

**PACTS  
Transit Committee  
Meeting Notice**

Thursday, September 13, 2007, **9:30 a.m.**

**Note Later Start Time!**

Saco City Hall, 300 Main Street

**Agenda**

1. Call to order
2. Approval of Minutes from the last meetings (attached)
3. Committee Reports
4. Revised Timeline/Work Plan (attached) – 5 min.
5. Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding  
(background attached, spreadsheet available at meeting) – 30 min.
6. Update on Reducing FHWA funded UPWP projects – 10 min.
7. Information Sharing/Round Table Discussion/Check-In/What's Up
  - a. Passenger Behavior & Standards of Conduct
  - b. Automatic Vehicle Location (attachment by separate e-mail)
  - c. Portland Explorer Update/Funding through Columbus Day (attached)
  - d. Lakes Region Bus Service Update
8. Other Business
  - a. PACTS Offsite Retreat October 19<sup>th</sup>, AM
9. Next Meeting Date (October 11 @ 9:30 a.m., at GPCOG), Agenda
10. Adjourn

Attachments: August 9 PTC minutes, Revised Timeline/Work Plan, Proposed Allocation of 5307 and STIC, Portland Explorer 5-Year Report, Committee Roster

## **PACTS Transit Committee Minutes**

**August 9, 2007**

**9:30 a.m. at GPCOG**

**Members Present:** Tom Meyers, Chair, South Portland Bus Service; Sara Behr, MaineDOT; Ed Clifford, ShuttleBus/ZOOM; Catherine Debo, CBITD; Connie Garber, YCCAC; Jon McNulty, RTP; Ray Penfold, Private Operators; David Redlefsen, METRO

**Members Absent:** Tom Gorrill, Gorrill-Palmer; John Bubier, Biddeford; Jonathan LaBonte, MTA; Patricia Quinn, NNEPRA

**Staff and Guests:** Maddy Adams, GPCOG; Susan Davis, MNGRR; Julia Dawson, PACTS; John Duncan, PACTS; Art Handman, Consultant; Janine Hodel; Steve Linnell, GPCOG; Marcos Miller, Munjoy Hill Neighborhood Assoc.; Robert Wagner; David Willauer, GPCOG

- 1. Call to Order.** Tom Meyers opened the meeting to order at 9:33 a.m.
- 2. Approval of minutes from July 12, 2007 meeting.** *Connie Garber moved approval of the July 12, 2007 minutes, seconded by Jon McNulty. All were in favor.* Introductions were made around the table.
- 3. Questions on Committee Reports.** No questions or comments.
- 4. Revised Timeline.**
  - Under FY 2008 – July 2007 – add 08/09 at end as follows: Continue development of Allocation Formulas for 5307 and STIC funds for 08/09.
  - Under November 2007, add public comment period for 5303 and 5307 funds.
  - JARC can be added to the TIP review process, under September 2007
  - Add an abbreviated glossary of terms at end.

The timeline will continue to be a work-in-progress. It was suggested that it be used as the basis for agenda items.

- 5. Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding.** Steve provided some background on the process used in the past. 5307 refers to FTA formula funds which come to the Portland MPO for allocation to eligible urban transit providers who can use it for capital, planning and operating. There is a local match (80/20 capital and planning; 50/50 for operations). The process has been very complicated. Each biennium we work on a formula and “negotiate” results. The formula was somewhat performance based: vehicle miles = 30%; boardings = 70%.

A recent study looked at performance-based allocation formulas. Departments of Transportation, MPOs and transit agencies were interviewed to get a cross-section of how they are dealing with the allocation process. They are shying away from performance based formulas. Status quo is easier to deal with. This has always been a difficult process and it appears to be the same across the country. David noted that SMRPC and GPCOG are eligible for planning funds. Urban and rural areas are served by the various agencies. Tom M. added that the results were kind of “backed into”. Referring to a memo from 10/10/02, Tom explained how the funds were broken down and explained that it was a complicated process. Connie added that the Transit Committee changed the approach as to how the 5307 funds were being used. Rather than doing a set-aside, each of the providers took more responsibility for planning. It was based on a determination by each provider of what their critical planning needs were.

Tom suggested that a subcommittee be formed to come up with a range of alternatives. The following volunteered to serve on the subcommittee: Ed, Catherine and David R, along with Steve. Connie noted that we are also representing customers. How do we assure the riders as well as our funding sources that we are meeting certain benchmarks? Regarding statistics, we have the Executive Summary of the BOP from 2004-2006, and we can have access to other statistics through PACTS. Several handouts were distributed. The Subcommittee will need to have a report ready in September.

6. **PACTS Process Review Briefing.** John Duncan reported that the Policy Committee will be holding a retreat in October. The purpose will be to look at the internal committee structure and processes of PACTS. Committee size might also be discussed. PACTS restructured five years ago and we have been through some tumultuous times with funding going up and down. It's important to determine how this relates to the committee structure. The half-day retreat is planned for either October 12 or the 19. The retreat will include Policy Committee members and the chairs of the other PACTS committees, along with a facilitator. Marcos asked if the group would also look at the make-up of the committee and John responded that they probably would.
7. **Update on Reducing FHWA funded UPWP projects.** John Duncan provided an update. They have heard from MaineDOT that Federal Highway Planning funds had to be cut by \$1,000,000. A working group has been formed to deal with this. Decisions on what will be cut could happen at next week's Policy Committee meeting or at the meeting in September. The Planning Committee will be holding a special meeting next week to discuss this issue. There are six transit or transit-related studies on the list that are at risk. David noted that this committee requested four studies: the Route Study; Ride Guide; TOD work; and an electronic fare collection. Reductions have been proposed to all of these studies. The on/off surveys (for South Portland and METRO) which are in the budget would be funded with FHWA funds. John explained that some projects are not getting done or may be funded with 5303 or 5307 money. We had submitted a \$60,000 request for the Route Study and now it is funded at a \$30,000 level through the highway side. But we would still have FTA (5303) funds in the amount of \$60,000 to fund the study. The on/off survey has a regional scope and a decision will need to be made to determine if that ends up on the cut list. We requested \$25,000 for the Ride Guide and it was dropped down to \$15,000 of highway funds but there will be JARC funds to supplement that. The Planning Committee submitted a TOD zoning development study which may be eliminated altogether. Many municipal projects were zeroed out. The funding was eliminated for the bike/ped plan. The RFP went out last week for the Portland Peninsula Transit Study at \$75,000.
8. **Information Sharing.**
  - 8a. **Passenger Behavior & Standards of Conduct.** A subcommittee was suggested to develop a "Bill of Rights" for customers. The subcommittee will consist of David R., Ed, Tom M. and Catherine. An invitation will be sent out. Connie said that YCCAC has information that they give to new riders about their rights and responsibilities. Jon said that RTP has a Rider's Guide that includes information about passenger behavior. It was mentioned that there should be consistency among the providers about what the customers rights are. Perhaps they could meet before or after a regular meeting. The information should also include what we can and can't guarantee (such as traffic). Perhaps giving out free passes when customers are being unduly delayed might be an idea, but it is something that all providers should agree upon as a group.
  - 8b. **Automatic Vehicle Location.** David W. distributed a handout about an AVL Pilot Program. It involves a cell phone on a vehicle or a ferry that locates the vehicle and can be transmitted to a SQL server. Connie mentioned that they are working with Sprint Nextel and have come up with a dedicated cell phone for just the AVL purpose and a separate phone for voice. Black boxes were purchased – it is a cradle with a hardwire connecting to the vehicle and it is a locked box. The driver cannot turn it on or off.

Matti Gurney explained that we have phones on loan; they are currently on RTP and Casco Bay Ferry lines. Matti demonstrated how you click on the vehicle and it will tell you where the vehicle/ferry is located. David explained that it is limited as to what it can do but we do have the TIDS screens available also. The Navtrak

system is fairly inexpensive. Transcad software is being used in the phone for this trial program; it is similar to ESRI. The providers all agreed that it needs to be fairly simple. Marcos pointed out that it would be of great benefit from the customer's perspective to know where the bus is. It would need to be something that the average person could use. Tom stated that it is our focus to have it be used by our customers. Judy noted that besides being customer-based, it would also be a real asset for security information. We should take into consideration how this could be used with our EOC's. This would be helpful because cell phone use sometimes is unavailable during severe weather. We should be looking at an all-purpose system with a customer focus but it should be available should we need to know where the buses are during an evacuation or security situation.

Connie pointed out that YCCAC's AVL system is a little different because they don't have people waiting at a corner for a vehicle. Sprint Nextel has treated them as a government agency and they are not being charged for the cell phone. The black box does have a cost of \$40, with a small installation cost. The annual cost for software and monthly utilization is under \$15,500 a year for 49 vehicles plus the Shoreline Explorer. They are working closely with York County emergency agency.

None of the AVL money has been expended. We will need to determine if we are interested in radio-based versus cell phone based, etc. David asked if the committee would like to have this done in house or if they would prefer to have a consultant do it. It was suggested that a scope be developed along with an inventory of what each of the agencies are currently using. Describe what we want the system to be able to do, include broad goals and objectives, consider what the emergency responders are doing, and provide costs. What we are looking for is system integration with a building block process. We should be focused on the requirements of our customers.

#### **Information Sharing:**

**Connie:** Shoreline Explorer ridership is way up. Discussions about connection of Biddeford bus system to Wells.

**Catherine** – Things have been running smoothly. Great return on survey. She just completed one chapter on the study; the full report should be available in September.

**Sara** – Contracts for 2008 state funds will be going out soon. There is one more round of JARC.

**Judy** – Surface transportation workshop sponsored by TSA and the City of Portland will be held on August 23 from 8-12 at the Holiday Inn at Exit 48. This is an opportunity for us to be at the cutting edge. We can become a model that would get funding for beta tests by showing a regional approach to port security. We should communicate as a group regionally.

**David R** – A decision on a canopy for the Elm Street garage, regarding liability and maintenance, is now at the City Manager level. GPCOG and METRO have been working together regarding energy costs (oil and CNG). New buses are expected by the end of next year and that will mean all the buses will be running on CNG.

**Jon** – Consultant looking at RTP from the rug to the ceiling. He has provided some good ideas and some concrete things to do. Making good progress on a number of different areas. They are running out of space. Service is going fine.

**Susan** – MNGRR will now have to start paying rent. Portland Yacht Services has been providing them space rent-free, but they will not be benefactors any more. MNGRR is now working on a debt-reduction campaign - \$400,000 debt. They will need to start paying rent by October 1. Joe Gray and Jeff Monroe are trying to help find them storage space. The City is realizing what an asset the MNGRR actually is.

**Ed** – UNE service will begin the day after Labor Day. Service to Biddeford Crossing will be starting up from 7:00 a.m. until 11:00 p.m. A trolley service from OOB to Funtown has been provided this summer.

**Tom M** – Of 11 drivers at the SPBS, 2.5 are out for extended medical emergencies.

**David W** – Lakes Region Transportation Coalition meeting today. Eight managers are involved and they will be talking about transit service from Bridgton to Portland.

**Ray** Penfold couldn't make it today but had a handout that he requested be distributed to the committee.

Connie noted that what Ray has attached has been changed on their web site so that it clarifies what they are

doing. They are locally owned and local funds are being used. Regarding the UNE service, Ed explained that it is a fixed route service to the Hills Beach area. UNE will pay for students fares but the public is welcome to use the service. In the brochure they have spelled out that it is open to the general public. Tom M. has discussed these issues with Ray and has explained that it is not our role to make decisions about such things. The operators know the rules and have been following the rules. This is not the forum to discuss such issues.

Regarding the MOU or Resolution:

- Ed’s Board has passed the Resolution.
- Connie’s board has it on their October 18<sup>th</sup> agenda.
- Jon brought it up at the last board meeting and the chair wants to be sure that RTP is appropriately represented. He thinks it will be passed at the next meeting in September.
- It will go to the METRO Board on September 19<sup>th</sup> and David doesn’t expect there to be any problem.
- It is going to the SPBS board in September.

**10. Next Meeting Date.** The next meeting was scheduled for September 13<sup>th</sup> at 9:30 a.m. at Saco City Hall.

**11. Adjourn.** The meeting adjourned at 12:00 p.m.

#### **Agenda Item #4**

#### **Draft Timeline/Work Plan for the PACTS Transit Committee**

**DRAFT**  
9/6/2007

#### **Fiscal Year 2007:**

<i>May</i>	<i>Approve New Work Plan /UPWP</i>
	<i>Begin development of Allocation Formula for 5307 and STIC Funds</i>
<i>June</i>	<i>Adoption of Regional Transit Coordination Study</i>
	<i>Evaluation of the Committee (year 3)</i>

