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.
<table>
<thead>
<tr>
<th>Study Partners</th>
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<tbody>
<tr>
<td>Adams County Transit Authority</td>
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<tr>
<td>Adams County Office of Planning and Development</td>
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<tr>
<td>Berks County Planning Commission</td>
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<tr>
<td>Berks Area Regional Transportation Authority</td>
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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
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

### 1st Tier

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Service Area</th>
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<tbody>
<tr>
<td>Brown</td>
<td>Berks &amp; Lebanon via US-422</td>
</tr>
<tr>
<td>Gold</td>
<td>Adams, York and Cumberland via US-15/PA-74</td>
</tr>
<tr>
<td>Orange</td>
<td>Lancaster &amp; York via US-30</td>
</tr>
<tr>
<td>Red</td>
<td>Berks &amp; Lancaster via US-222</td>
</tr>
</tbody>
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### 2nd Tier

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Service Area</th>
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</thead>
<tbody>
<tr>
<td>Purple</td>
<td>Lancaster, Lebanon &amp; Dauphin via PA-283</td>
</tr>
<tr>
<td>Blue</td>
<td>Berks, Lebanon &amp; Dauphin via I-78 and I-81</td>
</tr>
<tr>
<td>Green</td>
<td>York &amp; Cumberland via I-83/PA-581</td>
</tr>
</tbody>
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### 3rd Tier

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Service Area</th>
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</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>Franklin, Cumberland &amp; Dauphin via I-81</td>
</tr>
<tr>
<td>Pink</td>
<td>Perry, Dauphin &amp; Cumberland via US-11/15</td>
</tr>
<tr>
<td>Cyan</td>
<td>Adams &amp; York via Us-30/PA-94/PA-116</td>
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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

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<th>Group #1</th>
<th>Group #2</th>
<th>Group #3</th>
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</thead>
<tbody>
<tr>
<td>Commissioners, Transit Agency Board Members, Transit Agency Staff</td>
<td>Legislators and PennDOT BPT Staff, Transit Agency Staff</td>
<td>Business, Not-for-profits, Agencies, County Planners, Transit Agency Staff</td>
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Organizational Framework:
- Coordinating umbrella agency
- Intergovernmental agreements
- Allocating costs and revenues/fare sharing

Legislative and Funding Issues:
- Enabling legislation
- New program for funding regional transit
- Local match

Community Support:
- Partnerships
- Last ½ mile
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