Pennsylvania Public Transportation Performance Report
Fiscal Year 2018-19
On the cover...

SEPTA Regional Rail
Philadelphia, Philadelphia County

New Amtrak Mount Joy Train Station
Mount Joy, Lancaster County

CamTran compressed natural gas facility
Johnstown, Cambria County

Westmoreland County Transit Authority fixed-route boarding
Greensburg, Westmoreland County

Crawford Area Transportation Authority bus in service
Meadville, Crawford County

Erie Metropolitan Transit Authority bus and storage facility
Erie, Erie County

New Amtrak and SEPTA Paoli Station platforms
Paoli, Chester County

Photos were provided by PennDOT, Michael Baker International, or Whitehouse Group.
Dear Transportation Stakeholder –

I am honored to present the 2018-19 Pennsylvania Public Transportation Annual Performance Report. Although I am just a few months into my role as the Acting Secretary of Transportation, I have long understood the value that public transportation offers to the residents of Pennsylvania. Pennsylvanians rely on public transportation every day to get to work, buy groceries, and get to medical appointments. During 2018-19, over 386 million trips were taken on fixed route networks and 5.6 million trips were taken on demand response services throughout Pennsylvania.

Payments to PennDOT from the Pennsylvania Turnpike Commission as required by Act 89 of 2013 represent a significant portion of the annual public transportation budget. These payments were in jeopardy for most of the 2018-2019 state fiscal year due to a legal challenge from the trucking industry. The uncertainty from the legal challenge, along with delayed payments from the turnpike, meant that agencies did not receive funding in a timely manner and projects were put on hold or deferred.

Although the legal challenge has been resolved, and payments from the Pennsylvania Turnpike Commission (PTC) have resumed so that projects are progressing once again, the funding concern is not over. With PTC payments decreasing to $50 million annually in July 2022, the need for a long-term, sustainable funding source is on the minds of transportation stakeholders throughout Pennsylvania. Without a sustainable funding source to meet existing and projected operational and capital needs, urban and rural areas alike could be greatly impacted.

The need for reliable funding for public transportation projects cannot be underestimated. Projects such as those listed below and others highlighted later in the report allow transit agencies in Pennsylvania to provide high quality, reliable public transportation to residents across the state.

- Pennsylvania Compressed Natural Gas (CNG) Public-Private-Partnership (P3) – In 2018-19, PennDOT worked towards the completion of the construction phase of the CNG P3 which will convert more than 20 transit agencies from diesel and gasoline fueling to CNG, a clean Pennsylvania-produced resource. To date, 15 fueling stations have been completed, with four in construction and two in design.
- Replacement of 250 Fixed Route Transit Vehicles – The new vehicles reduce operational costs, help improve the customer experience, and produce less emissions.
- CamTran Ebensburg Improvements – The Cambria County Transit Authority completed renovations of its rural transit facility in Ebensburg in October 2019. Upgrades to the facility’s HVAC system to increase energy efficiency, a redesign of the operations center, improved space for drivers, along with numerous improvements to other key systems were made to ensure the health and safety of employees and the long-term presence of public transportation in Cambria County.
- EMTA Transit Facility Phase II – The Erie Metropolitan Transit Authority completed the construction of new bus storage, bus wash/fuel facilities, and administrative and operations areas in March 2019. The remainder of the project will be completed by summer of 2020.
- Mount Joy Amtrak Station – The newly constructed station opened in October 2019 and brought the station into ADA compliance with elevated platforms, enclosed stair/elevator towers, and improved passenger amenities that will serve the residents of Lancaster County for decades.

Pennsylvania continues to make investments in public transportation statewide to maximize operational efficiencies, deliver capital improvements, and implement technology advancements that benefit transit users. We are proud of the results of these investments and the value provided to the millions across the Commonwealth.

Sincerely,

Yassmin Gramian
Acting Secretary
Department of Transportation
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Section I

Public Transit Reference Information
Public transportation agencies identified as Urban Systems are recipients of Federal Transit Administration Urbanized Area Formula funds (Section 5307). The Urbanized Area Formula Funding program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials, and publicly owned operators of transit services shall designate a recipient to apply for, receive, and dispense funds for urbanized areas. The governor or governor’s designee acts as the designated recipient for urbanized areas with populations between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, federal funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution.
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Public transportation agencies identified as Rural Systems are recipients of Federal Transit Administration Federal Grants for Rural Areas funds (Section 5311). The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible recipients include states and federally recognized Indian Tribes. PennDOT is the designated recipient for all Section 5311 funds in the Commonwealth of Pennsylvania. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus services.

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.
Public transportation agencies identified as Community Transportation coordinate shared-ride service within their highlighted counties. Shared-Ride service is demand-responsive, curb-to-curb or door-to-door transportation which is available to the general public, operates on a non-fixed route basis, and charges a fare to all riders. For transportation to be included in this definition, passengers must agree to share the vehicle with other passengers during a given trip. Various programs such as the Senior Shared-Ride Program, the Persons with Disabilities (PwD) Program, and the Medical Assistance Transportation Program (MATP) purchase shared-ride trips for individuals registered for their programs.

Shared-Ride providers will also often provide demand-responsive transportation to human service programs that goes beyond the times, service areas, or that otherwise exceed the parameters of the public shared-ride service. This type of service is referred to as exclusive human service or non-public transportation throughout this document.
## Agencies by County

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<td>Central Pennsylvania Transportation Authority (CPTA)</td>
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<td>-------------</td>
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<td>Urban</td>
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<td>Urban</td>
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<td>York</td>
<td>Urban</td>
<td>Central Pennsylvania Transportation Authority (CPTA)</td>
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<td>York</td>
<td>Community</td>
<td>Central Pennsylvania Transportation Authority (CPTA)</td>
<td>74</td>
</tr>
</tbody>
</table>
Section II

Section 1513 Distribution Factors
**TABLE 1**

Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)

