



NEWS

COMMUNICATIONS FOR REGIONAL TRANSPORTATION

VOLUME 6 ISSUE 2 WINTER 2008

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While fuel costs have dropped drastically, you should know that the highest cost to operate a vehicle has never been fuel. Did you know that the highest cost is actually the auto depreciation that incurs from putting mileage on your vehicle?

Based on a vehicle operating 16,500 miles per year the following is the cost to operate the average vehicle:

Auto Depreciation \$ 4,311, Insurance \$ 1,223, Gas \$ 1,650 (\$2.00/Gal), Tires \$ 270
Finance Charges \$ 798, Maintenance \$ 623, Registration/Taxes \$ 241
Total Cost \$ 9,116 or 0.55/mile*

If you figured the fuel to be free, you would still incur a cost to operate a vehicle of \$7,466 which figures up to be 0.45/mile. For example if you commute 20 miles one way to work (40 miles round trip) it would cost you \$18.00 per day to drive your vehicle without even figuring in the cost of fuel.

Thanks to your suggestions we will be publishing a *Traveling Minute* periodically in all news publications and on PART's website. This suggestion comes from one of our avid PART Customers. If you have an idea for a short *Traveling Minute* please let us know by emailing brookew@partnc.org.

* Source APWA & U.S. Department of Housing

**PART OFFICE LOCATION IN WINSTON-SALEM RELOCATING
ALL PART ADMINISTRATIVE STAFF WILL BE LOCATED AT THE
MAIN PART OFFICE IN GREENSBORO**

WHAT'S NEW WITH MONTHLY PASSES

MONTHLY PASSES ARE NOW BEING SOLD ONLINE!

To purchase your pass online visit www.PARTnc.org *

PRICE INCREASE FOR MONTHLY PASSES

Monthly passes will increase to \$60.00 per month starting January 1st, 2009.

Half price passes will increase to \$30.00 per month.

PRE-TAX BENEFIT FOR EMPLOYEES

Contact your employer to have your bus pass treated as a pre-tax benefit!
Visit our website for more information.

* Half price passes will not be available for online purchase at this time, please visit a sales location to purchase a half price pass.

PART EXPRESS UPDATE

LOOK WHERE WE TAKE YOU NOW!

- During 2009 PART plans to expand services. One area of expansion is planned for Davie County which would include service from Mocksville and Clemmons to Winston-Salem along Interstate 40. Another area of expansion includes US 421 South from Liberty in Randolph County and Pleasant Garden in Guilford County into the Greensboro area. Additional runs will be added to existing routes to meet the needs of increasing ridership.
- Global Positioning System (GPS) capabilities will be activated on the buses during the next few months. This will enable PART to track exact locations of the PART buses while in service along the various routes. This is an interim tracking system until the Automatic Vehicle Locator (AVL) system can be installed in next phase of Regional Technology.
- PART strives to maintain the highest level of customer service possible. Starting in January 2009, PART will establish an ongoing customer service satisfaction survey that can be accessed on PART's website and by e-mail.

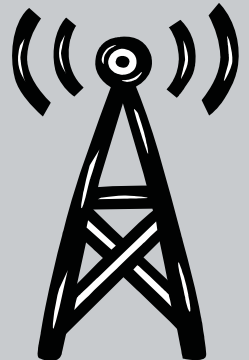


REGIONAL TECHNOLOGY

In PARTnership with Greensboro Transit Authority (GTA), Winston-Salem Transit Authority (WSTA), High Point Transit (HiTran), and Guilford County Transportation and Mobility Services (TAMS), PART has worked to incorporate advanced technologies at a Regional Level to increase our operating efficiencies and service effectiveness. To date, the technology deployed has been advanced paratransit scheduling that incorporates a higher level of communication between agencies providing the trips. Phase II of the Regional Technology Deployment will involve a fixed route bus component called "Blocking" and "Run Cutting." These operational enhancement will increase service performance to the customers.

Regional Trip planning will be the next step in the process. This is an end-user component of the operational blocking and run cutting that will begin implementation in the first part of 2009. For both the general public and transit operators, "Trip Planning" will provide the tools to plan a trip from point A to point B on public transit. The intent of this technology is to allow additional flexibility to our customers to plan their trip on public transportation via a web site.

Additional information will be available in the near future on the deployment of this technology for public usage.



SIGN UP TO RECEIVE EMAIL UPDATES & ALERTS
VISIT WWW.PARTNC.ORG TO SUBMIT YOUR EMAIL ADDRESS

PARK & RIDE LOTS

PART continues to expand the park and ride options for our customers. All facilities are open to the public and are put into place to encourage carpooling, vanpooling, and riding the PART Express Regional Bus System. New facilities open to the public include South Asheboro, North Asheboro, Archdale and North Lexington. PART is planning the development of new sites in Yadkin, Guilford, Forsyth and Davie Counties.

Visit www.PARTnc.org/park-ride.html for a full list of available locations.



