

Planning and Operations Committee

August 19, 2026 | 10:30 am – 12:00 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:

Google Meet joining info

Video call link: <https://meet.google.com/mhy-hqxq-zkk>

Or dial: (US) +1 402-882-6093 PIN: 218 574 770#

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (10:30)	Jeff Levine, Committee Chair	N/A
2. Public Comment (10:30-10:35) The Planning & Operations Committee welcomes public comment. For items NOT listed on this agenda, the chair will recognize speakers at this point on the agenda. For items on the agenda, the chair will recognize public comment following the staff presentation. There is a 3-minute time limit per speaker.	Jeff Levine, Committee Chair	Information
3. Approval of Meeting Minutes (10:35-10:40) The committee will review and consider approving the minutes from the March meeting of the Planning and Operations Committee.	Jeff Levine, Committee Chair	Action
4. Operations Key Performance Indicators and Staff Update (10:40-10:55) Staff will report monthly updates on agency KPIs and service updates.	Metro Staff	Information
5. Bus Rapid Transit Project update (10:55-11:10) Staff will update the Committee on the status of the Gorham Westbrook Portland Bus Rapid Transit project and discuss next steps.	Metro Staff	Information

6. Microtransit Update (11:10-11:20) Staff will provide an update Metro's microtransit software vendor.	Metro Staff	Information
7. Scarborough Service Launch (11:20-11:30) Staff will provide information on Metro's upcoming service launch in Scarborough.	Metro Staff	Information
8. 2027 Service Enhancement Options (11:30-11:50) Staff will provide a list of service improvements that are being considered for Metro's 2027 operating budget, including alternatives for service improvements in South Portland and elsewhere.		
9. Future Agenda Items (11:50-11:55) Committee members may request future agenda items. • Lewiston-Auburn-Portland service options and partnerships • Results of South Portland City Council process • Updates to the Metro Projects website • Shelter and stop standards • Jewel Box Shelter • Pulse Reopening • #1 Atlantic St. Determination	Jeff Levine, Committee Chair	Information
10. Upcoming Meetings (11:55-12:00) • Advocacy Committee – Next meeting TBD • Executive Committee – August 26, 2026, at 3:30pm • Facilities Committee – Sept. 1, 2026 at 4:00pm • Finance Committee – Sept. 9, 2026, at 1:00pm • Market/Coms Committee – Sept. 9, 2026 at 3:30pm • Planning & Ops Committee - Sept. 16, 2026 at 10:30am • Board of Directors – October 22, 2026, at 4:00pm	Jeff Levine, Committee Chair	Information
11. Adjournment (12:00)	Jeff Levine, Committee Chair	ACTION

As of November 9, 2022 Greater Portland METRO is holding meetings of the Board of Directors (and its committees) in hybrid format, both in person at METRO's offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of [METRO's Remote Participation Policy](#) (adopted August 25, 2022) as well as LD 1772, PL 2022 Ch. 666, and 1 MRSA Chapter 13, Subchapter 1.



Greater Portland Metro Executive Committee
Wednesday May 20, 2026:
DRAFT Meeting Minutes:

Member	Municipality	Role	Status
Jeff Levine	Portland	Chair	Present
Julie Dubovsky	Yarmouth	Vice Chair	Present
Wes Pelletier	Portland	Member	Present
Gabe Faulkner-Macklin	South Portland	Member	No Present

Staff Present	Identified Members of the Public
Glenn Fenton – Executive Director Chad Heid – Chief Transportation Officer Mike Tremblay – Director of Transit Development Shelly Brooks – Chief Financial Officer Tom Ridge – Transit Operations Manager Ray Gauvin – Assistant Manager of Transit Operations Sarah Goodhue – Customer Service Manager	Ed Suslovic – Board President

- 1. With a Quorum in place, this meeting was called to Order By: Jeff Levine at 10:32 am**
- 2. Public Comment:**
None
- 3. Approval of November Meeting Minutes:**
The draft meeting minutes from the March 2026 committee meetings were provided in the agenda packet. Julie Dubovsky motioned to approve the meeting minutes as written, seconded by Jeff Levine. The motion passed unanimously.
- 4. Operations Key Performance Indicators:**
Chad Heid presented the details for each KPI. Committee members celebrated the 12-month high for April 2026 OTP, 84.2%. Ed Suslovic asked staff if there are benchmarks related to OTP, and suggested that Metro market the reliability of the system. Julie Dubovsky asked if staff could map accidents for trends and safety considerations, which Chad replied that is a planned activity in the coming months, particularly when the Operations Analyst role is filled.
- 5. Transit Operations Training Implementation:**
Chad Heid introduced the Transit Operations Management Team of Tom Ridge and Ray Gauvin. Chad shared that Metro has reconfigured the approach for operator training from a once

annual, agency-wide program, to a more frequent and directly engagement strategy. This approach, deemed micro-learning, is being deployed widely across the industry. Ray Gauvin shared many details of the Metro program, branded as “Bus Briefs.” The advantages of this strategy include more nimble, on-demand programming, more contact with individual operators, and clarification on whether information is understood by the workforce. Committee members shared their appreciation for the details and were supportive of the approach. There was also discussion among committee members and staff regarding feedback from operators.

6. Bus Rapid Transit Update:

Mike Tremblay provided an update on the BRT project, including the design considerations, potential impacts, the Congress Street alternatives being evaluated, opportunities for queue jumping and bus-only lanes along the BRT corridor, and the remaining activities and timeline for the current phase of the project. He expressed a goal for the conceptual design to be completed early in the Fall of 2026, and financial and economic analysis refined by the end of 2026. Ed Suslovic suggested that staff consider coordination with Portland City staff on revitalization opportunities via BRT. Wes Pelletier shared his support for the project and stated he would be a willing advocate.

7. TSAP Project Updates:

Mike Tremblay presented the status of construction activities for bus stop improvements. There was committee and staff discussion related to stop design standards, municipal coordination, and the challenges of phasing these sorts of projects.

8. Summer and Fall Service Updates:

Mike Tremblay detailed the upcoming service adjustments for the remainder of 2026. The areas addressed included: a reroute on the #8, timetable adjustments on the #5 and #7, Scarborough #25 and microtransit launch, and possible end of service for BIW.

9. Future Agenda Items:

In addition to the items suggested in the Agenda, Committee members requested future agenda items include:

- Bath Iron Works Ridership
- Lewiston-Auburn-Portland service options and partnerships
- Results of South Portland public outreach
- TSAP project updates
- Updates to the Metro Projects website
- Shelter and stop standards

10. Upcoming Meetings:

Jeff Levine reviewed the details of future Committee and Board meetings as presented in the meeting packet.

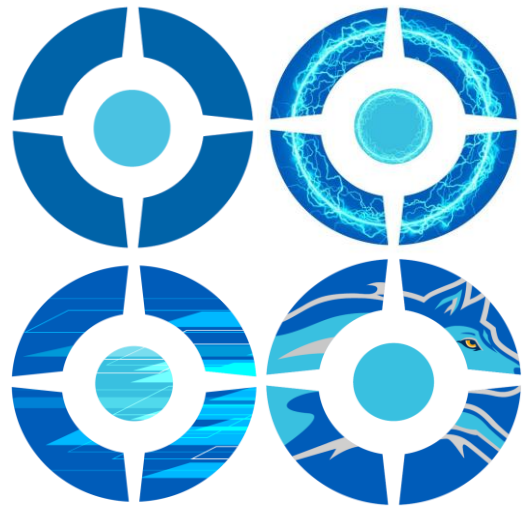
11. Adjournment:

Motion to Adjourn by Julie Dubovsky, seconded by Wes Pelletier. Adjourned at 11:34am.

