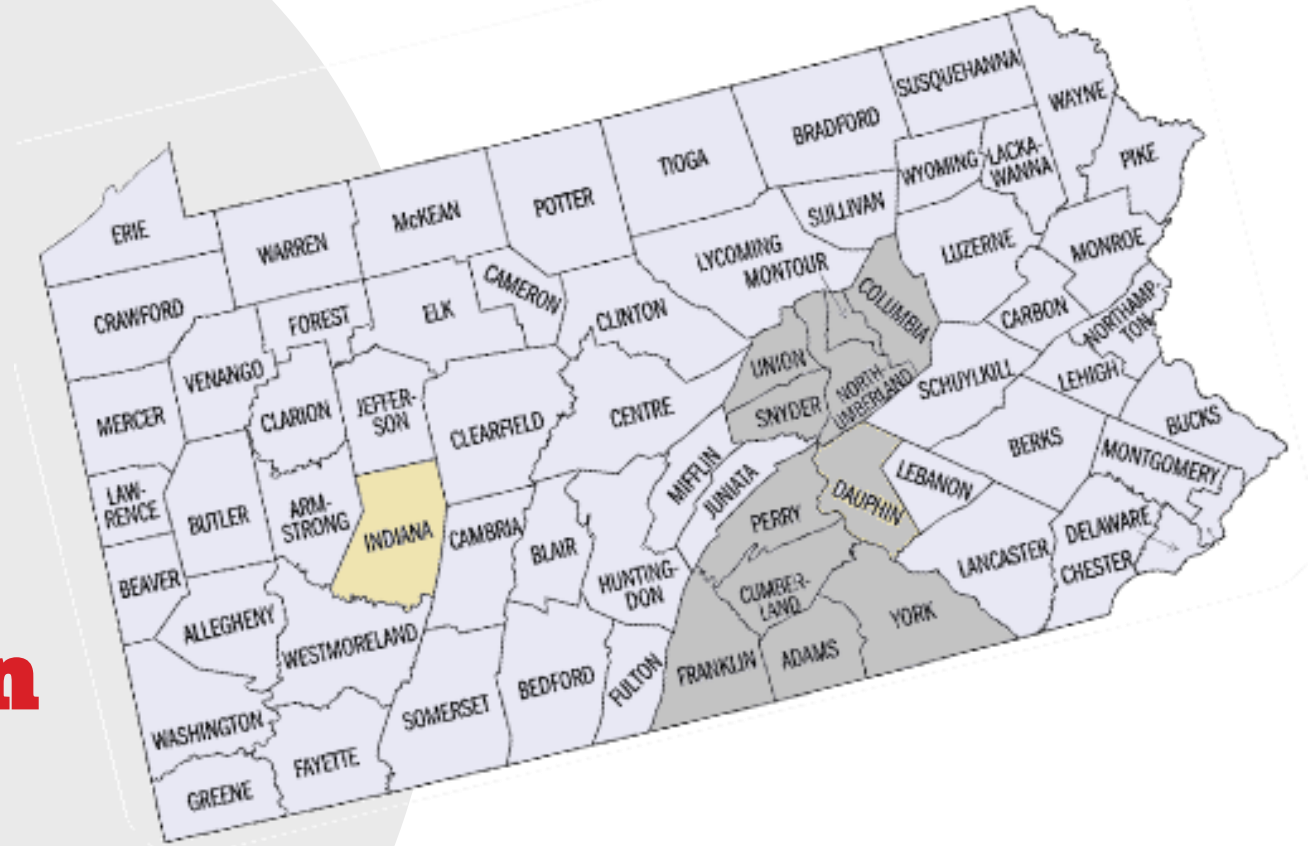




Susquehanna Regional Transportation Authority

Public Transportation

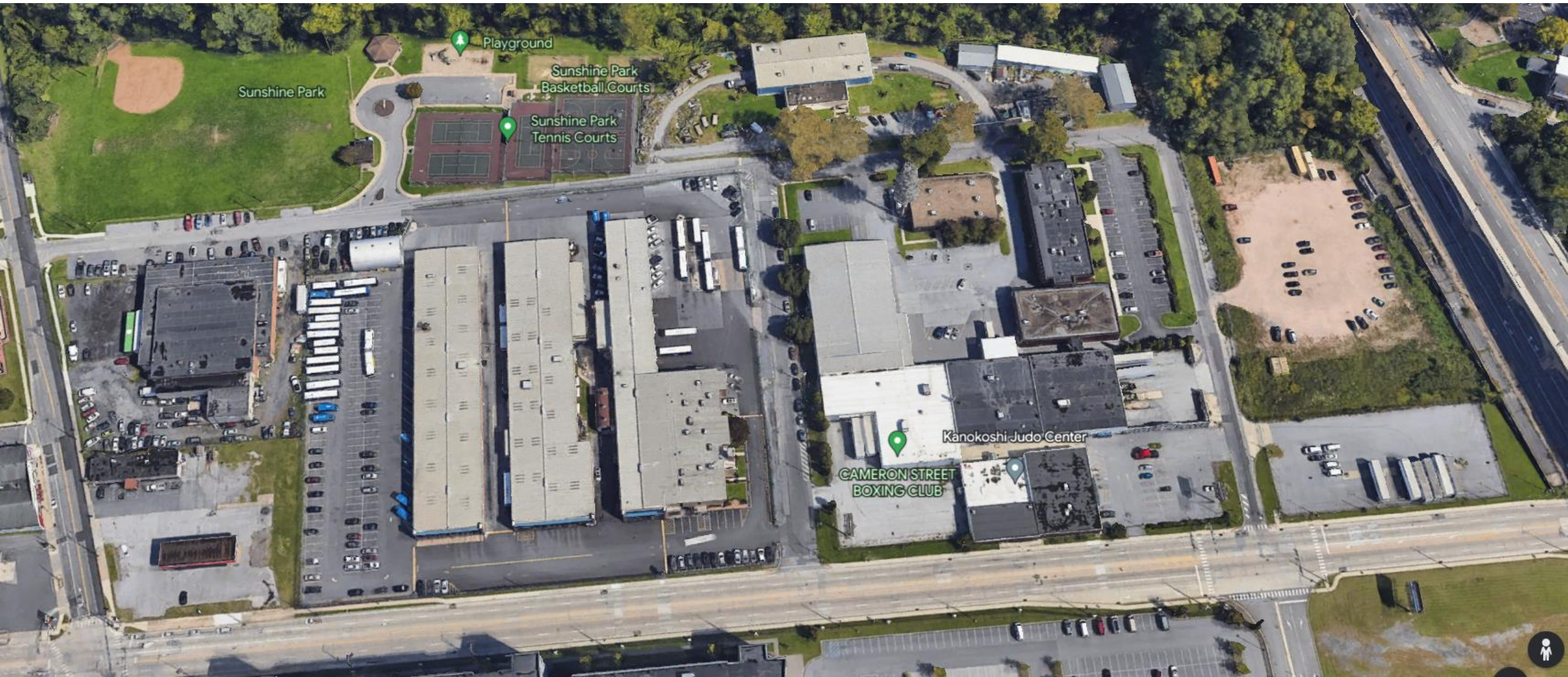
In Adams, Columbia, Cumberland, Dauphin, Franklin, Harrisburg City, Montour, Northumberland, Perry, Snyder, Union and York