VANPOOLING BENEFITS

Vanpooling is a fun, flexible, viable commuting alternative. Vans can accommodate all needs regardless of schedule and location. So far this fiscal year, PART vanpool participants have reduced 2.2 million vehicle miles traveled. This equates to 110,000 gallons of fuel. They also prevented over 13 tons of pollutants from harming our environment and saved 1.2 million dollars in commuter cost.*

PART currently leases both 7 and 15 passenger vans to groups who commute 10 or more miles to work. There are currently 42 vans in operation with 412 passengers.

*Based on .55 cents per mile to operate a vehicle



Receive 50% off of your 1st month's fare for any vanpool that starts before 12/31/08
Find out more about PART Vanpools at
www.PARTnc.org/vanpool

I'M DREAMING OF A GREEN CHRISTMAS USE LESS FUEL THIS HOLIDAY



One of the least favorite holiday traditions is idling in traffic at the malls and in checkout lanes. There are ways to shop without using so much energy, for both you AND your vehicle.

- Consider shopping on the internet. Even with shipping costs you'll spend far less than you would on gas. Fewer people on the roads during peak holiday shopping time means less traffic congestion, less consumption of foreign fuel and fewer cars idling, adding to air pollution and holiday stress.
- Purchase locally made items. Not only does this stimulate local economy but also cuts down on the fuel use (environmental impact) needed to ship a similar item half-way around the world. Support local artisans, craftspeople and goods.
- Plan your shopping trips and combine your holiday errands. A warm engine is much more fuel efficient than a cold one. Get it all done in as few trips as possible.
- Plan your holiday vacations close to home. Visit your local chamber of commerce and discover the vacation treasures in your own back yard. No need to go to someone else's for a great family get-away experience.
- Take advantage of holiday shopping destinations accessible by public transportation in many of our towns! (Remember to grab those re-usable shopping bags!)

Save gas. Save money. Save time.

PIEDMONT TRIAD SEAMLESS MOBILITY STUDY COMPLETED

In August 2008 the Piedmont Triad Seamless Mobility Study final report was released. The study took approximately 8 months and included 12 fixed route, paratransit and community transportation systems in 9 counties. The purpose of the study was to assess all of the system's services and functions then identify ways of providing services more efficiently and effectively on a regional basis. The overall goal is to create an enhanced experience for transit riders in the Triad.

The completed study includes 54 recommendations designed to be implemented over a 5-year period. Representatives from the transit systems will begin meeting in 2009 to develop an implementation work plan. One of the most exciting opportunities to improve communications and help passengers navigate the 12 systems is the development of a regional call center. The call center would serve as a single resource for all information related to service schedules, fares, trip planning and demand response trip reservations. The study also highlighted the need for the Triad to establish a dedicated funding source within three years to meet the growing demand for transit services. Possible sources include a license tag registration fee, a sales tax dedicated to transit or a transportation user fee based upon vehicle miles traveled or fuel consumption.

The final report can be viewed on PART's web site at www.PARTnc.org. If you have any comments, questions or suggestions please contact Mark E. Kirstner, AICP – PART Senior Transportation Planner at markk@partnc.org.



PRESORTED STANDARD
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COMMUNICATIONS FOR REGIONAL TRANSPORTATION

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7800 Airport Center Dr., Suite 102
Greensboro, NC 27409

MISSION

TO ENHANCE THE
QUALITY OF ALL
FORMS OF
TRANSPORTATION
FOR EACH OF OUR
CITIZENS THROUGH
EFFICIENT USE AND
PROTECTION OF
OUR NATURAL,
ECONOMIC AND
HUMAN RESOURCES.

PART STAFF

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SCOTT RHINE
OPERATIONS MANAGER
DAVID MORRIS
**SR. TRANSPORTATION
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STEFANY SOWELL
ACCOUNTANT
LE'TEYA HARGROVE
MARKETING INTERN
LAUREN MINTER



NEW PERSONNEL

MARK E. KIRSTNER, AICP SENIOR TRANSPORTATION PLANNER

Mr. Kirstner has over 22 years experience with land use and transportation planning, community development and human services transit system management. He worked for Guilford County government for many years and most recently was the Transportation Services Director for the county's community transportation system. Mr. Kirstner is a certified planner who has worked as Guilford County Planning Director and in the areas of economic development, environmental protection, strategic planning and systems analysis. Mr. Kirstner is primarily responsible for PART activities related to regional transportation planning, creating walk, bike, ride and drive options for all Triad residents, implementation of the Piedmont Triad Seamless Mobility Study, coordination of land use and transportation issues and assisting with other PART management and operational functions.

PHIL WYLIE, SR. P.E. SAFETY PROGRAMS CONSULTANT

Mr. Wylie has over 35 years of experience as a transportation professional dealing with transportation planning, traffic operations, safety, and management. He has been active in the Institute of Transportation Engineers at both the state and Southern District level throughout his career. His primary responsibility will be the development and coordination of a traffic safety awareness and education program for PART.



WELCOME ABOARD!