Greater Portland Metro Board of Directors

Planning and Operations Committee

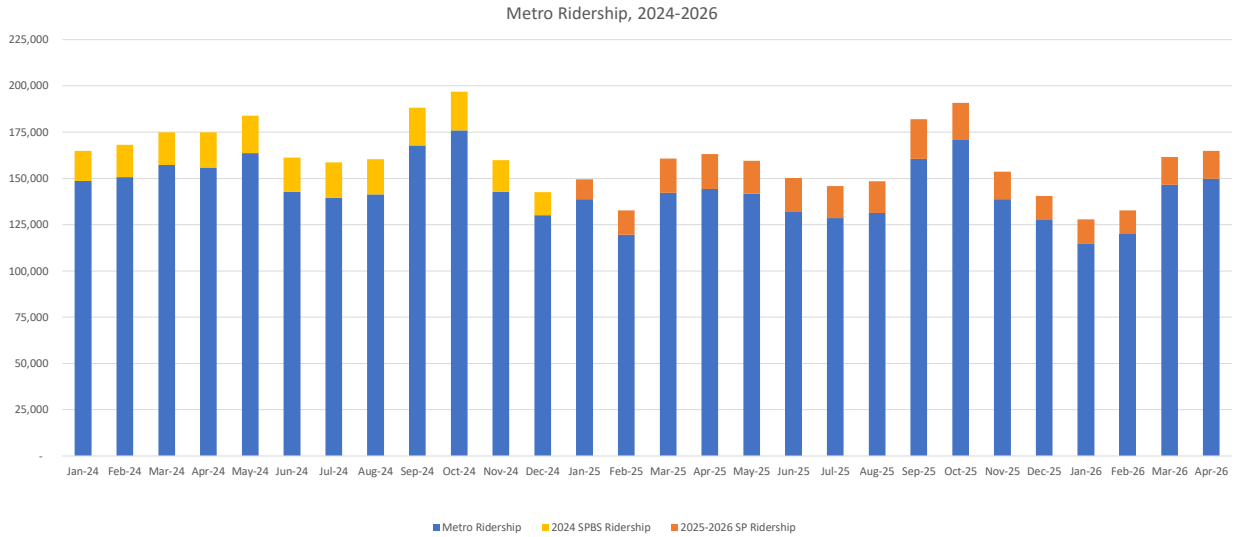
May 20, 2026



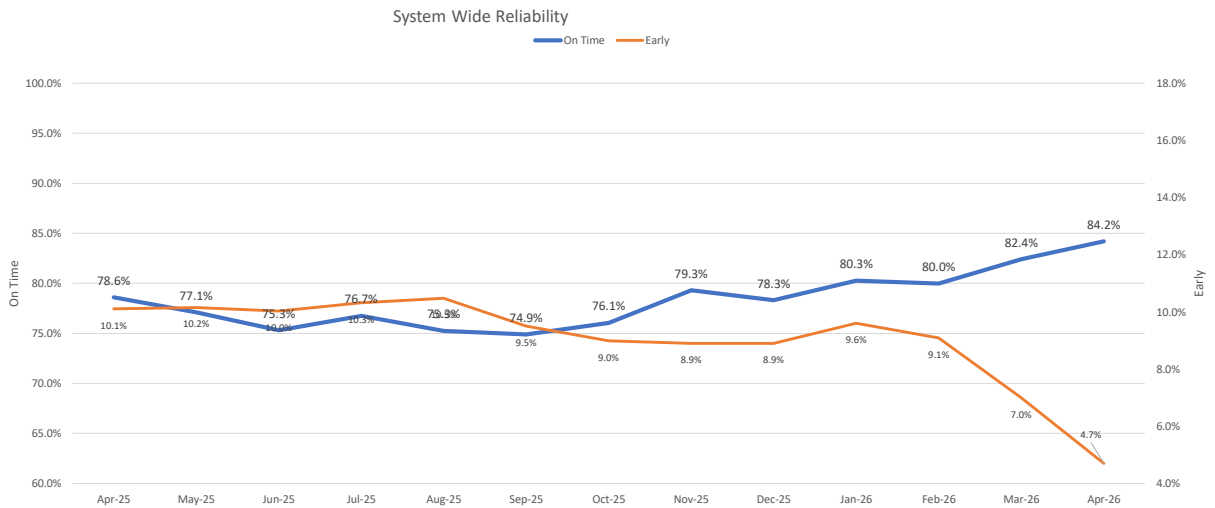
metro **CONNECT**
GREATER PORTLAND ON-DEMAND TRANSIT

