Greater Portland Metro Executive Committee
Wednesday May 20, 2026:
Meeting Minutes: Approved August 19, 2026

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	Ed Suslovic – Board President
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	

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.

DRAFT

Greater Portland Metro Board of Directors

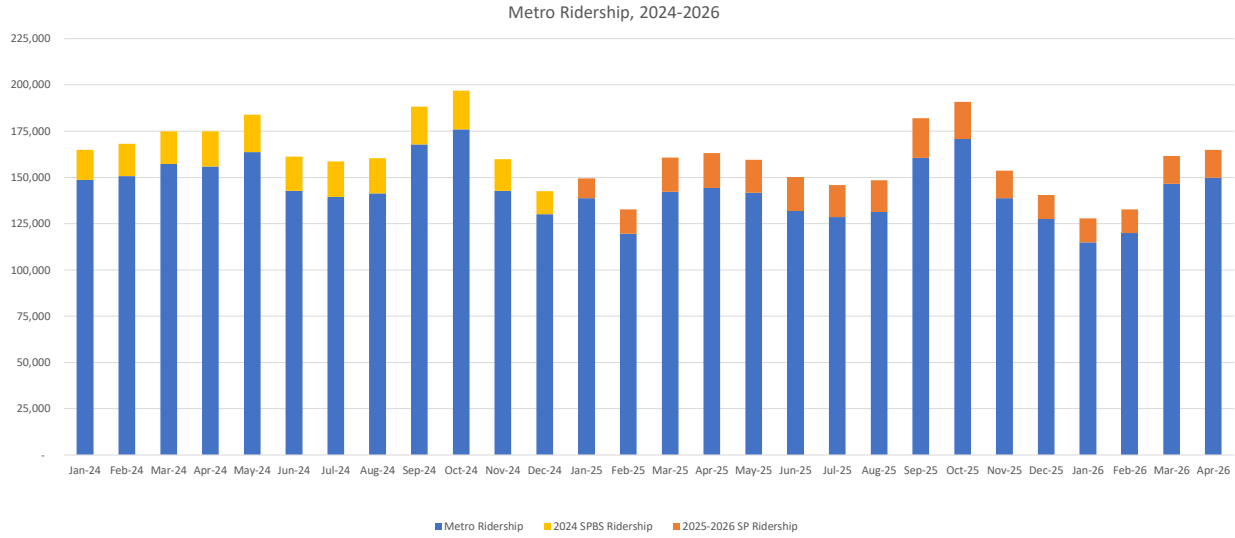
Planning and Operations Committee

May 20, 2026

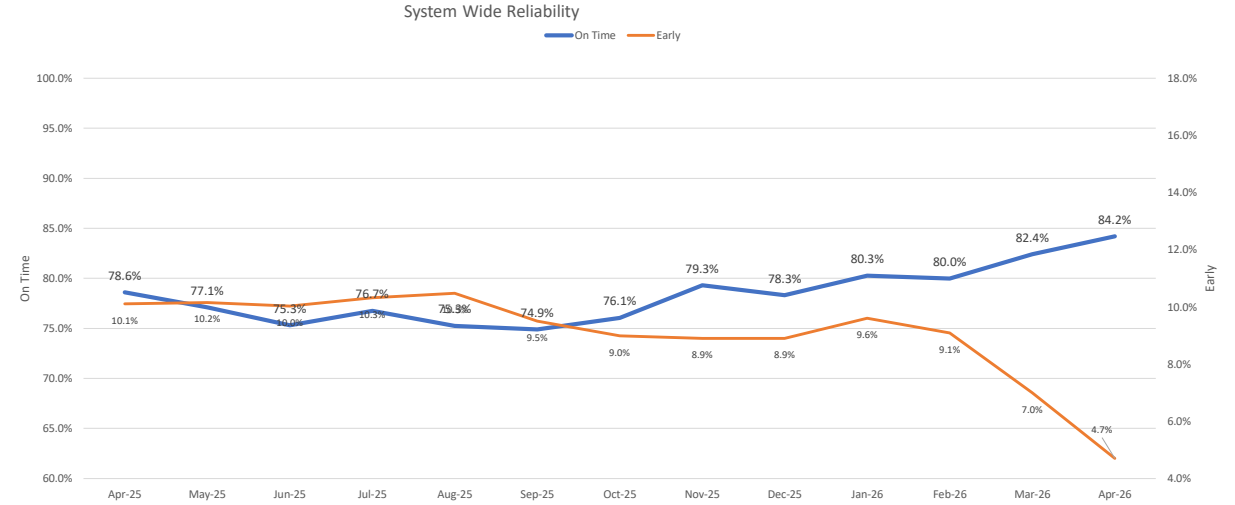
metro CONNECT
GREATER PORTLAND ON-DEMAND TRANSIT

