Facility Planning Committee

September 1, 2026 | 4:00 pm – 5:30 pm

GREATER PORTLAND metro

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://meet.google.com/vxu-kpvj-fei
Or dial: (US) +1 478-412-6459 PIN: 223 951 509#

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (4:00)	Paul Bradbury, Committee Chair	N/A
2. Public Comment (4:00-4:05) The Facility Planning 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.	Paul Bradbury, Committee Chair	Information
3. Meeting Minutes (4:05-4:10) Review and approve meeting minutes from the June 22, 2026 Facility Planning Committee meeting.	Paul Bradbury, Committee Chair	**ACTION**
3. Project Recap (4:10-4:20) Metro's consultant will review the completed activities and summarize details from prior committee meetings.	Doug Teator, Labella Associates	Information
4. Comparison of Alternatives (4:20-5:00) Metro's consultant will present a comparison of two preferred alternatives for the future facility location.	Doug Teator, Labella Associates	Information
5. Next Steps (5:00-5:15) Metro staff will detail the remaining activities for the committee, the full Board engagement timeline, and the processes for funding and land acquisition.	Glenn Fenton, Executive Director	Information
6. Future Agenda Items (5:15-5:20) Committee members may request future agenda items. • Preferred Alternative Recommendation	Paul Bradbury, Committee Chair	Information

7. Upcoming Meetings (5:20-5:25) • 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 • Executive Committee – September 30, 2026, at 3:30pm • Facilities Committee – *First week of October* • Board of Directors – October 22, 2026, at 4:00pm	Paul Bradbury, Committee Chair	Information
8. Adjournment (5:25)	Paul Bradbury, 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 Facilities Planning Committee
Wednesday, June 22, 2026 at 4:30 pm
DRAFT Meeting Minutes:

Member:	Municipality:	Role:	Status:
Paul Bradbury	Portland	Chair	Present
Josh Reny	South Portland	Member	Present
Hope Cahan	Falmouth	Member	Present
Mayor Morse	Westbrook	Member	Absent
Ed Suslovic	Portland	Member	Present
Anna Bullett	Portland	Non-Voting Member	Present

Staff Present	Identified Members of the Public
Shelly Brooks – Chief Financial Officer	Rosanne Lubeck- Labella Associates
Glenn Fenton – Executive Director	Douglas Teator- Labella Associates
Chad Heid – Chief Transportation Officer	
Denise Beck– Marketing Manager	

1. **With a Quorum in place, this meeting was called to Order By:** Paul Bradbury at: 4:30 pm

2. **Public Comment:**
No members of public were present.

3. **Meeting Minutes:**
The draft meeting minutes from the March 31, 2026 committee meeting were provided in the agenda packet. Ed Suslovic motioned to approve the meeting minutes as written, seconded by Hope Cahan. The motion passed unanimously.

4. **Peer Comparison:**
Doug Teator presented the results of a peer community review, noting that Greater Portland Metro is very efficient in generating ridership compared to the fleet size of agencies in the selected peer communities.

5. **Facility Condition Assessment:**
Doug Teator provided the committee details of the assessment of 114 Valley Street. The presentation grouped systems into categories, defining critical upgrades necessary to maintain a state of good repair and functionality, non-critical but should be prioritized, and those that would be “nice to have” should Metro remain in operation at the current location beyond 2032.

Doug also detailed site work that would need to be addressed at point of sale or decommissioning. Committee and staff had discussion regarding the costs to complete these elements, the need to prioritize investments, and the unknowns related to environmental considerations.

6. **114 Mussey Road Assessment:**

Doug Teator shared the results of the initial assessment of the alternative site at Mussey Rd. This location has considerable wetlands to address should Metro advance to that location, but does have a viable footprint for the facility needs of Metro's future. Additionally, Doug presented an analysis of the operational cost impacts for moving the depot from the existing location, noting the additional miles and hours of deadhead travel for buses to connect to route terminals.

There was considerable discussion among the committee, with many specific tasks and follow up questions requested of Metro and LaBella staff. Chad Heid itemized these discussion points and gained confirmation from the Committee of what should be addressed at a following meeting:

- Net present value comparison, with a projection on CPI
- Finalized 2032 deadhead analysis
- Projected expenses related to permitting, temporary storage or Ops needs, environmental mitigation, land acquisition, bonding, and interest payments
- Side-by-side timeline comparison for development of each site
- An expectation about project phasing at 114 Valley St
- Mussey Rd Test Fit
- Evaluation of political concerns and communications issues of the sites

7. **Project Status Update:**

Glenn Fenton presented information on the activities related to aligning this project with FTA requirements for real estate acquisition, as well as the status of the BUILD grant application, appraisals for the sites, and engagement with PACTS and MaineDOT.

8. **Facility Funding Strategy:**

Glenn Fenton detailed the possible funding sources and strategies that will be considered and leveraged to acquire land, fund final design, engineering, and construction.

9. **Project Timeline:**

Glenn Fenton shared the anticipated timeline to acquire a property, pending Board action in October 2026.

10. **Future Agenda Items**

- Outcomes of Appraisals
- Funding Update
- Preferred Alternative Recommendation

11. Upcoming Meetings:
Paul detailed the schedule of meetings as presented in the meeting packet.

12. Adjournment: Ed Suslovic motioned, Hope Cahan seconded. Paul Bradbury adjourned the meeting at 5:58 pm.

FACILITY ALTERNATIVES ANALYSIS

Ad-Hoc Committee

September 1st, 2026 (4pm)

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AGENDA

- **Meeting goal is to: <u>Compare preferred alternatives as we move towards a final recommendation.</u>**
  - Alt 1: Decide to progress with purchase 151 St. John Street
  - Alt 2: Decide to progress with purchase of 114 Mussey Road
- Updated activities from June meeting
  - Background: Update on fleet planning assumptions
  - Comparative analysis of 2032
    - Operations cost changes
    - Capital cost
    - Schedule/timeline
    - Other considerations (wetlands, remediation, phasing)
- Next steps

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PROJECT RECAP

PREVIOUS MEETINGS

- March 31st
  - Presented facility program & fleet projections, initial site options and grant & funding strategy
  - Actions Needed:
    - ❑ Establish baseline condition for existing facility
    - ❑ Peer-review & validate fleet projections
    - ❑ Initiate environmental due diligence (114 Valley St + candidate site)

- June 22nd
  - Presented peer comparisons & fleet projections, Valley St condition & environmental findings, and Mussey Rd assessment & deadhead operational costs
  - Actions Needed:
    - ❑ Complete appraisals
    - ❑ Finalize growth projections
    - ❑ Determine GP Metro UST responsibility
    - ❑ Develop Mussey Rd concept plan & Valley St phasing approach
    - ❑ Prepare comparative analysis (costs, schedule, key metrics)

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FOLLOW-UP ITEMS FROM JUNE 22

LAND COST/APPRAISALS

Appraisals submitted July 24th, 2026:

114 Valley Street

- Appraised value $7,725,000

151 St. John Street

- Appraised value $4, 120,000

Caveats: Long impacts of industrial usage (eg oil and other contaminants) is expected to reduce actual market value.