<table>
<thead>
<tr>
<th>Agency</th>
<th>2016-17</th>
<th>2017-18</th>
<th>Percent Change 16-17 to 17-18</th>
<th>2018-19</th>
<th>Percent Change 17-18 to 18-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTA</td>
<td>307,699,470</td>
<td>302,177,758</td>
<td>-1.8%</td>
<td>292,342,374</td>
<td>-3.3%</td>
</tr>
<tr>
<td>PAAC (Allegheny)</td>
<td>62,176,355</td>
<td>62,414,729</td>
<td>0.4%</td>
<td>62,990,158</td>
<td>0.9%</td>
</tr>
<tr>
<td>AMTRAN (Altoona)</td>
<td>570,176</td>
<td>557,190</td>
<td>-2.3%</td>
<td>567,624</td>
<td>1.9%</td>
</tr>
<tr>
<td>ATA (North Central)*</td>
<td>458,415</td>
<td>435,653</td>
<td>-5.0%</td>
<td>425,898</td>
<td>-2.2%</td>
</tr>
<tr>
<td>BCTA (Beaver)</td>
<td>871,404</td>
<td>818,633</td>
<td>-6.1%</td>
<td>780,983</td>
<td>-4.6%</td>
</tr>
<tr>
<td>BMC (Mount Carmel)</td>
<td>32,184</td>
<td>32,660</td>
<td>1.5%</td>
<td>32,821</td>
<td>0.5%</td>
</tr>
<tr>
<td>BTA (Butler)</td>
<td>198,271</td>
<td>202,000</td>
<td>1.9%</td>
<td>187,529</td>
<td>-7.2%</td>
</tr>
<tr>
<td>CamTran (Cambria)</td>
<td>1,138,570</td>
<td>1,094,703</td>
<td>-3.9%</td>
<td>1,167,144</td>
<td>6.6%</td>
</tr>
<tr>
<td>CAT (Cumberland, Dauphin, Harrisburg)</td>
<td>2,162,969</td>
<td>2,077,944</td>
<td>-3.9%</td>
<td>2,025,283</td>
<td>-2.5%</td>
</tr>
<tr>
<td>CAT (Centre)</td>
<td>6,932,214</td>
<td>6,522,077</td>
<td>-5.9%</td>
<td>6,428,507</td>
<td>-1.4%</td>
</tr>
<tr>
<td>CATA (Crawford, Venango)*</td>
<td>293,309</td>
<td>291,995</td>
<td>-0.4%</td>
<td>280,498</td>
<td>-3.9%</td>
</tr>
<tr>
<td>CCCT (Carbon)</td>
<td>8,814</td>
<td>8,832</td>
<td>0.2%</td>
<td>10,520</td>
<td>19.1%</td>
</tr>
<tr>
<td>COLT/LT (Lebanon)</td>
<td>320,245</td>
<td>310,915</td>
<td>-2.9%</td>
<td>316,024</td>
<td>0.6%</td>
</tr>
<tr>
<td>COLTS (Lackawanna)</td>
<td>1,122,801</td>
<td>1,073,314</td>
<td>4.9%</td>
<td>1,028,256</td>
<td>-4.2%</td>
</tr>
<tr>
<td>CPTA (York, Adams)</td>
<td>1,641,108</td>
<td>1,648,834</td>
<td>0.5%</td>
<td>1,605,137</td>
<td>-2.7%</td>
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<tr>
<td>EMTA (Bradford, Sullivan, Tioga)</td>
<td>120,745</td>
<td>114,969</td>
<td>-4.8%</td>
<td>103,995</td>
<td>-9.5%</td>
</tr>
<tr>
<td>EMTA (Erie)</td>
<td>2,785,845</td>
<td>2,620,524</td>
<td>-5.9%</td>
<td>2,517,463</td>
<td>-3.9%</td>
</tr>
<tr>
<td>FACT (Fayette)</td>
<td>155,603</td>
<td>150,515</td>
<td>-3.3%</td>
<td>140,772</td>
<td>-6.5%</td>
</tr>
<tr>
<td>HPT (Hazelton)</td>
<td>210,477</td>
<td>205,254</td>
<td>-2.5%</td>
<td>200,671</td>
<td>-2.2%</td>
</tr>
<tr>
<td>IndiGo (Indiana)</td>
<td>329,973</td>
<td>384,189</td>
<td>16.4%</td>
<td>406,304</td>
<td>5.8%</td>
</tr>
<tr>
<td>LANTA (Lehigh, Northampton)</td>
<td>4,776,693</td>
<td>4,617,519</td>
<td>-3.3%</td>
<td>4,497,481</td>
<td>-2.6%</td>
</tr>
<tr>
<td>LCTA (Luzerne)</td>
<td>1,193,947</td>
<td>1,183,327</td>
<td>-0.9%</td>
<td>1,165,199</td>
<td>-1.5%</td>
</tr>
<tr>
<td>MCRCOG (Mercer)</td>
<td>78,986</td>
<td>87,354</td>
<td>10.6%</td>
<td>88,617</td>
<td>1.4%</td>
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<tr>
<td>MCTA (Monroe)</td>
<td>255,859</td>
<td>248,457</td>
<td>-2.9%</td>
<td>256,101</td>
<td>3.1%</td>
</tr>
<tr>
<td>Mid County (Armstrong)</td>
<td>38,147</td>
<td>40,422</td>
<td>6.0%</td>
<td>43,021</td>
<td>6.4%</td>
</tr>
<tr>
<td>MMVTA (Mid Mon Valley)</td>
<td>299,827</td>
<td>283,560</td>
<td>-5.4%</td>
<td>288,328</td>
<td>1.7%</td>
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<tr>
<td>NCATA (New Castle)</td>
<td>582,563</td>
<td>579,120</td>
<td>-0.6%</td>
<td>577,092</td>
<td>-0.4%</td>
</tr>
<tr>
<td>PART (Pottstown)</td>
<td>264,344</td>
<td>269,320</td>
<td>1.9%</td>
<td>247,557</td>
<td>-8.1%</td>
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<tr>
<td>SCTA (Berk's, Lancaster)</td>
<td>4,640,596</td>
<td>4,708,059</td>
<td>1.5%</td>
<td>4,450,830</td>
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</tr>
<tr>
<td>STS (Schuylkill)</td>
<td>200,013</td>
<td>183,968</td>
<td>-8.0%</td>
<td>189,211</td>
<td>2.8%</td>
</tr>
<tr>
<td>TAWC (Warren)</td>
<td>58,496</td>
<td>64,912</td>
<td>11.0%</td>
<td>67,225</td>
<td>3.6%</td>
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<tr>
<td>WCTA (Washington)</td>
<td>100,229</td>
<td>103,775</td>
<td>3.5%</td>
<td>116,104</td>
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<tr>
<td>WCTA (Westmoreland)</td>
<td>488,610</td>
<td>449,078</td>
<td>-8.1%</td>
<td>421,732</td>
<td>-6.1%</td>
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<td>Williamsport RVT (Clinton, Lycoming)</td>
<td>1,283,843</td>
<td>1,293,028</td>
<td>0.7%</td>
<td>1,314,850</td>
<td>1.7%</td>
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</tbody>
</table>

TOTAL                          | 403,391,101 | 397,254,587 | -1.5%                         | 387,281,306 | -2.5%                         |