Item 4: Operations KPIs
April 2026

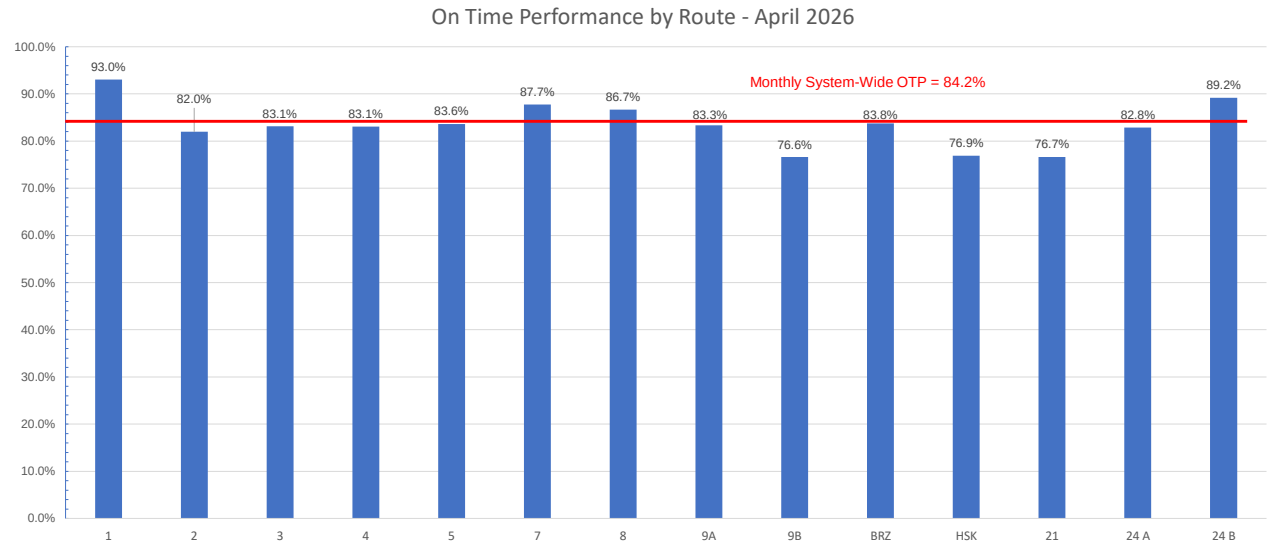
Month over Month Ridership



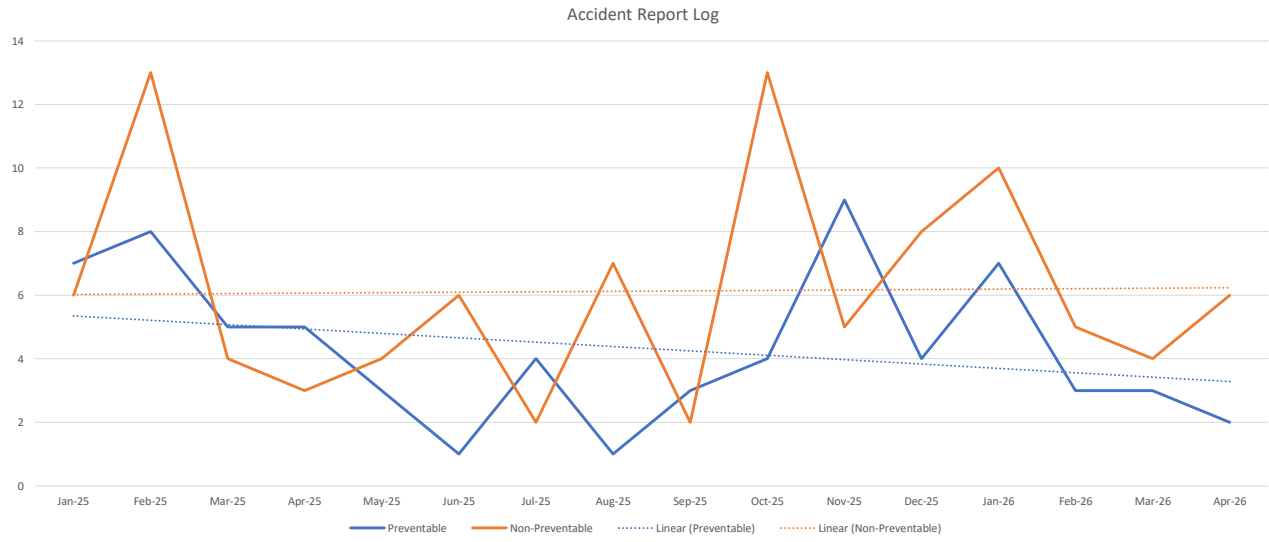
On Time Performance – System Reliability