#### **Fiscal Year 2008:**

<i>July 2007</i>	<i>Continue development of Allocation Formulas for 5307 and STIC, ‘08/’09</i>
	<i>Complete Regional Transit Map</i>
	<i>Participate in PACTS High Priority Projects list development</i>
<i>August</i>	<i>Provide input to PACTS Process Review</i>
<i>September</i>	<i>Participate in PACTS TIP Process Review, including JARC</i>
<i>October</i>	<i>Adopt an Allocation Formula for 5307 and STIC</i>
<i>November</i>	<i>Public comment period for Section 5303 and 5307 funds, ‘08/’09</i>
	<i>FTA Budget announced (tentative)</i>
	<i>Develop Study Proposals for 5303 and 5307 Planning funds</i>
<i>December</i>	<i>Provider information (ridership, miles, etc.) due</i>
<i>January 2008</i>	<i>Submit recommendation to Policy Committee for FTA Section 5307 funds</i>

February	<i>Submit STP proposals to staff for ratings</i>
March	
April	Appoint Nominating Committee for new Officers Adopt STP proposals for submission to Policy Committee
<b>May</b>	
<i>June</i>	Annual evaluation of Committee (year 4) Elect New Committee Officers
<b><u>Fiscal Year 2009:</u></b>	
<i>July 2008</i>	Review criteria for submitting proposals for 2010/2011 STP Capital
<i>August</i>	
<i>September</i>	
<i>October</i>	
<i>November</i>	FTA Budget announced (tentative)
<i>December</i>	Provider information (ridership, miles, etc.) due
<i>January 2009</i>	Operators submit requests for planning functions and funding
<i>February</i>	Draft Unified Planning Work Program (UPWP) submitted and first review
<i>March</i>	Review UPWP
<i>April</i>	Complete recommendations to Policy Committee re: UPWP
<i>May</i>	
<i>June 2009</i>	Annual evaluation of Committee (year 5)

Other tasks:

- Execute the Implementation Schedule for the ***Regional Transit Coordination Study***.
- Provide assistance and coordination for implementing ***Destination Tomorrow*** and associated studies and plans
- Determine level of involvement of the Committee wishes to have in ongoing studies such as:
  - Peninsula Transit Study
  - Passenger Rail to Brunswick
  - Transit Oriented Zoning
  - Maine Narrow Gauge RR Extension Study
  - Other future studies
- Begin orientation of what it will mean to be a part of a Transportation Management Area
- Respond to Policy Committee requests for action, information or recommendations as needed

[Glossary of Terms](#)

BTIP	Biennial Transportation Improvement Program (MDOT)
CMAQ	Congestion Mitigation Air Quality Program (Federal Funds)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access & Reverse Commute
MDOT	Maine Department of Transportation
MPO	Metropolitan Planning Organization (PACTS, KACTS, ATRC, BACTS)
NNEPRA	Northern New England Passenger Rail Authority (Downeaster, contracts with Amtrak)
OPT	Office of Passenger Transportation (MDOT)
PACTS	Portland Area Comprehensive Transportation Study (Portland Area MPO)
SAFETEA-LU	Safe, Affordable, Flexible, Efficient, Transportation Act –Legacy for Users
STIC	Small Transit Intensive Cities
STIP	Statewide Transportation Improvement Program
STPA	Sensible Transportation Policy Act
STP	Surface Transportation Program (Federal Funds)
TE	Transportation Enhancement Program (Federal Funds)
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program (PACTS)
UPWP	Unified Planning Work Program
5303	FTA Planning Program
5307	FTA Urbanized Assistance

## **Agenda Item #5**

### **Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding**

Staff Resource: Steve Linnell and Tom Reinauer

Member Resources: David Redlefsen, Catherine Debo, Ed Clifford

Overview: At the last meeting a subcommittee was formed to make a proposal to the full committee on a more rational formula for dispersing FTA Section 5307 funds. A spreadsheet and explanation will be given at the meeting. Essentially, the group is offering a progressive approach which maintains the existing percentages from 2007 as the base year, allocating the difference between the base and the new funding amount to an Incentive category that is distributed by performance measures. The following “rules” were developed for the collection and reporting of performance data.

- (1) All parties would be required to report on a calendar basis – Jan-Dec at the same time each year, the stats for the prior year. The due date would be when the NTD reports are due (for those who do them). This would apply to those who don’t do NTD reports as well.
- (2) Two years of data would be shown in the figures submitted – those for the prior calendar year and the calendar year recently completed, with an explanation provided for any substantive changes.
- (3) For purposes of the incentive formula, all or a portion of the mileage and ridership for routes/services funded by either 5311 (rural) or CMAQ funds would be shown in the report as deducted for purposes of the incentive funds, as follows:
  - For a route in which half the miles (or other portion) are funded by 5311 or CMAQ funds, those miles would be deducted for purposes of calculating 5307 incentive allocations, as would ridership applicable to those miles.
  - For a route in which all of the miles of service are funded by 5311 or CMAQ funds, those miles (and applicable ridership) would be deducted for purposes of calculating incentive allocations.



