

# PENNSYLVANIA Public Transportation

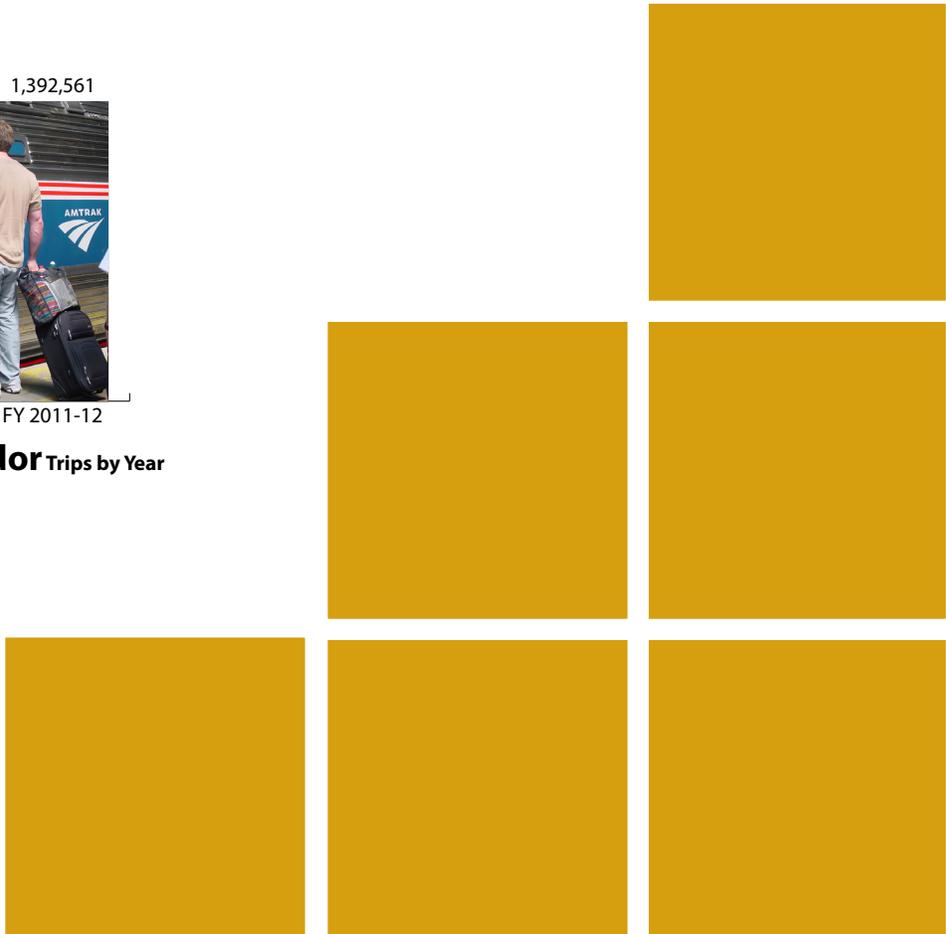
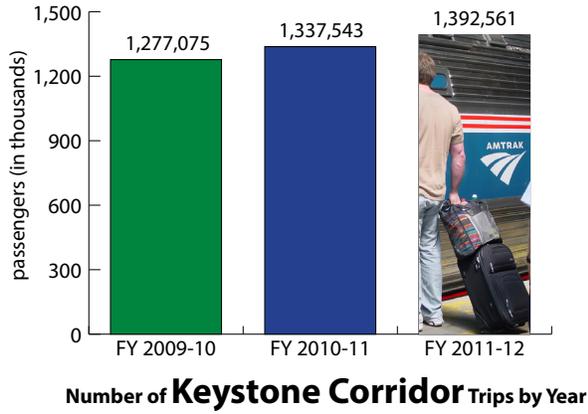
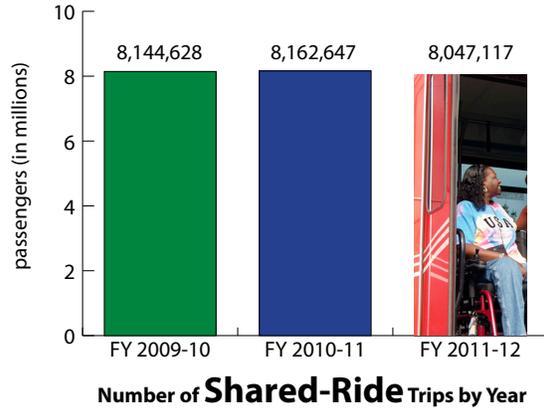
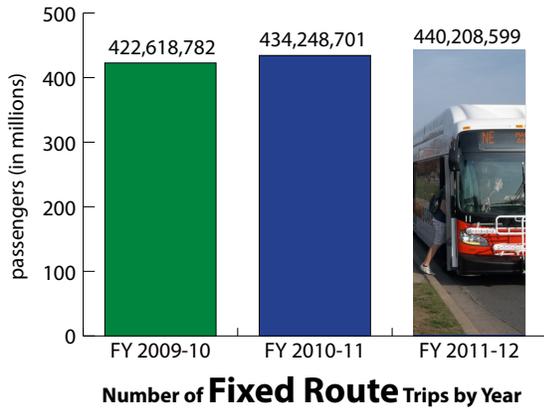


