Shared Ride Advisory Committee (SRAC)

Meeting #4: Advise Actionable Strategies

Today's Presentation

- Housekeeping Items
- Alternatives, Evaluation Results & Discussion
- Crafting Alternatives and Discussions into SRAC Findings and Recommendations
- Public Comments

MEETING HOUSEKEEPING

A few important reminders to help our meeting run smoothly and ensure a safe and productive environment for everyone.



SAFETY & EVACUATION

Please take a moment to locate the nearest exits.
In the event of an emergency, follow instructions from meeting staff.



RESTROOMS

Restrooms are located outside this room.
Please see meeting staff if you need assistance.



PUBLIC PARTICIPATION

Your input is important!
We encourage respectful discussion and all voices to be heard.



Thank you for your cooperation and for being here today.
Together, we can make a difference.

Pennsylvania
Department of Transportation

Alternatives Evaluation Results & Discussion

Handout and Workbook

PENNSYLVANIA

SHARED RIDE PROGRAM

ALTERNATIVES WORKBOOK

Exploring Policy Options for a Stronger, More Sustainable Future



Alternative Ideas We Heard at Meeting #3

- Demand Management
  - Greater utilization of telehealth? (Nolan)
  - Core Hours of Service? (Kennedy)
  - Trip prioritization? (Nolan)
  - Public Comment (Transit for all PA, Connor) - take into consideration rural broadband. Who determines which trips are prioritized?
- Greater Local Flexibility
  - There is no "one size fits all" (Muroff)
  - Explore better AI (Muroff)
  - Alter the 85/15 funding model (Gombita)
  - Greater flexibility around fares so it’s more affordable for the general public. (Farr)

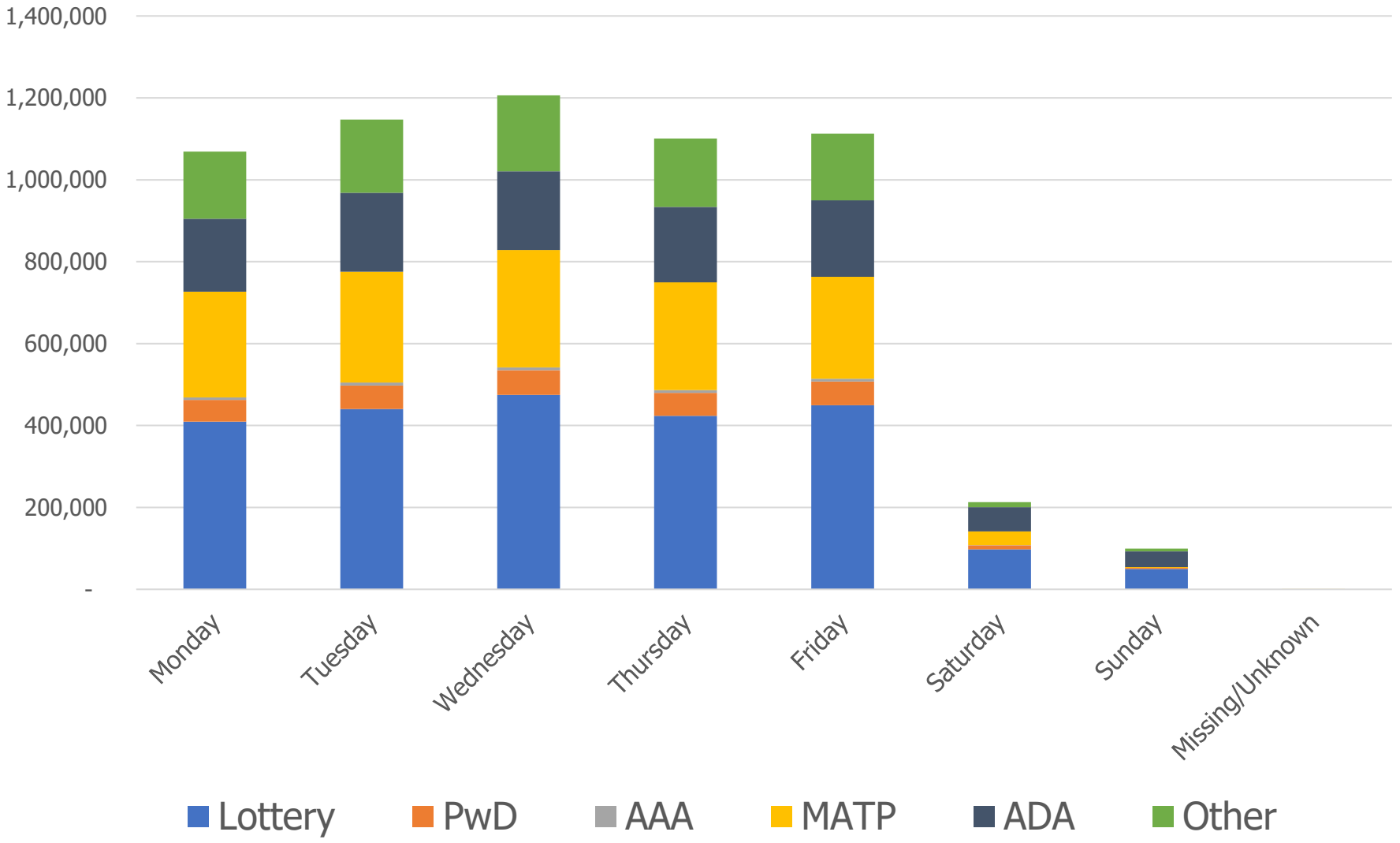
Alternative Ideas We Heard at Meeting #3

- Funding & Funding Model
  - Per-trip reimbursement model - quantify what some of the service alternatives cost (core service, strategic investment)(Armagost)
  - We need to find a way to pay for this service. Need to look at the different funding models (per trip, block, hybrid) (Carroll)
  - Talks about the budget and not enough money to pay our bills now… Are there untapped funding streams? (Kearney)
  - Build a full price scenario, using the current model. Impact to sponsors, etc. (Wade suggested w/ SRAC concurrence)
    - Results in a need to increase all non-subsidy revenue sources by 45%
      - Lottery
      - MATP
      - Out-of-Pocket Fares
      - AAA
      - Group fares, contracted service, etc.
    - Would render the fare-based model unsustainable