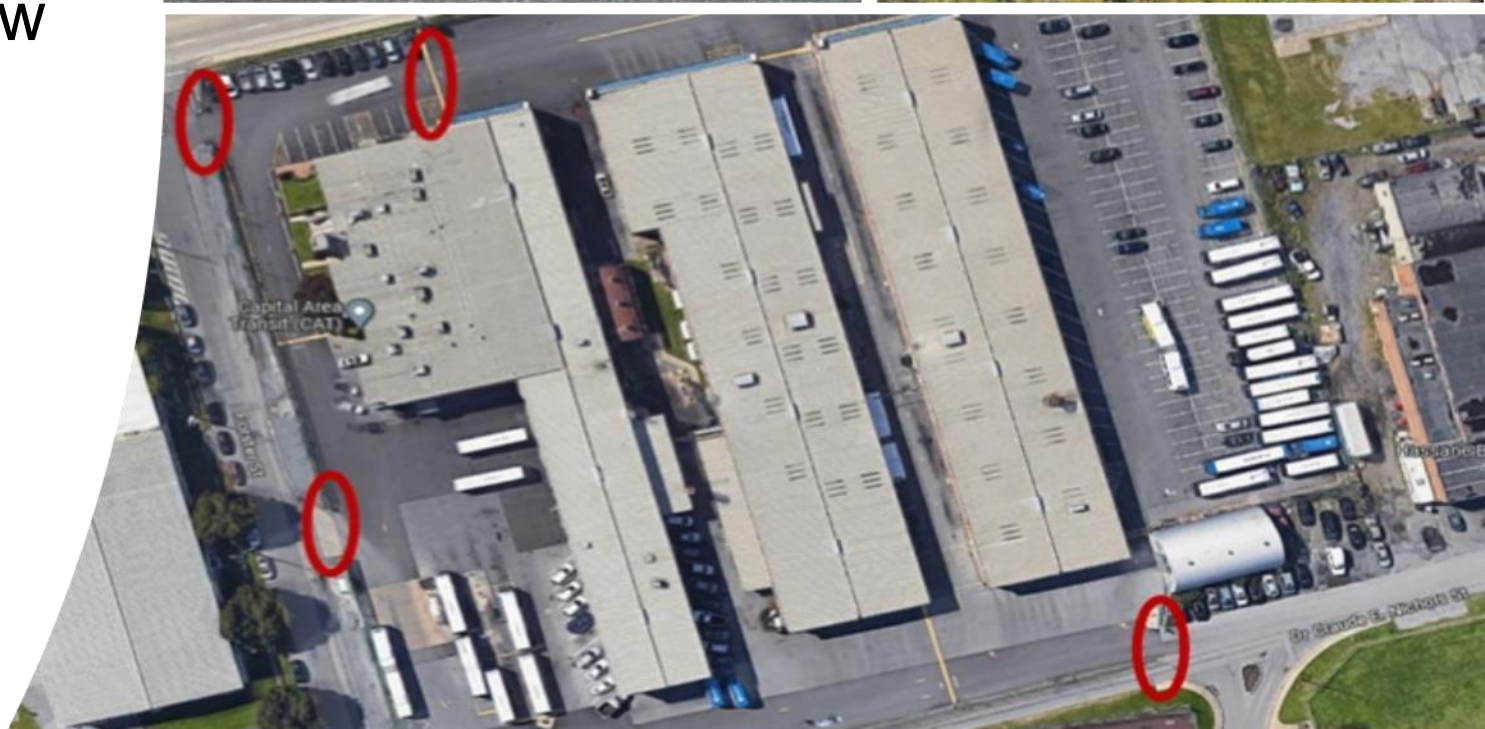
Capital Region Operations & Maintenance Facility and Transfer Center

Current Site



Current Facility

- Over-capacity, buses stored outside and parking on side streets is required for staff
- Out-of-date: Maintenance bays are too small for current fleet
- Bus storage areas too narrow for current fleet
- Safety & Security Concerns
 - Security gate gaps, property perimeter weaknesses
 - Fence manually operated



Current Facility

- Shop/bus barns heated by boilers installed in 1988
- Condemned in ground lifts
- Backlog of major capital improvement needs. Roof – Immediate Concerns
 - Leaks - Remove loose flashing, seal roof hatch and 11 HVAC penetrations.
 - Remove improper repair and overlay hole in metal panel with solvent-based elastomeric flashing material and fabric.
 - Monitor surface rust across roof panels.



Current Facility

- Degraded barn floor
- Recent gas leak
- Electrical system outdated
- Sewer system prone to clogging
- Sprinkler system concerns/coverage
- No Fall Protection
- Paint Booth last renovation 1979
- Not CNG Compliant



Inefficiencies in Utility Consumption



Annual Utility Cost/SF \$2.92



Annual Utility Cost/SF \$1.15

Transfer Center Objectives

- Improved Reliability
- Pulse System
- Timed Transfers
- Adequate Number of Bus Bays
- Support Regional Connections
- ADA - Accessible and identified boarding locations
- Customer Service
- Employee Support/Restrooms
- Goodwill Partnership
 - Employment Readiness



Market Square



No Timed Transfers

Current Challenge at the Harrisburg Transfer Center



Timed transfers are when buses are timed to arrive at the station at the same time so no additional waiting is required for a rider to transfer from one bus to another.