Item 4: Operations KPIs April 2026

Month over Month Ridership

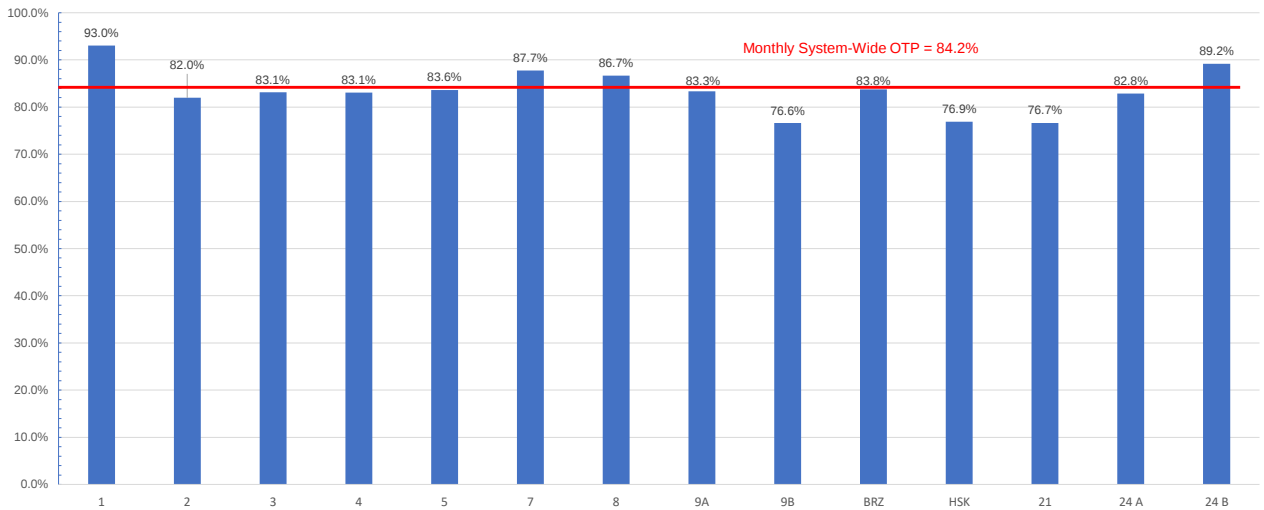


On Time Performance – System Reliability



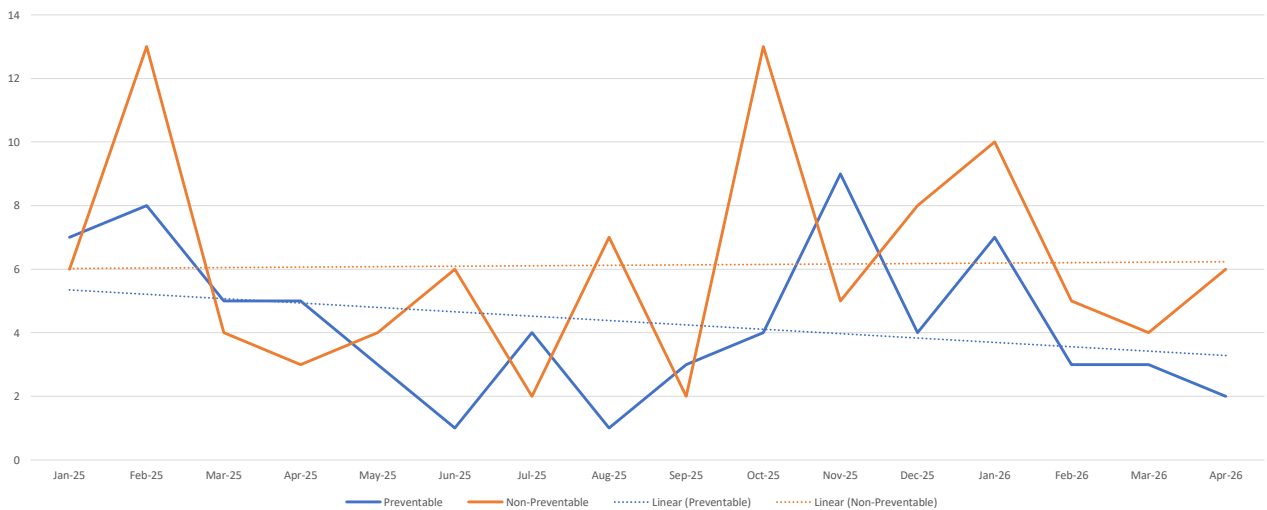
On Time Performance – Route Specific

On Time Performance by Route - April 2026



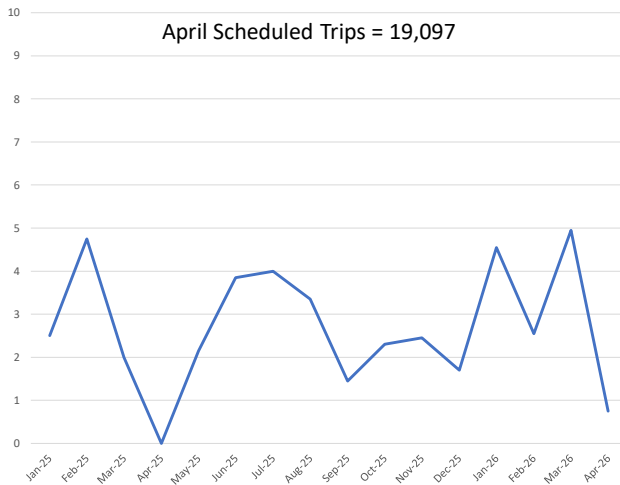
Accident Tracking

Accident Report Log

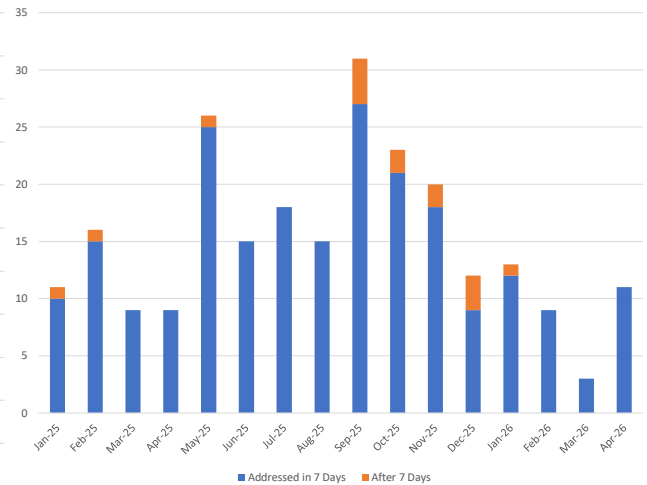


Key Performance Indicators

Missed Trips
2025-2026

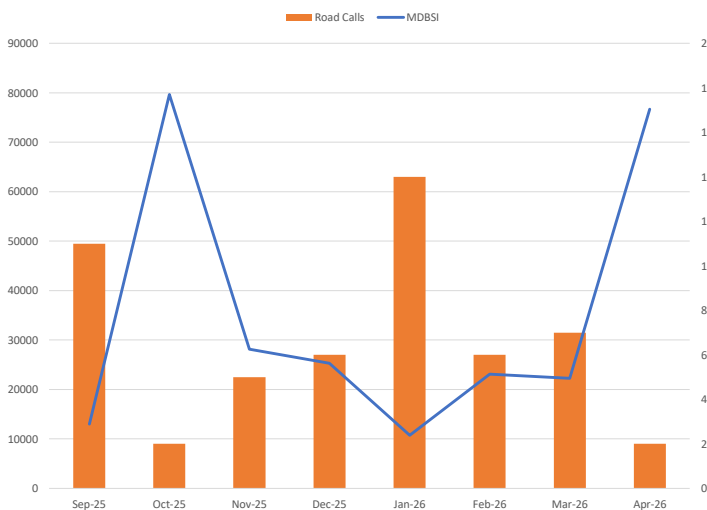


Customer Complaints - Response Time
2025-2026



Key Performance Indicators

Mean Distance Between Service Interruptions (MDBSI)



Preventive Maintenance OTP

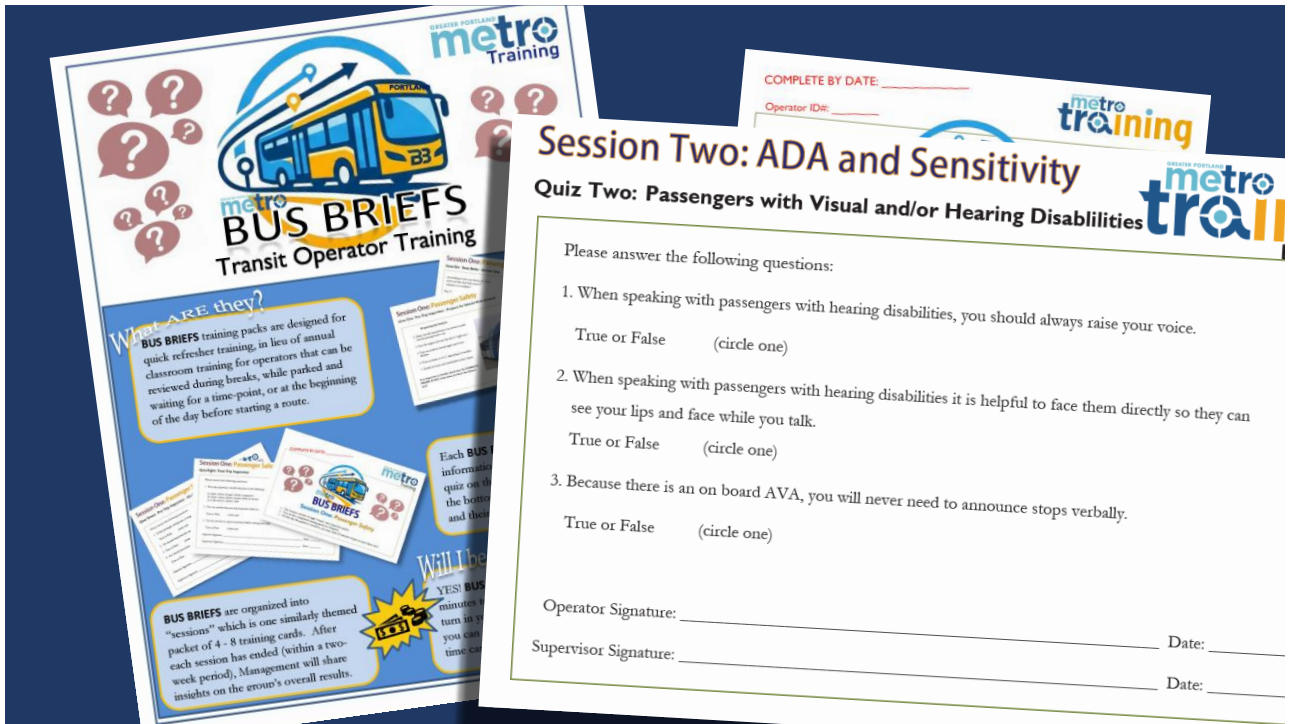
Month	Total Completed	On Time %
March 2026	92	73%
April 2026	85	71%

- Maintenance Management System (MMIS) configuration and deployment not yet complete.
- All PM schedules are functioning.
- Reporting on FTA mandated "A/B/C" PM schedule adherence.

Item 5: Transit Operations Training Implementation



Transit Operations Training



The Shift to Microlearning

- Avoids information overload
- Research shows significantly improved knowledge retention
- Allows training to be highly agile to address the immediate needs of the agency

Session One: Passenger Safety

Pre-trip & Post-trip Inspections

- 89% of Operators completed on time
- The average quiz score achieved was 91%



Session One: Passenger Safety 4/12/24 - 4/24/25									
251	O'Neill	21			1	1			
505	Parsons	23							
451	Paulo	20			1			2	1
256	Pratt	21			1				
142	Price	21			1				1
386	Rancourt	NA					1		
309	Samartano	22							
422	Segawa	20				1			
223	Shapp	23			1	1	3		
446	Shine	21							
337	Shreves	21				1	2		
286	Simpson	22		1			1		
320	Soto-Perez	20					1		
266	Swift	21	3	1	1				1
501	Tabb	22				1			
452	Tekle	21				1			
247	Tessier	22				1	2		
216	Thomas	21				1			
408	Tiago	21		1			1		
387	Uwase	22			1			3	
214	Varian	22							1
421	Vasquez	22					3		
86	Ward, B	23		1					
283	Ward, J	23							
AVERAGE SCORE:		21	4	22	39	25	22	9	2
INCOMPLETE: 0									20
First to score 100									
<<<NUMBER OF INCORRECT PER CARD>>>									
255	D'Auteau	22			3	1	1		
335	Davis	20				1	1		
443	Domingos	20							
475	Donohue	20							



Session One: Passenger Safety

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BUS DRIVERS

How did we do?