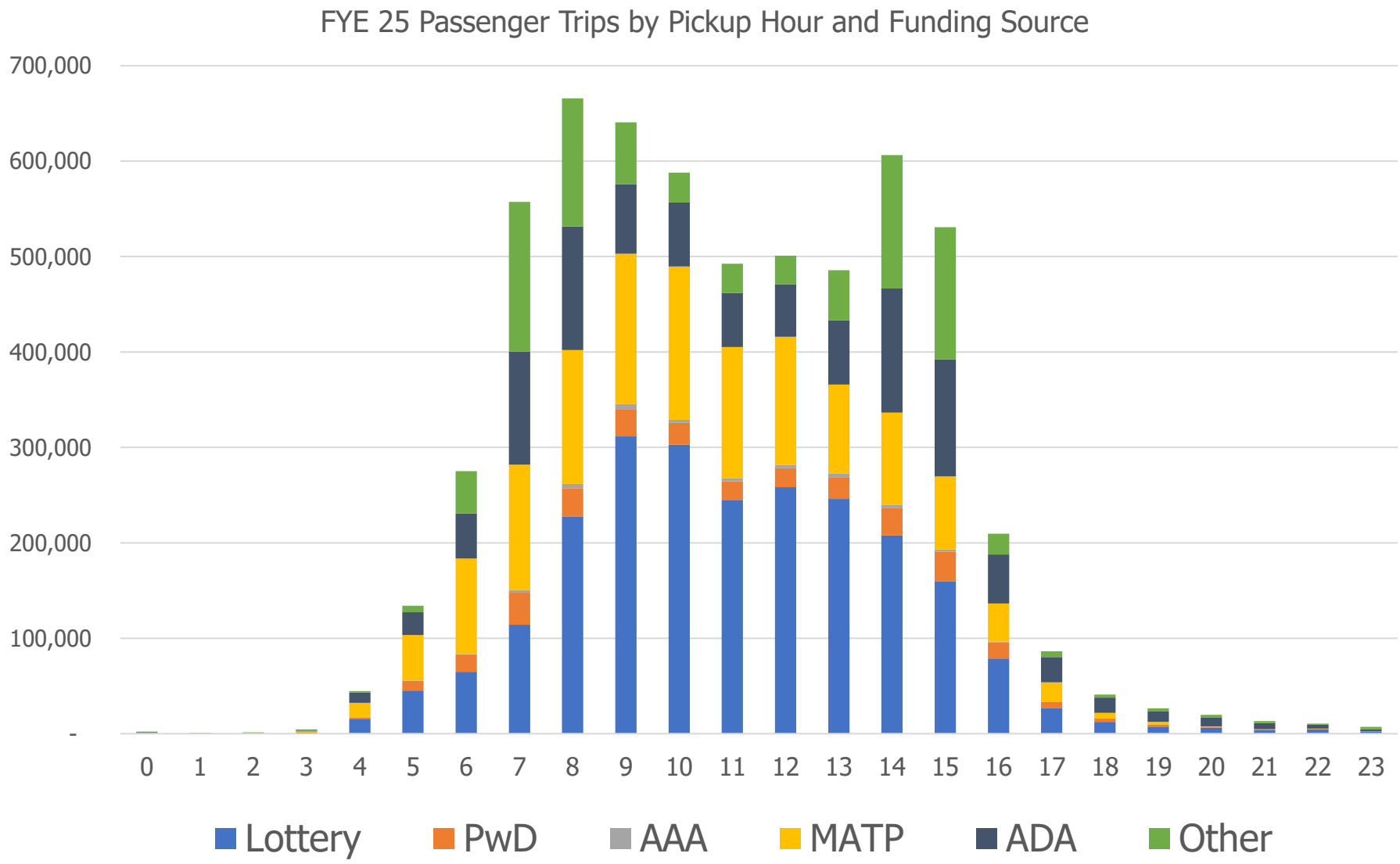
Datasets Used for Analyses & Discussion

- PennTD FYE 2025
  - DR Service Operating Costs & Line Items (SR, ADA)
  - DR Service Operating Revenue & Sources (SR, ADA)
- FYE 2025 Merged Shared Ride Database
  - Service Provider
  - Passenger Trips
  - Vehicle Schedules & Utilization
- Census Bureau Statewide Data
  - 2020 Census Enumeration of Age Cohorts by County
  - 2024 ACS Five-Year Rolling Survey Estimates of Disability by Age by County

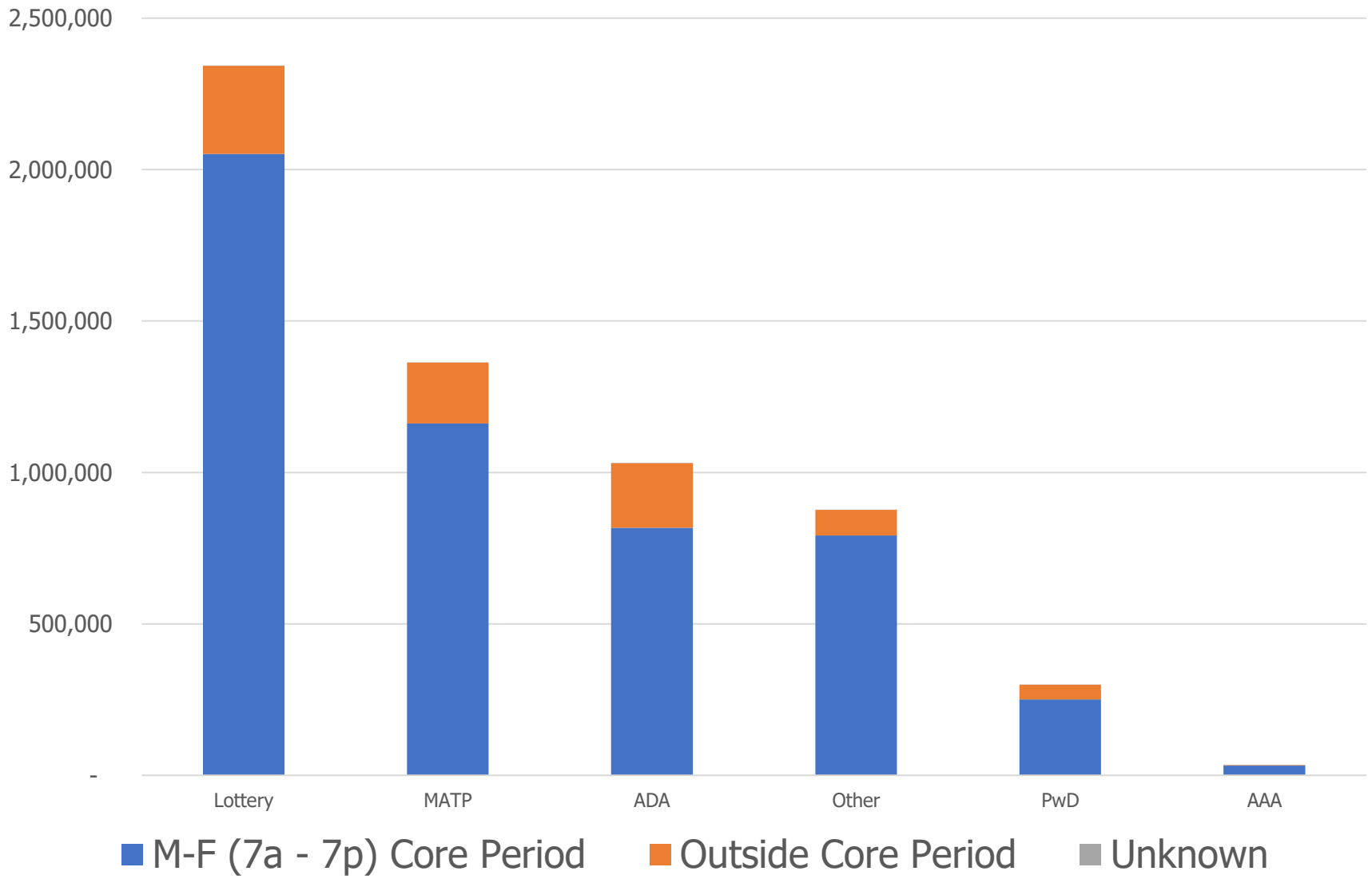
FYE 25 Passenger Trips by Major Funding Source and Day of the Week