VEHICLE PROGRAM ASSUMPTIONS: THROUGH 2032

Existing/Projected Fleet Element	Year	Net Add Peak Fleet	Peak Fleet Vehicles	Net Spare Bus Change	Spare Vehicles	Total Fleet Size	Spare Ratio
Current (2025) Fleet	2025	--	35	--	14	49	40.0%
Scarborough Service	2026	2	37	-1	13	50	35.1%
SoPo Frequency Enhancements	2027	4	41	0	13	54	31.7%
Bi-Directional Peninsula Service	2028	2	43	0	13	56	30.2%
LAP Service	2028	3	46	0	13	59	28.3%
Roux Line 5 Extension	2028	1	47	-1	12	59	25.5%
BRT Ramp Up	2032	6	53	-6	6	59	11.3%
						Total Projected 2032 Revenue Fleet Size	**59***

***Fleet projections do not factor a ZEV replacement ratio, which would be greater than 1:1**

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VEHICLE PROGRAM ASSUMPTIONS: THROUGH 2050

Projected Fleet Element	Year	Net Add Peak Fleet	Peak Fleet Vehicles	Net Spare Bus Change	Spare Vehicles	Total Fleet Size	Spare Ratio
Husky Line BRT upgrade	2035	3	56	0	6	62	10.7%
Frequency Enhancements	2035	10	66	2	8	74	12.1%
BSOOB Merger	2035	5	71	1	9	80	12.7%
Frequency Enhancements	2040	9	80	1	10	90	12.5%
Lakes Region Route	2040	2	82	0	10	92	12.2%
SoPo/Scar + Route 3 Improvements	2045	9	91	1	11	102	12.1%
BSOOB + BREEZ + LAP improvements	2050	12	103	2	13	116	12.6%
			Total Projected 2060 Revenue Fleet Size			**116**	

**Fleet projections do not factor a ZEV replacement ratio, which would be greater than 1:1*

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CURRENT FACILITY ASSESSMENT

Question from 6/22 meeting: What is the cost of repair and maintenance needed in the current facility?

Need	Architecture (Building)	Systems	Site	Total Estimated Cost
Critical	$615K - $750K	$3.03M	$550K	$4.19M - $4.33M
Not Critical	$1.50M - $2.54M	$260K	$1.0M+	$2.76M - $3.8M
Nice to Haves	$236K - $275K	$800K	-	$1.04M - $1.08M
Total Est Cost	**$2.35M - $3.57M**	**$4.08M**	**$1.55M+**	**$7.99M - $9.21M**

Maine DEP Underground Storage Tank regulations:

- Assuming a facility closure: The process would require the removal of the USTs at which time a Site Assessment would be required to determine if there was any contamination on the property from a release associated with the USTs.
- Recommend considering an above ground tank as an interim measure for 2027 and beyond.

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UPDATED ALTERNATIVES

ALTERNATIVE 1

Redevelop 114 Valley Street

Approach: Acquire 151 St. John Street (currently leased) and redevelop in phases:

- Fitting up to 108 standard-length buses,
- On 4.7-acres.

ALTERNATIVE 2

Relocate to 114 Mussey Road

Approach: Acquire 114 Mussey Road (undeveloped land) and build a new facility fitting:

- Up to 119 standard-length buses,
- On the 13.78-acre site,
- Selling the current site at completion.

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ALT 1: REDEVELOP 114 VALLEY STREET

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ALTERNATIVE 1 AT A GLANCE

APPROACH

Purchase 151 St. John Street, immediately north of the existing site and reconfigure site plan for improved efficiency. Financing would be phased with construction phasing with acquisition costs up front.

SITE DETAILS

- Municipal Jurisdiction: Portland
- 114 Valley Street owned by GP Metro (no debt service)
- 151 St. John currently leased with option to buy

SITE GEOMETRY

- Combined Land Area: ~4.7 acres
- Proposed Building Area: 187,500 sqft
- Configuration: Long, narrow lot configuration not ideal
- Estimated Capacity: 108 buses

FUTURE EXPANSION POTENTIAL

- De-mapping Valley Street
- Purchase 75 St. John Street

FLEET LEGEND

49	EXISTING	
18	PLANNED	
12	POSSIBLE SERVICE TRANSFERS	
87	ASPIRATIONAL IMPROVEMENTS	
166	TOTAL	

2025 LAND USE CODE

ZONE	I-Mb
TABLE 7-F - DIMENSIONAL STANDARDS	
LOT AREA (MIN)	NONE
STREET FRONTAGE (MIN.)	60'
SETBACK FROM STREET	NONE
SIDE SETBACK, INTERIOR	NONE
STRUCTURE HEIGHT (MAX.)	75' (≈6 FLOORS)

