Public Transportation Highlights
November 2013
Pennsylvania Public Transportation Ridership

Number of Fixed Route Trips by Year

Number of Shared-Ride Trips by Year

Number of Keystone Corridor Trips by Year
Seven transit agency performance reviews completed between May 2012 and April 2013

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

Performance reviews are mandated by Act 44 of 2007.

16 performance reviews completed since 2010

Reports are available at 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

- 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
- Study began August 2013
- Consolidation study of three transit systems completed in 2012
- Technical assistance requested to produce implementation plan

Northwest
- Study will begin late 2013

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

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

Luzerne County
- County-managed shared-ride services consolidated with COLTS management

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).

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.
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.

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

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.

266 Transit Employees Trained in FY 2012-13

- 96 (36%) trained via instructor-led classes
- 170 (64%) trained via online instruction

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

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

12 graduated from the Professional Supervisor Program.

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.

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.

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

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

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

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.

Changes in federal policy affect Pennsylvania public transportation.
Capital Investment

PA transit agencies made strategic capital investments

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<tr>
<th>Type</th>
<th>Why</th>
<th>Example</th>
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<tbody>
<tr>
<td>Vehicles</td>
<td>■ Fuel efficiency</td>
<td>CATA (State College) purchased 28 compressed natural gas transit buses.</td>
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<td>Includes accessible fixed route transit buses and smaller transit vehicles for shared-ride services</td>
<td>■ Reliability</td>
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<td></td>
<td>■ Reduced maintenance costs</td>
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<td></td>
<td>■ Better passenger experience</td>
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<td>Facilities</td>
<td>■ Improved passenger accommodation</td>
<td>RVT (Williamsport) completed its Church Street Transportation Center, an intermodal passenger facility that supports city revitalization efforts.</td>
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<td>Includes renovation and construction of maintenance facilities and passenger stops and stations</td>
<td>■ Multimodal connectivity</td>
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<td></td>
<td>■ Efficient maintenance</td>
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<td></td>
<td>■ Energy efficiency</td>
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<td></td>
<td>■ Expanded capacity</td>
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<td>Fare Collection Equipment</td>
<td>■ Customer convenience</td>
<td>PAAC (Pittsburgh) is collaborating with four neighboring transit systems on the Regional Farebox Project, which includes new fareboxes with regional smartcard technology.</td>
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<td>Includes fareboxes on buses, ticket vending machines, and smartcard equipment</td>
<td>■ Security</td>
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<td></td>
<td>■ Accuracy and efficiency in fare collection and processing</td>
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<td>Automated Vehicle Locator (AVL) Systems</td>
<td>■ Real-time information on bus arrivals</td>
<td>LCTA (Luzerne County) is implementing an AVL system that will allow passengers to use their smartphones to check when the next bus will arrive.</td>
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<td>Includes hardware and software for tracking bus locations</td>
<td>■ Enhanced security</td>
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<td>■ Expanded data collection for route planning</td>
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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.

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

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

Silverliner Project

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

The Silverliner V railcars are comfortable, modern, and spacious.
Intercity Rail Passenger Service – Keystone Corridor

Ridership reached 1.4 million in FY 2011-12

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.

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.

Keystone Hbg – Phl better than driving:
- About 30 minutes faster
- Wireless Internet—can work or relax
- Reduces highway congestion
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.

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.

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 Pennsylvania 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.

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

Thanks Dennis - You gave it all!