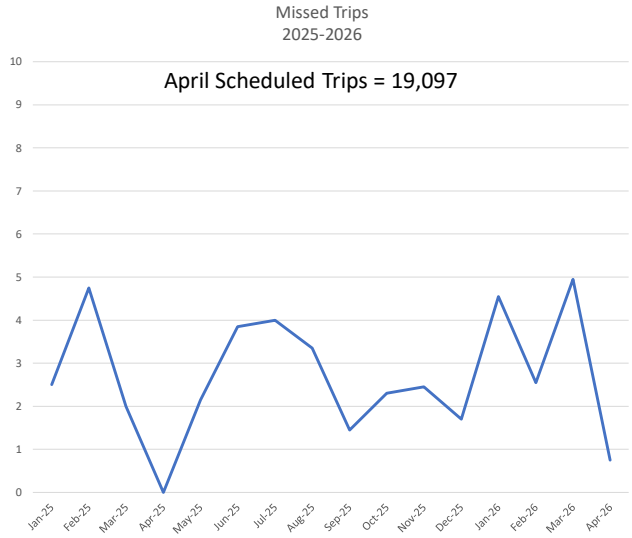
On Time Performance – Route Specific

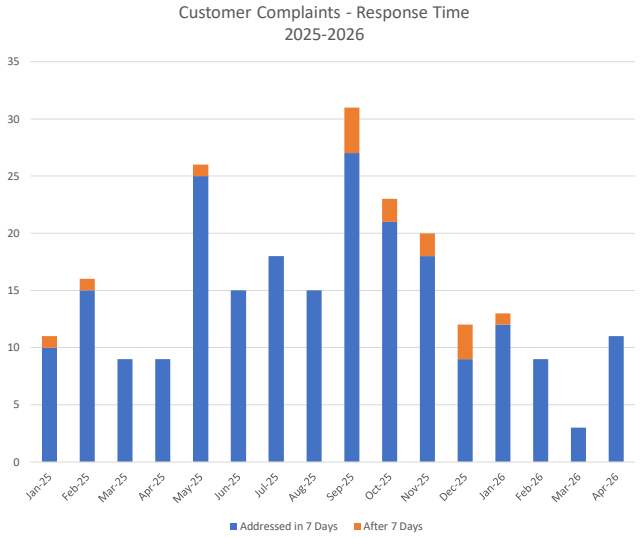


Accident Tracking

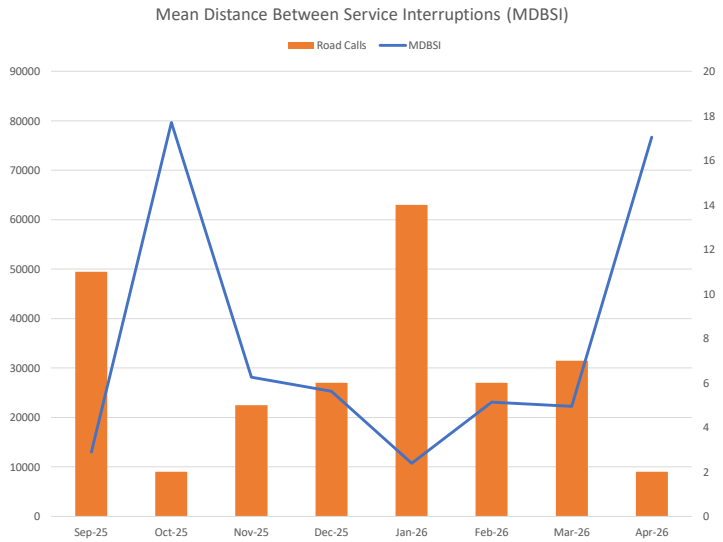


Key Performance Indicators





Key Performance Indicators



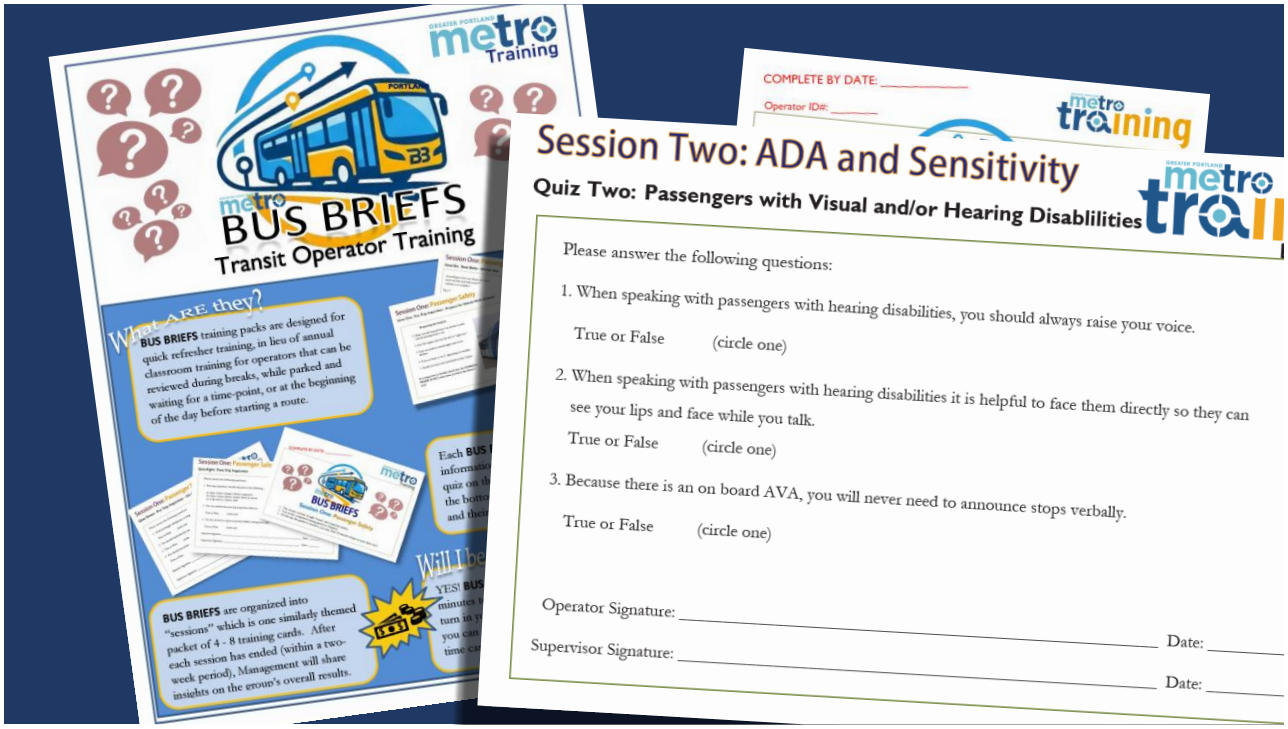
Preventive Maintenance OTP

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





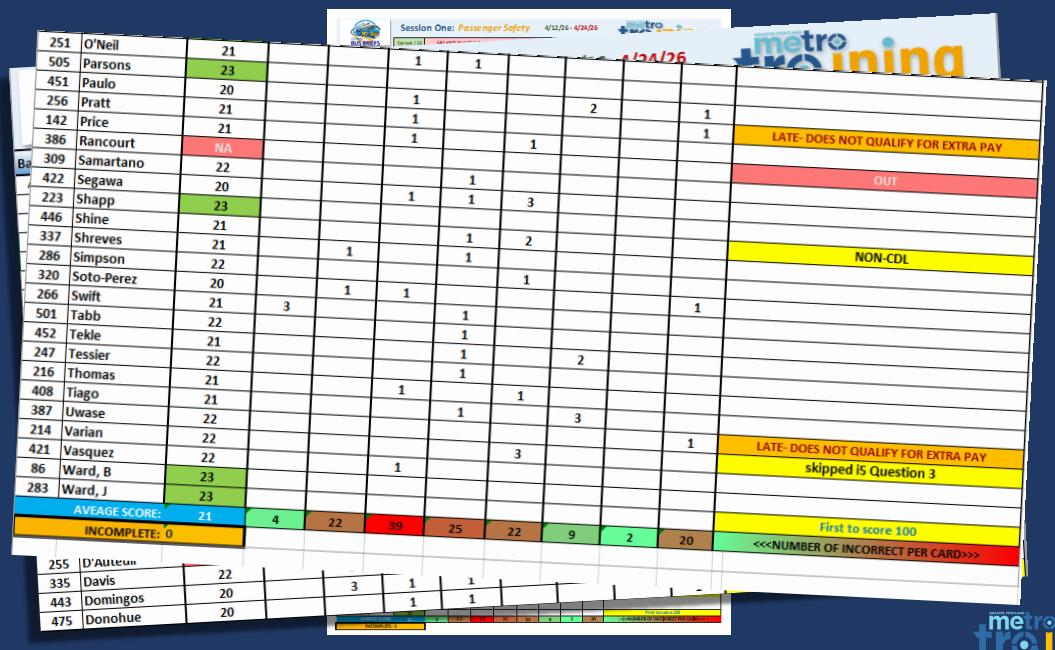
The Shift to Microlearning

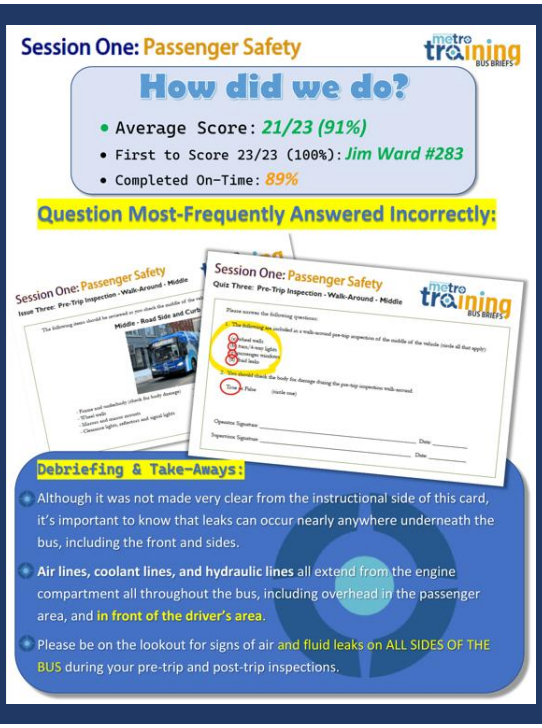
- Avoids information overload
- Research shows significantly improved knowledge retention
- Allows training to be highly agile to address the immediate needs of the agency

Session One: Passenger Safety

Pre–trip & Post–trip Inspections

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





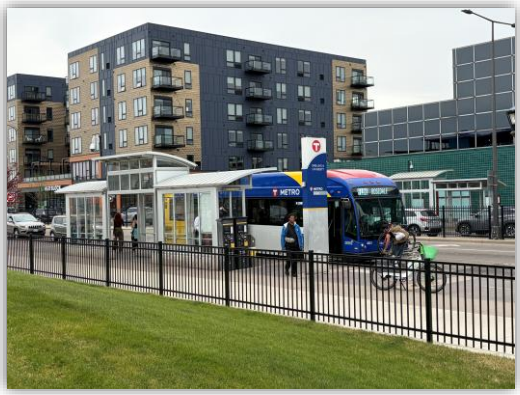
metro training

Item 6: Bus Rapid Transit Design Update

Bus Rapid Transit
Design Considerations

<u>Design Considerations</u>

- 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

<u>Congress Street</u>

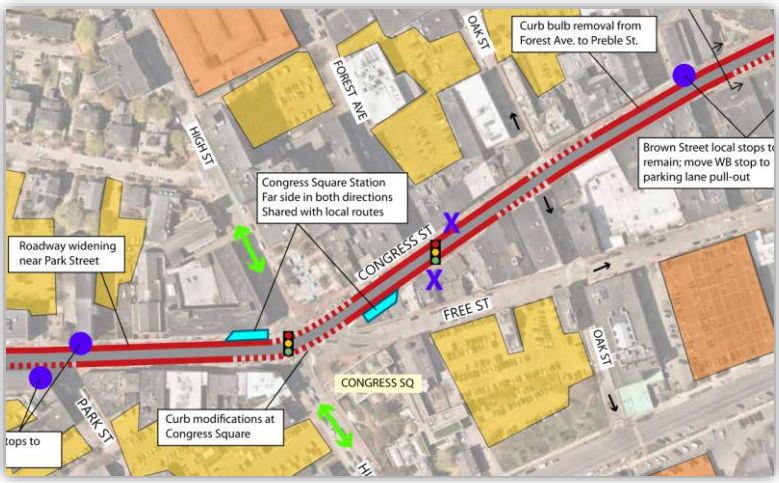
- Three alternatives for bus priority and congestion relief considered
  - Dedicated bus lanes
    - Non-starter
    - Significant impacts to traffic operations and existing curb extensions
  - Modal Filters
    - Force general traffic to turn off of Congress Street at certain points
    - Reduces traffic 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