ARTICLE 18.1.2

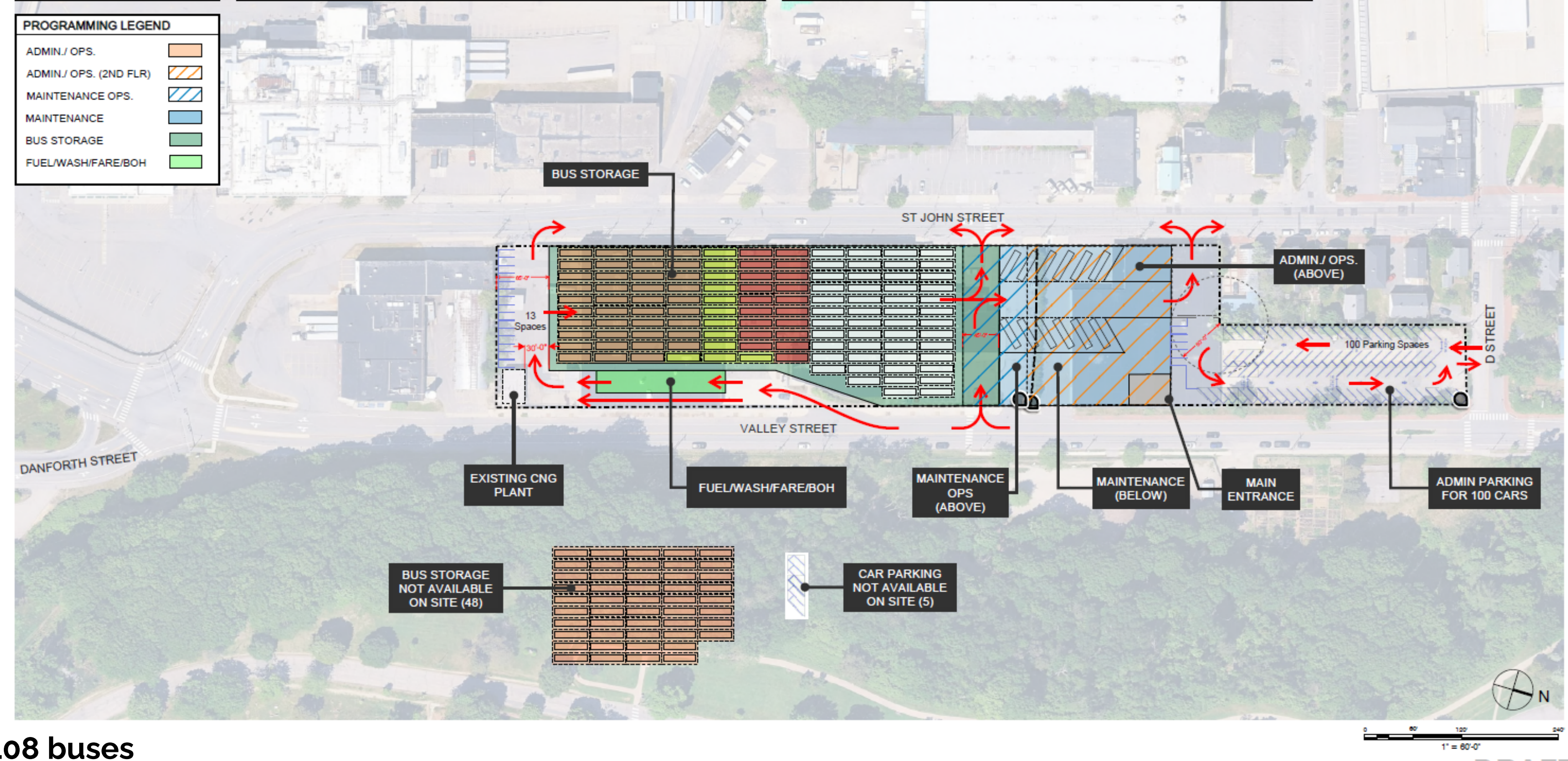
NO VEHICLE PARKING SPACES REQUIRED: OFF-STREET VEHICLE PARKING IS NOT REQUIRED. HOWEVER, A TRANSPORTATION DEMAND MANAGEMENT PLAN IS REQUIRED FOR CERTAIN DEVELOPMENT ACTIONS AND USES, PER SUBSECTION 13.6.1.

PROGRAM

	EXISTING	ESTIMATED REQ.	PROVIDED
ADMINISTRATION / OPERATIONS	10,380	32,544	35,200
MAINTENANCE	19,050	39,540	40,100
MAINTENANCE OPERATIONS	3,732	13,656	15,700
BUS STORAGE	29,400	133,122	96,500
CAR PARKING SPOTS	57	118	113

PROGRAMMING LEGEND

- ADMIN./ OPS.
- ADMIN./ OPS. (2ND FLR)
- MAINTENANCE OPS.
- MAINTENANCE
- BUS STORAGE
- FUEL/WASH/FARE/BOH



108 buses

DRAFT

8/27/2026

GP METRO - FACILITY ANALYSIS
BUS FLEET OVERLAY - 2065 FLEET - OPTION 1

ALTERNATIVE 1: PHASING

1

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PHASE 1 ESA RESULTS: ALTERNATIVE 1

114 VALLEY STREET

Phase 1 ESA identified Recognized Environmental Concerns (RECs):

- Active and abandoned Underground Storage Tanks (UST).
- Incomplete records of abandoned USTs
- HazMat & Oil Spill records
- Unknown soil contamination
- Subsurface fill material may need testing and remediation

151 ST. JOHN ROAD

Phase 1 ESA identified Recognized Environmental Concerns (RECs):

- Abandoned Underground Storage Tanks (UST)
- Incomplete records of abandoned USTs
- Subsurface fill material may need testing and remediation

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ENVIRONMENTAL NEXT STEPS: ALTERNATIVE 1

Required actions with Alt 1 to comply with NEPA and DEP requirements:

- NEPA: Categorical Exclusion is likely eligible for the property, following FTA guidance:
  - 23 CFR 771.118(c)(9): Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: Buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.
  - *Rough cost $25,000-$75,000 assuming CatEx is eligible, varying on final plans and presence of HazMat.*
- DEP: Regulated building material assessment for all buildings to be demolished
  - RBM surveys on 114 Valley Street and 151 St. John demolitions
  - *Rough cost for RBM Survey $30,000-35,000*
  - UST removal & replacement
  - *Highly variable cost and would need to be specifically estimated with more information*
- Also Recommended: Phase 2 ESA for 151 St. John St. to assess subsurface soil contamination
  - Not required by DEP, but likely required by FTA for NEPA determination; recommended prior to any real estate transactions
  - Includes soil borings near former USTs
  - *Rough cost $25,000*

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ALT 2: RELOCATE TO 114 MUSSEY ROAD

ALTERNATIVE 2 AT A GLANCE

APPROACH

Purchase 114 Mussey Road to build a new facility, moving in 2032 (estimated) and selling the existing property. Financing is required at the outset, with land sale funds unavailable until the end of the project.

