

# Board of Directors

June 25, 2026 | 4:00 pm – 5:30 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/89699632766?pwd=xIIXUbeEN5BXVnQ7Iq6UtpwlbM9gbL.1>

Passcode: 322989 | Webinar ID: 896 9963 2766

Phone: (646) 558-8656 | 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>	Ed Suslovic, Board President	N/A
<b>2. Public Comment (4:00-4:05)</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 (4:00-4:05)</b> Review and approve meeting minutes from the February 26, 2026 Board of Directors meeting.	Ed Suslovic, Board President	<b>ACTION</b>
<b>4. Consent Agenda Approval (4:05-4:10)</b> Review and approve the Metro business conducted by the Executive Committee on behalf of the Board of Directors. Board Members may request that any item on the consent agenda be discussed and voted on separately from the rest of the agenda.	Ed Suslovic, Board President	<b>ACTION</b>
<b>5. Executive Director's Report (4:10-4:20)</b> The Executive Director will provide updates on various initiatives, projects and upcoming events.	Glenn Fenton, Executive Director	Information
<b>6. Ammended FY 2026 Final Operating Budget and Capital Budget (4:20-4:35)</b>	Glenn Fenton, Executive Director	<b>ACTION</b>

Staff seek approval to amend the 2026 budget to fund the October Scarborough transit pilot and update facility/vehicle capital plans for PACTS TIP and future grant eligibility.		
<b>7. Annual Financial Audit (4:35-4:45)</b> Metro’s Treasurer will present the Finance’s Committee’s recommendation to accept Metro’s annual financial audit.	Josh Reny, Treasurer	<b>ACTION</b>
<b>8. Recommended Fare Policy Changes (4:45-5:05)</b> Staff will present recommended changes to the regional fare policy for approval by the Board. Proposed fare changes, if approved would be effective August 1, 2026.	Glenn Fenton, Executive Director	<b>ACTION</b>
<b>9. Executive Director’s Performance Assessment (5:05-5:20)</b> The Board President will present the results of the Executive Director’s annual performance evaluation. The Board may choose to discuss this item in executive session. <i>The committee may vote to enter into executive session pursuant to 1 MRSA Section 405 (6) (A) (1) to discuss the Executive Director’s performance evaluation.</i>	Ed Suslovic, Board President	<b>ACTION</b>
<b>10. Future Agenda Items (5:20-5:25)</b> <ul style="list-style-type: none"> <li>• Bus Rapid Transit</li> <li>• Fare Policy Review</li> <li>• Metro Operations and Maintenance Facility Replacement</li> <li>• Metro Committee Structure</li> <li>• 2027 Board Officers</li> </ul>	Ed Suslovic, Board President	Information
<b>11. Upcoming Meetings (5:20-5:25)</b> <ul style="list-style-type: none"> <li>• July Metro Board recess</li> <li>• August committee meetings resume</li> <li>• Board of Directors – October 29, 2026 at 4:00 pm</li> </ul>	Ed Suslovic, Board President	Information
<b>12. Adjournment (5:25)</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 Board of Directors  
Thursday, February 26, 2026  
DRAFT Meeting Minutes**

Board Member	Municipality	Role	Status
Ed Suslovic	Portland	President	Present
Linda Cohen	South Portland	Vice President	Present
Joshua Reny	South Portland	Treasurer	Present
John Thompson	Westbrook	Secretary	Absent
Hope Cahan	Falmouth	Past President	Present
Paul Bradbury	Portland	Member	Present
Christine Adamowicz	Brunswick	Member	Present
Merrill Barter	Falmouth	Member	Absent
Anna Bullett	Portland	Member	Present
Julie Dubovsky	Yarmouth	Member	Absent
Gabe Faulkner-Macklin	South Portland	Member	Present
April Fournier	Portland	Member	Absent
Jeff Levine	Portland	Member	Present
David Morse	Westbrook	Member	Absent
Wes Pelletier	Portland	Member	Present
Tom Poirier	Gorham	Member	Absent
Steven Riley	South Portland	Member	Present
Bill Rixon	Freeport	Member	Absent
Charles "Lou" Simms	Gorham	Member	Present 4:15?
Michael Shaughnessy	Westbrook	Member	Absent

Staff Present	Identified Members of the Public
Glenn Fenton, Executive Director Chad Heid, Chief Transportation Officer Shelly Brooks, Chief Financial Officer Mike Tremblay, Director of Transit Development Megan Hannan, Director of Government Affairs & Community Engagement Denise Beck, Marketing Manager	No public was present

- 1. The meeting was called to order by President Suslovic at 4:02**
- 2. Public Comment**  
There are no members of the public and no comments.
- 3. Meeting Minutes**  
Meeting minutes from the December 11, 2025 were reviewed and approved.
  - Approval moved by Linda Cohen, seconded by Paul Bradbury; after a roll call vote, unanimously approved by those present.

#### **4. Consent Agenda Approval**

- The Board of Directors reviewed and approved the Metro business conducted by the Executive Committee on behalf of Board Members. Ed Suslovic asked if there were any items to be removed from the consent agenda; there were none.
- Approval of the consent agenda was moved by Linda Cohen, seconded by Paul Bradbury; after a roll call vote, it was unanimously approved by those present.

#### **5. Executive Director's Report**

- Glenn Fenton provided updates pertaining to Metro on various initiatives, projects and recognized Metro staff. Fenton recognized Sean Fisher, Lead Technician for Metro, for his leadership and willingness to "go the extra mile."
- Slides are included in the board packet.

#### **6. FY 2026 Final Operating Budget and Capital Budget**

- Shelly Brooks reviewed the budget as recommended by Metro's Finance Committee.
- Approval of the budget was moved by Steve Riley, seconded by Josh Reny; after a roll call vote, it was unanimously approved by those present.

#### **7. Update on Metro Board Resolution 2018.01 - 2040 Zero Emission Fleet Goal**

- Glenn Fenton provided an update on the status of Metro's progress to achieve a zero-emission fleet by 2040, offered an alternative to meet the spirit of the original goal, and presented and a draft resolution to pivot Metro's 2040 zero emissions goal from tailpipe output to larger emissions. The new suggested target is a 25% ridership growth by 2040. (475,000 more rides than 2025)
- Motion to adopt Resolution 2026.01 by Josh Reny, seconded by Jeff Levine; after discussion and a roll call vote, the motion was unanimously approved by those present.

#### **8. Creation of a New Facility Committee**

- Ed Suslovic suggested and the Board discussed creating a new ad hoc advisory committee of the Board of Directors tasked with oversight of Metro's planning, funding and construction of a successor maintenance and operations facility. Members to this committee will be assigned by the Board President and the committee will continue until the building is complete.
- Approval to create the committee was moved by Linda Cohen, seconded by Paul Bradbury; after a roll call vote, unanimously approved by those present.
- Members include:
  - Paul Bradbury, Chair
  - Hope Cahan
  - Josh Reny
  - David Morse
  - Ed Suslovic

#### **9. Future Agenda Items**

- Bus Rapid Transit
- Fare Policy Review
- Metro Operations and Maintenance Facility Replacement

#### **10. Upcoming Meetings**

- Mkt/Coms Committee – March 11, 2026 at 3:30 pm
- Plan/Ops Committee – March 18, 2026 at 10:30 am
- Finance Committee – March 4, 2026 at 3:00 pm
- Advocacy Committee – March 19, 2026 at 3:00 pm
- Executive Committee – March 25, 2026 at 3:30 pm
- Board of Directors – June 25, 2026 at 4:00 pm

#### **11. Adjournment**

- Moved by Josh Reny, seconded by Linda Cohen, the meeting adjourned at 4:58



## BOARD OF DIRECTORS

## AGENDA ITEM 4

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### DATE

June 25, 2026

### SUBJECT

Consent Items

### PURPOSE

Approve actions taken by Metro's Executive Committee on behalf of the Board of Directors.

### BACKGROUND/ANALYSIS

In January 2025, Metro's Board of Directors adopted revised bylaws that empowered the Executive Committee to act on behalf of the Board of Directors for ministerial approvals as allow by State statute. While the statute does not explicitly authorize delegation of Board authority to committees, it grants broad powers to the Board, including all incidental powers necessary to operate the transit district. Based on this interpretation, it can be argued that the Board has the authority to delegate certain functions to the Executive Committee. However, to ensure compliance and minimize potential legal challenges, the Metro's legal counsel recommends a ratification process whereby actions taken by the Executive Committee are confirmed by the full Board at subsequent meetings.

In order to ensure that all actions taken by the Executive Committee are ratified by the full Board of Directors the following list of consent of items has been prepared for Board approval:

#### Item 2026-03

**Revisions to Metro's Non-Union Salary Plan;** Approved unanimously by the Executive Committee on March 25, 2026. Metro's salary plan was updated as part of a biennial process conducted by an independent consultant to review and recommend adjustments to Metro's non-union salary plan.

#### Item 2026-04

**Procurement Exception Request;** Approved unanimously by the Executive Committee on March 25, 2026. Approval of Metro's ADA paratransit contract with the Regional Transportation Program (RTP), a contract that was a result of a non-competitive procurement.

#### Item 2026-05

**Certifications and Assurances;** Approved unanimously by the Executive Committee on April 29, 2026. Approval of updated Authorizing Resolution and Designation of Signature Authority.

**Item 2026-06**

**Scarborough IGA;** Approved unanimously by the Executive Committee on May 27, 2026. Approval of an Intergovernmental Agreement with the Town of Scarborough to facility the funding and operation of new transit service in that community.

Board members may elect to remove any item from the list for separate consideration.

**FISCAL IMPACT**

Not applicable

**RECOMMENDATION**

Ratify the actions of the Executive Committee for the above listed items.

**CONTACT**

Glenn Fenton

Executive Director

(207) 517-3025

[gfenton@gpmetro.org](mailto:gfenton@gpmetro.org)

**ATTACHMENTS**

**DATE**

June 25, 2026

**SUBJECT**

2026 Budget Amendments

**PURPOSE**

Authorize staff to revenues and expenses for Scarborough fixed route and microtransit service beginning in October 2026.

Update Metro's Capital Improvement Program to enable Metro to apply for projects to be added to the PACTS region's Transportation Improvement Program (TIP) and apply for discretionary funding opportunities.

**BACKGROUND/ANALYSIS**Operating Budget Amendment

To address growing public transit needs, Metro collaborated with Scarborough staff in early 2025 to pursue discretionary funding for a new pilot project. This joint effort successfully secured multiple funding streams to bring both fixed-route and microtransit options to the Town of Scarborough:

- **Federal 5307 Funding:** \$1,356,250 awarded in May 2025 through the region's set-aside process.
- **Maine Turnpike Authority (MTA):** \$3,555,771 awarded in October 2025, distributed over five years to support the fixed-route pilot.
- **Maine Department of Transportation (MaineDOT):** \$229,468 awarded to support the project.
- **Town of Scarborough:** \$369,500 authorized by the Town to cover its local share.

The new services will officially launch in Scarborough the first week of October. Staff are preparing for the service launch by developing schedules, planning bus stop locations, recruiting and hiring staff and receiving new rolling stock to support the service.

One-time expenses associated with the new Scarborough service will be tracked separately and submitted for reimbursement from the various funding sources. Direct operating expenses will be calculated by determining the percent of Metro's total service that the Scarborough service

equates to and applying that percentage to Metro's total operating expenses directly associated with providing the service (operator wages, fuel, parts, etc). Additionally, staff are preparing an indirect cost allocation rate, that once approved by the FTA, will allow Metro to draw a percentage of indirect costs as well.

### Capital Improvement Program Update

PACTS has begun the process of updating its project priority list for inclusion in the Transportation Improvement Plan (TIP). Once complete this ranked list of projects will be submitted to MaineDOT for inclusion in MaineDOT's workplan as specified in the MOU signed by PACTS and MaineDOT in 2024.

In order to have projects included in the TIP municipalities and transit agencies must submit a Notice of Intent which includes; project readiness, a cost estimate and governing board endorsement of the project. In Metro's case this endorsement can be achieved by the Board of Director's inclusion of the project in Metro's approved CIP.

Staff have updated Metro's CIP to include revised estimates for replacement of Metro's Operations and Maintenance facility including; property acquisition, planning/design and construction. Additionally, staff have updated the CIP to include updated timelines and cost estimates for fleet replacement and expansion. Metro's CIP will be updated again in the fall as part of Metro's annual budgeting process.

### **FISCAL IMPACT**

#### Scarborough Service

All expenses associated with the new service in Scarborough will be covered by the various grant funding sources. There will be no changes to the assessments of Metro member communities as a result of the pilot project.

Based on the phasing plan, Table 1 provides a 2-3 year forecast horizon during which the available funding sources will be drawn down. Additionally, there are two subsequent years of MTA funding available to assist Scarborough in phasing into its full assessment amount, should the town council vote to join Metro in 2028.

Table 1: Scarborough Pilot Project Funding Plan

Microtransit								
Fiscal Year	Revenue hours	Cost per hour	Operating Cost	Capital Cost	Budget Authority	Revenues	Projected Net Cost	Project Funding
					↓			\$ 1,955,218
FY 2026	2,000	\$ 47.85	\$ 95,700	\$ 500,000	\$ 595,700	\$ 7,500	\$ 588,200	\$ 1,367,018
FY 2027	7,752	\$ 49.29	\$ 420,267	\$ -	\$ 420,267	\$ 30,900	\$ 389,367	\$ 977,651
FY 2028	7,752	\$ 50.76	\$ 432,875	\$ -	\$ 432,875	\$ 31,827	\$ 401,048	\$ 576,602
<b>3 Year Total</b>			<b>\$ 948,843</b>		<b>\$ 1,448,843</b>	<b>\$ 70,227</b>	<b>\$ 1,378,616</b>	<b>\$ 576,602</b>
							↓	Rollover to Fixed Route
Fixed Route								
Fiscal Year	Revenue hours	Cost per hour	Operating Cost	Capital/One Time Cost	Budget Authority	Revenues	Projected Net Cost	Project Funding
					↓			\$ 2,941,767
FY 2026	3,000	\$ 87.00	\$ 261,000	\$ 375,000	\$ 636,000	\$ 17,550	\$ 618,450	\$ 2,323,317
FY 2027	12,053	\$ 89.61	\$ 1,188,076	\$ -	\$ 1,188,076	\$ 86,767	\$ 1,101,309	\$ 1,222,008
FY 2028	12,053	\$ 92.30	\$ 1,223,719	\$ -	\$ 1,223,719	\$ 104,265	\$ 1,119,454	\$ 102,555
<b>3 Year Total</b>			<b>\$ 2,672,795</b>		<b>\$ 3,047,795</b>	<b>\$ 208,582</b>	<b>\$ 2,839,213</b>	<b>\$ 102,555</b>
								Balance at the end of Year 3

Capital Improvement Plan

Metro’s CIP relies heavily on State and Federal support. Municipal contributions to the CIP are largely tempered through the use of bonding and building local match over several years. The large amount of fleet replacement/expansion planned in the next five years coupled with the expense of replacing Metro’s aging operations and maintenance facility will put additional pressure on Metro’s budget.

Persuasive advocacy efforts will be needed to secure the maximum amount of support for these capital purchases. Staff are developing a funding plan for large capital expenses which utilizes discretionary funding as much as possible.

**RECOMMENDATION**

Staff is requesting authorization to amend the FY 2026 Operating Budget to allow up to **\$1,221,700** in additional expenses and revenues in order to start up and operate microtransit and fixed route service in the Town of Scarborough.

Staff is recommending adoption of the revised Capital Improvement Program to facilitate Metro applying for projects to be included in the PACTS Transportation Improvement Program and MaineDOT Workplan.

**CONTACT**

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 Executive Director  
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**ATTACHMENTS**

Attachment A - Metro Capital Improvement Program – Updated June 2026

# 2026-2030 CAPITAL IMPROVEMENT PROGRAM

## PROGRAM SUMMARY

	Funds Rem.	2025	2026	2027	2028	2029	2030
<b>Total</b>	<b>4,779,598</b>	<b>815,460</b>	<b>6,105,071</b>	<b>10,771,031</b>	<b>15,341,693</b>	<b>4,106,759</b>	<b>96,419,487</b>
Federal (5307)	3,169,915	66,466	2,261,177	1,761,170	1,081,354	565,407	1,135,590
Federal (BUILD)	-	-	-	2,928,000	2,928,000	-	-
Federal (TBD)	-	-	-	-	-	-	85,950,000
Federal (5339)	89,046	-	2,596,305	4,248,542	2,465,000	1,700,000	4,250,000
Federal (CARES)	221,608	-	-	-	-	-	-
Federal (ARPA)	579,544	-	177,500	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	354,000	600,250	777,621	6,107,500	255,000	2,097,500
Maine Turnpike Auth.	-	113,280	-	-	-	-	-
Local (Bond)	600	-	263,250	374,871	367,500	255,000	2,652,500
Local (Assessment)	718,885	221,714	199,089	680,826	692,339	141,352	283,897
Local (Non-Member Assessment)	-	60,000	10,000	-	-	-	-
<b>Local Assess (Projects)</b>		<b>221,714</b>	<b>199,089</b>	<b>680,826</b>	<b>692,339</b>	<b>141,352</b>	<b>283,897</b>
Local Assess (Cap Res.)	-	-	-	-	-	-	-
Local (Debt Service)	-	223,981	224,904	289,569	493,728	808,598	743,935
<b>Total</b>		<b>445,695</b>	<b>423,993</b>	<b>970,396</b>	<b>1,186,067</b>	<b>949,950</b>	<b>1,027,833</b>

## 100 PLANNING & PROGRAMS

	Funds Rem.	2025	2026	2027	2028	2029	2030
<b>101 Replacement Facility: Planning-Design</b>							
<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 (\$50,000). Funding in outer years reflects 8% of a facility's estimated construction cost for planning-design-engineering. \$120,000 collected in 2025 to match future grants.</i>							
<i>2026 Federal (TBD) represents application for federal funding through PACTS discretionary program in Feb 2026.</i>							
<i>Amounts in 2027 &amp; 2028 represent application for BUILD grant submission in Feb 2026 and State funding commitment for local match for 2026-2028. Local assessments in the outer years are estimates and may be revised once grant awards are finalized.</i>							
<b>Total</b>	<b>230,000</b>	<b>120,000</b>	<b>1,080,000</b>	<b>3,540,000</b>	<b>3,540,000</b>		
Federal (5307)	180,000	-	960,000	-	-	-	-
Federal (BUILD)	-	-	-	2,928,000	2,928,000	-	-
Federal (TBD)	-	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	90,000	300,000	300,000	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	50,000	120,000	30,000	312,000	312,000	-	-
<b>102 Service Planning</b>							
<i>Program of funds to support agency planning goals</i>							
<i>Funds Remaining: \$22,883 So Portland (ME-2023-043) 5307* Planning funding awaiting FTA obligation</i>							
<i>2026 - Service Planning for Scarborough &amp; South Portland</i>							
<i>2027 - Network Redesign</i>							
<i>2028 - Facility Site Service and Network Planning</i>							
<b>Total</b>	<b>22,883</b>	<b>-</b>	<b>5,721</b>	<b>50,000</b>	<b>75,000</b>		
Federal (5307)	22,883	-	-	40,000	60,000	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	5,721	10,000	15,000	-	-
<b>103 Metro Mobility Programs</b>							
<i>Historically - 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>							
<i>2026 - 2030- CAD/AVL and Customer Facing Technologies (Spare) to improve mobility</i>							
<b>Total</b>	<b>-</b>	<b>-</b>	<b>61,476</b>	<b>62,563</b>	<b>63,683</b>	<b>64,837</b>	<b>66,025</b>
Federal (5307)	-	-	49,181	50,051	50,947	51,869	52,820
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	12,295	12,513	12,737	12,967	13,205
<b>104 Planning Projects</b>							
<i>Bus Rapid Transit Project.</i>							
<i>Funds remaining: \$53,525 ME-2016-016, \$68,301 CARES ME-2020-010</i>							
<i>So Portland (ME-2022-012) 5307* Planning funding awaiting FTA obligation \$33,849</i>							
<b>Total</b>	<b>121,871</b>	<b>586,129</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Federal (5307)	42,820	33,849	-	-	-	-	-
Federal (CARES)	68,301	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	354,000	-	-	-	-	-
Maine Turnpike Auth.	-	113,280	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	10,750	85,000	-	-	-	-	-
<b>105 Planning Projects</b>							
<i>Fare analysis</i>							
<i>Funds Remaining: \$1,441 So Portland (ME-2022-012) 5307* Planning funding awaiting FTA obligation and \$38,559 So Portland (ME-2023-043) 5307* Planning funding awaiting FTA obligation</i>							
<b>Total</b>	<b>40,000</b>	<b>-</b>	<b>10,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Federal (5307)	40,000	-	-	-	-	-	-
Federal (5339)	-	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	10,000	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	-	-	-	-	-

## 200 FACILITIES: MAINTENANCE-ACQUISITION-CONSTRUCTION

	Funds Rem.	2025	2026	2027	2028	2029	2030
<b>201 Metro Facility Replacement-Expansion</b>							
<i>Phase 1: Acquire 151 St. John's Property - State assistance applied as match for federal construction funding (90/10 federal/non-federal funding). Local funding assumed to come from bonding. Bond issuance will be contingent on state-federal funding acquisition.</i>							
<i>Phase 2: Construct replacement facility - Federal assistance estimated at 90%; State assistance estimated at 7.5%. Local funding assumed to come from bonding at 2.5%.</i>							
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,500,000</b>	<b>-</b>	<b>90,000,000</b>
Federal (5307)	-	-	-	-	-	-	-
Federal (TBD)	-	-	-	-	-	-	85,950,000
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	5,390,000	-	1,722,500
Local (Bond)	-	-	-	-	-	-	2,277,500
Local (Assessment)	-	-	-	-	110,000	-	-
<b>202 Facility Renovations-Major Component Replacement</b>							
<i>Unspent funding (\$495,000) for Backup Generator (\$125,000), and HVAC (\$70,000) CNG Rehab (300,000)- These</i>							
<i>2026 - Elm Street Rehab allowing for public utilization.</i>							
<b>Total</b>	<b>495,000</b>	<b>-</b>	<b>275,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Federal (5307)	396,000	-	220,000	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	99,000	-	55,000	-	-	-	-
<b>202 Safety-Security Maintenance/Upgrades</b>							
<i>Remaining funds (\$8,000) Local collected, grant not programmed.</i>							
<i>2027 - Full facility integrated security camera and access control system (Elm and Valley) \$45k</i>							
<i>2028 - Retrofit of full fleet for integrated wireless/real-time security system (safe fleet), inc. installation \$269k</i>							
<b>Total</b>	<b>8,000</b>	<b>-</b>	<b>-</b>	<b>45,000</b>	<b>269,973</b>	<b>-</b>	<b>-</b>
Federal (5307)	-	-	-	36,000	215,978	-	-
Federal (ARPA)	-	-	-	-	-	-	-
Federal (5310)	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	8,000	-	-	9,000	53,995	-	-
<b>203 Maintenance Equipment</b>							
<i>2025 - Tire Machine, Wheel Balancer, Maintenance Inventory System Upgrade</i>							
<b>Total</b>	<b>109,229</b>	<b>40,771</b>	<b>-</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
Federal (5307)	87,383	32,617	-	240,000	-	-	-

PROGRAM SUMMARY		Funds Rem.	2025	2026	2027	2028	2029	2030	
2027 - Planning, design and build of a paint shop + fire suppression Remaining Funds: \$109,229 (ME-2021-016- Maintenance Equip)		Federal (5310)							
		State							
		Local (Bond)							
		Local (Assessment)	21,846	8,154	-	60,000	-	-	
<b>204</b>	<b>Fuel Tracking and Tank Replacement</b> 2027 - Automated fleet fueling system, tank and dispenser replacement - estimated.	<b>Total</b>	-	-	-	527,500	-	-	
		Federal (5307)	-	-	-	422,000	-	-	
		Federal (5310)	-	-	-	-	-	-	
		State	-	-	-	52,750	-	-	
		Local (Bond)	-	-	-	-	-	-	
		Local (Assessment)	-	-	-	52,750	-	-	
300 VEHICLE MAINTENANCE & ACQUISITION		Funds Rem.	2025	2026	2027	2028	2029	2030	
<b>301</b>	<b>Mid-Life Fleet Refurbishments</b> Replacement of major components (engines, transmissions) and vehicle refurbishments of any bus at mid-life or older. 2026: Local Match for Current Year and \$9,868 required local match for Grant received from South Portland Merger Funds Remaining: \$165,951 (ME-2021-016), \$300,000 (ME-2024-010), \$49,340 (5339- ME-2024-010)	<b>Total</b>	<b>505,423</b>		159,868	327,818	270,122	270,122	270,122
		Federal (5307)	372,761		120,000	262,254	216,098	216,098	216,098
		Federal (5339)	39,472						
		Federal (5310)	-		-	-	-	-	-
		State	-		-	-	-	-	-
		Local (Bond)	-		-	-	-	-	-
		Local (Assessment)	93,190		39,868	65,564	54,024	54,024	54,024
<b>302</b>	<b>Fleet Replacements</b> 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. Replace two (2) 2011 diesel Gillig buses in FY 2026 with diesel New Flyers using existing contract. Replace three (3) 2011 Gillig Diesel buses, two (2) 2014 Gillig CNG buses and two (2) 2022 Prater Electric Buses in FY 2027 with diesel buses. Replace three (3) 2014 CNG Gillig buses in FY 2028 with hybrid electric buses. Replace two (2) 2016 Diesel Gillig buses in FY 2029 with hybrid electric buses, replace five (5) 2018 CNG New Flyer buses in FY 2030 with hybrid electric buses.	<b>Total</b>	<b>50,174</b>		3,502,801	4,998,285	2,900,000	2,000,000	5,000,000
		Federal (5307)	-		379,996	-	-	-	-
		Federal (5339)	49,574		2,596,305	4,248,542	2,465,000	1,700,000	4,250,000
		Federal (5310)	-		-	-	-	-	-
		State	-		263,250	374,871	217,500	150,000	375,000
		Local (Bond)	600		263,250	374,871	217,500	150,000	375,000
		Local (Assessment)	-		-	-	-	-	-
<b>303</b>	<b>Support Vehicle Replacement/Acquisitions</b> 2027 - New Service truck with a dump body; Assumse usage of remaining funds. Total project cost \$135k  Remaining funds \$7,400 (from sale of retired vehicle), \$1,135 (remaining CARES funding), \$2,000 in 2023 and \$13,000 in 2024 local match collected but grant not programed can be applied to future needs. ME-2023-044 grant \$40,000	<b>Total</b>	<b>63,535</b>			74,865	-		
		Federal (5307)	32,000			74,865			
		Federal (CARES)	1,135						
		Federal (5310)	-						
		State	-						
		Local (Bond)	-						
		Local (Assessment)	30,400						
<b>304</b>	<b>Microtransit Fleet Expansion</b> 2026 - 2 in service vans for Scarborough + South Portland, along with 1 spare 2030 - 2 Autonomous Microtransit vehicles (CapEx + OpEx for 2 year pilot)	<b>Total</b>	-	60,000	555,000	-	-	-	600,000
		Federal (5307)	-		444,000	-	-	-	480,000
		Federal (5310)	-		-	-	-	-	-
		State	-		111,000	-	-	-	-
		Local (Bond)	-		-	-	-	-	-
		Local (Assessment)	-		-	-	-	-	120,000
		Local (Non-Member Assessment)		60,000					
<b>305</b>	<b>Fleet Expansion</b> Service Expansion: South Portland Frequency Improvements, Route 5 Roux Extension, Bi-directional Route 8 FY 2028 Purchase three (3) diesel buses for service expansion FY 2029 Purchase two (2) diesel buses for service expansion	<b>Total</b>	-	-	-	-	2,000,000	1,400,000	-
		Federal (5307)	-		-	-	-	-	-
		Federal (5339)	-		-	-	1,700,000	1,190,000	-
		State	-		-	-	150,000	105,000	-
		Local (Bond)	-		-	-	150,000	105,000	-
		Local (Assessment)	-		-	-	-	-	-
400 BUS STOP IMPROVEMENTS		Funds Rem.	2025	2026	2027	2028	2029	2030	
<b>401</b>	<b>General Bus Stop Improvements</b> 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. 2026: \$50,000 for Service Expansion to Scarborough/South Portland	<b>Total</b>	-		100,000	220,000	242,000	371,800	483,340
		Federal (5307)			80,000	176,000	193,600	297,440	386,672
		Federal (5310)							
		State							
		Local (Bond)							
		Local (Assessment)	-		10,000	44,000	48,400	74,360	96,668
		Local (Non-Member Assessment)			10,000				
<b>402</b>	<b>Transit Stop Access Project</b> Planning-design work completed in prior years. Amounts shown are for construction/inspection. Remaining amount includes \$38,642 (ME-2016-017), \$52,969 (ME-2020-025), \$525,000 (ME-2023-012, \$1,247,253 (ME-2023-044), \$767,973 (ME-2024-010) from prior grants 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. So Portland ARPA Funding (\$45,970)	<b>Total</b>	<b>2,671,299</b>		46,205	475,000	475,000		-
		Federal (5307)	1,797,226		-	340,000	340,000		-
		Federal (ARPA)	570,970		-	-	-		-
		Federal (5310)			-	-	-		-
		State			-	50,000	50,000		-
		Local (Bond)			-	-	-		-
		Local (Assessment)	303,103		46,205	85,000	85,000		-
500 TECHNOLOGY INTEGRATIONS		Funds Rem.	2025	2026	2027	2028	2029	2030	
<b>501</b>	<b>Management Information Systems</b>	<b>Total</b>	-	-	-	-	-	-	
		Federal (5307)	-	-	-	-	-	-	
		Federal (5310)	-	-	-	-	-	-	
		State	-	-	-	-	-	-	
		Local (Bond)	-	-	-	-	-	-	
		Local (Assessment)	-	-	-	-	-	-	
<b>502</b>	<b>Transit Signal Priority</b> Metro awarded \$500,000 in federal ARPA funding to install transit signal priority technology along Washington Avenue and Forest Avenue in Portland. Additional \$171,200 applied for through PACTS FTA Section 5307 formula set-aside program for transit enhancements ( approved). Additional award would add TSP to Brighton Ave. and Congress Street. Funds Remaining: \$8,574 (ME-2023-012), \$214,000 (ME-2024-010), \$151,000 (CARES- Awaiting funding obligation from FTA)	<b>Total</b>	<b>365,014</b>	<b>8,560</b>	-	-	-	-	
		Federal (5307)	171,200		-	-	-	-	
		Federal (CARES)	151,000		-	-	-	-	
		Federal (ARPA)	8,574		-	-	-	-	
		Federal (5310)	-		-	-	-	-	
		State	-		-	-	-	-	
		Local (Bond)	-		-	-	-	-	
		Local (Assessment)	34,240	8,560	-	-	-	-	

PROGRAM SUMMARY		Funds Rem.	2025	2026	2027	2028	2029	2030
<b>503 CAD/AVL System Replacement</b>  <i>Unspent funding (\$1,172) from CARES Act funding allocated to AVL/AVA System, \$34,552 (ME-2024-010)</i>  <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, or local match collected exceeded match requirements of grant (\$8,590- Electronic Signs, \$50,856- AVL/AVA).</i>	<b>Total</b>	<b>95,170</b>	-	-	-	-	-	-
	Federal (5307)	27,642	-	-	-	-	-	-
	Federal (CARES)	1,172	-	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	66,356	-	-	-	-	-	-
<b>504 Office Phone System</b>  <i>2026 - Replace all workstations phones &amp; acquire call monitoring software</i> <i>2027 - Automated off hours call center functionality / IVR</i>	<b>Total</b>			<b>8,000</b>	<b>25,000</b>	-	-	-
	Federal (5307)	-	-	-	20,000	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	8,000	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	5,000	-	-	-
<b>505 Fleet Cradlepoint Networking Hardware Replacement</b>  <i>2026 - Full fleet replacement</i>	<b>Total</b>			<b>90,000</b>	-	-	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	90,000	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	-	-	-
<b>506 Office / Admin Workstation Replacements</b>  <i>2026 - 13 workstations + 22 docks</i> <i>2028 - 5 workstations</i>	<b>Total</b>			<b>28,000</b>		<b>5,915</b>	-	-
	Federal (5307)	-	-	-	-	4,732	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	28,000	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	1,183	-	-
<b>507 Maintenance / Fleet Management System Peripherals</b>  <i>2026 - 6 Wireless Android tablets and Inventory Scanner. Tablets will have wireless SIM cards until new facility investment/enhanced wireless network</i>	<b>Total</b>			-		-	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	-	-	-	-
<b>508 Real Time Signs</b>  <i>2026 - CMS Deployment, 3 years hosting and licensing fees, 15-20 LCD and e-ink signs, solar power and installation fees</i> <i>So Portland ARPA Funding</i>	<b>Total</b>			<b>175,000</b>		-	-	-
	Federal (5307)	-	-	-	-	-	-	-
	Federal (ARPA)	-	-	177,500	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
Local (Assessment)	-	-	-	-	-	-	-	
<b>509 On Fleet Infotainment</b>  <i>2027 - On fleet display signs that provide real time info, along with advertising opportunities to offset expenses.</i>	<b>Total</b>			-	<b>125,000</b>	-	-	-
	Federal (5307)	-	-	-	100,000	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	-	-	-	25,000	-	-	-
<b>510 Office / Admin Copier Replacement</b>  <i>2026 - Replacement of office copier</i>	<b>Total</b>	<b>2,000</b>		<b>8,000</b>		-	-	-
	Federal (5307)	-	-	8,000	-	-	-	-
	Federal (5310)	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Local (Bond)	-	-	-	-	-	-	-
	Local (Assessment)	2,000	-	-	-	-	-	-



## BOARD OF DIRECTORS

## AGENDA ITEM 7

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### **DATE**

June 25, 2026

### **SUBJECT**

2025 Financial Audit

### **PURPOSE**

Review and accept the 2025 financial audit as completed by RKO.

