GPCOG
GREATER PORTLAND COUNCIL OF GOVERNMENTS

PACTS
PORTLAND AREA COMPREHENSIVE TRANSPORTATION SYSTEM

PACTS Transit Task Force

August 19, 2022
10:30 am–12:00 pm
Meeting Agenda

In-Person:
Greater Portland Council of Governments
970 Baxter Boulevard, Room 201, Portland

Remote:
Webinar link: us02web.zoom.us/j/83660634028
Phone: (301) 715-8592 | Webinar ID: 836 6063 4028

This meeting is being recorded and will be made available at gpcog.org/AgendaCenter.

1. Public Comment **5 minutes**

Members of the public are welcome to provide up to three minutes of public comment.

2. AVL-APC Regional Guidelines **15 minutes**

Discussion of draft AVL-APC Regional Guidelines and an approach to procuring technology upgrades. (Attachment 2)

3. Section 5310 Funding: Formula and CRRSA/ARPA **15 minutes**

Discussion of an approach to allocating the region's Section 5310 funding.

4. Connect 2045 Call for Projects Review **40 minutes**

Review of transit projects submitted and discussion of alignment with *Transit Tomorrow* and opportunities for regional collaboration. (Attachment 4)

Upcoming Meetings

- Transit Together Project Advisory Group—August 24, 1:00–2:30 pm
- PACTS Funding Framework Task Force—August 26, 10:00 am–12:00 pm
- PACTS Transit Task Force—September 1, 10:30 am–12:00 pm

Board and committee members, the public, and other stakeholders are encouraged to subscribe to the PACTS calendar at gpcog.org/Calendar.

- **Integration.** Systems should integrate with existing systems, both on a per-agency and regionwide basis. Effort should also be made to ensure integration with future systems to the maximum extent possible. An agency's technology program can consider integration of AVL and APC systems with automatic fare collection (AFC) systems, real-time information systems, automatic voice announcement (AVA) systems, transit signal priority (TSP) systems, and more.

- **Data outputs.** Systems should output data necessary to monitor and evaluate progress on regional performance goals.

- **Public access.** Systems should have a public access portal or API to allow for public querying and review of data.

- **Joint procurements.** Agencies are encouraged to pursue joint procurement opportunities. Unified data systems ensure the highest levels of integration and coordination between agencies, and reduce staff resources through the procurement process.

References

Automatic Passenger Counting (APC) and Automatic Fare Collection (AFC) Technology

Benefits, Technologies, Components, Data Standards, Experiences, and Recommendations
Developed for ODOT by Trillium, 2021

Summary—Recommendations for ODOT and Regional Organizations

Standards-setting: Recommend or require APC systems that comply with industry standards for interoperability and AFC systems that use standards-based, account-based, open payment, in order to support system modularity and compatibility with statewide and third-party applications. Provide education for transit agencies on the purpose and benefits of interoperability.

Allow for piecemeal (local) procurement of modular systems: Modularity and interoperability, rather than a top-down or monolithic decision-making model, can achieve regional integration by pursuing the guidelines and processes outlined in this white paper.

Statewide contracts with standards-compliant vendors: By securing contracts with standards-compliant vendors and allowing transit agencies to purchase through those agreements, transit agencies could save significant staff time.

Knowledge sharing: Encourage transit agencies that implement APC and AFC systems to share procurement documents and notes on their experience.

Overview—Uses of Passenger Data for Regional Organizations

Regional organizations such as the Oregon Department of Transportation can use ridership data to understand demand for transit services. If payment technologies that could track riders or payment instruments across different transit services were implemented more broadly in Oregon, it would become possible to analyze travel behavior and connections between services.

Passenger Count and Fare Collection Data—Regional and State Planning

ODOT is interested in easy access to more and higher quality transit ridership data through a standardized format used by all Oregon transit providers. This data should be generated with a spatial component, typically at the route level and higher levels of aggregation, and sometimes at the stop or stop cluster level (see the discussion of GTFS-ride). ODOT is interested in ridership data aggregated by these geographic areas: statewide, urbanized area, urban cluster, county, ODOT transit region, and corridor.