SITE DETAILS

- Municipal Jurisdiction: Scarborough
- 114 Mussey Road available on the market (as of 8/26/26)

SITE GEOMETRY

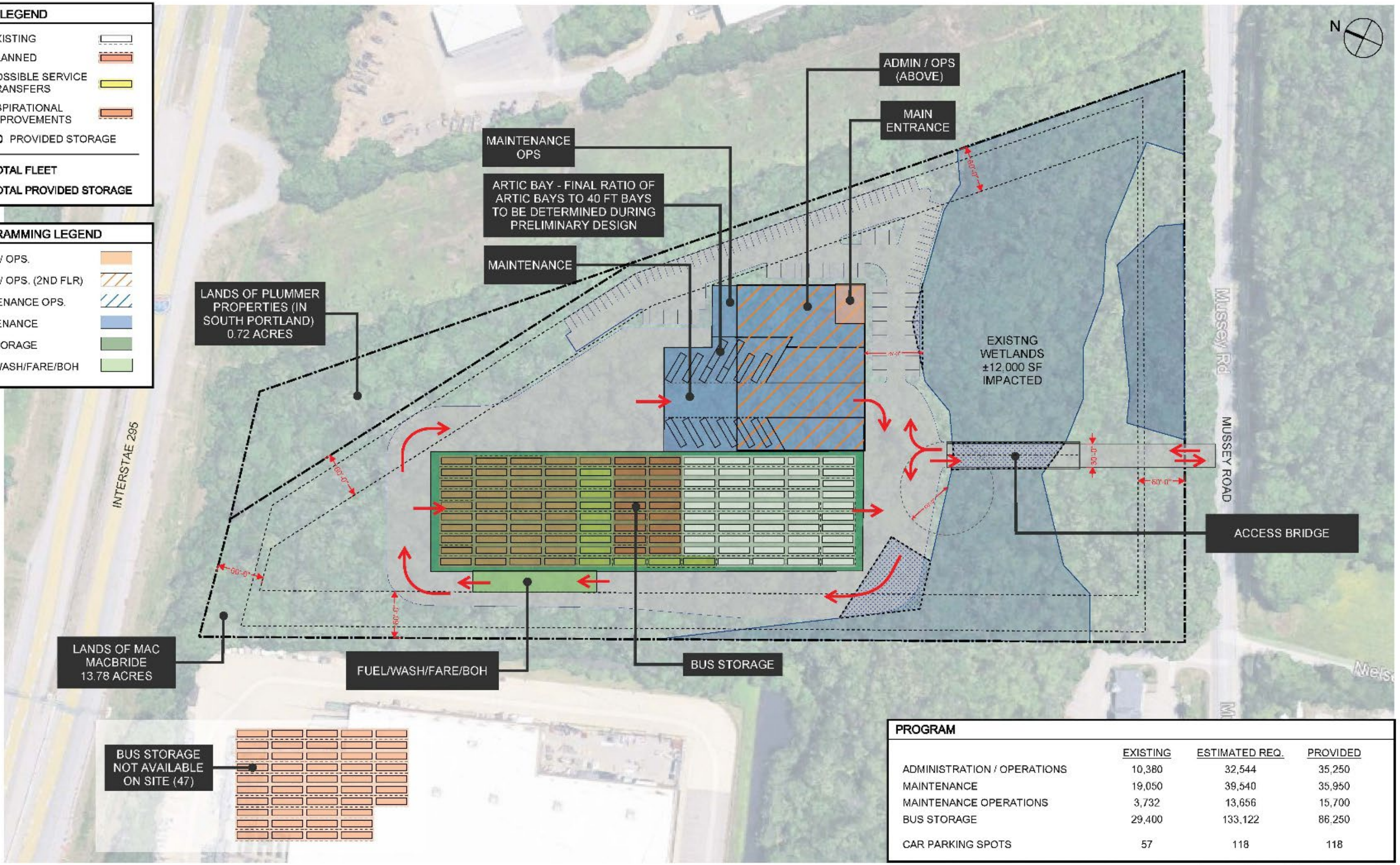
- Land Area: 13.78 acres (~8 useable)
- Proposed Building Area: 224,150 sqft
- Configuration: More regular proportions, but wetlands limit developable land
- Estimated Capacity: 119 buses

FUTURE EXPANSION POTENTIAL

- Second vacant parcel across the street

FLEET LEGEND	
49	EXISTING
18	PLANNED
12	POSSIBLE SERVICE TRANSFERS
87	ASPIRATIONAL IMPROVEMENTS
40	PROVIDED STORAGE
166	TOTAL FLEET
126	TOTAL PROVIDED STORAGE

PROGRAMMING LEGEND
ADMIN./ OPS.
ADMIN./ OPS. (2ND FLR)
MAINTENANCE OPS.
MAINTENANCE
BUS STORAGE
FUEL/WASH/FARE/BOH



PROGRAM	EXISTING	ESTIMATED REQ.	PROVIDED
ADMINISTRATION / OPERATIONS	10,380	32,544	35,250
MAINTENANCE	19,050	39,540	35,950
MAINTENANCE OPERATIONS	3,732	13,656	15,700
BUS STORAGE	29,400	133,122	86,250
CAR PARKING SPOTS	57	118	118

1" = 60'-0"

119 buses

DRAFT

8/6/2026

PHASE 1 ESA – 114 MUSSEY RD

- Site is vacant and has not been developed, no RECs
- Significant Freshwater Forested/Shrub Wetland coverage

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PERMITTING, SITE AND ENVIRONMENTAL CONSIDERATIONS

- Wetland impacts
  - Site Law: Drives a long review schedule with Maine DEP (12 months +)
  - Suggested capped impact at less than 15,000 sf: drives the proposed bridge
  - In lieu fees for wetland mitigation
- Off-site improvements are likely required: traffic signal and left turn lane
  - State-aid highway