### **BACKGROUND/ANALYSIS**

Metro Finance Committee acts as the Board's Audit Committee, and, as such, receives the annual audit. A copy of the power point presentation from RKO is attached for the Committee's review.

### **FISCAL IMPACT**

As discussed.

### **RECOMMENDATION**

Accept the FY 2025 Financial Audit and move to the Executive Committee and then the Board of Directors for Approval.

### **CONTACT**

Shelly Brooks, CFO  
207-221-8710  
sbrooks@gpmetro.org

### **ATTACHMENTS:**

Attachment A - 2025 Statement of Auditing Standards (SAS)  
Attachment B – 2025 Financial Statements  
Attachment C - 2025 Uniform Guidance Report  
Attachment D- RKO Presentation

May 27, 2026

To the Board of Directors of the  
Greater Portland Transit District

We have audited the financial statements of the Greater Portland Transit District for the year ended December 31, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our meeting with the Finance Committee Chair on March 9, 2026. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibilities under U.S. Generally Accepted Auditing Standards, *Government Auditing Standards*, and the Uniform Guidance

As stated in our engagement letter dated December 1, 2025, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we considered the Greater Portland Transit District's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting. We also considered internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance.

As part of obtaining reasonable assurance about whether the Greater Portland Transit District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants. However, providing an opinion on compliance with those provisions was not an objective of our audit. Also, in accordance with the Uniform Guidance, we examined, on a test basis, evidence about the Greater Portland Transit District's compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on the Greater Portland Transit District's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on the Greater Portland Transit District's compliance with those requirements.

## Significant Audit Matters

### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Greater Portland Transit District are described in the notes to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2025. We noted no transactions entered into by the Greater Portland Transit District during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- Management's estimate of depreciation expense, which is based on estimated useful lives of assets.
- Management's estimate of its other postemployment benefit liability, which is based on actuarial reports.
- Management's estimate of the discount rate used to measure the SBITA and lease assets and liabilities, which is based on the Greater Portland Transit District's estimated incremental borrowing rate.
- Management's estimate of sick leave that is more likely than not to be used as paid time off, which is based on historical sick time usage.

We evaluated the methods, assumptions, and data used to develop them in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The financial statement disclosures are neutral, consistent, and clear.

### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The misstatements described on the attached schedule of *Adjusting Journal Entries*, some of which were material, were corrected by management.

The attached schedule of *Passed Adjusting Journal Entries* summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial both individually and in aggregate to the financial statements taken as a whole. The uncorrected misstatements or the matters underlying them could potentially cause future period financial statements to be materially misstated, even though, in our judgment, such uncorrected misstatements are immaterial to the financial statements under audit.

*Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated May 27, 2026. See the attached copy of the representation letter, which was signed by management.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Greater Portland Transit District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Greater Portland Transit District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the management's discussion and analysis and the Schedule of Changes in the District's Total Health Plan OPEB Liability and Related Ratios, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Revenues and Expenses – Budget and Actual, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of the Greater Portland Transit District and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

A handwritten signature in cursive script, reading "Rungun Newton Ouellette".

**Greater Portland Transit District  
Adjusting Journal Entries  
12/31/2025**

Account	Description	Debit	Credit
<b>001</b>			
<i>To adjust deferred outflows &amp; inflows and OPEB expense to actual at year end.</i>			
1-1000-319999	Deferred Outflows of Resources	0.00	53,165.00
1-1000-224001	OPEB-Deferred Inflows/Outflows	0.00	223,809.00
1-41005500-529999	OPEB Expense	<u>276,974.00</u>	<u>0.00</u>
<b>Total</b>		<b><u>276,974.00</u></b>	<b><u>276,974.00</u></b>
<b>002</b>			
<i>To correct accounts receivables for BIW 2026 Revenue.</i>			
1-1000-411210	Organization Route Guarantees	28,875.00	0.00
1-1000-112000	Accounts Receivable	<u>0.00</u>	<u>28,875.00</u>
<b>Total</b>		<b><u>28,875.00</u></b>	<b><u>28,875.00</u></b>
<b>003</b>			
<i>To correct FY24 ending lease values for corrected lease term.</i>			
1-1000-121010	Right to Use Asset - Lease	791,850.26	0.00
1-1000-221020	Lease Liability	0.00	900,962.89
1-1000-121020	Accumulated Amortization	31,009.32	0.00
1-36003300-522000 LEASE	Operating Lease	<u>78,103.31</u>	<u>0.00</u>
<b>Total</b>		<b><u>900,962.89</u></b>	<b><u>900,962.89</u></b>
<b>004</b>			
<i>To adjust 151 St. John Street lease accounts to actual at year-end.</i>			
1-1000-226000	Def Inflow of Resources- Lease	159,210.06	0.00
1-1000-415200 ATLAN	Rental of Property	0.00	159,210.06
1-1000-112010	Lease Receivable	0.00	164,667.47
1-1000-415202 ATLAN	Rental of Property - Interest Revenue	0.00	17,736.76
1-1000-415200 ATLAN	Rental of Property	182,404.23	0.00
1-41005500-526001	Amortization Expense	287,493.56	0.00
1-1000-121020	Accumulated Amortization	0.00	287,493.56
1-1000-221020	Lease Liability	255,838.21	0.00
1-36003300-522001 LEASE	Lease Interest Expense	90,204.03	0.00
1-36003300-522000 LEASE	Operating Lease	<u>0.00</u>	<u>346,042.24</u>
<b>Total</b>		<b><u>975,150.09</u></b>	<b><u>975,150.09</u></b>
<b>005</b>			
<i>To remove one year subscription the Equans timekeeping subscription.</i>			
1-1000-121030	Right to Use Asset SBITA	0.00	27,961.21
1-1000-221030	Subscription Liability	27,961.21	0.00
1-41005500-526001	Amortization Expense	0.00	2,330.10
1-1000-121020	Accumulated Amortization	2,330.10	0.00
1-1000-221030	Subscription Liability	0.00	27,961.21
1-36003300-522001 SBITA	Subscription Interest Expense	0.00	978.36
3-170008-502106 AVL	Technology Services- AVL	28,939.57	0.00
1-1000-111000	Cash	28,939.55	0.00
9-9999-210001	Due To/Due From Fund 1000	0.00	28,939.55
3-3000-111000	Cash	0.00	28,939.55
9-9999-210003	Due To/Due From Fund 3000	<u>28,939.55</u>	<u>0.00</u>
<b>Total</b>		<b><u>117,109.98</u></b>	<b><u>117,109.98</u></b>

**Greater Portland Transit District  
Passed Upon Adjusting Journal Entries  
12/31/2025**

Account	Description	Debit	Credit
<i>This cleared the bank before year end, and should not be reconciled with cash, and is also listed in accounts payable at year-end, so we will record this to correct.</i>			
1-1000-111000	Cash	0.00	24,808.38
1-1000-211000	Accounts Payable	<u>24,808.38</u>	<u>0.00</u>
<b>Total</b>		<b><u>24,808.38</u></b>	<b><u>24,808.38</u></b>

May 27, 2026

Runyon Kersteen Ouellette  
20 Long Creek Drive  
South Portland, Maine 04106

This representation letter is provided in connection with your audit of the financial statements of the Greater Portland Transit District, which comprise the respective financial position as of December 31, 2025 and 2024, and the respective changes in financial position and cash flows for the years then ended, and the disclosures (collectively, the "financial statements"), for the purpose of expressing opinions as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of May 27, 2026, the following representations made to you during your audit.

**Financial Statements**

- 1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated December 1, 2025 including our responsibility for the preparation and fair presentation of the financial statements in accordance with U.S. GAAP and for preparation of the supplementary information in accordance with the applicable criteria.
- 2) The financial statements referred to above are fairly presented in conformity with U.S. GAAP and include all properly classified funds and other financial information of the primary government and all component units required by generally accepted accounting principles to be included in the financial reporting entity.
- 3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- 4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- 5) The methods, significant assumptions and data used in making accounting estimates and their related disclosures, are appropriate to achieve recognition, measurement, or disclosure that is reasonable in accordance with U.S. GAAP.
- 6) Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with U.S. GAAP.



- 7) Adjustments or disclosures have been made for all events, including instances of noncompliance, subsequent to the date of the financial statements that would require adjustment to or disclosure in the financial statements or in the schedule of findings and questioned costs.
- 8) The effects of uncorrected misstatements are immaterial, both individually and in the aggregate, to the financial statements as a whole for each opinion unit. A list of the uncorrected misstatements is attached to the representation letter.
- 9) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with U.S. GAAP.
- 10) Guarantees, whether written or oral, under which the Greater Portland Transit District is contingently liable, if any, have been properly recorded or disclosed.

#### **Information Provided**

- 11) We have provided you with:
  - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records (including information obtained from outside of the general and subsidiary ledgers), documentation, and other matters and all audit or relevant monitoring reports, if any, received from funding sources.
  - b) Additional information that you have requested from us for the purpose of the audit.
  - c) Unrestricted access to persons within the Greater Portland Transit District from whom you determined it necessary to obtain audit evidence.
  - d) Minutes of the meetings of the Board of Directors or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 12) All material transactions have been recorded in the accounting records and are reflected in the financial statements and the schedule of expenditures of federal awards.
- 13) We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 14) We have no knowledge of any fraud or suspected fraud that affects the Greater Portland Transit District and involves—
  - Management,
  - Employees who have significant roles in internal control, or
  - Others where the fraud could have a material effect on the financial statements.
- 15) We have no knowledge of any allegations of fraud or suspected fraud affecting the Greater Portland Transit District financial statements communicated by employees, former employees, regulators, or others.
- 16) We have no knowledge of instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or waste or abuse, whose effects should be considered when preparing financial statements.
- 17) We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.



18) We have disclosed to you the identity of the Greater Portland Transit District related parties and all the related party relationships and transactions, including any side agreements.

**Government-specific**

19) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.

20) We have a process to track the status of audit findings and recommendations.

21) We have identified to you any previous audits, attestation engagements, and other studies related to the objectives of the audit and whether related recommendations have been implemented.

22) We have identified to you any investigations or legal proceedings that have been initiated with respect to the period under audit.

23) We have provided our views on reported findings, conclusions, and recommendations, as well as our planned corrective actions, for the report.

24) The Greater Portland Transit District has no plans or intentions that may materially affect the carrying value or classification of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fund balance, or net position.

25) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts, and legal and contractual provisions for reporting specific activities in separate funds.

26) We have appropriately identified, recorded, and disclosed all leases in accordance with GASB Statement (GASBS) No. 87.

27) We have appropriately disclosed or recognized conduit debt obligations and/or certain arrangements associated with conduit debt obligations in accordance with GASBS No. 91.

28) We have appropriately disclosed, identified, and recorded public-private and public-public partnerships and availability payment arrangements in accordance with GASBS No. 94.

29) We have appropriately identified, recorded, and disclosed subscription-based information technology arrangements in accordance with GASBS No. 96.

30) We have identified and disclosed to you all instances of identified and suspected fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we believe have a material effect on the financial statements.

31) We have appropriately measured, recorded, and disclosed compensated absences and other salary-related payments in accordance with GASBS No. 101.

32) There are no violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.

33) As part of your audit, you assisted with preparation of the financial statements and disclosures and schedule of expenditures of federal awards. We acknowledge our responsibility as it relates to those nonaudit services, including that we assume all management responsibilities; oversee



the services by designating an individual, preferably within senior management, who possesses suitable skill, knowledge, or experience; evaluate the adequacy and results of the services performed; and accept responsibility for the results of the services. We have reviewed, approved, and accepted responsibility for those financial statements and disclosures and schedule of expenditures of federal awards.

- 34) The Greater Portland Transit District has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 35) The Greater Portland Transit District has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
- 36) The financial statements include all component units, appropriately present majority equity interests in legally separate organizations and joint ventures with an equity interest and properly disclose all other joint ventures and other related organizations.
- 37) The financial statements include all fiduciary activities required by GASBS No. 84, as amended.
- 38) The financial statements properly classify all funds and activities in accordance with [GASBS No. 34](#), as amended.
- 39) All funds that meet the quantitative criteria in [GASBS Nos. 34](#) and [37](#) for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.
- 40) Components of net position (net investment in capital assets; restricted; and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.
- 41) Investments, derivative instrument transactions, and land and other real estate held by endowments are properly valued.
- 42) Provisions for uncollectible receivables have been properly identified and recorded.
- 43) Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.
- 44) Revenues are appropriately classified in the statement of activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- 45) Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.
- 46) Deposits and investment securities and derivative instrument transactions are properly classified as to risk and are properly disclosed.
- 47) Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.
- 48) We have appropriately disclosed the Greater Portland Transit District's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.



49) We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned, or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance classifications for financial reporting purposes.

50) We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

51) With respect to the supplementary information other than RSI:

- a) We acknowledge our responsibility for presenting the supplementary information other than RSI in accordance with accounting principles generally accepted in the United States of America, and we believe the supplementary information other than RSI, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the supplementary information other than RSI have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.
- b) If the supplementary information other than RSI is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information other than RSI no later than the date we issue the supplementary information other than RSI and the auditor's report thereon.

52) With respect to federal award programs:

- a) We are responsible for understanding and complying with and have complied with, the requirements of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), including requirements relating to preparation of the schedule of expenditures of federal awards.
- b) We acknowledge our responsibility for preparing and presenting the schedule of expenditures of federal awards (SEFA) and related disclosures in accordance with the requirements of the Uniform Guidance, and we believe the SEFA, including its form and content, is fairly presented in accordance with the Uniform Guidance. The methods of measurement or presentation of the SEFA have not changed from those used in the prior period and we have disclosed to you any significant assumptions and interpretations underlying the measurement or presentation of the SEFA.
- c) If the SEFA is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the SEFA no later than the date we issue the SEFA and the auditor's report thereon.



- d) We have identified and disclosed to you all of our government programs and related activities subject to the Uniform Guidance compliance audit, and have included in the SEFA, expenditures made during the audit period for all awards provided by federal agencies in the form of federal awards, federal cost-reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other direct assistance.
- e) We are responsible for understanding and complying with, and have complied with, the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal programs and have identified and disclosed to you the requirements of federal statutes, regulations, and the terms and conditions of federal awards that are considered to have a direct and material effect on each major program.
- f) We are responsible for establishing, designing, implementing, and maintaining, and have established, designed, implemented, and maintained, effective internal control over compliance for federal programs that provides reasonable assurance that we are managing our federal awards in compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a material effect on our federal programs. We believe the internal control system is adequate and is functioning as intended.
- g) We have made available to you all federal awards (including amendments, if any) and any other correspondence with federal agencies or pass-through entities relevant to federal programs and related activities.
- h) We have received no requests from a federal agency to audit one or more specific programs as a major program.
- i) We have complied with the direct and material compliance requirements (except for noncompliance disclosed to you), including when applicable, those set forth in the *OMB Compliance Supplement*, relating to federal awards and have identified and disclosed to you all amounts questioned and all known noncompliance with the direct and material compliance requirements of federal awards OR confirm that there were no amounts questioned and no known noncompliance with the direct and material compliance requirements of federal awards.
- j) We have disclosed any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditor's report.
- k) We have disclosed to you the findings received and related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditor's report.
- l) Amounts claimed or used for matching were determined in accordance with relevant guidelines in OMB's Uniform Guidance (2 CFR part 200, subpart E).
- m) We have disclosed to you our interpretation of compliance requirements that may have varying interpretations.



- n) We have made available to you all documentation related to compliance with the direct and material compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.
- o) We have disclosed to you the nature of any subsequent events that provide additional evidence about conditions that existed at the end of the reporting period affecting noncompliance during the reporting period.
- p) There are no such known instances of noncompliance with direct and material compliance requirements that occurred subsequent to the period covered by the auditor's report.
- q) No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance, subsequent to the period covered by the auditor's report.
- r) Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the financial statements have been prepared.
- s) The copies of federal program financial reports provided you are true copies of the reports submitted, or electronically transmitted, to the respective federal agency or pass-through entity, as applicable.
- t) We have charged costs to federal awards in accordance with applicable cost principles.
- u) We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance, and we have provided you with all information on the status of the follow-up on prior audit findings by federal awarding agencies and pass-through entities, including all management decisions.
- v) We are responsible for and have ensured the reporting package does not contain protected personally identifiable information.
- w) We are responsible for and have accurately prepared the auditee section of the Data Collection Form as required by the Uniform Guidance.

Signed:   
(Finance Director)

Date: 5/27/2026





**GREATER PORTLAND TRANSIT DISTRICT**

**Financial Statements**

**For the Years Ended December 31, 2025, and 2024**

**GREATER PORTLAND TRANSIT DISTRICT**  
**Financial Statements**  
**For the years ended December 31, 2025, and 2024**

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## Independent Auditor's Report

To the Board of Directors of the  
Greater Portland Transit District

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the Greater Portland Transit District, as of and for the years ended December 31, 2025, and 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Greater Portland Transit District, as of December 31, 2025, and 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Greater Portland Transit District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Greater Portland Transit District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Greater Portland Transit District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Greater Portland Transit District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and schedules related to the OPEB liability, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context.

We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Greater Portland Transit District's basic financial statements. The Schedule of Revenues and Expenses – Budget and Actual is presented for purposes of additional analysis and is not a required part of the basic financial statements. The Schedule of Revenues and Expenses – Budget and Actual is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Revenues and Expenses – Budget and Actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated May 27, 2026, on our consideration of the Greater Portland Transit District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Greater Portland Transit District's internal control over financial reporting and compliance.



May 27, 2026  
South Portland, Maine

**GREATER PORTLAND TRANSIT DISTRICT**  
**Management Discussion and Analysis**  
**Fiscal Year Ended December 31, 2025**

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The Greater Portland Transit District (GPTD) is a municipal transit district formed under M.R.S.A. Title 30-A, Part 2.5, Section 163, providing public transportation to the member cities of Portland, South Portland and Westbrook, and the Towns of Brunswick, Falmouth, Freeport, Gorham and Yarmouth. The following is a narrative guide to aid the reader in understanding GPTD's financial performance and status that is presented in the financial statements and accompanying notes.

As a recipient of federal funds, GPTD is also required to undergo a single audit in conformity with Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). This "single audit" is designed to meet the special requirements of federal grantor agencies to assure proper handling and accounting of federal funds.

**Financial Highlights**

- **Capital Assets.** Capital assets, net of depreciation and amortization decreased in 2025 by \$1,684,751, about 9.36%. This reflects capital improvements for the building/facility, the addition of capital equipment for various departments, and the addition of Right to Use Asset Subscriptions; which provided an increase in capital assets of about \$1,219,828 (excluding construction in progress). This was entirely offset by annual asset depreciation and amortization, totaling \$2,596,663, along with the retirement of two of the District's older transit buses, equaling \$740,574, which provided the overall net decrease in capital assets.
- **Current Liabilities.** The decrease in current liabilities of \$13,003, or 0.62%, reflects a \$94,158 and \$138,313 decrease in accounts payable and payables to other governments, respectively, a decrease of \$93,688 in accrued payroll costs, and an increase in other liabilities of \$90,003 at year-end. Additionally, the District saw increases in both the current portions of lease payable and accrued compensated absences of \$19,084 and \$86,290, respectively. In addition, there is an increase of \$72,810 for unearned fare revenue, representing regional purchases of stored value and single ride tokens that have not yet been used for rides. Finally, an increase of \$44,969 in the current portion of subscription payables.
- **Noncurrent Liabilities.** Noncurrent liabilities decreased by \$420,906, about 10.23%, which is inclusive of \$274,922 in principal reduction of our lease payable. Refer to Page 17 for additional detail. Notes payable also declined due to regular principal pay downs over the year. Accrued compensated absences decreased by \$119,950, which primarily reflects retirements and other employee departures partially offset by wage increases. Other postemployment benefits (OPEB) liability increased by \$81,779. The 2025 OPEB liability is \$1,085,035 as described on page 19.
- **Net Position.** Overall net position for GPTD decreased by 8.56%, or \$1,471,226, primarily due to the annual depreciation and amortization expense exceeding capital asset additions, along with an increase in long-term liabilities for lease, subscriptions and post-employment benefits. Unrestricted net position decreased by 11.01%, or about \$196,210. Restricted net position, which is the unexpended portion of local match funds for awarded capital grants, increased by \$91,053, based on receipt of additional funds for capital projects throughout 2025. Detailed changes in net position are shown on page 9, and the allocation of net position is explained beginning on page 22. GPTD realized a net budgetary surplus (revenues minus expenses) of \$149,075.
- GPTD finances its cash flow through issuance of an annual Tax Anticipation Note (TAN), in advance of receiving assessment payments from member communities.

**Relevant Financial Policies**

The Board of Directors for the GPTD adopted a Financial Reserve policy in 2018 with a goal of achieving and maintaining an unrestricted amount of net position of no less than 16.66%, or two months, of the subsequent year's operating budget expenditures. That policy also requires an equal amount of cash to be restricted to match the amount reserved.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Management Discussion and Analysis**  
**Fiscal Year Ended December 31, 2025**

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On page 9, it shows that 2024 total Unrestricted Net Position was \$1,782,252. Of that amount, \$1,352,272 was reserved for the policy, which has an equal amount of cash restricted, as required. This represented 7.02% of 2025 budgeted expenses. Any increase to that amount has to be supported by an equal increase in restricted cash, which ensures available funding for any use of the reserve.

The 2025 year-end unrestricted net position is \$1,586,042, which reflects the budgetary surplus of \$149,075 and is an increase from 2024 of \$196,210. In an effort to move closer to its Board policy goal, GPTD management increased the level of reserves to \$1,528,043 in 2025. The unrestricted, reserved for Board policy amount of \$1,528,043, is about 7.56% of 2026 budgeted operating expenses. Page 23 shows the amount of restricted cash. The full policy calculation, at 16.66%, would require a reserve of \$3,366,425 for the 2026 budget amount. Note that any increase in budgeted operating expenses impacts the percentage.

### **Financial Statements**

GPTD Basic Financial Statements include the Statements of Net Position, Statements of Revenues, Expenses, and Changes in Net Position, and Statements of Cash Flows. The Notes to Basic Financial Statements are an integral part of understanding these Statements.

### **Budgeted Revenues**

Revenues were under budgeted amounts by 3.11%, or about \$599,116, and 16.20%, or \$2,600,524, above the 2024 total. Most of the variances in revenues can be attributed to passenger fares and lower than anticipated Federal ARPA funding due to lower than estimated costs for the first full year of the new service improvements. The variance in passenger fare revenue can also partly be contributed to this uncertainty, along with slower than anticipated ridership recovery. These variances were partially offset by higher organizational route guarantee payments related to the pilot expansion of the BREEZ service to Bath/BIW. Miscellaneous income was overall lower than the estimated amount mainly due to lower than estimated advertising income, which was partially offset by higher interest income, insurance claims recovery funds and other miscellaneous income.

Passenger Fares. Collected passenger fares were under budget by about 11.77%, or \$397,520. Despite the ridership gains made over the years, fare recovery from the pandemic remained below pre-pandemic levels, with 2025 ridership at 1,877,464, about 89.23% of 2019 peak ridership at 2,104,150.

Advertising Revenue. Collected revenue from transit advertising fell below budget at 24.98%, or \$80,519 lower than the budgeted estimate, and \$4,921, or 2.07%, higher than in 2024. These variances can be directly related to a national industry shift away from annual advertising contracts to shorter-term contracts which started in 2024. Economic concerns coupled with the District's more restrictive advertising policy have also directly impacted these results. Despite GPTD's maximization of advertising space on buses and passenger stations, the shorter-term contract trends have proven steady for 2025.

Federal and State Assistance. Collections from Federal and State agencies was 22.39% higher than 2024, or up by \$1,715,470. This significant increase in funding is a result of the merger between GPTD and South Portland Bus Service. GPTD was awarded discretionary funds from the State of Maine Department of Transportation which fully funded various capital projects and also slightly contributed to the increase in State operating assistance for 2025. Other federal and state operating assistance all surpassed 2024 levels, with the exception of Federal Fuel Assistance funds, as the 2024 amount included catch-up amounts for prior years.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Management Discussion and Analysis**  
**Fiscal Year Ended December 31, 2025**

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Total federal and state assistance for 2025 was 1.74% lower than budgeted, or \$166,465, which is primarily attributed to the lower than estimated costs for the first full year of the new service improvements, which are ARPA funded at 100% of cost.

Local Investment. Payments from communities were \$714,894, or 14.83%, higher than in 2024. This was a result of an additional \$802,715, or approximately 18.27% in local assessments and match for operating costs. Total local assessments were collected above budgeted amount by \$2,484, or 0.04% due to higher than estimated costs associated with ADA paratransit services billed to the member communities. Match for capital costs decreased \$131,542 or 38.12% when compared to 2024. The overall increase in local assessments is directly related to the merger between GPTD and South Portland Bus Service, with the City of South Portland's local assessment accounting for the majority of the increase.

**Budgeted Expenses**

Total operating expenses for 2025 were under budget by 3.89%, or \$748,191, and about 14.35%, or \$2,321,535 more than 2024. The majority of the increase was incurred in personnel and fuel cost increases, which is directly related to the merger between GPTD and South Portland Bus Service. The budget to actual schedule for expenses begins on page 28.

Wages and benefits (personnel) Total wages and benefits costs were about 17.64% higher, or \$2,009,702 than in 2024. This not only reflects a cumulative 4.00% cost of living wage increase and step increases for all employees, but also the addition of 9 Bus Operators as a result of the merger between GPTD and the South Portland Bus Service. Health insurance premiums saw double digit increases in 2025, with smaller increases for dental and vision. In total, wages and benefits were under budget by 1.66%, or \$226,583 in 2025.

Fleet parts and services and fuel. The cost of maintaining the fleet combined with fuel costs, were under budget by \$209,310, about 13.61% with a savings in diesel fuel of \$194,764 and CNG fuel of \$8,995. Other under expended items included electricity (as a fuel), gasoline and tires and tubes and greases and fluids of \$2,951, \$3,703, \$9,019, and \$13,736, respectively. Fleet parts was over expended by \$23,858 for 2025. However, the total expense of both categories was \$256,117 higher than 2024. GPTD continues to experience inflationary pressures on cost and supply chain issues which has pushed fleet parts over budget. GPTD obtained favorable diesel fuel pricing and CNG supplier service costs in its current contracts which contributed to the net savings overall.

Advertising services. Advertising services were under budget by about 36.39%, or \$24,424. A majority of GPTD's advertising dollars are typically used for initiatives to grow ridership. 2025 was no exception, with the marketing spending focus placed on the continued effort to grow ridership, and the GPTD-South Portland Bus Service Merger. A significant portion of advertising spending was directed to stemming the workforce shortage.

Contracted services. Contracted services were under budget by about 21.36%, or \$125,178. This reflects lower than anticipated costs related to legal and technology services. Other planned contracted services expenditures have been pushed to future periods based on contract timing. Contracted services were lower than 2024 levels by \$223,479 or 32.66%.

Utilities and telephone. The total cost of heat, electricity, phone, water, sewer, and storm water were under budget by about 4.69%, or \$35,056. Total costs increased 8.92% compared to 2024. GPTD obtained favorable CNG supplier service costs in its current contract that resulted in the net savings in heating fuel.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Management Discussion and Analysis**  
**Fiscal Year Ended December 31, 2025**

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Maintenance services. The total cost of maintenance services was under budget by 37.20%, or \$120,945, and \$20,650 lower than 2024. Costs budgeted for maintenance services, copier maintenance, and snow plowing were under budget, partially offset by over budget maintenance supplies by \$2,469. This was largely due to lower than anticipated costs associated with fleet and building maintenance services.

**Growth and Initiatives**

GPTD’s ridership recovery initiatives continued during 2025; however, overall ridership remained approximately 10% below pre-pandemic 2019 levels. While transit demand has steadily improved since the pandemic, the pace of recovery has slowed in 2025, resulting in fare revenues that continue to remain below pre-pandemic expectations.

At the same time, transit agencies nationwide continue to experience significant financial and operational pressures driven by rising costs across all major expenditure categories, including labor, fuel, utilities, insurance, contracted services, and commodities. Workforce challenges also remain a significant issue within the transit industry. Low unemployment levels and reduced labor force participation continue to impact GPTD’s ability to recruit and retain qualified employees, particularly bus operators and vehicle maintenance technicians.