*Agency underwent consolidation during this period.*
**TABLE 2**

**Total Act 44 Senior Citizens Trip Statistics**

<table>
<thead>
<tr>
<th>Agency</th>
<th>2016-17</th>
<th>2017-18</th>
<th>Percent Change 16-17 to 17-18</th>
<th>2018-19</th>
<th>Percent Change 17-18 to 18-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTA</td>
<td>25,056,329</td>
<td>25,481,020</td>
<td>1.7%</td>
<td>25,536,211</td>
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<tr>
<td>PAAC (Allegheny)</td>
<td>4,781,784</td>
<td>4,566,567</td>
<td>-4.5%</td>
<td>4,654,689</td>
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<tr>
<td>AMTRAN (Altoona)</td>
<td>69,831</td>
<td>64,264</td>
<td>-8.0%</td>
<td>69,288</td>
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<tr>
<td>ATA (North Central)*</td>
<td>46,383</td>
<td>45,578</td>
<td>-1.7%</td>
<td>45,226</td>
<td>-0.8%</td>
</tr>
<tr>
<td>BCTA (Beaver)</td>
<td>86,165</td>
<td>86,689</td>
<td>0.6%</td>
<td>82,487</td>
<td>-4.8%</td>
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<tr>
<td>BMC (Mount Carmel)</td>
<td>13,500</td>
<td>13,654</td>
<td>1.1%</td>
<td>13,910</td>
<td>1.9%</td>
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<tr>
<td>BTA (Butler)</td>
<td>38,612</td>
<td>38,347</td>
<td>-0.7%</td>
<td>37,254</td>
<td>-2.9%</td>
</tr>
<tr>
<td>CamTran (Cambria)</td>
<td>176,906</td>
<td>173,899</td>
<td>-1.7%</td>
<td>172,332</td>
<td>-0.9%</td>
</tr>
<tr>
<td>CAT (Cumberland, Dauphin, Harrisburg)</td>
<td>242,332</td>
<td>256,031</td>
<td>5.7%</td>
<td>265,728</td>
<td>3.8%</td>
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<tr>
<td>CATA (Centre)</td>
<td>47,442</td>
<td>54,131</td>
<td>14.1%</td>
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<td>CATA (Crawford, Venango)*</td>
<td>51,339</td>
<td>53,536</td>
<td>4.3%</td>
<td>54,523</td>
<td>1.8%</td>
</tr>
<tr>
<td>CCCT (Carbon)</td>
<td>3,930</td>
<td>3,556</td>
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<td>4,073</td>
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<td>COLT/LT (Lebanon)</td>
<td>71,551</td>
<td>68,287</td>
<td>-4.6%</td>
<td>75,686</td>
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<td>COLTS (Lackawanna)</td>
<td>175,061</td>
<td>208,119</td>
<td>18.9%</td>
<td>191,983</td>
<td>-7.8%</td>
</tr>
<tr>
<td>CPTA (York, Adams)</td>
<td>201,065</td>
<td>213,806</td>
<td>6.3%</td>
<td>226,345</td>
<td>5.9%</td>
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<tr>
<td>EMTA (Bradford, Sullivan, Tioga)</td>
<td>12,625</td>
<td>12,631</td>
<td>0.0%</td>
<td>14,046</td>
<td>11.2%</td>
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<tr>
<td>EMTA (Erie)</td>
<td>174,935</td>
<td>182,336</td>
<td>4.2%</td>
<td>194,218</td>
<td>6.5%</td>
</tr>
<tr>
<td>FACT (Fayette)</td>
<td>30,101</td>
<td>26,867</td>
<td>-10.7%</td>
<td>26,412</td>
<td>-1.7%</td>
</tr>
<tr>
<td>HPT (Hazleton)</td>
<td>57,331</td>
<td>56,533</td>
<td>-1.4%</td>
<td>55,375</td>
<td>-2.0%</td>
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<tr>
<td>IndiGo (Indiana)</td>
<td>12,284</td>
<td>15,906</td>
<td>29.5%</td>
<td>19,746</td>
<td>24.1%</td>
</tr>
<tr>
<td>LANTA (Lehigh, Northampton)</td>
<td>618,842</td>
<td>605,457</td>
<td>-2.2%</td>
<td>580,073</td>
<td>-4.2%</td>
</tr>
<tr>
<td>LCTA (Luzerne)</td>
<td>182,638</td>
<td>189,844</td>
<td>3.9%</td>
<td>183,455</td>
<td>-3.4%</td>
</tr>
<tr>
<td>MCRCOG (Mercer)</td>
<td>12,704</td>
<td>12,462</td>
<td>-1.7%</td>
<td>12,671</td>
<td>1.5%</td>
</tr>
<tr>
<td>MCTA (Monroe)</td>
<td>25,904</td>
<td>25,882</td>
<td>-0.1%</td>
<td>23,836</td>
<td>-7.9%</td>
</tr>
<tr>
<td>Mid County (Armstrong)</td>
<td>10,616</td>
<td>11,387</td>
<td>7.3%</td>
<td>13,096</td>
<td>15.0%</td>
</tr>
<tr>
<td>MMVTA (Mid Mon Valley)</td>
<td>35,845</td>
<td>36,061</td>
<td>0.6%</td>
<td>35,397</td>
<td>-1.8%</td>
</tr>
<tr>
<td>NCATA (New Castle)</td>
<td>87,289</td>
<td>84,560</td>
<td>-3.1%</td>
<td>84,340</td>
<td>-0.3%</td>
</tr>
<tr>
<td>PART (Pottstown)</td>
<td>42,937</td>
<td>44,767</td>
<td>4.3%</td>
<td>44,206</td>
<td>-1.3%</td>
</tr>
<tr>
<td>SCTA (Berks, Lancaster)</td>
<td>679,029</td>
<td>702,311</td>
<td>3.4%</td>
<td>714,481</td>
<td>1.7%</td>
</tr>
<tr>
<td>STS (Schuylkill)</td>
<td>58,641</td>
<td>52,868</td>
<td>-9.8%</td>
<td>56,030</td>
<td>6.0%</td>
</tr>
<tr>
<td>TAWC (Warren)</td>
<td>8,047</td>
<td>9,300</td>
<td>15.6%</td>
<td>10,723</td>
<td>15.3%</td>
</tr>
<tr>
<td>WCTA (Washington)</td>
<td>17,076</td>
<td>16,273</td>
<td>-4.7%</td>
<td>16,206</td>
<td>-0.4%</td>
</tr>
<tr>
<td>WCTA (Westmoreland)</td>
<td>71,393</td>
<td>60,814</td>
<td>-14.8%</td>
<td>56,152</td>
<td>-7.7%</td>
</tr>
<tr>
<td>Williamsport RVT (Clinton, Lycoming)</td>
<td>194,707</td>
<td>203,518</td>
<td>4.5%</td>
<td>202,284</td>
<td>-0.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>33,395,174</td>
<td>33,677,281</td>
<td>0.8%</td>
<td>33,827,396</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

*Agency underwent consolidation during this period.*
### TABLE 3
Total Act 44 Revenue Vehicle Miles Statistics