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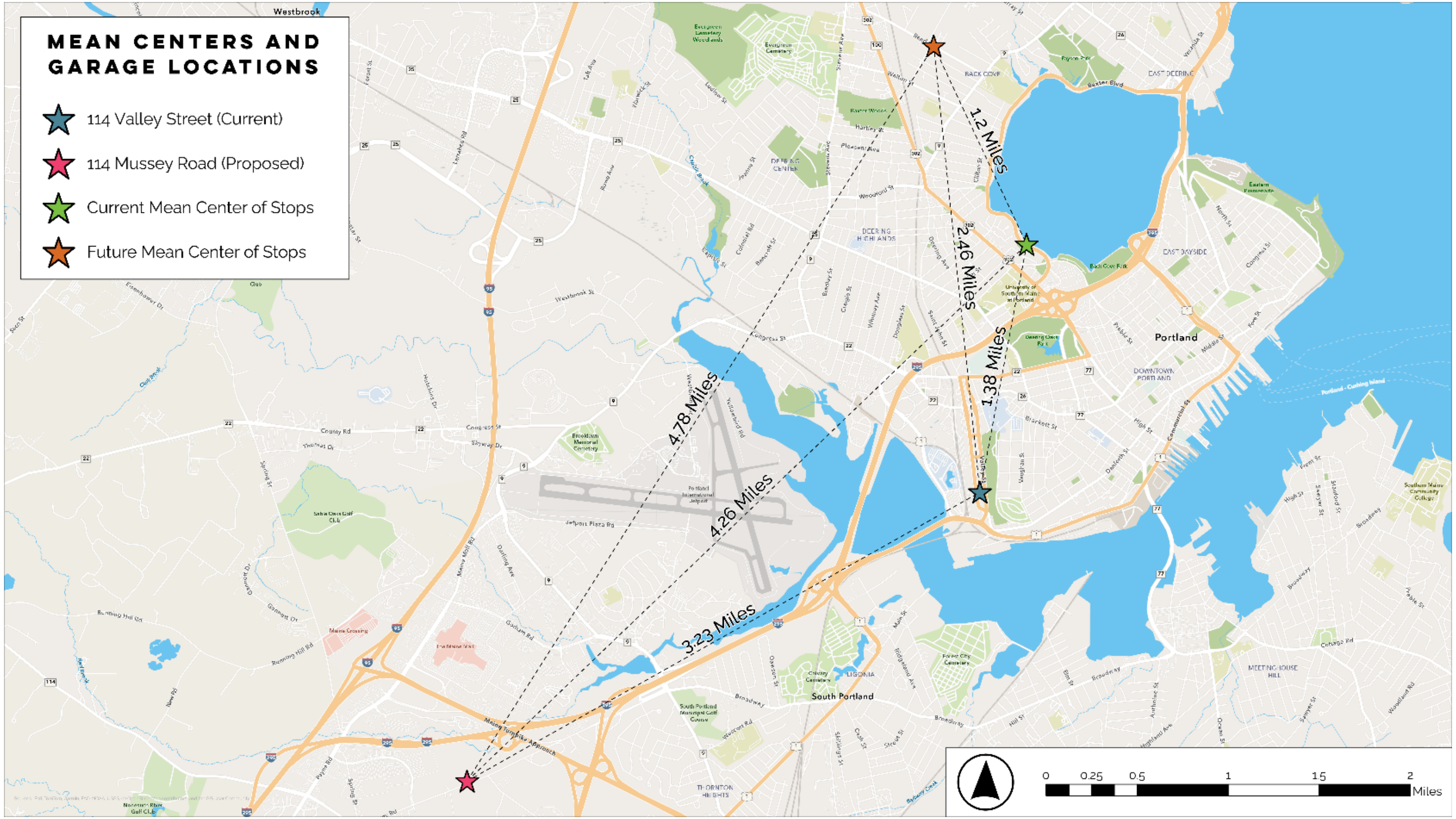
UPDATED DEADHEAD ANALYSIS



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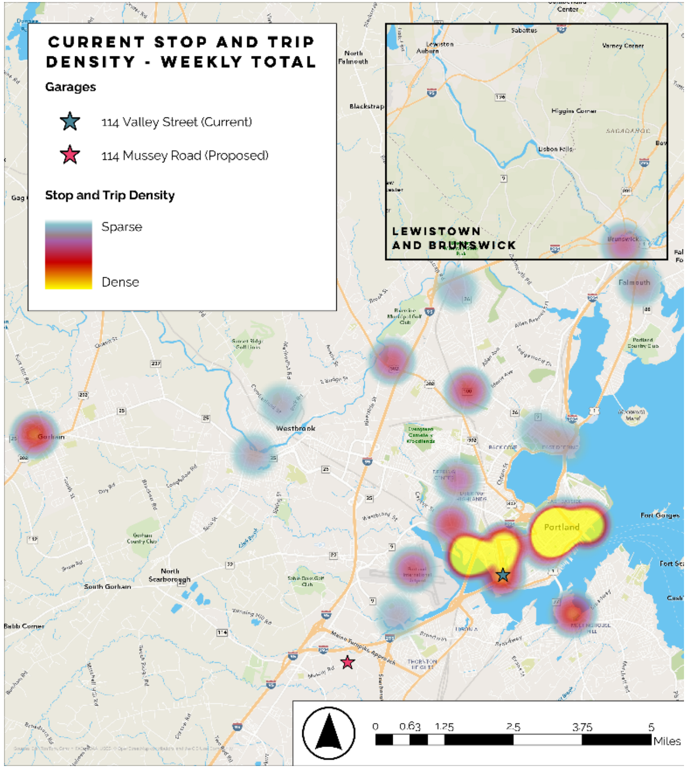
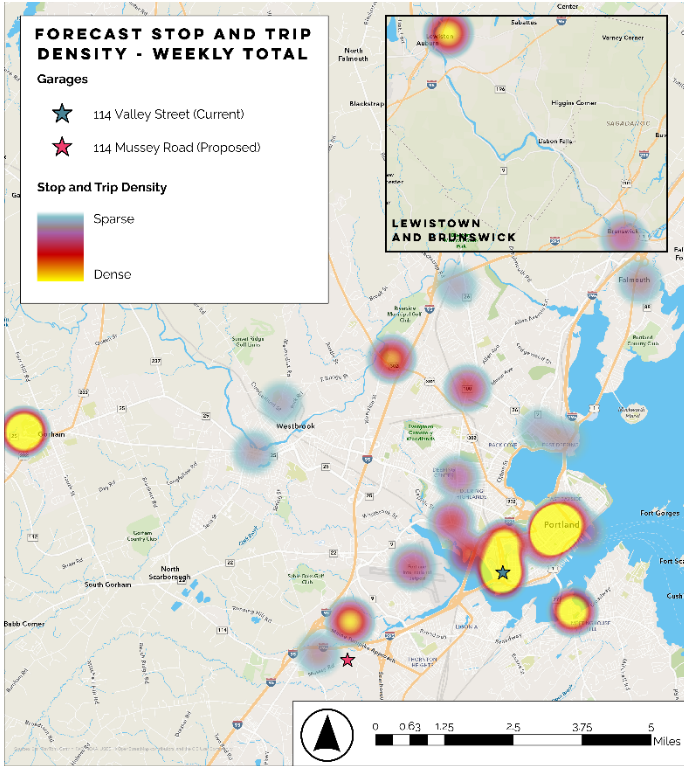