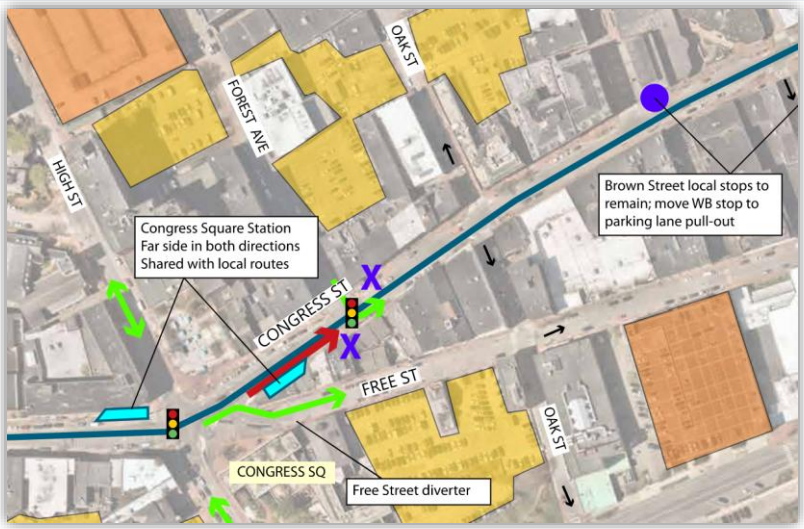


Bus Rapid Transit

Design Considerations

Congress Street

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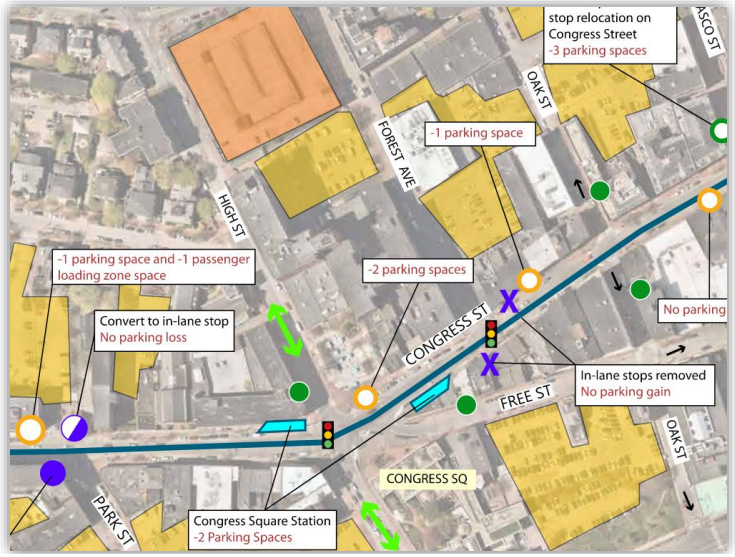


Bus Rapid Transit

Design Considerations

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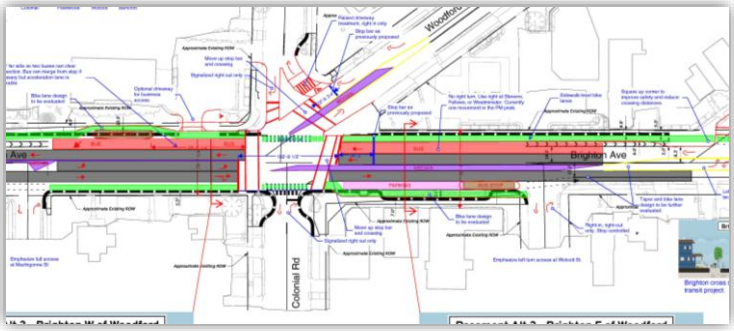