<table>
<thead>
<tr>
<th>Agency</th>
<th>2016-17</th>
<th>2017-18</th>
<th>Percent Change 16-17 to 17-18</th>
<th>2018-19</th>
<th>Percent Change 17-18 to 18-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTA</td>
<td>86,744,654</td>
<td>87,810,139</td>
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<td>88,786,580</td>
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<tr>
<td>PAAC (Allegheny)</td>
<td>26,129,983</td>
<td>26,349,298</td>
<td>0.8%</td>
<td>25,759,087</td>
<td>-2.2%</td>
</tr>
<tr>
<td>AMTRAN (Altoona)</td>
<td>546,084</td>
<td>521,794</td>
<td>-4.4%</td>
<td>620,437</td>
<td>18.9%</td>
</tr>
<tr>
<td>ATA (North Central)*</td>
<td>1,526,731</td>
<td>1,523,264</td>
<td>-0.2%</td>
<td>1,510,224</td>
<td>-0.9%</td>
</tr>
<tr>
<td>BCTA (Beaver)</td>
<td>931,576</td>
<td>919,240</td>
<td>-1.3%</td>
<td>896,316</td>
<td>-2.5%</td>
</tr>
<tr>
<td>BMC (Mount Carmel)</td>
<td>64,080</td>
<td>64,650</td>
<td>0.9%</td>
<td>65,120</td>
<td>0.7%</td>
</tr>
<tr>
<td>BTA (Butler)</td>
<td>194,375</td>
<td>233,816</td>
<td>20.3%</td>
<td>182,059</td>
<td>-22.1%</td>
</tr>
<tr>
<td>CamTran (Cambria)</td>
<td>1,092,707</td>
<td>1,088,595</td>
<td>-0.3%</td>
<td>1,089,045</td>
<td>0.0%</td>
</tr>
<tr>
<td>CAT (Cumberland, Dauphin, Harrisburg)</td>
<td>2,044,267</td>
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<tr>
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<td>1,820,680</td>
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</tr>
<tr>
<td>CAT (Crawford, Venango)*</td>
<td>467,282</td>
<td>474,970</td>
<td>1.6%</td>
<td>496,643</td>
<td>4.6%</td>
</tr>
<tr>
<td>CCCT (Carbon)</td>
<td>49,321</td>
<td>47,749</td>
<td>-3.2%</td>
<td>52,686</td>
<td>10.3%</td>
</tr>
<tr>
<td>COLT/LT (Lebanon)</td>
<td>508,730</td>
<td>515,154</td>
<td>1.3%</td>
<td>531,873</td>
<td>3.2%</td>
</tr>
<tr>
<td>COLTS (Lackawanna)</td>
<td>1,182,977</td>
<td>1,235,016</td>
<td>4.4%</td>
<td>1,143,088</td>
<td>-7.4%</td>
</tr>
<tr>
<td>CPTA (York, Adams)</td>
<td>1,756,448</td>
<td>1,773,598</td>
<td>1.0%</td>
<td>1,801,660</td>
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<tr>
<td>EMTA (Bradford, Sullivan, Tioga)</td>
<td>463,899</td>
<td>476,392</td>
<td>2.7%</td>
<td>453,506</td>
<td>-4.8%</td>
</tr>
<tr>
<td>EMTA (Erie)</td>
<td>2,467,837</td>
<td>2,526,705</td>
<td>2.4%</td>
<td>2,459,195</td>
<td>-2.7%</td>
</tr>
<tr>
<td>FACT (Fayette)</td>
<td>583,263</td>
<td>575,563</td>
<td>-1.3%</td>
<td>538,053</td>
<td>1.3%</td>
</tr>
<tr>
<td>HPT (Hazleton)</td>
<td>417,483</td>
<td>423,262</td>
<td>1.3%</td>
<td>419,066</td>
<td>-1.0%</td>
</tr>
<tr>
<td>IndiGo (Indiana)</td>
<td>417,471</td>
<td>481,537</td>
<td>15.3%</td>
<td>443,880</td>
<td>-7.8%</td>
</tr>
<tr>
<td>LANTA (Lehigh, Northampton)</td>
<td>3,976,844</td>
<td>4,139,645</td>
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<td>3,940,411</td>
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</tr>
<tr>
<td>LCTA (Luzerne)</td>
<td>1,290,890</td>
<td>1,314,846</td>
<td>1.9%</td>
<td>1,365,304</td>
<td>3.8%</td>
</tr>
<tr>
<td>MCRCOG (Mercer)</td>
<td>167,235</td>
<td>173,722</td>
<td>3.9%</td>
<td>172,598</td>
<td>-0.6%</td>
</tr>
<tr>
<td>MCTA (Monroe)</td>
<td>579,610</td>
<td>570,972</td>
<td>-1.5%</td>
<td>574,297</td>
<td>0.6%</td>
</tr>
<tr>
<td>Mid County (Armstrong)</td>
<td>133,591</td>
<td>116,668</td>
<td>-12.7%</td>
<td>97,652</td>
<td>-16.3%</td>
</tr>
<tr>
<td>MMVTA (Mid Mon Valley)</td>
<td>771,294</td>
<td>773,135</td>
<td>0.2%</td>
<td>771,999</td>
<td>-0.1%</td>
</tr>
<tr>
<td>NCATA (New Castle)</td>
<td>1,103,093</td>
<td>1,104,873</td>
<td>0.2%</td>
<td>1,103,207</td>
<td>-0.2%</td>
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<tr>
<td>PART (Pottstown)</td>
<td>274,781</td>
<td>277,187</td>
<td>0.9%</td>
<td>275,759</td>
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</tr>
<tr>
<td>SCTA (Berks, Lancaster)</td>
<td>3,344,046</td>
<td>3,404,745</td>
<td>1.8%</td>
<td>3,425,576</td>
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<tr>
<td>STS (Schuylkill)</td>
<td>367,217</td>
<td>338,848</td>
<td>-7.7%</td>
<td>322,507</td>
<td>-4.8%</td>
</tr>
<tr>
<td>TAWC (Warren)</td>
<td>190,068</td>
<td>194,574</td>
<td>2.4%</td>
<td>201,950</td>
<td>3.8%</td>
</tr>
<tr>
<td>WCTA (Washington)</td>
<td>414,289</td>
<td>426,181</td>
<td>2.9%</td>
<td>424,753</td>
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<tr>
<td>WCTA (Westmoreland)</td>
<td>1,108,861</td>
<td>1,072,397</td>
<td>-3.3%</td>
<td>1,066,079</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Williamsport RVT (Clinton, Lycoming)</td>
<td>869,740</td>
<td>875,694</td>
<td>0.7%</td>
<td>926,025</td>
<td>5.7%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>144,272,690</strong></td>
<td><strong>145,732,161</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>145,958,790</strong></td>
<td><strong>0.2%</strong></td>
</tr>
</tbody>
</table>