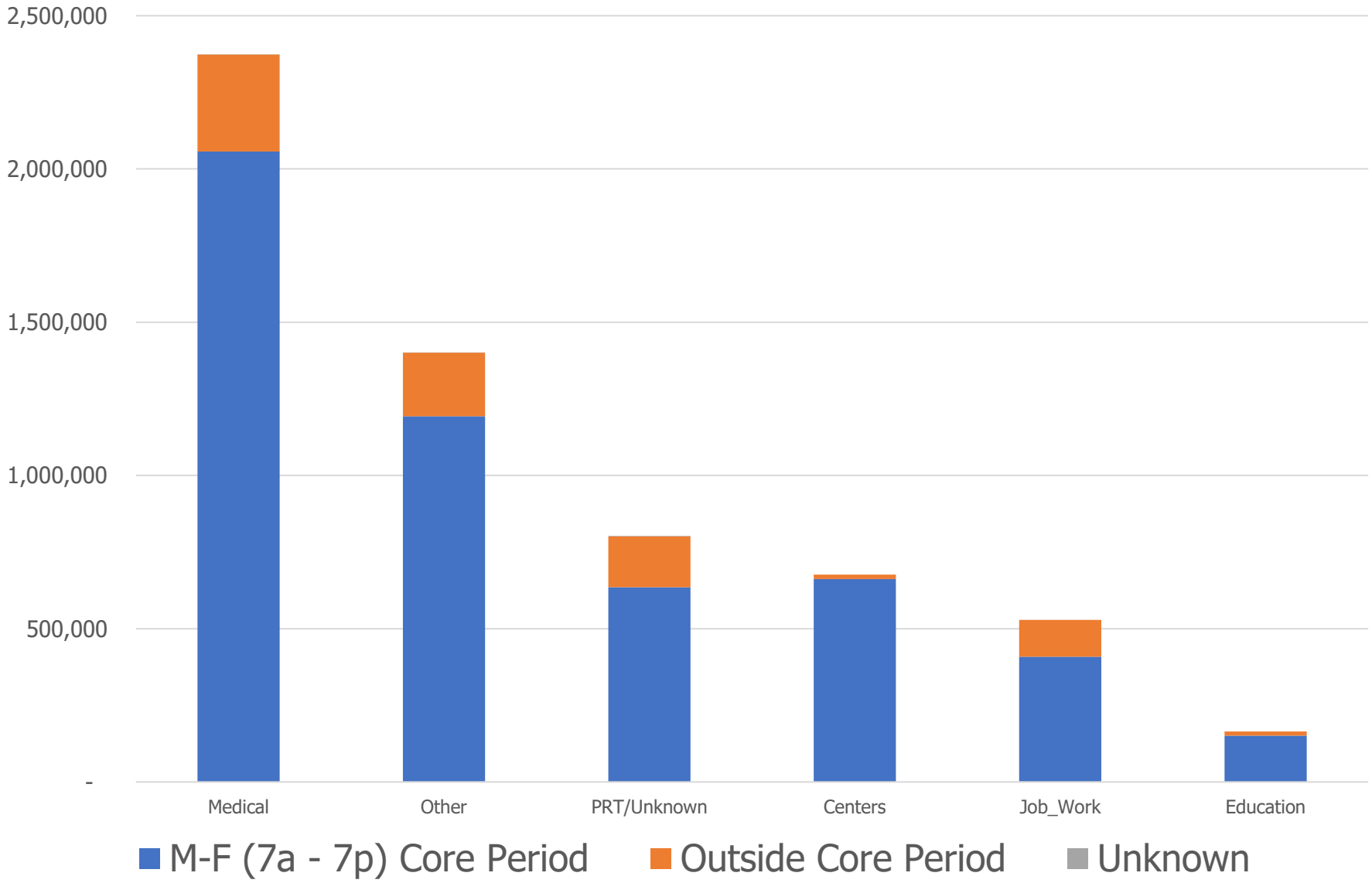
FYE 25 Passenger Trip by Pickup Hour and Funding Source



