

Microtransit. Microtransit can serve areas where demand for fixed-route service is low. There is an opportunity to develop regional service standards for microtransit and determine an approach to delivering the service.

Nell Donaldson asked for public comment. Ken Capron of Portland asked if having fareless free transit is cheaper than running background software, programming, and credit card processing. He also wondered if it is worth the time in looking into unified signage for the region. He also identified that there is a driver shortage for public transit that needs to be addressed before looking to solving future issues. Andrew Clark, GPCOG staff, answered that fareless transit had not been considered but noted that the cost to collecting fares is not negligible. Nell closed public comment.

Christian MilNeil added that having unified and consistent signage would be very helpful for transit users and might attract new riders. Additionally, he suggested that service standards are needed for ADA (Americans with Disabilities Act) accessibility at bus stops.

Diana Asanza commented that the unified bus schedule is important and will benefit transit users. She also agrees that accessibility at bus stops is an important opportunity area that should be focused on.

Jean Sideris agreed that the opportunity areas list is in the correct order of priority, especially the first three (bus stop/hubs, regional information and branding, and fare payment).

Ryan Neale agreed there is nothing missing from the opportunity areas. He noted that the bus stops/hubs is the most important priority. However, he added that technology is also something that should also be focused on but conceded that all the opportunity areas are a priority for the region.

Tom Milligan agreed that the bus stop/hubs opportunity area is the number one priority for the region. He noted, however, there are not enough riders to make the proposed changes self-sustaining. He added that long-term funding is also a concern when looking at these changes.

Mike Tremblay stated ridership might be down because these changes have not been implemented and he believes the improvements suggested are worth pursuing.

Christian MilNeil added that if ridership is not increased, other goals such as Maine's climate goals will not be met either. He added that widening roads has proven not to be the solution and that funds should not be used for that endeavor.

Tom Milligan stated that funds will still need to be used to maintain roads. He understands that there must be changes but suggested starting at major routes and tracking progress and effectiveness.

7. Other Business

There was no other business discussed.

8. Adjourn

With no objections, the meeting was adjourned.