*Agency underwent consolidation during this period.*
### TABLE 4

#### Total Act 44 Revenue Vehicle Hours Statistics

<table>
<thead>
<tr>
<th>Agency</th>
<th>2016-17</th>
<th>2017-18</th>
<th>Percent Change 16-17 to 17-18</th>
<th>2018-19</th>
<th>Percent Change 17-18 to 18-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTA</td>
<td>6,926,933</td>
<td>7,090,546</td>
<td>2.4%</td>
<td>7,122,690</td>
<td>0.5%</td>
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<tr>
<td>PAAC (Allegheny)</td>
<td>1,982,527</td>
<td>2,012,014</td>
<td>1.5%</td>
<td>1,977,552</td>
<td>-1.7%</td>
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<tr>
<td>AMTRAN (Altoona)</td>
<td>43,583</td>
<td>39,006</td>
<td>-10.5%</td>
<td>47,343</td>
<td>21.4%</td>
</tr>
<tr>
<td>ATA (North Central)*</td>
<td>121,011</td>
<td>118,657</td>
<td>-1.9%</td>
<td>117,267</td>
<td>-1.2%</td>
</tr>
<tr>
<td>BCTA (Beaver)</td>
<td>54,534</td>
<td>52,481</td>
<td>-3.8%</td>
<td>53,767</td>
<td>2.5%</td>
</tr>
<tr>
<td>BMC (Mount Carmel)</td>
<td>5,544</td>
<td>5,725</td>
<td>3.3%</td>
<td>5,900</td>
<td>3.1%</td>
</tr>
<tr>
<td>BTA (Butler)</td>
<td>15,692</td>
<td>16,809</td>
<td>7.1%</td>
<td>15,650</td>
<td>-6.9%</td>
</tr>
<tr>
<td>CamTran (Cambria)</td>
<td>83,039</td>
<td>82,804</td>
<td>0.3%</td>
<td>82,999</td>
<td>0.2%</td>
</tr>
<tr>
<td>CAT (Cumberland, Dauphin, Harrisburg)</td>
<td>143,323</td>
<td>134,030</td>
<td>-6.5%</td>
<td>131,891</td>
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</tr>
<tr>
<td>CATA (Centre)</td>
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<td>161,985</td>
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</tr>
<tr>
<td>CATA (Crawford, Venango)*</td>
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<td>27,403</td>
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<td>5.6%</td>
</tr>
<tr>
<td>CCCT (Carbon)</td>
<td>2,805</td>
<td>2,740</td>
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<td>3,007</td>
<td>9.7%</td>
</tr>
<tr>
<td>COLT/LT (Lebanon)</td>
<td>3,019</td>
<td>3,011</td>
<td>-1.6%</td>
<td>3,087</td>
<td>1.2%</td>
</tr>
<tr>
<td>COLTS (Lackawanna)</td>
<td>90,042</td>
<td>100,575</td>
<td>11.7%</td>
<td>96,369</td>
<td>-4.2%</td>
</tr>
<tr>
<td>CPTA (York, Adams)</td>
<td>123,449</td>
<td>125,082</td>
<td>1.3%</td>
<td>125,113</td>
<td>0.0%</td>
</tr>
<tr>
<td>EMTA (Bradford, Sullivan, Tioga)</td>
<td>21,132</td>
<td>21,459</td>
<td>1.5%</td>
<td>20,916</td>
<td>-2.5%</td>
</tr>
<tr>
<td>EMTA (Erie)</td>
<td>186,182</td>
<td>183,104</td>
<td>-1.7%</td>
<td>179,630</td>
<td>-1.9%</td>
</tr>
<tr>
<td>FACT (Fayette)</td>
<td>28,875</td>
<td>30,613</td>
<td>6.0%</td>
<td>31,322</td>
<td>2.3%</td>
</tr>
<tr>
<td>HPT (Hazleton)</td>
<td>30,949</td>
<td>31,747</td>
<td>2.6%</td>
<td>31,439</td>
<td>-1.0%</td>
</tr>
<tr>
<td>IndiGo (Indiana)</td>
<td>34,201</td>
<td>36,457</td>
<td>6.6%</td>
<td>34,035</td>
<td>-6.6%</td>
</tr>
<tr>
<td>LANTA (Lehigh, Northampton)</td>
<td>304,324</td>
<td>293,907</td>
<td>-3.4%</td>
<td>296,963</td>
<td>1.0%</td>
</tr>
<tr>
<td>LCTA (Luzerne)</td>
<td>85,610</td>
<td>86,877</td>
<td>1.5%</td>
<td>94,199</td>
<td>8.4%</td>
</tr>
<tr>
<td>MCRCOG (Mercer)</td>
<td>12,745</td>
<td>13,357</td>
<td>4.8%</td>
<td>14,133</td>
<td>5.8%</td>
</tr>
<tr>
<td>MCTA (Monroe)</td>
<td>33,454</td>
<td>34,688</td>
<td>3.7%</td>
<td>35,161</td>
<td>1.4%</td>
</tr>
<tr>
<td>Mid County (Armstrong)</td>
<td>9,785</td>
<td>8,679</td>
<td>-11.3%</td>
<td>7,107</td>
<td>-18.1%</td>
</tr>
<tr>
<td>MMVTA (Mid Mon Valley)</td>
<td>43,457</td>
<td>42,950</td>
<td>-1.2%</td>
<td>42,995</td>
<td>0.1%</td>
</tr>
<tr>
<td>NCATA (New Castle)</td>
<td>54,143</td>
<td>53,996</td>
<td>-0.3%</td>
<td>53,832</td>
<td>-0.3%</td>
</tr>
<tr>
<td>PART (Pottstown)</td>
<td>21,912</td>
<td>22,004</td>
<td>0.4%</td>
<td>21,951</td>
<td>0.2%</td>
</tr>
<tr>
<td>SCTA (Bucks, Lancaster)</td>
<td>254,968</td>
<td>261,626</td>
<td>2.6%</td>
<td>264,165</td>
<td>1.0%</td>
</tr>
<tr>
<td>STS (Schuylkill)</td>
<td>21,659</td>
<td>20,261</td>
<td>-6.5%</td>
<td>19,696</td>
<td>-2.8%</td>
</tr>
<tr>
<td>TAWC (Warren)</td>
<td>10,602</td>
<td>10,610</td>
<td>0.1%</td>
<td>11,139</td>
<td>5.0%</td>
</tr>
<tr>
<td>WCTA (Washington)</td>
<td>26,098</td>
<td>26,603</td>
<td>1.9%</td>
<td>25,895</td>
<td>-2.7%</td>
</tr>
<tr>
<td>WCTA (Westmoreland)</td>
<td>55,113</td>
<td>53,098</td>
<td>-3.7%</td>
<td>53,211</td>
<td>0.2%</td>
</tr>
<tr>
<td>Williamsport RVT (Clinton, Lycoming)</td>
<td>57,246</td>
<td>57,842</td>
<td>1.0%</td>
<td>58,792</td>
<td>1.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11,102,902</strong></td>
<td><strong>11,289,816</strong></td>
<td><strong>1.7%</strong></td>
<td><strong>11,297,925</strong></td>
<td><strong>0.1%</strong></td>
</tr>
</tbody>
</table>

*Agency underwent consolidation during this period.*
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Section III

Capital Project Highlights
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In 2013, Act 89 was passed as a one-time comprehensive transportation funding package to provide $2.3 billion in additional funding over a five-year period for road projects, bridge repairs, and public transportation improvements. This established a dedicated funding stream that allows the state 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 created 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 FY 2017-18. 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 nine capital projects (including one statewide project) completed in FY 2018-19 that were made possible using capital funding assistance provided by the Bureau of Public Transportation.
PennDOT offers capital assistance to agencies across the state for the purchase of new and upgraded buses. This program reflects PennDOT’s commitment to maintaining a state of good repair for capital assets.