## Public Transportation Highlights

November 2013

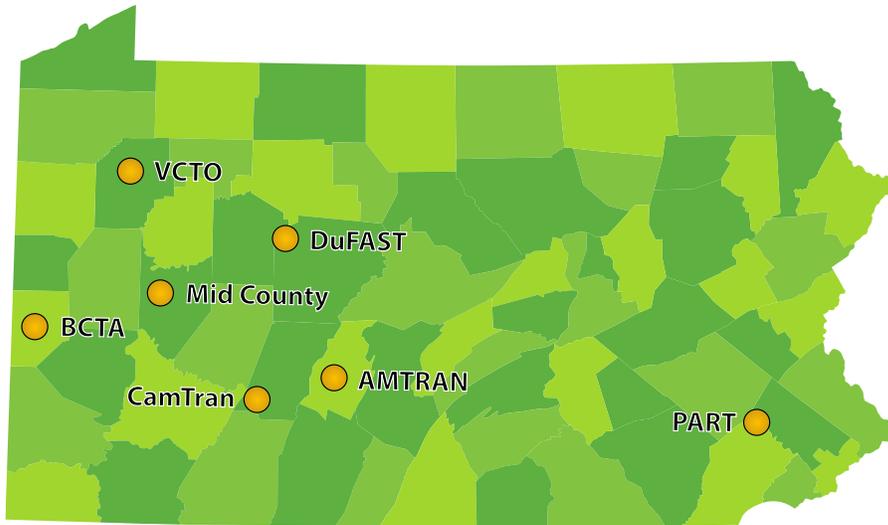


# Pennsylvania Public Transportation Ridership



# Improving Public Transportation Performance

Seven transit agency performance reviews completed between May 2012 and April 2013



Performance reviews mandated by Act 44 of 2007

- Performance reviews highlight issues and result in action plans with concrete goals and objectives to improve performance.