As federal emergency relief funding associated with the COVID-19 pandemic continues to phase out, transit agencies are increasingly required to absorb ongoing operating cost increases without corresponding growth in traditional revenue sources. As a result of these factors, including continued fare revenue impacts and inflationary operating pressures, GPTD currently projects structural operating deficits during the 2027 through 2030 financial planning period absent additional revenues, expenditure reductions, or other corrective actions.

Despite these challenges, GPTD continues to pursue strategies aimed at strengthening regional mobility, improving the customer experience, and rebuilding ridership. During 2024 and 2025, the District implemented and advanced several service enhancements and capital improvement initiatives funded in part through federal American Rescue Plan Act (ARPA) resources. These investments are intended to improve system reliability, increase ridership and rider satisfaction, and position the organization for long-term growth.

Looking ahead to 2026, GPTD plans to continue advancing initiatives intended to improve financial sustainability, customer convenience, and regional mobility access. Planned initiatives for 2026 include:

- Conducting a comprehensive fare policy analysis to evaluate potential fare adjustments that balance affordability and rider acceptance with the need to improve farebox recovery and support long-term financial sustainability;
- Implementing “tap to pay” functionality across the transit system to improve customer convenience, modernize fare collection, and streamline boarding processes;
- Expanding transit service into the Town of Scarborough to improve regional connectivity and mobility options; and
- Actively pursuing additional State of Maine transit funding opportunities to help support operating and capital needs, improve long-term financial sustainability, and reduce structural funding pressures
- Initiating regional discussions regarding the federal transit funding allocation methodology that supports the District’s primary federal funding source, with the objective of ensuring future funding distributions appropriately reflect current service delivery, ridership trends, and regional transit needs; and
- Continuing targeted service and capital improvements designed to enhance reliability, accessibility, and the overall customer experience.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Management Discussion and Analysis**  
**Fiscal Year Ended December 31, 2025**

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**Conclusion**

GPTD remains committed to investing in technology, infrastructure, and service enhancements that improve the accessibility, convenience, and reliability of public transportation throughout the region. During 2025, the District continued implementing operational and capital improvements intended to strengthen the customer experience, improve mobility options, and support long-term ridership growth.

While ridership recovery has continued at a measured pace following the pandemic, GPTD remains focused on initiatives that position the organization for long-term financial sustainability and future service growth. Planned investments in fare technology modernization, service expansion, infrastructure improvements, and customer-focused transit enhancements are expected to further strengthen the District's ability to meet the evolving mobility needs of the communities it serves.

**Requests for Information**

This purpose of this financial report is to provide a general overview of the Greater Portland Transit District's finances. Any questions concerning this report or additional information should be addressed to Shelly Brooks, Chief Financial Officer, Greater Portland Transit District, 114 Valley Street, Portland, Maine 04102. More information about GPTD can be found on its web site, [gpmetro.org](http://gpmetro.org), where past budgets and financial reports can also be accessed.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Statements of Net Position**  
**December 31, 2025, and 2024**

	2025	Restated 2024
<b>ASSETS</b>		
Current assets:		
Cash and cash equivalents	\$ 3,877,337	3,073,824
Accounts receivable	146,944	175,108
Receivables from other governments:		
Grants	309,527	1,138,125
Other	136,609	227,142
Lease receivable	314,820	479,487
Inventory	623,431	592,997
Prepaid expenses	32,075	106,737
<b>Total current assets</b>	<b>5,440,743</b>	<b>5,793,420</b>
Capital assets:		
Land	133,175	133,175
Construction in progress	272,504	580,420
Buildings and improvements	6,746,577	6,731,747
Vehicles	24,912,018	25,652,592
Passenger shelters	740,629	740,629
Equipment	6,388,313	5,478,803
Right to use asset - lease	2,827,020	2,827,020
Right to use asset - subscription	496,454	200,966
<b>Total capital assets</b>	<b>42,516,690</b>	<b>42,345,352</b>
Less accumulated depreciation and amortization	26,202,564	24,346,475
<b>Capital assets, net</b>	<b>16,314,126</b>	<b>17,998,877</b>
<b>Total assets</b>	<b>21,754,869</b>	<b>23,792,297</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows of resources related to OPEB	103,001	153,013
<b>Total deferred outflows of resources</b>	<b>103,001</b>	<b>153,013</b>
<b>LIABILITIES</b>		
Current liabilities:		
Accounts payable	305,693	399,851
Payable to other governments	77,630	215,943
Accrued payroll and payroll taxes	249,209	342,897
Other liabilities	296,696	206,693
Unearned fare revenue	466,907	394,097
Current portion of accrued compensated absences	130,640	44,350
Current portion of notes payable	199,150	199,150
Current portion of lease payable	274,467	255,383
Current portion of subscription payable	82,544	37,575
<b>Total current liabilities</b>	<b>2,082,936</b>	<b>2,095,939</b>
Noncurrent liabilities:		
OPEB obligation	1,085,035	1,003,256
Accrued compensated absences	128,547	248,497
Notes payable	612,900	812,050
Lease payable	1,621,751	1,896,673
Subscription payable	243,608	152,271
<b>Total noncurrent liabilities</b>	<b>3,691,841</b>	<b>4,112,747</b>
<b>Total liabilities</b>	<b>5,774,777</b>	<b>6,208,686</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Deferred inflows of resources related to OPEB	93,667	116,762
Deferred inflows of resources related to leases	278,618	437,828
<b>Total deferred inflows of resources</b>	<b>372,285</b>	<b>554,590</b>
<b>NET POSITION</b>		
Net investment in capital assets	13,279,706	14,645,775
Restricted	845,060	754,007
Unrestricted, reserved for board policy	1,528,043	1,352,272
Unrestricted, unreserved	57,999	429,980
<b>Total net position</b>	<b>\$ 15,710,808</b>	<b>17,182,034</b>

*See accompanying notes to basic financial statements.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Statements of Revenues, Expenses, and Changes in Net Position**  
**For the years ended December 31, 2025, and 2024**

	2025	Restated 2024
Operating revenues:		
Passenger fares	\$ 2,980,993	2,670,561
Rental income	249,830	252,785
Outside repairs, maintenance and CNG sales	7,874	40,515
Federal and state operating grants	9,406,715	7,875,932
Local assessments for operating	5,322,014	4,475,578
Advertising	241,819	236,907
Insurance proceeds	89,514	102,151
Autofare reimbursement	5,811	17,463
Miscellaneous income	37,077	94,727
Total operating revenues	18,341,647	15,766,619
Operating expenses before depreciation and amortization:		
Personnel	13,509,239	11,485,731
Temporary help	88,832	4,674
ADA Paratransit	627,580	410,475
Fuel	938,342	799,539
Dues and subscriptions	49,377	45,881
Other employee costs	51,650	48,534
Fleet parts and services	606,339	491,969
Insurance	490,111	423,011
Advertising	112,410	111,307
Office and building supplies	24,559	20,128
Contract services	676,905	734,790
Utilities	492,068	448,489
Maintenance costs	378,262	414,136
Total operating expenses before depreciation and amortization	18,045,674	15,438,664
Operating income (loss) before depreciation and amortization	295,973	327,955
Depreciation and amortization expense	2,596,663	2,291,942
Operating income (loss) after depreciation and amortization	(2,300,690)	(1,963,987)
Nonoperating revenues (expenses):		
Federal and state capital grants	736,482	1,140,979
Local assessments for capital	102,029	313,936
Wellness and training grants	605	5,218
Gain (loss) on disposal of capital assets	-	(279,013)
Interest income	129,396	152,185
Bank interest and fees	(58,768)	(38,300)
Interest on debt service	(80,280)	(105,124)
Total nonoperating revenues (expenses)	829,464	1,189,881
Change in net position	(1,471,226)	(774,106)
Net position, beginning of year, previously reported	17,182,034	16,679,452
Restatement, adoption of GASBS 101	-	(40,211)
Restatement, adoption of GASBS Implementation 2021-1	-	82,410
Restatement, correction of lease term	-	(49,469)
Net position, beginning of the year, restated	17,182,034	16,672,182
Special item - net position of transferred bus services	-	1,283,958
<b>Net position, end of year</b>	<b>\$ 15,710,808</b>	<b>17,182,034</b>

*See accompanying notes to basic financial statements.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Statements of Cash Flows**  
**For the years ended December 31, 2025, and 2024**

	2025	Restated 2024
<b>Cash flows from operating activities:</b>		
Receipts from customers	\$ 3,720,973	3,282,145
Receipts from federal and state operating grants	10,235,313	7,297,750
Receipts from local sources	5,322,014	4,475,578
Receipts from insurance proceeds	89,514	102,151
Payments to suppliers	(4,552,961)	(3,630,082)
Payments to employees	(13,668,373)	(11,276,719)
<b>Net cash provided by (used in) operating activities</b>	<b>1,146,480</b>	<b>250,823</b>
<b>Cash flows from investing activities:</b>		
Interest income	129,396	152,185
<b>Net cash provided by (used in) investing activities</b>	<b>129,396</b>	<b>152,185</b>
<b>Cash flows from capital and related financing activities:</b>		
Local sources	102,029	313,936
Federal and State capital grants	736,482	1,140,979
Principal payments on notes	(199,150)	(199,150)
Principal payments on lease	(255,838)	(238,147)
Principal payments on subscriptions	(161,118)	(11,120)
Purchase of capital assets	(614,488)	(1,259,919)
Interest payments	(80,280)	(105,124)
<b>Net cash provided by (used in) capital and related financing activities</b>	<b>(472,363)</b>	<b>(358,545)</b>
<b>Net increase (decrease) in cash and cash equivalents</b>	<b>803,513</b>	<b>44,463</b>
Cash and cash equivalents, beginning of year	3,073,824	3,029,361
<b>Cash and cash equivalents, end of year</b>	<b>\$ 3,877,337</b>	<b>3,073,824</b>
<b>Reconciliation of operating income (loss) to net cash provided by (used in) operating activities:</b>		
Operating income (loss)	\$ (2,300,690)	(1,963,987)
Adjustments to reconcile operating loss to net cash provided by (used in) operating activities:		
Depreciation and amortization	2,596,663	2,291,942
Bank interest and fees	(58,768)	(38,300)
Wellness and training grants	605	5,218
Amortization of deferred inflows and outflows of resources related to OPEB	26,917	(107,666)
Amortization of deferred inflows and outflows of resources related to leases	(159,210)	(159,210)
Change in operating assets and liabilities:		
Accounts receivable	118,697	(101,605)
Grants receivable	828,598	(578,182)
Lease receivable	164,667	154,131
Inventory	(30,434)	(45,989)
Prepaid expenses	74,662	3,131
Accounts payable	(232,471)	307,883
Accrued payroll and payroll taxes	(93,688)	112,691
Other liabilities	90,003	42,918
Unearned fare revenue	72,810	70,653
Accrued compensated absences	(33,660)	54,637
Net OPEB obligation	81,779	202,558
<b>Net cash provided by (used in) operating activities</b>	<b>\$ 1,146,480</b>	<b>250,823</b>
<b>Noncash operating activities:</b>		
Transfer of capital assets from the South Portland Bus Service	\$ -	1,146,138
<b>Noncash capital and related financing activities:</b>		
Transfer of inventory from the South Portland Bus Service	\$ -	137,820
Subscription issuance proceeds	\$ 297,424	200,966

*See accompanying notes to basic financial statements.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements**

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**SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

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**Organization** - The Greater Portland Transit District (the District), incorporated June 24, 1966, is a quasi-municipal corporation, organized in accordance with the provision of Title 30-A, Chapter 163, of the Maine State Statutes, to operate a public mass transit passenger bus service for the inhabitants of the municipalities comprising the District. The membership of the District is composed of the cities of Portland, South Portland, and Westbrook, and the Towns of Brunswick, Falmouth, Freeport, Gorham and Yarmouth. The Board of Directors consists of five directors appointed from the City of Portland, four directors appointed from the City of South Portland, three directors appointed from the City of Westbrook, two directors from the Town of Falmouth, two directors from the Town of Gorham, and one each from the Towns of Brunswick, Freeport and Yarmouth.

**Economic Dependency** - The District is economically dependent upon grants from the Federal Transit Administration and subsidies from its member municipalities.

**Measurement Focus and Basis of Accounting** - The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured, such as current financial resources or economic resources. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses recorded when a liability is incurred, regardless of the timing of the related cash flows.

Operating revenues and expenses are distinguished from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the District's principal ongoing operations. The principal operating revenues of the District are charges to customers for sales and services, operating grants from federal and state funding sources, and local member contributions. Operating expenses include the cost of sales and services, administrative expenses, and depreciation and amortization on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

**Cash and Investments** - Cash and cash equivalents are considered to be cash on hand, demand deposits and time deposits. Investments are stated at fair value.

**Accounts Receivable and Receivables from Other Governments** - The District grants credit to local governments and businesses. In addition, grants are received for operations and various capital acquisitions. The portion of grants not received at year-end is included in the balance sheet as grants receivable. The amounts of these receivables are subject to acceptance of qualified expenses by responsible grantor agencies. Grants received prior to obligation or spending of funds are recorded as unearned grants.

Management believes that all accounts receivable and grants receivable at December 31, 2025, and 2024, are fully collectable. Therefore, no allowance for doubtful accounts is recorded.

**Net Position** - Although not a formal policy, when both restricted and unrestricted resources are available for use, it is the District's intent to use restricted resources first, then unrestricted resources as they are needed.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

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**Net Position Reserve** - The Board of Directors for the District adopted a Financial Reserve Policy in 2018 with a goal of achieving and maintaining an unrestricted amount of net position of no less than 16.66%, or two months, of the subsequent year's operating budget expenses. That policy also requires an equal amount of cash to be restricted to match the amount reserved.

**Inventory** - Inventories are valued at the lower of cost (first-in, first-out basis) or market and are recorded as expenses when used (consumption method). Inventory consists of materials and supplies.

**Prepaid Expenses** - Payments to vendors that will benefit periods beyond the fiscal year are recorded as prepaid expenses.

**Capital Assets** - Capital assets owned by the District are stated at the cost (except for intangible right-to-use lease assets, the measurement of which is discussed in the leases note below) to acquire or construct the asset and are comprised of land, building, vehicles, and other capital assets. Donated capital assets are recorded at acquisition value. Routine maintenance and repairs are charged against income. Expenses, which materially increase values, change capacities, or extend useful lives are capitalized. The threshold for capitalization of an asset is \$5,000. The provision for depreciation has been computed by the use of the straight-line method at rates intended to amortize the cost of the related assets over their estimated useful lives.

Estimated useful lives are as follows:

Buildings and improvements*	7-40 years
Bus stops and shelters	5-20 years
Office equipment	5-10 years
Service vehicles	7-12 years
Shop equipment	7-20 years
Vehicles	4-12 years
Computer equipment/software	3-8 years

\*Including the right to use leased building

**Deferred Inflows and Outflows of Resources** - In addition to assets and liabilities, the statement of net position will sometimes report separate sections for deferred outflows of resources and deferred inflows of resources. These separate financial statement elements, deferred outflows of resources and deferred inflows of resources, represent a consumption or acquisition of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) or inflow of resources (revenue) until that time.

The District has deferred outflows and inflows that relate to the total other postemployment benefits (OPEB) liability, which include the District's contributions subsequent to the measurement date, which is recognized as a reduction of the total OPEB liability in the subsequent year. They also include changes in assumptions and differences between expected and actual experience, which are deferred and amortized over the average expected remaining service lives of active and inactive members in the plan.

The District also has lease related deferred inflows of resources that qualifies for reporting in this category of resources.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

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**Leases and Subscription-based Information Technology Arrangements (SBITA)**

Lessee: The District is a lessee for a noncancellable lease of land, a building and software. The District recognizes a lease liability and an intangible right-to-use lease asset in the financial statements. The District recognizes lease or SBITA liabilities with an initial, individual value of \$5,000 or more.

At the commencement of a lease, the District initially measures the lease or SBITA liability at the present value of payments expected to be made during the agreement term. Subsequently, the lease or SBITA liability is reduced by the principal portion of payments made. The right-to-use asset is initially measured as the initial amount of the related liability, adjusted for payments made at or before the agreement commencement date, plus certain initial direct costs. Subsequently, the right-to use asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases and SBITAs include how the District determines (1) the discount rate it uses to discount the expected payments to present value, (2) agreement term, and (3) payments.

- The District uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the District generally uses its estimated incremental borrowing rate as the discount rate for leases and SBITAs.
- The agreement term includes the noncancellable period of the agreement. Payments included in the measurement of the liability are composed of fixed payments and purchase option price that the District is reasonably certain to exercise.

The District monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the right-to-use asset and liability if certain changes occur that are expected to significantly affect the amount of the liability.

Right-to-use assets are reported with other capital assets and lease or SBITA liabilities are reported with long-term debt on the statement of net position.

Lessor: The District is the lessor for a non-cancellable sublease of a portion of the land and building that the District is leasing from another entity. The District has recognized a lease receivable and the related deferred inflows of resources in the financial statements. At the commencement of the lease, the District measures the lease asset at the present value of payments expected to be made during the lease term. Subsequently, the lease asset is reduced by the principal portion of the lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments made at or before the lease commencement date. Subsequently, the lease deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the District determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- The District uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the leases. Lease receipts included in the measurement of the lease receivable is composed of fixed payments, from the lessee.

The District monitors changes in circumstances that would require a remeasurement of its lease, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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**SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED**

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**Accrued Compensated Absences** - Under terms of personnel policies and union contracts of the District, compensated absences are granted and paid out to employees upon departure from employment. For Union employees, the District currently offers vacation accrual and paid time off (PTO). Union employees are paid out all accrued unused PTO time and prorated vacation time based on length of service in the year of termination.

For non-union employees, the District currently offers paid time off (PTO). The District moved from a Vacation and Sick accrual plan to a PTO plan in 2016. At that time, non-union employees were offered the option to remain in the current plan, or move to the PTO plan. The District has two employees remaining in the Vacation and Sick accrual plan. All newly hired non-union employees are offered the PTO plan. For non-union employees grandfathered into the vacation and sick plan, vacation is paid out at 100% of accrued time regardless of years of service, and after 20 years of service, sick time is paid out at 50% of accrued time with a maximum of 75 days. PTO is paid out based on years of service. Employees with 5 years of service or more are paid out 100% of their PTO time.

**Use of Estimates** - The presentation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

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**DEPOSITS**

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*Custodial credit risk – deposits:* In the case of deposits, this is the risk that in the event of a bank failure, the District's deposits may not be returned to it. The District currently does not have a written deposit policy for custodial credit risk but does attempt to have all deposits insured and collateralized. As of December 31, 2025, the District reported deposits of \$3,877,337 with a bank balance of \$3,859,492. The District's entire bank balance is insured by federal depository insurance.

*Interest rate risk:* The District currently does not have a written policy for interest rate risk.

*Credit Risk:* Maine statutes authorize the District to invest in obligations of the U.S. Treasury and U.S. agencies, repurchase agreements and certain corporate stocks and bonds. The District currently does not have a written policy for credit risk.

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**LEASES RECEIVABLE**

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During 2022, the District entered into a leasing arrangement through which the District subleased part of the land and building that the District began leasing in 2021. The sublease is for a five-year term and the District received monthly payments of \$15,125 for the period January to September 2025 and \$15,427 for the period October to December 2025, adjusted for a 2% increase each year annually in October.

The District recognized \$164,667 in lease revenue and \$17,737 in related interest revenue during 2025. As of December 31, 2025, the District's receivable for lease payments was \$314,820. Also, the District has a deferred inflow of resources associated with the leases that will be recognized as revenue over the lease term. As of December 31, 2025, the balance of the deferred inflow of resources was \$278,618.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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CAPITAL ASSETS

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Capital asset activity for the fiscal year ended December 31, 2025, was as follows:

	Balance 12/31/2024 <u>(restated)</u>	<u>Increases</u>	<u>Decreases</u>	Balance 12/31/2025
Capital assets not being depreciated/ amortized:				
Land	\$ 133,175	-	-	133,175
Construction in progress	580,420	403,441	711,357	272,504
<b>Total capital assets not being depreciated/ amortized</b>	<b>713,595</b>	<b>403,441</b>	<b>711,357</b>	<b>405,679</b>
Capital assets being depreciated/amortized:				
Buildings and improvements	6,731,747	14,830	-	6,746,577
Vehicles	25,652,592	-	740,574	24,912,018
Passenger stations	740,629	-	-	740,629
Equipment	5,478,803	909,510	-	6,388,313
Right to use asset – lease*	2,827,020	-	-	2,827,020
Right to use asset – subscription assets	200,966	295,488	-	496,454
<b>Total capital assets being depreciated/ amortized</b>	<b>41,631,757</b>	<b>1,219,828</b>	<b>740,574</b>	<b>42,111,011</b>
Less accumulated depreciation/ amortization for:				
Buildings and improvements	5,791,116	128,606	-	5,919,722
Vehicles	13,544,804	1,777,544	740,574	14,581,774
Passenger stations	235,147	38,555	-	273,702
Equipment	3,904,208	291,134	-	4,195,342
Right to use asset – lease*	862,481	287,493	-	1,149,974
Right to use asset – subscription assets	8,719	73,331	-	82,050
<b>Total accumulated depreciation/ amortization</b>	<b>24,346,475</b>	<b>2,596,663</b>	<b>740,574</b>	<b>26,202,564</b>
<b>Total capital assets being depreciated/ amortized, net</b>	<b>17,285,282</b>	<b>(1,376,835)</b>	<b>-</b>	<b>15,908,447</b>
<b>Capital assets, net</b>	<b>\$ 17,998,877</b>	<b>(973,394)</b>	<b>711,357</b>	<b>16,314,126</b>

\* In 2025 it was determined that the length of the initial term on the right-to-use lease entered into in 2021 by the District was incorrect. Previously, the District recognized a lease term of seven years. In 2025, it was determined that the initial lease term is actually ten years. The prior period has been restated with an increase of \$791,850 recognized for the right-to-use lease asset and a decrease of \$31,009 in accumulated amortization for the right-to-use lease asset as of December 31, 2024.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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LONG-TERM DEBT

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The following is a summary of long-term liability transactions of the District for the year ended December 31, 2025:

	Beginning Balance (restated)	Additions	Deletions	Ending balance	Due within one year
Notes from direct borrowing	\$ 1,011,200	-	199,150	812,050	199,150
Other postemployment liabilities	1,003,256	81,779	-	1,085,035	-
Accrued compensated absences	292,847	-	33,660	259,187	130,640
Leases payable*	2,152,056	-	255,838	1,896,218	274,467
Subscriptions payable	189,846	297,424	161,118	326,152	82,544
<b>Total long-term liabilities</b>	<b>\$ 4,649,205</b>	<b>379,203</b>	<b>649,766</b>	<b>4,378,642</b>	<b>686,801</b>

\* In 2025 it was determined that the length of the initial term on the right-to-use lease entered into in 2021 by the District was incorrect. Previously, the District recognized a lease term of seven years. In 2025, it was determined that the initial lease term is actually ten years. The prior period has been restated with an increase of \$903,963 recognized for the right-to-use lease payable as of December 31, 2024.

Notes payable at December 31, 2025, are comprised of the following individual issues:

	Date of issue	Amount issued	Interest rate	Maturity date	Balance 12/31/25	Balance 12/31/24
2018 Buses	2018	\$ 855,000	1.92-2.99%	11/1/2028	256,500	342,000
2019 Buses	2019	460,000	1.72-2.39%	11/1/2029	184,000	230,000
2020 Buses	2020	510,000	1.24-1.74%	11/1/2030	255,000	306,000
2022 Buses	2022	166,500	3.52-4.02%	11/1/2032	116,550	133,200
<b>Total notes payable</b>					<b>\$ 812,050</b>	<b>1,011,200</b>

The annual requirements to amortize notes payable outstanding as of December 31, 2025, are as follows:

<u>Year ended December 31,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 199,150	20,153	219,303
2027	199,150	15,415	214,565
2028	199,150	10,516	209,666
2029	113,650	5,449	119,099
2030	67,650	2,860	70,510
2031-2032	33,300	1,998	35,298
<b>Totals</b>	<b>\$ 812,050</b>	<b>56,391</b>	<b>868,441</b>

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

**LEASES PAYABLE**

During 2021, the District entered into a ten-year lease agreement as lessee for the use of land and a building. An initial lease liability was recorded in the amount of \$2,035,170 during 2021. During 2025, it was determined that the lease term needed to be updated, so the lease liability was increased by \$900,963 with a prior period restatement as of December 31, 2024. As of December 31, 2025, the value of the lease liability was \$1,896,218. The District was required to make monthly principal and interest payments of \$28,741 for the period of January to October 2025 and \$29,316 for the period of November and December 2025, adjusted for a 2% increase each year annually in November.

The lease has an interest rate of 4.43% derived from the District's estimated incremental borrowing rate. An initial right-to-use asset value of \$2,035,170 was recorded during 2021. The value of the right-to-use asset was restated as of December 31, 2024, when the term was updated with an increase of \$791,850. The value of the right-to-use asset as of the end of 2025 was \$2,827,020 and had \$1,149,974 in accumulated amortization as of December 31, 2025.

The future principal and interest lease payments as of December 31, 2025, were as follows:

	<b>Lease Payable</b>		
	<b><u>Principal</u></b>	<b><u>Interest</u></b>	<b><u>Total</u></b>
2026	\$ 274,467	78,495	352,962
2027	294,080	65,942	360,022
2028	314,724	52,499	367,223
2029	336,448	38,120	374,568
2030	359,304	22,755	382,059
2031	317,195	6,476	323,671
<b>Totals</b>	<b>\$ 1,896,218</b>	<b>264,287</b>	<b>2,160,505</b>

**SUBSCRIPTIONS**

The Greater Portland Transit District has several subscription agreements for various software programs. As of December 31, 2025, the value of subscription payables were \$326,152. The value of the right-to-use asset as of the end of the current fiscal year was \$496,454 and had accumulated amortization of \$82,050.

The future principal and interest payments as of December 31, 2025, were as follows:

	<b>Subscription Payable</b>		
	<b><u>Principal</u></b>	<b><u>Interest</u></b>	<b><u>Total</u></b>
2026	82,544	12,723	95,267
2027	76,243	9,507	85,750
2028	80,333	6,538	86,871
2029	84,623	3,402	88,025
2030	2,409	91	2,500
<b>Totals</b>	<b>\$ 326,152</b>	<b>\$32,261</b>	<b>\$ 358,413</b>

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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**GRANTOR REVIEW**

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Federal and State grants are subject to grantor review and final approval. Although it is not anticipated that any claims would be made against the District by the grantor agencies, grants remain subject to ultimate closeout.

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**RISK MANAGEMENT**

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The Greater Portland Transit District is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; and natural disasters for which the Greater Portland Transit District carries commercial insurance.

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**PENSION PLAN**

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The Greater Portland Transit District has a defined contribution retirement plan under Section 401(a) of the Internal Revenue Code covering all full-time employees.

Union and Nonunion employees are eligible to participate immediately following their date of hire. Union employees are fully vested after 60 months of employment. All nonunion employees are fully vested immediately.

The District matches voluntary union and nonunion employee contributions to a 401 (a) plan. All contributions are voluntary. The District contributed up to 7.5% of the employees' gross pay and the District contributed 15% of the General Manager's compensation, without regard to his contribution, for the years ended December 31, 2025, and 2024.

For the years ended December 31, 2025, and 2024, respectively, employee contributions amounted to \$0 and \$0 and employer contributions were \$569,818 and \$471,804.

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**OTHER POSTEMPLOYMENT BENEFITS**

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***General Information about the OPEB Plans***

**Plan Description** - The District sponsors a postretirement benefit plan providing health insurance to retiring employees (hereafter referred to as the Health Plan). The plan is a single-employer defined benefit OPEB plan administered by the Maine Municipal Employees Health Trust (MMEHT). The Board of Directors have the authority to establish and amend the benefit terms and financing requirements. No assets are accumulated in a trust that meets the criteria of paragraph 4 of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

**Benefits Provided** - Retirees with a minimum of age 55 and 5 years of service at retirement are eligible for postretirement health insurance benefits. The eligibility for explicit subsidy is age 62 and 20 years of service. Union employees are only eligible for an explicit subsidy if they were hired before 1/1/2022 and nonunion employees are only eligible for an explicit subsidy if they were hired before 1/1/2020. The explicit subsidy represents the contributions towards retiree health insurance that District pays. Currently, the District provides an explicit subsidy of 100% of single Pre-Medicare coverage for employees meeting eligibility requirements. The District does not provide any subsidy for spouses.

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**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

OTHER POSTEMPLOYMENT BENEFITS, CONTINUED

*Employees Covered by Benefit Terms* – At December 31, 2025, the following employees were covered by the Health Plan benefit terms:

Inactive employees or beneficiaries currently receiving benefits	2
Inactive employee entitled to but not yet receiving benefits	-
Active employees	93
Total	95

**Contributions** - The District is required to pay 100% of the health insurance premiums toward single Pre-Medicare coverage, the total District contributions for the year ended December 31, 2025, were \$14,526.

***OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB***

The District's total Health Plan OPEB liability of \$1,085,035 was measured as of January 1, 2025, and was determined by an actuarial valuation as of that date.

*Changes in the Total Health Plan OPEB Liability*

	Total OPEB Liability
Balance at December 31, 2024	\$ 1,003,256
Changes for the year:	
Service cost	91,704
Interest	35,461
Changes of benefit terms	-
Differences between expected and actual experience	-
Changes in assumptions or other inputs	(30,860)
Benefit payments	(14,526)
Net changes	81,779
Balance at December 31, 2025	\$ 1,085,035

Change in assumptions reflects a change in the discount rate from 3.26% to 4.08%.

For the year ended December 31, 2025, the District recognized OPEB expense of \$108,696 related to the Health Plan. At December 31, 2025, the District reported deferred outflows of resources and deferred inflows of resources related to the Health Plan from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	93,667
Changes of assumption or other inputs	85,322	-
Contributions after measurement date	17,679	-
Total	\$ 103,001	93,667

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

**OTHER POSTEMPLOYMENT BENEFITS, CONTINUED**

An amount of \$17,679 is reported as deferred outflows of resources related to OPEB resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended December 31, 2026. Amounts reported as deferred outflows of resources and deferred inflows of resources related to the Health Plan OPEB will be recognized in OPEB expense as follows:

Year ended December 31:	
2026	\$ 6,480
2027	(2,213)
2028	(8,697)
2029	(8,692)
2030	(1,495)
Thereafter	6,272

**Actuarial Assumptions and Other Inputs** - The total OPEB liability in the January 1, 2024, actuarial valuation for the Health Plan was determined using the following assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.38% per annum
Salary increases	2.75% per annum
Discount rate	4.08%
Healthcare cost trend rates	10.14% Non-Medicare, decreasing to 3.81% by 2045.
Retirees' share of the benefit related costs	100% of projected health insurance premiums

Mortality rates for the Health Plan were based on the 2010 Public Plan General Benefits- Weighted Healthy Retiree Mortality Table projected generationally using the RPEC 2020 model.

The actuarial assumptions used in the January 1, 2024, valuation for the Health Plan were based on the results of an actuarial experience study for the period June 30, 2016, through June 30, 2020.

**Discount Rate** - The rate used to measure the total OPEB liability for the Health Plan was 4.08%. The discount rate was based upon high quality AA/Aa or higher bond yields in effect for 20 years, tax-exempt general obligation municipal bonds using the Bond Buyer 20-Bond GO Index.

