

# Regional Transit Coordination Study

Transit Roundtable #2  
April 11, 2011



# Welcome

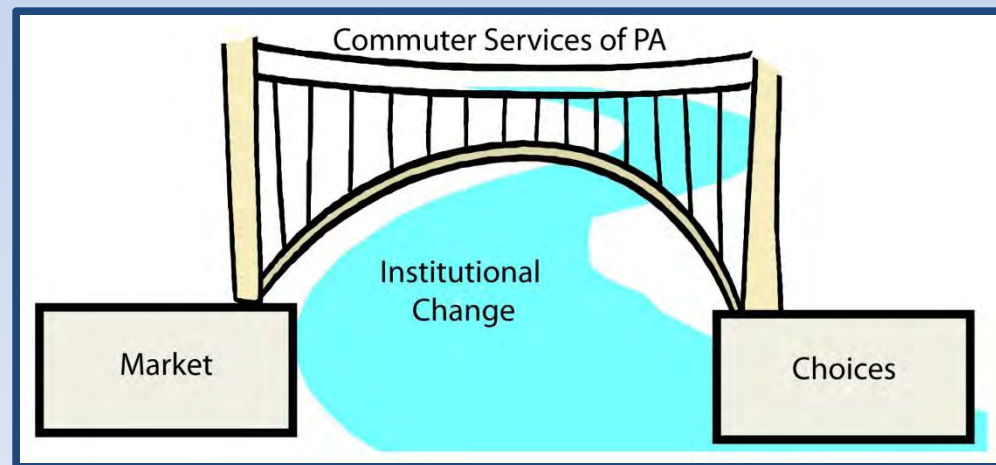
## Regional Transit Roundtable

- 8:00 a.m. Registration and Continental Breakfast
- 8:45 a.m. Welcome and Introductory Remarks
- 9:30 a.m. Break
- 9:45 a.m. Small Group Discussion
- 11:15 a.m. Report Back to Larger Group, Wrap Up and Next Steps



# Purpose of the Regional Transit Study is to....

Increase mobility options for the region's residents, employers, visitors and commuters through coordinated service between separate transit agencies and Commuter Services of PA



# Benefits of Regional Transit Coordination

- Reduce congestion and commute time
- Better bottom line for transit agencies
- Improve air quality; Reduce GHG emissions



# Benefits of Regional Transit Coordination

- Make transportation system more sustainable
- Increase access to jobs – companies expand recruiting area


















# Benefits of Regional Transit Coordination

The bottom line:

*An enhanced quality of life for all who live  
and work in South Central Pennsylvania.*



# Study Partners

|  |   |  |
|--|---|--|
|   | <p>Capital Area Transit (CAT)</p>                       | <p>Lebanon County Planning Department</p>       |
| <p>Adams County Transit Authority</p>                   | <p>Franklin County Planning</p>                         | <p>Tri-County Regional Planning Commission</p>  |
| <p>Adams County Office of Planning and Development</p>  | <p>Lancaster County Planning Commission</p>             | <p>York County Transit Authority</p>            |
| <p>Berks County Planning Commission</p>               | <p>Red Rose Transit Authority (Lancaster County)</p>  | <p>York County Planning Commission</p>        |
| <p>Berks Area Regional Transportation Authority</p>   | <p>County of Lebanon Transit</p>                      |   |



# Progress To-Date

- Determined transit coordination needs
- Inventoried travel conditions, demographic trends and travel patterns
- Identified potential corridors and connections
- First Transit Roundtable held December 14
- Identified potential barriers to implementation





