

As an introduction to the FAQs, I would provide the outline on topics covered:

- Vanpool opportunities
- Update On the Shared Ride/ PwD program
- Intercity Bus planning and potential improvements

You are able to wait until the 2nd webinar questions are posed and add the new ones on before responding. The choice is yours. Add any additional information and resources you deem helpful. Thank you.

Here are the questions, please state the question and the appropriate answer in Arial font, size 12.

1. Please review the location of the grant application on the PennDOT website?

Response: Public Transit's page of PennDOT's website discusses and has links to documents relating to the new vanpool program here (scroll down toward the bottom of the page): <http://www.penndot.gov/Doing-Business/Transit/Pages/default.aspx>

The actual application can be found on PennDOT's SharePoint website here: <https://spportal.dot.pa.gov/Inner%20Model/vanpool/SitePages/Home.aspx>

2. What is the shared ride program? Where can we find the initial information for the new Vanpool?

Response: The Shared-Ride Program funds paratransit service to seniors 65 or older throughout all of Pennsylvania. The lottery fund covers 85 percent of the fare cost and the senior or a third-party sponsor must pay the remaining 15 percent for each trip. See above for information on the vanpool program.

3. Long haul buses in general are not accessible for individuals who use wheelchairs. How would you address this in relation to Amtrak (example given)?

Response: As discussed on the webinar call, PennDOT is working to explore accessible intercity bus options.

4. In the example of people who have layovers could there be an offer to companies so that they provide transportation to these individuals?

Response: We don't understand this question and will need additional information to respond to it.

5. People in wheelchairs need to be secure in the bus. In an autonomous bus who would secure the passenger?

Response: While it's too early to say anything for sure, we would expect autonomous paratransit service to include paid attendants to assist riders in boarding/alighting and with mobility device securement.

6. What about rural areas where no intercity buses or there is no shared ride. Do you have any suggestions or programs for these areas?

Response: Shared-Ride service is provided throughout all of PA, including all rural areas.

7. If we work with the transportation provider already, is there any way to have a presentation or representative from PennDOT present?

Response: Most likely but it would help to know the context. Please contact John Taylor at tjohn@pa.gov regarding this.

8. You mentioned Uber and Lyft how are they tied into your concept?

Response: We currently view Uber, Lyft, and other TNCs as potential subcontractors for public transportation providers but we recognize that their use introduces concerns regarding fare collection, liability, driver training, and accessibility. Transit providers must locally tackle these challenges if they use TNCs as subcontractors.

9. Is there a plan to address the wait times for rides and allow access to shared rights in rural communities that are too far from bus stop to qualify? Please share how you envision Uber and Lyft services would be tied into the service?

Response: Shared-Ride service inevitably involves longer wait times than fixed route or taxi services. We work with transit providers to resolve chronically excessive wait times.

Reduced fare shared-ride service is available to seniors and persons with disabilities throughout all of Pennsylvania independent of the location of fixed route stops. As private transportation service providers, TNCs serve a role like taxi companies as potential subcontractors with relation to public transportation service.

10. Are seat belts going to be on the shared ride to keep the wheelchair secure? What will be the liability for this?

Response: All wheelchair accessible shared-ride vehicles include securements for wheelchairs.

11. How can this get set up now, Uber and Lyft? (or is it if for future reference)?

Response: Uber and Lyft are private companies. You will need to refer to Uber or Lyft for their deployment plans.

12. Is the plan to be able to use autonomous vans to replace the small shared ride or to supplement those able-bodied folks? What type of time schedule and adherence to time does the shared ride program follow?

Response: While we are exploring how autonomous vehicles can be used for public transportation it is still too early for us to have concrete details for a transition to their general use. It is unlikely that autonomous vehicle service would be made available to only ambulatory riders as this may violate the Americans with Disabilities Act. Shared-Ride service providers locally determine the parameters of their service, including hours of service.

13. How does the autonomous van know the passenger has safely entered/exited the vehicle before continuing on?

Response: The specific solution to this may vary between different vehicle manufacturers. It is too early to say how this may be solved for our pilot autonomous transit service.

14. Where can one find electronic material/information on the autonomous vehicle webinar?

Response: There is no electronic information currently available.

15. Please provide information on the Vanpool program ?

Response: Public Transit's page of PennDOT's website discusses and has links to documents relating to the new vanpool program here (scroll down toward the bottom of the page): <http://www.penndot.gov/Doing-Business/Transit/Pages/default.aspx>