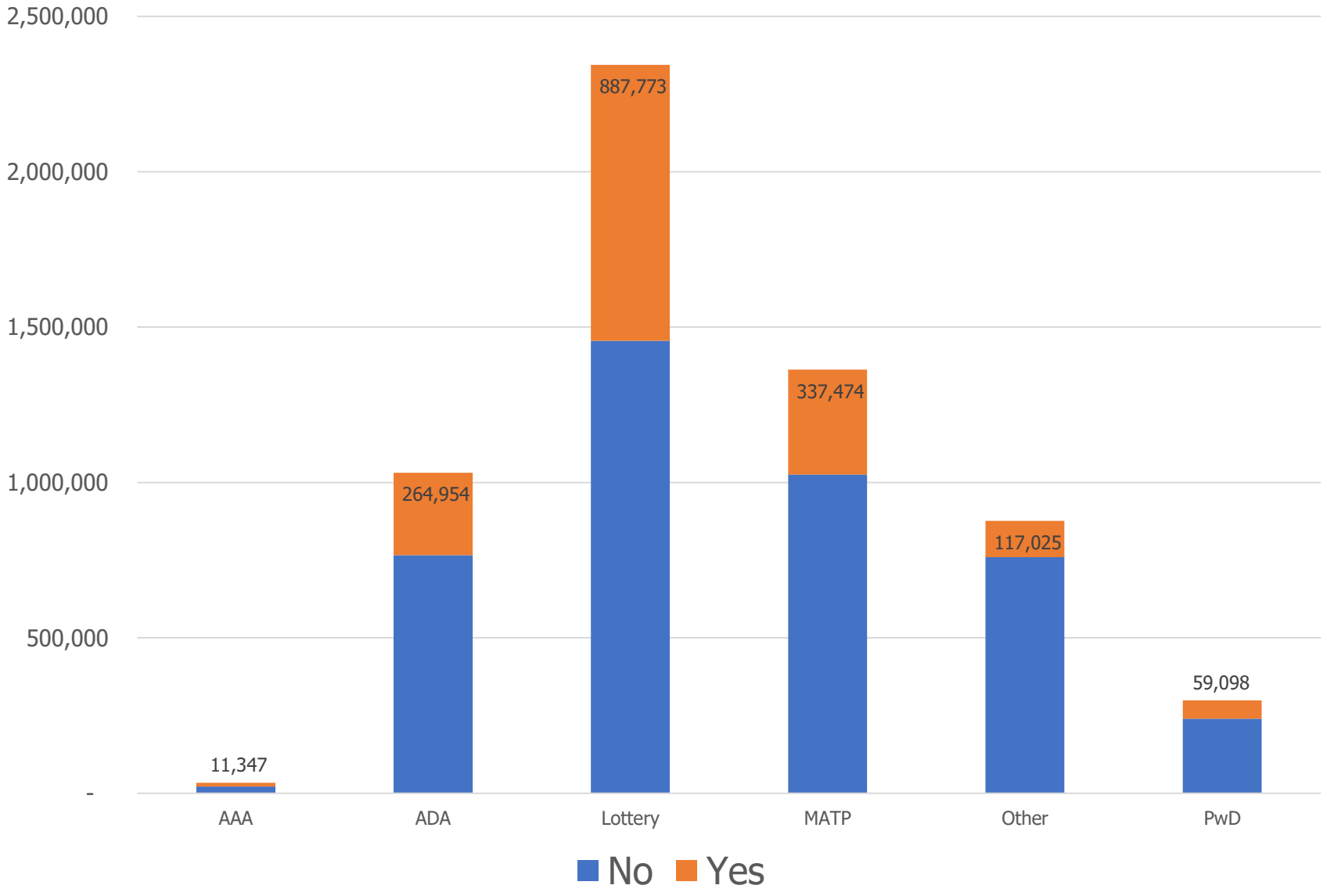
FYE 25 Passenger Trips by Major Funding Source and Service Period



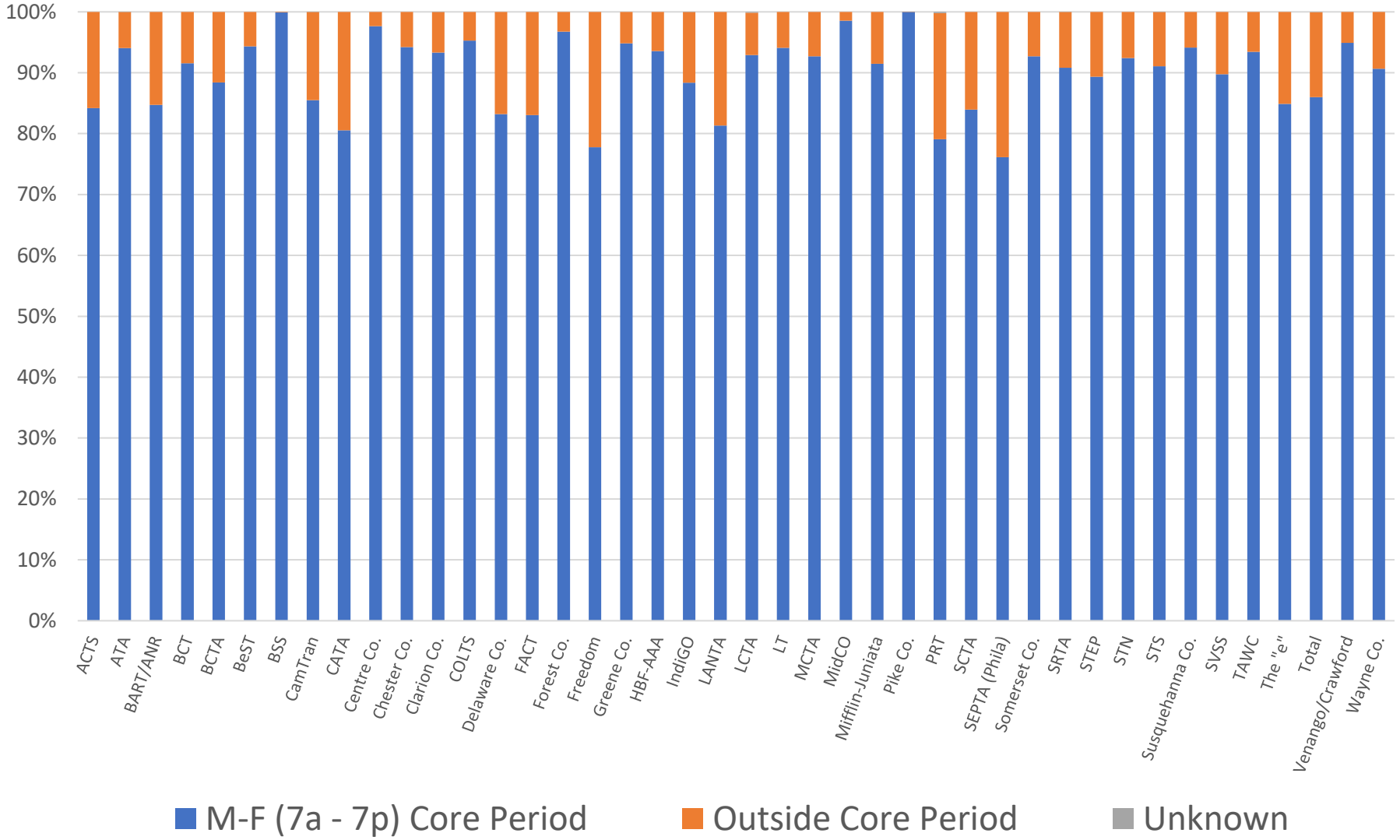
FYE 25 Passenger Trips by Purpose and Service Period