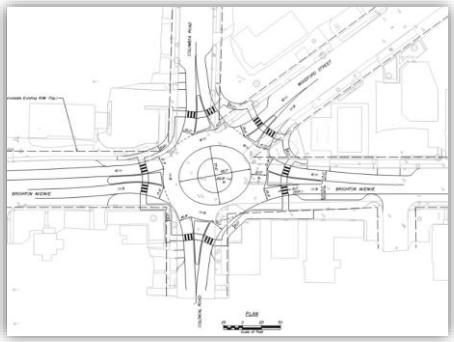
Bus Rapid Transit

Design Considerations

Brighton Avenue

- Intersection-level considerations
  - Rosemont Corner



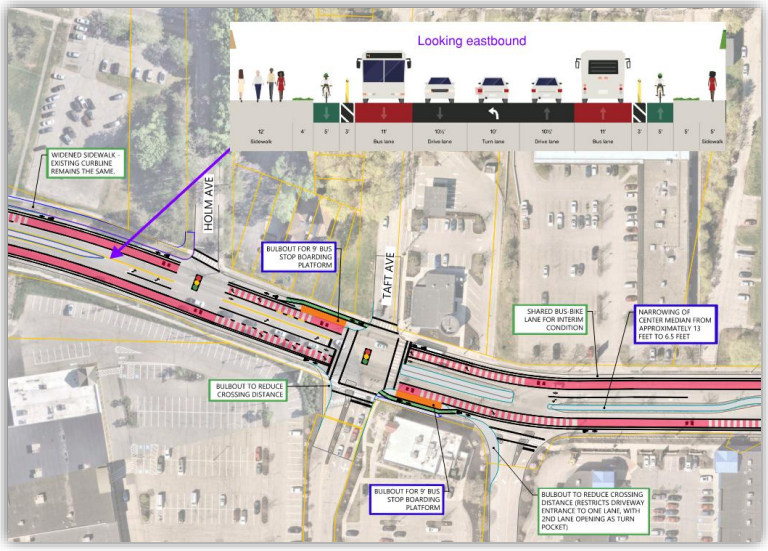


Bus Rapid Transit

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

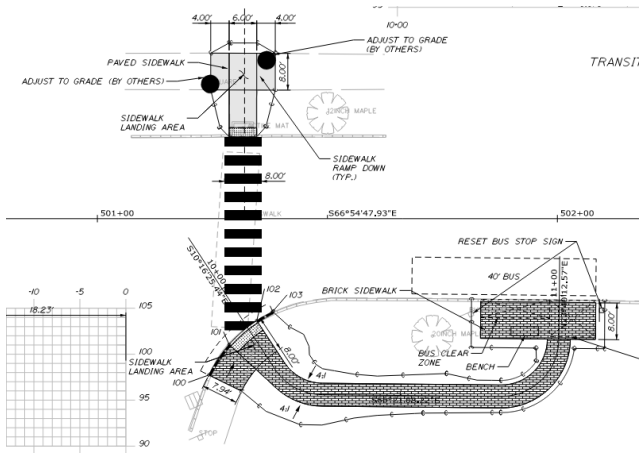
Updates

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



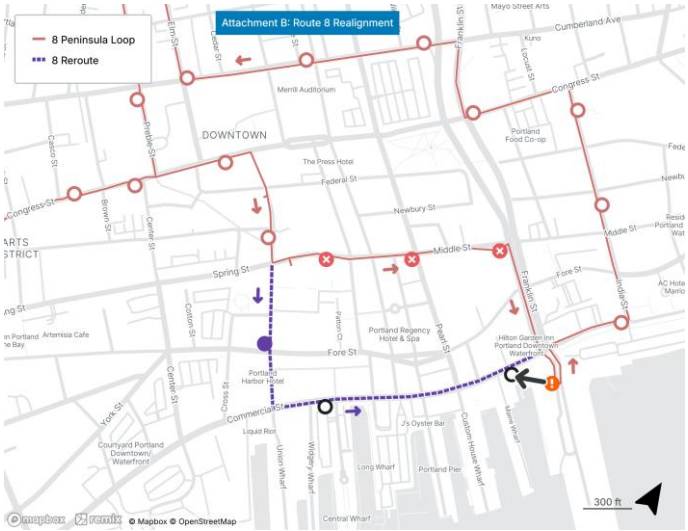