The Harrisburg Transfer Center currently does not have timed transfers. The buses arrive at asynchronous times and pull into any available space. If no space is available, the bus must wait.



Passengers on the waiting bus have no choice but to wait as well. This becomes a problem if they need to make a transfer.



When a bus departs, it creates a space for the waiting bus. However, if a rider had wanted to transfer onto the bus that just pulled away, that rider must now wait a full cycle for that bus to return.



BENEFITS OF TIMED TRANSFERS FOR THE PASSENGER

- Reliability:** Riders can plan their schedules better if they know they can count on making the transfer they need.
- Safety:** Riders will not feel the need to rush off the bus and dash to the next bus, decreasing the chance of falls and accidents.
- Greater Accessibility:** Timed transfers, with route-specific bus bays, would allow adequate time for people with disabilities to exit and board vehicles to complete a transfer.

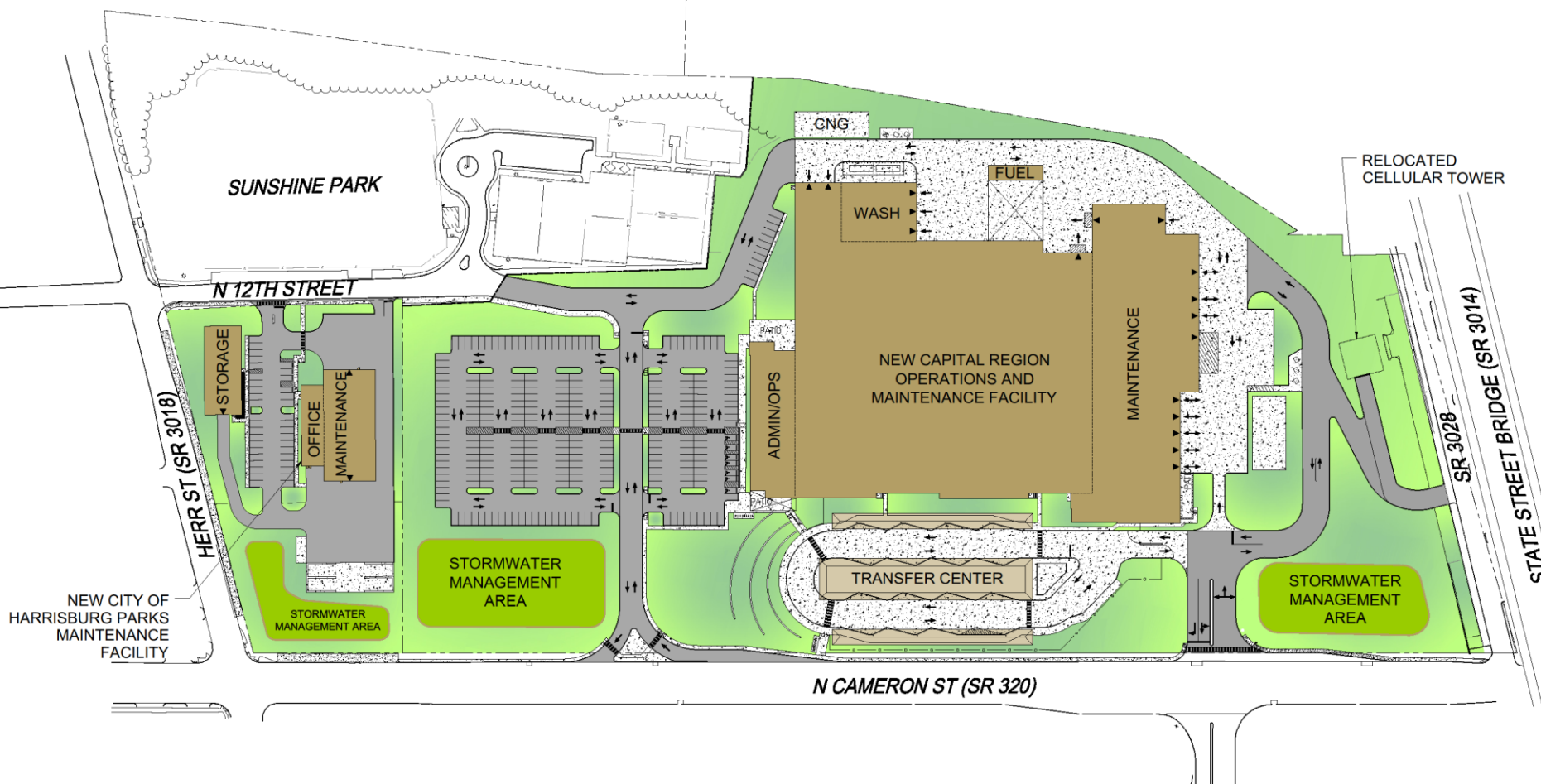
BENEFITS OF TIMED TRANSFERS FOR THE AGENCY