2026



2032

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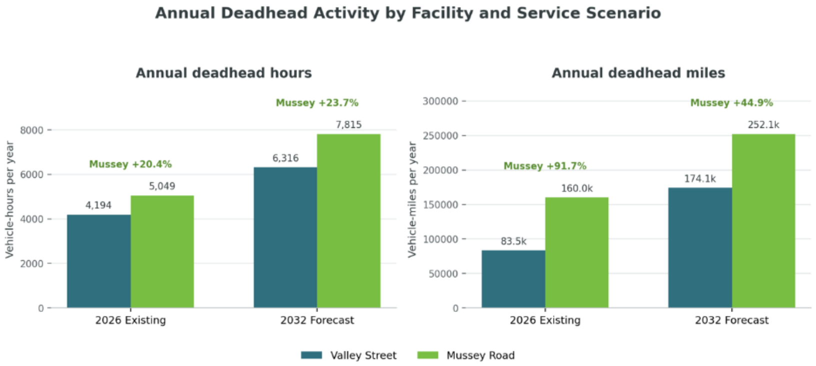
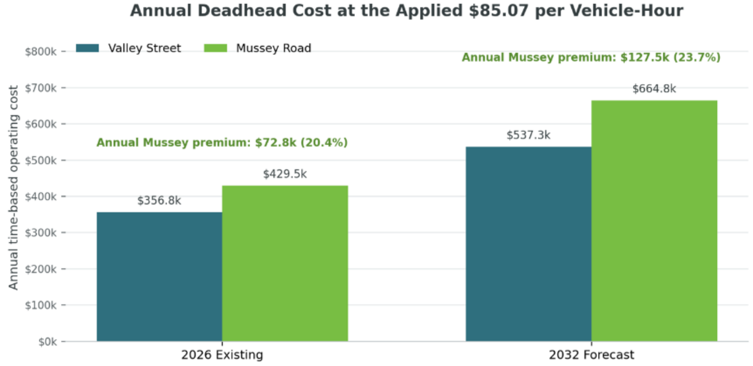
DECISION IMPLICATION

Moving the facility impacts operations significantly due to increased deadhead.

- Approximately **78,000 additional miles** traveled annually.
  - This affects how frequently buses will need to be maintained and replaced.
  - Increased environmental impacts due to emissions.
- An additional **1,500 operator hours** annually.
- Increased operating costs of **$152,290 annually** assuming 2032 service levels, totaling ~**$8,800,000 increased operating costs** through 2065.





2026 dollars

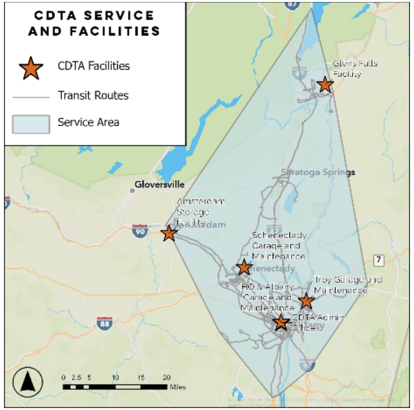
DEADHEAD BEST PRACTICE

GP Metro currently covers 71 square miles across Portland, South Portland, Westbrook, Falmouth, Freeport, Yarmouth, Brunswick, Gorham, and Bath.

Considering service projections through 2032, there is not a need for using a satellite facility in the near-term.

Future expansion through mergers and service increases could further move the service centroid. System mergers may also come with smaller active facilities that could serve as satellites. More information about the future service scenarios is needed to be able to process the data analysis for possible satellite locations after 2032.

Operational Parameter	Industry Metric / Standard	Primary Source
Deadhead Budget Limit	< 5%–10% of total vehicle miles/hours	NTD / TCRP Report 30
Maximum Pull-Out Time	15–30 minutes one-way	TCRP Report 100 (TCQSM)
Urban Facility Radius	5–10 miles from main transit hubs	APTA Facility Siting Guidelines
Commuter/Express Radius	Up to 15–20 miles (with direct freeway access)	TCRP Report 95 (Chapter 10)
Layover / Recovery Time Policy	~10% of round-trip running time	TCRP Report 30



As GP Metro continues to grow into a larger agency, looking ahead to larger systems and how they function can provide insight into how to grow.

The Albany area's CDTA serves a significantly larger population, but a core service area of roughly 150 square miles, close to the projected growth for GP Metro in 2035.

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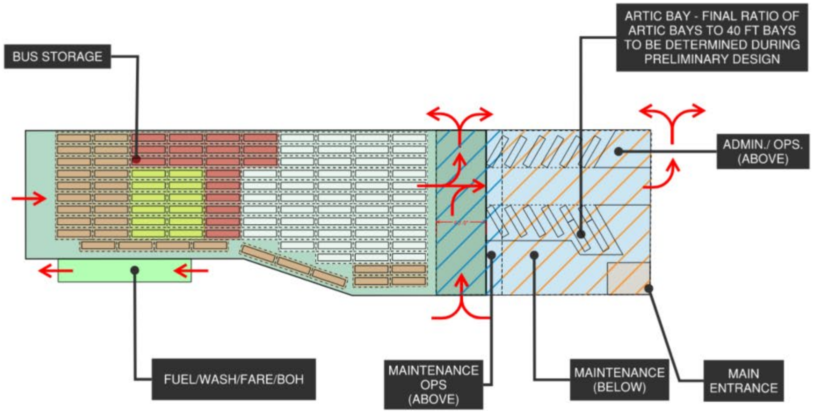
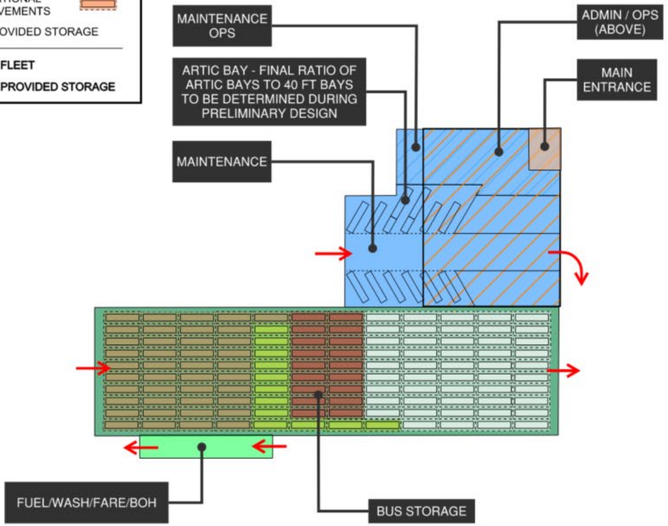
COMPARATIVE ANALYSIS

