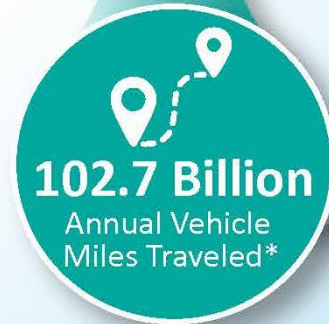


TRANSPORTATION SUMMIT - PENNDOT

JOHN TAYLOR - DECEMBER 11, 2023

PENNDOT BY THE NUMBERS



*Total miles on all PA roadways



PRESENTATION SUMMARY

- Overview of Transit Modes
- Usage Data
- Cost Sharing
- Shared-Ride Sustainability



FIXED ROUTE OVERVIEW

- Operates along a specific route
- Stops at scheduled times at set locations
- Includes both bus and rail service
- Passengers are charged a relatively low fare
- Cost of service is heavily subsidized with federal, state, and local funding



PENNDOT'S ROLE IN FIXED ROUTE SERVICE

- Provides most of the operating funding for public fixed route providers in Pennsylvania
- Also provides most of the capital funding, often to match federal funds
- Funds and oversees the Free Transit Program for senior citizens



SHARED-RIDE OVERVIEW

- Service is demand responsive
- Service must be reserved in advance – generally the day prior at the latest
- The service is open to the public
- The public fare for each trip reflects the fully-allocated cost of the service
- Various human service programs or agencies can purchase service at the public fare – these arrangements provide most of the funding for the service

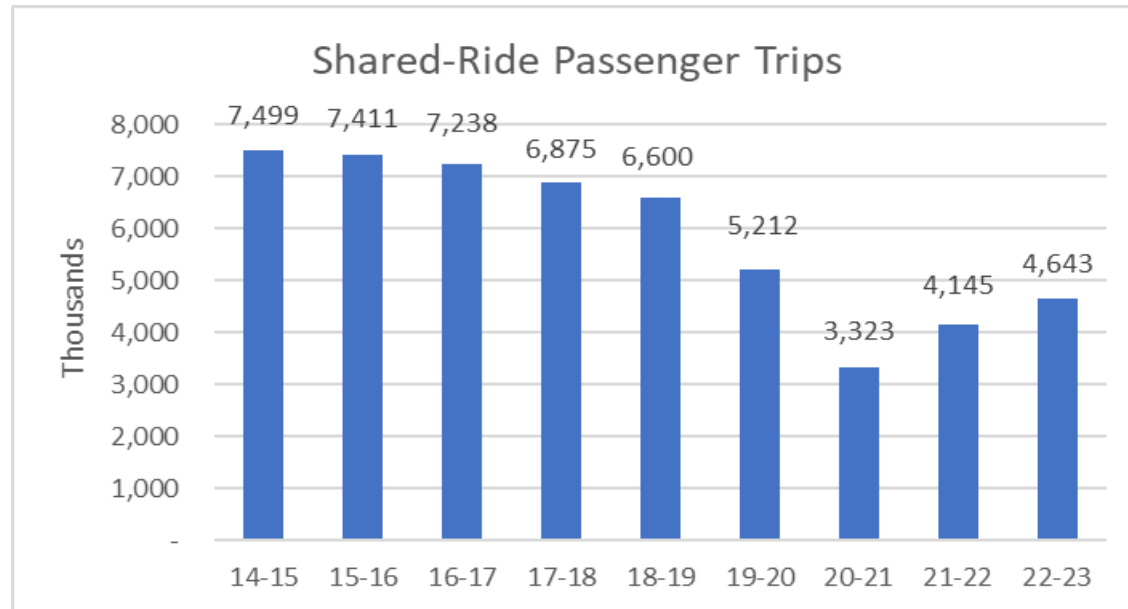
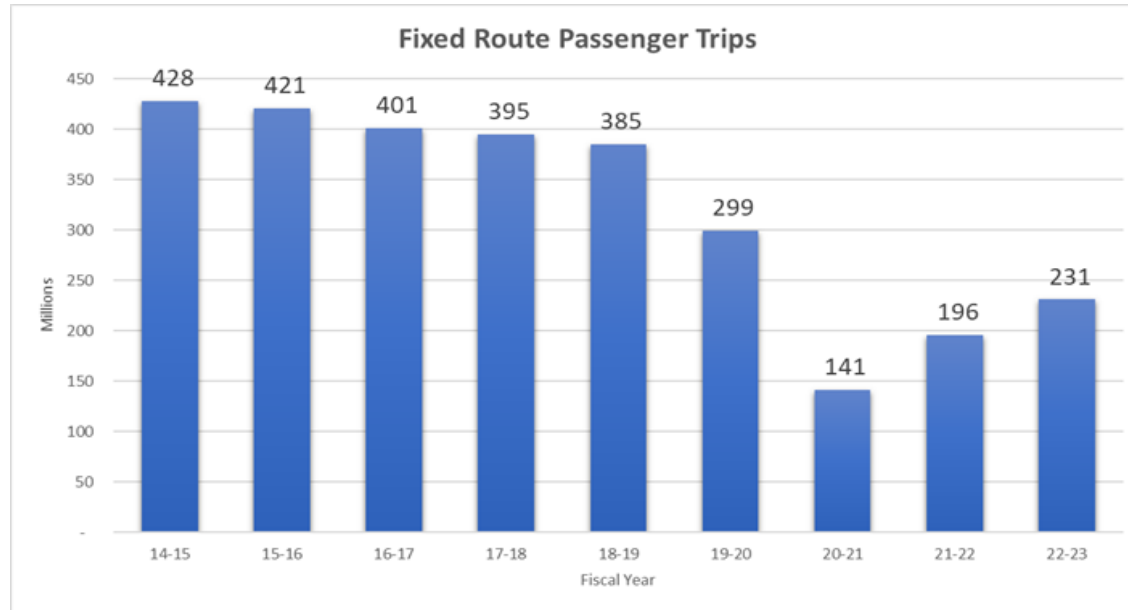