- Lower Operating Cost:** Timed transfers allow for more passengers to use a bus at a time, which could mean increased ridership.
- Improved Customer Satisfaction:** Riders will have greater peace of mind, making them more likely to ride in the future and to recommend the service to others.

Project Scope

- New Campus at existing Cameron Street Location
- New Administration Building with Training and Dispatch
- New Operations Building with Operator spaces
- New Storage Building
- New Maintenance Facility including Body Shop
- New Fueling and Wash Bays future-proofed for fleet transition
- New Passenger Transfer Center with Customer Service Kiosk
- New Bus Circulation and ingress/egress

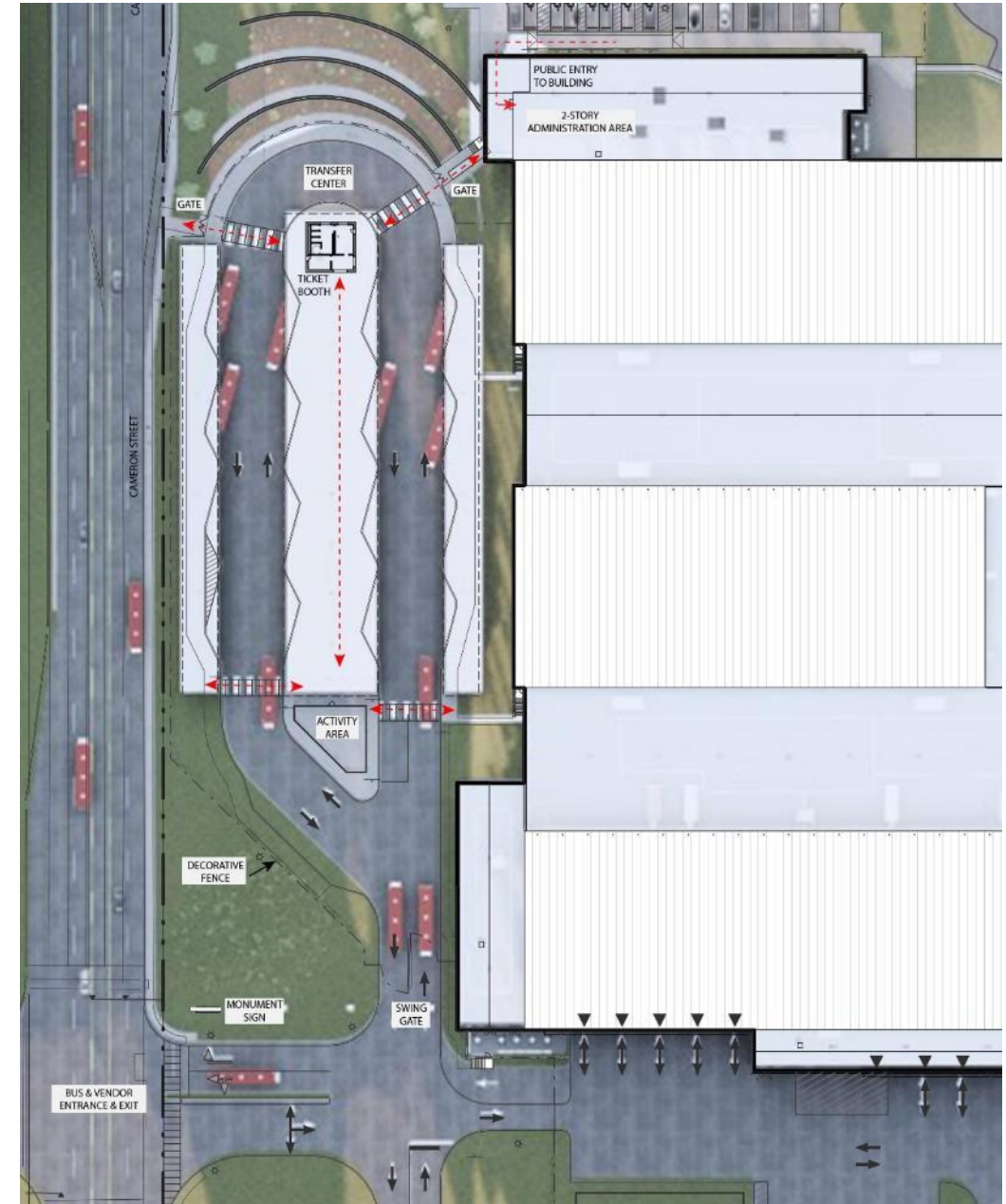
PROPOSED 900 BLOCK - NORTH CAMERON STREET





Transit Benefits

- Improved Safety
 - Modern engineered structures
 - Buildings above flood level with flood emergency egress
 - State of the art worker amenities
 - Upgraded fire safety
 - Improved Traffic Operations on Cameron and Herr Streets
- Improved Operations
 - New Transfer Center location with adequate space and separation of passenger cars
 - Improved regional connections and run time schedules



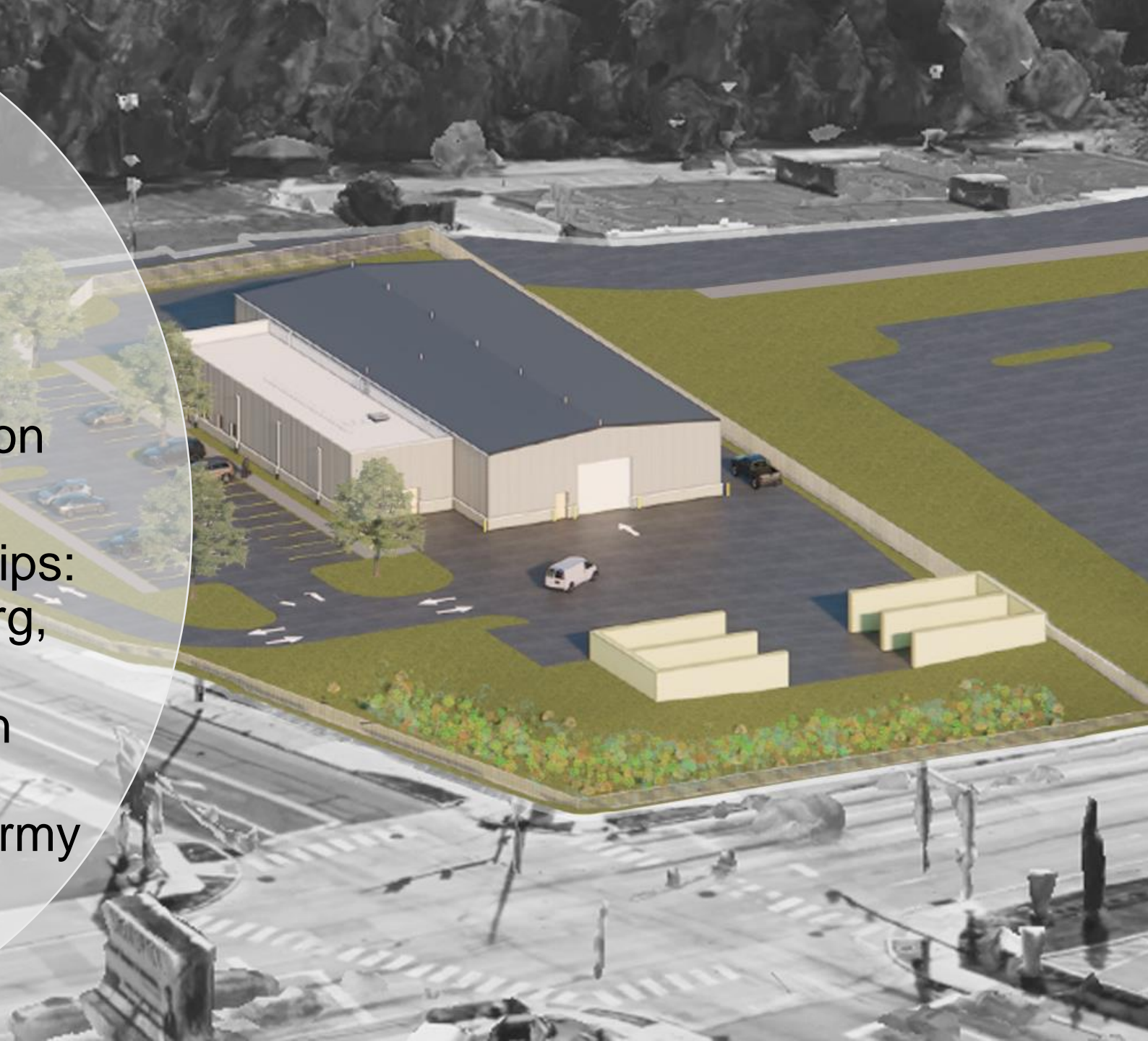


Community Benefits

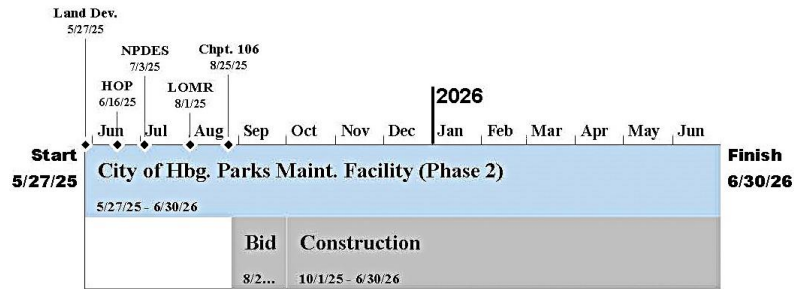
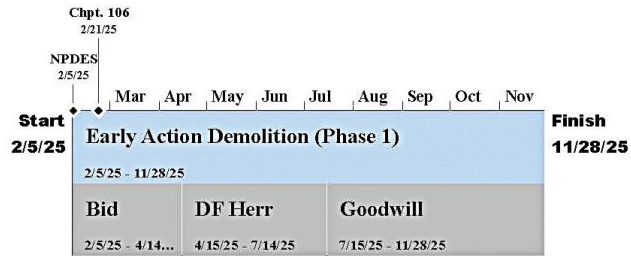
- Cameron Street Corridor Viewshed/Gateway
- Functional Transfer Center, improved service to riders
- Environmental Improvements: UST removals, hazardous waste mitigation, separating storm and sanitary water, new Paxton Creek flood study, localized flood control

Community Benefits (Contd.)

- Sunshine Park Visual Surveillance
- New City Parks & Recreation Maintenance Facility
- Key Stakeholder Partnerships: PennDOT, City of Harrisburg, Paxton Creek Watershed Association, Capital Region Water, PA Department of General Services (DGS), Army Corps of Engineers



Project Schedule



Economic Stimulation

- Job Creation
 - 3 Construction Bid Packages – 7 contracts, \$150M, 5 years
- DBE/Veteran Owned/Small Business and Prime Contractor Outreach
- Specialized partner to assist in DBE Goals and Outreach
- Public Investment in Transit, safety, clean water, Cameron Street, City Property



Funding Plan

Breakdown based on %	Total Project:	\$ 150,000,000
		The Ideal Plan
	Federal Percentages:	80/20
	Federal	\$ 120,000,000
	State	\$ 28,998,000
	Local	\$ 1,002,000
	\$ 150,000,000	



Questions