FLEET LEGEND - 114 VALLEY RD.	
49	EXISTING
18	PLANNED
12	POSSIBLE SERVICE TRANSFERS
87	ASPIRATIONAL IMPROVEMENTS
29	PROVIDED STORAGE
166	TOTAL FLEET
108	TOTAL PROVIDED STORAGE

PROGRAMMING LEGEND
ADMIN./ OPS.
ADMIN./ OPS. (2ND FLR)
MAINTENANCE OPS.
MAINTENANCE
BUS STORAGE
FUEL/WASH/FARE/BOH

FLEET LEGEND - 114 MUSSEY RD.	
49	EXISTING
18	PLANNED
12	POSSIBLE SERVICE TRANSFERS
87	ASPIRATIONAL IMPROVEMENTS
41	PROVIDED STORAGE
166	TOTAL FLEET
120	TOTAL PROVIDED STORAGE





114 VALLEY STREET - PROGRAM	EXISTING	ESTIMATED REQ.	PROVIDED
ADMINISTRATION / OPERATIONS	10,380	32,544	35,200
MAINTENANCE	19,050	39,540	40,100
MAINTENANCE OPERATIONS	3,732	13,656	15,700
BUS STORAGE	29,400	133,122	95,350
CAR PARKING SPOTS	57	118	113

N

108 buses

114 MUSSEY ROAD - PROGRAM	EXISTING	ESTIMATED REQ.	PROVIDED
ADMINISTRATION / OPERATIONS	10,380	32,544	35,250
MAINTENANCE	19,050	39,540	35,950
MAINTENANCE OPERATIONS	3,732	13,656	15,700
BUS STORAGE	29,400	133,122	86,250
CAR PARKING SPOTS	57	118	118

N

119 buses

0 60' 120' 240'
1" = 60'-0"

DRAFT

8/11/2026

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GP METRO - FACILITY ANALYSIS
114 VALLEY ROAD AND 114 MUSSEY ROAD SITES - SIDE BY SIDE

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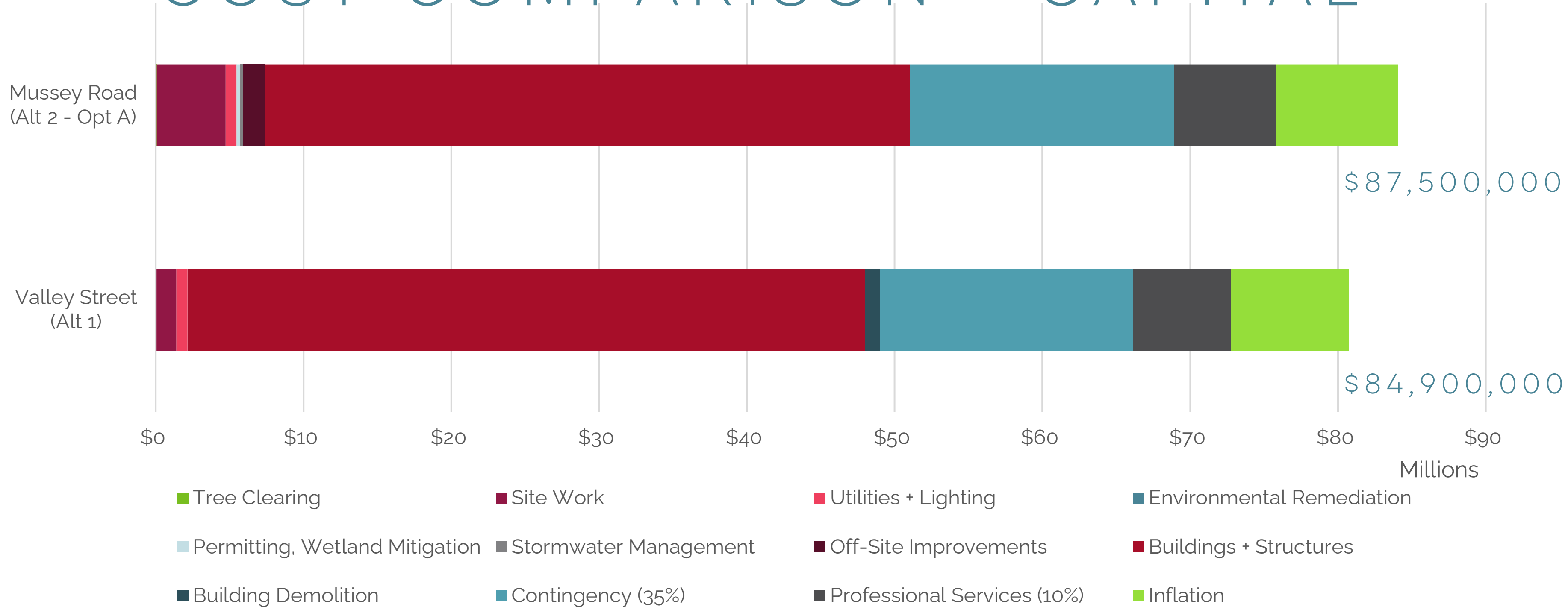
COST COMPARISON - CAPITAL



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LAND COSTS: A MOVING TARGET

-$4.125M
Cost to purchase
St. John property

THE CURVEBALL
Possible development nearby could substantially influence land costs