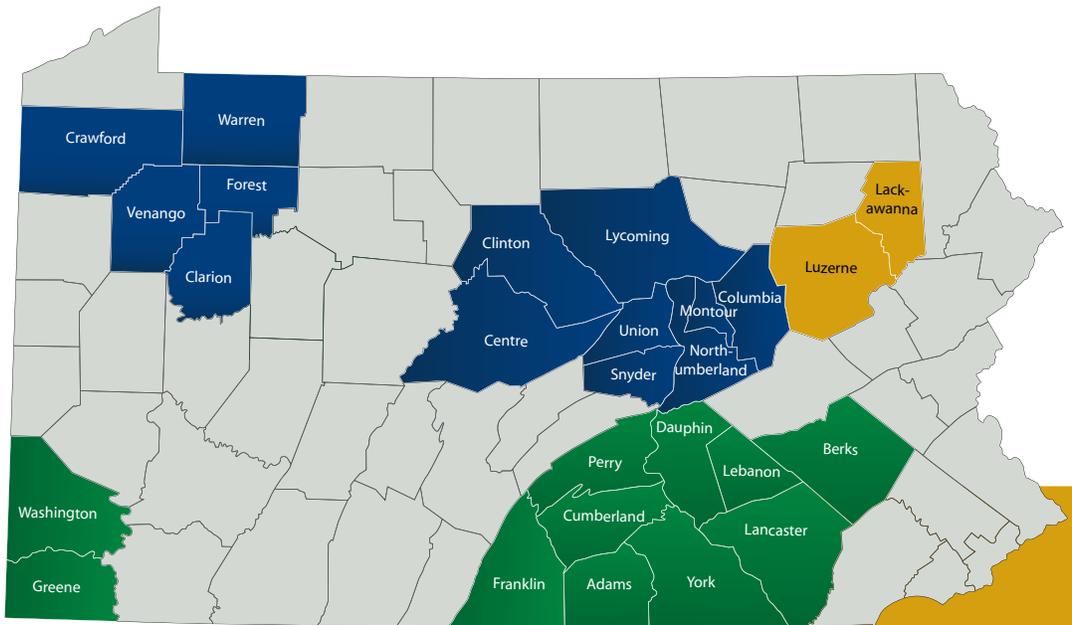
16 performance reviews completed since 2010

*DuFast performance review completed in April 2013 (DuBois, Falls Creek, Sandy Township Joint Transportation Authority)*

Reports are available at [www.dot.state.pa.us](http://www.dot.state.pa.us) in the "Information and Reports" section of the Public Transportation page.

# Modernizing Transit Operations

Many counties and transit systems exploring regionalization/consolidation



**Northwest**

- Study began August 2013

**Northcentral**

- Study will begin late 2013

**Southcentral**

- Phase 1 completed September 2012
- Study projects annual savings of \$4.5 million
- Phase 2 to begin Fall 2013

- Consolidating county-based transit agencies can result in streamlined administration, economies of scale in procurement, and overall cost savings.
- Service improvements can include easier and more convenient trips across county lines and throughout a region.



**Washington County**

- Consolidation study of three transit systems completed in 2012
- Technical assistance requested to produce implementation plan

**Luzerne County**

- County-managed shared-ride service consolidated with LCTA fixed route service

**Lackawanna County**

- County-managed shared-ride services are consolidated under COLTS management

**Washington & Greene Counties**

- Shared-ride systems considering joint management

# Transit Efficiency and Sustainability

## PennDOT invested in Ecolane paratransit scheduling and dispatching software to:

- Improve customer service
- Facilitate regionalized/consolidated service delivery
- Simplify fare structures
- Standardize reporting for accuracy and efficient administration
- Maximize efficiency to control cost increases
- Share information within each transit system, with other transit systems, and with PennDOT

### Future plans for Ecolane

- Systematic roll-out across the state
- Enhanced reporting
- Interactive Voice Response capability
- Ride-sharing between counties

## Analytical tool to calculate costs and benefits of CNG conversion

- Interest increasing in compressed natural gas (CNG) buses and maintenance facilities, which will require significant capital funding.
- PennDOT is developing an analytical tool to project Return on Investment (ROI) in converting buses and maintenance facilities to CNG.
- Tool piloted by AMTRAN (Altoona) and LANta (Lehigh Valley).

*LANta's new maintenance facility is designed to allow future conversion to CNG.*