- Average Score: **21/23 (91%)**
- First to Score 23/23 (100%): **Jim Ward #283**
- Completed On-Time: **89%**

Question Most-Frequently Answered Incorrectly:



Debriefing & Take-Aways:

- Although it was not made very clear from the instructional side of this card, it's important to know that leaks can occur nearly anywhere underneath the bus, including the front and sides.
- Air lines, coolant lines, and hydraulic lines all extend from the engine compartment all throughout the bus, including overhead in the passenger area, and **in front of the driver's area**.
- Please be on the lookout for signs of air and fluid leaks on **ALL SIDES OF THE BUS** during your pre-trip and post-trip inspections.

metro
training

Item 6: Bus Rapid Transit Design Update

Bus Rapid Transit

Design Considerations

Design Considerations

- Transit Priority Types
 - Transit Signal Priority – Corridor-wide
 - Bus lanes
 - Queue jumps
 - In-lane stations
- Potential impacts
 - Travel lane capacity
 - Signal operations impacts
 - New traffic control elements
 - Possible changes/restrictions to access



Bus Rapid Transit

Design Considerations

Congress Street

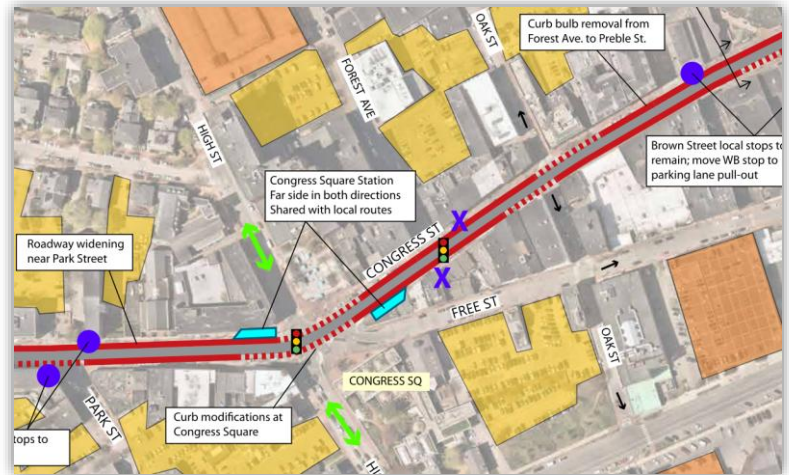
- Three alternatives for bus priority and congestion relief considered
 - Dedicated bus lanes
 - Non-starter
 - Significant impacts to traffic operations and existing curb extensions
 - Modal Filters
 - Force general traffic to turn off of Congress Street at certain points
 - Reduces traffic on Congress Street by encouraging thru traffic to go elsewhere
 - Reliant on driver behavior/traffic enforcement
 - Curb use changes
 - Significantly reduce commercial parking along corridor
 - Loading, short-term parking, parklets, bike racks remain
 - Less traffic cruising for parking, less curb maneuvers blocking traffic

Bus Rapid Transit

Design Considerations

Congress Street

- Bus lanes
 - Non-starter
 - Significant impacts to traffic operations and existing curb extensions

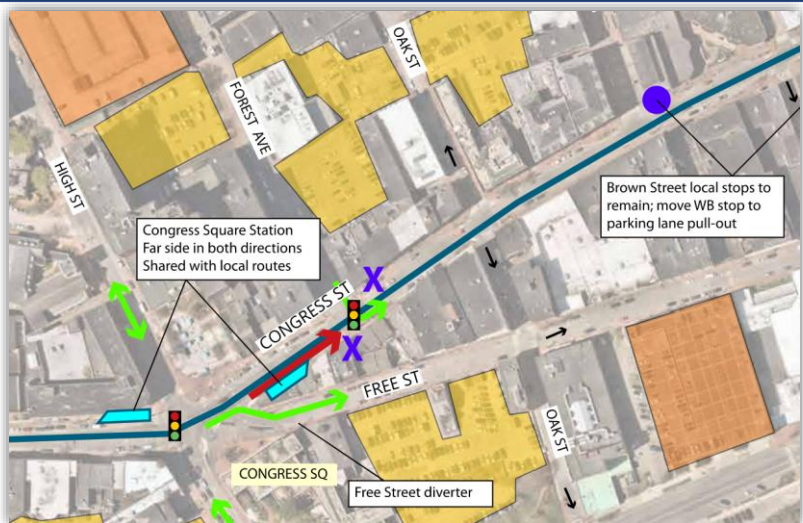


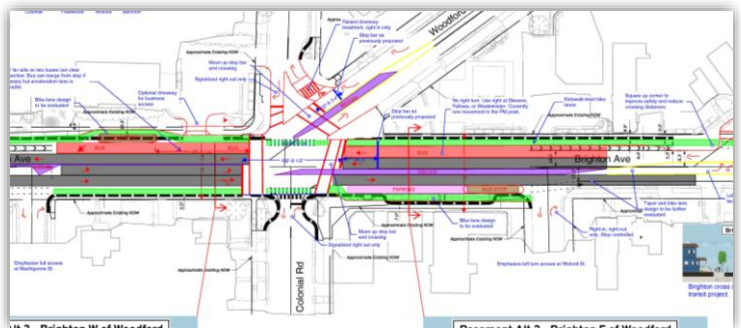
Bus Rapid Transit

Design Considerations

Congress Street

- Modal Filters
 - Force general traffic to turn off of Congress Street at certain points
 - Reduces traffic on Congress Street by encouraging thru traffic to go elsewhere
 - Reliant on driver behavior/traffic enforcement



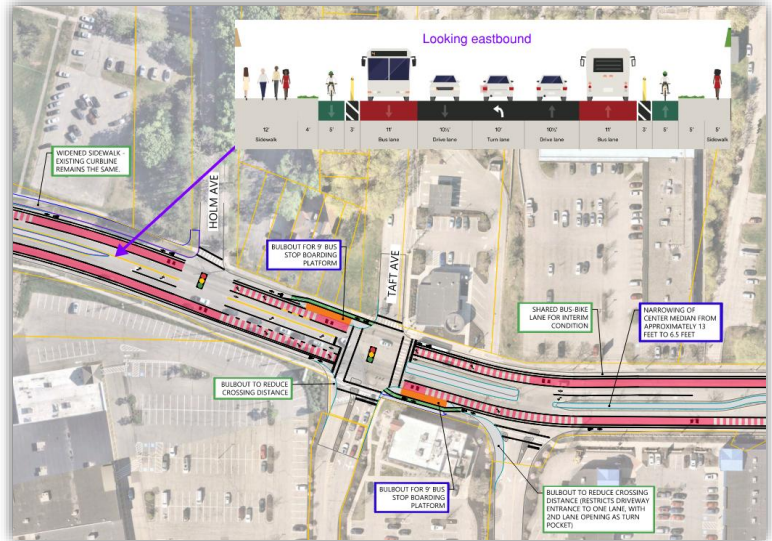


Bus Rapid Transit

Design Considerations

Brighton Avenue

- Intersection-level considerations
 - Rosemont Corner
 - Sagamore Village
 - SS4A pilot?



Bus Rapid Transit

Design Considerations

Schedule

- Outreach and engagement: Ongoing
- Wrap conceptual design elements: early fall
- Financial & economic analysis; environmental review; and implementation/ funding strategies: by end of 2026

Item 6: Transit Stop Access Project Update

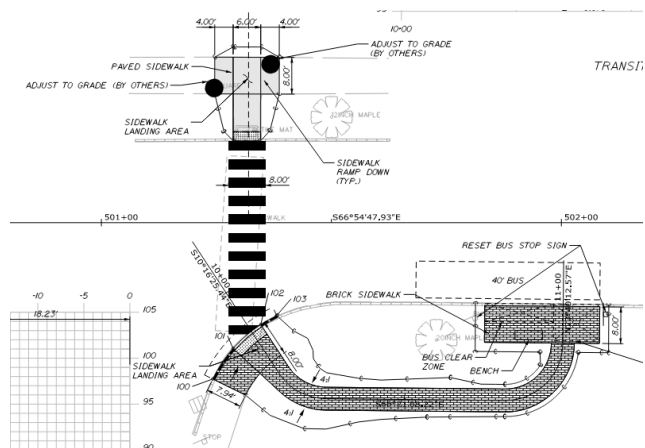
Transit Stop Access Project Updates

Schedule updates

- Redbank and Western Ave – South Portland: Completed 2025
- Falmouth stops: Ongoing
- SMCC stop: early June
- Westbrook and Portland stops: summer/fall 2026

