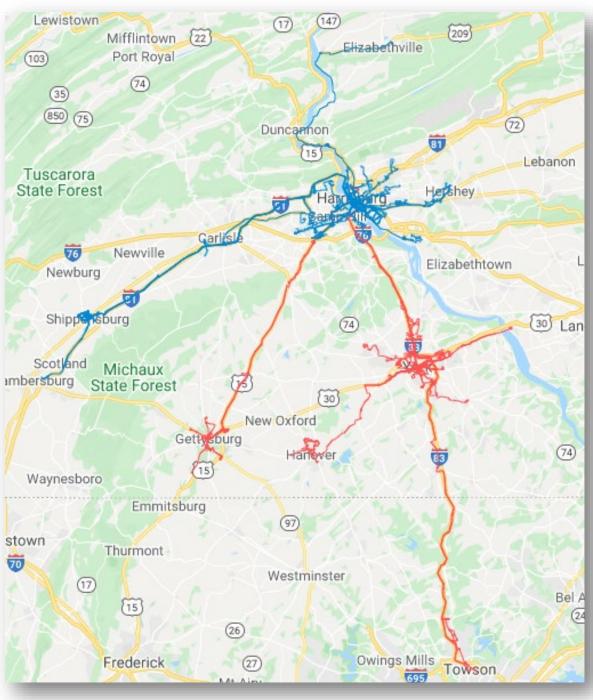




Regional **Fixed** Route Service Map







Economic Development

- Making the region more attractive to large employers.
- Improves the prospect of a reliable workforce.



Improved Employment Opportunities

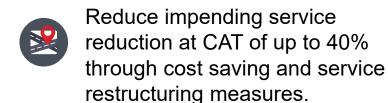
- MH/IDD decentralization of sheltered workshops = more evening, weekend and longer trips.
- Non-traditional hours/seasonal needs of warehousing industry.
- Growing need: transit service to employment for individuals involved in court system.
- Connections to large regional employers (Hersheypark, Amazon, FedEx, etc.)

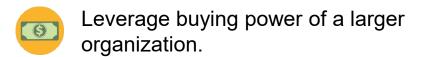


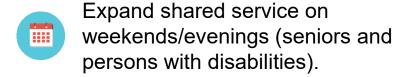
Veterans Transportation

- Connecting
 Veterans to the
 Lebanon VA
 Hospital.
- Connecting Unemployed Veterans to Jobs.

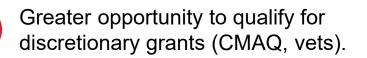
IMPROVED TRANSIT OPERATIONS:







Reduce costs that can be shared (i.e. Software as a service fees).





Operation efficiencies (shared resources, shared capital purchases/ equipment, shared vehicles).



Create specialty maintenance services in regional shops for improved quality of maintenance.



Improved access to customer service—expanded call center hours.



Shared, robust intelligent transportation system: better service analysis, improved customer communication, better customer experience—single fare media, smart phone apps, rider alert system.

IMPROVED TRANSIT OPERATIONS:



Multiple county perspective for planning services. Single contact with MPOs and the value in synergy.



Shared best practices across organization.



Subject-matter experts (non-duplicative positions):

- IT
- Marketing (reduction in duplicative creative campaigns/materials)
- Transit Development Plan expertise
- Microtransit expertise
- Advocacy expertise
- 4Ride business model



Shared seasoned Executive Director.



Improved Service to Healthcare

- With regionalization of healthcare, more residents in region seeking transportation to non-traditional health providers.
- Transportation to these providers meets the needs of senior and disabled populations.