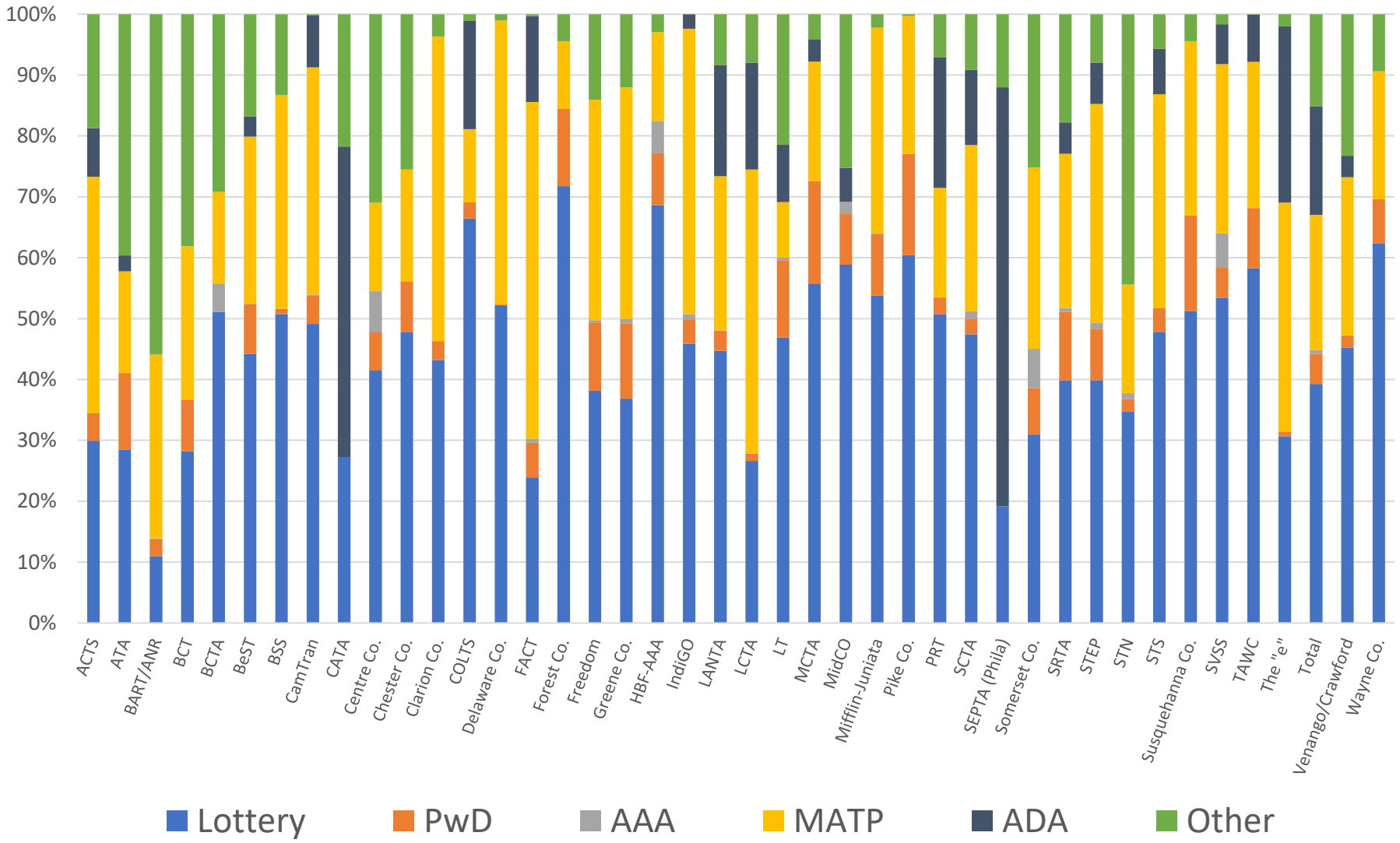
FY 25 Passenger Trips Requiring a Mobility Device