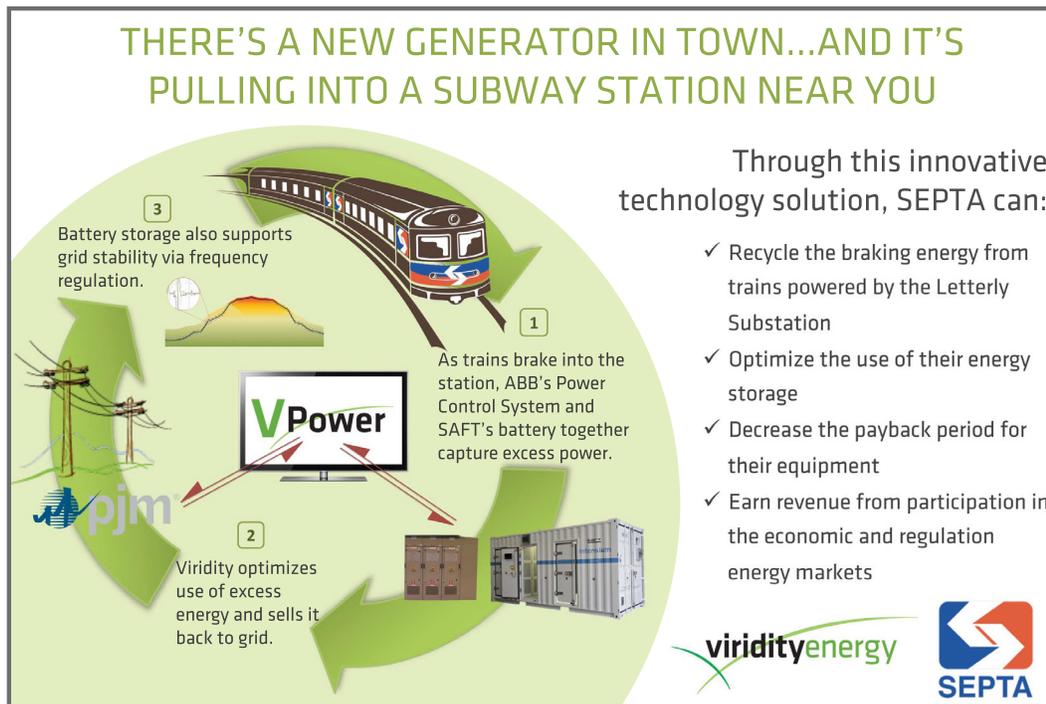
## Extraordinary state efforts to avert Port Authority of Allegheny County (PAAC) service cuts

- A 35 percent service cut, planned for September 2012, would have left many individuals and businesses without transit service. It was averted through Governor Corbett's involvement in PAAC management and labor changes to significantly reduce operating costs.

*Governor Corbett committed an additional \$30 million per year for four years to assist PAAC.*



# Transit Efficiency and Sustainability (continued)



Anticipated 10 percent reduction in energy use from the electrical grid

\$95,000 to \$190,000 projected annual savings from reduced energy use

\$75,000 to \$250,000 projected annual revenue from selling stored electricity back to the grid

## SEPTA's Wayside Energy Storage System captures and stores energy from braking trains

- First train regenerative braking energy project in the world with battery storage.
- System is tied to the electrical grid, enabling SEPTA to sell electricity during periods of peak demand—a source of revenue that covers a portion of SEPTA's operations costs.
- SEPTA expanding project with a \$1.44 million grant from the Federal Transit Administration to install a battery storage device at Griscom Substation.



July 2012 ribbon-cutting



A large battery at Letterly Substation stores energy that is not immediately needed by nearby accelerating trains.

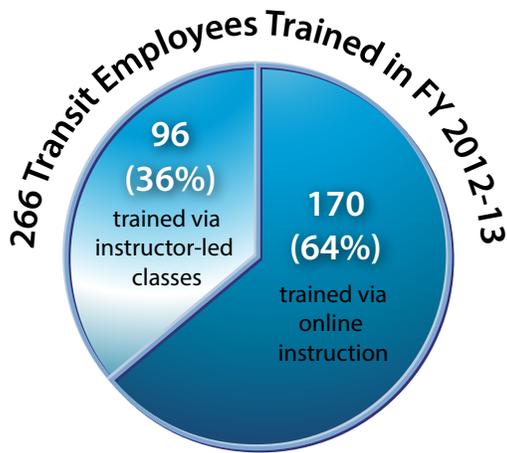
# Transit Agency Training

## PennDOT and the Pennsylvania Public Transportation Association (PPTA) continue to invest in training to improve transit agency performance

- Three tracks:
  - Basic core training in all aspects of transit system operation
  - Professional Supervisor Program
  - Instructor training for employee trainers (TransitSCORE)
- Transit Board training being updated:
  - Explains transit system performance measures
  - Online and instructor-led sessions
  - Being piloted in Indiana County

The Federal Transit Administration recognizes Pennsylvania as an industry leader in professional training.