Design Modifications

- Designs modified as needed for feasibility and value engineering
- Some locations may be removed from scope if needed

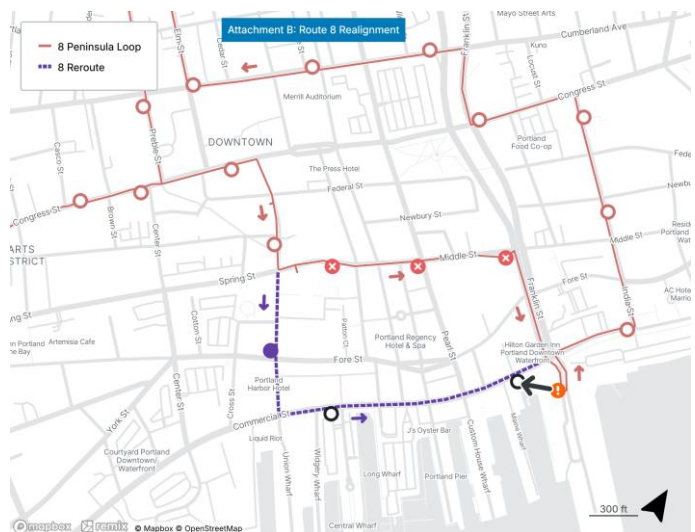


Item 7: Summer/Fall Schedule Updates

Service Updates Summer/Fall 2026

June Service Changes

- Route 8 Change
 - Service to Commercial Street
 - Schedule modifications
- Service changes for on-time performance
 - Route 5 and Route 7
 - Likely weekends only

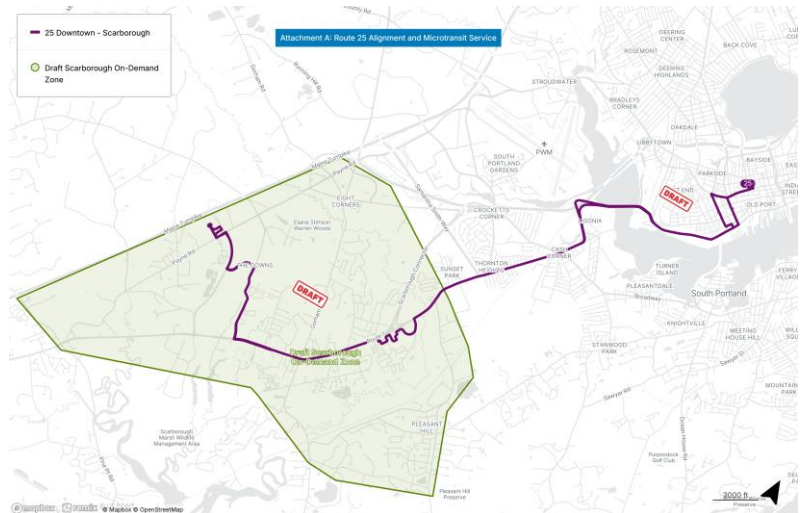


Service Updates

Summer/Fall 2026

Fall Service Changes

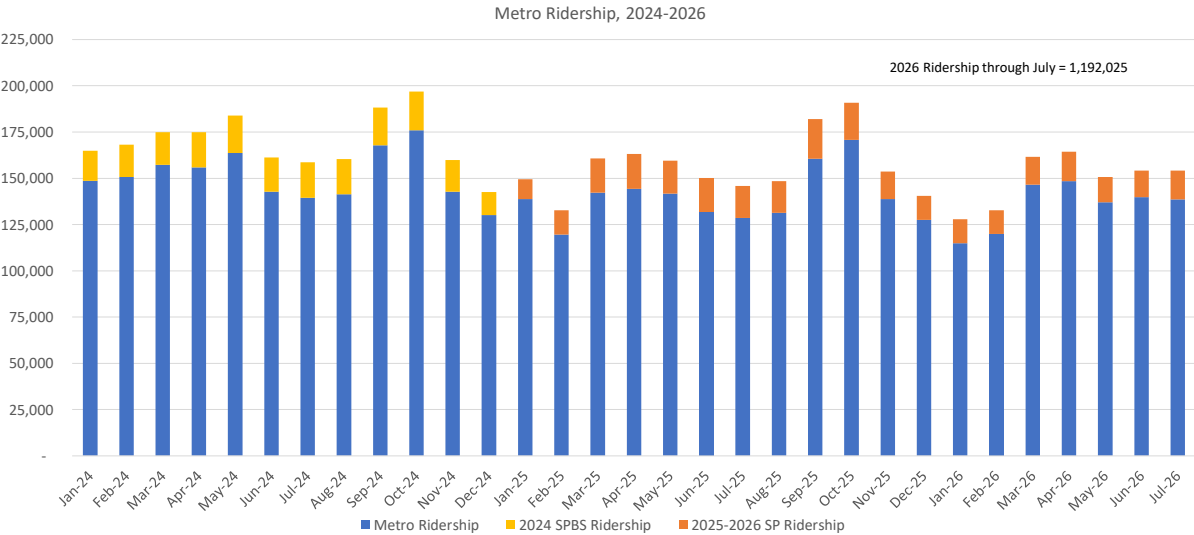
- September/October 2026
 - Launch Route 25 service to Scarborough
 - Possible end to BREEZ service to BIW
- Scarborough Microtransit
 - Launch date still TBD
 - Likely alongside, or before, Route 25 launch