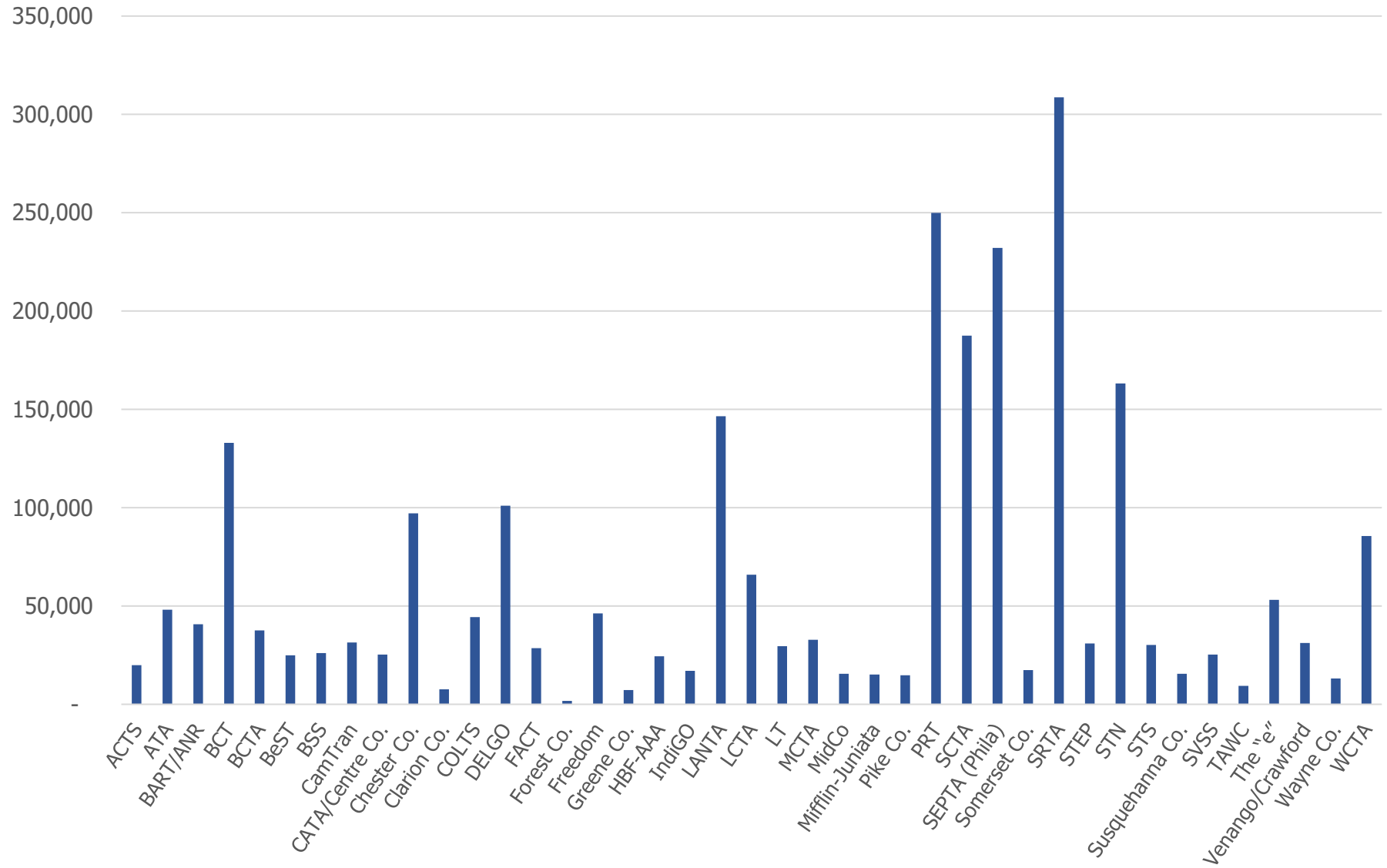
FYE 25 Passenger Trip Share by Provider and Service Period



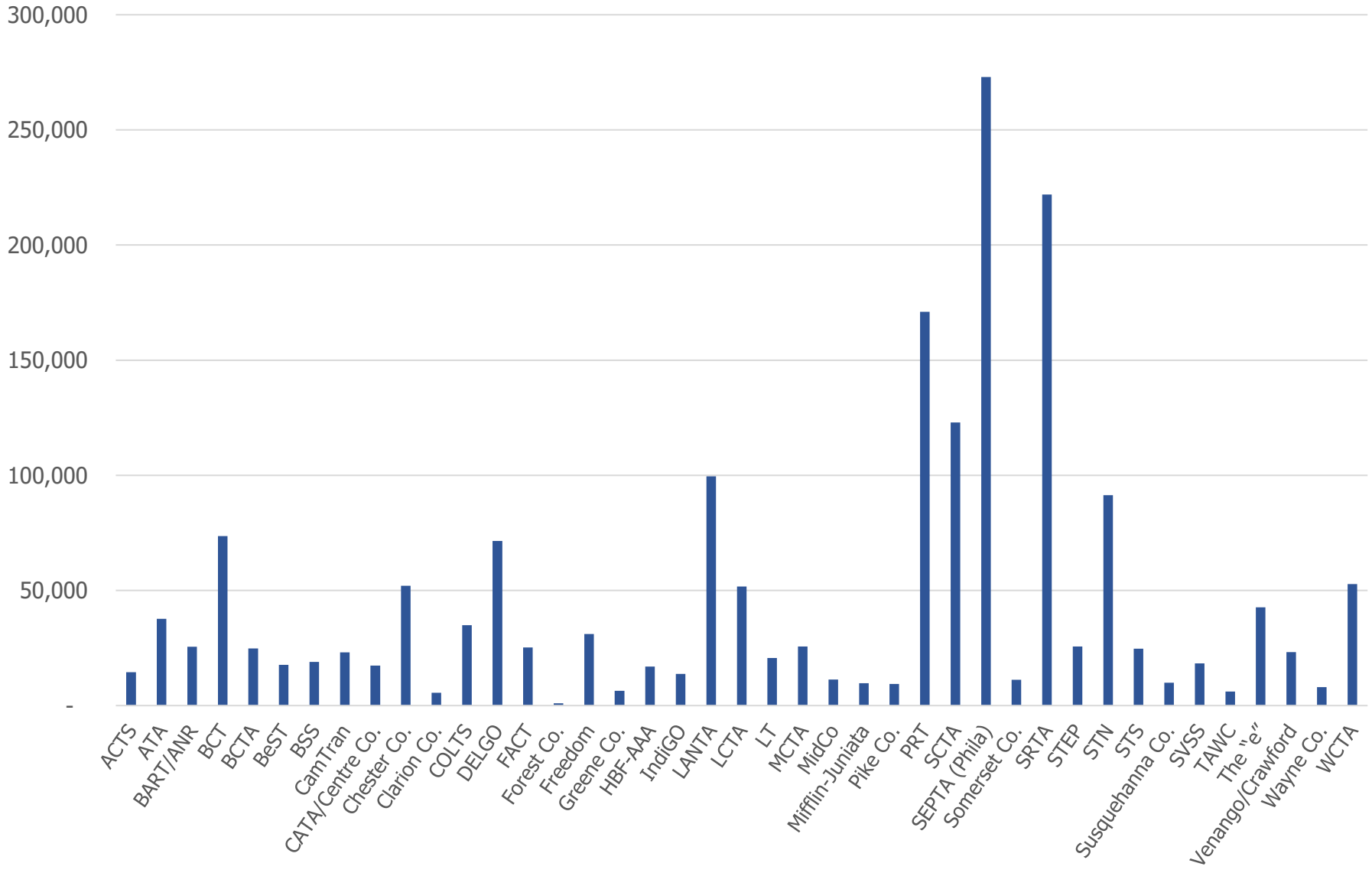
FY 25 Passenger Trip Share by Provider & Funding Source