Transit professionals from other states attend Pennsylvania's public transportation training.



11 graduated from the TransitSCORE train-the-trainer program.

12 graduated from the Professional Supervisor Program.

### Training topics:

- Accident investigation
- Drug and Alcohol
- Compressed Natural Gas Technician and Fleet Operations
- Transit Board
- Maintenance

Transit 101 is an online training module released in 2012 that introduces fixed route and shared-ride transit programs, funding, regulations, job functions, security, and safety.



*Compressed natural gas technology requires specialized training.*

# Transit Agency Technical Assistance

## PennDOT streamlined procurement for transit agencies

- Goods and services can be obtained through state-level contracts:
  - PA Department of General Services contract for small vehicle procurement
  - Open-end contracts for assistance with:
    - Planning
    - Financial Analysis
    - Environmental Studies
    - Design
    - Engineering
    - Construction Management
- Standard Request for Proposal template for accounting and auditing services available through PennDOT.

State-level guidance and support helps transit agencies plan and operate more efficiently.

## PennDOT developed Title VI “How-to Guide”

- Title VI of the Civil Rights Act of 1964 is a non-discrimination statute.
- Includes federal requirements for environmental justice and serving individuals with limited English proficiency.
- Template assists federally-funded transit agencies in developing their required Title VI Program and submissions.
- [ftp://ftp.dot.state.pa.us/public/Bureaus/PublicTransportation/GeneralInformation/Title\\_VI\\_How\\_to\\_Guide.pdf](ftp://ftp.dot.state.pa.us/public/Bureaus/PublicTransportation/GeneralInformation/Title_VI_How_to_Guide.pdf)

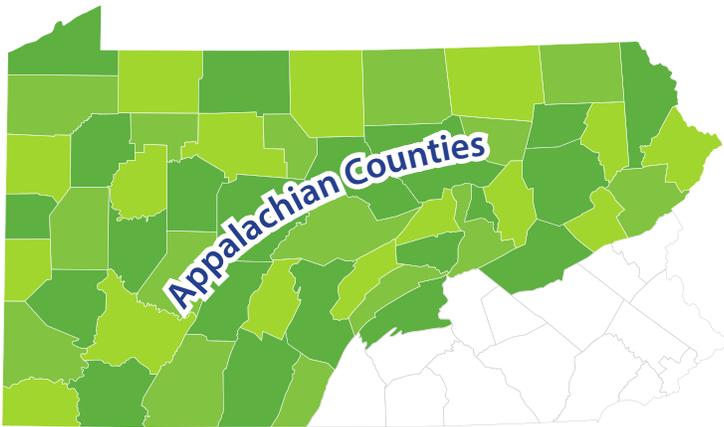
PennDOT provides procurement assistance for buses and other vehicles as well as professional services such as planning, engineering, and construction.

Environmental justice (EJ) is a component of Title VI. PennDOT’s EJ program helps ensure that low-income and minority populations receive their fair share of transportation benefits and do not bear a disproportionately high level of transportation’s environmental burdens (such as air and noise pollution).

# Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Federal transportation legislation signed July 2012, effective October 1, 2012
- Increases total U.S. public transportation slightly
- Establishes funds for public transportation in Appalachian region
- Emphasizes performance-based measures
- Consolidates several public transportation programs

Changes in federal policy affect Pennsylvania public transportation.



Pennsylvania will receive \$4.778 million in FY 2013 and FY 2014 for public transportation in the Appalachian region.

Previously, funding for Appalachian region was highway-focused.