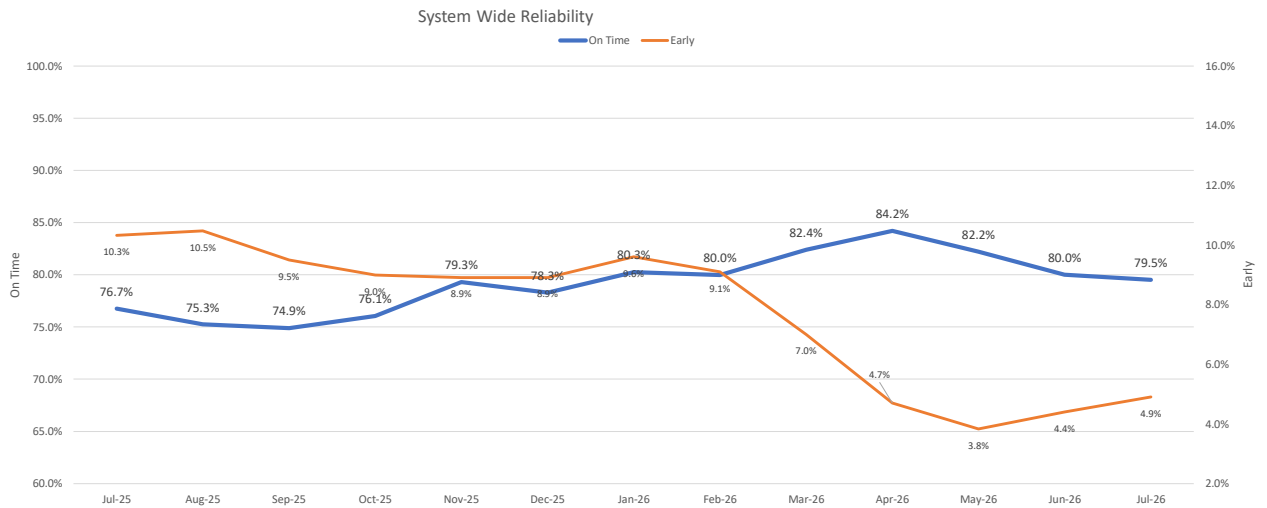
Item 4: Operations KPIs & Staff Updates

July 2026

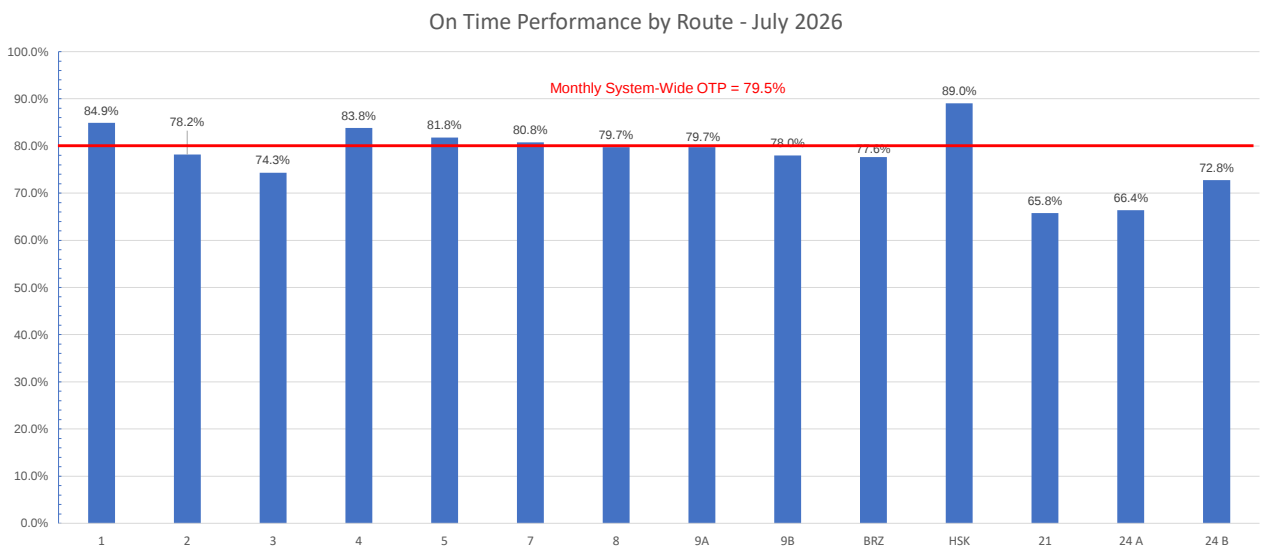
Month over Month Ridership



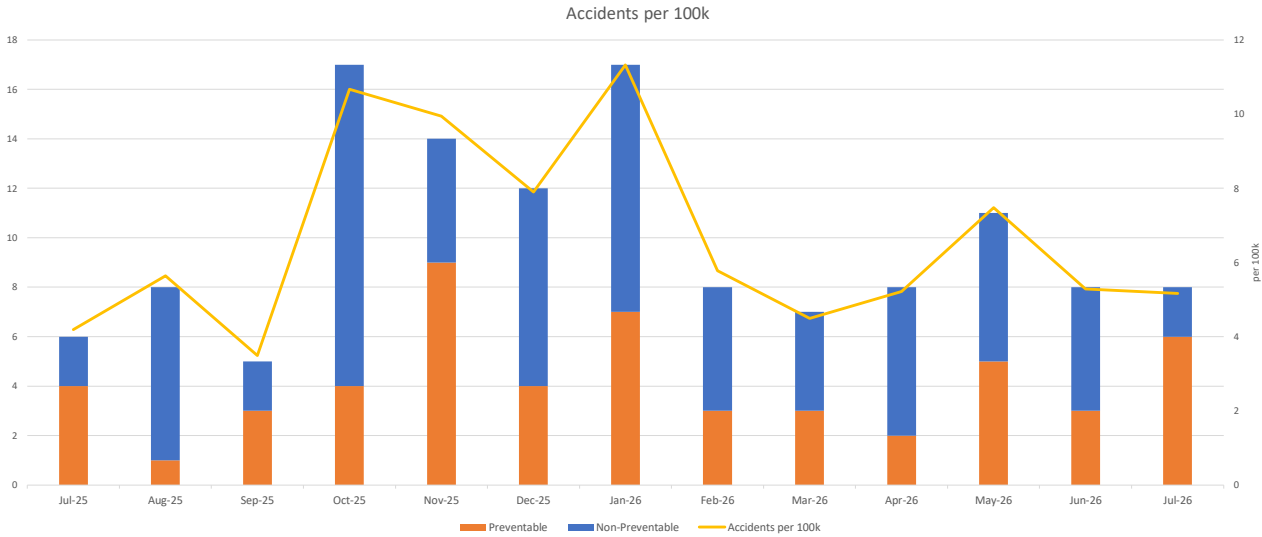
On Time Performance – System Reliability



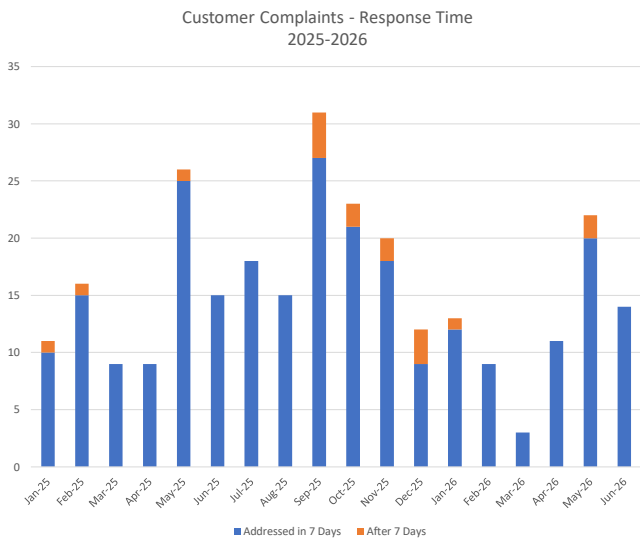
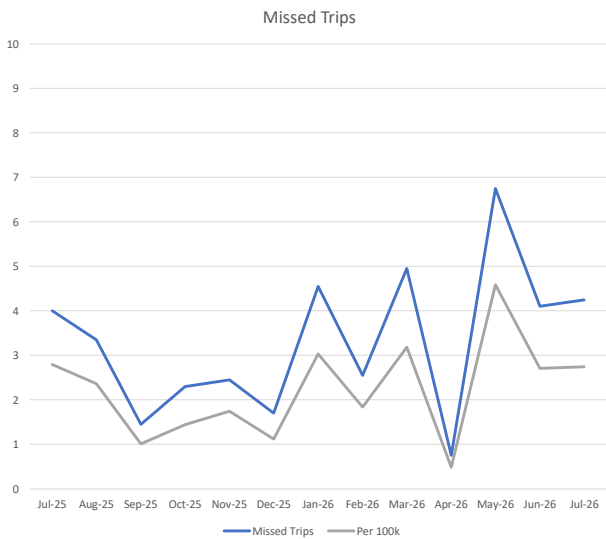
On Time Performance – Route Specific



Accident Tracking

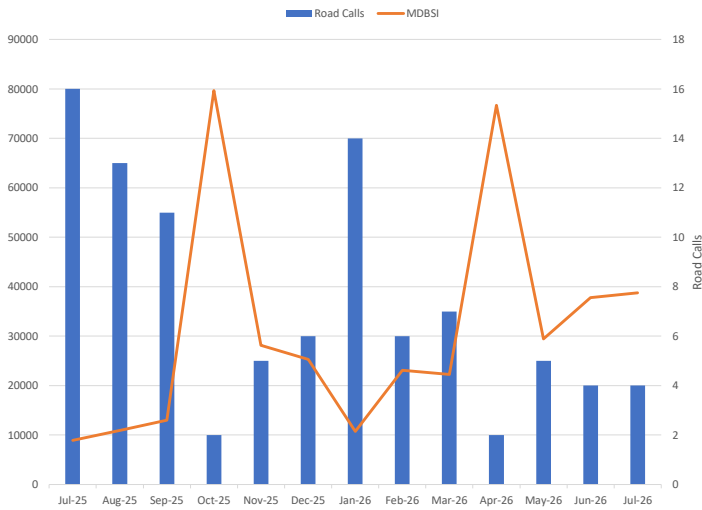


Key Performance Indicators



Key Performance Indicators

Mean Distance Between Service Interruptions (MDBSI)



Preventive Maintenance OTP

Month	Total Completed	On Time %
March 2026	92	73%
April 2026	85	71%
May 2026	97	92%
June 2026	91	82%
July 2026	96	95%

- Maintenance Management System (MMIS) configuration and deployment not yet complete.
- All PM schedules are functioning.
- Reporting on FTA mandated "A/B/C" PM schedule adherence.



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 5

DATE

August 19, 2026

SUBJECT

Bus Rapid Transit Update

PURPOSE

Staff will provide an update on Metro's ongoing work on a conceptual design for a Bus Rapid Transit corridor between Portland, Westbrook, and Gorham.