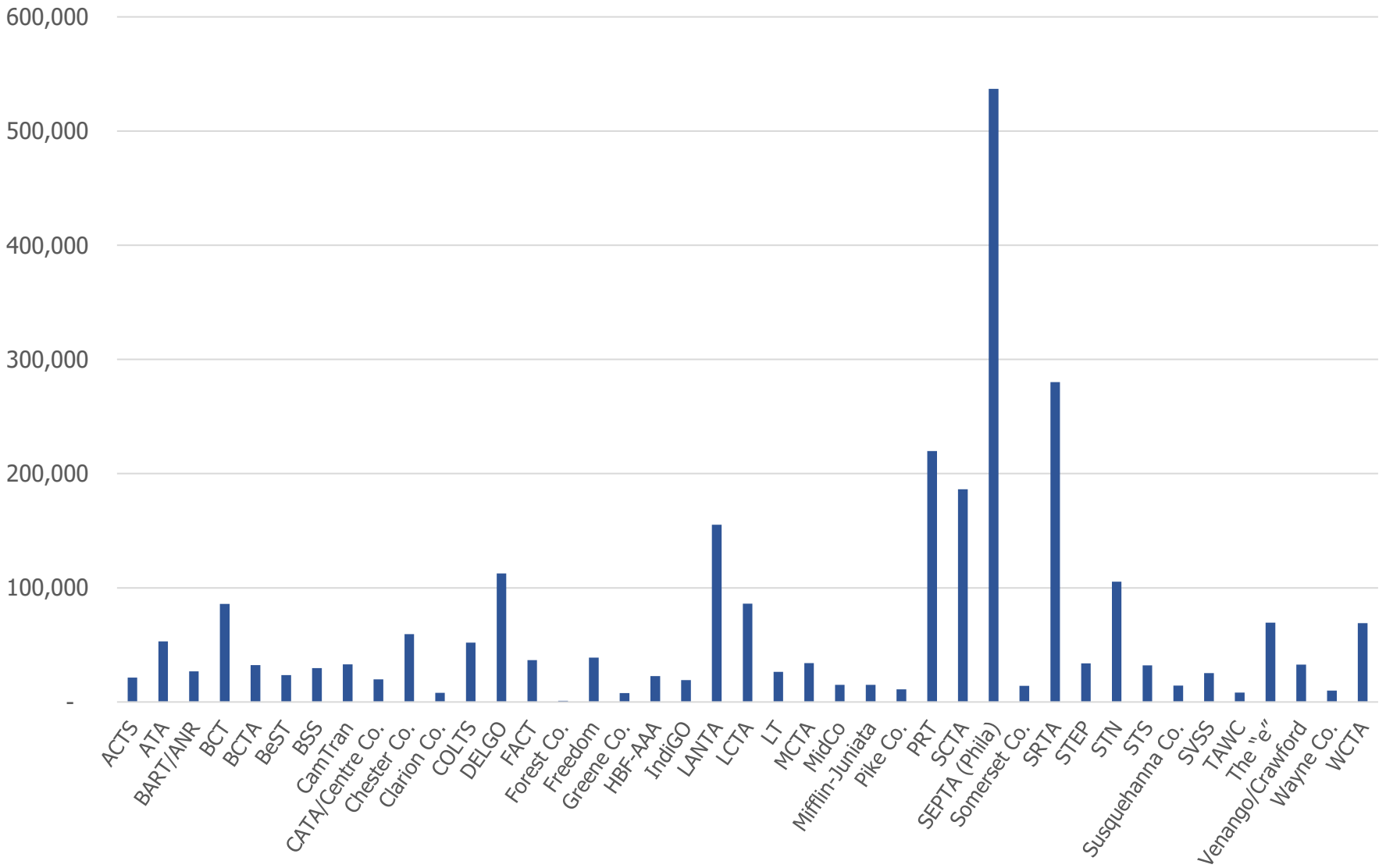
Service Area Demographics 65+



Service Area Demographics with Disability



Service Area Medicaid Population



Alternative Funding Mechanisms

Funding scenario	Mechanism
A — Fare Reimbursement	Retain eligible-trip reimbursement, with possible policy adjustments
B — Hybrid	Combine formula/block grant operating assistance with fare reimbursement
C — Formula / Block Grant	Replace applicable state trip fare reimbursement with formula-based operating allocations

Alternative Funding Levels

Level	Assumption	Purpose
1 — Reduce Subsidization ($70m)	Continue 2025 state fare revenue, discontinue $70m in state and federal subsidies; no annual funding growth	Determine level of service based on existing state, federal, and local funding
2 — Subsidized	2025 revenue and subsidy levels with no annual funding growth	Baseline
3 — Inflation	Same eligible baseline, adjusted annually using an agreed upon cost growth inflation factor (3%)	Determine level of service based on existing funding increased for inflation

Service Management Tools

Tool	Policy option	Modeling consequence
S0 — Existing service	Preserve current hours, coverage, eligibility, and delivery practices	Baseline costs, trips, revenues, and deficits
S1 — Operational efficiency	Improve scheduling, grouping, routing, utilization, and deadhead	Net savings while substantially preserving access
S2 — Hours/days	Shorten service spans, consolidate low-demand time windows or days	Savings through reduction in service hours offset by loss of trips and fare revenue
S3 — Geographic optimization	Adjust coverage, low-demand areas, corridors, or service frequency	Some reduction in service hours; consolidation of trip demand; and reduced service levels outside core area. Savings through reduction in service hours offset by loss of trips and fare revenue.
S4 — Essential-trip priority	Consider prioritization of critical trip purposes under constrained capacity	Trips accommodated/denied; legal and program eligibility review
S5 — Alternative delivery	Coordinate providers, technology, partnerships, and alternative delivery	Contracting/coordination costs, savings, access

