptual route design have been completed. We plan to present proposed service improvements to Metro committees and the South Portland City Council later this year.
3. **Assess Complementary ADA Paratransit Service** – We were not able to fit this into Metro's project list over the last year. It will be prioritized in 2026-27.



4. **Complete Facility Replacement Alternatives Analysis** – This is well underway with a formal recommendation expected in the coming months.
5. **Foster Cohesiveness and Growth at Metro** – This is an ongoing goal. I believe that we've made strides in this area, but there remain opportunities to do more.

Goals (2026-27)

Looking forward to the next twelve months, I've carried forward a few key goals from the previous year and have added new priorities for the organization.

1. **Ridership Development** – In order to achieve Metro's Board adopted ridership goals, it's essential that ridership growth be front of mind for all staff. There also needs to be a better connection between individual employees' goals and ridership growth in order to have accountability. My focus will be to facilitate these connections and prioritize growing ridership through all available means.
2. **Complete BRT Conceptual Design** – This is a pivotal step in toward the goal of launching the state's first BRT line.
3. **Launch New Service in Scarborough** – Pending a formal commitment from the Town, I expect the fixed route and microtransit services to launch in the next six months.
4. **Assess Complementary ADA Paratransit Service** – Prior to Metro's recent contract extension with RTP (set to expire in June 2028), my goal is to complete a competitive procurement for complementary ADA service as well as an assessment of the possibility of bringing this service in house at Metro.
5. **Implement New Fare Policy** – It's vital to Metro's financial sustainability that the planned fare increase be implemented expeditiously. Additionally, it will be key to future ridership growth that on-bus tap to pay technology be implemented and promoted effectively.
6. **Begin Property Acquisition for New Operations and Maintenance Facility** – Replacing Metro's current operations and maintenance facility remains a priority and must be completed in order to facilitate service expansion in the coming years. Based on the current status of the facility alternatives analysis it is reasonable to believe that we will be able to seek funding for and complete the necessary regulator steps to acquire the necessary real estate to the advance this project in the next twelve months.



7. **Foster Cohesiveness and Growth at Metro** – It’s important to me that the goal of instilling in employees the importance of the work that they do as well as working to improve morale in general remain a personal goal for me.

Conclusion

I would like to thank the Board of Directors for your continued confidence. It remains a distinct honor to lead this agency. I am committed to meeting the high expectations of this Board, our staff, and the communities that rely on Metro every day. I look forward to another year of progress, partnership and professional growth.



BOARD MEMBER EVALUATION FORM

Board Assessment

Following receipt of the Executive Director's self-evaluation, Board members shall be asked to provide their satisfaction level and comments in the following four (4) areas and submit these to the Board President no later than May 15, 2025:

- a) In reference to the Executive Director's Self-Evaluation, how satisfied are you that Metro is making progress on its goals?**

Please check one:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Comments:				

- b) How satisfied are you that the Executive Director works effectively with Metro Board members?**

Please check one:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Comments:				

BOARD MEMBER EVALUATION FORM

c) How satisfied are you that the Executive Director and staff submit committee and Board materials that are professional, accurate and provide sound information and analysis to make informed policy decisions?

Please check one:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Comments:				

d) How satisfied are you that the Executive Director maintains a positive professional reputation in the local community and cultivates effective relationships with public officials, stakeholders, peer agencies, residents, customers and other relevant community organizations?

Please check one:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Comments:				

BOARD MEMBER EVALUATION FORM

Board Member Name: