

Pennsylvania Public Transportation

ANNUAL PERFORMANCE REPORT FISCAL YEAR 2015-16



pennsylvania
DEPARTMENT OF TRANSPORTATION

April 30, 2017



On the cover...



The "T" light rail, Pittsburgh
Courtesy of the Southwestern
Pennsylvania Commission (SPC)

Beaver County
Transit Authority
(BCTA) bus
Courtesy of The
Whitehouse
Group



DuFAST Transit
bus
Courtesy of The
Whitehouse
Group



Amtrak train at
Elizabethtown Station
Courtesy of PennDOT



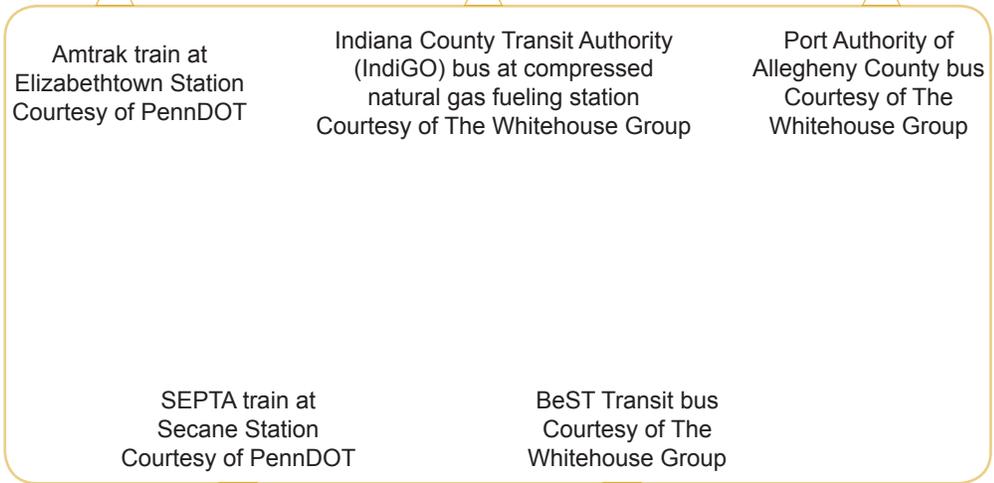
Indiana County Transit Authority
(IndiGO) bus at compressed
natural gas fueling station
Courtesy of The Whitehouse
Group



Port Authority of
Allegheny County bus
Courtesy of The
Whitehouse Group



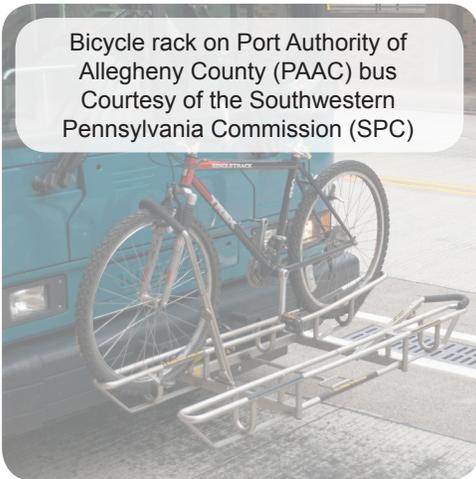
Lower Anthracite
Transit System
(LATS) bus
Courtesy of The
Whitehouse
Group



SEPTA train at
Secane Station
Courtesy of PennDOT

BeST Transit bus
Courtesy of The
Whitehouse Group

SEPTA track
snow blower
Courtesy of
SEPTA



Bicycle rack on Port Authority of
Allegheny County (PAAC) bus
Courtesy of the Southwestern
Pennsylvania Commission (SPC)



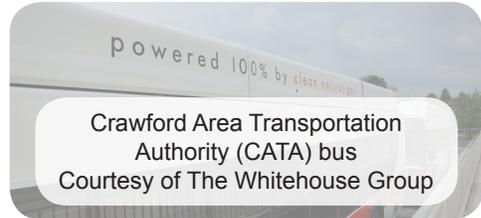
Venango bus
Courtesy of The
Whitehouse Group



Pocono Pony
(MCTA) bus
Courtesy of The
Whitehouse Group



Camtran bus
Courtesy of The
Whitehouse Group



Crawford Area Transportation
Authority (CATA) bus
Courtesy of The Whitehouse
Group

Fayette Area
Coordinated
Transportation
(FACT) bus
Courtesy of The
Whitehouse Group



April 30, 2017

Dear Pennsylvanians,

Once again it is my honor to present the Pennsylvania Public Transportation Annual Performance Report for the 2015-2016 fiscal year. This is PennDOT's annual opportunity to showcase our partnership with Pennsylvania's public transit agencies and the essential services they provide the residents of Pennsylvania.

Pennsylvania remains a leader in public transportation nationwide, as evidenced with forward-thinking approaches to capital project delivery and continued implementation of innovative scheduling technology, all while maintaining operations and regular service delivery.

PennDOT is advancing a statewide Public Private Partnership Compressed Natural Gas Project (P3 CNG) to build CNG fueling stations that will provide transit agencies and the public with access to more cost-effective, cleaner energy sources produced here in Pennsylvania. Transit agencies will benefit from lower fuel costs which make up a significant portion of their operating budget. This report highlights the CNG P3 project and other capital projects of significance across the state.

PennDOT has also invested in ride-scheduling and reservation technology and software development that helps to address the needs and expectations of public transit users. Paratransit software that is being implemented statewide allows transit agencies to improve the efficiency of demand response transportation across the state and improve the quality, reliability, and usability of paratransit services for customers. This software has been instrumental in the development of FindMyRidePA, a website designed to enable transit-dependent populations to easily identify their transportation options, including fixed-route, demand response options, and in some cases customers can even book a trip directly.

The Department continues to conduct transit performance reviews to ensure transit agencies are operating efficiently. The performance review process includes a comparison of the transit agency to peer agencies with similar passenger types, vehicle miles, and vehicle hours and identifies best practices and opportunities for improvement. The executive summaries of the reviews completed during the 2015-16 fiscal year are included in this report. Full performance reviews are available at www.penndot.gov under Doing Business>Transit.

This year's report also features a new section on transit agency consolidation. Act 89 allows for local match waivers for up to five years as an incentive for transit agencies to consolidate management and operations if cost savings meet or exceed the local match requirement. Several examples of locally initiated consolidation include Central Pennsylvania Transportation Authority, South Central Transportation Authority, and Washington County Transportation Authority. The Department actively supports transit agencies that wish to explore consolidation opportunities.

Pennsylvania continues to make investments in public transportation statewide to maximize operational efficiencies, delivery capital improvements, and implement technology advancements that benefit transit users.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie S. Richards".

Leslie S. Richards
Secretary
Department of Transportation

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Section I

Transit Agency Performance Review Executive Summaries

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Pennsylvania's Public Transportation Performance Review Program

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework to assess transit agency performance through a formal review process. The review identifies ways to improve transit system efficiency and effectiveness and best practices that may be beneficial to other transit systems. Transit agencies develop an action plan to address findings and achieve five-year performance targets. The Bureau of Public Transportation works with each transit system, providing technical assistance and monitoring progress toward performance targets.

Since January 2010, 40 performance reviews have been conducted and 36 reports have been published on the Bureau's website. PennDOT continues to refine the process and best practices continue to emerge.

To date, the following reports have been published:

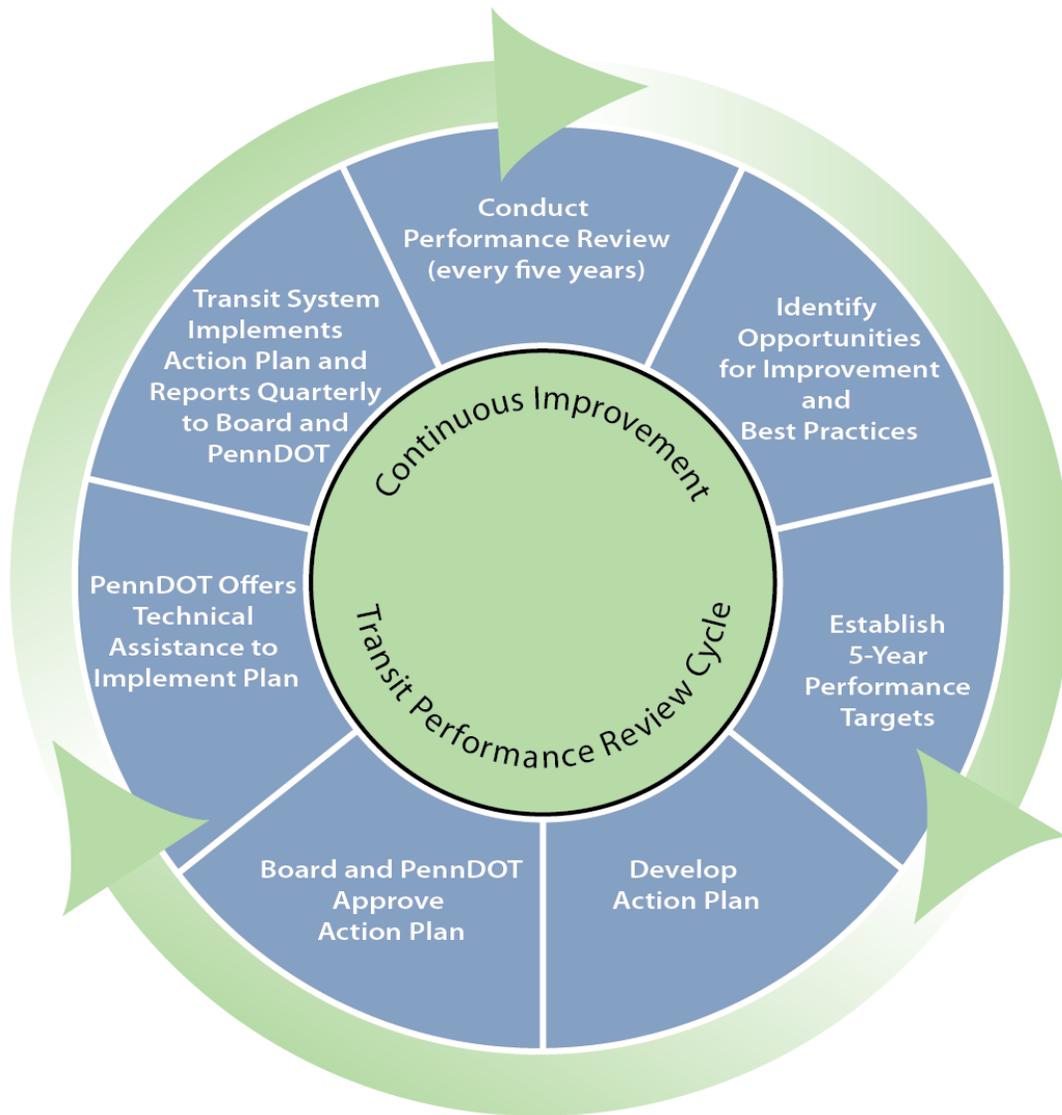
- Cumberland Dauphin Harrisburg Transit Authority (CAT) – March 2010
- Fayette Area Coordinated Transportation (FACT) – March 2011
- Monroe County Transportation Authority (MCTA) – July 2011
- Endless Mountains Transportation Authority (EMTA) – August 2011
- Luzerne County Transportation Authority (LCTA) – August 2011
 - Luzerne County Transportation Authority (LCTA) Revised – February 2014
- County of Lebanon Transit Authority (LT) – November 2011
- Beaver County Transit Authority (BCTA) – May 2012
- Altoona Metro Transit (AMTRAN) – September 2012
- County of Lackawanna Transit System (COLTS) – November 2012
- Venango County Transportation Office (VCTO) – December 2012
- Cambria County Transit Authority (CamTran) – January 2013
- Mid County Transit Authority – March 2013
- DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFAST) – April 2013
- Pottstown Area Rapid Transit (PART) – April 2013
- New Castle Area Transit Authority (NCATA) – June 2013
- Centre Area Transportation Authority (CATA) – September 2013
- City of Washington Transit – December 2013
- Area Transportation Authority of North Central Pennsylvania (ATA) – May 2014
- Mid Mon Valley Transit Authority (MMVTA) – July 2014
- Berks Area Regional Transportation Authority (BARTA) – August 2014
- Crawford Area Transportation Authority (CATA) – August 2014

- Schuylkill Transportation System (STS) – August 2014
- Erie Metropolitan Transit Authority (EMTA) – October 2014
- Lehigh and Northampton Transportation Authority (LANTA) – June 2015
- Butler Transit Authority (BTA) – August 2015
- York Adams Transportation Authority (YATA) – August 2015
- Carbon County Community Transit (CCCT) – September 2015
- Westmoreland County Transit Authority (WCCTA) – November 2015
- Lower Anthracite Transit System (LATS) – February 2016
- Hazleton Public Transit (HPT) – March 2016
- Indiana County Transit Authority (IndiGO) – March 2016

The following section includes executive summaries for the performance reviews of:

- Mercer County Regional Council of Governments (MCRCOG) – April 2016
- Transit Authority of Warren County (TAWC) – May 2016
- South Central Transit Authority (SCTA) / Red Rose Transit Authority (RRTA) – June 2016
- Williamsport River Valley Transit (RVT) – July 2016
- Southeastern Pennsylvania Transportation Authority (SEPTA) – July 2016
- Port Authority of Allegheny County (PAAC) – November 2016

Act 89 requires that the department conduct transit performance reviews on a five-year cycle. The department concluded the first round of transit performance reviews during 2016 and then began conducting second-round transit performance reviews on agencies that had been reviewed in 2010. During the second-round of performance reviews, PennDOT will focus on the efforts made by each agency to control cost increases, increase productivity, increase revenue, and generally improve transportation management and performance over the preceding five years. Reports will continue to identify opportunities for improvement and best practices.



Mercer County Regional Council of Governments (MCRCOG) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Mercer County Regional Council of Governments (d.b.a. MCRCOG, SVSS, MCCT)	
Year Founded	1971	
Reporting Fiscal Year End (FYE)	2014	
Service Area (square miles)	670	
Service Area Population	11,638	
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (Shared Ride + ADA)
Vehicles Operated in Maximum Service (VOMS)	4	22
Operating Cost	\$1,018,411	\$1,657,856
Operating Revenue	\$52,300	\$1,452,931
Total (Actual) Vehicle Miles	166,374	693,781
Revenue Miles of Service (RVM)	158,645	429,361
Total Vehicle Hours	12,635	44,241
Revenue Vehicle Hours (RVH)	11,329	21,309
Total Passenger Trips	110,320	86,805
Senior Passenger (Lottery) Trips	16,221	46,218
Act 44 Performance Statistics		
Passengers / RVH	9.74	4.06
Operating Cost / RVH	\$89.89	\$77.80
Operating Revenue / RVH	\$4.62	\$68.18
Operating Cost / Passenger	\$9.23	\$19.14
Other Performance Statistics		
Operating Revenue / Operating Cost	5.14%	87.64%
Operating Cost / Total Vehicle Hours	\$80.60	\$37.47
Operating Cost / Total Vehicle Miles	\$6.12	\$2.39
Total Passengers / Total Vehicle Hours	8.73	1.96
Operating Cost / RVM	\$6.42	\$3.86
RVM / Total Vehicle Miles	95.35%	61.89%
RVH / Total Vehicle Hours	89.66%	48.17%

*source: PennDOT dotGrants 2014 reporting

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a PennDOT-driven transit agency performance review process. The purpose of a review is to assess efficiency and effectiveness of service, financial stability, and general management/business practices. The assessment identifies best practices that can be shared with other transit agencies and to make transit agencies aware of improvement opportunities.

The Act 44 transit performance review of the Mercer County Regional Council of Governments (d.b.a. MCRCOG) was conducted May 6-7, 2015. The performance review focused on fixed-route bus service. This report addresses the performance criteria that Act 44 established, specifically related to fixed-route bus service. Also addressed are MCRCOG trends and comparisons with MCRCOG peers, targets for future performance, and opportunities for improvement that should assist MCRCOG in meeting the future targets. This report also addresses the management, general efficiency, and effectiveness of services.

On the basis of this performance report, MCRCOG will develop an action plan that identifies the steps MCRCOG will take to meet the agreed-upon Act 44 performance criteria targets by FY 2019-20. The general goals are to maximize efficiency and promote cost savings, maximize service quality, and maximize ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by MCRCOG's management and its governing board.

A draft action plan is due to the Department within 90 days of receipt of this report. PennDOT will work with MCRCOG to agree on a plan which, when approved by the MCRCOG Board, will be submitted as the final action plan. MCRCOG must report quarterly to the Board and PennDOT on action plan progress, identifying actions taken to date and actions to be implemented. MCRCOG's success will be measured in part on meeting performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify MCRCOG's fixed-route bus performance in comparison to its peer agencies in Fiscal Year End (FYE) 2013 and over a five-year trend period from FYE 2008 to FYE 2013 (the most recent NTD data available at the time of the peer selection). Peers were selected through an analytical process and were agreed to in advance by MCRCOG.

The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◇ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Cost / Passenger
- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◇ Single-year and five-year trend for Passengers / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed-upon between PennDOT and the agency. An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that MCRCOG is "In Compliance" for seven criteria and "At Risk" for one.**

The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2013 passengers / revenue vehicle hour** ranks 2nd out of the nine transit agencies and is better than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is better than the peer group average.
3. The **five-year trend for increase in operating cost / revenue vehicle hour** is better than the peer group average.
4. **FYE 2013 operating revenue / revenue vehicle hour** ranks 8th out of the nine transit agencies and is worse than the peer group average.
5. The **five-year trend for operating revenue/ revenue vehicle hour** is worse than the peer group average.
6. **FYE 2013 operating cost / passenger** ranks 5th out of the nine transit agencies and is better than the peer group average.
7. The **five-year trend for operating cost / passenger** is better than the peer group average.

At Risk

1. **FYE 2013 operating cost / revenue vehicle hour** ranks 9th out of the nine transit agencies and is worse than the peer group average.

A summary of the specific Act 44 measures and their values is presented in the following table.

Performance Criteria		Determination	Rank (of 9)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2013	In Compliance	2	Better	12.37	8.92
	Trend	In Compliance	4	Better	0.64%	-0.15%
Operating Cost / Revenue Hour	2013	At Risk	9	Worse	\$100.24	\$73.74
	Trend	In Compliance	5	Better	1.64%	2.29%
Operating Revenue / Revenue Hour	2013	In Compliance	8	Worse	\$5.80	\$7.89
	Trend	In Compliance	4	Worse	3.38%	5.24%
Operating Cost / Passenger	2013	In Compliance	5	Better	\$8.10	\$8.76
	Trend	In Compliance	3	Better	1.00%	2.45%

General Findings

In accordance with Act 44, findings are indicated as “best practices” or “opportunities for improvement.” Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of MCRCOG and may be shared with other agencies as techniques for improvement. Opportunities for improvement identify tasks that may be undertaken to increase the efficiency, effectiveness, and /or quality of service of the agency.

Best Practices

1. Coordinating mapping and related GIS work with SVATS MPO.
2. Using of a color coded envelope system to separate farebox revenues and coordinate daily farebox recovery.
3. Sharing use of mechanics with the City of Hermitage.

Opportunities for Improvement to Address in the Action Plan

1. Address accounting practices that lead to the independent auditor’s finding that “inaccurate financial reports are being presented to management”.
2. Coordinate with PennDOT for a financial review of fixed-route and shared-ride programs to determine true program cost.
3. Perform policy GAP analysis to determine formal policy needs.
4. Adopt a quality control policy and develop a quality control program for data collection.
5. Initiate a transit development plan (TDP) to reflect changing demographics.
6. Include a technical analysis prior to fare increases.
7. Develop a fare policy that keeps pace with inflation and maintains a satisfactory farebox recovery.
8. Explore opportunities for advertising.
9. Establish a formal annual performance review process for the Executive Director.
10. Develop performance targets for all key agency functions.
11. Complete PennTRAIN Board training..
12. Determine the legal separation between transit operations and other functions of MCRCOG.
13. Assess whether funds dedicated to transit are at risk from litigation against MCRCOG from non-transit functions.
14. Adopt a formal emergency drill protocol.
15. Adopt a formal accident reduction plan.

Financial Review

In Mercer County, the City of Hermitage and surrounding municipalities contribute monies for MCRCOG’s public transportation funding requirements. MCRCOG has no outstanding debt or line of credit, and currently has a balanced operating budget. MCRCOG projections of service levels and budget indicate that MCRCOG plans to maintain a balanced budget over the next five years. MCRCOG had no 1513 carryover funds available, but had \$30,680 in local carryover funds at the end of FYE 2013. By the end of FYE 2014,

MCRCOG had no available state carryover subsidies, and local carryover subsidies had decreased to \$12,414. A projected annual increase of 1.6% appears low in comparison to recent experience (4.8% annually). The lack of identifiable reserves means that the agency has no capacity to manage short-term cost increases, such as a change in fuel or parts prices.

The performance review has identified major concerns regarding how MCRCOG conducts its finances and accounting practices:

First, MCRCOG staff could not clearly document how costs are allocated between shared-ride and fixed-route service. A high-level assessment conducted for this review indicates that shared-ride costs may be understated while fixed-route may be overstated.

Second, MCRCOG operates two different types of accounting approaches (i.e., modified cash basis and modified accrual basis) and for both calendar and state fiscal years (July 1 through June 30). This practice makes MCRCOG’s finances difficult to interpret for management and auditors. It also increases the amount of effort necessary to manage the agency’s finances as well as the likelihood of errors.

Finally and most significantly, MCRCOG has “problems ... with recordkeeping and various reconciliations,” including year-end account balances. “Inaccurate reports are being presented to management.” The auditor concludes that the 2013 audit reports were “misstated.” Inaccurate and misstated reports make prudent financial stewardship difficult and well-informed management decisions impossible to achieve. Management should take appropriate actions immediately to address its accounting practice shortcomings, control costs, achieve farebox recovery goals, and rebuild cash reserves to improve MCRCOG’s overall financial health.

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established. These performance targets are required to comply with Act 44 performance criteria and represent the minimum performance levels that MCRCOG should work to achieve during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited PennDOT dotGrants information available (FYE 2015). Standards were extrapolated to FYE 2020 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	Fiscal Year End (FYE)				Target Annual Increase
	2013 Actual	2014 Actual	2015 Actual	2020 Target	
Passengers / Revenue Hour	12.37	9.70	7.34	8.51	3.0%
Operating Cost / Revenue Hour	\$100.24	\$93.57	\$87.45	\$101.38	3.0%
Operating Revenue / Revenue Hour	\$5.80	\$4.62	\$9.83	\$11.39	3.0%
Operating Cost / Passenger	\$8.10	\$9.65	\$11.92	\$11.92	0.0%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that MCRCOG “...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets.” The action plan should outline corrective action that will be taken to address “Opportunities for Improvement”—as prioritized by the MCRCOG oversight board and management.

Functional-area “opportunities for improvement” are areas in which adjustments may result in cost savings, improved service quality, and ridership and/or revenue increases. Achieved improvements in these areas will assist in meeting the performance targets by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the action plan should establish a comprehensive program that focuses on actions that address the larger issues within MCRCOG.

A template for the Action Plan has been provided as an appendix to this report. This template is where MCRCOG should address its proposed actions to address the “Opportunities for Improvement” findings that directly affect the Act 44 performance metrics. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. The template provides a simple-to-follow order of key findings. MCRCOG must select, prioritize, and schedule its intended actions using the template.

MCRCOG must submit the proposed draft Action Plan using the format provided to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between MCRCOG’s management and the Department. The finalized Action Plan then must be approved by the MCRCOG Board and formally submitted to PennDOT. At the very least, MCRCOG’s management must report at least quarterly to the Board and the Department on progress toward accomplishing the Action Plan, including actions taken in the previous quarter and actions planned for upcoming quarter(s).

Transit Authority of Warren County (TAWC) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Transit Authority of Warren County (d.b.a. TAWC)	
Year Founded	1978	
Reporting Fiscal Year End (FYE)	2014	
Service Area (square miles)	883	
Service Area Population	43,863	
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (Shared Ride + ADA)
Vehicles Operated in Maximum Service (VOMS)	3	10
Operating Cost*	\$782,339	\$484,511
Operating Revenue*	\$52,684	\$472,528
Total (Actual) Vehicle Miles	188,880	214,132
Revenue Vehicle Miles of Service (RVM)	188,417	128,849
Total Vehicle Hours	10,380	19,231
Revenue Vehicle Hours (RVH)	10,280	9,693
Total Passenger Trips	69,442	35,288
Senior Passenger (Lottery) Trips	8,386	28,373
Act 44 Performance Statistics		
Passengers / RVH	6.76	3.64
Operating Cost / RVH	\$76.10	\$49.99
Operating Revenue / RVH	\$5.12	\$48.75
Operating Cost / Passenger	\$11.27	\$13.73
Other Performance Statistics		
Operating Revenue / Operating Cost	6.73%	97.53%
Operating Cost / Total Vehicle Hours	\$75.37	\$25.19
Operating Cost / Total Vehicle Miles	\$4.14	\$2.26
Total Passengers / Total Vehicle Hours	6.69	1.83
Operating Cost / RVM	\$4.15	\$3.76
RVM / Total Vehicle Miles	99.75	60.17%
RVH / Total Vehicle Hours	99.04%	50.40%

*source: PennDOT dotGrants 2014 reporting. Operating cost and operating revenues have been reduced by \$20,729 to reflect a one-time insurance rebate and by an additional \$13,513 to account for excess utility costs incurred due to the colocation with Experience at the TAWC administrative building.

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a PennDOT-driven transit agency performance review process. The purpose of a review is to assess efficiency and effectiveness of service, financial stability, and general management/business practices. The assessment identifies best practices that can be shared with other transit agencies and to make transit agencies aware of improvement opportunities.

The Act 44 transit performance review of the Transit Authority of Warren County (d.b.a. TAWC) was conducted in June 2015. The performance review focused on fixed-route bus service. This report addresses the performance criteria that Act 44 established specifically related to fixed-route bus service. Also addressed are TAWC trends and comparisons with TAWC peers, targets for future performance, and opportunities for improvement that should assist TAWC in meeting the future targets. This report also addresses the management, general efficiency, and effectiveness of services.

On the basis of this performance report, TAWC will develop an action plan that identifies the steps TAWC will take to meet the agreed-upon Act 44 performance criteria targets by FY 2019-20. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increased ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by TAWC's management and its governing board.

A draft action plan is due to the Department within 90 days of receipt of this report. PennDOT will work with TAWC to agree on a plan which, when approved by the TAWC Board, will be submitted as the final action plan. At the very least, TAWC must report at least quarterly to the Board and PennDOT on its action plan progress, identifying actions taken to date and actions to be implemented. TAWC's success will be measured, in part, on meeting performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify TAWC's fixed-route bus performance in comparison to its peer agencies in Fiscal Year End (FYE) 2013 and over a five-year trend period from FYE 2008 to FYE 2013 (the most recent NTD data available at the time of the peer selection). Peers were selected through an analytical process and were agreed to in advance by TAWC.

A transit agency's performance can fall into two categories: "In Compliance" or "At Risk." The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◇ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Cost / Passenger
- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◇ Single-year and five-year trend for Passengers / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that TAWC is “In Compliance” for six criteria and “At Risk” for two.** The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2013 passengers / revenue vehicle hour** ranks 6th out of the nine transit agencies and is worse than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is better than the peer group average.
3. **FYE 2013 operating cost / revenue vehicle hour** ranks 7th out of the nine transit agencies and is worse than the peer group average.
4. **FYE 2013 operating revenue / revenue vehicle hour** ranks 7th out of the nine transit agencies and is worse than the peer group average.
5. The **five-year trend for operating revenue/ revenue vehicle hour** is better than the peer group average.
6. The **five-year trend for operating cost / passenger** is worse than the peer group average.

At Risk

1. The **five-year trend for increase in operating cost / revenue vehicle hour** is significantly higher than the peer group average, though it is in line with what some other transit agencies in Pennsylvania have seen in recent years.
2. **FYE 2013 operating cost / passenger** ranks 8th out of the nine transit agencies and is more costly than the peer group average.

A summary of the specific Act 44 measures and their values are presented in the following table:

Performance Criteria		Determination	Rank (of 9)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2013	In Compliance	6	Worse	7.14	8.99
	Trend	In Compliance	2	Better	3.31%	-0.53%
Operating Cost / Revenue Hour	2013	In Compliance	7	Worse	\$77.78	\$66.26
	Trend	At Risk	9	Worse	6.90%	1.59%
Operating Revenue / Revenue Hour	2013	In Compliance	7	Worse	\$5.15	\$7.67
	Trend	In Compliance	2	Better	8.71%	5.41%
Operating Cost / Passenger	2013	At Risk	8	Worse	\$10.89	\$8.11
	Trend	In Compliance	5	Worse	3.47%	2.30%

General Findings

In accordance with Act 44, findings are indicated as “best practices” or “opportunities for improvement.” Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of TAWC and may be shared with other agencies as techniques for improvement. Opportunities for improvement identify tasks that may be undertaken to increase the efficiency, effectiveness, and /or quality of service of the agency.

Best Practices

1. Supporting senior rider market through close proximity to a local area agency on aging.
2. Recognizing the most active senior who promotes TAWC service through an annual award program.
3. Coordinating with Erie Metropolitan Transit Authority (the E) for major maintenance repairs.

Opportunities for Improvement

1. Revise how utility costs are allocated between TAWC and the Allegheny Community Center.
2. Develop a formal cost allocation methodology for direct and indirect costs between fixed-route and shared-ride services.
3. Develop a fare policy that includes a farebox recovery goal.
4. Develop a preventative maintenance policy that establishes on-time performance goals.
5. Establish a Board education program that outlines Board member roles and responsibilities.
6. Develop a system map.
7. Develop an on-time policy that tracks schedule on-time performance.
8. Remove consideration of early arrival as counting for ‘on-time’ arrival.
9. Establish a service development program that periodically evaluates potential route changes.
10. Develop agency-level performance standards; track and report these findings to the Board.
11. Expand the advertising policy to include other agency property, such as bus shelters, as potential sources of advertising revenue.
12. Explore resource-sharing opportunities.

Financial Review

Warren County, the City of Warren, and nearby municipalities contribute monies for TAWC’s local match funding requirements. Per PennDOT dotGrants, TAWC has a balanced operating budget. TAWC projections of service levels and budget indicate that TAWC plans to maintain a balanced budget over the next five years. However, 1513 reserves are projected to decrease significantly. TAWC had \$199,476 in state 1513 carryover funds and \$21,626 in local carryover funds at the end of FYE 2013. This amounted to state reserves equal to 25.2% of TAWC’s annual fixed-route operating cost or 15.4% of total operating cost. By the end of 2014, state carryover subsidies increased to \$237,155 and local matching subsidies decreased to \$17,739. This resulted in state reserves equal to 29.8% of TAWC’s annual fixed-route operating cost or 18.5% of total operating cost. Management should continue to take appropriate actions to control costs, achieve farebox recovery goals, and maintain cash reserves to sustain TAWC’s overall financial health.

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established. These performance targets are required to comply with Act 44 performance criteria and represent the minimum performance levels that TAWC should work to achieve during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited PennDOT dotGrants information available (FYE 2014). Standards were extrapolated to FYE 2019 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	Fiscal Year End (FYE)				Target Annual Increase
	2012 Actual	2013 Actual	2014 Actual	2019 Target	
Passengers / Revenue Hour	6.48	7.14	6.76	7.17	1.0%
Operating Cost / Revenue Hour	\$73.30	\$77.78	\$76.10	\$90.87	3.0%
Operating Revenue / Revenue Hour	\$4.29	\$5.15	\$5.12	\$5.44	1.0%
Operating Cost / Passenger	\$11.31	\$10.89	\$11.27	\$12.69	2.0%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that TAWC “...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets.” The action plan should outline corrective action that will be taken to address “Opportunities for Improvement” as prioritized by the TAWC oversight Board and management.

Functional-area “Opportunities for Improvement” are areas in which adjustments may result in cost savings, improved service quality, and ridership and/or revenue increases. Achieved improvements in these areas will assist in meeting the performance targets by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the action plan should establish a comprehensive program that focuses on actions that address the larger issues within TAWC.

The template for the Action Plan, provided as an appendix to this report, is where TAWC should address its proposed actions to address the “Opportunities for Improvement” findings that directly affect the Act 44 performance metrics. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. TAWC must select, prioritize, and schedule its intended actions using the template.

TAWC must submit the proposed draft Action Plan using the format provided in the appendix to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between TAWC’s management and the Department. The finalized Action Plan then must be approved by the TAWC Board and formally submitted to PennDOT. TAWC’s management must report quarterly to the Board and the Department on progress toward accomplishing the Action Plan, including actions taken in the previous quarter and actions planned for upcoming quarter(s).

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South Central Transit Authority (SCTA) - Lancaster Division (RRTA) Transit Performance Review — Executive Summary

Fixed-Route Service Agency Profile

Agency	Lancaster Division (d.b.a. RRTA)	Reading Division (d.b.a. BARTA)	South Central Transit Authority (d.b.a. SCTA)
Year Founded	1976	1973	2014
Reported Fiscal Year End (FYE)	2015	2015	2015
Square Area (square miles)	248	864	1112
Service Area Population	420,920	411,442	832,362
Annual Operating Statistics*			
Vehicles Operated in Maximum Service (VOMS)	33	44	77
Operating Cost	\$9,146,317	\$10,788,694	\$19,935,011
Operating Revenue	\$3,572,403	\$3,226,887	\$6,799,290
Total (Actual) Vehicle Miles	1,549,105	1,598,783	3,147,888
Revenue Miles of Service (RVM)	1,471,650	1,530,835	3,002,485
Total Vehicle Hours	116,323	127,172	243,495
Revenue Vehicle Hours (RVH)	109,825	121,373	231,198
Total Passenger Trips	1,926,379	3,034,952	4,961,331
Senior Passenger (Lottery) Trips	230,757	413,238	643,995
Act 44 Performance Statistics			
Passengers / RVH	17.54	25.01	21.46
Operating Cost / RVH	\$83.28	\$88.89	\$86.22
Operating Revenue / RVH	\$32.53	\$26.59	\$29.41
Operating Cost / Passenger	\$4.75	\$3.55	\$4.02
Other Performance Statistics			
Operating Revenue / Operating Cost	39.06%	29.91%	34.11%
Operating Cost / Total Vehicle Hours	\$78.63	\$84.84	\$81.87
Operating Cost / Total Vehicle Miles	\$5.90	\$6.75	\$6.33
Total Passengers / Total Vehicle Hours	17.54	25.01	21.46
Operating Cost / RVM	\$6.22	\$7.05	\$6.64
RVM / Total Vehicle Miles	95.00%	95.75%	95.38%
RVH / Total Vehicle Hours	94.41%	95.44%	94.95%
Operating Subsidy / Passenger Trip	\$2.89	\$2.49	\$2.65

*source: PennDOT dotGrants 2015 reporting. RRTA operating cost and revenue values are adjusted to credit rebates and external revenue against operating costs.

South Central Transit Authority (SCTA) - Lancaster Division (RRTA) Transit Performance Review — Executive Summary

Paratransit Service Agency Profile

Agency	Lancaster Division (d.b.a. RRTA)	Reading Division (d.b.a. BARTA)**	South Central Transit Authority (d.b.a. SCTA)
Reported Fiscal Year End (FYE)	2015	2015	2015
Annual Operating Statistics*			
Vehicles Operated in Maximum Service (VOMS)	56	57	113
Operating Cost	\$6,041,984	\$5,183,541	\$11,225,525
Operating Revenue	\$5,533,507	\$2,453,356	\$7,986,863
Total (Actual) Vehicle Miles	2,515,784	957,748	3,473,532
Revenue Miles of Service (RVM)	2,024,420	566,075	2,590,495
Total Vehicle Hours	163,759	93,745	257,504
Revenue Vehicle Hours (RVH)	148,767	50,667	199,434
Total Passenger Trips	280,904	184,708	465,612
Senior Passenger (Lottery) Trips	101,219	76,281	177,500
Act 44 Performance Statistics			
Passengers / RVH	1.89	3.65**	2.33
Operating Cost / RVH	\$40.61	\$102.31**	\$56.29
Operating Revenue / RVH	\$37.20	\$48.42**	\$40.05
Operating Cost / Passenger	\$21.51	\$28.06**	\$24.11
Other Performance Statistics			
Operating Revenue / Operating Cost	91.58%	47.33%	71.15%
Operating Cost / Total Vehicle Hours	\$36.90	\$55.29	\$43.59
Operating Cost / Total Vehicle Miles	\$2.40	\$5.41	\$3.23
Total Passengers / Total Vehicle Hours	1.89	3.65	2.33
Operating Cost / RVM	\$2.98	\$9.16**	\$4.33
RVM / Total Vehicle Miles	80.47%	59.10%**	74.58%
RVH / Total Vehicle Hours	90.85%	54.05%	77.45%
Operating Subsidy / Passenger Trip	\$1.81	\$14.78	\$6.96

*source: PennDOT dotGrants 2015 reporting

Reading Division reported live miles and hours instead of revenue miles and hours. A "*" indicates statistics that used live miles and hours to calculate values, which under normal circumstances would have used revenue miles and hours.

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a PennDOT-driven transit agency performance review process. The purpose of a review is to assess efficiency and effectiveness of service, financial stability, and general management/business practices. The assessment identifies best practices that can be shared with other transit agencies and to make transit agencies aware of improvement opportunities.

An Act 44 transit performance review of the South Central Transit Authority (d.b.a. SCTA) – Lancaster Division (d.b.a. RRTA, Red Rose Transit Authority) was conducted in early 2016. The performance review focused on fixed-route service. This report addresses the performance criteria that Act 44 established, trends and comparisons with peer agencies, targets for future performance, best practices, and opportunities for improvement. This report also addresses the management, general efficiency, and effectiveness of services.

On the basis of this performance report, SCTA will develop an action plan for the Lancaster Division, which identifies the steps SCTA will take to meet the agreed-upon Act 44 performance criteria targets by FY 2019-20 (Fiscal Year End (FYE) 2020). The general goals are to maximize efficiency and promote cost savings, maximize service quality, and maximize ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by SCTA's management and its governing board.

A draft action plan is due to the Department within 90 days of receipt of this report. PennDOT will work with SCTA to agree on a plan which, when approved by the SCTA Board, will be submitted as the final action plan. SCTA must report quarterly to the Board and PennDOT on the progress of the action plan, identifying actions taken to date and actions to be implemented. SCTA's success will be measured, in part, on meeting performance targets established through this review.

An Act 44 transit performance review of the Reading Division (d.b.a., BARTA, Berks Area Regional Transportation Authority) was conducted in early 2014, prior to regional consolidation under SCTA.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify the SCTA Lancaster Division's fixed-route bus operation in comparison to its peer agencies for Fiscal Year End (FYE) 2014 and over a five-year trend period from FYE 2009 to FYE 2014 (the most recent NTD data available at the time of the peer selection). Peers were selected (by mode) through an analytical process and were agreed to in advance by SCTA.

A transit agency's performance can fall into two categories: "In Compliance" or "At Risk." The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◇ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Cost / Passenger

- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◇ Single-year and five-year trend for Passengers / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

Act 44 Peer Comparison Findings by Mode: Bus

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that the SCTA-Lancaster Division is “In Compliance” for all eight criteria and “At Risk” for none.** The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2014 passengers / revenue vehicle hour** ranks 7th out of the 14 transit agencies and is worse than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is worse than the peer group average.
3. **FYE 2014 operating cost / revenue vehicle hour** ranks 2nd-least costly of the 14 transit agencies and is better than the peer group average.
4. **The five-year trend for increase in operating cost / revenue vehicle hour** is better than the peer group average.
5. **FYE 2014 operating revenue / revenue vehicle hour** ranks 4th out of the 14 transit agencies and is better than the peer group average.
6. The **five-year trend for operating revenue/ revenue vehicle hour** is near the peer group average.
7. **FYE 2014 operating cost / passenger** ranks 4th out of the 14 transit agencies and is better than the peer group average.
8. The **five-year trend for operating cost / passenger** is worse than the peer group average.

At Risk

1. None

A summary of the specific Act 44 measures and their values is presented in the following table:

Performance Criteria		Determination	Rank (of 14)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2014	In Compliance	7	Worse	17.42	18.05
	Trend	In Compliance	12	Worse	-1.62%	0.80%
Operating Cost / Revenue Hour	2014	In Compliance	2	Better	\$82.45	\$97.15
	Trend	In Compliance	5	Better	1.09%	2.18%
Operating Revenue / Revenue Hour	2014	In Compliance	4	Better	\$26.51	\$20.77
	Trend	In Compliance	10	Worse	3.72%	5.17%
Operating Cost / Passenger	2014	In Compliance	4	Better	\$4.73	\$5.57
	Trend	In Compliance	10	Better	2.75%	1.46%

General Findings

In accordance with Act 44, findings are indicated as “best practices” or “opportunities for improvement.” Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of SCTA and may be shared with other agencies as techniques for improvement. Opportunities for improvement identify tasks that may be undertaken to increase the efficiency, effectiveness, and /or quality of service of the agency.

Best Practices

1. Acting as a regional leader in joint procurement opportunities.
2. Putting well-documented policies in place that serve as a framework for many essential procedures such as fare reconciliation, financial statement preparation, and procurement.
3. Routinely evaluating route performance on a monthly basis as part of an annual fixed-route service analysis.
4. Monitoring key customer service metrics such as on-time performance, customer complaints, and percentage of phone calls answered, and conducting annual customer service evaluations of drivers.
5. Monitoring labor costs by tracking measurable variables (e.g., road calls, mechanic productivity, repair times, parts usage, purchasing, etc.) to identify opportunities to reduce costs.
6. Developing an integrated IT system that allows technology in different departments to efficiently communicate with one another.
7. Providing real-time information to customers.
8. Implementing a sales outlet program that incentivizes local businesses to sponsor RRTA passes for employees via tax benefits.
9. Conducting procurement training for all employees involved in the procurement process.

Opportunities for Improvement to Address in the Action Plan

1. Develop a Board-driven succession plan for the Executive Director that would address any future vacancies.
2. Ensure road supervision is available during all hours of operation.
3. Review policies for consistency between both Divisions (i.e., Lancaster and Reading), and update where inconsistencies are found.

Financial Review

Prior to the consolidation of administrative functions and the combination of other services between the Lancaster and Reading Divisions, Lancaster County contributed local monies for the SCTA—Lancaster Division’s public transportation funding requirements. Following the merger, SCTA identified a cost savings of over \$800,000 per year resulting from consolidation. These cost savings qualified Lancaster and Berks for a waiver, eliminating their required local match for state operating subsidies for up to a five-year period, as allowed by Act 89. Following the five-year period, Lancaster and Berks counties will be required to resume their local match commitment. For the sixth year of the merger and beyond, Berks and Lancaster counties agree to split the required local match 50/50.

The SCTA-Lancaster Division currently has a balanced operating budget. Operating cash reserves have steadily increased since 2012. Internally developed projections of service levels and budgets indicate a plan to maintain a balanced budget over the next five years. The SCTA-Lancaster Division had \$4,119,787 in Section 1513 carryover funds available and no local carryover operating funds as of FYE 2015. SCTA's management is currently executing a strategy to exhaust the RRTA prior year carryover balances and use current year state funds to rebuild reserves in the SCTA-Lancaster Division carryover fund.

Accounts payable and receivable amounts are negligible. SCTA maintains a \$1,000,000 line of credit with a tax-free interest rate of 0.5% less than prime, or 4% as of FYE 2015. Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve SCTA-Lancaster Division's excellent overall financial health.

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of "performance targets" has been established that apply to SCTA as a whole (i.e., Lancaster and Reading Divisions). These performance targets are required to comply with Act 44 performance criteria and represent the minimum performance levels that SCTA should work to achieve during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited PennDOT dotGrants information available (FYE 2015). Standards were extrapolated to FYE 2020 and are designed to be aggressive, yet achievable. Targets for annual increase are consistent with those developed for Reading Division. They are summarized as follows:

Performance Criteria	Fiscal Year End (FYE)				Target Annual Increase
	2013 Actual	2014 Actual	2015 Actual	2020 Target	
Passengers / Revenue Hour	20.95	21.92	21.46	23.69	2.0%
Operating Cost / Revenue Hour	\$82.03	\$85.71	\$86.22	\$99.96	3.0%
Operating Revenue / Revenue Hour	\$25.76	\$27.71	\$29.41	\$32.47	2.0%
Operating Cost / Passenger	\$3.92	\$3.91	\$4.02	\$4.22	1.0%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that SCTA "...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets." The action plan should outline corrective action that will be taken to address "Opportunities for Improvement"—as prioritized by the SCTA oversight board and management.

Functional-area "Opportunities for Improvement" are areas in which adjustments may result in cost savings, improved service quality, and ridership and/or revenue increases. Achieved improvements in these areas will assist in meeting the performance targets by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated. The Action Plan should establish a comprehensive program that focuses on actions that address the larger issues within SCTA.

The template for the Action Plan is provided as an appendix to this report. This template is where SCTA should develop its proposed actions to address the "Opportunities for Improvement" findings that directly affect the Act 44 performance metrics. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. The template provides a simple-to-follow order of key findings. SCTA must select, prioritize, and schedule its intended actions using the template.

SCTA must submit the proposed draft Action Plan using the format provided to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between Lancaster Division's management and the Department. The finalized Action Plan then must be approved by the Board and formally submitted to PennDOT. At the very least, SCTA's management must report at least quarterly to the Board and the Department on progress toward accomplishing the Action Plan, including actions taken in the previous quarter and actions planned for upcoming quarter(s).

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Williamsport River Valley Transit (RVT) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Williamsport Bureau of Transportation (d.b.a. River Valley Transit, RVT)	
Year Founded	1969	
Reporting Fiscal Year End (FYE)	2013	
Service Area (square miles)	89	
Service Area Population	69,764	
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (ADA)
Vehicles Operated in Maximum Service (VOMS)	23	3
Operating Cost*	\$5,975,903	\$18,326
Operating Revenue*	\$1,270,429	\$4,030
Total (Actual) Vehicle Miles	869,146	8,011
Revenue Miles of Service (RVM)	822,866	8,011
Total Vehicle Hours	61,666	425
Revenue Vehicle Hours (RVH)	54,253	425
Total Passenger Trips	1,357,932	994
Senior Passenger (Lottery) Trips	228,885	0
Act 44 Performance Statistics		
Passengers / RVH	25.03	2.22
Operating Cost / RVH	\$110.15	\$43.12
Operating Revenue / RVH	\$23.42	\$43.12
Operating Cost / Passenger	\$4.40	\$19.41
Other Performance Statistics		
Operating Revenue / Operating Cost	21.26%	21.99%
Operating Cost / Total Vehicle Hours	\$96.91	\$43.12
Operating Cost / Total Vehicle Miles	\$6.88	\$2.29
Total Passengers / Total Vehicle Hours	22.02	2.22
Operating Cost / RVM	\$7.26	\$2.29
RVM / Total Vehicle Miles	94.68%	100.00%
RVH / Total Vehicle Hours	87.98%	100.00%

*source: PennDOT dotGrants 2013 reporting.

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a Pennsylvania Department of Transportation (referred to as PennDOT or Department throughout the document) driven transit agency performance review process. The purpose of a review is to assess efficiency and effectiveness of service, financial stability, and general management/business practices. The assessment makes transit agencies aware of improvement opportunities and identifies best practices that can be shared with other transit agencies.

The Act 44 transit performance review of Williamsport Bureau of Transportation (d.b.a. River Valley Transit, RVT) was started in September 2014. The performance review focused on fixed-route bus. Subsequent to the performance review, a cost allocation study was conducted in 2015 to analyze the financial relationships between RVT, the City of Williamsport, and other RVT-supported activities (e.g., EMTA, City parking services, Hiawatha, etc.) in order to determine how or if those relationships could impact findings of the performance review. The study concluded that the costs and the relationships between the entities that RVT reported to PennDOT and RVT were accurate and the report was finalized.

The report addresses Act 44 established performance criteria specifically related to fixed-route bus services –RVT trends and a comparison of RVT to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement that should assist RVT in meeting the future targets. This report also addresses the management, general efficiency, and effectiveness of services.

After receipt of this performance review report, RVT will develop an action plan that identifies the steps RVT will take to meet the agreed-upon Act 44 performance targets by FY 2018-19. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by RVT management and its governing board.

A draft action plan is due to the Department within 90 days of receipt of this report. PennDOT will work with RVT to agree on a plan which, when approved by RVT Board, will be submitted as the final action plan. RVT must report at least quarterly to the Board and PennDOT on action plan progress, identifying actions taken to date and actions to be implemented. RVT's success will be measured in part on meeting performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify RVT's fixed-route bus performance in comparison to its peer agencies in Fiscal Year End (FYE) 2012 and over a five-year trend period from FYE 2007 to FYE 2012 (the most recent NTD data available at the time of the peer selection).

A transit agency's performance can fall into two categories: "In Compliance" or "At Risk." The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◊ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◊ Single-year and five-year trend for Operating Cost / Passenger
- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◊ Single-year and five-year trend for Passengers / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered “At Risk” for that factor and must improve as agreed upon between PennDOT and the agency. “At Risk” performance factors provide a focus for the transit system’s Board and management to develop an action plan for improvement. The action plan and its implementation are good-faith efforts to improve system performance. PennDOT recognizes that even the best efforts may not result in improved performance and will take that into consideration when assessing the agency’s performance during the next review. Agencies that do not implement the action plan and fail to meet performance targets in five years when the next performance review is conducted could be subject to a reduction in future State operating assistance.

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that RVT is “In Compliance” for six criteria and “At Risk” for two.** The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2012 passengers / revenue vehicle hour** ranks 2nd of the 12 transit agencies in the peer group and is better than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is very close to the peer group average.
3. **FYE 2012 operating cost / revenue vehicle hour** is higher than the peer group average.
4. **FYE 2012 operating revenue / revenue vehicle hour** is the 3rd-best of the peer group.
5. The **five-year trend for operating revenue/ revenue vehicle hour** is more than twice the peer group average.
6. **FYE 2012 operating cost / passenger** is very close to the peer group average.

At Risk

1. The **five-year trend for increase in operating cost / revenue vehicle hour** is significantly higher than the peer group average, though it is in line with what some other transit agencies in Pennsylvania have seen in recent years.
2. The **five-year trend for operating cost / passenger increase** is significantly higher than the peer group average. This is attributable to relatively modest increases in ridership combined with operating costs that have increased at a rate higher than the peer group average.

A summary of the specific Act 44 measures and their values is presented in the following table:

Performance Criteria		Determination	Rank (of 12)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2012	In Compliance	2	Better	25.60	21.85
	Trend	In Compliance	7	Worse	1.72%	2.15%
Operating Cost / Revenue Hour	2012	In Compliance	10	Worse	\$100.60	\$86.09
	Trend	At Risk	10	Worse	5.98%	3.53%
Operating Revenue / Revenue Hour	2012	In Compliance	3	Better	\$18.82	\$14.02
	Trend	In Compliance	5	Better	5.23%	2.37%
Operating Cost / Passenger	2012	In Compliance	7	Better	\$3.93	\$4.01
	Trend	At Risk	11	Worse	4.19%	1.38%

As shown in the following table, the variables that triggered the “At Risk” determinations for five-year trend, operating cost increase per revenue hour, and operating cost per passenger continued their steep rate of increase through 2013.

Performance Criteria	FYE 2012 Value	FYE 2013 Value	One-Year Change
Operating Cost / Revenue Hour	\$100.60	\$110.15	9.5%
Operating Cost / Passenger	\$3.93	\$4.40	12.0%

General Findings

In accordance with Act 44, findings are indicated as “opportunities for improvement” or “best practices.” Opportunities for improvement identify tasks that may be undertaken to increase the efficiency, effectiveness, and/or quality of service of the agency. Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of RVT and may be shared with other agencies as techniques for improvement. Major themes are indicated below. Detailed recommendations on how these and more detailed issues identified should be addressed are found in the body of the report.

Best Practices

1. Extensive proactive outreach and the community relations efforts of the General Manager.
2. Strong partnership and leadership in the community by successfully promoting and constructing mixed-use, transit-oriented development (TOD) in downtown Williamsport.
3. Actively participating with the local MPO and the City of Williamsport to secure political support and funding.
4. Developing the first publicly available CNG refueling station in a four-county area to promote the expanded use of green technology as well as provide a new source of revenue.
5. Undertaking a program to migrate its fleet to operate on compressed natural gas (CNG) to reduce operating costs.
6. Preparing an annual performance report of key indicators, accomplishments, and strategic goals.
7. Implementing innovative marketing approaches such as its “bonus bucks” program.

8. Following a policy to “never miss a trip.”
9. Providing real-time information to customers.
10. Maintaining 30 minute or less headways to sustain ridership.
11. Taking advantage of procurement training and conducting ICE analyses.
12. Taking advantage of online training courses for drivers.
13. Conducting weekly staff meetings to review performance and address issues as they arise.
14. Recognizing outstanding drivers with an annual driver review and safety awards ceremony.
15. Proactively addressing employee recruitment and retention.

Opportunities for Improvement to Address in the Action Plan

1. Evaluate the potential for supplementing the annual performance report with additional customer service metrics.
2. Track and report on all self-defined performance standards.
3. Establish goals related to maintaining or reducing the number of road calls.
4. Track and report on-time performance using available AVL technology.
5. Develop a system map to augment the information available on the RVT website.
6. Expand marketing plan to include an implementation schedule of proposed activities, performance results of previous activities, and performance targets for future marketing activities.
7. Conduct periodic non-rider surveys.
8. Periodically assess discount fare media pricing policies.
9. Develop a formal succession plan that identifies roles and responsibilities to assure continuity of operations in the event of unexpected absences.
10. Report all sources of local match in dotGrants.
11. Identify and implement a cost-effective solution to provide regular off-site data backup.
12. Establish a farebox cash discrepancy threshold that triggers additional investigation.

Financial Review

For the FYE 2009 to FYE 2013 period, local governments in the RVT service area have contributed monies to the City of Williamsport to help cover RVT’s operational funding requirements. Per dotGrants, RVT has used all of those amounts, in any given year, to balance its budget and comply with state requirements. The total of fixed-route farebox, route guarantee, and contract revenues as a percentage of operating cost is similar to that in similar-sized transit systems in the Commonwealth, hovering between 15% and 20%. Actual fixed-route full fares are \$2.25 and transfers are free. Less than 2% of RVT’s revenues come from full-fare passenger trips. Most passenger revenue comes from multi-ride passes that are heavily discounted. Approximately 20% of revenue comes from transfer payments from the Williamsport Parking Authority that are used to balance RVT’s budget. RVT management should continue to take appropriate actions to control costs and achieve farebox recovery goals to maintain RVT’s overall financial health.

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established. These performance targets are required to comply with Act 44 and represent minimum performance levels that RVT should work to achieve for each Act 44 performance criteria during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited “dotGrants” information available (FYE 2015). Standards were extrapolated to FYE 2020 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	Fiscal Year End (FYE)				Target Annual Increase
	2013 Actual	2014 Actual	2015 Actual	2020 Target	
Passengers / Revenue Hour	25.03	23.87	22.88	25.26	2.0%
Operating Cost / Revenue Hour	\$110.04	\$113.94	\$116.64	\$135.22	3.0%
Operating Revenue / Revenue Hour	\$23.40	\$20.67	\$19.32	\$21.76	2.0%
Operating Cost / Passenger	\$4.40	\$4.47	\$5.10	\$5.36	1.0%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that RVT “...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets.” The action plan should outline corrective action that will be taken to address “Opportunities for Improvement”—as prioritized by the RVT oversight board and management.

Functional-area “opportunities for improvement” are areas in which improvement may result in cost savings, improved service quality, and ridership and/or revenue increases. Improvements in these areas will assist in achieving the performance targets by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the action plan should establish a comprehensive program that focuses on actions that address the larger issues within RVT.

The template for the Action Plan has been provided as an appendix to this report. This template includes three parts:

- **Part 1 - Act 44 Performance Metric Findings Template(s)** is where RVT should develop its proposed actions to address the “Opportunities for Improvement” findings that directly affect the Act 44 performance metrics.
- **Part 2 - Other Actions to Improve Overall Performance Template** should be used to address the “Other Findings that Impact Overall Agency Performance.” RVT should use the format provided in Appendix A to develop its proposed draft Action Plan.

It should be noted that specific actions identified may partially address the broadly noted opportunities for improvement found in the “General Findings.” Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. The template provides a simple-to-follow order of key findings. RVT must select, prioritize, and schedule its intended actions using the template.

RVT must submit the proposed draft Action Plan using the format provided to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between RVT management and the Department. The finalized Action Plan must then be approved by the RVT Board and formally submitted to PennDOT. Subsequently, RVT management must report at least quarterly to the Board and the Department on progress toward accomplishing the Action Plan, including actions taken in the previous quarter and actions planned for coming quarter(s).

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Southeastern Pennsylvania Transportation Authority (SEPTA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Southeastern Pennsylvania Transportation Authority (d.b.a. SEPTA)	
Year Founded	1964	
Reporting Fiscal Year End (FYE)	2014	
Service Area (square miles)	836	
Service Area Population	3,355,152	
Type of Service Provided	Fixed-Route (All)	ADA + Shared Ride
Vehicles Operating in Maximum Service (VOMS)	1,962	380
Annual Revenue Vehicle Miles of Service	80,719,844	10,935,142
Annual Revenue Vehicle Hours of Service	6,066,954	1,031,941
Annual Total Passenger Trips	328,376,955	1,777,751
Annual Total Senior Lottery Trips	26,162,730	732,419
Total Annual Operating Cost	\$1,171,777,418	\$56,098,309
Total Annual Operating Revenue	\$505,764,322	\$21,440,003
Total Annual Operating Revenue / Total Annual Operating Cost	43.16%	38.22%
Operating Cost / Revenue Vehicle Mile	\$14.52	\$5.13
Operating Cost / Revenue Vehicle Hour	\$193.14	\$54.36
Passengers / Revenue Vehicle Hour	54.13	1.72
Total Annual Operating Revenue / Revenue Vehicle Hour	\$83.36	\$20.78
Operating Cost / Passenger	\$3.57	\$31.56
Senior Trips / Total Passenger Trips	7.97%	41.20%

Source: PennDOT dotGrants 2014 reporting; SEPTA; National Transit Database

In July 2007, the Pennsylvania Legislature passed Act 44, establishing a framework for a Pennsylvania Department of Transportation (PennDOT) driven transit agency performance review process. The purpose of a review is to assess general management/business practices and financial stability. The assessment makes transit agencies aware of improvement opportunities and identifies best practices that can be shared with other transit agencies.

The Act 44 performance review of the Southeastern Pennsylvania Transportation Authority (SEPTA) was conducted in October 2014. The performance review focused on Fixed-Route Bus, Streetcar / Light Rail (trolley), Heavy Rail (subway and elevated), and Commuter Rail (SEPTA's preferred designation is Regional Rail). This report addresses Act 44-established performance criteria for each of these four modes, trends in SEPTA's performance, and a comparison of SEPTA's performance to its peers' performance. The report also establishes targets for future performance (performance reviews are conducted on a five-year cycle) and includes results of a functional review of SEPTA's operations, a list of the agency's best practices, and discussion of opportunities for improvement that should assist SEPTA in meeting future performance targets. This report also addresses the management of the agency, general efficiency, and quality of service.

After acceptance of this performance review report, SEPTA will develop an action plan to identify the steps the agency will take to meet Act 44 performance criteria targets by FY 2018-19. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by SEPTA management and its governing board.

A draft action plan will be due to the Department of Transportation within 90 days of receipt of the final report. PennDOT will work with SEPTA to agree on a plan which, when approved by SEPTA's governing board, will be submitted as the final action plan. After that point, SEPTA will report at least quarterly to the Board and PennDOT on the progress of the action plan, identifying actions taken to date and actions yet to be implemented. SEPTA's success will be measured, in part, on meeting performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify SEPTA's Fixed-Route Bus, Streetcar / Light Rail, Heavy Rail (subway and elevated), and Commuter Rail (Regional Rail) performance in comparison to its peer agencies' performance in FY 2011-12 and over a five-year trend period from FY 2006-07 to FY 2011-12 (the most recent National Transit Database (NTD) data available at the time of the peer selection). Peers were selected through an analytical process and were agreed to in advance by SEPTA.

A transit agency's performance can fall into two categories: "In Compliance" or "At Risk." The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◇ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Cost / Passenger
- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◇ Single-year and five-year trend for Passengers / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered “At Risk” for that factor and must improve as agreed upon between PennDOT and the agency.

An analysis of the four criteria for FY 2011-2012 and the trend for the same four criteria between FY 2006-07 and FY 2011-12, as mandated by Act 44, was conducted. As a result, it was determined that SEPTA is “In Compliance” for all eight criteria across the four transit modes of Fixed-Route Bus, Streetcar / Light Rail, Heavy Rail (subway and elevated), and Commuter Rail (Regional Rail).

A summary of the specific Act 44 performance measures and their values as calculated for SEPTA is presented below:

Act 44 Performance Measures: SEPTA Fixed-Route Bus

Performance Criteria		Determination	Value	Peer Average
Passengers / Revenue Hour	2012	In Compliance	47.15	40.53
	Trend	In Compliance	1.37%	0.64%
Operating Cost / Revenue Hour	2012	In Compliance	\$148.72	\$141.67
	Trend	In Compliance	4.02%	2.70%
Operating Revenue / Revenue Hour	2012	In Compliance	\$47.62	\$45.27
	Trend	In Compliance	2.02%	2.92%
Operating Cost / Passenger	2012	In Compliance	\$3.15	\$3.70
	Trend	In Compliance	2.61%	2.14%

Act 44 Performance Measures: SEPTA Streetcar / Light Rail

Performance Criteria		Determination	Value	Peer Average
Passengers / Revenue Hour	2012	In Compliance	73.54	84.15
	Trend	In Compliance	1.61%	-0.81%
Operating Cost / Revenue Hour	2012	In Compliance	\$183.32	\$285.53
	Trend	In Compliance	5.76%	3.57%
Operating Revenue / Revenue Hour	2012	In Compliance	\$90.34	\$100.24
	Trend	In Compliance	13.76%	8.84%
Operating Cost / Passenger	2012	In Compliance	\$2.49	\$3.55
	Trend	In Compliance	4.08%	4.46%

Act 44 Performance Measures: SEPTA Heavy Rail

Performance Criteria		Determination	Value	Peer Average
Passengers / Revenue Hour	2012	In Compliance	118.03	110.44
	Trend	In Compliance	1.62%	2.14%
Operating Cost / Revenue Hour	2012	In Compliance	\$211.62	\$248.19
	Trend	In Compliance	3.64%	2.90%
Operating Revenue / Revenue Hour	2012	In Compliance	\$119.87	\$157.24
	Trend	In Compliance	3.80%	6.13%
Operating Cost / Passenger	2012	In Compliance	\$1.79	\$2.38
	Trend	In Compliance	1.99%	0.78%

Act 44 Performance Measures: SEPTA Commuter / Regional Rail

Performance Criteria		Determination	Value	Peer Average
Passengers / Revenue Hour	2012	In Compliance	54.03	49.13
	Trend	In Compliance	-0.52%	-0.34%
Operating Cost / Revenue Hour	2012	In Compliance	\$373.39	\$473.54
	Trend	In Compliance	2.71%	4.03%
Operating Revenue / Revenue Hour	2012	In Compliance	\$211.15	\$276.79
	Trend	In Compliance	2.90%	3.97%
Operating Cost / Passenger	2012	In Compliance	\$6.91	\$9.72
	Trend	In Compliance	3.24%	4.41%

General Findings

In accordance with Act 44, findings are indicated as “best practices” or “opportunities for improvement.” Best practices are current practices that enhance the efficiency and/or quality of service of SEPTA and may be shared with other agencies as techniques for improvement. Opportunities for improvement identify tasks that may be undertaken to increase the efficiency and/or quality of service of the agency. Major themes are indicated below.

Best Practices

- 1. A Strategic Business Plan that Guides Everyday Decision-making Throughout the Organization** – The ongoing educational effort of the strategic planning group, the incorporation of the strategic plan in various aspects of SEPTA’s operations, and the setting of Key Performance Indicators raise this strategic planning effort to a best practice.
 - SEPTA’s financial management team has developed and implements the strategic plan to emphasize education and support of employees to maximize the organization’s delivery of the plan as it was envisioned.
 - The strategic plan is fully integrated into operating and capital budgets, staff training, and staff performance evaluations.
 - SEPTA has adopted Key Performance Indicators (KPIs) for each of the six focus areas identified in the strategic plan and uses them to measure the quality of their services, reflecting a business-oriented approach to planning and performance measurement.
- 2. A Strong Customer Service Culture that Guides all Aspects of Service Delivery** – SEPTA’s establishment of customer experience action teams, development of a Customer Relationship Management Database, and use of social media and smartphone applications are some of the ways the agency has created a strong customer focus to its delivery of transit services.
- 3. Demonstrated Leadership in the Transit Industry** - SEPTA’s development of a succession planning program, its establishment of a Facilities Improvement Team, its willingness to share effective maintenance practices with other transit agencies, and its careful design of a new fare payment system that should reduce operating costs and losses to errors and fraud have demonstrated leadership in the industry.
- 4. Commitment to Community** – SEPTA’s recognition of the ways that it can contribute to the overall quality of life of the greater Philadelphia region has led the agency to develop an Art in Transit program, to offer services to the homeless population, and to address the environmental impacts of its services with 12 “SEP-TAinable” sustainability goals.
- 5. Proactive Financial Management** – SEPTA’s financial management practices employed across a broad range of financial functions, as well as its interaction with stakeholders related to financial issues, incorporate a proactive approach that strengthens SEPTA’s financial condition and helps to minimize financial risk.
 - Successful cash management at SEPTA is based upon key banking relationships, conservative cash flow planning, multiple cash-related reports, and a board-approved investment policy.
 - Debt management balances sophisticated transactions with ongoing analysis and thoughtful financial planning.

- The operating budget development process involves extensive financial assessment, detailed operational analysis of route performance, and ongoing stakeholder participation.
 - The capital budget development process focuses on both short- and long-term planning conditions, assessment of funding availability and cash flow projections, public participation, and linkages between capital projects and the agency's operating budget.
 - The route planning and analysis process examines both poorly performing and well performing routes in an effort to raise the performance of the full transportation system.
6. **A Strong Focus on Safety and Security** – SEPTA's safety initiatives include its "Never Too Busy for Safety" campaign, rigorous operator training programs, required track safety training for non-SEPTA personnel performing work on SEPTA equipment or property, emergency operations planning and coordination with local authorities, and installation of a Positive Train Control signaling system and surveillance cameras in vehicles and stations.

Opportunities for Improvement

SEPTA is currently in compliance with the eight criteria mandated in Act 44. Below are additional considerations where SEPTA can further excel in its service delivery.

1. **Operating Cost per Revenue Vehicle Hour** – For three of four transit modes, SEPTA's rates of growth in operating costs per revenue vehicle hour were significantly higher than peer group averages. To bring the rate of change in operating cost per revenue vehicle hour down to a sustainable level, the goal should be to **gain additional productivity from fixed-route bus service**. SEPTA should look for opportunities to slow the rate of growth by systematically examining operations where routes can be optimized to increase average speed and reduce overall delay. Further analysis may also include identifying areas of auto congestion, locations where queue jumps or modified signal timing may be beneficial, and wider bus stop spacing to increase average bus speed and productivity.
2. **Operating Revenue per Revenue Vehicle Hour** – Three of SEPTA's four fixed-route modes exhibited lower operating revenue per revenue vehicle hour than peer group averages in FY 2011-12. At the same time, SEPTA's rate of growth in operating revenue per revenue vehicle hour was lower than peer group averages. To increase the levels and rates of operating revenues, SEPTA should maintain its policy of increasing fares every three years, pursue opportunities to increase public-private development, and expand advertising, branding, and marketing efforts in order to increase revenues.
3. **Internal Audit Plan** – The purpose of establishing any internal audit function is to minimize risk and prevent losses from occurring. The development of an annual audit plan has become a standard and prudent practice in the internal audit profession to support the internal auditor's efforts to identify and minimize risk. While SEPTA's Internal Audit staff annually determines areas to audit, it is recommended that SEPTA adopt the Institute of Internal Auditors international standard to prepare an annual risk assessment and internal audit plan, and to balance each year's cyclical, topical, and responsive audits based on the annual risk assessment.
4. **Capital Project Monitoring and Capital Budget Amendment Process** – Capital project monitoring and the capital budget amendment process should be more transparent in order to better evaluate budget performance and project completion expectations. Given the significant increase in state capital funding (Act 89 of 2013), SEPTA anticipates major expansion of capital program activity. SEPTA

management and governance should have clear and current project-level information on which to base capital budget decisions. Two recommendations to assist in that decision-making process relate to improving the Project Control Report by adding specific data elements that are not provided today and providing the Board with project-level data for all capital projects requiring budget adjustment approval.

5. **Capital Program Prioritization** – The addition of approximately \$250 million annually to SEPTA’s capital program creates an historic opportunity to address deferred capital investments due to years of inadequate funding. During the interview process, SEPTA management indicated that it has not changed its process for investment prioritization and acknowledged that state-of-good-repair needs will continue to be a focus of its capital program. SEPTA management should continue on this path and not yield to temptation or local pressure to expend large portions of its capital funding on growth and expansion until the deferred state-of-good-repair improvements have been made.

Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established for each of SEPTA’s four fixed modes: Fixed-Route Bus, Streetcar / Light Rail (trolley), Heavy Rail (subway and elevated), and Commuter Rail. These performance targets are required to comply with Act 44 performance criteria and represent the minimum performance levels that SEPTA should work to achieve during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited SEPTA reported information available (FY 2014-15). Standards were extrapolated to FY 2019-20 and are designed to be aggressive, yet achievable. They are summarized as follows:

Act 44 Performance Targets: SEPTA Fixed-Route Bus

Performance Criteria Fixed-Route Bus	Fiscal Year End (FYE)		Target Annual Increase
	2015 Actual	2020 Target	
Passengers / Revenue Hour	43.60	44.70	0.5%
Operating Cost / Revenue Hour	\$157.70	\$182.82	3.0%
Operating Revenue / Revenue Hour	\$49.30	\$50.54	0.5%
Operating Cost / Passenger	\$3.62	\$4.10	2.5%

Act 44 Performance Targets: SEPTA Light Rail / Streetcar

Performance Criteria Fixed-Route Bus	Fiscal Year End (FYE)		Target Annual Increase
	2015 Actual	2020 Target	
Passengers / Revenue Hour	65.4	70.35	1.5%
Operating Cost / Revenue Hour	\$170.30	\$197.42	3.0%
Operating Revenue / Revenue Hour	\$81.80	\$88.12	1.5%
Operating Cost / Passenger	\$2.61	\$2.81	1.5%

Act 44 Performance Targets: Heavy Rail

Performance Criteria Fixed-Route Bus	Fiscal Year End (FYE)		Target Annual Increase
	2015 Actual	2020 Target	
Passengers / Revenue Hour	114.4	123.24	1.5%
Operating Cost / Revenue Hour	\$214.20	\$248.32	3.0%
Operating Revenue / Revenue Hour	\$131.00	\$141.12	1.5%
Operating Cost / Passenger	\$1.87	\$2.01	1.5%

Act 44 Performance Targets: SEPTA Commuter / Regional Rail

Performance Criteria Fixed-Route Bus	Fiscal Year End (FYE)		Target Annual Increase
	2015 Actual	2020 Target	
Passengers / Revenue Hour	43.3	46.65	1.5%
Operating Cost / Revenue Hour	\$310.70	\$360.19	3.0%
Operating Revenue / Revenue Hour	\$187.90	\$202.42	1.5%
Operating Cost / Passenger	\$7.17	\$7.72	1.5%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that SEPTA "...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets." The action plan should outline corrective action that will be taken to address "Opportunities for Improvement" as prioritized by the SEPTA oversight board and management.

Port Authority of Allegheny County (PAAC) Transit Performance Review — Executive Summary

Fixed-Route Service Agency Profile

Agency	Port Authority of Allegheny County (d.b.a. Port Authority, PAAC)			
Year Founded	1964			
Reported Fiscal Year End (FYE)	FYE 2015			
Square Area (square miles)	775			
Service Area Population	1,415,244			
Fixed-Route Annual Operating Statistics*	Bus	Light Rail	Inclined Plane	Fixed-Route Total
Vehicles Operated in Maximum Service (VOMS)	575	56	2	633
Operating Cost	\$285,589,037	\$55,969,169	\$904,248	\$342,462,454
Operating Revenue	\$81,521,189	\$11,962,763	\$1,179,362	\$94,663,314
Total (Actual) Vehicle Miles	25,914,991	2,216,163	19,602	28,150,756
Revenue Miles of Service (RVM)	20,187,249	2,136,358	19,602	22,343,209
Total Vehicle Hours	1,807,088	172,860	8,392	1,988,340
Revenue Vehicle Hours (RVH)	1,536,250	168,181	8,392	1,712,823
Total Passenger Trips	54,843,567	8,047,976	793,419	63,684,962
Senior Passenger (Lottery) Trips	4,245,883	518,947	47,233	4,812,063
Act 44 Performance Statistics				
Passengers / RVH	35.70	47.85	94.54	37.18
Operating Cost / RVH	\$185.90	\$332.79	\$107.75	\$199.94
Operating Revenue / RVH	\$53.07	\$71.13	\$140.53	\$55.27
Operating Cost / Passenger	\$5.21	\$6.95	\$1.14	\$5.38
Other Performance Statistics				
Operating Revenue / Operating Cost	28.54%	21.37%	130.42%	27.64%
Operating Cost / Total Vehicle Hours	\$158.04	\$323.78	\$107.75	\$172.24
Operating Cost / Total Vehicle Miles	\$11.02	\$25.25	\$46.13	\$12.17
Total Passengers / Total Vehicle Hours	30.35	46.56	94.54	32.03
Operating Cost / RVM	\$14.15	\$26.20	\$46.13	\$15.33
RVM / Total Vehicle Miles	77.90%	96.40%	100.00%	79.37%
RVH / Total Vehicle Hours	85.01%	97.29%	100.00%	86.14%
Senior Passengers / Total Passengers	7.74%	6.45%	5.95%	7.56%
Revenue Miles / Revenue Hours	13.14	12.70	2.34	13.04
Operating Subsidy / Passenger Trip	\$3.72	\$5.47	(\$0.35)	\$3.89

*source: dotGrants 2015 reporting. Non-mode specific revenues and costs have been allocated to each fixed-route mode in proportion to that mode's revenues and costs relative to the system's totals.

**Port Authority of Allegheny County (PAAC)
Transit Performance Review — Executive Summary**

Paratransit Service Agency Profile

Agency	Port Authority of Allegheny County (d.b.a. Port Authority, PAAC, ACCESS)			
Reported Fiscal Year End (FYE)	FYE 2015			
Paratransit Annual Operating Statistics*	Shared Ride	ADA Paratransit	Other Dept. Approved Services	Paratransit Total
Vehicles Operated in Maximum Service (VOMS)	166	96	5	267
Operating Cost	\$22,316,235	\$12,633,130	\$540,253	\$35,489,618
Operating Revenue	\$21,534,984	\$2,167,432	\$298,238	\$24,000,654
Total (Actual) Vehicle Miles	5,633,223	4,597,471	338,205	10,568,899
Revenue Miles of Service (RVM)	4,982,586	4,066,463	299,142	9,348,191
Total Vehicle Hours	435,530	249,126	10,834	695,490
Revenue Vehicle Hours (RVH)	395,403	226,181	9,836	631,420
Total Passenger Trips	1,012,253	424,103	19,345	1,455,701
Senior Passenger (Lottery) Trips	669,345	0	1,558	670,903
Act 44 Performance Statistics				
Passengers / RVH	2.56	1.88	1.97	2.31
Operating Cost / RVH	\$56.44	\$55.85	\$54.93	\$56.21
Operating Revenue / RVH	\$54.46	\$9.58	\$30.32	\$38.01
Operating Cost / Passenger	\$22.05	\$29.79	\$27.93	\$24.38
Other Performance Statistics				
Operating Revenue / Operating Cost	96.50%	17.16%	55.20%	67.63%
Operating Cost / Total Vehicle Hours	\$51.24	\$50.71	\$49.87	\$51.03
Operating Cost / Total Vehicle Miles	\$3.96	\$2.75	\$1.60	\$3.36
Total Passengers / Total Vehicle Hours	2.32	1.70	1.79	2.09
Operating Cost / RVM	\$4.48	\$3.11	\$1.81	\$3.80
RVM / Total Vehicle Miles	88.45%	88.45%	88.45%	88.45%
RVH / Total Vehicle Hours	90.79%	90.79%	90.79%	90.79%
Senior Passengers / Total Passengers	66.12%	0.00%	8.05%	46.09%
Revenue Miles / Revenue Hours	12.60	17.98	30.41	14.81
Operating Subsidy / Passenger Trip	\$0.77	\$24.68	\$12.51	\$7.89

*source: dotGrants 2015 reporting

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a PennDOT driven transit agency performance review process. The purpose of the review is to assess efficiency and effectiveness of service, financial stability, and general management/business practices. The assessment identifies best practices that can be shared with other transit agencies and makes transit agencies aware of improvement opportunities.

An Act 44 transit performance review of the Port Authority of Allegheny County (d.b.a. Port Authority, PAAC) was conducted in late 2015. The performance review focused on fixed-route service. The report addresses the performance criteria that Act 44 established, trends and comparisons with peer agencies, targets for future performance, a list of the agency's best practices and a discussion of opportunities for improvement which should assist PAAC in meeting future performance targets. The report also addresses the management, general efficiency, effectiveness, and quality of services.

On the basis of this performance report, PAAC will develop an action plan which identifies the steps PAAC will take to meet the agreed upon Act 44 performance criteria targets by FY 2019-20 (Fiscal Year End (FYE) 2020). The general goals are to maximize efficiency and promote cost savings, maximize service quality, and maximize ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by PAAC's management and its governing board.

A draft action plan is due to the Department within 90 days of receipt of the report. PennDOT will work with PAAC to agree on a plan which, when approved by the PAAC Board, will be submitted as the final action plan. PAAC must report quarterly to the Board and PennDOT on the progress of the action plan, identifying actions taken to date, and actions to be implemented. PAAC's success will be measured, in part, on meeting performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify PAAC's fixed-route bus and light rail performance¹ in comparison to its peer agencies in Fiscal Year End (FYE) 2014 and over a five-year trend period from FYE 2009-2014.² Peers were selected (by mode) through an analytical process and were agreed to in advance by PAAC.

A transit agency's performance can fall into two categories: "In Compliance" or "At Risk." The following criteria are used to make the determination:

- "At Risk" if more costly than one standard deviation **above** the peer group average in –
 - ◇ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Cost / Passenger

- "At Risk" if performing worse than one standard deviation **below** the peer average in –
 - ◇ Single-year and five-year trend for Passengers / Revenue Vehicle Hour
 - ◇ Single-year and five-year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

¹Inclined Plane does not have a sufficient number of peers nationally to conduct an Act 44 peer comparison.

²The most recent National Transit Database (NTD) data available at the time of the peer selection was FYE 2014.

Act 44 Peer Comparison Findings by Mode: Bus

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that PAAC is “In Compliance” for six criteria and “At Risk” for two.** The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2014 passengers / revenue vehicle hour** ranks 2nd out of the 14 transit agencies and is better than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is better than the peer group average.
3. **FYE 2014 operating revenue / revenue vehicle hour** ranks 1st of the 14 transit agencies and is better than the peer group average.
4. The **five-year trend for operating revenue / revenue vehicle hour** is better than the peer group average.
5. **FYE 2014 operating cost / passenger** ranks 12th out of the 14 transit agencies and is worse than the peer group average.
6. The **five-year trend for operating cost / passenger** is better than the peer group average.

At Risk

1. **FYE 2014 operating cost / revenue vehicle hour** ranks 13th of the 14 transit agencies and is worse than the peer group average.
2. The **five-year trend for increase in operating cost / revenue vehicle hour** is worse than the peer group average.

A summary of the specific Act 44 measures and their values is presented in the following table:

Performance Criteria		Determination	Rank (of 14)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2014	In Compliance	2	Better	36.00	31.16
	Trend	In Compliance	2	Better	1.46%	-0.55%
Operating Cost / Revenue Hour³	2014	At Risk	13	Worse	\$186.60	\$136.56
	Trend	At Risk	12	Worse	4.63%	2.90%
Operating Revenue / Revenue Hour	2014	In Compliance	1	Better	\$51.64	\$33.23
	Trend	In Compliance	2	Better	4.80%	-0.05%
Operating Cost / Passenger	2014	In Compliance	12	Better	\$5.18	\$4.45
	Trend	In Compliance	7	Better	3.13%	3.50%

³PAAC's high legacy costs directly contribute to this determination. Continuing efforts by management to contain costs and optimize service levels should positively impact this determination in subsequent performance reviews.

Act 44 Peer Comparison Findings by Mode: Light Rail

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that PAAC is “In Compliance” for seven criteria and “At Risk” for one.** The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed the following:

In Compliance

1. **FYE 2014 passengers / revenue vehicle hour** ranks 5th out of the 6 transit agencies and is worse than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** is worse than the peer group average.
3. **FYE 2014 operating cost / revenue vehicle hour** ranks 5th out of the 6 transit agencies and is worse than the peer group average.
4. **The five-year trend for increase in operating cost / revenue vehicle hour** is better than the peer group average.
5. **FYE 2014 operating revenue / revenue vehicle hour** ranks 1st out of the 6 transit agencies and is better than the peer group average.
6. The **five-year trend for operating revenue / revenue vehicle hour** is better than the peer group average.
7. The **five-year trend for operating cost / passenger** is better than the peer group average.

At Risk

1. **FYE 2014 operating cost / passenger** ranks 5th out of the 6 transit agencies and is worse than the peer group average.

A summary of the specific Act 44 measures and their values is presented in the following table:

Performance Criteria		Determination	Rank (of 6)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2014	In Compliance	5	Worse	49.22	52.70
	Trend	In Compliance	4	Worse	-1.41%	-0.90%
Operating Cost / Revenue Hour	2014	In Compliance	5	Worse	\$329.39	\$266.92
	Trend	In Compliance	2	Better	-2.46%	0.38%
Operating Revenue / Revenue Hour	2014	In Compliance	1	Better	\$70.60	\$55.44
	Trend	In Compliance	1	Better	3.83%	-1.23%
Operating Cost / Passenger	2014	At Risk	5	Worse	\$6.69	\$5.11
	Trend	In Compliance	2	Better	-1.07%	1.61%

¹ PAAC’s high legacy costs directly contribute to this determination. Continuing efforts by management to contain costs and optimize service levels should positively impact this determination in subsequent performance reviews.

General Findings

In accordance with Act 44, findings are indicated as “best practices” or “opportunities for improvement.” Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of PAAC and may be shared with other agencies as techniques for improvement. Improvement opportunities identify tasks that may be undertaken to increase the efficiency, effectiveness, and /or quality of service of the agency.

Best Practices

1. Establishment of Board-adopted transit service guidelines to guide proposed service changes and an annual service report to determine adherence to those guidelines.
2. A strong focus on system safety and security for employees, riders and contractors.
3. Close collaboration with labor through a Labor-Management Healthcare Committee to address the steep rise in healthcare costs and to limit long-term liabilities from other post-employment benefits.
4. A Board-approved five-year Strategic Plan that identifies challenges and opportunities under Act 89 and the goals, strategies and key performance indicators to monitor progress. The plan builds on a two-year engagement with customers, employees, and community stakeholders to reach an achievable plan to strengthen the financial position and long-term viability of the agency within available resources.
5. Establishment of Board-adopted transit-oriented development guidelines to promote smart development along PAAC fixed guideways and service corridors and the creation of future investment opportunities and non-fare revenue growth for the agency. Coordinating with the City of Pittsburgh and other county municipalities to build a strategic partnership that promotes transit-oriented redevelopment.
6. Implementation of a Board-adopted, risk-based audit plan that includes detailed allocation of staff resources based on risk potential.
7. A comprehensive, customer-focused program that employs the latest technology to expand ridership and farebox receipts by employing GPS for real time arrival, social media for alerts, and E-blasts for special event promotions.
8. A Board-adopted fare policy that reevaluated the approach to fares and fare collection as a response to changes in technology and customer expectations.
9. Implemented smartcard technology -- the ConnectCard -- to eliminate multiple fare media and to create a single “purse” for customers using PAAC and nearby transit systems.
10. Implemented TransitStat, a data-driven performance management program, to identify performance trends, establish goals to improve organizational efficiencies and effectiveness, and enhance the quality of service delivery.
11. Introduced a payback policy that requires a refund for the cost of training from employees who leave within two years of completing the training program.
12. Developed a reimbursement policy for loss attributed to drivers who leave before completing commercial driver’s license (CDL) training.
13. Partners with CareerLink as an efficient pre-screening tool to evaluate objectively potential hires prior to an in-person interview.
14. Includes a performance standard of riders / revenue vehicle hour in ACCESS subcontracts to encourage subcontractor efficiency.

15. Work with local trade schools, such as the Community College of Allegheny County (CCAC), to develop a maintenance internship / trainee program.
16. Annual CEO Scorecard that relies on weighted performance metrics.

Opportunities for Improvement

1. Assess the feasibility of generating advertising revenues from the paratransit vehicle fleet.
2. Establish and monitor targets for unscheduled overtime, particularly in the maintenance department.
3. Develop a target total number of maintenance employees per unit of service delivered that considers overall maintenance goals and local conditions.
4. Evaluate the potential benefits and costs of strategically locating driver break facilities at various locations throughout the service area.
5. Develop a strategic information technology (IT) plan that focuses on interoperability and prioritizes PAAC's IT infrastructure investment needs.
6. Assess the benefits and costs of outsourcing additional IT functions.
7. Develop a target for annual parts turnover.
8. Refine service guidelines to tailor on-time performance (OTP) goals that are specific to each type of bus service offered.
9. Continue to identify long-term (e.g., five & ten year) strategies, that, when taken together, could work to achieve a "fiscally sustainable" business model to foster discourse.
10. Continue to monitor debt / bond market for possible refinancing savings.
11. Incorporate unmarked vehicles as one element of a road supervision strategy.
12. Encourage ACCESS to conduct service delivery solicitations at least every five years and participate in a collaborative process with PAAC to determine the performance requirements of selected subcontractors.

Financial Review

Allegheny County and the Regional Asset District contribute local monies for PAAC's public transportation funding requirements. PAAC currently has a balanced operating budget. Operating cash reserves have steadily been increasing since FYE 2012. Management's cost containment efforts appear to be effectively addressing PAAC's high rate of fringe and legacy cost increases. Internally developed projections of service levels and budgets indicate that PAAC plans to maintain a balanced budget over the next five years. PAAC had \$67,899,400 in Section 1513 carryover funds available and \$4,779,180 in local carryover funds that are dedicated to capital matching funds for project in the pipeline, as of FYE 2015.

Consistent with the requirements of Act 89, PAAC has no plans to issue additional capital debt. PAAC has \$214 million in outstanding capital debt that will be fully retired by 2029. Administrative debt management policies are appropriate.

A review of the finance and accounting practices concluded that the financial organization, audit practices, accounts management and internal controls are largely appropriate for an agency the size of PAAC. PAAC management will need to continue taking appropriate actions to control costs, achieve farebox recovery goals, and continue to build adequate cash reserves to maintain PAAC's overall financial health.

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established. These performance targets are required to comply with Act 44 performance criteria and represent the minimum performance levels that PAAC should work to achieve during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited PennDOT dotGrants information available (FYE 2015). Standards were extrapolated to FYE 2020 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	Fiscal Year End (FYE)				Target Annual Increase
	2013 Actual	2014 Actual	2015 Actual	2020 Target	
Passengers / Revenue Hour	38.18	37.54	37.18	41.05	2.0%
Operating Cost / Revenue Hour	\$199.24	\$200.13	\$199.94	\$260.08	5.4%
Operating Revenue / Revenue Hour	\$56.73	\$53.85	\$55.27	\$61.02	2.0%
Operating Cost / Passenger	\$5.22	\$5.33	\$5.38	\$6.36	1.0%

Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that PAAC “...shall develop and submit to the Department within 90 days...a strategic action plan that focuses on continually improving the system to achieve the established minimum performance targets.” The action plan should outline corrective action that will be taken to address “Opportunities for Improvement” – as prioritized by the PAAC oversight board and management.

Functional area “Opportunities for Improvement” are areas in which adjustments may result in cost savings, improved service quality, and ridership and/or revenue increases. Achieved improvements in these areas will assist in meeting the performance targets by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the Action Plan should establish a comprehensive program that focuses on actions that address the larger issues within PAAC.

The template for the Action Plan is provided as an appendix to this report. This template is where PAAC should address its proposed actions to address the “Opportunities for Improvement” findings that directly affect the Act 44 performance metrics. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. The template provides a simple-to-follow order of key findings. PAAC must select, prioritize, and schedule its intended actions using the template.

PAAC must submit the proposed draft Action Plan using the format provided to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between PAAC’s management and the Department. The finalized Action Plan then must be approved by the Board and formally submitted to PennDOT. At the very least, PAAC’s management must report on a quarterly basis to the Board and the Department on progress towards accomplishing the Action Plan including actions taken in the previous quarter and actions planned for upcoming quarter(s).

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Section II

Section 1513 Distribution Factors

Act 44 Passenger Trips

TABLE 1

Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)

Agency	2013-14	2014-15	Percent Changes 13-14 to 14-15	2015-16	Percent Changes 14-15 to 15-16
SEPTA	329,388,515	329,314,635	0.0%	325,357,993	-1.2%
PAAC	62,507,941	64,128,410	2.6%	62,753,783	-2.1%
AMTRAN (Altoona)	642,524	585,457	-8.9%	599,957	2.5%
BCTA (Beaver)	895,207	925,927	3.4%	919,800	-0.7%
BARTA (Berks)	3,259,487	3,093,296	-5.1%	N/A	N/A
CAMTRAN (Cambria)	1,230,087	1,197,414	-2.7%	1,192,813	-0.4%
CAT (Cumberland, Dauphin, Harrisburg)	2,696,660	2,592,850	-3.8%	2,380,063	-8.2%
CATA (Centre)	7,399,865	7,379,790	-0.3%	7,071,387	-4.2%
COLTS (Lackawanna)	1,157,424	1,132,246	-2.2%	1,144,835	1.1%
COLT/LT (Lebanon)	310,501	337,124	8.6%	335,783	-0.4%
EMTA (Erie)	3,274,894	3,355,186	2.5%	3,073,634	-8.4%
FACT (Fayette)	205,528	194,122	-5.5%	157,095	-19.1%
HPT (Hazelton)	229,382	221,088	-3.6%	216,264	-2.2%
LANTA (Lehigh, Northampton)	5,173,760	5,055,306	-2.3%	5,069,200	0.3%
LCTA (Luzerne)	1,208,830	1,209,901	0.1%	1,238,977	2.4%
MMVTA (Mid Mon Valley)	340,361	327,724	-3.7%	305,325	-6.8%
POTTSTOWN	256,616	258,140	0.6%	280,166	8.5%
RRTA (Lancaster)	1,923,101	1,958,060	1.8%	N/A	N/A
MCRCOG (Mercer)	114,597	92,268	-19.5%	86,329	-6.4%
SOUTH CENTRAL (Berks, Lancaster)	N/A	N/A	N/A	4,885,518	N/A
WASHINGTON CITY*	71,755	67,177	-6.4%	N/A	N/A
WASHINGTON COUNTY*	N/A	23,316	N/A	94,095	N/A
WCTA (Westmoreland)	563,223	541,413	-3.9%	520,876	-3.8%
Williamsport RVT	1,318,320	1,306,118	-0.9%	1,316,513	0.8%
YATA (York, Adams)**	1,699,341	1,680,293	-1.1%	1,664,335	-0.9%
ATA (North Central)	440,865	426,776	-3.2%	411,202	-3.6%
BTA (Butler)	222,268	200,293	-9.9%	199,830	-0.2%
CCCT (Carbon)	6,687	7,418	10.9%	9,037	21.8%
CATA (Crawford)	235,672	244,735	3.8%	236,740	-3.3%
DuFAST (Clearfield)	60,016	57,696	-3.9%	60,836	5.4%
EMTA (Endless Mountains)	137,256	150,488	9.6%	133,892	-11.0%
ICTA (Indiana)	487,314	437,387	-10.2%	351,841	-19.6%
MIDCO (Armstrong)	39,472	45,180	14.5%	40,670	-10.0%
MCTA (Monroe)	246,986	243,101	-1.6%	253,538	4.3%
BMC (Mount Carmel)	28,423	29,205	2.8%	29,701	1.7%
NCATA (New Castle)	616,359	593,430	-3.7%	572,381	-3.5%
STS (Schuylkill)	212,250	208,500	-1.8%	202,154	-3.0%
VCTO (Venango)	56,270	52,151	-7.3%	54,485	4.5%
TAWC (Warren)	70,484	65,888	-6.5%	63,875	-3.1%
Total	428,728,241	429,739,509	0.2%	423,284,923	-1.5%

*Washington County Transit Authority and the City of Washington Consolidated fixed-route services in FY15-16.

**YATA (York) includes Gettysburg service (previously demonstration service) in FY2013-14.

TABLE 2

Total Act 44 Senior Citizens Trip Statistics

Agency	2013-14	2014-15	Percent Changes 13-14 to 14-15	2015-16	Percent Changes 14-15 to 15-16
SEPTA	26,162,730	25,757,352	-1.5%	26,215,365	1.8%
PAAC	4,799,145	4,812,063	0.3%	4,957,590	3.0%
AMTRAN (Altoona)	67,843	69,134	1.9%	72,328	4.6%
BCTA (Beaver)	79,039	79,777	0.9%	85,393	7.0%
BARTA (Berks)	455,012	413,238	-9.2%	N/A	N/A
CAMTRAN (Cambria)	207,466	164,071	-20.9%	171,644	4.6%
CAT (Cumberland, Dauphin, Harrisburg)	220,704	237,020	7.4%	234,302	-1.1%
CATA (Centre)	42,596	49,526	16.3%	53,038	7.1%
COLTS (Lackawanna)	197,931	186,922	-5.6%	202,663	8.4%
COLT/LT (Lebanon)	59,609	65,878	10.5%	69,061	4.8%
EMTA (Erie)	175,443	171,661	-2.2%	176,945	3.1%
FACT (Fayette)	19,787	21,684	9.6%	21,783	0.5%
HPT (Hazelton)	64,187	60,722	-5.4%	60,748	0.0%
LANTA (Lehigh, Northampton)	742,533	621,012	-16.4%	616,884	-0.7%
LCTA (Luzerne)	214,655	194,889	-9.2%	196,758	1.0%
MMVTA (Mid Mon Valley)	37,222	35,305	-5.2%	34,146	-3.3%
POTTSTOWN	38,030	40,257	5.9%	44,787	11.3%
RRTA (Lancaster)	223,015	230,757	3.5%	N/A	N/A
MCRCOG (Mercer)	16,221	15,246	-6.0%	14,504	-4.9%
SOUTH CENTRAL (Berks, Lancaster)	N/A	N/A	N/A	662,862	N/A
WASHINGTON CITY*	10,335	8,999	-12.9%	N/A	N/A
WASHINGTON COUNTY*	N/A	8,416	N/A	18,164	N/A
WCTA (Westmoreland)	72,967	70,327	-3.6%	71,512	1.7%
Williamsport RVT	210,430	186,664	-11.3%	194,996	4.5%
YATA (York, Adams)**	174,154	170,524	-2.1%	181,938	6.7%
ATA (North Central)	28,200	26,104	-7.4%	28,071	7.5%
BTA (Butler)	39,423	40,170	1.9%	40,159	0.0%
CCCT (Carbon)	3,972	4,089	2.9%	3,936	-3.7%
CATA (Crawford)	36,171	36,488	0.9%	37,975	4.1%
DuFAST (Clearfield)	21,282	19,506	-8.3%	19,921	2.1%
EMTA (Endless Mountains)	12,505	12,989	3.9%	12,913	-0.6%
ICTA (Indiana)	14,867	12,053	-18.9%	11,913	-1.2%
MIDCO (Armstrong)	13,145	14,914	13.5%	12,230	-18.0%
MCTA (Monroe)	29,016	26,464	-8.8%	26,390	-0.3%
BMC (Mount Carmel)	14,030	13,103	-6.6%	13,353	1.9%
NCATA (New Castle)	75,218	80,221	6.7%	82,345	2.6%
STS (Schuylkill)	71,750	61,063	-14.9%	59,792	-2.1%
VCTO (Venango)	10,436	10,411	-0.2%	11,558	11.0%
TAWC (Warren)	8,386	8,757	4.4%	8,427	-3.8%
Total	34,669,455	34,037,776	-1.8%	34,726,394	2.0%

*Washington County Transit Authority and the City of Washington Consolidated fixed-route services in FY15-16.

**YATA (York) includes Gettysburg service (previously demonstration service) in FY2013-14

Act 44 Revenue Vehicle Miles

TABLE 3

Total Act 44 Revenue Vehicle Miles Statistics

Agency	2013-14	2014-15	Percent Changes 13-14 to 14-15	2015-16	Percent Changes 14-15 to 15-16
SEPTA	86,962,204	86,858,539	-0.1%	87,334,694	0.5%
PAAC	25,542,475	26,708,814	4.6%	26,108,143	-2.2%
AMTRAN (Altoona)	573,866	547,451	-4.6%	537,486	-1.8%
BCTA (Beaver)	942,567	917,147	-2.7%	936,358	2.1%
BARTA (Berks)	1,740,297	1,725,436	-0.9%	N/A	N/A
CAMTRAN (Cambria)	1,075,075	1,095,978	1.9%	1,105,849	0.9%
CAT (Cumberland, Dauphin, Harrisburg)	1,851,668	1,861,128	0.5%	1,835,605	-1.4%
CATA (Centre)	1,718,237	1,944,783	13.2%	2,070,416	6.5%
COLTS (Lackawanna)	1,162,623	1,176,351	1.2%	1,122,975	-4.5%
COLT/LT (Lebanon)	516,250	505,946	-2.0%	504,666	-0.3%
EMTA (Erie)	2,210,816	2,294,194	3.8%	2,240,875	-2.3%
FACT (Fayette)	596,245	585,844	-1.7%	579,874	-1.0%
HPT (Hazelton)	453,726	436,380	-3.8%	450,588	3.3%
LANTA (Lehigh, Northampton)	4,090,317	4,415,653	8.0%	3,920,782	-11.2%
LCTA (Luzerne)	1,146,272	1,166,920	1.8%	1,247,935	6.9%
MMVTA (Mid Mon Valley)	843,499	783,445	-7.1%	803,272	2.5%
POTTSTOWN	277,294	267,930	-3.4%	265,868	-0.8%
RRTA (Lancaster)	1,678,576	1,699,969	1.3%	N/A	N/A
MCRCOG (Mercer)	192,006	177,653	-7.5%	167,621	-5.6%
SOUTH CENTRAL (Berks, Lancaster)	N/A	N/A	N/A	3,518,561	N/A
WASHINGTON CITY*	290,436	280,800	-3.3%	N/A	N/A
WASHINGTON COUNTY*	N/A	85,685	N/A	376,120	N/A
WCTA (Westmoreland)	1,078,470	1,115,339	3.4%	1,119,650	0.4%
Williamsport RVT	856,527	876,200	2.3%	877,456	0.1%
YATA (York, Adams)**	1,703,834	1,766,822	3.7%	1,735,687	-1.8%
ATA (North Central)	1,404,576	1,393,649	-0.8%	1,414,669	1.5%
BTA (Butler)	220,369	186,244	-15.5%	187,814	0.8%
CCCT (Carbon)	34,050	40,227	18.1%	51,668	28.4%
CATA (Crawford)	249,536	263,182	5.5%	269,950	2.6%
DuFAST (Clearfield)	134,115	127,068	-5.3%	127,063	0.0%
EMTA (Endless Mountains)	441,831	429,867	-2.7%	450,332	4.8%
ICTA (Indiana)	451,393	396,283	-12.2%	396,806	0.1%
MIDCO (Armstrong)	126,513	125,062	-1.1%	122,888	-1.7%
MCTA (Monroe)	531,221	516,674	-2.7%	539,950	4.5%
BMC (Mount Carmel)	56,400	61,273	8.6%	61,988	1.2%
NCATA (New Castle)	1,163,666	1,109,260	-4.7%	1,055,205	-4.9%
STS (Schuylkill)	328,572	309,593	-5.8%	341,414	10.3%
VCTO (Venango)	157,849	172,680	9.4%	163,342	-5.4%
TAWC (Warren)	192,480	192,913	0.2%	191,051	-1.0%
Total	142,995,851	144,618,382	1.1%	144,234,621	-0.3%

*Washington County Transit Authority and the City of Washington Consolidated fixed-route services in FY15-16.

**YATA (York) includes Gettysburg service (previously demonstration service) in FY2013-14.

Act 44 Revenue Vehicle Hours

TABLE 4

Total Act 44 Revenue Vehicle Hours Statistics

Agency	2013-14	2014-15	Percent Changes 13-14 to 14-15	2015-16	Percent Changes 14-15 to 15-16
SEPTA	6,658,956	6,803,274	2.2%	6,959,483	2.3%
PAAC	1,910,968	1,948,840	2.0%	1,954,108	0.3%
AMTRAN (Altoona)	44,262	44,013	-0.6%	44,242	0.5%
BCTA (Beaver)	56,546	55,454	-1.9%	55,515	0.1%
BARTA (Berks)	134,227	133,485	-0.6%	N/A	N/A
CAMTRAN (Cambria)	81,621	82,868	1.5%	83,766	1.1%
CAT (Cumberland, Dauphin, Harrisburg)	135,745	136,452	0.5%	136,686	0.2%
CATA (Centre)	155,603	157,001	0.9%	169,406	7.9%
COLTS (Lackawanna)	89,945	92,121	2.4%	91,621	-0.5%
COLT/LT (Lebanon)	31,199	31,396	0.6%	31,564	0.5%
EMTA (Erie)	184,996	193,363	4.5%	180,525	-6.6%
FACT (Fayette)	28,967	30,588	5.6%	28,892	-5.5%
HPT (Hazelton)	32,020	34,583	8.0%	32,951	-4.7%
LANTA (Lehigh, Northampton)	299,594	319,253	6.6%	308,433	-3.4%
LCTA (Luzerne)	78,377	79,381	1.3%	81,557	2.7%
MMVTA (Mid Mon Valley)	46,634	41,652	-10.7%	43,525	4.5%
POTTSTOWN	21,410	21,613	0.9%	21,908	1.4%
RRTA (Lancaster)	120,364	126,608	5.2%	N/A	N/A
MCRCOG (Mercer)	13,486	14,154	5.0%	12,367	-12.6%
SOUTH CENTRAL (Berks, Lancaster)	N/A	N/A	N/A	257,936	N/A
WASHINGTON CITY*	18,392	16,446	-10.6%	N/A	N/A
WASHINGTON COUNTY*	N/A	5,249	N/A	23,279	N/A
WCTA (Westmoreland)	55,628	57,080	2.6%	56,372	-1.2%
Williamsport RVT	55,540	57,353	3.3%	57,237	-0.2%
YATA (York, Adams)**	129,646	127,623	-1.6%	123,418	-3.3%
ATA (North Central)	108,539	107,601	-0.9%	107,998	0.4%
BTA (Butler)	18,405	14,611	-20.6%	15,286	4.6%
CCCT (Carbon)	3,201	3,029	-5.4%	2,725	-10.0%
CATA (Crawford)	17,564	17,493	-0.4%	18,566	6.1%
DuFAST (Clearfield)	10,846	9,796	-9.7%	9,894	1.0%
EMTA (Endless Mountains)	20,135	20,308	0.9%	20,789	2.4%
ICTA (Indiana)	34,284	31,450	-8.3%	31,830	1.2%
MIDCO (Armstrong)	7,805	7,864	0.8%	8,040	2.2%
MCTA (Monroe)	31,263	33,713	7.8%	30,505	-9.5%
BMC (Mount Carmel)	4,989	5,058	1.4%	5,188	2.6%
NCATA (New Castle)	56,510	55,002	-2.7%	52,722	-4.1%
STS (Schuylkill)	18,354	17,610	-4.1%	19,925	13.1%
VCTO (Venango)	9,025	9,236	2.3%	9,242	0.1%
TAWC (Warren)	10,508	10,712	1.9%	10,552	-1.5%
Total	10,735,554	10,953,333	2.0%	11,098,053	1.3%

*Washington County Transit Authority and the City of Washington Consolidated fixed-route services in FY15-16.

**YATA (York) includes Gettysburg service (previously demonstration service) in FY2013-14.

FORMULA FACTORS

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Section III

Consolidated Transit Agency Highlights

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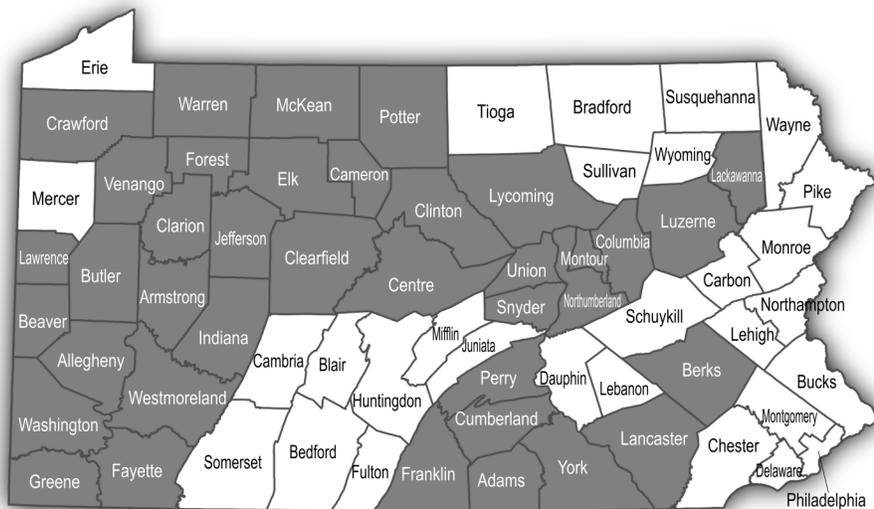
Consolidated Transit Agencies in Pennsylvania

Transit agencies in Pennsylvania have been faced with funding issues over the last two decades, with operating costs increasing at rates that regularly exceed available funding. In 2009, PennDOT conducted a Human Service Transportation Coordination Planning Study, in cooperation with the Departments of Aging and Human Services and the Office of the Budget, that evaluated ways to improve service while reducing costs. The study made several findings including that the small and mid-size transit systems have significant administrative functions and costs that are duplicative across systems. The study recommended regional transit system consolidation as a way of reducing duplicative administration costs and improving management quality. Regional public transportation would also be in a better position to plan for and meet both local and regional travel needs. These findings, while related to shared-ride transportation, are also relevant for agencies that operate fixed route service.

Consolidation has become a key tool for transit agencies and local municipalities to control costs while maintaining service. Since 2009, PennDOT has worked with transit agencies to conduct consolidation studies when requested. Act 89 of 2013 offers a waiver of local match requirements for five years equal to savings achieved through consolidation as an incentive for consolidation and regionalization of transit systems.

Requests for a regionalization or consolidation studies are initiated locally. PennDOT works with transit agencies, local funders and elected officials to conduct these studies. The studies normally consist of two phases. The first phase analyzes the operating and financial profiles of agencies, current governance and operational structures and potential financial impacts. A phase two study examines options for implementation of a regional system which could include integrated service, fare, facility and fleet plans, financial and organizational impacts and a plan for implementation. The key assumptions of these studies is that the existing service levels will be maintained and that the reductions in administrative costs will be attained through efficiencies, attrition and eliminating duplicate positions. In addition, existing labor contracts are maintained.

To date, PennDOT has conducted consolidation studies covering 38 counties in Pennsylvania (shown below, in gray).



Consolidated Agency Highlights

Following the completion of various consolidation studies, significant progress has been made in consolidations throughout the Commonwealth. Progress includes:

- Lackawanna and Luzerne Counties consolidated their respective fixed route and shared-ride services in 2013. The local officials in these two counties continue to explore consolidation opportunities.
- York and Adams County merged fixed route and shared-ride operations to create the Central Pennsylvania Transportation Authority (CPTA). Since 2015 CPTA has assumed management of shared-ride services for Northumberland, Cumberland, Franklin, and Columbia, Union, Snyder, Montour, and Perry counties. These management agreements have allowed all of the agencies to save costs through consolidated call centers and more efficient service delivery.
- Red Rose Transit Authority and the Berks Area Regional Transportation Authorities (Lancaster and Berks Counties) came together as the South Central Transportation Authority in December 2014 and have taken advantage of the local match waiver for approximately \$780,000 annually.
- City of Washington Transit and Washington County Transit Authority (Washington Rides) consolidated in July 2015 to create a county-wide fixed route and shared-ride agency now doing business as Freedom Transit.
- Crawford Area Transportation Authority and Venango County Transportation Office (Crawford and Venango Counties) began operating as a single entity in 2016.

In addition to these realized consolidations, there are a number of agencies currently in the study process or working to resolve critical issues. These include:

- DuBois, Falls Creek, Sandy Township Transit Authority (DuFAST) in Clearfield County will consolidation with Area Transportation Authority of Northcentral Pennsylvania (ATA) in 2017.
- Armstrong and Indiana Counties are currently undergoing a consolidation feasibility study at the request of the respective county commissioners.
- The south central Pennsylvania region continues to pursue consolidation options to bring fixed route and shared-ride operations together.

The following pages provide a more detailed profile on successfully consolidated agencies through fiscal year 2015-16.



South Central Transit Authority (SCTA)

45 Erick Road
 Lancaster, PA 17601
 Mr. David Kilmer, Executive Director
 717-397-5613
www.sctapa.com

Date of Consolidation by County

Berks County: January 2015
 Lancaster County: January 2015

SCTA Consolidation Overview

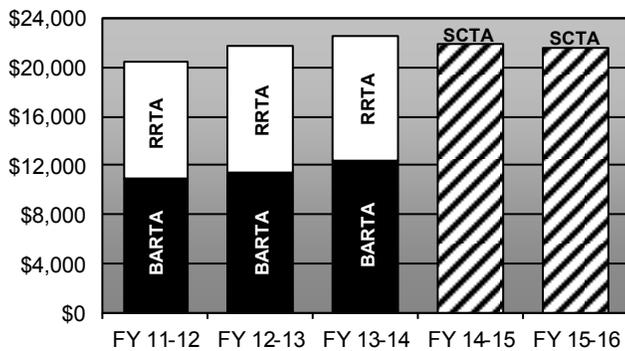
The South Central Transit Authority was created to merge the administrative staff at Red Rose Transit Authority (RRTA) and Berks Area Regional Transit Authority (BARTA) to save money by sharing resources. This consolidation is the first of its kind in Pennsylvania. SCTA is the administrative authority that oversees both RRTA and BARTA and existing services have not changed for customers. Since consolidating in FY2014-15, SCTA has reduced its operating expenses by \$2.5 million.



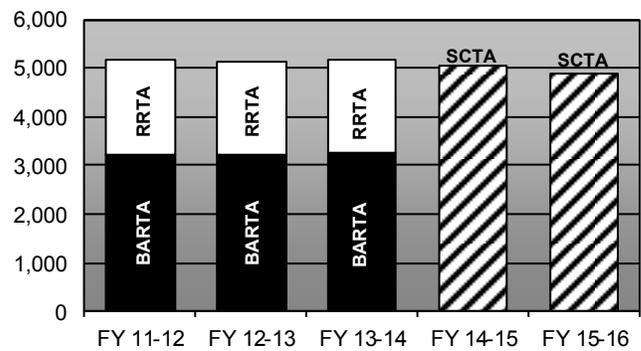
CONSOLIDATED TRANSIT AGENCIES

FIXED-ROUTE OPERATING STATISTICS

Operating Expenses (000's)

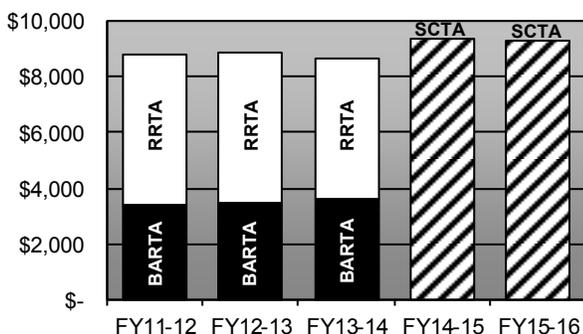


Passenger Trips (000's)

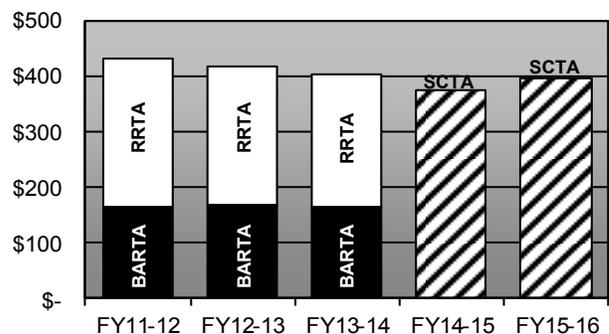


SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)





Central Pennsylvania Transportation Authority (CPTA)

415 Zarfoss Drive
 York, PA 17404
 Mr. Richard Farr, Executive Director
 717-846-7433
www.rabbittransit.org



Date of Consolidation by County

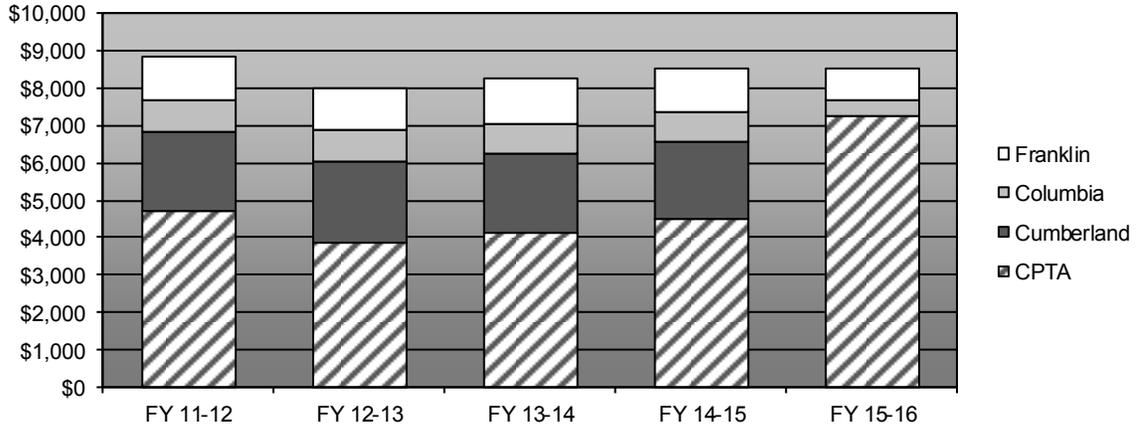
Northumberland	July 2011
Cumberland	July 2015
Columbia	January 2016
Franklin	April 2016
Montour	July 2016
Snyder	July 2016
Union	July 2016
Perry	December 2016

CPTA Consolidation Overview

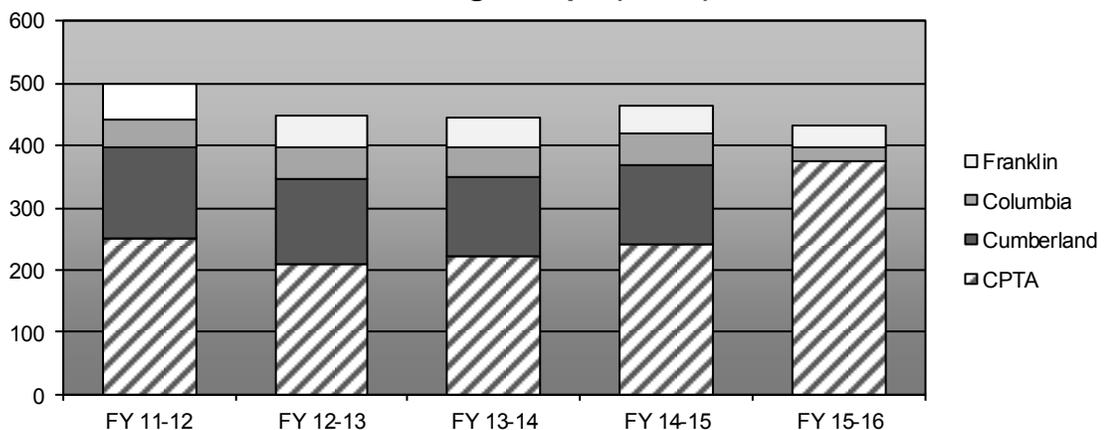
Seeking increased efficiency and cost savings, the Central Pennsylvania Transportation Authority (dba rabbittransit) now provides shared-ride service in ten counties in Pennsylvania. By crossing municipal lines, sharing resources across borders, and utilizing vehicles during layovers, rabbittransit has saved approximately \$700,000.

SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



CONSOLIDATED TRANSIT AGENCIES



Washington County Transportation Authority (WCTA)

50 East Chestnut Street
 Washington, PA 15301
 Ms. Sheila Gombita, Executive Director
 724-223-8747
www.freedom-transit.org

Date of Consolidation by Agency

City of Washington: July 2015
 Washington County: July 2015

WCTA Consolidation Overview

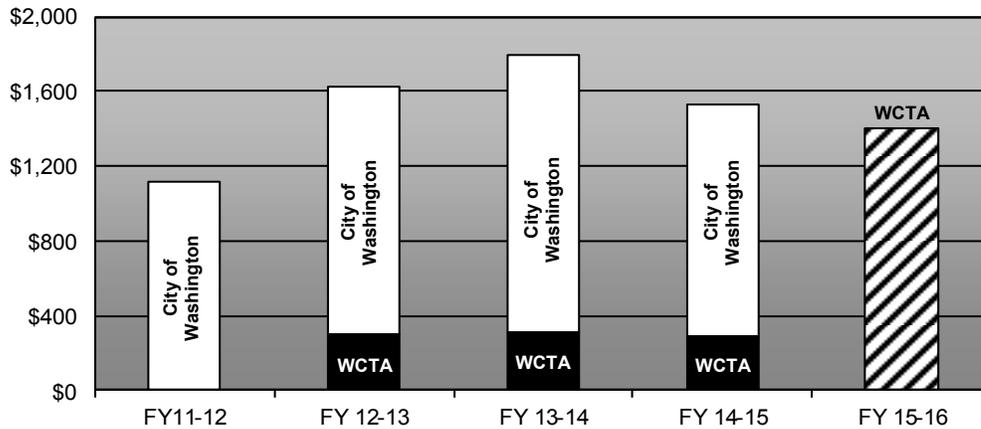
As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Washington County Transportation Authority (formerly Washington Rides) consolidated with Washington City Transit, a fixed-route transit system, on July 1, 2015. The combined transit agency now operates under the name Freedom Transit. Since consolidating, WCTA has reduced its operating expenses by \$133,000.



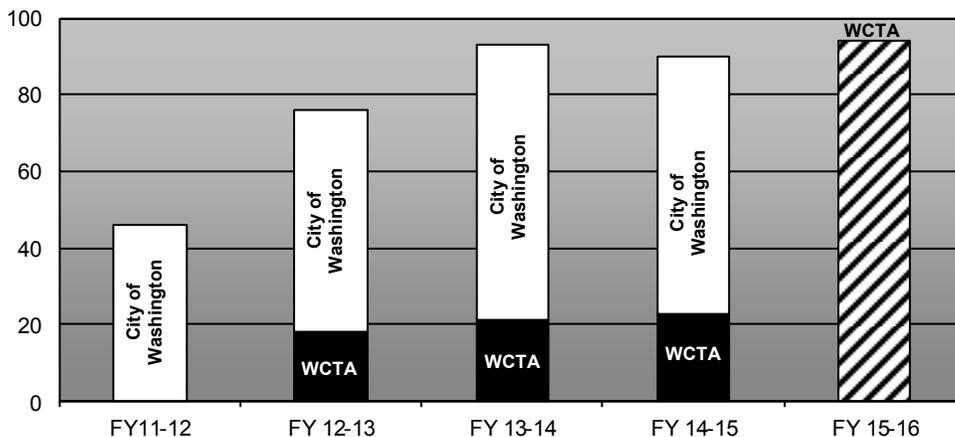
CONSOLIDATED TRANSIT AGENCIES

FIXED-ROUTE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



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Section IV

Urban Systems



Southeastern Pennsylvania Transportation Authority (SEPTA)
 1234 Market Street
 Philadelphia, PA 19107-3780
 215-580-8280
 Mr. Jeffrey Knueppel, General Manager
www.septa.org



House District
 Bucks: 18, 29, 31, 140, 141, 142, 143, 144, 145, 178
 Chester: 13, 26, 74, 155, 156, 157, 158, 160, 167
 Delaware: 159, 160, 161, 162, 163, 164, 165, 166, 168, 185, 191
 Montgomery: 26, 53, 61, 70, 131, 146, 147, 148, 149, 150, 151, 152, 153, 154, 157, 166, 172, 194
 Philadelphia: 152, 170, 172, 173, 174, 175, 177, 179, 180, 181, 182, 184, 185, 186, 188, 190, 191, 192, 194, 195, 197, 198, 200, 201, 202, 203



Service Area Statistics (2010 Census)
 Square Miles: 839
 Population: 3,816,641



Act 44 Fixed Route Distribution Factors
 Total Passengers: 325,357,993
 Senior Passengers: 26,215,365
 Revenue Vehicle Miles: 87,334,694
 Revenue Vehicle Hours: 6,959,483



Act 44 Operating Assistance
 Section 1513 Allocation: \$619,682,423
 Required Local Match: \$90,694,875



Current Fare Information
 Fixed Route Base: \$2.25
 Last Base Fare Increase: July 2013
 System-Wide Increase: July 2013



Current Fleet Size
 Diesel Motor Bus: 1,416
 Commuter Rail Cars: 404
 Heavy Rail Cars: 369
 Street Car Rail/Light Rail: 159
 Trolley Bus: 38
 Gasoline Paratransit Vehicles: 457
 System-wide: 2,843

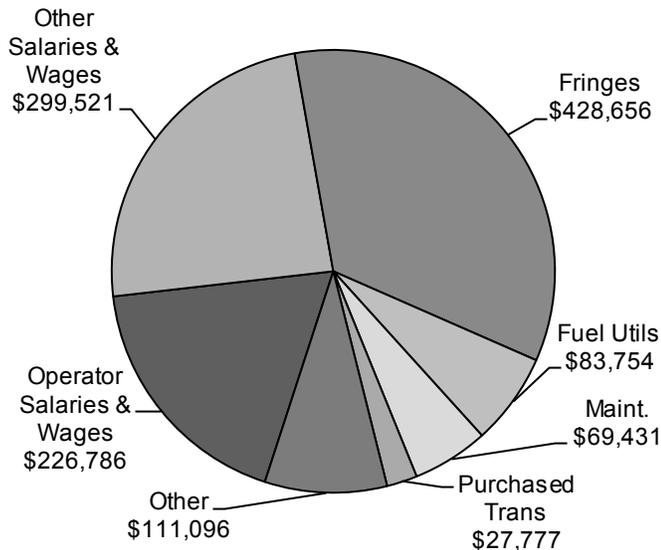


Current Employees
 Agency Full-Time: 9,336
 Agency Part-Time: 158
 Contractor Full-Time: 612
 System-Wide: 10,106

OPERATING BUDGET

Operating Expense (000's)

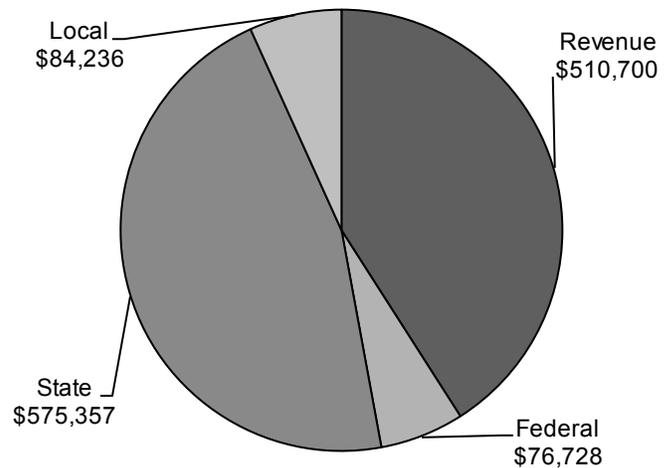
\$1,247,021



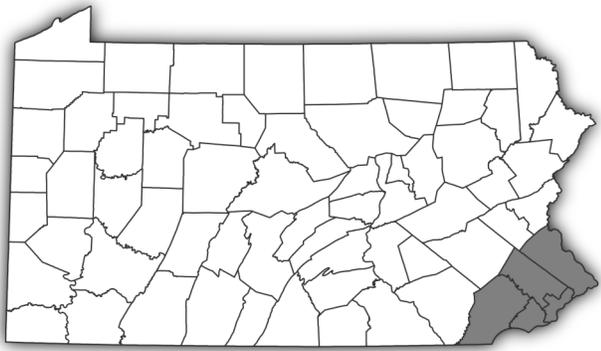
Expense includes ADA complementary expense.

Operating Funds (000's)

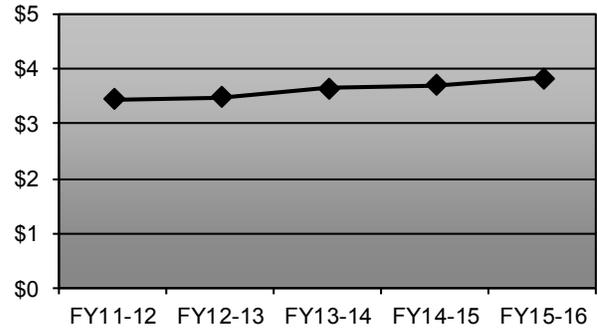
\$1,247,021



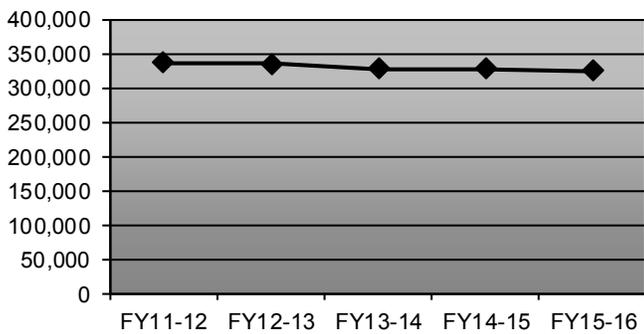
Revenue includes ADA complementary revenue.



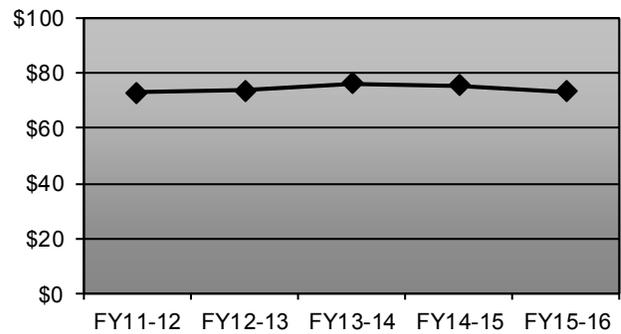
Operating Expense Per Passenger



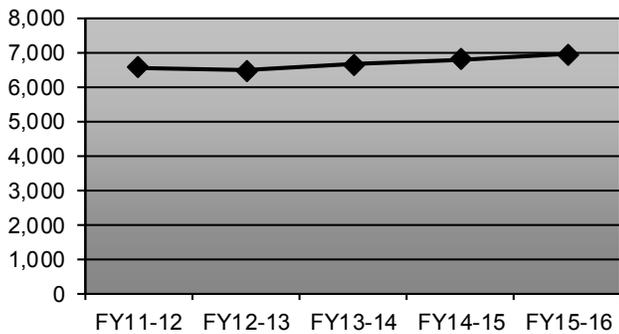
Total Passengers (000's)



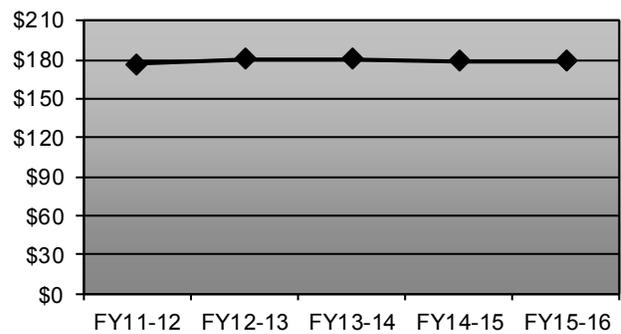
Operating Revenue Per Revenue Vehicle Hour



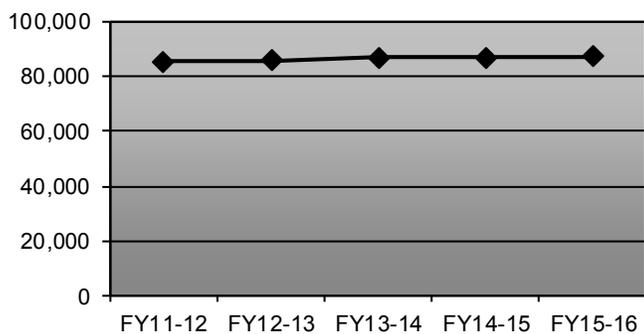
Revenue Vehicle Hours (000's)



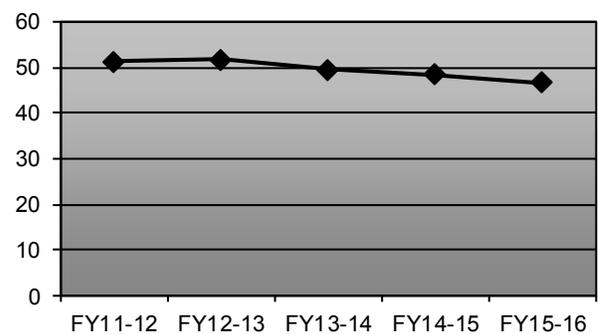
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Southeastern Pennsylvania Transportation Authority (SEPTA)
 1234 Market Street
 Philadelphia, PA 19107
 215-580-7145
 Mr. Jeffrey Knueppel, General Manager

Service Area Statistics (2010 Census) Philadelphia County

Square Miles:	135
Population:	1,526,006
65+ Population:	185,309
% of Population 65 and older:	12.1%

Fare Information

Average Shared-Ride Fare:	\$25.57
Average Shared-Ride Cost per Trip:	\$35.43
Fare Structure	
Implementation Date:	July 2013

Trip Information

65+ Trips:	699,238
Other Shared-Ride Trips:	37,963
Total Shared-Ride Trips:	737,201

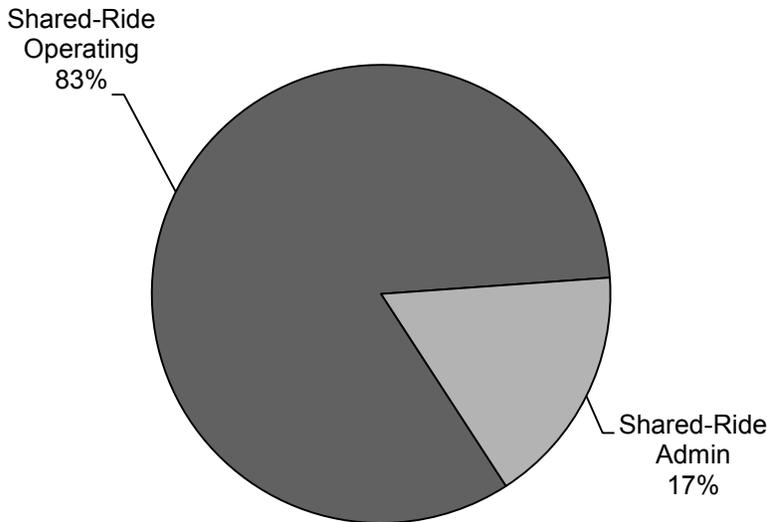
Vehicles Operated in Maximum Service

Community Transportation:	163
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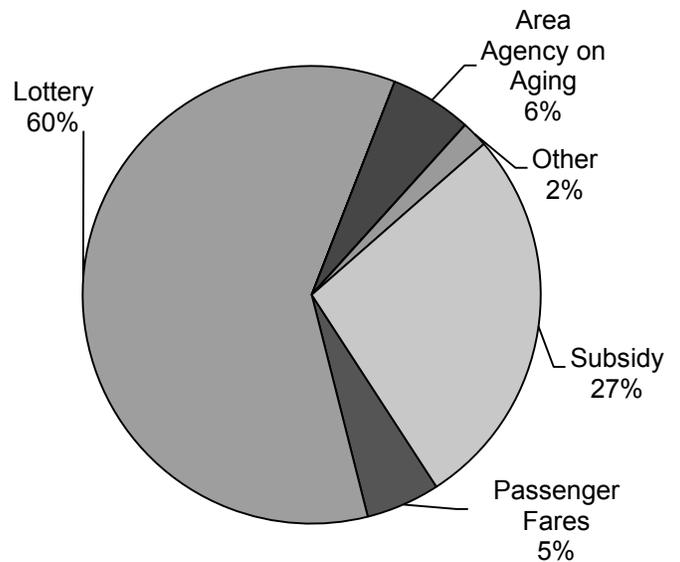
URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$26,116,298

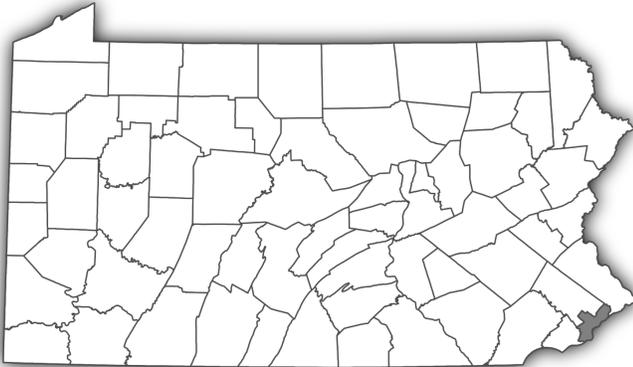


Sources of Funding
\$26,116,298

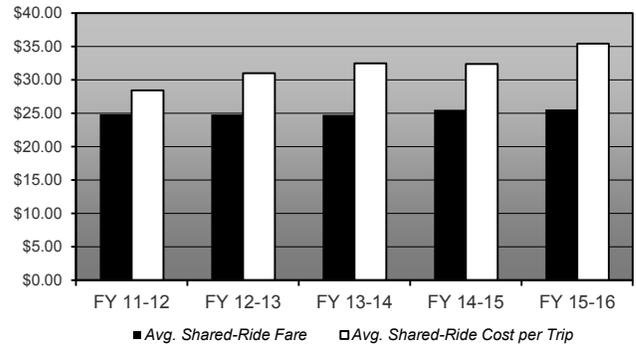


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

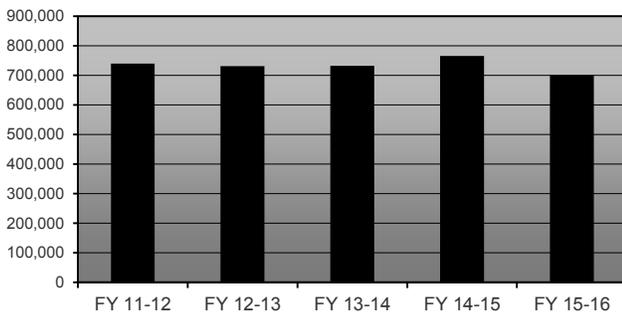
Agency Service Area



Shared-Ride Fare Recovery



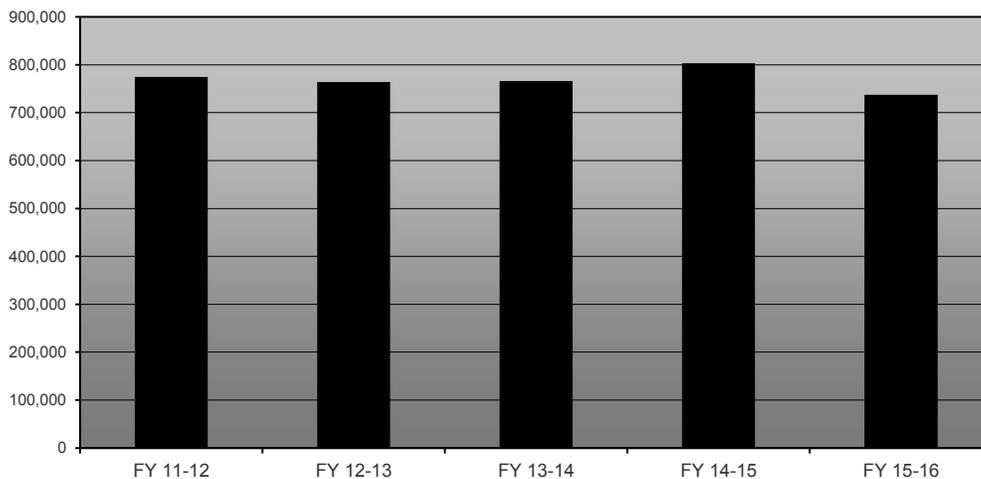
65+ Shared-Ride Trips



PwD Shared-Ride Trips

SEPTA is legislatively excluded from the Persons with Disabilities Program due to its extensive fixed route and complementary ADA service throughout Philadelphia.

Total Shared-Ride Trips





Port Authority of Allegheny County (PAAC)
 345 Sixth Avenue, Third Floor
 Pittsburgh, PA 15222-2527
 412-566-5510
 Ms. Ellen McLean, Chief Executive Officer
www.portauthority.org



House District
 Allegheny: 16, 19, 20, 21, 22, 23, 24, 25, 27, 28, 30, 32, 33, 34, 35, 36, 38, 39, 40, 42, 44, 45, 46

Senate District
 Allegheny: 37, 38, 40, 42, 43, 45, 46, 47



Service Area Statistics (2010 Census)
 Square Miles: 775
 Population: 1,415,244



Current Fare Information
 Fixed Route Base: \$2.50
 Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 62,753,783
 Senior Passengers: 4,957,590
 Revenue Vehicle Miles: 26,108,143
 Revenue Vehicle Hours: 1,954,108



Current Employees
 Agency Full-Time: 2,521
 Contractor Full-Time: 315
 Contractor Part-Time: 48
 System-Wide: 2,884



Act 44 Operating Assistance
 Section 1513 Allocation: \$221,589,338
 Required Local Match: \$33,238,401

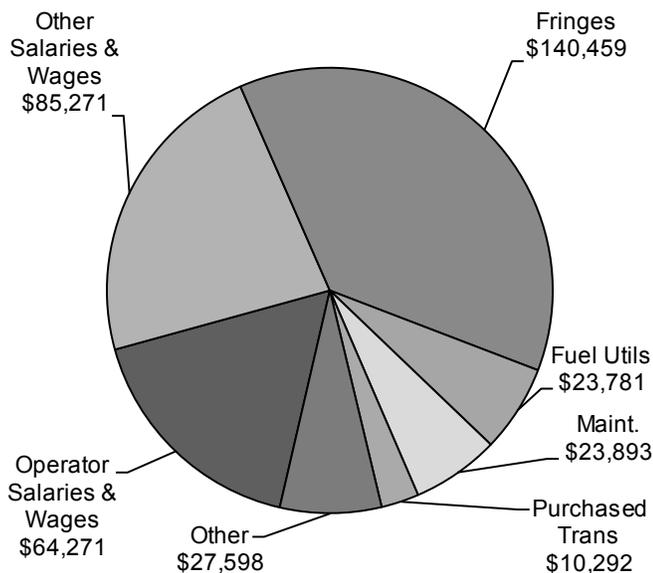


Current Fleet Size
 Diesel/Gasoline Motor Bus: 695
 Other Alternative Fuel Motor Bus: 32
 Street Car Rail/Light Rail: 83
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicles: 374
 System-Wide: 1,186

OPERATING BUDGET

Operating Expense (000's)

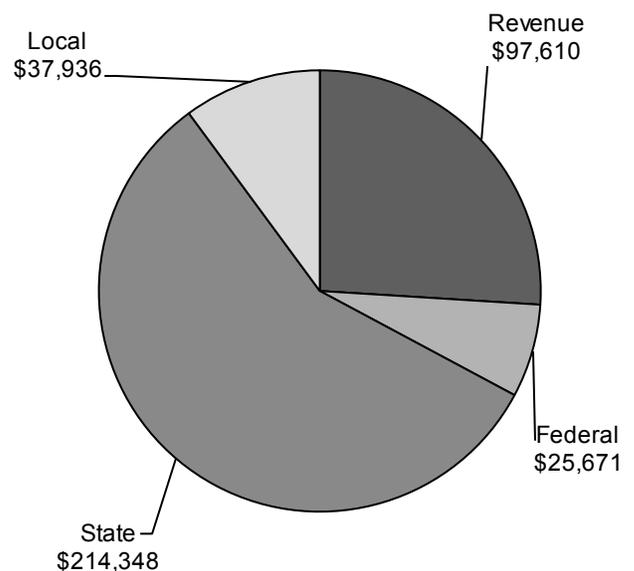
\$375,565



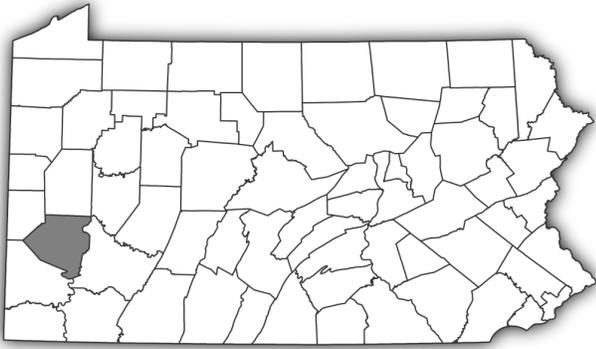
Expense includes ADA complementary and DAS expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

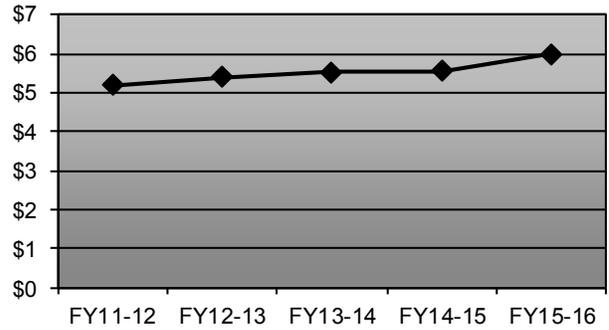
\$375,565



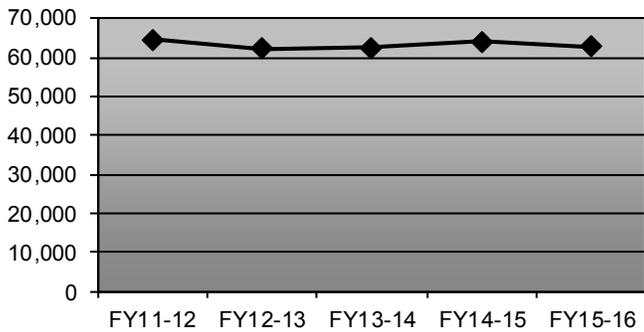
Revenue includes ADA complementary and DAS revenue.



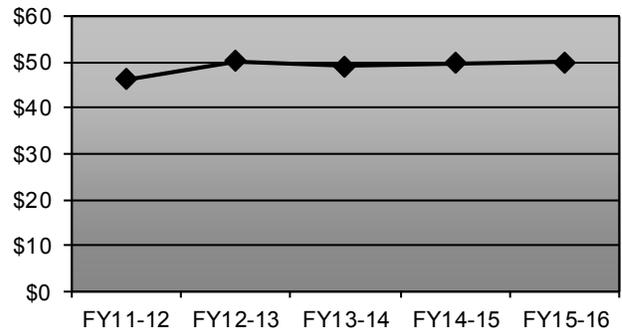
Operating Expense Per Passenger



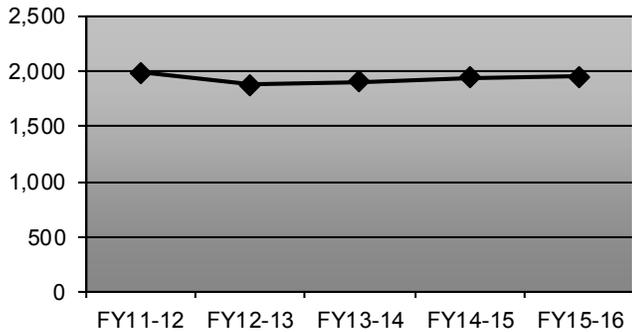
Total Passengers (000's)



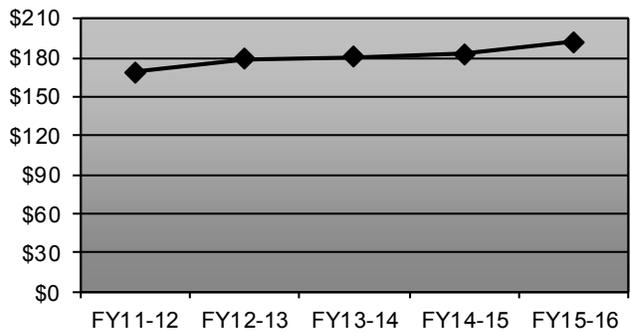
Operating Revenue Per Revenue Vehicle Hour



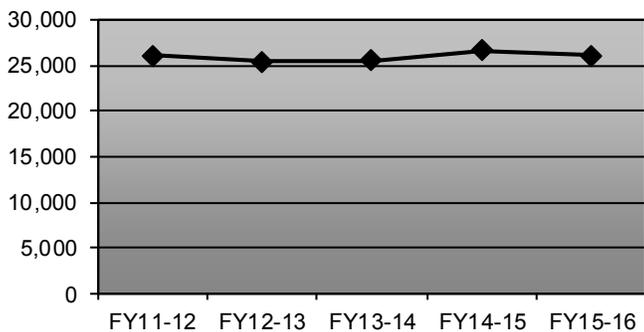
Revenue Vehicle Hours (000's)



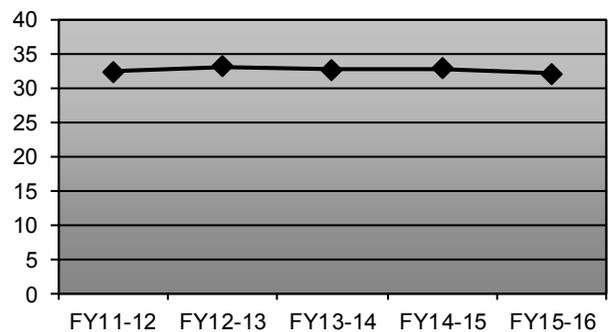
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary and DAS passengers.

Community Transportation

Port Authority of Allegheny County (PAAC)/ ACCESS

345 Sixth Avenue, Third Floor
 Pittsburgh, PA 15222-2527
 412-562-5353
 Ms. Ellen McLean, Chief Executive Officer

Service Area Statistics (2010 Census) Allegheny County

Square Miles:	730
Population:	1,223,348
65+ Population:	205,059
% of Population 65 and older:	16.8%

Fare Information

Average Shared-Ride Fare:	\$22.20
Average Shared-Ride Cost per Trip:	\$24.76
Fare Structure	
Implementation Date:	July 2016

Trip Information

65+ Trips:	655,609
PwD Trips:	58,920
Other Shared-Ride Trips:	302,355
Total Shared-Ride Trips:	1,016,884
Non-Public Trips:	3,171

Vehicles Operated in Maximum Service

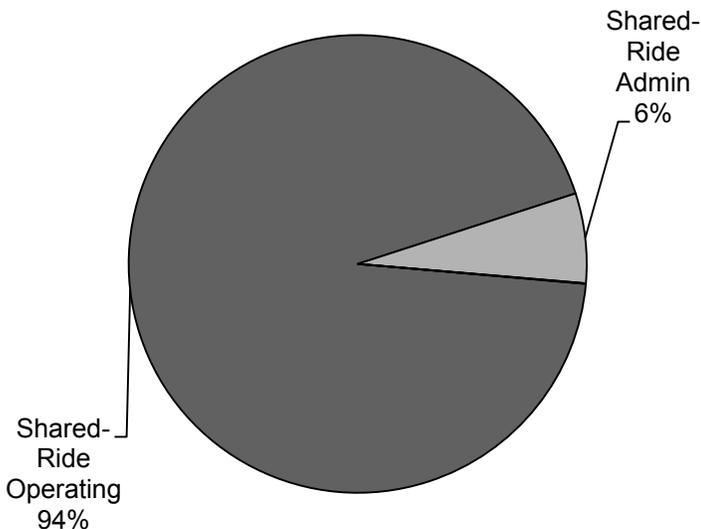
Community Transportation:	186
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URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

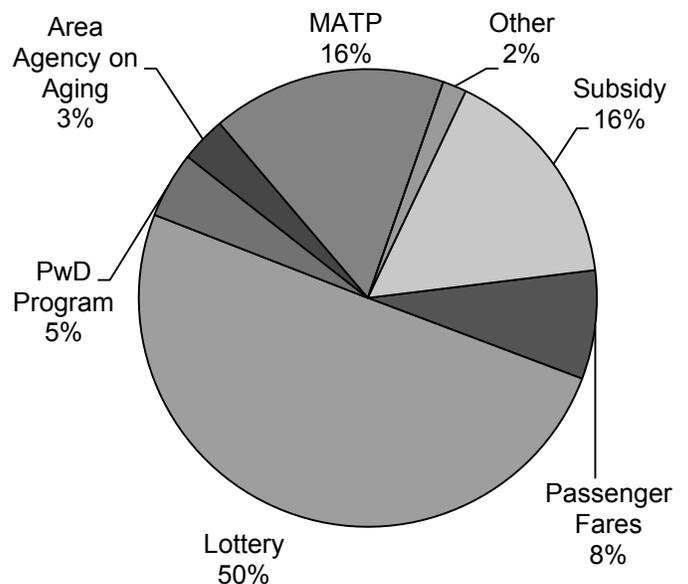
Operating Expenses

\$25,189,944



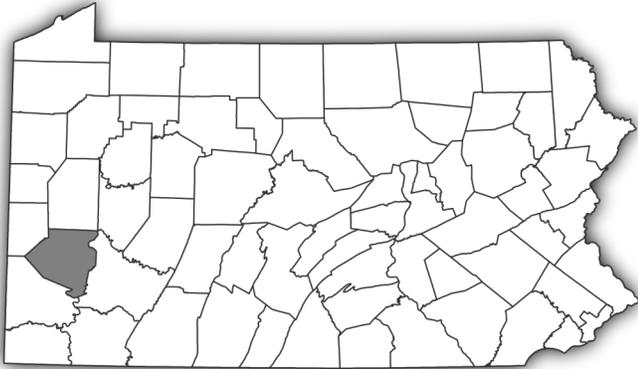
Sources of Funding

\$25,189,944

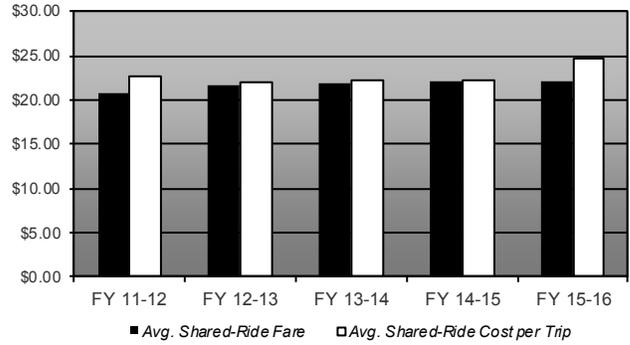


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

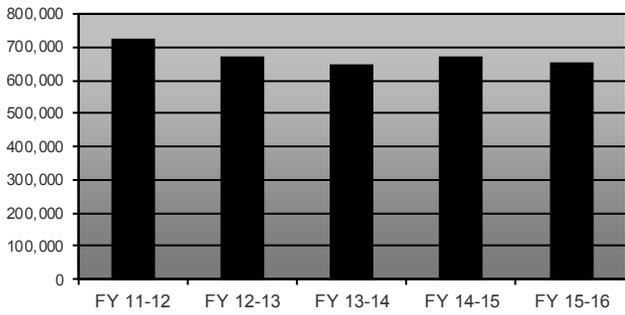
Agency Service Area



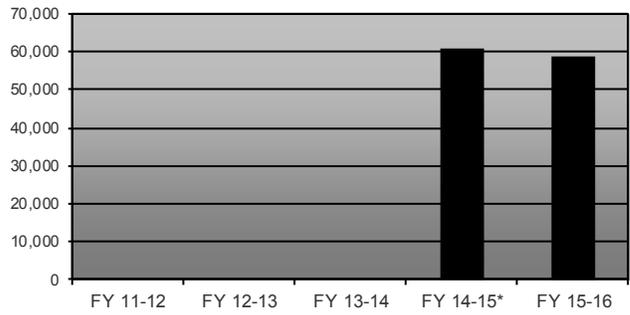
Shared-Ride Fare Recovery



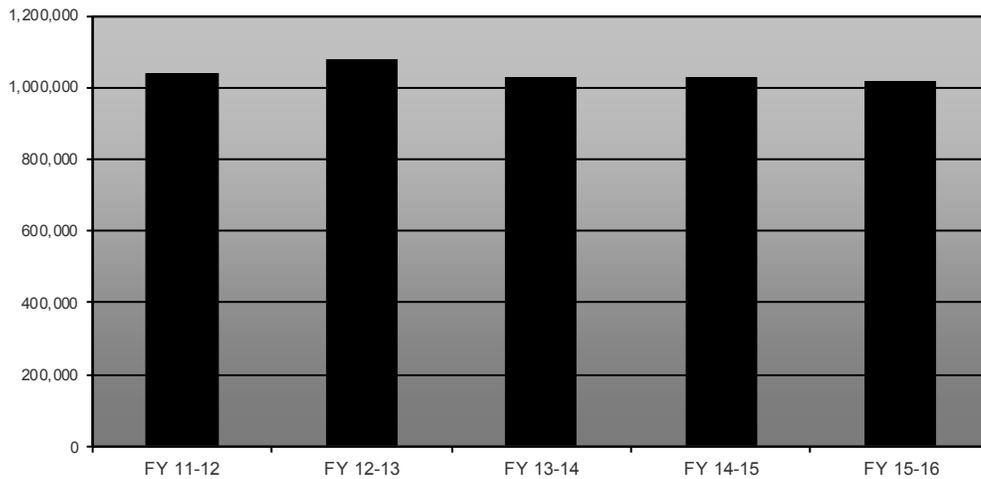
65+ Shared-Ride Trips



PwD Shared-Ride Trips*



Total Shared-Ride Trips



*Act 89 of 2013 allowed Allegheny County to participate in the Persons with Disability Program.

URBAN SYSTEMS



Altoona Metro Transit (AMTRAN)
 3301 Fifth Avenue
 Altoona, PA 16602
 814-944-4074
 Mr. Eric Wolf, General Manager
www.amtran.org



House District
 Blair: 79, 80, 81
Senate District
 Blair: 30



Service Area Statistics (2010 Census)
 Square Miles: 25
 Population: 69,608



Current Fare Information
 Fixed Route Base: \$1.55
 Last Base Fare Increase: July 2016



Act 44 Fixed Route Distribution Factors
 Total Passengers: 599,957
 Senior Passengers: 72,328
 Revenue Vehicle Miles: 537,486
 Revenue Vehicle Hours: 44,242



Current Employees
 Agency Full-Time: 38
 Agency Part-Time: 8
 Contractor Full-Time: 15
 Contractor Part-Time: 27
 System-Wide: 88



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,890,413
 Required Local Match: \$142,859



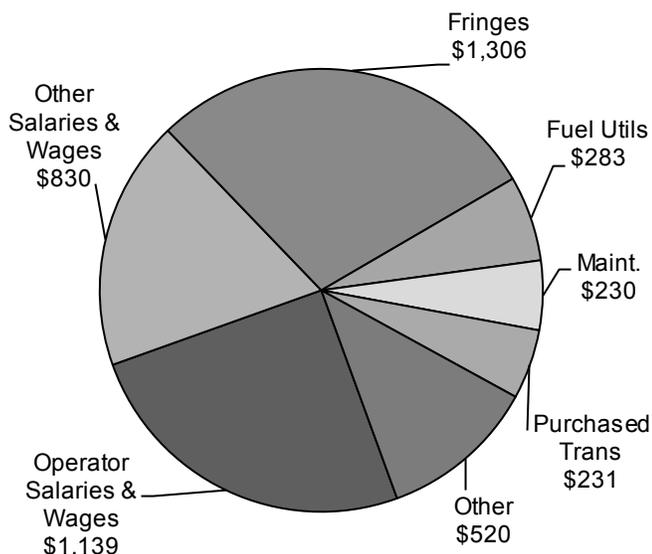
Current Fleet Size
 Diesel/Gasoline Motor Bus: 24
 Diesel/Gasoline Paratransit Vehicle: 2
 System-Wide: 26

Community transportation provided by Blair Senior Services, Inc. (see page 198)

OPERATING BUDGET

Operating Expense (000's)

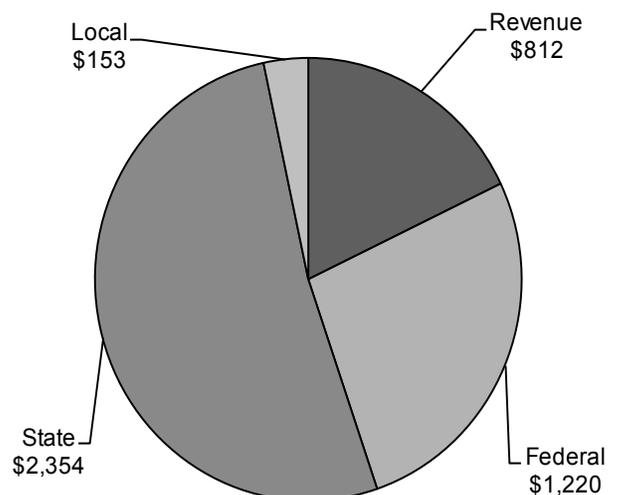
\$4,539



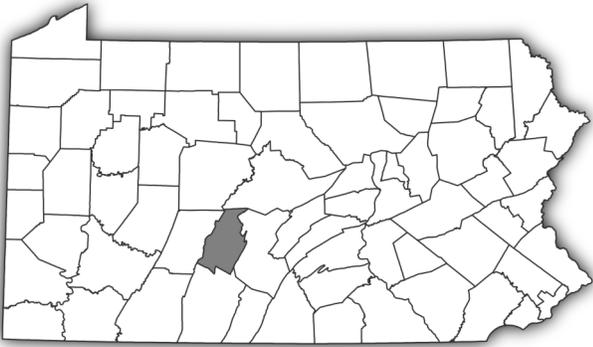
Expense includes ADA complementary expenses.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

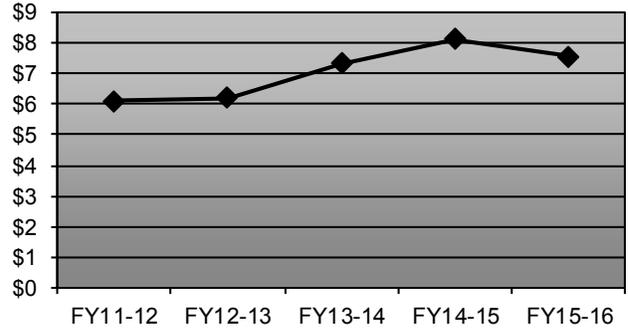
\$4,539



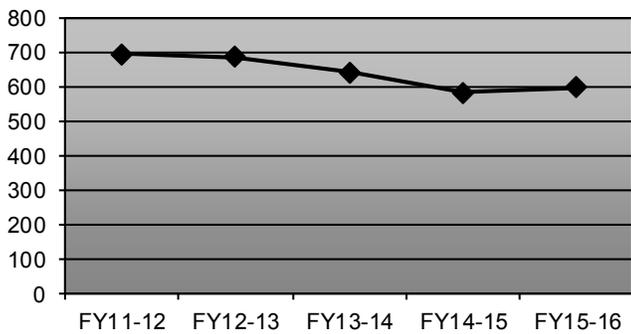
Revenue includes ADA complementary revenue.



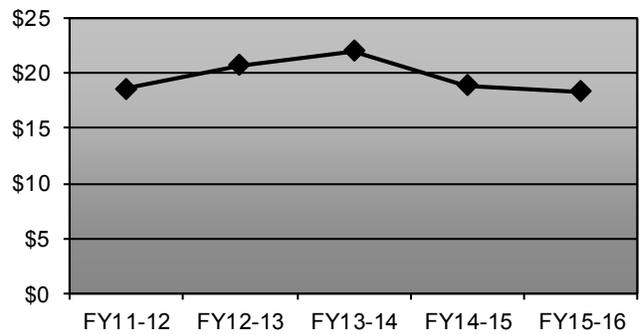
Operating Expense Per Passenger



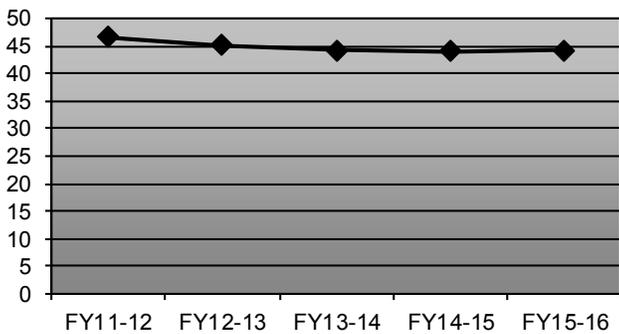
Total Passengers (000's)



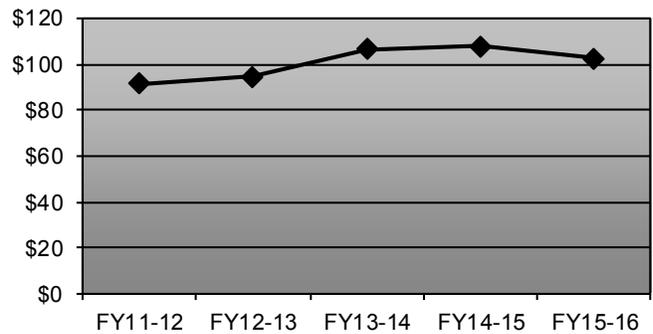
Operating Revenue Per Revenue Vehicle Hour



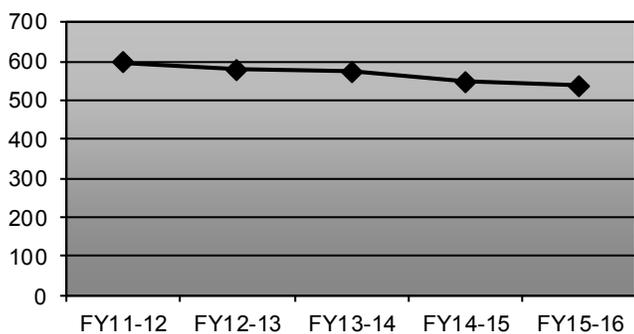
Revenue Vehicle Hours (000's)



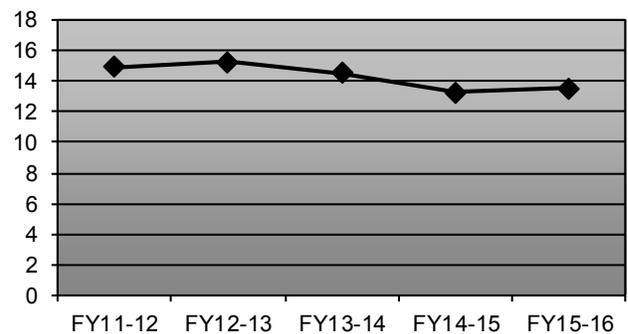
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Beaver County Transit Authority (BCTA)
 200 West Washington Street
 Rochester, PA 15074-2235
 724-728-4255
 Ms. Mary Jo Morandini, General Manager
www.bcta.com



House District
 Beaver: 10, 14, 15, 16
Senate District
 Beaver: 46, 47



Service Area Statistics (2010 Census)
 Square Miles: 440
 Population: 170,596



Current Fare Information
 Fixed Route Base: \$2.25
 Last Base Fare Increase: January 2013



Act 44 Fixed Route Distribution Factors
 Total Passengers: 919,800
 Senior Passengers: 85,393
 Revenue Vehicle Miles: 936,358
 Revenue Vehicle Hours: 55,515



Current Employees
 Agency Full-Time: 92
 Agency Part-Time: 1
 System-Wide: 93



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,591,603
 Required Local Match: \$538,740



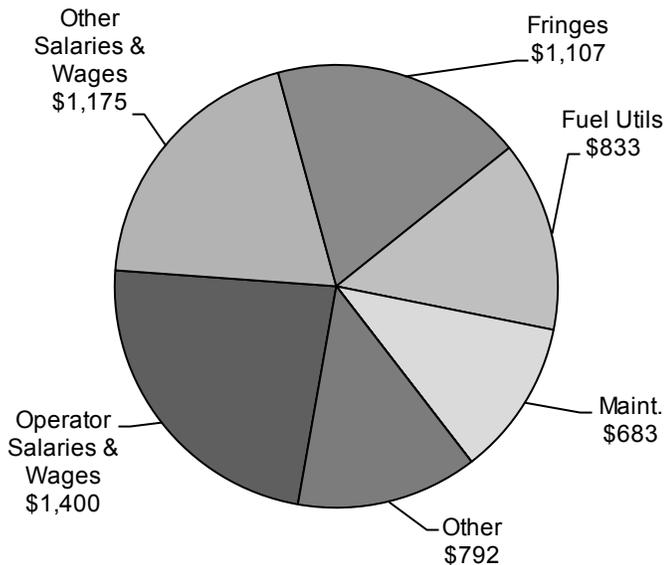
Current Fleet Size
 Diesel/Gasoline Motor Bus: 23
 Diesel/Gasoline Paratransit Vehicle: 24
 System-Wide: 47

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

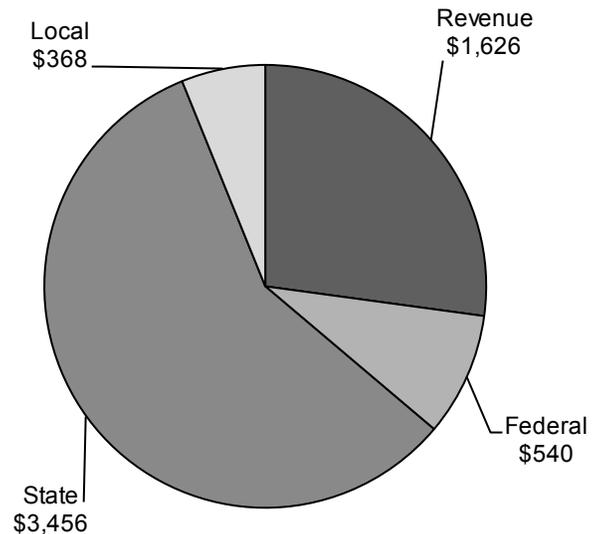
\$5,990



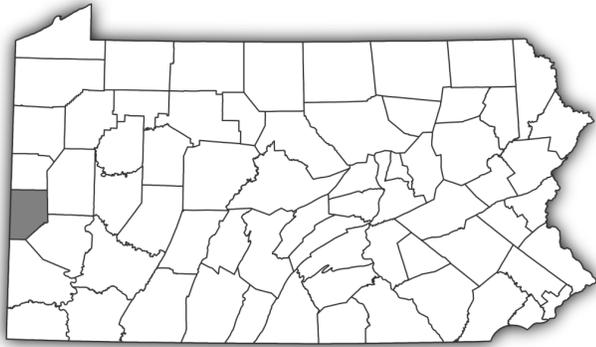
Expense includes DAS expense which is also included on the Community Transportation page.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

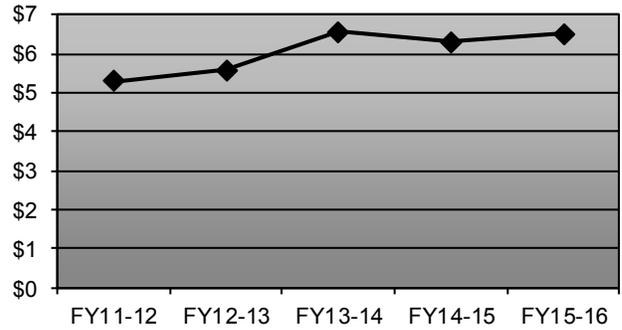
\$5,990



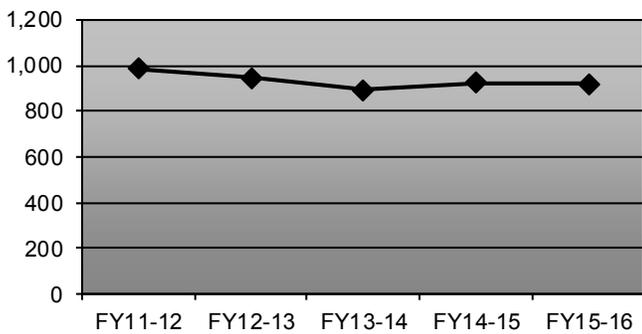
Revenue includes DAS revenue which is also included on the Community Transportation page.



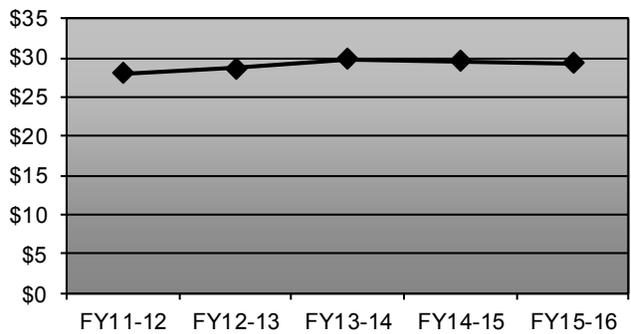
Operating Expense Per Passenger



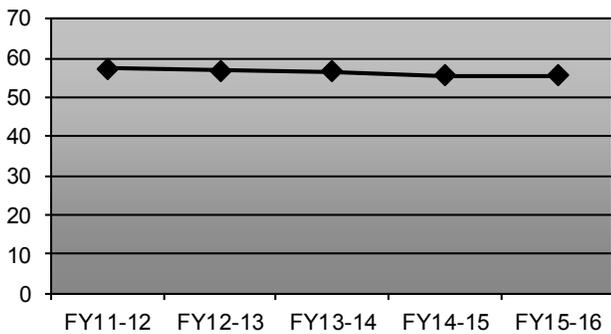
Total Passengers (000's)



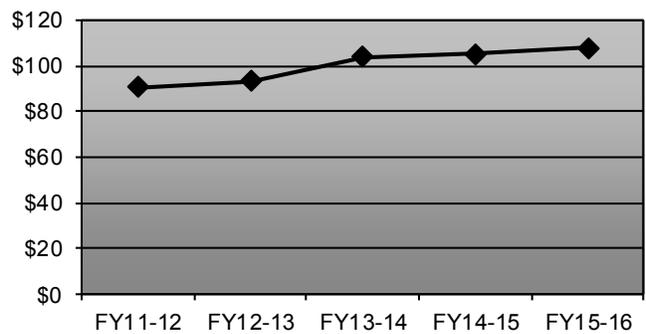
Operating Revenue Per Revenue Vehicle Hour



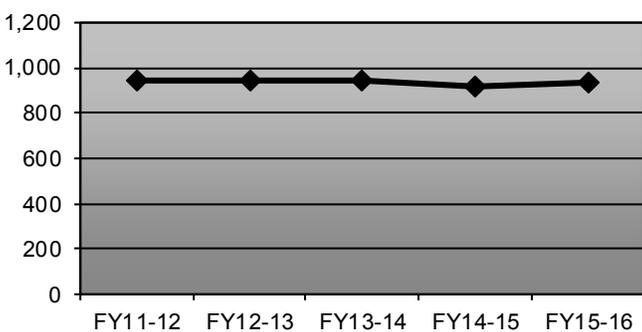
Revenue Vehicle Hours (000's)



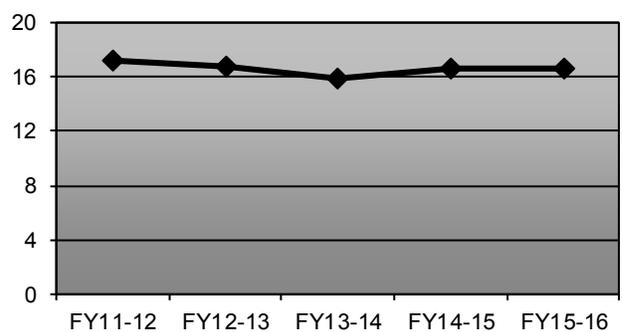
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



URBAN SYSTEMS

Community Transportation

Beaver County Transit Authority (BCTA)

200 West Washington Street
 Rochester, PA 15074-2235
 724-375-2895
 Ms. Mary Jo Morandini, General Manager

Fare Information

Average Shared-Ride Fare: \$20.50
 Average Shared-Ride Cost per Trip: \$25.54
 Fare Structure
 Implementation Date: January 2017

Service Area Statistics (2010 Census)

Beaver County

Square Miles: 440
 Population: 170,596
 65+ Population: 31,660
 % of Population 65 and older: 18.6%

Trip Information

65+ Trips: 30,895
 Other Shared-Ride Trips: 49,083
 Total Shared-Ride Trips: 79,978
 Non-Public Trips: 100,064

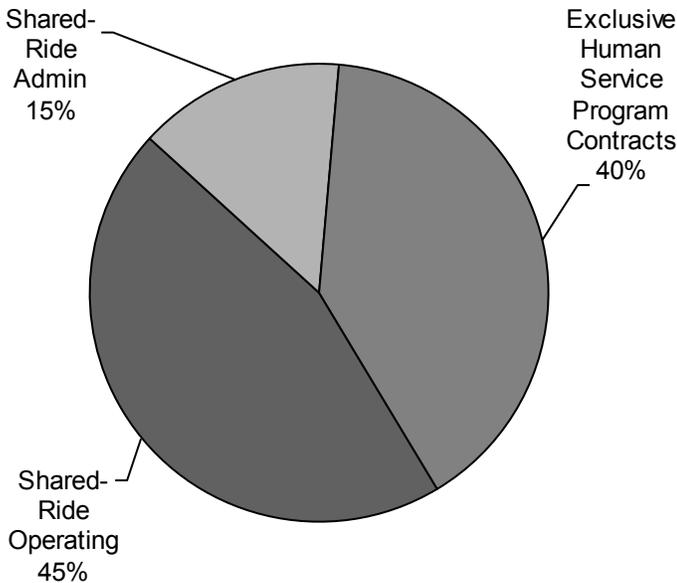
Vehicles Operated in Maximum Service

Community Transportation: 18

COMMUNITY TRANSPORTATION OPERATING BUDGET

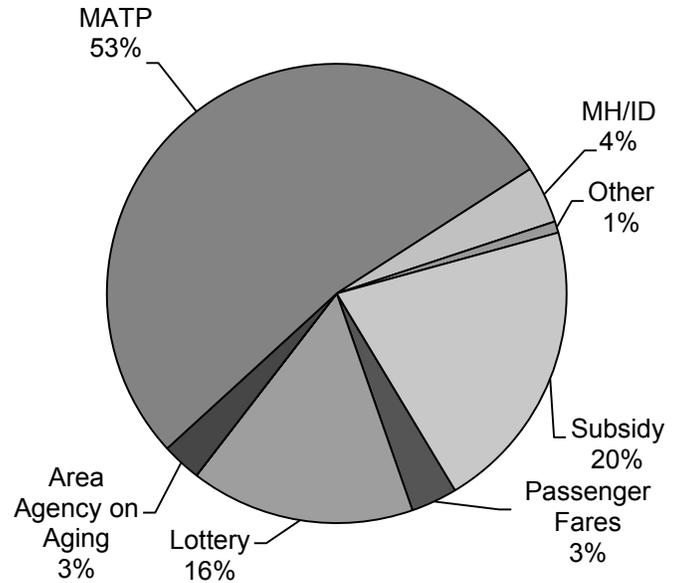
Operating Expenses

\$3,404,033



Sources of Funding

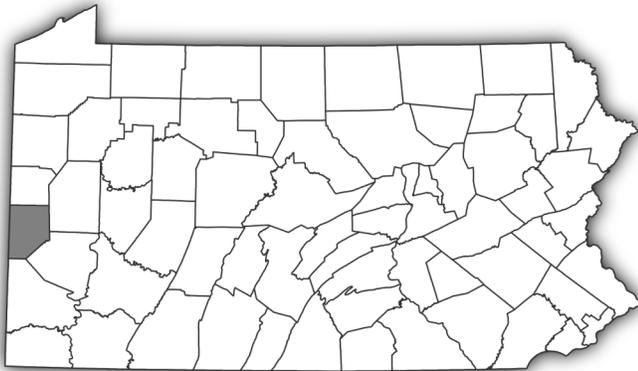
\$3,404,033



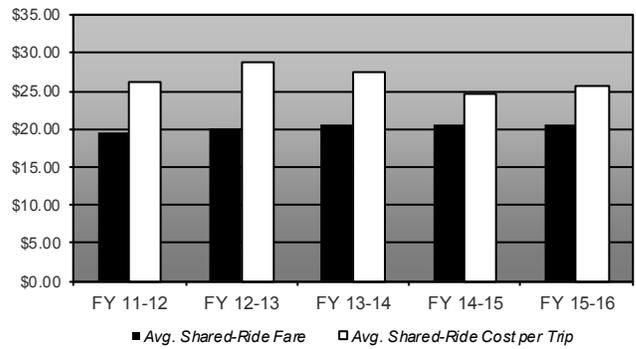
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



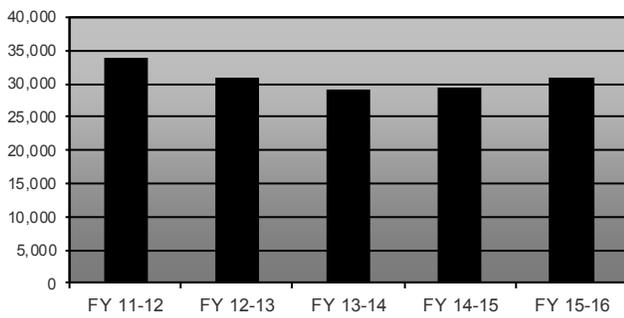
Agency Service Area



Shared-Ride Fare Recovery



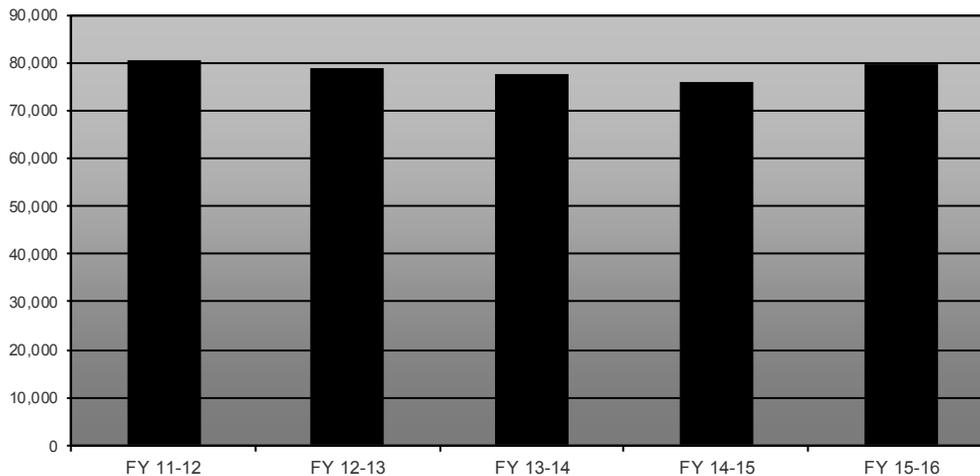
65+ Shared-Ride Trips



PwD Shared-Ride Trips

BCTA does not report trips through the Persons with Disabilities Program because all trips for persons with disabilities are funded by programs other than PwD beginning in FY 2011-12.

Total Shared-Ride Trips



URBAN SYSTEMS



Cambria County Transit Authority (CamTran)
 502 Maple Avenue
 Johnstown, PA 15901
 814-535-5526
 Ms. Rose Lucey-Noll, Executive Director
www.camtranbus.com



House District
 Cambria: 71, 72, 73
Senate District
 Cambria: 35



Service Area Statistics (2010 Census)
 Square Miles: 694
 Population: 143,447



Current Fare Information
 Fixed Route Base: \$1.60
 Last Base Fare Increase: January 2017



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,192,813
 Senior Passengers: 171,644
 Revenue Vehicle Miles: 1,105,849
 Revenue Vehicle Hours: 83,766



Current Employees
 Agency Full-Time: 104
 Agency Part-Time: 46
 System-Wide: 150



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,687,111
 Required Local Match: \$732,383



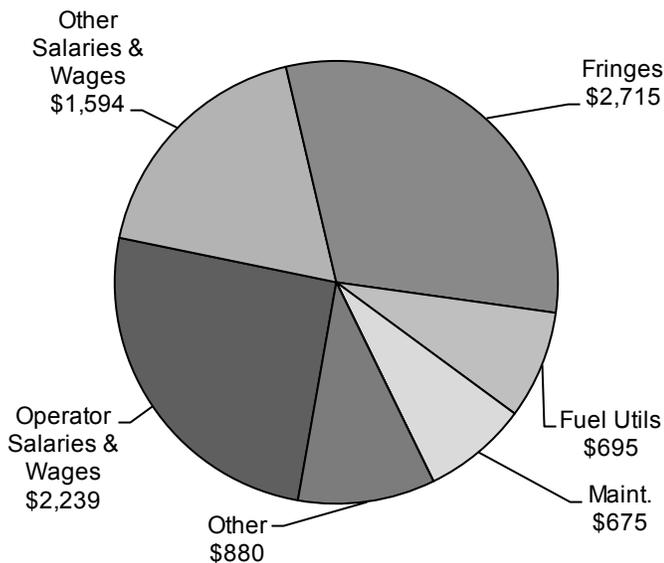
Current Fleet Size
 Diesel/Gasoline Motor Bus: 47
 CNG Motor Bus: 2
 Other Alternative Fuel Motor Bus: 1
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicle: 13
 CNG Paratransit: 2
 System-Wide: 67

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

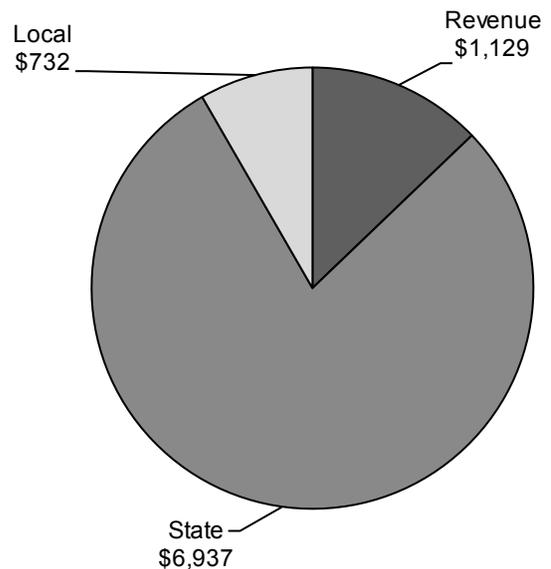
\$8,798



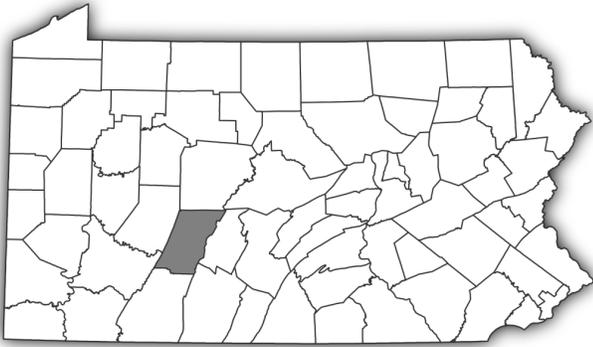
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

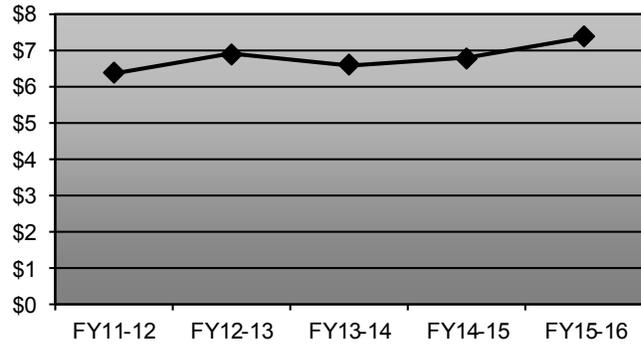
\$8,798



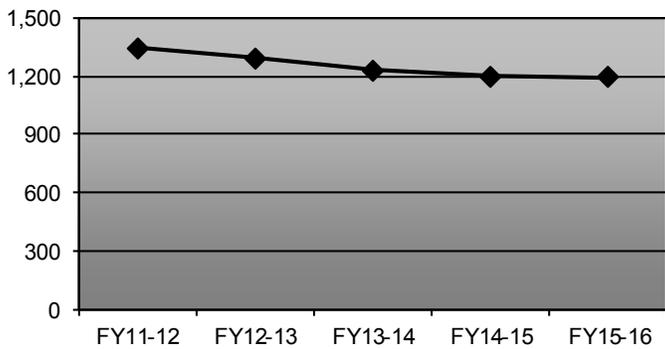
Revenue includes ADA complementary revenue.



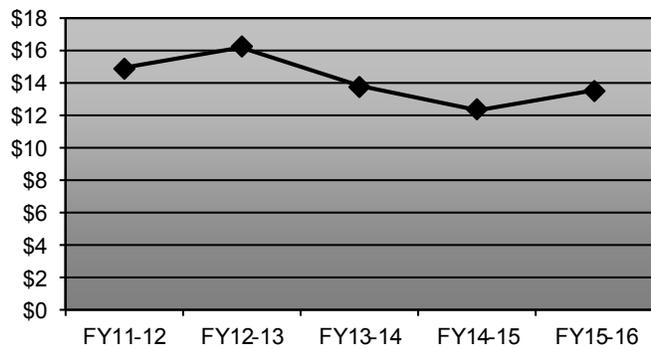
Operating Expense Per Passenger



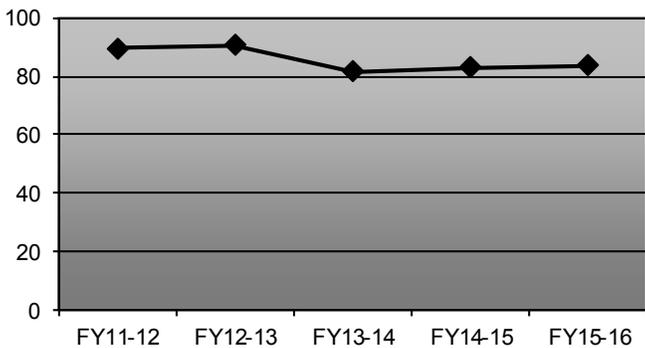
Total Passengers (000's)



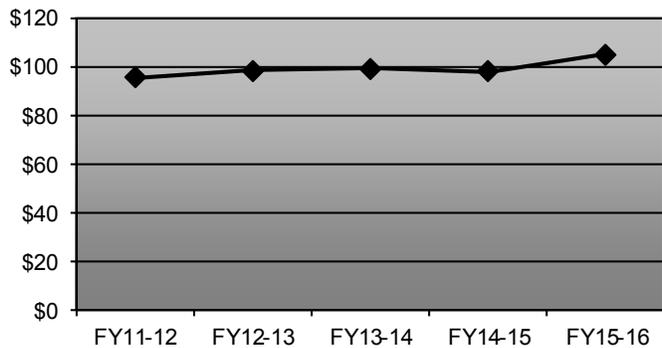
Operating Revenue Per Revenue Vehicle Hour



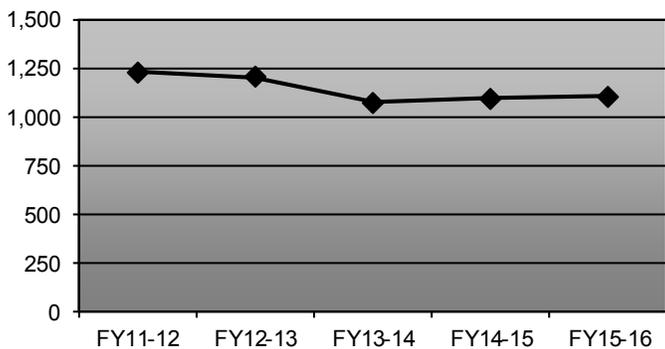
Revenue Vehicle Hours (000's)



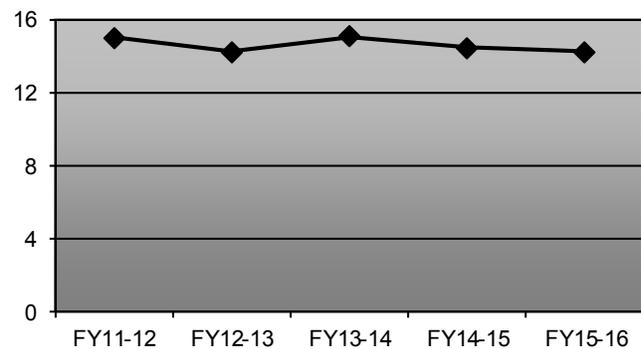
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

URBAN SYSTEMS

Community Transportation

Cambria County Transit Authority (CamTran)

502 Maple Avenue
 Johnstown, PA 15901
 814-535-5526
 Ms. Rose Lucey-Noll, Executive Director

Fare Information

Average Shared-Ride Fare: \$15.62
 Average Shared-Ride Cost per Trip: \$25.95
 Fare Structure
 Implementation Date: January 2017

Service Area Statistics (2010 Census)

Cambria County

Square Miles: 694
 Population: 143,447
 65+ Population: 27,071
 % of Population 65 and older: 18.8%

Trip Information

65+ Trips: 54,371
 PwD Trips: 2,182
 Other Shared-Ride Trips: 2,113
 Total Shared-Ride Trips: 58,666

Vehicles Operated in Maximum Service

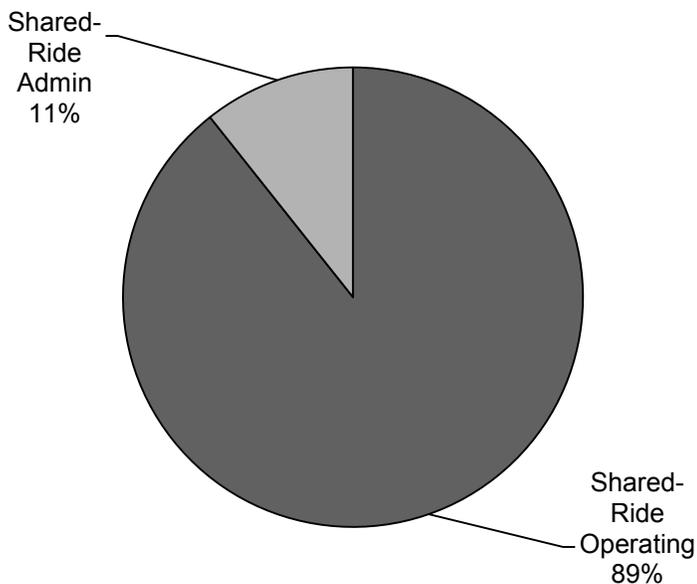
Community Transportation: 19

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

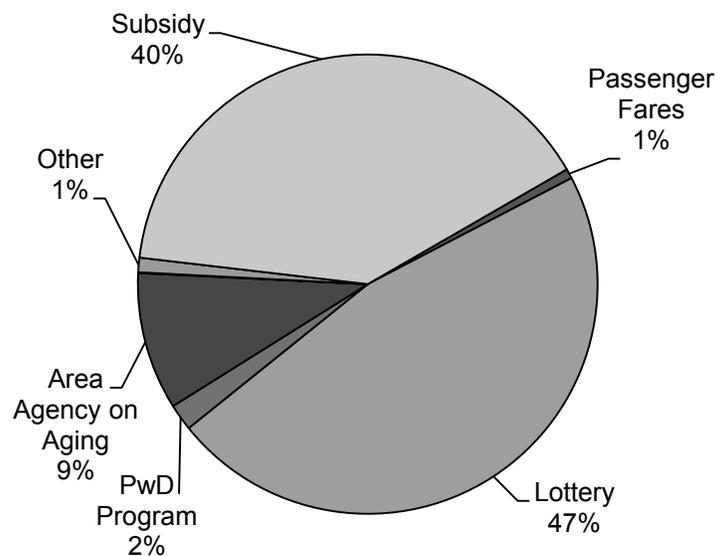
Operating Expenses

\$1,522,602



Sources of Funding

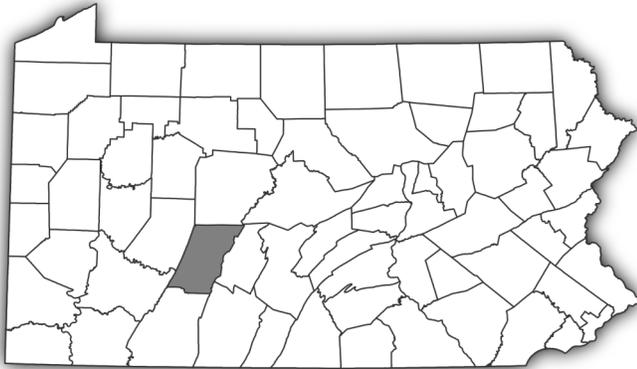
\$1,522,602



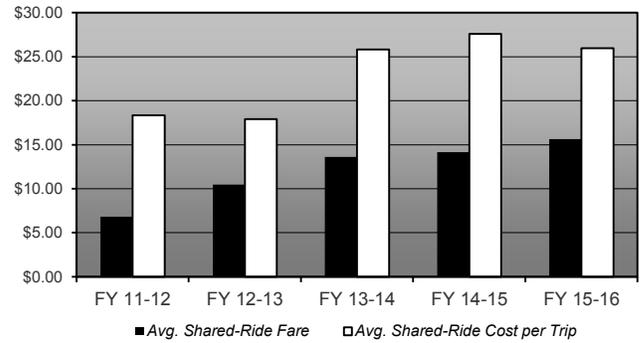
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



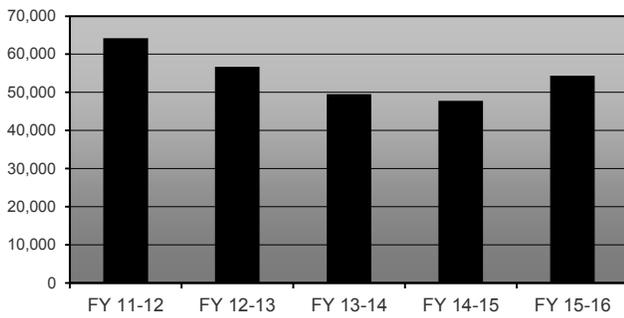
Agency Service Area



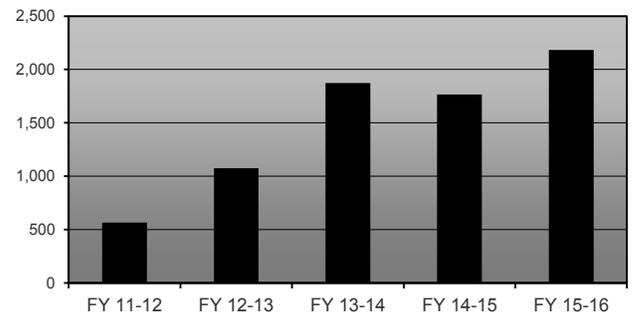
Shared-Ride Fare Recovery



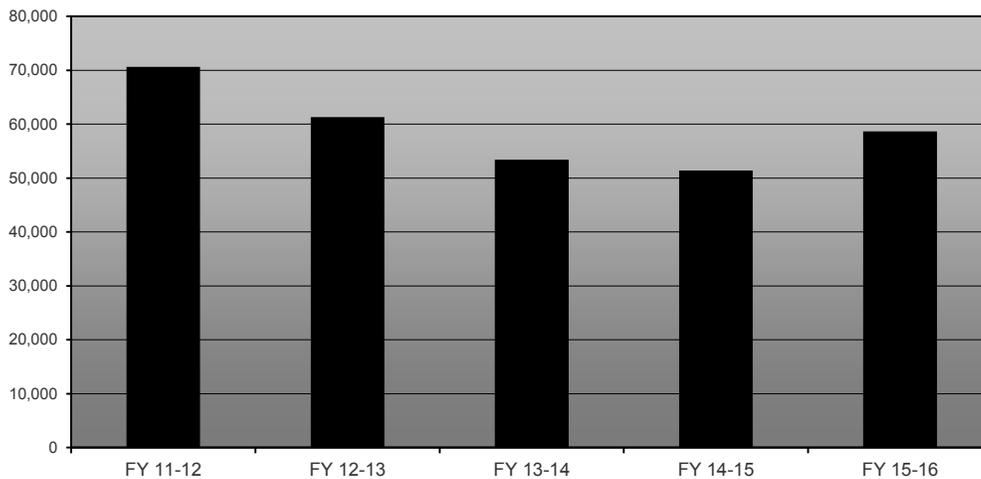
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Capital Area Transit (CAT)
 901 North Cameron Street
 Harrisburg, PA 17101
 717-233-5657
 Mr. Tony Johnson, Interim General
 Manager
www.cattransit.com



House District
 Cumberland: 87, 88, 89, 92, 199
 Dauphin: 98, 103, 104, 105, 106

Senate District
 Cumberland: 31
 Dauphin: 15, 27, 48



Service Area Statistics (2010 Census)
 Square Miles: 1,070
 Population: 508,279



Current Fare Information
 Fixed Route Base: \$1.75
 Last Base Fare Increase: October 2010



Act 44 Fixed Route Distribution Factors
 Total Passengers: 2,380,063
 Senior Passengers: 234,302
 Revenue Vehicle Miles: 1,835,605
 Revenue Vehicle Hours: 136,686



Current Employees

Agency Full-Time:	190
Agency Part-Time:	8
Contractor Full-Time:	26
Contractor Part-Time:	11
System-Wide:	235



Act 44 Operating Assistance
 Section 1513 Allocation: \$7,999,678
 Required Local Match: \$845,188



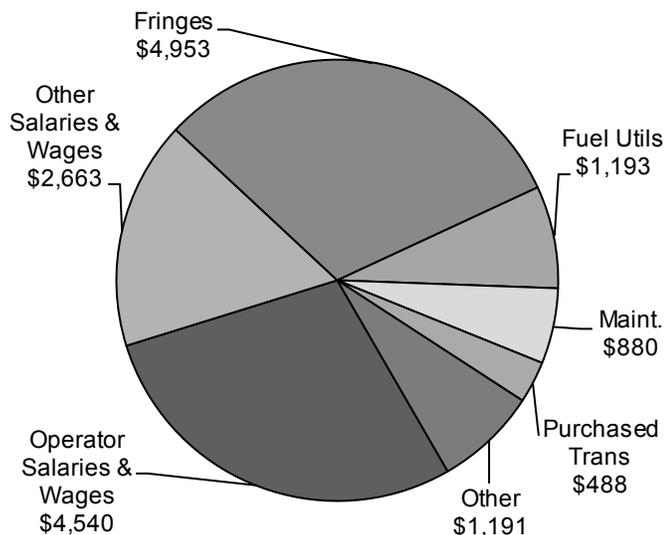
Current Fleet Size

Diesel/Gasoline Motor Bus:	79
Diesel/Gasoline Paratransit Vehicle:	52
System-Wide:	131

OPERATING BUDGET

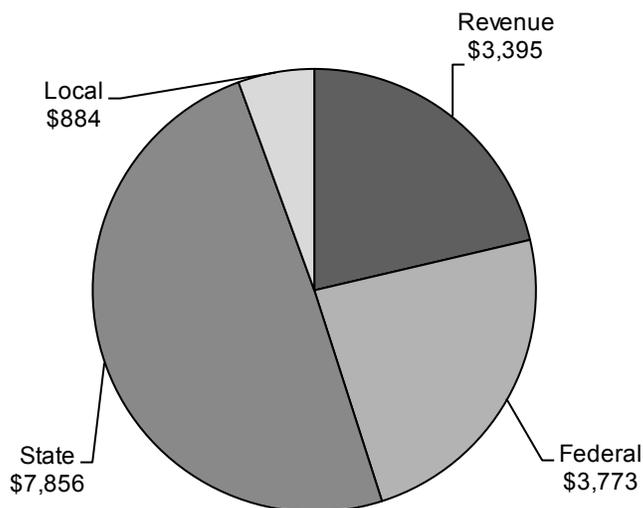
Operating Expense (000's)

\$15,908



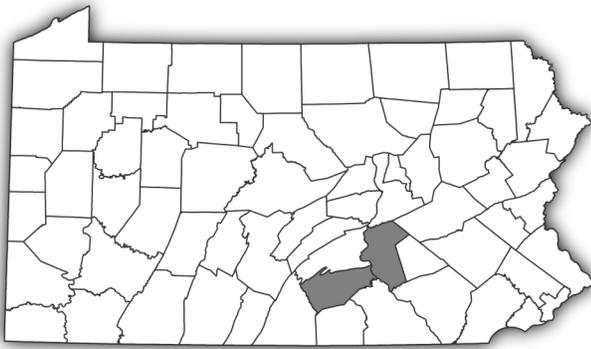
Operating Funds (000's)

\$15,908

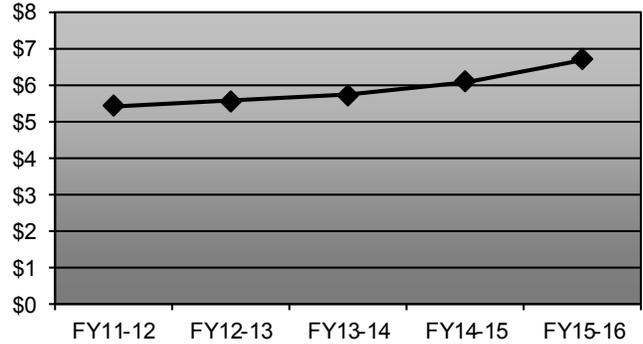


Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

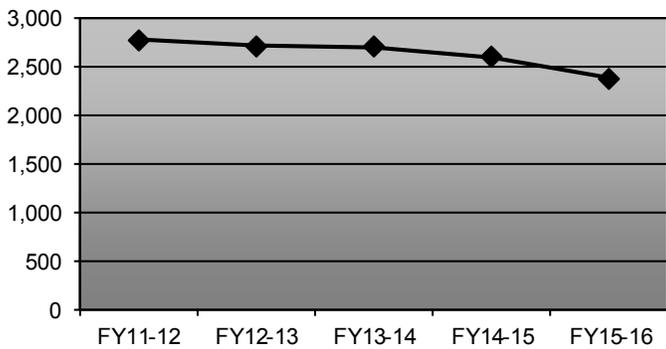
Revenue includes ADA complementary revenue.



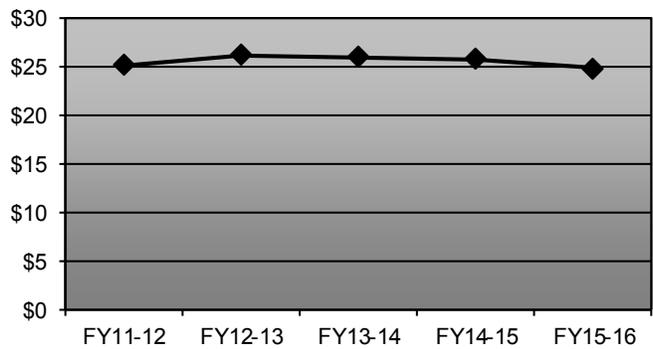
Operating Expense Per Passenger



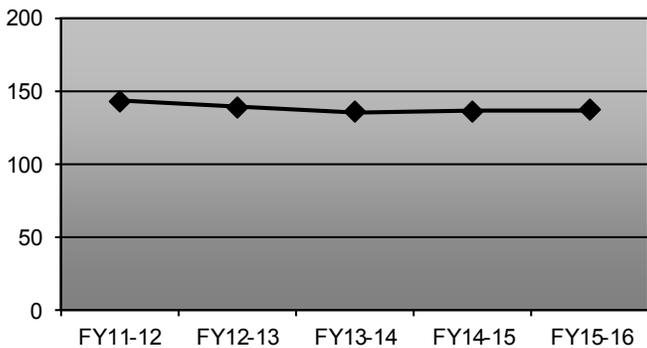
Total Passengers (000's)



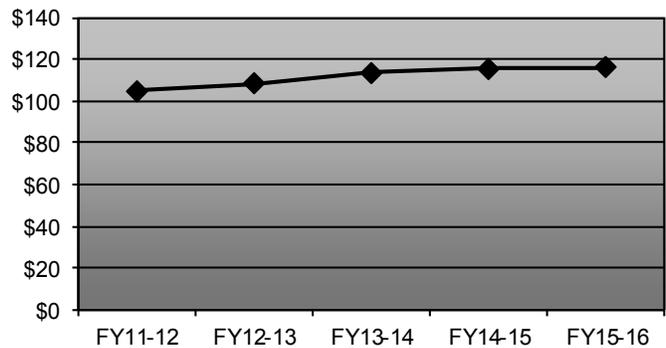
Operating Revenue Per Revenue Vehicle Hour



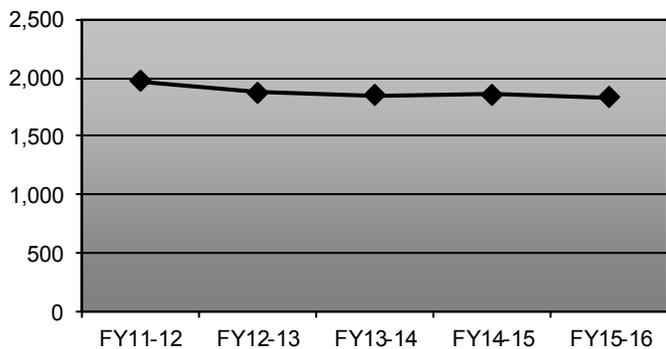
Revenue Vehicle Hours (000's)



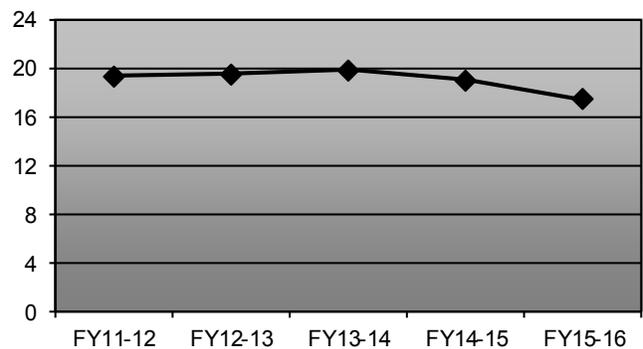
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Capital Area Transit (CAT)

901 North Cameron Street
 Harrisburg, PA 17101
 717-232-6100
 Mr. Tony Johnson, Interim General Manager

Fare Information

Average Shared-Ride Fare: \$20.84
 Average Shared-Ride Cost per Trip: \$23.86
 Fare Structure
 Implementation Date: February 2011

Service Area Statistics (2010 Census)

Dauphin County

Square Miles: 525
 Population: 268,100
 65+ Population: 36,841
 % of Population 65 and older: 13.7%

Trip Information

65+ Trips: 54,053
 PwD Trips: 11,532
 Other Shared-Ride Trips: 103,049
 Total Shared-Ride Trips: 168,634

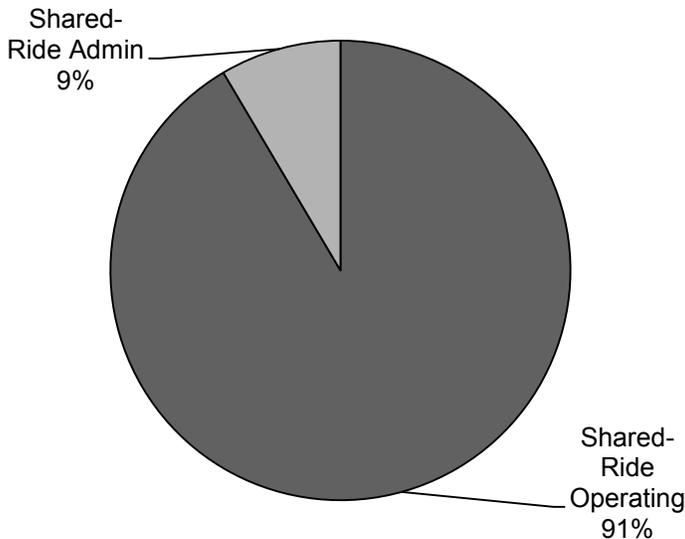
Vehicles Operated in Maximum Service

Community Transportation: 40

COMMUNITY TRANSPORTATION OPERATING BUDGET

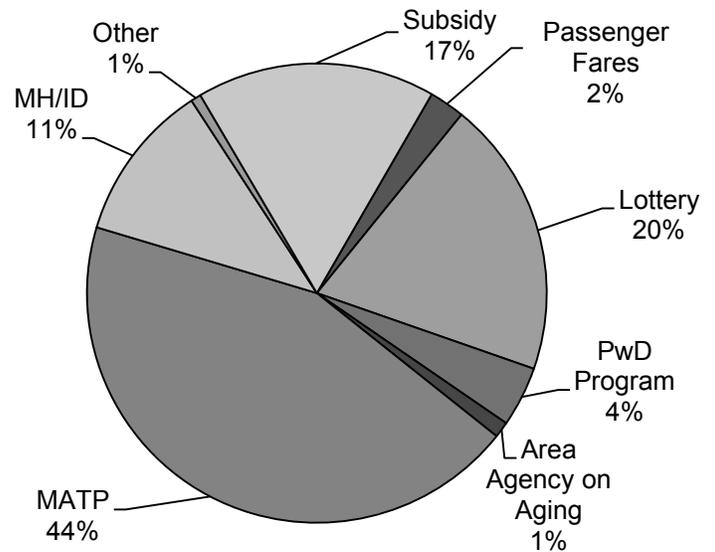
Operating Expenses

\$4,023,928



Sources of Funding

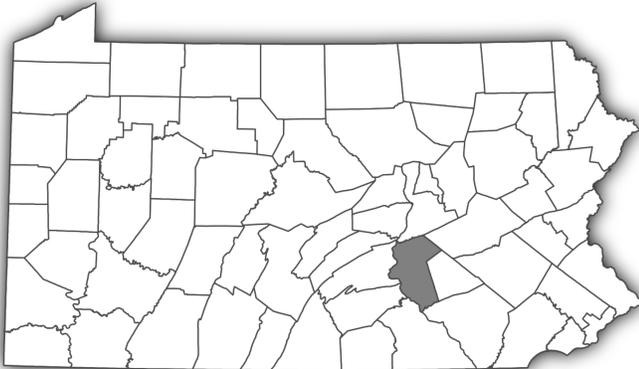
\$4,023,928



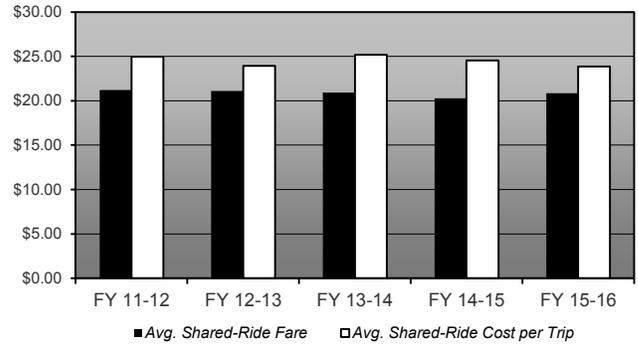
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



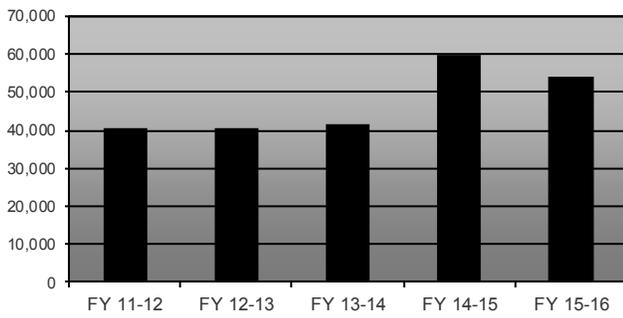
Agency Service Area



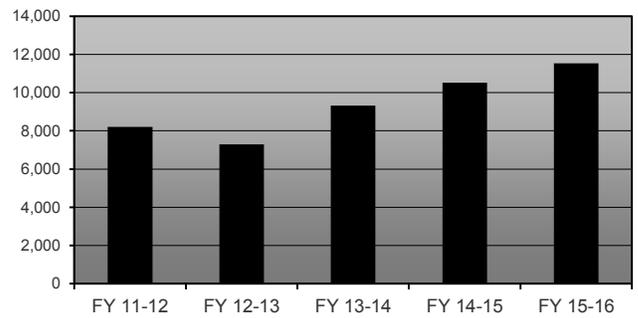
Shared-Ride Fare Recovery



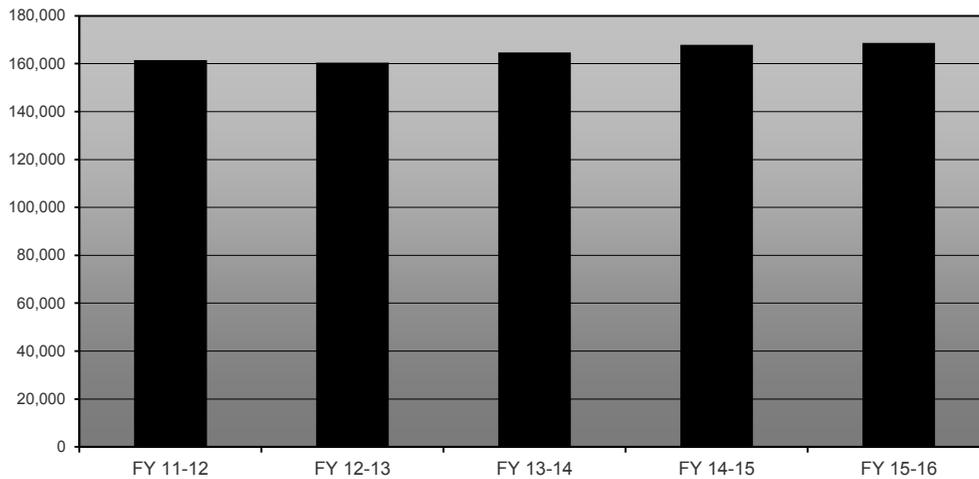
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Centre Area Transportation Authority (CATA)
 2081 West Whitehall Road
 State College, PA 16801
 814-238-2282
 Ms. Louwana Oliva, General Manager
www.catabus.com



House District
 Centre: 76, 77, 171
Senate District
 Centre: 34



Service Area Statistics (2010 Census)
 Square Miles: 89
 Population: 104,360



Current Fare Information
 Fixed Route Base: \$1.75
 Last Base Fare Increase: July 2014
 System-wide Increase: August 2011



Act 44 Fixed Route Distribution Factors
 Total Passengers: 7,071,387
 Senior Passengers: 53,038
 Revenue Vehicle Miles: 2,070,416
 Revenue Vehicle Hours: 169,406



Current Employees
 Agency Full-Time: 180
 Agency Part-Time: 5
 Contractor Full-Time: 7
 Contractor Part-Time: 9
 System-Wide: 201



Act 44 Operating Assistance
 Section 1513 Allocation: \$5,785,172
 Required Local Match: \$524,264



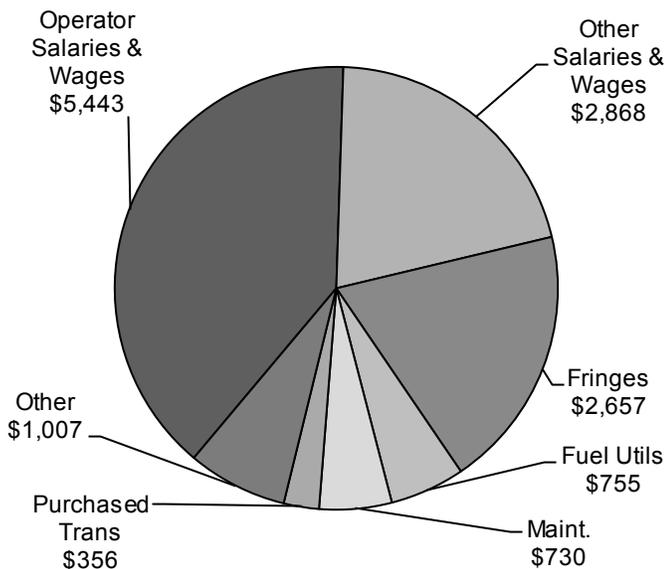
Current Fleet Size
 CNG Motor Bus: 71
 Diesel/Gasoline Paratransit Vehicle: 6
 System-Wide: 77

*Tokens and multi-ride passes increased in price.

OPERATING BUDGET

Operating Expense (000's)

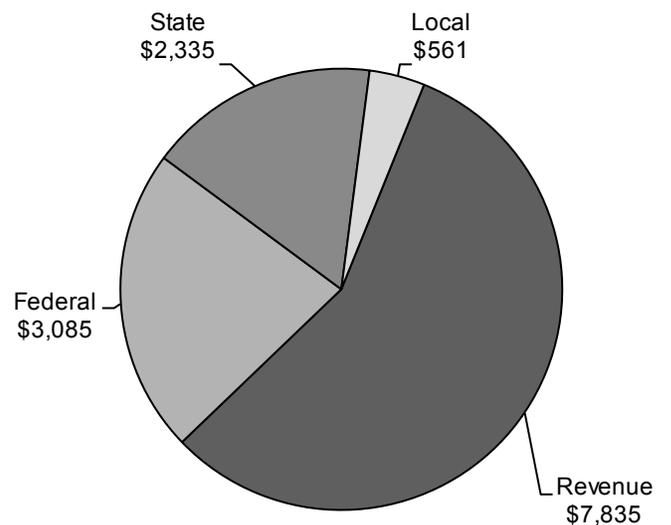
\$13,816



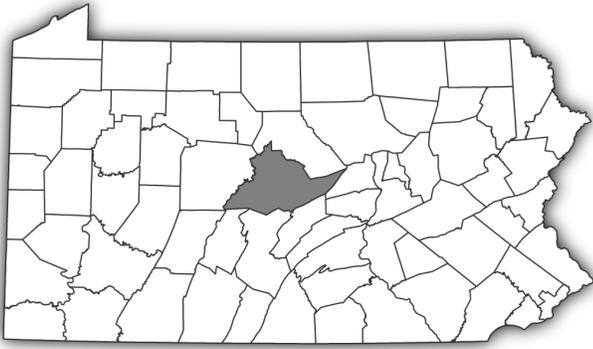
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

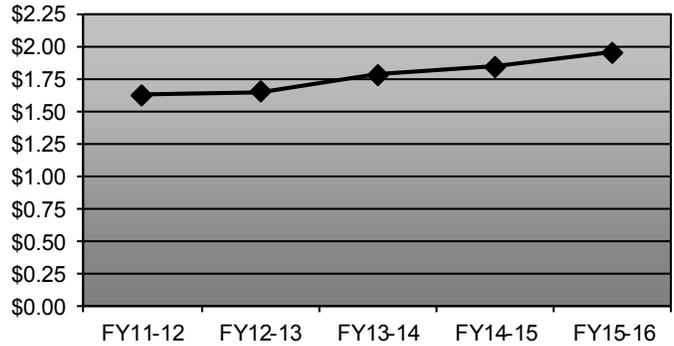
\$13,816



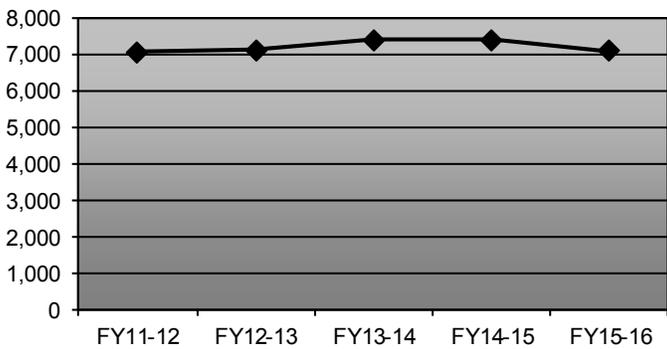
Revenue includes ADA complementary revenue.



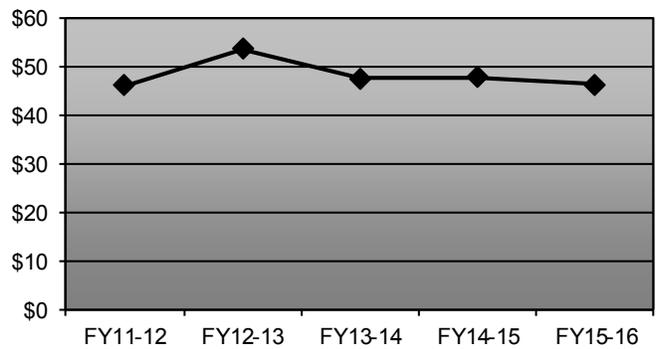
Operating Expense Per Passenger



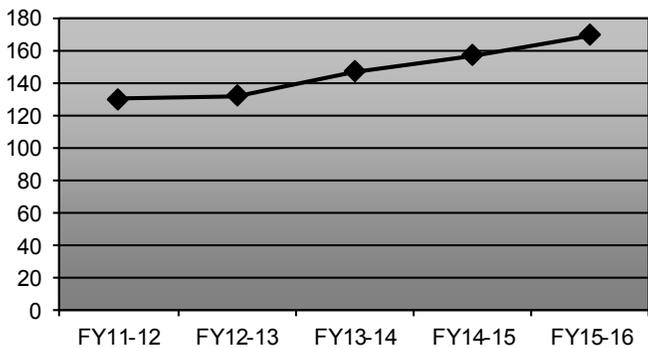
Total Passengers (000's)



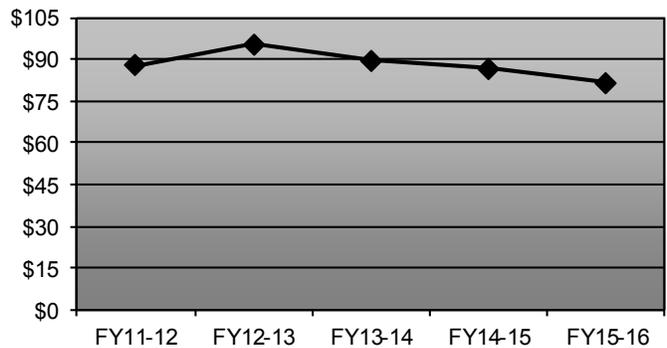
Operating Revenue Per Revenue Vehicle Hour



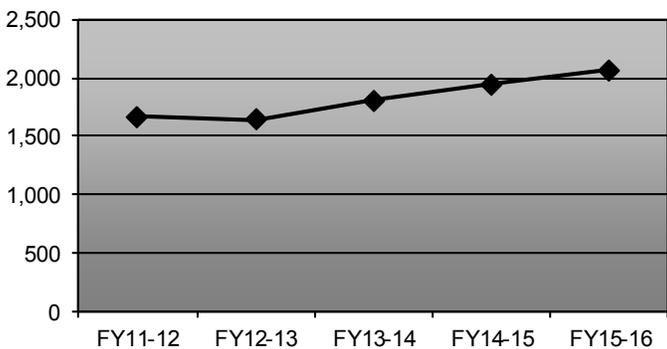
Revenue Vehicle Hours (000's)



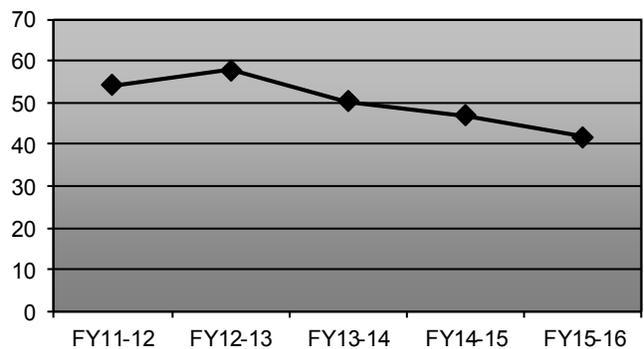
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

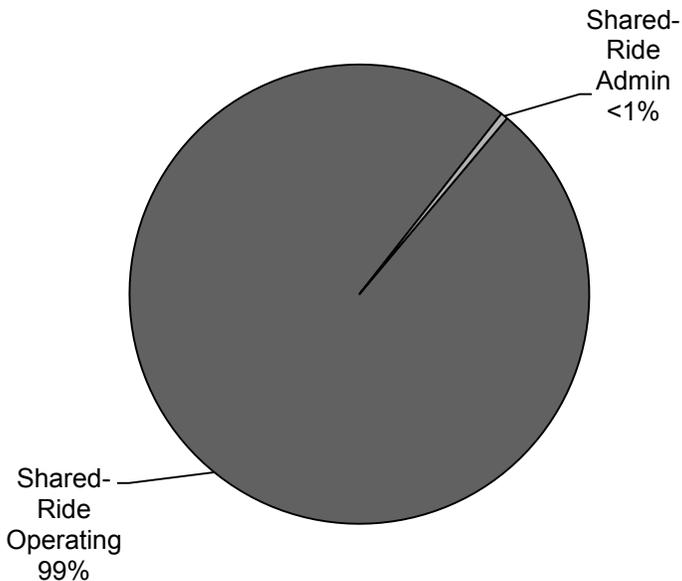
Community Transportation

Centre Area Transportation Authority (CATA) 2081 West Whitehall Road State College, PA 16801 814-238-2282 Ms. Louwana Oliva, General Manager		Fare Information Average Shared-Ride Fare: \$20.00 Average Shared-Ride Cost per Trip: \$22.53 Fare Structure Implementation Date: July 2013	
Service Area Statistics (2010 Census) Centre County Square Miles: 135 Population: 112,000 65+ Population: 12,631 % of Population 65 and older: 11.3%		Trip Information 65+ Trips: 14,387 PwD Trips: Centre County (see page 196) Other Shared-Ride Trips: 933 Total Shared-Ride Trips: 15,320	
		Vehicles Operated in Maximum Service Community Transportation: 4	

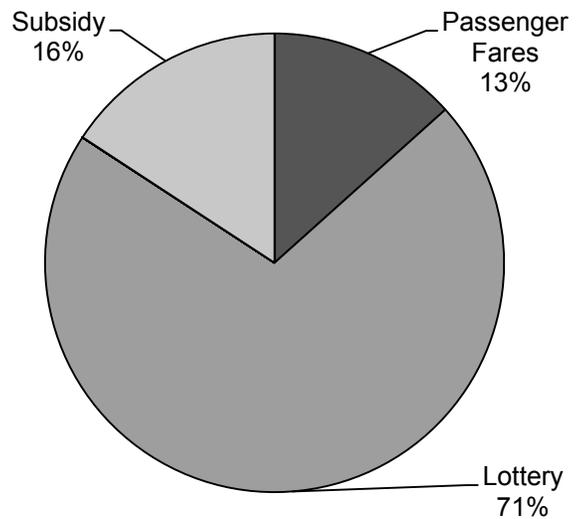
URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$345,193



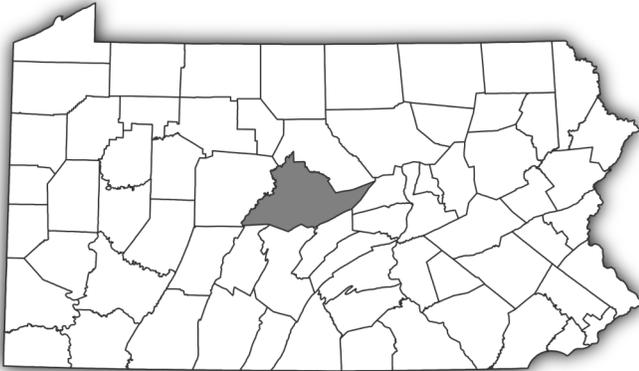
Sources of Funding
\$345,193



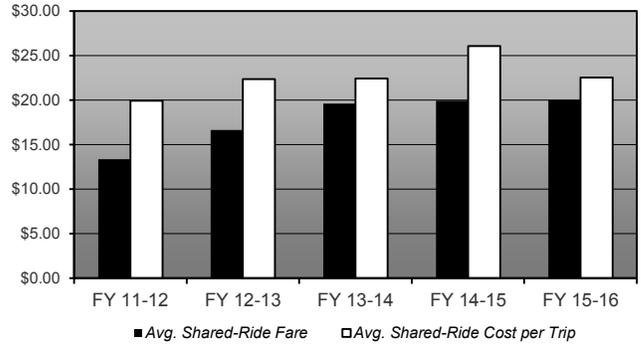
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



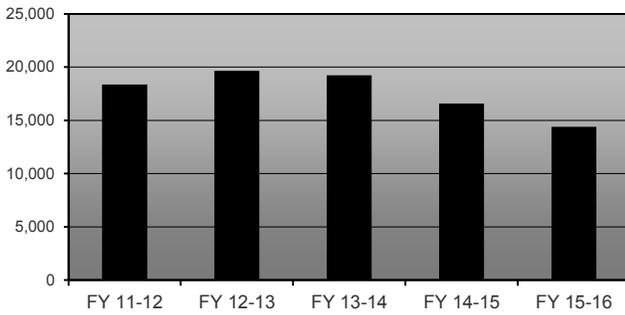
Agency Service Area



Shared-Ride Fare Recovery



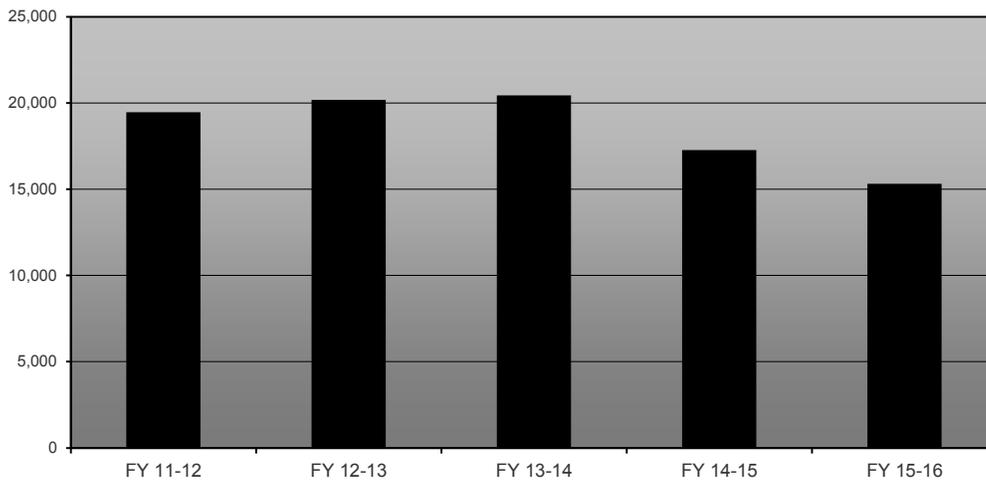
65+ Shared-Ride Trips



PwD Shared-Ride Trips

CATA does not provide PwD shared-ride service. Centre County provides PwD (see page 204).

Total Shared-Ride Trips





County of Lackawanna Transit System (COLTS)

800 North South Road
Scranton, PA 18504
570-346-2061
Mr. Robert J. Fiume, Executive Director
www.coltsbus.com



House District

Lackawanna: 112, 113, 114, 117, 118

Senate District

Lackawanna: 22



Service Area Statistics (2010 Census)

Square Miles: 459
Population: 214,437



Current Fare Information

Fixed Route Base: \$1.75
Last Base Fare Increase: July 2013



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,144,835
Senior Passengers: 202,663
Revenue Vehicle Miles: 1,122,975
Revenue Vehicle Hours: 91,621



Current Employees

Agency Full-Time: 109
Agency Part-Time: 19
System-Wide: 128



Act 44 Operating Assistance

Section 1513 Allocation: \$6,653,784
Required Local Match: \$624,496



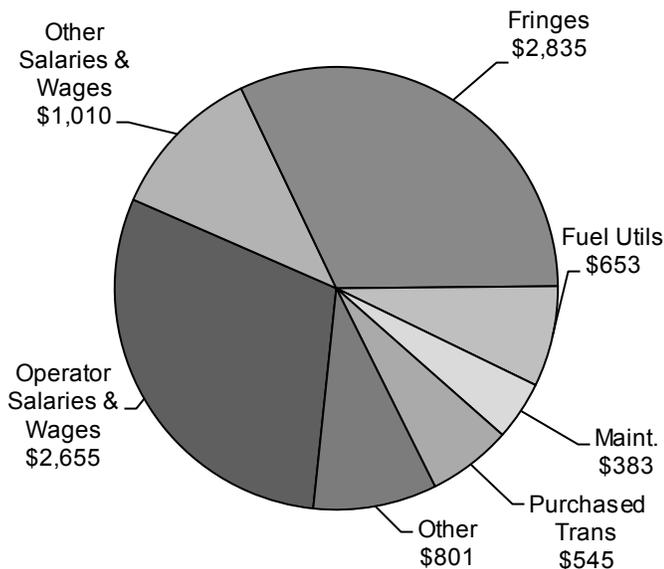
Current Fleet Size

Diesel/Gasoline Motor Bus: 19
Other Alternative Fuel Motor Bus: 13
Diesel/Gasoline Paratransit Vehicle: 30
System-Wide: 62

OPERATING BUDGET

Operating Expense (000's)

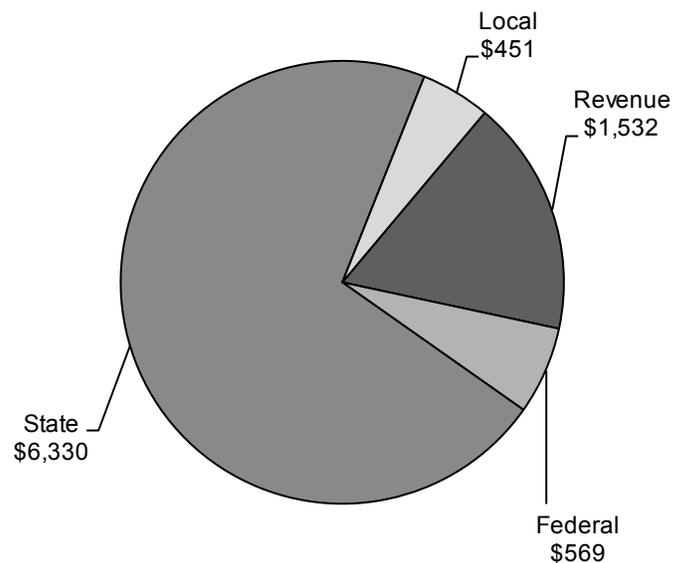
\$8,882



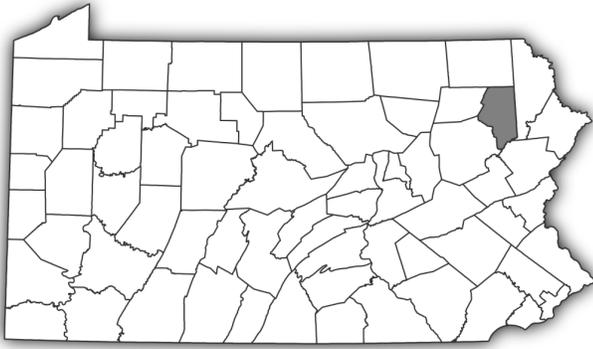
Expense includes ADA complementary expense.
Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

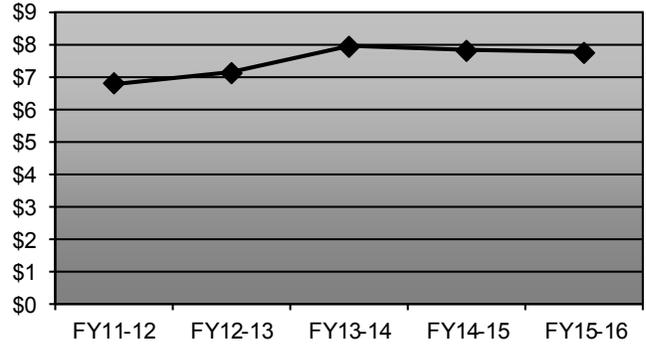
\$8,882



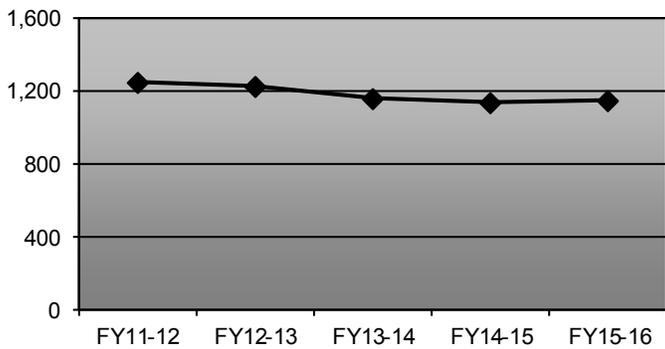
Revenue includes ADA complementary revenue.



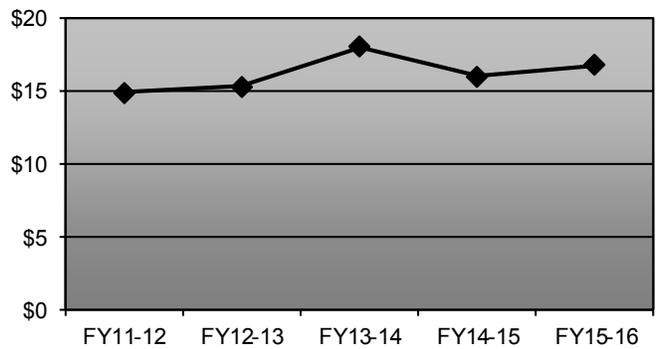
Operating Expense Per Passenger



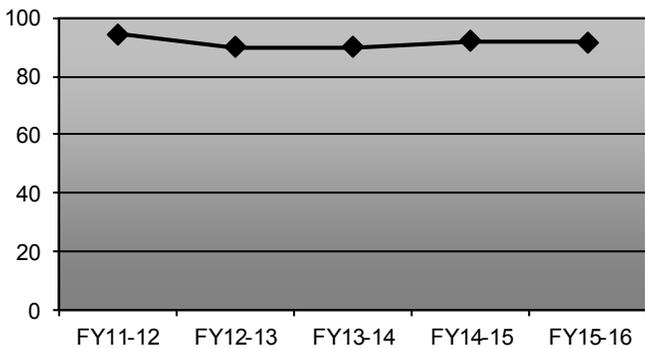
Total Passengers (000's)



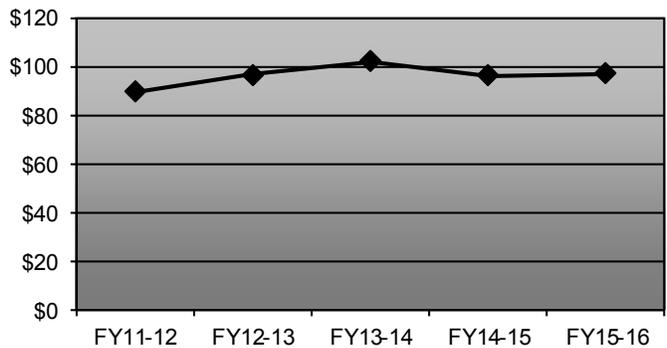
Operating Revenue Per Revenue Vehicle Hour



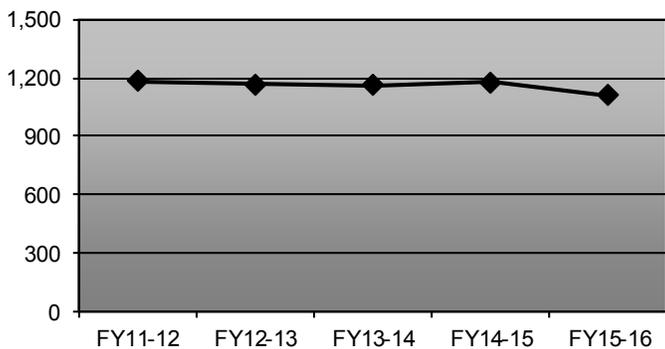
Revenue Vehicle Hours (000's)



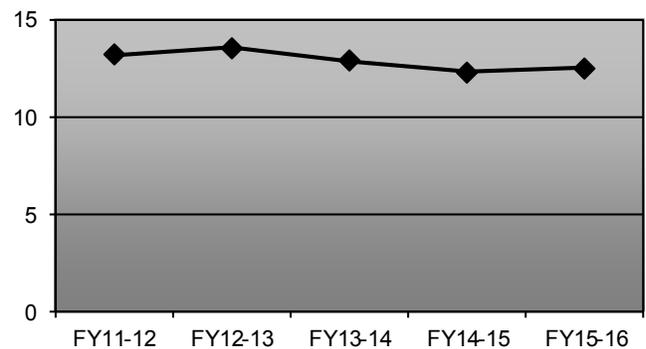
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

County of Lackawanna Transit System (COLTS)

800 North South Road
 Scranton, PA 18504
 570-346-2061
 Mr. Robert J. Fiume, Executive Director

Fare Information

Average Shared-Ride Fare: \$25.09
 Average Shared-Ride Cost per Trip: \$18.60
 Fare Structure
 Implementation Date: July 2015

Service Area Statistics (2010 Census)

Lackawanna County

Square Miles: 459
 Population: 214,437
 65+ Population: 37,895
 % of Population 65 and older: 17.7%

Trip Information

65+ Trips: 90,783
 PwD Trips: 2,119
 Other Shared-Ride Trips: 14,250
 Total Shared-Ride Trips: 107,152
 Non-Public Trips: 14,250

Vehicles Operated in Maximum Service

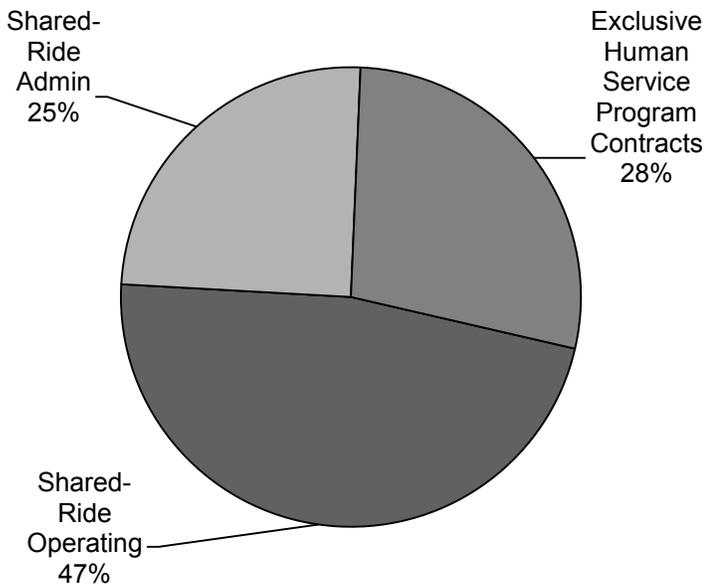
Community Transportation: 28

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

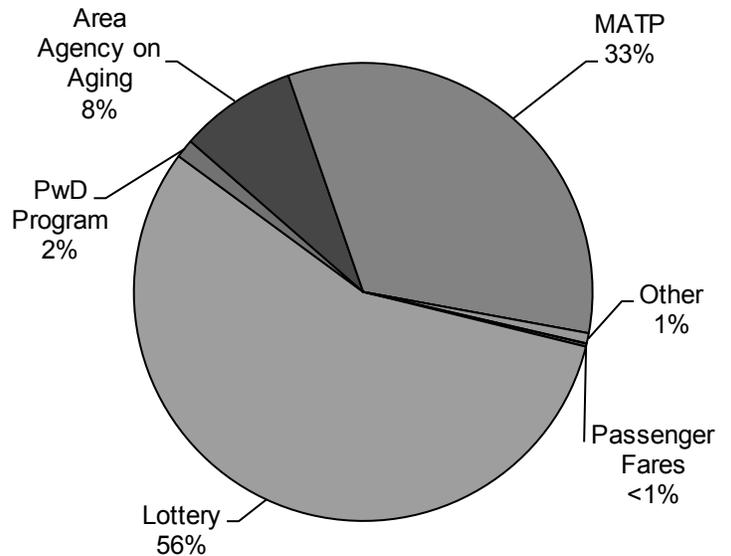
Operating Expenses

\$2,809,141



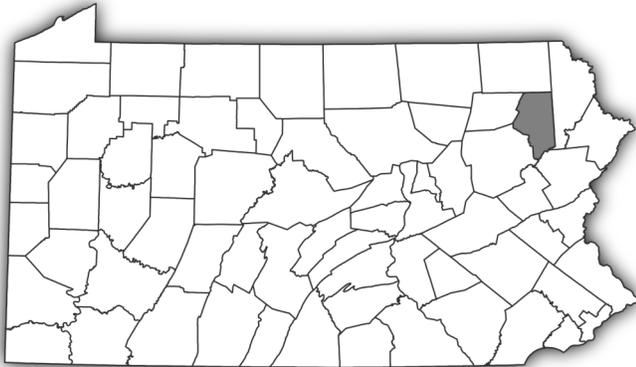
Sources of Funding

\$3,414,506

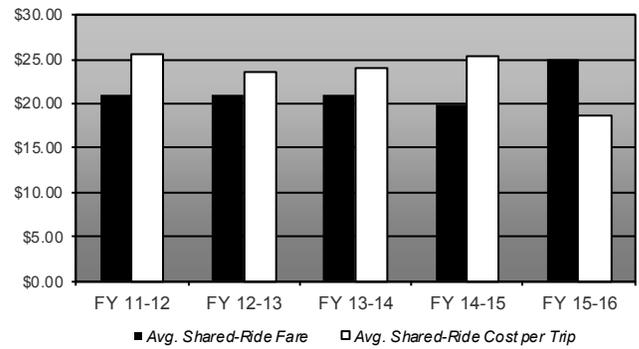


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

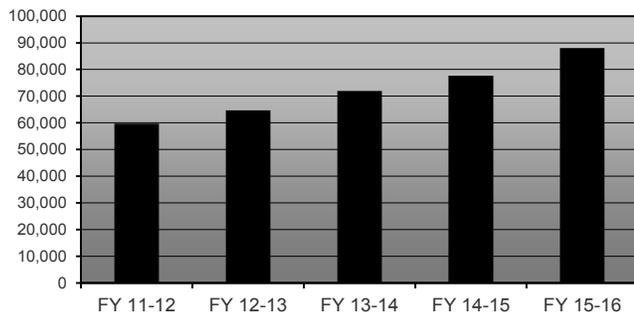
Agency Service Area



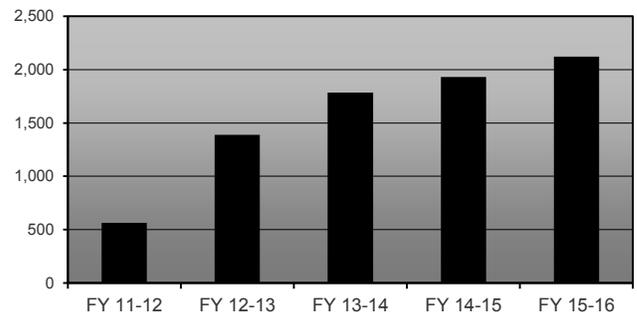
Shared-Ride Fare Recovery



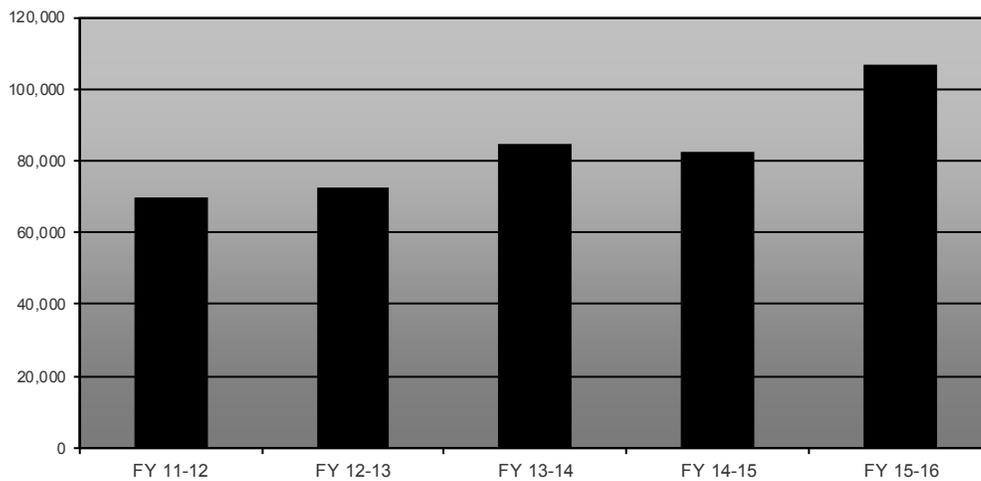
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



County of Lebanon Transit Authority (COLT/LT)
 200 Willow Street
 Lebanon, PA 17046
 717-274-3664
 Ms. Theresa Giurintano,
 Executive Director
www.lebanontransit.org



House District
 Lebanon: 101, 102
Senate District
 Lebanon: 48



Service Area Statistics (2010 Census)
 Square Miles: 362
 Population: 133,568



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: August 2011



Act 44 Fixed Route Distribution Factors
 Total Passengers: 335,783
 Senior Passengers: 69,061
 Revenue Vehicle Miles: 504,666
 Revenue Vehicle Hours: 31,564



Current Employees
 Agency Full-Time: 42
 Agency Part-Time: 5
 System-Wide: 47



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,820,046
 Required Local Match: \$97,081

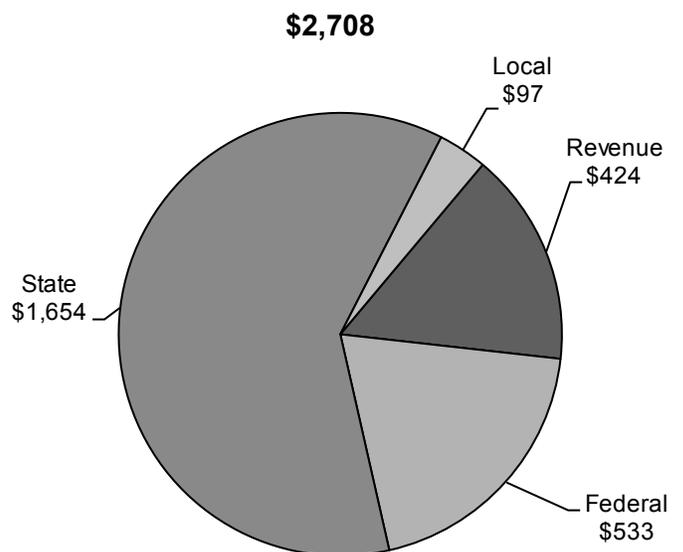
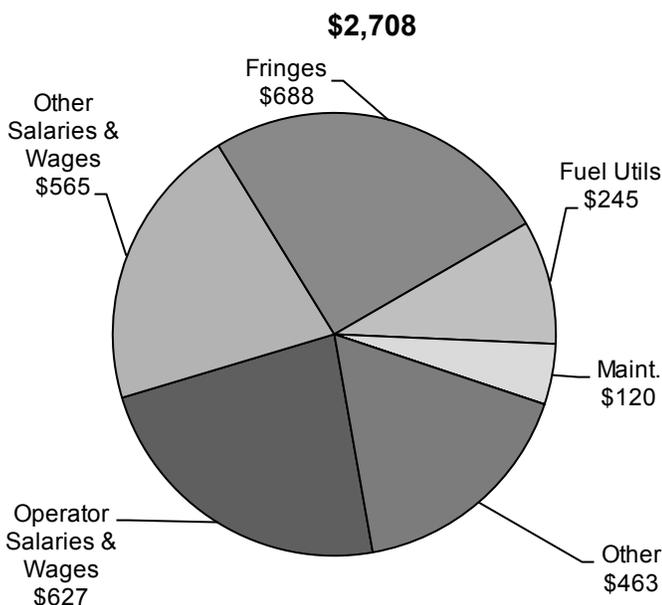


Current Fleet Size
 Diesel/Gasoline Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicle: 14
 System-Wide: 32

OPERATING BUDGET

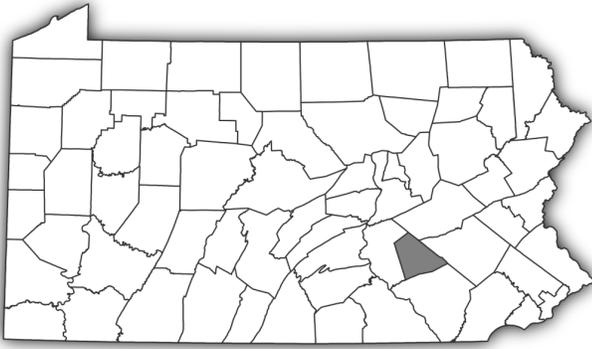
Operating Expense (000's)

Operating Funds (000's)

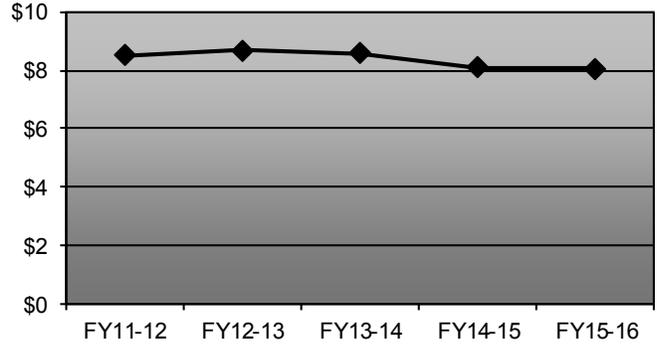


Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

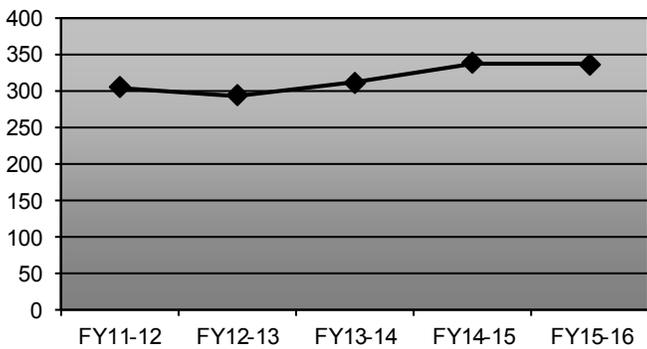
Revenue includes ADA complementary revenue.



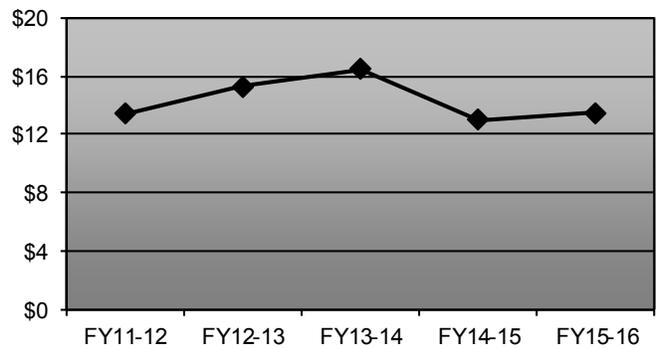
Operating Expense Per Passenger



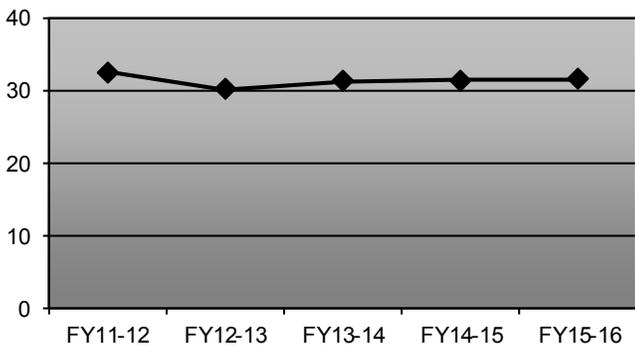
Total Passengers (000's)



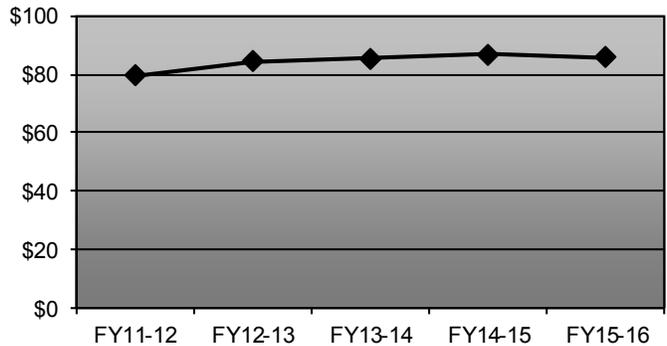
Operating Revenue Per Revenue Vehicle Hour



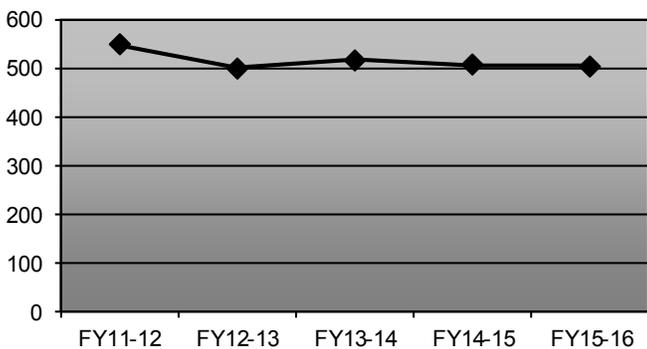
Revenue Vehicle Hours (000's)



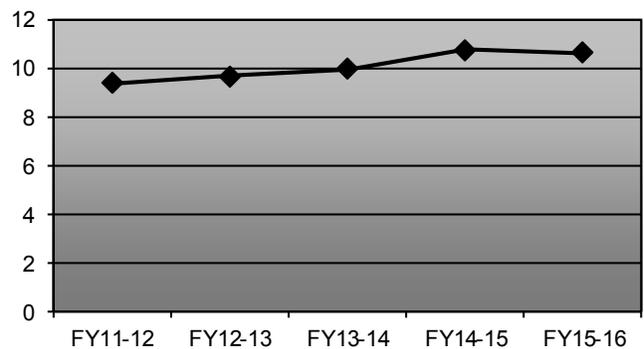
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

County of Lebanon Transit Authority (COLT/LT)

200 Willow Street
 Lebanon, PA 17046
 717-274-3514
 Ms. Theresa Giurintano, Executive Director

Fare Information

Average Shared-Ride Fare: \$20.80
 Average Shared-Ride Cost per Trip: \$20.09
 Fare Structure
 Implementation Date: July 2013

Service Area Statistics (2010 Census)

Lebanon County

Square Miles: 362
 Population: 133,568
 65+ Population: 22,729
 % of Population 65 and older: 17.0%

Trip Information

65+ Trips: 27,242
 PwD Trips: 3,184
 Other Shared-Ride Trips: 17,725
 Total Shared-Ride Trips: 48,151

Vehicles Operated in Maximum Service

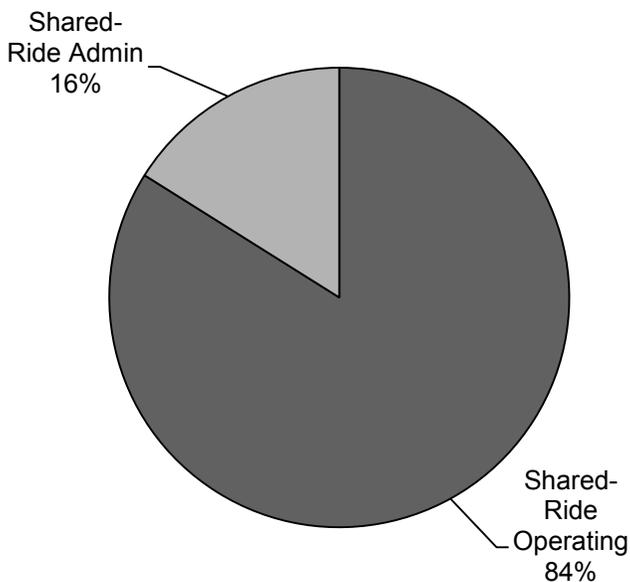
Community Transportation: 11

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

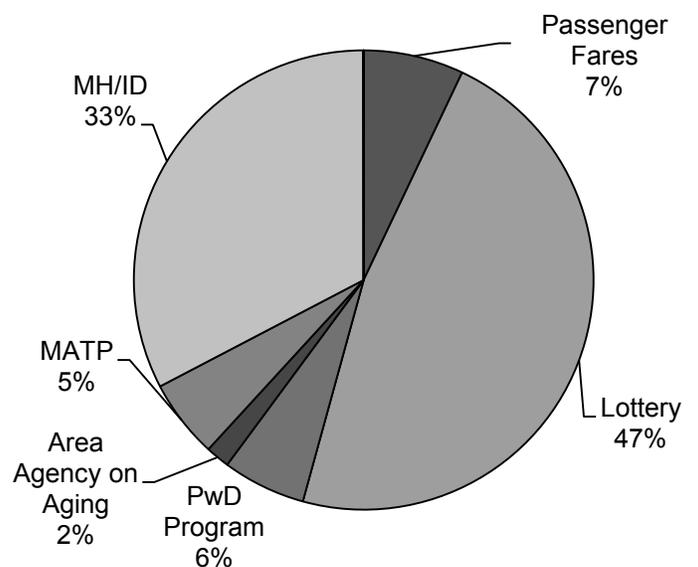
Operating Expenses

\$967,131



Sources of Funding

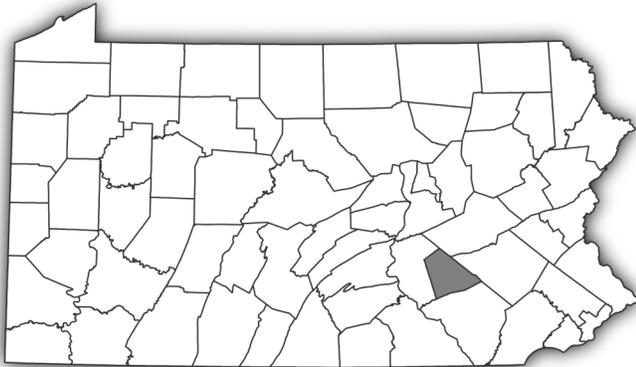
\$1,010,329



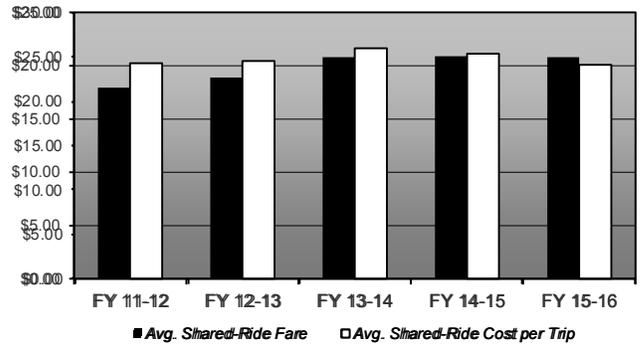
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



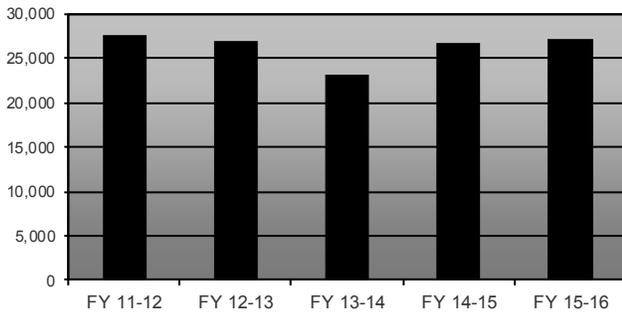
Agency Service Area



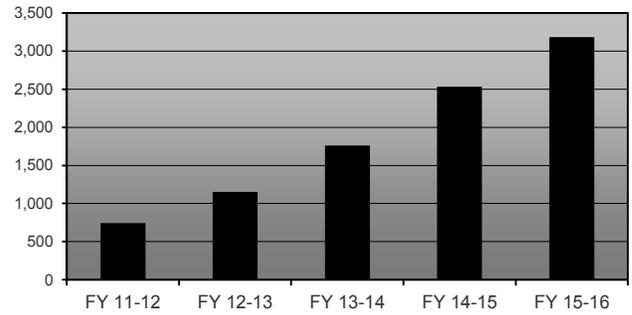
Shared-Ride Fare Recovery



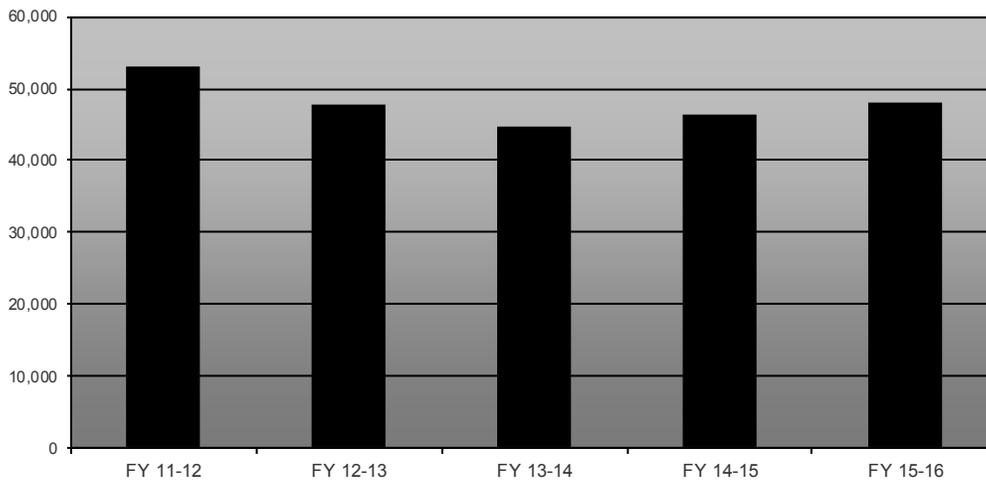
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Central Pennsylvania Transportation Authority (CPTA)
 415 Zarfoss Drive
 York, PA 17404
 717-846-7433
 Mr. Richard Farr, Executive Director
www.rabbittransit.org



House District
 York: 47, 91, 92, 93, 94, 95, 169, 193, 196
 Adams: 91, 193

Senate District
 York: 13, 15, 28, 31, 33
 Adams: 33



Service Area Statistics (2010 Census)
 Square Miles: 1,433
 Population: 537,169



Current Fare Information
 Fixed Route Base: \$1.60
 Last Base Fare Increase: July 2014



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,664,335
 Senior Passengers: 181,938
 Revenue Vehicle Miles: 1,735,687
 Revenue Vehicle Hours: 123,418



Current Employees

Agency Full-Time:	238
Agency Part-Time:	152
Contractor Full-Time:	7
Contractor Part-Time:	53
System-Wide:	450



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,355,701
 Required Local Match: \$508,765



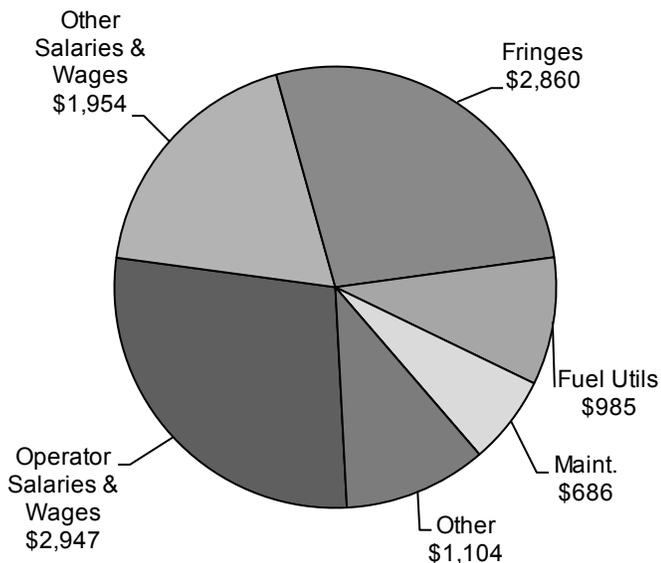
Current Fleet Size

Diesel/Gasoline Motor Bus:	52
CNG Motor Bus:	1
Other Alternative Fuel Motor Bus:	3
Diesel/Gasoline Paratransit Vehicle:	224
System-Wide:	280

OPERATING BUDGET

Operating Expense (000's)

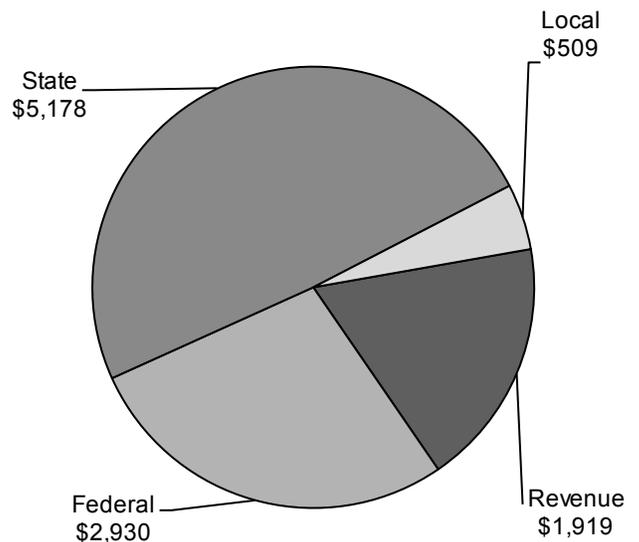
\$10,536



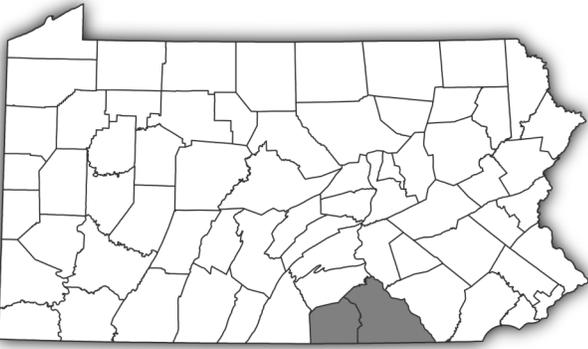
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

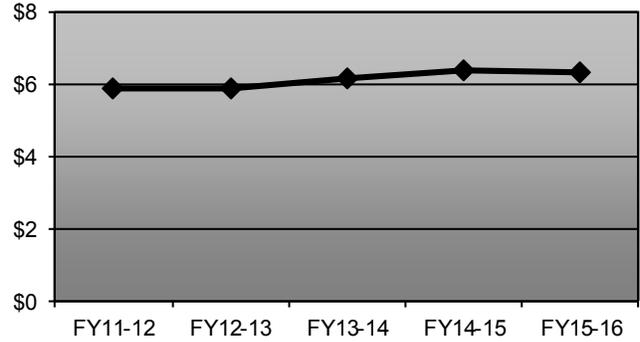
\$10,536



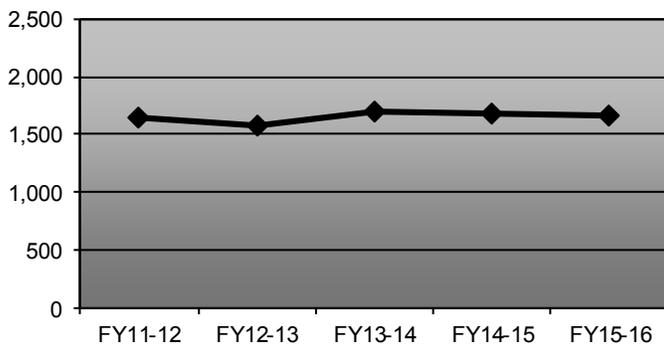
Revenue includes ADA complementary revenue.



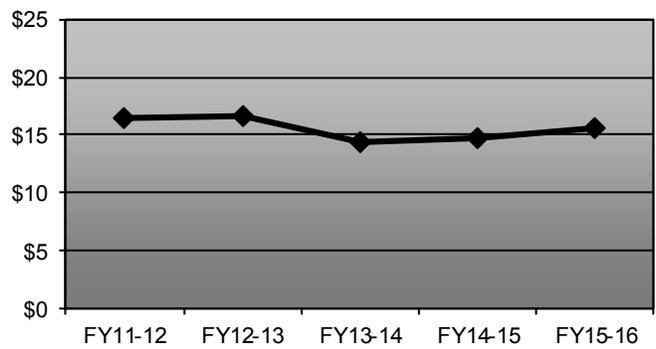
Operating Expense Per Passenger



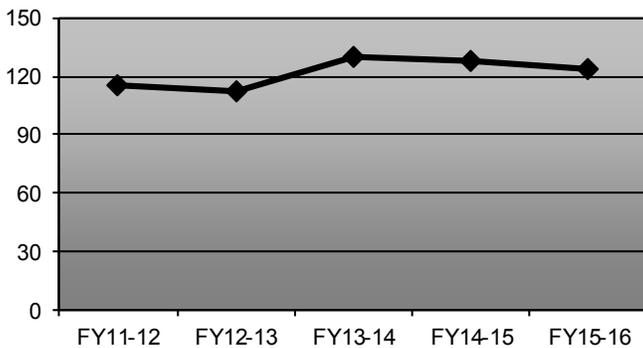
Total Passengers (000's)



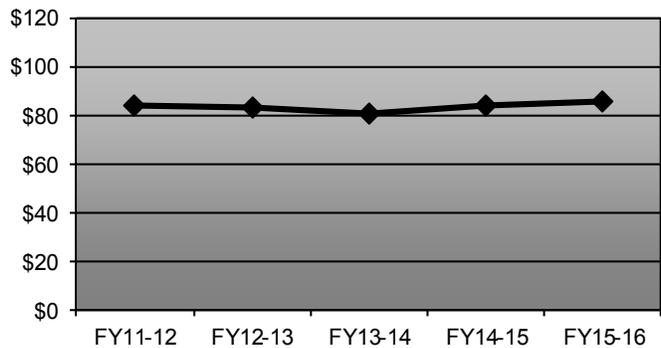
Operating Revenue Per Revenue Vehicle Hour



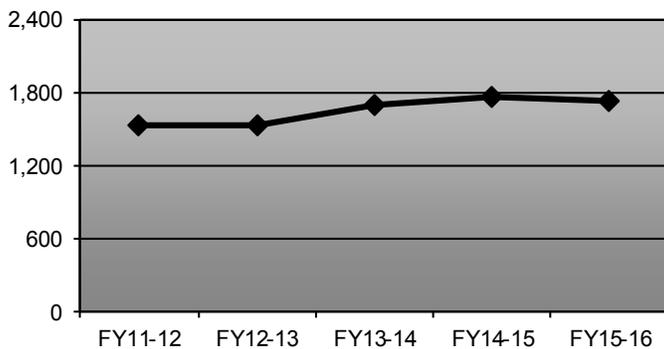
Revenue Vehicle Hours (000's)



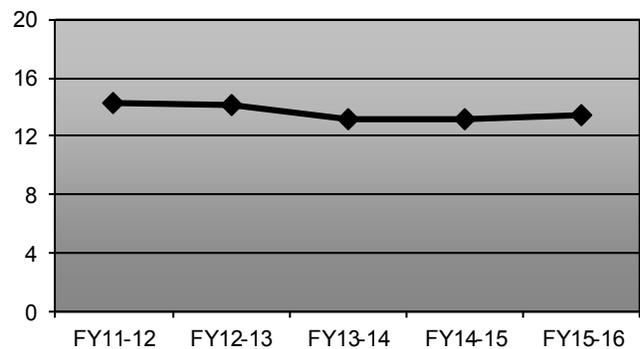
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Central Pennsylvania Transportation Authority (CPTA)

415 Zarfoss Drive
 York, PA 17404
 717-846-7433
 Mr. Richard Farr, Executive Director

Service Area Statistics (2010 Census) Adams, Columbia, Cumberland, Franklin, Northumberland, And York Counties

Square Miles: 3,724
 Population: 1,083,226
 65+ Population: 166,762
 % of Population 65 and older: 15.4%

Fare Information

\$18.14
 Average Shared-Ride Fare: \$19.38
 Average Shared-Ride Cost per Trip:
 Fare Structure October 2013
 Implementation Date:

Trip Information

158,137
 65+ Trips: 30,810
 PwD Trips: 185,258
 Other Shared-Ride Trips: 374,205
 Total Shared-Ride Trips: 60,368
 Non-Public Trips:

Vehicles Operated in Maximum Service

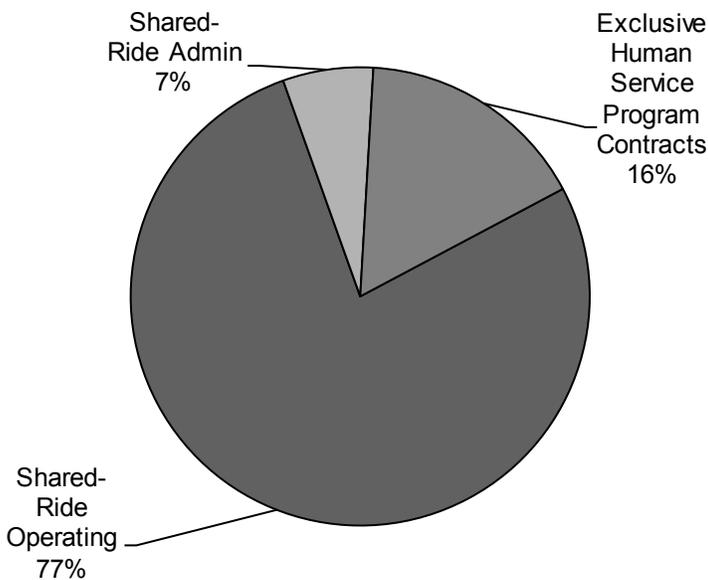
106
 Community Transportation:

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

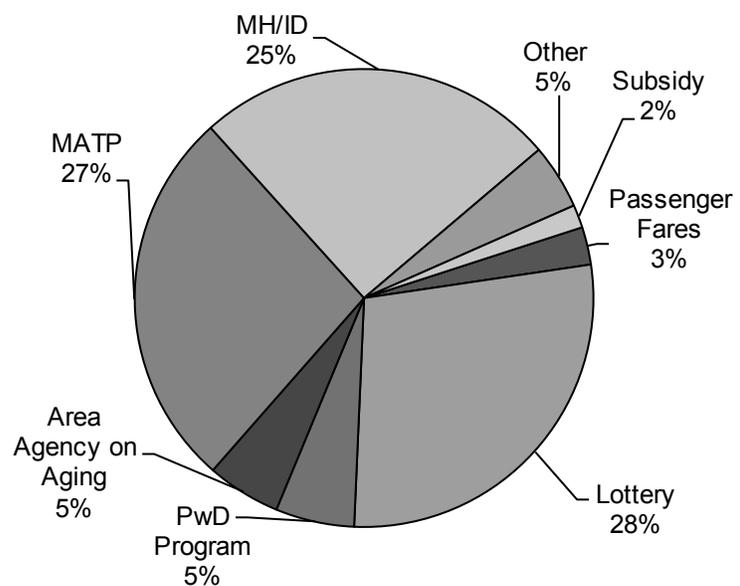
Operating Expenses

\$8,667,034



Sources of Funding

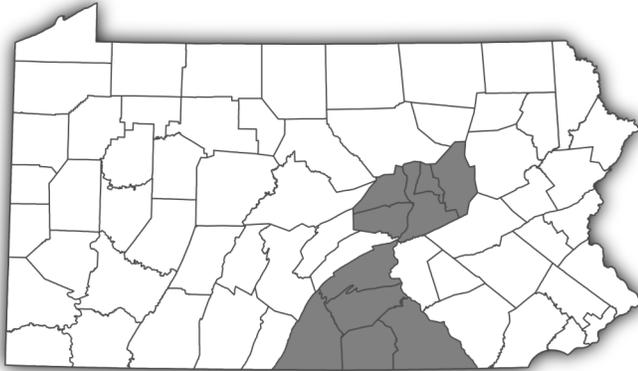
\$8,468,452



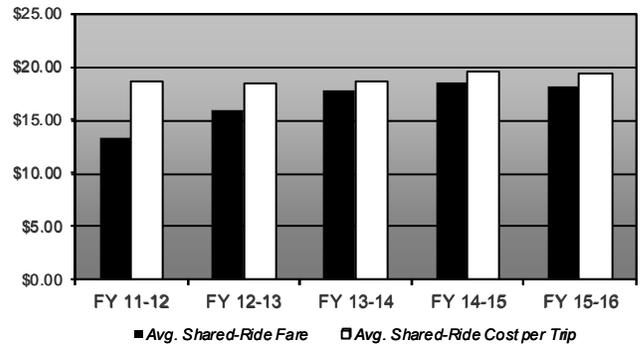
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole dollar.



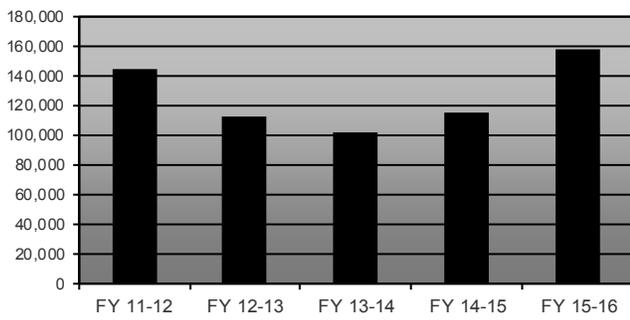
Agency Service Area



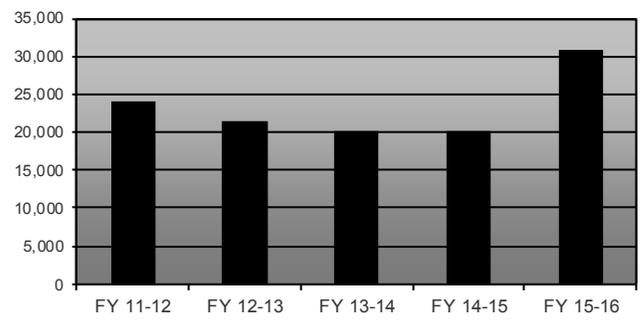
Shared-Ride Fare Recovery



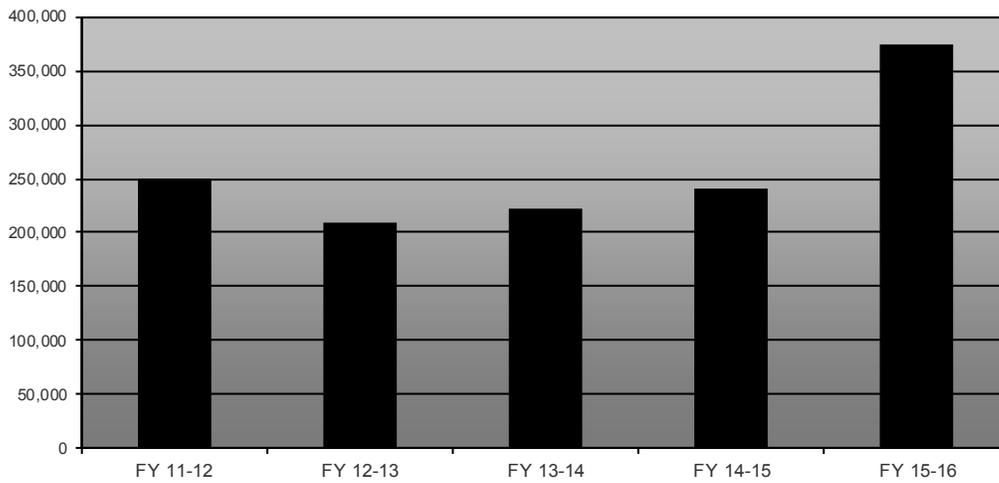
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Erie Metropolitan Transit Authority (EMTA)
 127 East 14th Street
 Erie, PA 16503
 814-459-4287
 Mr. Michael C. Tann, Executive Director
www.ride-the-e.com



House District
 Erie: 1, 2, 3, 4, 6, 17
Senate District
 Erie: 49, 50



Service Area Statistics (2010 Census)
 Square Miles: 802
 Population: 189,872



Current Fare Information
 Fixed Route Base: \$1.45
 Last Base Fare Increase: October 2016



Act 44 Fixed Route Distribution Factors
 Total Passengers: 3,073,634
 Senior Passengers: 176,945
 Revenue Vehicle Miles: 2,240,875
 Revenue Vehicle Hours: 180,525



Current Employees
 Agency Full-Time: 201
 Agency Part-Time: 31
 System-Wide: 232



Act 44 Operating Assistance
 Section 1513 Allocation: \$9,089,131
 Required Local Match: \$904,101

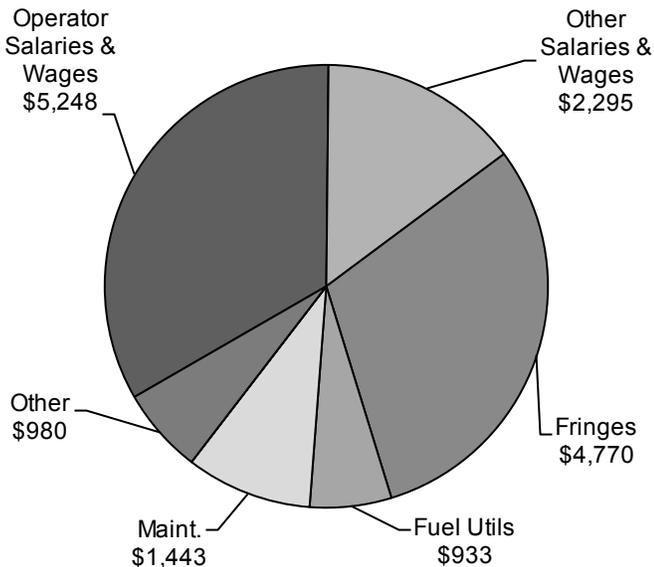


Current Fleet Size
 Diesel/Gasoline Motor Bus: 57
 CNG Motor Bus: 14
 Diesel/Gasoline Paratransit Vehicle: 63
 System-Wide: 134

OPERATING BUDGET

Operating Expense (000's)

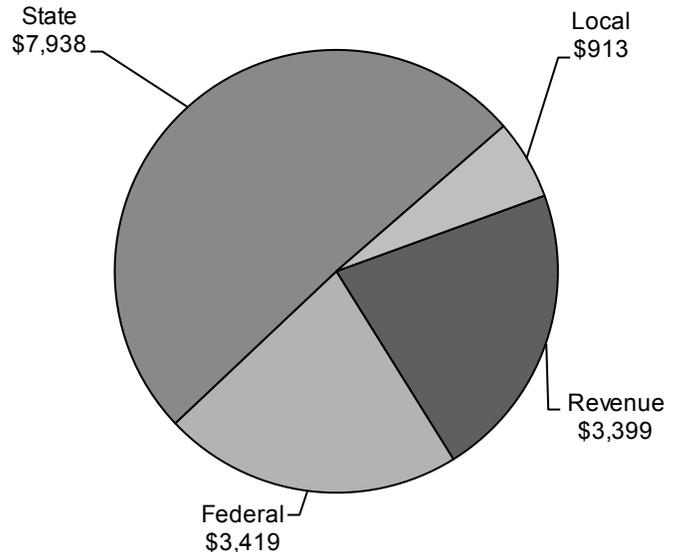
\$15,669



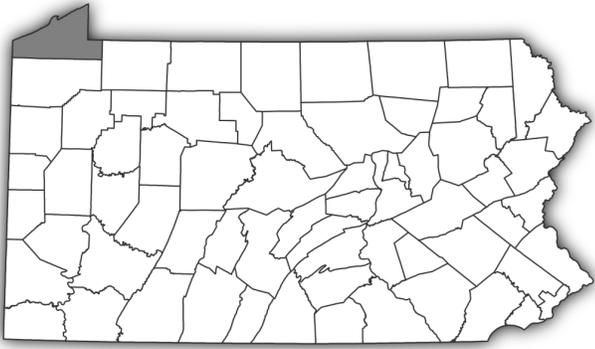
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

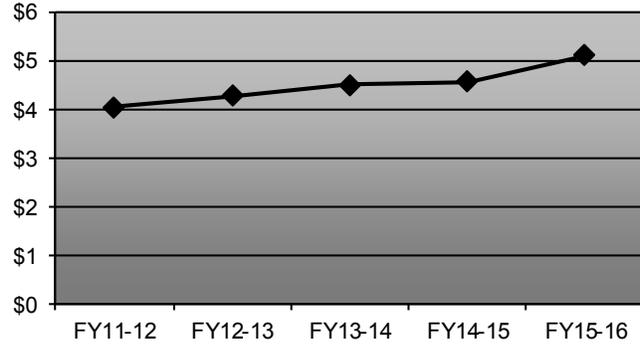
\$15,669



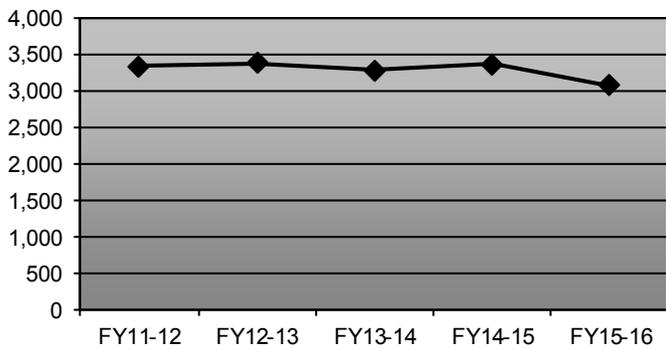
Revenue includes ADA complementary revenue.



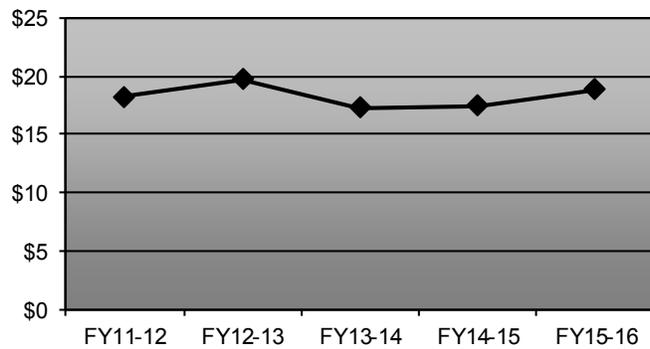
Operating Expense Per Passenger



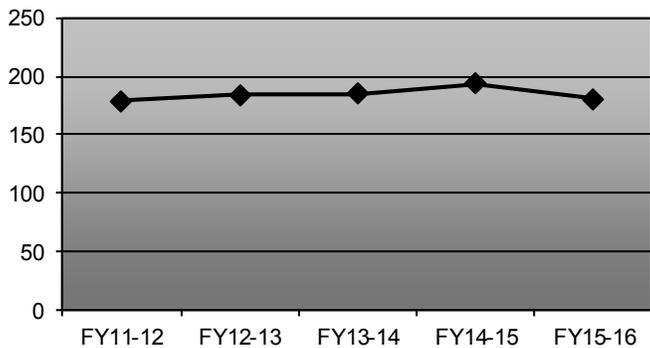
Total Passengers (000's)



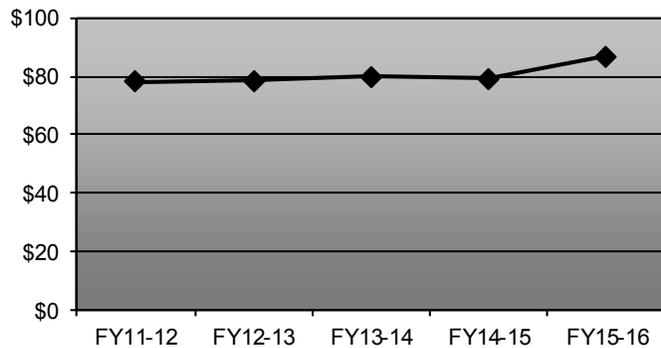
Operating Revenue Per Revenue Vehicle Hour



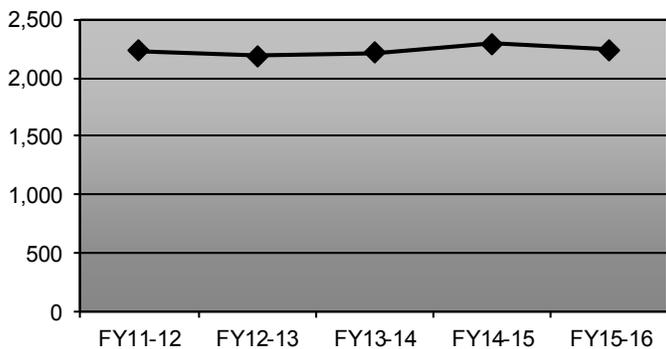
Revenue Vehicle Hours (000's)



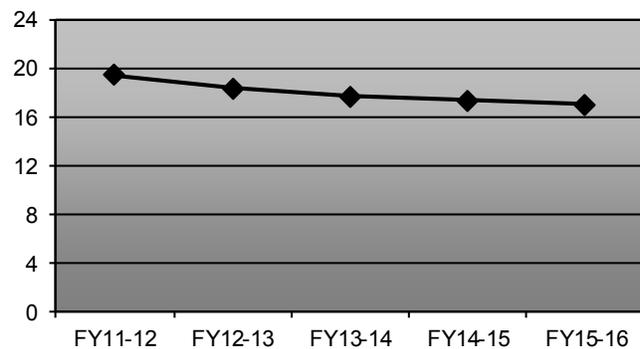
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Erie Metropolitan Transit Authority (EMTA)

127 East 14th Street
 Erie, PA 16503
 814-459-8922
 Mr. Michael C. Tann, Executive Director

Fare Information

Average Shared-Ride Fare: \$19.38
 Average Shared-Ride Cost per Trip: \$20.13
 Fare Structure
 Implementation Date: December 2013

Service Area Statistics (2010 Census)

Erie County

Square Miles: 802
 Population: 280,566
 65+ Population: 40,824
 % of Population 65 and older: 14.6%

Trip Information

65+ Trips: 65,496
 PwD Trips: 3,031
 Other Shared-Ride Trips: 75,172
 Total Shared-Ride Trips: 143,699
 Non-Public Trips: 11,733

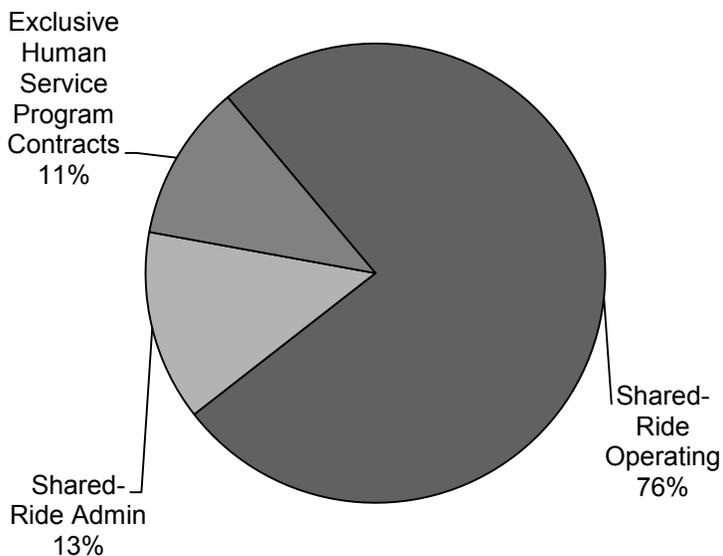
Vehicles Operated in Maximum Service

Community Transportation: 50

COMMUNITY TRANSPORTATION OPERATING BUDGET

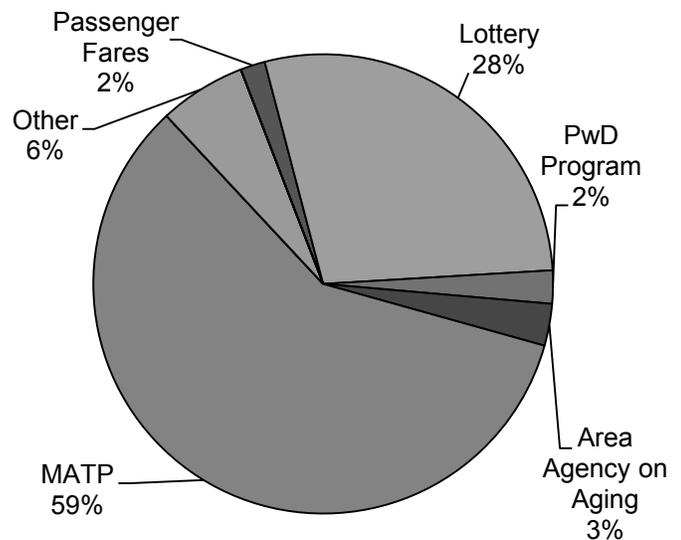
Operating Expenses

\$3,251,297



Sources of Funding

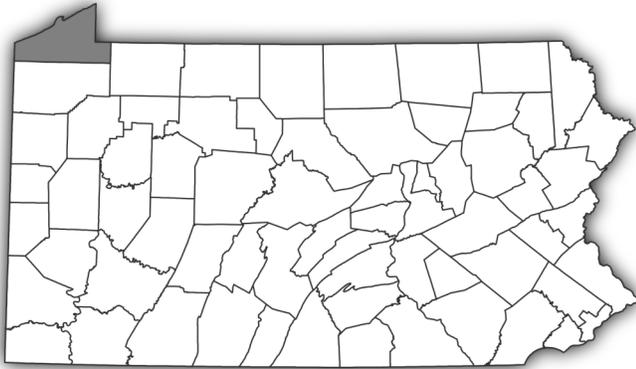
\$3,404,368



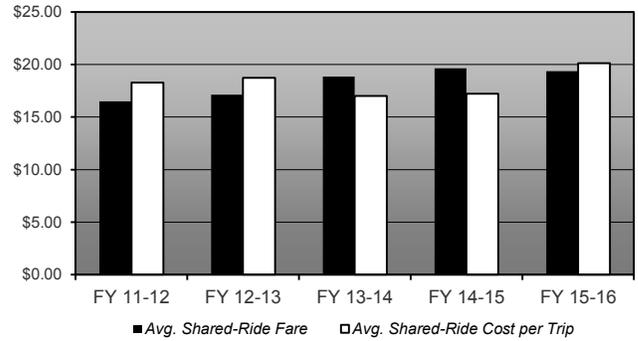
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



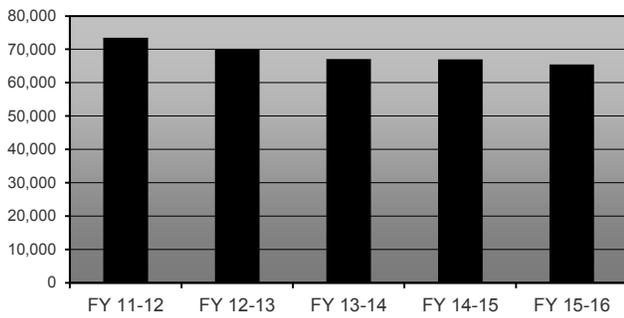
Agency Service Area



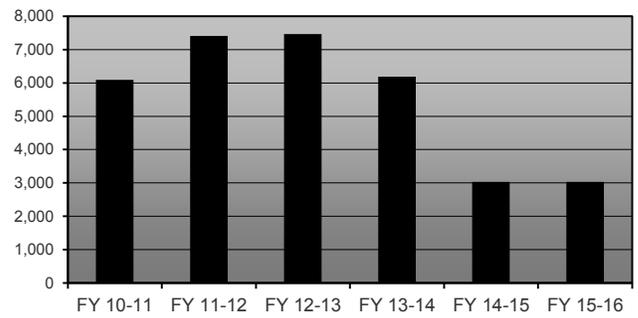
Shared-Ride Fare Recovery



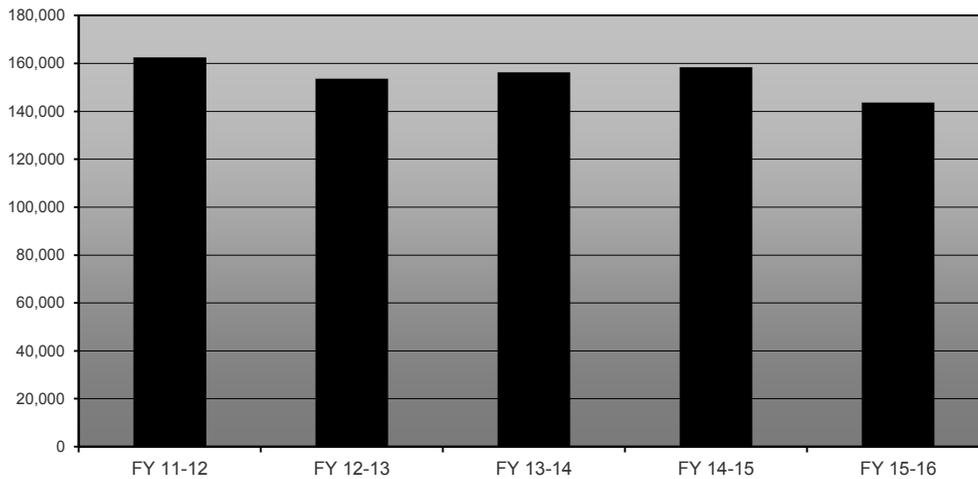
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Fayette Area Coordinated Transportation (FACT)
 825 Airport Road
 Lemont Furnace, PA 15456
 724-628-7433
 Ms. Lori Groover-Smith, Director
www.factbus.com



House District
 Fayette: 49, 50, 51, 52, 58, 59
Senate District
 Fayette: 32



Service Area Statistics (2010 Census)
 Square Miles: 790
 Population: 136,606



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 157,095
 Senior Passengers: 21,783
 Revenue Vehicle Miles: 579,874
 Revenue Vehicle Hours: 28,892



Current Employees
 Agency Full-Time: 42
 Agency Part-Time: 9
 Contractor Full-Time: 3
 Contractor Part-Time: 2
 System-Wide: 56



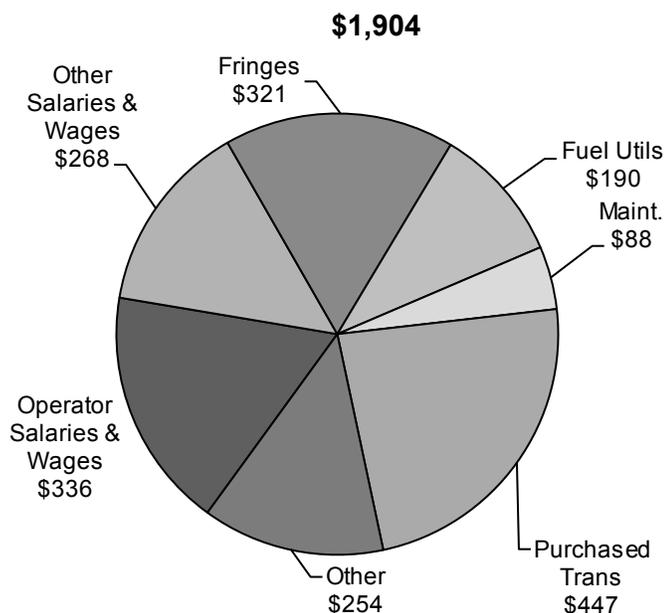
Act 44 Operating Assistance
 Section 1513 Allocation: \$1,008,395
 Required Local Match: \$151,259



Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 Diesel/Gasoline Paratransit Vehicle: 31
 System-Wide: 43

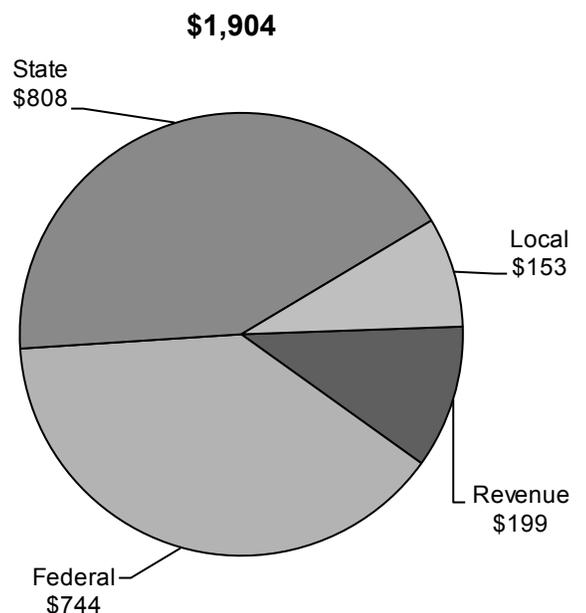
OPERATING BUDGET

Operating Expense (000's)

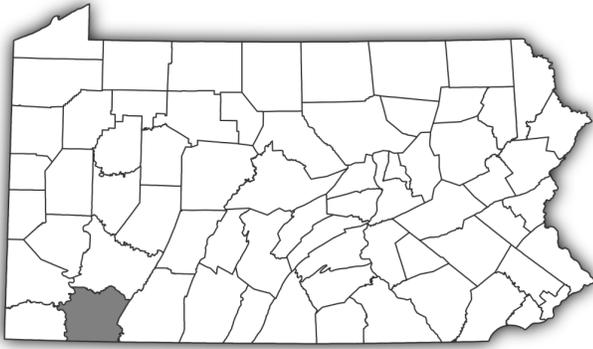


Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

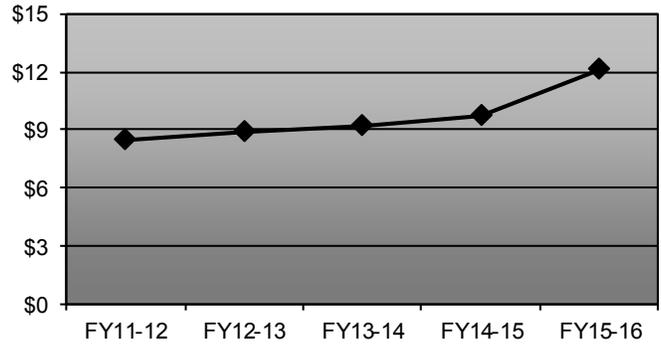
Operating Funds (000's)



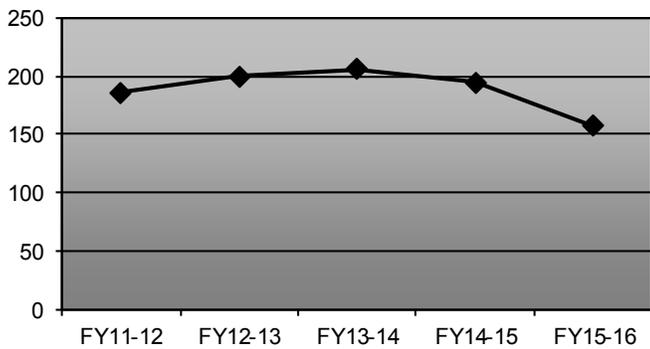
Revenue includes ADA complementary revenue.



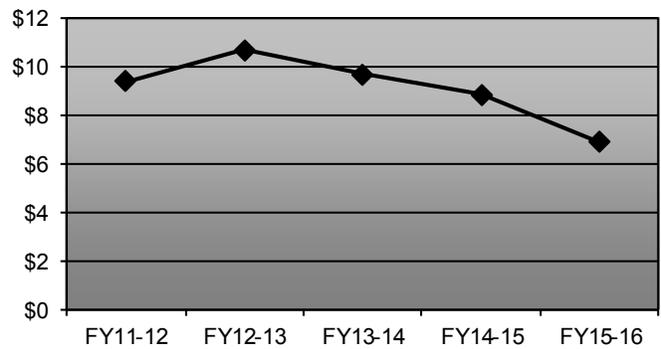
Operating Expense Per Passenger



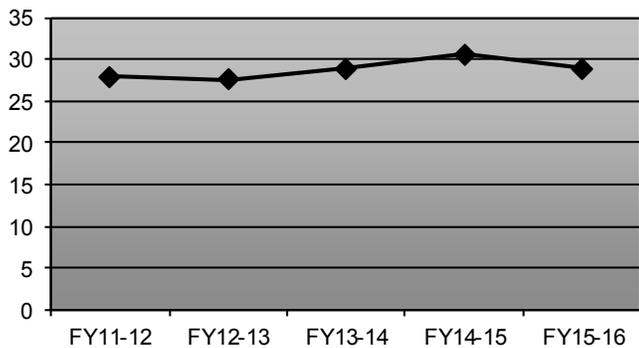
Total Passengers (000's)



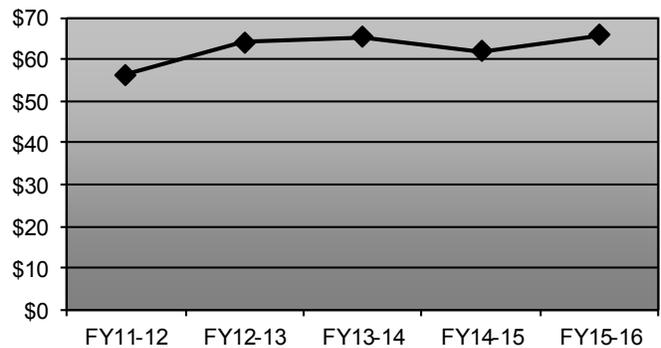
Operating Revenue Per Revenue Vehicle Hour



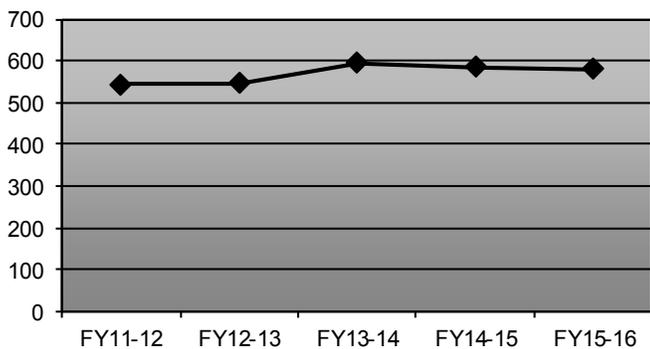
Revenue Vehicle Hours (000's)



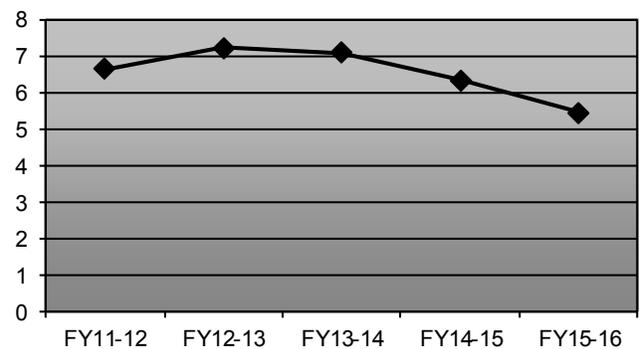
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Fayette Area Coordinated Transportation (FACT)

825 Airport Road
 Lemont Furnace, PA 15456
 724-628-7433
 Ms. Lori Groover-Smith, Director

Service Area Statistics (2010 Census) Fayette County

Square Miles:	790
Population:	136,606
65+ Population:	24,580
% of Population 65 and older:	18.0%

Fare Information

Average Shared-Ride Fare:	\$14.85
Average Shared-Ride Cost per Trip:	\$17.02
Fare Structure	
Implementation Date:	September 2016

Trip Information

65+ Trips:	34,216
PwD Trips:	4,910
Other Shared-Ride Trips:	66,850
Total Shared-Ride Trips:	105,976
Non-Public Trips:	7

Vehicles Operated in Maximum Service

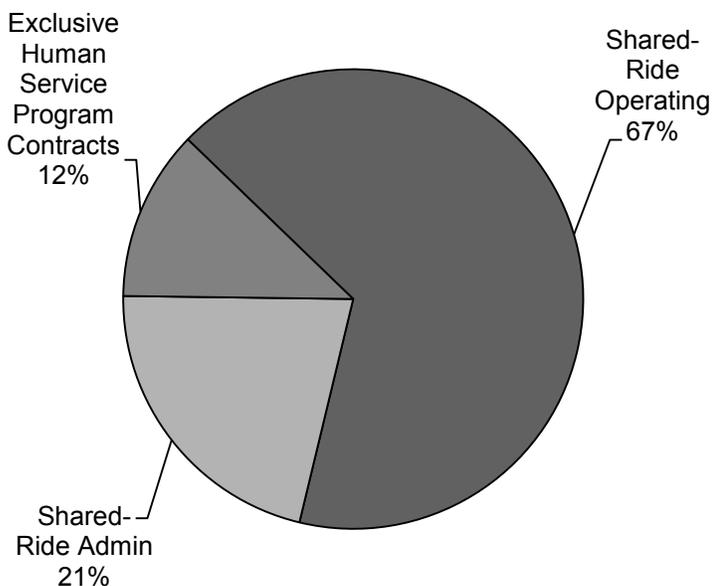
Community Transportation:	20
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URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

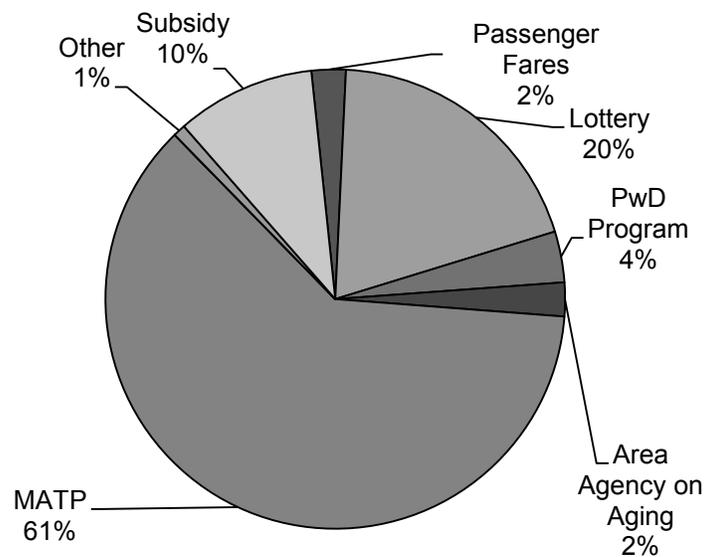
Operating Expenses

\$2,050,186



Sources of Funding

\$2,049,922

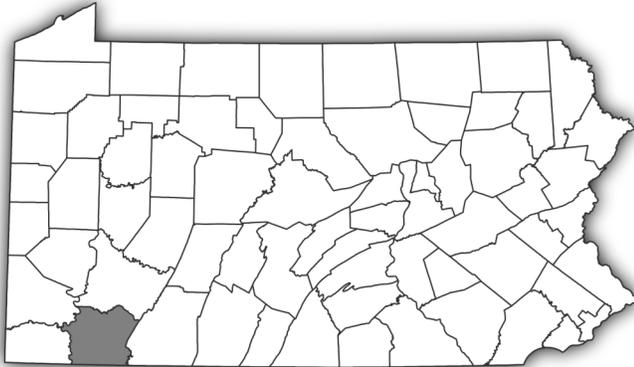


Deficit will be covered by retained earnings.

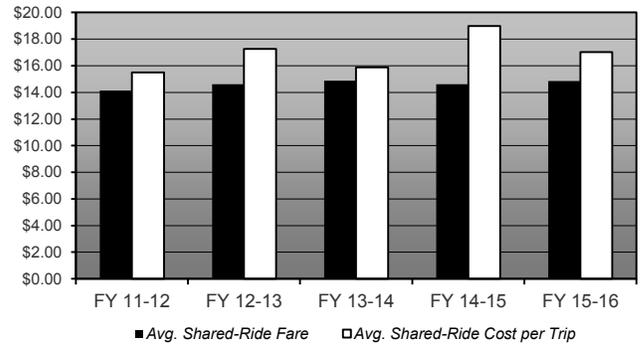
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



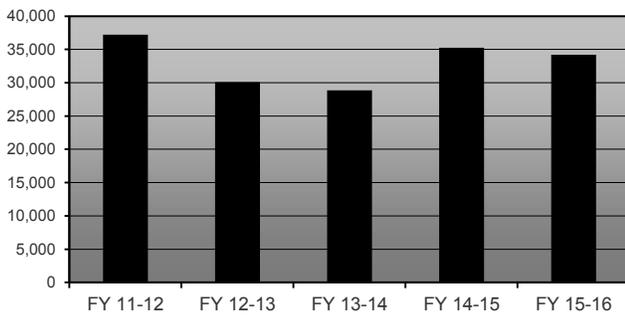
Agency Service Area



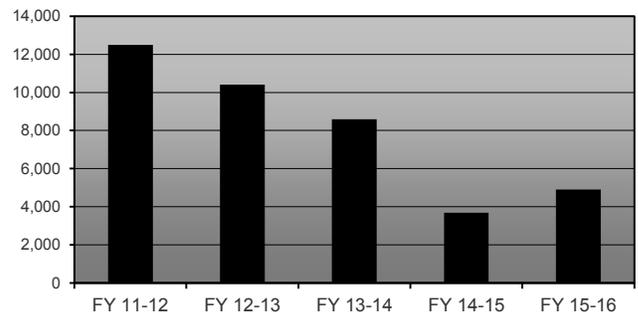
Shared-Ride Fare Recovery



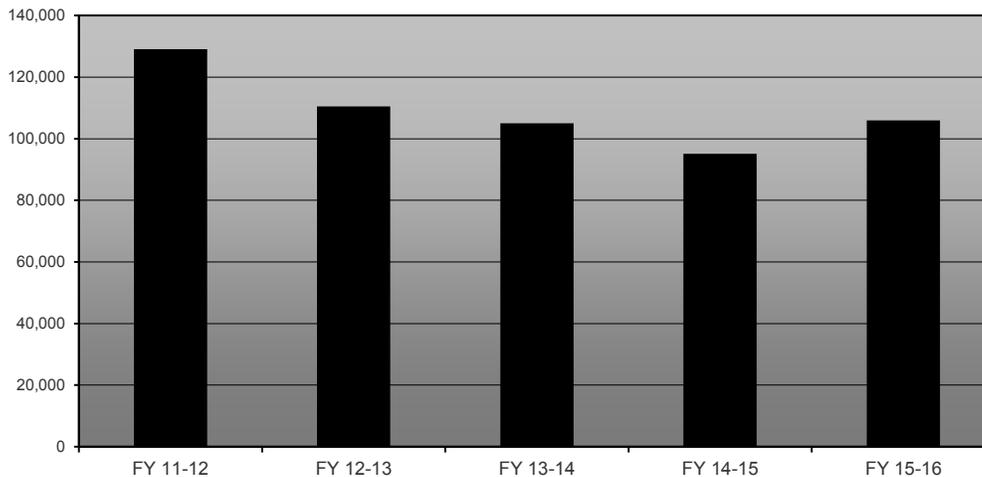
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Hazleton Public Transit (HPT)
 126 West Mine Street
 Hazleton, PA 18201
 570-459-5414
 Mr. Ralph Sharp, Transit Director
www.ridehpt.com



House District
 Luzerne: 116, 122, 124
Senate District
 Luzerne: 14, 27, 29



Service Area Statistics (2010 Census)
 Square Miles: 144
 Population: 58,043



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: October 2015



Act 44 Fixed Route Distribution Factors
 Total Passengers: 216,264
 Senior Passengers: 60,748
 Revenue Vehicle Miles: 450,588
 Revenue Vehicle Hours: 32,951



Current Employees
 Agency Full-Time: 4
 Agency Part-Time: 18
 Contractor Part-Time: 6
 System-Wide: 29



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,872,380
 Required Local Match: \$141,063



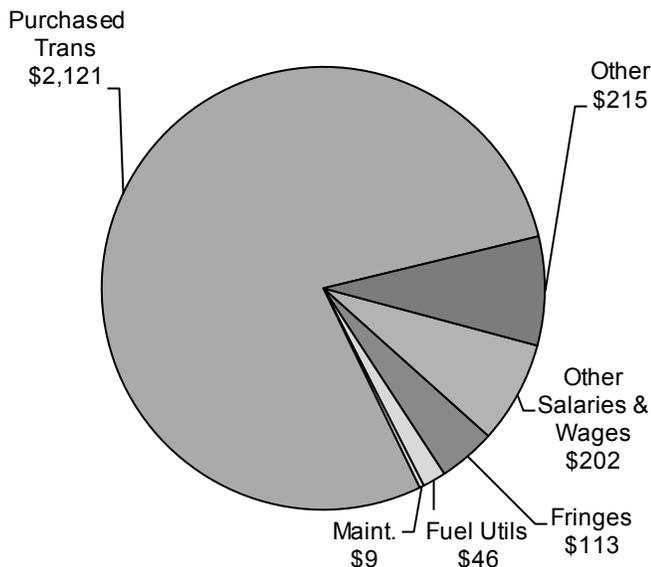
Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 Diesel/Gasoline Paratransit Vehicle: 4
 System-Wide: 16

Community transportation provided by Luzerne County Transportation Authority (see page 120)

OPERATING BUDGET

Operating Expense (000's)

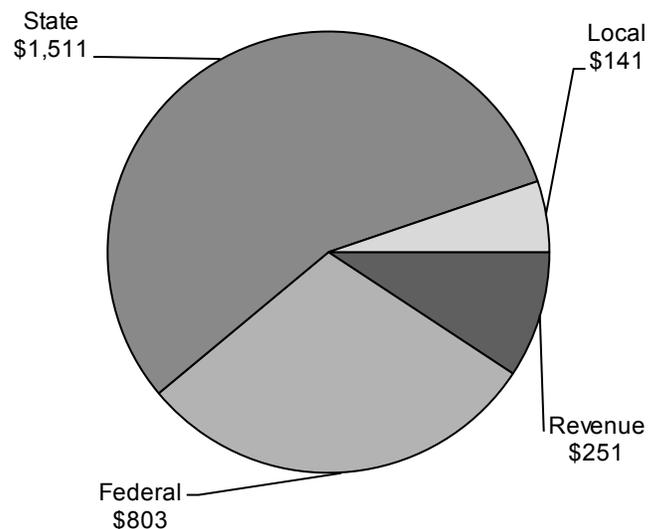
\$2,706



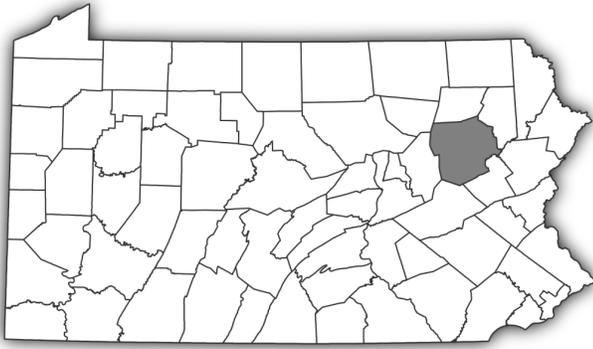
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

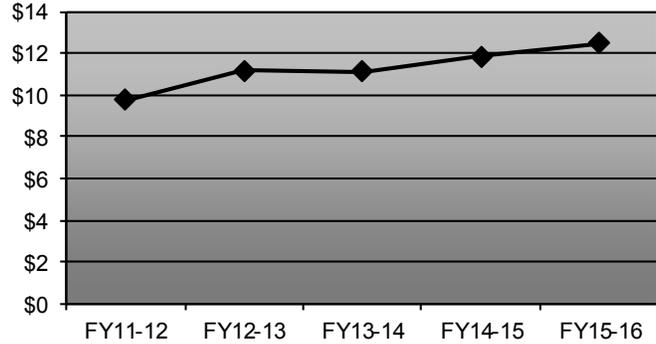
\$2,706



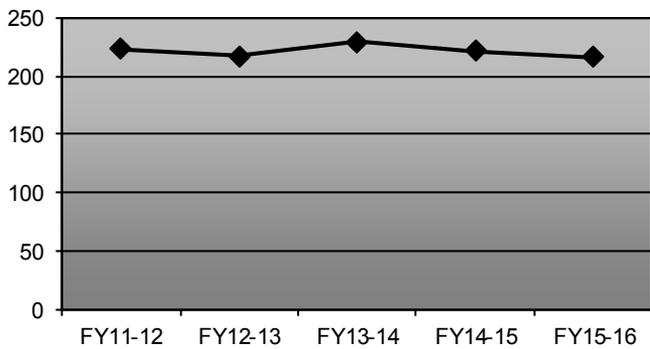
Revenue includes ADA complementary revenue.



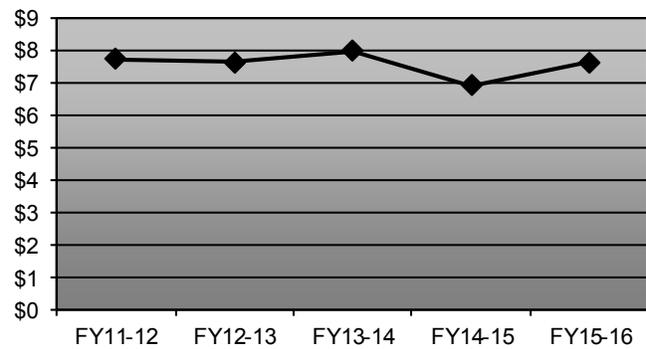
Operating Expense Per Passenger



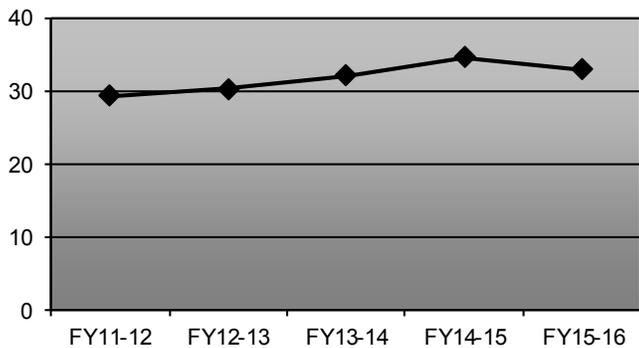
Total Passengers (000's)



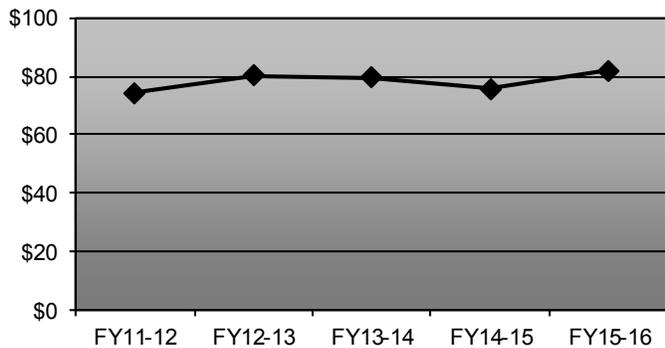
Operating Revenue Per Revenue Vehicle Hour



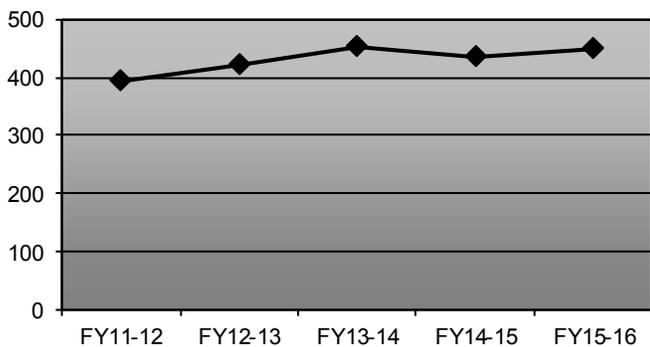
Revenue Vehicle Hours (000's)



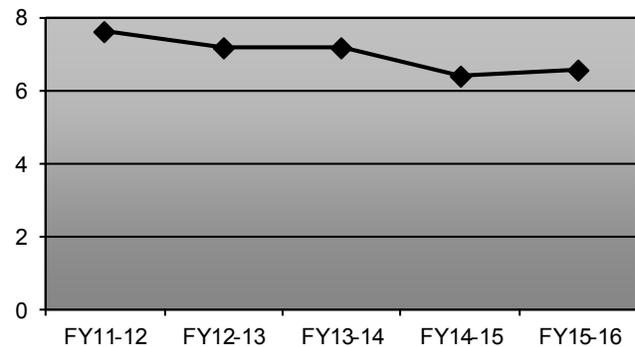
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Lehigh and Northampton Transportation Authority (LANTA)
 1060 Lehigh Street
 Allentown, PA 18103
 610-435-4052
 Mr. Owen O'Neil, Executive Director
www.lantabus.com



House District
 Lehigh: 22, 131, 132, 133, 134, 135, 183, 187
 Northampton: 131, 135, 136, 137, 138, 183

Senate District
 Lehigh: 16, 18
 Northampton: 18, 24



Service Area Statistics (2010 Census)
 Square Miles: 324
 Population: 488,571



Current Fare Information
 Fixed Route Base: \$2.00
 Last Base Fare Increase: April 2007



Act 44 Fixed Route Distribution Factors
 Total Passengers: 5,069,200
 Senior Passengers: 616,884
 Revenue Vehicle Miles: 3,920,782
 Revenue Vehicle Hours: 308,433



Current Employees

Agency Full-Time:	197
Agency Part-Time:	3
Contractor Full-Time:	137
Contractor Part-Time:	32
System-Wide:	369



Act 44 Operating Assistance
 Section 1513 Allocation: \$15,965,932
 Required Local Match: \$868,434



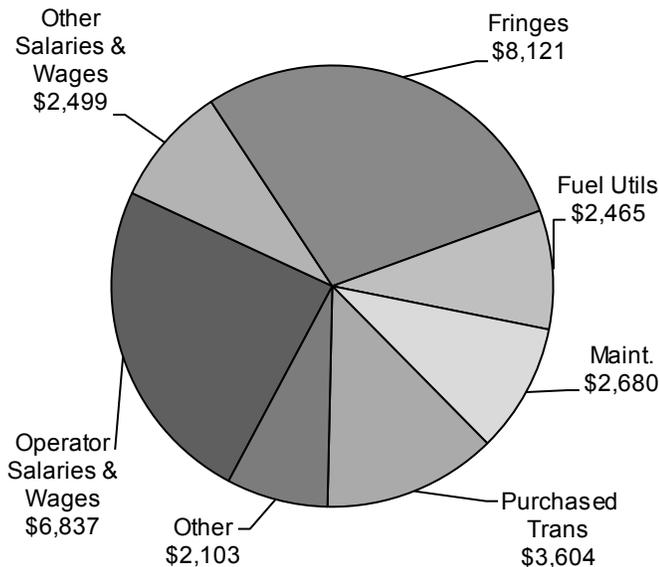
Current Fleet Size

Diesel/Gasoline Motor Bus:	83
Diesel/Gasoline Paratransit Vehicle:	108
System-Wide:	191

OPERATING BUDGET

Operating Expense (000's)

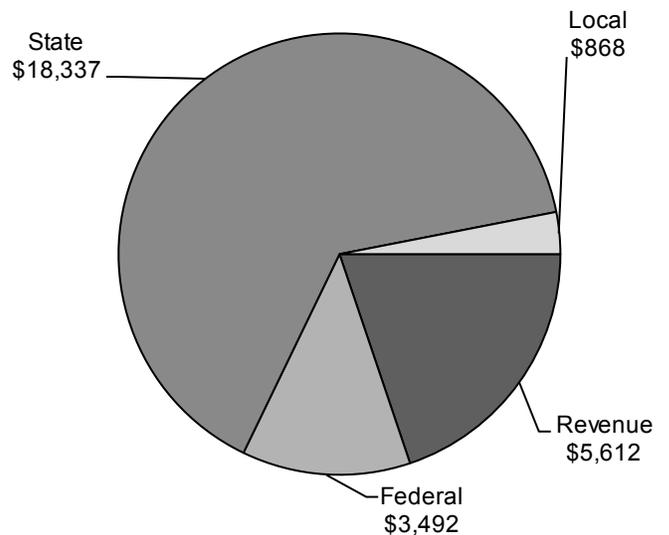
\$28,309



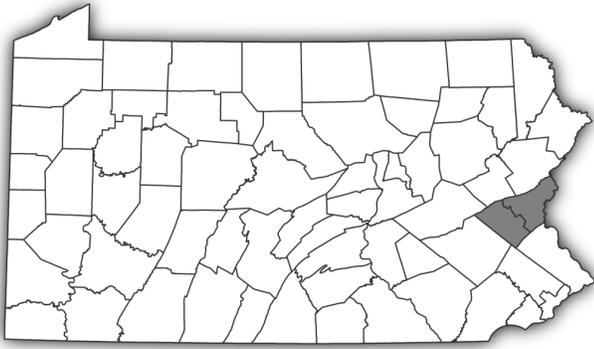
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

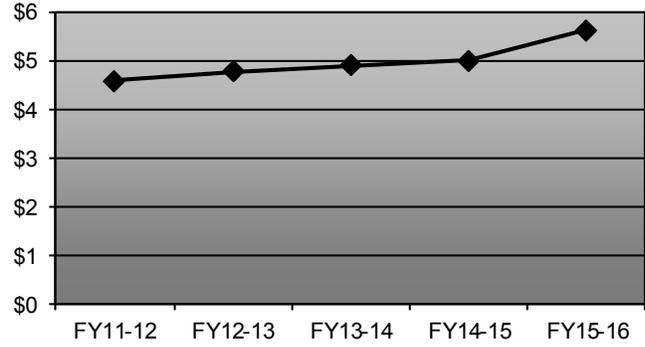
\$28,309



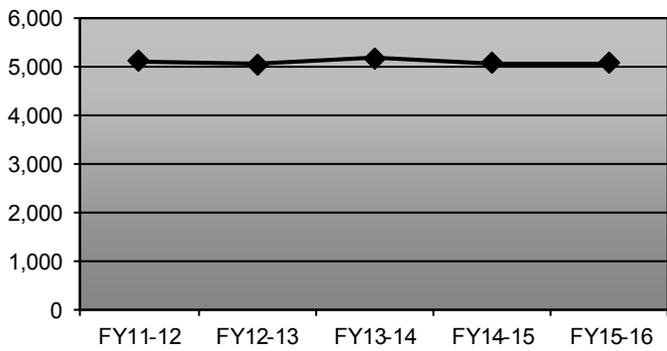
Revenue includes ADA complementary revenue.



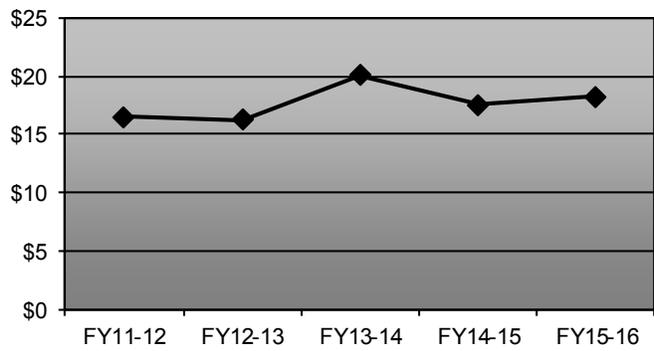
Operating Expense Per Passenger



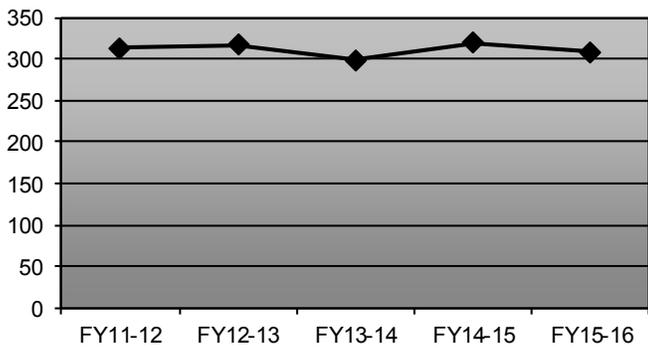
Total Passengers (000's)



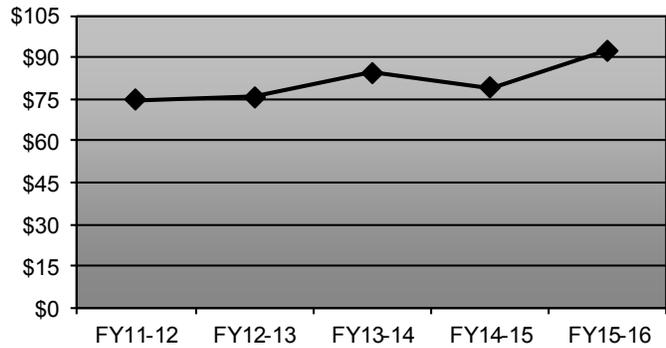
Operating Revenue Per Revenue Vehicle Hour



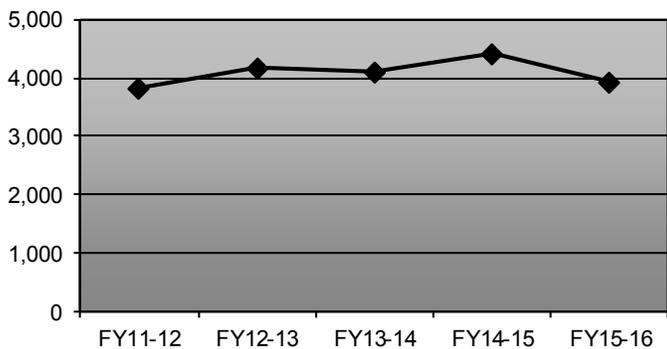
Revenue Vehicle Hours (000's)



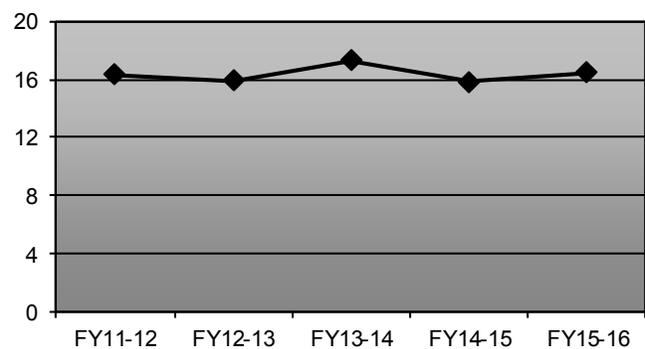
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Lehigh and Northampton Transportation Authority (LANTA)

1060 Lehigh Street
 Allentown, PA 18103
 610-432-3200
 Mr. Owen O'Neil, Executive Director

Fare Information

Average Shared-Ride Fare: \$23.70
 Average Shared-Ride Cost per Trip: \$22.81
 Fare Structure
 Implementation Date: October 2015

Service Area Statistics (2010 Census) Lehigh and Northampton Counties

Square Miles: 730
 Population: 647,232
 65+ Population: 98,210
 % of Population 65 and older: 15.2%

Trip Information

65+ Trips: 144,668
 PwD Trips: 19,713
 Other Shared-Ride Trips: 138,078
 Total Shared-Ride Trips: 302,459
 Non-Public Trips: 102,800

Vehicles Operated in Maximum Service

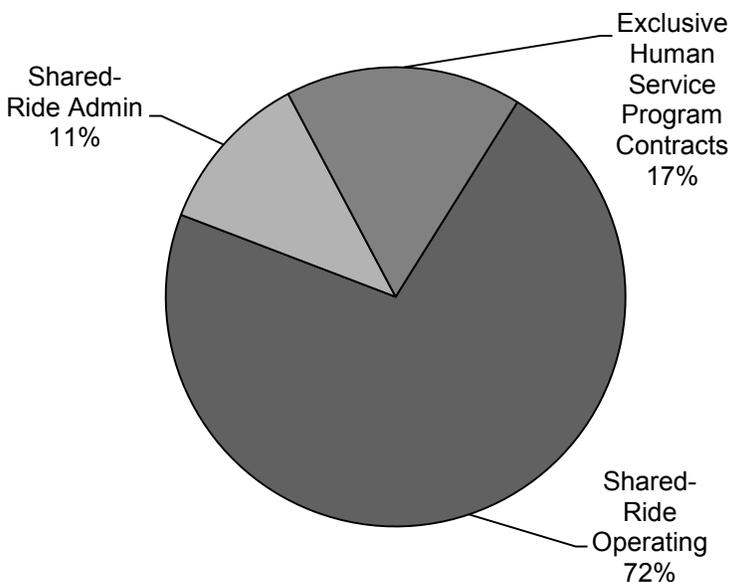
Community Transportation: 95

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

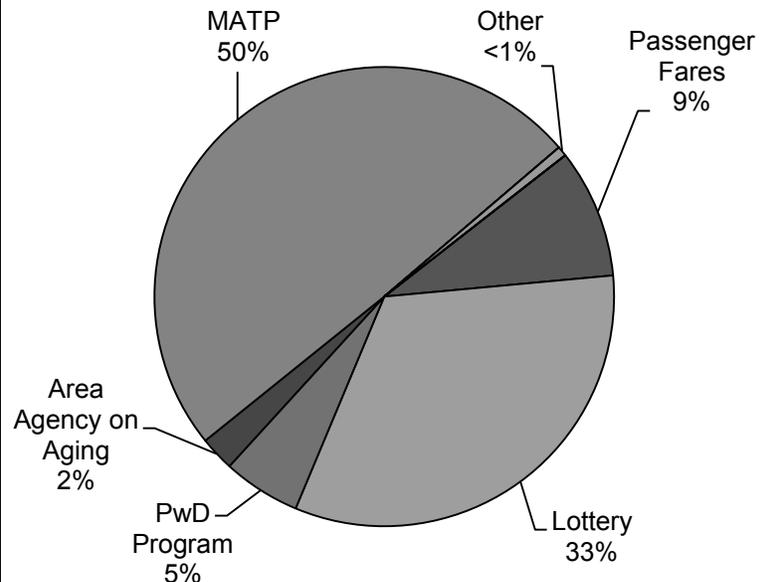
Operating Expenses

\$8,274,647



Sources of Funding

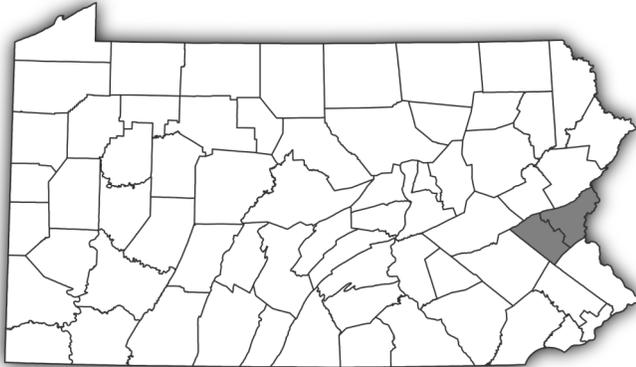
\$8,914,438



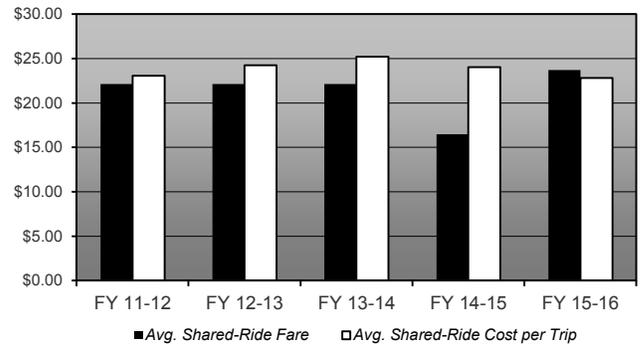
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



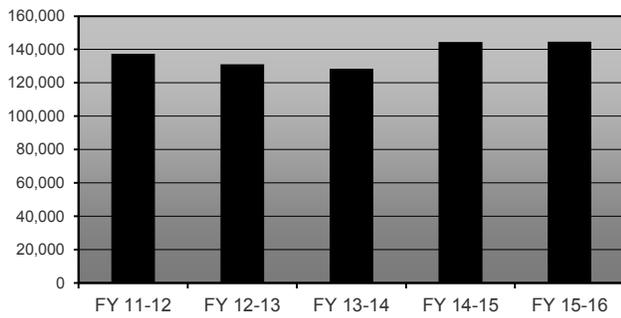
Agency Service Area



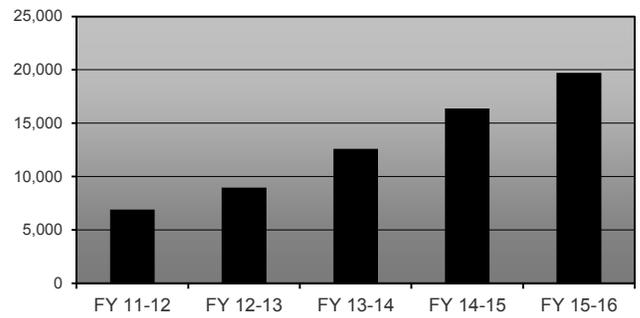
Shared-Ride Fare Recovery



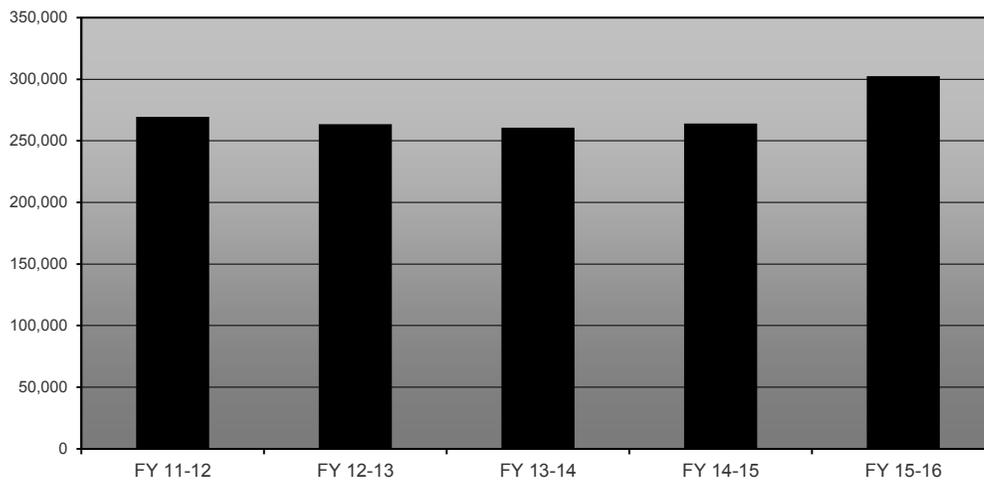
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Luzerne County Transportation Authority (LCTA)

315 Northampton Street
Kingston, PA 18704
570-288-9356
Mr. Norm Gavlick, Executive Director
www.lctabus.com



House District

Luzerne: 116, 117, 118, 119, 120, 121

Senate District

Luzerne: 14, 20, 22, 27



Service Area Statistics (2010 Census)

Square Miles: 56
Population: 202,500



Current Fare Information

Fixed Route Base: \$1.50
Last Base Fare Increase: August 2006



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,238,977
Senior Passengers: 196,758
Revenue Vehicle Miles: 1,247,935
Revenue Vehicle Hours: 81,557



Current Employees

Agency Full-Time: 121
Agency Part-Time: 41
Contractor Part-Time: 10
System-Wide: 172



Act 44 Operating Assistance

Section 1513 Allocation: \$5,494,688
Required Local Match: \$535,093



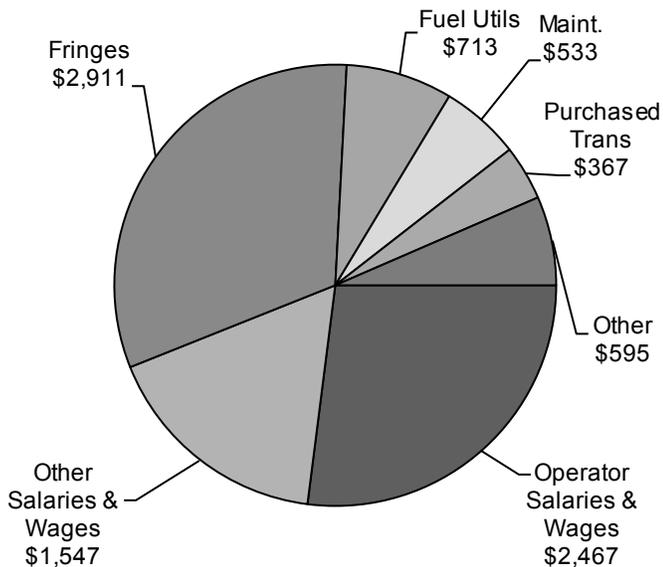
Current Fleet Size

Diesel/Gasoline Motor Bus: 23
Other Alternative Fuel Motor Bus: 15
Diesel/Gasoline Paratransit Vehicle: 49
System-Wide: 87

OPERATING BUDGET

Operating Expense (000's)

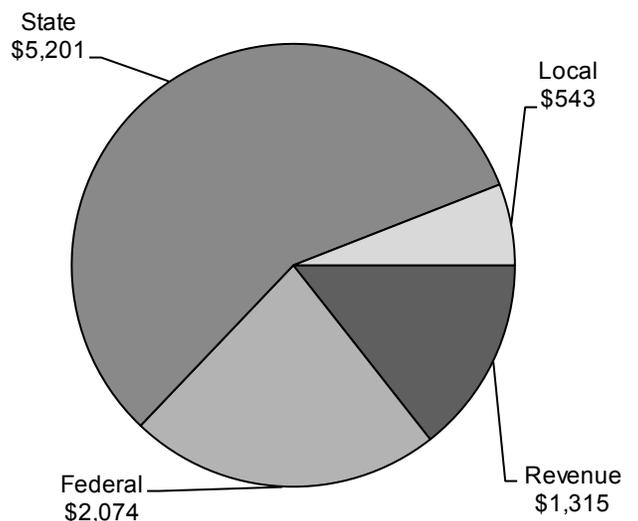
\$9,133



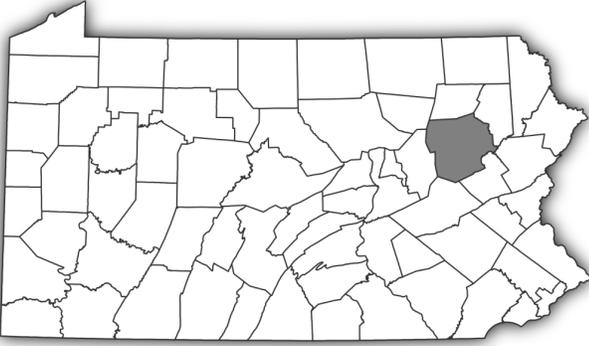
Expense includes ADA complementary expense.
Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

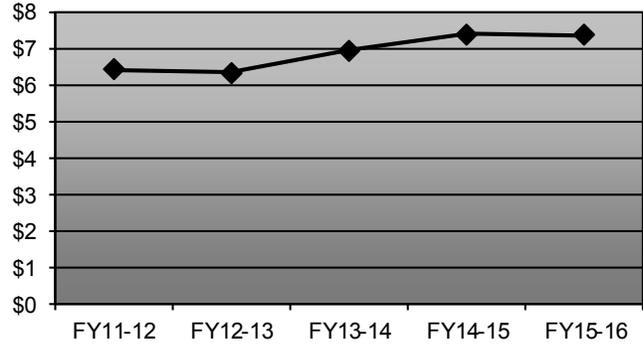
\$9,133



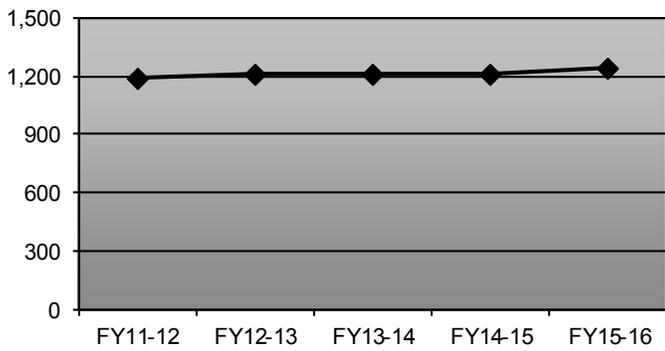
Revenue includes ADA complementary revenue.



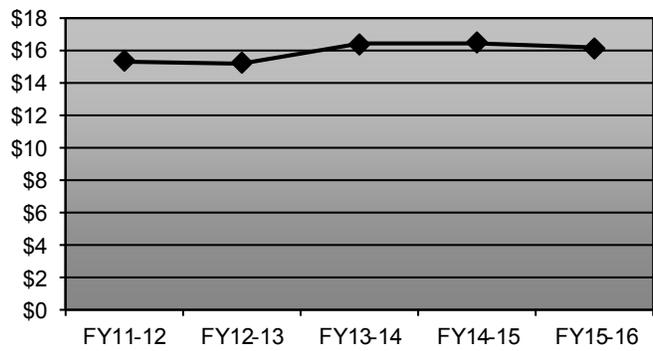
Operating Expense Per Passenger



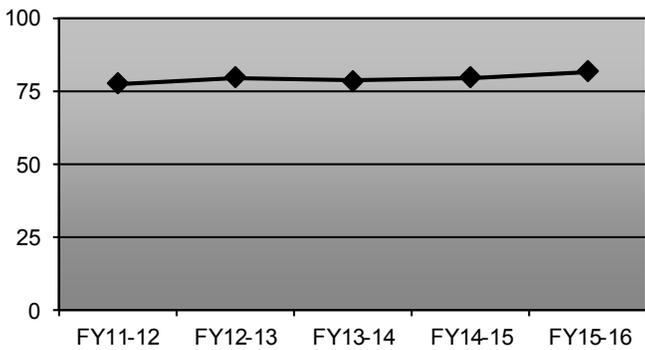
Total Passengers (000's)



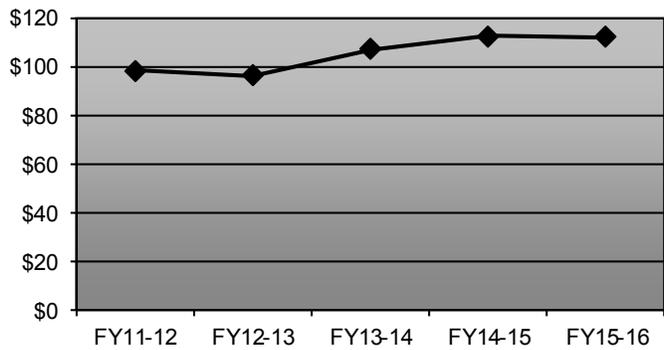
Operating Revenue Per Revenue Vehicle Hour



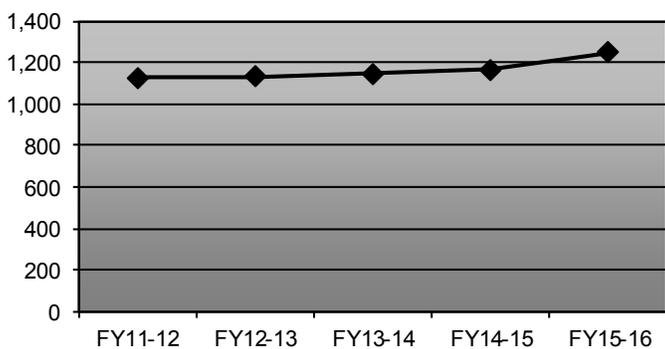
Revenue Vehicle Hours (000's)



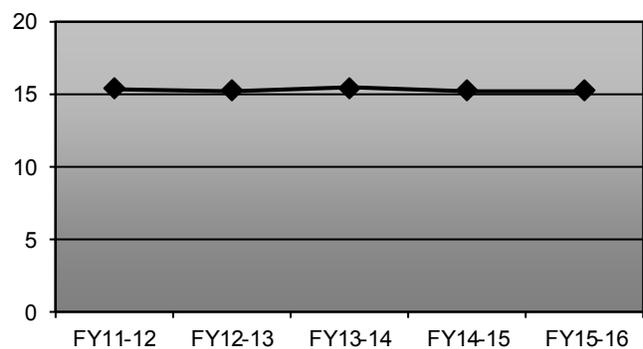
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Luzerne County Transportation Authority (LCTA)

315 Northampton Street
 Kingston, PA 18704
 570-288-8420
 Mr. Norm Gavlick, Executive Director

Service Area Statistics (2010 Census) Luzerne County

Square Miles: 906
 Population: 318,564
 65+ Population: 56,704
 % of Population 65 and older: 17.8%

Fare Information

Average Shared-Ride Fare: \$17.06
 Average Shared-Ride Cost per Trip: \$20.56
 Fare Structure
 Implementation Date: March 2016

Trip Information

65+ Trips: 48,036
 PwD Trips: 1,492
 Other Shared-Ride Trips: 103,810
 Total Shared-Ride Trips: 153,338
 Non-Public Trips: 21,625

Vehicles Operated in Maximum Service

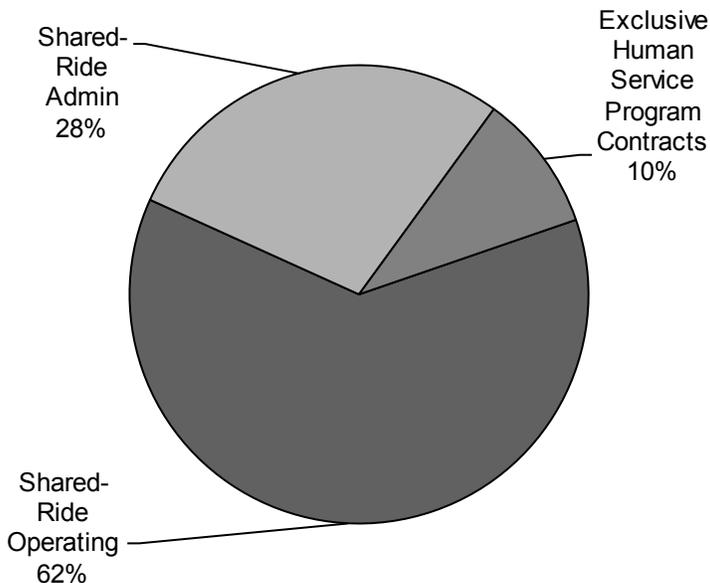
Community Transportation: 32

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

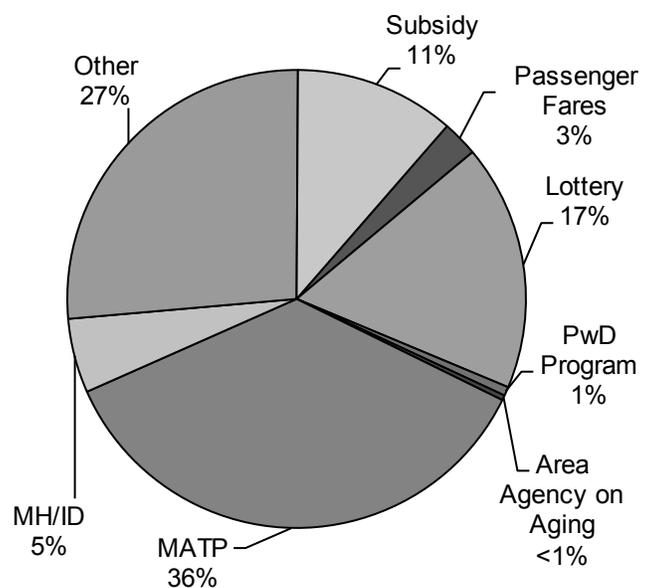
Operating Expenses

\$3,492,676



Sources of Funding

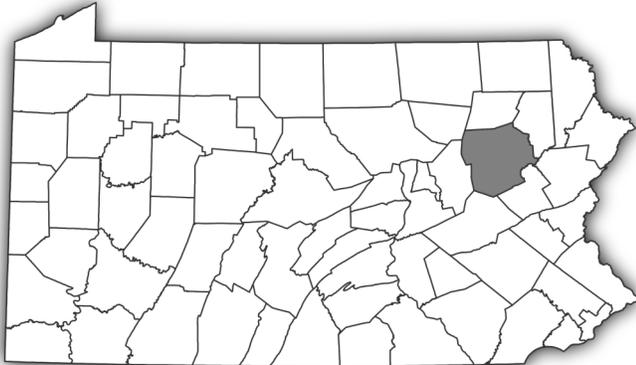
\$3,492,676



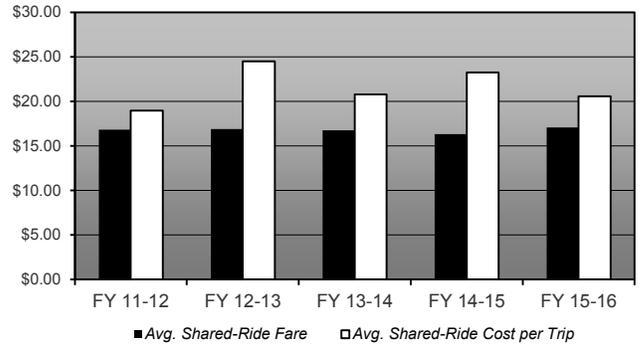
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



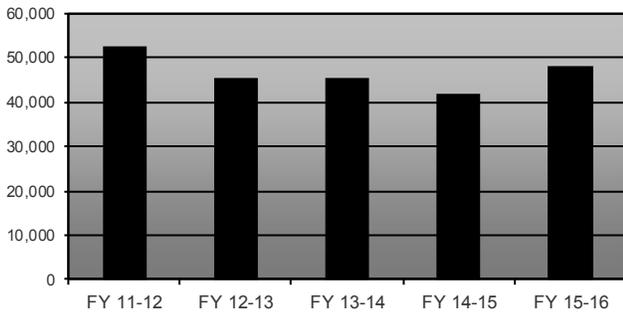
Agency Service Area



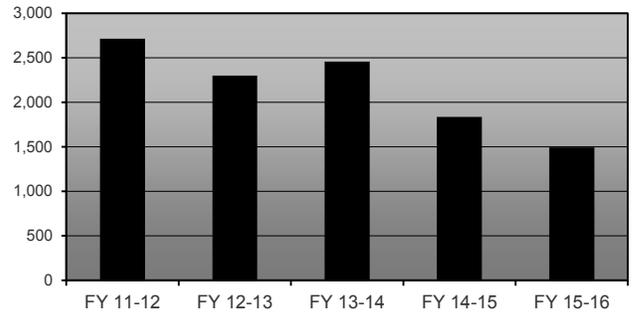
Shared-Ride Fare Recovery



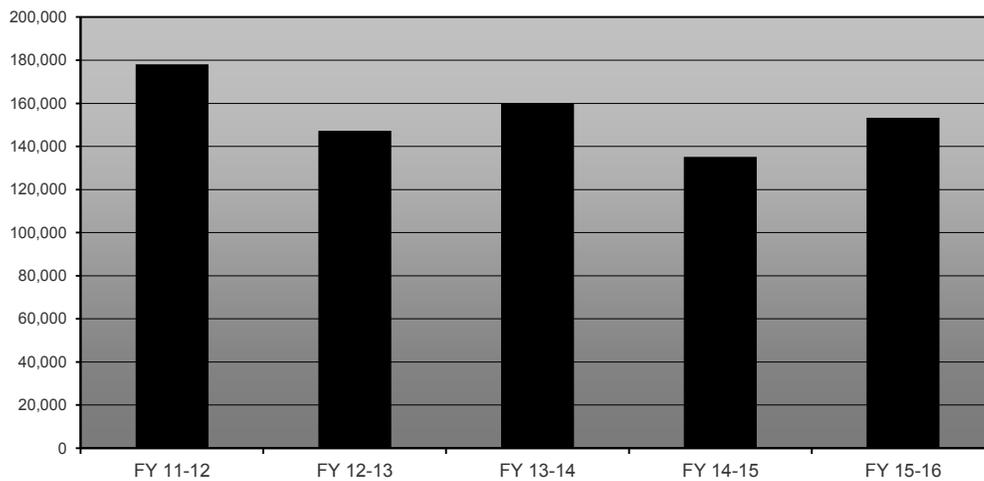
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Mercer County Regional Council of Governments (MCRCOG-SVSS/MCCT)
 2495 Highland Road
 Hermitage, PA 16148
 724-981-1561, ext. 3103
 Ms. Kim DiCintio, Executive Director
www.mrcog.com



House District
 Mercer: 7, 8, 17

Senate District
 Mercer: 50



Service Area Statistics (2010 Census)
 Square Miles: 672
 Population: 116,638



Current Fare Information
 Fixed Route Base: \$1.25
 Last Base Fare Increase: July 2014



Act 44 Fixed Route Distribution Factors
 Total Passengers: 86,329
 Senior Passengers: 14,504
 Revenue Vehicle Miles: 167,621
 Revenue Vehicle Hours: 12,367



Current Employees
 Agency Full-Time: 7
 Agency Part-Time: 8
 System-Wide: 15



Act 44 Operating Assistance
 Section 1513 Allocation: \$749,370
 Required Local Match: \$56,039

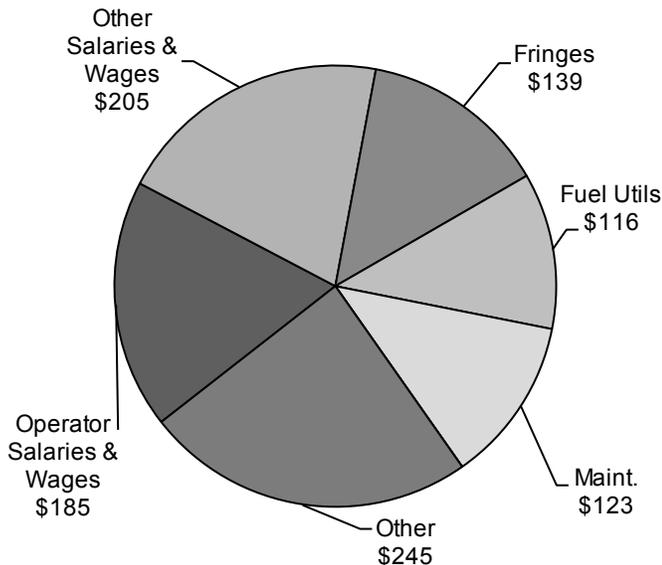


Current Fleet Size
 Diesel/Gasoline Motor Bus: 6
 Diesel/Gasoline Paratransit Vehicle: 2
 System-Wide: 8

OPERATING BUDGET

Operating Expense (000's)

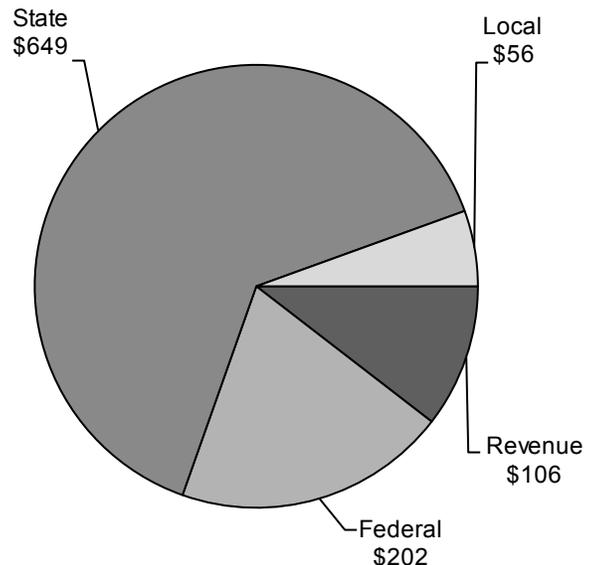
\$1,013



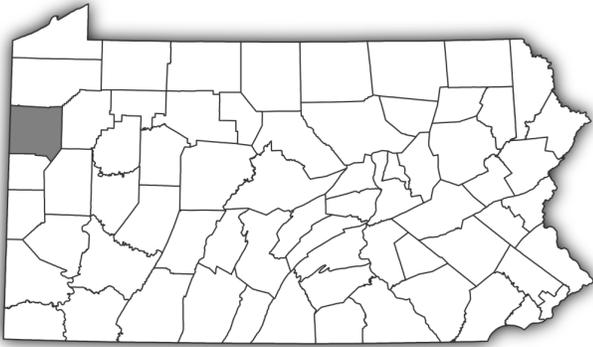
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

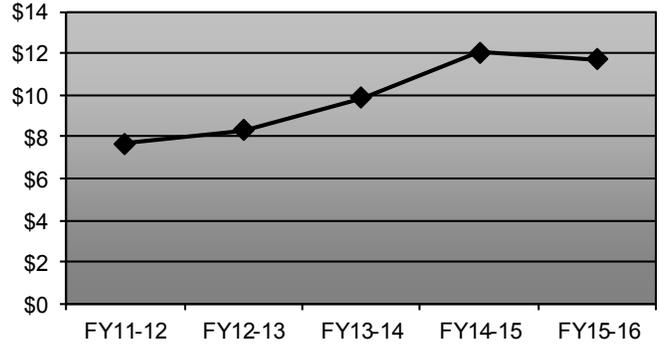
\$1,013



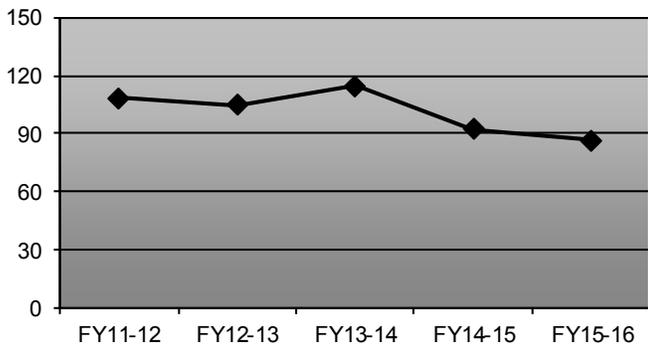
Revenue includes ADA complementary revenue.



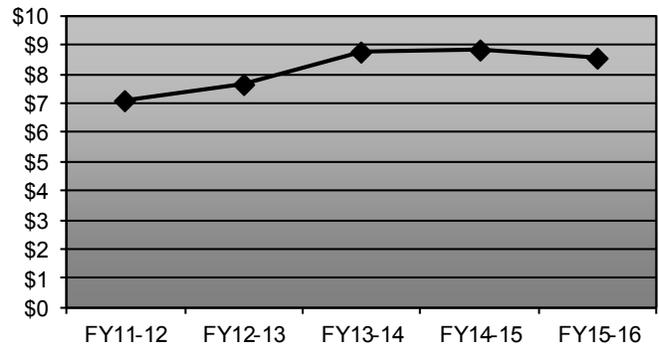
Operating Expense Per Passenger



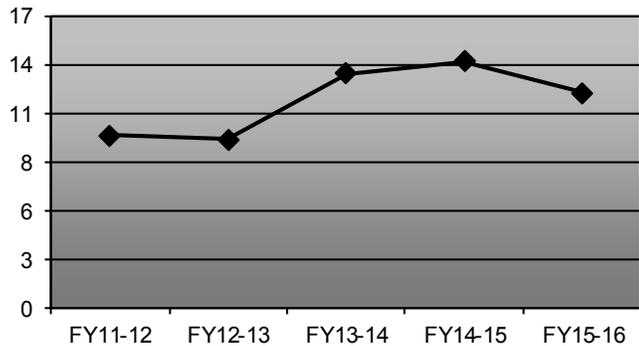
Total Passengers (000's)



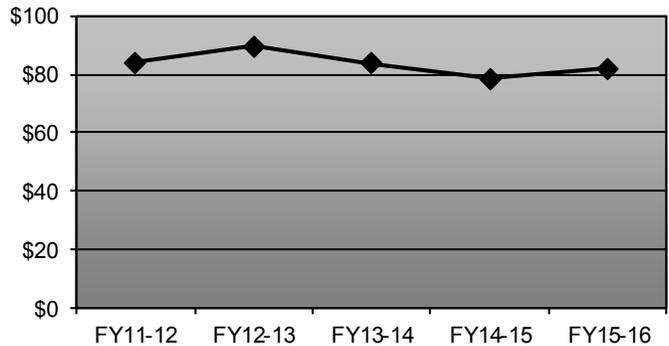
Operating Revenue Per Revenue Vehicle Hour



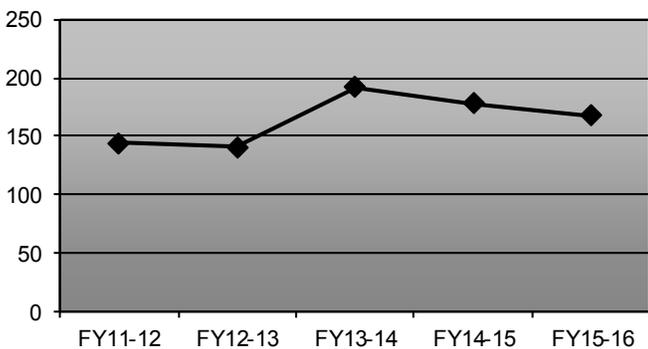
Revenue Vehicle Hours (000's)



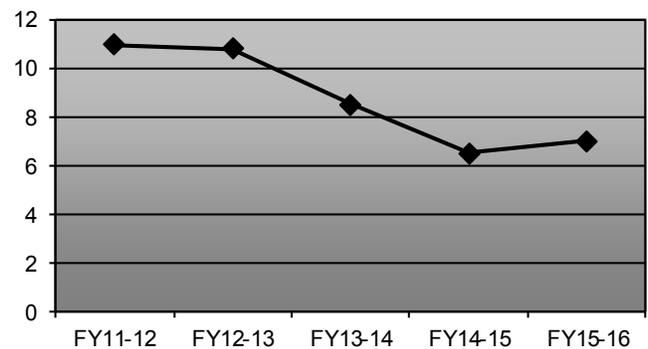
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Mercer Co. Regional Council of Governments (MCRCOG)

2495 Highland Road
Hermitage, PA 16148
724-981-6222
Ms. Kim Dicintio, Executive Director

Service Area Statistics (2010 Census) Mercer County

Square Miles: 672
Population: 116,638
65+ Population: 21,556
% of Population 65 and older: 18.5%

Fare Information

Average Shared-Ride Fare: \$16.71
Average Shared-Ride Cost per Trip: \$17.10
Fare Structure
Implementation Date: August 2016

Trip Information

65+ Trips: 46,493
PwD Trips: 2,354
Other Shared-Ride Trips: 31,684
Total Shared-Ride Trips: 80,531
Non-Public Trips: 2,398

Vehicles Operated in Maximum Service

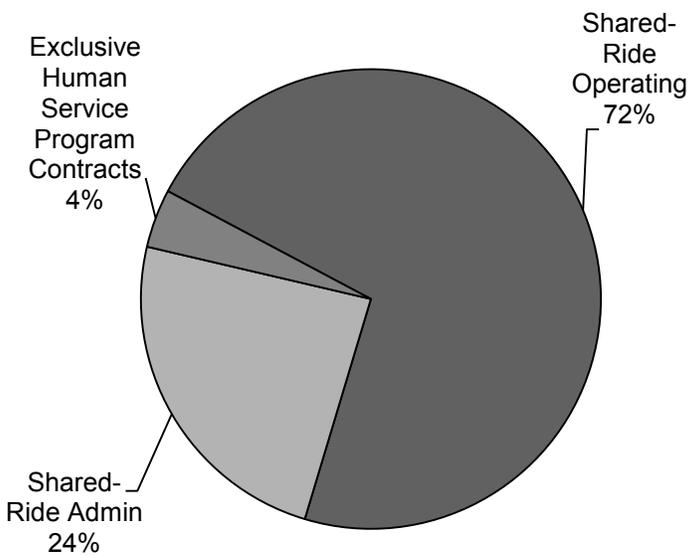
Community Transportation: 19

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

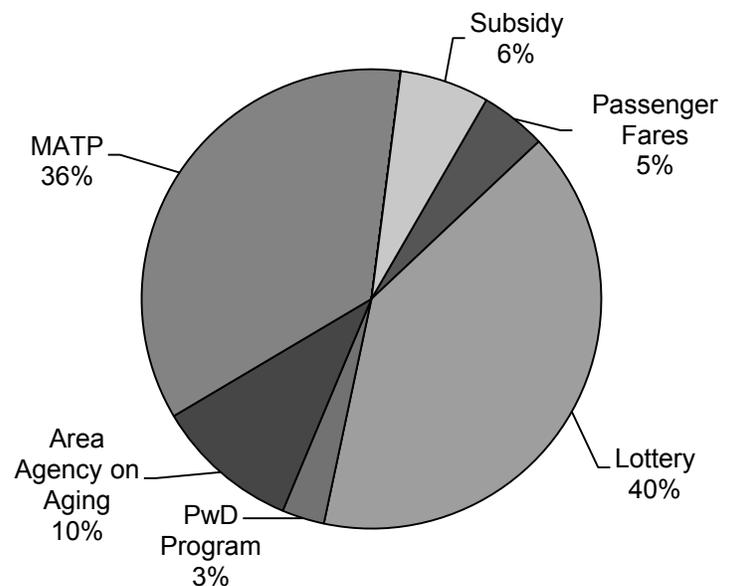
Operating Expenses

\$1,436,136



Sources of Funding

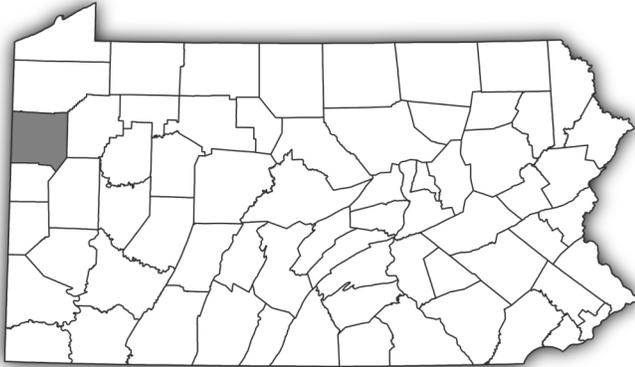
\$1,589,217



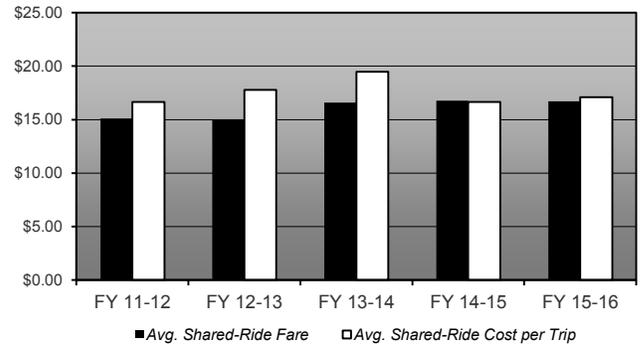
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



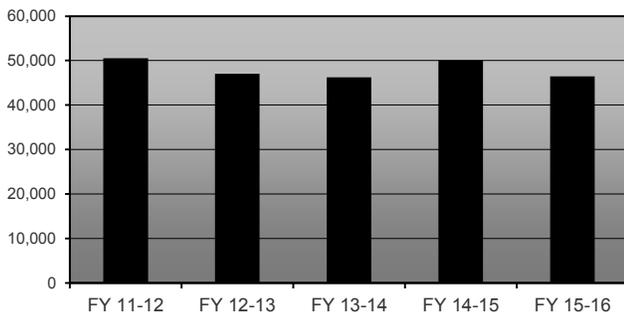
Agency Service Area



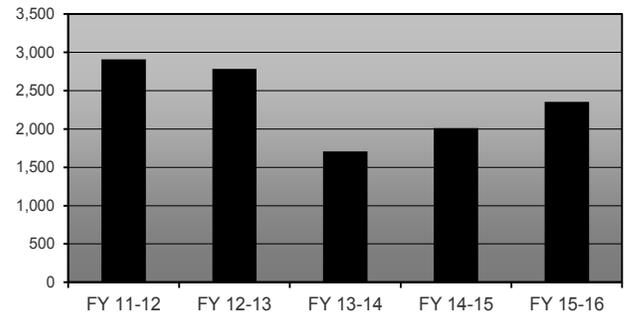
Shared-Ride Fare Recovery



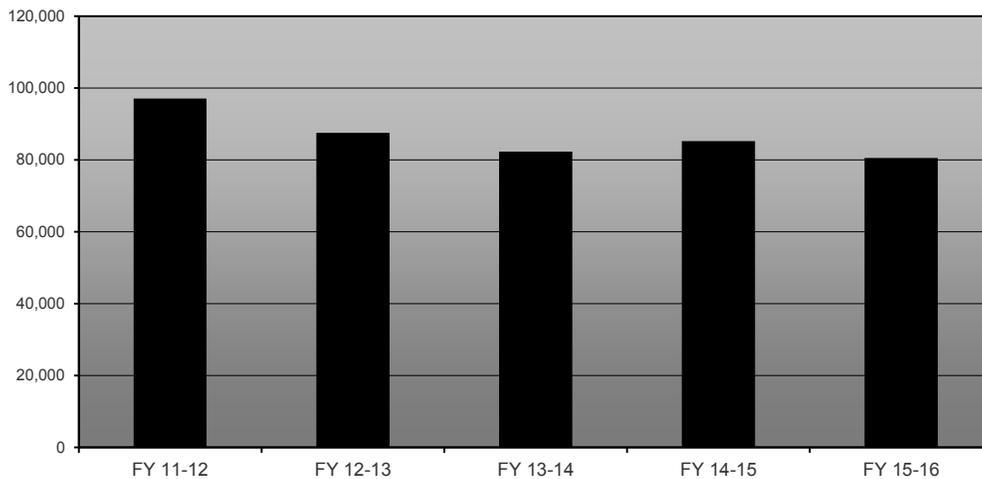
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Mid Mon Valley Transit Authority (MMVTA)
 1300 McKean Avenue
 Charleroi, PA 15022
 724-489-0880
 Ms. Donna Weckoski, Executive Director
www.mmvta.com



House District
 Washington: 39, 49, 50
 Westmoreland: 58

Senate District
 Washington: 32, 37, 46
 Westmoreland: 32, 45, 46



Service Area Statistics (2010 Census)
 Square Miles: 45
 Population: 66,086



Current Fare Information
 Fixed Route Base: \$2.00
 Last Base Fare Increase: July 2014



Act 44 Fixed Route Distribution Factors
 Total Passengers: 305,325
 Senior Passengers: 34,146
 Revenue Vehicle Miles: 803,272
 Revenue Vehicle Hours: 43,525



Current Employees
 Agency Full-Time: 5
 Contractor Full-Time: 38
 Contractor Part-Time: 4
 System-Wide: 47



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,725,038
 Required Local Match: \$66,660



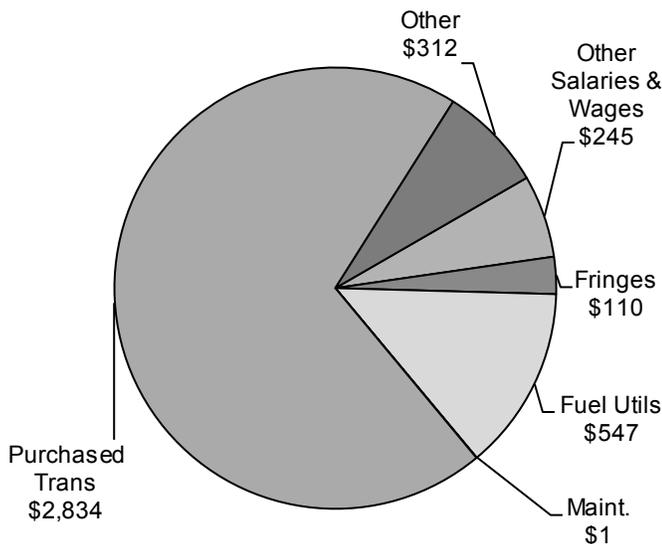
Current Fleet Size
 Diesel/Gasoline Motor Bus: 21
 CNG Motor Bus Vehicle: 8
 System-Wide: 29

Community transportation provided by Washington County Transportation Authority (see page 136) and Westmoreland County Transit Authority (see page 140)

OPERATING BUDGET

Operating Expense (000's)

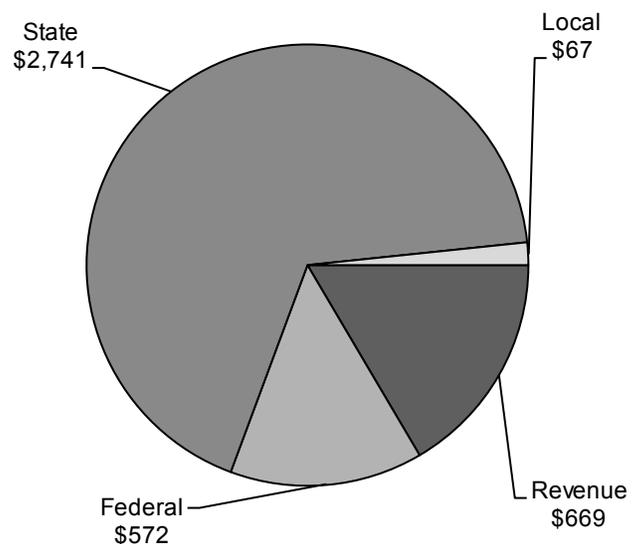
\$4,049



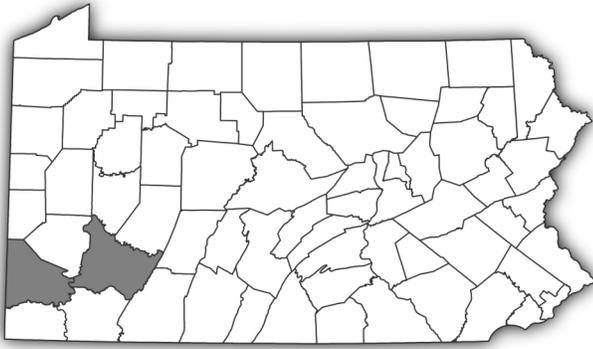
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

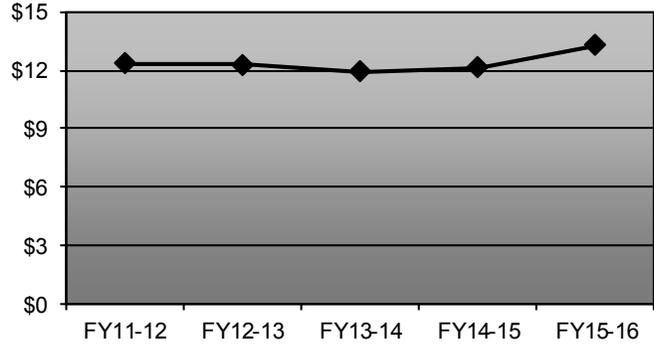
\$4,049



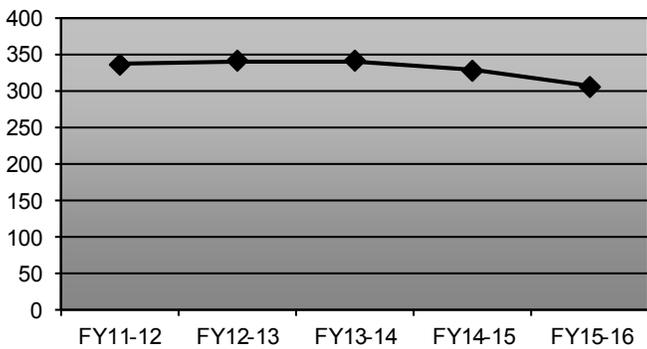
Revenue includes ADA complementary revenue.



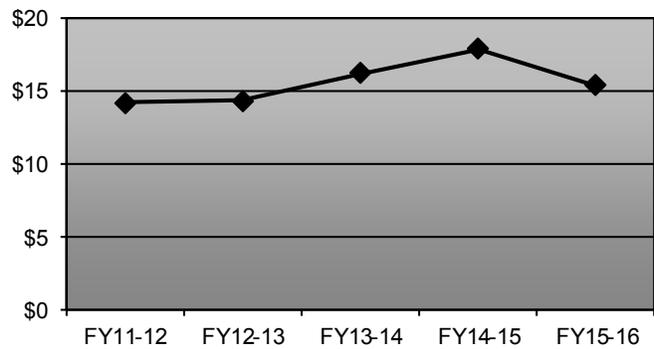
Operating Expense Per Passenger



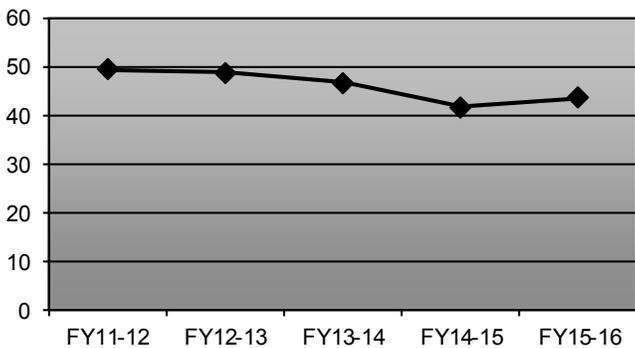
Total Passengers (000's)



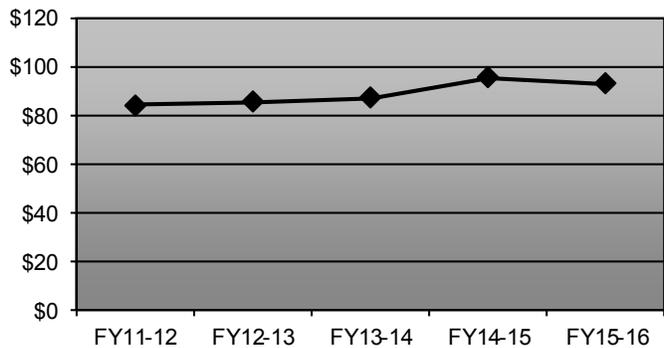
Operating Revenue Per Revenue Vehicle Hour



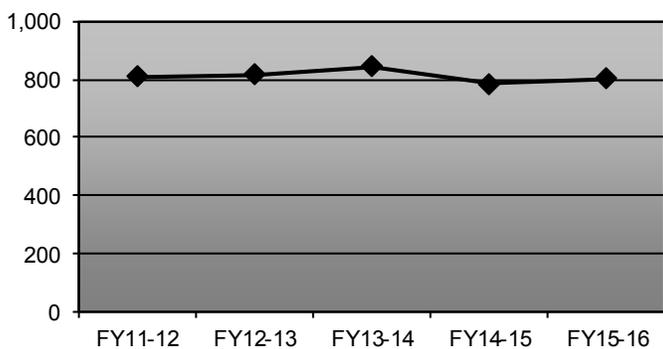
Revenue Vehicle Hours (000's)



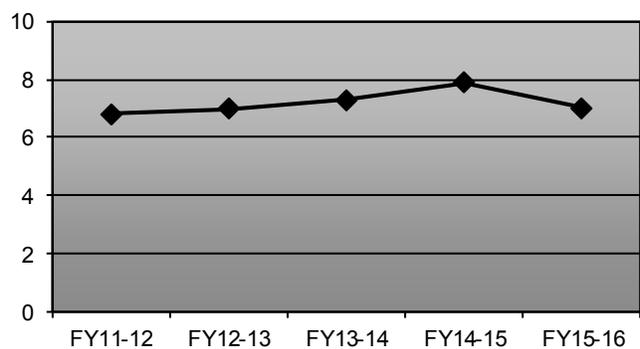
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Pottstown Area Rapid Transit (PART)

100 East High Street
Pottstown, PA 19464
610-970-6515
Mr. Mark D. Flanders, Borough Manager
www.pottstownarearapidtransit.com



House District

Montgomery: 53, 61, 70, 146, 147, 148, 149, 150, 151, 152, 153, 154, 157, 170, 194

Senate District

Montgomery: 4, 7, 10, 12, 17, 19, 24, 44



Service Area Statistics (2010 Census)

Square Miles: 34
Population: 51,000



Current Fare Information

Fixed Route Base: \$2.00
Last Base Fare Increase: July 2016



Act 44 Fixed Route Distribution Factors

Total Passengers: 280,166
Senior Passengers: 44,787
Revenue Vehicle Miles: 265,868
Revenue Vehicle Hours: 21,908



Current Employees

Agency Part-Time: 5
Contractor Full-Time: 12
Contractor Part-Time: 10
System-Wide: 27



Act 44 Operating Assistance

Section 1513 Allocation: \$1,194,445
Required Local Match: \$77,565



Current Fleet Size

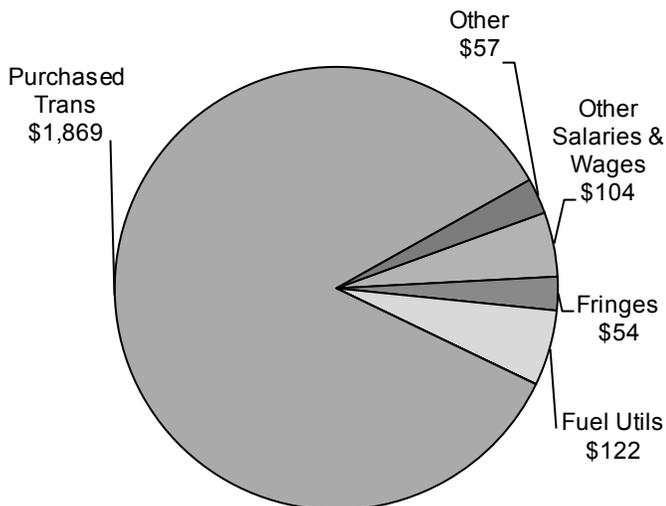
Diesel/Gasoline Motor Bus: 9
Diesel/Gasoline Paratransit Vehicle: 2
System-Wide: 11

Community transportation provided by Suburban Transit Network, Inc. (see page 234)

OPERATING BUDGET

Operating Expense (000's)

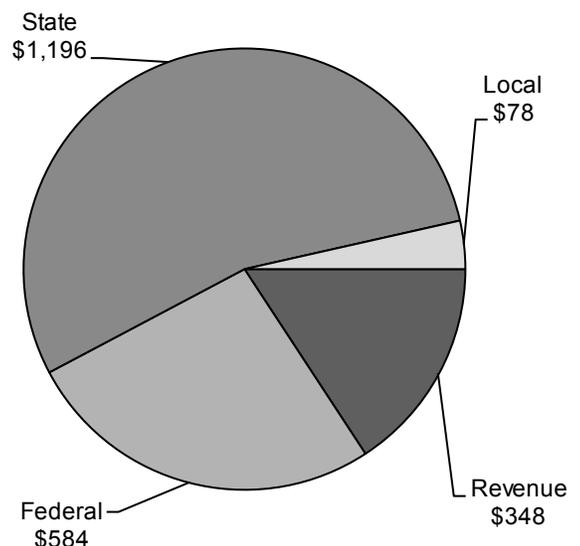
\$2,206



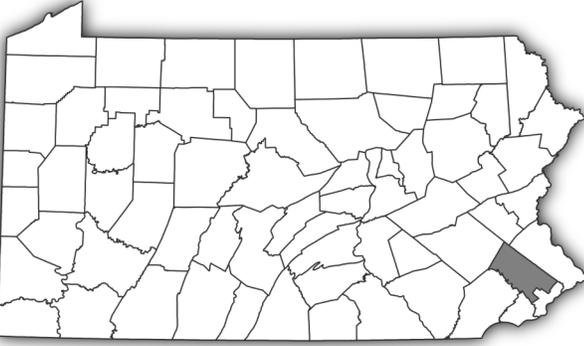
Expense includes ADA complementary expense.
Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

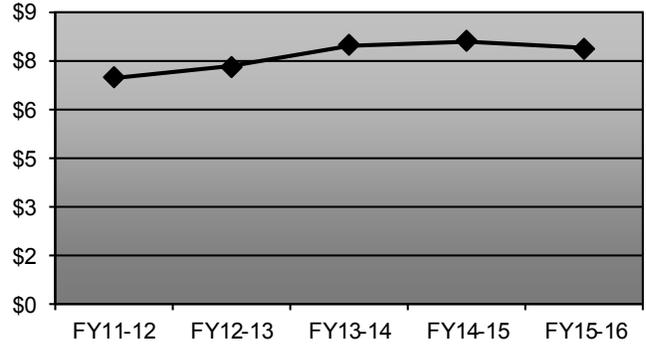
\$2,206



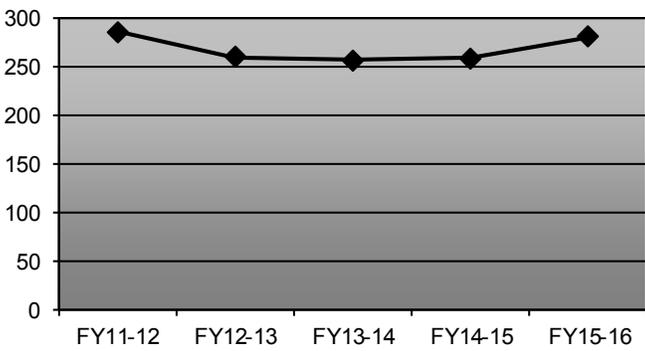
Revenue includes ADA complementary revenue.



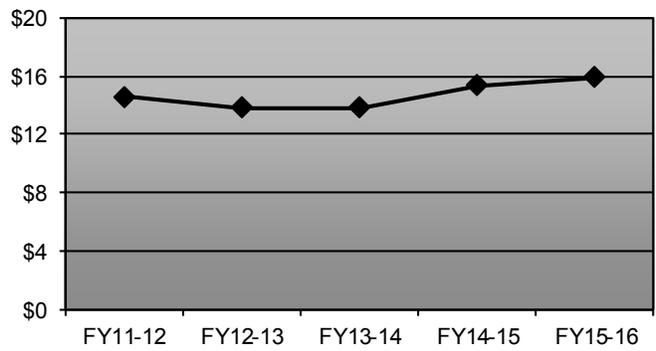
Operating Expense Per Passenger



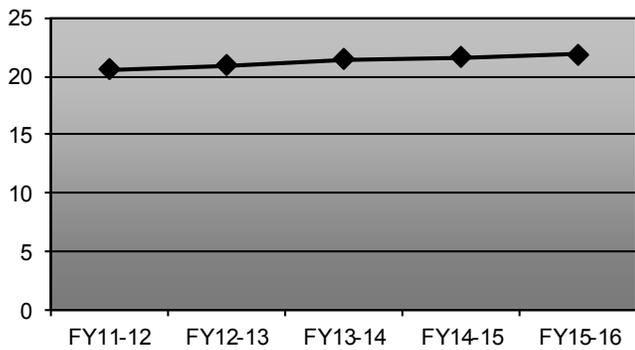
Total Passengers (000's)



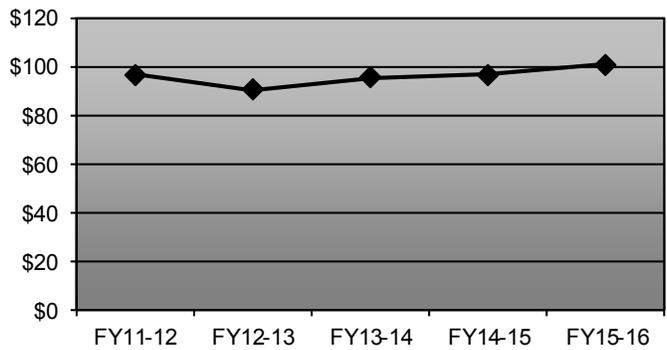
Operating Revenue Per Revenue Vehicle Hour



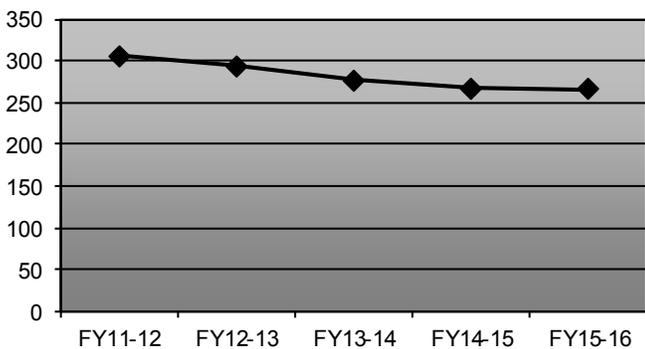
Revenue Vehicle Hours (000's)



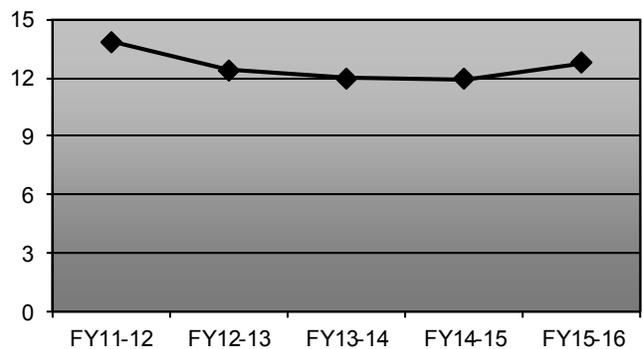
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



South Central Transit Authority (SCTA)
 45 Erick Road
 Lancaster, PA 17601
 Mr. David Kilmer, Executive Director
 717-397-5613
www.sctapa.com



House District
 Berks: 5, 123, 126, 127, 128, 129, 130, 134, 187
 Lancaster: 41, 42, 96, 97, 98, 99, 100, 128, 129

Senate District
 Berks: 6, 7, 15, 16
 Lancaster: 7, 16



Service Area Statistics (2010 Census)
 Square Miles: 1,850
 Population: 930,887



Current Fare Information
 Fixed Route Base: \$1.70
 Last Base Fare Increase: July 2011



Act 44 Fixed Route Distribution Factors
 Total Passengers: 4,885,518
 Senior Passengers: 662,862
 Revenue Vehicle Miles: 3,518,561
 Revenue Vehicle Hours: 257,936



Current Employees
 Agency Full-Time: 244
 Agency Part-Time: 26
 Contractor Full-Time: 116
 Contractor Part-Time: 16
 System-Wide: 402



Act 44 Operating Assistance
 Section 1513 Allocation: \$14,888,918
 Required Local Match: N/A

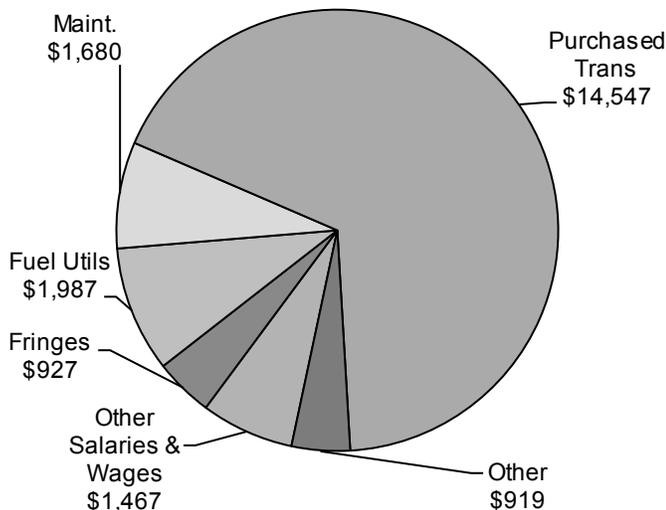


Current Fleet Size
 Diesel/Gasoline Motor Bus: 64
 Other Alternative Fuel Motor Bus: 31
 Diesel/Gasoline Paratransit Vehicle: 113
 Other Alternative Fuel Paratransit: 12
 System-Wide: 220

OPERATING BUDGET

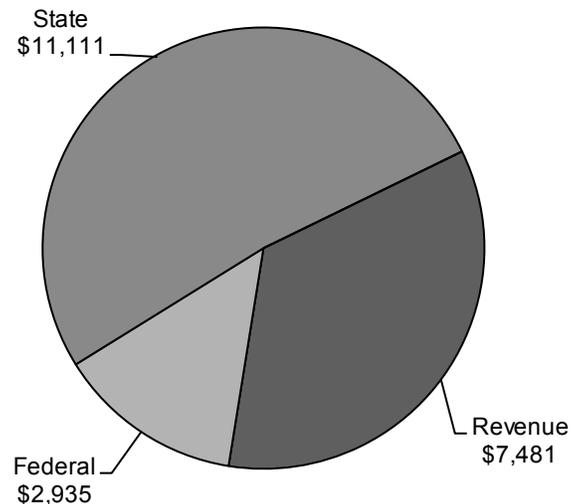
Operating Expense (000's)

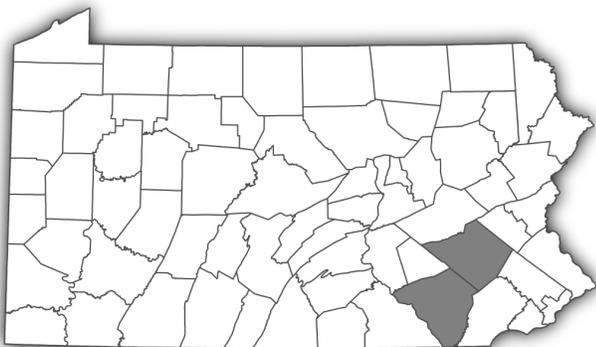
\$21,527



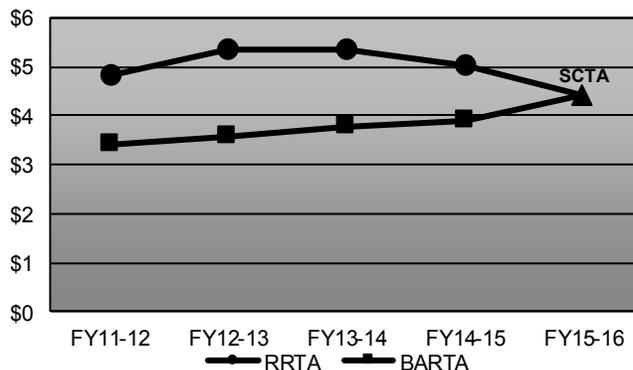
Operating Funds (000's)

\$21,527

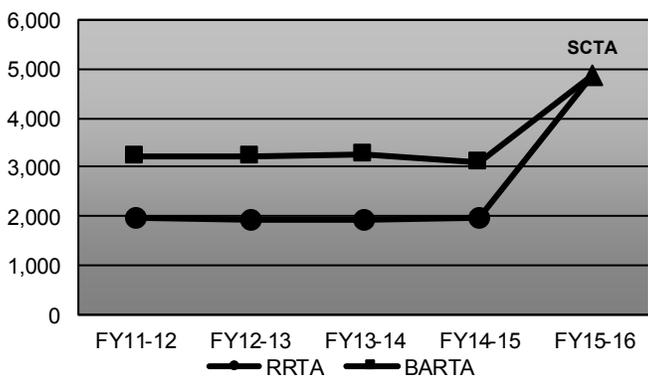




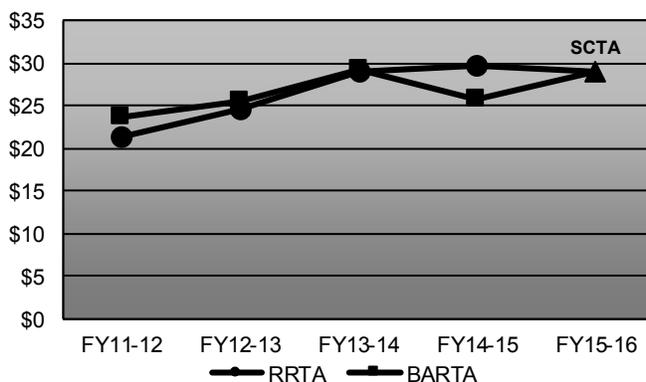
Operating Expense Per Passenger



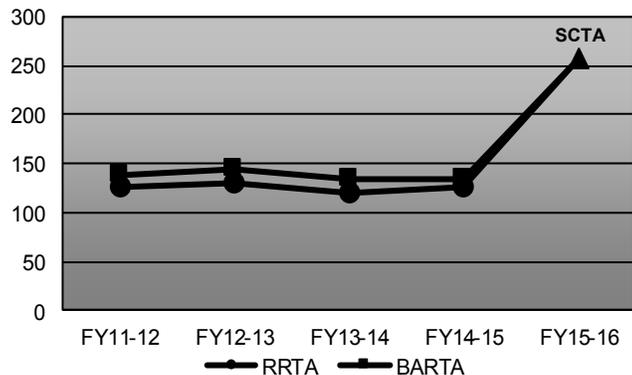
Total Passengers (000's)



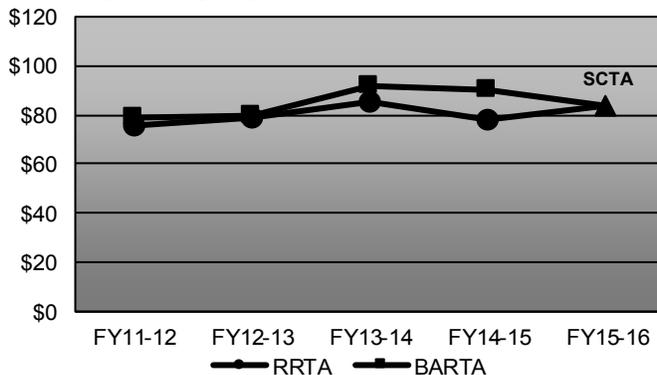
Operating Revenue Per Revenue Vehicle Hour



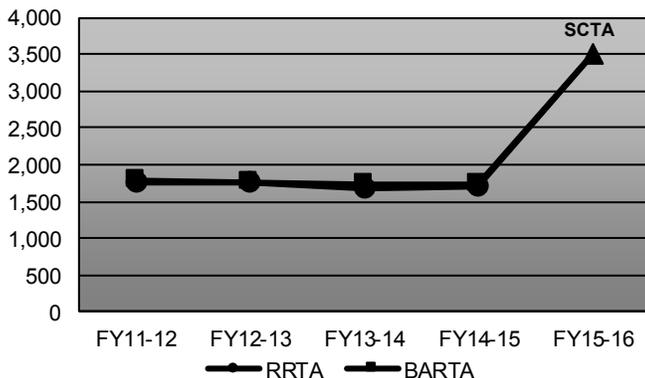
Revenue Vehicle Hours (000's)



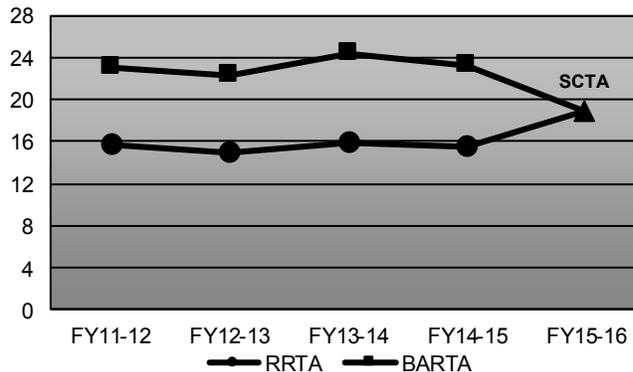
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



URBAN SYSTEMS

In FY15-16, Red Rose Transit Authority merged with Berks Area Regional Transportation Authority to form the South Central Transit Authority.

Community Transportation

South Central Transit Authority (SCTA)
 45 Erick Road
 Lancaster, PA 17601
 Mr. David Kilmer, Executive Director
 717-397-5613

Fare Information

Average Shared-Ride Fare: \$22.80
 Average Shared-Ride Cost per Trip: \$23.52
 Fare Structure
 Implementation Date: August 2016

Service Area Statistics (2010 Census) Berks and Lancaster Counties

Square Miles: 1,850
 Population: 930,887
 65+ Population: 137,338
 % of Population 65 and older: 14.8%

Trip Information

65+ Trips: 207,956
 PwD Trips: 13,546
 Other Shared-Ride Trips: 172,863
 Total Shared-Ride Trips: 394,365
 Non-Public Trips: 65,509

Vehicles Operated in Maximum Service

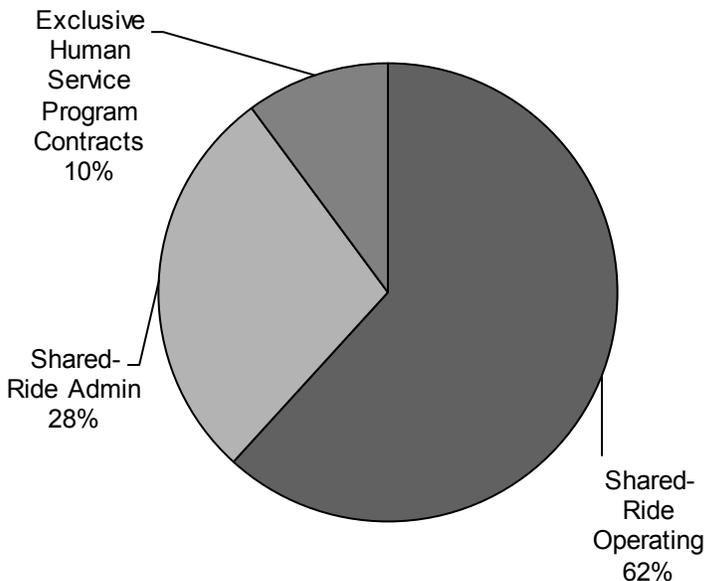
Community Transportation: 85

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

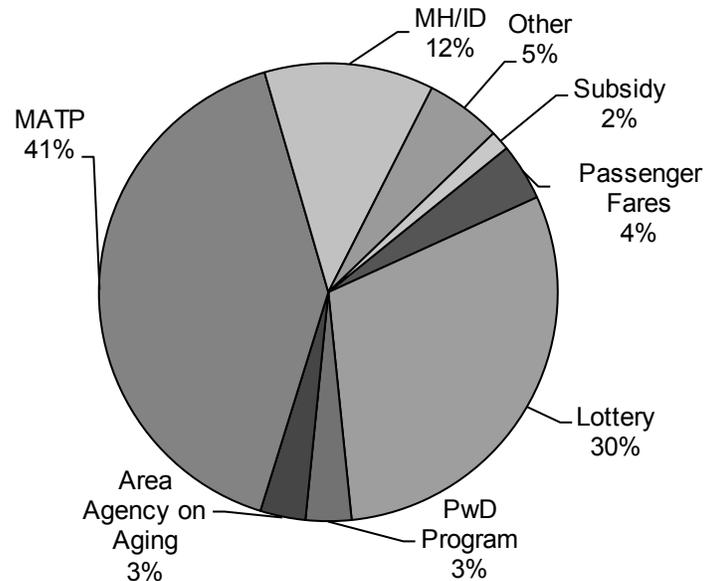
Operating Expenses

\$10,320,608



Sources of Funding

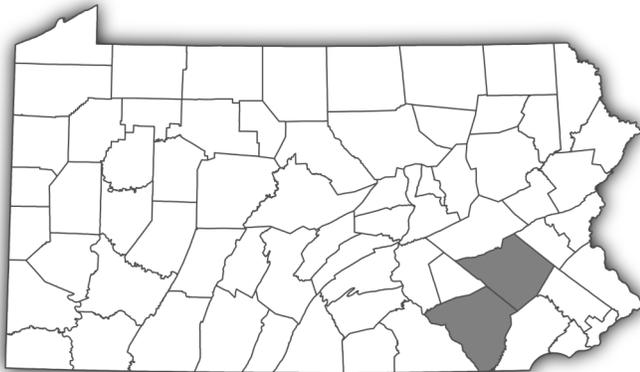
\$10,614,614



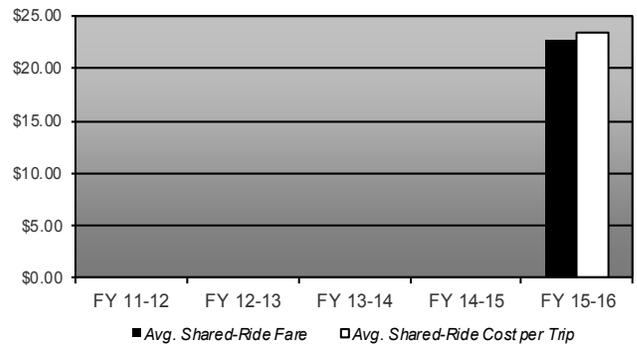
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



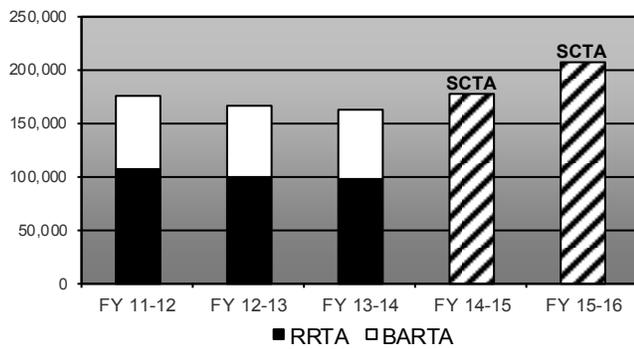
Agency Service Area



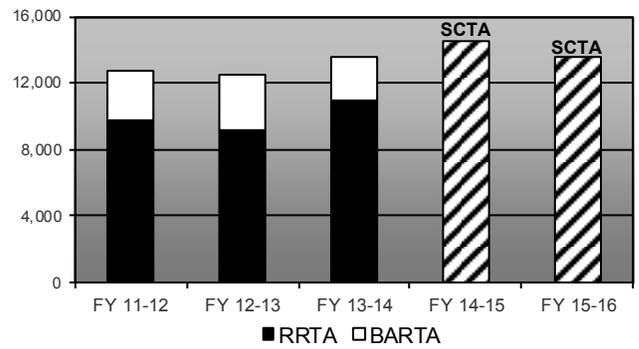
Shared-Ride Fare Recovery



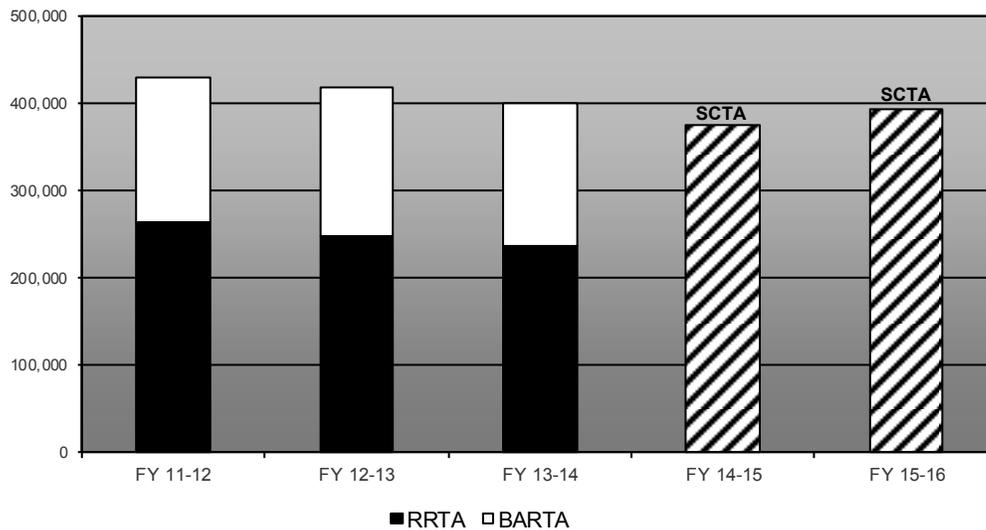
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



In FY15-16, Red Rose Transit Authority merged with Berks Area Regional Transportation Authority to form the South Central Transit Authority.

URBAN SYSTEMS



Washington County Transportation Authority
 50 East Chestnut Street
 Washington, PA 15301
 Ms. Sheila Gombita, Executive Director
 724-223-8747
www.freedom-transit.org
 Customer Service:
 724-223-8747



House District
 Washington: 39, 40, 46, 48, 49, 50
Senate District
 Washington: 32, 37, 46



Service Area Statistics (2010 Census)
 Square Miles: 33
 Population: 61,634



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 94,095
 Senior Passengers: 18,164
 Revenue Vehicle Miles: 376,120
 Revenue Vehicle Hours: 23,279



Current Employees
 Agency Full-Time: 13
 Agency Part-Time: 2
 Contractor Full-Time: 92
 Contractor Part-Time: 30
 System-Wide: 137



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,400,974
 Required Local Match: \$198,230

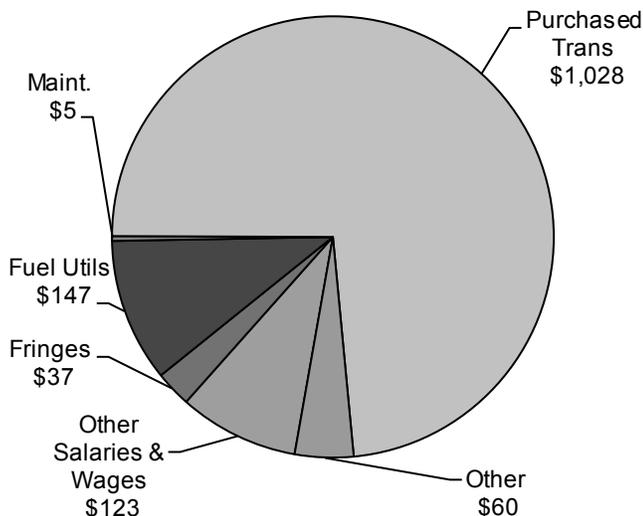


Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 Diesel/Gasoline Paratransit Vehicle: 70
 System-Wide: 82

OPERATING BUDGET

Operating Expense (000's)

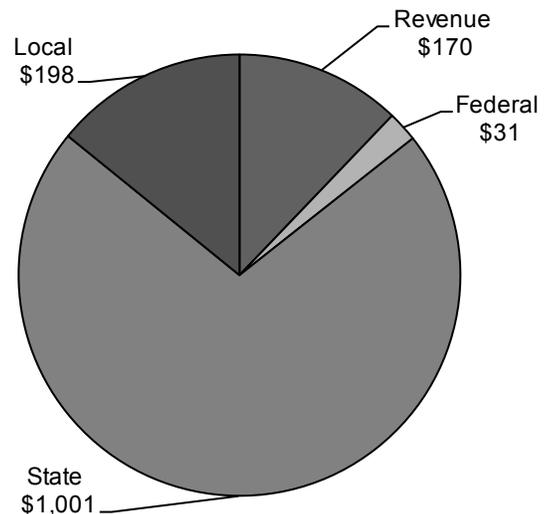
\$1,400



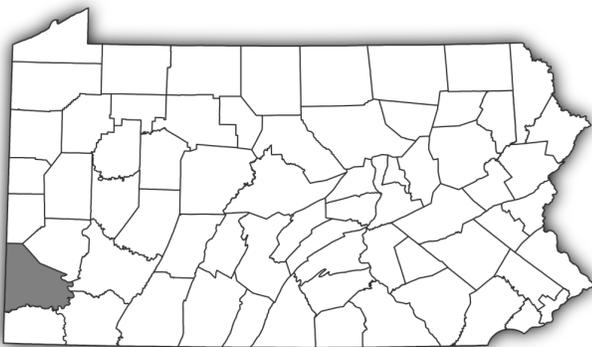
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

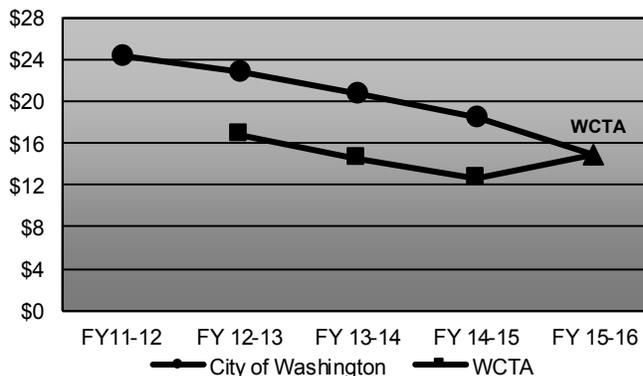
\$1,400



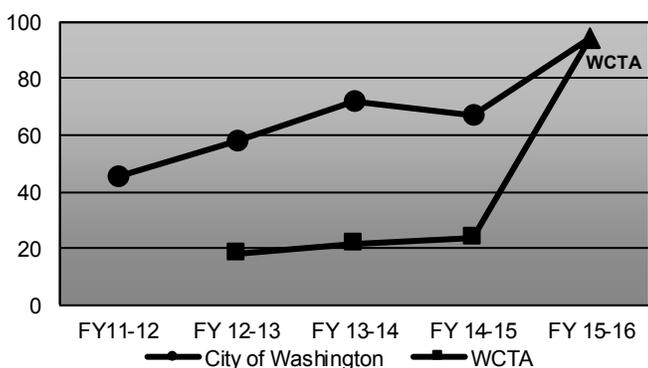
Revenue includes ADA complementary revenue.



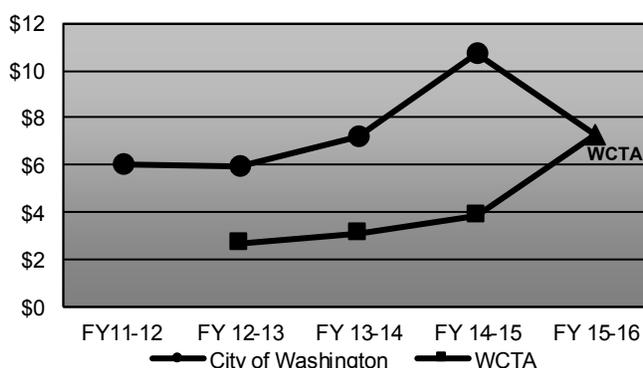
Operating Expense Per Passenger



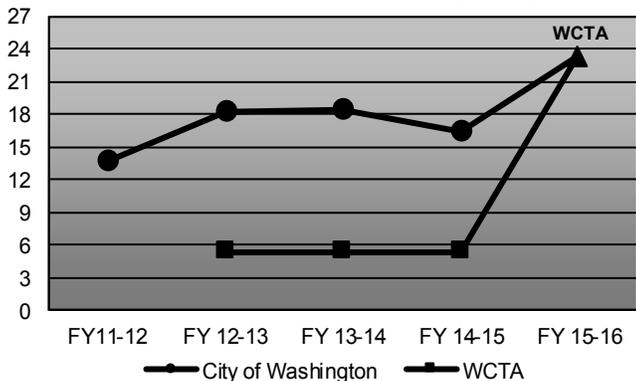
Total Passengers (000's)



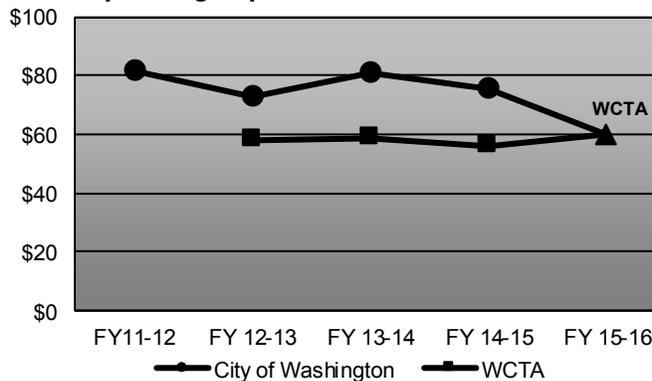
Operating Revenue Per Revenue Vehicle Hour



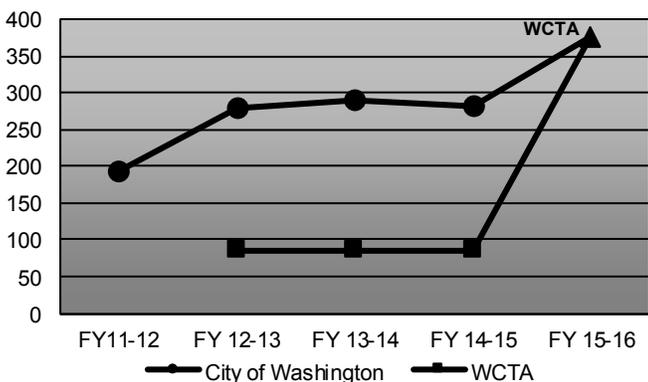
Revenue Vehicle Hours (000's)



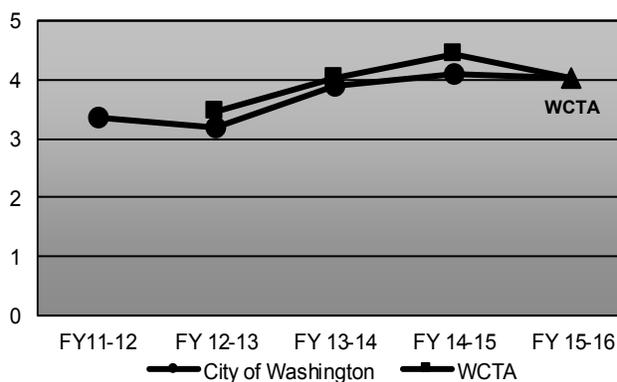
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



In FY15-16, the Washington City Transit merged with Washington County Transportation Authority.

URBAN SYSTEMS

Community Transportation

Washington County Transportation Authority

50 East Chestnut Street
 Washington, PA
 724-223-8747
 Ms. Sheila Gombita, Executive Director

Fare Information

Average Shared-Ride Fare: \$22.57
 Average Shared-Ride Cost per Trip: \$23.65
 Fare Structure
 Implementation Date: March 2016

Service Area Statistics (2010 Census)

Washington County

Square Miles: 857
 Population: 207,820
 65+ Population: 36,366
 % of Population 65 and older: 17.5%

Trip Information

65+ Trips: 93,176
 PwD Trips: 24,514
 Other Shared-Ride Trips: 78,783
 Total Shared-Ride Trips: 196,473
 Non-Public Trips: 3,233

Vehicles Operated in Maximum Service

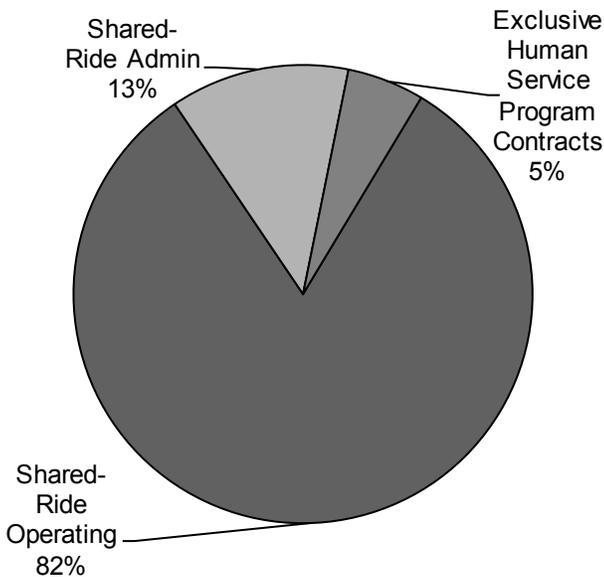
Community Transportation: 62

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

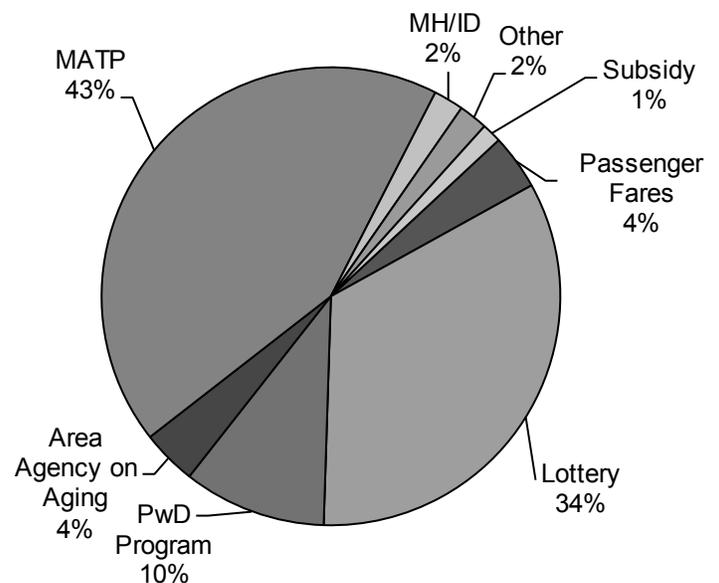
Operating Expenses

\$4,912,689



Sources of Funding

\$4,898,943

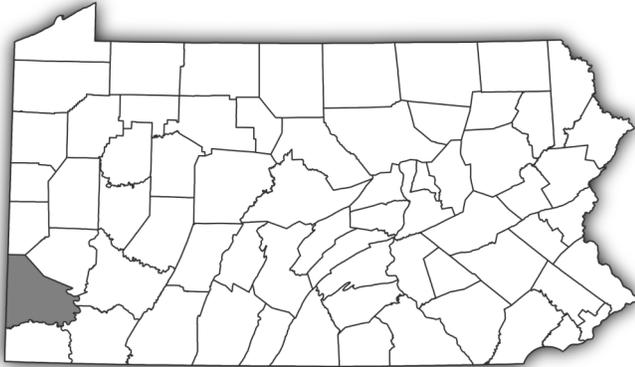


Deficit covered by retained earnings.

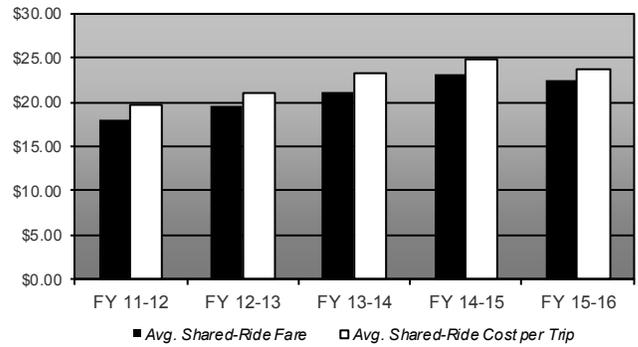
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



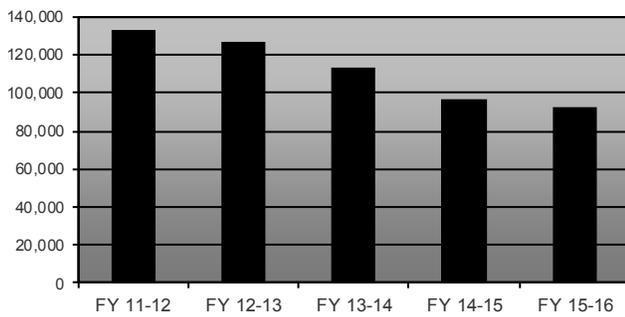
Agency Service Area



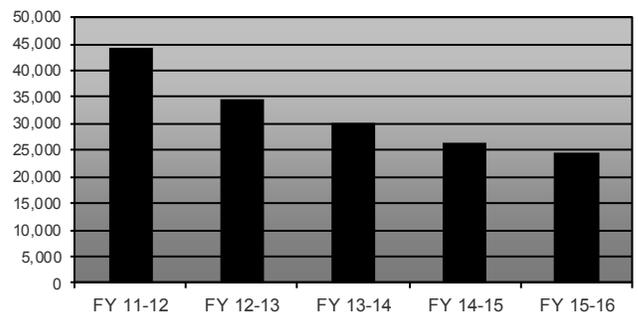
Shared-Ride Fare Recovery



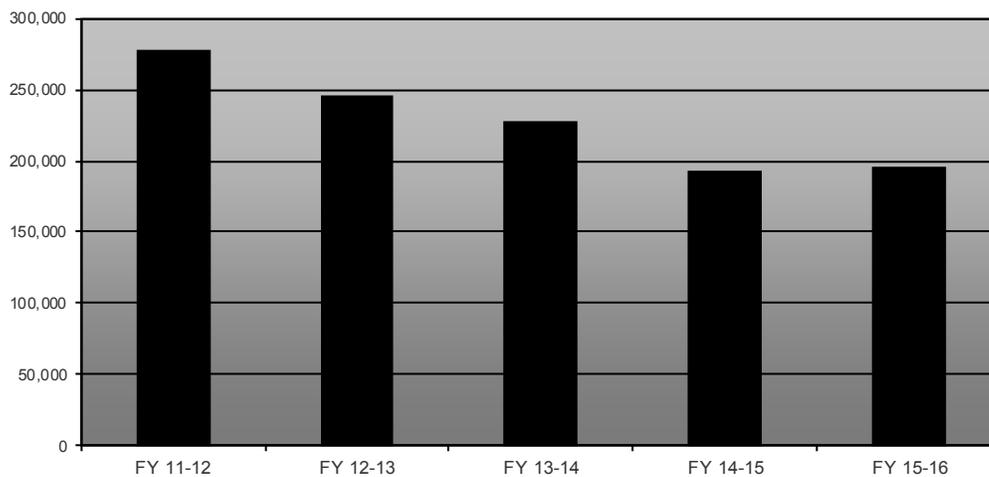
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



URBAN SYSTEMS



Westmoreland County Transit Authority (WCTA)
 41 Bell Way
 Greensburg, PA 15601
 724-832-2712
 Mr. Alan Blahovec, Executive Director
www.westmorelandtransit.com



House District
 Westmoreland: 25, 52, 54, 55, 56, 57, 58, 59

Senate District
 Westmoreland: 32, 38, 39, 41, 45, 46



Service Area Statistics (2010 Census)
 Square Miles: 668
 Population: 296,066



Current Fare Information
 Fixed Route Base: \$2.00
 Last Base Fare Increase: January 2014



Act 44 Fixed Route Distribution Factors
 Total Passengers: 520,876
 Senior Passengers: 71,512
 Revenue Vehicle Miles: 1,119,650
 Revenue Vehicle Hours: 56,372



Current Employees

Agency Full-Time:	15
Agency Part-Time:	3
Contractor Full-Time:	87
Contractor Part-Time:	24
System-Wide:	129



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,233,806
 Required Local Match: \$314,771



Current Fleet Size

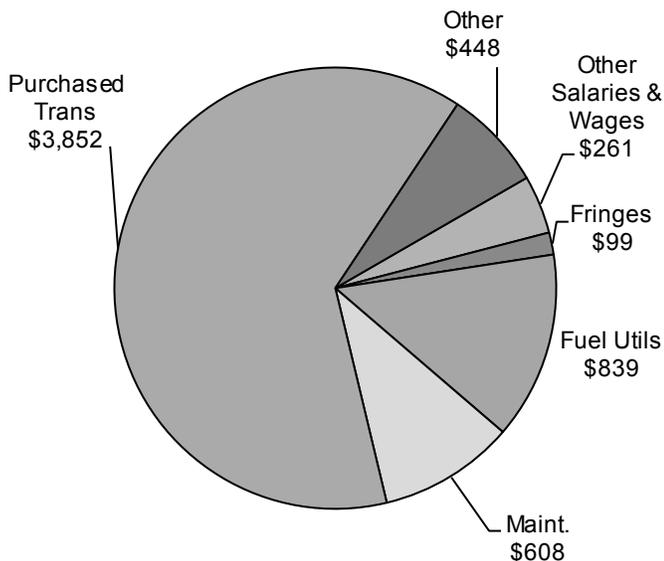
Diesel/Gasoline Motor Bus:	41
Diesel/Gasoline Paratransit Vehicles:	40
System-Wide:	81

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

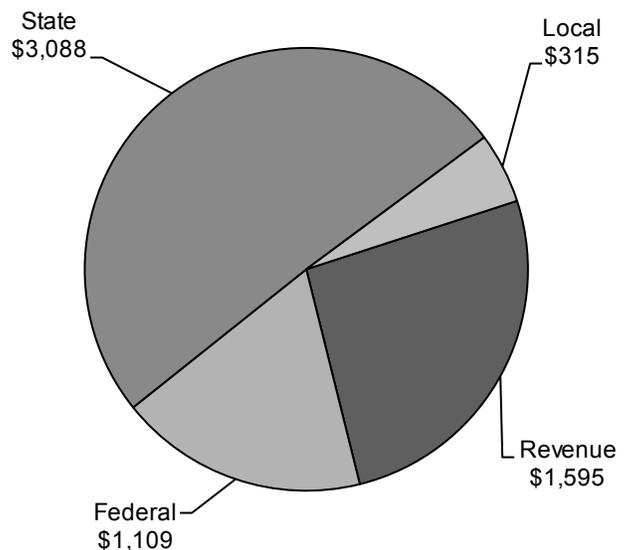
\$6,107



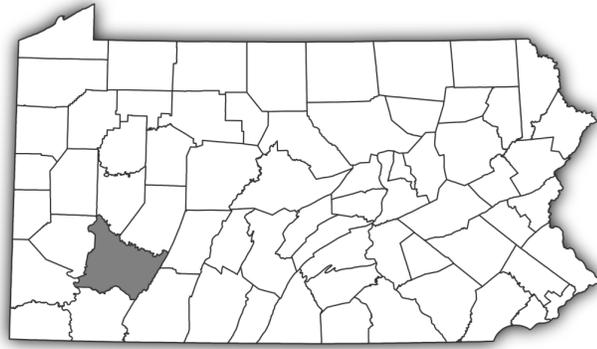
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

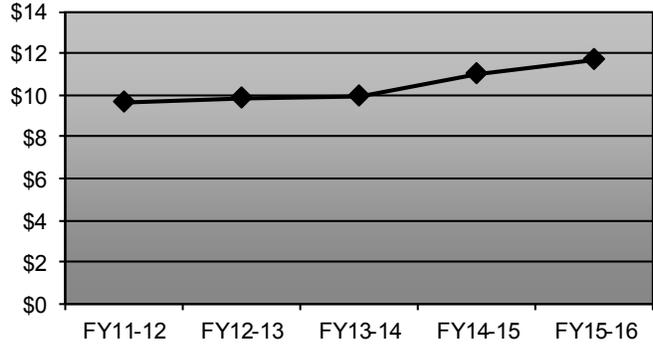
\$6,107



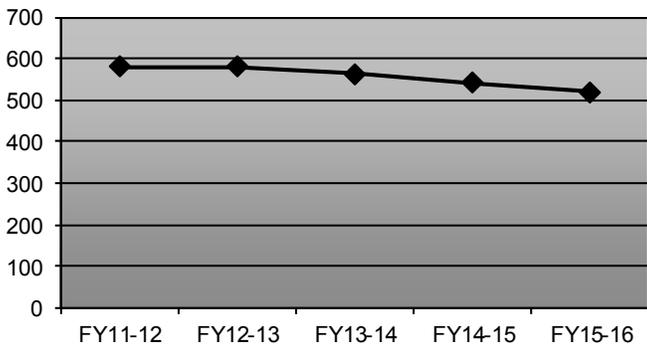
Revenue includes ADA complementary revenue.



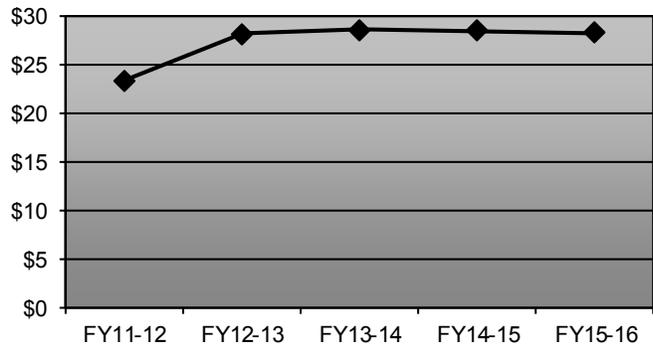
Operating Expense Per Passenger



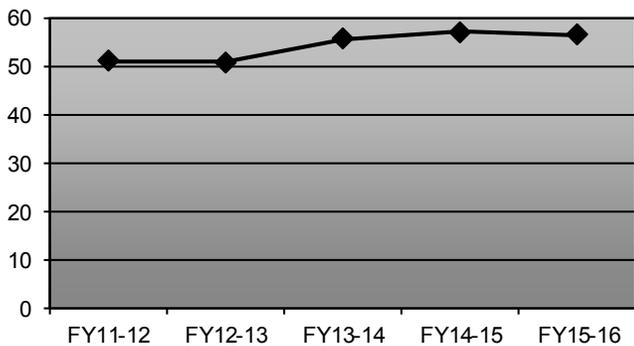
Total Passengers (000's)



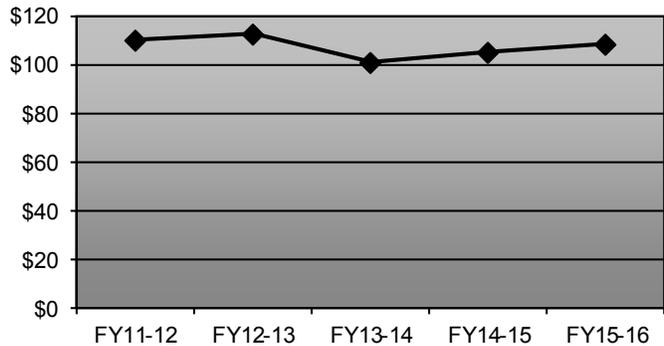
Operating Revenue Per Revenue Vehicle Hour



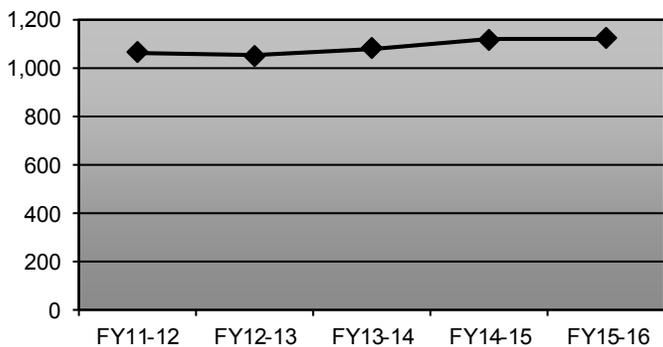
Revenue Vehicle Hours (000's)



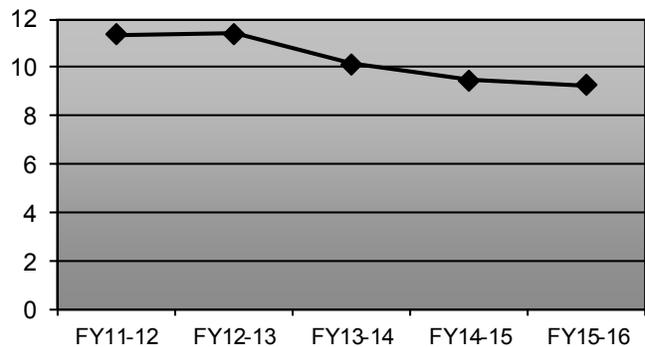
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

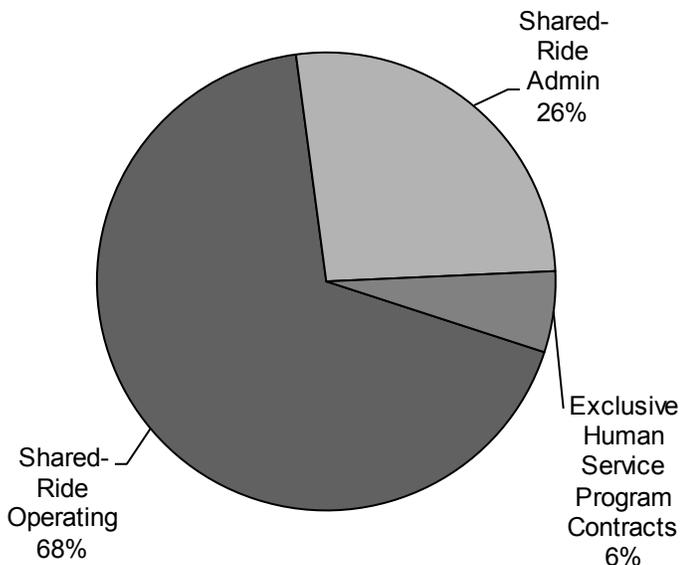
Westmoreland County Transit Authority (WCTA) 41 Bell Bay Greensburg, PA 15601 724-832-2712 Mr. Alan Blahovec, Executive Director		Fare Information Average Shared-Ride Fare: \$24.85 Average Shared-Ride Cost per Trip: \$27.22 Fare Structure Implementation Date: July 2013	
Service Area Statistics (2010 Census) Westmoreland County Square Miles: 1,025 Population: 365,169 65+ Population: 68,877 % of Population 65 and older: 18.9%		Trip Information 65+ Trips: 86,213 PwD Trips: 4,677 Other Shared-Ride Trips: 75,308 Total Shared-Ride Trips: 166,198 Non-Public Trips: 68,145	
		Vehicles Operated in Maximum Service Community Transportation: 64	

URBAN SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

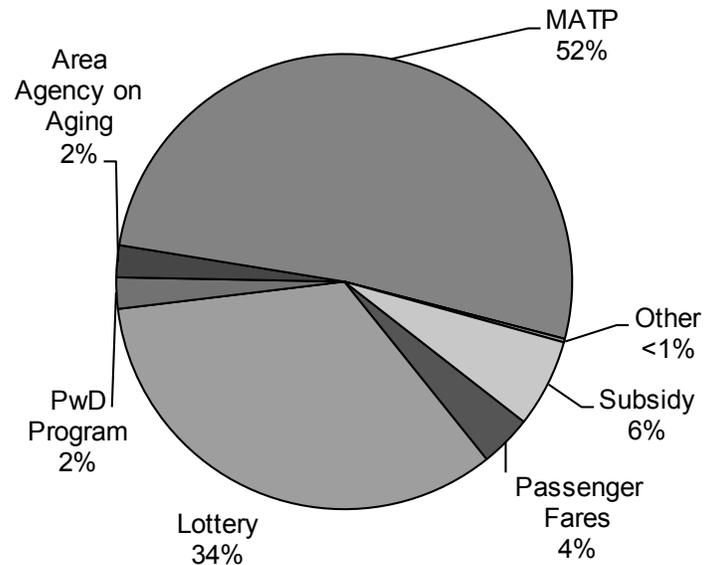
Operating Expenses

\$4,798,970



Sources of Funding

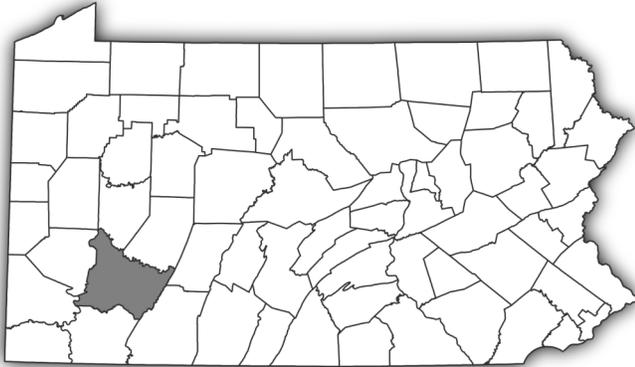
\$4,798,970



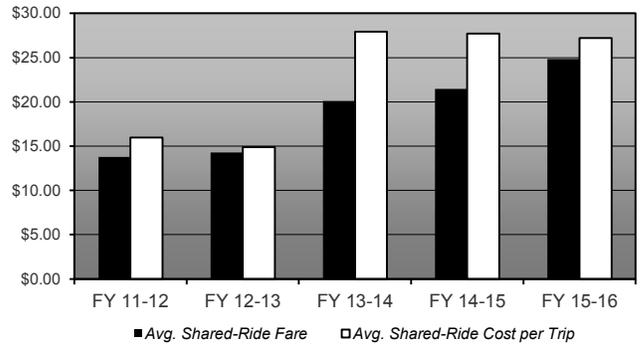
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



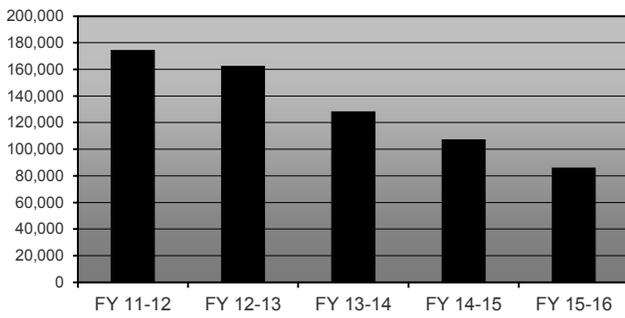
Agency Service Area



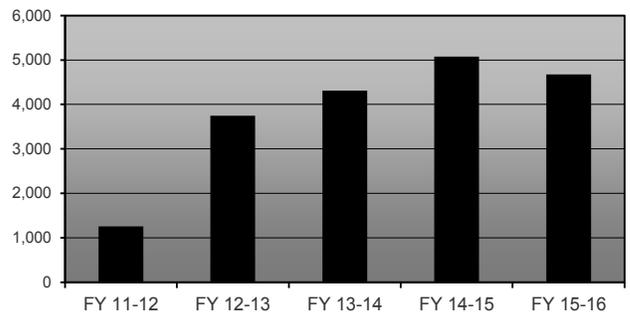
Shared-Ride Fare Recovery



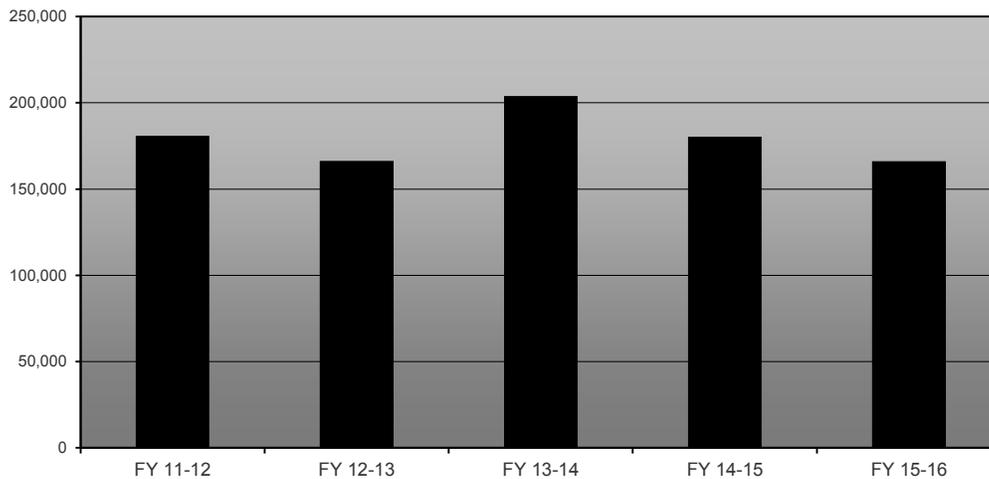
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Prior to FY 13-14 MATP trips were not reported in Total Shared-Ride trips.
Data accuracy improved due to implementation of Ecolane scheduling software in FY2013-14.

URBAN SYSTEMS



Williamsport River Valley Transit (RVT)
 1500 West Third Street
 Williamsport, PA 17701
 570-326-2500
 Mr. William Nichols, Jr., General Manager
www.ridervt.com



House District
 Lycoming: 83, 84

Senate District
 Lycoming: 23



Service Area Statistics (2010 Census)
 Square Miles: 89
 Population: 69,764



Current Fare Information
 Fixed Route Base: \$2.00
 Last Base Fare Increase: May 2005



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,316,513
 Senior Passengers: 194,996
 Revenue Vehicle Miles: 877,456
 Revenue Vehicle Hours: 57,237



Current Employees
 Agency Full-Time: 54
 Agency Part-Time: 2
 System-Wide: 56



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,949,535
 Required Local Match: \$333,942



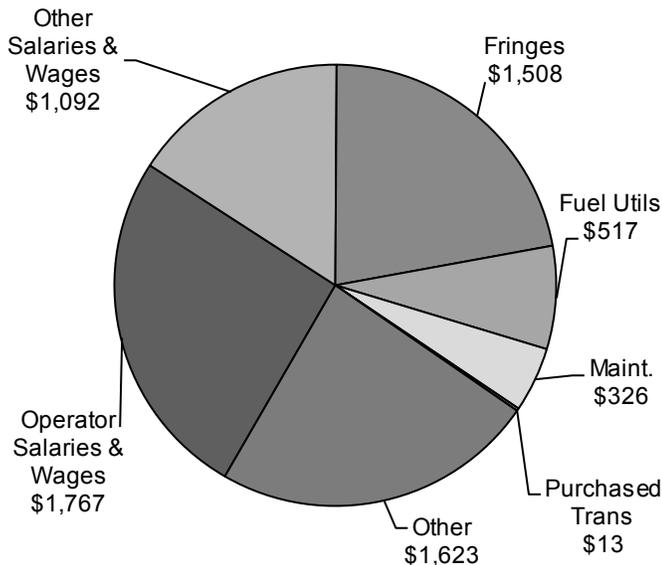
Current Fleet Size
 Diesel/Gasoline Motor Bus: 26
 CNG Motor Bus: 4
 System-Wide: 30

Community transportation provided by provided by STEP, Inc. (see page 232)

OPERATING BUDGET

Operating Expense (000's)

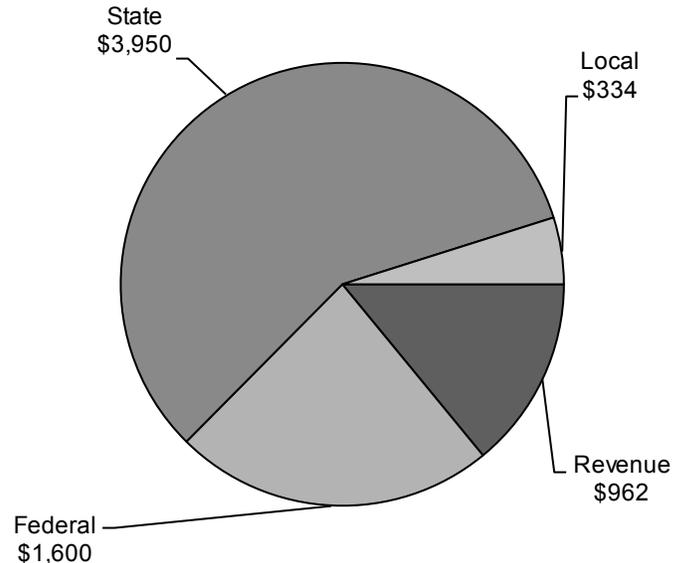
\$6,846



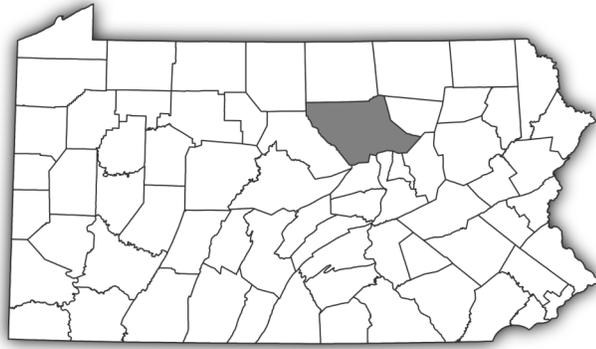
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

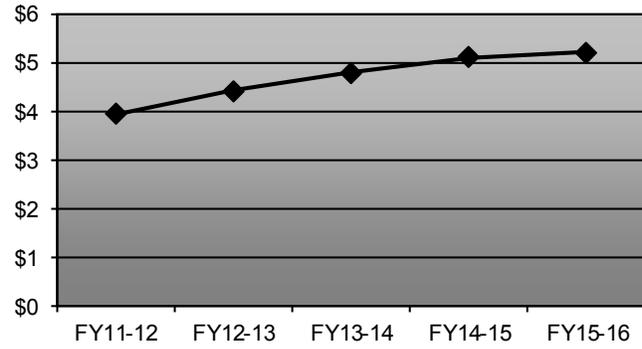
\$6,846



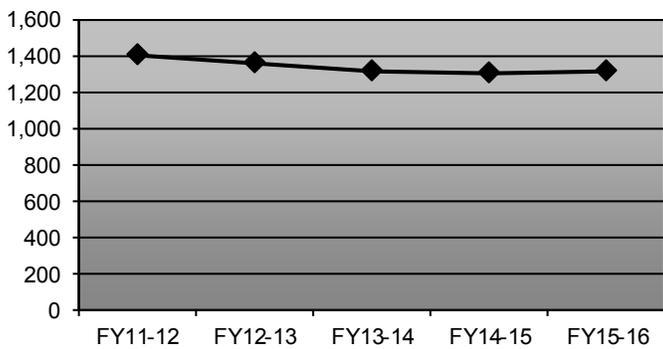
Revenue includes ADA complementary revenue.



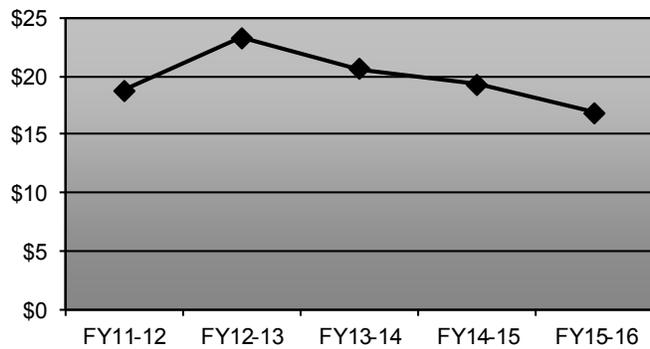
Operating Expense Per Passenger



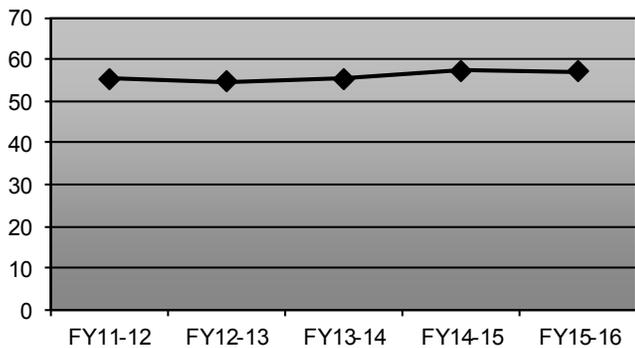
Total Passengers (000's)



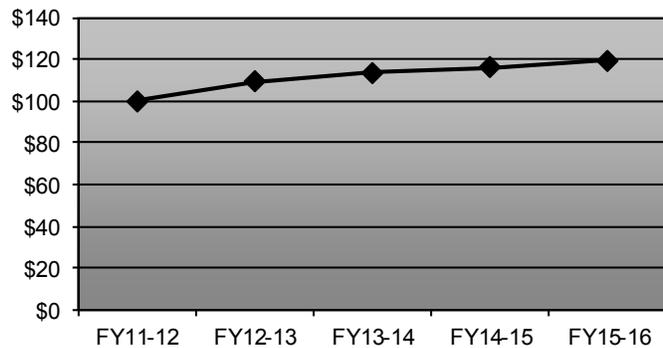
Operating Revenue Per Revenue Vehicle Hour



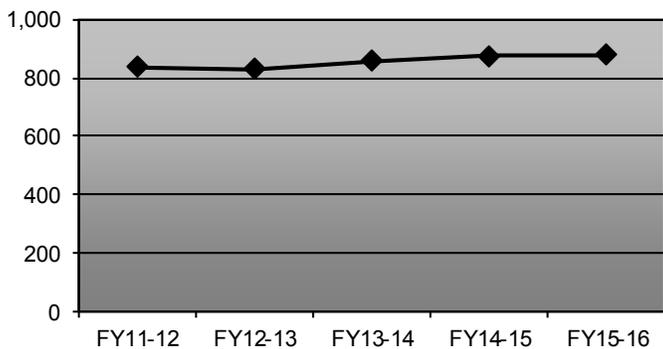
Revenue Vehicle Hours (000's)



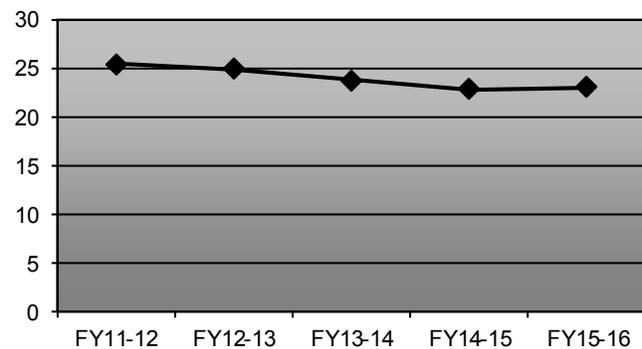
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

URBAN SYSTEMS

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Section V

Rural Systems



Area Transportation Authority (ATA)

44 Transportation Center
 Johnsonburg, PA 15845
 866-282-4968
 Mr. Michael Imbrogno,
 Chief Executive Officer
www.rideata.com



House District

Cameron: 67 Clearfield: 74, 75 Elk: 75
 Jefferson: 66 McKean: 65, 67 Potter: 67

Senate District

Cameron: 25 Clearfield: 25, 35, 41 Elk: 25
 Jefferson: 25 McKean: 25 Potter: 25



Service Area Statistics (2010 Census)

Square Miles: 5,092
 Population: 224,780



Current Fare Information

Fixed Route Base: \$1.25
 Last Base Fare Increase: July 2008



Act 44 Fixed Route Distribution Factors

Total Passengers: 411,202
 Senior Passengers: 28,071
 Revenue Vehicle Miles: 1,414,669
 Revenue Vehicle Hours: 107,998



Current Employees

Agency Full-Time: 58
 Agency Part-Time: 91
 Contractor Full-Time: 3
 Contractor Part-Time: 5
 System-Wide: 157



Act 44 Operating Assistance

Section 1513 Allocation: \$4,438,854
 Required Local Match: \$274,723



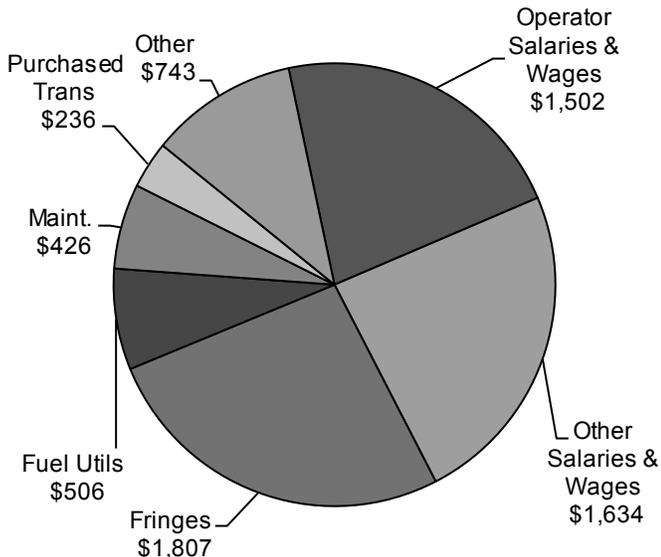
Current Fleet Size

Diesel/Gasoline Motor Bus: 51
 Other Alternative Fuel Paratransit: 48
 System-wide: 99

OPERATING BUDGET

Operating Expense (000's)

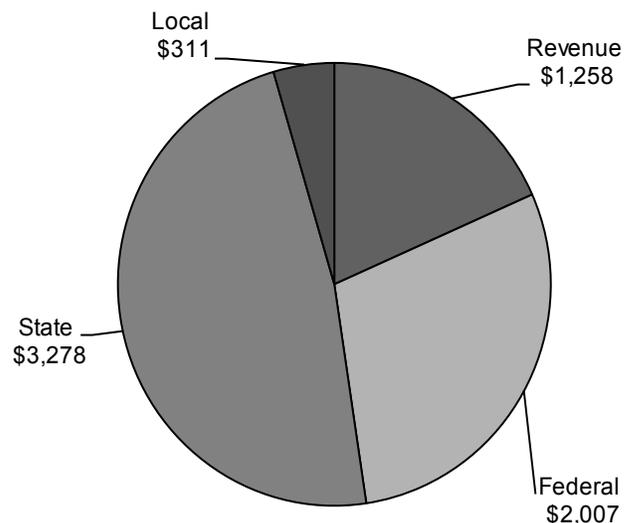
\$6,854



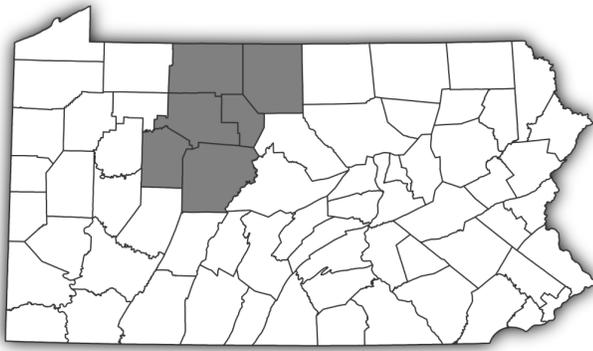
Expense includes DAS expense which is also included on the Community Transportation page.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

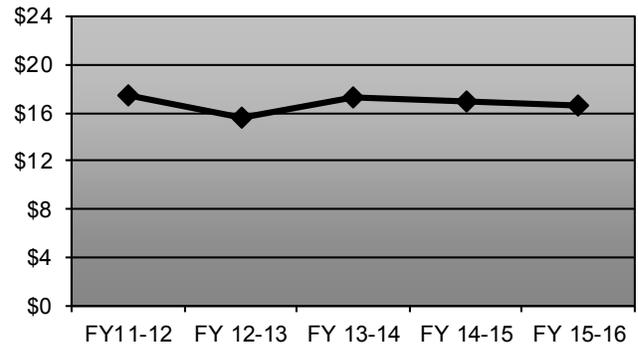
\$6,854



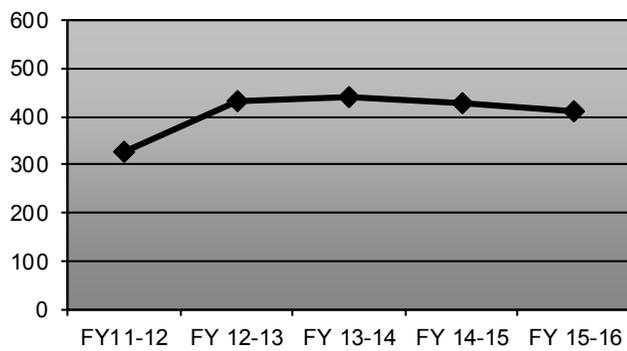
Revenue includes DAS revenue which is also included on the Community Transportation page.



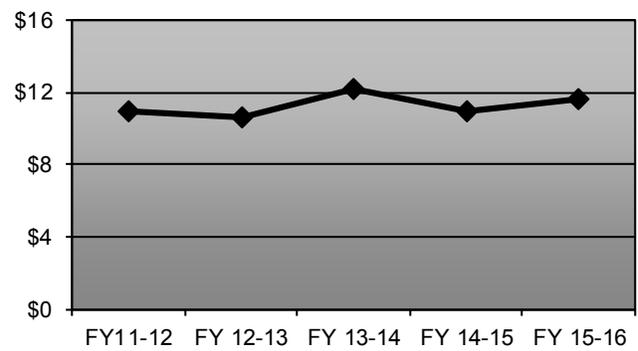
Operating Expense Per Passenger



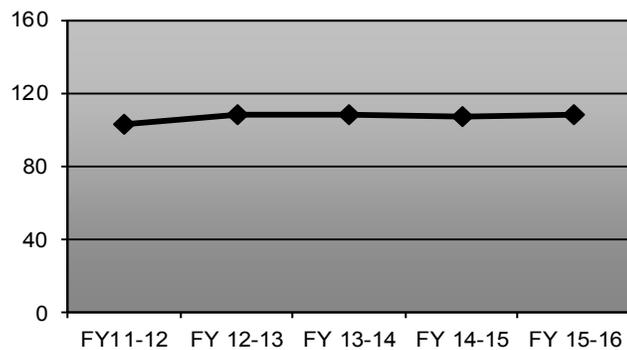
Total Passengers (000's)



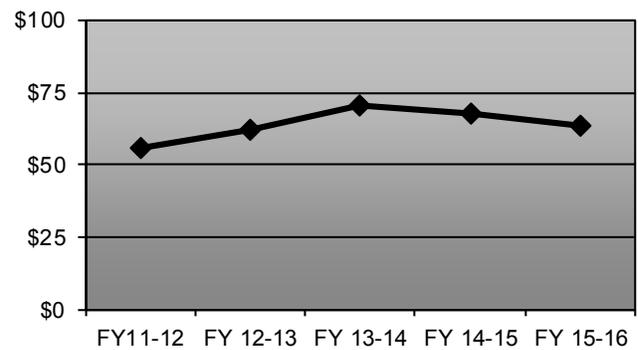
Operating Revenue Per Revenue Vehicle Hour



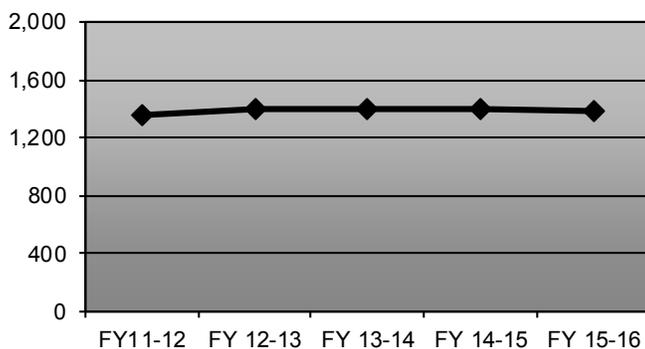
Revenue Vehicle Hours (000's)



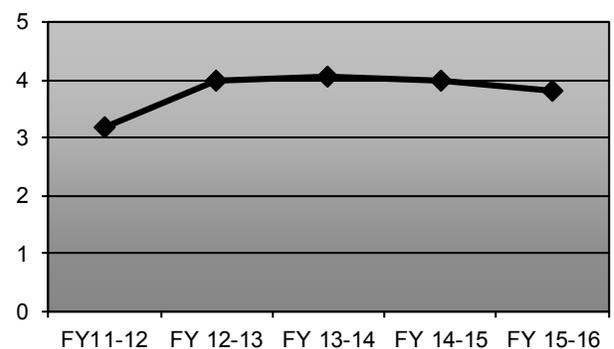
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include DAS passengers which are also included on the Community Transportation page.

RURAL SYSTEMS

Community Transportation

Area Transportation Authority of North Central PA (ATA)

44 Transportation Center
 Johnsonburg, PA 15845
 866-282-4968
 Mr. Michael Imbrogno, CEO

Service Area Statistics (2010 Census)

Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties

Square Miles:	5,092
Population:	224,780
65+ Population:	40,449
% of Population 65 and older:	18.0%

Fare Information

Average Shared-Ride Fare:	\$5.74
Average Shared-Ride Cost per Trip:	\$27.58
Fare Structure	
Implementation Date:	July 2009

Trip Information

65+ Trips:	57,412
PwD Trips:	23,377
Other Shared-Ride Trips:	82,693
Total Shared-Ride Trips:	163,482
Non-Public Trips:	19,047

Vehicles Operated in Maximum Service

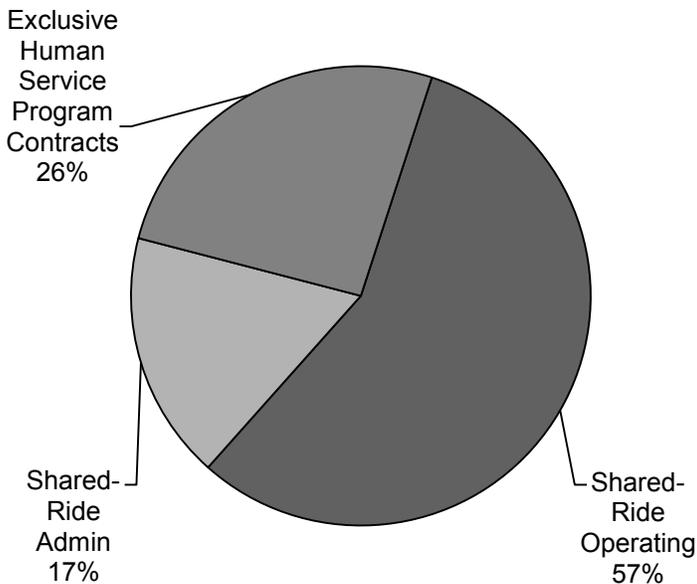
Community Transportation:	34
---------------------------	----

RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

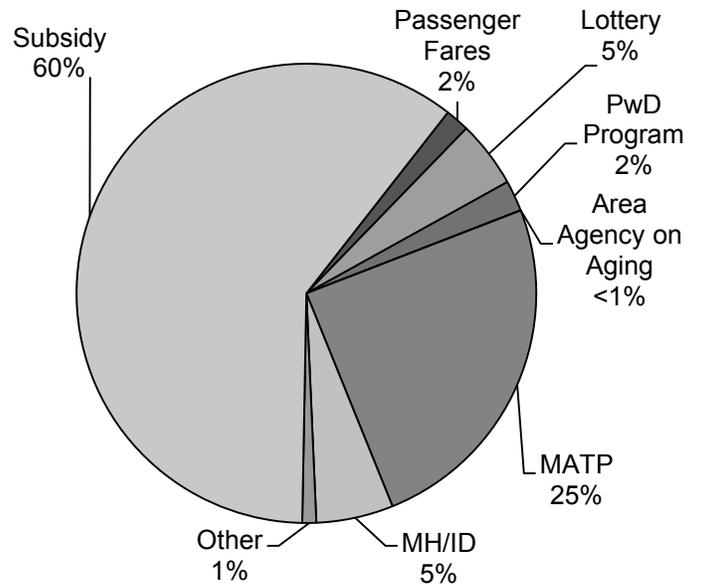
Operating Expenses

\$6,088,859



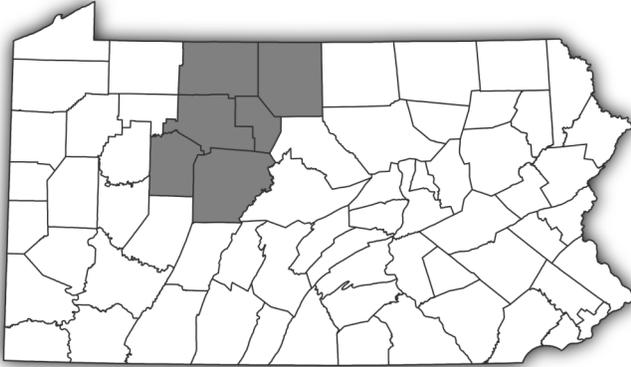
Sources of Funding

\$6,089,577

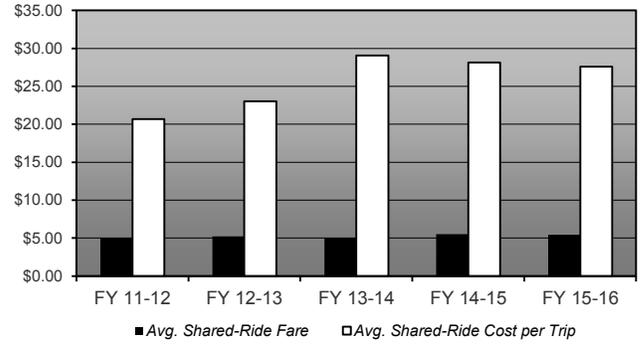


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

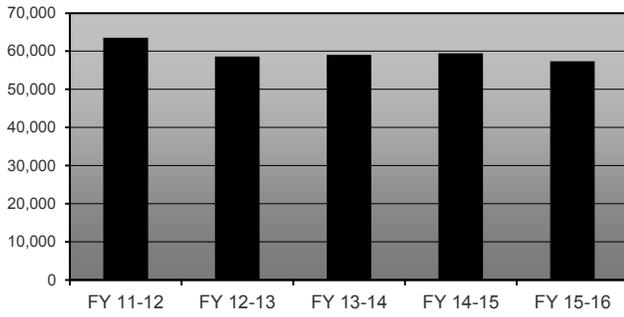
Agency Service Area



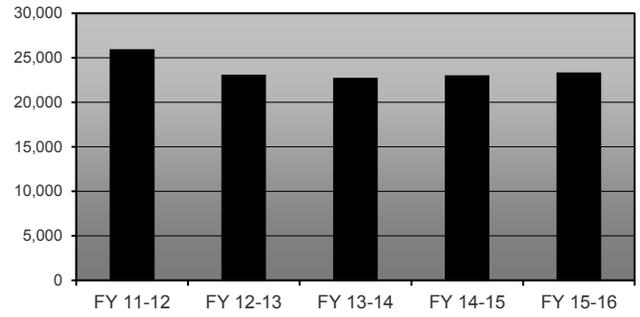
Shared-Ride Fare Recovery



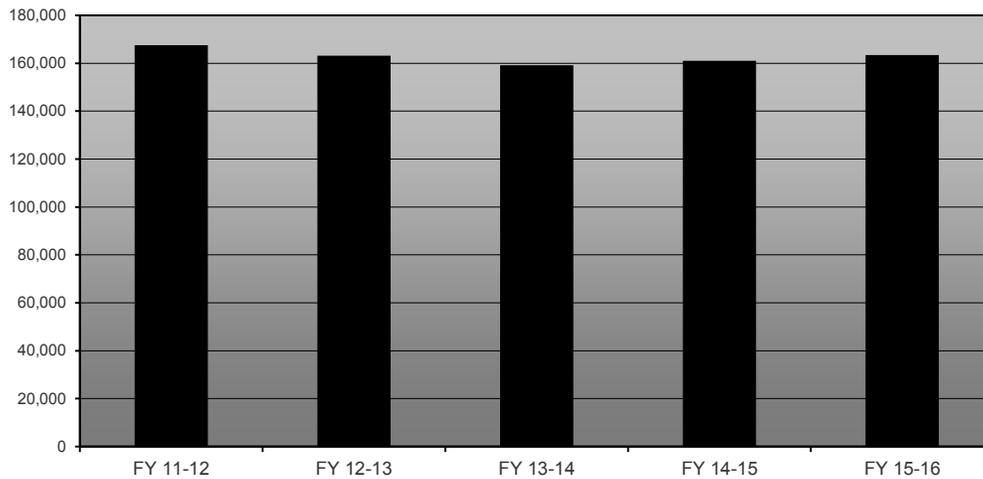
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Butler Transit Authority (BTA)
 130 Hollywood Drive, Suite 101
 Butler, PA 16001
 724-283-0445
 Mr. John H. Paul, Executive Director
www.butlertransit.com



House District
 Butler: 8, 10, 11, 12, 64
Senate District
 Butler: 21, 40, 41, 50



Service Area Statistics (2010 Census)
 Square Miles: 25
 Population: 31,084



Current Fare Information
 Fixed Route Base: \$1.25
 Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 199,830
 Senior Passengers: 40,159
 Revenue Vehicle Miles: 187,814
 Revenue Vehicle Hours: 15,286



Current Employees
 Agency Full-Time: 4
 Agency Part-Time: 5
 Contractor Full-Time: 7
 Contractor Part-Time: 9
 System-Wide: 25



Act 44 Operating Assistance
 Section 1513 Allocation: \$875,160
 Required Local Match: \$45,280



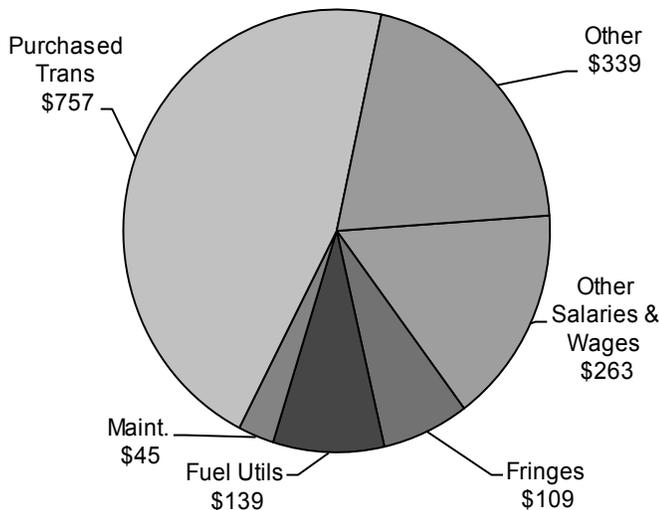
Current Fleet Size
 Diesel/Gasoline Motor Bus: 6
 System-wide: 6

Community transportation provided by Butler County Community Action and Development (see page 202)

OPERATING BUDGET

Operating Expense (000's)

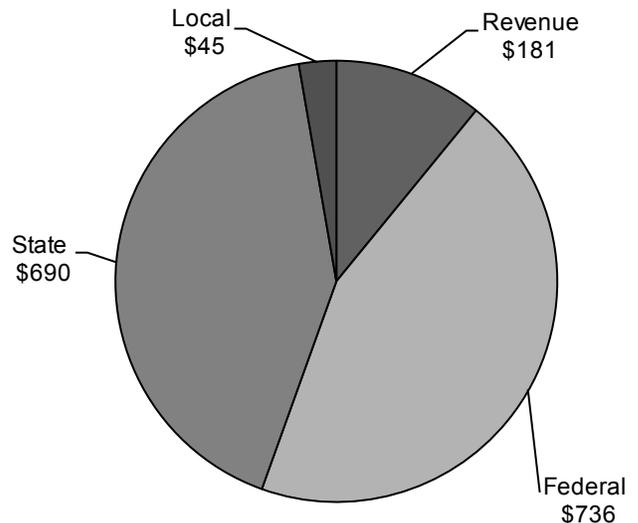
\$1,652



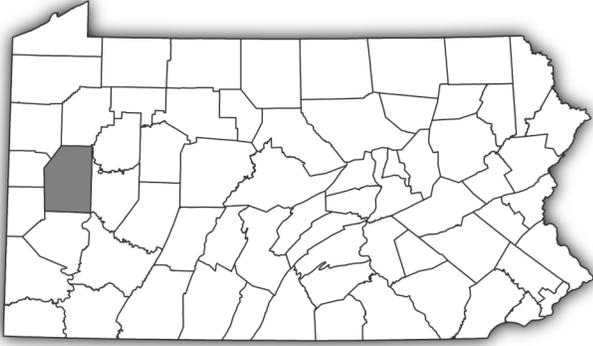
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

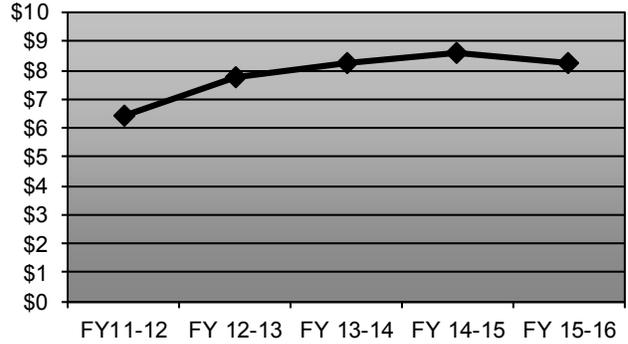
\$1,652



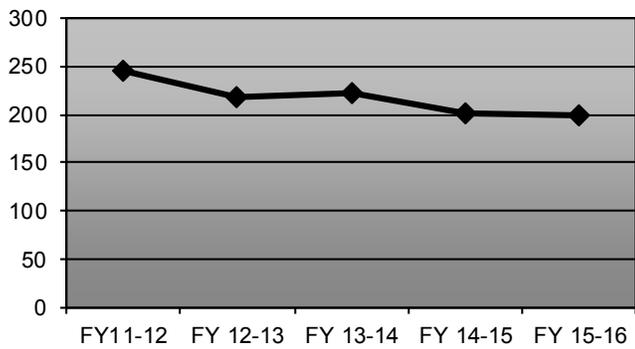
Revenue includes ADA complementary revenue.



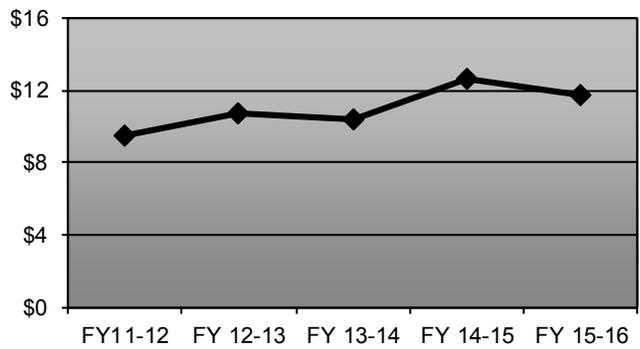
Operating Expense Per Passenger



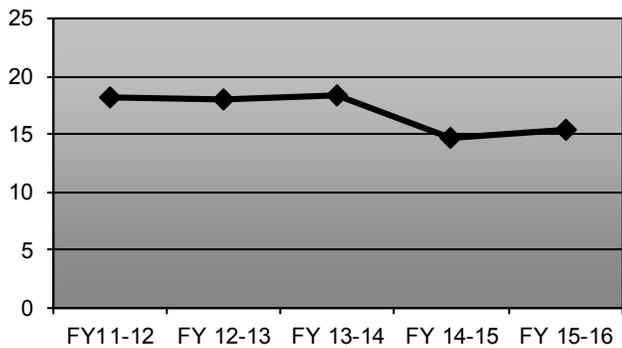
Total Passengers (000's)



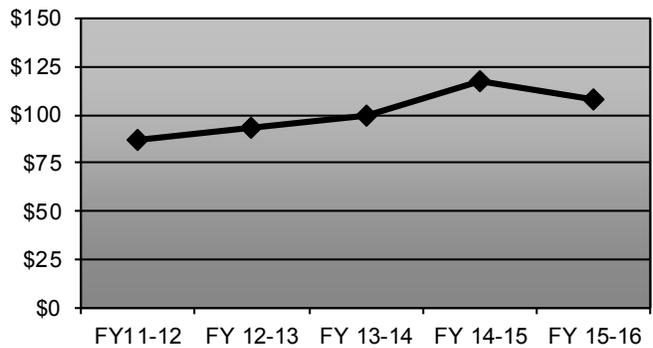
Operating Revenue Per Revenue Vehicle Hour



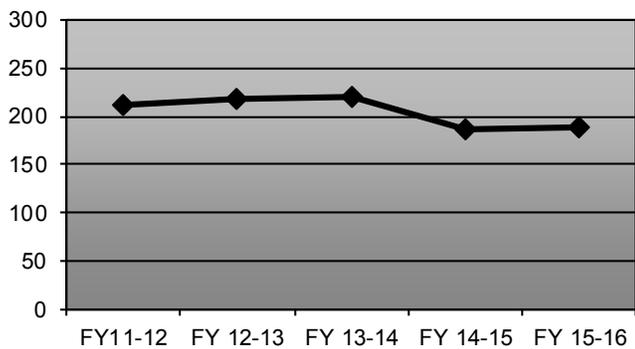
Revenue Vehicle Hours (000's)



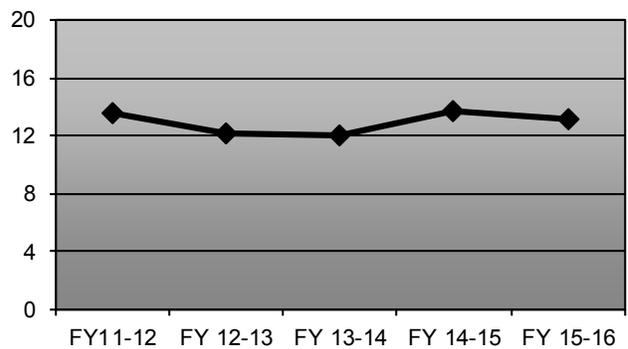
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Carbon County Community Transit
 46 East Locust Street
 Nesquehoning, PA 18240
 570-669-6380
 Mr. Owen O'Neil, Executive Director
www.carbontransit.com



House District
 Carbon: 122, 124
Senate District
 Carbon: 14



Service Area Statistics (2010 Census)
 Square Miles: 75
 Population: 58,356



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: November 2002



Act 44 Fixed Route Distribution Factors
 Total Passengers: 9,037
 Senior Passengers: 3,936
 Revenue Vehicle Miles: 51,668
 Revenue Vehicle Hours: 2,725



Current Employees
 Agency Full-Time: 0
 Agency Part-Time: 0
 Contractor Full-Time: 19
 Contractor Part-Time: 12
 System-Wide: 31



Act 44 Operating Assistance
 Section 1513 Allocation: \$244,429
 Required Local Match: \$35,564

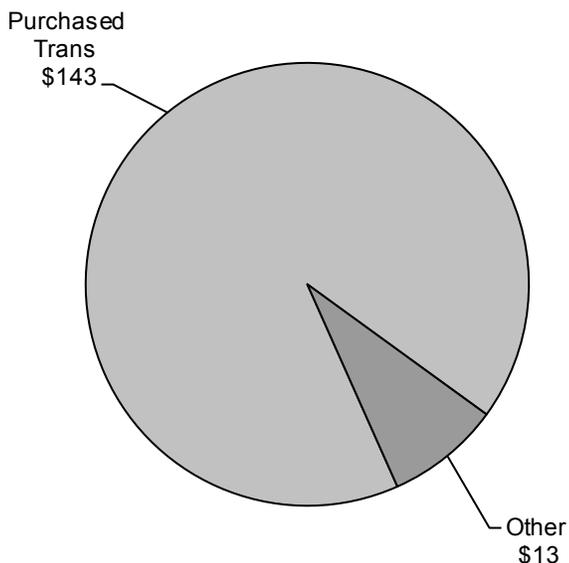


Current Fleet Size
 Diesel/Gasoline Motor Bus: 1
 Diesel/Gasoline Paratransit Vehicle: 24
 System-wide: 25

OPERATING BUDGET

Operating Expense (000's)

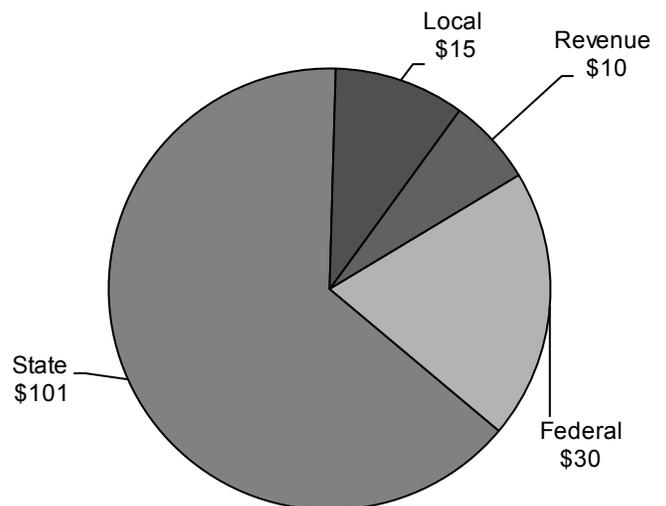
\$156



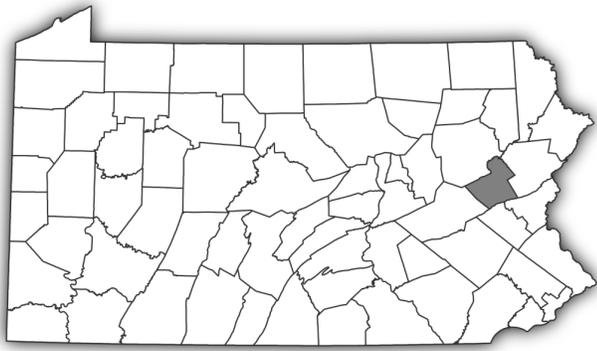
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

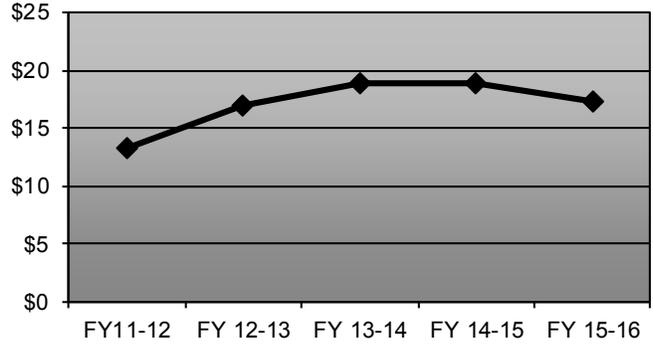
\$156



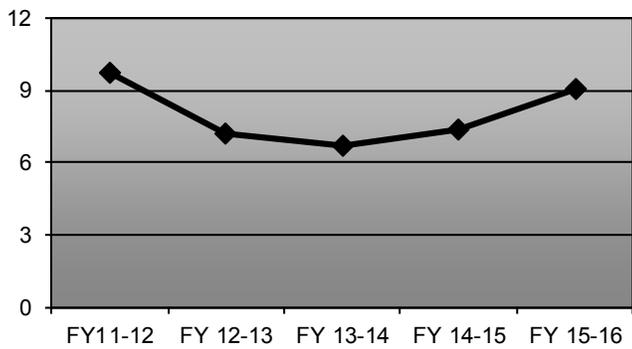
Revenue includes ADA complementary revenue.



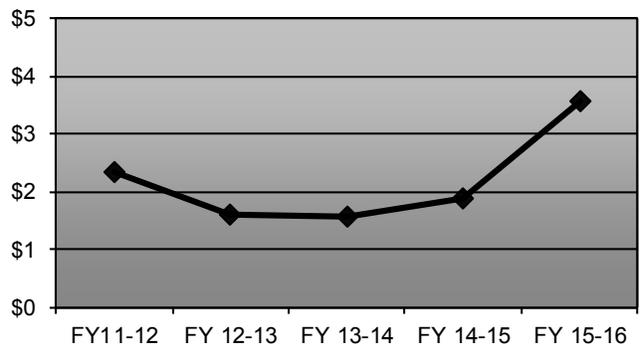
Operating Expense Per Passenger



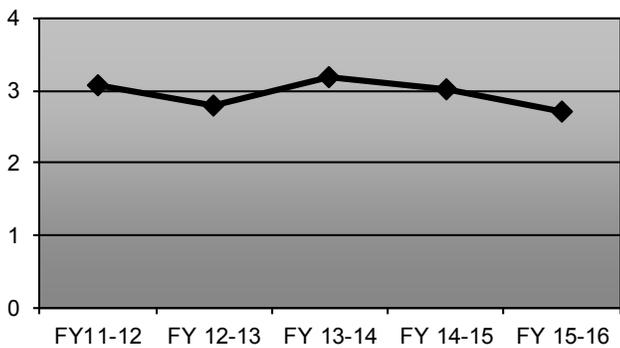
Total Passengers (000's)



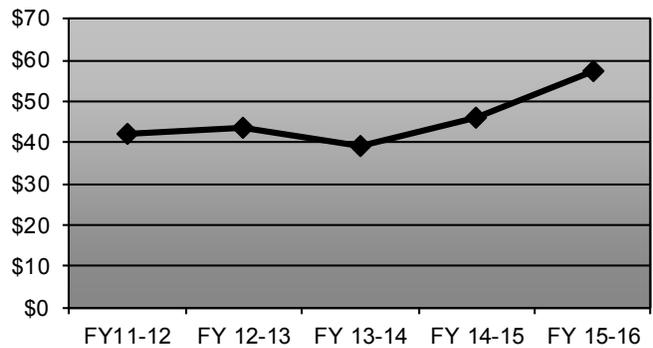
Operating Revenue Per Revenue Vehicle Hour



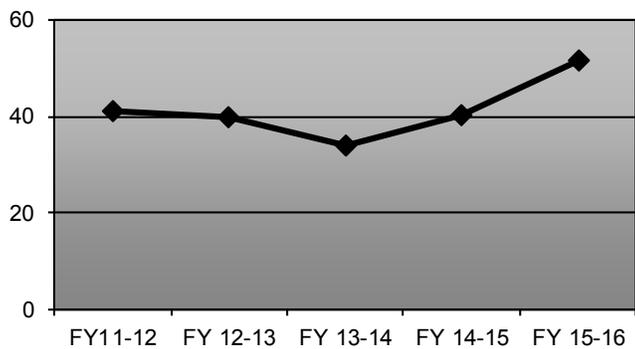
Revenue Vehicle Hours (000's)



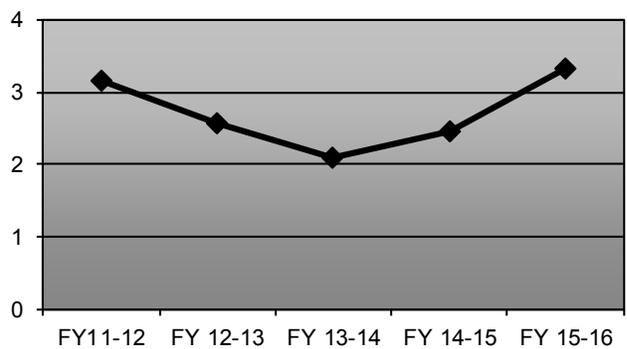
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

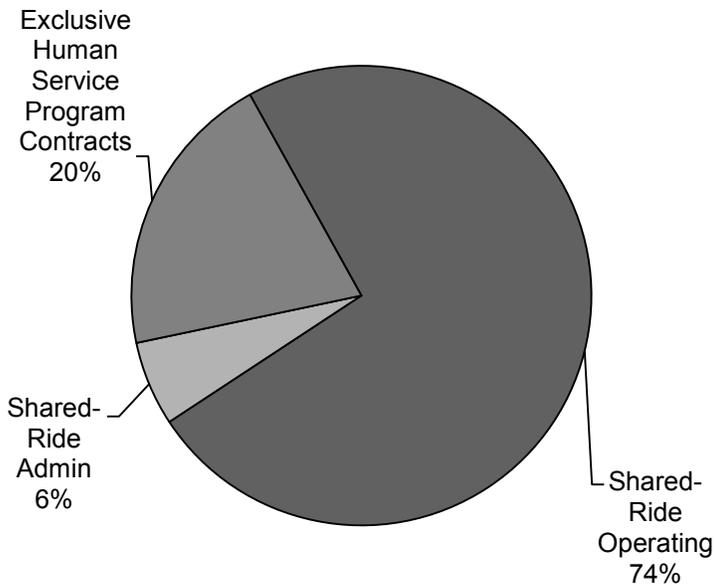
Community Transportation

Carbon County Community Transit 46 East Locust Street Nesquehoning, PA 18240 570-669-6380 Mr. Owen O'Neil, Executive Director		Fare Information Average Shared-Ride Fare: \$19.13 Average Shared-Ride Cost per Trip: \$31.25 Fare Structure Implementation Date: March 2016	
Service Area Statistics (2010 Census) Carbon County Square Miles: 381 Population: 65,249 65+ Population: 11,644 % of Population 65 and older: 17.8%		Trip Information 65+ Trips: 28,142 PwD Trips: 5,648 Other Shared-Ride Trips: 14,155 Total Shared-Ride Trips: 47,945 Non-Public Trips: 6,600	
		Vehicles Operated in Maximum Service Community Transportation: 18	

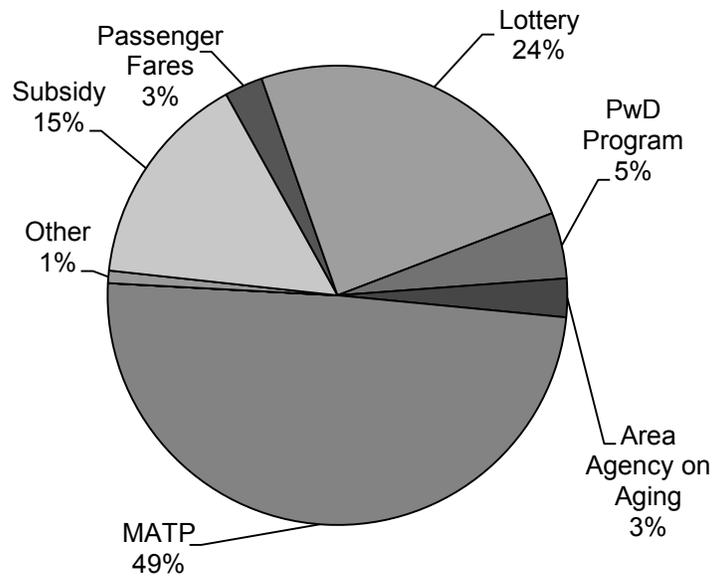
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,879,885



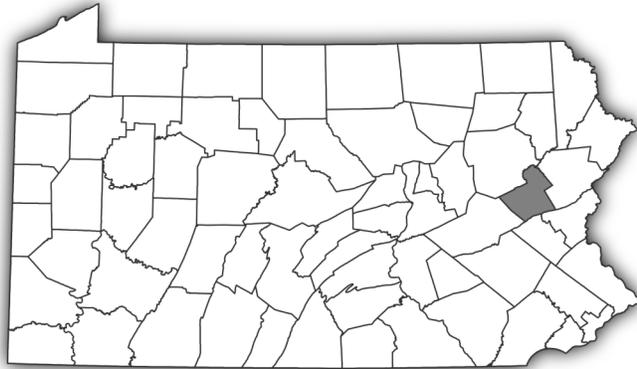
Sources of Funding
\$2,002,331



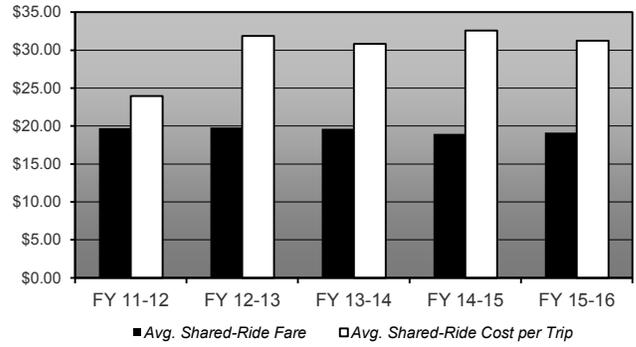
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



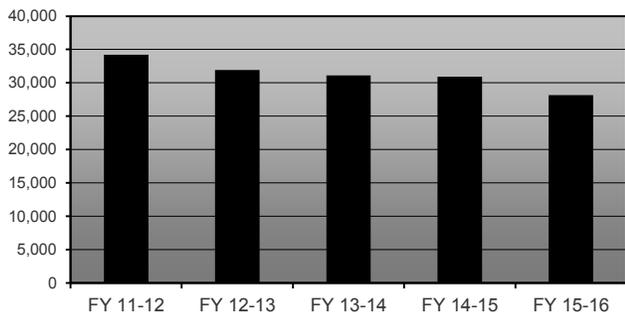
Agency Service Area



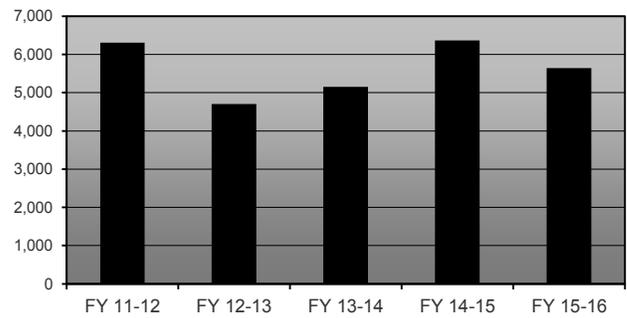
Shared-Ride Fare Recovery



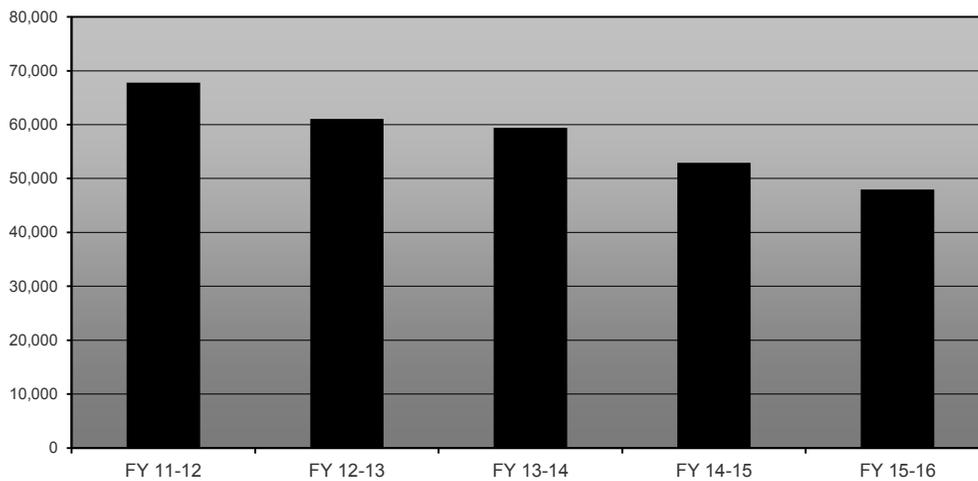
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



RURAL SYSTEMS



Crawford Area Transportation Authority (CATA)
 214 Pine Street
 Meadville, PA 16335
 814-336-5600
 Mr. Timothy Geibel, Executive Director
www.catabus.org



House District
 Crawford: 6, 17, 65
Senate District
 Crawford: 50



Service Area Statistics (2010 Census)
 Square Miles: 12
 Population: 20,060



Current Fare Information
 Fixed Route Base: \$1.25
 Last Base Fare Increase: Oct. 2014



Act 44 Fixed Route Distribution Factors
 Total Passengers: 236,740
 Senior Passengers: 37,975
 Revenue Vehicle Miles: 269,950
 Revenue Vehicle Hours: 18,566



Current Employees
 Agency Full-Time: 30
 Agency Part-Time: 16
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 46



Act 44 Operating Assistance
 Section 1513 Allocation: \$798,769
 Required Local Match: \$36,162

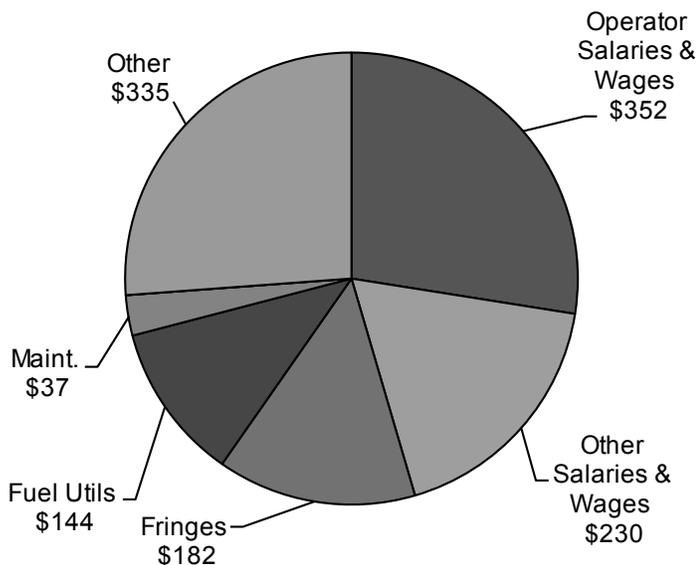


Current Fleet Size
 Diesel/Gasoline Motor Bus: 7
 Diesel/Gasoline Paratransit Vehicle: 35
 System-wide: 42

OPERATING BUDGET

Operating Expense (000's)

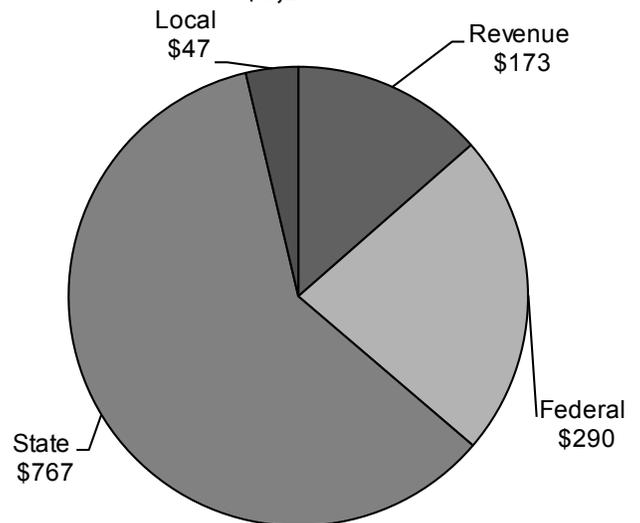
\$1,280



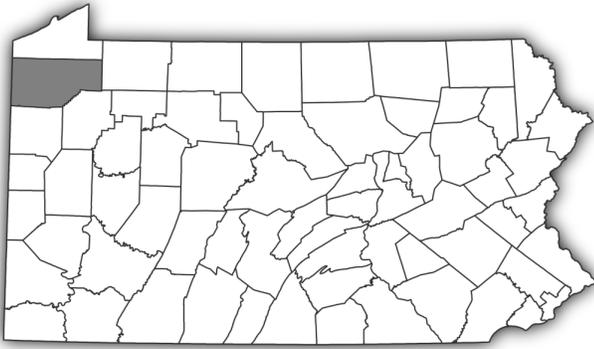
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

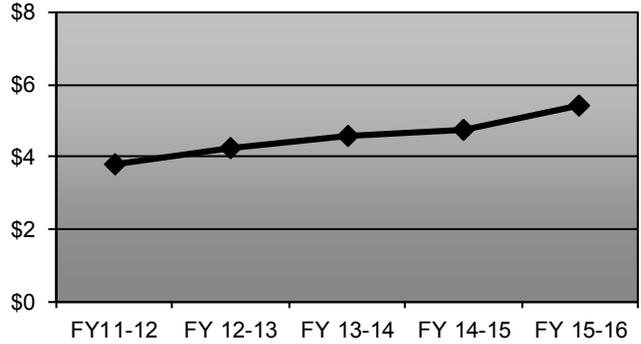
\$1,280



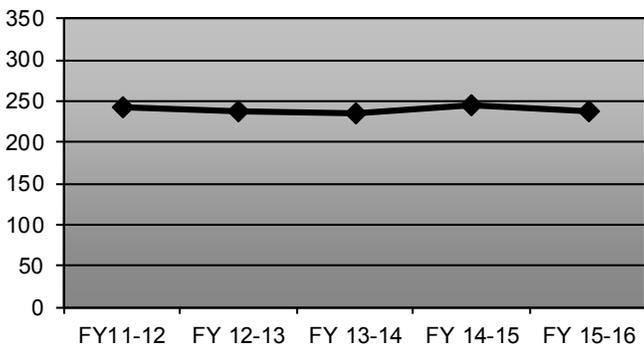
Revenue includes ADA complementary revenue.



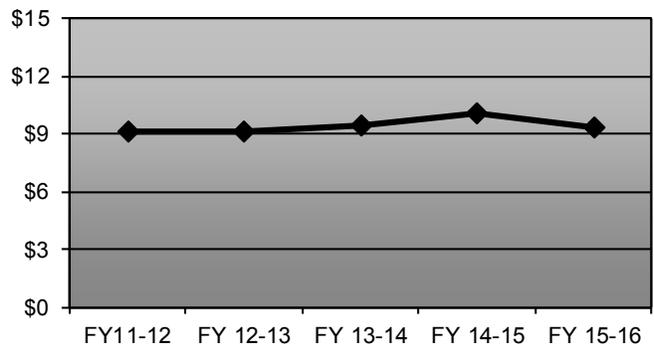
Operating Expense Per Passenger



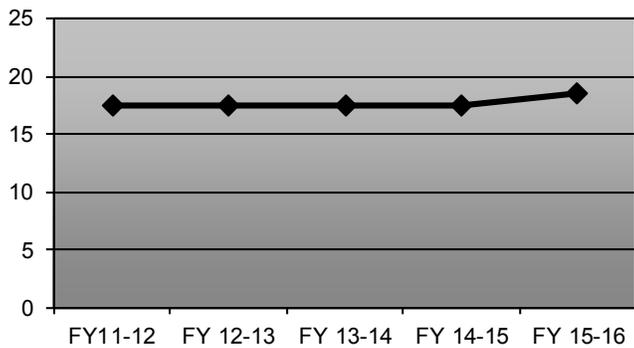
Total Passengers (000's)



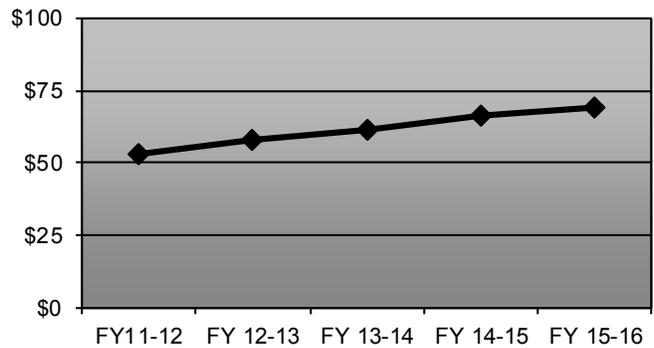
Operating Revenue Per Revenue Vehicle Hour



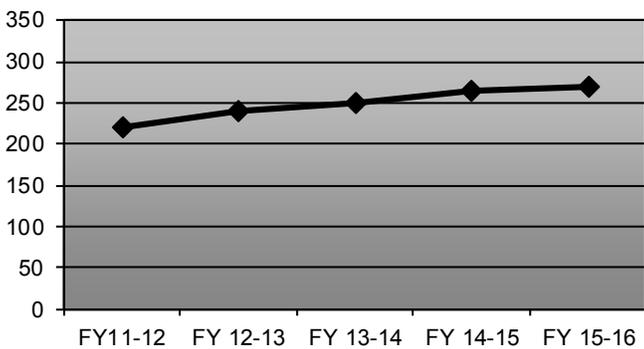
Revenue Vehicle Hours (000's)



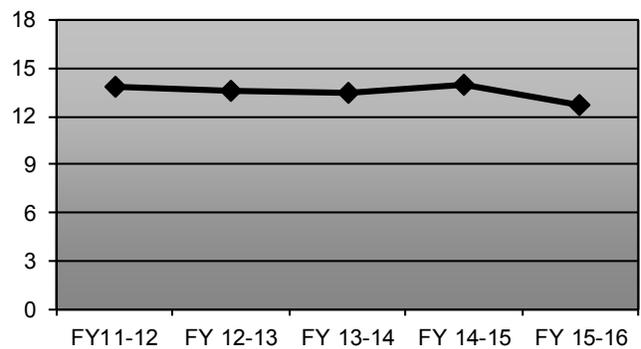
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

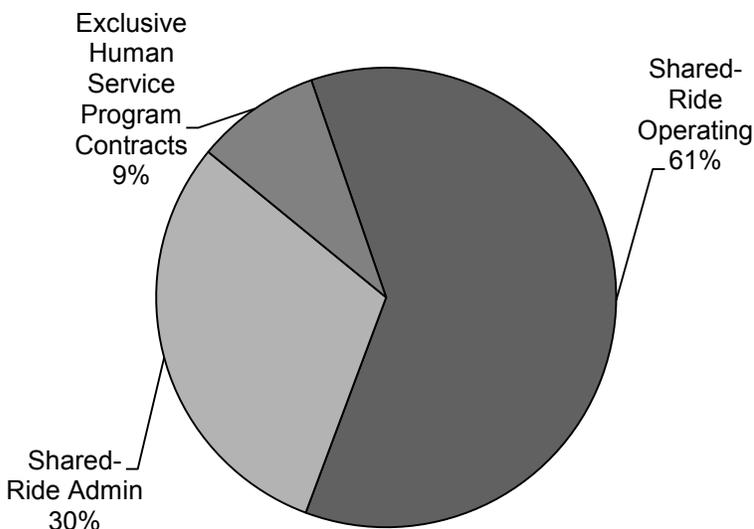
Community Transportation

Crawford Area Transportation Authority (CATA) 214 Pine Street, Meadville, PA 16335 814-336-5600 Mr. Timothy Geibel, Executive Director		Fare Information Average Shared-Ride Fare: \$18.31 Average Shared-Ride Cost per Trip: \$20.36 Fare Structure Implementation Date: July 2013	
Service Area Statistics (2010 Census) Crawford County Square Miles: 1,013 Population: 88,765 65+ Population: 14,712 % of Population 65 and older: 16.6%		Trip Information 65+ Trips: 39,481 PwD Trips: 4,555 Other Shared-Ride Trips: 7,004 Total Shared-Ride Trips: 51,040 Non-Public Trips: 15,776	
Vehicles Operated in Maximum Service Community Transportation:			15

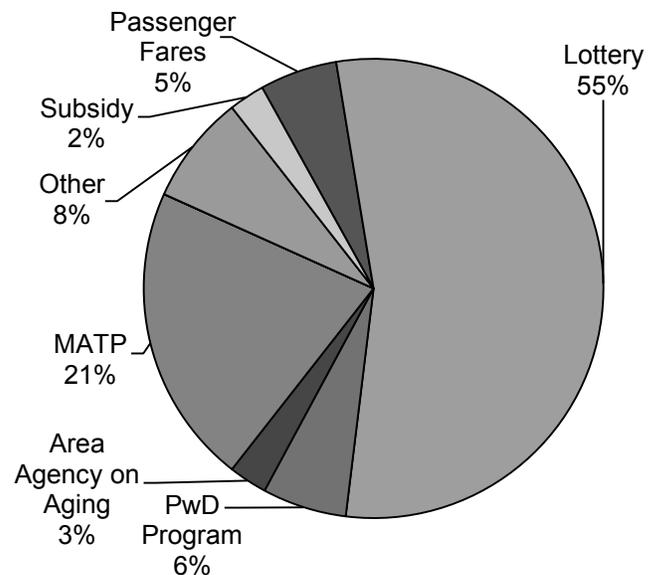
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,139,728

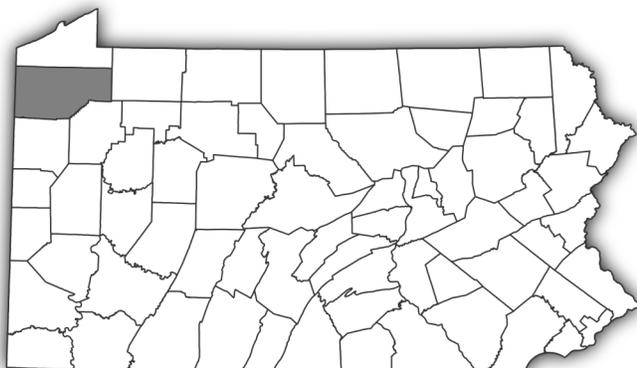


Sources of Funding
\$1,163,258

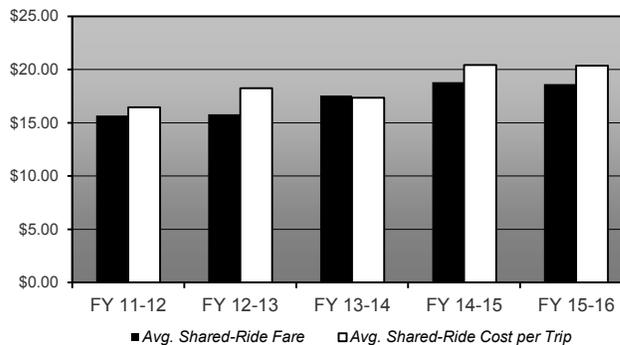


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

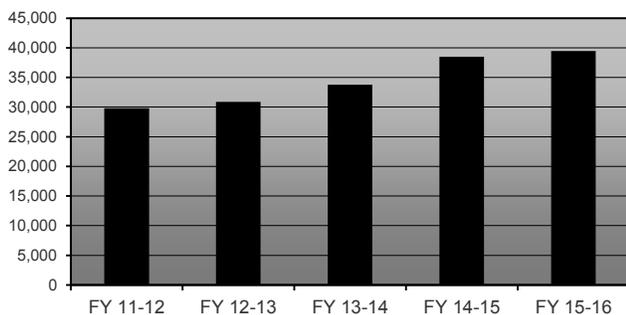
Agency Service Area



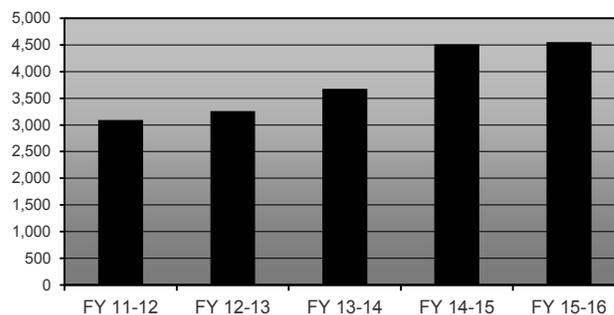
Shared-Ride Fare Recovery



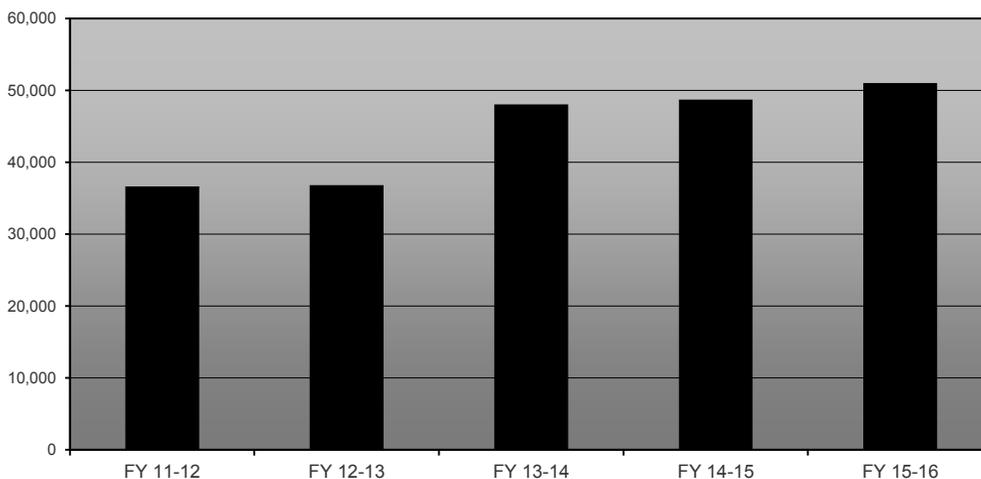
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFAST)
 178 Spider Lake Road
 DuBois, PA 15801
 814-371-3940
 Ms. Kristen Vida, Executive Director
www.dufast.com



House District
 Clearfield: 75

Senate District
 Clearfield: 25



Service Area Statistics (2010 Census)
 Square Miles: 56
 Population: 20,327



Current Fare Information
 Fixed Route Base: \$1.25
 Last Base Fare Increase: July 2009



Act 44 Fixed Route Distribution Factors
 Total Passengers: 60,836
 Senior Passengers: 19,921
 Revenue Vehicle Miles: 127,063
 Revenue Vehicle Hours: 9,894



Current Employees
 Agency Full-Time: 8
 Agency Part-Time: 4
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 12



Act 44 Operating Assistance
 Section 1513 Allocation: \$557,630
 Required Local Match: \$44,167



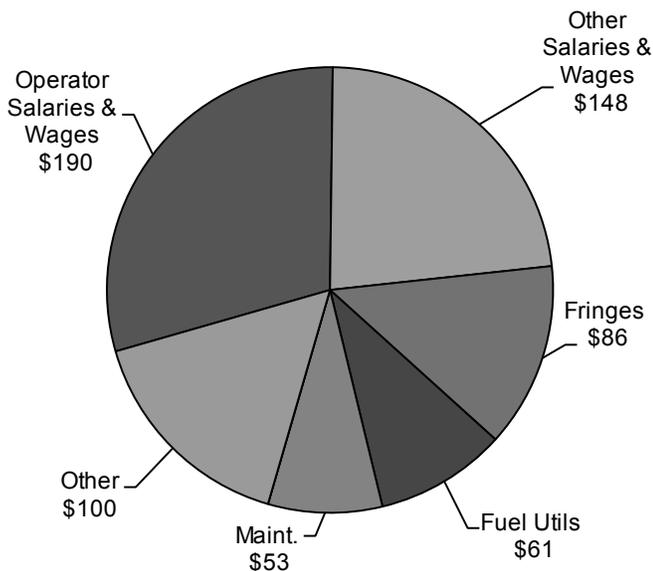
Current Fleet Size
 Diesel/Gasoline Motor Bus: 2
 Diesel/Gasoline Paratransit Vehicle: 4
 System-wide: 6

Community transportation provided by Area Transportation Authority of North Central PA (see page 148)

OPERATING BUDGET

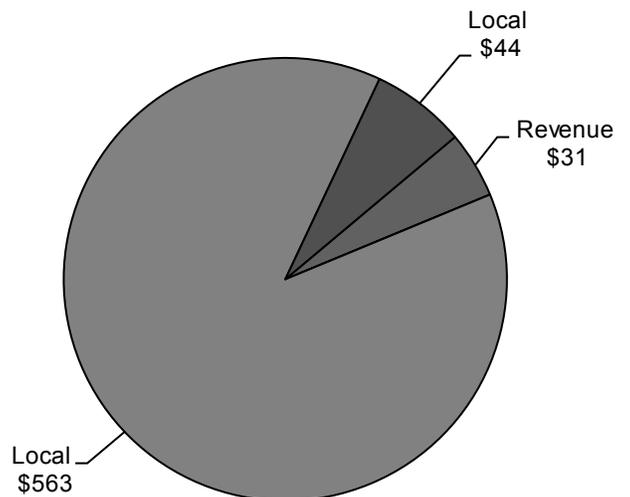
Operating Expense (000's)

\$638

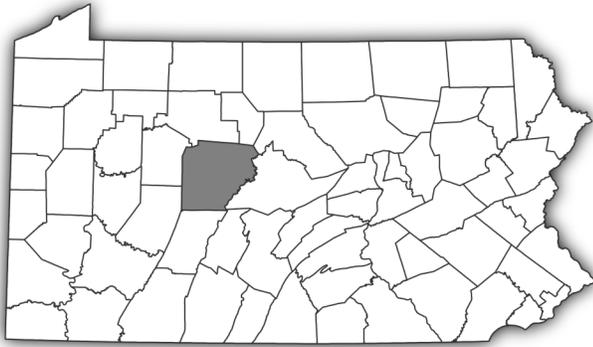


Operating Funds (000's)

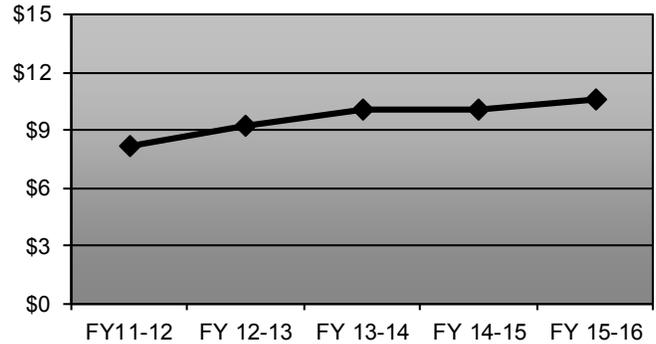
\$638



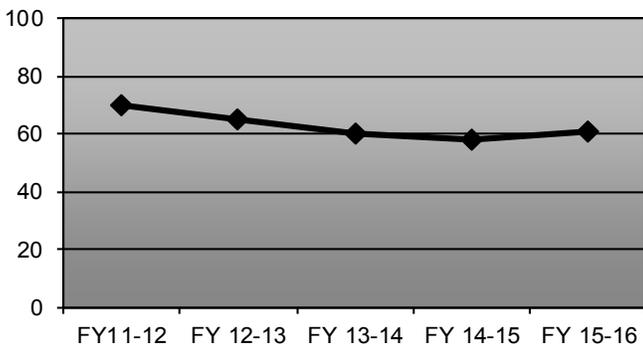
Some contracted maintenance may be reported as "Other Services."



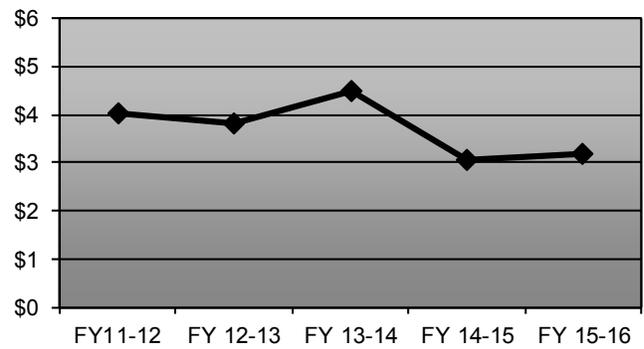
Operating Expense Per Passenger



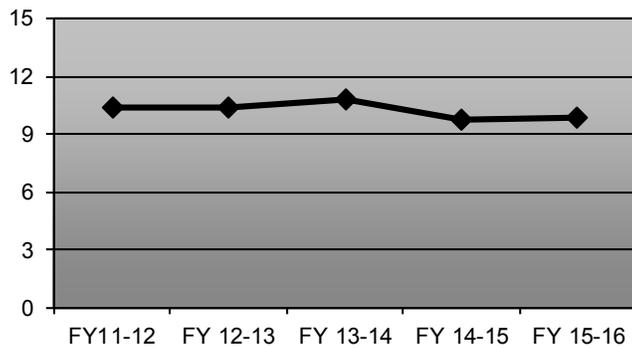
Total Passengers (000's)



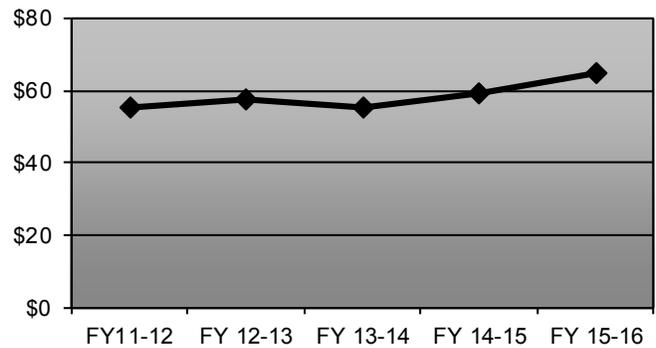
Operating Revenue Per Revenue Vehicle Hour



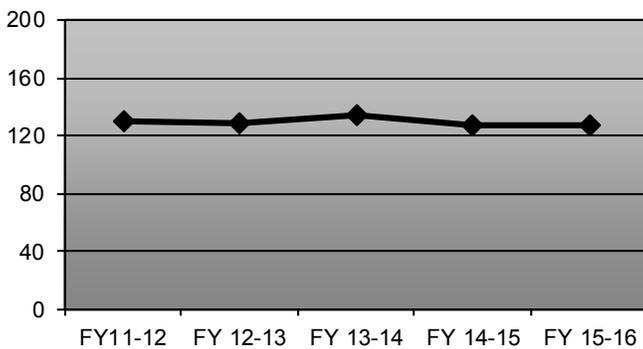
Revenue Vehicle Hours (000's)



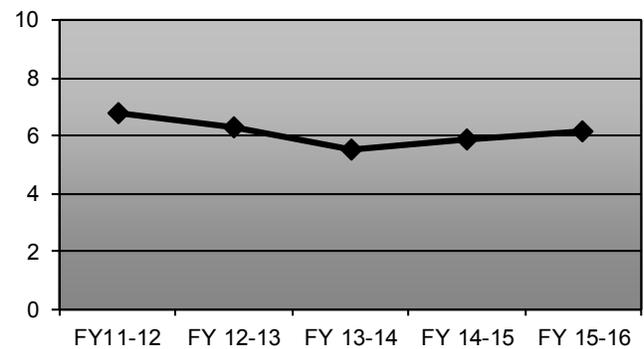
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



RURAL SYSTEMS



Endless Mountains Transportation Authority (EMTA)
 27824 Route 220
 Athens, PA 18810
 800-242-3484
 Mr. William Nichols, Jr., General Manager
www.gobesttransit.com



House District
 Bradford: 68, 110
 Tioga: 68
 Sullivan: 110

Senate District
 Bradford: 23
 Tioga: 25
 Sullivan: 23



Service Area Statistics (2010 Census)
 Square Miles: 726
 Population: 61,852



Current Fare Information
 Fixed Route Base: \$1.00
 Last Base Fare Increase: July 2005



Act 44 Fixed Route Distribution Factors
 Total Passengers: 133,892
 Senior Passengers: 12,913
 Revenue Vehicle Miles: 450,332
 Revenue Vehicle Hours: 20,789



Current Employees
 Agency Full-Time: 43
 Agency Part-Time: 27
 Contractor Full-Time: 0
 Contractor Part-Time: 1
 System-Wide: 71



Act 44 Operating Assistance
 Section 1513 Allocation: \$912,724
 Required Local Match: \$59,922

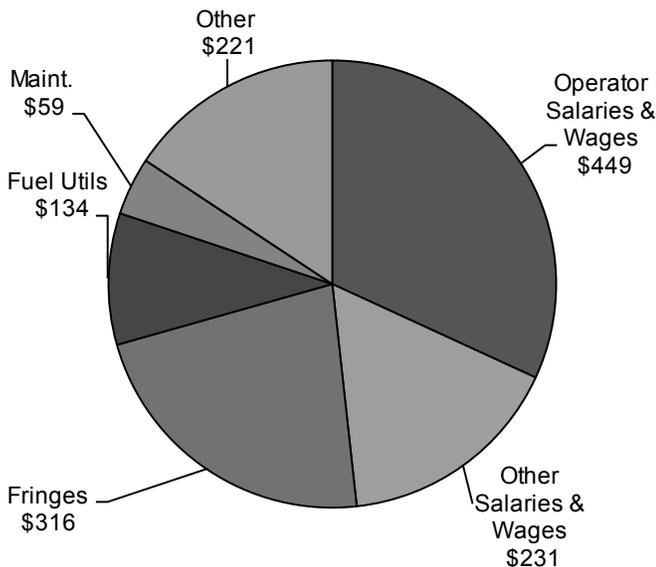


Current Fleet Size
 Diesel/Gasoline Paratransit Vehicle: 45
 CNG Paratransit Vehicles: 1
 System-wide: 46

OPERATING BUDGET

Operating Expense (000's)

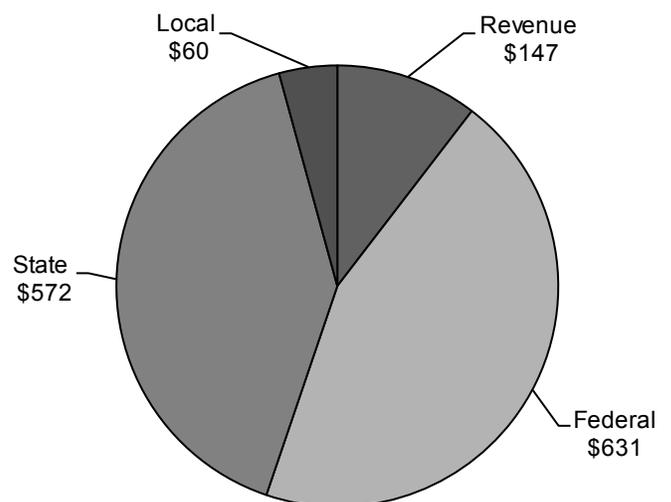
\$1,410



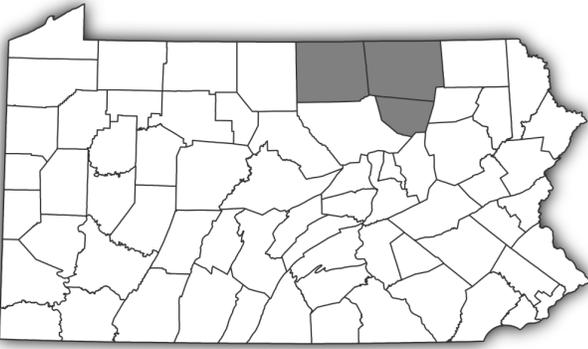
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

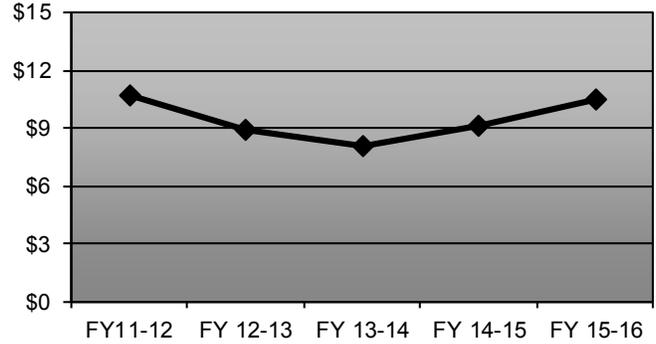
\$1,410



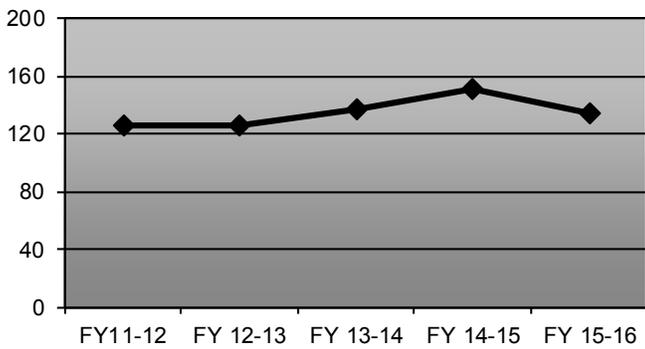
Revenue includes ADA complementary revenue.



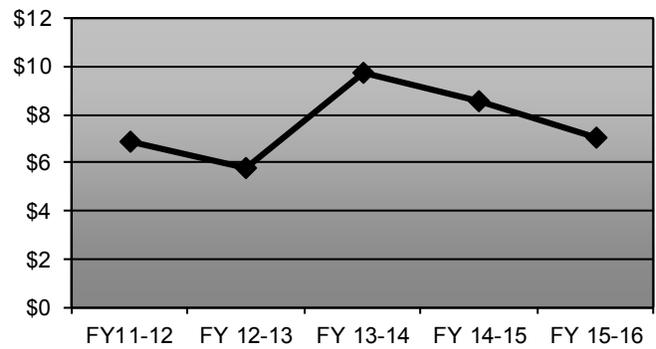
Operating Expense Per Passenger



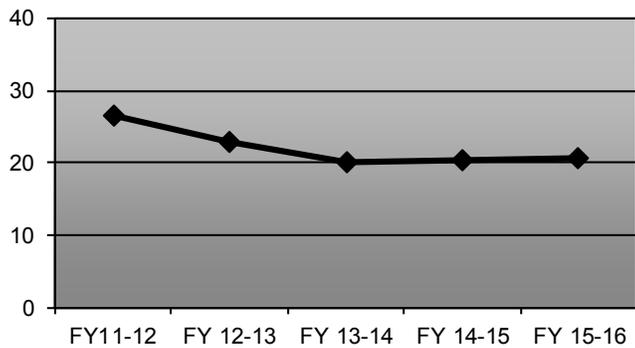
Total Passengers (000's)



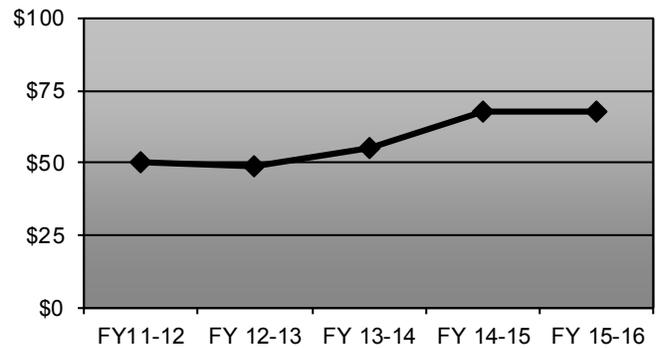
Operating Revenue Per Revenue Vehicle Hour



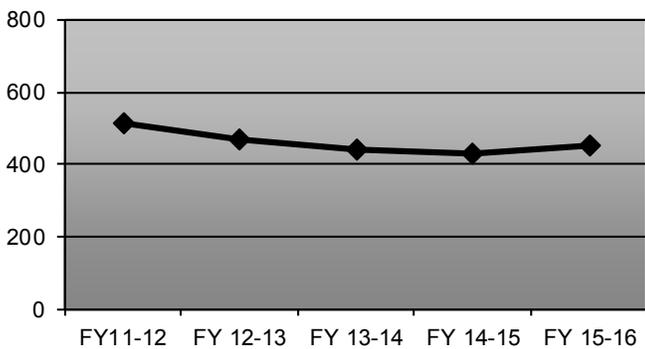
Revenue Vehicle Hours (000's)



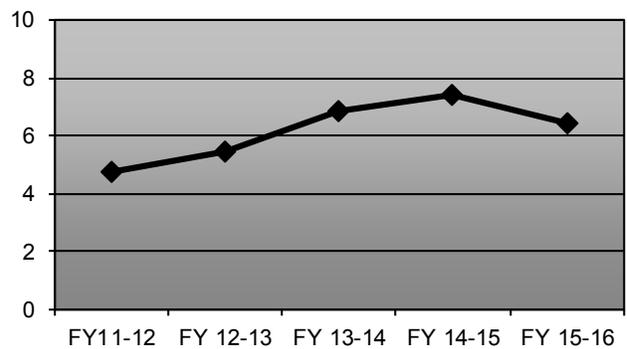
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Endless Mountains Transportation Authority (EMTA)

27824 Route 220
Athens, PA 18810
800-242-3484
Mr. William Nichols, Jr., General Manager

Service Area Statistics (2010 Census) Bradford, Sullivan, and Tioga Counties

Square Miles: 2,734
Population: 111,031
65+ Population: 20,271
% of Population 65 and older: 18.3%

Fare Information

Average Shared-Ride Fare: \$33.36
Average Shared-Ride Cost per Trip: \$38.99
Fare Structure
Implementation Date: July 2015

Trip Information

65+ Trips: 31,182
PwD Trips: 6,889
Other Shared-Ride Trips: 32,246
Total Shared-Ride Trips: 70,302
Non-Public Trips: 271

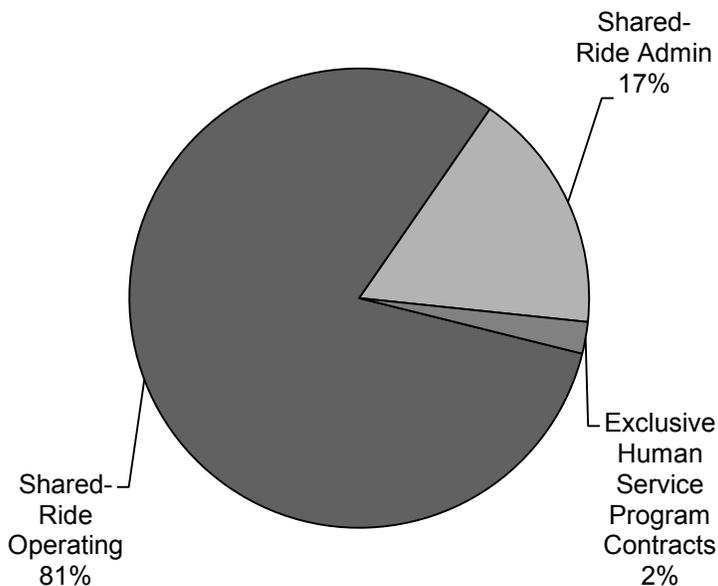
Vehicles Operated in Maximum Service

Community Transportation: 31

COMMUNITY TRANSPORTATION OPERATING BUDGET

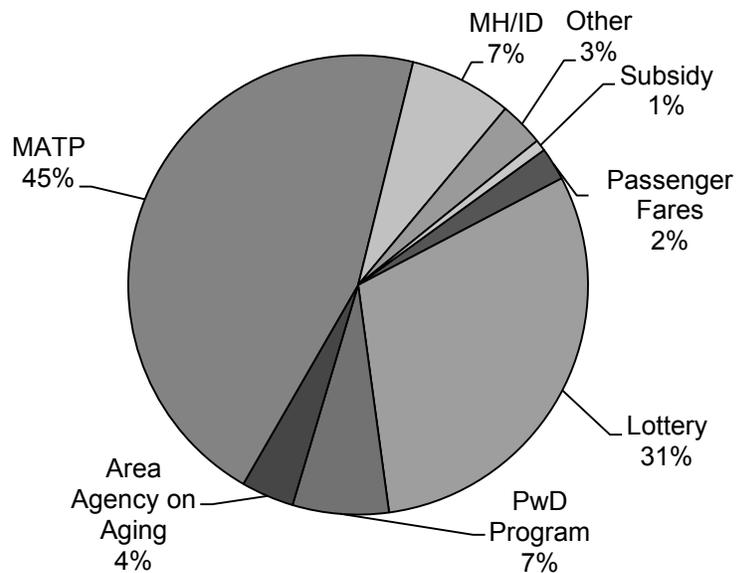
Operating Expenses

\$2,803,263



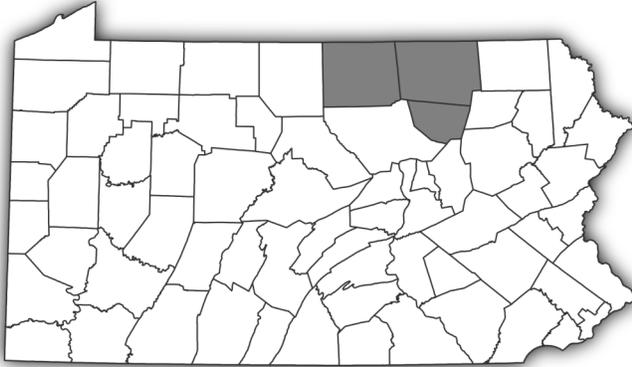
Sources of Funding

\$2,803,263

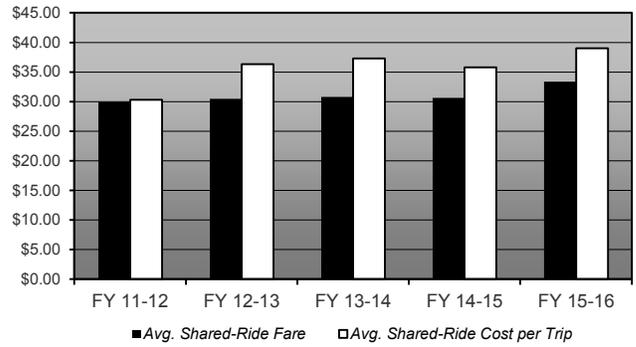


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

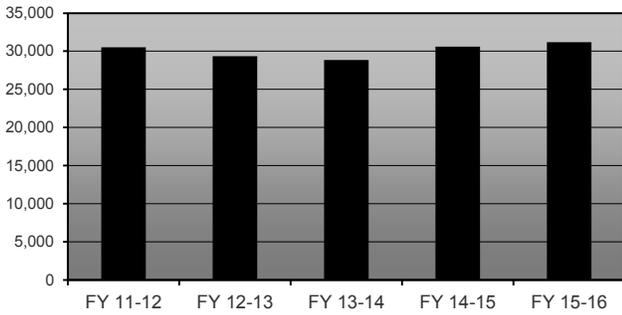
Agency Service Area



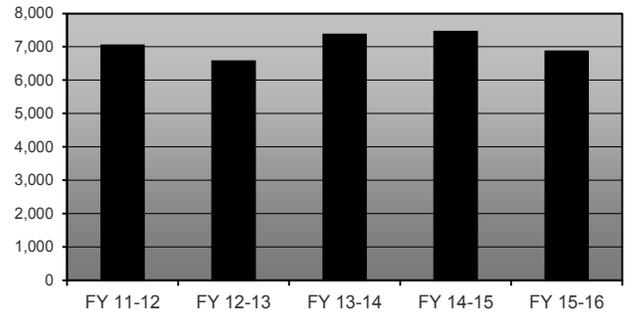
Shared-Ride Fare Recovery



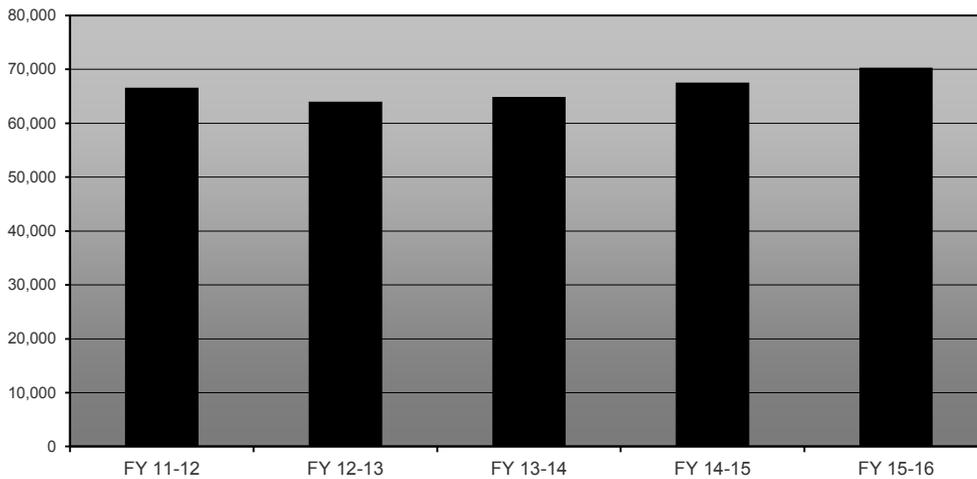
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Indiana County Transit Authority (IndiGO)
 1657 Saltsburg Avenue, P.O. Box 869
 Indiana, PA 15701
 724-465-2140
 Mr. John R. Kanyan, Executive Director
www.indigobus.com



House District
 Indiana: 60, 62, 66
Senate District
 Indiana: 41



Service Area Statistics (2010 Census)
 Square Miles: 504
 Population: 65,500



Current Fare Information
 Fixed Route Base: \$1.35
 Last Base Fare Increase: July 2016



Act 44 Fixed Route Distribution Factors
 Total Passengers: 351,410
 Senior Passengers: 11,913
 Revenue Vehicle Miles: 396,806
 Revenue Vehicle Hours: 31,830



Current Employees
 Agency Full-Time: 50
 Agency Part-Time: 9
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 59



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,549,956
 Required Local Match: \$57,148

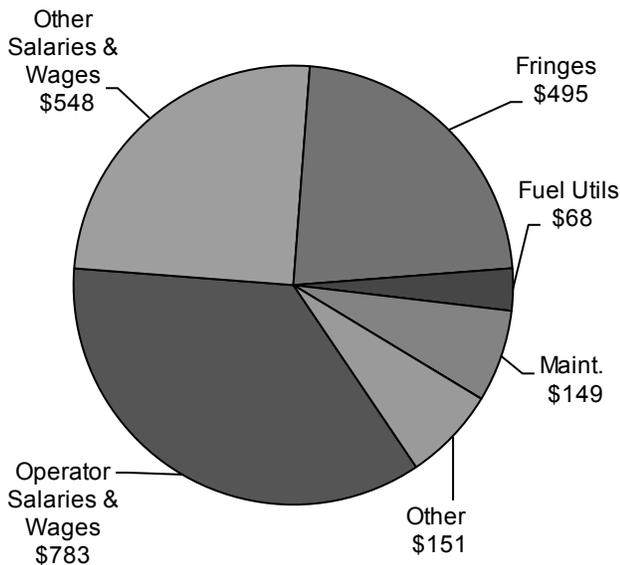


Current Fleet Size
 Diesel/Gasoline Motor Bus: 4
 CNG Motor Bus: 12
 Diesel/Gasoline Paratransit Vehicle: 14
 System-wide: 30

OPERATING BUDGET

Operating Expense (000's)

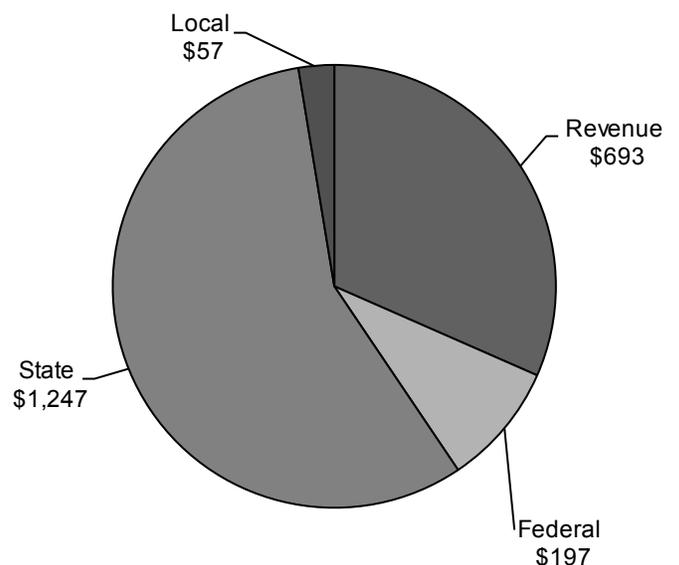
\$2,194



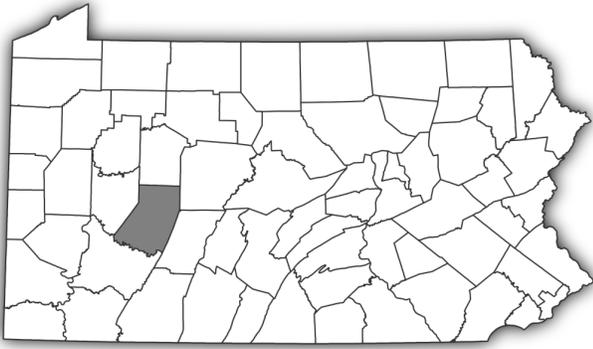
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

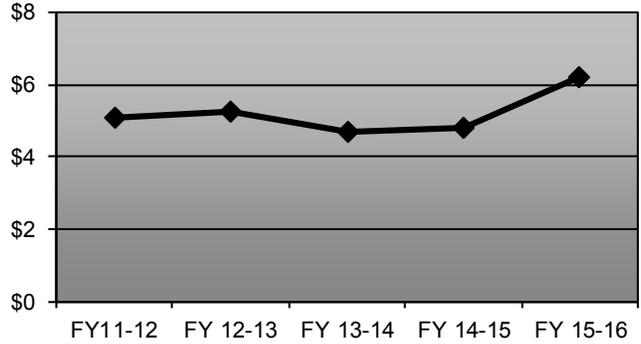
\$2,194



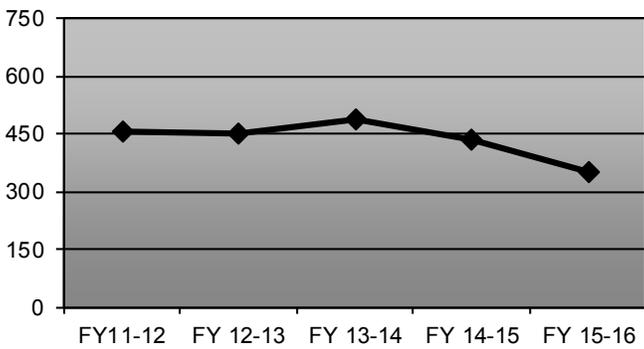
Revenue includes ADA complementary revenue.



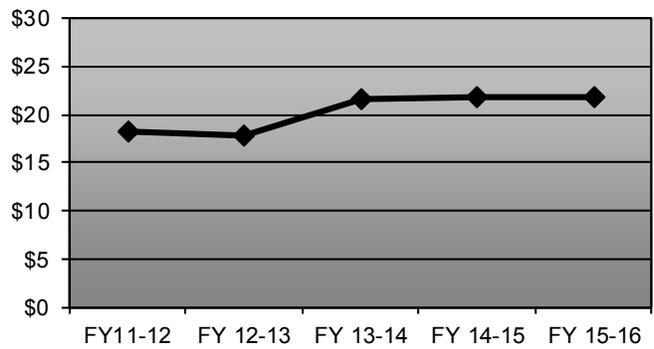
Operating Expense Per Passenger



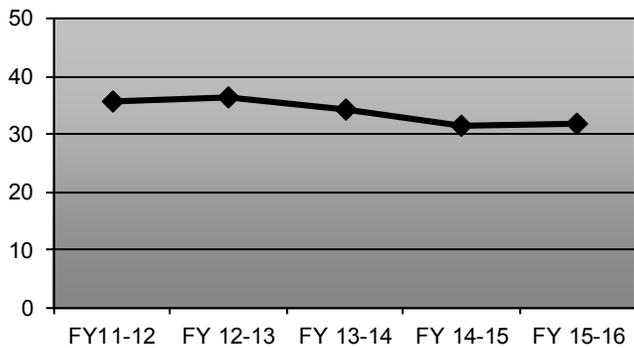
Total Passengers (000's)



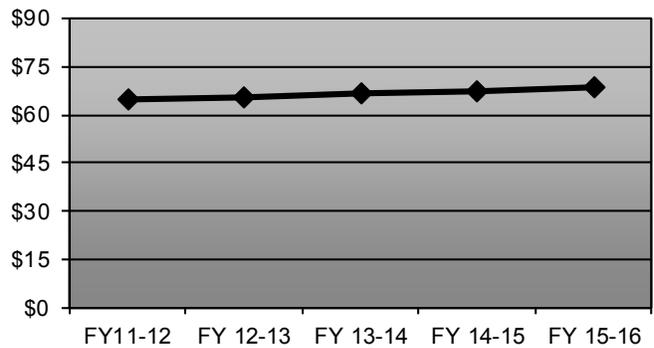
Operating Revenue Per Revenue Vehicle Hour



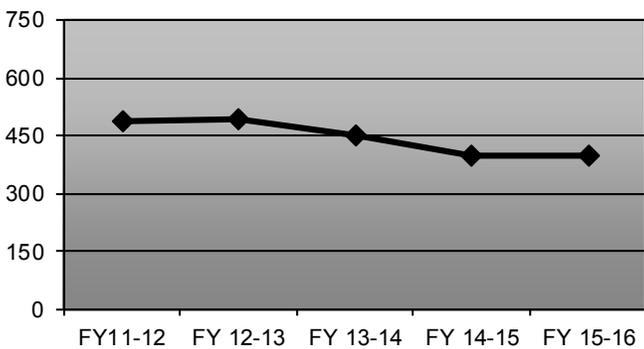
Revenue Vehicle Hours (000's)



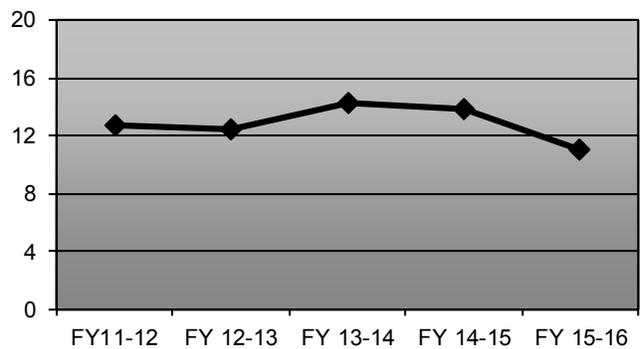
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

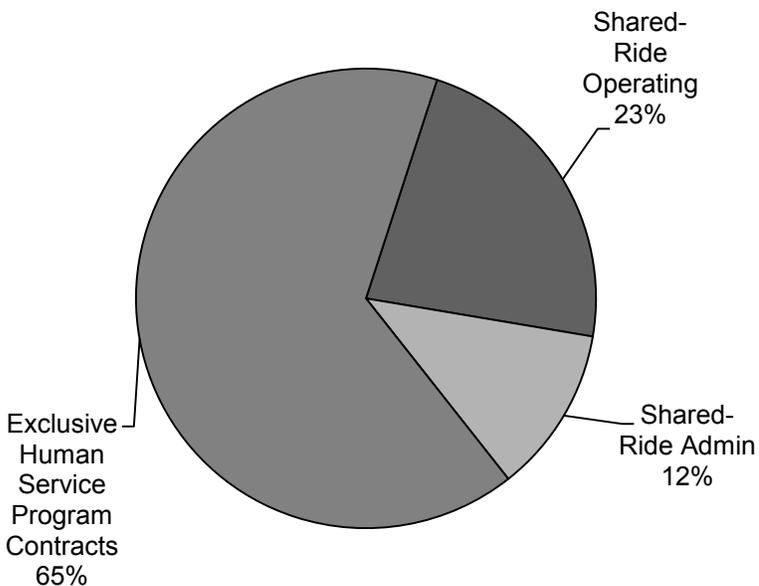
Community Transportation

Indiana County Transit Authority (IndiGO) 1657 Saltsburg Avenue, P.O. Box 869 Indiana, PA 15701 724-465-2140 Mr. John R. Kanyan, Executive Director		Fare Information Average Shared-Ride Fare: \$20.83 Average Shared-Ride Cost per Trip: \$24.23 Fare Structure Implementation Date: November 2013	
Service Area Statistics (2010 Census) Indiana County Square Miles: 829 Population: 88,880 65+ Population: 13,944 % of Population 65 and older: 15.7%		Trip Information 65+ Trips: 20,782 PwD Trips: 876 Other Shared-Ride Trips: 844 Total Shared-Ride Trips: 22,502 Non-Public Trips: 32,873	
		Vehicles Operated in Maximum Service Community Transportation: 8	

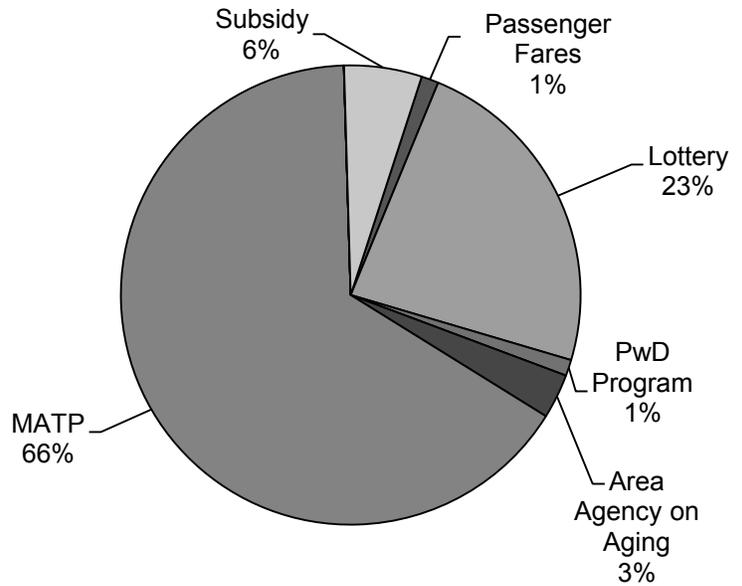
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,585,887



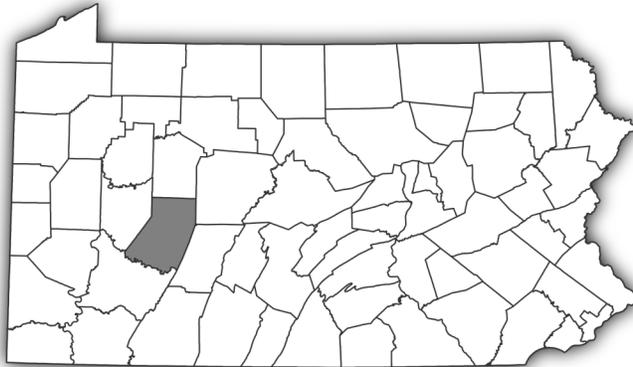
Sources of Funding
\$1,567,804



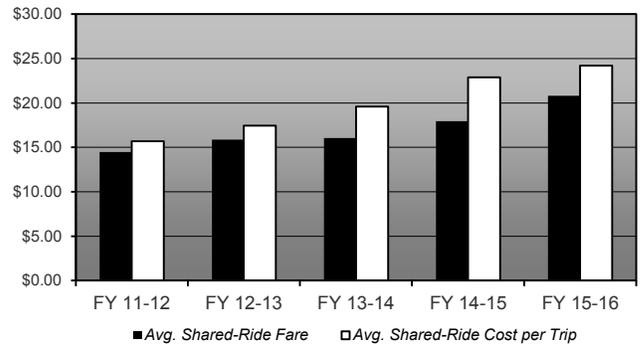
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



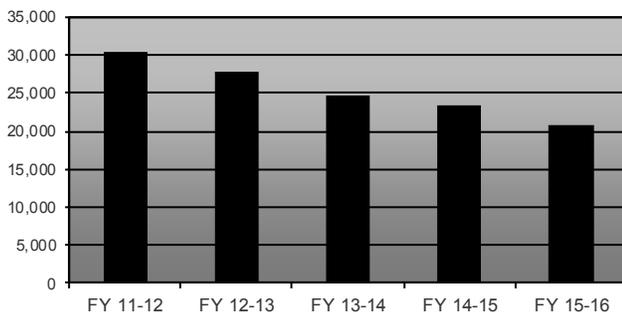
Agency Service Area



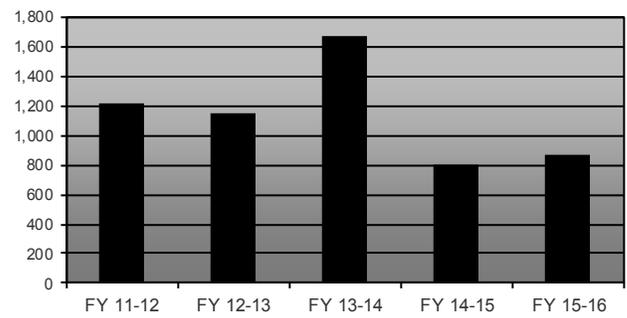
Shared-Ride Fare Recovery



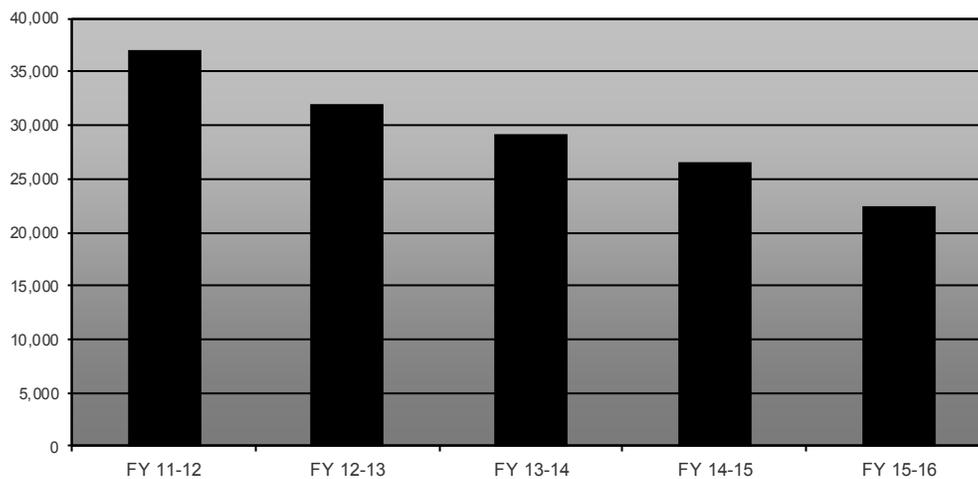
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



RURAL SYSTEMS

Mid County Transit Authority



Mid County Transit Authority
 220 North Grant Avenue
 Kittanning, PA 16201
 724-548-8696
 Ms. Patti Lynn Baker, General Manager
www.tandctransit.com



House District
 Armstrong: 60, 63
Senate District
 Armstrong: 41



Service Area Statistics (2010 Census)
 Square Miles: 24
 Population: 17,610



Current Fare Information
 Fixed Route Base: \$1.25
 Last Base Fare Increase: April 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 40,670
 Senior Passengers: 12,230
 Revenue Vehicle Miles: 122,888
 Revenue Vehicle Hours: 8,040



Current Employees
 Agency Full-Time: 19
 Agency Part-Time: 7
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 26



Act 44 Operating Assistance
 Section 1513 Allocation: \$578,790
 Required Local Match: \$40,321



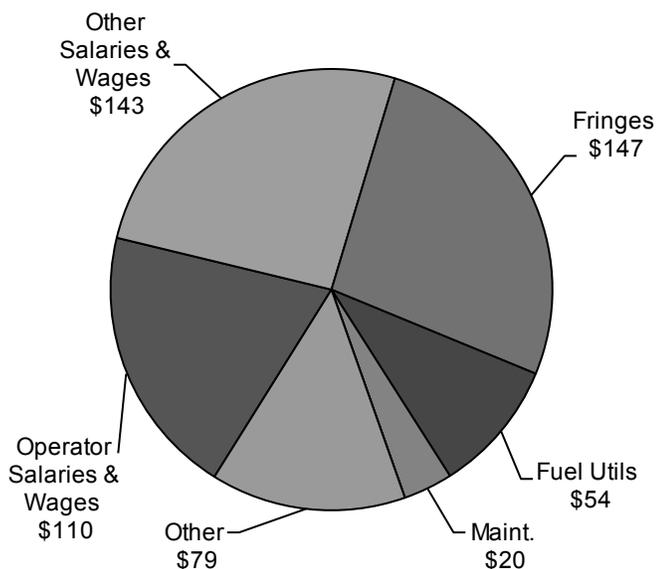
Current Fleet Size
 Diesel/Gasoline Motor Bus: 6
 Diesel/Gasoline Paratransit Vehicle: 22
 System-wide: 28

RURAL SYSTEMS

OPERATING BUDGET

Operating Expense (000's)

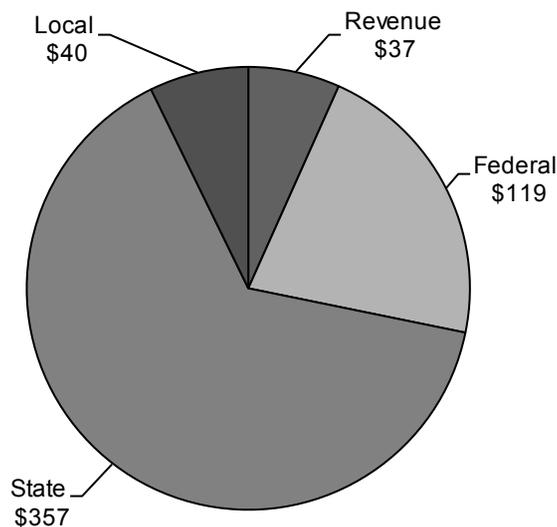
\$553



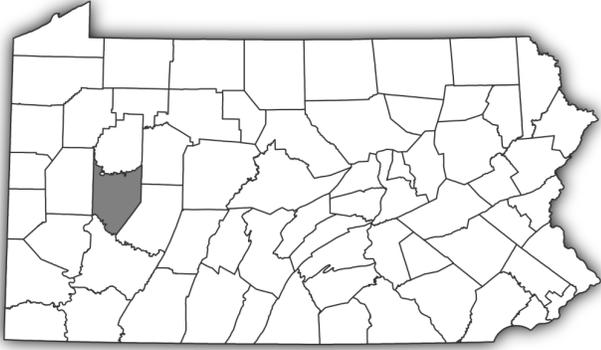
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

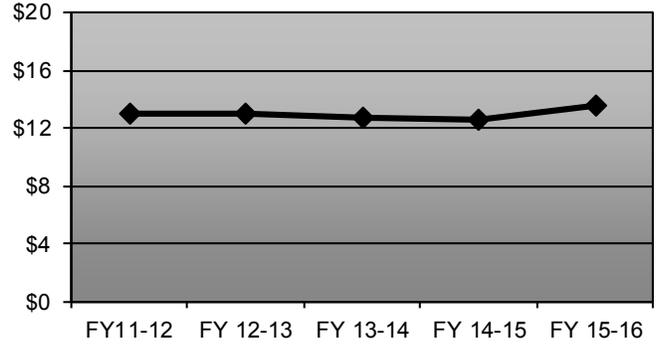
\$553



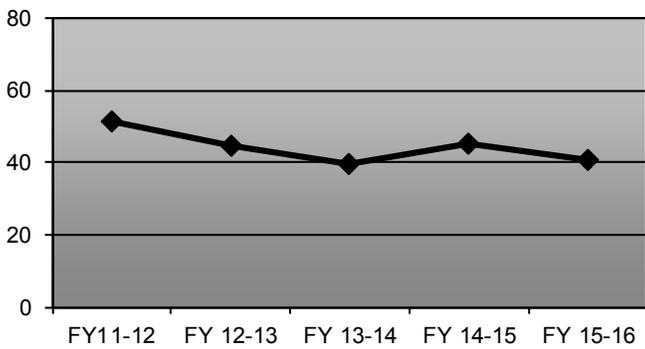
Revenue includes ADA complementary revenue.



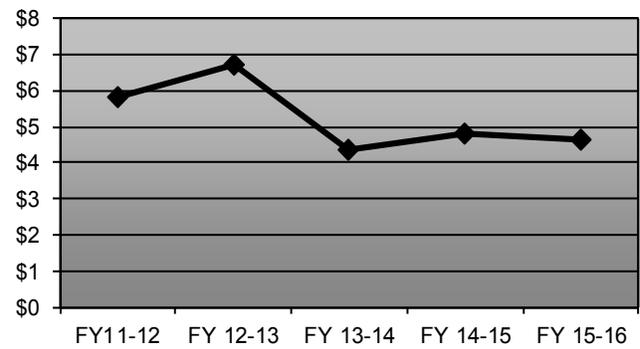
Operating Expense Per Passenger



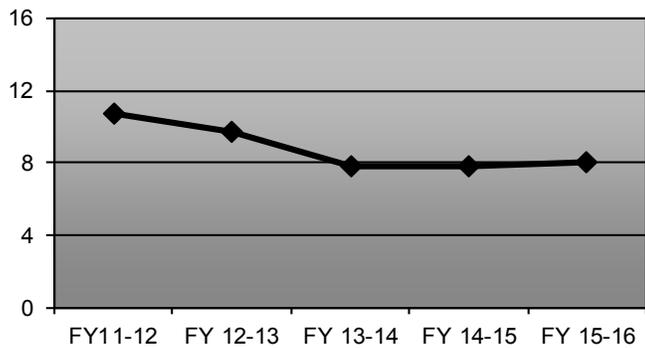
Total Passengers (000's)



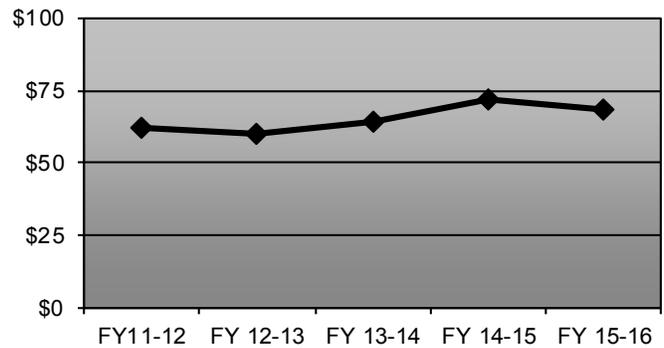
Operating Revenue Per Revenue Vehicle Hour



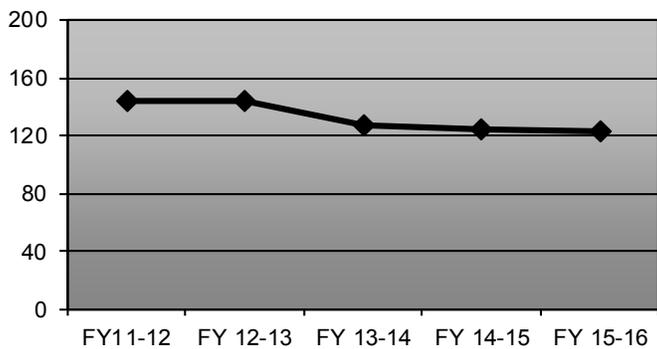
Revenue Vehicle Hours (000's)



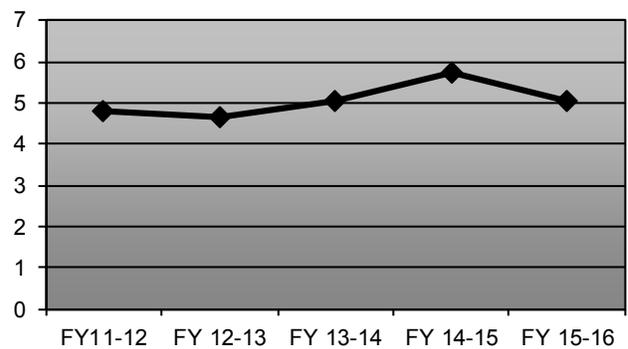
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

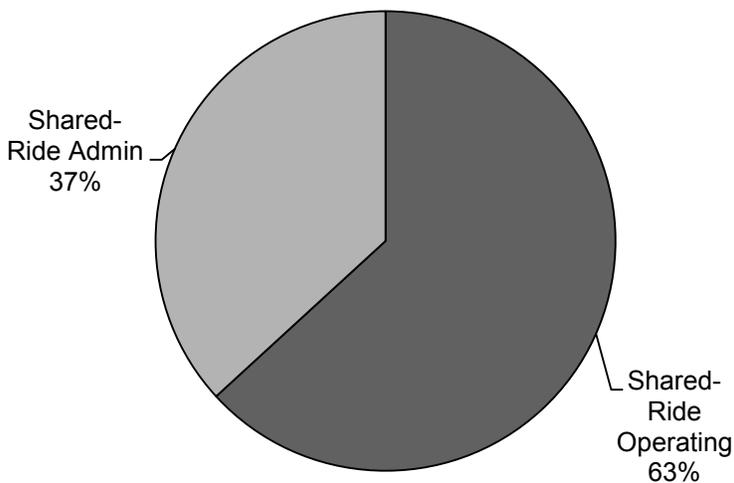
Community Transportation

Mid County Transit Authority 220 North Grant Avenue Kittanning, PA 16201 724-548-8696 Ms. Patti Lynn Baker, General Manager		Fare Information Average Shared-Ride Fare: \$19.08 Average Shared-Ride Cost per Trip: \$22.74 Fare Structure Implementation Date: August 2010	
Service Area Statistics (2010 Census) Armstrong County Square Miles: 654 Population: 68,941 65+ Population: 12,687 % of Population 65 and older: 18.4%		Trip Information 65+ Trips: 22,470 PwD Trips: 4,898 Other Shared-Ride Trips: 6,132 Total Shared-Ride Trips: 33,500	
		Vehicles Operated in Maximum Service Community Transportation: 14	

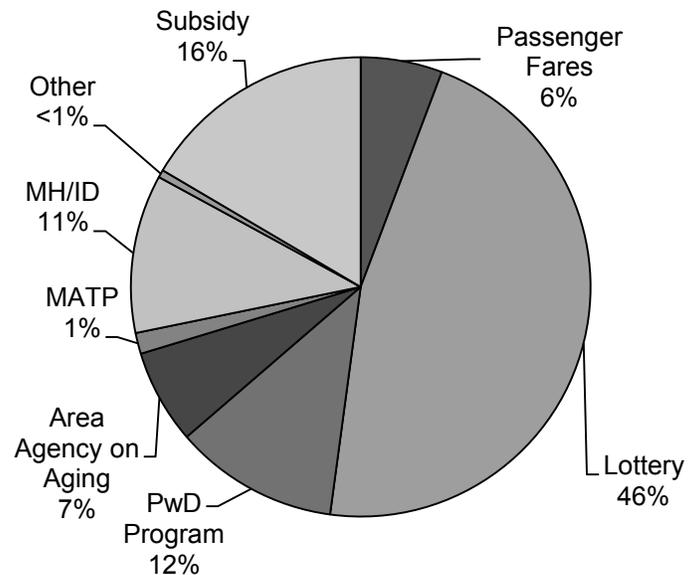
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$761,697



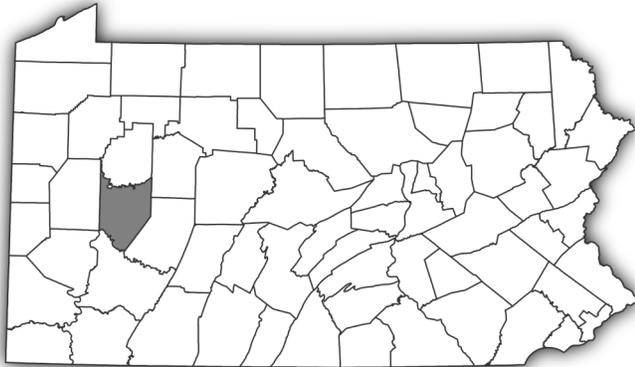
Sources of Funding
\$761,697



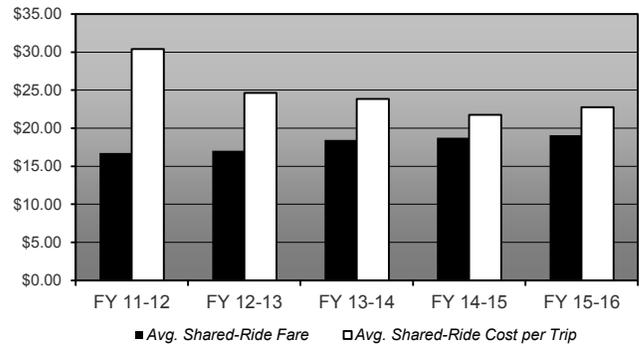
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



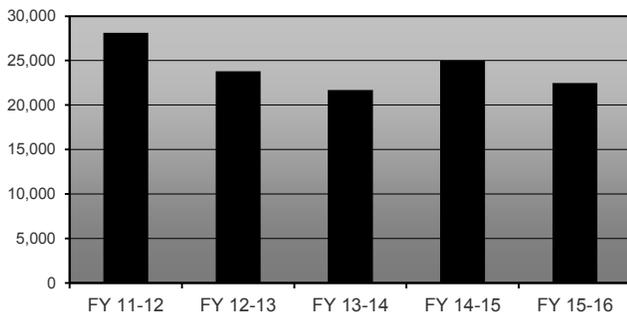
Agency Service Area



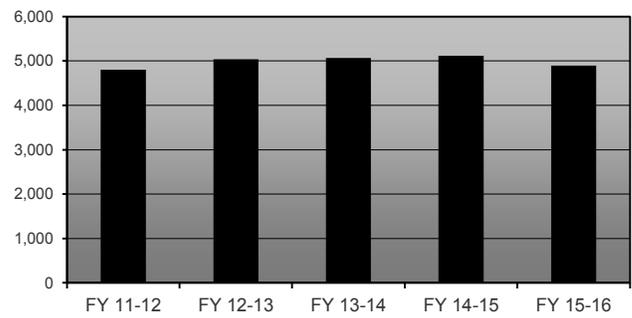
Shared-Ride Fare Recovery



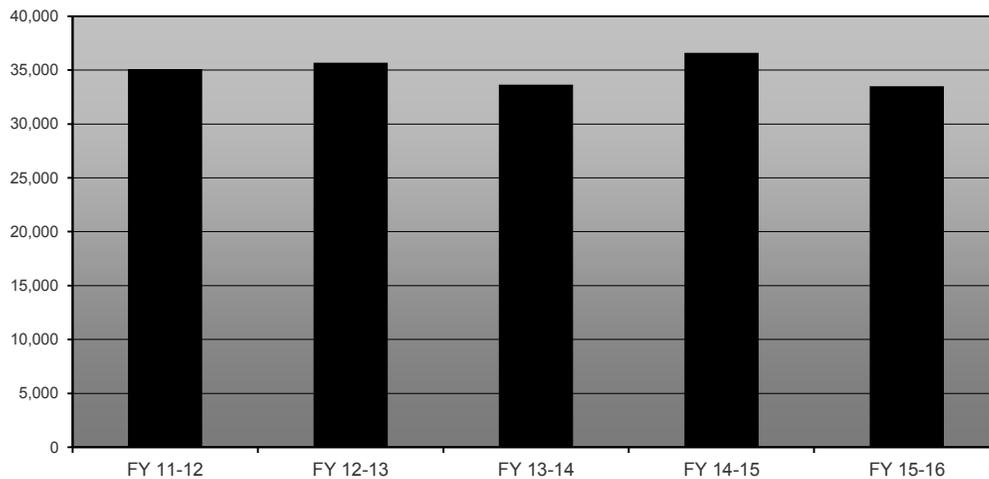
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



RURAL SYSTEMS



Monroe County Transportation Authority (MCTA)

P.O. Box 339
 Scotrun, PA 18355
 570-839-6282
 Ms. Peggy Howarth, Executive Director
www.gomcta.com



House District

Monroe: 115, 176, 189

Senate District

Monroe: 22, 40



Service Area Statistics (2010 Census)

Square Miles: 417
 Population: 141,292



Current Fare Information

Fixed Route Base: \$1.50
 Last Base Fare Increase: July 2014



Act 44 Fixed Route Distribution Factors

Total Passengers: 253,538
 Senior Passengers: 26,390
 Revenue Vehicle Miles: 539,950
 Revenue Vehicle Hours: 30,505



Current Employees

Agency Full-Time: 49
 Agency Part-Time: 34
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 83



Act 44 Operating Assistance

Section 1513 Allocation: \$1,896,490
 Required Local Match: \$147,999



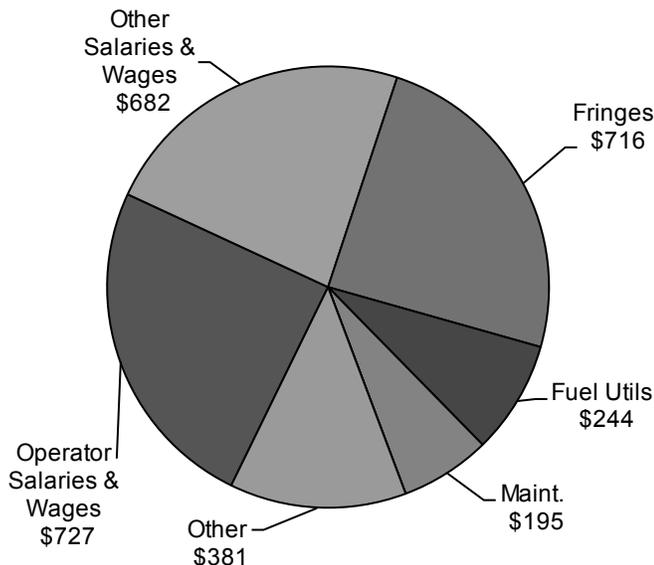
Current Fleet Size

Diesel/Gasoline Motor Bus: 15
 Diesel/Gasoline Paratransit Vehicle: 37
 System-wide: 52

OPERATING BUDGET

Operating Expense (000's)

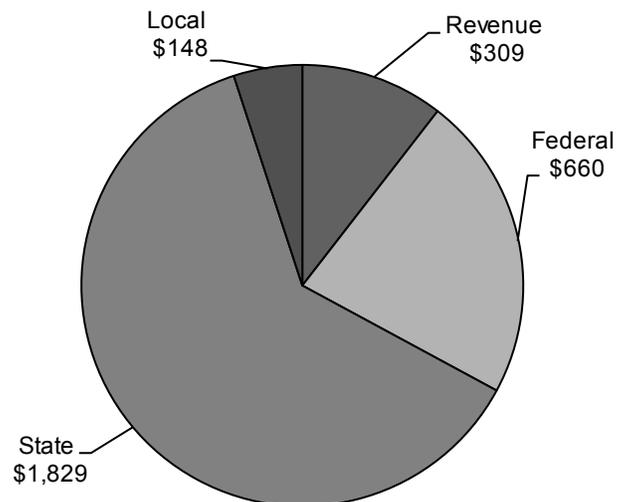
\$2,946



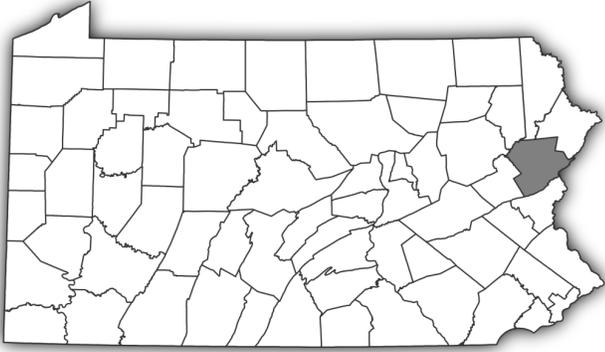
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

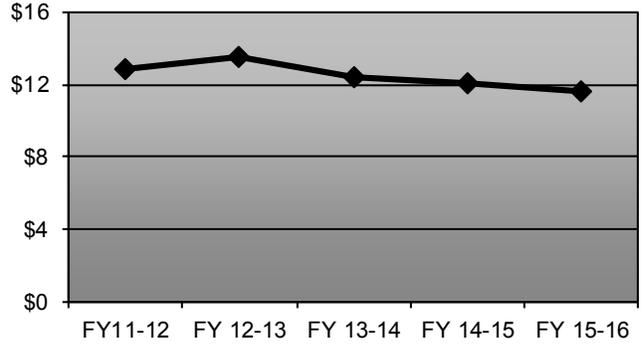
\$2,946



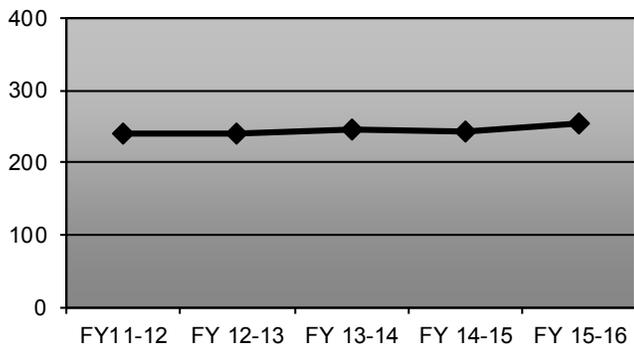
Revenue includes ADA complementary revenue.



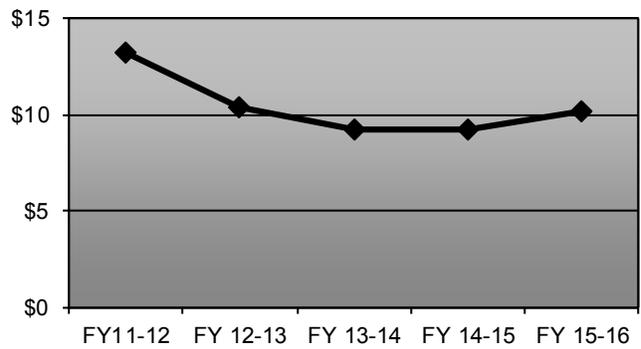
Operating Expense Per Passenger



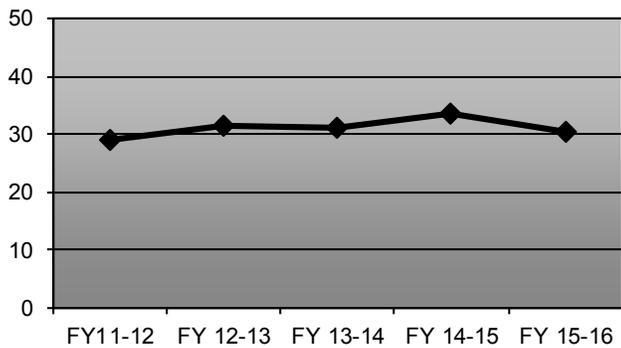
Total Passengers (000's)



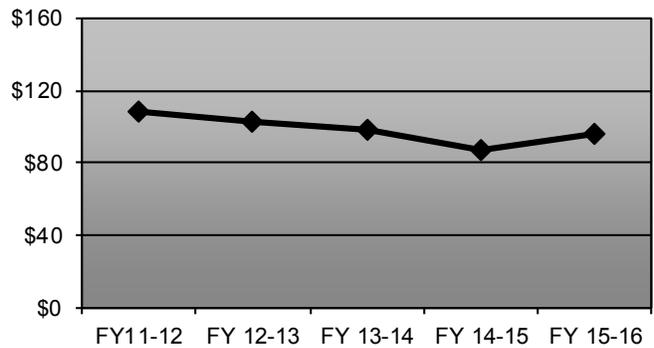
Operating Revenue Per Revenue Vehicle Hour



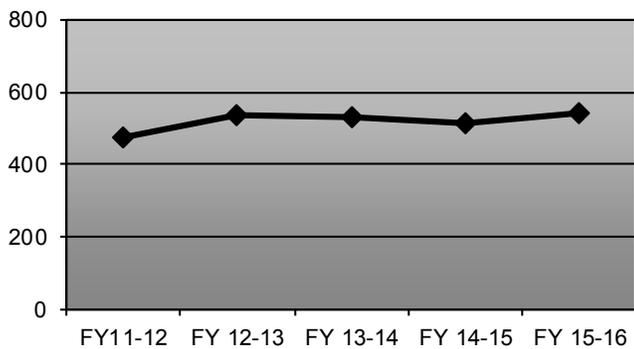
Revenue Vehicle Hours (000's)



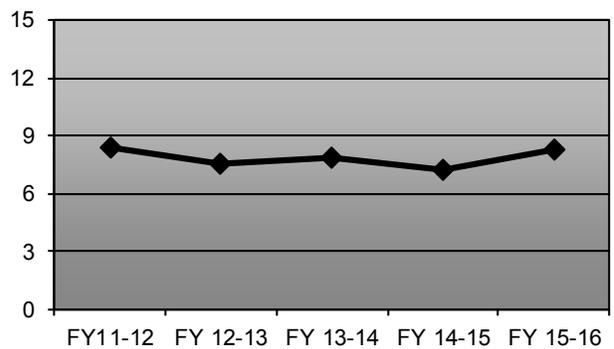
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Monroe County Transportation Authority (MCTA)

P.O. Box 339
 Scotrun, PA 18355
 570-839-6282
 Ms. Peggy Howarth, Executive Director

Fare Information

Average Shared-Ride Fare: \$23.67
 Average Shared-Ride Cost per Trip: \$27.46
 Fare Structure
 Implementation Date: July 2014

Service Area Statistics (2010 Census) Monroe County

Square Miles: 609
 Population: 169,842
 65+ Population: 21,701
 % of Population 65 and older: 12.8%

Trip Information

65+ Trips: 37,578
 PwD Trips: 10,204
 Other Shared-Ride Trips: 22,128
 Total Shared-Ride Trips: 72,428
 Non-Public Trips: 22,018

Vehicles Operated in Maximum Service

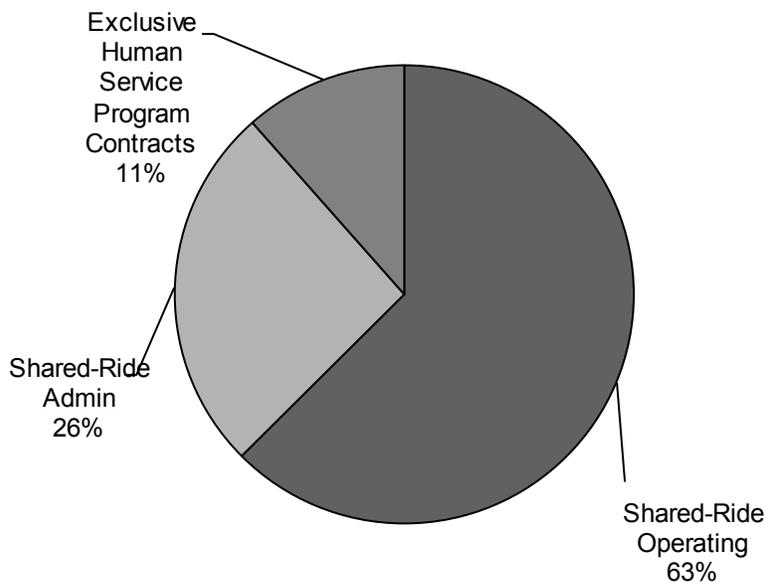
Community Transportation: 26

RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

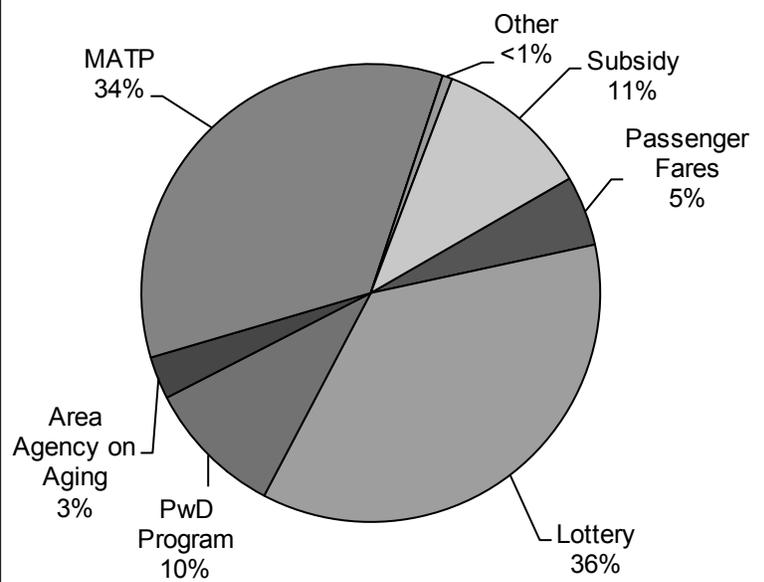
Operating Expenses

\$2,169,544



Sources of Funding

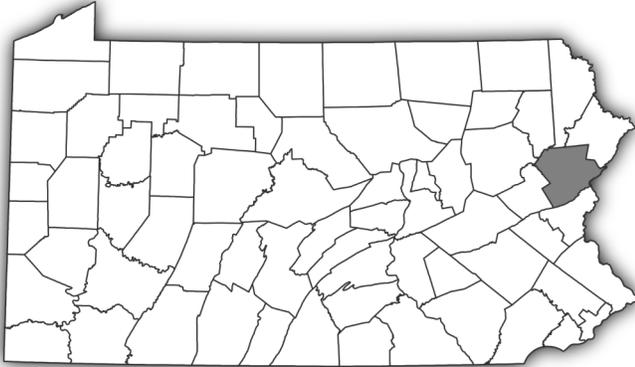
\$2,169,544



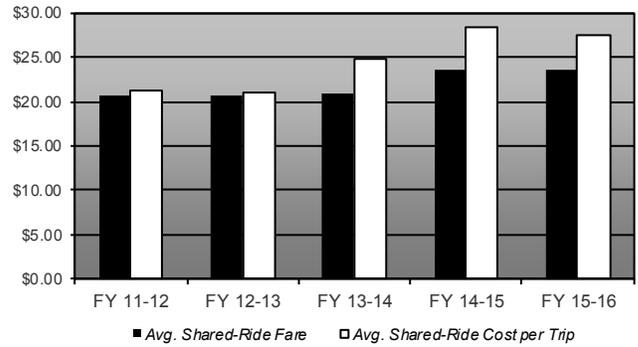
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



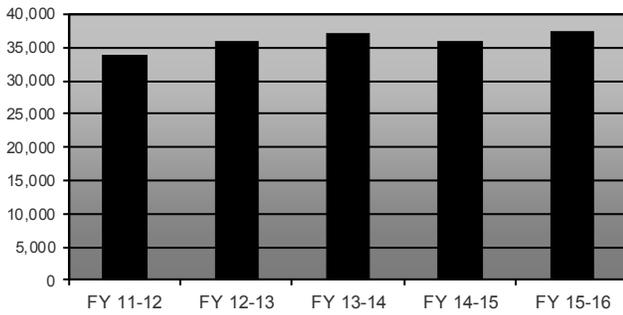
Agency Service Area



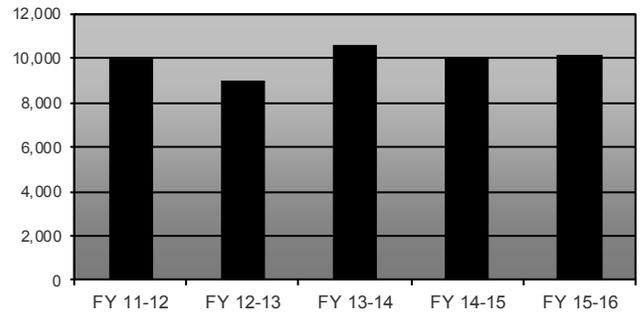
Shared-Ride Fare Recovery



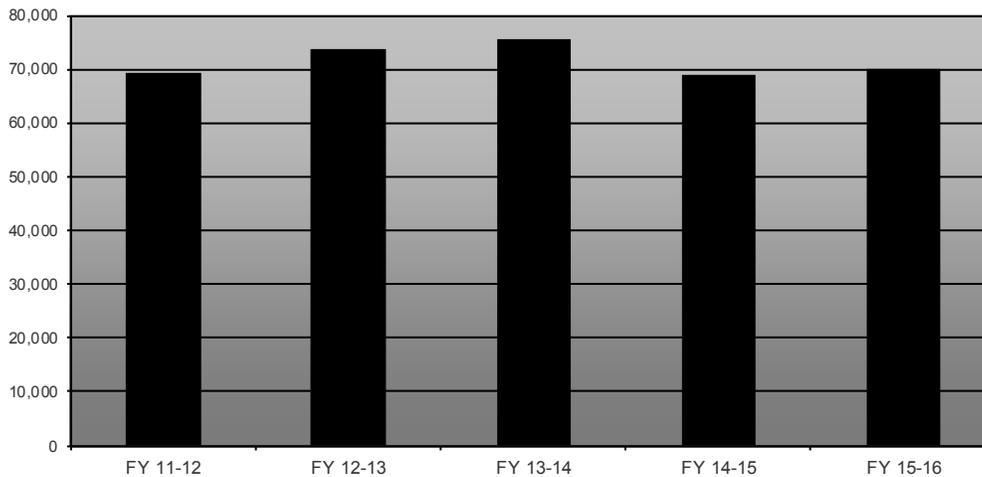
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Borough of Mount Carmel
 137 West 4th Street
 Mount Carmel, PA 17851
 570-339-3956
 Mr. Victor Girardi, Transit Director



House District
 Northumberland: 107
Senate District
 Northumberland: 27



Service Area Statistics (2010 Census)
 Square Miles: 50
 Population: 29,713



Current Fare Information
 Fixed Route Base: \$1.00
 Last Base Fare Increase: August 2007



Act 44 Fixed Route Distribution Factors
 Total Passengers: 29,701
 Senior Passengers: 13,353
 Revenue Vehicle Miles: 61,988
 Revenue Vehicle Hours: 5,188



Current Employees

Agency Full-Time:	1
Agency Part-Time:	0
Contractor Full-Time:	2
Contractor Part-Time:	4
System-Wide:	7



Act 44 Operating Assistance
 Section 1513 Allocation: \$292,254
 Required Local Match: \$11,605



Current Fleet Size

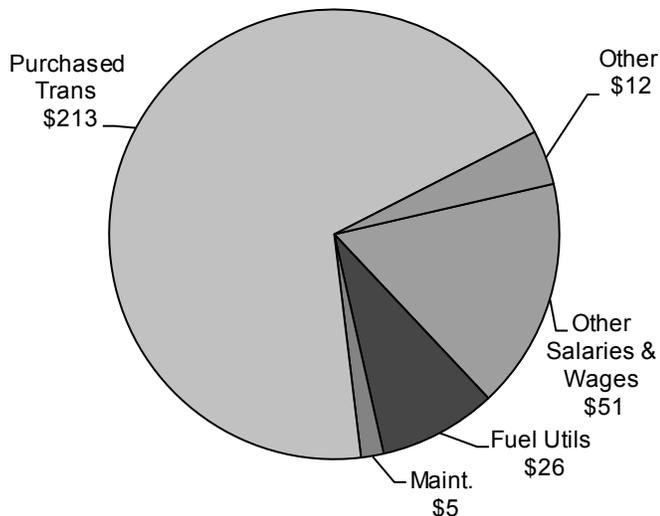
Diesel/Gasoline Motor Bus:	3
System-wide:	3

Community transportation provided by the Central Pennsylvania Transportation Authority (see page 102)

OPERATING BUDGET

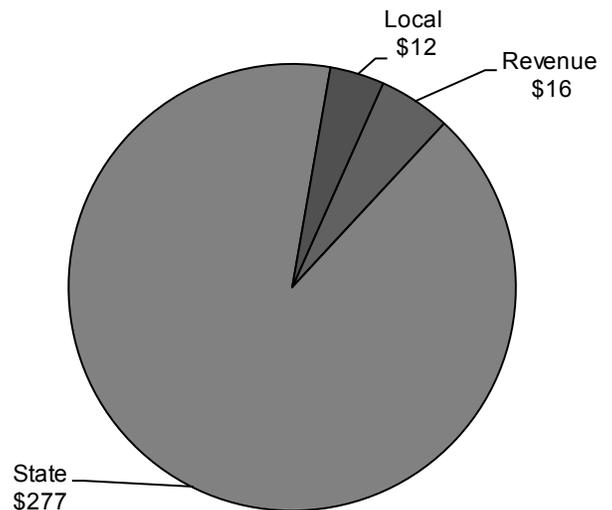
Operating Expense (000's)

\$306

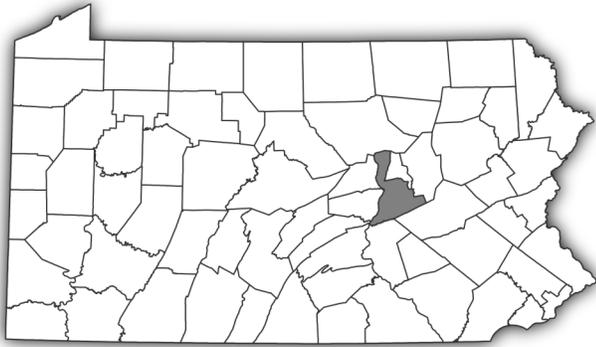


Operating Funds (000's)

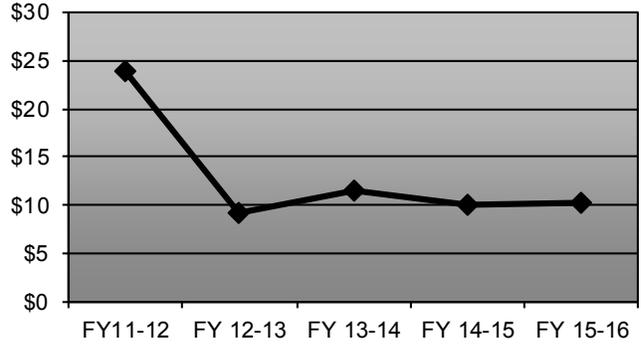
\$306



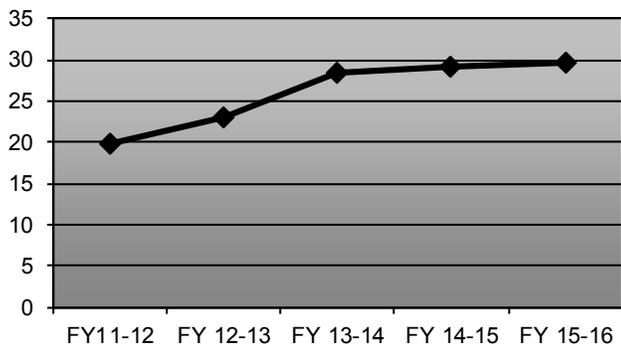
Some contracted maintenance may be reported as "Other Services."



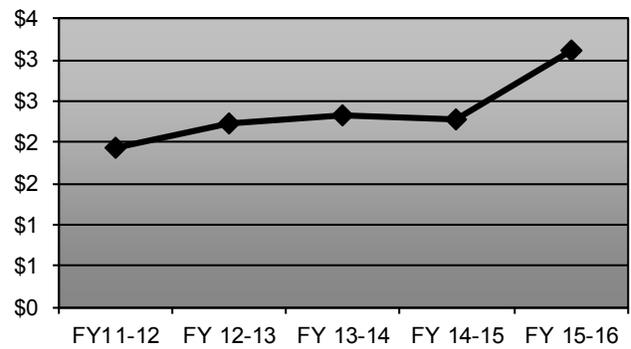
Operating Expense Per Passenger



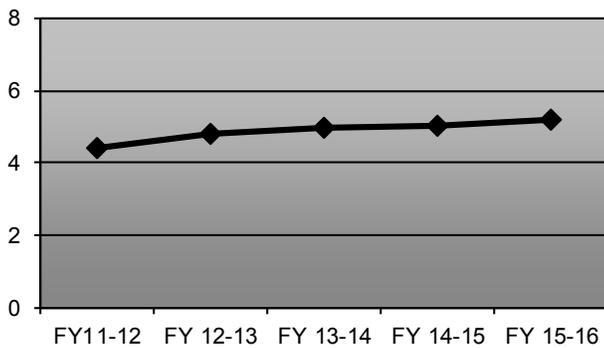
Total Passengers (000's)



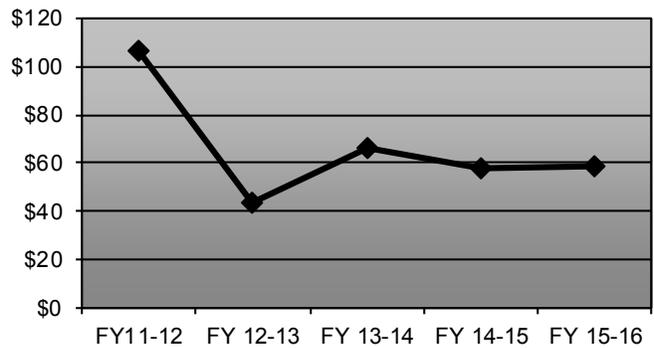
Operating Revenue Per Revenue Vehicle Hour



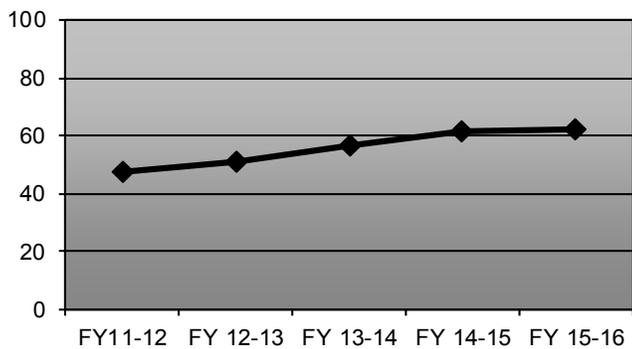
Revenue Vehicle Hours (000's)



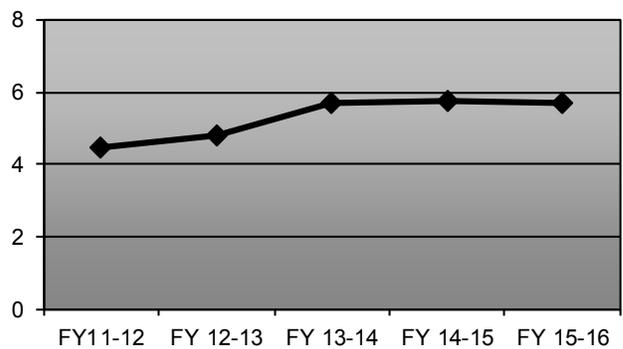
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour





New Castle Area Transit Authority (NCATA)

311 Mahoning Avenue
New Castle, PA 16102
724-654-3130
Mr. David Richards, General Manager
www.newcastletransit.org



House District
Lawrence: 9, 10, 17

Senate District
Lawrence: 47, 50



Service Area Statistics (2010 Census)

Square Miles: 178
Population: 74,880



Current Fare Information

Fixed Route Base: \$1.00
Last Base Fare Increase: March 2012



Act 44 Fixed Route Distribution Factors

Total Passengers: 572,381
Senior Passengers: 82,345
Revenue Vehicle Miles: 1,055,205
Revenue Vehicle Hours: 52,722



Current Employees

Agency Full-Time: 51
Agency Part-Time: 5
Contractor Full-Time: 0
Contractor Part-Time: 0
System-Wide: 56



Act 44 Operating Assistance

Section 1513 Allocation: \$4,154,699
Required Local Match: \$200,900



Current Fleet Size

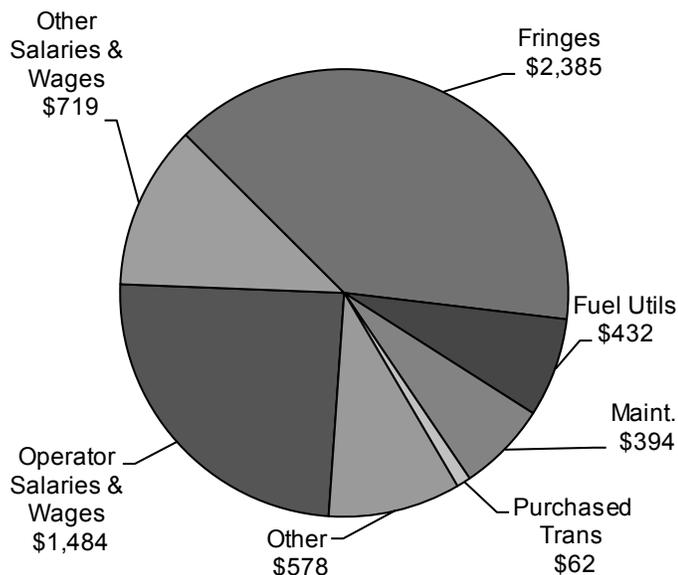
Diesel/Gasoline Motor Bus: 24
Other Alternative Fuel Motor Bus: 10
System-wide: 34

Community transportation provided by Allied Coordinated Transportation Services, Inc. (see page 196)

OPERATING BUDGET

Operating Expense (000's)

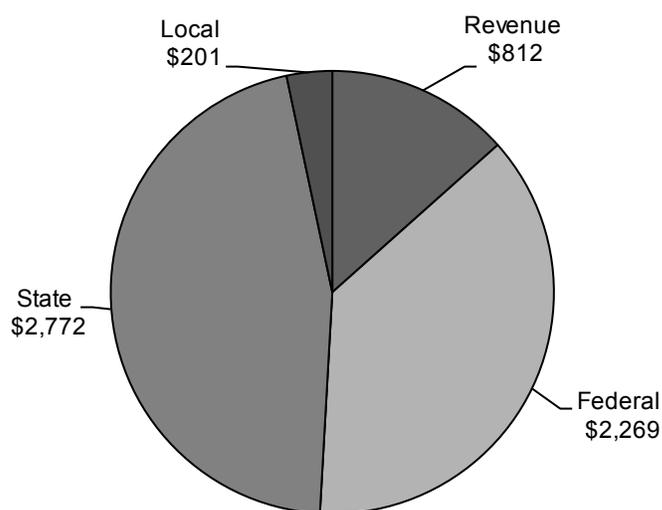
\$6,054



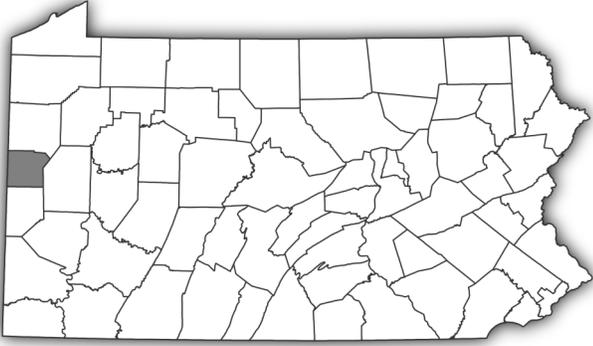
Expense includes ADA complementary expense.
Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

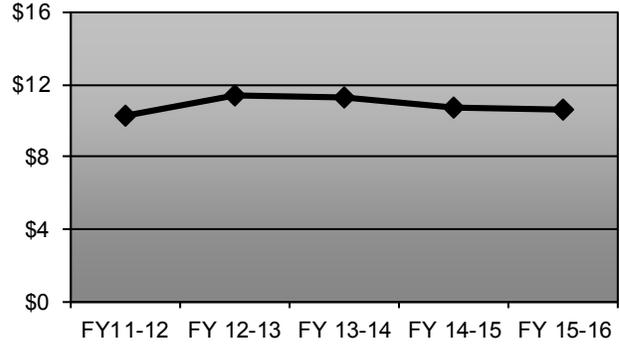
\$6,054



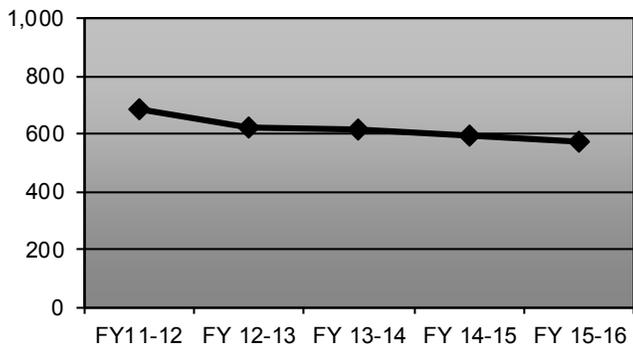
Revenue includes ADA complementary revenue.



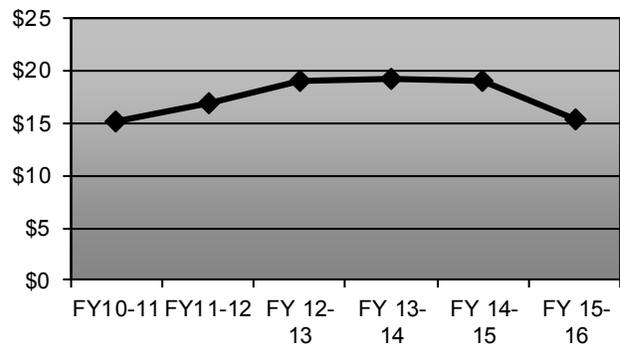
Operating Expense Per Passenger



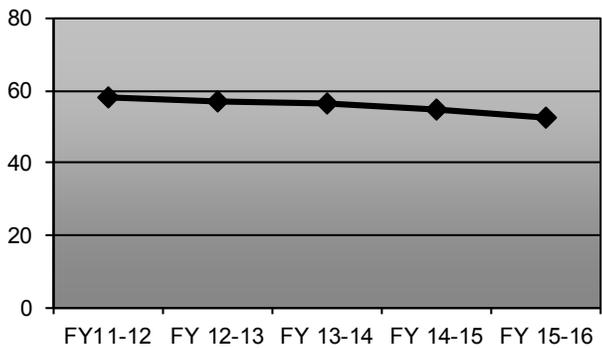
Total Passengers (000's)



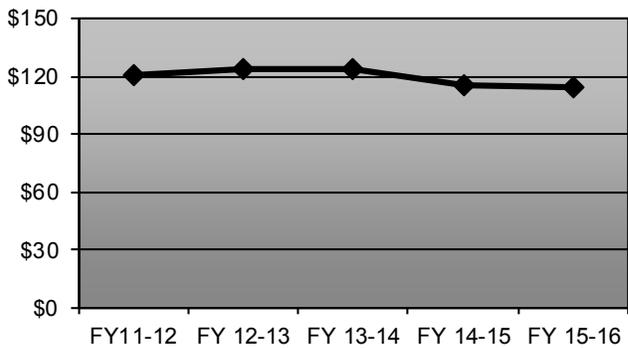
Operating Revenue Per Revenue Vehicle Hour



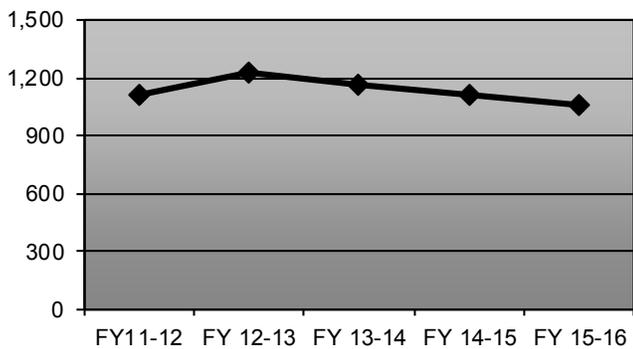
Revenue Vehicle Hours (000's)



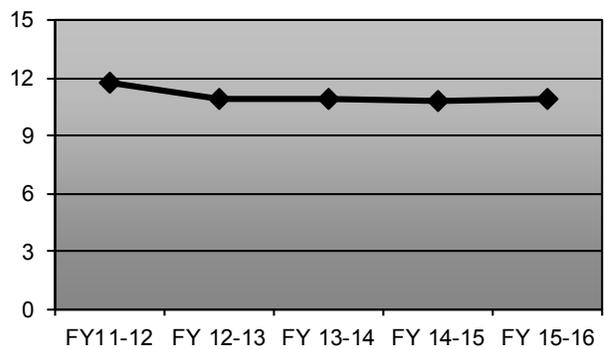
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Schuylkill Transportation System (STS)
 252 Industrial Park Road
 St. Clair, PA 17970
 800-832-3322
 Mr. David Bekisz, Executive Director
www.go-sts.com



House District
 Schuylkill: 123, 124, 125
Senate District
 Schuylkill: 29



Service Area Statistics (2010 Census)
 Square Miles: 277
 Population: 97,441



Current Fare Information
 Fixed Route Base: \$1.45
 Last Base Fare Increase: July 2016



Act 44 Fixed Route Distribution Factors
 Total Passengers: 202,154
 Senior Passengers: 59,792
 Revenue Vehicle Miles: 341,414
 Revenue Vehicle Hours: 19,925



Current Employees
 Agency Full-Time: 52
 Agency Part-Time: 10
 Contractor Full-Time: 7
 Contractor Part-Time: 3
 System-Wide: 77



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,524,514
 Required Local Match: \$58,668

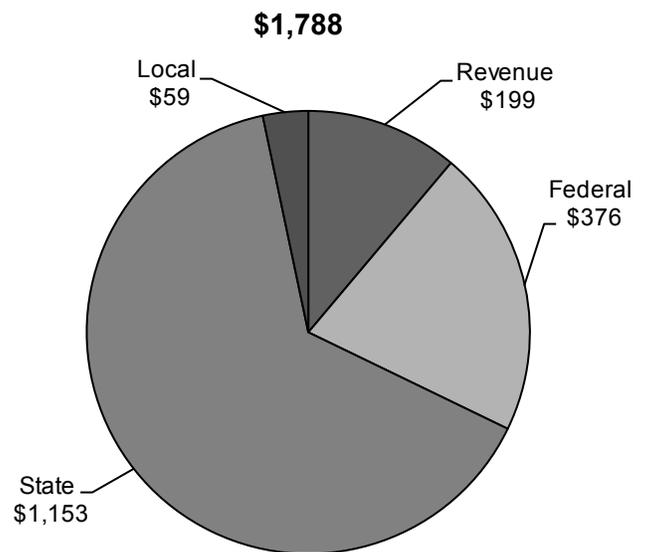
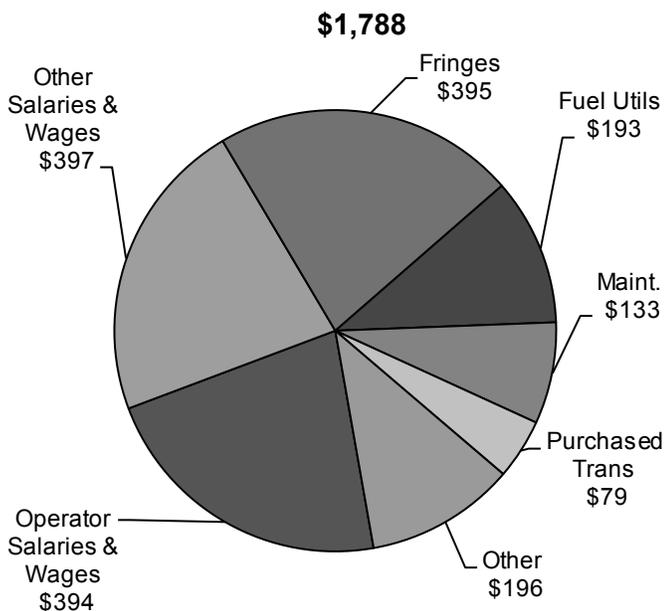


Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 Diesel/Gasoline Paratransit Vehicle: 4
 System-wide: 16

OPERATING BUDGET

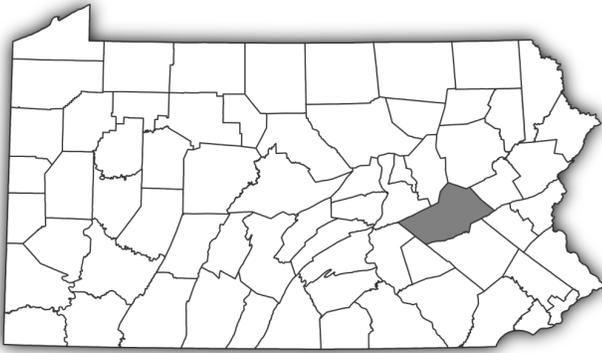
Operating Expense (000's)

Operating Funds (000's)

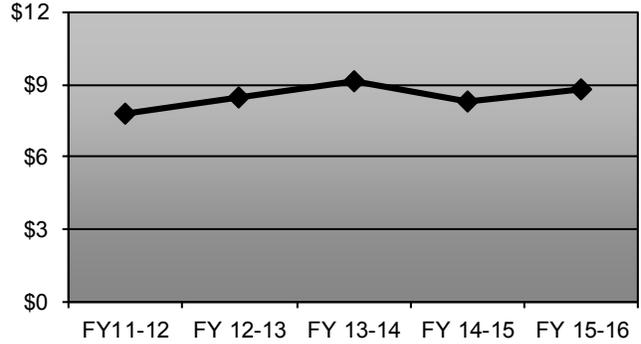


Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

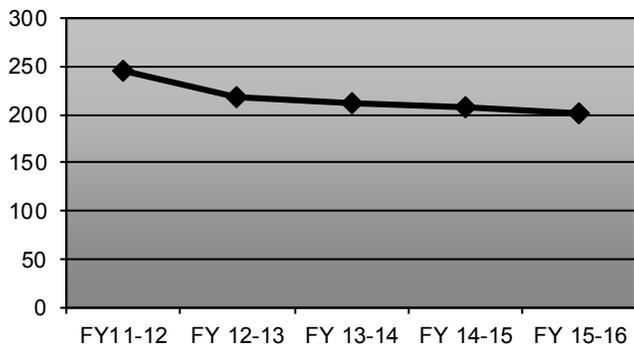
Revenue includes ADA complementary revenue.



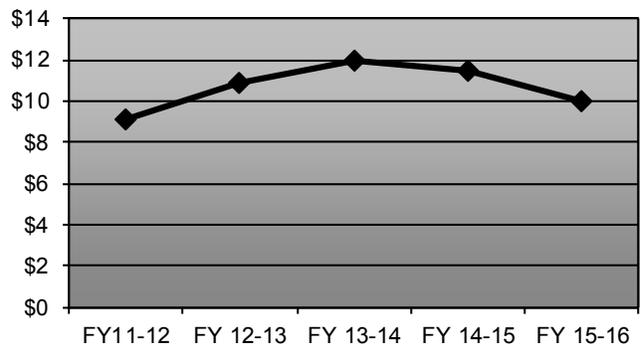
Operating Expense Per Passenger



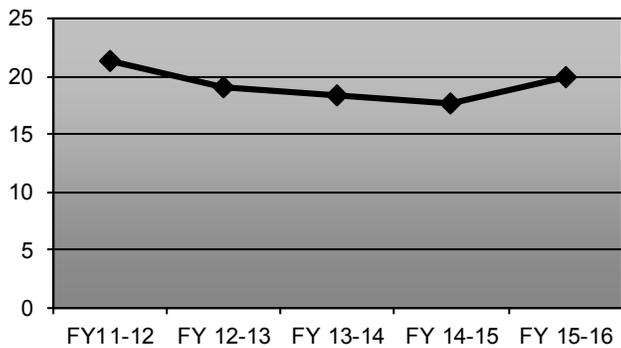
Total Passengers (000's)



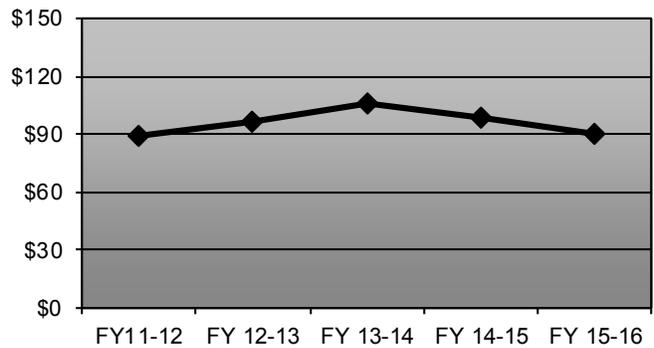
Operating Revenue Per Revenue Vehicle Hour



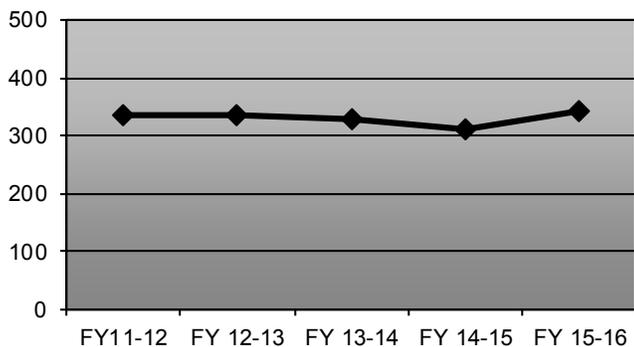
Revenue Vehicle Hours (000's)



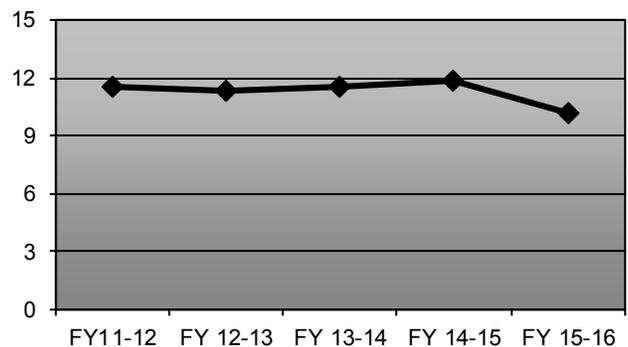
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

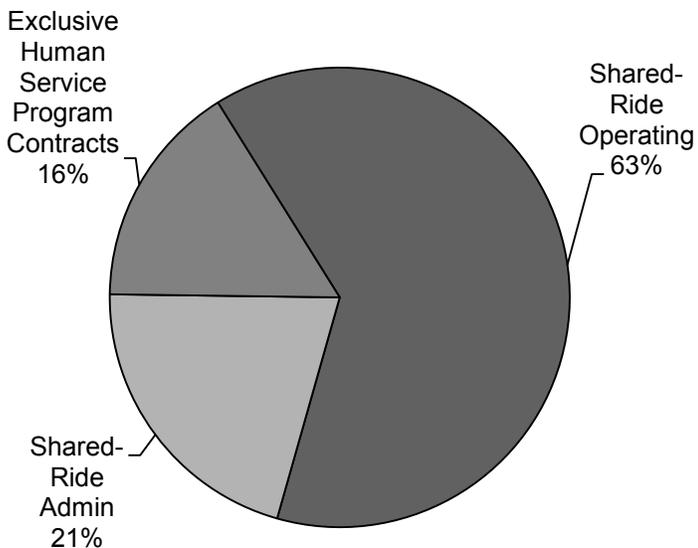
Community Transportation

Schuylkill Transportation System (STS) 252 Industrial Park Road St. Clair, PA 17970 570-429-2701 Mr. David Bekisz, Executive Director		Fare Information Average Shared-Ride Fare: \$21.06 Average Shared-Ride Cost per Trip: \$29.63 Fare Structure Implementation Date: July 2015	
Service Area Statistics (2010 Census) Schuylkill County Square Miles: 778 Population: 148,289 65+ Population: 26,828 % of Population 65 and older: 18.1%		Trip Information 65+ Trips: 41,989 PwD Trips: 8,994 Other Shared-Ride Trips: 16,788 Total Shared-Ride Trips: 67,771 Non-Public Trips: 23,308	
		Vehicles Operated in Maximum Service Community Transportation: 28	

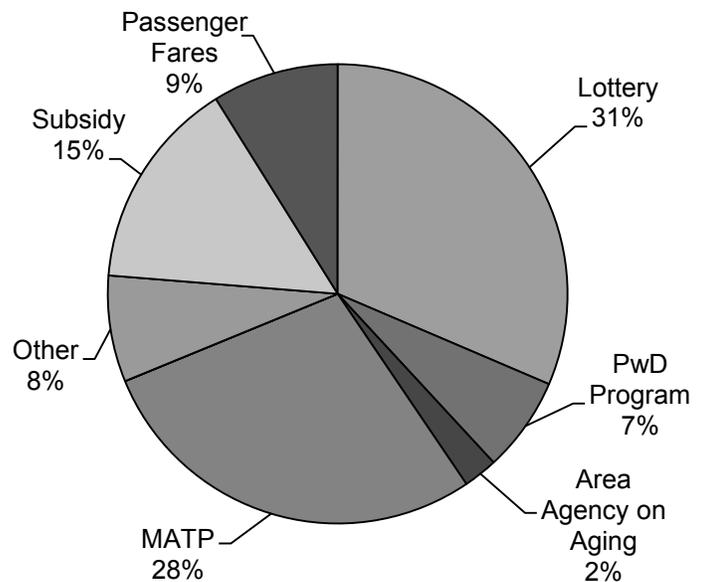
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$2,387,702



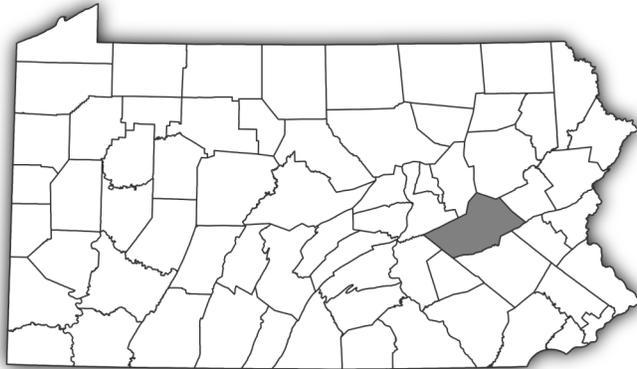
Sources of Funding
\$2,387,702



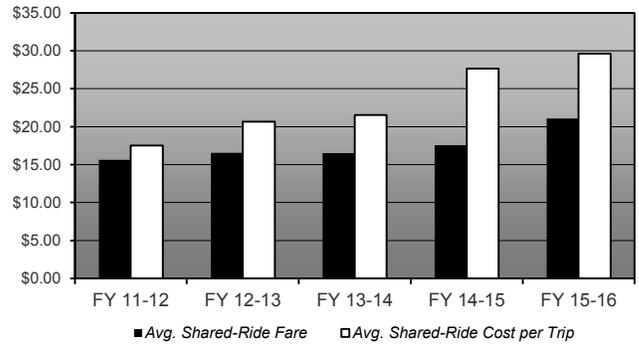
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



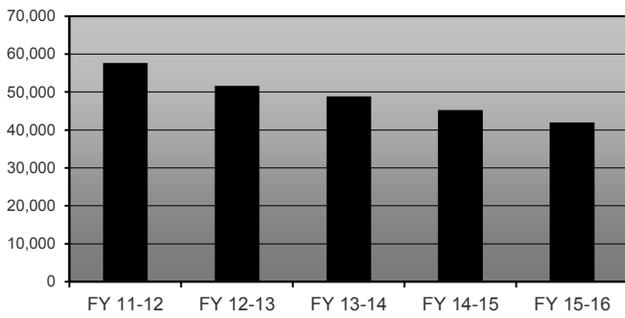
Agency Service Area



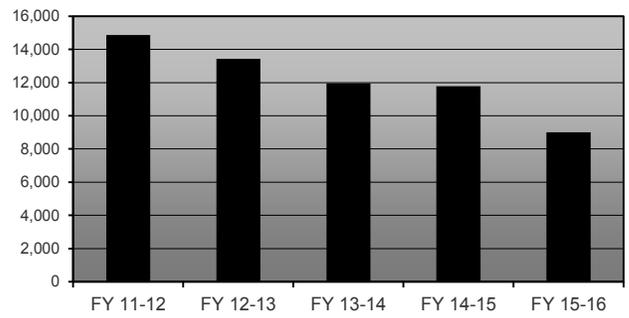
Shared-Ride Fare Recovery



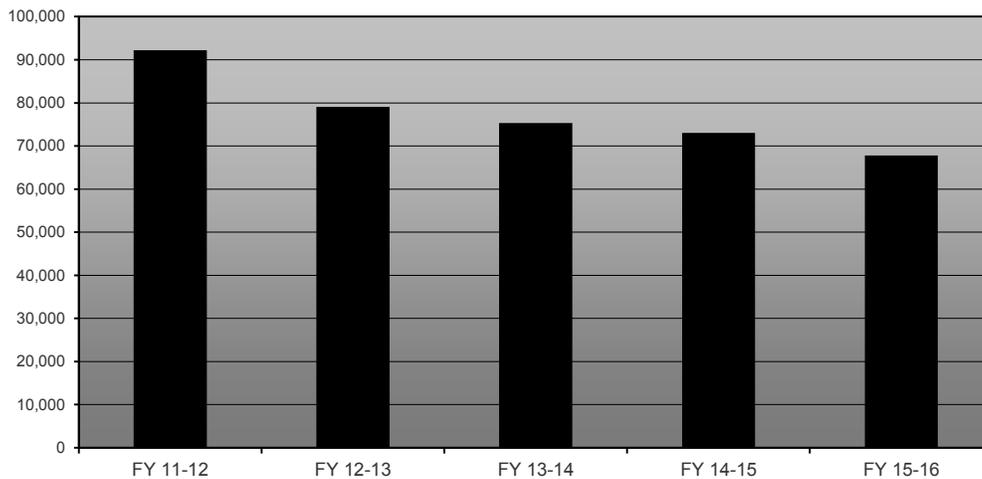
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



RURAL SYSTEMS



Venango County Transportation Office (VCTO)
 134 Hangar Drive
 Franklin, PA 16323
 814-432-7255
 Mr. Timothy Geibel, General Manager
www.catabus.org



House District
 Venango: 64

Senate District
 Venango: 21



Service Area Statistics (2010 Census)
 Square Miles: 100
 Population: 33,759



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: July 2005



Act 44 Fixed Route Distribution Factors
 Total Passengers: 54,485
 Senior Passengers: 11,558
 Revenue Vehicle Miles: 163,342
 Revenue Vehicle Hours: 9,242



Current Employees
 Agency Full-Time: 18
 Agency Part-Time: 9
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 27



Act 44 Operating Assistance
 Section 1513 Allocation: \$421,831
 Required Local Match: \$25,353

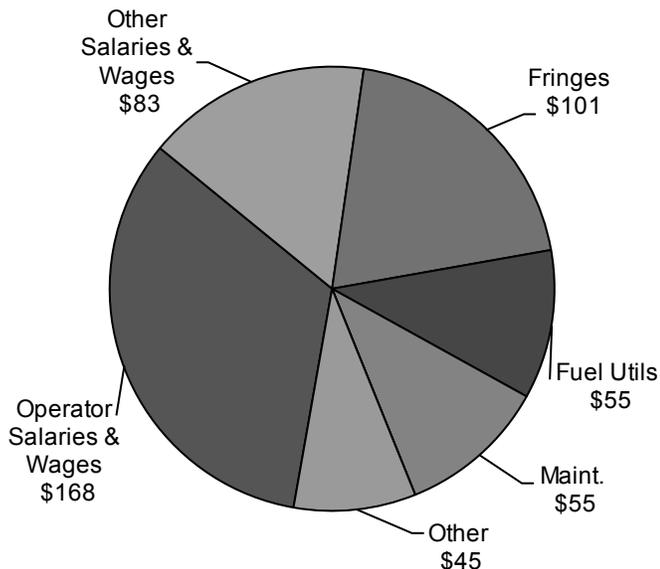


Current Fleet Size
 Diesel/Gasoline Paratransit Vehicle: 23
 System-wide: 23

OPERATING BUDGET

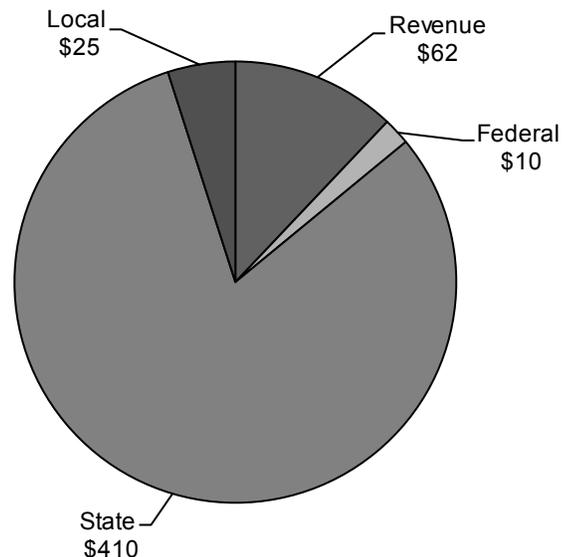
Operating Expense (000's)

\$507

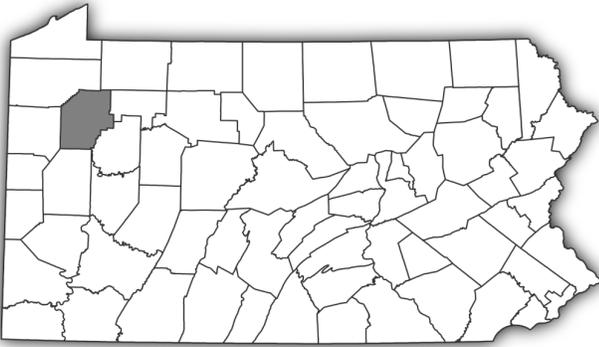


Operating Funds (000's)

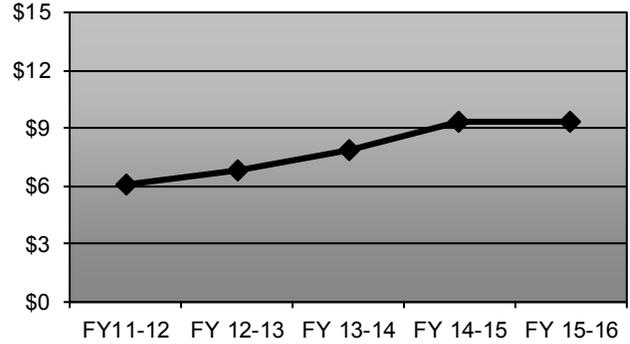
\$507



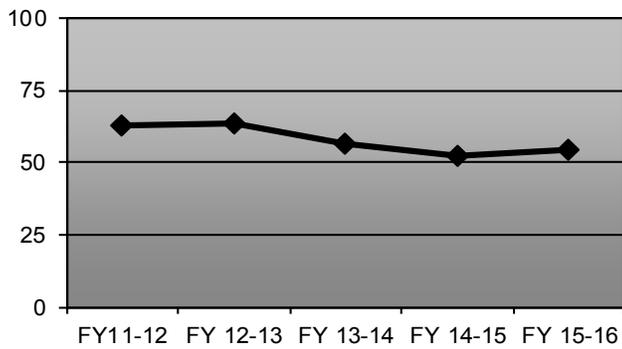
Some contracted maintenance may be reported as "Other Services."



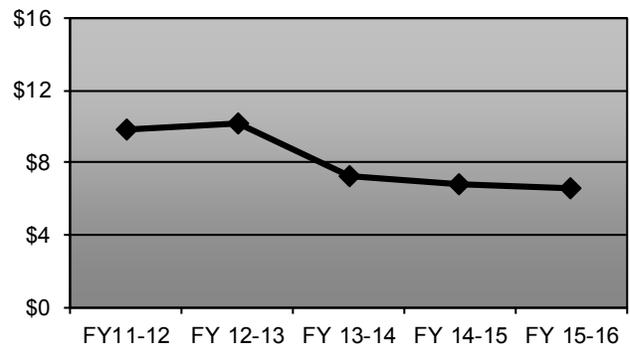
Operating Expense Per Passenger



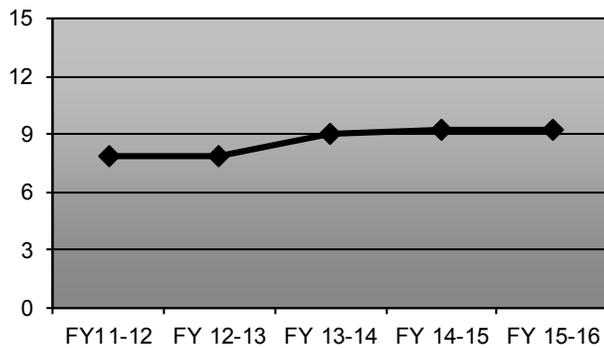
Total Passengers (000's)



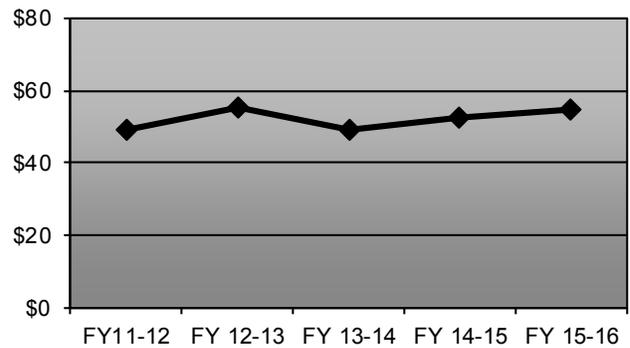
Operating Revenue Per Revenue Vehicle Hour



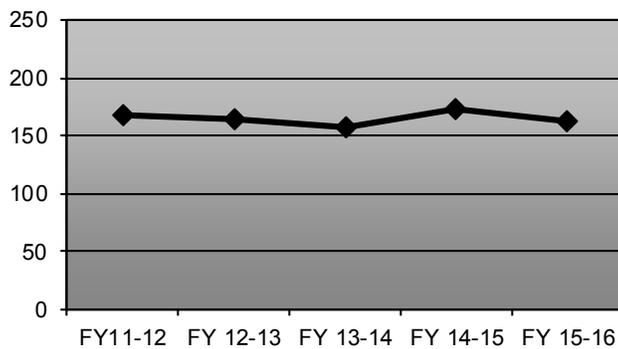
Revenue Vehicle Hours (000's)



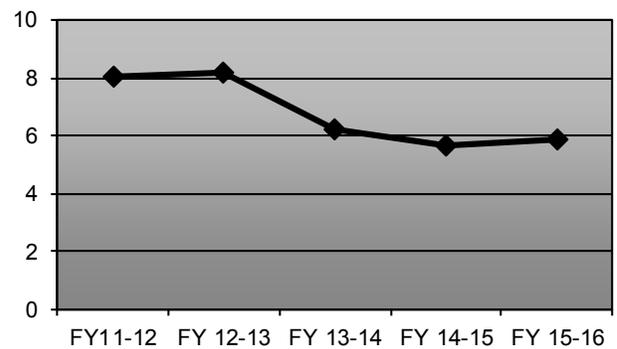
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



RURAL SYSTEMS

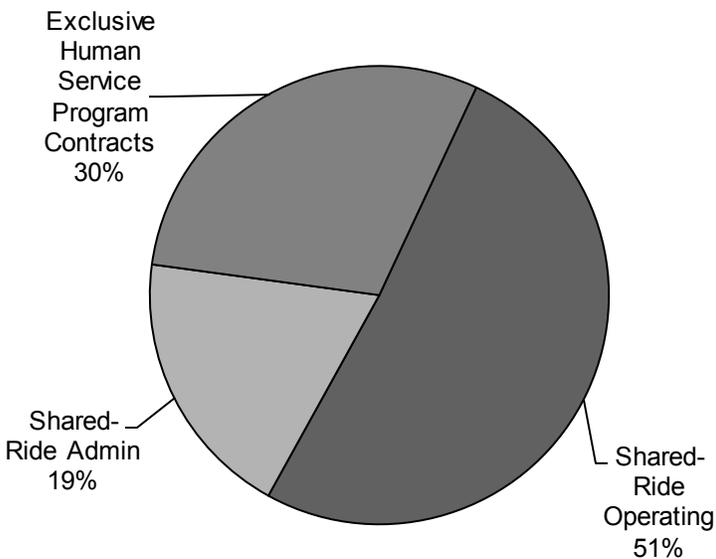
Community Transportation

Venango County Transportation Office (VCTO) 134 Hangar Drive Franklin, PA 16323 814-432-7255 Mr. Timothy Geibel, General Manager		Fare Information Average Shared-Ride Fare: \$17.67 Average Shared-Ride Cost per Trip: \$21.19 Fare Structure Implementation Date: April 2015	
Service Area Statistics (2010 Census) Venango County Square Miles: 675 Population: 54,984 65+ Population: 9,884 % of Population 65 and older: 18.0%		Trip Information 65+ Trips: 15,830 Other Shared-Ride Trips: 24,292 Total Shared-Ride Trips: 40,122 Non-Public Trips: 12,446	
		Vehicles Operated in Maximum Service Community Transportation: 14	

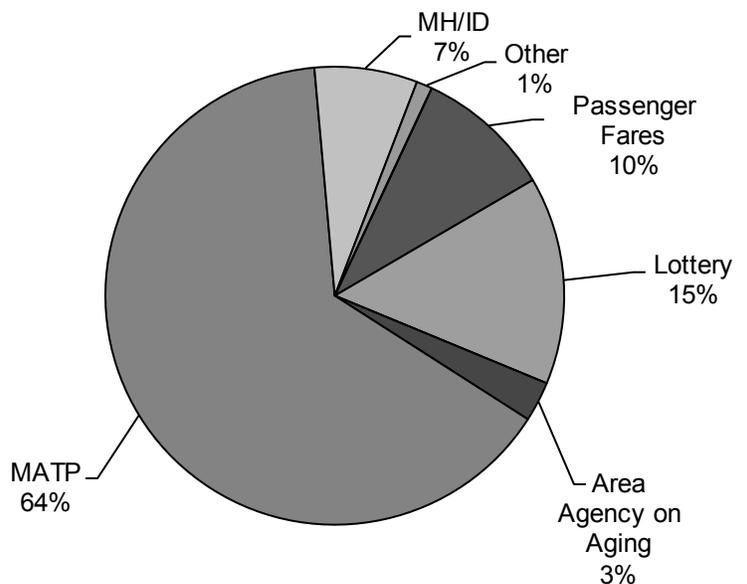
RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,211,182



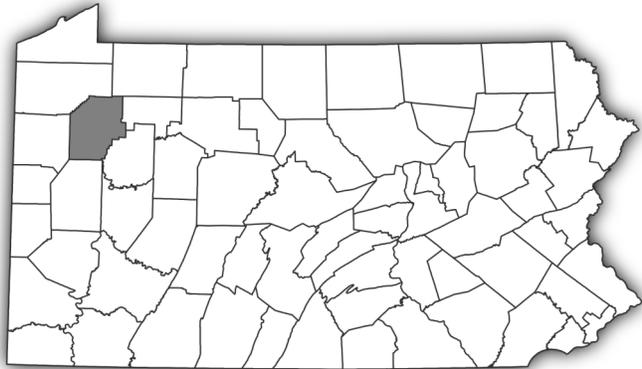
Sources of Funding
\$1,521,073



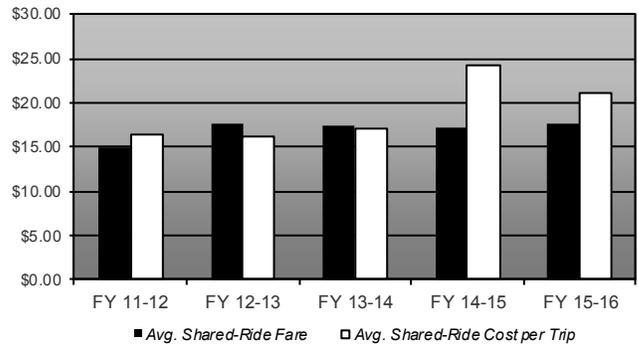
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



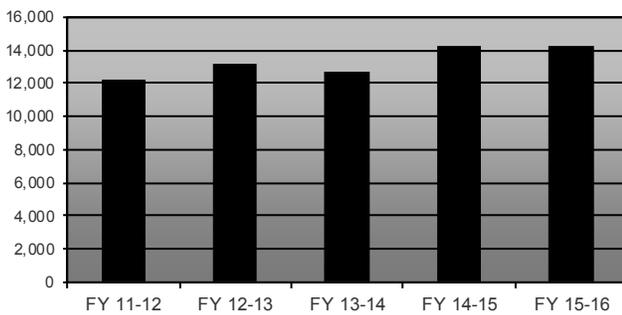
Agency Service Area



Shared-Ride Fare Recovery



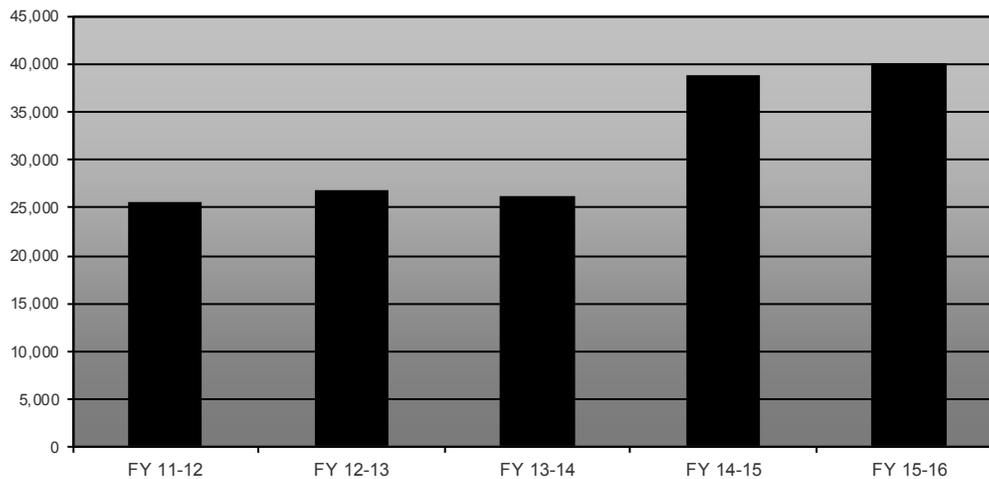
65+ Shared-Ride Trips



PwD Shared-Ride Trips

VCTO does not report ridership for the Persons with Disabilities Program.

Total Shared-Ride Trips





Transit Authority of Warren County (TAWC)
 42 Clark Street
 Warren, PA 16365
 814-723-1874
 Ms. Wendy Winkels, Executive Director
www.tawcbus.com



House District
 Warren: 65
Senate District
 Warren: 21, 25



Service Area Statistics (2010 Census)
 Square Miles: 279
 Population: 25,626



Current Fare Information
 Fixed Route Base: \$1.00
 Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors
 Total Passengers: 63,875
 Senior Passengers: 8,427
 Revenue Vehicle Miles: 191,051
 Revenue Vehicle Hours: 10,522



Current Employees
 Agency Full-Time: 20
 Agency Part-Time: 10
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 30



Act 44 Operating Assistance
 Section 1513 Allocation: \$644,370
 Required Local Match: \$40,169

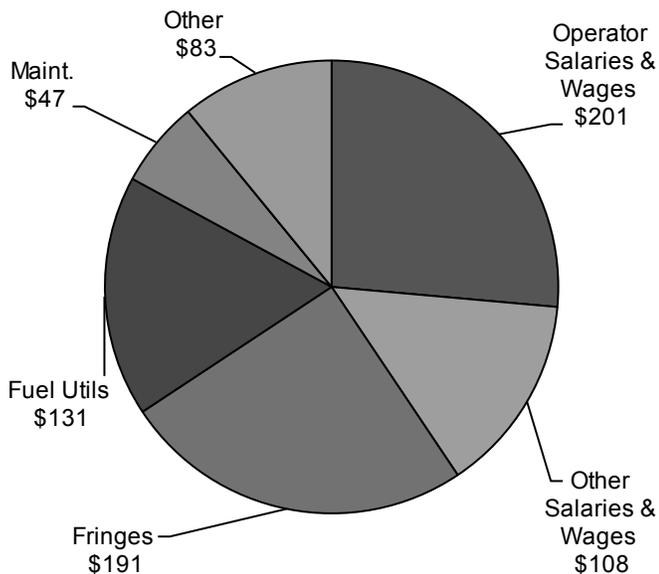


Current Fleet Size
 Diesel/Gasoline Motor Bus: 5
 Diesel/Gasoline Paratransit Vehicle: 10
 System-wide: 15

OPERATING BUDGET

Operating Expense (000's)

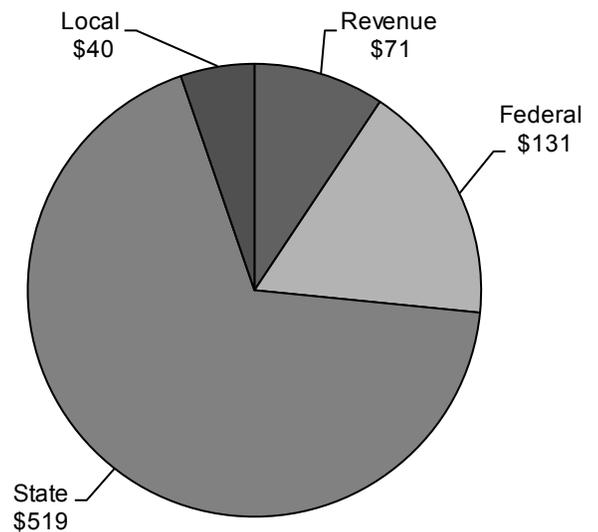
\$761



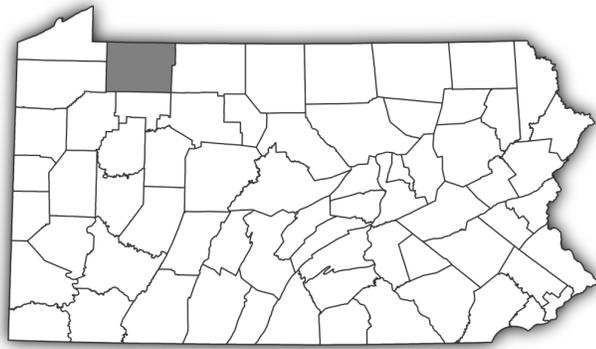
Expense includes ADA complementary expense.
 Some contracted maintenance may be reported as "Other Services."

Operating Funds (000's)

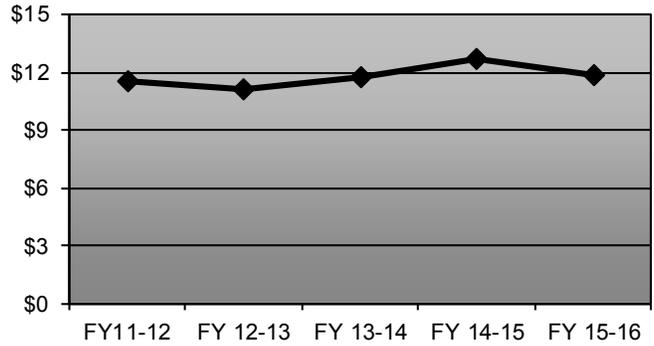
\$761



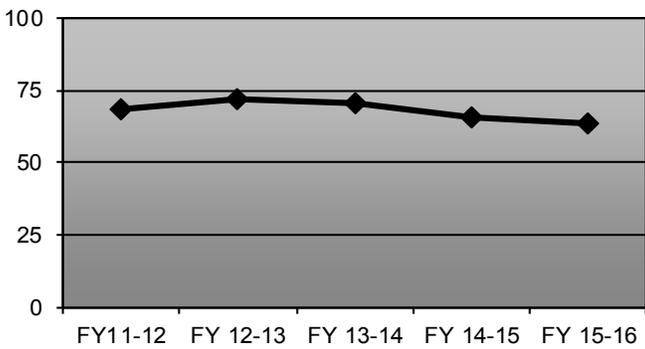
Revenue includes ADA complementary revenue.



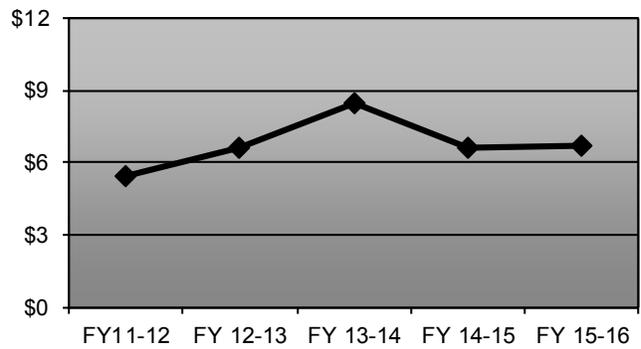
Operating Expense Per Passenger



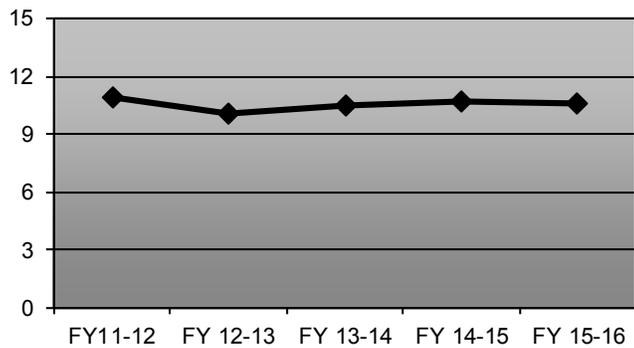
Total Passengers (000's)



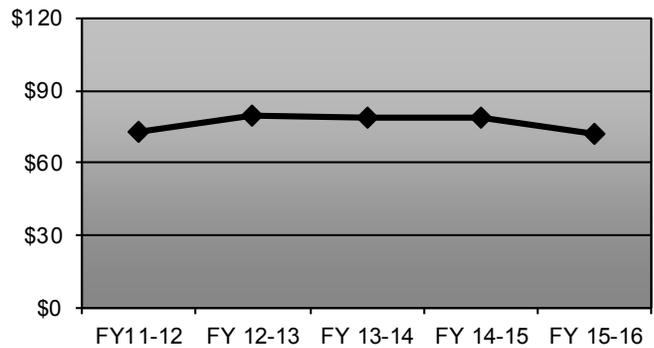
Operating Revenue Per Revenue Vehicle Hour



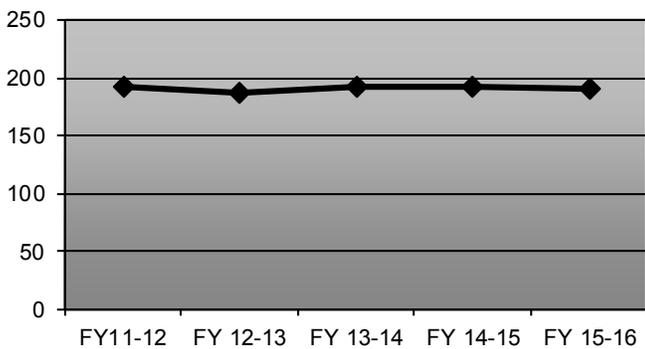
Revenue Vehicle Hours (000's)



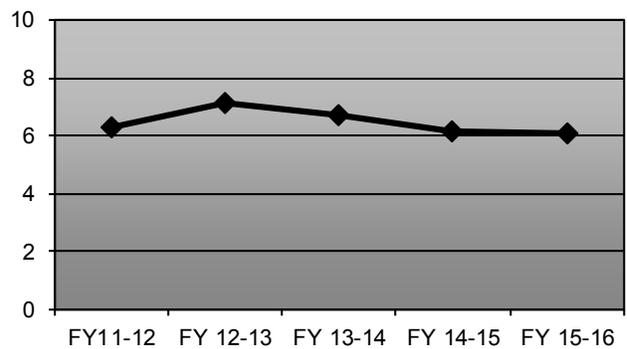
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

RURAL SYSTEMS

Community Transportation

Transit Authority of Warren County (TAWC)

42 Clark Street
 Warren, PA 16365
 814-723-1874
 Ms. Wendy Winkels, Executive Director

Fare Information

Average Shared-Ride Fare: \$14.54
 Average Shared-Ride Cost per Trip: \$15.03
 Fare Structure
 Implementation Date: September 2010

Service Area Statistics (2010 Census)

Warren County

Square Miles: 883
 Population: 41,815
 65+ Population: 7,840
 % of Population 65 and older: 18.7%

Trip Information

65+ Trips: 29,286
 PwD Trips: 975
 Other Shared-Ride Trips: 4,846
 Total Shared-Ride Trips: 35,107
 Non-Public Trips: 943

Vehicles Operated in Maximum Service

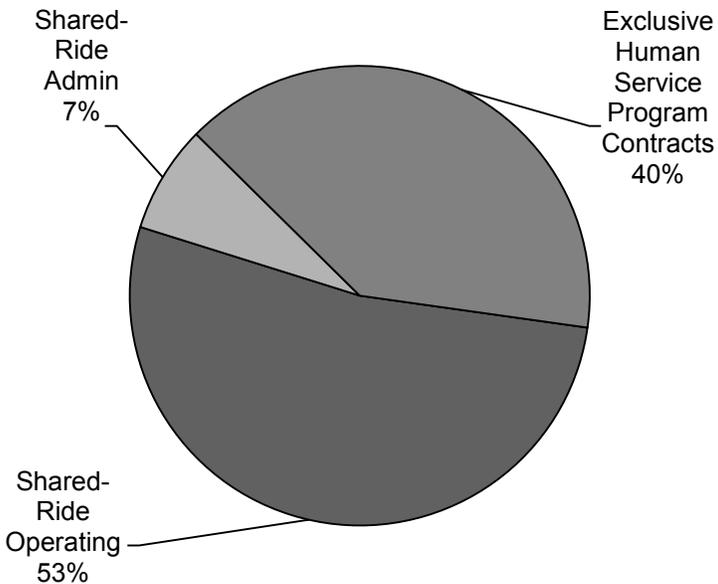
Community Transportation: 8

RURAL SYSTEMS

COMMUNITY TRANSPORTATION OPERATING BUDGET

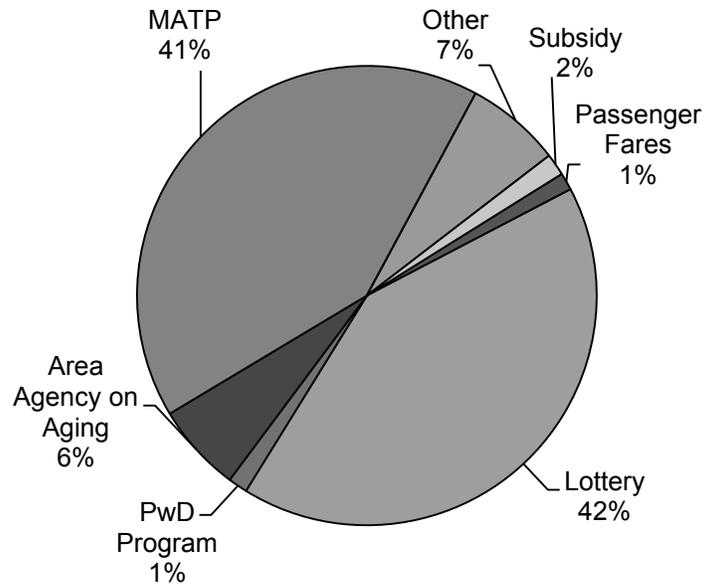
Operating Expenses

\$876,699



Sources of Funding

\$876,699

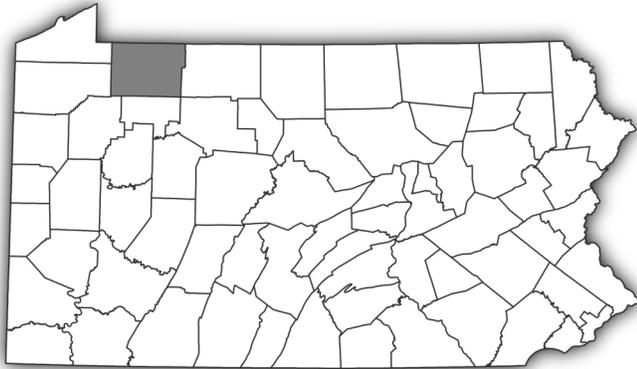


Non-public deficit will be covered in non-public retained earnings.

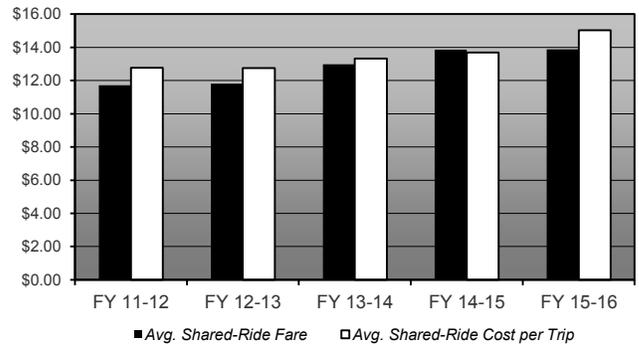
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



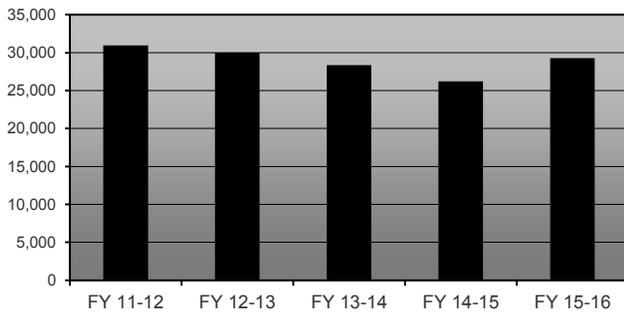
Agency Service Area



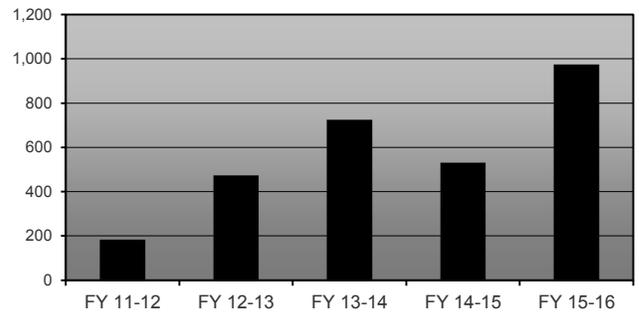
Shared-Ride Fare Recovery



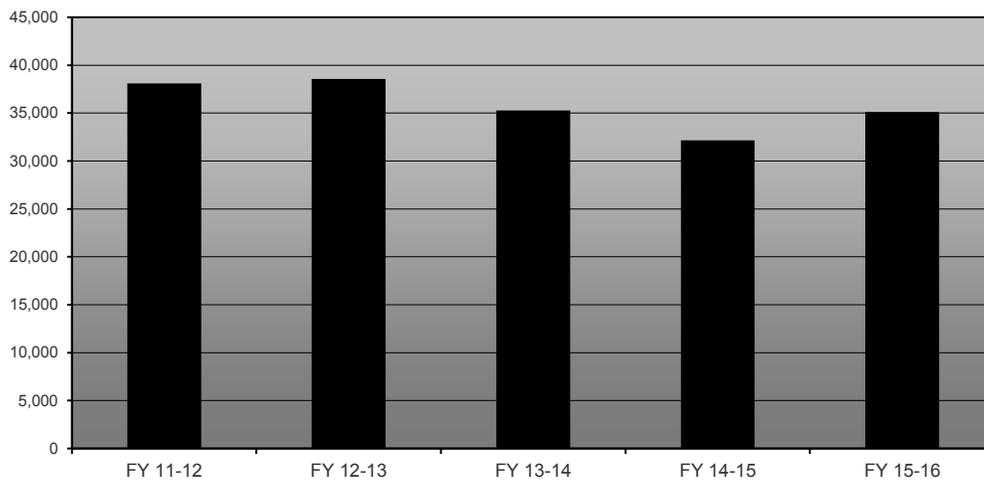
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



RURAL SYSTEMS

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Section VI

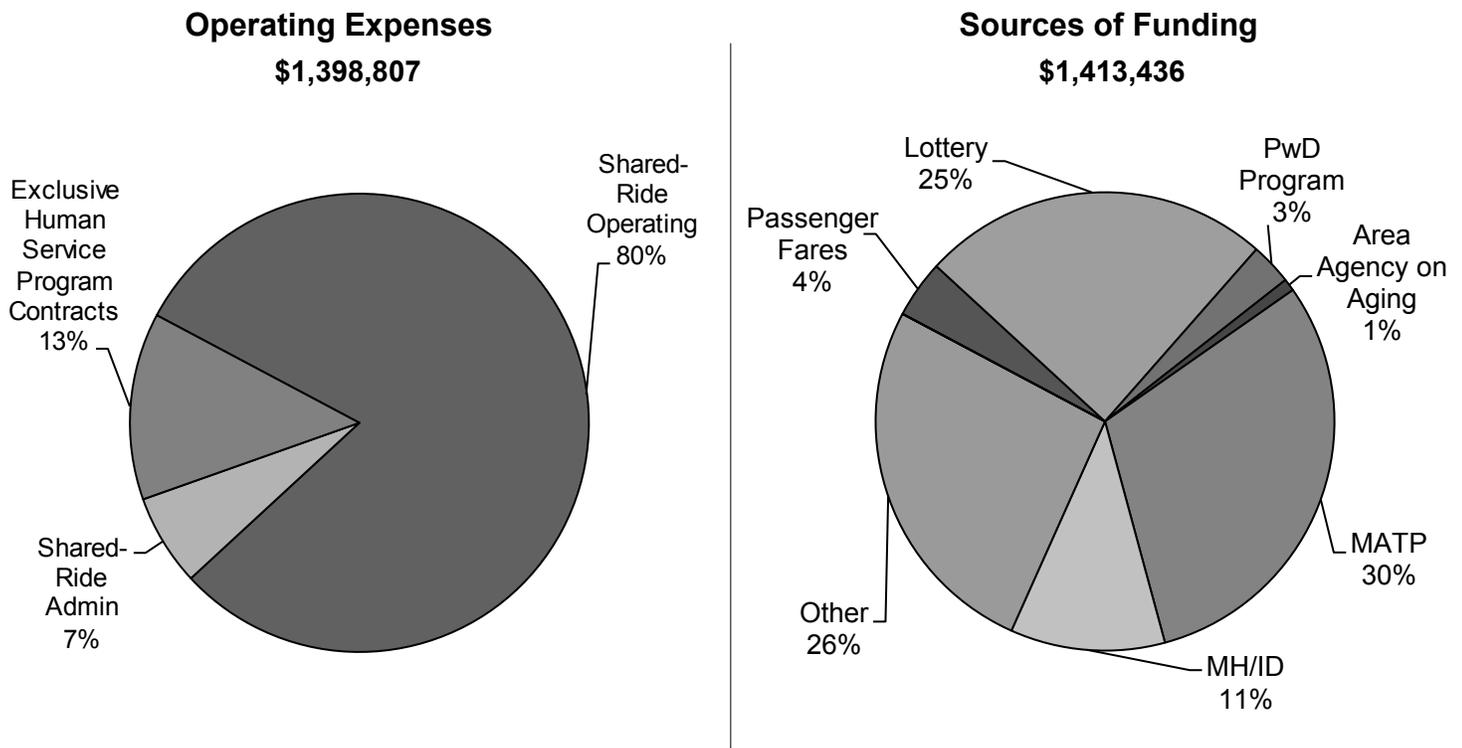
Community Transportation

Community Transportation

Allied Coordinated Transportation Services, Inc. 241 West Grant Street New Castle, PA 16103 724-658-7258 Mr. Thomas Scott, CEO		Fare Information Average Shared-Ride Fare: \$15.83 Average Shared-Ride Cost per Trip: \$15.87 Fare Structure Implementation Date: July 2012	
Service Area Statistics (2010 Census) Lawrence County Square Miles: 360 Population: 91,108 65+ Population: 17,128 % of Population 65 and older: 18.8%		Trip Information 65+ Trips: 27,526 PwD Trips: 2,459 Other Shared-Ride Trips: 46,502 Total Shared-Ride Trips: 76,487 Non-Public Trips: 5,912	
Vehicles Operated in Maximum Service Community Transportation:			19

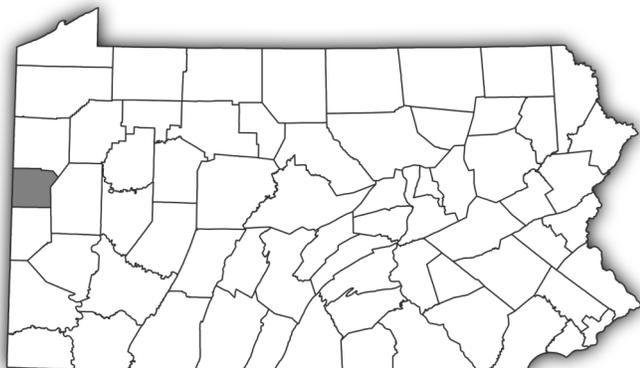
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

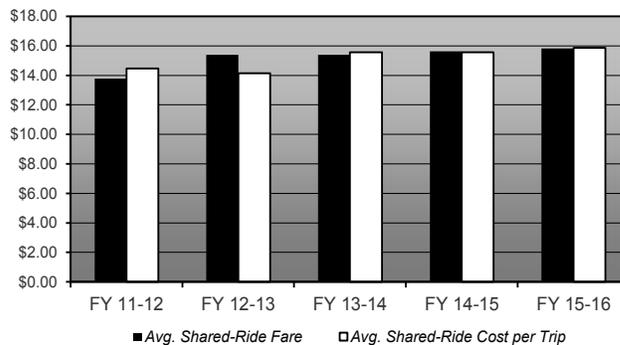


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

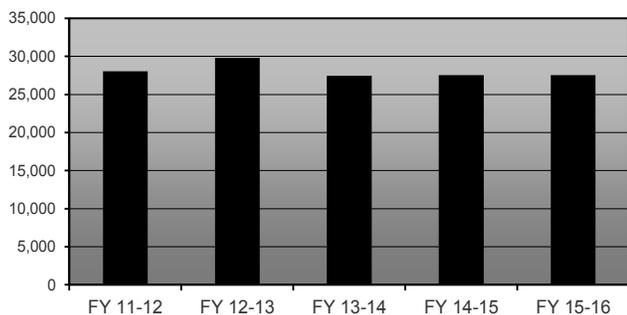
Agency Service Area



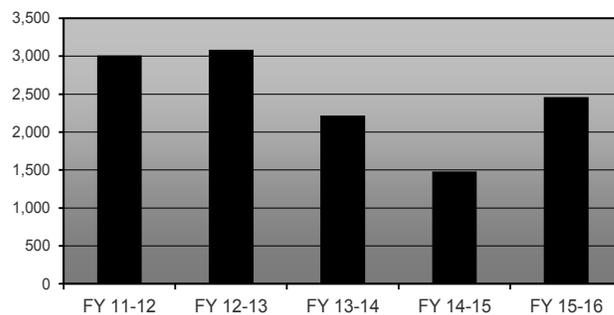
Shared-Ride Fare Recovery



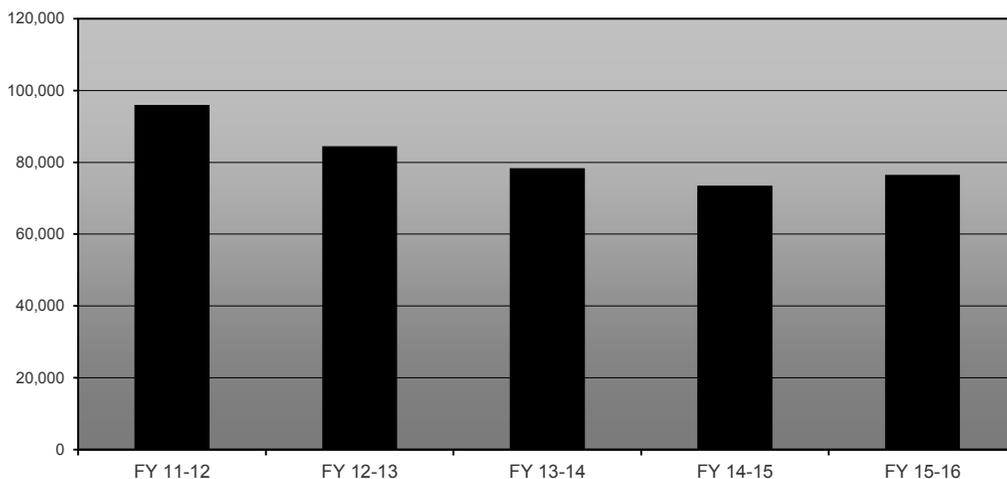
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



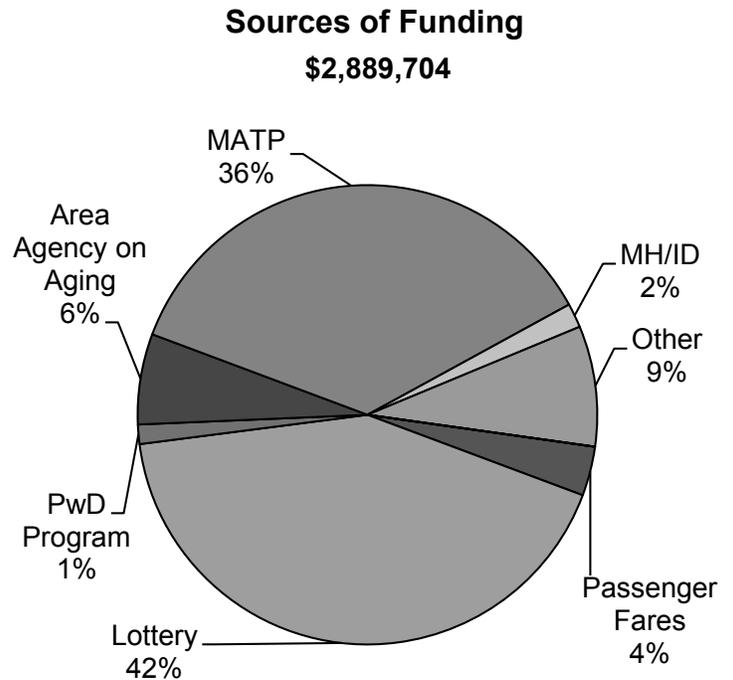
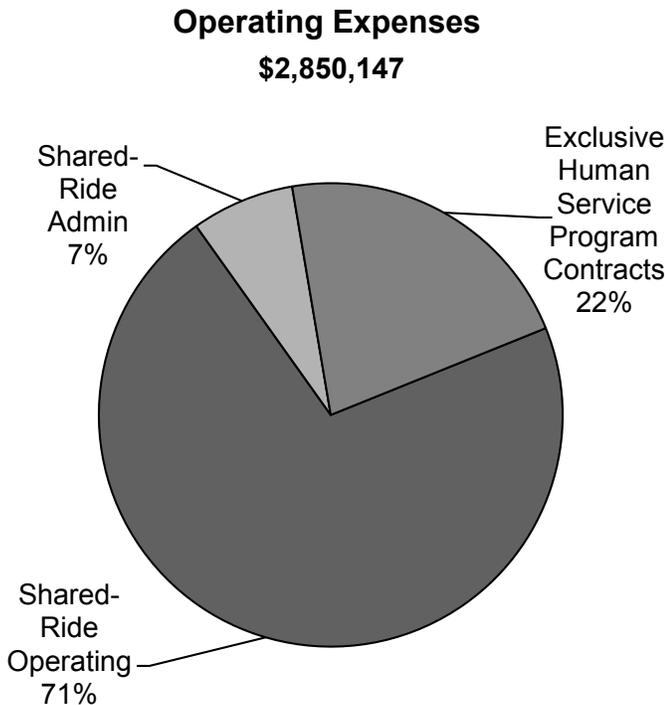
COMMUNITY TRANSPORTATION

Community Transportation

Blair Senior Services, Inc. 1320 Twelfth Avenue Altoona, PA 16601 814-615-3500 Mr. Steve Williamson, President		Fare Information Average Shared-Ride Fare: \$17.99 Average Shared-Ride Cost per Trip: \$17.89 Fare Structure Implementation Date: September 2014	
Service Area Statistics (2010 Census) Blair County Square Miles: 526 Population: 127,089 65+ Population: 22,527 % of Population 65 and older: 17.7%		Trip Information 65+ Trips: 81,090 PwD Trips: 2,227 Other Shared-Ride Trips: 41,674 Total Shared-Ride Trips: 124,991 Non-Public Trips: 482	
		Vehicles Operated in Maximum Service Community Transportation: 24	

COMMUNITY TRANSPORTATION

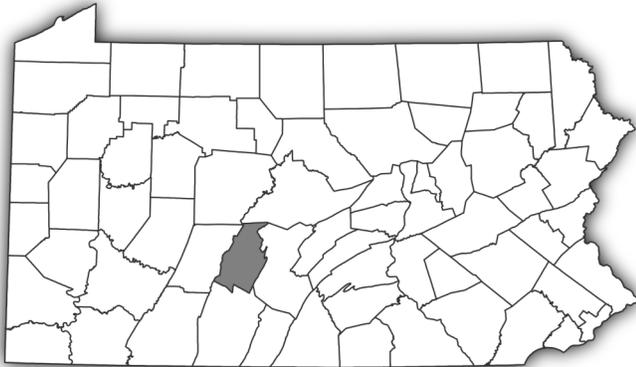
COMMUNITY TRANSPORTATION OPERATING BUDGET



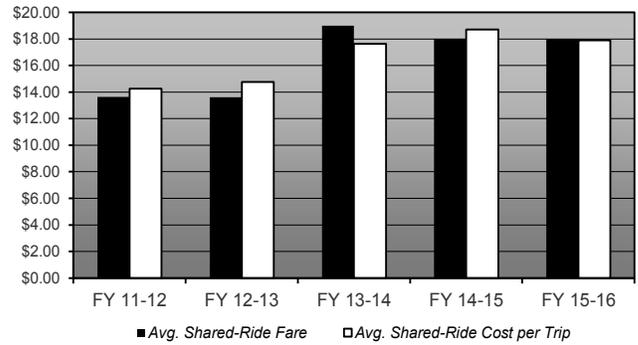
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



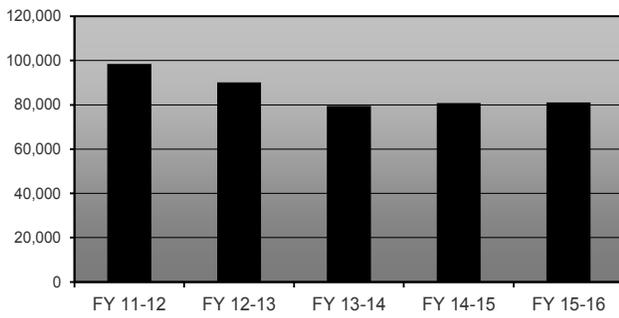
Agency Service Area



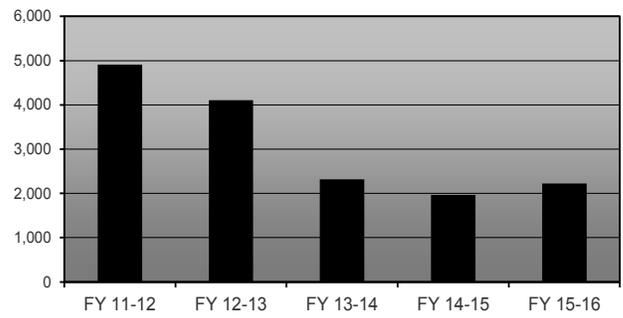
Shared-Ride Fare Recovery



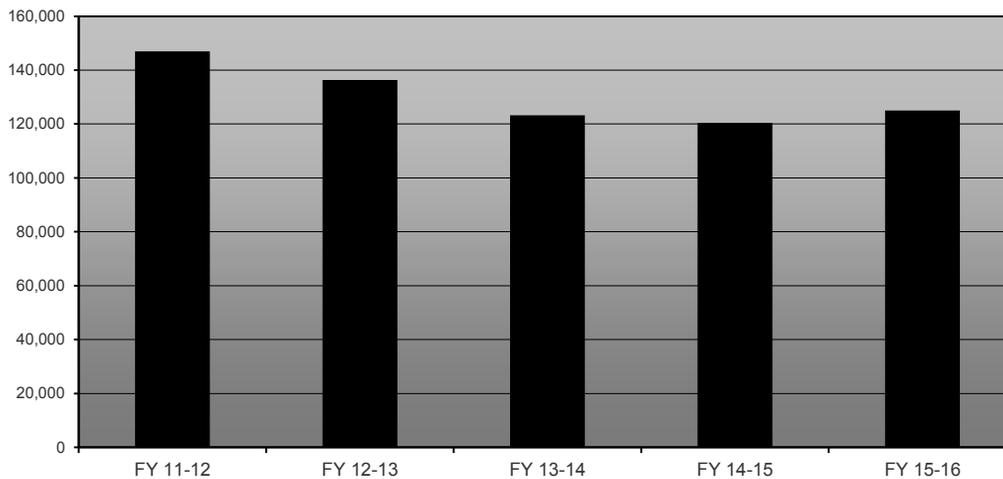
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips

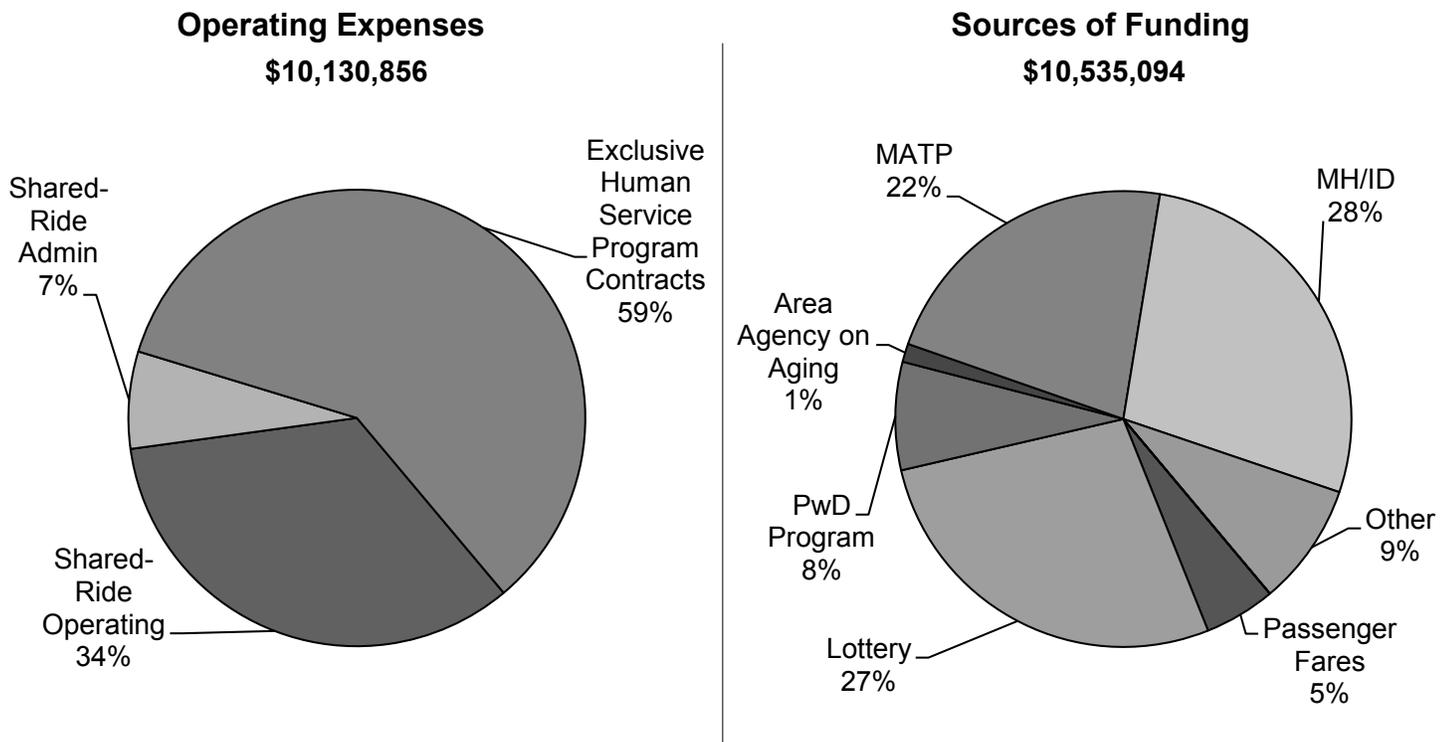


Community Transportation

Bucks County Transport, Inc. P.O. Box 510 Holicong, PA 18928 215-794-5554 Mr. Vincent Volpe, Executive Director		Fare Information Average Shared-Ride Fare: \$25.31 Average Shared-Ride Cost per Trip: \$22.95 Fare Structure Implementation Date: September 2015	
Service Area Statistics (2010 Census) Bucks County Square Miles: 607 Population: 625,249 65+ Population: 91,219 % of Population 65 and older: 14.6%		Trip Information 65+ Trips: 139,587 PwD Trips: 35,982 Other Shared-Ride Trips: 4,640 Total Shared-Ride Trips: 180,209 Non-Public Trips: 370,208	
		Vehicles Operated in Maximum Service Community Transportation: 138	

COMMUNITY TRANSPORTATION

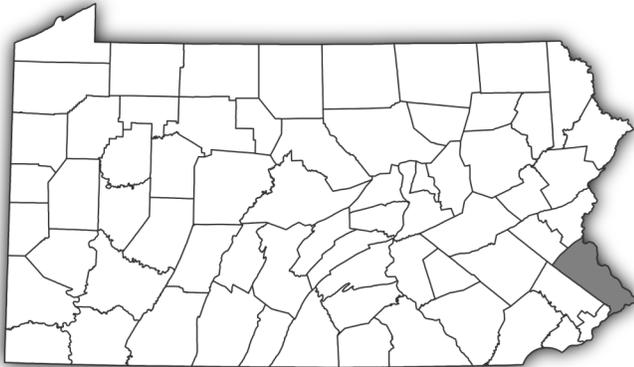
COMMUNITY TRANSPORTATION OPERATING BUDGET



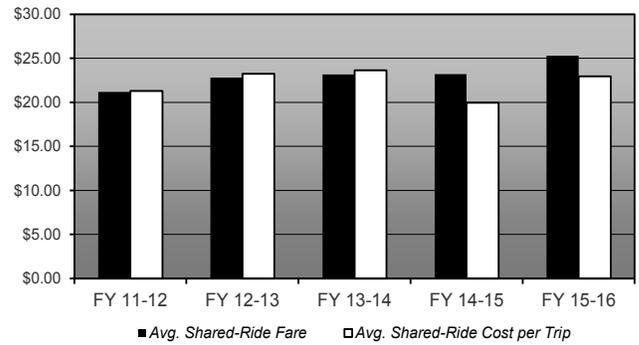
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



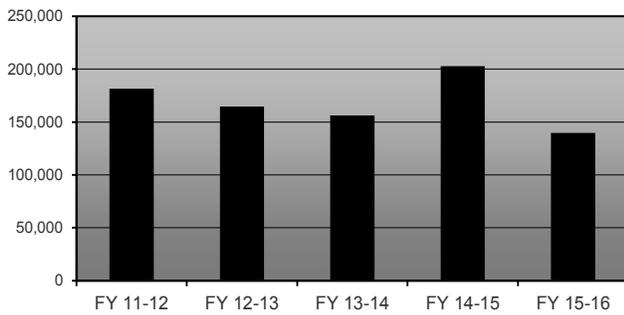
Agency Service Area



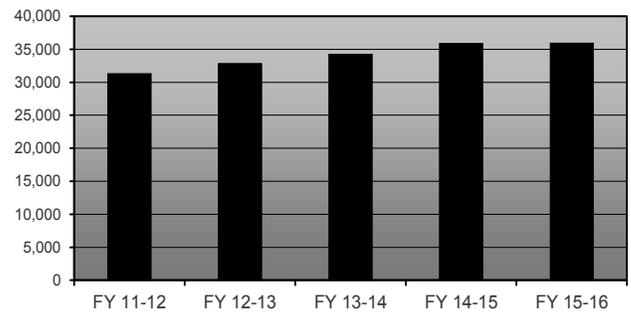
Shared-Ride Fare Recovery



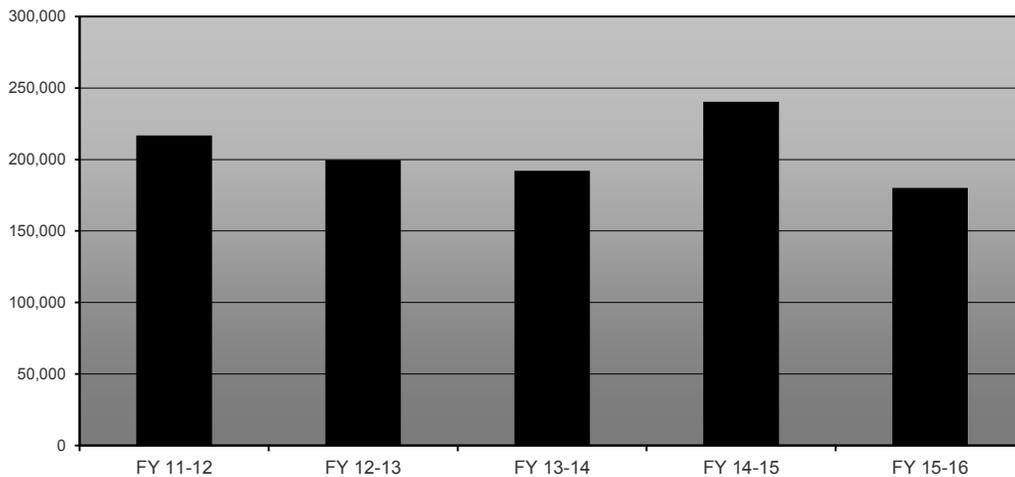
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



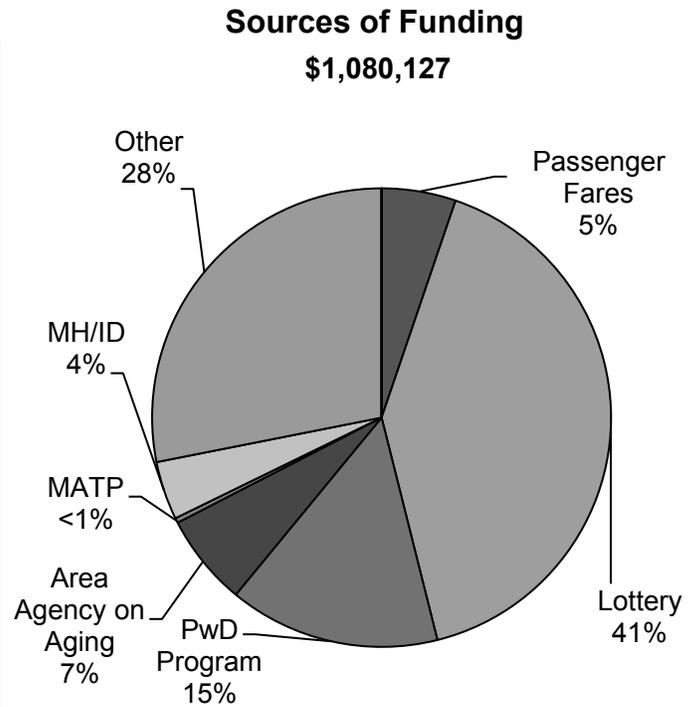
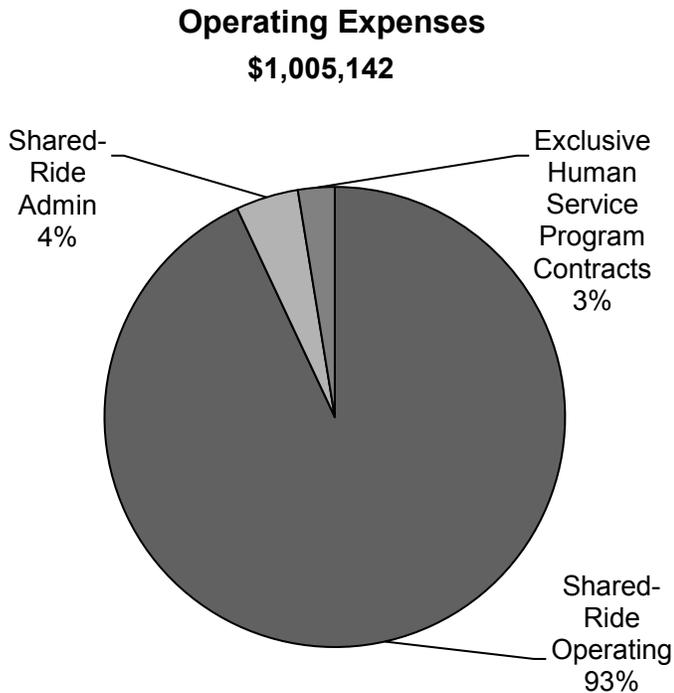
COMMUNITY TRANSPORTATION

Community Transportation

Butler County Community Action & Development 124 West Diamond Street P.O. Box 1208 Butler, PA 16003-1208 724-284-5125 Ms. Janine Kennedy, Director		Fare Information Average Shared-Ride Fare: \$16.92 Average Shared-Ride Cost per Trip: \$15.71 Fare Structure Implementation Date: January 2013	
Service Area Statistics (2010 Census) Butler County Square Miles: 789 Population: 183,862 65+ Population: 27,853 % of Population 65 and older: 15.1%		Trip Information 65+ Trips: 31,993 PwD Trips: 11,100 Other Shared-Ride Trips: 19,227 Total Shared-Ride Trips: 62,320	
		Vehicles Operated in Maximum Service Community Transportation: 16	

COMMUNITY TRANSPORTATION

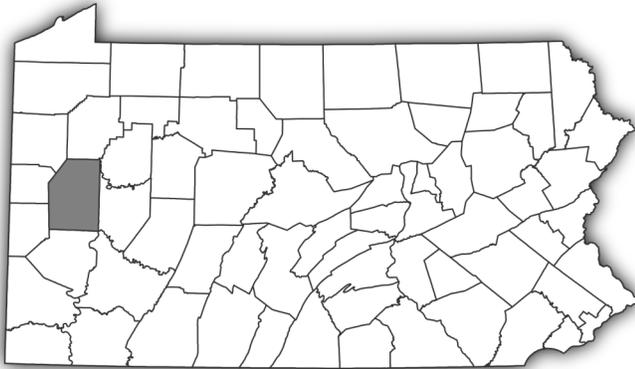
COMMUNITY TRANSPORTATION OPERATING BUDGET



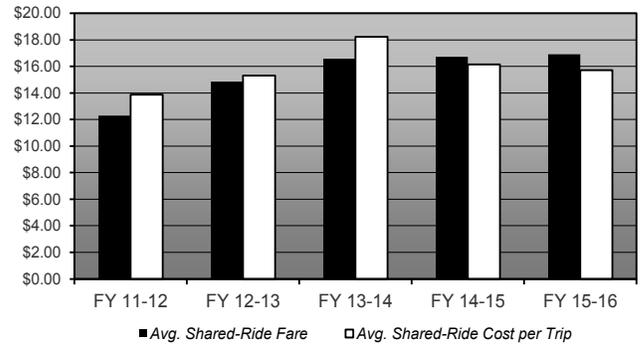
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



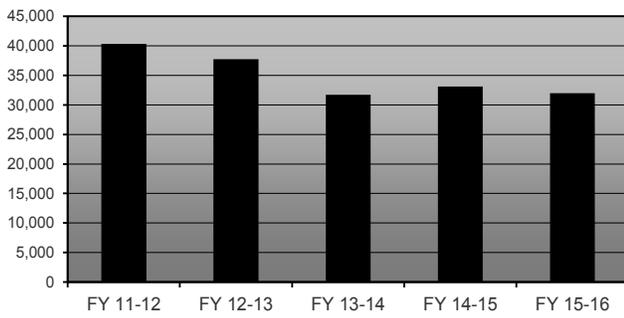
Agency Service Area



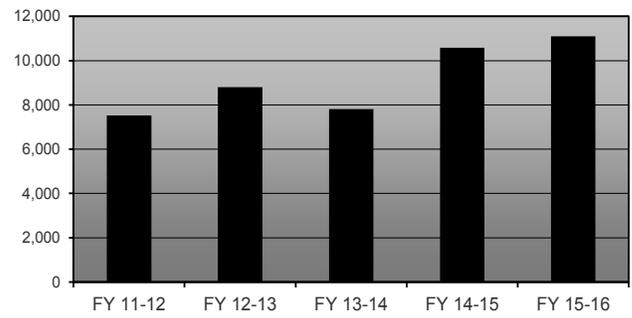
Shared-Ride Fare Recovery



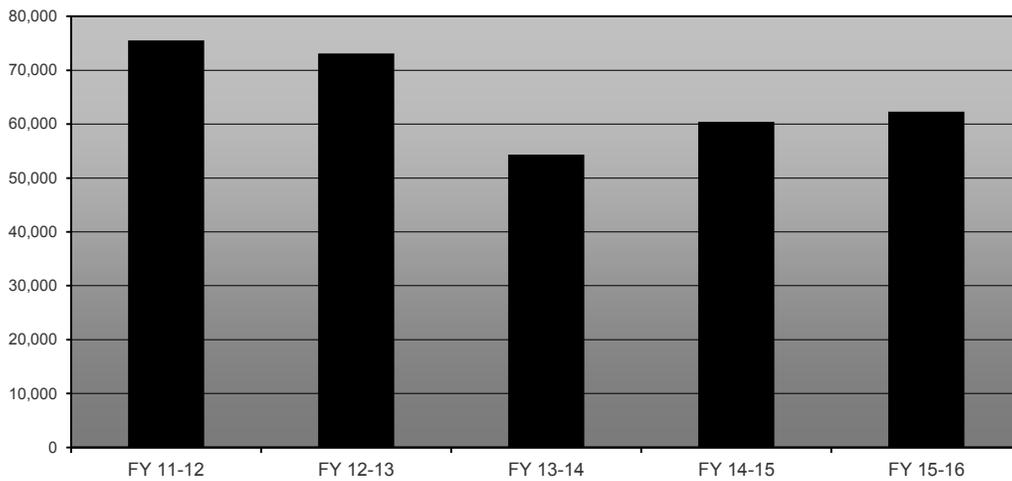
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

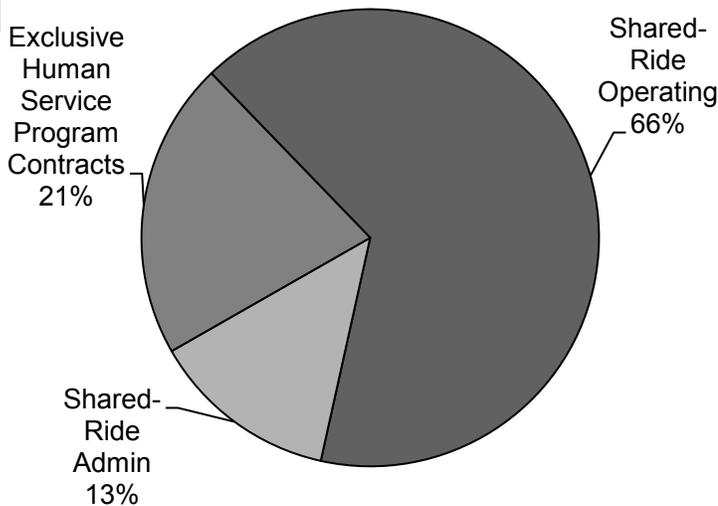
Community Transportation

Centre County Office of Transportation 420 Holmes Street Bellefonte, PA 16823 814-355-6807 Mr. David Lomison, Director		Fare Information Average Shared-Ride Fare: \$16.07 Average Shared-Ride Cost per Trip: \$16.29 Fare Structure Implementation Date: April 2009	
Service Area Statistics (2010 Census) Centre County excluding State College Square Miles: 973 Population: 41,990 65+ Population: 4,735 % of Population 65 and older: 11.3%		Trip Information 65+ Trips: 38,558 PwD Trips: 4,996 Other Shared-Ride Trips: 41,616 Total Shared-Ride Trips: 85,170 Non-Public Trips: 3,515	
		Vehicles Operated in Maximum Service Community Transportation: 24	

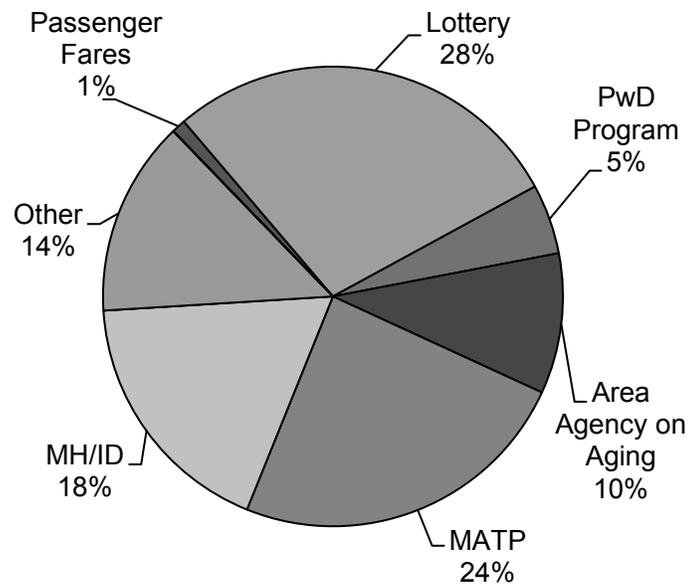
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,704,364

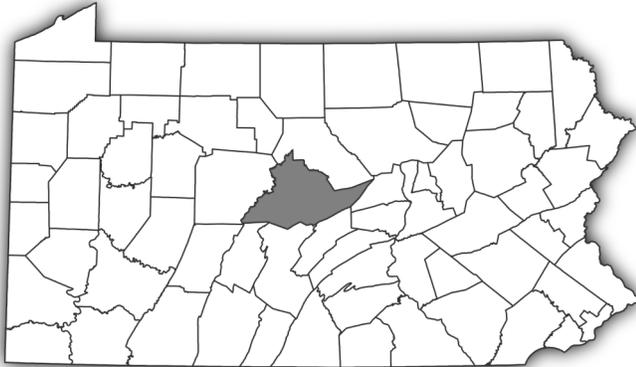


Sources of Funding
\$1,730,483

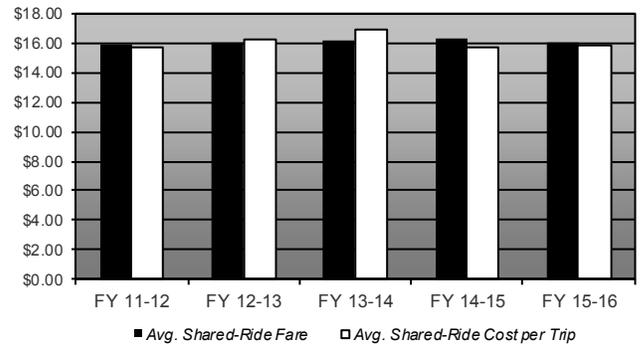


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

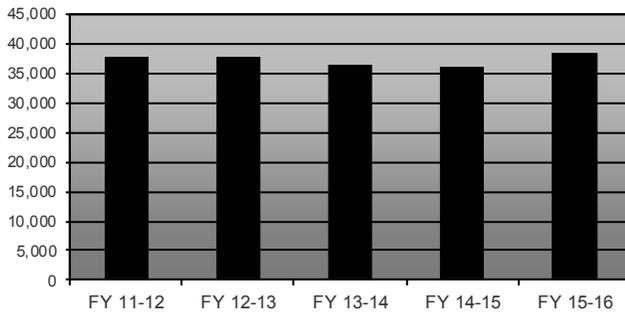
Agency Service Area



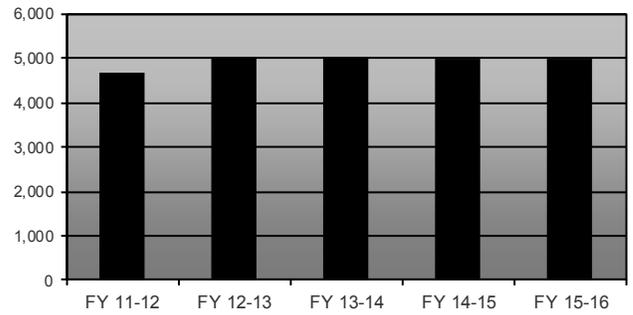
Shared-Ride Fare Recovery



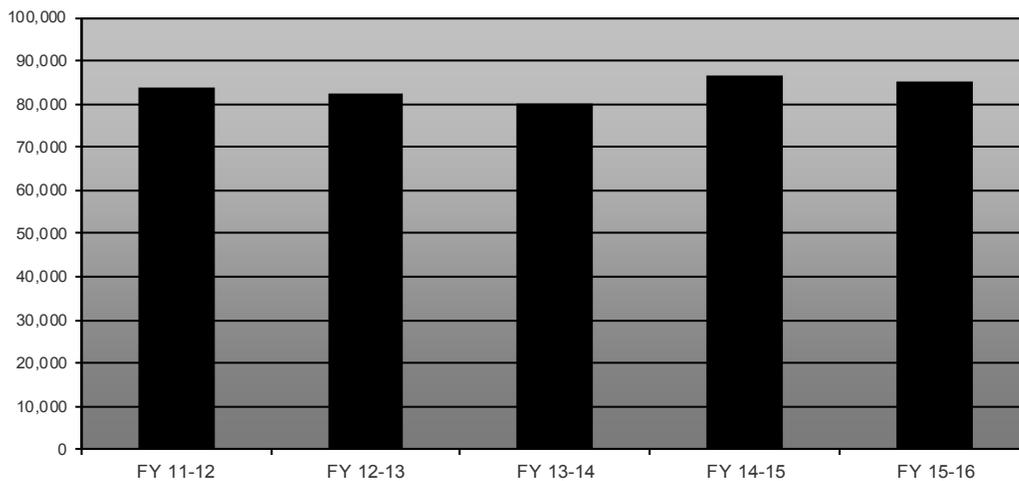
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation

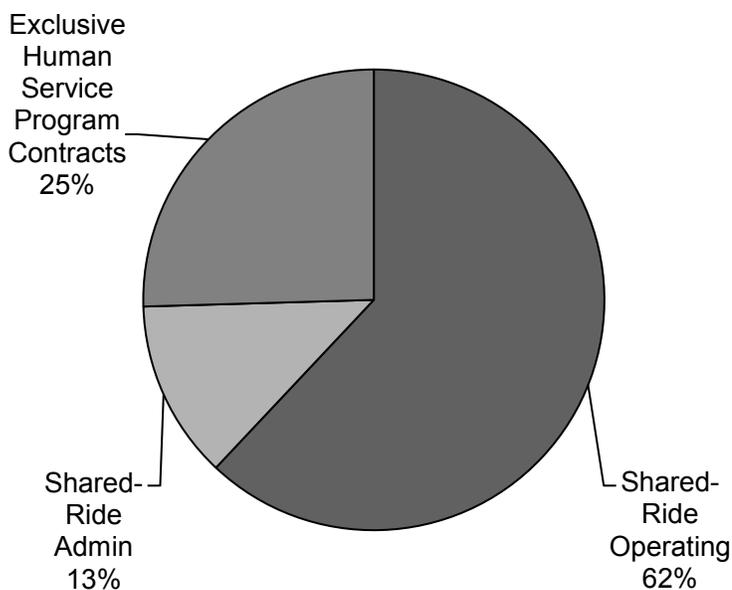
ROVER Community Transportation 1002 South Chestnut Street Downingtown, PA 19335 484-696-3854 Mr. Wayne Robinson, General Manager		Fare Information Average Shared-Ride Fare: \$21.62 Average Shared-Ride Cost per Trip: \$23.89 Fare Structure Implementation Date: January 2016	
Service Area Statistics (2010 Census) Chester County Square Miles: 756 Population: 498,886 65+ Population: 63,875 % of Population 65 and older: 12.8%		Trip Information 65+ Trips: 139,422 PwD Trips: 36,955 Other Shared-Ride Trips: 98,368 Total Shared-Ride Trips: 274,745 Non-Public Trips: 64,607	
		Vehicles Operated in Maximum Service Community Transportation: 66	

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

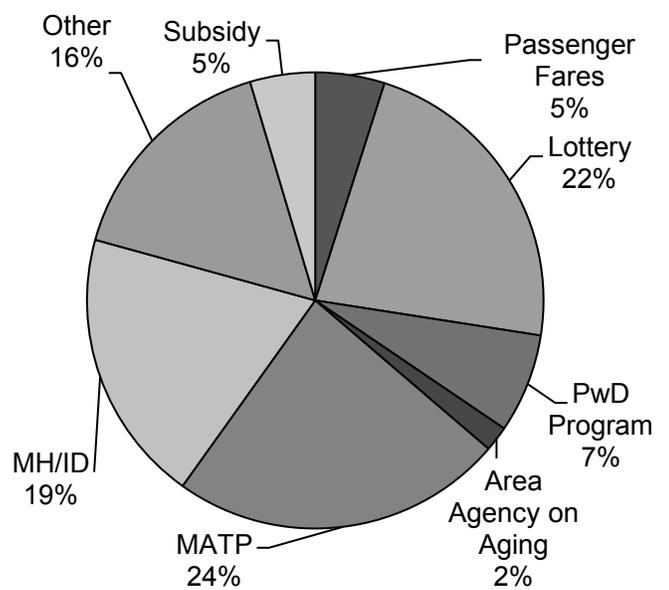
Operating Expenses

\$8,807,083



Sources of Funding

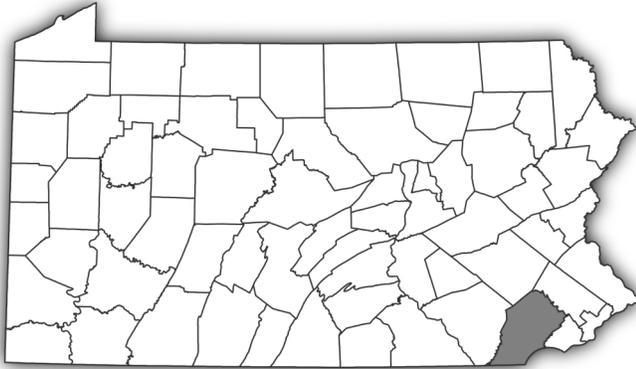
\$9,430,148



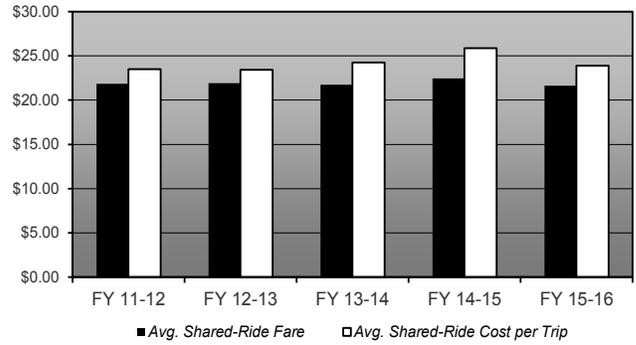
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



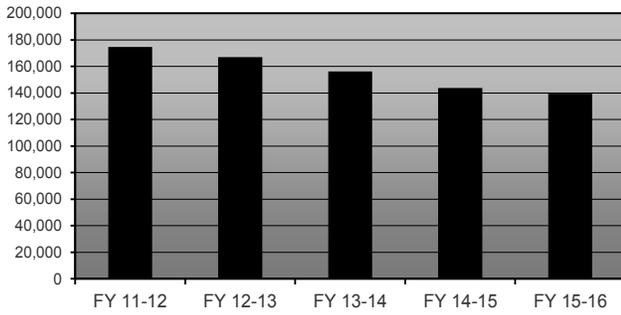
Agency Service Area



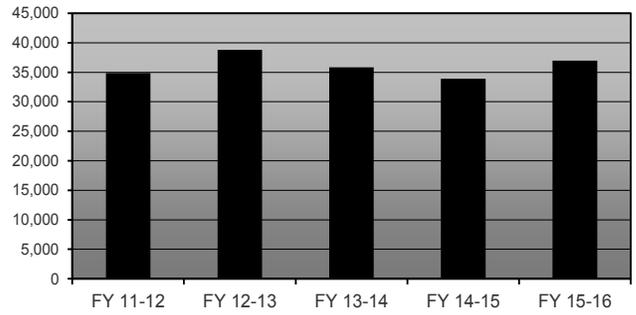
Shared-Ride Fare Recovery



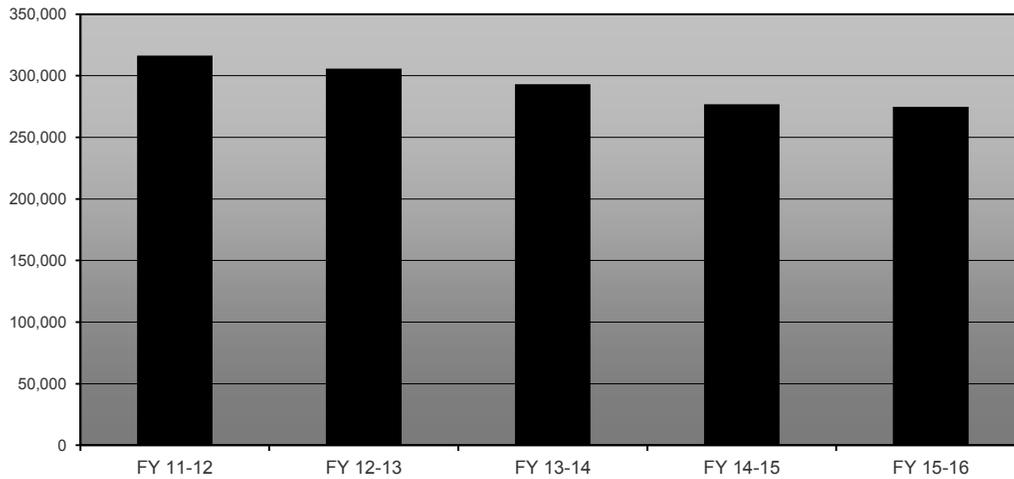
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

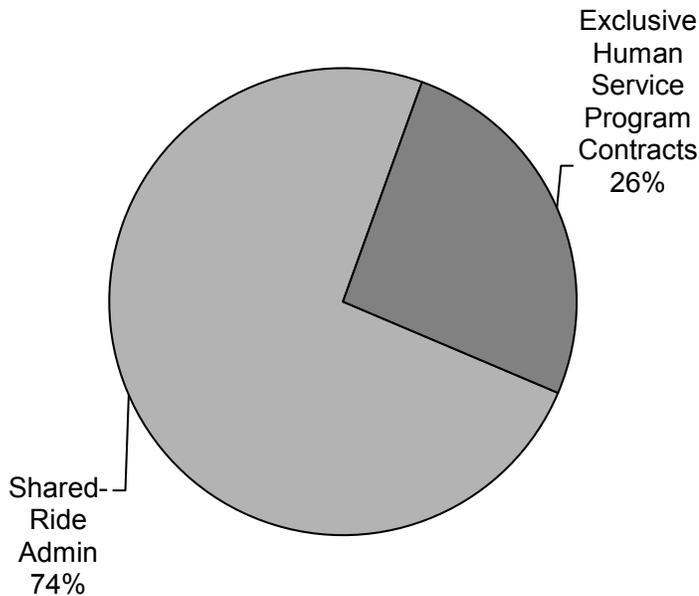
Community Transportation

Clarion County Transportation 338 Amsler Avenue, Suite 1 Shippensburg, PA 16254 814-226-7012 Ms. Mary Lutz, Administrative Officer		Fare Information Average Shared-Ride Fare: \$31.96 Average Shared-Ride Cost per Trip: \$36.12 Fare Structure Implementation Date: July 2013	
Service Area Statistics (2010 Census) Clarion County Square Miles: 602 Population: 39,988 65+ Population: 6,566 % of Population 65 and older: 16.4%		Trip Information 65+ Trips: 10,208 PwD Trips: 81 Other Shared-Ride Trips: 10,998 Total Shared-Ride Trips: 21,287 Non-Public Trips: 1,136	
		Vehicles Operated in Maximum Service Community Transportation: 21	

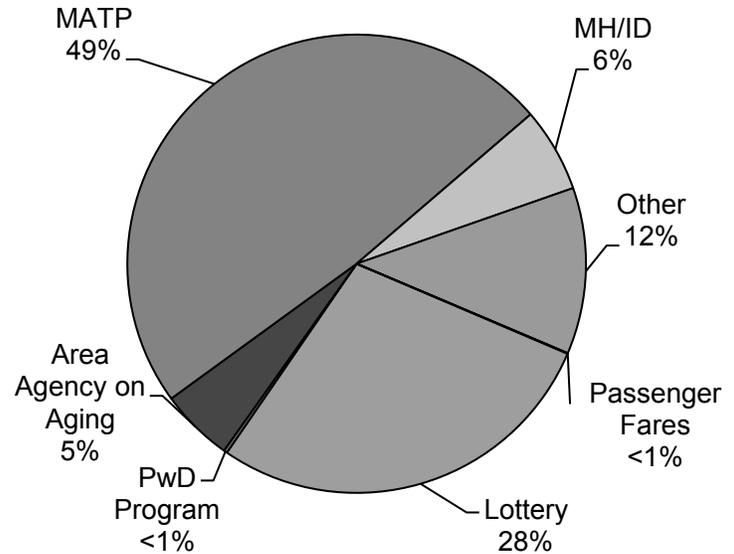
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,037,491



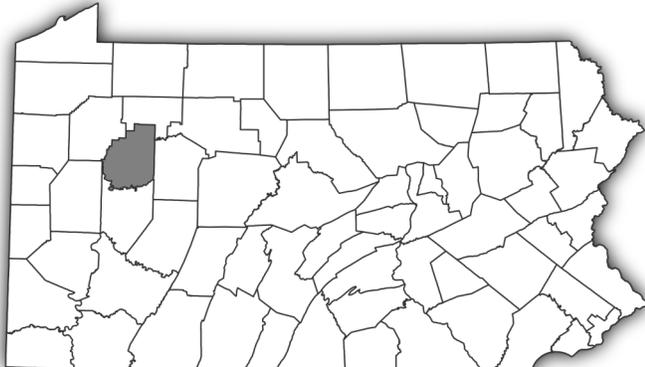
Sources of Funding
\$1,018,791



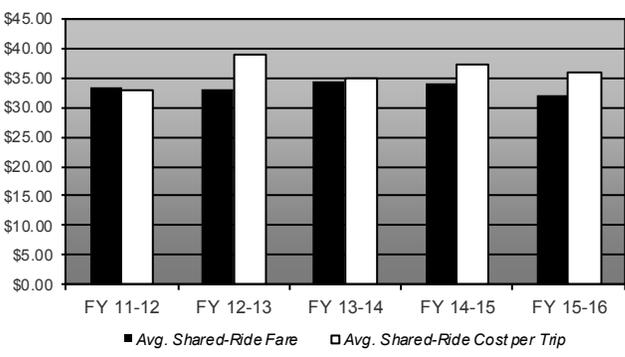
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



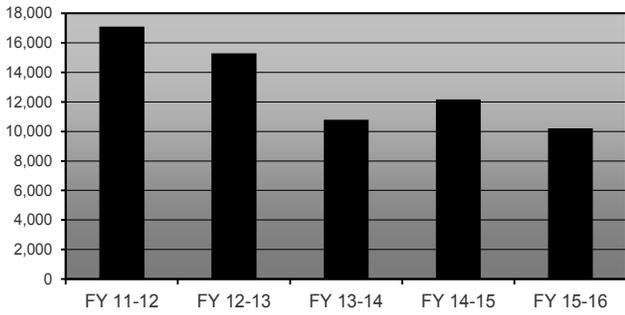
Agency Service Area



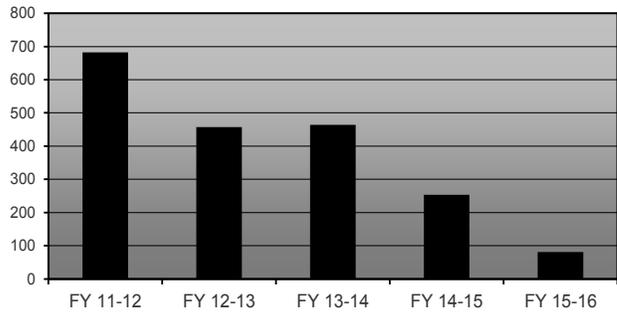
Shared-Ride Fare Recovery



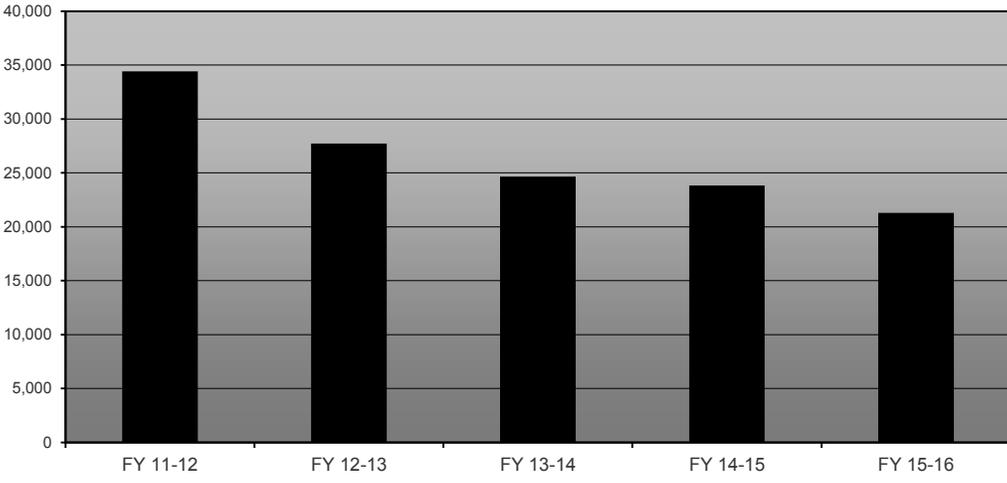
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



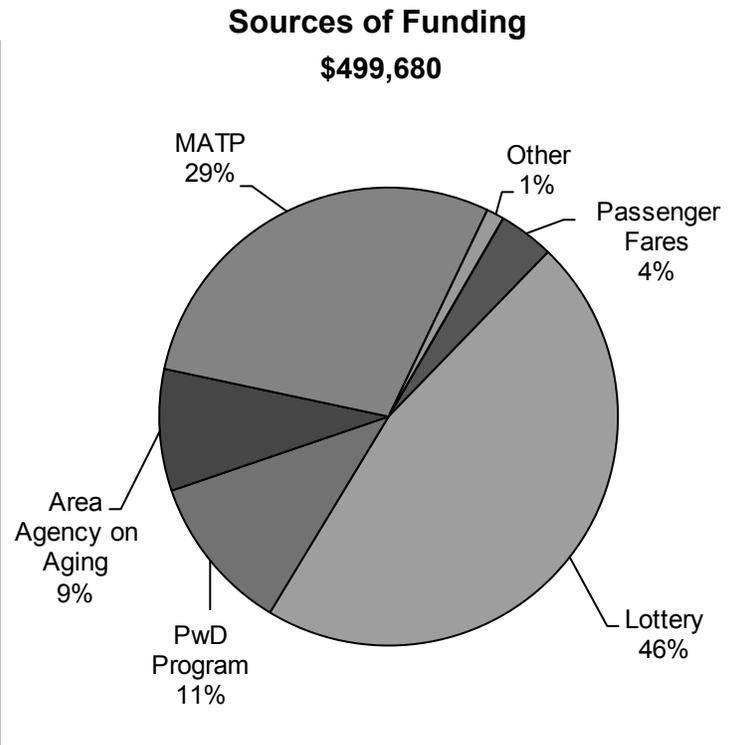
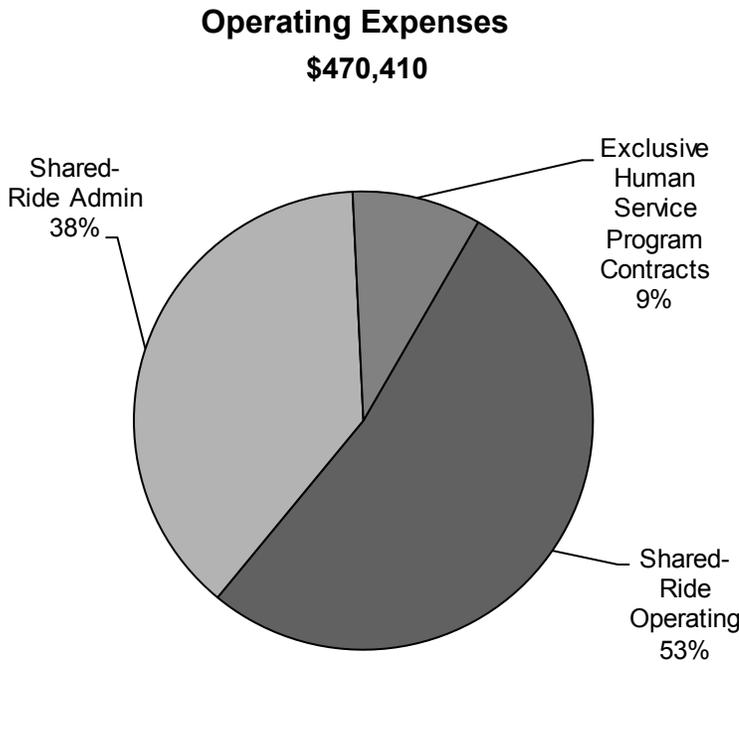
COMMUNITY TRANSPORTATION

Community Transportation

Central Pennsylvania Transportation Authority (formerly MTR Transportation) 415 Zarfoss Drive York, PA 17404 1-800-632-9063 Mr. Richard Farr, Executive Director		Fare Information Average Shared-Ride Fare: \$17.14 Average Shared-Ride Cost per Trip: \$17.53 Fare Structure Implementation Date: January 2016	
Service Area Statistics (2010 Census) Columbia County Square Miles: 486 Population: 67,295 65+ Population: 10,811 % of Population 65 and older: 16.1%		Trip Information 65+ Trips: 15,509 PwD Trips: 4,063 Other Shared-Ride Trips: 4,832 Total Shared-Ride Trips: 24,404 Non-Public Trips: 2,725	
		Vehicles Operated in Maximum Service Community Transportation: 16	

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

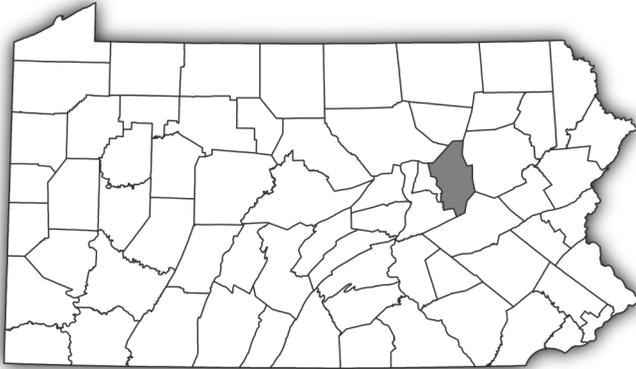


Financial data is unaudited.

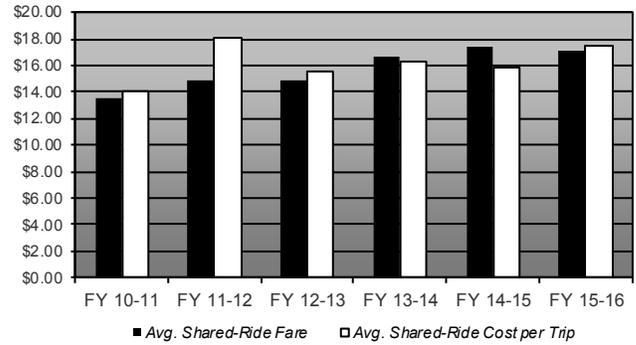
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



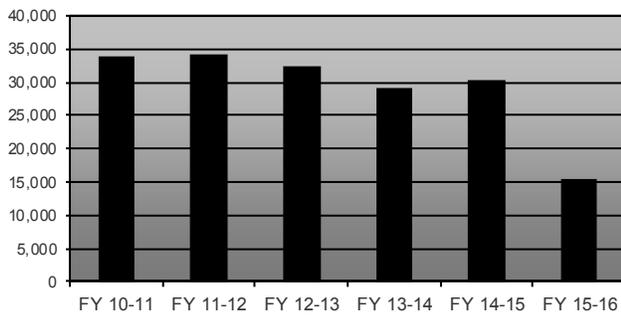
Agency Service Area



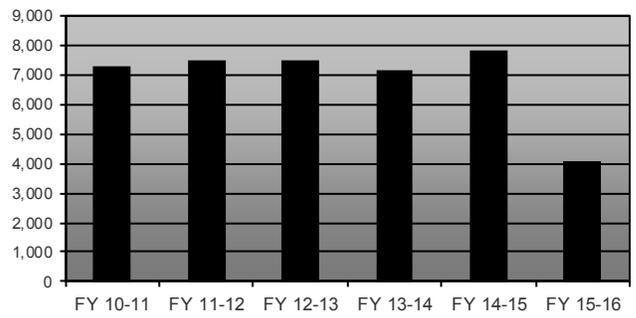
Shared-Ride Fare Recovery



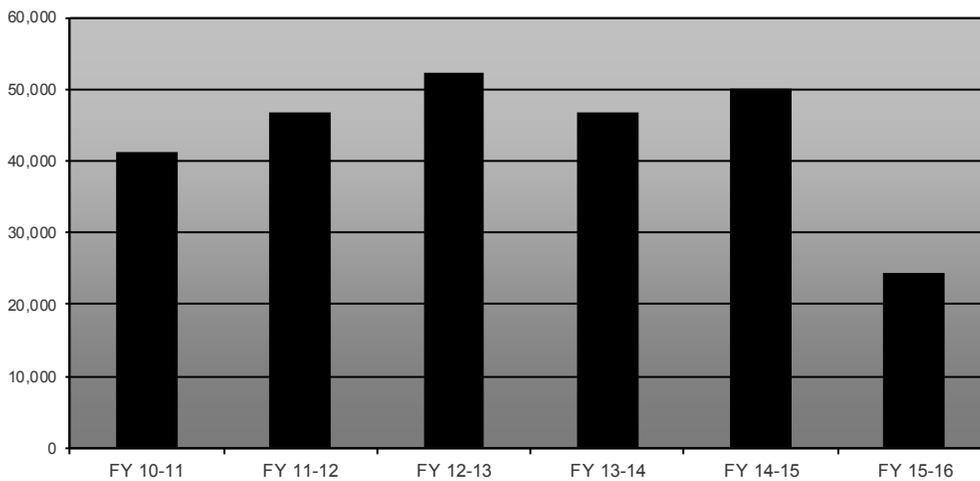
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

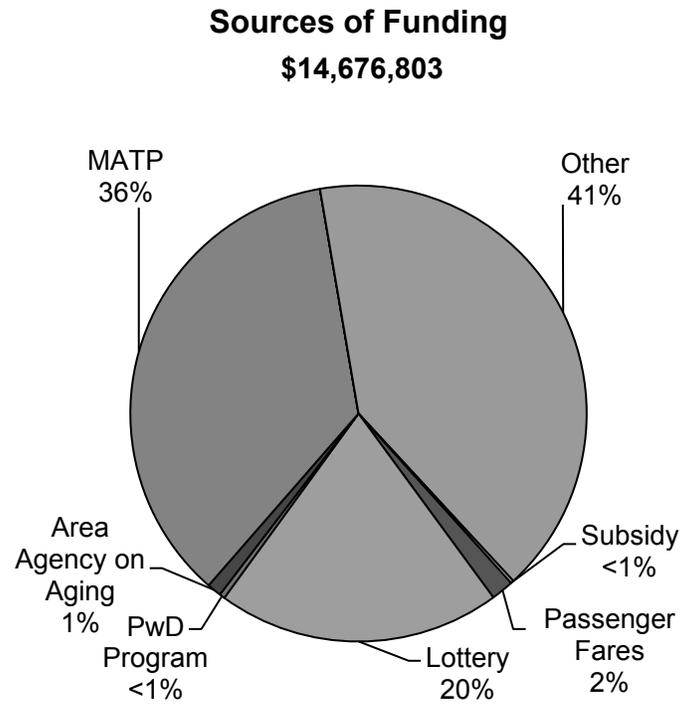
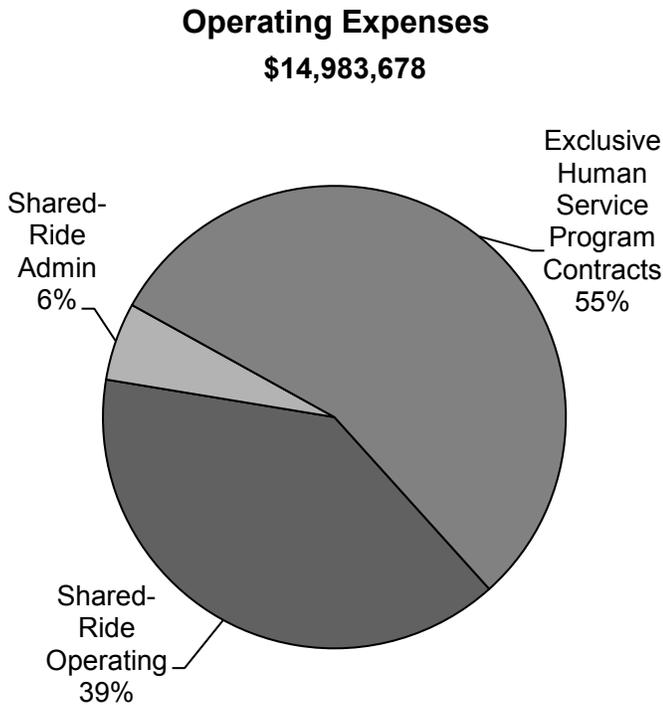
MTR Transportation, Inc. consolidated with the Central Pennsylvania Transportation Authority (CPTA) in FY 15-16 (see page 62 for an overview of CPTA's consolidation). The data shown on these agency pages represent partial year financial and operating statistics.

Community Transportation

Community Transit of Delaware County 206 Eddystone Avenue, Suite 200 Eddystone, PA 19022-1594 610-490-3977 Mr. Tom Giancristoforo, Executive Director		Fare Information Average Shared-Ride Fare: \$32.35 Average Shared-Ride Cost per Trip: \$36.78 Fare Structure Implementation Date: April 2016	
Service Area Statistics (2010 Census) Delaware County Square Miles: 184 Population: 558,979 65+ Population: 79,726 % of Population 65 and older: 14.3%		Trip Information 65+ Trips: 112,362 PwD Trips: 1,678 Other Shared-Ride Trips: 68,176 Total Shared-Ride Trips: 182,216 Non-Public Trips: 181,840	
		Vehicles Operated in Maximum Service Community Transportation: 49	

COMMUNITY TRANSPORTATION

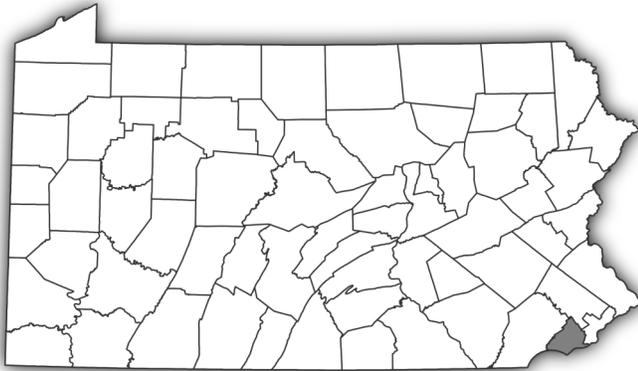
COMMUNITY TRANSPORTATION OPERATING BUDGET



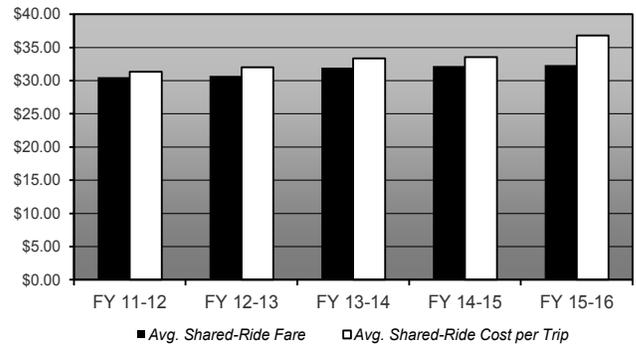
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



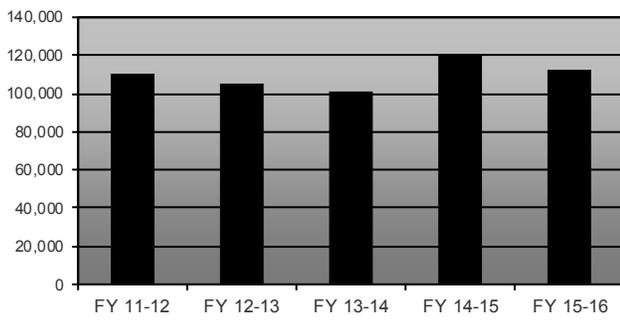
Agency Service Area



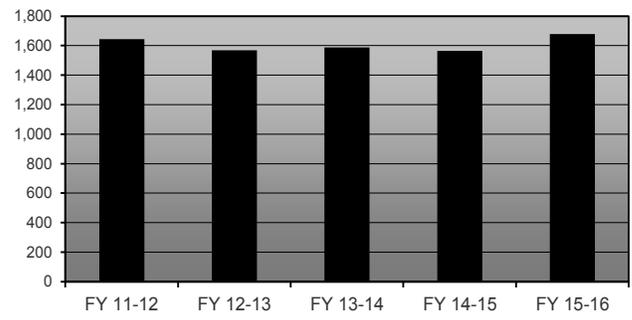
Shared-Ride Fare Recovery



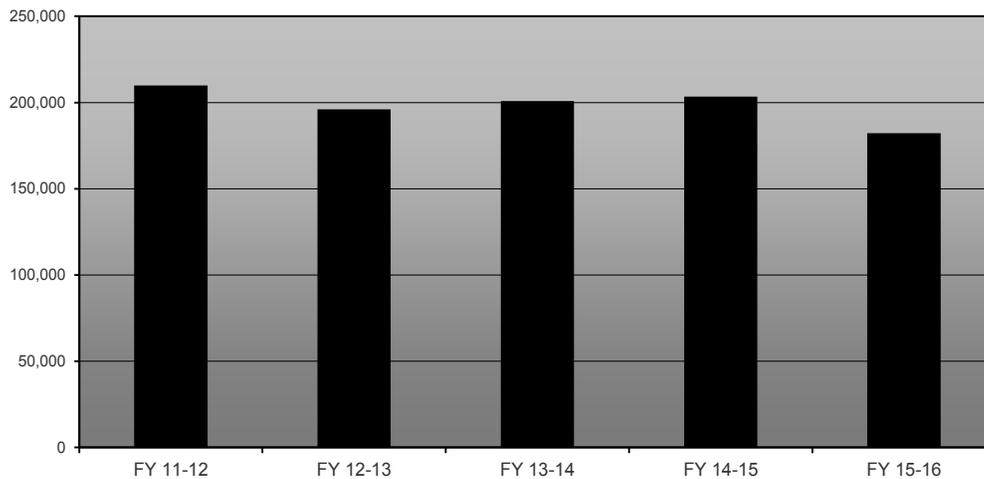
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



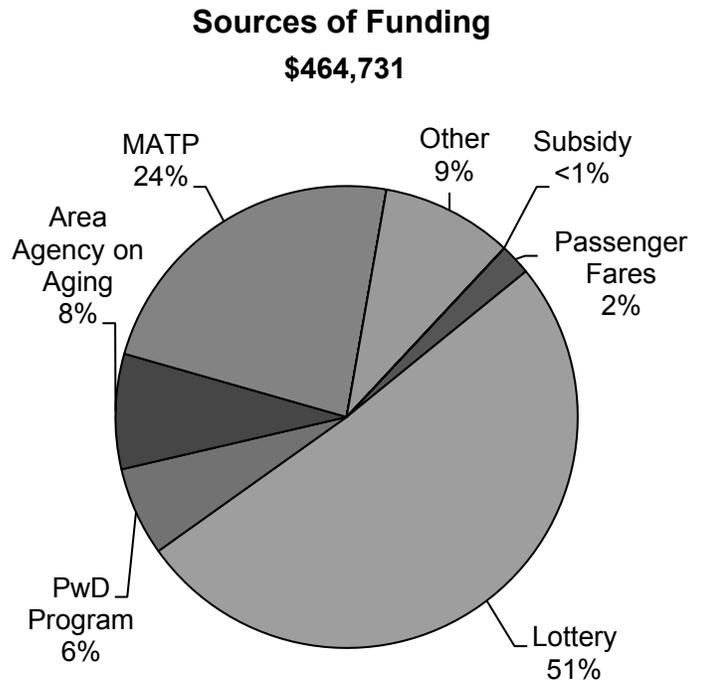
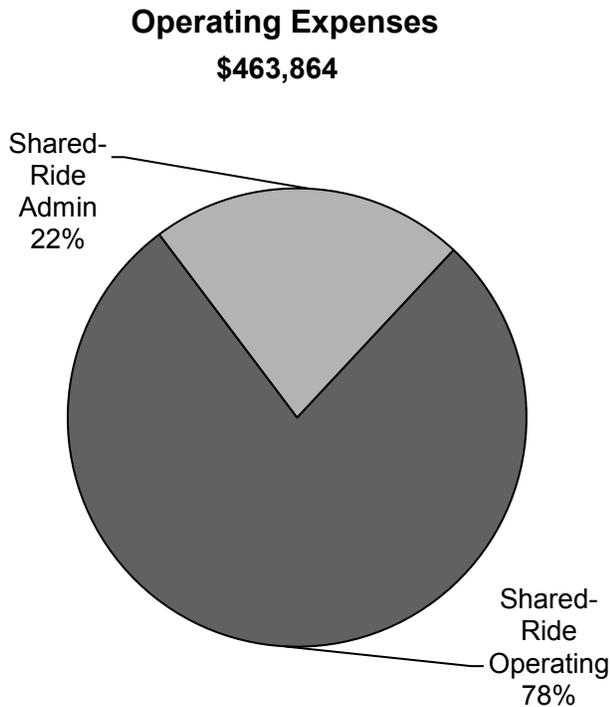
COMMUNITY TRANSPORTATION

Community Transportation

Forest County Transportation 126 Cherry Street Marienville, PA 16239 814-927-8266 Ms. Brenda McCanna, Director		Fare Information Average Shared-Ride Fare: \$28.59 Average Shared-Ride Cost per Trip: \$33.66 Fare Structure Implementation Date: January 2015	
Service Area Statistics (2010 Census) Forest County Square Miles: 428 Population: 7,716 65+ Population: 1,418 % of Population 65 and older: 18.4%		Trip Information 65+ Trips: 10,596 PwD Trips: 1,234 Other Shared-Ride Trips: 1,743 Total Shared-Ride Trips: 13,573 Non-Public Trips: 964	
		Vehicles Operated in Maximum Service Community Transportation: 8	

COMMUNITY TRANSPORTATION

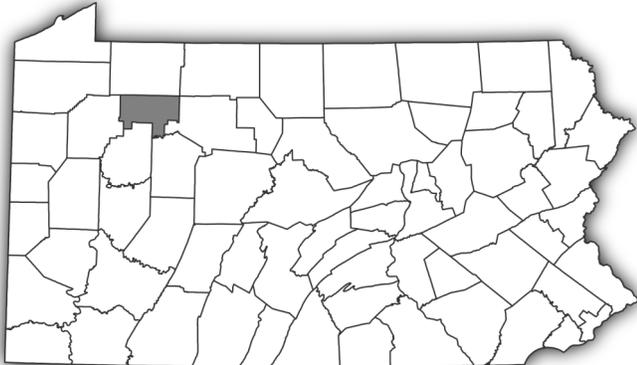
COMMUNITY TRANSPORTATION OPERATING BUDGET



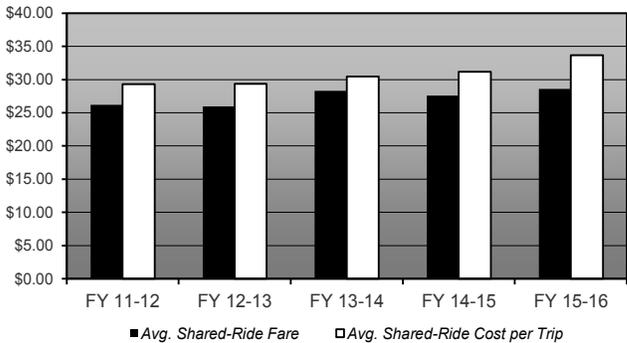
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



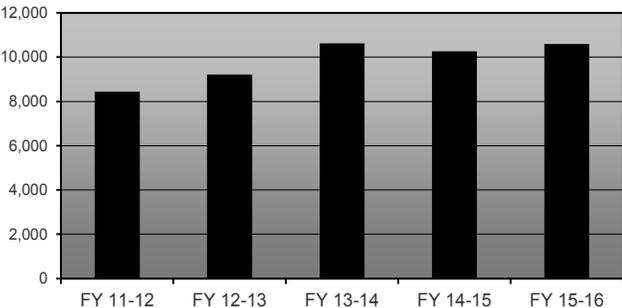
Agency Service Area



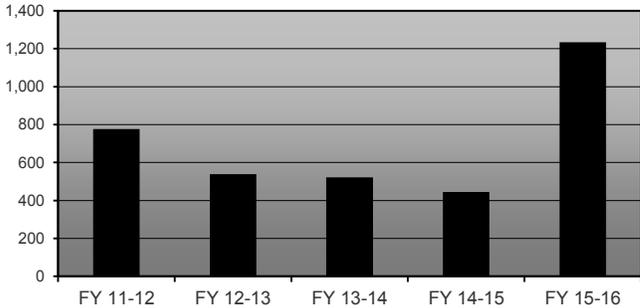
Shared-Ride Fare Recovery



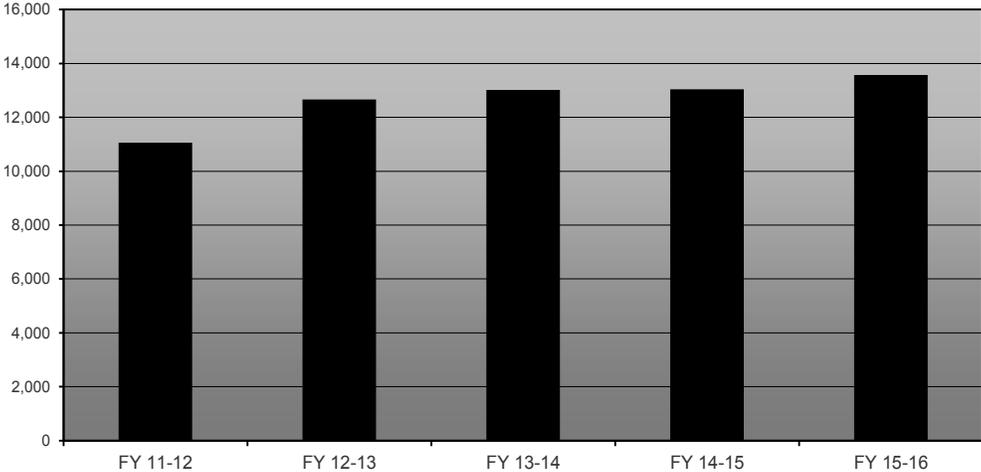
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



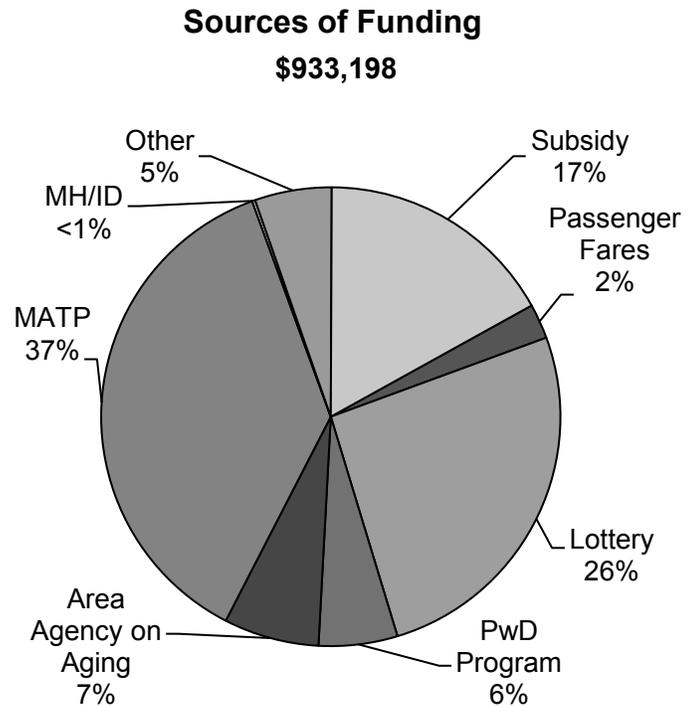
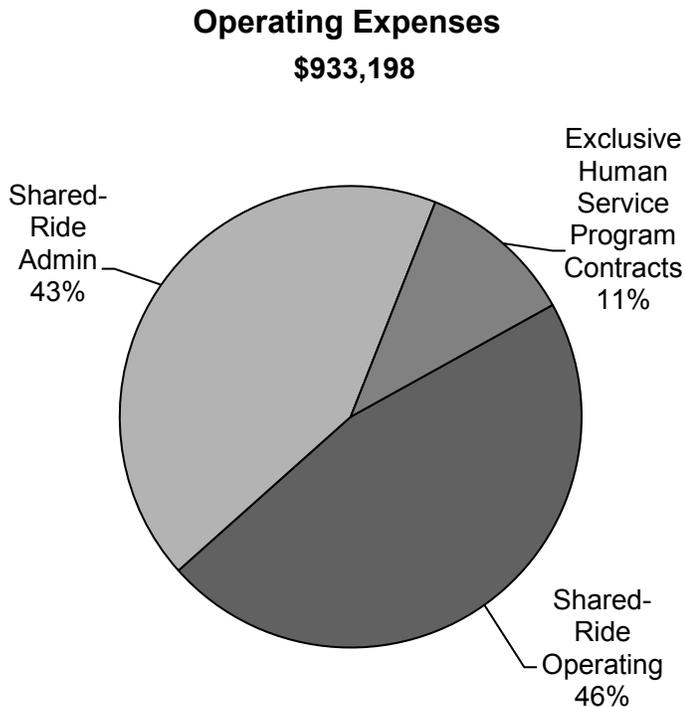
COMMUNITY TRANSPORTATION

Community Transportation

Central Pennsylvania Transportation Authority (formerly Franklin County Transportation) 415 Zarfoss Drive York, PA 17404 1-800-632-9063 Mr. Richard Farr, Executive Director		Fare Information Average Shared-Ride Fare: \$17.65 Average Shared-Ride Cost per Trip: \$25.28 Fare Structure Implementation Date: January 2012	
Service Area Statistics (2010 Census) Franklin County Square Miles: 773 Population: 149,618 65+ Population: 24,678 % of Population 65 and older: 16.5%		Trip Information 65+ Trips: 16,138 PwD Trips: 3,261 Other Shared-Ride Trips: 13,462 Total Shared-Ride Trips: 32,861 Non-Public Trips: 8,222	
		Vehicles Operated in Maximum Service Community Transportation: 21	

COMMUNITY TRANSPORTATION

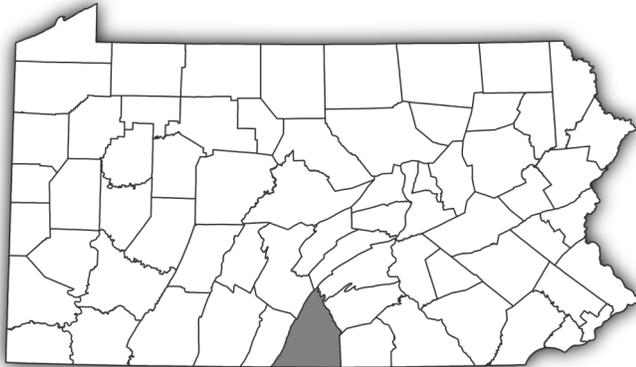
COMMUNITY TRANSPORTATION OPERATING BUDGET



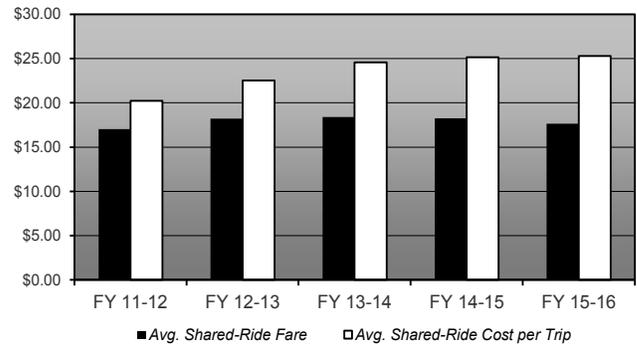
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



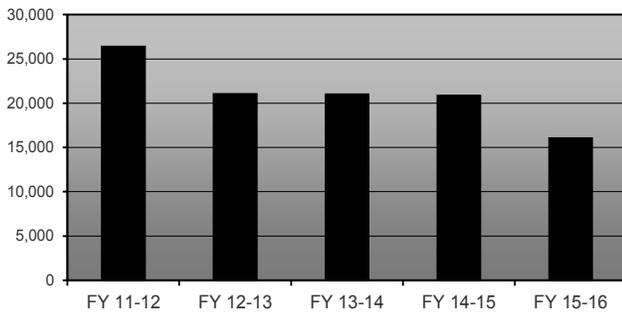
Agency Service Area



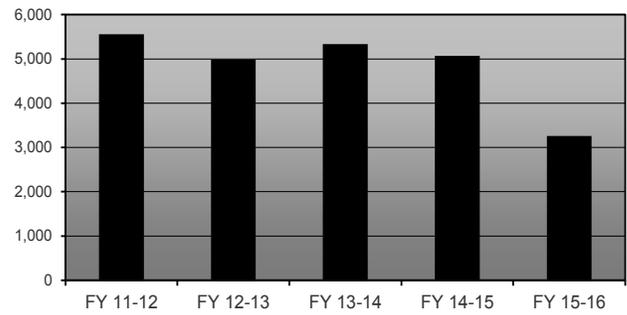
Shared-Ride Fare Recovery



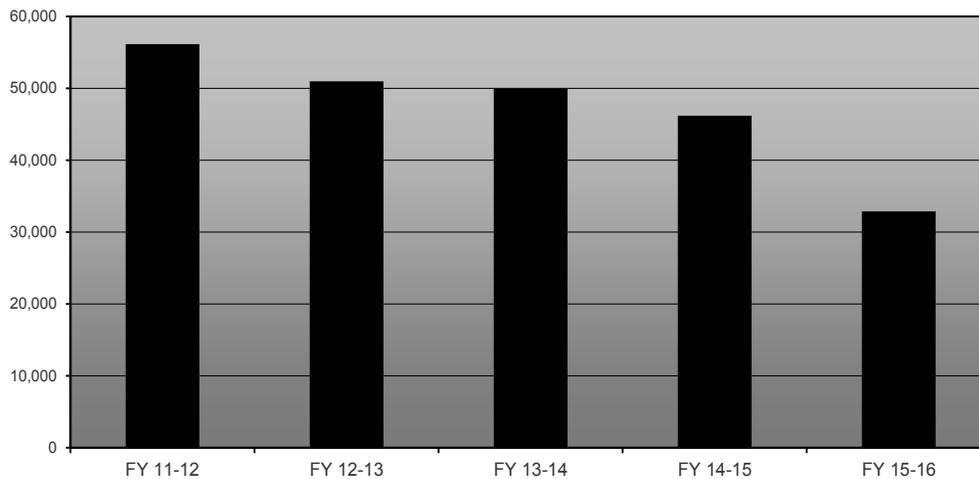
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

Franklin County Transportation consolidated with the Central Pennsylvania Transportation Authority (CPTA) in FY 2015-16 (see page 62 for an overview of CPTA's consolidation). The data shown on these agency pages represent partial year financial and operating statistics.

Community Transportation

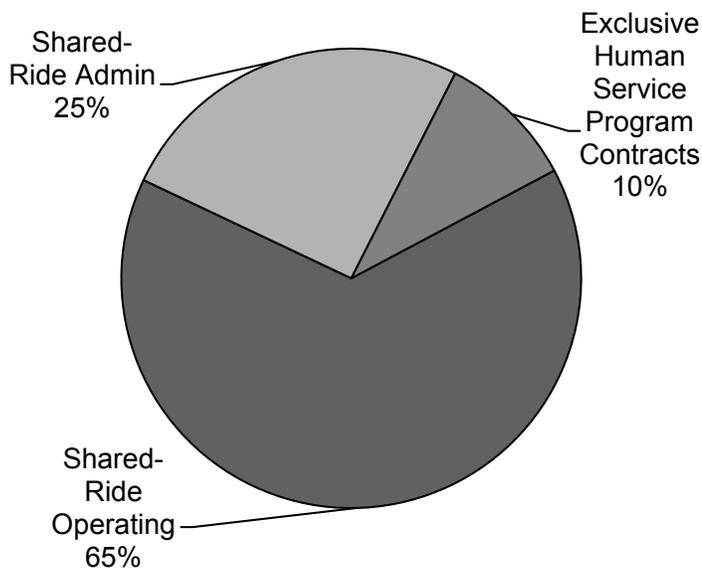
Greene County Transportation Department 190 Jefferson Road Waynesburg, PA 15370 724-627-6778 Ms. Karen Bennett, Administrator		Fare Information Average Shared-Ride Fare: \$26.81 Average Shared-Ride Cost per Trip: \$28.98 Fare Structure Implementation Date: June 2015	
Service Area Statistics (2010 Census) Greene County Square Miles: 576 Population: 38,686 65+ Population: 5,931 % of Population 65 and older: 15.3%		Trip Information 65+ Trips: 12,846 PwD Trips: 4,049 Other Shared-Ride Trips: 18,713 Total Shared-Ride Trips: 35,608 Non-Public Trips: 657	
		Vehicles Operated in Maximum Service Community Transportation: 17	

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

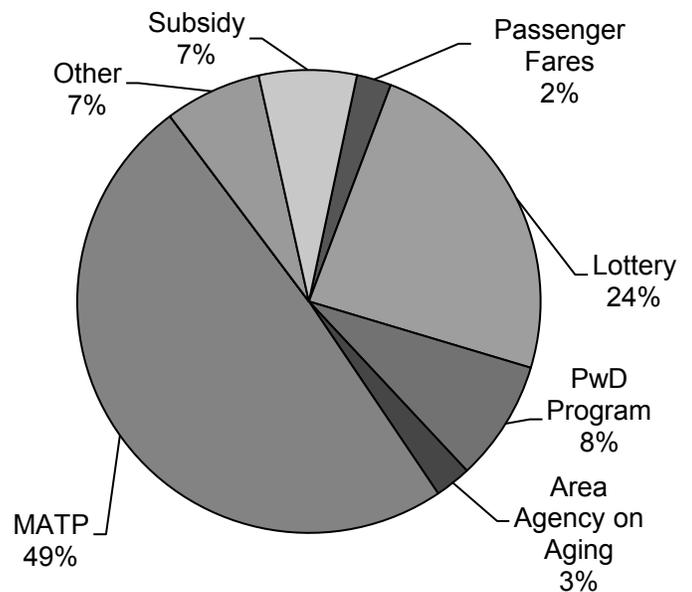
Operating Expenses

\$1,143,470



Sources of Funding

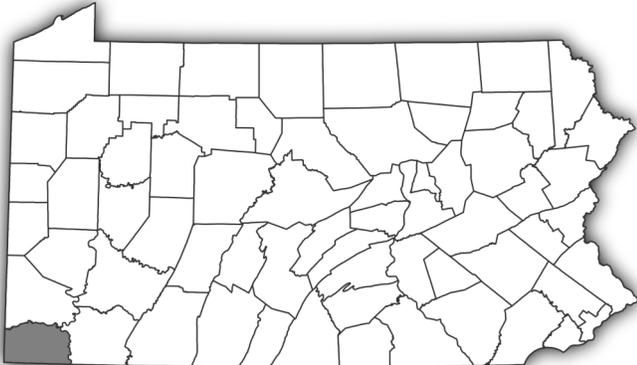
\$1,143,263



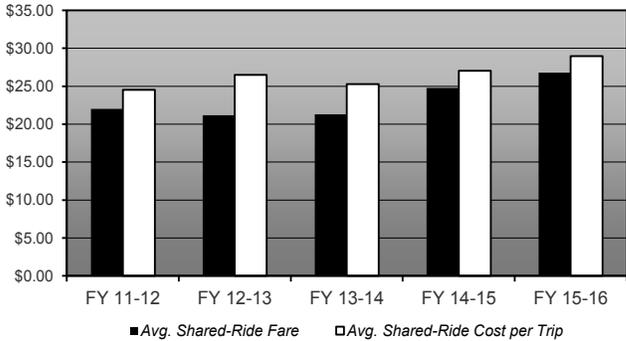
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



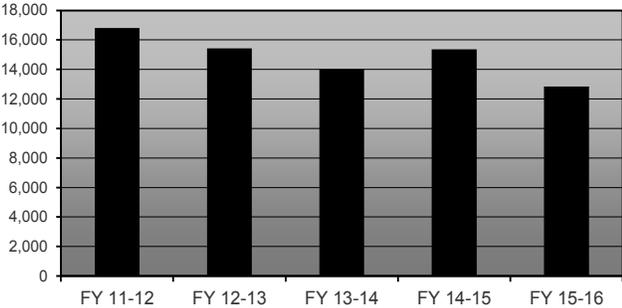
Agency Service Area



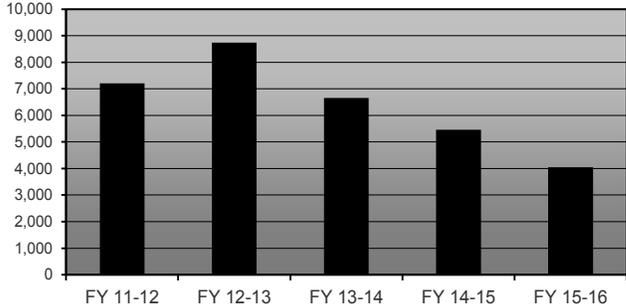
Shared-Ride Fare Recovery



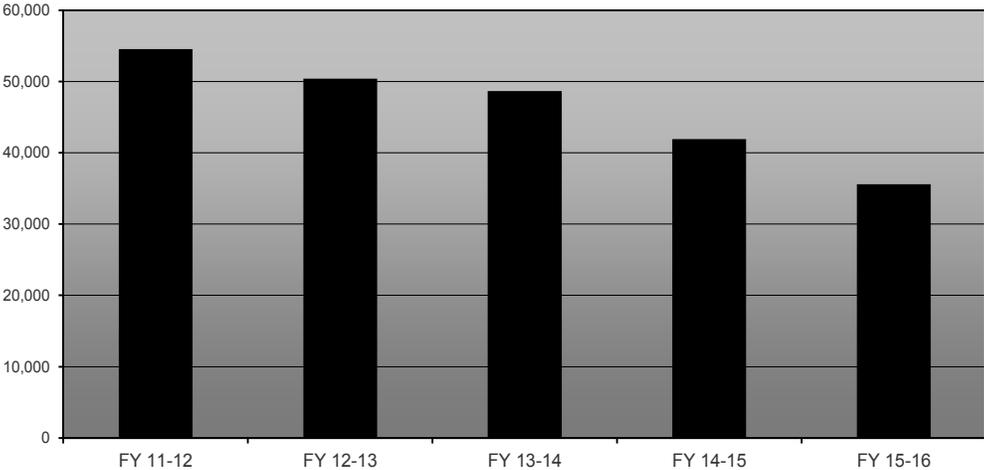
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

Huntingdon, Bedford, and Fulton Counties

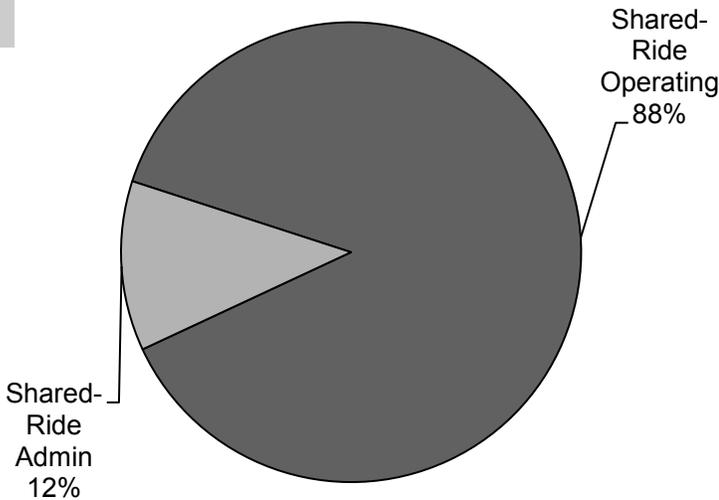
Community Transportation

Huntingdon-Bedford-Fulton Area Agency on Aging 240 Wood Street Bedford, PA 15522 814-623-8148 Ms. Connie Brode, Executive Director		Fare Information Average Shared-Ride Fare: \$17.40 Average Shared-Ride Cost per Trip: \$17.43 Fare Structure Implementation Date: November 2011	
Service Area Statistics (2010 Census) Huntingdon, Bedford, and Fulton Counties Square Miles: 2,326 Population: 110,520 65+ Population: 19,478 % of Population 65 and older: 17.6%		Trip Information 65+ Trips: 74,860 PwD Trips: 8,598 Other Shared-Ride Trips: 26,754 Total Shared-Ride Trips: 110,212	
		Vehicles Operated in Maximum Service Community Transportation: 48	

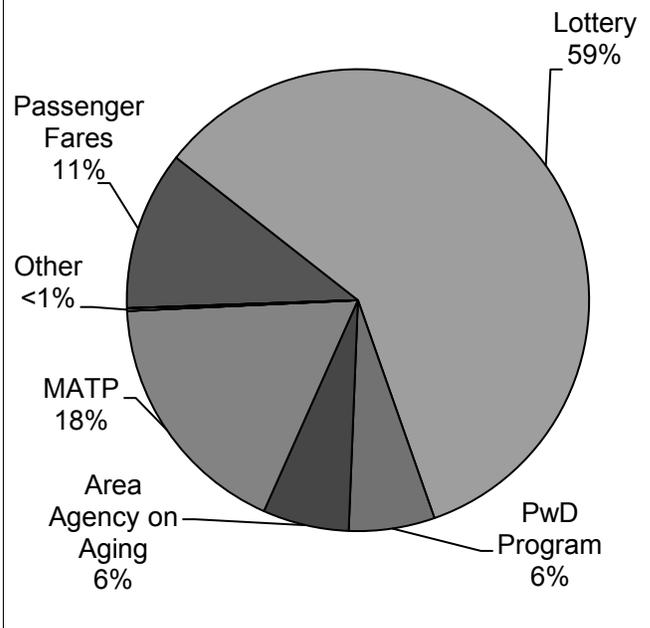
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,921,329



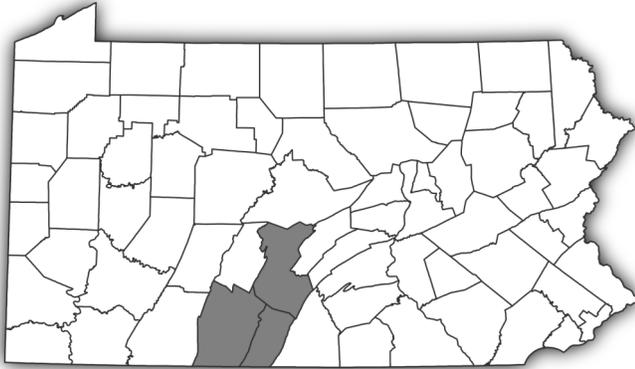
Sources of Funding
\$1,921,332



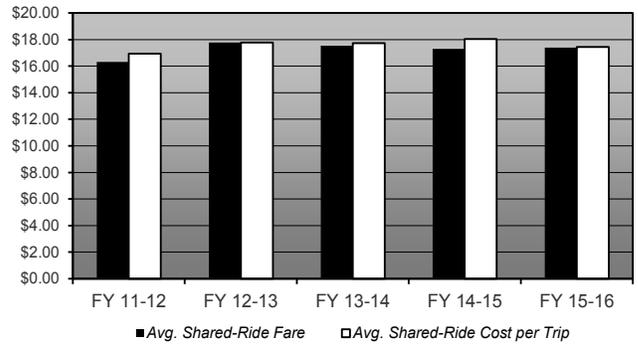
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

Huntingdon, Bedford, and Fulton Counties

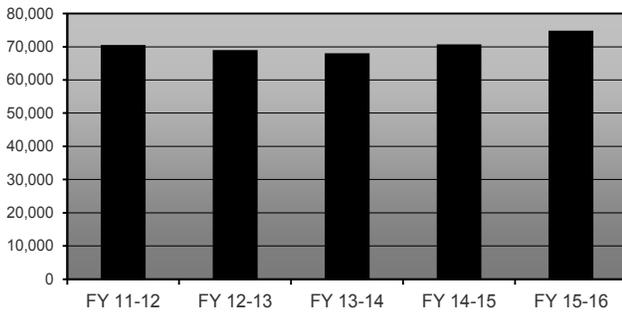
Agency Service Area



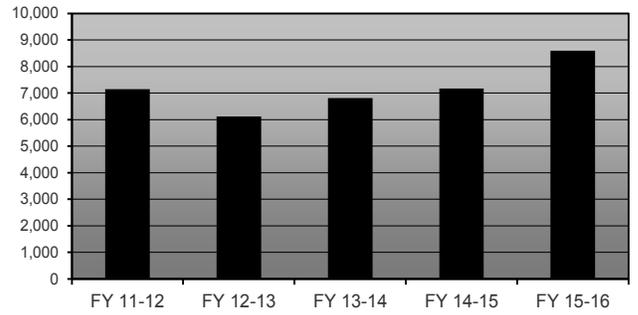
Shared-Ride Fare Recovery



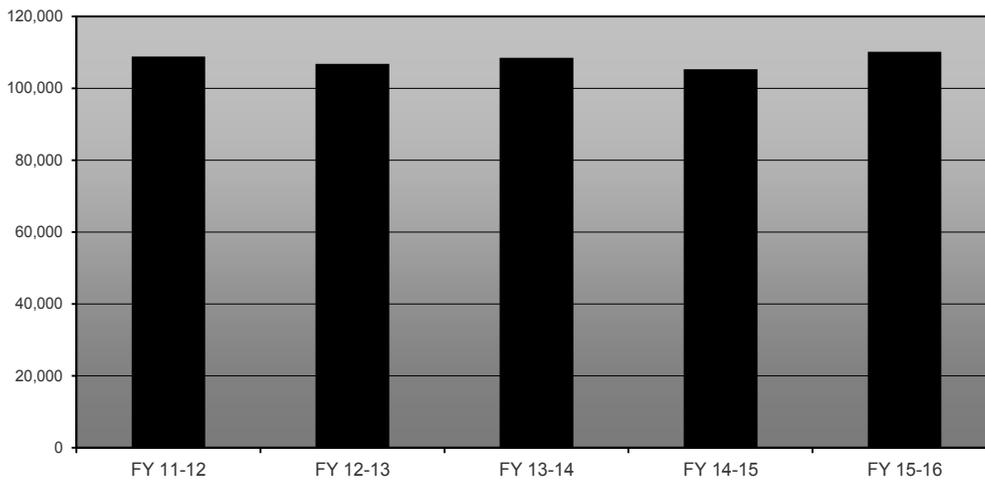
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



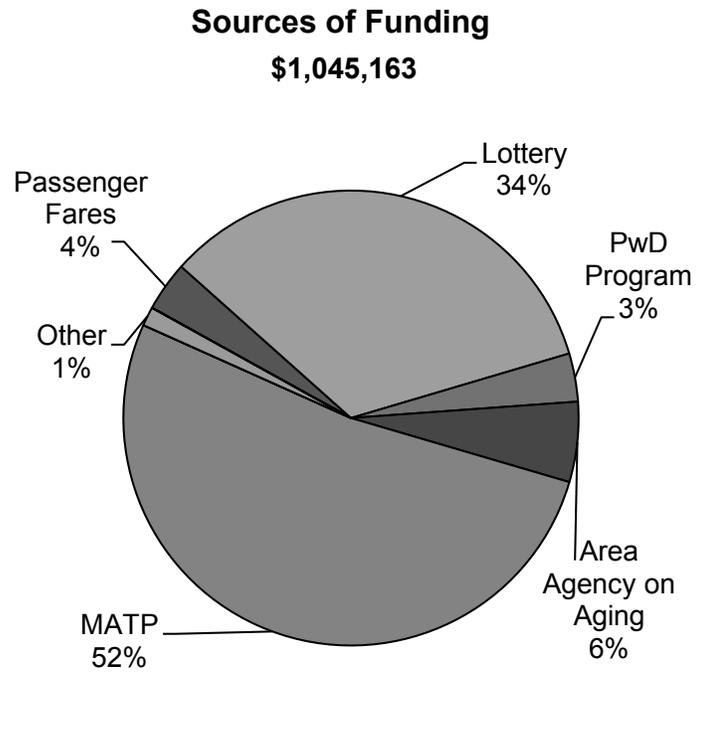
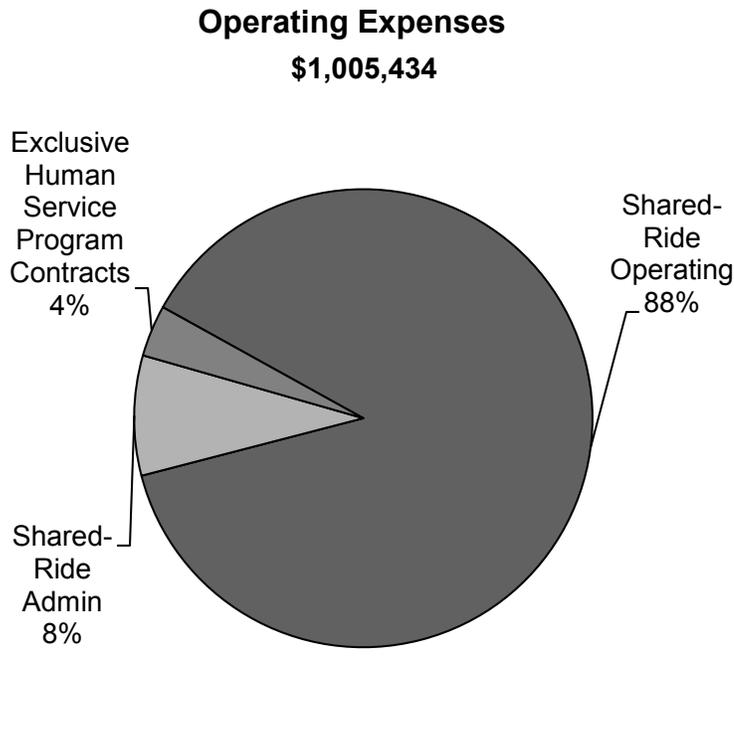
COMMUNITY TRANSPORTATION

Community Transportation

Call-A-Ride Service 249 West Third Street Lewistown, PA 17044 717-242-2277 Ms. Cynthia Sunderland, Director		Fare Information Average Shared-Ride Fare: \$22.12 Average Shared-Ride Cost per Trip: \$20.59 Fare Structure Implementation Date: June 2016	
Service Area Statistics (2010 Census) Mifflin and Juniata Counties Square Miles: 803 Population: 71,318 65+ Population: 12,777 % of Population 65 and older: 17.9%		Trip Information 65+ Trips: 22,847 PwD Trips: 2,150 Other Shared-Ride Trips: 22,058 Total Shared-Ride Trips: 47,055 Non-Public Trips: 106	
		Vehicles Operated in Maximum Service Community Transportation: 18	

COMMUNITY TRANSPORTATION

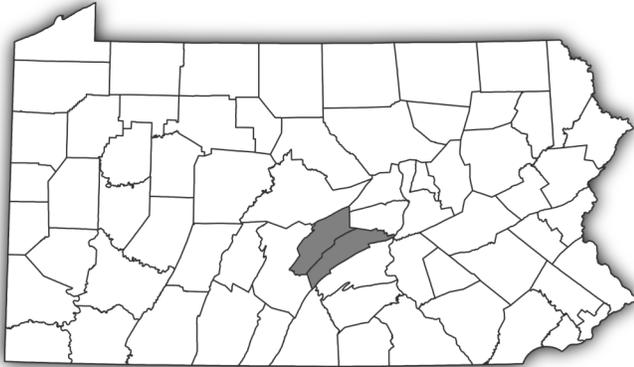
COMMUNITY TRANSPORTATION OPERATING BUDGET



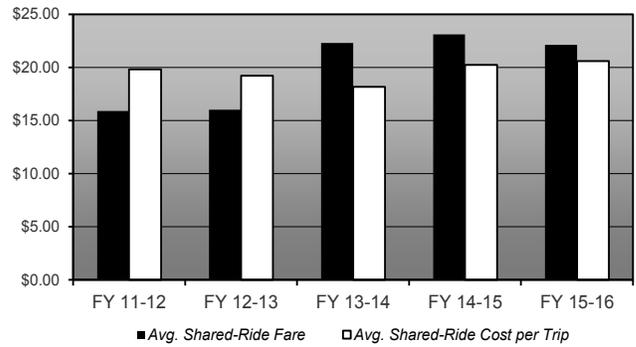
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



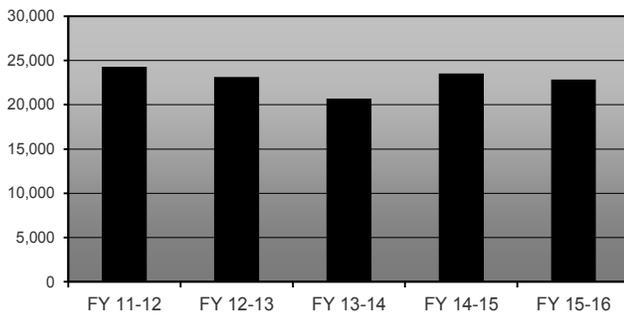
Agency Service Area



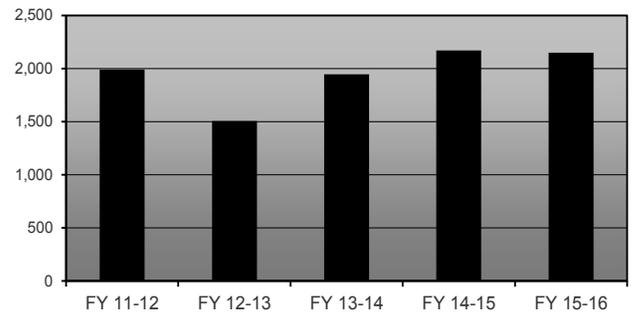
Shared-Ride Fare Recovery



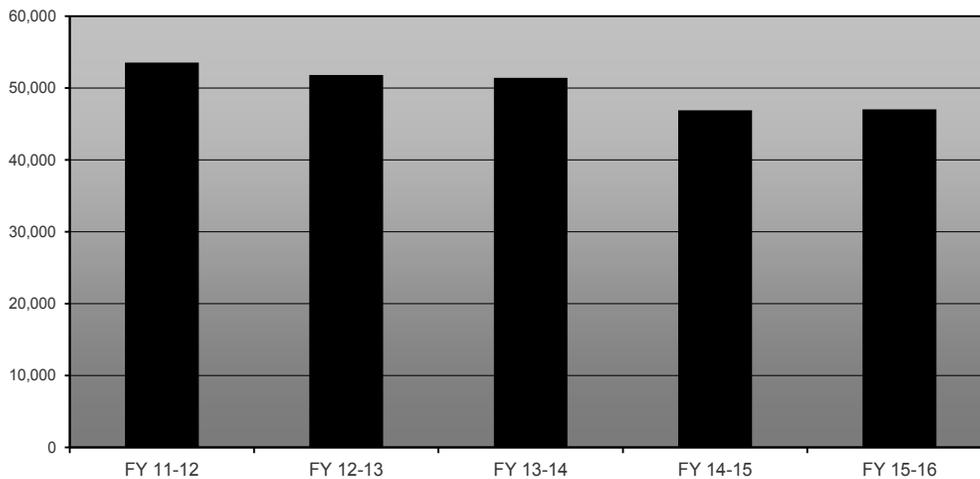
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

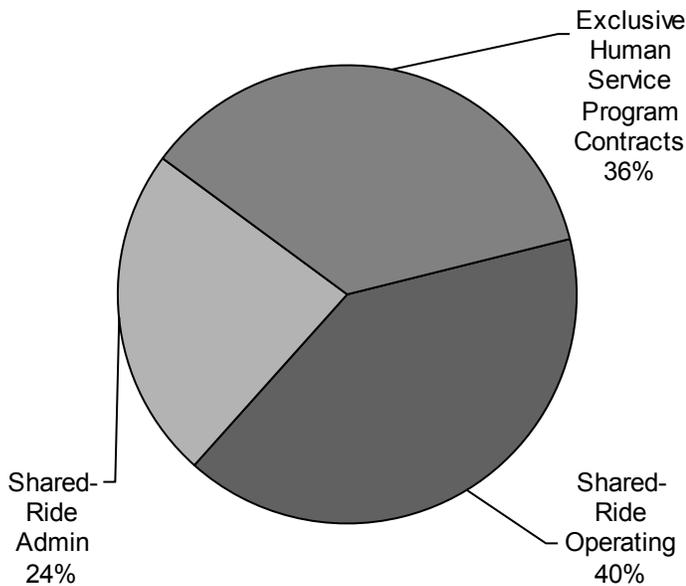
Community Transportation

Central Pennsylvania Transportation Authority (formerly Montour County Transit) 415 Zarfoss Drive York, PA 17404 1-800-632-9063 Mr. Richard Farr, Executive Director		Fare Information Average Shared-Ride Fare: N/A Average Shared-Ride Cost per Trip: N/A Fare Structure Implementation Date: May 2005	
Service Area Statistics (2010 Census) Montour County		Trip Information	
Square Miles:	131	65+ Trips:	13,145
Population:	18,267	PwD Trips:	2,384
65+ Population:	3,395	Other Shared-Ride Trips:	4,658
% of Population 65 and older:	18.6%	Total Shared-Ride Trips:	20,187
		Non-Public Trips:	5,666
		Vehicles Operated in Maximum Service	
		Community Transportation:	7

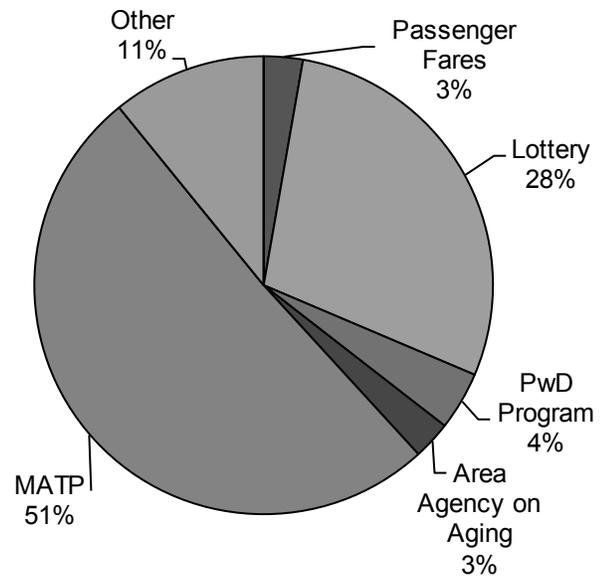
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET*

Operating Expenses
\$425,384



Sources of Funding
\$443,112

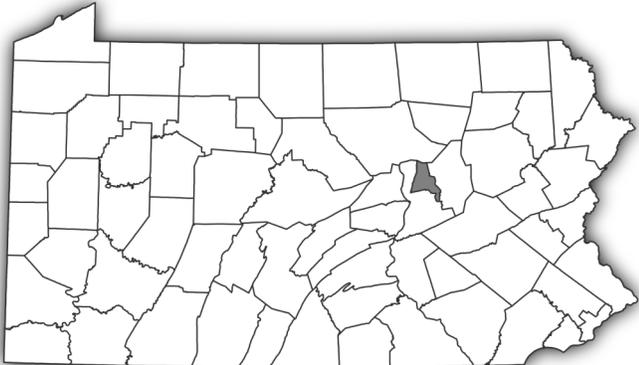


*FY2014-15 financial data reported.

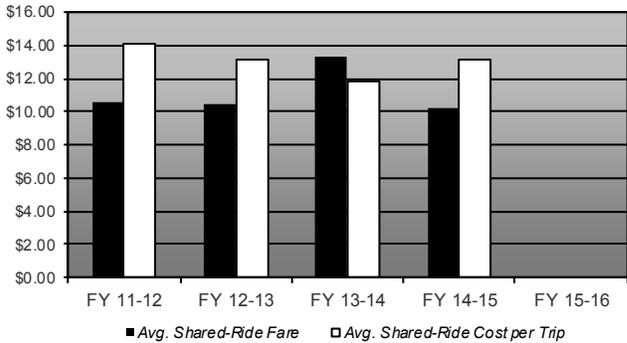
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



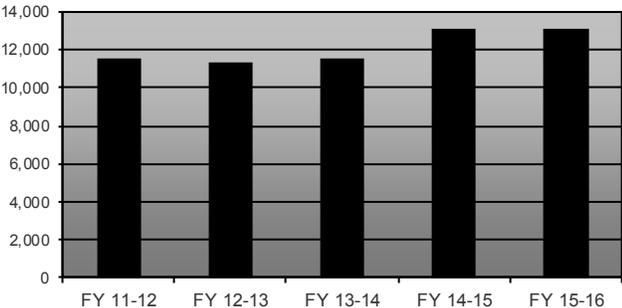
Agency Service Area



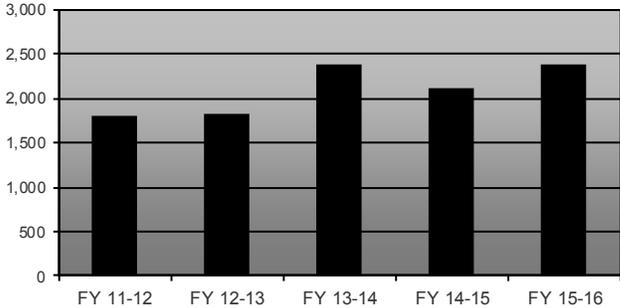
Shared-Ride Fare Recovery*



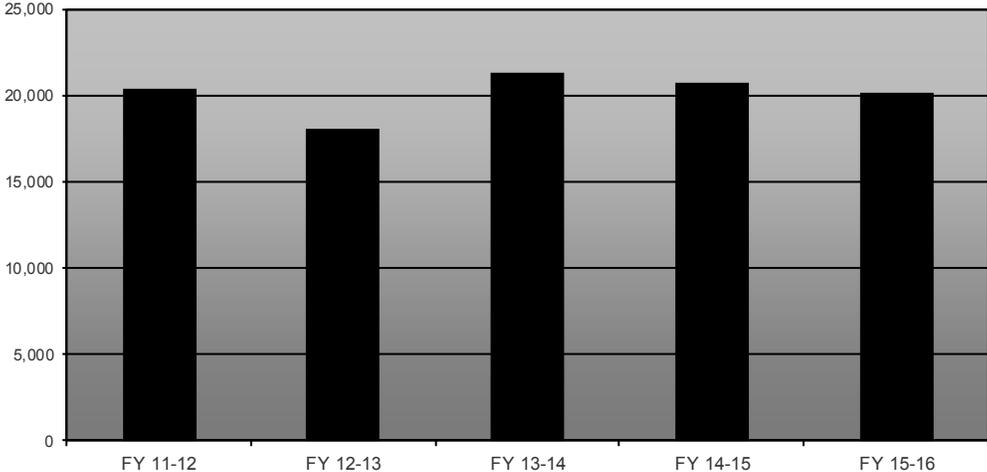
65+ Shared-Ride Trips**



PwD Shared-Ride Trips**



Total Shared-Ride Trips**



COMMUNITY TRANSPORTATION

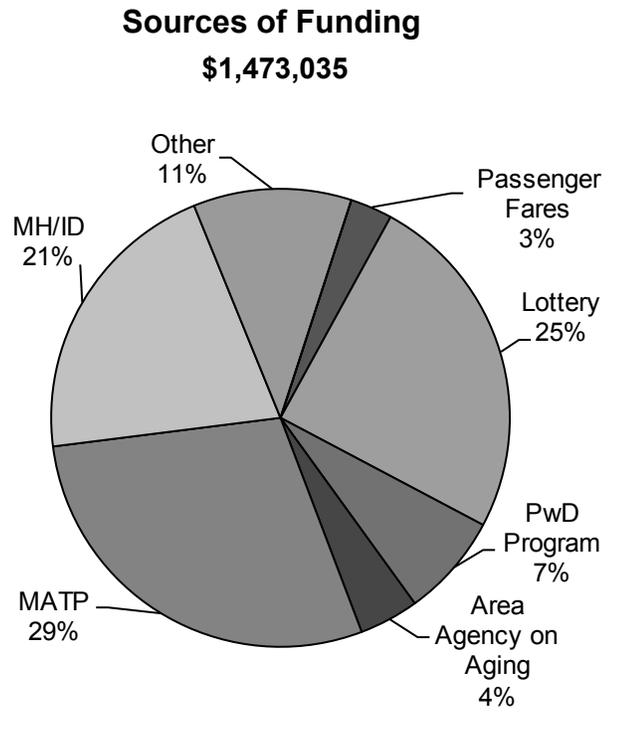
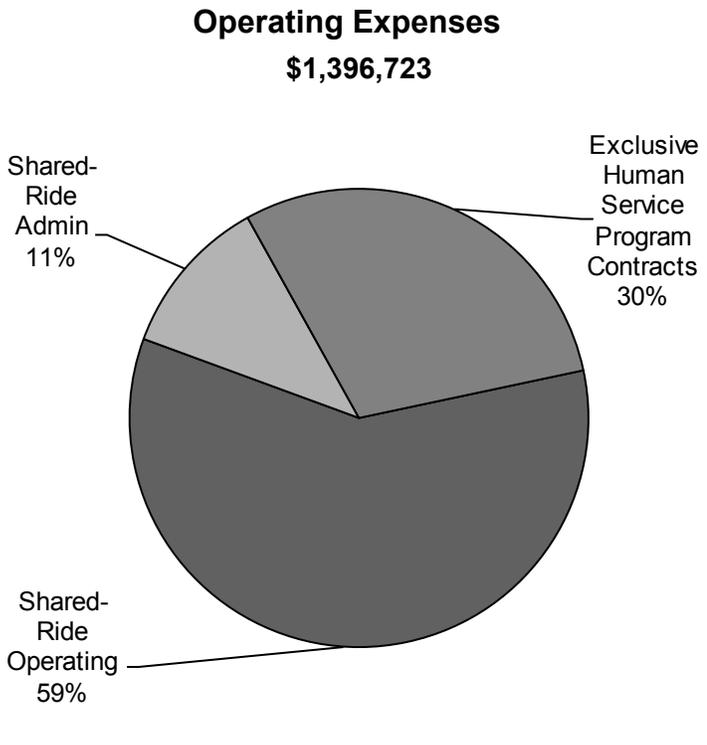
**FY2015-16 operating statistics based on reported agency invoices. Montour County Transit consolidated with the Central Pennsylvania Transportation Authority (CPTA) in FY2016-17 (see page 62 for an overview of CPTA's consolidation).

Community Transportation

Central Pennsylvania Transportation Authority (formerly Perry County Transportation Authority) 415 Zarfoss Drive York, PA 17404 1-800-632-9063 Mr. Richard Farr, Executive Director		Fare Information Average Shared-Ride Fare: \$28.97 Average Shared-Ride Cost per Trip: \$36.58 Fare Structure Implementation Date: August 2013	
Service Area Statistics (2010 Census) Perry County Square Miles: 554 Population: 45,969 65+ Population: 6,294 % of Population 65 and older: 13.7%		Trip Information 65+ Trips: 15,876 PwD Trips: 3,787 Other Shared-Ride Trips: 7,169 Total Shared-Ride Trips: 26,832 Non-Public Trips: 12,159	
		Vehicles Operated in Maximum Service Community Transportation: 28	

COMMUNITY TRANSPORTATION

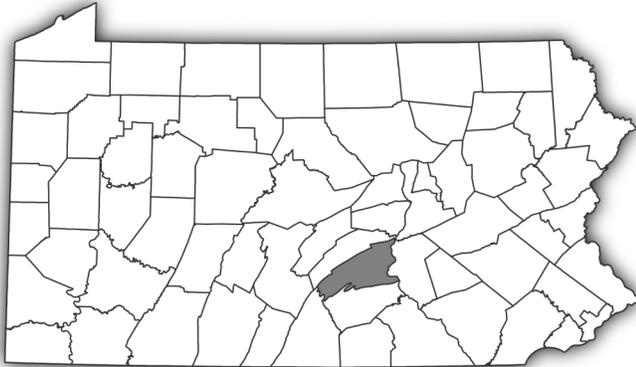
COMMUNITY TRANSPORTATION OPERATING BUDGET*



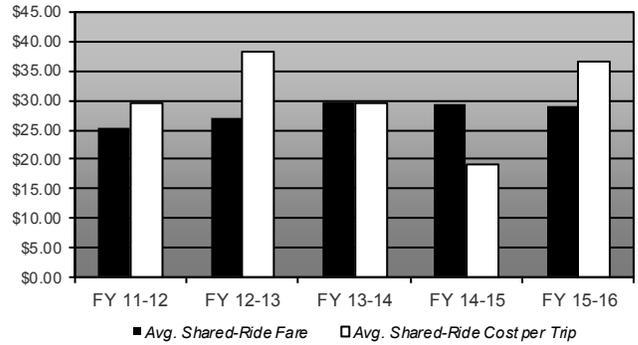
*Financial data is unaudited.
 Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



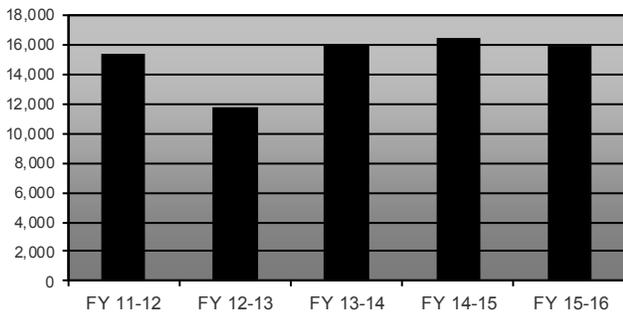
Agency Service Area



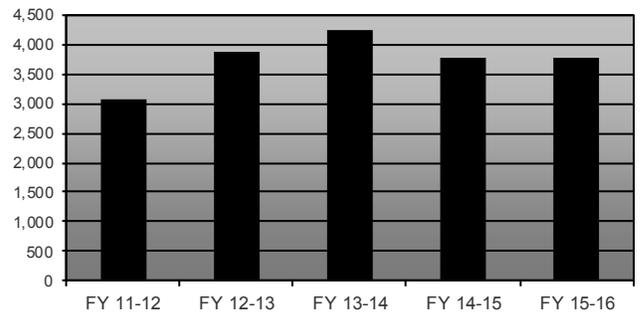
Shared-Ride Fare Recovery



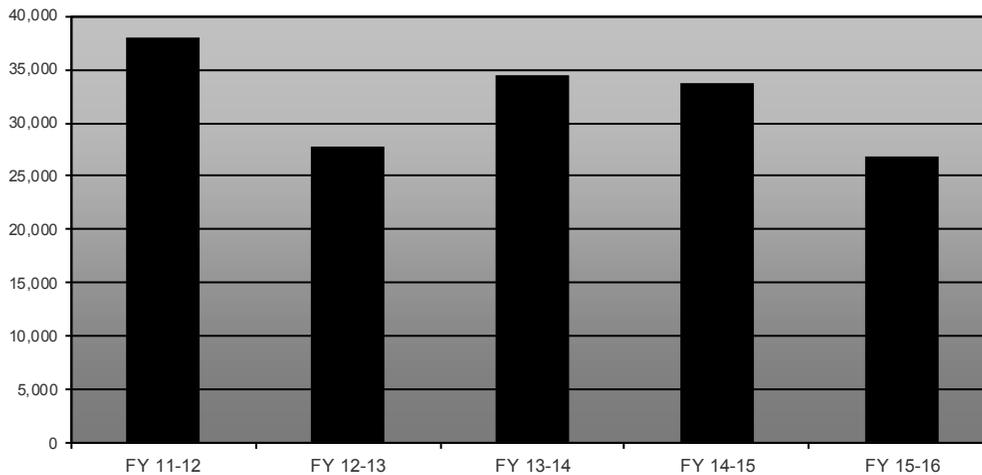
65+ Shared-Ride Trips**



PwD Shared-Ride Trips**



Total Shared-Ride Trips**



**FY2014-15 and FY2015-16 operating statistics are based on reported agency invoices.

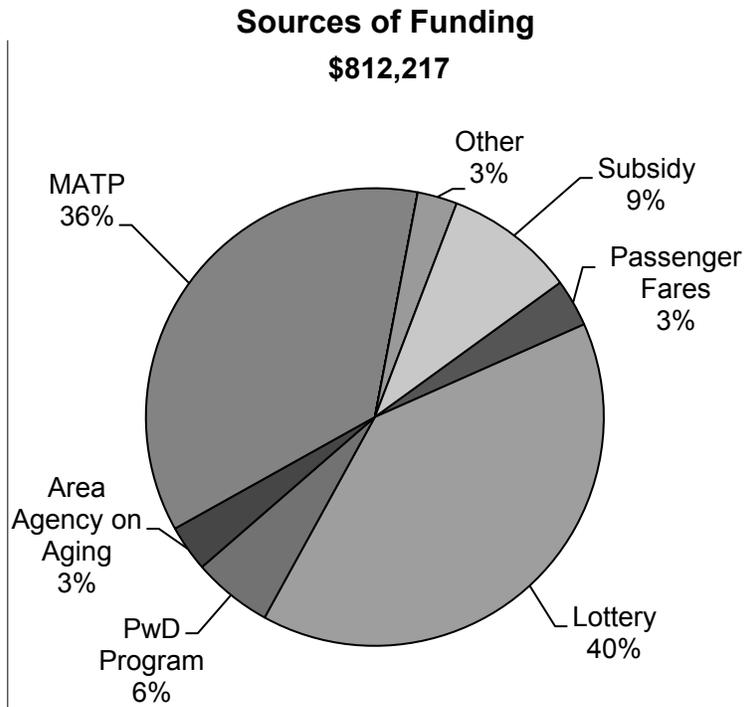
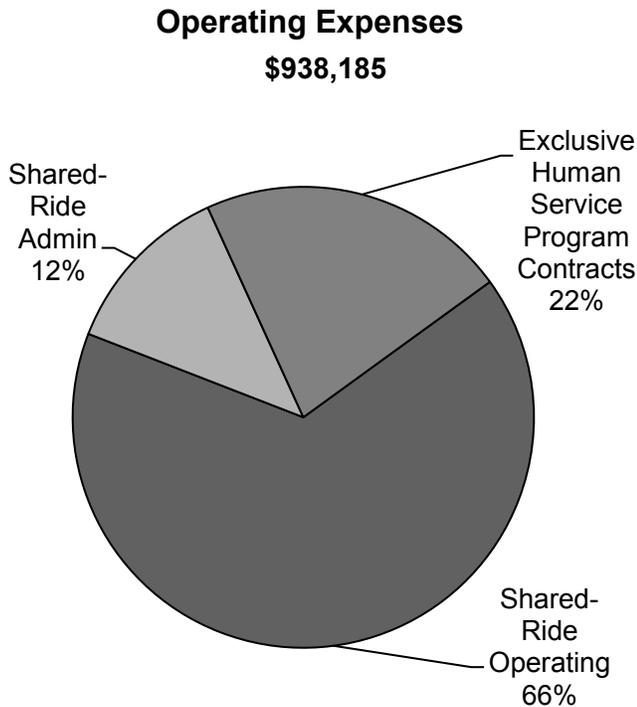
Perry County Transportation Authority consolidated with the Central Pennsylvania Transportation Authority (CPTA) in FY2016-17 (see page 62 for an overview of CPTA's consolidation).

Community Transportation

Pike County Transportation Department 506 Broad Street Milford, PA 18337 570-296-3408 Mr. Robert Ruiz, Director		Fare Information Average Shared-Ride Fare: \$21.06 Average Shared-Ride Cost per Trip: \$22.75 Fare Structure Implementation Date: October 2009	
Service Area Statistics (2010 Census) Pike County Square Miles: 547 Population: 57,369 65+ Population: 9,303 % of Population 65 and older: 16.2%		Trip Information 65+ Trips: 19,092 PwD Trips: 2,743 Other Shared-Ride Trips: 10,415 Total Shared-Ride Trips: 32,250 Non-Public Trips: 30	
		Vehicles Operated in Maximum Service Community Transportation: 23	

COMMUNITY TRANSPORTATION

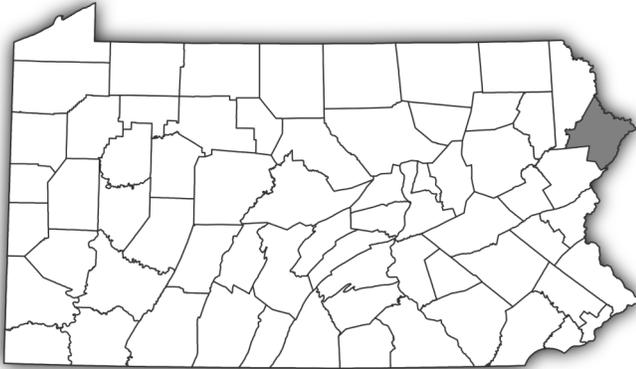
COMMUNITY TRANSPORTATION OPERATING BUDGET



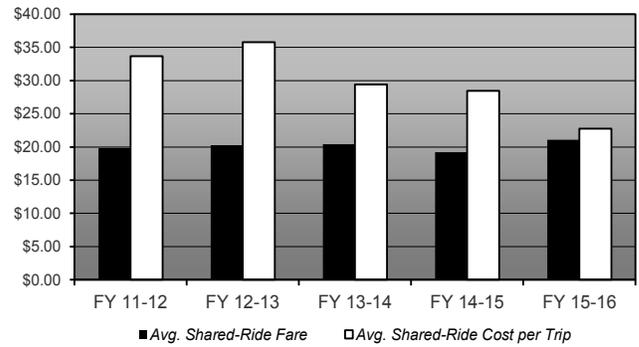
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



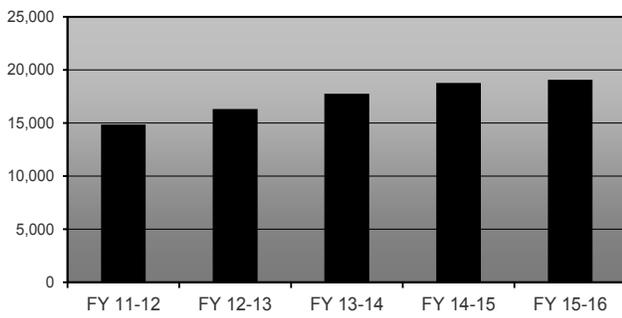
Agency Service Area



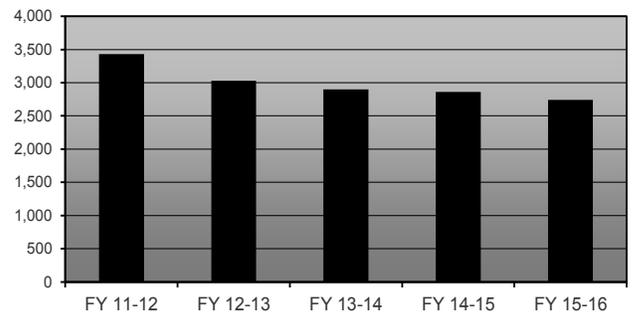
Shared-Ride Fare Recovery



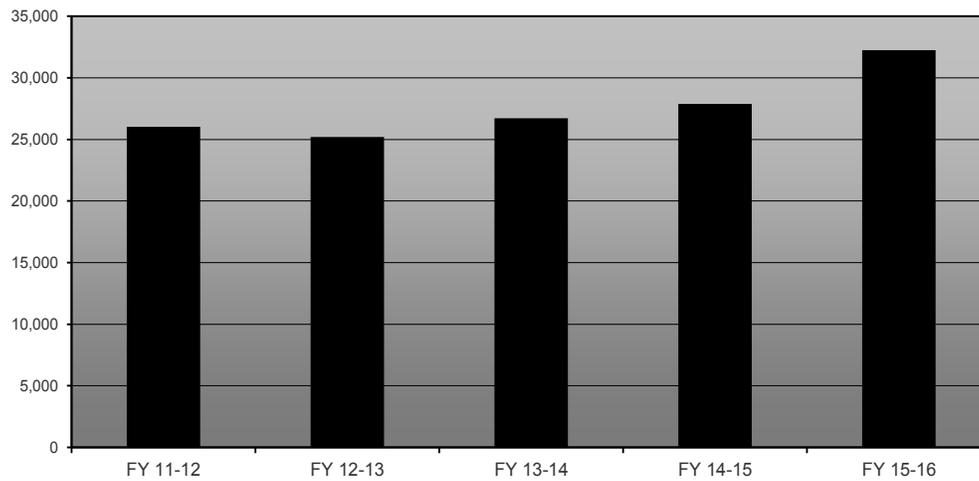
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

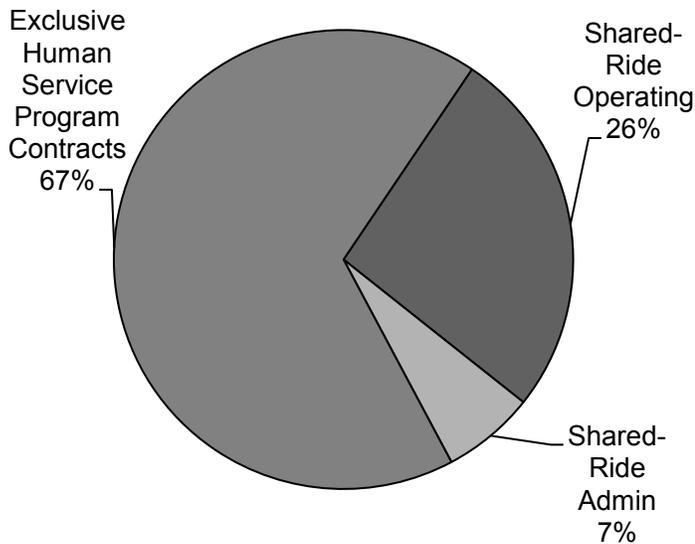
Community Transportation

Tableland Services, Inc. 535 East Main Street Somerset, PA 15501 814-445-9628 Mr. David Mrozowski, Executive Director		Fare Information Average Shared-Ride Fare: \$14.36 Average Shared-Ride Cost per Trip: \$15.56 Fare Structure Implementation Date: July 2011	
Service Area Statistics (2010 Census) Somerset County Square Miles: 1,075 Population: 77,742 65+ Population: 14,431 % of Population 65 and older: 18.6%		Trip Information 65+ Trips: 15,020 PwD Trips: 2,754 Other Shared-Ride Trips: 11,180 Total Shared-Ride Trips: 28,954 Non-Public Trips: 38,421	
		Vehicles Operated in Maximum Service Community Transportation: 8	

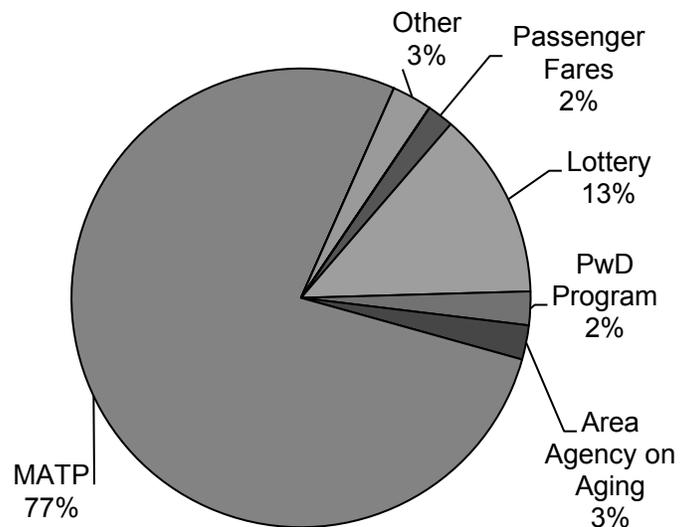
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,374,953

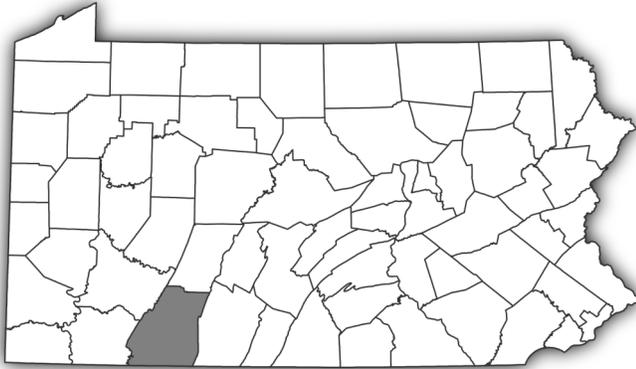


Sources of Funding
\$1,382,493

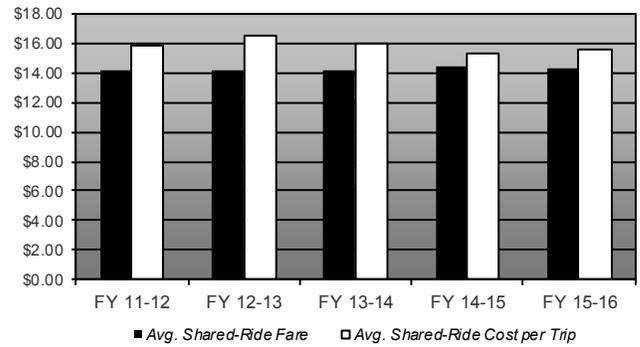


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

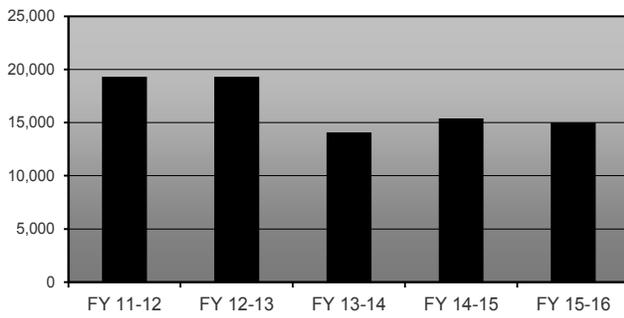
Agency Service Area



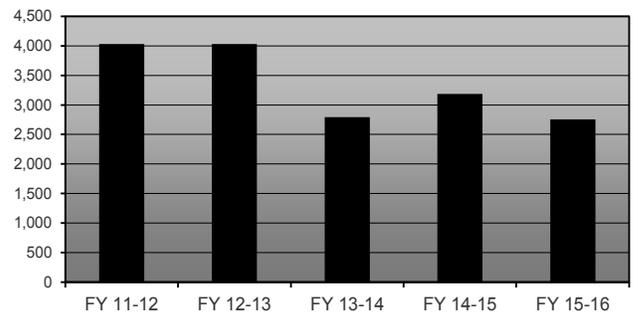
Shared-Ride Fare Recovery



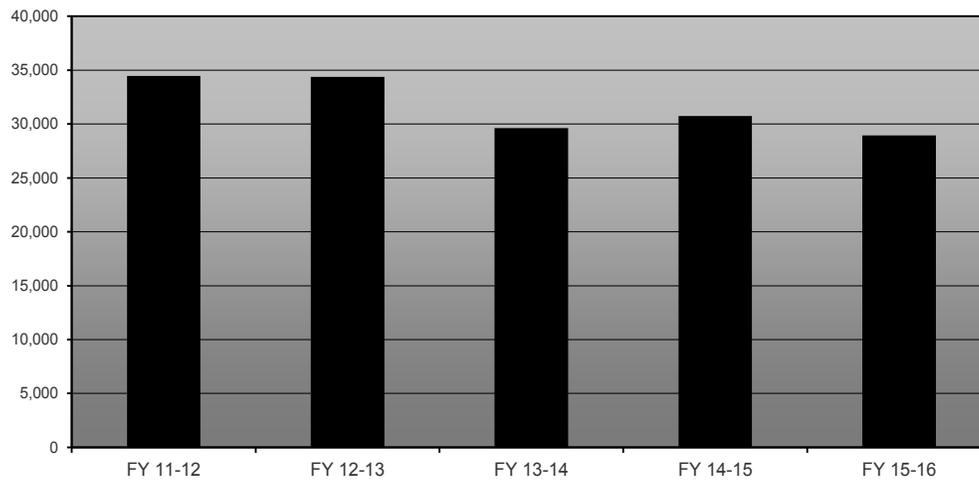
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips

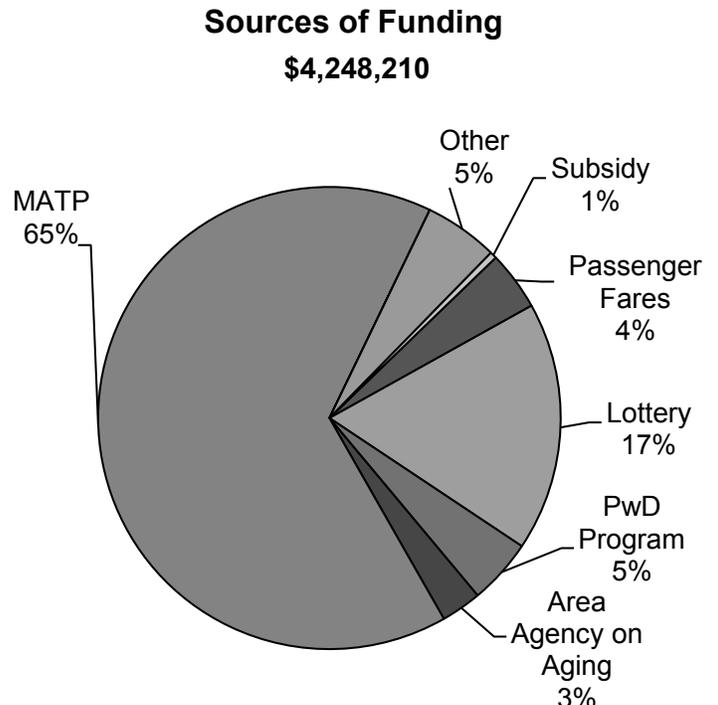
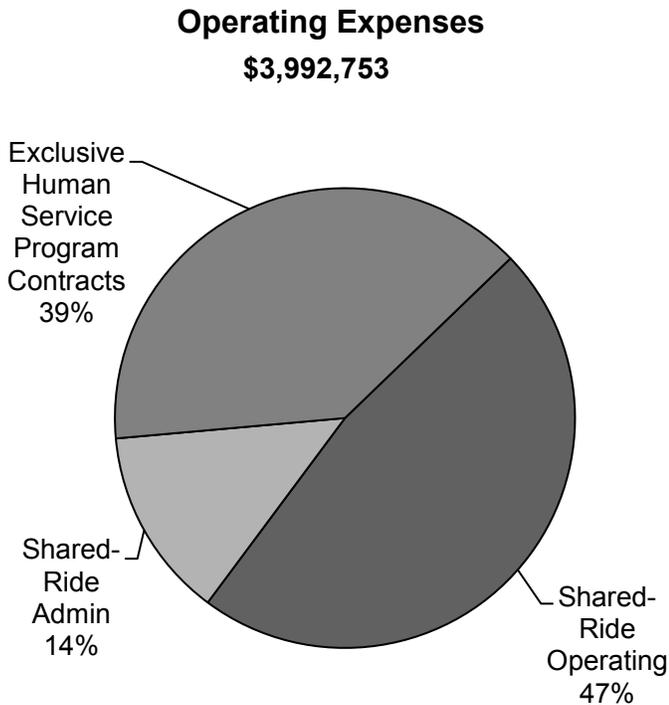


Community Transportation

STEP, Inc. 2138 Lincoln Street Williamsport, PA 17701 570-326-0587 Mr. Jim Plankenhorn, President & CEO		Fare Information Average Shared-Ride Fare: \$24.32 Average Shared-Ride Cost per Trip: \$26.18 Fare Structure Implementation Date: April 2015	
Service Area Statistics (2010 Census) Lycoming and Clinton Counties Square Miles: 2,126 Population: 155,349 65+ Population: 25,462 % of Population 65 and older: 16.4%		Trip Information 65+ Trips: 39,541 PwD Trips: 9,758 Other Shared-Ride Trips: 43,447 Total Shared-Ride Trips: 92,746 Non-Public Trips: 16,578	
		Vehicles Operated in Maximum Service Community Transportation: 45	

COMMUNITY TRANSPORTATION

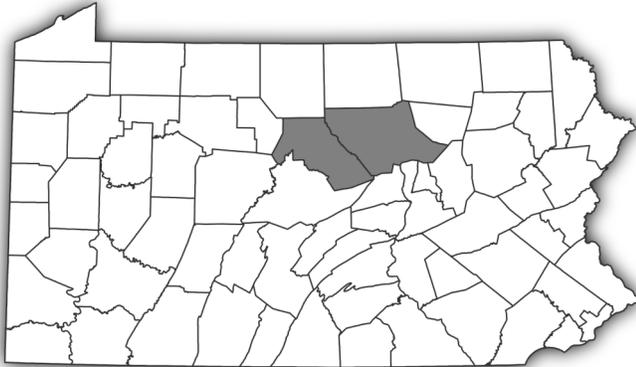
COMMUNITY TRANSPORTATION OPERATING BUDGET



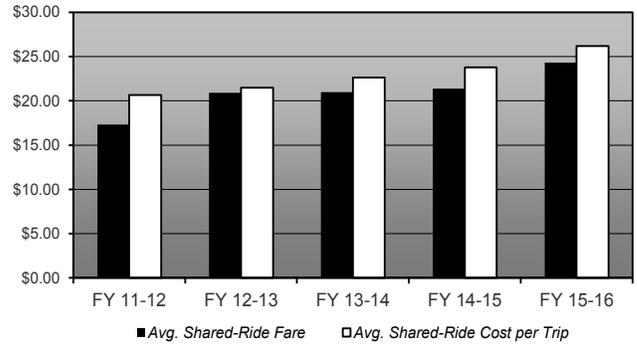
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



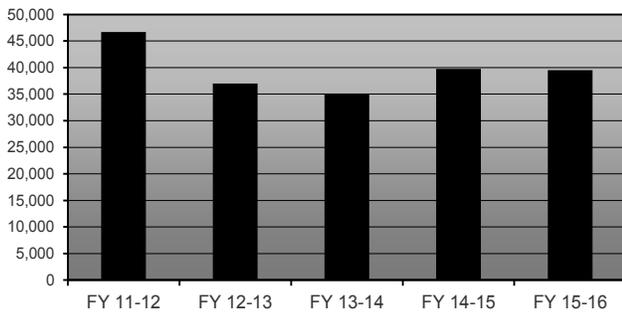
Agency Service Area



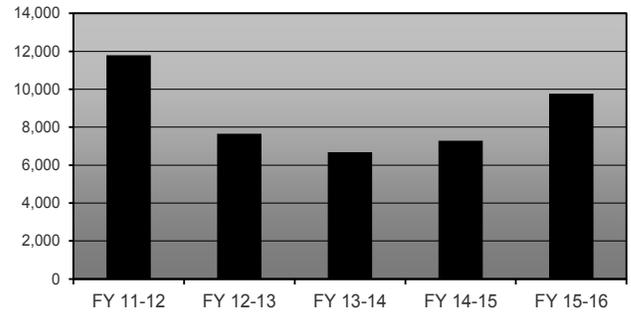
Shared-Ride Fare Recovery



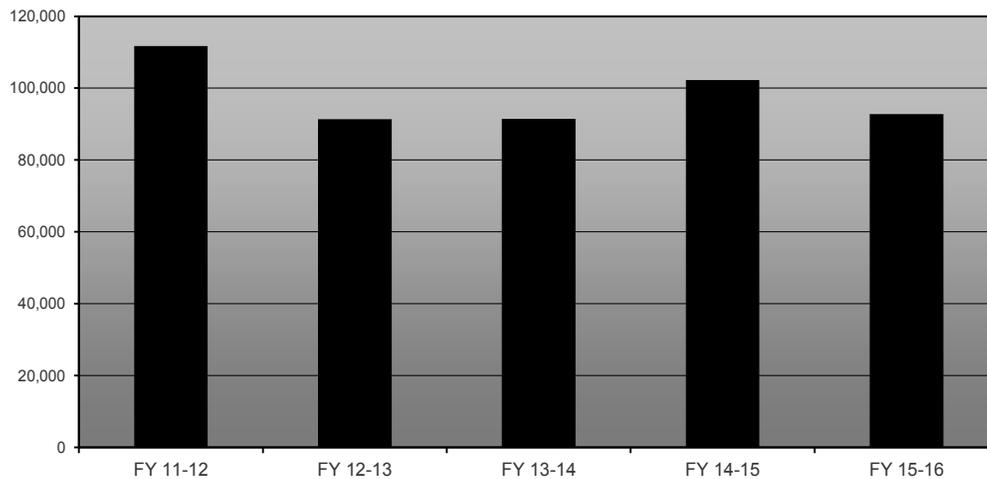
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

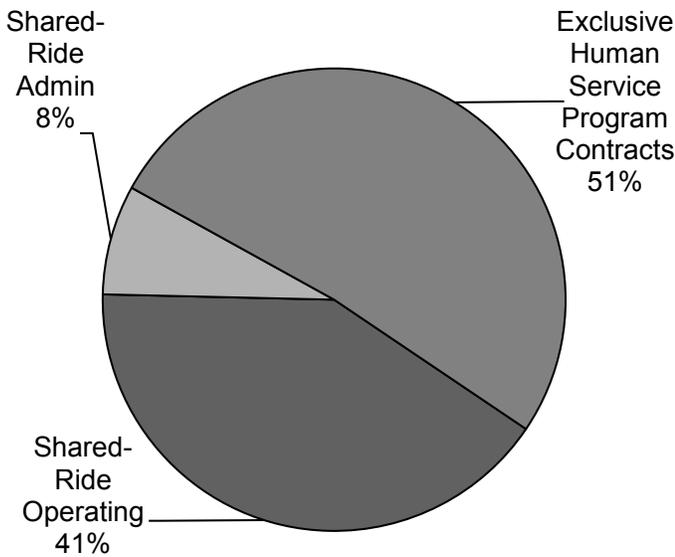
Community Transportation

Suburban Transit Network, Inc. 980 Harvest Drive, Suite 100 Blue Bell, PA 19422 215-542-7433 Ms. Susan Kopystecki, Executive Director		Fare Information Average Shared-Ride Fare: \$27.73 Average Shared-Ride Cost per Trip: \$34.45 Fare Structure Implementation Date: August 2014	
Service Area Statistics (2010 Census) Montgomery County Square Miles: 483 Population: 799,874 65+ Population: 120,727 % of Population 65 and older: 15.1%		Trip Information 65+ Trips: 183,976 PwD Trips: 13,478 Other Shared-Ride Trips: 75,205 Total Shared-Ride Trips: 272,659 Non-Public Trips: 555,042	
		Vehicles Operated in Maximum Service Community Transportation: 211	

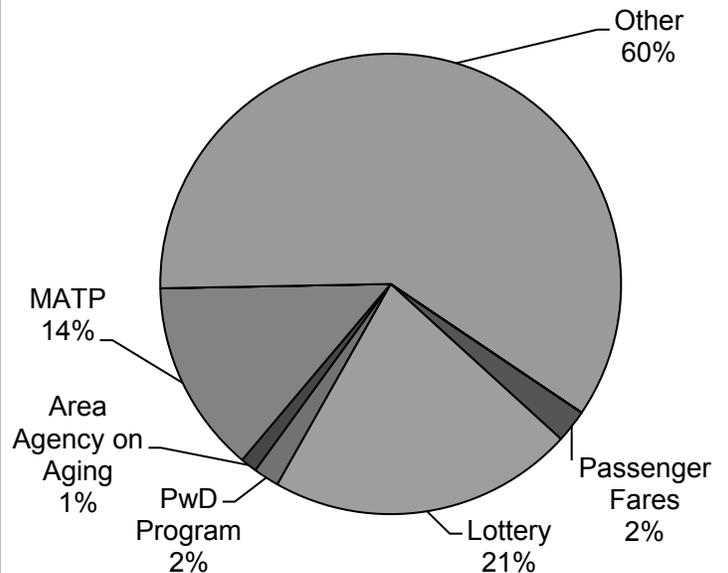
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$19,328,375



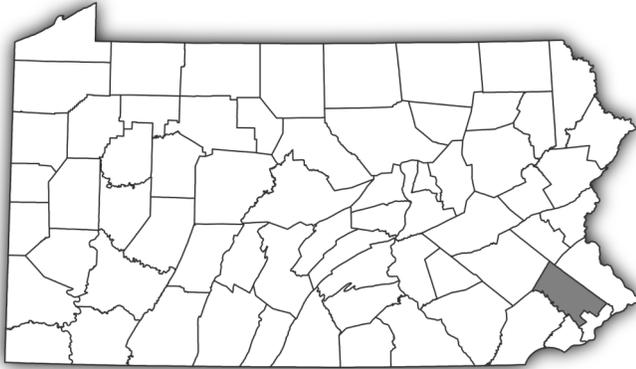
Sources of Funding
\$19,574,698



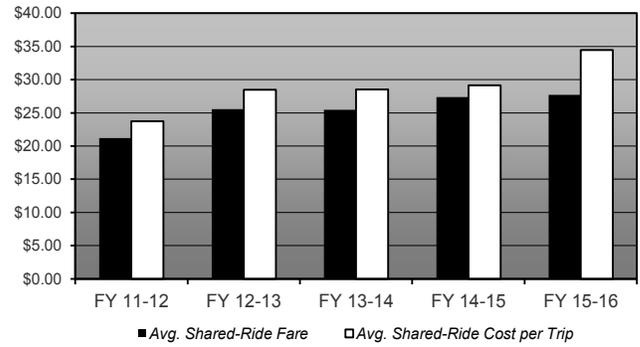
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



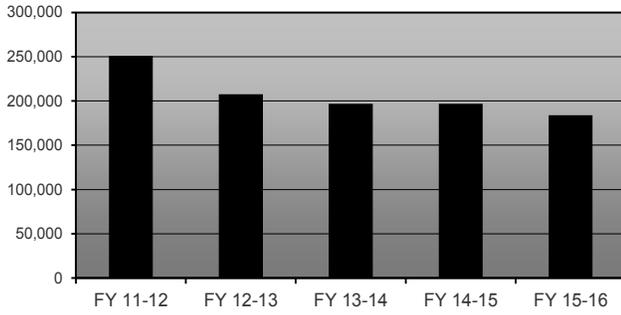
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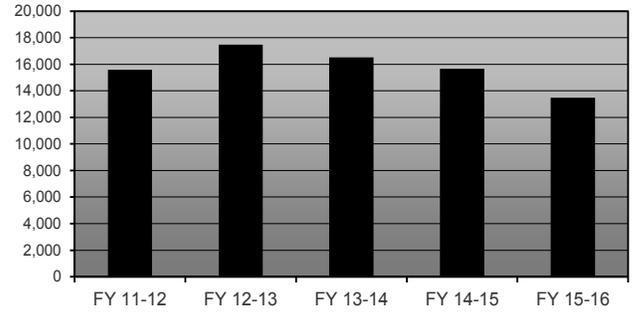
Shared-Ride Fare Recovery



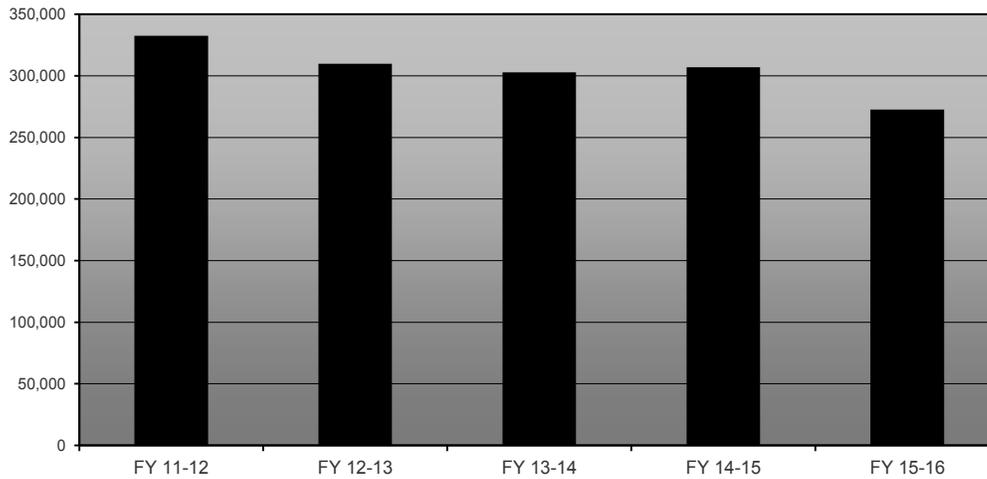
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

Susquehanna-Wyoming County Transportation

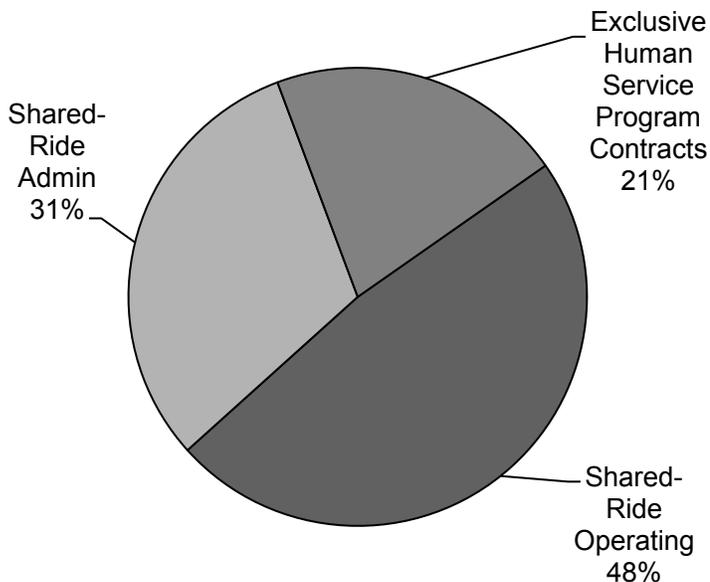
Community Transportation

Susquehanna-Wyoming County Transportation 81 Industrial Dr., P.O. Box 366 Montrose, PA 18801 570-278-6140 Ms. Ronalyn Lewis, Program Director		Fare Information Average Shared-Ride Fare: \$30.49 Average Shared-Ride Cost per Trip: \$25.08 Fare Structure Implementation Date: March 2013	
Service Area Statistics (2010 Census) Susquehanna & Wyoming Counties Square Miles: 1,228 Population: 71,613 65+ Population: 12,373 % of Population 65 and older: 17.3%		Trip Information 65+ Trips: 21,465 PwD Trips: 4,765 Other Shared-Ride Trips: 14,436 Total Shared-Ride Trips: 40,666 Non-Public Trips: 7,303	
		Vehicles Operated in Maximum Service Community Transportation: 30	

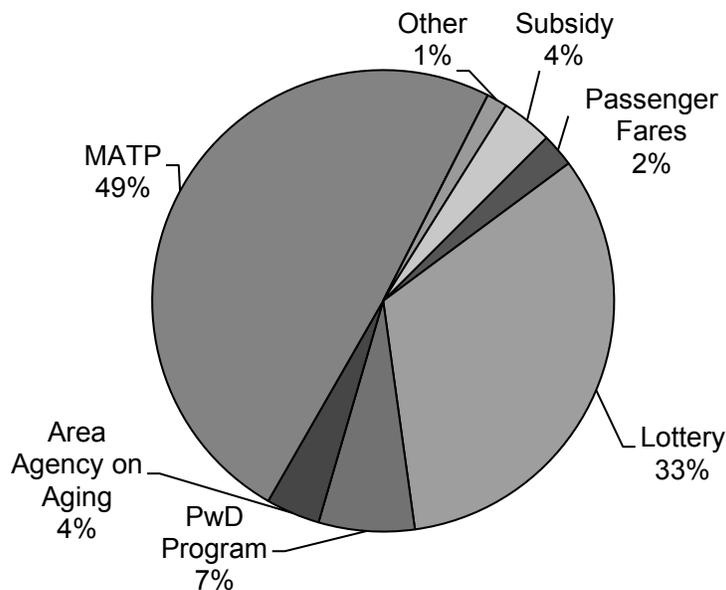
COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses
\$1,290,398



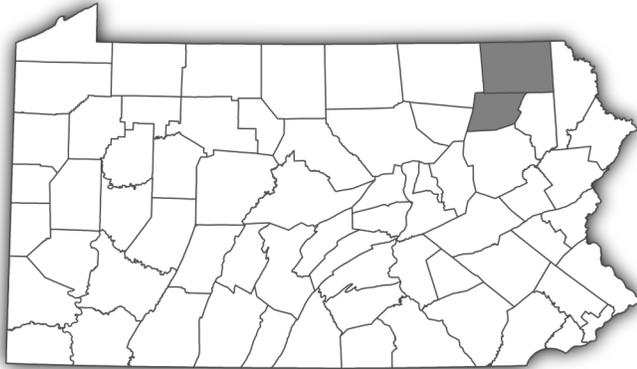
Sources of Funding
\$1,523,494



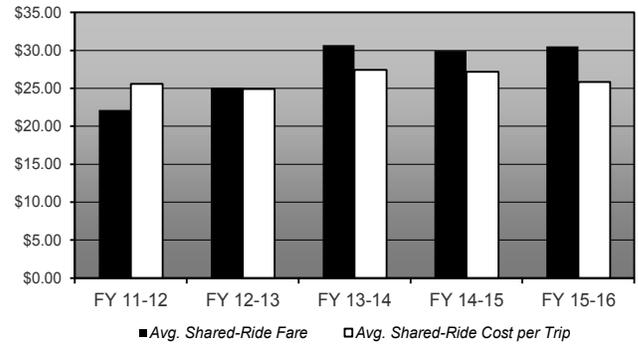
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

Susquehanna-Wyoming County Transportation

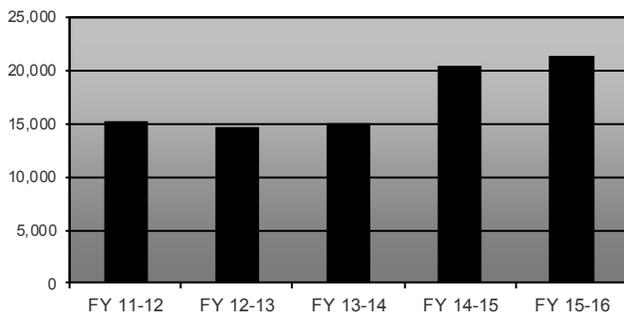
Agency Service Area



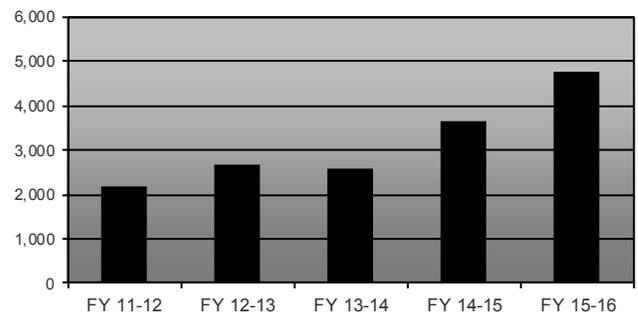
Shared-Ride Fare Recovery



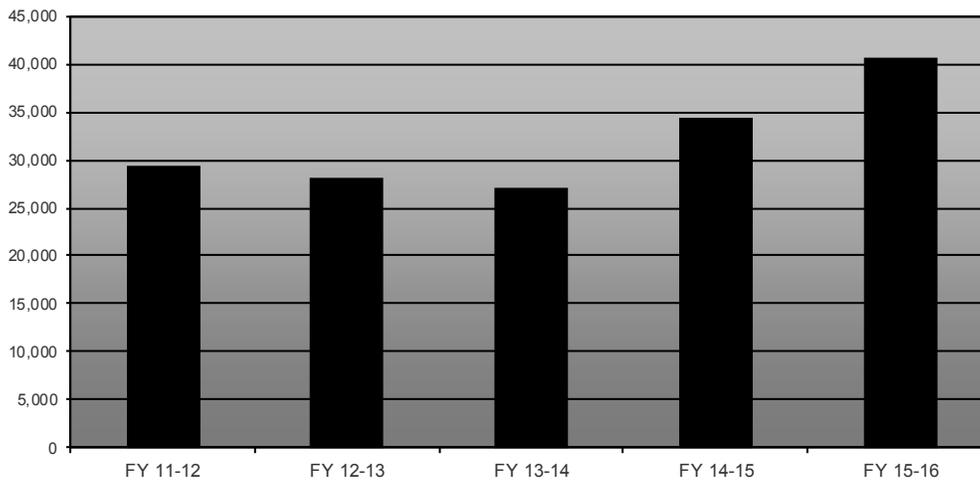
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

Community Transportation

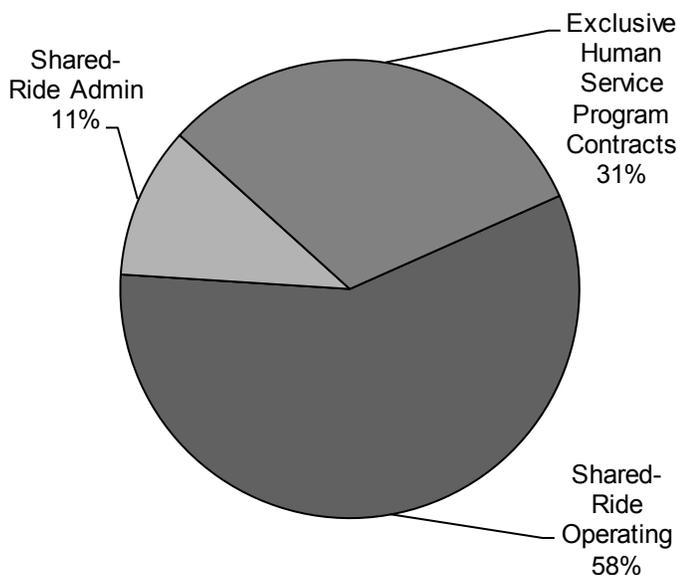
Central Pennsylvania Transportation Authority (formerly Union/Snyder Transportation Alliance) 415 Zarfoss Drive York, PA 17404 1-800-632-9063 Mr. Richard Farr, Executive Director		Fare Information Average Shared-Ride Fare: \$21.45 Average Shared-Ride Cost per Trip: \$18.19 Fare Structure Implementation Date: March 2015	
Service Area Statistics (2010 Census) Union and Snyder Counties Square Miles: 648 Population: 84,649 65+ Population: 12,798 % of Population 65 and older: 15.1%		Trip Information 65+ Trips: 21,824 PwD Trips: 9,976 Other Shared-Ride Trips: 16,925 Total Shared-Ride Trips: 48,725 Non-Public Trips: 19,189	
		Vehicles Operated in Maximum Service Community Transportation: 18	

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

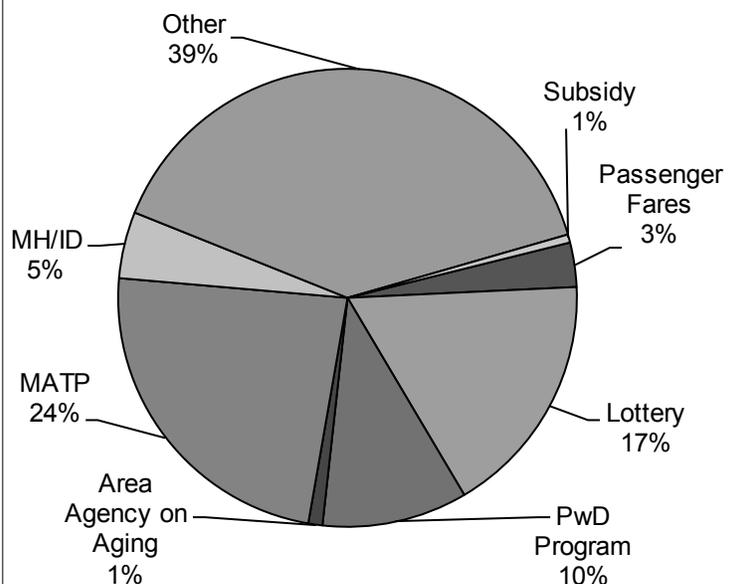
Operating Expenses

\$1,433,095



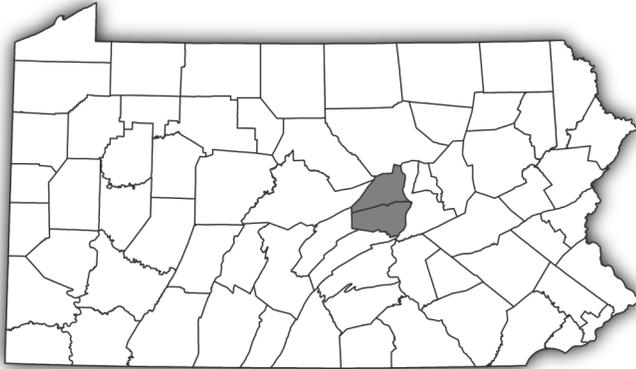
Sources of Funding

\$1,892,298

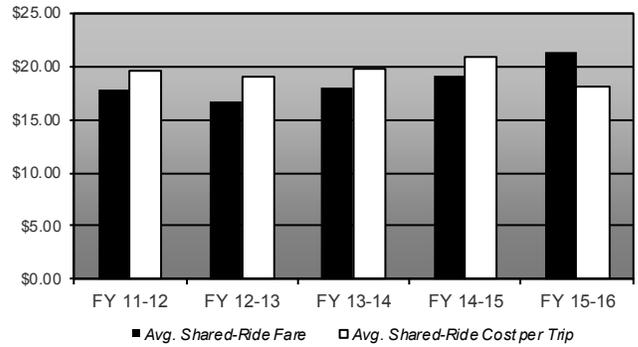


Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.

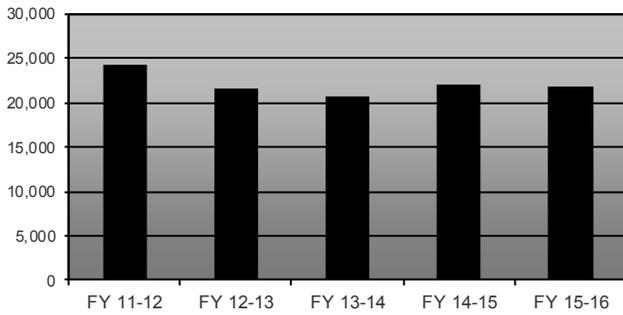
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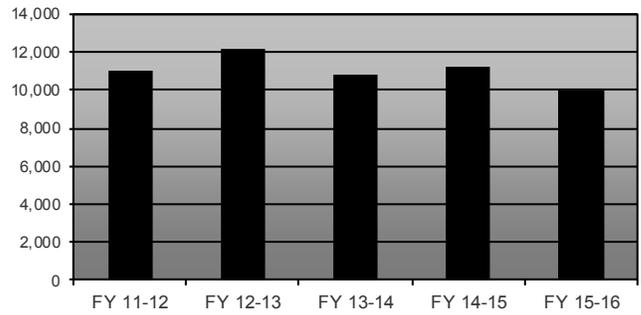
Shared-Ride Fare Recovery



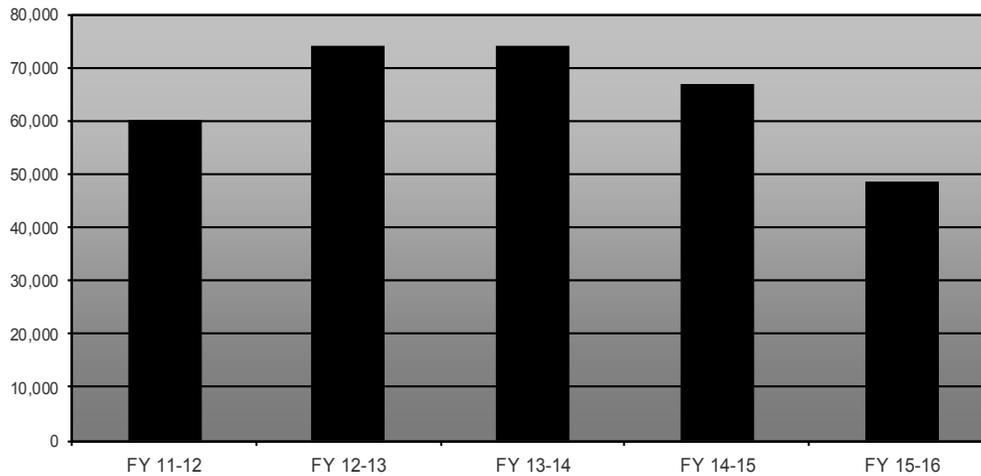
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips

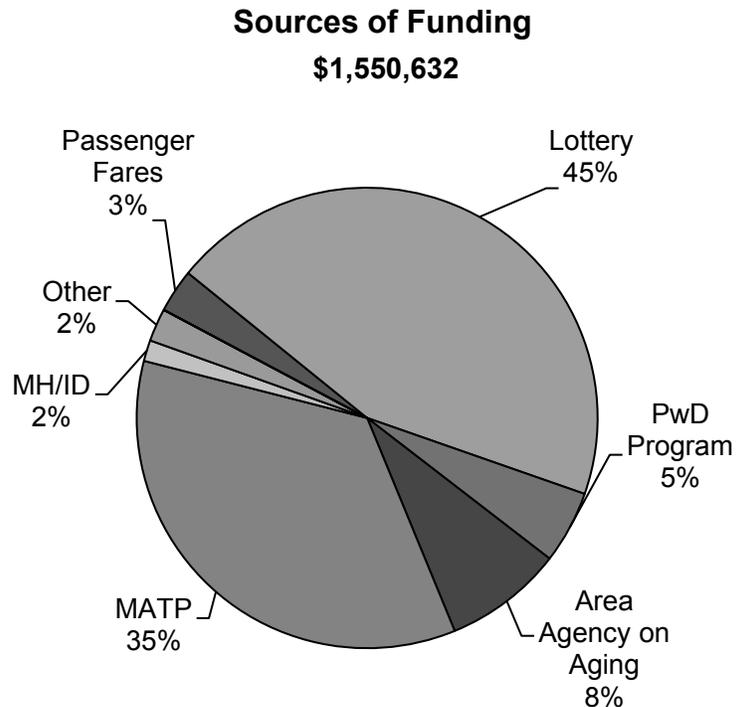
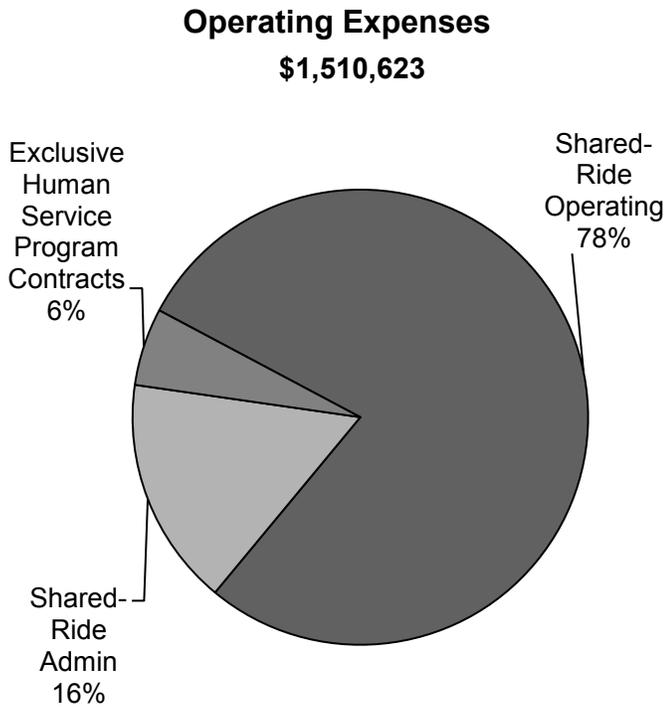


Community Transportation

Wayne County Area Agency on Aging 323 10th Street Honesdale, PA 18431 570-253-4280 Mr. Carl Albright, Director		Fare Information Average Shared-Ride Fare: \$26.67 Average Shared-Ride Cost per Trip: \$28.58 Fare Structure Implementation Date: March 2016	
Service Area Statistics (2010 Census) Wayne County Square Miles: 726 Population: 52,822 65+ Population: 10,028 % of Population 65 and older: 19.0%		Trip Information 65+ Trips: 30,096 PwD Trips: 3,912 Other Shared-Ride Trips: 15,937 Total Shared-Ride Trips: 49,945 Non-Public Trips: 6,541	
		Vehicles Operated in Maximum Service Community Transportation: 25	

COMMUNITY TRANSPORTATION

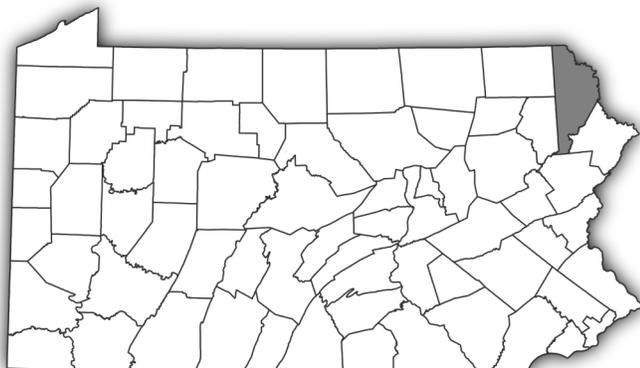
COMMUNITY TRANSPORTATION OPERATING BUDGET



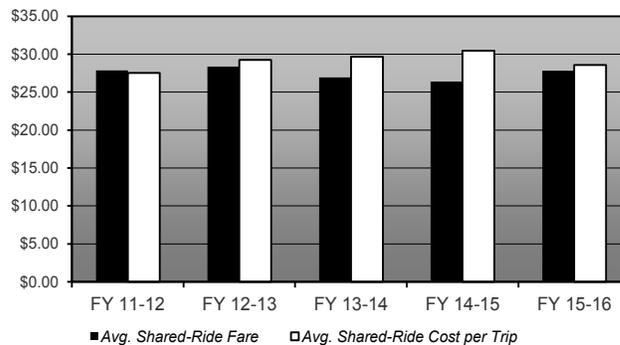
Operating Expenses and Sources of Funding percentages have been rounded to the nearest whole number.



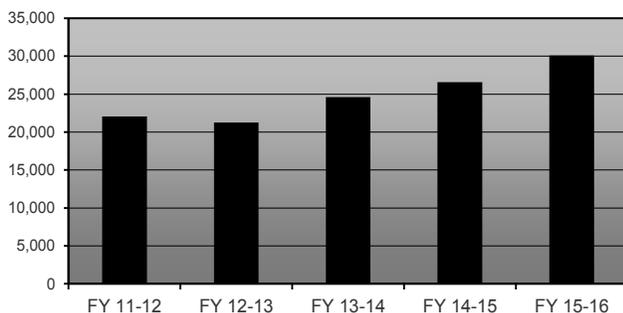
Agency Service Area



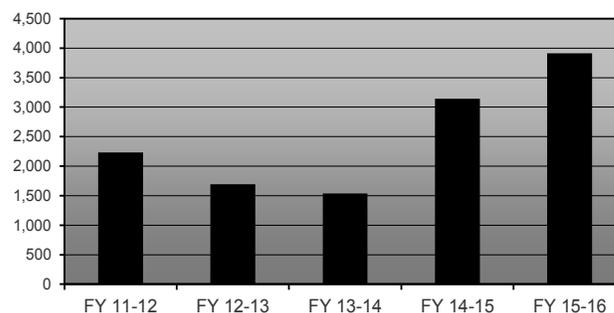
Shared-Ride Fare Recovery



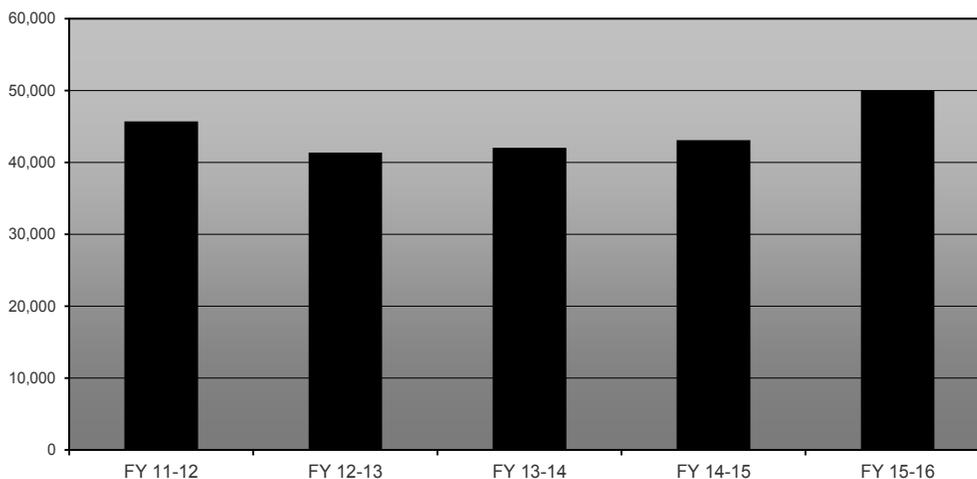
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



COMMUNITY TRANSPORTATION

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Section VI

Capital Project Highlights

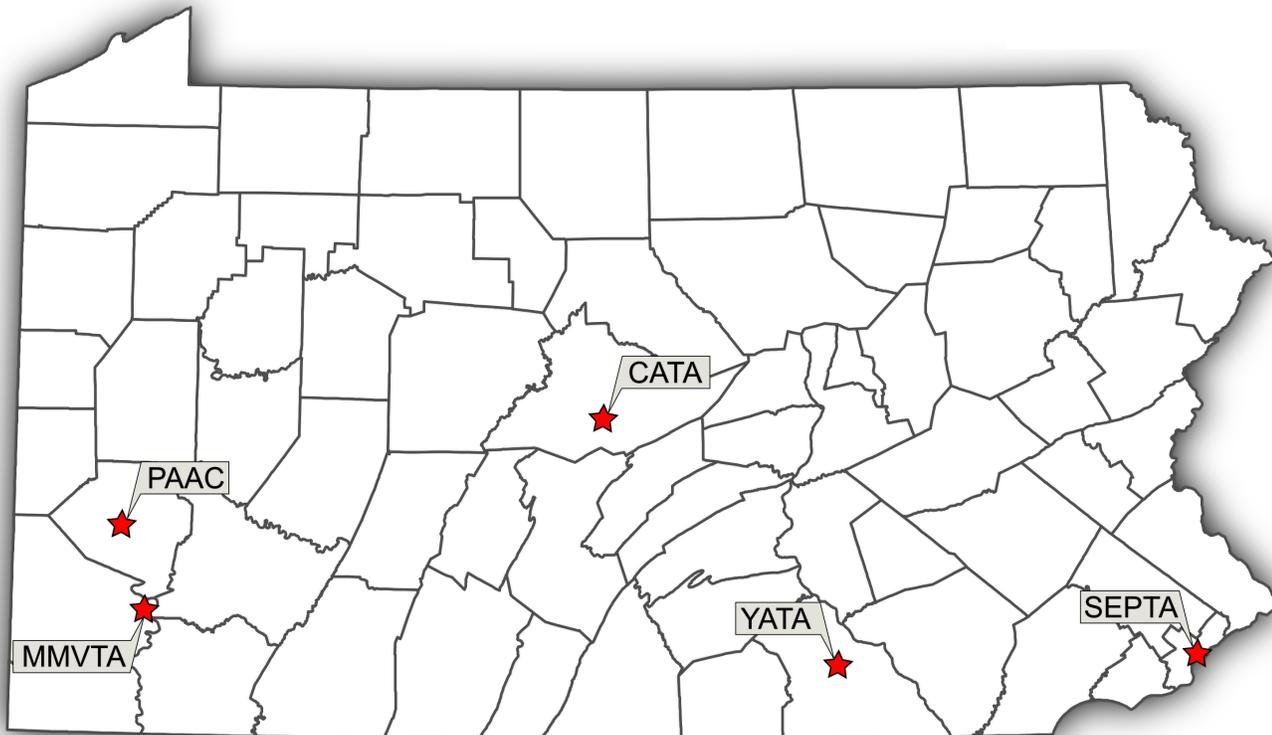
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Capital Project Highlights in Pennsylvania Public Transportation

In 2013, Act 89 was passed as a comprehensive transportation funding package that provides \$2.3 billion in additional funding over a five-year period for road projects, bridge repairs, and public transportation improvements. This established, dedicated funding stream allows the Commonwealth to remain economically competitive with neighboring states and demonstrates a commitment to bringing the statewide transportation system into a state of good repair. The legislation also established a multimodal fund which allocates funding to ports, freight and passenger rail, aviation, transit, and bicycle and pedestrian projects.

Act 89 benefits public transportation by strengthening funding for transit operations and creating nearly \$500 million in additional revenue to fund mass transit capital projects by FY2017-18. Capital program funding accounts for approximately one-third of dedicated public transportation funding in Pennsylvania, and transit agencies are already experiencing measurable improvements as a result. The following pages highlight seven capital projects completed in FY2015-16 that were made possible using capital funding assistance provided by the Bureau of Public Transportation.

FY2015-16 Capital Project Highlights



Agency Highlight: Southeastern Pennsylvania Transportation Authority (SEPTA)



In 2016, SEPTA completed the Crum Creek Viaduct Replacement project, which was made possible by funding from Pennsylvania Act 89. The Crum Creek Viaduct was constructed in 1895 and was acquired by SEPTA from Conrail in 1983. Three decades later, the viaduct had reached the end of its useful life and required replacement to ensure safe and efficient rail service for nearly 11,000 riders who rely on the Media/Elwyn Regional Rail Line every day. The new Crum Creek Viaduct is a 735-foot-long steel and concrete structure that took 11 weeks to fully replace. The new bridge is designed for a 100-year lifespan.



Agency Highlight: Port Authority of Allegheny County (PAAC)



The Tassely Hollow Bridge Improvements and Deck Replacement project was completed in October 2016. The Tassely Hollow Bridge is owned and maintained by the Port Authority. The structure required significant rehabilitation due to advanced deterioration and localized deck failures. Prior to rehabilitation, the bridge was classified as structurally deficient; the concrete deck was in poor to serious condition containing several three-foot and two-foot-diameter holes that required steel plating in order to safely maintain traffic.

Agency Highlight: Central Pennsylvania Transportation Authority (CPTA)



In September 2016, rabbittransit moved its central operations out of its older facility at 1230 Roosevelt Avenue in York City and into a newly renovated warehouse at 415 Zarfoss Drive in West Manchester Township. The authority has grown to serve 10 counties and as a result, more space is required to provide service. The new facility is 250,000 square feet, compared to the former 22,500-square-foot building. Rabbittransit is in the process of bringing compressed natural gas (CNG) fueling stations online at the new facility.

Agency Highlight: Centre Area Transportation Authority (CATA)



In 2016, CATA expanded its bus storage, maintenance, and administration facilities to accommodate a larger fleet of buses. The project includes three construction stages to allow CATA to continue its operations during construction. First, administrative functions were relocated to a nearby office building while the existing building was demolished and a new parking garage and operations area were constructed. Next, the maintenance and administrative building were built on the existing lot. The final stage of the project included reconfiguring and constructing a bus storage area.

Agency Highlight: Mid Mon Valley Transit Authority (MMVTA)



The Donora Bus Storage Phase II Rehabilitation project involved the renovation of a 42,000-square-foot steel mill building into an energy-efficient facility for bus storage and light bus maintenance. The project also included a 3,000-square-foot addition for administrative activities, vehicle dispatching, and a passenger waiting area. Further, the project included site improvements for additional parking, circulation, and a park-n-ride lot.

Statewide Highlight: Compressed Natural Gas (CNG) Fueling Stations for Transit Agencies P3



After a yearlong procurement process, PennDOT announced its partnership with Trillium CNG to design, build, finance, operate, and maintain compressed natural gas (CNG) fueling stations through a 20-year, \$84.5 million public-private partnership (P3) agreement. The P3 procurement mechanism will allow PennDOT to install the fueling stations faster than if a traditional procurement mechanism had been used for each individual site, resulting in significant capital cost savings of more than \$46 million.

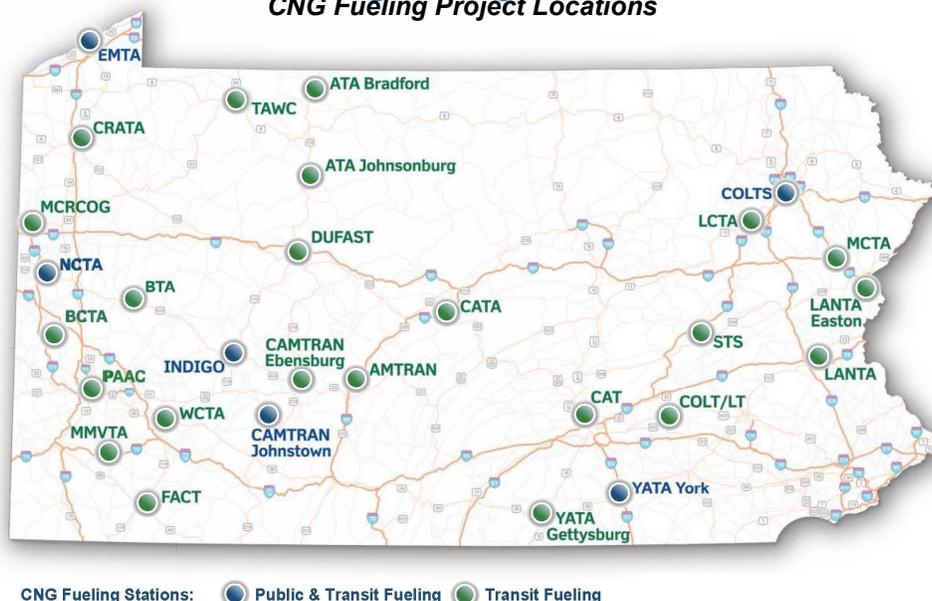
CNG P3 Goals:

- Twenty-nine fueling stations will be built by May 2021, along with associated CNG-required upgrades to existing transit maintenance facilities.
- At six of the project sites, there will be fueling islands accessible to the public, with the option to add publicly accessible fueling sites in the future.

CNG P3 Benefits and Savings:

- PennDOT will receive a 15% royalty, excluding taxes, for CNG sold to the public, which will be used to support the cost of the project.
- Based on current CNG, diesel, and gasoline prices as well as projected fuel usage, agencies could save a total of more than \$10 million annually.
- As diesel fuel prices increase, the annual savings will increase. Transit agencies report that a few years ago they were paying more than \$3 a gallon for diesel fuel.

CNG Fueling Project Locations



Statewide Highlight: PennDOT Capital Planning Tool



In 2016, the Bureau of Public Transportation unveiled the statewide Capital Planning Tool (CPT), which is available for use by all transit agencies in Pennsylvania. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset management activities: forecasting asset condition and replacement cycles, quantifying capital needs, and developing and implementing state-of-good-repair policies for all types of transportation-related assets.

The CPT is the first fully open source software platform for managing transportation assets specifically designed to address the unique challenges of asset management within public transportation agencies. The CPT accommodates all types of transportation-related assets, including rolling stock, rail, facilities, shelters, signage and other infrastructure, maintenance equipment, communications equipment, and computers and software.

The CPT allows the Bureau of Public Transportation to:

- **Reduce the total cost of asset ownership** by preserving capital, reducing maintenance costs, and extending the life of assets.
- **Improve operational efficiency** through consolidating existing asset management applications, integrating with legacy and future third-party systems, and exporting data and reports to Microsoft Excel.
- **Support compliance** with federal, state, and local regulations and reporting requirements, including a commitment to comply with MAP-21, FAST Act, and TAM requirements once formalized.
- **Enhance visibility** by improving communications and project coordination across internal departments and with external organizations, tracking assets owned by multiple agencies and managing outsourced activities such as vehicle maintenance.
- **Streamline capital planning** by tracking funding sources and funding levels; applying service-life models across long- and short-term planning horizons; and identifying and tracking backlog, ongoing, and future needs.

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Section VII

Intercity Bus

Intercity Bus Program

Intercity Bus Program:

Serves 40 counties
 Provides opportunities to travel into and outside of the state

Service Provided:

Scheduled Route Service (S)
 Charter (C)
 Group and Party (G)
 School Bus Service (SB)
 Tours (T)

Subsidized Carriers:

Carl R. Bieber, Inc.
 The Fullington Auto Bus Co.
 Greyhound Lines, Inc.
 Myers Coach Lines, Inc.
 Susquehanna Transit Co.

Service Type:

S,C,G,T
 S,C,G,SB
 S,C,G
 S,C,G
 S,C,G,SB

Average Fare: \$14.58

Total Number of Passenger Trips: 361,536

Total Number of Vehicles: 46 coaches

Carriers and Routes Served:

Carl R. Bieber, Inc.:

Reading – Philadelphia
 Pottsville – Philadelphia

The Fullington Auto Bus Company:

State College – Harrisburg
 Pittsburgh – Bradford
 State College – Wilkes-Barre
 State College – Pittsburgh
 DuBois – Harrisburg
 Scranton – Harrisburg

Greyhound Lines, Inc.:

Philadelphia – Scranton
 Pittsburgh – Erie
 Harrisburg – Pittsburgh

Myers Coach Lines, Inc.:

Pittsburgh – Grove City

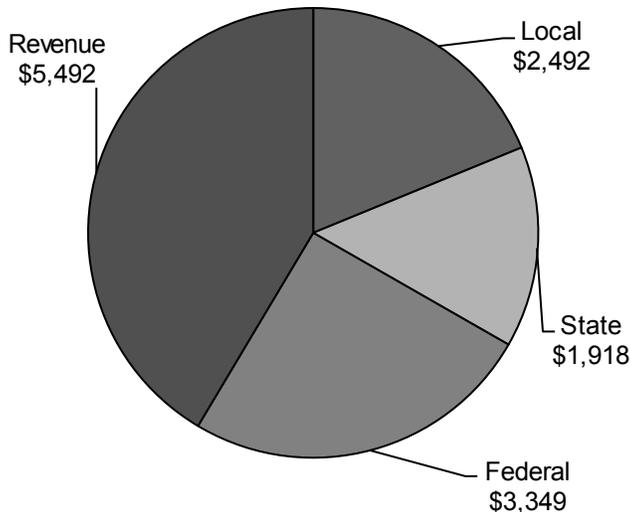
Susquehanna Transit Company:

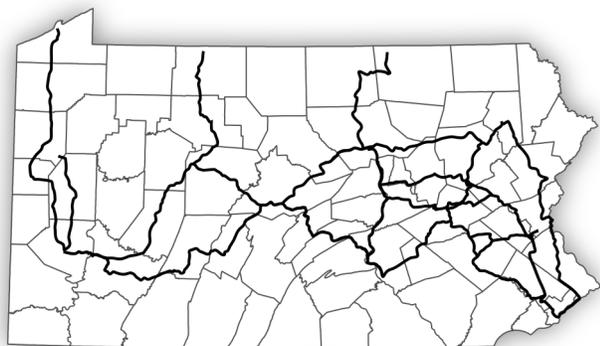
Williamsport – Philadelphia
 Williamsport – Easton
 Harrisburg – Elmira, NY

INTERCITY BUS

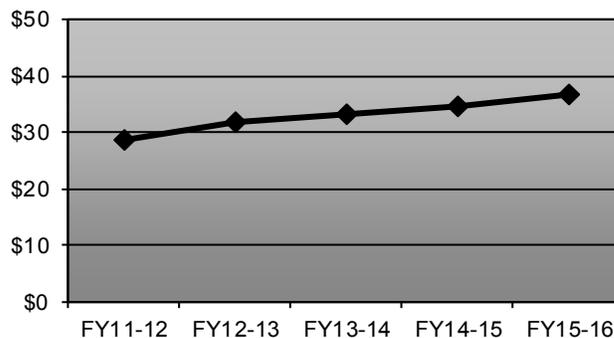
OPERATING FUNDS (000's)

\$13,251

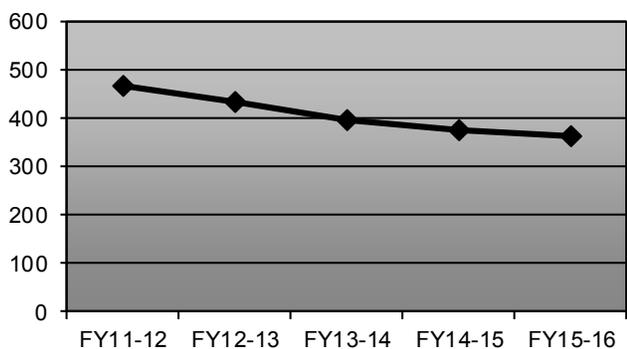




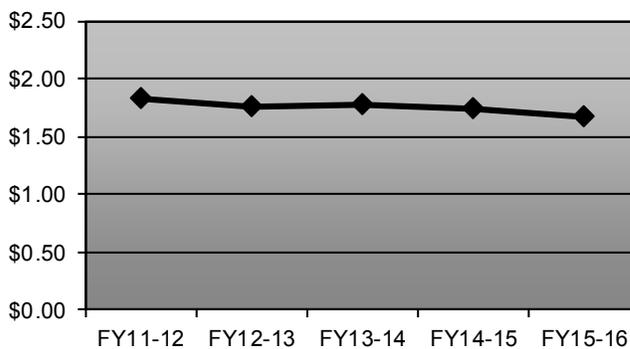
Operating Expense Per Passenger



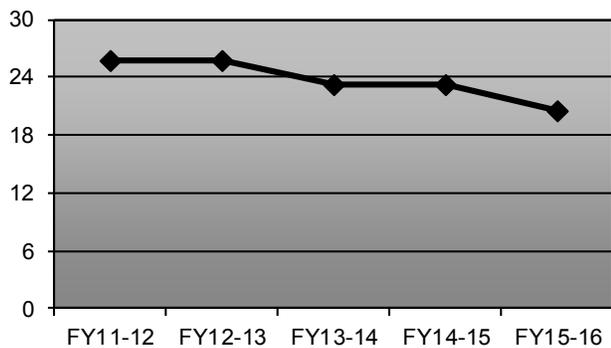
Total Passengers (000's)



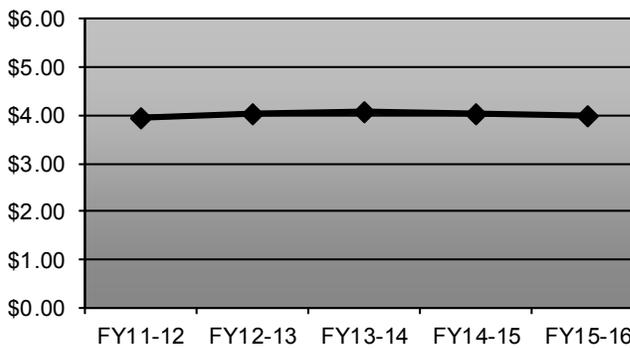
Operating Revenue Per Vehicle Mile



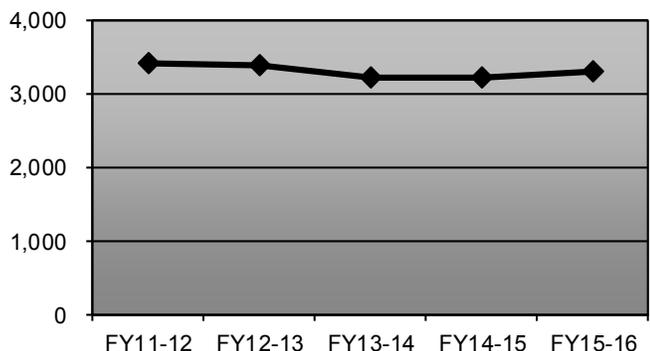
Total Bus Trips (000's)



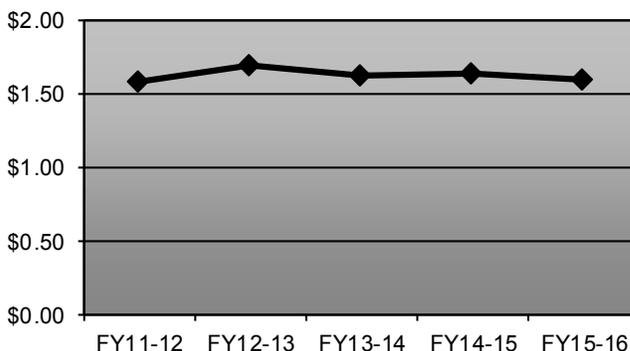
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



Carl R. Bieber, Inc.

P.O. Box 180
 Kutztown, PA 19530
 610-683-7333
 Mr. Steven G. Haddad, President/CEO
www.biebergroup.com

Intercity Bus Program:

Serves 8 counties
 Provides opportunities to travel into and outside of the state

Subsidized Routes:

Reading – Philadelphia
 Pottsville – Philadelphia

Service Provided:

Scheduled Route Service
 Charter
 Group and Party
 Tours

Average Fare: \$13.07

Total Number of Vehicles: 6 coaches

Communities Served by Carl R. Bieber, Inc.:

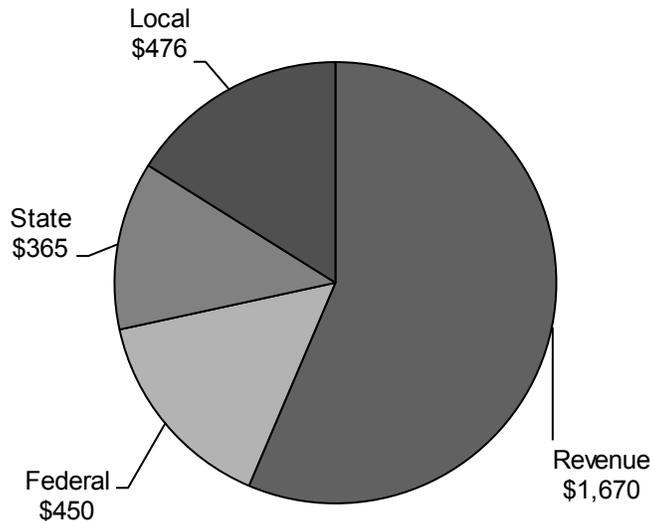
Communities Served by Reading – Philadelphia:
 Reading, Kutztown, Wescosville, Allentown, Bethlehem, Quakertown, and Philadelphia

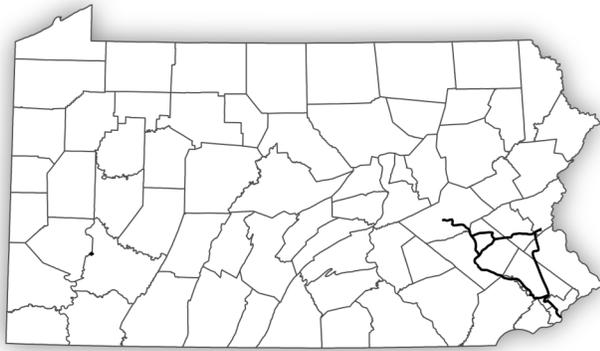
Communities Served by Pottsville – Philadelphia:
 Kutztown, Pottsville, Schuylkill Haven, Reading, Pottstown, Norristown, and Philadelphia

INTERCITY BUS

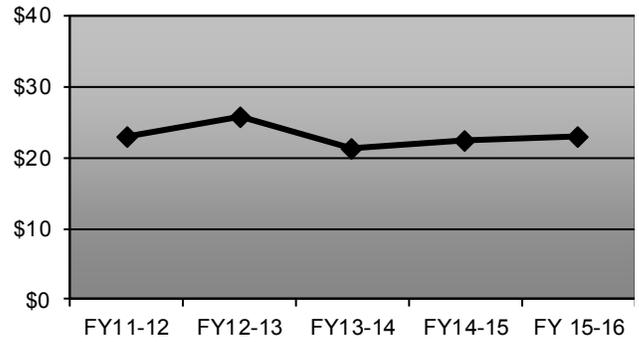
OPERATING FUNDS (000's)

\$2,961

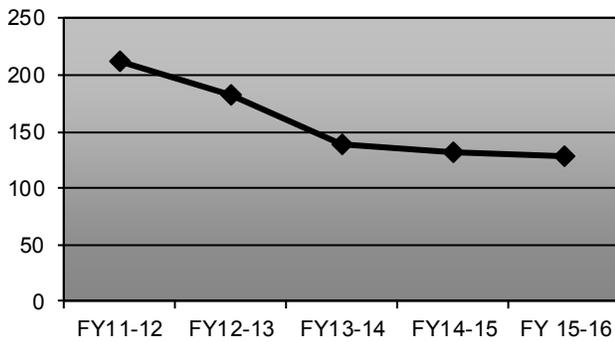




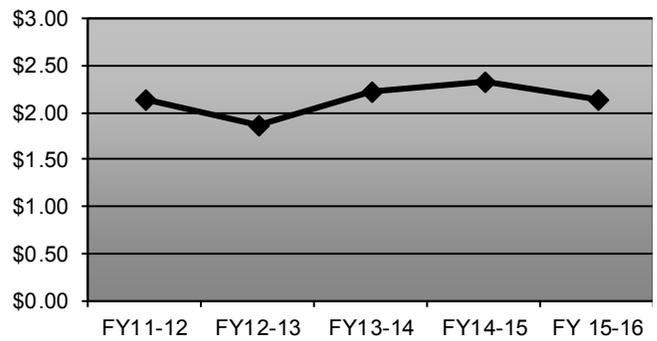
Operating Expense Per Passenger



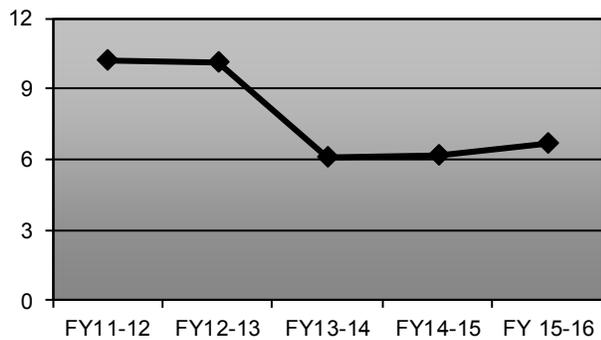
Total Passengers (000's)



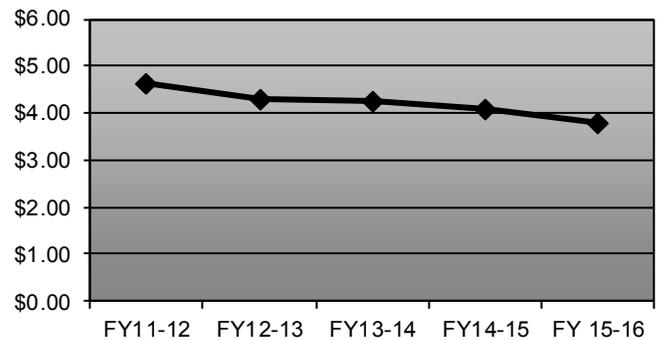
Operating Revenue Per Vehicle Mile



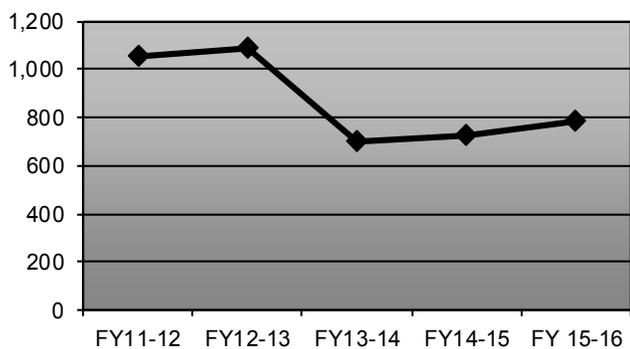
Total Bus Trips (000's)



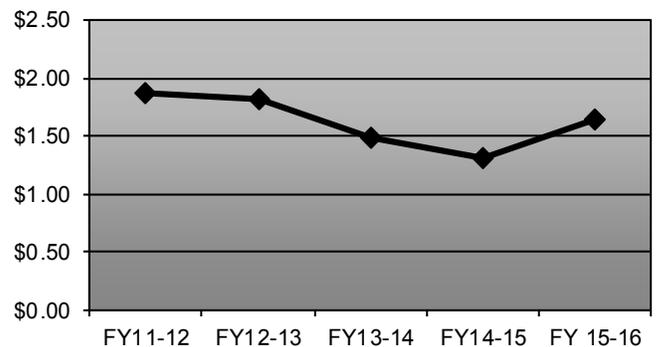
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported.

The Fullington Auto Bus Company

P.O. Box 211
 316 East Cherry Street
 Clearfield, PA 16830
 814-765-7871
 Mr. Jonathan T. Berzas
 President/CEO
www.fullingtontours.com

Intercity Bus Program:

Serves 18 counties
 Provides opportunities to travel into and outside of the state

Subsidized Routes:

- State College – Harrisburg
- Pittsburgh – Bradford
- State College – Wilkes-Barre
- State College – Pittsburgh
- DuBois – Harrisburg
- Scranton – Harrisburg

Service Provided:

- Scheduled Route Service
- Charter
- Group and Party
- School

Average Fare:	\$15.29
Total Number of Vehicles:	10 coaches

Communities Served by Fullington:

Communities Served by State College – Harrisburg:
 State College, Lewistown, Mifflintown, Thompsontown, Millerstown, Newport, Duncannon, and Harrisburg

Communities Served by Pittsburgh – Bradford:
 Pittsburgh, Monroeville, Delmont, Blairsville, Indiana, Punxsutawney, Big Run, Sykesville, DuBois, St. Marys, Johnsonburg, Wilcox, Kane, and Bradford

Communities Served by State College – Wilkes-Barre:
 State College, Bellefonte, Lock Haven, Williamsport, Hughesville, Red Rock, Dallas, and Wilkes-Barre

Communities Served by State College – Pittsburgh:
 State College, Philipsburg, Clearfield, DuBois, Sykesville, Big Run, Punxsutawney, Indiana, Blairsville, Delmont, Monroeville, Pittsburgh, and Pittsburgh Airport

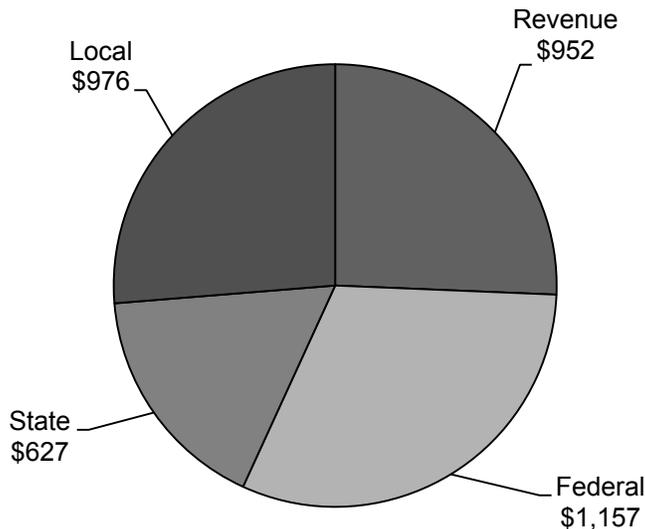
Communities Served by DuBois – Harrisburg:
 DuBois, Clearfield, Philipsburg, State College, Lewis-town, Mifflintown, and Harrisburg

Communities Served by Scranton – Harrisburg:
 Scranton, Wilkes-Barre, Hazleton, Pottsville, and Harrisburg

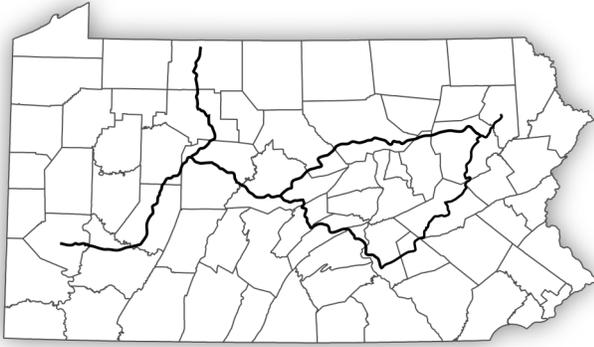
INTERCITY BUS

OPERATING FUNDS (000's)

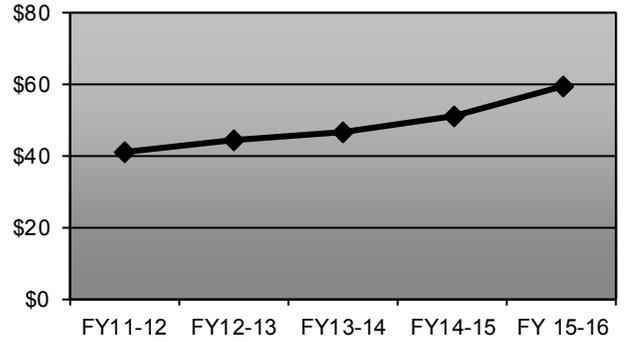
\$3,712



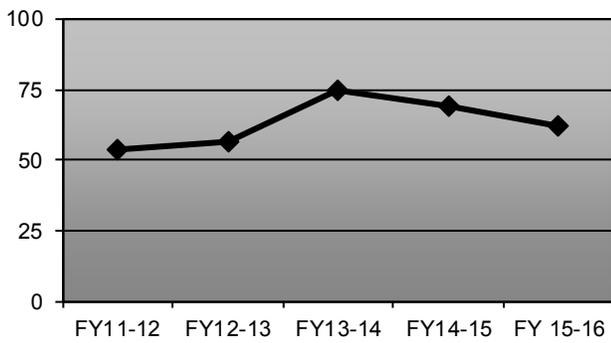
The Fullington Auto Bus Company



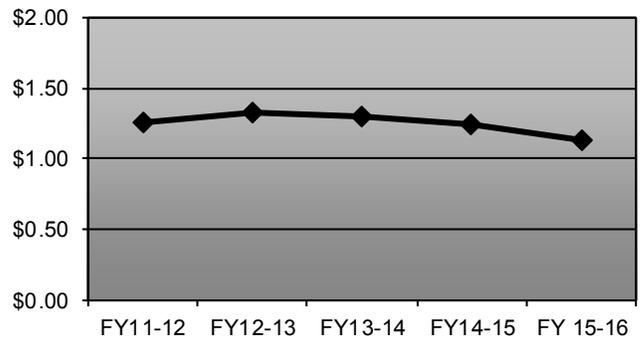
Operating Expense Per Passenger



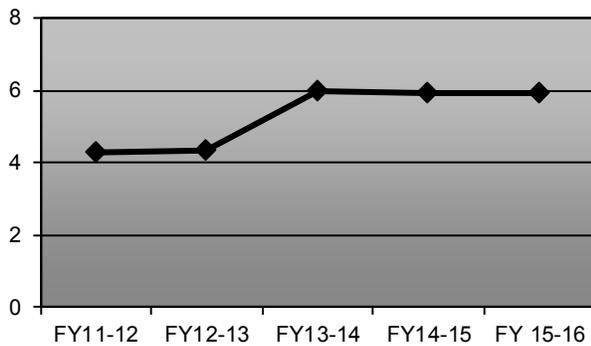
Total Passengers (000's)



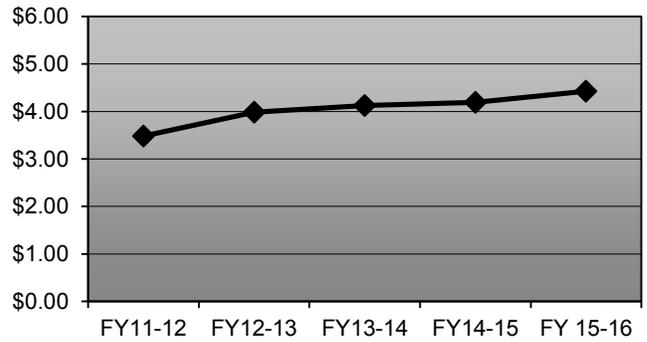
Operating Revenue Per Vehicle Mile



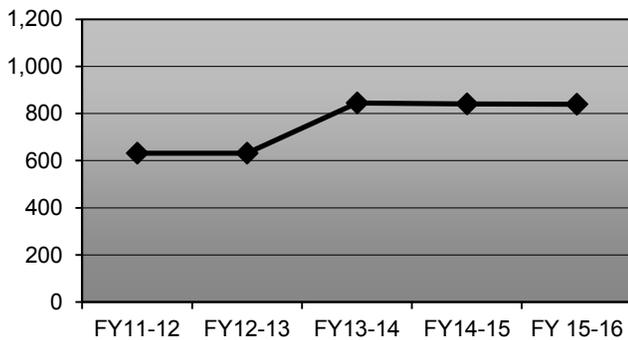
Total Bus Trips (000's)



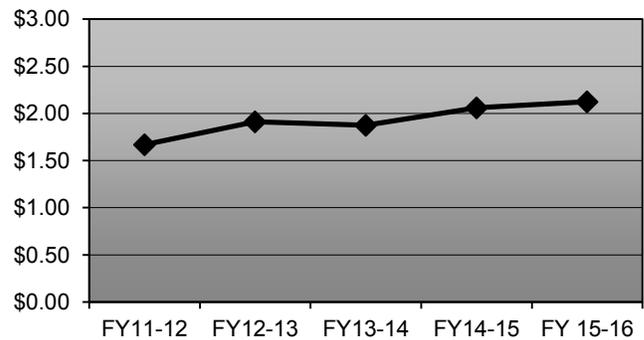
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

Greyhound Lines, Inc.

350 North St. Paul Street
 Dallas, TX 75201
 800-231-2222
 Ms. Stephanie Gonterman
www.greyhound.com

Intercity Bus Program:

Serves 16 counties
 Provides opportunities to travel into and outside of the state

Subsidized Routes:

Philadelphia – Scranton
 Pittsburgh – Erie
 Harrisburg – Pittsburgh

Service Provided:

Scheduled Route Service
 Charter
 Group and Party

Average Fare: \$24.55

Total Number of Vehicles: 12 coaches

Communities Served by Greyhound:

Communities Served by Philadelphia – Scranton:
 Scranton, Mt. Pocono, Stroudsburg, Easton, Doylestown, and Philadelphia

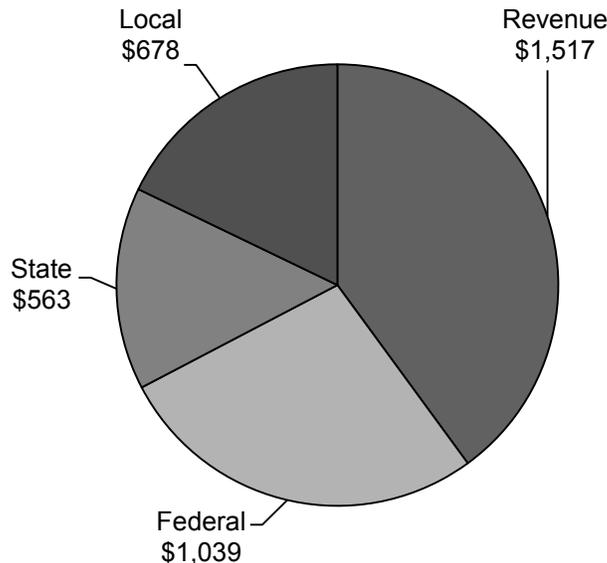
Communities Served by Pittsburgh – Erie:
 Pittsburgh, Zelenople, New Castle, Meadville, Edinboro University, and Erie

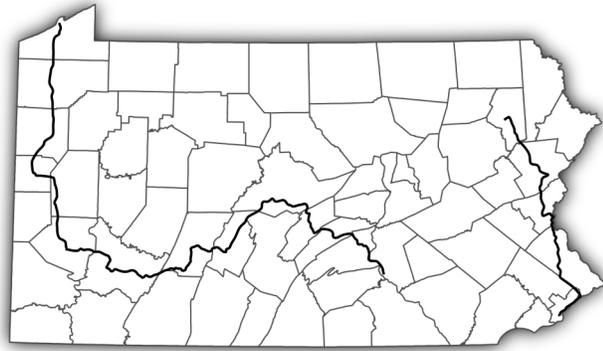
Communities Served by Harrisburg – Pittsburgh:
 Harrisburg, Lewistown, State College, Tyrone, Altoona, Ebensburg, Johnstown, Latrobe, Greensburg, and Pittsburgh

INTERCITY BUS

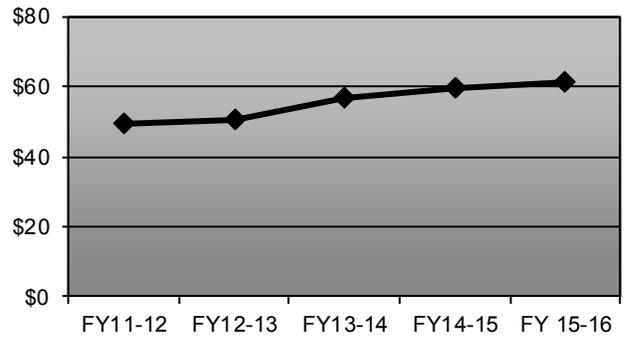
OPERATING FUNDS (000's)

\$3,797

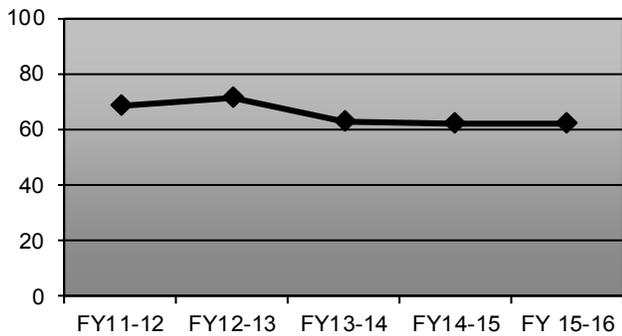




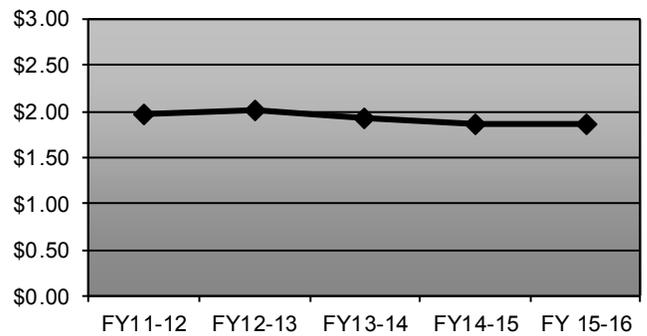
Operating Expense Per Passenger



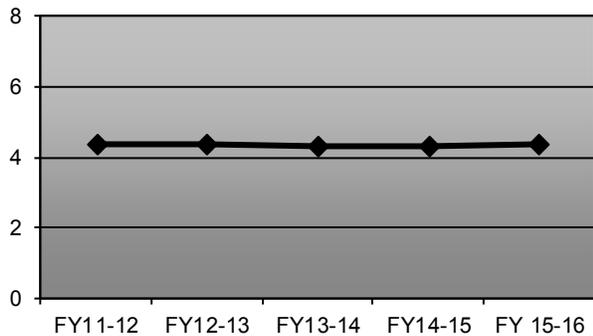
Total Passengers (000's)



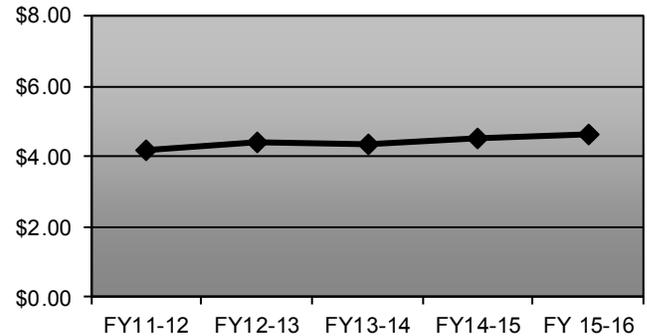
Operating Revenue Per Vehicle Mile



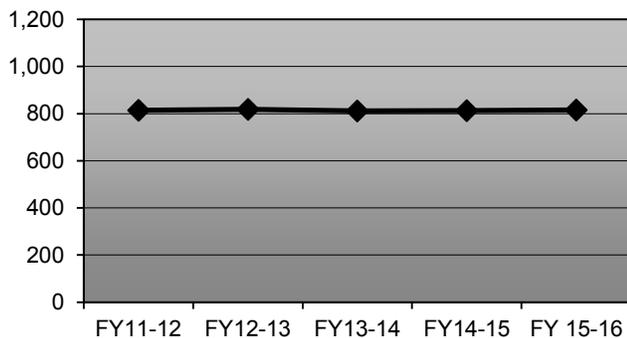
Total Bus Trips (000's)



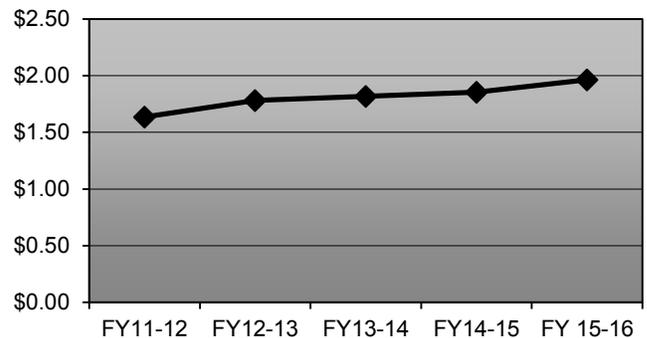
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

Myers Coach Lines, Inc.

2001 Ball Park Road
 Export, PA 15632
 724-733-1045
 Mr. David A. Myers, President
www.myerscoachlines.com

Intercity Bus Program:

Serves 3 counties
 Provides opportunities to travel into
 and outside of the state

Subsidized Route:

Pittsburgh – Grove City

Service Provided:

Scheduled Route Service
 Charter
 Group and Party

Average Fare: \$4.86

Total Number of Vehicles: 2 coaches

Communities Served by Myers:

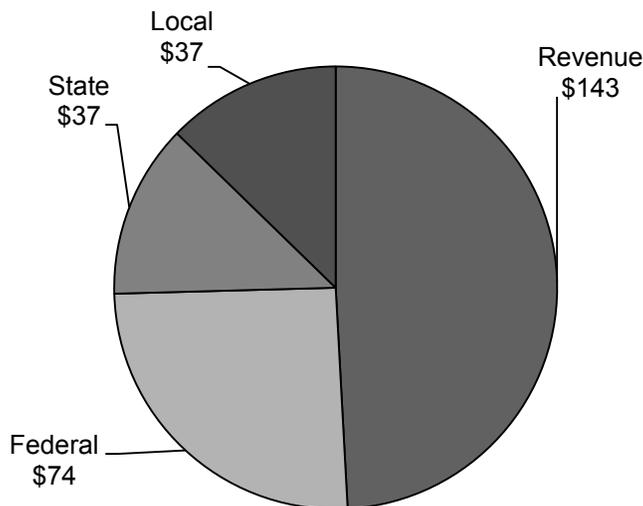
Communities Served by Pittsburgh – Grove City:

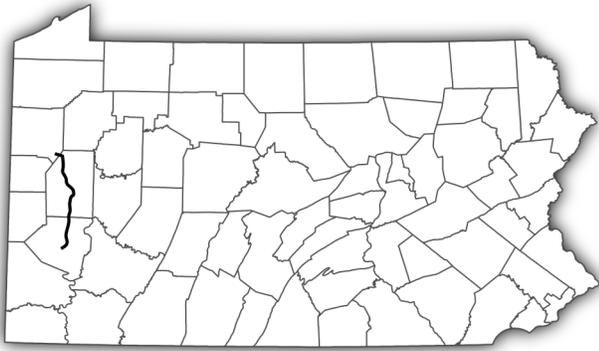
Pittsburgh, Etna, Glenshaw, Allison Park, Mt. Royal,
 Wildwood, Orchard Park, Bakerstown, Cooperstown,
 Plainview, Butler, Unionville, Stone House, Slippery
 Rock, and Grove City

INTERCITY BUS

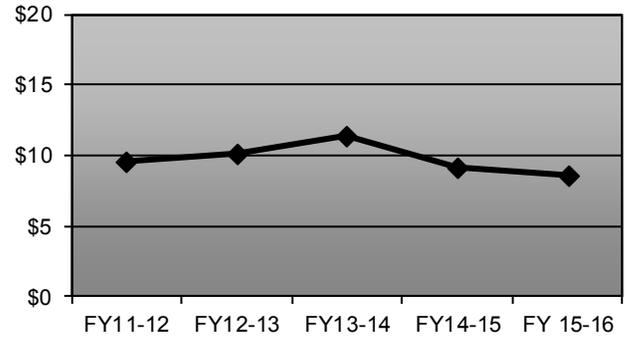
OPERATING FUNDS (000's)

\$290

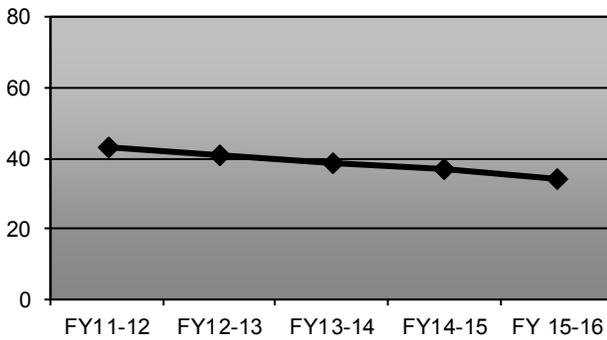




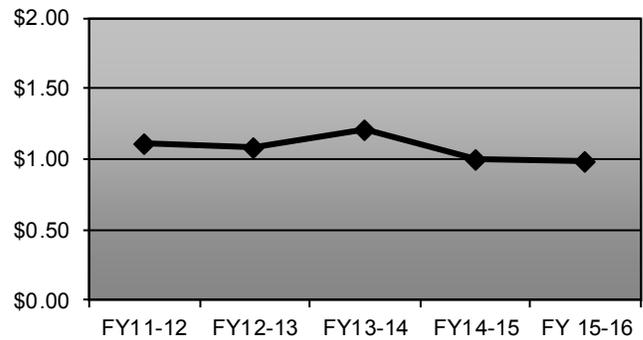
Operating Expense Per Passenger



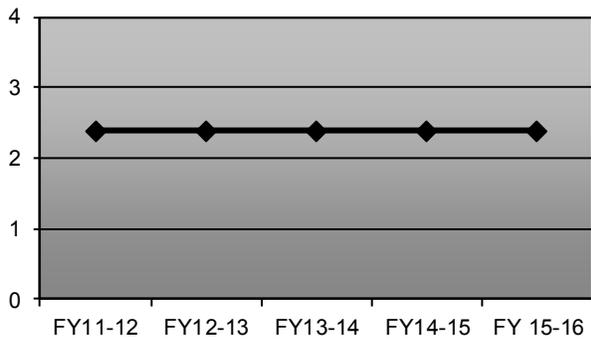
Total Passengers (000's)



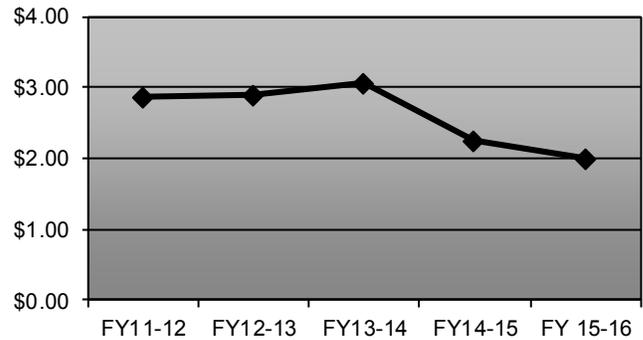
Operating Revenue Per Vehicle Mile



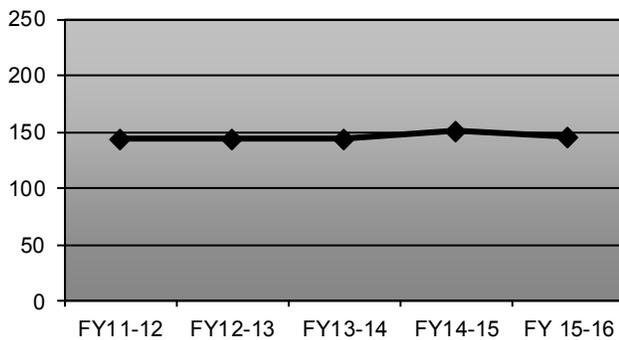
Total Bus Trips (000's)



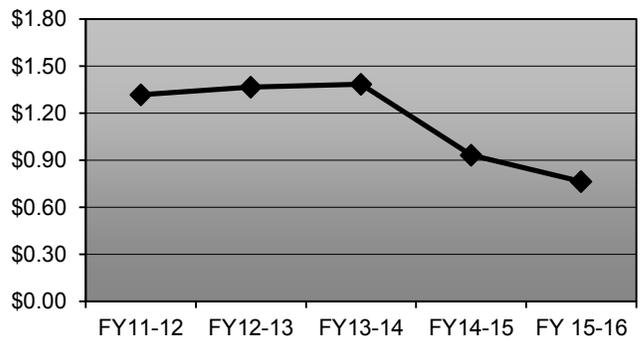
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

Susquehanna Transit Company

P.O. Box U
 Avis, PA 17721
 570-753-5125
 Mr. Carl W. Kephart, President
www.susquehannabus.com

Intercity Bus Program:

Serves 19 counties
 Provides opportunities to travel into and outside of the state

Subsidized Routes:

Williamsport – Philadelphia
 Williamsport – Easton
 Harrisburg – Elmira, NY

Service Provided:

Scheduled Route Service
 Charter
 Group and Party
 School Bus

Average Fare: \$16.12
Total Number of Vehicles: 18 coaches

Communities Served by Susquehanna Transit Company:

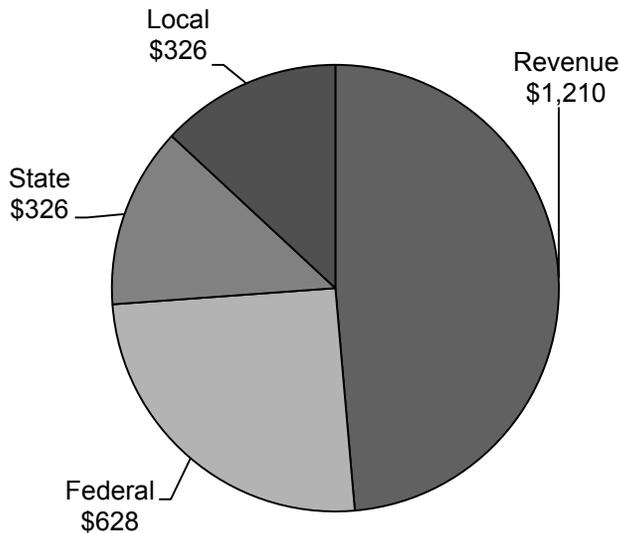
Communities Served by Williamsport – Philadelphia:
 Williamsport, Muncy, Allenwood, Watsontown, Milton, Lewisburg, Sunbury, Shamokin, Kulpmont, Mt. Carmel, Ashland, Frackville, Shenandoah, Mahanoy City, Danville, Bloomsburg, Berwick, Hazleton, Hometown, Tamaqua, Coaldale, Lansford, Nesquehoning, Beaver Meadows, Hudsonale, Jim Thorpe, Lehigh, Allentown, Quakertown, Doylestown, Abington, Willow Grove, and Philadelphia

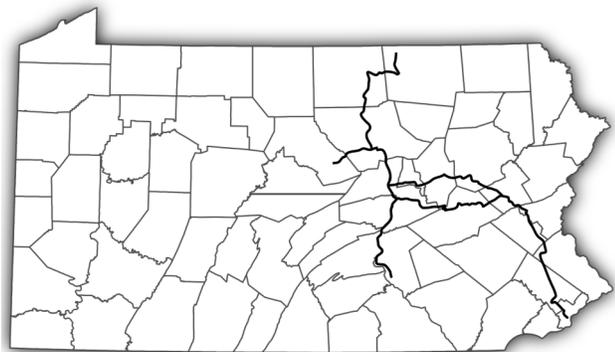
Communities Served by Williamsport – Easton:
 Williamsport, Mt. Carmel, Bloomsburg, Lehigh, Allentown, and Easton

Communities Served by Harrisburg – Elmira, NY:
 Harrisburg, Amity Hall, New Buffalo, Liverpool, Rt. 104 Park-and-Ride, Port Trevorton, Selinsgrove, Sunbury, Shamokin Dam, Lewisburg, Allenwood, Williamsport, Lock Haven, Trout Run, Liberty, Blossburg, Mansfield, Mainesburg, Sylvania, Troy, Gillett, and Elmira, NY

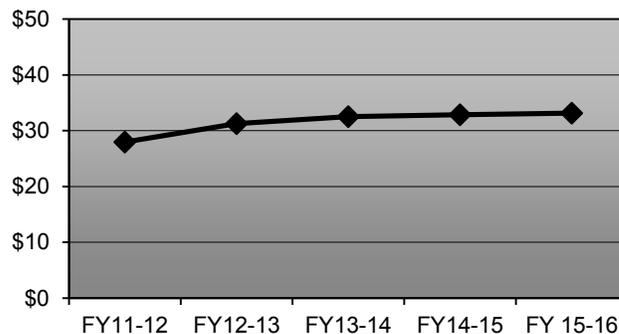
INTERCITY BUS

OPERATING FUNDS (000's)
\$2,490

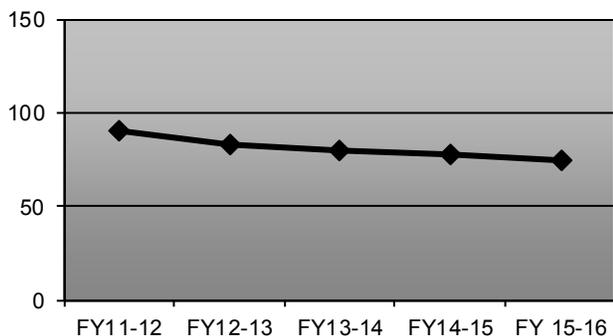




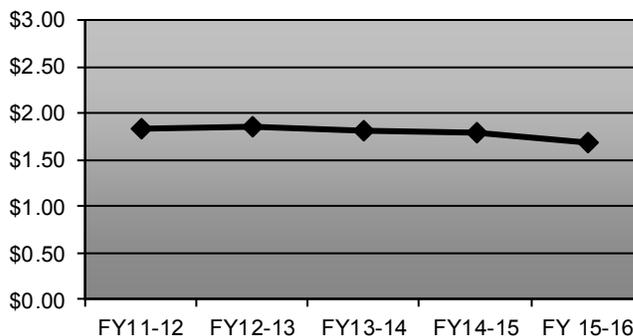
Operating Expense Per Passenger



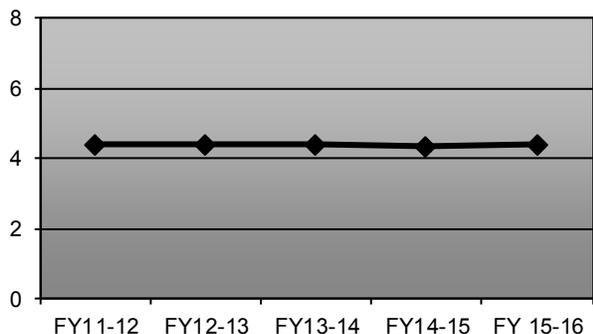
Total Passengers (000's)



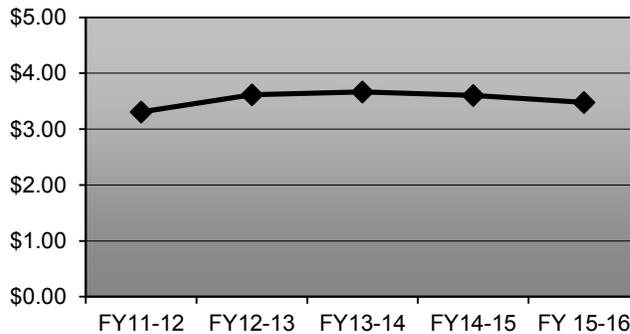
Operating Revenue Per Vehicle Mile



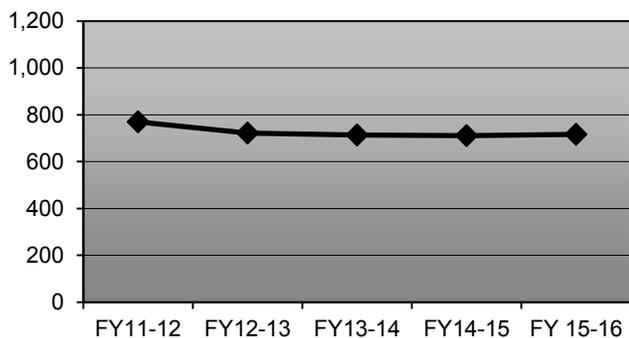
Total Bus Trips (000's)



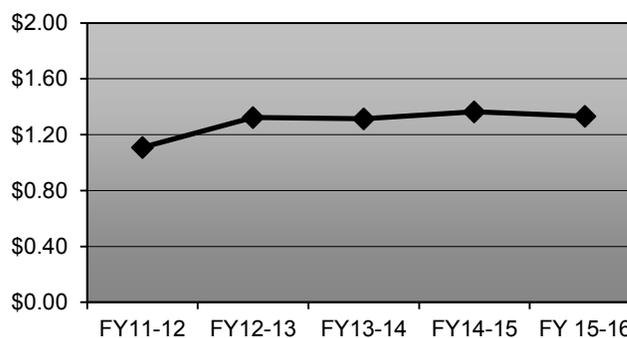
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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Section VIII

Passenger Rail

Passenger Rail Program

Passenger Rail Program

Pennsylvania Department of Transportation
 Bureau of Public Transportation
 P.O. Box 3151
 Harrisburg, PA 17105-3151
 717-783-8025
www.dot.state.pa.us
www.planthekeystone.com
www.accessthekeystone.com

National Railroad Passenger Corporation (Amtrak)
 60 Massachusetts Avenue, NE
 Washington, D.C. 20002
 1-800-872-7245
www.amtrak.com

Keystone Corridor Service & Operations

- Keystone Corridor owned by Amtrak from Harrisburg, PA, to Philadelphia, PA
- 26 weekday and 14 weekend trains
- High Speed Rail of 110 mph
- Harrisburg – Philadelphia commute time = 95 min

Ridership and Revenue

- Total Keystone Passengers: 1,416,029
- Total Keystone Passenger Revenue: \$40,042,995

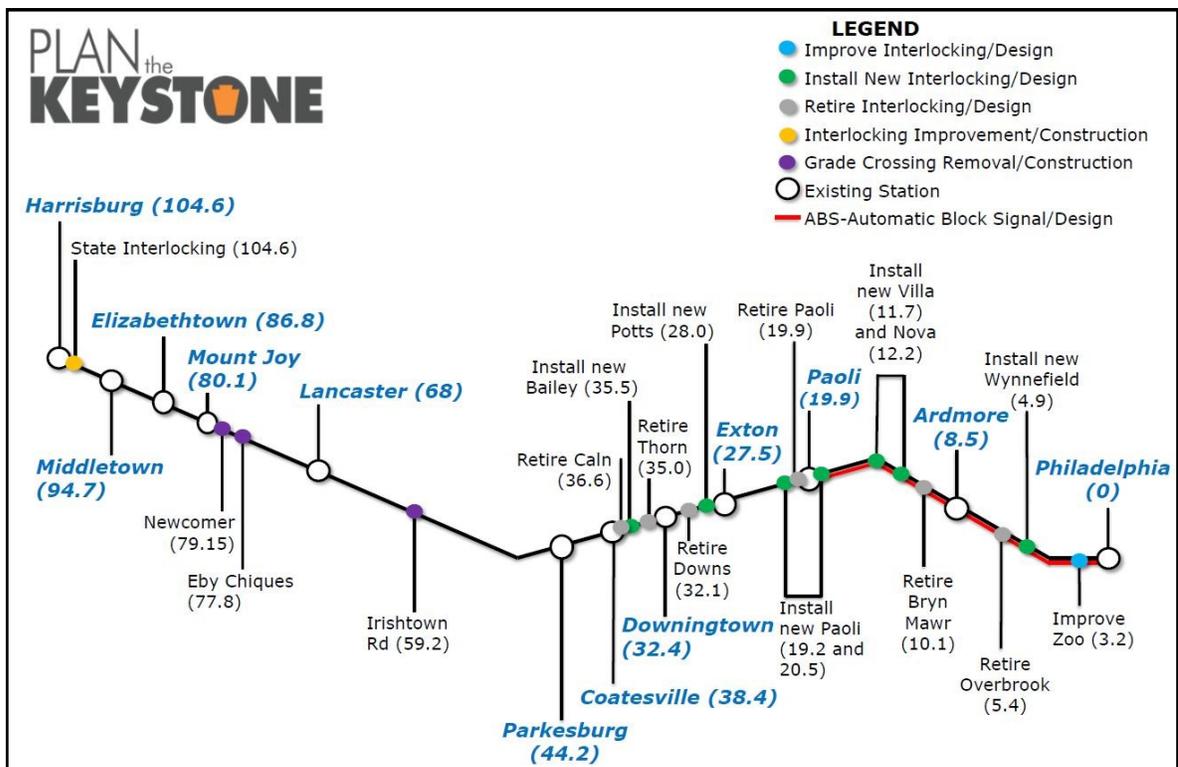
Fuel & Power

- Power Usage (kilowatt hours): 29,318,764
- Diesel Consumption (gallons): 17,530

Keystone Corridor Improvements

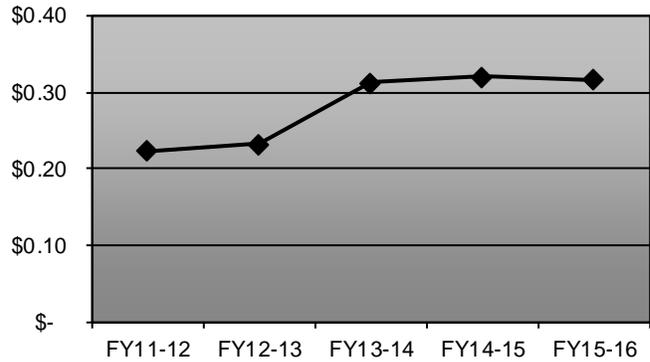
- Harrisburg Train Station**
- Replace track interlockings (in progress)
- Lancaster County At-Grade Crossings**
- Eliminate three public crossings to increase public safety and awareness (complete)
- Mount Joy Train Station**
- Construct level-boarding passenger platforms and covered walkway for parking access (in progress)
- Middletown Train Station**
- Construct level-boarding passenger platforms and parking lot (in progress)

Keystone Corridor Amtrak Owned Right-of-Way

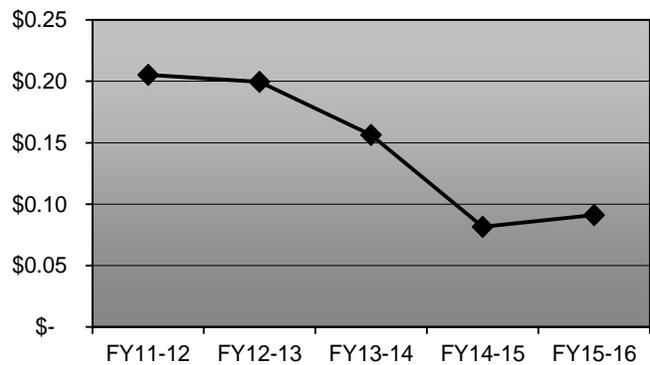


Keystone Corridor Service Performance Data		
Factor	FY 14-15	FY 15-16
Annual Train Miles	439,678	439,678
Expense per Train Mile	\$87.17	\$91.07
Subsidy per Train Mile	\$20.46	\$23.31
Average Passenger Fare	\$28.17	\$28.28
Annual Cost Recovery	78%	76%
Keystone Passengers*	1,360,737	1,416,029
Keystone Passenger Miles	119,508,127	126,281,670
Annual State Subsidy**	\$14,270,087	\$16,258,499
Annual Passenger Revenue**	\$38,328,482	\$40,042,995
Average Train Speed	60 mph	60 mph

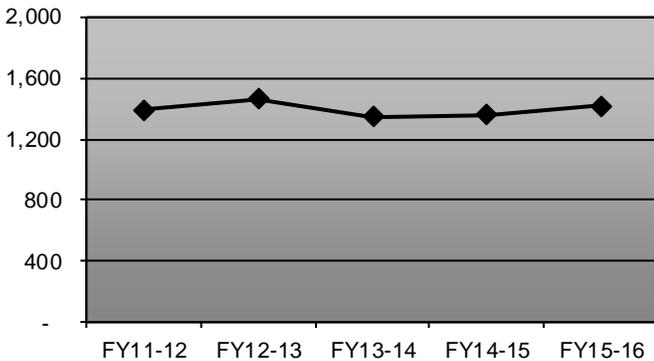
Revenue per Passenger Mile



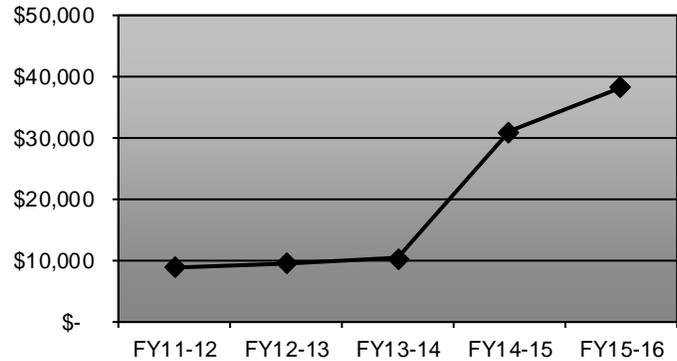
Subsidy per Passenger Mile



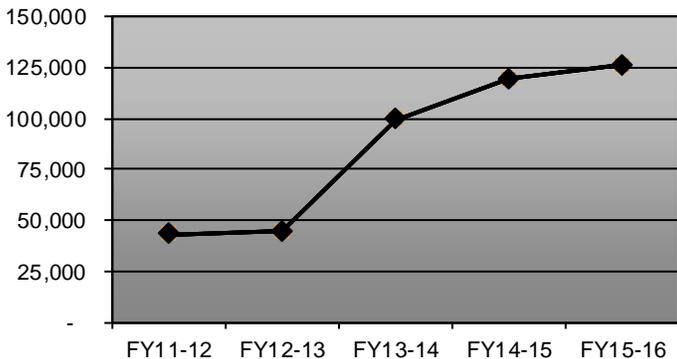
Total Keystone Ridership (000's)



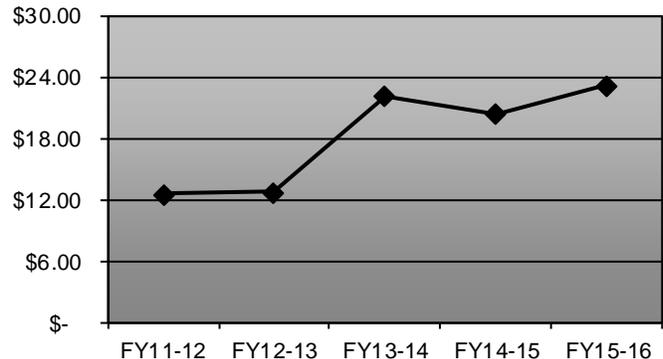
Keystone Revenue (000's)



Total Keystone Passenger Miles (000's)



Subsidy per Train Mile



* Prior to FY 2013-14, Amtrak estimated ridership for trips completed under multi-ride tickets. After implementing new ticketing technology, ridership from multi-ride tickets is now being more accurately reported.

** Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) went into effect on October 1, 2013, requiring PennDOT to fully fund the Keystone Corridor.

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Section IX

Glossary of Terms

Urban and Rural Systems

Act 44: Pennsylvania Act 44 of 2007.

Act 44 Fixed Route Distribution Factors: Factors used to determine the amount of operating assistance available for distribution to local transportation organizations under Section 1513 of Act 44. Factors include total passengers, senior passengers, revenue vehicle hours, and revenue vehicle miles counted in fixed route public transportation service and ADA complementary paratransit service.

Act 89: Pennsylvania Act 89 of 2013

Fixed Route Public Transportation Service: Defined by Act 44 as regularly-scheduled general public transportation that is provided according to published schedules along designated routes, with specified stopping points for the taking on and discharging of passengers.

Operating Expenses: Defined by Act 44 as total expenses required to continue service to the public and to permit needed improvements in service which are not self-supporting and otherwise for any purpose in furtherance of public passenger transportation.

Operating Revenue: Defined by Act 44 as the total revenue earned by a local transportation organization through its transit operations. The term includes passenger fares, reimbursement in lieu of fares for senior passengers, charter revenue, school bus revenue, advertising revenue, and other miscellaneous revenue such as public and private route guarantee funds.

Paratransit Service: Defined by Act 44 as transit service operating on a non-fixed-route basis in order to provide complementary transportation service to persons who are functionally unable to use fixed-route public transportation service, as required by the Americans with Disabilities Act of 1990.

Revenue Vehicle Hours: Defined by Act 44 as the total amount of time calculated in hours during which vehicles are in service and available for public use in fixed-route public transportation service and paratransit service. The term does not include deadhead hours.

Revenue Vehicle Miles: Defined by Act 44 as the total amount of distance calculated in miles during which vehicles are in service and available for public use in fixed-route public transportation service and paratransit service. The term does not include deadhead miles.

Senior Passengers: Defined by Act 44 as senior citizens (persons who are at least 65 years of age) who ride on fixed-route public transportation service.

Total Passengers: Defined by Act 44 as the total of all originating passengers plus transfer passengers carried on fixed-route public transportation service and paratransit service.

Community Transportation

65+ (Senior Citizen) Passenger Trips: The number of one-way passenger trips reported for persons 65 years of age or older. Senior citizens are responsible for a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Average Shared-Ride Cost per Trip: The average expense of providing a one-way shared-ride trip, calculated by dividing the total expense associated with shared-ride service by total trips.

Average Shared-Ride Fare: The average amount collected from the passenger and/or a sponsoring agency for a one-way shared-ride trip, calculated by dividing the shared-ride fare structure revenue by total trips.

Cost to the Commonwealth per Senior Citizen Trip: The average amount of lottery funds reimbursed through the Shared-Ride Program for senior citizens for a one-way passenger trip for persons 65 and older. The amount is equal to approximately 85% of the average shared-ride fare.

Department Approved Service (DAS): Shared-ride service data which, on the basis of prior written approval, may be included in Section 1513 data.

Exclusive Human Service Program Contracts: Service that is paid for by a Human Service program and is available exclusively to clients of that program. Service falls outside of the defined parameters for shared-ride fare structure.

Ecolane Schedule Software: A web-based, automated scheduling technology for paratransit service.

MATP: Medical Assistance Transportation Program (NEMT – non-emergency medical transportation) funded by the Pennsylvania Department of Human Services.

PwD: Rural Transportation Program for Persons with Disabilities. Persons with disabilities pay a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Shared-Ride: Demand-responsive transportation that is available to the general public, operates on a non-fixed-route basis, and charges a fare to riders. The publicized service operates within a defined geographic area and during pre-determined days and hours of service. The first fare-paying passenger to enter the vehicle may not refuse to share the vehicle with other passengers during a given trip. For reporting purposes, all service using the same shared-ride fare structure that is used for the general public is reported in the shared-ride statistics.

Total Trips: The number of one-way passenger trips reported for general public shared-ride service. This includes passengers who are 65 years of age or older, as well as those under 65.

Passenger Rail

Train-Miles: The number of miles when a train is “in service” and available for public use.

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Section X

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