Shared Ride Alternatives & KPI Matrix

Metric Values [5-Year Forecast]	A.2 2025 Actuals	A.1 2025 Actual Less $70m Subsidy	A.3 2025 Actual + 3% Inflation Increase	B.2 Hybrid Block + Trip Grant 50/50 Flat Funding	B.3 Hybrid Block + Trip Grant 50/50 Inflation Funding	C.2 Block Grant to Equal Costs Less Pass Fares, Flat Funding	C.3 Block Grant to Equal Costs Less Pass Fares, Inflation Funding
Funding Model	Fare Based	Fare Based	Fare Based	Hybrid	Hybrid	Block Grant	Block Grant
Investment Level ($m)	$237.8 [$237.8]	$167.8 -23.5% less	$237.8 [$267.6]	$237.8 [$237.8+]	$237.8 [$267.6+]	$237.8 [$237.8+]	$237.8 [$267.6++]
Fiscal Stewardship	Shared	Shared	Shared	More localized	More localized	More localized	More localized
Service Hours (m)	3.9 [3.3]	Less than 2.9 [2.5]	3.9 [3.9]	3.9 [3.3]	4.1 [4.1+]	3.9 [3.3]	4.2 [4.2+]
Operating Revenue ($m)	$148.8	Less than $148.8	Starts at $148.9	Starts at $81.2	Starts at $81.2	$23.6	Starts at $23.6
Operating Subsidy ($m)	$148.7 [$148.7]	$78.7 [$78.7]	$172.2 [193.8]	$216.3 [$216.3]	$216.3 [$243.4]	$273.9 [$273.9]	$273.9 [$308.3]
Administrative Complexity	No change	No change	No change	More complex	More complex	Simpler	Simpler
Subsidy Inflation Growth 3%/year	$0.0m [$0.0]	$0.0m [$0.0]	$7.1m [$8.0m]	$0.0m [$0.0]	$7.1m [$8.0m]	$0.0m [$0.0]	$7.1m [$8.0m]
Customer Round Trip Out-of-Pocket	Starts at $7.25	Starts at >$10.00	Starts at $7.25	$3.75 -$7.25	$3.75 -$7.25	Locally defined	Locally defined
Passenger Trips (m.)	5.1 [~4.8]	~4.0 [~3.5]	5.1 [~5.1]	5.5 [~4.9]	5.5 [~5.3]	5.1 [~5.0]	~6.0 [6.0+]
Unduplicated clients	110k	~85k	110k	110k+	110k+	120k+	120k+
Local flexibility	Least flexible	Least flexible	Least flexible	More flexible	More flexible	Most flexible	Most flexible

Risk vs. Flexibility

Model Type	Risk	Flexibility
Current Fare Reimbursement Model	**Shared risk between PennDOT & transit agencies** PennDOT requires • Minimum 15% copay with approved sponsors • Day before scheduling, • Approved service description • Approved fare structure • Compliance reviews	**Agencies can determine:** • Service levels • Days of week • Hours of day • Service Area
Block Grant Model	**Shifts more financial risk to transit agencies** • Service providers will need to carefully manage demand and associated costs to balance budgets • Loss of revenue from programs that currently pay for trips based on fare-reimbursement (e.g., MATP, AAA, MH/ID)	**Agencies can provide Mobility options within their "known" budget, fare reimbursement flexibility PLUS:** • Shared ride, home delivery services • Can open service to general public and set fare structure apart from funding • Can implement changes slowly over time

To Provide Comments, Scan the QR Code Below

This form is intended for public comments. The information provided may be used in a final report or in the process of deliberations.

SRAC Meeting # 4 Committee and Public Input

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Name:

Affiliation:

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Rank this Alternative #1 - #7							
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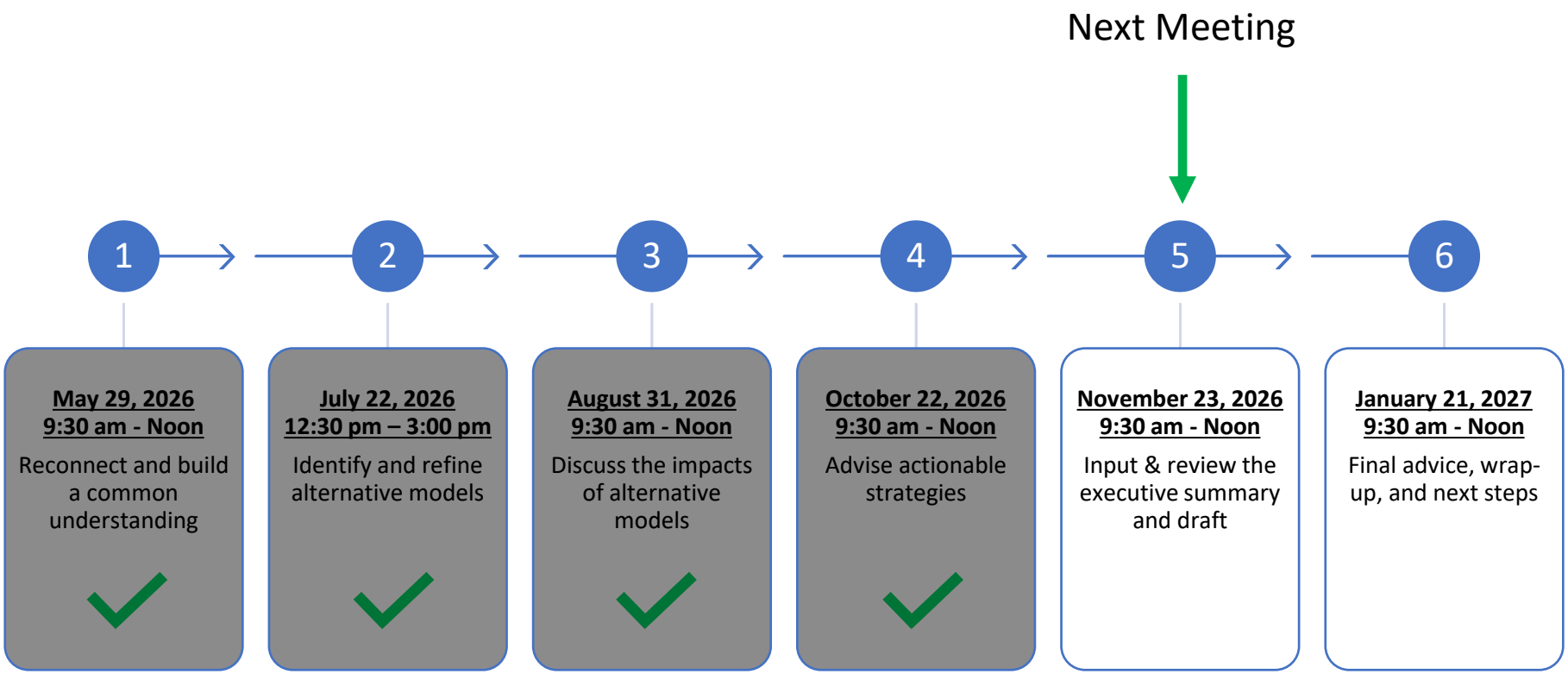
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Crafting Alternatives into SRAC Findings and Recommendations

Facilitated Open Discussion

- Are there other alternatives that should be considered?
- Can any of the alternatives be eliminated?
- Which of the alternatives holds the most hope for long-term sustainability?
- If nothing changes, what will happen?
- Is there additional information, analyses, or follow-up that you need?
- What are the key points and findings that should emerge in the report?

SRAC Meeting Schedule



Public Comments

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