PENNDOT'S ROLE IN SHARED-RIDE SERVICE

- PennDOT provides funding for and oversees the Senior Shared-Ride (SSRP) and Persons with Disabilities (PwD) Programs
- PennDOT distributes most of the funding (both state and federal) used to purchase vehicles and to build or renovate facilities
- PennDOT oversees compliance of the ADA complementary paratransit service offered by rural fixed route providers



USAGE DATA



COST SHARING

- Fixed route service
 - Fare revenue generally covers little (single-digit percent) of the total cost of service
 - Some organizations, such as universities, may negotiate a flat fee which covers a group's unlimited usage of service
 - Seniors 65 and older ride for free on all public fixed route service
- Shared-Ride service
 - Fare revenue should cover the fully-allocated cost of the service
 - The capital costs of service covered by grant funds are not factored into the fares
 - Most riders have their fare covered by one or more programs
 - Most trips for seniors will have 85 percent of the fare covered by PennDOT



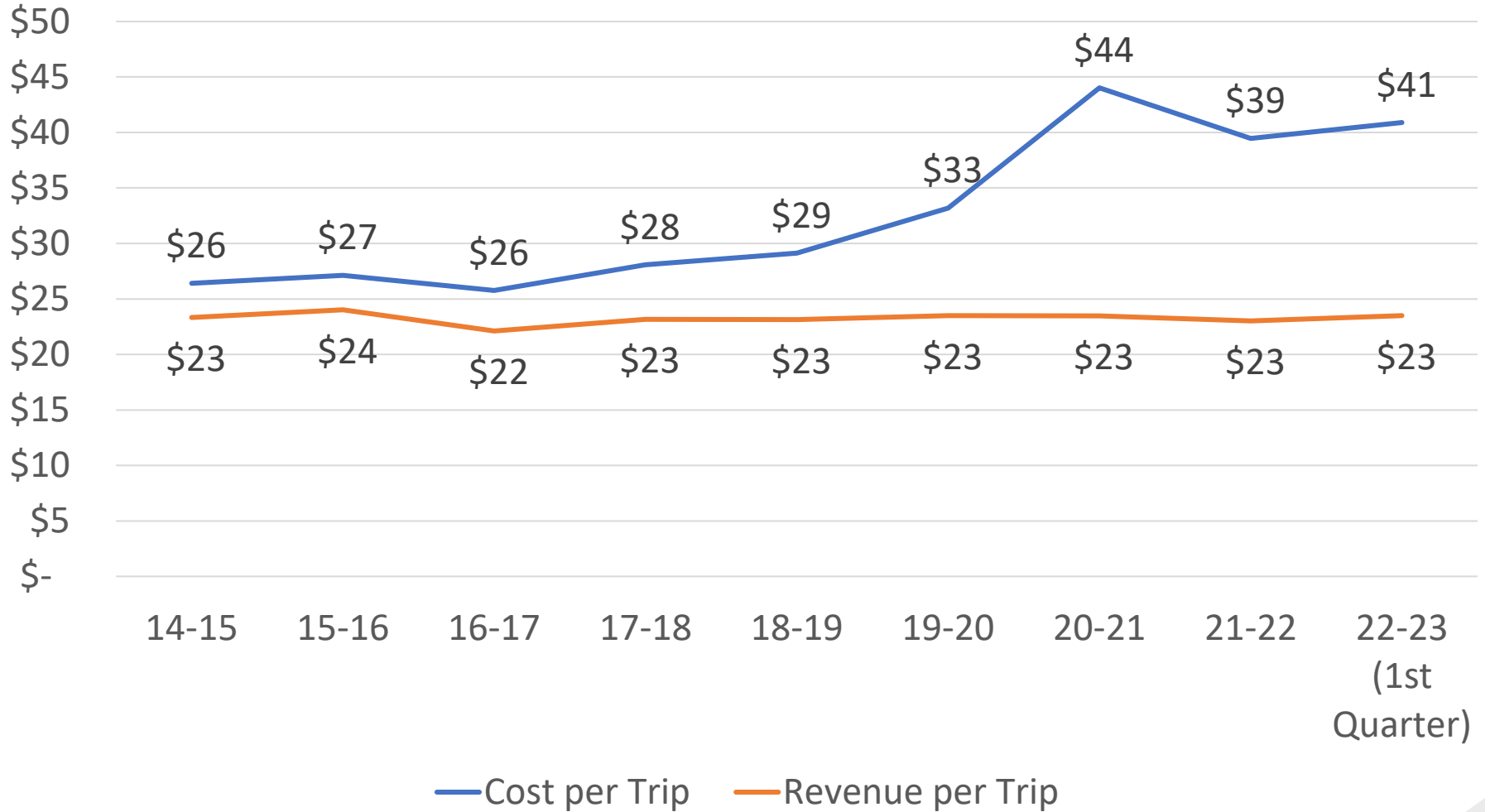
SHARED-RIDE SUSTAINABILITY

- Sustainability issues
 - Agencies struggle to keep their shared-ride fares in line with the cost of service
 - The 15 percent required copayment require of PennDOT's programs limits how high fares can be raised
 - Some funding sources cannot afford to pay more than the current shared-ride fare
 - A decrease in ridership causes a direct decreases to the majority of an agency's revenue



SHARED-RIDE SUSTAINABILITY

Statewide Shared Ride Cost and Revenue Per Trip



SHARED RIDE SUSTAINABILITY STUDY

- Data collection phase
 - Interviews with State agencies including DHS, Aging, Labor and Industry
 - Interviews with some current shared ride providers
 - Reviewing existing shared ride data
 - Ridership
 - Funding
 - Customer satisfaction surveys
 - Compliance reviews
 - Prior studies
 - Developing surveys for providers and advocates
- Next Steps
 - Background Analysis Report
 - Preliminary models
- Study results under review

pennsylvania
DEPARTMENT OF TRANSPORTATION

SHARED-RIDE PUBLIC TRANSPORTATION SUSTAINABILITY STUDY

We're taking a fresh look at the way we pay for and provide on-demand public transportation service to seniors, people with disabilities, and other vulnerable Pennsylvanians.

Why is this project needed? 🚌