**Sensitivity of the Total Health Plan OPEB Liability to Changes in the Discount Rate** - The following presents the District's total OPEB liability related to the Health Plan calculated using the discount rate of 4.08%, as well as what the District's total OPEB liability would be if it were calculated using a discount rate that is 1 percentage-point lower (3.08%) or 1 percentage-point higher (5.08%) than the current rate:

	1% Decrease (3.08%)	Discount Rate (4.08%)	1% Increase (5.08%)
Total OPEB liability	\$ 1,253,247	1,085,035	946,972

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

**OTHER POSTEMPLOYMENT BENEFITS, CONTINUED**

**Sensitivity of the Total Health Plan OPEB Liability to Changes in the Healthcare Cost Trend Rates** - The following presents the District's total OPEB liability related to the Health Plan calculated using the healthcare cost trend rates, as well as what the District's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage-point lower or 1 percentage-point higher than the current healthcare cost trend rates:

	1%	Healthcare Cost	1%
	Decrease	Trend Rates	Increase
Total OPEB liability	\$ 920,716	1,085,035	1,293,359

**SHORT-TERM LIABILITIES**

The District obtained short-term borrowing in the form of a tax anticipation note for immediate cash flow needs. Short-term liability transactions for the year ended December 31, 2025, were as follows:

	Beginning			Ending
	<u>Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>balance</u>
<b><u>Tax anticipation note</u></b>	<b>\$ -</b>	<b>5,600,000</b>	<b>5,600,000</b>	<b>-</b>

**457 RETIREMENT PLAN**

The District offers its employees a deferred compensation plan created in accordance with Internal Revenue Code (IRC) Section 457. The plan permits participating employees to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency.

Assets of the plan are placed in trust for the exclusive benefit of participants and their beneficiaries. Accordingly, the assets and the liability for the compensation deferred by plan participants, including earnings on plan assets are not included in the District's financial statements. For the years ended December 31, 2025, and 2024, respectively, employee contributions amounted to \$698,170 and \$543,183 and employer contributions were \$0 and \$0.

**NET POSITION**

Net position represents the difference between assets, deferred outflows of resources, liabilities, and deferred inflows of resources. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by outstanding long-term debt and adding back any unspent proceeds. Net position is reported as restricted when there are limitations imposed on their use either through the enabling legislations adopted by the District or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. Unrestricted net position is any remainder of total net position less net investment in capital assets and restricted net position.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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NET POSITION, CONTINUED

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The District's net investment in capital assets was calculated as follows at December 31, 2025, and 2024:

	<u>2025</u>	<u>2024 (restated)</u>
Capital assets	\$42,516,690	42,345,352
Accumulated depreciation	(26,202,564)	(24,346,475)
Notes payable	(812,050)	(1,011,200)
Lease payable	(1,896,218)	(2,152,056)
Subscription payable	(326,152)	(189,846)
<b>Total net investment in capital assets</b>	<b>\$ 13,279,706</b>	<b>14,645,775</b>

The District's net position at December 31, 2025, and 2024, was restricted for the local match of the following grants and projects:

		<u>2025</u>	<u>2024</u>
ME-2016-016	2016 Operating Assistance & Cap Maintenance	\$ 6,095	10,705
ME-2016-017	Regional Bus Shelter/Sign Project	7,730	7,730
ME-2017-008	2017 Operating Assistance & Cap Maintenance	-	16,186
ME-2019-010	2019 Operating Assistance & Cap Maintenance	10,000	10,000
ME-2020-025	2020 Operating Assistance & Cap Maintenance	10,594	12,269
ME-2021-016	2021 Operating Assistance & Cap Maintenance	40,618	65,956
ME-2022-011	2022 Operating Assistance & Cap Maintenance	14,000	14,000
ME-2023-002	BREEZ Bus Replacement	635	635
ME-2023-044	2023 Operating Assistance & Cap Maintenance	227,891	157,891
ME-2024-010	2024 Operating Assistance & Cap Maintenance	270,189	283,185
N/A	Facility	125,000	5,000
N/A	Bus Stop Improvement	-	70,000
N/A	2018 Operations - Electric signs	-	8,590
N/A	Security	8,000	10,000
N/A	AVL	14,908	59,460
N/A	Proceeds On Sale of FTA Assets	7,400	7,400
N/A	Service Vehicle	15,000	15,000
N/A	BRT	85,000	-
N/A	Admin Copier	2,000	-
	<b>Total restricted net position</b>	<b>\$ 845,060</b>	<b>754,007</b>

The District has set aside cash balances to support restricted net position and unrestricted net position, reserved for board policy to ensure that cash will be on hand when these amounts are drawn upon. As of December 31, 2025, and 2024, the District has designated the following amounts of net position within cash and cash equivalents:

	<u>2025</u>	<u>2024</u>
Restricted net position	\$ 845,060	754,007
Unrestricted, reserved for board policy	1,528,043	1,352,272
<b>Total</b>	<b>\$ 2,373,103</b>	<b>2,106,279</b>

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Basic Financial Statements, Continued**

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**RESTATEMENT OF NET POSITION**

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During fiscal year 2024, the District adopted Governmental Accounting Standards Board statement 101 – Compensated Absences, which updated the recognition and measurement guidance for compensated absences. Also during the fiscal year, the District adopted Governmental Accounting Standards Board Implementation Guide No. 2021-1 – Implementation Guidance Update-2021, which provided clarifying language related to the capitalization of grouped similar assets (like computers or furniture), that individually fall below an organization’s capitalization threshold. The guide now requires that such grouped assets, if exceeding the organization’s capitalization threshold, be capitalized and depreciated over their estimated useful lives.

During fiscal year 2025, the District determined that the initial lease term recognized during fiscal year 2022 on the District’s right-to-use lease was incorrect. Previously, the District recognized a lease term of seven years. In 2025, it was determined that the initial lease term is actually ten years.

Net position, as previously reported, as of 12/31/24	\$ 16,679,452
Restatement, adoption of GASBS 101	(40,211)
Restatement, adoption of GASBS Implementation 2021-1	82,410
Restatement, correction of lease term error	(49,469)
<b>Net position, as restated, as of 12/31/24</b>	<b><u>\$ 16,672,182</u></b>

**GREATER PORTLAND TRANSIT DISTRICT**  
**Required Supplementary Information**

**Schedule of Changes in the District's Total Health Plan OPEB Liability and Related Ratios**

Last 10 Fiscal Years\*

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
<b>Total OPEB Liability</b>							
Service cost	\$ 91,704	69,748	81,164	80,573	70,683	45,853	50,269
Interest	35,461	32,173	18,130	17,960	19,447	23,597	19,542
Changes of benefit terms	-	-	-	-	-	(13,451)	-
Differences between expected and actual experience	-	(80,632)	-	(53,799)	-	(44,040)	-
Changes of assumptions or other inputs	(30,860)	192,511	(92,976)	(3,812)	45,400	104,895	(50,926)
Benefit payments	(14,526)	(11,242)	(9,030)	(8,145)	(7,832)	(7,152)	(6,877)
Net change in total OPEB Liability	<u>81,779</u>	<u>202,558</u>	<u>(2,712)</u>	<u>32,777</u>	<u>127,698</u>	<u>109,702</u>	<u>12,008</u>
Total OPEB liability - beginning	<u>1,003,256</u>	<u>800,698</u>	<u>803,410</u>	<u>770,633</u>	<u>642,935</u>	<u>533,233</u>	<u>521,225</u>
<b>Total OPEB liability - ending</b>	<b>\$ <u>1,085,035</u></b>	<b><u>1,003,256</u></b>	<b><u>800,698</u></b>	<b><u>803,410</u></b>	<b><u>770,633</u></b>	<b><u>642,935</u></b>	<b><u>533,233</u></b>
Covered-employee payroll	\$ 6,118,106	6,118,106	5,023,094	5,023,094	4,688,671	4,688,671	3,885,661
Total OPEB liability as a percent of covered-employee payroll	17.73%	16.40%	15.94%	15.99%	16.44%	13.71%	13.72%

\*Only seven years of information available.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Required Supplementary Information**

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**Total OPEB Liability**

**Changes of Benefit Terms (OPEB)** - None

**Changes of Assumptions (OPEB)** - Under the Health Plan - MMEHT, changes of assumptions and other inputs reflects the changes in the discount rate each period. The following are the discount rates used in each period:

<u>Fiscal Year</u>	<u>Discount Rate</u>
2025	4.08%
2024	3.26%
2023	3.72%
2022	2.06%
2021	2.12%
2020	2.74%
2019	4.10%
2018	3.44%

In 2018 through 2021, mortality rates were based on the RP2014 total data set healthy annuitant mortality table. In 2022 and forward, mortality rates were based on the 2010 Public Plan General Benefits-Weighted Employee Healthy Retiree Mortality Table projected generationally using the RPEC 2020 model.

Additionally, the valuation method for the District Health Plan was changed from the Projected Unit Credit funding method in 2017 to the Entry Age Normal funding method in 2018.

# **SCHEDULES**

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Revenues and Expenses - Budget and Actual - Budgetary Basis**  
**For the year ended December 31, 2025**  
**(With Comparative Actual Amounts for the year ended December 31, 2024)**

	Budgeted amounts		Actual	Variance with final budget positive (negative)	2024
	Original	Final			
<b>Revenues:</b>					
Passenger fares:					
Regular fares	\$ 2,321,404	2,321,404	1,972,265	(349,139)	1,734,225
Organization paid fares	693,004	693,004	589,723	(103,281)	606,169
Organization Route Guarantee	364,105	364,105	419,005	54,900	330,167
Total passenger fares	3,378,513	3,378,513	2,980,993	(397,520)	2,670,561
Federal assistance:					
Operating assistance	4,690,835	4,690,835	4,690,835	-	4,617,398
American Rescue Plan - service expansion	1,490,036	1,490,036	1,304,552	(185,484)	586,754
ADA paratransit	492,000	492,000	492,000	-	328,380
Fuel Reimbursement	25,000	25,000	40,298	15,298	124,819
Preventive maintenance	1,829,000	1,829,000	1,829,000	-	1,285,278
Total federal assistance	8,526,871	8,526,871	8,356,685	(170,186)	6,942,629
State assistance	1,014,287	1,014,287	1,018,008	3,721	716,841
Local investment:					
Members:	5,533,090	5,533,090	5,535,574	2,484	4,820,680
Operating assessments	5,196,530	5,196,530	5,196,529	(1)	4,393,814
Capital assessments	213,560	213,560	213,560	-	345,102
ADA paratransit	123,000	123,000	125,485	2,485	81,764
Total local investment	5,533,090	5,533,090	5,535,574	2,484	4,820,680
Miscellaneous:					
Rental of property	255,287	255,287	249,830	(5,457)	252,785
Fleet maintenance services	5,000	5,000	6,540	1,540	40,465
Advertising	322,338	322,338	241,819	(80,519)	236,907
Interest income	110,000	110,000	129,396	19,396	152,185
Fuel sales	-	-	1,334	1,334	50
Autofare reimbursement	19,000	19,000	5,811	(13,189)	17,463
Wellness grant	5,500	5,500	605	(4,895)	5,218
Claims Recovery	65,000	65,000	89,514	24,514	102,151
Miscellaneous income	17,416	17,416	37,077	19,661	94,727
Total miscellaneous	799,541	799,541	761,926	(37,615)	901,951
Total revenues	19,252,302	19,252,302	18,653,186	(599,116)	16,052,662

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Revenues and Expenses - Budget and Actual - Budgetary Basis, Continued**  
**For the year ended December 31, 2025**  
**(With Comparative Actual Amounts for the year ended December 31, 2024)**

	Budgeted amounts		Actual	Variance with final budget positive (negative)	2024
	Original	Final			
<b>Expenses:</b>					
Personnel:					
Regular wages and salaries	\$ 8,966,215	8,966,215	8,741,833	224,382	7,510,662
Overtime	695,660	695,660	781,976	(86,316)	584,628
Benefits	3,965,251	3,965,251	3,876,734	88,517	3,295,551
Total personnel	13,627,126	13,627,126	13,400,543	226,583	11,390,841
Temporary help	50,400	50,400	88,832	(38,432)	4,674
ADA paratransit	615,000	615,000	627,580	(12,580)	410,475
Fuel:					
CNG fuel	95,000	95,000	86,005	8,995	61,884
Diesel fuel	1,049,755	1,022,255	827,491	194,764	723,877
Electricity as a fuel	16,000	16,000	13,049	2,951	13,778
Gasoline	5,500	15,500	11,797	3,703	-
Total fuel	1,166,255	1,148,755	938,342	210,413	799,539
Dues and subscriptions:					
Dues and subscriptions	41,394	41,394	39,404	1,990	38,453
HRA annual dues	15,000	15,000	9,762	5,238	7,255
Licenses and permits	1,000	1,000	211	789	173
Total dues and subscriptions	57,394	57,394	49,377	8,017	45,881
Other employee costs:					
Wellness program	10,000	10,000	439	9,561	314
Meals and hosting	15,000	18,400	14,078	4,322	20,639
Travel, conferences, meetings	28,100	21,699	21,601	98	13,162
Employment services	19,500	24,500	15,532	8,968	10,581
Total other employee costs	72,600	74,599	51,650	22,949	44,696
Fleet parts and services:					
Parts	387,950	387,950	411,808	(23,858)	323,857
Tires and tubes	94,279	111,779	102,760	9,019	71,694
Greases and fluids	98,550	98,550	84,814	13,736	86,517
Total fleet parts and services	580,779	598,279	599,382	(1,103)	482,068
Insurance	499,967	499,967	490,111	9,856	423,011
Advertising:					
Advertising	92,500	91,534	67,110	24,424	74,793
Fare media	15,000	15,000	8,869	6,131	21,498
Marketing supplies	14,000	23,613	19,073	4,540	12,021
Total advertising	121,500	130,147	95,052	35,095	108,312
Office and building supplies:					
Supplies	22,120	26,799	21,787	5,012	17,889
Postage	3,000	3,000	2,772	228	2,239
Total office and building supplies	25,120	29,799	24,559	5,240	20,128

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Revenues and Expenses - Budget and Actual - Budgetary Basis, Continued**  
**For the year ended December 31, 2025**  
**(With Comparative Actual Amounts for the year ended December 31, 2024)**

	Budgeted amounts		Actual	Variance with final budget positive (negative)	2024
	Original	Final			
<b>Contract services:</b>					
Technology services	\$ 182,563	182,563	158,860	23,703	209,588
Legal fees	80,000	80,000	64,628	15,372	177,754
Audit fees	31,583	31,583	30,800	783	26,500
Other contracted services	203,950	208,520	126,251	82,269	189,722
Real estate broker services - lease	80,269	80,269	76,533	3,736	78,031
Miscellaneous services	3,000	3,000	3,685	(685)	2,641
Total contract services	581,365	585,935	460,757	125,178	684,236
<b>Utilities and telephone:</b>					
Heating fuel	133,210	133,210	112,190	21,020	93,540
Electricity	140,415	140,415	135,602	4,813	108,206
Water/sewer/storm water	36,500	36,500	35,257	1,243	32,908
Phone/cell/internet	80,976	80,976	73,467	7,509	73,574
Real estate taxes - lease	42,230	42,230	41,759	471	39,151
Rental Fees	346,042	349,631	349,631	-	339,257
Total utilities and telephone	779,373	782,962	747,906	35,056	686,636
<b>Maintenance costs:</b>					
Maintenance services	347,256	327,361	207,235	120,126	257,544
Copier maintenance	6,100	6,100	5,510	590	5,653
Maintenance supplies	113,150	106,294	108,763	(2,469)	82,574
Snow plowing and removal	9,900	6,311	3,613	2,698	-
Total maintenance costs	476,406	446,066	325,121	120,945	345,771
Bank and credit card fees	37,933	37,933	58,768	(20,835)	38,300
Capital match	213,560	213,560	213,560	-	345,102
Capital expense	-	6,856	53,141	(46,285)	48,632
Debt service principal	199,150	199,150	199,150	-	199,150
Debt service interest	103,374	103,374	80,280	23,094	105,124
Fund balance restoration	45,000	45,000	-	45,000	-
Total expenditures	19,252,302	19,252,302	18,504,111	748,191	16,182,576
Change in net position - budgetary basis	-	-	149,075	149,075	(129,914)

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Revenues and Expenses - Budget and Actual - Budgetary Basis, Continued**  
**For the year ended December 31, 2025**

	<u>Budgeted amounts</u>		Actual	Variance with final budget positive (negative)
	Original	Final		
Reconciliation to GAAP:	\$			
Unbudgeted federal and state capital grants			736,482	
Unbudgeted federal and state operating grants			32,022	
Unbudgeted contracted services			(200,149)	
Unbudgeted supplies/parts			(6,957)	
Unbudgeted advertising fees			(17,358)	
Unbudgeted local contributions			(111,531)	
Unbudgeted subscription costs			(177,117)	
Depreciation and amortization expense			(2,596,663)	
Capitalized local match			213,560	
Capitalized expense			-	
Principal payment on debt service			199,150	
Other postemployment benefits expense			(108,696)	
Lease capitalization / GASB 87 adjustments			255,838	
Subscription capitalization / GASB 96 adjustments			161,118	
Net change in net position - GAAP basis			(1,471,226)	
Net position, beginning of year			17,182,034	
<b>Net position, end of year</b>	<b>\$</b>		<b>15,710,808</b>	

**GREATER PORTLAND TRANSIT DISTRICT**

**Reports Required by *Government Auditing  
Standards* and the Uniform Guidance**

**For the Year Ended December 31, 2025**

**GREATER PORTLAND TRANSIT DISTRICT**  
**Reports Required by *Government Auditing Standards***  
**and the Uniform Guidance**  
**For the Year Ended December 31, 2025**

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**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Greater Portland Transit District

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Greater Portland Transit District, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Greater Portland Transit District’s basic financial statements, and have issued our report thereon dated May 27, 2026.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Greater Portland Transit District’s internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Greater Portland Transit District’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Greater Portland Transit District’s internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*, CONTINUED**

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Greater Portland Transit District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

During our audit, we became aware of opportunities for strengthening internal controls and operating efficiency that we have reported as “Other Comments”.

**The Greater Portland Transit District’s Responses to Other Comments**

*Government Auditing Standards* requires the auditor to perform limited procedures on the Greater Portland Transit District's response to other comments identified in our audit and described in the accompanying schedule of findings and questioned costs. The Greater Portland Transit District's responses were not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity’s internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity’s internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



May 27, 2026  
South Portland, Maine

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

To the Board of Directors  
Greater Portland Transit District

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited Greater Portland Transit District's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Greater Portland Transit District's major federal programs for the year ended December 31, 2025. Greater Portland Transit District's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Greater Portland Transit District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2025.

***Basis for Opinion on Each Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Greater Portland Transit District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Greater Portland Transit District's compliance with the compliance requirements referred to above.

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE, CONTINUED**

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Greater Portland Transit District's federal programs.

***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Greater Portland Transit District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Greater Portland Transit District's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Greater Portland Transit District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Greater Portland Transit District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Greater Portland Transit District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE, CONTINUED**

**Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

*A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses or significant deficiencies, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

**Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance**

We have audited the financial statements of the Greater Portland Transit District as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise Greater Portland Transit District's basic financial statements. We issued our report thereon dated May 27, 2026, which contained unmodified opinions on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements.

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE, CONTINUED**

The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



May 27, 2026  
South Portland, Maine

**Schedule of Expenditures of Federal Awards  
For the year ended December 31, 2025**

<b>Federal Grantor/Pass-through Grantor/Program Title</b>	<b>Federal Assistance Listing Number</b>	<b>Pass- through/ Agreement Number</b>	<b>Total Federal Expenditures</b>	<b>Assistance Listing/ Cluster Totals</b>	<b>Passed Through to Subrecipients</b>
U. S. Department of Transportation:					
Federal Transit Cluster:					
Federal Transit Formula Grants	20.507	ME-2016-016-00	\$ 43,108		-
Federal Transit Formula Grants	20.507	ME-2017-008-00	108,471		-
Federal Transit Formula Grants	20.507	ME-2019-010-00	2,212		-
Federal Transit Formula Grants - COVID-19	20.507	ME-2020-010-04	82,091		-
Federal Transit Formula Grants	20.507	ME-2020-025-01	30,181		30,181
Federal Transit Formula Grants	20.507	ME-2021-016-00	146,889		-
Federal Transit Formula Grants- ARPA, COVID-19	20.507	ME-2023-012-00	1,408,945		-
Federal Transit Formula Grants	20.507	ME-2023-044-00	256		-
Federal Transit Formula Grants	20.507	ME-2024-010-00	2,297,502		-
Federal Transit Formula Grants	20.507	ME-2025-013-00	4,764,918		-
<b>Total Federal Transit Cluster</b>				<b>8,884,573</b>	
<b>Total U. S. Department of Transportation</b>			<b>8,884,573</b>		<b>30,181</b>
<b>Totals</b>			<b>\$ 8,884,573</b>		<b>30,181</b>

*See accompanying notes to schedule of expenditures of federal awards.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Notes to Schedule of Expenditures of Federal Awards**  
**For the Year Ended December 31, 2025**

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**PURPOSE OF THE SCHEDULE**

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The Office of Management and Budget (OMB)'s Uniform Guidance requires a schedule of expenditures of federal awards showing total expenditures for each federal award program as identified in the Assistance Listings in the System for Award Management.

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**SIGNIFICANT ACCOUNTING POLICIES**

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- A. Reporting Entity - The accompanying schedule includes all federal award programs of the Greater Portland Transit District for the fiscal year ended December 31, 2025. The reporting entity is defined in notes to financial statements of the Greater Portland Transit District.
  
- B. Basis of Presentation - The information in the accompanying schedule of expenditures of federal awards is presented in accordance with the Uniform Guidance.
  - 1. Pursuant to the Uniform Guidance, federal awards are defined as assistance provided by a federal agency, either directly or indirectly, in the form of grants, contracts, cooperative agreements, loans, loan guarantees, property, interest subsidies, insurance or direct appropriations.
  
  - 2. Major Programs - the Uniform Guidance establishes the level of expenditures or expenses to be used in defining major federal award programs. Major programs for the Greater Portland Transit District are identified in the summary of auditor's results in the schedule of findings and questioned costs.
  
- C. Basis of Accounting - The information presented in the schedule of expenditures of federal awards is presented on the accrual basis of accounting, which is consistent with the reporting in the Transit District's financial statements.
  
- D. Indirect Cost Rate - Greater Portland Transit District has elected not to use the 10-percent de minimis indirect cost rate allowed under the Uniform Guidance.

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Findings and Questioned Costs**  
**For the year ended December 31, 2025**

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**Section I - Summary of Auditor's Results**

**Financial Statements**

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:

Material weaknesses identified? No

Significant deficiencies identified? None reported

Noncompliance material to financial statements noted? No

**Federal Awards**

Internal control over major federal programs:

Material weaknesses identified? No

Significant deficiencies identified? None Reported

Type of auditor's report issued on compliance for major federal programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance? No

Identification of major federal programs:

<u>Assistance Listing Number(s)</u>	<u>Name of Federal Program or Cluster</u>	<u>Opinion</u>
20.507	Federal Transit Cluster	Unmodified

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as low-risk auditee? Yes

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Findings and Questioned Costs, Continued**

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**Section II - Findings Required to be Reported Under *Government Auditing Standards***

None

**Other Comments**

**Formalize IT Policies**

During our review of information technology controls, we noted that there were two significant information technology areas where semi-formalized procedures exist, but where there is no formal documentation of policies. We found that there is no formal information technology security policy that defines information security objectives and that there are no formal information technology change management policies. Information security risks are better addressed when the objectives of information security procedures are formally considered and clearly defined. Formalized change management policies help to address uncertainties that surround information technology project implementations and emergent changes.

We recommend that the Transit District adopt formal information technology security and change management policies. Such an information security policy should include but not be limited to including provisions on system penetration testing, cybersecurity training, and data recovery procedures. Such a change management policy should include but not be limited to including provisions on emergency changes and minimum requirements for program and systems changes.

*Management Response:* Greater Portland Metro acknowledges the continued recommendation regarding the formalization of IT policies. While it was previously noted that change management was handled effectively on a case-by-case basis, we have transitioned toward a more formalized framework to enhance implementation and oversight. Management believes these drafted policies represent a significant advancement from prior years, moving from an ad-hoc approach to a documented, risk-based governance structure.

*We have drafted Policy IT-01 (Security and Penetration Testing) and Policy IT-02 (Digital Infrastructure Data Retention and Security). These new policies explicitly address the requested security objectives and introduce foundational elements of change management:*

- *Policy IT-01 establishes a framework for routine vulnerability scanning and mandated annual internal penetration testing.*
- *We have formalized continuous simulated phishing and mandatory annual interactive training for all administrative personnel.*
- *Policy IT-02 mandates automated daily delta backups and quarterly randomized restoration audits to verify data integrity.*
- *The proposed policies now include formal procedures for system-level changes, specifically:*
  - *Major fleet configuration changes and firmware updates are now subject to a "Staged Deployment" model and version-controlled rollbacks via NetCloud .*
  - *All mobile and desktop endpoints must meet automated security baselines, including enforced remote-wipe capabilities for lost or compromised.*
  - *The IT Manager is now required to conduct vulnerability scans immediately following any major infrastructure deployment or firmware upgrade to ensure change integrity.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Findings and Questioned Costs, Continued**

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**Section II - Findings Required to be Reported Under *Government Auditing Standards*, Continued**

**Inventory Management**

As part of our test work, we observed the physical count of inventory at year-end and performed test counts. Out of 16 items chosen for test counting, two items did not agree with the inventory listing provided. Although in total these differences were not material to the financial statements, it is important to have correct year-end inventory balances. We suggest that management reinforce the importance of accurate inventory counts.

*Management Response: Metro Management acknowledges the year-end inventory test count discrepancies. We note the auditors' conclusion that these differences were not material to the financial statements, and we concur that maintaining accurate inventory records is critical.*

*Management will emphasize the importance of accuracy through internal communications, and will provide a refresher training for all employees involved in cycle and year end inventory counting. We will continue to monitor our inventory processes to ensure accuracy in counting and recording quantities and values.*

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Findings and Questioned Costs, Continued**

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**Section III - Findings and Questioned Costs for Federal Awards**

None

**GREATER PORTLAND TRANSIT DISTRICT**  
**Schedule of Findings and Questioned Costs, Continued**

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**Section IV - Status of Prior Year Findings and Questioned Costs for Federal Awards and *Government Auditing Standards***

None

# GREATER PORTLAND TRANSIT DISTRICT

## FINANCIAL OVERVIEW

Presented by: Casey Leonard

*RUNYON KERSTEEN OUELLETTE*

### INSIDE

2. Summary of Audit Results
3. Net Position – FY 2021 - 2025
4. 2025 Revenues - Budget and Actual
5. 2025 Expenses - Budget and Actual
6. Revenue Distribution - FY 2021 - 2025
7. Expense Distribution Comparative

### **About this presentation**

This presentation is intended as a tool to assist the Board of Directors and management in understanding its financial operating results. The information contained in this publication should be read in conjunction with the audited financial statements and related disclosures and should not be used for any other purposes without the expressed consent of *RUNYON KERSTEEN OUELLETTE*.

Please contact us at 207-773-2986 or 1-800-486-1784  
20 Long Creek Drive, South Portland, ME 04106



# GREATER PORTLAND TRANSIT DISTRICT

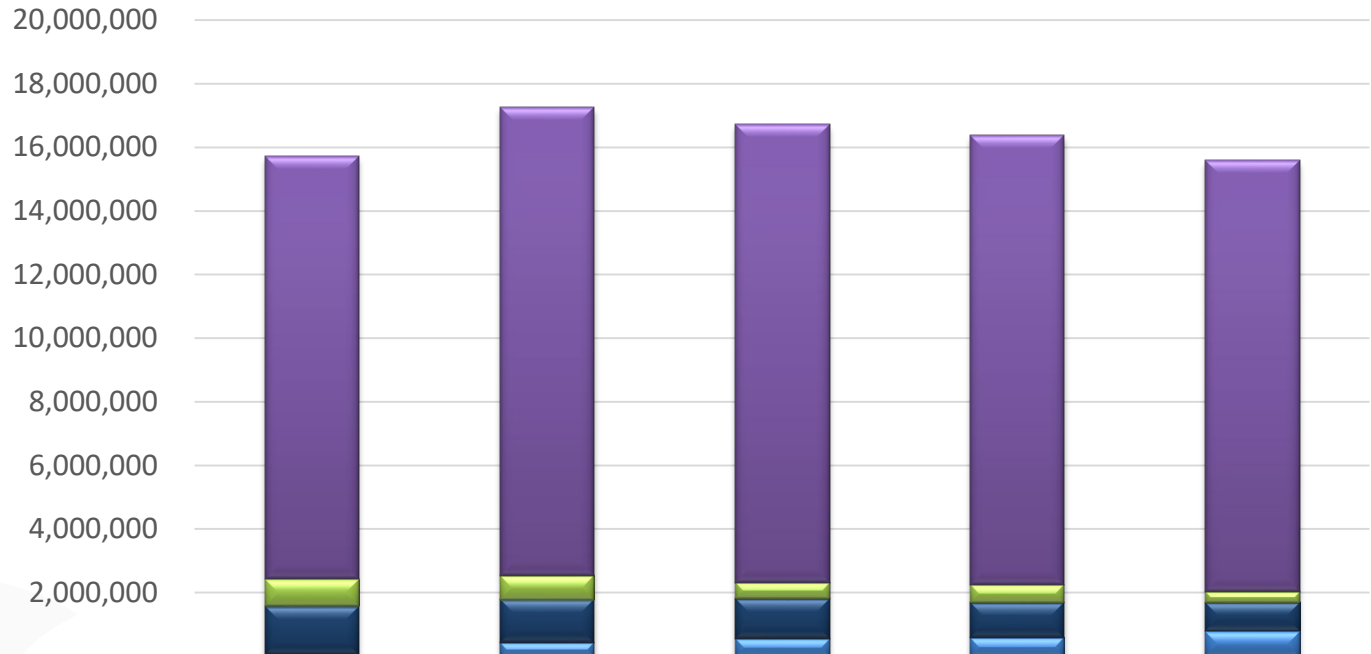
## SUMMARY OF AUDIT RESULTS

- Financial Statement Opinion – Unmodified
- Report Required by *Government Auditing Standards (GAS)*
  - No Material Weaknesses
  - No Significant Deficiencies
  - Recommendations:
    - Formalize IT policies
    - Inventory management
- Report Required by the Uniform Guidance
  - Programs Tested:
    - Federal Transit Cluster
  - Findings:
    - None



# GREATER PORTLAND TRANSIT DISTRICT

## Net Position FY – 2021 – 2025



	2025	2024	2023	2022	2021
Net investment in capital assets	13,279,706	14,723,879	\$14,411,727	\$14,113,861	\$13,557,383
Restricted	845,060	754,007	497,016	563,286	349,371
Unrestricted - board policy	1,528,043	1,352,272	1,250,000	1,100,000	900,000
Unrestricted - unreserved	57,999	429,980	562,908	584,197	791,949



# GREATER PORTLAND TRANSIT DISTRICT

## 2025 REVENUES - BUDGET AND ACTUAL

	Budget	Actual	Over (Under)
Passenger fares	\$3,378,513	2,980,993	(397,520)
Federal assistance	8,526,871	8,356,685	(170,186)
State assistance	1,014,287	1,018,008	3,721
Local investment	5,533,090	5,535,574	2,484
Miscellaneous Income	799,541	761,926	(37,615)
<b>Total budgeted revenues</b>	<b>\$19,252,302</b>	<b>18,653,186</b>	<b>(599,116)</b>

**Passenger fares** were under budget as fare recovery from the pandemic in 2025 remained below pre-pandemic levels.

**Federal and State assistance** were under-budget primarily due to the lower than estimated costs for the first full year of the new service improvements, which are ARPA funded at 100% of cost.