During Fiscal Year 2018-19, PennDOT assisted in purchasing 250 new fixed-route buses:

- 72 CNG Buses
- 101 Hybrid Diesel Buses
- 76 Diesel Buses
- 1 Gasoline Bus

The $158 million cost of these vehicles was subsidized by federal, state, and local funds. By purchasing newer, modern buses, agencies were able to enhance customer satisfaction, improve emissions, improve safety, and reduce their overall operating costs of maintaining an older, outdated fleet.
Statewide Highlight: Compressed Natural Gas Fueling Station Public-Private Partnership

On March 28, 2016, PennDOT announced its partnership with Trillium 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 allows 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. It is anticipated that 29 fueling stations will be built through this partnership, five of which will be accessible to the public. As of December 31, 2019, 15 CNG stations for transit agency fueling have been completed and are in service. At four of these locations, dispensers are also available for public usage.

Key 2019 Accomplishments:
- Completed one transit agency-only CNG station (BTA-Butler).
- Approximately 2,480,000 Gas Gallon Equivalents (GGEs) were pumped for transit agency vehicles across 15 stations, resulting in a cost savings to transit agencies of $1,736,000.
- 72 Additional CNG Vehicles were placed into service statewide.
As part of the Keystone Corridor Improvement Project, PennDOT constructed elevated platforms, enclosed stair/elevator towers, and a pedestrian overpass at the Mount Joy train stop. The renovated station opened to the public in October 2019.

The Mount Joy Train Station project along with other phases of station improvements address many needs that improve passenger experience:
- Improved wheelchair accessibility
- Station functionality
- Pedestrian safety
- Passenger amenities
- Improvements to 112 existing spaces
- Addition of 69 new parking spaces

Facility improvements included in the Mount Joy Station Project
SEPTA recently purchased 15 new electric locomotives which are fully compliant with all Federal standards, are outfitted with regenerative breaking, and are equipped with SEPTA’s Positive Train Control system. This $151 million acquisition improves the quality and reliability of SEPTA regional rail service.

SEPTA further invested in its light rail infrastructure by expanding the Paoli rail station, which serves 1,100 SEPTA riders daily. This first phase of planned Paoli station improvements included a new center high level platform, elevators, ramps, a pedestrian overpass, parking lot improvements, bicycle parking, and improvements to the existing station building. This phase was a cooperative effort between SEPTA, Amtrak, the Federal Rail Administration, the Federal Transit Administration, and PennDOT with a combined budget of $48.69 million.

SEPTA also completed extensive renovations of the Market-Frankford Line’s 15th Street Station, which accommodates more than 32,000 passengers per weekday. The $35 million initiative included the installation of five new elevators to the street level, upgrades to lighting and the

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Top: New Electric Locomotive
Bottom Left: Expanded Paoli Station
Bottom Right: Renovated Platforms at 15th Street Station
In August 2019, the Port Authority of Allegheny County completed the replacement of the North Braddock Avenue Bridge. The bridge, originally constructed in 1904, carried two lanes of traffic of the East Busway over North Braddock Avenue in the Homewood area of the City of Pittsburgh. The bridge is integral to providing efficient bus service to the high-density population areas east of the city.

The $2.7 million replacement used phased construction to maintain transit service. The replacement includes a new concrete deck and steel superstructure, along with modifications to the existing concrete substructure and wingwalls to accommodate new superstructure.

Port Authority is also in the process of completing a comprehensive bus lift replacement program at four locations: the East Liberty Garage, Ross Garage, Manchester Main Shop, and Collier Garage. The $10 million project will replace aging hydraulic, platform, and scissor lifts that are used for vehicle maintenance and washing. These improvements have been ongoing over multiple fiscal years, and are expected to be completed in 2020.
The Erie Metropolitan Transit Authority (EMTA) Phase II Facility Project saw the construction of new administrative and operations areas, fixed-route bus storage, bus wash/fuel facilities, and employee/public parking garage with Transit Oriented Development features. These improvements were completed in March 2019.

The final phase of the facility project began in June 2019. This phase will include a ground-floor transit center with retail space and a public compressed natural gas fueling station.
Agency Highlight: Cambria County Transit Authority (CamTran)

In October 2019, the Cambria County Transit Authority (CamTran) completed the renovation of its rural transit facility on North Center Street in Ebensburg, PA. The project featured upgrades to the facility’s HVAC system to increase energy efficiency, a redesign of the operations center to reduce background noise during phone calls, and improved amenities for drivers.

From top to bottom: New windows in administration building, renovated dispatch office, and upgraded downspout.
Agency Highlight:
Transit Authority of Warren County (TAWC)

In 2019 the Transportation Authority of Warren County (TAWC) completed a large-scale rehabilitation of its vehicle wash. This new state-of-the-art wash ensures TAWC’s fleet is clean and maintained. Using a single-arm gantry, a reclaimed water system, and corrosion-resistant materials, this system is a cost-effective means of ensuring vehicles meet or exceed their useful lives. Additionally, sophisticated monitoring systems measure critical machinery components, which will facilitate preventive maintenance for the vehicle wash as it ages.

Above: Vehicle wash after rehabilitation
Section IV

Agency Operating Profiles
Urban System

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

Service Area Statistics (2010 Census)
Square Miles: 839
Population: 3,426,793

Act 44 Fixed Route Distribution Factors
Total Passengers: 292,342,374
Senior Passengers: 25,536,211
Revenue Vehicle Miles: 88,786,580
Revenue Vehicle Hours: 7,122,690

Act 44 Operating Assistance
Section 1513 Allocation: $673,040,386
Required Local Match: $100,956,058

Current Fleet Size
Diesel Motor Bus: 1,462
Commuter Rail Cars: 411
Heavy Rail Cars: 363
Street Car Rail/Light Rail: 159
Trolley Bus: 38
Gasoline Paratransit Vehicles: 459
System-wide: 2,892

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

Senate District
Bucks: 6, 10, 12, 24
Chester: 9, 19, 26, 44
Delaware: 8, 9, 17, 26
Montgomery: 4, 7, 12, 17, 24, 44
Philadelphia: 1, 2, 3, 4, 5, 7, 8

Current Fare Information
Fixed Route Base: $2.50
Last Base Fare Increase: July 2017
System-Wide Increase: July 2017

Current Employees
Agency Full-Time: 9,421
Agency Part-Time: 176
Contractor Full-Time: 590
System-Wide: 10,187

URBAN OPERATING BUDGET

Operating Expense (000's)
$1,335,136

Operating Funds (000's)
$1,335,136

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Community Transportation

Southeastern Pennsylvania Transportation Authority (SEPTA)
1234 Market Street
Philadelphia, PA 19107
215-580-8280
Ms. Leslie Richards, General Manager
www.septa.org

Service Area Statistics (2010 Census)
Square Miles: 143
Population: 1,526,006
65+ Population: 185,309
% of Population 65 and older: 12.1%

Trip Information
65+ Trips: 560,605
Total Shared-Ride Trips: 560,605
Total Escorts: 31,835

Current Fare Information
Average Shared-Ride Fare: $27.08
Average Shared-Ride Cost per Trip: $53.35
Fare Structure Implementation Date: July 2017

