

Regional Transit Coordination Study



Transit Roundtable #2
April 11, 2011



Welcome

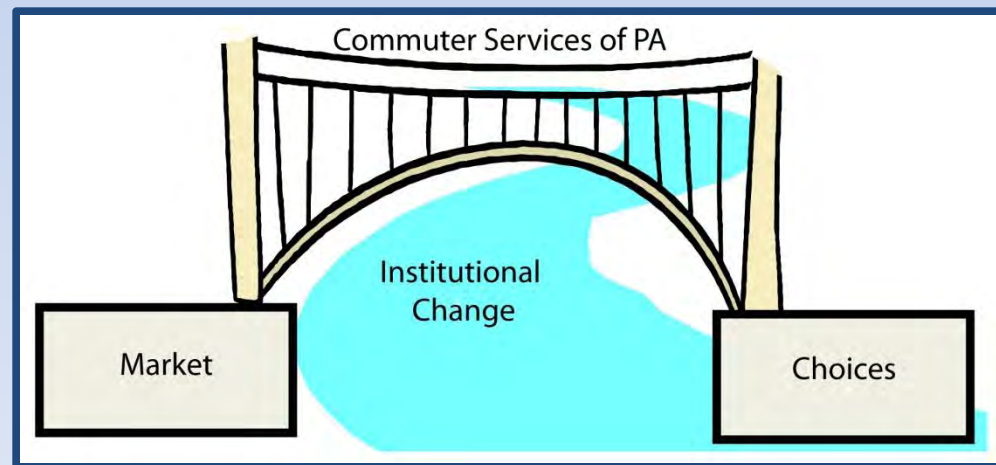
Regional Transit Roundtable

- 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

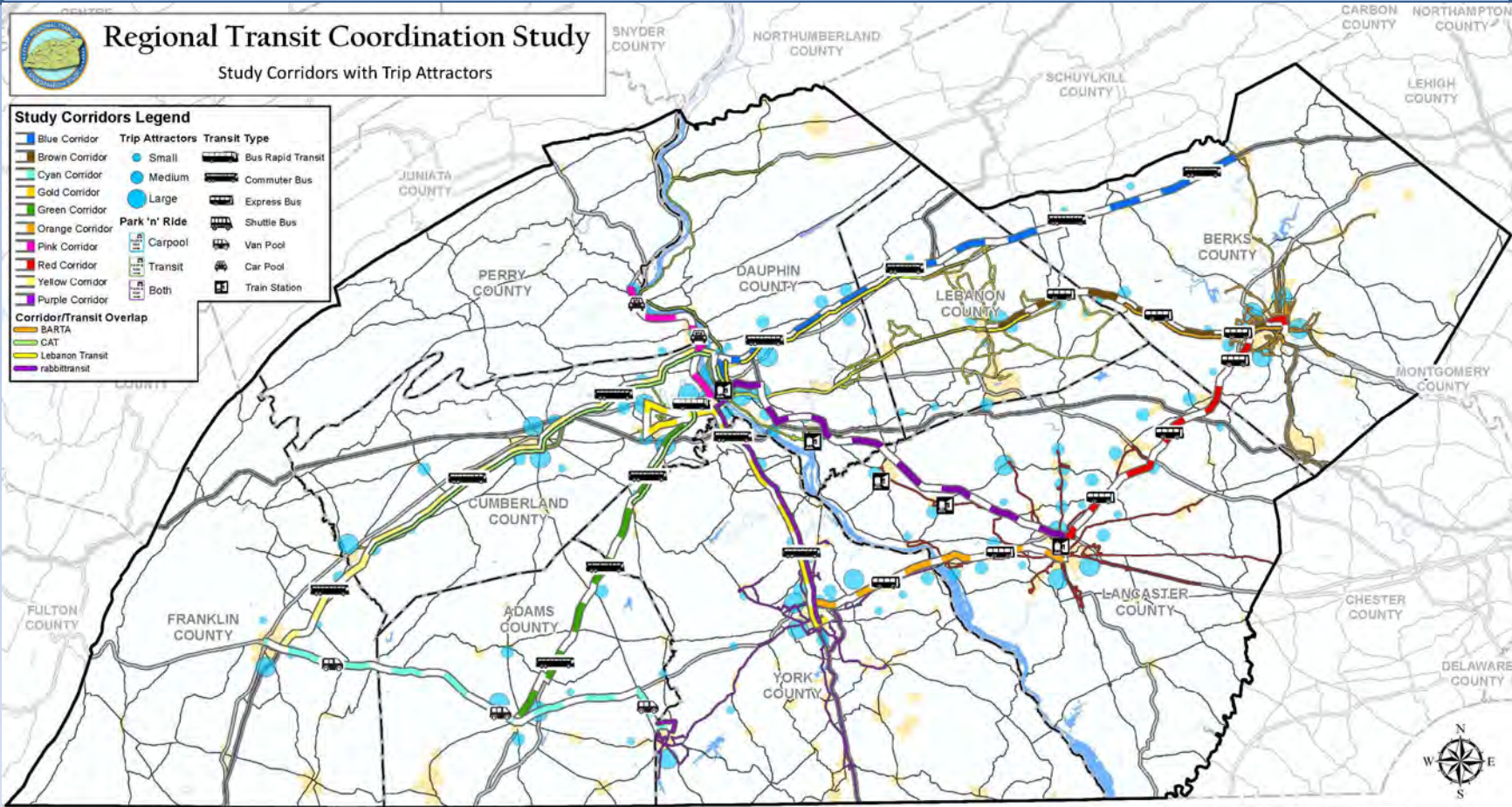
- Organizational Framework
- Legislation and Funding
- Partnerships

- Result

- A template for implementation



Final Ten Corridors



Legend

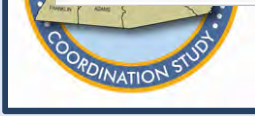
Roads	Transit Authority
Study Area	BARTA
County	RRTA
Water Body	Lebanon Transit
Interstate	CAT
US Highway	rabbitransit
State Highway	

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 st 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 nd 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 rd 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



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



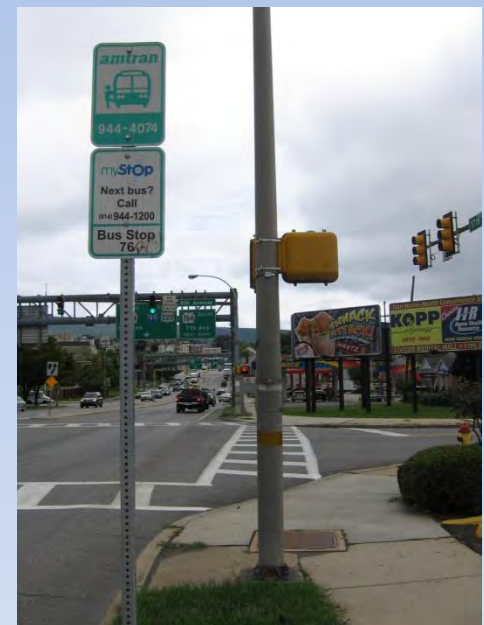
Best Practices: Legislation and Funding

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