# GREATER PORTLAND TRANSIT DISTRICT

## 2025 EXPENSES - BUDGET AND ACTUAL

	Budget	Actual	Under (Over)
Personnel	\$13,627,126	13,400,543	226,583
Temporary help	50,400	88,832	(38,432)
ADA paratransit	615,000	627,580	(12,580)
Fuel	1,148,755	938,342	210,413
Dues and subscriptions	57,394	49,377	8,017
Other employee costs	74,599	51,650	22,949
Fleet parts and services	598,279	599,382	(1,103)
Insurance	499,967	490,111	9,856
Advertising	130,147	95,052	35,095
Office supplies	29,799	24,559	5,240
Contracted services	585,935	460,757	125,178
Utilities and telephone	782,962	747,906	35,056
Maintenance costs	446,066	325,121	120,945
Bank and credit card fees	37,933	58,768	(20,835)
Capital match	213,560	213,560	-
Capital expense	6,586	53,141	(46,285)
Debt service principal	199,150	199,150	-
Debt service interest	103,374	80,280	23,094
Fund balance restoration	45,000	-	45,000
<b>Total expenses budgetary basis</b>	<b>\$19,252,302</b>	<b>18,504,111</b>	<b>748,191</b>

**Personnel expenses** under budget due to lower-than-anticipated benefit costs as well as staffing shortages.

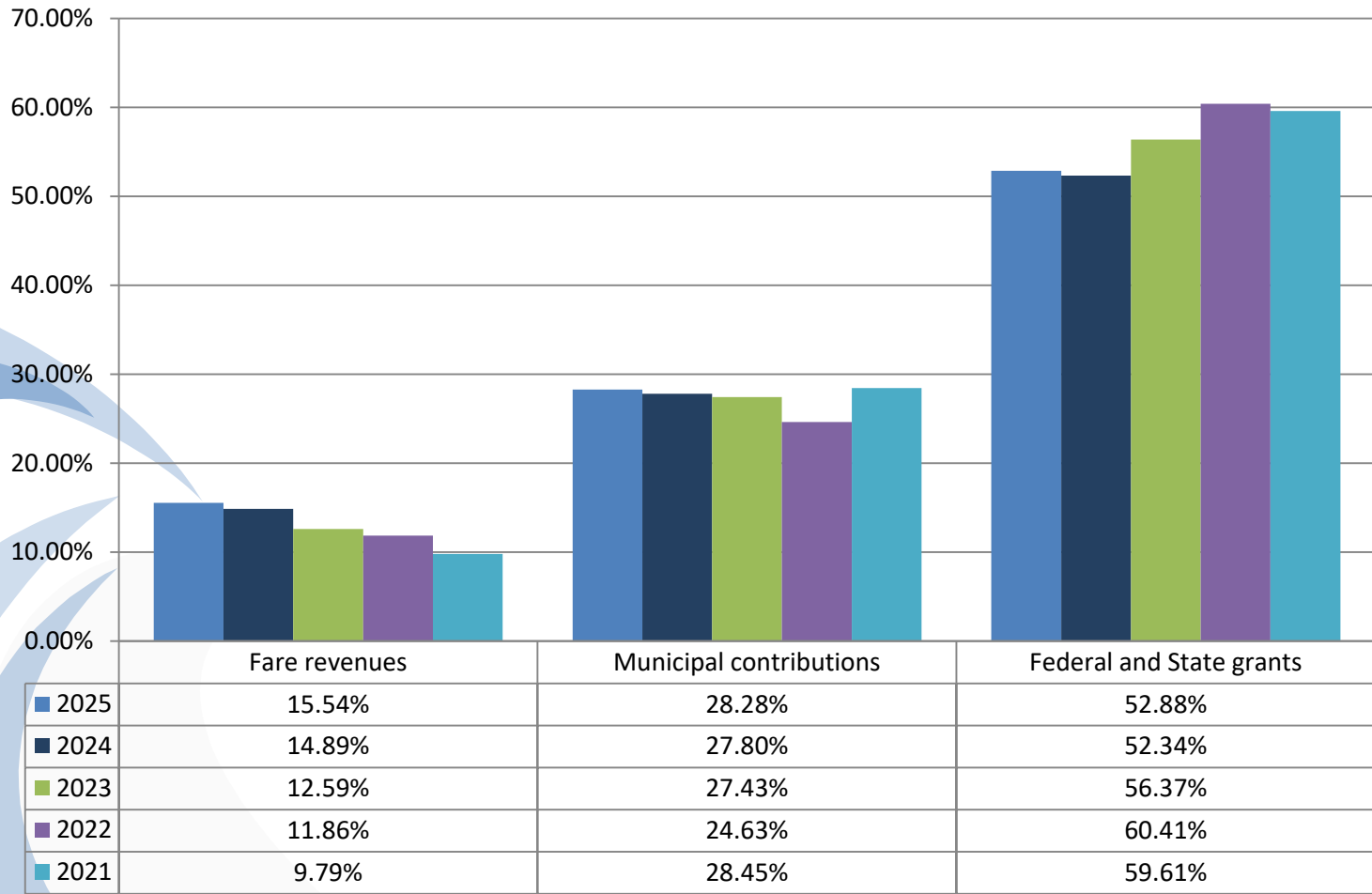
**Fuel expenses** were under-budget primarily due to lower-than-expected diesel and CNG fuel costs.

**Contracted services** were under-budget due to lower-than-anticipated costs related to legal and technology services.

**Maintenance costs** were under-budget as costs budgeted for maintenance services, copier maintenance, and snow plowing were all under budget.

# GREATER PORTLAND TRANSIT DISTRICT

## REVENUE DISTRIBUTION - FY 2021 – 2025



# GREATER PORTLAND TRANSIT DISTRICT

## Expense Distribution Comparative

	2025	2024
Personnel	72.42%	70.39%
Temporary help	0.48%	.03%
ADA paratransit	3.39%	2.54%
Fuel	5.07%	4.94%
Dues and subscriptions	0.27%	0.28%
Other employee costs	0.28%	0.28%
Fleet parts and services	3.24%	2.98%
Insurance	2.65%	2.61%
Advertising	0.51%	0.67%
Office and building supplies	0.13%	0.12%
Contracted services	2.49%	4.23%
Utilities and telephone	4.04%	4.24%
Maintenance costs	1.76%	2.14%
Bank and credit card fees	0.32%	0.24%
Capital match	1.15%	2.13%
Capital Expense	0.29%	0.30%
Debt service	1.51%	1.88%

## **BOARD OF DIRECTORS**

## **AGENDA ITEM 8**

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### **DATE**

June 25, 2026

### **SUBJECT**

Changes to Fare Policy

### **PURPOSE**

Approve proposed changes to regional fare policy.

### **BACKGROUND/ANALYSIS**

After Metro's 2026 budget process was completed, staff we're asked to evaluate a possible fare increase in 2026. The primary reason for this evaluation is to ensure that the agency is financially sustainable and that the balance of expenses bore by riders is not shrinking in proportion to other sources, specifically local assessments. It was also important to note that the agency is seeking to large fare increases that become necessary when fares are not evaluated regularly.

Metro's last fare increase was in October 2020 when Metro and its partner transit agencies agreed to raise the base fare for the first time in nearly 11 years from \$1.50 per ride to \$2.00. At the time of that fare increase the agencies also launched electronic fare payments for the first time and replaced calendar-based passes with a fare capping model aimed at improving equity.

The new fare system has been highly successful with Metro reducing cash payments from 50% to closer to 35% over the last six years. This means rides are accessing more affordable payment options while also reducing payment time thus speeding up trips.

In order to assist staff with technical analysis, revenue estimation and industry best practices Metro procured the services of Four Nines Technologies as a consultant on the project. Four nines an industry leader in fare collection technologies and fare policy analysis. Four nines has an intimate knowledge of the region's fare policy as they also assisted Metro on its 2020 fare policy analysis.

The first task that the Four Nines team completed was a peer assessment. They selected eight peer transit agencies based on their service profiles being comparable to Metro's. The results of this peer analysis were presented at the March 2026 Executive Committee Meeting. The findings in broad terms indicated that Metro is performing well as compared to peers in regards to fare recovery and subsidy per rider. The fare structure was closely aligned with peer agencies. It was

also determined that no peer agency is currently charging more than Metro's current based fare of \$2.00 per ride. The full peer analysis can be found in Four Nines Final report in Attachment A.

Based on the peer analysis it was determined that any fare increase should be modest to avoid being far out of line with Metro's peer agencies. For this reason, a recommendation was made to increase base fares by twenty five cents to \$2.25 and reduced fares to \$1.10. A 12.5% and 10% increase respectively. The reduced fare was recommended to have a smaller increase for three primary reasons; 1. The FTA requires that reduced fare not be more than 50% of base fare, this rules out a fare of \$1.15. 2. Keeping the reduced fare at \$1.10 allows riders to pay with one bill and one coin speeding up boarding. 3. Having a lower fare increase for reduced fare riders reduces the impact on vulnerable populations.

Changes to fare caps were also recommended as part of the fare evaluation process. Full fare monthly caps were recommended to increase from \$60 to \$65 an 8% increase. This increase being smaller than the base fare is aimed at continuing to incentivize ridership and reduce the impact of the fare increase on frequent riders. It also aligns more closely with the peer transit agencies that use fare capping which tended to have lower daily/monthly fare caps. The reduced fare monthly cap is not recommended to change and will remain at \$30 to help mitigate the impact of fare increases on vulnerable populations.

The last change recommended as part of this process was the elimination of the ten-ride pass. This pass was added to the fare policy to allow riders traveling in groups to use one account to pay for multiple riders. An improvement in Metro's fare collection technology vendor (Cubic) now will allow riders with stored value to pay for multiple riders without interfering with fare capping for the account. Additionally, the introduction of tap to pay (open fare payments) provides another option for people traveling in groups. With both of these options in place the ten-ride pass is largely redundant. In an effort to keep the fare policy as simple as possible it is best to eliminate the pass.

Table 1 breaks down the proposed changes to the regional fare policy:

Table 1

Fare Category	Current	Proposed
Base full fare (local)	\$2.00	\$2.25
Base reduced fare (local)	\$1.00	\$1.10
Base full fare (Breez)	\$4.00	\$4.50
Base reduced fare (Breez)	\$2.00	\$2.20
Fare cap daily (full fare)	\$6.00	\$6.50
Fare cap daily (reduced fare)	\$3.00	\$3.00
Fare cap monthly (full fare)	\$60.00	\$65.00
Fare cap monthly (reduced fare)	\$30.00	\$30.00
Ten-ride pass	\$18.00	Eliminate
Tap and pay	Not available	\$2.25

**OPEN FARE PAYMENTS**

Along with the recommended changes to the fare structure Metro and its partners are working to begin accepting open fare payments better known as “tap to pay”. This technology will allow riders to pay using a credit or debit card enabled with NFC technology or payment apps like Apple Pay and Google Wallet.

Fares for tap to pay will follow all the same rules as cash payments. This means riders will pay \$2.25 every time they board the bus. There will be no free transfers between buses, no daily or monthly fare caps offered and no ability to access reduced fare discounts. Tap to pay riders are expected to be largely visitors, infrequent riders and first-time riders. This group offers the highest potential for increasing ridership.

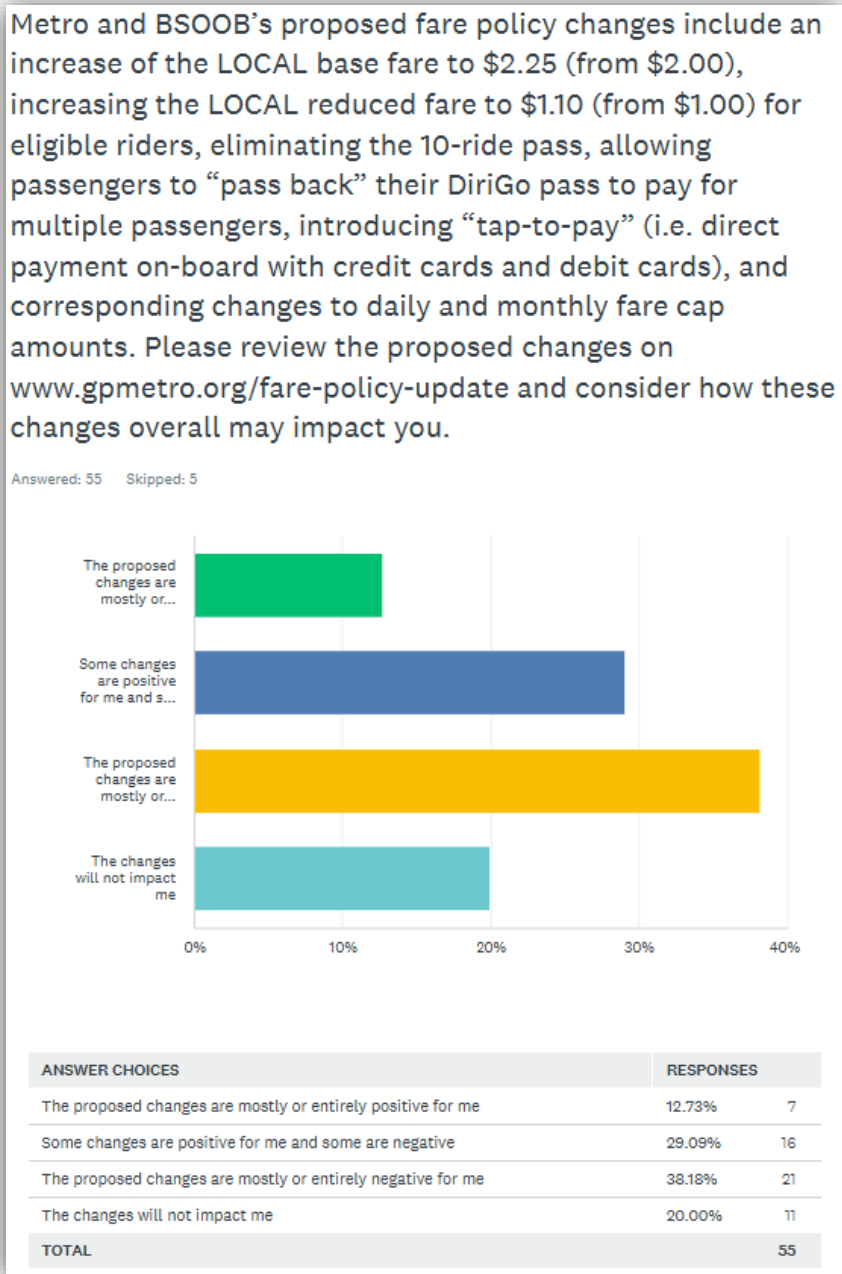
**PUBLIC INVOLVEMENT PROCESS**

In the month of April Metro and BSOOB Transit Staff conducted four public meetings (3 hosted by Metro staff). Additionally, Metro posted and promoted an online survey regarding the proposed fare policy changes for more than thirty days.

The Portland public meeting was best attended (21 members of the public present). There were a variety of comments offered. Many comments were about topics other than the proposed changes to the fare structure. The comments about the fare changes were largely supportive stressing the importance of funding to retain or expand service levels. A full detailed breakdown of public comments can be found in Attachment B.

Metro received approximately 58 response to the survey. The majority of those that completed the survey reported that they were regular riders (more that 6 rides per week), full fare

customers most paying using the Dirigo card or app. Opinions of the proposed fare policy changes were fairly mixed. With 12% positive, 29% both positive and negative, 38% negative and 20% not impacted. The below inset shows the question and riders opinions of the proposed changes:



Based on staff’s experience less type of response is more positive than most. Proposed fare increases are almost always met with resistance and dissatisfaction. To have such mixed results is reassuring that the proposed changes are not expected to be highly impactful on riders. Also, the small amount of public participation despite exhaustive efforts to promote the opportunities for public comment point to the proposed fare increases being viewed as minor to riders. The full

survey results can be seen in Attachment C. Attachment D is Metro’s Public Participation Plan and includes a full breakdown of all public comments received.

In addition to completing a peer analysis Four Nines Technologies provided an estimate on how proposed changes to fare policy will impact fare revenue and ridership. They used established industry standard elasticities to complete this analysis along with other considerations like ridership generation from the introduction of tap to pay and the timing of proposed changes. Based on these factors Four Nines staff project that Metro’s fare revenue will increase as shown in Table 2.

Table 2

Scenario B - Local and BREEZ Fare Increase (\$2.25/\$1.10), ZOOM Fare Decrease		
Year	Ridership	Revenue
August 1, 2026 - December 31, 2026	1,753,072	\$2,654,966.92
FY2027	1,760,040	\$2,653,729.23
FY2028	1,786,441	\$2,693,535.17
FY2029	1,803,955	\$2,713,053.64

Ridership reduction after a fare increase is to be expected. Four nines projects ridership reduction to be 0.76% in 2026 based on the fare increase being proposed. This equates to approximately 13,425 rides annually.

#### FUTURE CONSIDERATIONS

In February 2026 Metro’s Executive Committee approved a pass program with Cumberland County to pilot a low income bus pass program. In the early phase of the fare policy analysis there was discussion about add low income as a possible reduced fare category. The peer analysis found this to me rare (only one of the 8 peer agencies offered this). More data is needed to determine the fiscal impact of this change before a recommendation can be developed. For this reason it is not currently being proposed as a change to the fare policy. Staff will present on the performance of the low income pass program in 2027 and use data from that program to better understand if an income based reduced fare category should be added to the regional fare policy.

One of the outcomes of this evaluation is that Metro and its regional partners should continue to assess fares regularly to avoid large increases. Based on this staff recommend that fare pricing be reviewed again within the next 3 to 5 years.

**FISCAL IMPACT**

Metro staff assumed a fare increase would be implemented in 2026 when working through the budgeting process. The amount of fare revenue budgeted to 2026 exceeds Four nines estimated fare revenue by \$163,352. Based on actual fare revenue and expense staff will may adjustments to ensure that Metro ends 2026 on budget.

**RECOMMENDATION**

Recommend adoption of proposed changes to regional fare policy as presented to Metro's Board of Directors.

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**ATTACHMENTS**

Attachment A: Four Nines Final Report

Attachment B: Public Comments

Attachment C: Survey Results

Attachment D: Public Participation Plan



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## GPM Fare Analysis

# Final Report

Delivered on: June 18, 2026

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Prepared by Four Nines Technologies



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# 1 Introduction

## Project Overview

Greater Portland Metro (GPM) and its partner Biddeford-Saco-Old Orchard Beach Transit (BSOOB) are seeking to modernize and optimize the DiriGO regional fare policy in advance of planned open fare payment implementation and evolving fare goals. Since fares were last comprehensively reviewed in 2020—coinciding with the rollout of the Cubic UMO system, electronic fare media, and fare capping—the region has experienced significant changes in ridership patterns, payment behavior, cost of living, and customer expectations. This project recognizes the opportunity to reassess fares holistically: balancing revenue sustainability, ridership growth, administrative simplicity, and customer equity while continuing to encourage a shift from cash to electronic and account-based payments across services.

## 2 Peer Review

### Peer Agencies Selection Methods and Resulting Peers List

The following peer agencies were chosen for their similarity to Greater Portland Metro. The peer agencies have similar levels of annual ridership, and comparable service areas and population sizes. Four Nines used the iNTD Likeness Score from the Urban Integrated National Transit Database (Urban iNTD), which collates and integrates NTD data, to determine which agencies are most similar to GPM. The Four Nines team and GPM staff further narrowed the list of peer agencies to the following eight agencies, ensuring at least three are in New England:

- **Broome County (BC Transit)** - Binghamton, NY: <https://broomecountyny.gov/transit>
- **City of Springfield (CU Transit Services)** - Springfield, MO: <https://www.cityutilities.net/159/The-Bus>
- **Greater Lafayette Public Transportation (CityBus)** - Lafayette, IN: <https://www.in.gov/citybuslafayette/>
- **Green Mountain Transit Authority (GMT)** - Burlington, VT: <https://ridegmt.com/>
- **Manchester Transit Authority (MTA)** - Manchester, NH: <https://mtabus.org/>
- **Rhode Island Public Transit Authority (RIPTA)** - Providence, RI: <https://www.ripta.com/>
- **Southeast Area Transit District (SEAT)** - Preston, CT: <https://www.southeastareatransitdistrict.com/>
- **Toledo Area Regional Transit Authority (TARTA)** - Toledo, OH: <https://tarta.com/>

### Peer Performance Metrics

The Fare Analysis Team assessed GPM's fare performance against the agency's peers. The assessment used 2024 NTD data, and evaluated fixed-route bus performance only (e.g., motorbus MB). The table below summarizes the peer performance metrics, and ranks GPM as the agency compares to their peers.

**Table 1. Fixed-Route Motor Bus Peer Performance Metrics Summary**

Indicator	GPM	Peer Agency Average	GPM Rank (1 = highest; 8 = lowest)
Revenue per Boarding	\$1.47	\$1.03	2nd
Subsidy per Boarding	\$6.57	\$7.87	5th
Farebox Recovery Ratio	18%	14%	3rd
Boardings per Revenue Hour	16	18	4th
Operating Cost per Passenger	\$8.04	\$8.90	5th

### Comparison of Full Fare Single Ride Fares

Among peers, the cost for a rider to pay a full fare, single ride ranges from \$1.00 to \$2.00. Most of GPM's peers also have a \$2.00 adult single fare on local routes.

There is a range in how agencies deal with transfers:

- **No transfers:** Green Mountain Transit Authority, and Manchester Transit Authority
- **Paid transfers:** City of Springfield
- **Free transfers for a one-way trip:** Broome County and SEAT
- **Unlimited free transfers within a set time period:** GPM (electronic only), RIPTA, Greater Lafayette Public Transportation, and TARTA

**Table 2. Peer Full Fare Single Ride Fares**

Agency	Location	Full Fare Single-Ride Fare	Transfers
Greater Portland Metro	Portland, ME	\$2.00	Free transfers within 90 mins (no transfers with cash on board)
Broome County	Binghamton, NY	\$2.00	Free transfers for a one-way trip
City of Springfield	Springfield, MO	\$1.00	\$0.25

Agency	Location	Full Fare Single-Ride Fare	Transfers
<b>Greater Lafayette Public Transportation</b>	Lafayette, IN	\$2.00	Free transfers within 2 hours
<b>Green Mountain Transit Authority</b>	Burlington, VT	\$2.00	No transfers
<b>Manchester Transit Authority</b>	Manchester, NH	\$2.00	No transfers
<b>Rhode Island Public Transit Authority</b>	Providence, RI	\$2.00	Free transfers within 1 hour (no transfers with cash on board)
<b>Southeast Area Transit District</b>	Preston, CT	\$1.75	Free transfers for a one-way trip
<b>Toledo Area Regional Transit Authority</b>	Toledo, OH	\$1.50	Free transfers within 2 hours
<b>Average</b>		<b>\$1.81</b>	-

## Recent Fare Level Changes

Three of the peer agencies have changed their fares since 2020, with two agencies implementing fare increases and one implementing a fare decrease.

Greater Lafayette Public Transportation increased fares in January 2026, their first fare increase in 20 years. Single-ride fares increased from \$1.00 to \$2.00, and now include unlimited transfers for 2 hours; previously only one transfer was allowed. Greater Lafayette also expanded eligibility for half-fares to children aged 9 to 19 and introduced fare capping.

Green Mountain Transit increased fares from \$1.50 to \$2.00 in 2024 while simultaneously launching a new fare collection system. GMT's new fare collection system enabled them to implement fare capping and new fare technology such as open payments.

Several agencies are in planning stages of potential fare increases. RIPTA has been studying a potential fare increase since early 2025, and a fare increase is likely for 2027.

**Table 5. Peer Fare Changes since 2020**

Agency	Location	Date of Fare Change	Previous Fare Change	Full Fare Single-Ride Fare (pre-fare change)	Full Fare Single-Ride (fare change)
Greater Portland Metro	Portland, ME	2020	2010	\$1.50	\$2.00
City of Springfield	Springfield, MO	2024	unknown	\$1.25	\$1.00
Greater Lafayette Public Transportation	Lafayette, IN	2026	~2006	\$1.00	\$2.00
Green Mountain Transit Authority	Burlington, VT	2024	2019	\$1.50	\$2.00

## Peer Review - Key Findings

### Fixed-Route

- GPM's farebox recovery is above average, with high fare revenue per passenger and low subsidy per passenger compared to peers.
- GPM's single ride fare is at the top of the range amongst peers. The majority of GPM's peers also have a \$2.00 adult single ride fare on local routes, yet most of the agencies with a \$2.00 fare allow free transfers with the single ride fare.
- Three of the eight peers have implemented a fare change since 2020.
- GPM's fare structure matches peer agencies with single ride, day, and monthly passes/caps. A small number (3 including GPM) offer multi-ride tickets. GPM and four peer agencies also offer fare capping matching their pass product structure.
- GPM and Greater Lafayette Public Transportation are the only two agencies which have different fare levels for express fixed-route services.
- GPM's discounts for youth, seniors and people with disabilities are in line with those offered by the peer agencies. GPM also offers a discount for veterans; only Broome County and TARTA do this. RIPTA is the only peer agency which offers a discount based on income level.
- Most peer agencies offer a university or college pass program while fewer peer agencies offer an employer pass program.

### Microtransit

- Five of the peer agencies also offer a microtransit service.
- The microtransit single ride fares vary from \$2.00 to \$3.00, with GPM's at the bottom of the range at \$2.00. Three of the six peers operating a microtransit service do not have a price differential between fixed-route and microtransit service. TARTA microtransit single ride fare is 200% higher than the fixed-

route fare, however, GMT's microtransit service is free.

- MTA, SEAT, and TARTA offer a single ride fare only. GPM and RIPTA's microtransit fare products match their fixed-route fare products and can be used on both services.
- Only one of the peers (MTA) does not allow a free transfer from fixed-route services to/from microtransit services.
- For most agencies, the fare discounts and institutional pass programs match for fixed-route and microtransit service.

## Fare Collection

- GPM is meeting best practices for fare collection on fixed-route services by limiting cash payment on board to single rides and encouraging electronic fare payment through smart card and mobile app.
- GMT allows riders to pay with their bank cards on board, but fare capping is not enabled for open payments. RIPTA is planning to implement open payments with fare capping.
- GPM is meeting best practices for fare collection on microtransit by allowing riders to pay for fixed-route and microtransit fares using the same fare collection system making it simpler for riders and reducing cost of fare collection for GPM.

## 3 Alternative Fare Scenarios and Public Outreach

This section describes the initial three alternative fare scenarios as developed for the Fare Analysis Project. This section also summarizes the Fare Analysis Project public outreach efforts.

### Alternative Fare Scenarios

The three alternative fare scenarios were developed based on Greater Portland Metro's (GPM) and Biddeford Saco Old Orchard Beach Transit's (BSOOB) fare policy goals, a peer review analysis, and discussions with GPM and BSOOB staff.

- **Alternative Fare Scenario A** - No Change Scenario
- **Alternative Fare Scenario B** - Fare Increases across Local and BREEZ; ZOOM fare decreases
- **Alternative Fare Scenario C** - Larger Fare Increases across Local and BREEZ; ZOOM fare maintains

Every fare scenario, even Fare Scenario A, included the same initial proposed fare policies:

- **Income as an eligibility criteria for reduced fare**
  - Customers making at or below 200% of the Federal Poverty Level will be eligible for reduced fares
  - Customers will prove eligibility by showing proof of income and/or proving participation in a number of state benefits programs such as Medicaid or SNAP
  - Cumberland County staff will verify and process eligibility
- **Open Payments**
  - Open payments will enable customers to tap and pay with a bank card onboard buses
  - Open fare payment customers will benefit from *daily* fare capping

- **Passbacks**

- Customers paying with the DiriGO Smart Card, Umo App, or via open payments will be able to tap their cards or app multiples times in a row to pay for multiple additional customers
- Fare capping will only apply to the first fare
- Once the passback policy is enacted, the DiriGO 10-Ride Pass will be eliminated

## Alternative Fare Scenario A - No Change Scenario

In Alternative Fare Scenario A, the current fare levels remain unchanged. If GPM were to move forward with Scenario A, GPM would still implement several fare policy changes, such as open fare payments, that are listed above.

**Table 6. Alternative Fare Scenario A**

Alternative Fare Scenario A: No Change Scenario			
Fare Type	Local Routes	BREEZ	ZOOM
<b>1 Ride (90 min.)</b>			
Full Fare	\$2.00	\$4.00	\$5.00
Reduced Fare	\$1.00	\$2.00	\$2.50
<b>Daily Fare Cap</b>			
Full Fare	\$6.00	\$12.00	\$15.00
Reduced Fare	\$3.00	\$6.00	\$7.50
<b>Monthly Fare Cap</b>			
Full Fare	\$60.00	\$120.00	\$150.00
Reduced Fare	\$30.00	\$60.00	\$75.00
<b>DiriGO 10-Ride Pass</b>			
Full Fare	\$18.00	\$36.00	\$45.00
Reduced Fare	\$9.00	\$18.00	\$22.50

## Alternative Fare Scenario B - Local and BREEZ Fare Increases, ZOOM Fare Decrease

In Alternative B, fares increase by approximately 12% across all rider categories and fare products for Local and BREEZ services. ZOOM fares decrease to align with the new BREEZ fares.

As fares increase from \$2.00 to \$2.25 for a Full Fare 1 Ride, the Reduced Fare 1 Ride fare will increase to \$1.10. Those paying with cash onboard may choose to overpay by paying with a quarter rather than a dime (\$1.25), or GPM/BSOOB may see an increase in short fares. The Reduced Fare 1 Ride must be priced at half of the Full Fare 1 Ride, so rounding up is not an option. Rounding down means the Reduced Fare 1 Ride fare would remain at \$1.00. If the fare remains at \$1.00 but the Reduced Fare Daily Fare Cap increases to \$3.30, Reduced Fare riders would

need to make the equivalent of four Reduced Fare 1 Ride trips to break even. In that case, the Reduced Fare Daily Cap multiple would be higher than for Full Fare riders.

In Alternative Fare Scenario B, the 10-Ride Pass is eliminated in lieu of enabling passbacks for DiriGO Smart Cards and App as well as open payments customers. Should implementation of the passback policy be delayed, the increased price of the 10-Ride Pass is listed in the table below.