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

Senate District
Bucks: 6, 10, 12, 24
Chester: 9, 19, 26, 44
Delaware: 8, 9, 17, 26
Montgomery: 4, 7, 12, 17, 24, 44
Philadelphia: 1, 2, 3, 4, 5, 7, 8

Vehicles Operated in Maximum Service
Community Transportation: 187

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$29,909

Operating Funds (000’s)
$29,909

- Passenger Fares 5%
- Lottery 45%
- Subsidy 46%
- Area Agency on Aging 4%
- Other <1%
SEPTA is legislatively excluded from the Persons with Disabilities Program due to its extensive fixed route and complementary ADA service throughout Philadelphia.
Urban System

Port Authority of Allegheny County (PAAC)
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527
412-566-5186
Ms. Katharine Kelleman, CEO
www.portauthority.org

House District
Allegheny: 16, 19, 20, 21, 23, 24, 25, 27, 28, 30, 32, 33, 34, 35, 36, 38, 39, 40, 42, 44, 45, 46, 54

Senate District
Allegheny: 37, 38, 42, 43, 45

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: 62,990,158
Senior Passengers: 4,654,689
Revenue Vehicle Miles: 25,759,087
Revenue Vehicle Hours: 1,977,552

Act 44 Operating Assistance
Section 1513 Allocation: $236,098,508
Required Local Match: $35,264,776

Current Employees
Agency Full-Time: 2,511
Contractor Full-Time: 292
Contractor Part-Time: 49
System-Wide: 2,852

Current Fleet Size
Diesel/Gasoline Motor Bus: 693
CNG Motor Bus: 32
Street Car Rail/Light Rail: 81
Inclined Plane Cars: 2
Diesel/Gasoline Paratransit Vehicles: 333
System-Wide: 1,141

Expense includes ADA complementary and DAS expense.
Revenue includes ADA complementary and DAS revenue.

Operating Expense (000's)
$412,084

Operating Funds (000's)
$412,084

Revenues
Local $44,112
Federal $39,457
State $230,205
Purchased Trans $9,759
Operator Salaries & Wages $81,252
Other Salaries & Wages $103,834
Fringes $136,344
Fuel Utils $24,689
Maint. $27,557
Purchased $9,759
Other $28,849

Expense includes ADA complementary and DAS expense.
Revenue includes ADA complementary and DAS revenue.
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
412-566-5186
Ms. Katharine Kelleman, CEO
www.portauthority.org

Service Area Statistics (2010 Census)
Square Miles: 730
Population: 1,223,348
65+ Population: 205,059
% of Population 65 and older: 16.8%

Trip Information
65+ Trips: 528,050
PwD Trips: 29,813
Other Shared-Ride Trips: 281,607
Total Shared-Ride Trips: 839,470
Total Escorts: 56,343
Non-Public Trips: 50,581

House District
Allegheny: 16, 19, 20, 21, 23, 24, 25, 27, 28, 30, 32, 33, 34, 35, 36, 38, 39, 40, 42, 44, 45, 46, 54

Senate District
Allegheny: 37, 38, 42, 43, 45

Current Fare Information
Average Shared-Ride Fare: $23.18
Average Shared-Ride Cost per Trip: $31.15
Fare Structure Implementation Date: July 2018

Vehicles Operated in Maximum Service
Community Transportation: 174

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$27,391

Operating Funds (000’s)
$27,391
**OPERATING PROFILES**

**EXPECTED FARE**

Port Authority of Allegheny County

**Agency Service Area**

**Shared-Ride Fare Recovery**

*Trips shifted to other eligible funding sources in FY18-19*
Allied Coordinated Transportation Services, Inc. (ACTS)

Community Transportation

Allied Coordinated Transportation Services, Inc. (ACTS)
241 West Grant Street
New Castle, PA 16103
724-658-7258
Mr. Thomas Scott, CEO

Service Area Statistics (2010 Census)
Square Miles: 360
Population: 91,108
65+ Population: 17,128
% of Population 65 and older: 18.8%

Trip Information
65+ Trips: 25,707
PwD Trips: 2,065
Other Shared-Ride Trips: 20,849
Total Shared-Ride Trips: 48,621
Total Escorts: 2,394
Non-Public Trips: 32,208

House District
Lawrence: 9, 10, 17

Senate District
Lawrence: 47

Current Fare Information
Average Shared-Ride Fare: $16.21
Average Shared-Ride Cost per Trip: $15.81
Fare Structure Implementation Date: January 2019

Vehicles Operated in Maximum Service
Community Transportation: 25

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s) $1,686
- Exclusive Human Service Program Contracts 54%
- Shared-Ride Operating 40%
- Shared-Ride Admin 6%

Operating Funds (000’s) $1,722
- MATP 45%
- MH/ID 8%
- Passenger Fares 2%
- Other 22%
The large decrease in trips between FY16-17 and FY17-18 resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.
Altoona Metro Transit (AMTRAN)

Urban System

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

Senate District
Blair: 30

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

Current Fare Information
Fixed Route Base: $1.70
Last Base Fare Increase: July 2019

Current Employees
Agency Full-Time: 38
Agency Part-Time: 9
Contractor Full-Time: 15
Contractor Part-Time: 27
System-Wide: 89

Current Fleet Size
Diesel/Gasoline Motor Bus: 8
CNG Motor Bus: 16
Diesel/Gasoline Paratransit Vehicles: 2
System-Wide: 26

Act 44 Fixed Route Distribution Factors
Total Passengers: 567,624
Senior Passengers: 69,288
Revenue Vehicle Miles: 620,437
Revenue Vehicle Hours: 47,343

Act 44 Operating Assistance
Section 1513 Allocation: $3,136,851
Required Local Match: $165,377

Act 44 Operating Assistance

URBAN OPERATING BUDGET

Operating Expense (000's)$5,104

Other Salaries & Wages $1,107
Fuel Utils $323
Maint $154
Purchased Trans $197
Other $724

Operator Salaries & Wages $1,485
Fringes $1,114

Operating Funds (000's)$5,104

Local $173
Revenues $866

State $2,889
Federal $1,176

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Rural System

Area Transportation Authority (ATA)
44 Transportation Center
Johnsonburg, PA 15845
866-282-4968
Mr. Michael Imbrogno, CEO
www.rideata.com

Service Area Statistics (2010 Census)
Square Miles: 5,092
Population: 224,780

Act 44 Fixed Route Distribution Factors
Total Passengers: 425,898
Senior Passengers: 45,226
Revenue Vehicle Miles: 1,510,224
Revenue Vehicle Hours: 117,267

Act 44 Operating Assistance
Section 1513 Allocation: $5,586,366
Required Local Match*: $369,155

*ATA was approved for a partial local match waiver due to regional consolidation savings, thus required local match is reduced to $318,026.