Item 7: Summer/Fall Schedule Updates

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

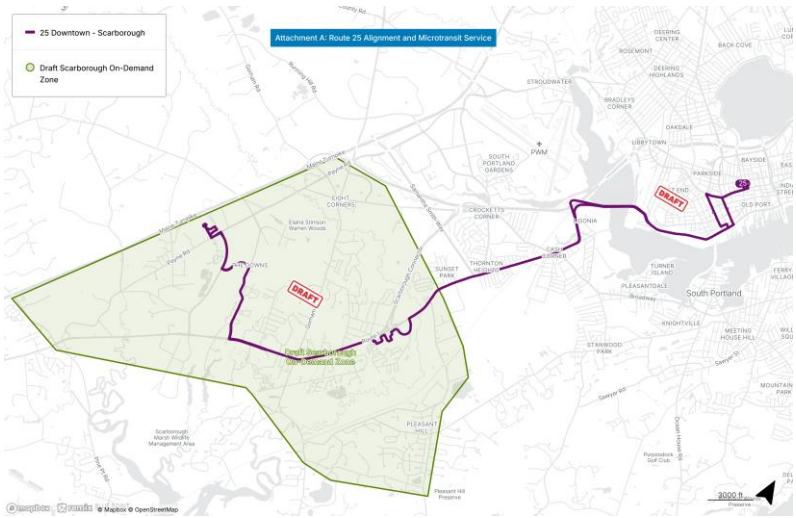


Service Updates

Summer/Fall 2026

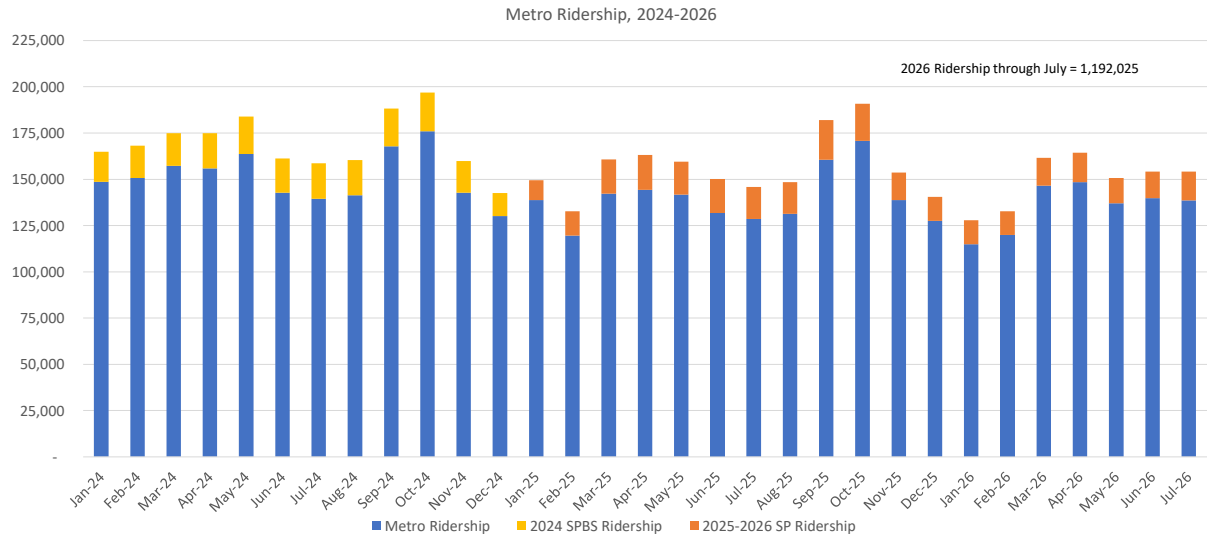
Fall Service Changes

- 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

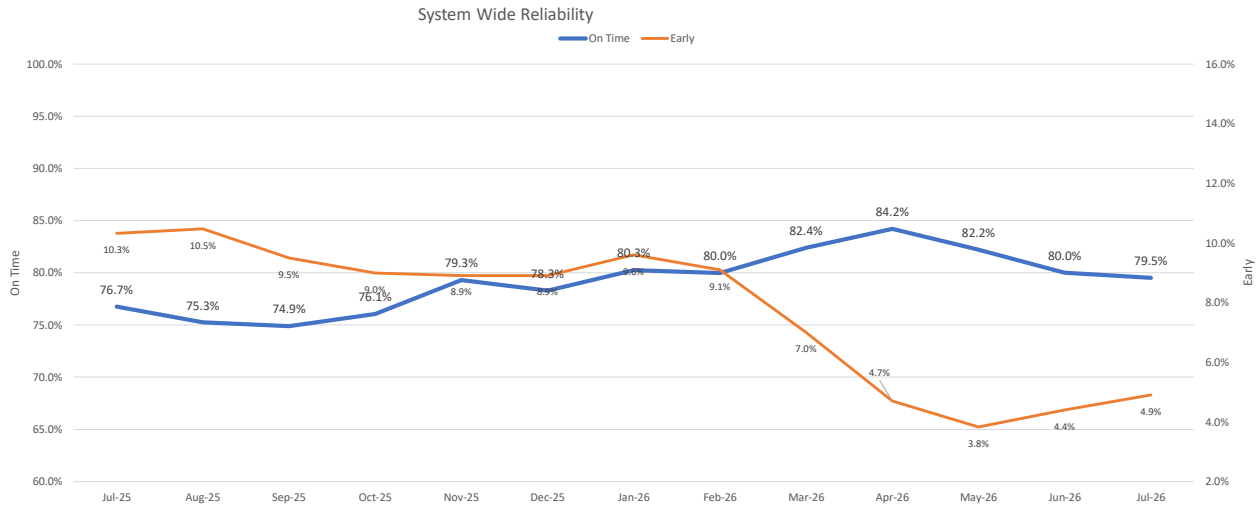


Item 4: Operations KPIs & Staff Updates
July 2026

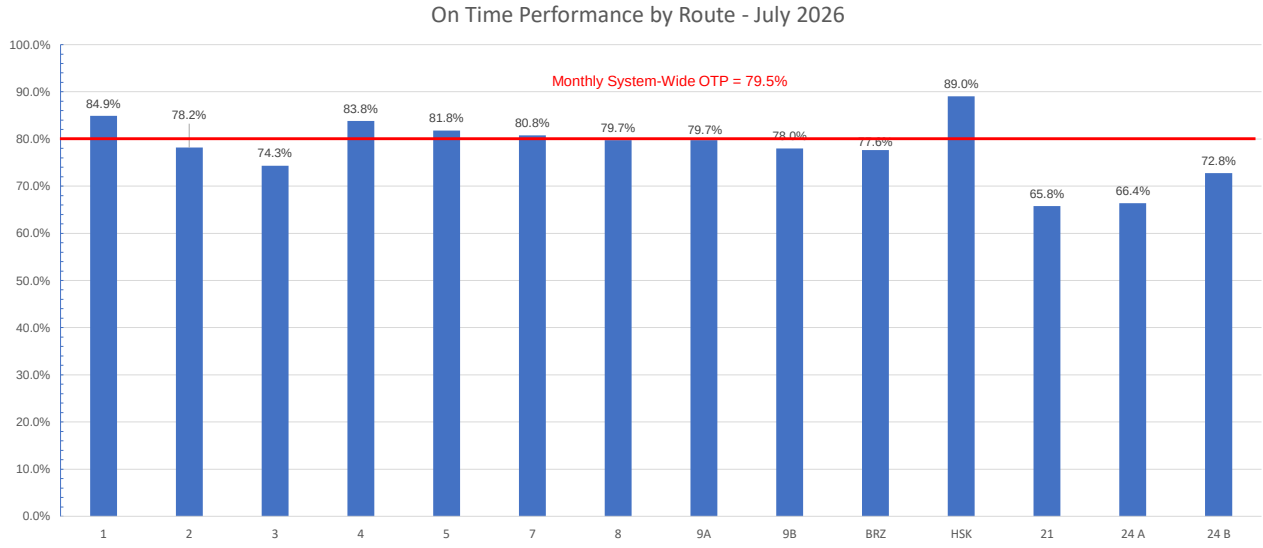