Connectivity to Higher Education

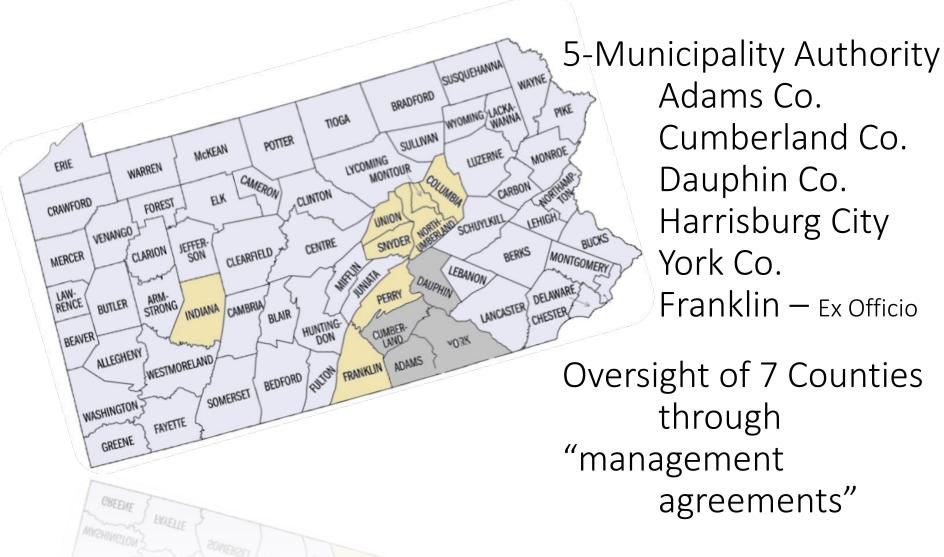
- The HACC network—allowing students to travel to the Harrisburg Campus and between the Campus of Gettysburg, Harrisburg and York.
- Need improved connectivity between Penn State Campuses of Harrisburg and York.
- Greater opportunity to connect students to the region's technical institutions.



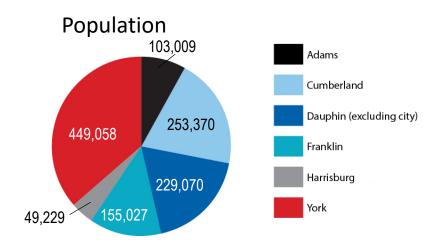
Emergency Management Support

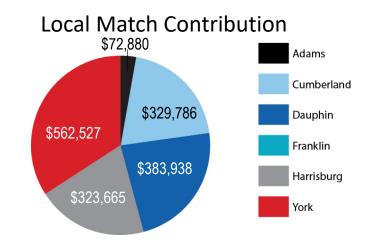
- Evacuations
- Vehicle shelter for first responders in elements.

Service Area

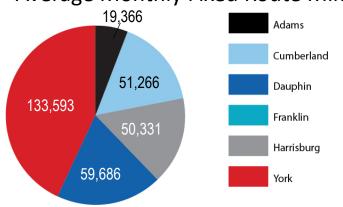


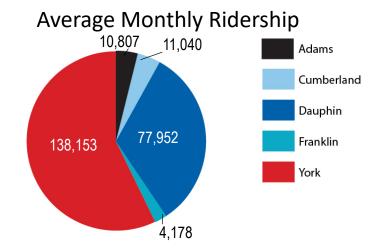
Board Composition for Regional Transit Authority A 10-Person Board of Directors Scenario











Joint Committee Recommendation for Board Representation:

Adams	Cumberland	Dauphin	Franklin ex officio	Harrisburg	York
1	2	2	1	2	3

Organizational Structure

SRTA

Susquehanna Regional Transportation Authority

CAT

Cumberland-Dauphin-Harrisburg
Transit Authority

CPTA

Central Pennsylvania
Transportation Authority

FAQs

- Will Funding Allocated to One System be Spent in Another?
 - No. FTA Funds must be spent in the UZA for which it is allocated. Administrative Cost can be allocated to all cost centers.
- Will Drivers Be Sent to Other Areas to Work?
 - No. The largest cost for a transit system is paid driver hours. Fixed Route Operators will work within their assigned service area. Shared Ride operators will work primarily in their assigned areas – cross utilization would occur when it makes sense.
- Will Regionalization Affect the CBAs?
 - No. CBAs will remain in effect and will be maintained and negotiated separately.

YOU ARE INVITED TO A ZOOM MEETING!



When: Feb 4, 2021 07:00 PM Eastern Time (US and Canada)

Register in advance for this meeting:

https://us02web.zoom.us/meeting/register/tZYIdemprT8qHNbAg9O-UCqNA1sytc7PQWBc

After registering, you will receive a confirmation email containing information about joining the meeting.