ODOT's modelers are interested in passenger miles traveled (PMT) and ridership by route and time of day and in understanding of impacts of transit investments. For their analysis, they need to know what portion of Oregonians use transit and the average number of transit trips per Oregonian. It is important to know which rides provide access that would not otherwise be available and to identify under- and over-performing transit segments. ODOT's modelers also have an interest in the impacts of greenhouse gas emissions (GHG) and congestion from public transit. Building an understanding of the state transit network involves learning the relationships between travel demand, transit capacity, and transit use.

Passenger surveys can supplement ridership data. Surveys can capture valuable data points on rider characteristics (age, disability, veteran status, income, etc.), trip purpose, and alternative travel choices.

Recommendations—Recommendations for ODOT and Regional Organizations

The engagement of a regional organization like ODOT in transit technology can be designed to support local priorities, enact state-level priorities, or blend local and state-level priorities. ODOT can be prescriptive or permissive in its approach to technology requirements. A prescriptive approach can help to fulfill region-level priorities. A permissive approach allows transit providers to experiment and to pursue local priorities. Overall, the prescriptive and permissive approaches are not actually mutually exclusive. ODOT can define requirements and create programs related to the most important state-level priorities, while preserving opportunities for local technology choice. For example, one approach might be setting data requirements or guidelines on a regional level (e.g. for GTFS-ride), while also allowing a choice of vendor.

Blending and balancing priorities also requires deciding which functions ODOT should take responsibility for, and which functions local organizations should be responsible for, perhaps with some level of support from the regional organization.

Below are functions and actions the consultant team suggests ODOT pursue.

Standards-setting: Recommend or require APC systems that comply with industry standards for interoperability and AFC systems that use standards-based, account-based, open payment, in order to support system modularity and compatibility with statewide and third-party applications. Education for transit agencies can help them to understand and appreciate the benefits of interoperability.

Regional organizations should be permissive of piecemeal (local) procurement of modular systems. Regional integration can be achieved through modularity and interoperability rather than a top-down or monolithic decision-making model, by pursuing the guidelines and processes outlined in this white paper. This will make it possible for organizations to choose and purchase software and hardware that will work together as an integrated system and establish collaborative systems.

Statewide contracts with standards-compliant vendors: Interviewed transit agencies stated that contracting and procurement was time-intensive. By securing contracts with standards-compliant vendors and allowing transit agencies to purchase through those agreements, ODOT could save transit agencies significant staff hours.

Knowledge sharing: Encourage transit agencies that implement APC and AFC systems to share procurement documents and notes on their experience.

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Connect 2045 Call for Projects—Transit Projects

Transit Tomorrow Recommendation	Project Submitted	Project Sponsor	Notes
Make Transit Easier	Real Time Information Signage	METRO	Regionally applicable
	Stop Improvements (accessibility and amenities)	METRO, BSOOB Transit	Regionally applicable
	South Portland Microtransit	SPBS	Regionally applicable (Transit Together rec forthcoming)
	Downtown Portland Transit Hub	METRO	
	Redbank Mobility Center and Mini Hub	SPBS	Includes on-route charging
	Downeaster West Falmouth Station	NNEPRA	
	Downeaster Portland Station Relocation	NNEPRA	
Create Frequent Connections	Systemwide Frequency and Service Upgrades	METRO	Regionally applicable
	Greater Portland METRO System Expansion	METRO	Regionally applicable (METRO application includes micro-transit, rapid transit, and on-demand service)
	Transit Signal Priority	METRO	Regionally applicable (FTA/FHWA funds eligible)
Improve Rapid Transit	Biddeford BRT Feasibility Study	BSOOB Transit	Regionally applicable (As part of a Biddeford-Saco to Portland alternatives analysis)
Other	Fleet Electrification	METRO	Regionally applicable
	On-Route Charging Infrastructure	METRO	Regionally applicable
	Transit Operations and Maintenance Facility	METRO	

More information about each project can be found in this summary of projects received.