**Table 7. Alternative Fare Scenario B**

<b>Alternative Fare Scenario B: Fare Increase Across Local and BREEZ, Rider Categories, and Fare Products; ZOOM Fare Decrease</b>			
<b>Fare Type</b>	<b>Local Routes</b>	<b>BREEZ</b>	<b>ZOOM</b>
<b>1 Ride (90 min.)</b>			
Full Fare	\$2.00   \$2.25	\$4.00   \$4.50	\$5.00   \$4.50
Reduced Fare	\$1.00   \$1.10	\$2.00   \$2.25	\$2.50   \$2.25
<b>Daily Fare Cap</b>			
Full Fare	\$6.00   \$6.75	\$12.00   \$13.50	\$15.00   \$13.50
Reduced Fare	\$3.00   \$3.30	\$6.00   \$6.75	\$7.50   \$6.75
<b>Monthly Fare Cap</b>			
Full Fare	\$60.00   \$67.50	\$120.00   \$135.00	\$150.00   \$135.00
Reduced Fare	\$30.00   \$33.75	\$60.00   \$67.50	\$75.00   \$67.50
<b>DiriGO 10-Ride Pass</b>			
Full Fare	\$18.00   \$20.25	\$36.00   \$40.50	\$45.00   \$40.50
Reduced Fare	\$9.00   \$9.90 (round to \$10)	\$18.00   \$20.25	\$22.50   \$20.25

### Alternative Fare Scenario C - Local and BREEZ Fare Increases, ZOOM Fare Alignment

In Alternative C, Local and BREEZ fares increase across all fare products by 25%. Current ZOOM fares remain to align with the new BREEZ fares. In Alternative Fare Scenario C, the 10-Ride Pass is eliminated in lieu of enabling passbacks for DiriGO Smart Cards and App as well as open payments customers. Should implementation of the passback policy be delayed, the increased price of the 10-Ride Pass is listed in the table below.

**Table 8. Alternative Fare Scenario C**

<b>Alternative Fare Scenario C: Fare Increase Across Local and BREEZ, Rider Categories, and Fare Products; ZOOM and BREEZ Fare Alignment</b>			
<b>Fare Type</b>	<b>Local Routes</b>	<b>BREEZ</b>	<b>ZOOM</b>
<b>1 Ride (90 min.)</b>			
Full Fare	\$2.00   \$2.50	\$4.00   \$5.00	\$5.00
Reduced Fare	\$1.00   \$1.25	\$2.00   \$2.50	\$2.50

<b>Daily Fare Cap</b>			
Full Fare	\$6.00   \$7.50	\$12.00   \$15.00	\$15.00
Reduced Fare	\$3.00   \$3.75	\$6.00   \$7.50	\$7.50
<b>Monthly Fare Cap</b>			
Full Fare	\$60.00   \$75	\$120.00   \$150.00	\$150.00
Reduced Fare	\$30.00   \$37.50	\$60.00   \$75.00	\$75.00
<b>DiriGO 10-Ride Pass</b>			
Full Fare	\$18.00   \$22.50	\$36.00   \$45.00	\$45.00
Reduced Fare	\$9.00   \$11.25	\$18.00   \$22.50	\$22.50

## Public Outreach

Planning for the Fare Analysis projects' public outreach efforts started at the launch of the project. GPM staff used a variety of outreach methods to inform the public about the proposed fare changes and solicit feedback:

- Dedicated fare change website with fare change information and meeting details
- Physical materials such as flyers alerting the public about the proposed fare changes and meeting details
- Social media posts and e-alerts
- Customer survey - paper and online
- Translations of all outreach materials in numerous languages, and interpretation at meetings available upon request

The outreach kicked off in February 2026, at which time GPM staff launched a dedicated website, and developed core messaging and initial outreach materials. During this time, GPM staff also distributed physical materials as well as posted to social media alerting the public about the proposed fare changes and detailing public meeting locations, dates, and times. This phase focused on informing the public about the proposed fare changes. The proposed fare change was the initial Alternative Fare Scenario B.

In the next phase, GPM staff focused on soliciting customer feedback. During this time, GPM launched a customer survey about the proposed fare changes. The survey was available in paper format and via an online platform. The survey questionnaire included questions about the respondents' travel and fare payment behavior, preferences for future fare payment options, opinions on potential fare increases and fare policy changes, and demographic questions.

GPM also held several public meetings on the proposed fare changes to both inform the public and solicit feedback. Public meetings were held at different dates, times, and locations, which were ADA accessible, to ensure members of the public were able to attend. GPM held the Fare Analysis public meetings in April 2026 at the following locations:

- Portland Library
- Westbrook Community Center

- Virtual public meeting

## 4 Fare Scenario Analysis and Preferred Fare Alternative

This section summarizes the data sources and assumptions used to set up the baseline GPM Fare Model, and key assumptions included in the modeled fare alternatives. The results of the revenue and ridership impact analysis is found at the end of this section.

### Fare Model

The Fare Analysis Team initially modeled the three alternative fare scenarios. After public feedback and GPM decisions, the Team refined the model to focus on iterations of Scenario B.

### Data

Calendar year 2025 fare collection data was used for the model inputs. The team worked with several fare collection data outputs in order to piece together ridership and revenue numbers for all fare types across all fixed route services. Data inputs:

- Metro-BSOOB 2025 Ridership by Route and Transaction Type (Umo fare collection data)
- Metro-BSOOB 2025 Ridership by Rider Category and Transaction Type (Umo fare collection data)
- GPMetro Ridership-Revenue 2025 (Driver Control Unit Keys/farebox data)

### Key Assumptions and Data Gaps

- The fare model was limited to GPM fare data, so results are for GPM only
- Ridership is a count of all unlinked passenger trips
- The refined model considers GPM's fiscal year, which is a calendar year, and assumes an August 1, 2026 implementation date. The refined model reflects this by replacing "Year 0" with 2026
  - While contractual start dates vary, all institutional passes (e.g., high school and college passes) are assumed to experience a fare increase on August 1, 2026
- The refined model compares only Alternative A with Alternative B
- The refined model continues to analyze consider the launch of open payments and the elimination of the DiriGO 10-Ride fare product in favor of a passback policy
  - The refined model assumed a 3.5% ridership increase due to open payments. In 2026, this equals a 1.46% ridership increase
- Ridership was projected to increase 1.5% annually past implementation year based on GPM-provided ridership projections
  - Baseline ridership and revenue numbers - 2025 ridership numbers, derived from GPM's FY2025 fare collection data, were multiplied by 1.5% to adjust to a 2026 start
- The team did not include fare free unlinked passenger trips. Inclusion of these trips would not impact findings as this ridership would remain free
- High School Pass Program ridership and revenue was calculated by taking the number of unlinked passenger trips labeled as High School in the data and multiplying it by 50% of the 1 Ride Full Fare equivalent. Per their agreement, Portland Public Schools pay 50% of the Full Fare 1 Ride price per trip

made by their students to GPM

- College and university ridership was determined by summing all stored value trips of college and university students and staff. The ridership numbers were multiplied by 66.7% of the Full Fare Cash fare equivalent to determine revenue, except in the case of USM Staff who are charged at 77% of the Full Fare Cash fare equivalent
- The proportion of riders using Full Fare versus Reduced Fare Dirigo fare products was determined by using the Metro-BSOOB 2025 Ridership by Rider Category and Transaction Type data. We applied those proportions to the ridership from the Metro-BSOOB 2025 Ridership by Route and Transaction Type data in order to find ridership data that was disaggregated to the service, rider category, and fare product levels (e.g., 65% of transfers are Full Fare and 35% of transfers are Reduced Fare)
- The impacts of a low-income fare category for reduced fare was not included in the model
- The impacts of the increased burden of paying \$1.10 with cash instead of \$1.00 was not considered in the ridership and revenue impacts. It is highly likely that if the Local Reduced Cash Fare is priced at \$1.10 that some customers will either overpay at \$1.25 or underpay at \$1.00 given that customers may be more likely to have a quarter or a dollar bill than a dime

## Elasticities

Price elasticities measure riders' sensitivities to changes in fares and are key to any modeling effort to project riders' responses to changes in fare products and/or their pricing. The model uses industry standard price elasticities developed by the American Public Transportation Association (APTA) and the Transit Cooperative Research Program (TCRP). Generally, for a transit provider, elasticities have been estimated to fall somewhere between -0.2 and -0.45 – that is, a 10% fare increase is expected to result in ridership losses in the range of 2% to 4.5%.

A common fare change rule that has been a standard in the bus transit industry to estimate aggregate ridership response to bus fare changes is based on the Simpson & Curtin formula, which was derived from a regression analysis of before-and-after results of 77 surface transit (bus and streetcar) fare changes. Over the years, this formula has evolved into a fare change rule that says that an overall fare increase of 10% will result in a ridership loss of 3.3%.

TCRP's Transit Pricing and Fares (2004) provided a review of transit price elasticity studies and found that the results of the Simpson & Curtin formula and the APTA study are consistent with other research findings. The most commonly observed range of aggregate fare elasticity values in the U.S. and Europe is between -0.1 and -0.6. The average fare elasticity for U.S. cities, excluding those with heavy rail, is about -0.4 when calculated using mid-point arc elasticity. The average is less when cities with heavy rail are included. A study by Ecosometrics found an average bus fare elasticity of -0.35 based on 12 fare changes in the U.S. and Europe. In all cases, elasticities vary widely among systems (e.g., from -0.12 to -0.85 among the 52 agencies included in the APTA study and from -0.16 to -0.65 in the Ecosometrics study).

With the FTA's half-fare requirements, the 2004 paper analyzes senior fare elasticities by suggesting a -0.21 fare elasticity for seniors. The paper also suggests that reduced fare riders are less price sensitive than full fare riders because reduced fare riders typically have fewer alternative transportation options.

**Based on the APTA and TCRP industry standards and past modeling experience, we recommend and use an**

**average fare elasticity of -0.33 for all Full Fare riders and -0.21 for all Reduced Fare riders.** This average excludes the customers who do not pay their fares directly (i.e., those customers who receive their passes through institutional programs, or those customers who receive a free fare).

## Preferred Alternative Analysis

A modified Alternative Fare Scenario B was the preferred fare alternative. GPM leadership moved forward with a modified Alternative Fare Scenario B following the peer review analysis results, public feedback, fare technology considerations, and the results from the initial iterations of the fare model.

The modifications made to Alternative Fare Scenario B include:

- The Reduced Fare Daily and Monthly Cap fare levels remain unchanged
- Open payments policies will mimic those of cash paying customers - customers using open payments will *not* benefit from fare capping and will *not* be eligible for free transfers within a 90-minute window
- For customers using DiriGO, only their first tap will benefit from fare capping when they utilize passbacks

**Table 9. Alternative Fare Scenario B**

Alternative Fare Scenario B: Fare Increase Across Local and BREEZ; ZOOM Fare Decrease <span style="background-color: #e6ffe6;">(green text indicates current fare levels)</span>			
Fare Type	Local Routes	BREEZ	ZOOM
<b>1 Ride (90 min.)</b>			
Full Fare	\$2.00   \$2.25	\$4.00   \$4.50	\$5.00   \$4.50
Reduced Fare	\$1.00   \$1.10	\$2.00   \$2.25	\$2.50   \$2.25
<b>Daily Fare Cap</b>			
Full Fare	\$6.00   \$6.50	\$12.00   \$13.00	\$15.00   \$13.00
Reduced Fare	\$3.00   \$3.00	\$6.00   \$6.00	\$7.50   \$6.00
<b>Monthly Fare Cap</b>			
Full Fare	\$60.00   \$65.00	\$120.00   \$130.00	\$150.00   \$130.00
Reduced Fare	\$30.00   \$30.00	\$60.00   \$60.00	\$75.00   \$60.00
<b>DiriGO 10-Ride Pass - eliminated</b>			

### Additional Policies

The modified Alternative Fare Scenario B includes:

- **Income as an eligibility criteria for reduced fare**
  - Customers making at or below 200% of the Federal Poverty Level will be eligible for reduced fares
  - Customers will prove eligibility by showing proof of income and/or proving participation in a number of state benefits programs such as Medicaid or SNAP

- Cumberland County staff will verify and process eligibility
- **Open Payments**
  - Open payments will enable customers to tap and pay with a bank card (i.e., a debit or credit card) onboard buses
  - Fare policies for open payments will mimic those of cash paying customers - customers using open payments will not benefit from fare capping and will not be eligible for free transfers within a 90-minute window
- **Passbacks**
  - Customers paying with the DiriGO Smart Card, Umo App, or via open payments will be able to tap their cards or app multiples times in a row to pay for multiple additional customers
  - If using DiriGO, only the first tap will benefit from fare capping
  - Once the passback policy is enacted, the DiriGO 10-Ride Pass will be eliminated

## Results

The tables below provide ridership and revenue change estimates and estimated ridership and revenue projections for three years past fare change implementation year (2026) for Alternative A and the preferred Alternative B.

Ridership impacts from the modest fare increases are offset partially by the introduction of open fare payments, which is expected to increase ridership by approximately 3.5%. As many of GPM’s customers are using institutional passes, and do not pay their fare directly and may ride free, a significant proportion of riders will not change their travel behavior despite a fare increase.

**Table 2. Scenario B 2026 Ridership and Revenue Impacts Compared to Scenario A**

Year 2026	Ridership Change	Revenue Change
Scenario B	-0.76%	11.14%

**Table 3. Alternative Fare Scenario A Ridership and Revenue Projections**

Scenario A - No Change		
Year	Ridership	Revenue
August 1, 2026 - December 31, 2026	1,766,515	\$2,388,817.64
FY2027	1,793,013	\$2,432,743.62
FY2028	1,819,908	\$2,469,234.77
FY2029	1,847,207	\$2,506,273.29

**Table 4. Alternative Fare Scenario B Ridership and Revenue Projections**

<b>Scenario B - Local and BREEZ Fare Increase (\$2.25/\$1.10), ZOOM Fare Decrease</b>		
<b>Year</b>	<b>Ridership</b>	<b>Revenue</b>
<b>August 1, 2026 - December 31, 2026</b>	1,753,072	\$2,654,966.92
<b>FY2027</b>	1,760,040	\$2,653,729.23
<b>FY2028</b>	1,786,441	\$2,693,535.17
<b>FY2029</b>	1,803,955	\$2,713,053.64

## 5 Final Recommendation and Next Steps

### Final Recommendation

Four Nines Technologies recommends that GPM move forward with the modified Alternative Fare Scenario B as detailed in Section 4. Packaging the modest fare increase with other beneficial fare policies, such as open payments, will partially offset ridership decreases due to the fare increase. Customers benefit from express fares that are consistent across GPM's and BSOOB's services, with BSOOB customers seeing a reduction in their fares. Reduced fare customers benefit from maintained fare levels on day and monthly caps, and eligible low-income fare riders will benefit from the new low-income fare category and receive a reduced fare. GPM benefits from a balance of increased fare revenue, customer satisfaction, and sustained ridership.

Four Nines recommends that GPM monitor the impacts of the fare changes to both revenue and ridership, and consider the impacts to equity populations. GPM will test open payment capabilities in July 2026, and all of the proposed fare changes will go into effect by Fall 2026.

Four Nines will conduct a low-income fare analysis after several months of usage data is collected.

## Summary of Public Meetings and Written Survey on Fare Policy Updates

- Public Meetings:
  - April 9, 2026, Portland Public Library, 21 people
  - April 11, 2026, Westbrook Community Center, six people
  - April 14, 2026, via Zoom (one person)
- [Survey](#): Available online and on paper April 1 through May 20, 2026

## Common Questions & Concerns

The dialogue at these meetings centered on how the new technology works, personal safety, and route availability.

- 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.
- Safety and Environment: A recurring concern was the presence of "hard folks" at stops, the lack of security personnel, and the physical condition/closure of the Pulse transit hub during cold weather.
- Route Logistics: Riders asked about the logic behind the 90-minute transfer window, why the Breez no longer stops in Falmouth, and if buses could run later into the evening for those attending shows or working late shifts.
- Technology and Accessibility: Questions were raised about how to transition to a senior fare upon turning 65, the difference between using a Dirigo card versus "tap-to-pay," and whether the "pass back" feature allows paying for a companion.
- Funding and Value: Participants questioned if the 25-cent increase was sufficient given inflation and if the total revenue increase was worth the change.

## Survey Results

### Rider Profiles and Habits

- Frequency of Use: Approximately 64% of respondents ride the bus at least four times per week, with nearly 40% riding 6–7 times per week.
- Transfers: A significant majority (roughly 75%) only need to take one route to reach their destination, meaning most riders do not currently require transfers.
- Popular Routes: The most frequently used routes reported are Metro Route 4 (approx. 41%) Metro Route 9A/9B, followed by (approx. 40%)
- Demographics: The largest age group represented is 26–44 (over 50%). Over 80% of respondents identified as Caucasian/White.

### Feedback on Proposed Fare Changes

- Overall Sentiment: Public opinion is split; approximately 38% view the changes as "mostly or entirely negative," while about 30% feel some changes are positive and others are negative.

- **Reduced Fare Qualifications:** Only about 21% of respondents currently receive reduced fares, even though the policy covers seniors, students, veterans, and individuals with disabilities. That said, there is a call 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.
- **Service vs. Cost:** When asked what is more important, 61% of respondents prioritized improving the amount and quality of transit service over keeping costs as low as possible.
- **Cash Payment Barriers:** One rider pointed out that a \$2.20 or \$2.25 fare is harder to pay in cash than a flat \$2.00, potentially leading to vulnerable people being turned away if they lack 25 cents in loose change.

### Adoption of New Technology

- **Future Use:** Approximately 52% of riders state their payment method will not change at all. However, about 20% expect to switch to tap-to-pay as their primary method.
- **Impact on Habits:** The majority (62%) believe that the convenience of tap-to-pay will not change how often they ride transit.
- **Elimination of 10-Ride Pass:** While Metro plans to replace the 10-ride pass with the "pass back" feature, 67% of respondents indicated they don't use the 10-ride pass anyway. The elimination of the 10-ride pass was also criticized by "variable" riders who do not ride enough to hit fare caps but relied on the 10% discount to manage costs.
- **Tap-to-Pay Enthusiasm:** 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 might not include free transfers, arguing this adds unnecessary complication and friction for new riders.

### Service Quality and Safety

- **Safety:** Multiple respondents urged Metro to use the increased revenue to improve safety and physical conditions at the Pulse and stops.
- **Reliability Issues:** Several riders felt it was "unfortunate" or a "bad look" to raise fares while service remains inconsistent, citing late buses and "no-shows."
- **Route Priorities:** Feedback included requests to improve the frequency of the Route 24 A/B (which one user called "virtually unusable" on weekends) and general service in South Portland.

### Policy and Priorities

- **Transit vs. Cars:** One detailed comment argued that increasing bus fares without increasing the cost of parking sends a message that public transit is a lower priority than private vehicles.

- Support for Drivers: Despite concerns over the policy, some riders took the time to express their appreciation for the drivers and Metro staff

## **More Detailed Answers to Questions**

### Fare Policy, Capping, and Payment Technology

- Fare Capping and Daily Use: For daily riders, the third ride of the day includes a small discount, while the fourth ride is free.
- Tap-to-Pay vs. Dirigo Cards: 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.
- Revenue and Frequency: The fare increase is estimated to generate \$210,000 in the first year. Metro management aims to review fares more frequently to avoid asking for large sums of money at once.

### Service Operations and Route Expansion

- Transfers: Transfers are valid for 90 minutes. If transferring from a local bus to the Breez, riders pay a \$2 difference; however, transferring from the Breez to a local bus is free.
- Route Changes and Improvements:
  - A new route to Scarborough via South Portland is expected to begin this summer.
  - Route 8 will become bi-directional with increased hours.
  - Efforts are being made to create a straighter, half-hourly route from South Portland to the Mall area.
- The Breez and Micro-transit: Stopping the Breez in Falmouth was discontinued to save time for long-distance riders, but micro-transit solutions are being considered to connect Falmouth riders to the Breez at Exit 15.

### Safety, Security, and Facilities

- Safety Concerns: Riders expressed significant concerns regarding safety at certain stops and the presence of "hard folks." Metro is working with city police and has hired a new Dispatch Manager to monitor stops and provide assistance.
- The Pulse (Transit Hub): Customers asked for the Pulse to fully reopen so customers do not have to wait in the cold. Metro staff confirmed it will reopen once necessary safety fixes are completed.
- Reliability: Metro staff is addressing "earlies" (buses leaving stops ahead of schedule), which have decreased but remain a focus for improvement.

### Community Partnerships and Future Planning

- Institutional Relationships: Metro partners with universities, MaineHealth, and large apartment developers to encourage transit use and reduce the need for parking spaces.
- Economic Factors: Current fare increases are largely driven by predictable wage growth and long-term contracts. If gas prices remain high, fare reviews may happen every three years instead of six.
- Service Hours: Management is working to balance the need for more frequent daytime service with requests for later evening service for those attending shows or working late.

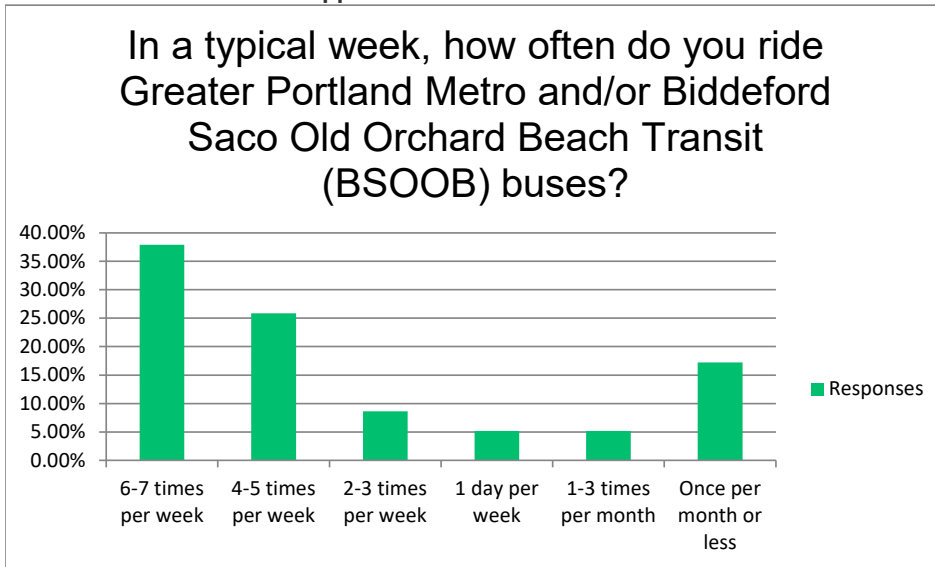
### Accessibility and Reduced Fares

- Senior and Reduced Fares: Riders turning 65 can update their fare status via email or an online application.
- Income-Based Programs: Metro is currently working with Cumberland County on a program to provide reduced fares based on income

## Greater Portland Metro 2026 Fare Policy Update

**In a typical week, how often do you ride Greater Portland Metro and/or Biddeford Saco Old Orchard Beach Transit (BSOOB) buses?**

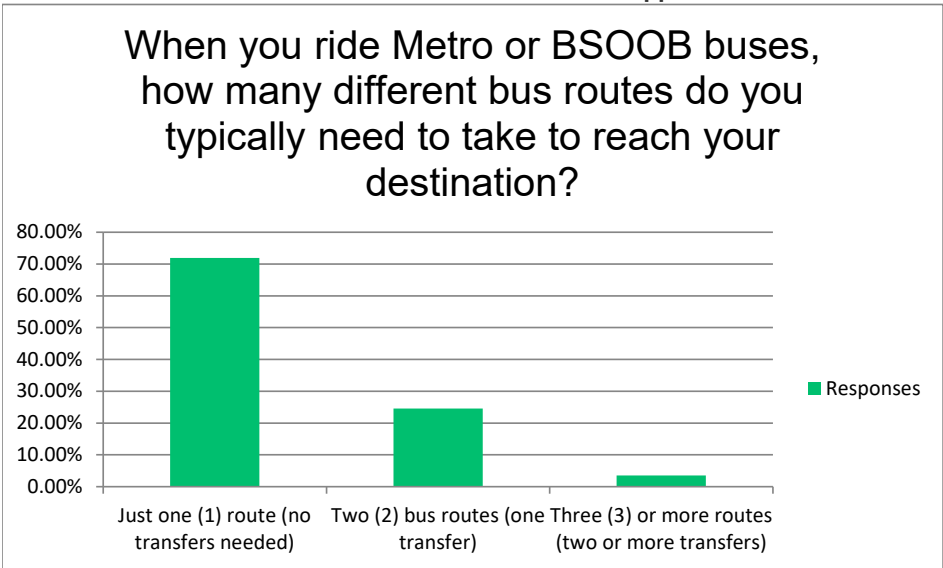
Answer Choices	Responses	
6-7 times per week	37.93%	22
4-5 times per week	25.86%	15
2-3 times per week	8.62%	5
1 day per week	5.17%	3
1-3 times per month	5.17%	3
Once per month or less	17.24%	10
<b>Answered</b>	<b>58</b>	
<b>Skipped</b>	<b>2</b>	



# Greater Portland Metro 2026 Fare Policy Update

**When you ride Metro or BSOOB buses, how many different bus routes do you typically need to take to reach your destination?**

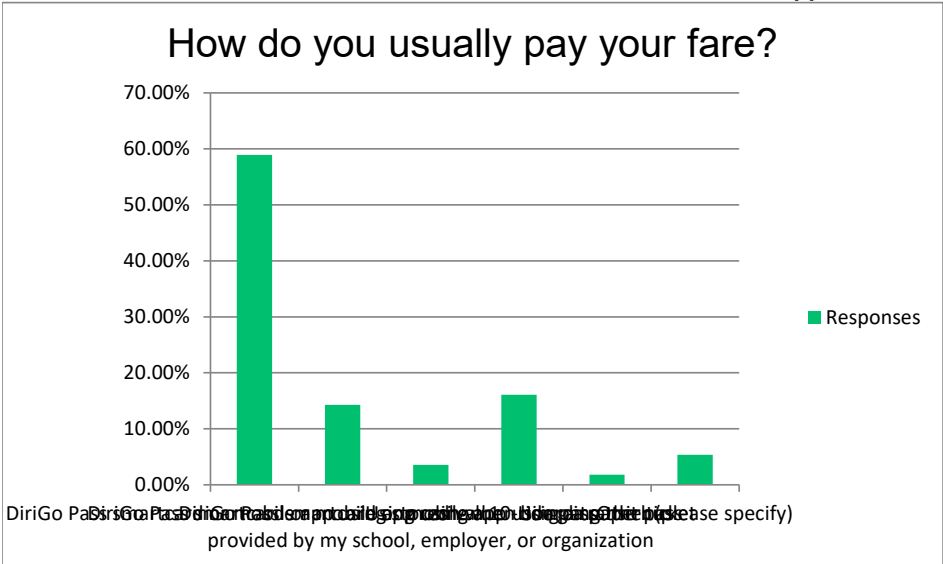
Answer Choices	Responses	
Just one (1) route (no transfers needed)	71.93%	41
Two (2) bus routes (one transfer)	24.56%	14
Three (3) or more routes (two or more transfers)	3.51%	2
<b>Answered</b>		<b>57</b>
<b>Skipped</b>		<b>3</b>



# Greater Portland Metro 2026 Fare Policy Update

## How do you usually pay your fare?

Answer Choices	Responses	
DiriGo Pass smartcard or mobile app using stored value	58.93%	33
DiriGo Pass smartcard or mobile app using a 10-ride pass	14.29%	8
DiriGo Pass smartcard or mobile app using a transit pass provided by my school, employer, or organization	3.57%	2
Using cash when boarding the bus	16.07%	9
Using a paper ticket	1.79%	1
Other (please specify)	5.36%	3
<b>Answered</b>		<b>56</b>
<b>Skipped</b>		<b>4</b>

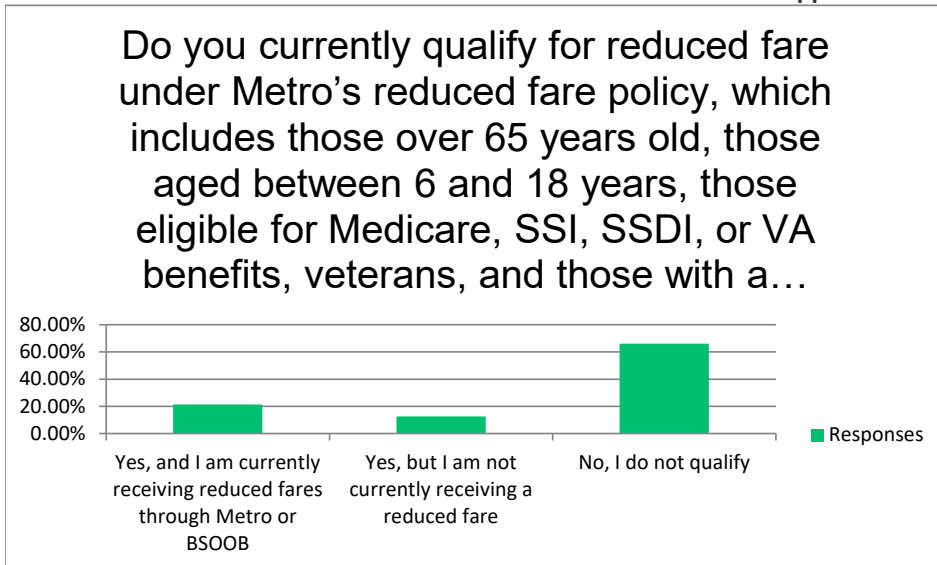


Respondent ID	Response Date	Other (please specify)	Tags
115079437566	Apr 14 2026 0	Dirigo Pass (Reduced Fare)	
115078497227	Apr 13 2026 0	I ride free when I show my work ID (I work for Metro)	
115075044709	Apr 07 2026 0	Student Pass	

## Greater Portland Metro 2026 Fare Policy Update

**Do you currently qualify for reduced fare under Metro’s reduced fare policy, which includes those over 65 years old, those aged between 6 and 18 years, those eligible for Medicare, SSI, SSDI, or VA benefits, veterans, and those with a temporary or permanent disability?**

Answer Choices	Responses	
Yes, and I am currently receiving reduced fares through Metro or BSC	21.43%	12
Yes, but I am not currently receiving a reduced fare	12.50%	7
No, I do not qualify	66.07%	37
	<b>Answered</b>	<b>56</b>
	<b>Skipped</b>	<b>4</b>

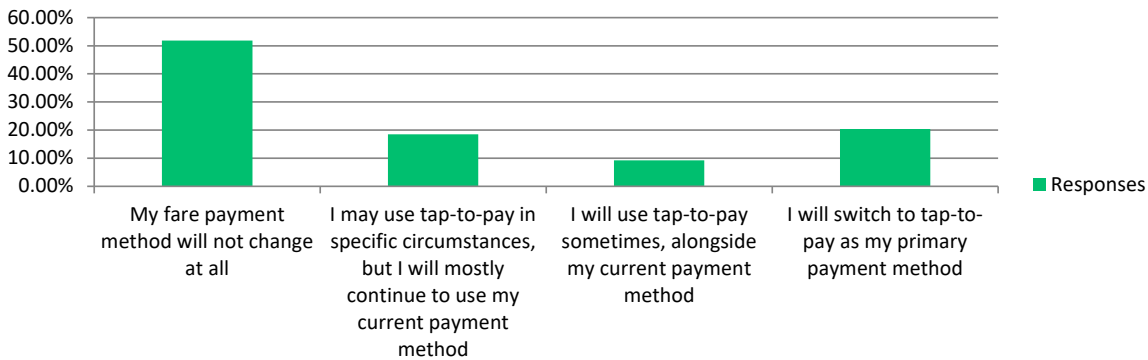


## Greater Portland Metro 2026 Fare Policy Update

This summer, Metro and BSOOB are planning to introduce “tap-to-pay”, which will allow transit users to pay directly using their credit card, debit card, or wallet-enabled smartphone, directly when boarding the bus, without the need to load stored value or carry exact change. While frequent riders will continue to enjoy the most benefits by using their Dirigo accounts, we expect this option will make it easier for many passengers to ride. Once tap-to-pay is introduced, how do you expect you will pay your fare?