Agenda Item #7 c.



## Portland Explorer 5-Year Report

David Willauer, GPCOG

### Overview

The Portland Explorer is an express shuttle bus connecting Portland transportation terminals, select hotels, the Old Port and The Maine Mall. The service is administered by the Greater Portland Council of Governments (GPCOG) and operated by VIP Tour and Charter Bus Company.

### Planning, Inter-Terminal Shuttle Report

Recommendations to implement a shuttle service connecting major transportation terminals appeared in the *MaineDOT Strategic Passenger Plan* (1995), and the *Inter-terminal Shuttle Report* (GPCOG, 2000). Such a service would make it possible for Car-Free vacation planning and packages. The GPCOG report estimated operations with both private and public operators. A survey was conducted of passengers at major transportation terminals.

### Concept

The original concept for this service was to connect Portland's transportation terminals. GPCOG contacted hotels and other private partners for the matching funds. This way there would be no municipal operating funds. The service was extended to the Maine Mall at the request of hotel managers.

### Request for Proposals (RFP)

GPCOG distributed an RFP in April 2000. METRO, Mermaid and VIP all submitted proposals for the service. Factors leading to the decision for the selection committee to choose VIP included the ability to operate on Sundays and Holidays, service directly to the Old Port and proposed operation costs.

### Ridership

Over the five year period, ridership was as follows (with different fares):

**Table 1**  
**Portland Explorer Annual Boardings**

Year	Boardings	Service	Fare
Year 1	8,000	12 months	\$3.00 one way trip, \$5.00 round trip
Year 2	9,000	9 months	Free
Year 3	3,000	5 months	\$2.00 one way trip
Year 4	3,000	5 months	\$2.00 one way trip
Year 5	3,000	4 months	\$2.00 one way trip
Total	26,000		

According to a survey conducted in 2004, the majority of explorer patrons were visitors, including day-trippers on the Downeaster and hotel visitors. Some people used the service to get to and from work. Others indicated they used the service for shopping trips.

### **Funding: Public/Private Partnerships**

PACTS appropriated \$434,000 in CMAQ<sup>1</sup> funds for operations and \$250,000 in STP<sup>2</sup> funds to procure or lease vehicles. GPCOG raised 20% local match during the five year period from hotels and other private contributors. Table 2 below outlines private contributions each year of operation.

**Table 2**  
**Private Contribution Funding Levels**

<b>Private Partner</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>5 Years</b>
Embassy Suites	\$ 9,996	\$ 4,500	\$ 2,750			\$ 17,246
Hilton Garden Inn	\$ 9,996	\$ 4,500	\$ 2,750			\$ 17,246
Eastland Park Hotel	\$ 9,996	\$ 4,500	\$ 2,750	\$ 3,500	\$ 4,000	\$ 24,746
DiMillos Restaurant	\$ 2,400	\$ 1,980	\$ 1,100	\$ 1,750	\$ 2,500	\$ 9,730
Sheraton Hotel			\$ 2,750	\$ 3,500	\$ -	\$ 6,250
Marriott Sable Oaks			\$ 2,750	\$ 3,500	\$ 4,000	\$ 10,250
Fairfield Inn Marriott				\$ 3,500	\$ 4,000	\$ 7,500
Bay Ferries				\$ 3,500	\$ 4,000	\$ 7,500
The Maine Mall			\$ 2,750	\$ 3,500	\$ 4,000	\$ 10,250
Narrow Gauge RR					\$ 1,125	\$ 1,125
The Maine Mall			\$ 2,750	\$ 3,500	\$ 4,000	\$ 10,250
Downeaster					\$ 4,000	\$ 4,000
<b>Totals</b>	<b>\$32,388</b>	<b>\$15,480</b>	<b>\$ 20,350</b>	<b>\$26,250</b>	<b>\$31,625</b>	<b>\$126,093</b>

### **Hours of Service**

The Portland Explorer operated the first year with a 16 hour service day from 6:30 a.m. to 10:00 p.m. During the second winter, the service was scaled back to six hours from 12:00 to 6:00 p.m. In May, 2004, the six hour service day was extended into summer with a free fare for all patrons. In subsequent years, the hours of service continued from 12:00 to 7:00 p.m. over the summer months from May to October.