## Impacts of the 2010 Census

- Four new "urbanized areas" (affects how funding can be applied to public transportation and what services are required): Chambersburg, Hanover, East Stroudsburg, Bloomsburg-Berwick.
- York is now a "large urbanized area," reducing the percentage of its Section 5307 funding that can be used for operating assistance.
- A population decrease in several cities reduces their Section 5307 funding: Pittsburgh, Scranton, Altoona, Johnstown, Williamsport, Uniontown.

Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.

# Capital Investment

## PA transit agencies made strategic capital investments

Type	Why	Example
<b>Vehicles</b> <i>Includes accessible fixed route transit buses and smaller transit vehicles for shared-ride services</i>	<ul style="list-style-type: none"> <li>Fuel efficiency</li> <li>Reliability</li> <li>Reduced maintenance costs</li> <li>Better passenger experience</li> </ul>	CATA (State College) purchased 28 compressed natural gas transit buses.
<b>Facilities</b> <i>Includes renovation and construction of maintenance facilities and passenger stops and stations</i>	<ul style="list-style-type: none"> <li>Improved passenger accommodation</li> <li>Multimodal connectivity</li> <li>Efficient maintenance</li> <li>Energy efficiency</li> <li>Expanded capacity</li> </ul>	RVT (Williamsport) completed its Church Street Transportation Center, an intermodal passenger facility that supports city revitalization efforts.
<b>Fare Collection Equipment</b> <i>Includes fareboxes on buses, ticket vending machines, and smartcard equipment</i>	<ul style="list-style-type: none"> <li>Customer convenience</li> <li>Security</li> <li>Accuracy and efficiency in fare collection and processing</li> </ul>	PAAC (Pittsburgh) is collaborating with four neighboring transit systems on the Regional Farebox Project, which includes new fareboxes with regional smartcard technology.
<b>Automated Vehicle Locator (AVL) Systems</b> <i>Includes hardware and software for tracking bus locations</i>	<ul style="list-style-type: none"> <li>Real-time information on bus arrivals</li> <li>Enhanced security</li> <li>Expanded data collection for route planning</li> </ul>	LCTA (Luzerne County) is implementing an AVL system that will allow passengers to use their smartphones to check when the next bus will arrive.

**Berks Area Regional Transportation Authority (BARTA) Franklin Street Station Restoration**

- \$5.26 million project created construction jobs
- Revitalized the area
- Serves existing routes
- Hub for future services to industrial employment areas geared toward job access and expanding mobility for veterans



## SEPTA's 120 new railcars assembled in Philadelphia

- Silverliner V Railcar purchase created hundreds of jobs at a new plant in South Philadelphia.
- Total cost: \$324 million
- The plant will also produce rail cars for other transit agencies across the country.

**Silverliner Project**

- Invested \$74 million in PA companies
- Created new jobs
- Rail car production jobs will be sustained

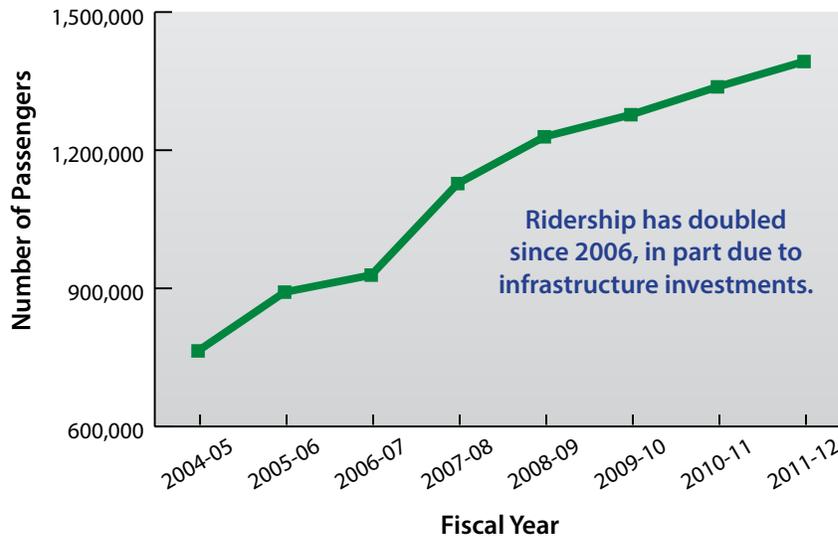
*The formerly dilapidated Franklin Street Station complements adjacent historic preservation and revitalization efforts.*