Answer Choices	Responses	
My fare payment method will not change at all	51.85%	28
I may use tap-to-pay in specific circumstances, but I will mostly continue to use my current payment method	18.52%	10
I will use tap-to-pay sometimes, alongside my current payment method	9.26%	5
I will switch to tap-to-pay as my primary payment method	20.37%	11
	<b>Answered</b>	<b>54</b>
	<b>Skipped</b>	<b>6</b>

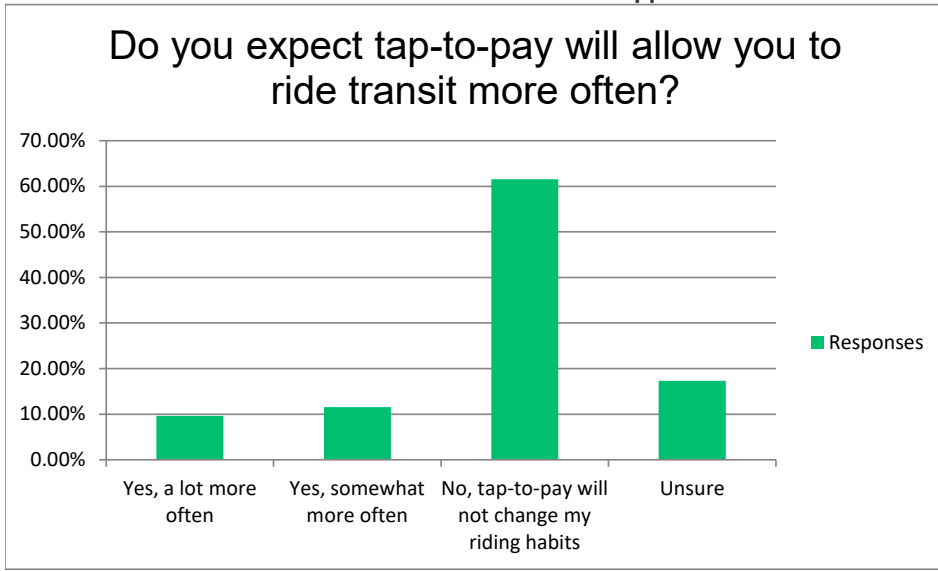
This summer, Metro and BSOOB are planning to introduce “tap-to-pay”, which will allow transit users to pay directly using their credit card, debit card, or wallet-enabled smartphone, directly when boarding the bus, without the need to load stored value or carry exact change. While frequent riders will continue to enjoy the most benefits by using their Dirigo accounts, we expect this option will make it...



# Greater Portland Metro 2026 Fare Policy Update

## Do you expect tap-to-pay will allow you to ride transit more often?

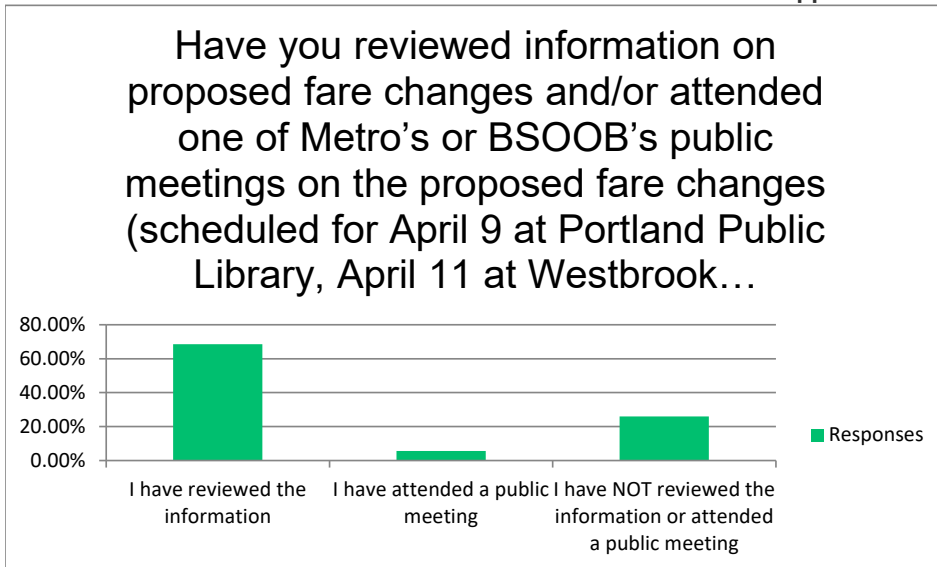
Answer Choices	Responses	
Yes, a lot more often	9.62%	5
Yes, somewhat more often	11.54%	6
No, tap-to-pay will not change my riding habits	61.54%	32
Unsure	17.31%	9
<b>Answered</b>		<b>52</b>
<b>Skipped</b>		<b>8</b>



## Greater Portland Metro 2026 Fare Policy Update

**Have you reviewed information on proposed fare changes and/or attended one of Metro's or BSOOB's public meetings on the proposed fare changes (scheduled for April 9 at Portland Public Library, April 11 at Westbrook Community Center, April 13 at Saco Transportation Center, and April 14 online)?**

Answer Choices	Responses	
I have reviewed the information	68.52%	37
I have attended a public meeting	5.56%	3
I have NOT reviewed the information or attended a public meeting	25.93%	14
	<b>Answered</b>	<b>54</b>
	<b>Skipped</b>	<b>6</b>

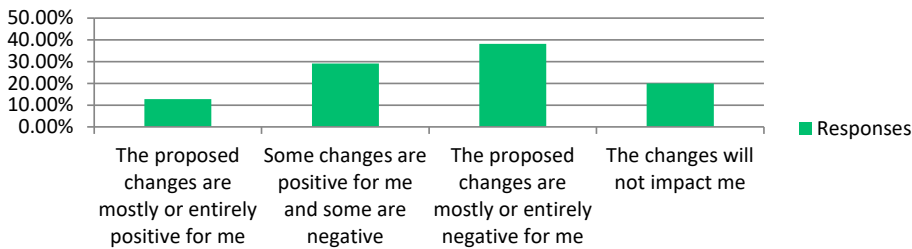


## Greater Portland Metro 2026 Fare Policy Update

**Metro and BSOOB’s proposed fare policy changes include an increase of the LOCAL base fare to \$2.25 (from \$2.00), increasing the LOCAL reduced fare to \$1.10 (from \$1.00) for eligible riders, eliminating the 10-ride pass, allowing passengers to “pass back” their DiriGo pass to pay for multiple passengers, introducing “tap-to-pay” (i.e. direct payment on-board with credit cards and debit cards), and corresponding changes to daily and monthly fare cap amounts. Please review the proposed changes on [www.gpmetro.org/fare-policy-update](http://www.gpmetro.org/fare-policy-update) and consider how these changes overall may impact you.**

Answer Choices	Responses	
The proposed changes are mostly or entirely positive for me	12.73%	7
Some changes are positive for me and some are negative	29.09%	16
The proposed changes are mostly or entirely negative for me	38.18%	21
The changes will not impact me	20.00%	11
	<b>Answered</b>	<b>55</b>
	<b>Skipped</b>	<b>5</b>

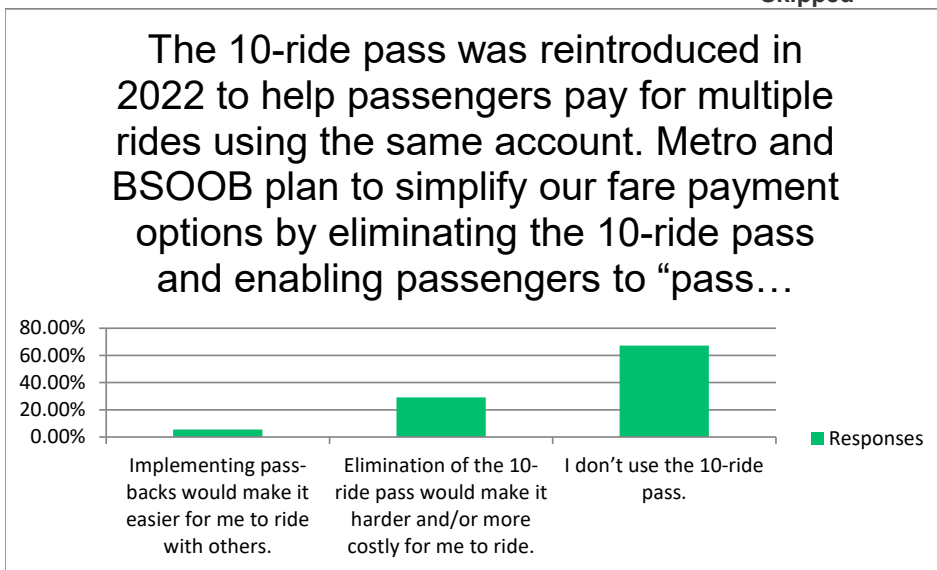
Metro and BSOOB’s proposed fare policy changes include an increase of the LOCAL base fare to \$2.25 (from \$2.00), increasing the LOCAL reduced fare to \$1.10 (from \$1.00) for eligible riders, eliminating the 10-ride pass, allowing...



## Greater Portland Metro 2026 Fare Policy Update

The 10-ride pass was reintroduced in 2022 to help passengers pay for multiple rides using the same account. Metro and BSOOB plan to simplify our fare payment options by eliminating the 10-ride pass and enabling passengers to “pass back” their DiriGo payment method or “tap-to-pay” credit card to pay for multiple passengers in their party. Only the initial tap would qualify for reduced fare and fare capping benefits. How will this change, if implemented, affect you? Check all that apply.

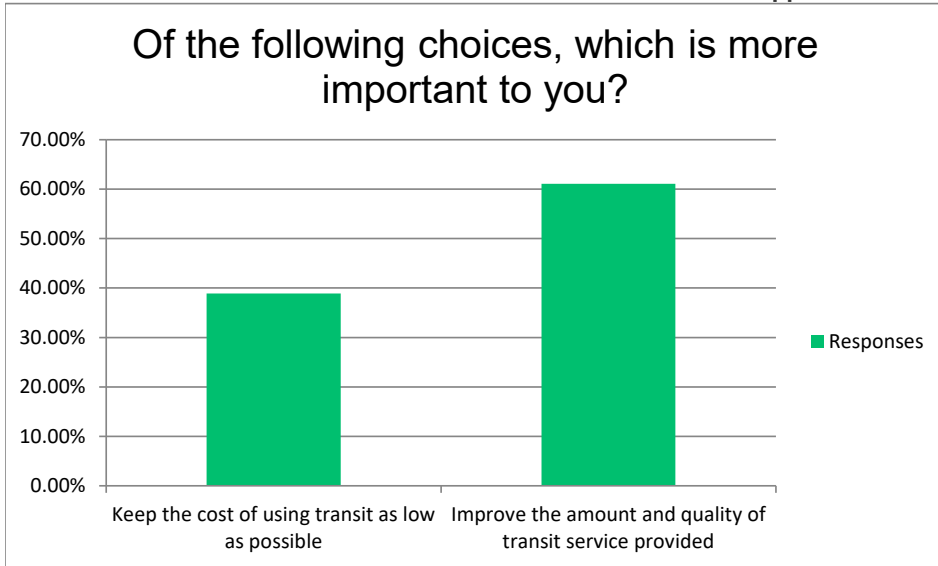
Answer Choices	Responses	Count
Implementing pass-backs would make it easier for me to ride with others.	5.45%	3
Elimination of the 10-ride pass would make it harder and/or more costly for me to ride.	29.09%	16
I don't use the 10-ride pass.	67.27%	37
<b>Answered</b>		<b>55</b>
<b>Skipped</b>		<b>5</b>



# Greater Portland Metro 2026 Fare Policy Update

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

Answer Choices	Responses	
Keep the cost of using transit as low as possible	38.89%	21
Improve the amount and quality of transit service provided	61.11%	33
<b>Answered</b>		<b>54</b>
<b>Skipped</b>		<b>6</b>

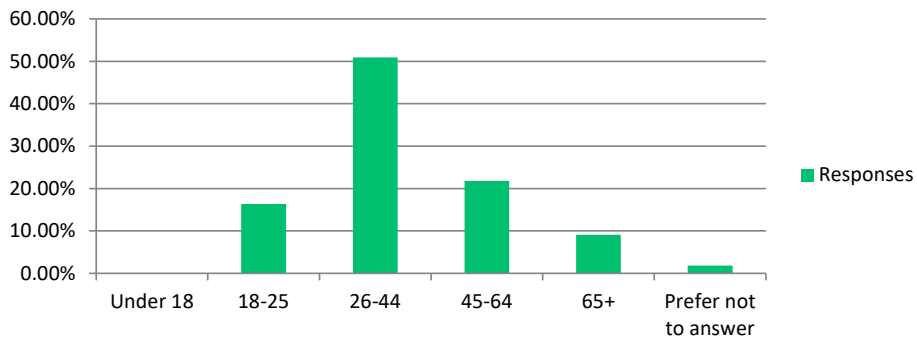


## Greater Portland Metro 2026 Fare Policy Update

The following questions are being used only to ensure that our survey responses are representative of our ridership. What is your age?

Answer Choices	Responses	
Under 18	0.00%	0
18-25	16.36%	9
26-44	50.91%	28
45-64	21.82%	12
65+	9.09%	5
Prefer not to answer	1.82%	1
	<b>Answered</b>	<b>55</b>
	<b>Skipped</b>	<b>5</b>

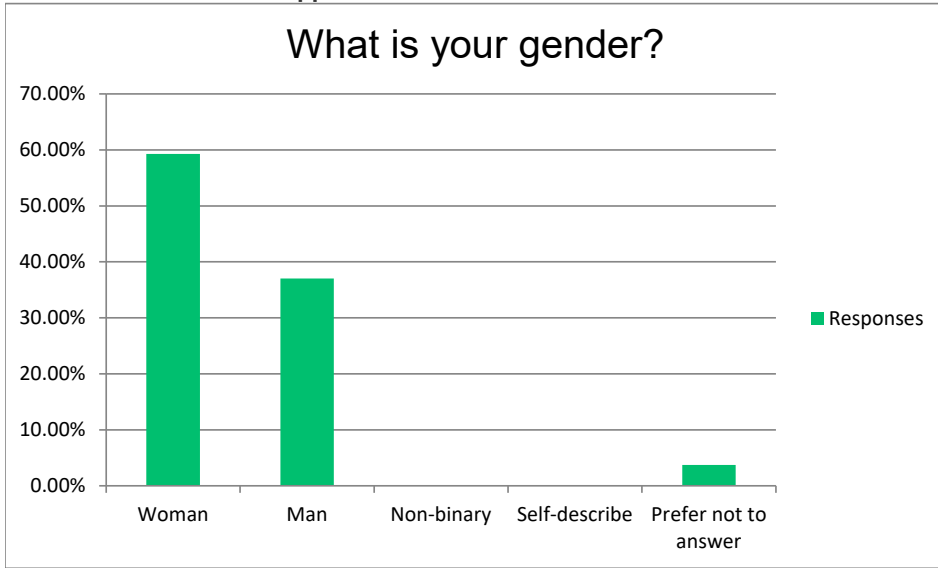
The following questions are being used only to ensure that our survey responses are representative of our ridership. What is your age?



# Greater Portland Metro 2026 Fare Policy Update

## What is your gender?

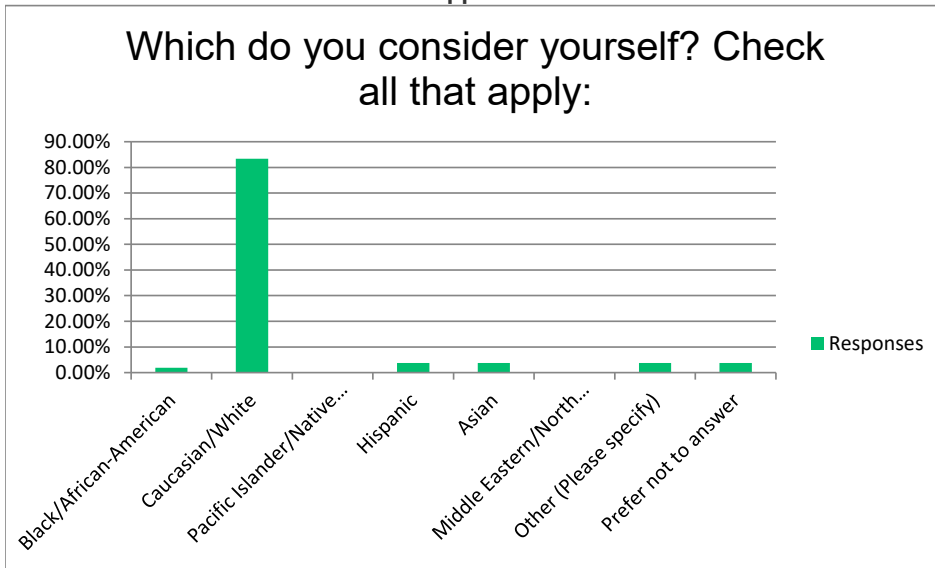
Answer Choices	Responses	
Woman	59.26%	32
Man	37.04%	20
Non-binary	0.00%	0
Self-describe	0.00%	0
Prefer not to answer	3.70%	2
<b>Answered</b>		<b>54</b>
<b>Skipped</b>		<b>6</b>



## Greater Portland Metro 2026 Fare Policy Update

Which do you consider yourself? Check all that apply:

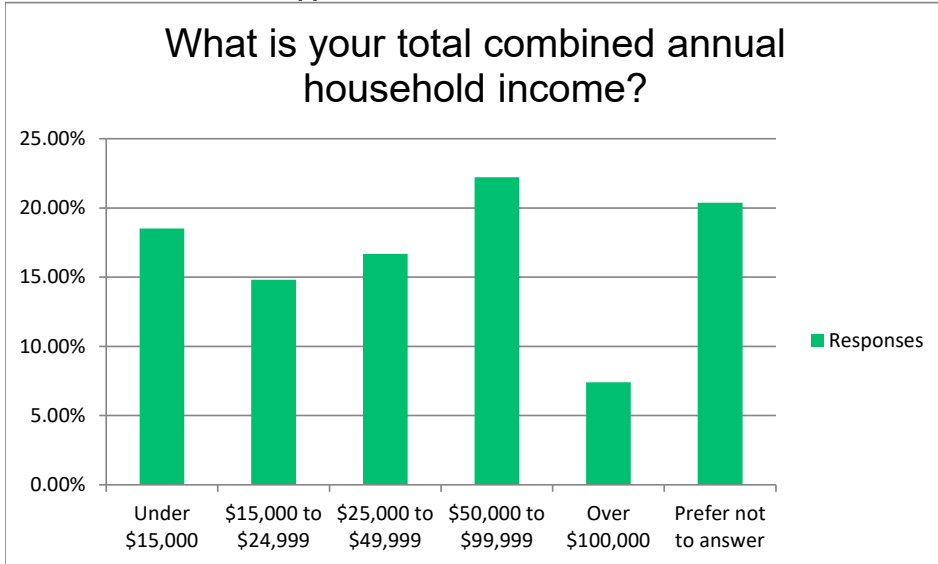
Answer Choices	Responses	
Black/African-American	1.85%	1
Caucasian/White	83.33%	45
Pacific Islander/Native Hawaiian	0.00%	0
Hispanic	3.70%	2
Asian	3.70%	2
Middle Eastern/North African	0.00%	0
Other (Please specify)	3.70%	2
Prefer not to answer	3.70%	2
	<b>Answered</b>	<b>54</b>
	<b>Skipped</b>	<b>6</b>



# Greater Portland Metro 2026 Fare Policy Update

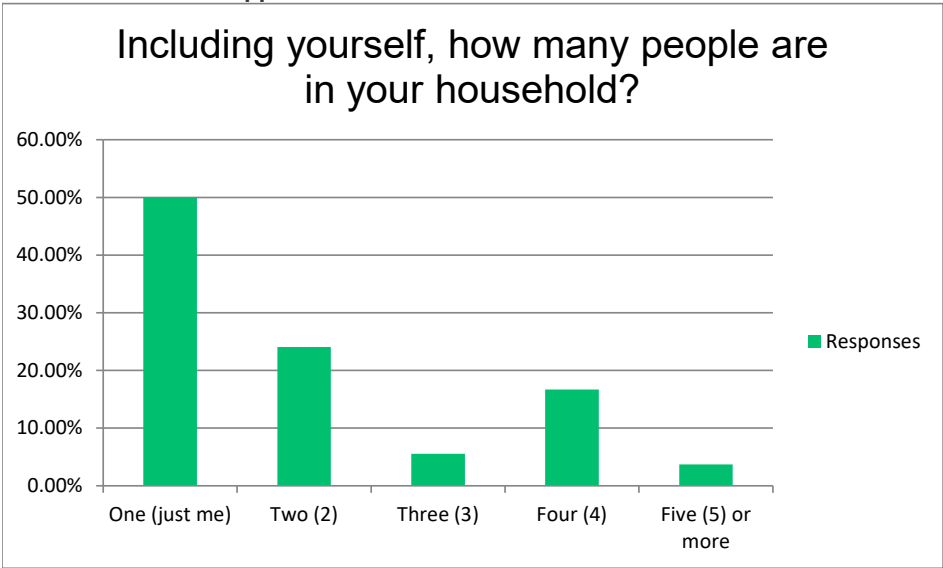
## What is your total combined annual household income?

Answer Choices	Responses	
Under \$15,000	18.52%	10
\$15,000 to \$24,999	14.81%	8
\$25,000 to \$49,999	16.67%	9
\$50,000 to \$99,999	22.22%	12
Over \$100,000	7.41%	4
Prefer not to answer	20.37%	11
<b>Answered</b>		<b>54</b>
<b>Skipped</b>		<b>6</b>



Greater Portland Metro 2026 Fare Policy Update  
Including yourself, how many people are in your household?

Answer Choices	Responses	
One (just me)	50.00%	27
Two (2)	24.07%	13
Three (3)	5.56%	3
Four (4)	16.67%	9
Five (5) or more	3.70%	2
<b>Answered</b>		<b>54</b>
<b>Skipped</b>		<b>6</b>



## Greater Portland Metro 2026 Fare Policy Update

Please provide any additional feedback for Metro and BSOOB as part of this fare policy update in the field

Answered 26  
 Skipped 34

Respondent ID	Response Date	Responses	Tags	Sentiment
11510357385	May 19 2026	1	Cash should always be an	Neutral
11510211863	May 17 2026	0	The bus is becoming more	Negative
11510190167	May 16 2026	1	I would love more benches	Neutral
11510187355	May 16 2026	1	Monthly passes are thew b	Neutral
11510171271	May 16 2026	1	I used to ride the bus once	Negative
11510163601	May 15 2026	0	Severely against the elimin	Negative
11510145846	May 15 2026	0	Increased service to towns	Positive
11510141439	May 15 2026	0	Raise the fare for cash use	Neutral
11510141958	May 15 2026	0	No price increased	Neutral
11509863730	May 12 2026	0	The working class desperat	Negative
11509235600	May 03 2026	0	I hope you will reconsider ir	Negative
11508071172	Apr 21 2026	0	While I will continue to mos	Positive
11508214656	Apr 18 2026	0	Please use fare increases t	Neutral
11507849722	Apr 13 2026	0	Increasing fares won't affec	Negative
11507658289	Apr 09 2026	0	I would love to see tax brea	Neutral
11507579929	Apr 08 2026	0	I rely on Metro for commutir	Negative
11507571395	Apr 08 2026	0	I think the proposed fare inc	Negative
11507550612	Apr 08 2026	1	If a price hike cannot be hel	Negative
11507504470	Apr 07 2026	0	I think as the cost of living c	Negative
11507374635	Apr 05 2026	1	We really need assurance t	Negative
11507348600	Apr 05 2026	1	With passenger numbers d	Negative
11507334963	Apr 04 2026	1	If there is going to be a fare	Negative
11507283063	Apr 03 2026	0	I appreciate the Metro's dec	Negative
11507246019	Apr 02 2026	0	Currently the busses are of	Negative
11507241760	Apr 02 2026	0	Please offer some kind of d	Negative
11507216411	Apr 02 2026	0	It's going to be ok because	Positive

d below.

## Greater Portland Metro 2026 Fare Policy Update

**Metro sincerely appreciates your time to provide your feedback to us. If you would like to enter to receive**

Answer Choices	Responses	
Phone	89.29%	25
Email	82.14%	23
DiriGo Account username	64.29%	18
	<b>Answered</b>	<b>28</b>
	<b>Skipped</b>	<b>32</b>

Respondent ID	Response Date	Phone	Tags	Email	Tags	DiriGo Account username
115102343920	May 17 2026	02074508787				
115102118639	May 17 2026	0207 272 6198		andreacesario@msn.com		
115101901676	May 16 2026	14074748154		ariana.daly@gmail.com		
115101813325	May 16 2026	0207-345-8653		nickikarcher@gmail.com		nickikarcher@gmail.com
115101704514	May 15 2026	1207-347-0962		Crawdaddydoo92@yahoo.c		crawdaddydoo92
115101636015	May 15 2026	0207-550-1453				
115101555649	May 15 2026	02077132927		Monkeydoodlebrower@gm		Monkeydoodlebrower@gm
115101453744	May 15 2026	02074080972		Fernandes.darnell101@gm		12074080972
115101458467	May 15 2026	0207-770-7999		Henneill@gmail.com		Henrietta Neill
115098637301	May 12 2026	0802 579 3332		lucy.richardson08@outlook		7276-8681-6118-0908
115092356003	May 03 2026	0207-956-0311		chrisbeckwith@gmail.com		beckwith
115080711728	Apr 21 2026	02:27 PM		john@jcmaine.com		jmclark995
115079437566	Apr 14 2026	02073194250		chris.bisson.me@gmail.con		Unsure - please contact m
115077326397	Apr 10 2026	02073444163		mayaharper2049@gmail.cc		+12073444163
115076582892	Apr 09 2026	02072644083		kmillikan26@gmail.com		Kelly Millikan
115076554681	Apr 09 2026	0518-369-4472		moutnainkaty@proton.me		
115076526382	Apr 09 2026	02072396146		matthew.osman1290@gma		MetroMatt2420
115075799292	Apr 08 2026	04:23 PM		kspear1@maine.rr.com		kspear
115075506129	Apr 08 2026	12077263210		catcrazy700@gmail.com		
115073591659	Apr 05 2026	12077807053		ironbutterfly3464@gmail.co		ironbutterfly3464@gmail.c
115073486007	Apr 05 2026	12072125724		rosafaerie@gmail.com		Joel Brown
115073349637	Apr 04 2026	12075443788				
115072830639	Apr 03 2026	02077498131				
115072473911	Apr 02 2026	03:52 PM		jkh715@outlook.com		
115072460192	Apr 02 2026	06177973512				
115072417603	Apr 02 2026	02077479096		dmetzler207@gmail.com		I think it's just my phone n
115072408533	Apr 02 2026	02074918905		tiffanimelia2015@gmail.cor		+12074918905
115072164110	Apr 02 2026	0207 245.0776		kathleensinclairvezina54@		Kathleen

a \$65 credit to your DiriGo account, please enter your DiriGo account username, email address and/or

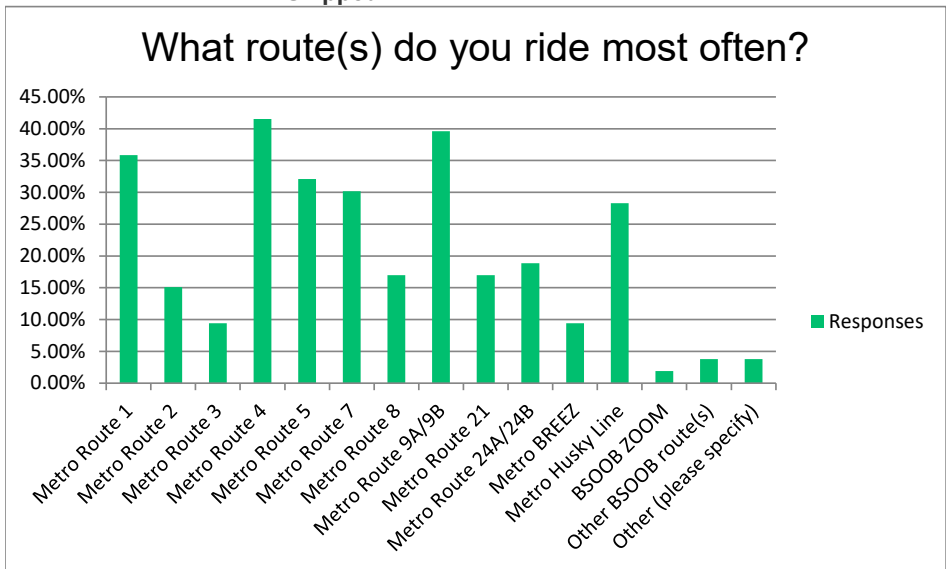
Tags	Sentiment
	Unknown
	Unknown
	Neutral
	Unknown
	Unknown
	Unknown
ail.com	Unknown
	Unknown
	Unknown
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e	Unknown
	Neutral
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om	Unknown
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	Unknown
umber	Unknown
	Neutral
	Unknown
	Unknown

phone number below.

# Greater Portland Metro 2026 Fare Policy Update

## What route(s) do you ride most often?

Answer Choices	Responses	
Metro Route 1	35.85%	19
Metro Route 2	15.09%	8
Metro Route 3	9.43%	5
Metro Route 4	41.51%	22
Metro Route 5	32.08%	17
Metro Route 7	30.19%	16
Metro Route 8	16.98%	9
Metro Route 9A/9B	39.62%	21
Metro Route 21	16.98%	9
Metro Route 24A/24B	18.87%	10
Metro BREEZ	9.43%	5
Metro Husky Line	28.30%	15
BSOOB ZOOM	1.89%	1
Other BSOOB route(s)	3.77%	2
Other (please specify)	3.77%	2
<b>Answered</b>		<b>53</b>
<b>Skipped</b>		<b>7</b>



Respondent ID	Response Date	Other (please specify)	Tags	Sentiment
115078497227	Apr 13 2026 0:50, 51, 52, 53, 60			Neutral
115076542729	Apr 09 2026 0:	I don't currently take any bus routes, bu		Neutral



# Fare Policy Review

April – May 2026

Proposed Fare Changes

Public Participation Plan



# Summary of Fare Proposal Process Review, Public Comment

## Table of Contents

- Background / Analysis ..... Page 3  
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- Peer Review Summary ..... Page 4
- Fare Proposal ..... Page 6
- Public Participation Plan ..... Page 8
- Receiving Public Comments ..... Page 11
- Consideration of Public Comments ..... Page xx
- Summary/Review ..... Page xx



## Background / Analysis

In 2020, Metro, along with its partner transit agencies, undertook an overhaul of the fare structure for the region's bus service. This overhaul included an increase to the base fare as well as the launching of a new card/app based fare capping system that replaced legacy paper passes.