# Transit Roundtable #2

- Purpose

- Involve more stakeholders in discussions concerning

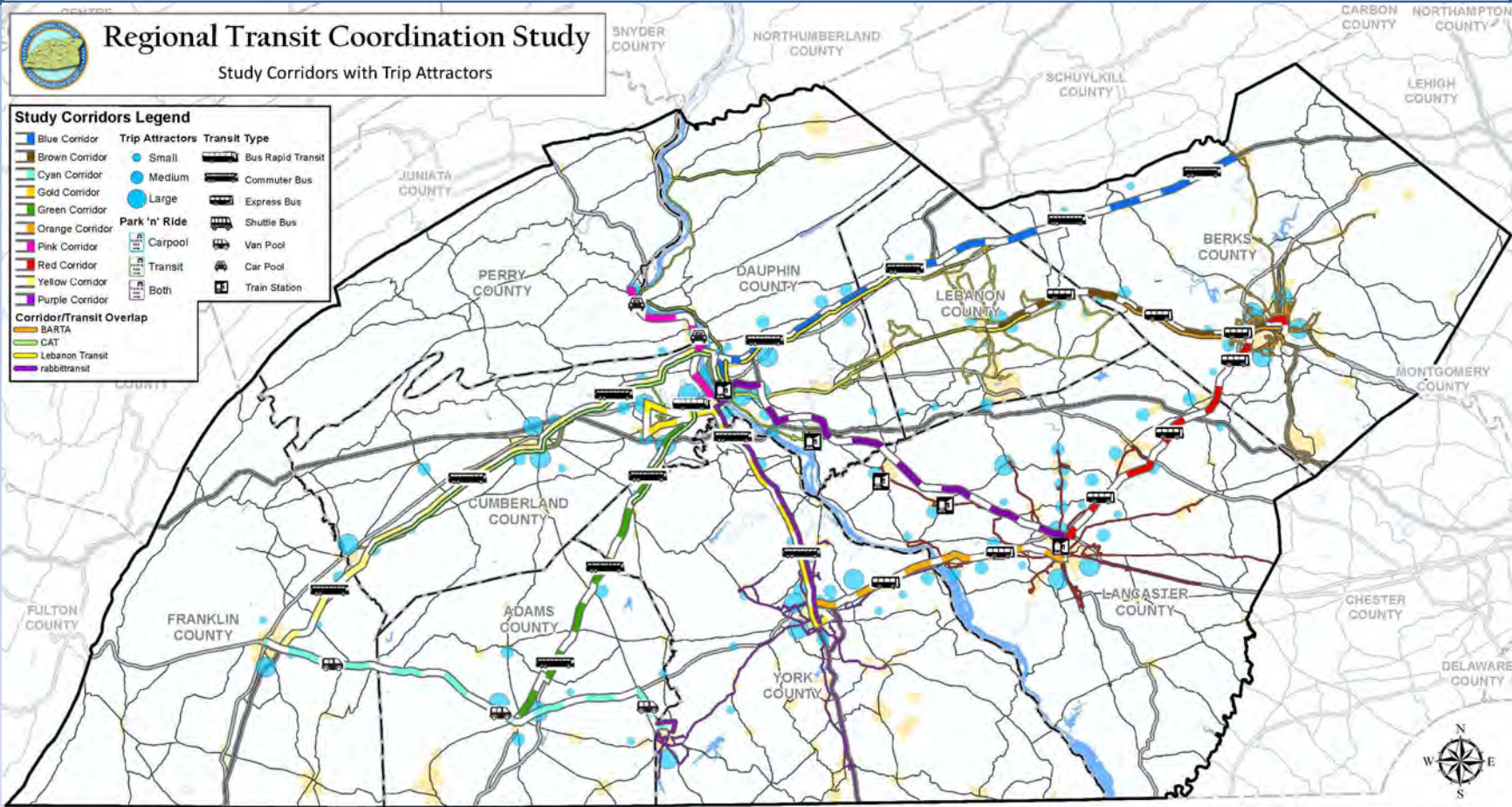
- Organizational Framework
- Legislation and Funding
- Partnerships

- Result

- A template for implementation



# Final Ten Corridors

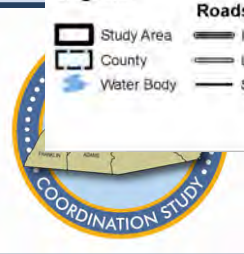


**Legend**

- |               |                          |
|---------------|--------------------------|
| <b>Roads</b>  | <b>Transit Authority</b> |
| Interstate    | BARTA                    |
| US Highway    | RRTA                     |
| State Highway | Lebanon Transit          |
|               | CAT                      |
|               | rabbitransit             |

- Notes:**
- Portions of this map were generated from the sources listed to the right.
  - The study corridors are areas of interest for increased or new transit service as provided by the study group.
  - Each corridor has been assigned a transit type that might be used for the proposed corridor.
  - The "trip attractors" are points that draw high amounts of travel and are represented by different size circles.