Conclusion: The optimum service day for tourists, visitors and Downeaster patrons is afternoon service from 12:00 to 7:00 p.m.

### **Fare Collection**

The fare was \$3.00 one way, and a \$7.00 day pass. After the first month, a \$5.00 round trip fare was established. During the second summer, passes were printed for hotel patrons to ride free. In subsequent years, the fare was \$2.00 for one way trips.

Conclusion: Explorer fares were perceived to be in competition with METRO fares, particularly for rail patrons at the PTC. The survey conducted in 2004 indicated visitors would pay \$2 to \$3 for service.

### **Routes**

The service started in June 2002 with the most direct route between the Old Port and the Jetport along Congress Street, with stops at two hotels, and three transportation terminals. In October 2002, a third hotel and DiMillos Floating Restaurant joined to support the service. Trips to Vermont Transit and Scotia Prince were on demand only. Different routes were implemented around and through the Old Port using

<sup>1</sup> CMAQ – [federal] Congestion Mitigation Air Quality Funds

<sup>2</sup> STP – [federal] Surface Transportation Program Funds

Franklin Arterial, State, High and Commercial Streets. At the end of the second year, the service was extended to serve The Maine Mall and a fourth hotel. In July 2004 the service was modified to include a fifth hotel. Other hotels signed on and off throughout the period. The I-295 option was added in 2006.

Conclusion: The Old Port was the most important destination, followed by the PTC. Major hotels fared well, smaller hotels fared poorly. The Jetport and Maine Mall did moderately well.

### **Advertising**

During the second year, GPCOG developed a four part advertising plan with hotels and other partners to raise advertising revenues for the service. Briefly, this included (1) Larger route map with advertising, (2) advertising on bus exterior (3) advertising on DVD video monitors in bus interior and (4) proposed advertising on plasma computer screens located at three transportation terminals, three hotels and The Maine Mall. In practice, only map advertising and bus exterior ads were developed. An agreement was reached to work with a video company to create the DVD advertising, but no businesses agreed to advertise.

Conclusion: Advertising was not successful raising significant additional revenues and was perceived as competition with other transit providers.

### **Buses**

VIP Tour and Charter has provided vehicles to operate the Portland Explorer per the contract with GPCOG. These include a 21 passenger Ford van, 28 passenger Bluebird Bus, and a 28 passenger Orion bus. Efforts to procure a bus for this service were complicated by the type of fuel for the bus and the availability of buses depending on fuel source. GPCOG was successful getting funding to pay for the incremental cost of procuring a propane-powered bus, only to discover that mid-size buses of this kind were not being manufactured until the chasses could be reconfigured to accommodate this new type of engine. In 2004, GPCOG opted to lease a vehicle from VIP for the service since VIP vehicles were suited for the service and VIP equipped vehicles with Automatic Vehicle Location (AVL).

Conclusion: The lease option worked well for the Portland Explorer service.

### **Transportation Information Display Systems (TIDS)**

Alongside the Portland Explorer pilot project, GPCOG and the City of Portland developed the TIDS system which displays scheduled airline, bus, rail, and ferry arrivals and departures at 12 locations around the City. This brought visibility to all transportation options for travelers.

Conclusion: The TIDS system (and its parent website [www.transportme.org](http://www.transportme.org)) works moderately well to display traveler information. However, it only displays individual systems and does not help travelers use multiple systems. Delays are not always posted, leading to confusion for travelers. Providers can post delays, but with some difficulty and training required.

### **AVL Pilot Program**

The Portland Explorer served as a demonstration project for automatic vehicle location (AVL). In 2004, VIP purchased AVL equipment through GPCOG and Navtrak for \$700 per vehicle and \$50/month for the cell service. GPCOG posted the map displaying the location of the Portland Explorer on 12 Transportation Information Display Systems (TIDS) screens at Explorer stops throughout the city, including several hotels, the Maine Mall and DiMillos Floating Restaurant.

Conclusion: The Portland Explorer AVL Pilot Program demonstrated that AVL technology can work and reduce anxiety for patrons waiting for the bus. GPCOG also demonstrated that a web-based message board system can work to display AVL information to the public at key locations around the city.

## PACTS Transit Committee Roster

<b>Members</b>	<b>Affiliation</b>	<b>Phone</b>	<b>Email</b>
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