Prior to the fare increase in 2020, Metro had not changed fares in 11 years. This meant that a 33% increase in fares was required as Metro's fare recovery ratio had shrunk significantly. In order to prevent another large increase in fares, it is imperative that Metro and its partners assess fares at regular intervals (at minimum every 5 years).

## Historical Base Fares (1975 – 2025)

Year Range	Local Base Fare
1975 – 1978	\$0.30 – \$0.40
1981 – 1984	\$0.50 – \$0.60
1985 – 1990	\$0.75 – \$0.80
1991 – 1993	\$0.90
1994 – 2004	\$1.00
2005 – 2009	\$1.25
2010 – 2019	\$1.50
2020 – 2025	\$2.00



In January 2026, Metro awarded a contract to Four Nines Technologies to provide expert fare policy analysis and recommendations. The primary goal Four Nines' work is to optimize fare revenue and ridership through data-driven recommendations.



# Peer Review Summary

Prepared by: Four Nines Technologies, February 2026

## Purpose

This peer review compared Greater Portland Metro to similar U.S. transit systems to guide updates to the **DiriGo Pass regional fare policy**, focusing on revenue sustainability, equity, simplicity, and modernization (including open payments).

## System Performance

- **Strong financial performance**
  - Farebox recovery: **18% (above peer avg. 14%)**
  - High fare revenue per rider

## Fare Structure

- Base fare: **\$2.00** (common among peers)
- **Free transfers (90 min, electronic only)** – aligns with many peers
- Standard products: Single ride, daily & monthly caps
- **Express routes:** Higher fares
- **Movement toward:** Simplified fare structures, open fare payment, fewer cash transactions & partnership programs

## Equity & Discounts

- GPM aligns with peers:
  - 50% discounts for **youth, seniors, veterans, and riders with disabilities**
  - No current income-based fare program (rare, but growing); Metro is planning to implement trial program

## Institutional Programs

- Common across peers:
  - **University partnerships** (very common)
  - **Employer-sponsored transit benefits** (less common)  
Metro participates in both (e.g., free rides for students, MaineHealth employees)



## Microtransit (On-Demand Service)

- GPM is **well-aligned with best practices**:
  - Fare: **\$2.00 (low end of peer range)**
  - Same fares and passes as fixed-route
  - Free transfers between services
- Peer variation:
  - Some charge higher fares; some offer free service

## Fare Technology

- GPM meets current best practices:
  - Smart card and mobile app – DiriGo Pass
  - Limited onboard cash use
- **Next step**:
  - Implement **open payments** (tap-to-pay with bank cards)

## Key Strengths

- Above-average **financial performance**
- **Modern fare system** with capping and mobile payments
- Strong **integration of microtransit**
- Alignment with industry-standard fare products and discounts

## Opportunities

- Introduce **low-income fare programs**
- Expand **open payment options**
- Continue simplifying fares and improving transfer flexibility

## Summary

GPM is **performing well and keeping pace with industry standards**, with clear opportunities to improve equity and payment convenience as part of its next phase of fare modernization.



# Fare Proposal

## Recommendations

- The 2026 peer review indicates that Metro’s current fare structure is fundamentally sound and aligns with best practices for similar agencies.
- While Metro is already at the top of the peer market for single-ride pricing, a modest fare increase could be proposed to balance the share of expenses borne by riders with those subsidized by local municipalities.
- Unlike the comprehensive overhaul of 2020, these 2026 recommendations focus on incremental adjustments designed to maintain revenue sustainability while protecting transit-dependent riders.

## Fare Adjustments

- **Base Fare:**  
Raise the base fare from \$2.00 to \$2.25 for full-fare riders (a 12.5% increase). For BREEZ, the base fare would increase from \$4.00 to \$4.50).
- **Reduced Fare:**  
The reduced fare would increase from \$1.00 to \$1.10 for eligible riders (a 10% increase). For BREEZ, the reduced fare would increase from \$2.00 to \$2.25. Note that the reduced fare is required to be no more than 50% of the base fare.

## Fare Caps

- **Monthly Fare Cap (Full Fare):**  
The monthly fare cap for local trips would increase to \$65 (currently \$60). The monthly fare cap for BREEZ trips would increase to \$130 (currently \$120).
- **Daily Fare Cap (Full Fare):**  
The daily fare cap for local trips would increase to \$6.50 (currently \$6.00). The daily fare cap for BREEZ trips would increase to \$13 (from \$12).

Fare caps on reduced fare trips would be frozen at current levels (\$3 per day/\$30 per month for local trips, \$6 per day/\$60 per month for BREEZ trips).





Powered by **umo.**  
DiriGoPass.org

Available On

Greater Portland  
**Metro Transit**  
Biddiford | Saco | Old Orchard Beach

Proposed changes  
would take effect:

August 1, 2026

## Current & Proposed Fare Prices

DiriGo Pass Smartcard & Mobile App	Current LOCAL	Proposed LOCAL		Current BREEZ Express	Current ZOOM Express	Proposed BREEZ and ZOOM (Express)
<b>Single Ride (90 min. pass)</b>	\$ 2.00	\$ 2.25		\$ 4.00	\$ 5.00	\$4.50
Full Fare	\$ 1.00	\$ 1.10		\$ 2.00	\$ 2.50	\$2.25
<b>Daily Fare Cap</b>	\$ 6.00	\$ 6.50		\$12.00	\$15.00	\$13.00
Full Fare	\$ 3.00	\$ 3.00		\$ 6.00	\$ 7.50	\$ 6.00
<b>Monthly Fare Cap</b>	\$60.00	\$65.00		\$120.00	\$150.00	\$130.00
Full Fare	\$30.00	\$30.00		\$ 60.00	\$ 75.00	\$ 60.00
<b>Cash Fares Exact Change</b>	Current LOCAL	Proposed LOCAL		Current BREEZ Express	Current ZOOM Express	Proposed BREEZ and ZOOM (Express)
<b>Single Ride</b>	\$ 2.00	\$ 2.25		\$ 4.00	\$ 5.00	\$ 4.50
Full Fare	\$ 1.00	\$ 1.10		\$ 2.00	\$ 2.50	\$ 2.25
<b>Ten Ride Pass:</b>	Ten Ride DiriGo Passes will be discontinued. Passbacks (using a single account) will be accepted for multiple riders. Reduced fare, if applicable, would apply to the first tap only.					

**Local Routes:**

Metro Routes: 1, 2, 3, 4, 5, 7, 8, 9A, 9B, 21, 24A, 24B, and Husky Line

BSOOB Transit Routes: 50, 51, 52, 53, 60, 71

**Express Routes:** Metro BREEZ | Zoom Express - 70

All rides using the DiriGo Pass allow for free transfer within 90 mins.

**\* Reduced Fare**

Persons with Disabilities, Veterans, Seniors (65+), Youth (6-18), and Medicare card holders.

w/Valid ID

4.9.26



# Public Participation Plan – Policy and Procedures

## Policy Summary

Metro established Policies and Procedures for Soliciting and Considering Public Comment on Fare Increases and Major Service reductions. The policy defines thresholds for major service reductions/fare changes and outlines a process for soliciting, receiving, and considering public comments to ensure that Greater Portland Metro implements a “broad, inclusive, equitable, and accessible decision-making process.”

This public participation plan is implemented when changes to service or fare meet or exceed certain thresholds. The fare pricing recommendations meet these criteria.

## Public Meetings

**GREATER PORTLAND metro**

**We're asking for feedback about possible bus fare changes.**

نحن نطلب ملاحظتكم حول التغييرات المحتملة في أجرة الحافلة.

Nous demandons des avis sur d'éventuelles modifications des tarifs de bus.

Estamos a pedir a sua opinião sobre possíveis alterações no preço dos bilhetes de autocarro.

Estamos solicitando comentarios sobre posibles cambios en la tarifa del autobús.

Waxaan weydiisaneynaa jawaab celin ku saabsan suurtagalnimada isbeddelka khidmada basaska.

**Presentation and Public Input  
Fare Policy Update**

**Join Us  
Attend a Public Meeting**

**Thursday, April 9**  
3:30 pm - 5:30 pm  
**Portland Public Library,**  
5 Monument Square, Rines Auditorium

**Saturday, April 11**  
11:00 am - 1:00 pm  
**Westbrook Community Center,**  
426 Bridge St., Elm Room

**Tuesday, April 14**  
6:00 pm - 7:00 pm | **Virtual meeting**

**Translators available on request.**  
For information, survey, translations, additional meeting dates, and meeting links: 

[gpmetro.org/fare-policy](http://gpmetro.org/fare-policy)



2.4.26

Greater Portland Metro held three public meetings to present information and receive feedback on recommended fare changes:

- **April 9, 2026 - Portland**
- **April 11, 2026 - Westbrook**
- **April 14, 2026 - Virtual**

In-person meetings were held at the Portland Public Library and Westbrook Community Center, both accessible by Metro routes.

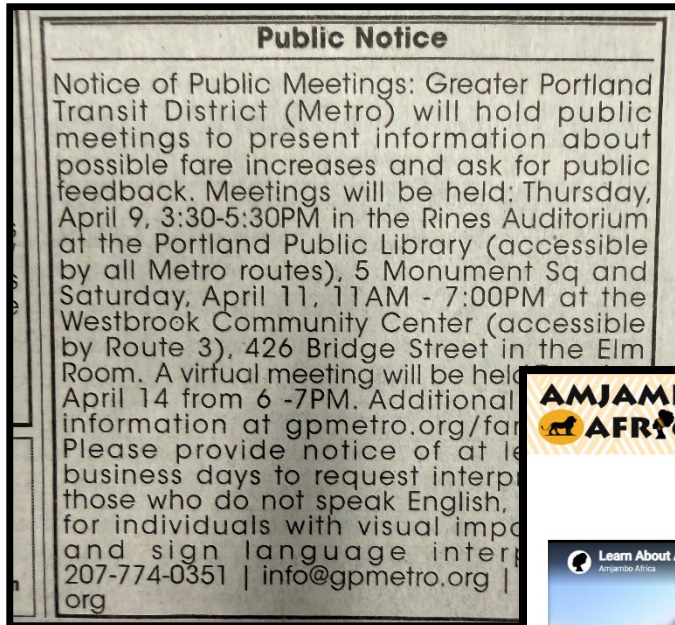
An additional meeting was held virtually.

The public also had additional opportunities to contact staff about fare pricing proposals through email – [info@gpmetro.org](mailto:info@gpmetro.org); phone – 207-774-0351; Metro’s website dedicated page: [gpmetro.org/fare-policy](http://gpmetro.org/fare-policy); and regularly scheduled board and committee meetings.

An online survey was created for feedback and available from April 1 – May 20, 2026 on Metro’s website. Information about the survey was communicated through social media and at public meetings.

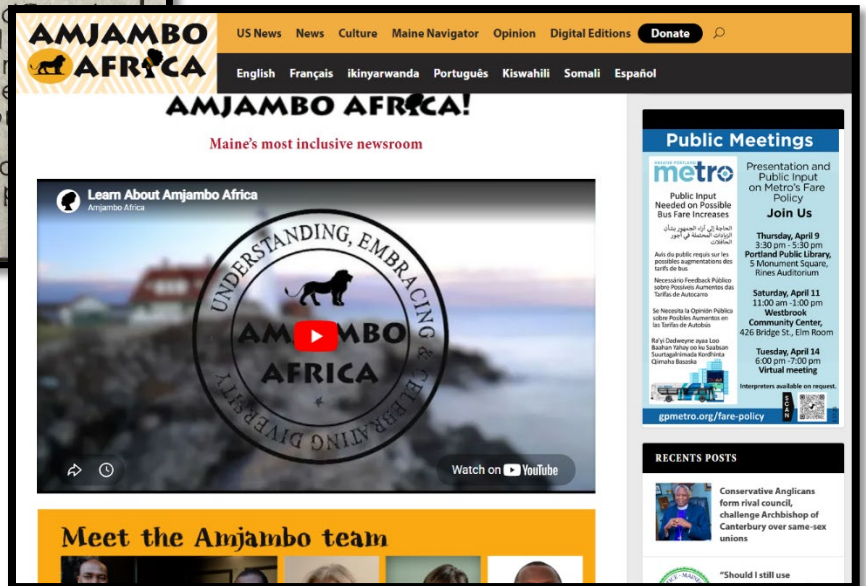


## Public Notices and Communication Procedures:




A Public Notice was published in the **Maine Sunday Telegram** on March 15, 2026 and on the **MPA Maine Notices website**.

A print (March) and online ad (March and April), with link to dedicated page with translation available, communicating the public meetings was published in **AmJambo Africa!**, Maine's free newspaper for and about New Mainers from Africa.



“Rider alerts” and signage were posted inside all buses, in bus shelters, at locations where public meetings were held, and at the South Portland Transit Hub and Elm Street Hub (Pulse).





For immediate release

**Contact:**  
 Mike Tremblay, Director of Transit Development, Greater Portland Metro  
[mtremblay@gpmetro.org](mailto:mtremblay@gpmetro.org) | 207-517-3023

**Greater Portland Metro and BSOOB Transit to hold public meetings proposing bus fare changes**

Greater Portland, ME – [Greater Portland Metro](#) and [Biddeford Saco Old Orchard Beach Transit \(BSOOB\)](#), are holding three in-person and one virtual public meeting to propose fare changes. The proposed changes, if approved, are planned to become effective on August 1, 2026.

Proposed changes to the fare policy are aimed at balancing the demand for additional revenue to cover rising expenses with riders' need for affordable transportation options. The proposed changes aim to build revenue in a responsible way that limits the negative impact on riders.

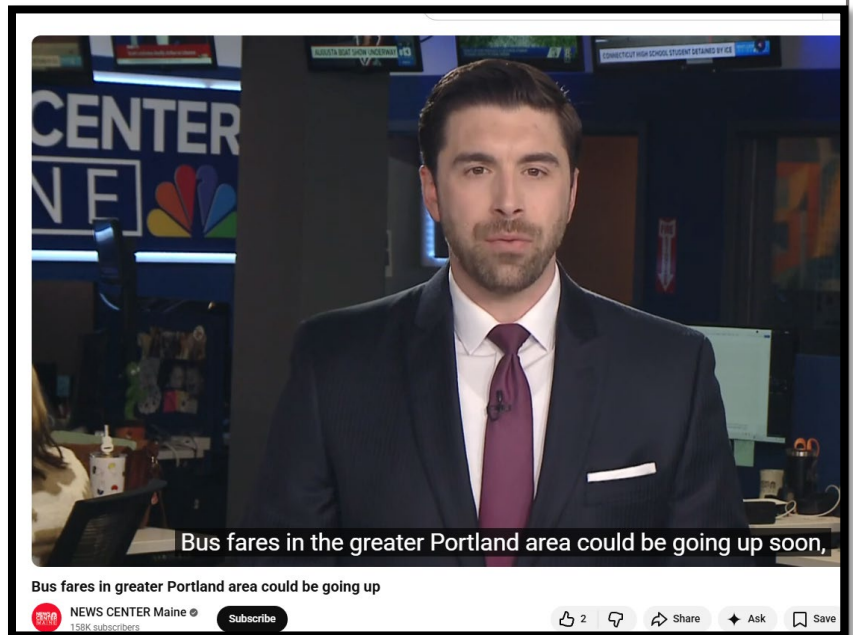
**Fare proposals include these fare increases:**

- Increase base fare to \$2.25 (currently \$2.00)
- Increase reduced fare to \$1.10 (currently \$1.00)
- Increase Metro BREEZ fares to \$4.50 (currently \$4.00); Reduced fare increase to \$2.25 from \$2.00

Information about the public meetings was distributed **via e-mail blast** February 4, 2026 to more than 500 subscribers. A follow up **press release** was sent to media and stakeholders a week prior to public meetings.

**Media Coverage:**

- Portland Press Herald (2.10.26)
- WMTW – TV (4.9.26)
- Newscenter (4.10.26)
- WGME (4.9.26)
- Maine Public Radio (MPR)
- Other?



## Public Meetings – Comments Summaries:

- Public Meetings:
  - April 9, 2026, Portland Public Library, 21 people
  - April 11, 2026, Westbrook Community Center, six people
  - April 14, 2026, via Zoom, one person

### Common Questions & Concerns

The dialogue at these meetings centered on how the new technology works, personal safety, and route availability. Comments below have been paraphrased, but include all substantive comments about fare policy and unrelated items.

#### **Fare Policy**

- Riders 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.
- Riders asked why the 90-minute transfer window can't be longer. Metro staff explained that the 90-minute window is intended to allow people to complete their journey to their destination without having to pay twice, but a longer window may unintentionally allow for a full round trip.
- Questions were raised about how to transition to a senior fare upon turning 65, the difference between using a Dirigo card versus "tap-to-pay," and whether the "pass back" feature allows paying for a companion. Metro staff explained the details of these questions, which are also answered within this document.
- Funding and Value: Participants questioned if the 25-cent increase was sufficient given inflation and if the total revenue increase was worth the change.
- One rider pointed out that a \$2.20 or \$2.25 fare is harder to pay in cash than a flat \$2.00, potentially leading to vulnerable people being turned away if they lack 25 cents in loose change.
- The elimination of the 10-ride pass was also criticized by "variable" riders who do not ride enough to hit fare caps but relied on the 10% discount to manage costs. Metro staff reiterated that the 10-ride pass was introduced to solve a specific problem (riding with a group) and was not initially offered after the transition to electronic fare payments in 2020.
- 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 might not include free transfers, arguing this adds unnecessary complication and friction for new riders. Metro staff acknowledged the



comments, noting that tap-to-pay would work similarly to cash in this way, and that those who are interested in saving money have the option to switch to DiriGo Pass.

- Several riders felt it was "unfortunate" or a "bad look" to raise fares while service remains inconsistent, citing late buses and "no-shows." Metro staff explained that service reliability has been an area of focus in 2026 and we have made significant improvements.
- One detailed comment argued that increasing bus fares without increasing the cost of parking sends a message that public transit is a lower priority than private vehicles.
- One attendee asked why the BREEZ service no longer stops in Falmouth. Metro staff explained that the BREEZ service in Falmouth was discontinued to save time for long-distance riders, but micro-transit solutions are being considered to connect Falmouth riders to the BREEZ at Exit 15.

### **Safety, Security, and Facilities**

- A recurring concern was the presence of "hard folks" at stops, the lack of security personnel, and the physical condition/closure of the Pulse transit hub during cold weather.
- Safety: Multiple respondents urged Metro to use the increased revenue to improve safety and physical conditions at the Pulse and stops.
- Customers asked for the Pulse to fully reopen so customers do not have to wait in the cold. Metro staff confirmed it will reopen once necessary safety fixes are completed.

### **Service Supply and Delivery**

- Riders asked about why the Breez no longer stops in Falmouth, and if buses could run later into the evening for those attending shows or working late shifts.
- Route Priorities: Feedback included requests to improve the frequency of the Route 24 A/B (which one user called "virtually unusable" on weekends) and general service in South Portland.
- Despite concerns over the policy, some riders took the time to express their appreciation for Metro bus operators and staff.

### **Feedback Provided to the Public**

In addition to answers to questions discussed above, Metro provided the public with the following background over the course of the public comment periods at the public meetings.

- A new route to Scarborough via South Portland is expected to begin this summer.



- Metro staff has plans to make Route 8 bi-directional with increased hours.
- Efforts are being made to create a straighter, half-hourly route from South Portland to the Mall area.
- Metro staff is addressing "earlies" (buses leaving stops ahead of schedule), which have decreased but remain a focus for improvement.
- Institutional Relationships: Metro partners with universities, MaineHealth, and large apartment developers to encourage transit use and reduce the need for parking spaces.
- Current fare increases are largely driven by predictable wage growth and long-term contracts. The price of fuel plays a relatively minor role in Metro's need to change fares.
- Management is working to balance the need for more frequent daytime service with requests for later evening service for those attending shows or working late.
- Riders turning 65 can update their fare status to Reduced Fare via email or an online application.
- Income-Based Programs: Metro is currently working with Cumberland County on a program to provide reduced fares based on income.

## Survey Results

Metro received 60 responses to our survey on fare policy, which was available online from April 1 through May 20, 2026. The survey data is summarized below.

### Current Ridership Habits

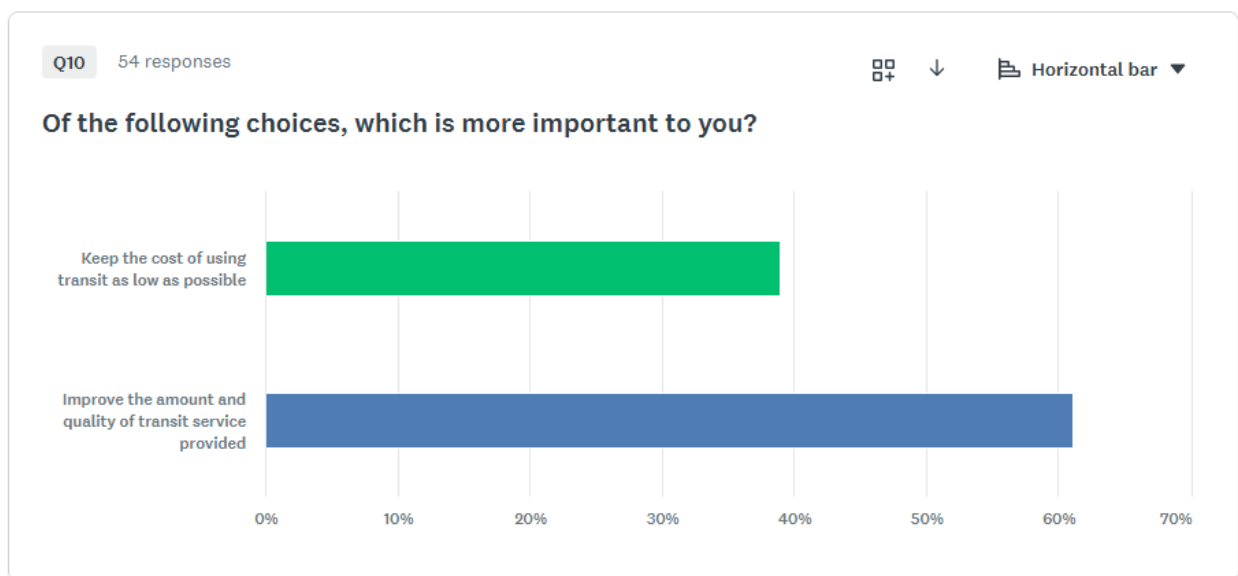
- About 64% of respondents ride Metro and/or BSOOB Transit 4 or more times per week. About 17% ride once a month or less.
- About 72% of respondents complete their transit journey using a single bus route. Two respondents (3.5%) require three or more routes (two or more transfers).
- 73% of respondents currently pay their fare using Dirigo card stored value (59%) or 10-ride pass (14%). 16% of respondents pay with cash.
- 37% of respondents qualify for reduced fare, though only 21% of respondents are currently receiving a reduced fare.

### Feedback on Proposed Fare Changes

- About 38% of respondents stated that the proposed fare changes and fare payment method changes would be mostly or entirely negative. About 20% of respondents indicated that the changes would be mostly or entirely positive. 29% stated that some changes would be positive, while others would be negative. 13% of respondents were unsure.



- When asked about tap-to-pay, about 21% of respondents suggested that tap-to-pay may allow them to ride a lot more often (9.5%) or somewhat more often (11.5%).
- When asked about the 10-ride pass, 67% of passengers stated that they don't use the 10-ride pass. 29% said that eliminating the 10-ride pass would make it harder and/or more costly to ride, while the remainder (5%) stated that implementing pass-backs on the standard Dirigo Pass would make it easier to ride with others.
- When asked about fare increases vs. service provided, 61% of respondents indicated that it is more important for Metro to prioritize the amount and quality of service ahead of keeping fares as low as possible.



- Respondents were asked which route(s) they ride most often. Route breakdown was largely representative of route-level ridership; however, Route 2 was underrepresented.

### **Open Response Feedback**

Respondents were offered the ability to provide illustrative feedback to the survey. Illustrative comments can be read in full in the attachment to this document. A summary is provided below.

### **Fare Policy**

- Cash should always be an option
- A monthly pass would be the best option; a monthly senior pass would be nice
- Strongly against the elimination of the 10-ride pass as it offers a free pass as an incentive for buying them ahead of time.



- Not in favor of price increase.
- Raise fares for cash riders to encourage use of cash, but leave the fare the same for everyone else. If we do raise fares, increase the transfer window to two hours and leave reduced fare alone. Update policy so anyone under 10 rides for free.
- The working class desperately needs an income-based reduced fare. If the fares must increase then I hope the quality and frequency of services increases too.
- I hope you will reconsider increasing the base fare as it is an economic hardship for people like myself with low income who do not qualify for reduced fare.
- Very excited about tap-to-pay! I know a lot of locals who would consider taking the bus occasionally but do not due to the need to deal with another app/fare system. Tap-to-Pay not getting free transfers is a bummer.
- Increasing fares won't affect me because I ride free, but the optics are pretty bad.
- I would love to see tax breaks/benefits for public transportation users. Anything that would encourage people to use public transit and reward those who do!
- Any fare increase will make it harder for me and my household. I hope that fare increases are not necessary after all and that other ways of maintaining quality and breadth of service can be found.
- Fare increases will negatively impact riders and the image of Greater Portland Metro. There is no way for low-income folks to access reduced fare, and it will be harder to pay in cash as people are not carrying loose change.
- If a price hike cannot be helped, I think there should be an increase of ways one can qualify for reduced fare, etc. based on monthly income. An increase to \$150 per month for BREEZ is rather outrageous in my opinion (*Note: the correct BREEZ monthly fare cap is proposed for \$130, not \$150*).
- As cost of living continues to increase, people will rely on transit more and more. It will be a problem if we aren't able to increase the quality and amount of public transit.
- With passenger numbers down, it seems like a really bad idea to raise the cost of fares. People are overwhelmed by rising costs now, myself included.
- I appreciate Metro's dedication to improving service offerings, but the fare increase will be a burden to riders, especially low-income riders. The benefit of fare increases may not be realized if people need to stop using the service.
- Please offer some kind of discount on bulk rides or something. These regularly increased prices are just like the purple [pay-as-you-throw trash] bags, putting the burden on poorer citizens. Honestly this is so disheartening to see coming.
- It's going to be OK because \$2.25 won't be that bad and things change; nothing is going to get better as long as it doesn't go past \$2.25.



### **Service Supply and Delivery**

- Increased service to towns surrounding Portland/Saco would mean that I could rely less on expensive Ubers to get to places. I would be willing to pay an even higher fare.
- As cost of living continues to increase, people will rely on transit more and more. It will be a problem if we aren't able to increase the quality and amount of public transit.
- We need assurance that this fare increase funds much needed improvements to public transit. South Portland buses do not provide adequate service despite being Portland's most densely populated suburb. The proposed BRT system is much needed but improving the frequency of existing services must be a priority.
- If there is going to be a fare increase to improve service, I do ask that some priority be given to improving the Route 24A/B. It is virtually unusable on the weekends, especially Sunday.
- Currently the buses are often late and sometimes don't show at all, which is not great. Raising the prices on that kind of experience seems a bit unfortunate.

### **Safety, Security, and Facilities**

- The bus is becoming more and more unsafe to use at bus stops due to loitering, drug use, needles, etc.; I won't use it because of these issues.
- I would love more benches at bus stops
- I used to ride the bus once a week from South Portland and I really enjoyed it. Now I see scary people at bus stops. I would like to see more security efforts.
- Please use fare increases to improve conditions and safety especially at the transit hub.

## **Social Media Comments**

In order to generate awareness and interest in our fare policy changes, Metro made several social media posts asking for feedback. Several posts were shared on Facebook, Bluesky, and Reddit. Comments are summarized below, and have been edited for content.

### **Comments from Facebook**

- Comments asking about a virtual access link. No substantive comments

#### [4/6/2026 post](#)

- "I like the option where you can use Apple Pay so much more convenient than the card"
- Comment asking for clarification of fare caps for reduced fare passengers vs full fare passengers
- "Any possibility of running later on Sundays across the board?"
- "I would like to see the #1 bus start earlier on Sundays... Maybe put it on the Saturday schedule? It would really help me and others who work earlier shifts."
- "You should clean your homeless shelters, I mean bus shelters"



- There used to be a bus that ran from Deering Avenue to Ocean Avenue to Washington Avenue
- “Any possibility of a #5 stop at the Mall between the 7:10 and 8:10pm times?”

#### [4/14/2026 post](#)

- No comments

#### [5/15/2026 post](#)

- “Here’s hoping it leads to more, and better, service. If we want better service we need to accept that it will involve higher fares”
- Are we going to keep charging for transfers for those who pay cash?
  - Comment explaining how the user can use electronic payments to take advantage of benefits like fare capping and free transfers
- I’m OK with the changes
- Metro “would make so much more money by taxing even 1% of the 1% of top earners or ‘residents’ of Portland

#### **Comments from Reddit**

##### [March 2026 post](#)

- Comment about proposed Route 24 changes, and concern that this is the reason we are raising fares. General frustration about the fare increase not leading to service improvements. Dissatisfaction with the removal of the 10-ride pass.

#### **Comments from Instagram**

No comments were received from posts made on Instagram.

#### **Comments from Bluesky**

No comments were received from posts made on Bluesky.



## **Consideration of Public Comments**

Metro staff considered feedback from survey respondents and public meeting attendees carefully. While Metro understands that any fare increase will usually generate some negative reactions, Metro also heard positive comments, indicating that the fare increase was reasonable or possibly even not high enough, given our aspirations for improved service. The general tone of public feedback was generally “disappointed but understanding.” Metro staff also took note of numerous public comments asking for improved service, more attention to safety concerns at bus stops, and asking for reduced-fare eligibility based on income levels.

As such, after discussion with our consultant, several Board of Directors committees, and stakeholders, Metro and BSOOB Transit opted to keep the proposed fare structure unchanged from what was presented to the public.

## **Review and Recommendation**

Metro reviewed our fare policy update process at Board of Directors and Committee meetings in February through May, with presentations of our recommended fares and policy updates reviewed by both the Planning and Operations Committee and the Marketing and Communications Committee on May 20. Both committees were comfortable with the direction of Metro’s plans.



## BOARD OF DIRECTORS

## AGENDA ITEM 9

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### DATE

June 25, 2026

### SUBJECT

Executive Director's Performance Assessment

### PURPOSE

Complete Executive Directors 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 15<sup>th</sup> and May 15<sup>th</sup> 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 1<sup>st</sup>.

At the May 2026 Executive Committee meeting Metro's Board President reported the results of the Executive Director's performance review, the committee discussed and voted to recommend the following compensation package for the Executive Director:

3% salary increase

\$3,000 one-time bonus

\$3,000 one-time contribution to retirement account

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