BACKGROUND/ANALYSIS

In September 2025, Metro launched the current conceptual design phase for our Bus Rapid Transit project between Portland, Westbrook, and Gorham. This work continues the project as it was left off by the Greater Portland Council of Governments (GPCOG) in January 2024. Work during this phase largely entails finalizing the alignment of the route, identifying opportunities for bus priority (e.g. bus lanes, queue jump lanes, lane and curb use changes, signal timing changes, etc), station locations, and cost estimating. While many elements of the BRT design have advanced, numerous possible opportunities to provide bus priority have been flagged by municipal partners as either infeasible or incompatible with municipal goals and plans. Metro will discuss the full project status and possible next steps.

FISCAL IMPACT

None.

RECOMMENDATION

This item is for information and discussion.

CONTACT

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



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 6

DATE

August 19, 2026

SUBJECT

Microtransit Vendor Update

PURPOSE

Staff will provide an update on Metro's vendor for on-demand microtransit dispatching and scheduling.

BACKGROUND/ANALYSIS

In 2024, Metro contracted with Spare Labs to provide on-demand transit planning, scheduling, and dispatching applications for Metro passengers, operations staff, and drivers. The terms of this contract envisioned a single vehicle operating in a single zone, which were the confines of the pilot period for microtransit in Falmouth.

As Metro plans expansion of our microtransit system into Scarborough, we will be deploying at least two additional peak microtransit vehicles. This introduces additional vehicles not envisioned in our contract with Spare. Additionally, our contract with Spare runs through August 30, 2026; while there are options to renew, the launch of microtransit in Scarborough, planned for mid-September, provided Metro with a clean opportunity to administer a new RFP for these services under the terms of our new service profile.

After a competitive RFP process, Via Transportation emerged as the preferred vendor. Since June, Metro staff has been working to onboard Via with the intent to switch over all microtransit operations to the new platform beginning on or shortly after August 26. The Via application has similar features and capabilities and should not significantly change the customer experience or employee workload. Onboarding Via ahead of the public launch of microtransit in Scarborough means that Metro will need to transition only the existing Falmouth users to the new platform. New passengers in Scarborough will be introduced to microtransit using the Via platform.

FISCAL IMPACT

The contract with Via will represent a savings of approximately \$9,000 to \$10,000 per year after the initial year, compared to our existing contract with Spare, despite covering more vehicles than our current contract with Spare. Via's contract includes a \$12,500 implementation fee, which Metro will be able to cover using funding from MaineDOT and the Town of Scarborough that were designated for the expansion of Metro service into Scarborough.

RECOMMENDATION

This item is for information and discussion.

CONTACT

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



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 7

DATE

August 19, 2026

SUBJECT

Scarborough Service Launch

PURPOSE

Staff will provide an update on Metro's upcoming service launch in Scarborough.

BACKGROUND/ANALYSIS

On June 26, Metro's Board of Directors approved an Intergovernmental Agreement (IGA) with the Town of Scarborough to launch transit service there in 2026. Meanwhile, Metro's Planning staff has been devising a route profile and a microtransit zone for Scarborough.

Metro plans to launch a new route, Route 25, on October 4th. The route will run from downtown Portland and terminate at the Exit 42 Park and Ride off Payne Road in Scarborough, with major stops at the VA Outpatient Clinic in Portland, Cash Corner in South Portland, and Campus Drive, Oak Hill, and The Downs in Scarborough. The route will operate Monday thru Sunday with weekday and Saturday service running from about 6:30am to 10:30pm, and more limited hours on Sunday. Service frequency will be about every 45 minutes.

A new microtransit zone serving about 50% of Scarborough residents and about 67% of jobs in the Town will launch a few weeks earlier on September 14.

FISCAL IMPACT

The Scarborough service is fully funded via outside funding sources (Maine Turnpike Authority, MaineDOT, and the Town of Scarborough) thru 2026 and beyond. No changes to the 2026 budget are necessary in order to launch service. The new routes and services will be incorporated into the funding allocation model for the 2027 budget process and beyond, including all funding sources.

RECOMMENDATION

This item is for information and discussion.

CONTACT

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



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 8

DATE

August 14, 2026

SUBJECT

2027 Service Enhancement Options

PURPOSE

Staff will provide a list of service improvements that are being considered for Metro's 2027 operating budget, including alternatives for service improvements in South Portland and elsewhere.

BACKGROUND/ANALYSIS

Metro's operating budget process takes place in August through October each year, with a final budget approved by the Board of Directors in late October, with revisions as needed the subsequent February. As part of the budget process, any foreseen changes in Metro service are incorporated into a funding allocation model, which incorporates all projected service hours, ridership, and funding sources by route and jurisdiction. Consequently, any significant changes to Metro's service are best envisioned as part of the operating budget.

Metro's service profile generally consists of more frequent service on weekdays and Saturdays, with lower levels of service on evenings and Sundays. On some routes, Metro service does not operate on evenings or weekends at all.

Levels of service on Metro's route 21, 24A, and 24B, which joined Metro as part of the South Portland Bus Service merger in December 2024, have lower levels of service than most other Metro routes during some or all periods. As part of merger discussions, Metro had committed to reviewing these routes for improvements after a period of evaluation. Metro presented concepts to the South Portland City Council in March 2026 and will be providing more specific alternatives in September 2026.

Given Metro's ongoing constraints related to fleet availability, staff are primarily suggesting service improvements to evening and weekend service, which can generally be done without increasing the maximum number of Metro buses in use on a given day. Some alternatives for South Portland service improvements, if advanced, will require additional peak fleet, which Metro can accommodate to a limited degree.

Metro staff will recommend improvements to service to increase ridership and provide a more uniform level of service throughout our network. These improvements will be considered as part of the larger budget review process in September/October 2026. The viability of each

improvement in the 2027 budget is dependent on the number of revenue hours added, the additional ridership expected to be generated, and the jurisdiction(s) affected. Metro staff understands that budgetary constraints make it unlikely that the suggested slate of improvements advances to the final budget.

FISCAL IMPACT

The fiscal impact of any service change is dependent on the scale and jurisdiction of each service improvement. The full fiscal impact of the 2027 service profile will be discussed in detail as part of Metro's budget process in September and October 2026.

RECOMMENDATION

This item is for information and discussion.

CONTACT

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

ATTACHMENTS

Service improvement list



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 8 ATTACHMENT A

DATE

August 14, 2026

SUBJECT

Item 8 Attachment A: Service Improvement Options Detail

ANALYSIS

Metro staff analyzed numerous options for service improvements for calendar year 2027. These options generally include:

- A. Service span improvements
- B. Service frequency improvements on weekends
- C. Added service days on weekends for routes that do not currently operate on one or both weekend days (BREEZ and Route 24B)
- D. Comprehensive service improvements in South Portland

With the exception of (D), these service improvement options were selected because they do not typically require additional buses to be used over the course of a given day ("peak pullout"), which is a key factor for transit agencies; fleet availability affects maintenance schedules and, in certain scenarios, may force service cuts if buses are not available to operate as expected. Given Metro's planned expansion to Scarborough, possible service improvements in South Portland, and continuing maintenance obligations for our fleet, Metro staff focused primarily on service improvements that would not affect peak pullout.

Additionally, weekend service improvements are generally less impactful on operating budgets, as they affect much fewer calendar days than weekday service changes. Metro generally operates with less service on Saturdays and, to a greater extent, Sundays; improving our overall availability of service on weekends would improve Metro's ability to be the primary transportation option for more Greater Portland residents.

Given the above, Metro recommends consideration of the following service improvements as part of the 2027 budget. These improvements are ordered based on anticipated ridership generation per additional revenue hour; in other words, the most "efficient" service improvements are listed first. Other factors to be considered are overall budget impact, impact to individual municipal budget assessments, and implications to the overall network. **Table 1** includes service improvement options that affect existing routes only. More significant changes to South Portland service is discussed later in this memo.