The shared-ride public transportation program ensures vulnerable Pennsylvanians have reliable transportation to help them lead healthy and productive lives by providing access to:

- Medical services, work, training, and education
- Shopping, social, and recreational destinations

The program launched in 1980. Much has changed since then.

- Passenger demographics, travel patterns, and service expectations
- Economics for passengers, programs, and transportation providers
- Structure, types, and locations of medical and social services
- Support programs for aging in place

Now's the time to adapt the program to ensure its long-term viability.

- In Fiscal Year 2018-2019, costs were \$25 million more than revenues
- In Fiscal Year 2020-2021, that amount increased to more than \$60 million

COVID-19 relief funding kept these vital services afloat temporarily, but shared-ride public transportation, as currently configured, is not sustainable into the future.

What is Shared-Ride? 🚌

Unlike regular bus service, shared-ride public transportation provides demand-responsive service between a passenger's home and destinations such as medical appointments or grocery shopping.

The Pennsylvania lottery and Medicaid programs subsidize the service for Pennsylvanians 65 and older, people with disabilities, and some Medicaid patients.

Passengers with similar destinations share the ride in vans or small buses.

Passengers must:

- Request rides in advance and meet program requirements, or
- Pay the full cost of the ride.

What is the project's goal? 🎯

Define a set of realistic, achievable, and sustainable solutions to modernize the shared-ride public transportation program so that it can continue to be:

- Useful for customers
- Workable for service providers
- Sustainable for funding partners

Who is involved? 👥

PennDOT's Multimodal Deputy, Bureau of Public Transportation, is leading the project and will engage:

- The PA departments of Human Services and Aging
- Transportation service providers
- Advocacy groups
- Passengers
- Local funding partners

What is the project's timeline? 📅

The study begins in **Fall 2022** and concludes by **Spring 2023**.

For more information contact:
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PHONE: (717) 787-1208 **EMAIL:** dspila@pa.gov

Modernize shared ride program funding and delivery to be sustainable into the future



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