- Sources:**
- Roads, Railroads, Waterbodies, Boundaries - PennDOT
  - Urban Area - PennDOT
  - Transit Routes - Counties of Berks, Cumberland, Dauphin, Lancaster, Lebanon, and York
  - Study Corridors and Trip Attractors - Parsons Brinckerhoff, Inc.
  - Park 'N' Ride locations - Commuter Services of PA



# Corridor Evaluation Factors

- Number of non-single occupant vehicles
- Job density
- Population density
- Connects trip origins and destinations
- Corridor serves zero-car households
- Ability to create public-private partnerships
- Potential for future population growth
- Incentives to use transit
- Availability and capacity of existing park and rides
- Provides for transit connections
- Ease of implementation
- Ability to expand service



# Corridor Prioritization

| 1 <sup>st</sup> Tier |  |
|----------------------|--|
| Corridor Name        | Service Area                               |
| Brown                | Berks & Lebanon via US-422                 |
| Gold                 | Adams, York and Cumberland via US-15/PA-74 |
| Orange               | Lancaster & York via US-30                 |
| Red                  | Berks & Lancaster via US-222               |

| 2 <sup>nd</sup> Tier |  |
|----------------------|--|
| Corridor Name        | Service Area                               |
| Purple               | Lancaster, Lebanon & Dauphin via PA-283    |
| Blue                 | Berks, Lebanon & Dauphin via I-78 and I-81 |
| Green                | York & Cumberland via I-83/PA-581          |

| 3 <sup>rd</sup> Tier |  |
|----------------------|--|
| Corridor Name        | Service Area                             |
| Yellow               | Franklin, Cumberland & Dauphin via I-81  |
| Pink                 | Perry, Dauphin & Cumberland via US-11/15 |
| Cyan                 | Adams & York via Us-30/PA-94/PA-116      |



# Barriers to Implementation

- Funding!
- Intergovernmental agreements
- Decision-making authority/political issues
- Community partnerships
- Coordinated transportation/land use planning
- Cost and revenue sharing
- Branding of equipment
- Fare collection
- Service issues and delays



# Case Studies for Potential Solutions

- Over one dozen regions examined
- Conversations as well as published materials
- Lessons learned
  - Different practices in different parts of the country
  - Large MPO or transit agency typically in the driver's seat
  - Perceptions different from the public's perspective vs. behind the scenes



# Best Practices: Organizational Framework

- Direct purchase of transit services
- Coordination agreement
- Joint powers agreement
- Umbrella agency
- Intergovernmental agreements
- Allocation of costs and revenues/fare sharing



# Best Practices: Legislation and Funding

- Enabling legislation
- New program for funding regional transit
- How to provide local match





# Best Practices: Community Support

- Subsidized transit passes
- Bus shelters
- Park-and-rides
- Service planning input
- Shuttle service connections
- Sidewalks/access to transit



# Small Group Discussion Agenda

- Purpose: work through the potential barriers to implementation
- Method:
  - Small group discussions focusing on specific topics
  - Refer to examples of similar situations elsewhere in US
- Report back: sharing of ideas and recommendations to inform implementation plan



# Breakout Groups

| Group #1  | Group #2   | Group #3   |
|---|--|--|
| Commissioners,<br>Transit Agency Board<br>Members, Transit<br>Agency Staff  | Legislators and<br>PennDOT BPT Staff,<br>Transit Agency Staff  | Business, Not-for-<br>profits, Agencies,<br>County Planners,<br>Transit Agency<br>Staff                          |
| Organizational<br>Framework:<br><ul style="list-style-type: none"> <li>•Coordinating umbrella agency</li> <li>•Intergovernmental agreements</li> <li>•Allocating costs and revenues/fare sharing</li> </ul> | Legislative and<br>Funding Issues:<br><ul style="list-style-type: none"> <li>•Enabling legislation</li> <li>•New program for funding regional transit</li> <li>•Local match</li> </ul> | Community<br>Support:<br><ul style="list-style-type: none"> <li>• Partnerships</li> <li>• Last ½ mile</li> </ul> |



# Breakout Group Assignments

*Group 1 Organizational Framework*

*Lacebark Pine (front)*

*Ryan Furgerson and Chris Jandoli*

*Group 2 Legislation and Funding*

*Scotch Pine (middle)*

*Dennis Louwerse and Anna Lynn Smith*

*Group 3 Partnerships*

*Lodgepole Pine (back)*

*Maggie Mund and Steve Deck*



# Report Back

- Each group discuss what heard and conclusions/recommendations
- 10 minutes each



# Next Steps

- Incorporate ideas and comments into Implementation Plan
- Identify and refine demonstration corridor
- Create guiding policy
- Prepare Final Report
- Present findings to BARTA and County Commissioners



# Regional Transit Coordination Study

Thank you for your participation!  
Project website:

<http://www.pacommuterservices.com/RTCS.html>