Table 1. Service Improvement Considerations for Metro 2027 Budget Year

<u>Improvement</u>	<u>Net Add'l Hours</u>	<u>Ridership/ Hr</u>	<u>Est. Ridership</u>	<u>Jurisdiction(s)</u>	<u>Notes</u>
Route 2 Saturday headway improvement to 30 mins (from 60 mins), 8am-6pm	510	15	7,650	Portland, Westbrook	
Route 2 Sunday span of service improvements to 8pm (from 4pm)	200	15	3,000	Portland, Westbrook	
Route 4/5 Saturday headway improvement to 30 mins (from 45 mins), 7am-7pm	1200	13.5	16,200	Portland, Westbrook	1
Route 8 weekday service hour extension to 10pm from 6pm)60 min service from 6pm-10pm)	1000	11.25	11,250	Portland	
Route 21 improved Sunday service to 17 round trips (currently 7)	450	9.75	4,400	South Portland	2
Route 1 Saturday headway improvement to 30 mins (from 60 mins), 7am-7pm	600	9	5,400	Portland	
Route 8 Saturday service extension to 10pm (from 6pm)	200	9	1,800	Portland	
Route 9A/9B Sunday Span Improvements (to ~8pm from ~5pm)	350	8.25	2,900	Portland	
Route 8 Sunday service extension to 7pm (from 4pm)	150	7.5	1,100	Portland	
Route 24A improved Sunday service (to 7pm)	100	6	600	South Portland	2
Route 24B Weekend Service	1600	6	9,600	South Portland	3
BREEZ – Improved Saturday service (11 round trips per day from 5.5)	700	4.5	3,150	BREEZ	
BREEZ – Add Sunday service at existing Saturday levels	700	4	2,800	BREEZ	3

Notes:

1. Headway improvement may allow for additional service to Hamlet Park, which is not currently served on Saturdays.
2. Route 21 and 24A are currently interlined on Sundays. Improvements to Sunday service should be planned for both routes simultaneously.
3. Adding weekend service on Route 24B, and Sunday service on BREEZ, would make all Metro fixed route services available all 7 days per week.

Tables 2.1 thru 2.3 include alternatives for South Portland route changes. **Attachment B** includes maps showing draft service alignments for each scenario, with scenarios 2.2 and 2.3 combined

Table 2.1 South Portland Service Enhancements – Net Neutral hours/buses

<u>Improvement</u>	<u>Net Add'l Hours</u>	<u>Net Add'l Peak Buses</u>
Route 2 extension to SMCC via Broadway; 30 minute service on weekdays; 45 minute service on weekends	4,150	1
Route 22 Crosstown – Walmart to Mill Creek via Mall/Broadway; 60 min service 7 days per week	5,100	1
Route 24 coverage service, including Route 24A/24B areas and Willard Square; 2hr service 7 days per week	5,900	1
Elimination of current routes 21/24A/24B	-15070	-3
Totals	+80 hours	No change

Table 2.2 South Portland Service Enhancements – Intermediate Improvements

<u>Improvement</u>	<u>Net Add'l Hours</u>	<u>Net Add'l Peak Buses</u>
Route 2 extension to SMCC via Broadway; 30 minute service on weekdays; 45 minute service on weekends	4,150	1
Route 22 Crosstown – Walmart to Mill Creek via Mall/Broadway; 60 min service 7 days per week	5,100	1
Route 24 coverage service, including Route 24A/24B areas and Willard Square; 90 min service 7 days per week	5,900	1
Route 23 Mall Circulator, 60 minute headway	4,400	1
Elimination of current routes 21/24A/24B	-15070	-3
Fixed Route totals	4,480 hours	+1 bus
Microtransit expansion to areas not well served by fixed route (Meeting House Hill, Highland Ave, etc)	Up to 5000 (micro)*	+1 micro

*Note: Microtransit service costs approx. 51% of fixed route service on a per-hour basis

Table 2.3 South Portland Service Enhancements – Standardized service frequency

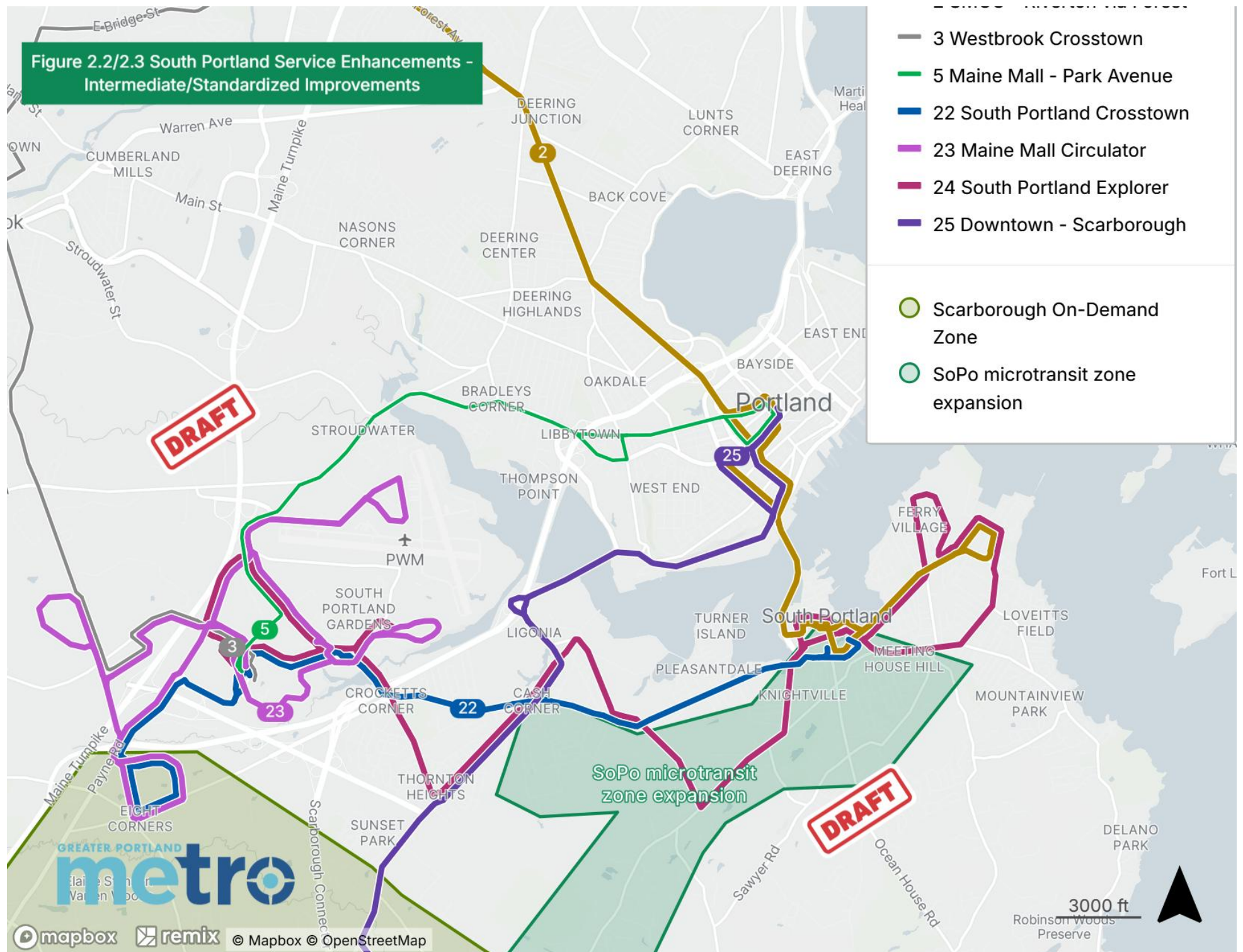
<u>Improvement</u>	<u>Net Add'l Hours</u>	<u>Net Add'l Peak Buses</u>
Route 2 extension to SMCC via Broadway; 30 minute service on weekdays; 45 minute service on weekends	4,150	1
Route 22 Crosstown – Walmart to Mill Creek via Mall/Broadway; 30 min service M-Sa, 60 mins Sunday	9,400	2
Route 24 coverage service, including Route 24A/24B areas and Willard Square; 60 min service 7 days per week	11,700	2
Route 23 Mall Circulator, 30 minute headway	8,500	2
Elimination of current routes 21/24A/24B	-15,070	-3
Fixed Route totals	+10,180 hours	+4 buses
Microtransit expansion to areas not well served by fixed route (Meeting House Hill, Highland Ave, etc)	Up to 5000 (micro)*	+1 micro

*Note: Microtransit service costs approx. 51% of fixed route service on a per-hour basis

Figure 2.2/2.3 South Portland Service Enhancements - Intermediate/Standardized Improvements

- 3 Westbrook Crosstown
- 5 Maine Mall - Park Avenue
- 22 South Portland Crosstown
- 23 Maine Mall Circulator
- 24 South Portland Explorer
- 25 Downtown - Scarborough

- Scarborough On-Demand Zone
- SoPo microtransit zone expansion



**Figure 2.1 South Portland Service Enhancements -
Net Neutral hours/buses**



Figure 2.0 Existing South Portland service