-$3.35M
Cost to purchase
Mussey Road property

+$7.7 M
Appraised value for the
Valley Street property

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CAPITAL AND OPS COSTS

	Alt 1 – Valley St 108 Buses	**Alt 2 – Mussey Rd 119 Buses**
Land Costs/Benefits, Permitting, & Soft Costs	$10,800,000	$10,500,000
Demo, Remediation, Construction, & Site Costs	$48,950,000	$50,800,000
Contingency (35%)	$17,150,000	$17,900,000
Inflation Adjustment *(3.0% per year)*	$8,000,000	$8,300,00
Estimated Capital Cost Total	***$84,900,000***	***$87,500,000***
Net Proceeds From Land Sale		($7,725,000)
Net Total Operational Cost Difference due to Increased Deadhead Mileage thru 2065	($8,800,000)	
Estimated Total Costs thru Useful Life of Facility	***$76,100,000***	***$79,775,000***

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PERMITTING COMPARISON

	Valley Street (Alt 1)	Mussey Road (Alt 2)
Jurisdiction	City of Portland	Town of Scarborough; (possible City of South Portland); MaineDOT (state aid highway)
Environmental Concerns	RBMs and possible soil contamination	Wetland mitigation, in lieu fees and stormwater management.
Permitting & Site Plan Approval	Site plan approval; Stormwater permit; NEPA process.	Site plan approval; Offsite highway work permit (MaineDOT); Wetland permit; Stormwater permit; NEPA process.

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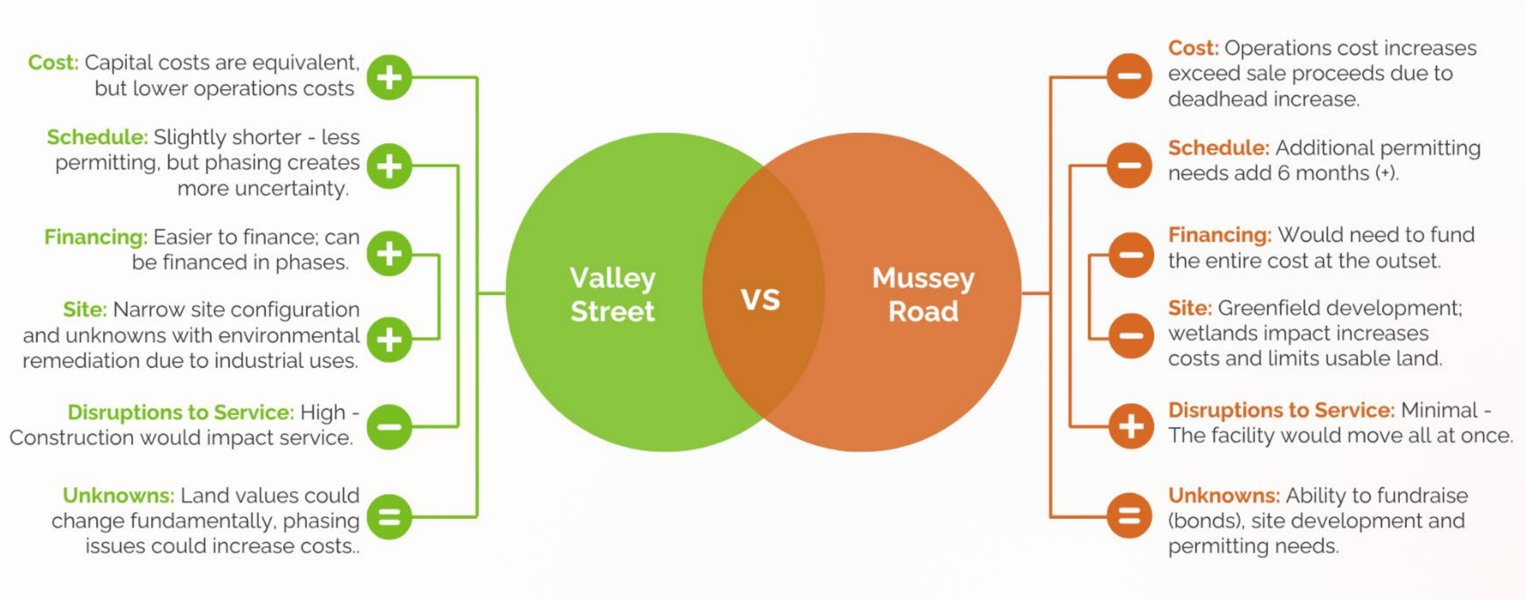
SCHEDULE COMPARISON

Preliminary engineering would start in 2027, concurrent with land acquisition to be able to completing the design/permitting process in 2028 as shown

Start dates are subject to available funding for each activity

PROS AND CONS



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COMPARATIVE ANALYSIS

Category	114 Valley/John St (Existing)	114 Mussey Rd (New Build)
Schedule / Approvals	**ADVANTAGE:** Process is known. Reduced permitting, community review, and approvals. **Expected shorter approvals.**	**CHALLENGE:** Wetlands delineation and significant permitting fees/process. Approvals will likely lead to a **longer development schedule.** **Risk that property is no longer available.**
Capital Costs (Development)	**ADVANTAGE:** Project can be phased if less funding is available up front.	**ADVANTAGE:** Lower parcel purchase/land cost. No demolition costs.
	CHALLENGE: Subsurface REC remediations & costs.	**CHALLENGE:** Wetland and permitting fees. Sale of 114 Valley St. lags project funding.
Design & Site Layout	**CHALLENGE:** Site geometric constraints and ratio are **harder for new layout**.	**NEUTRAL:** Design constraints still exist due to wetlands, parcel shape and likely need for offsite improvements.
Operations Cost (Future State)	**Advantage:** Additional 2032 net impact to deadhead is significantly **reduced by staying.**	**CHALLENGE:** Net increases to deadhead = **higher annual cost**
Operational Impact (Const.)	**NEUTRAL:** Construction can be phased, **operational disruptions** can be managed, but a minimal impact on cost and operations are likely.	**ADVANTAGE:** Simpler move, so **less operational disruption** during construction.

GREATER PORTLAND metro

NEXT STEPS

- Remaining ad-hoc committee questions? (September 1st)
- MaineDOT funding meeting (end of September)
- Ad-hoc committee alternatives endorsement (early October)
  - GP Metro can advance an acquisition activity and expect to close late in 2027, pending board approval to advance Alternative in October 2026
- Full board endorsement (late October)
- Initiate acquisition process
  - Begin coordination with stakeholders
  - Begin coordination with FTA
  - Commence NEPA work
  - If Alt 1 is selected, recommend completing RBM assessment for all buildings

QUESTIONS?