Month over Month Ridership



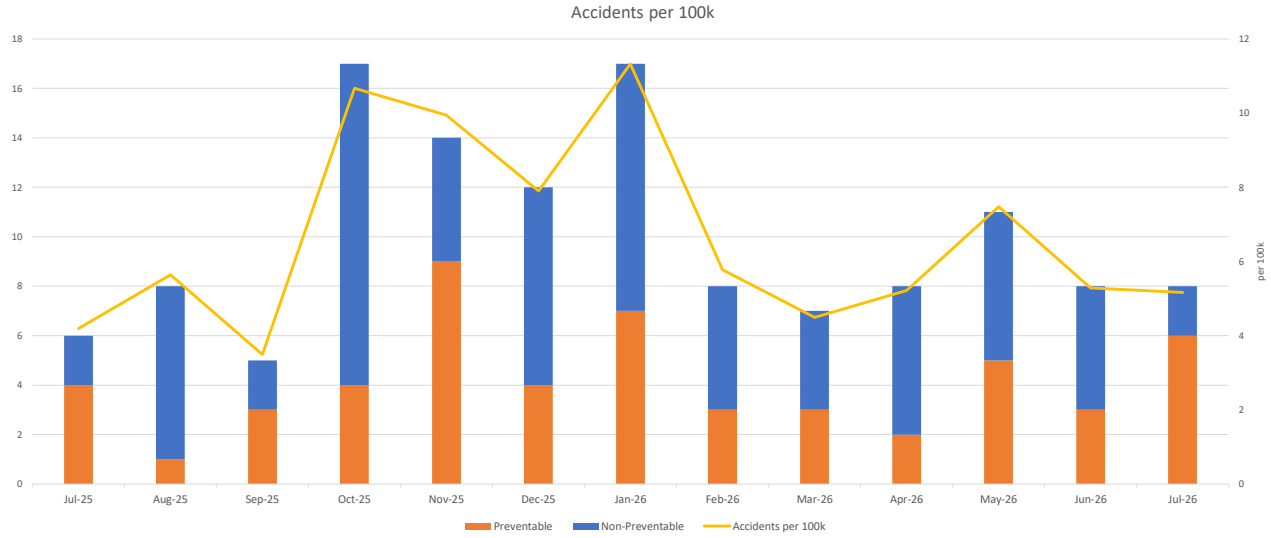
On Time Performance – System Reliability



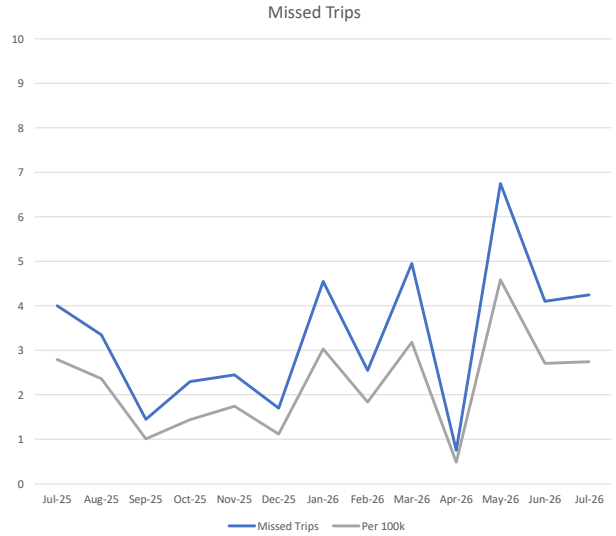
On Time Performance – Route Specific

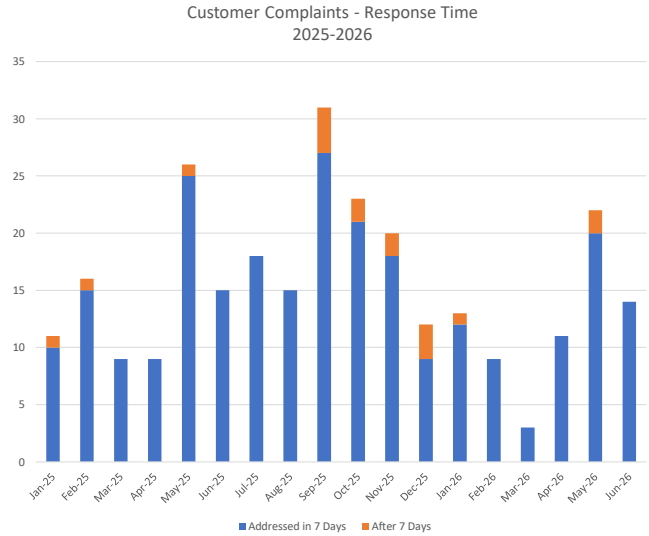


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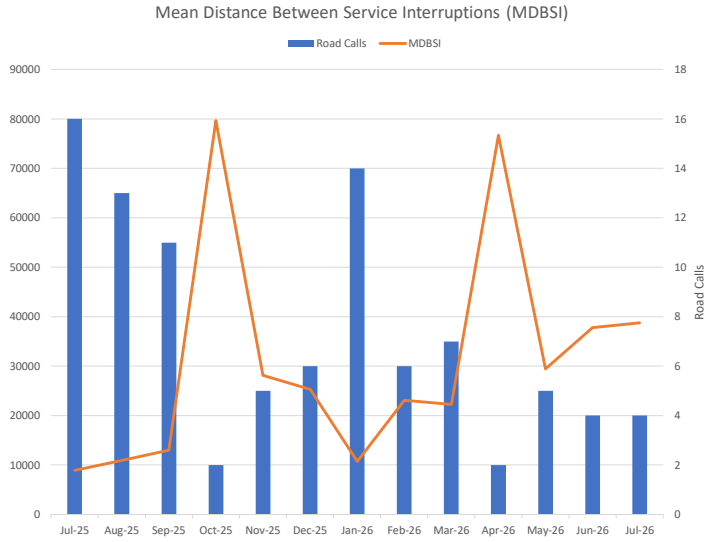


Key Performance Indicators





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