*The Silverliner V railcars are comfortable, modern, and spacious.*

# Intercity Rail Passenger Service –Keystone Corridor

**Ridership reached 1.4 million in FY 2011-12**



*Philadelphia's 30th Street Station—only 1 hour, 35 minutes to Harrisburg via Keystone rail service*

## Station investments promote community and economic development

- New businesses planned within walking distance of Mount Joy Station.
- Elizabethtown pathway will connect central business district to train station.
- Connections to airport and bus system planned from Middletown Station.
- Private sector transit-oriented development (TOD) planned for Coatesville Station.



*Mount Joy Station Phase 1 (streetscaping and parking) completed*

### Keystone Hbg – Phl better than driving:

- About 30 minutes faster
- Wireless Internet—can work or relax
- Reduces highway congestion

### Station projects provide full ADA accessibility:

- Elevators to platforms
- Boarding platforms level with train
- Accessible parking, walkways, intermodal connections

*Potential rehabilitation of the existing Coatesville Station is one alternative being considered as part of the TOD study.*



# Intercity Rail Passenger Service – Keystone Corridor (continued)

## Elizabethtown Station upgrades completed

- Constructed 80 additional parking spaces.
- Established parking for people with disabilities, including an ADA-accessible walkway connecting parking to train station.
- Provided intermodal connectivity (bus, taxi, bicycle, pedestrian).
- Added security cameras, lighting, covered walkways, and covered bicycle racks.



Renovated  
Elizabethtown Station

## Other intercity rail passenger improvements planned for FY 2013-14

- Construct Mount Joy Station platforms and improve ADA accessibility.
- Remove two at-grade crossings in Lancaster County to enhance safety.
- Upgrade the interlocking at Harrisburg to increase train speeds.
- Install directional signs at Philadelphia's 30th Street Station.
- Advance transit-oriented development (TOD) at Coatesville Station to support ridership and community development.



Modernizing the Harrisburg interlocking will allow trains to change tracks into the station at a higher speed, reducing overall travel time.

## Service sustained on Keystone Corridor West (Harrisburg – Pittsburgh)

- A March 2013 agreement between PennDOT and Amtrak established the level of state financial support for the *Pennsylvanian* service between Harrisburg and Pittsburgh, enabling service to continue.

Pennsylvania's full Keystone Corridor links Pittsburgh, Philadelphia, and points between to Amtrak's nationwide network.



# Recognizing Excellence

## SEPTA – Outstanding Public Transportation System, 2012

- The transit industry's highest honor
- Presented by the American Public Transportation Association in January 2013
- Recognized SEPTA's exemplary innovation, efficiency, and fiscal management

## Bill Nichols, River Valley Transit (Williamsport) – Public Transportation Manager of the Year, 2012

- Provided proactive leadership for the Endless Mountain Transportation Authority (Bradford, Sullivan, and Tioga counties) during a period of fiscal crisis and management change.
- Led development of the Williamsport Intermodal Center and collaborated with the private sector to address parking issues.
- Promoted compressed natural gas (CNG) for transit.

## Patricia Moir, Suburban Transit Network, Inc. (TransNet, Montgomery County) – Public Transportation Manager of the Year, 2013

- Volunteered to be one of the first agencies to implement Ecolane shared-ride scheduling software.
- Provided exemplary planning, preparation, and project management for software implementation.
- Led TransNet through a major change in operations.



Both leaders commended for outstanding achievement and contributions to public transportation in Pennsylvania



## In Memory of Dennis Louwerse 1945 - 2013

- Executive Director and CEO of Berks Area Regional Transportation Authority (BARTA), 1983 - 2013
- 2011 Pennsylvania Public Transportation Association Lifetime Achievement Award