House District
Cameron: 67 Clarion: 63 Clearfield: 73, 75
Elk: 75 Jefferson: 66 McKean: 67
Potter: 67, 68

Senate District
Cameron: 25 Clarion: 21 Clearfield: 25, 35
Elk: 25 Jefferson: 25 McKean: 25
Potter: 25

Current Fare Information
Fixed Route Base: $1.25
Last Base Fare Increase: July 2008

Current Employees
Agency Full-Time: 65
Agency Part-Time: 95
Contractor Full-Time: 3
Contractor Part-Time: 5
System-Wide: 168

Current Fleet Size
Diesel/Gasoline Motor Bus: 42
Diesel/Gasoline Paratransit: 65
System-wide: 107

RURAL OPERATING BUDGET

Operating Expense (000’s)
$8,863

Operating Funds (000’s)
$8,863

Expense includes DAS expense.
Revenue includes DAS revenue.
### Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19

**Operating Profiles**

- **Area Transportation Authority of North Central PA**

#### Key Metrics

<table>
<thead>
<tr>
<th>Metric</th>
<th>ATA</th>
<th>DUFAST</th>
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<td><strong>Total Ridership Per Revenue Vehicle Hour</strong></td>
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Passengers include DAS passengers.
Area Transportation Authority of North Central PA (ATA)

Community Transportation

Area Transportation Authority (ATA)
44 Transportation Center
Johnsonburg, PA 15845
866-282-4968
Mr. Michael Imbrogno, CEO
www.rideata.com

House District
Cameron: 67  Clearfield: 73, 75  Elk: 75
Jefferson: 66  McKean: 67  Potter: 67, 68

Senate District
Cameron: 25  Clearfield: 25, 35  Elk: 25

Service Area Statistics (2010 Census)
Square Miles: 5,092
Population: 224,780

Current Fare Information
Average Shared-Ride Fare: $5.38
Average Shared-Ride Cost per Trip: $34.91
Fare Structure Implementation Date: July 2009

Trip Information
65+ Trips: 53,553
PwD Trips: 24,269
Other Shared-Ride Trips: 71,320
Total Shared-Ride Trips: 149,142
Total Escorts: 11,128
Non-Public Trips: 16,700

Vehicles Operated in Maximum Service
Community Transportation: 42

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s) $6,845
- Shared-Ride Admin 20%
- Exclusive Human Service Program Contracts 24%
- Shared-Ride Operating 56%

Operating Funds (000’s) $6,861
- MATP 23%
- MH/ID 2%
- Other 2%
- Subsidy 65%
**Agency Service Area**

**Shared-Ride Fare Recovery**

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
Beaver County Transit Authority (BCTA)

Urban & Rural System

**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

**Act 44 Fixed Route Distribution Factors**
Total Passengers: 780,983
Senior Passengers: 82,487
Revenue Vehicle Miles: 896,316
Revenue Vehicle Hours: 53,767

**Act 44 Operating Assistance**
Section 1513 Allocation: $3,949,243
Required Local Match: $592,386

**Current Fare Information**
Fixed Route Base: $2.50
Last Base Fare Increase: January 2017

**Current Employees**
Agency Full-Time: 91
Agency Part-Time: 1
System-Wide: 92

**Current Fleet Size**
Diesel/Gasoline Motor Bus: 6
CNG Motor Bus: 17
Diesel/Gasoline Paratransit Vehicle: 23
System-Wide: 46

**URBAN & RURAL OPERATING BUDGET**

**Operating Expense (000's)**
$5,977

- Fuel Utils
  - $683
- Maint.
  - $379
- Operators Salaries & Wages
  - $1,738
- Other Salaries & Wages
  - $1,339
- Fringes
  - $1,023
- Other
  - $815

Expense includes DAS expense.

**Operating Funds (000's)**
$5,977

- Revenues
  - Federal
    - $98
- State
  - $3,629
- Local
  - $550
- Federal
  - $1,700

Revenue includes DAS revenue.
Passengers include DAS passengers.
Community Transportation

Beaver County Transit Authority (BCTA)

Service Area Statistics (2010 Census)
- Square Miles: 440
- Population: 170,596
- 65+ Population: 31,660
- % of Population 65 and older: 18.6%

House District
- Beaver: 10, 14, 15, 16

Senate District
- Beaver: 46, 47

Current Fare Information
- Average Shared-Ride Fare: $21.50
- Average Shared-Ride Cost per Trip: $28.96
- Fare Structure Implementation Date: July 2019

Vehicles Operated in Maximum Service
- Community Transportation: 16

Operating Expense (000's)
- $4,083
  - Shared-Ride Admin 13%
  - Shared-Ride Operating 42%
  - Exclusive Human Service Program Contracts 45%

Operating Funds (000's)
- $4,081
  - Area Agency on Aging 2%
  - Lottery 13%
  - Passenger Fares 3%
  - Subsidy 19%
  - Other 37%
  - MATP 22%
  - MH/ID 4%
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.
Blair Senior Services, Inc.

Community Transportation

**Blair Senior Services, Inc.**
1320 Twelfth Avenue
Altoona, PA 16601
814-695-3500
Mr. Steve Williamson, President

**House District**
Blair: 79, 80

**Senate District**
Blair: 30

**Service Area Statistics (2010 Census)**
Square Miles: 526
Population: 127,089
65+ Population: 22,527
% of Population 65 and older: 17.7%

**Trip Information**
65+ Trips: 68,854
PwD Trips: 1,300
Other Shared-Ride Trips: 42,791
Total Shared-Ride Trips: 112,945
Total Escorts: 2,763
Non-Public Trips: 262

**Current Fare Information**
Average Shared-Ride Fare: $17.73
Average Shared-Ride Cost per Trip: $19.49
Fare Structure Implementation Date: September 2014

**Vehicles Operated in Maximum Service**
Community Transportation: 25

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**COMMUNITY TRANSPORTATION OPERATING BUDGET**

<table>
<thead>
<tr>
<th>Operating Expense (000's)</th>
<th>Operating Funds (000's)</th>
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</thead>
<tbody>
<tr>
<td>$3,092</td>
<td>$2,959*</td>
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</tbody>
</table>

- **Operating Expense (000's)**
  - Shared-Ride Operating: 64%
  - Exclusive Human Service Program Contracts: 29%
  - Shared-Ride Admin: 7%

- **Operating Funds (000's)**
  - MATP: 46%
  - Area Agency on Aging: 5%
  - PwD Program: 1%
  - Lottery: 35%
  - Passenger Fares: 3%
  - MH/ID: 2%
  - Other: 8%

*Deficit will be covered by retained earnings
Blair Senior Services, Inc.

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

*Decrease in PwD trips due to a decrease in activity from high-volume riders*
Borough of Mount Carmel (LATS)

Rural System

Borough of Mount Carmel/Lower Anthracite Transit System (LATS)
137 West 4th Street
Mount Carmel, PA 17851
570-339-3956
Mr. Victor Girardi, Transit Director

House District
Northumberland: 107, 108

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: 32,821
Senior Passengers: 13,910
Revenue Vehicle Miles: 65,120
Revenue Vehicle Hours: 5,900

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

Act 44 Operating Assistance
Section 1513 Allocation: $320,707
Required Local Match: $13,434

Current Fleet Size
Diesel/Gasoline Motor Bus: 3
System-Wide: 3

RURAL OPERATING BUDGET

Operating Expense (000’s)
$301

- Other Salaries & Wages $46
- Maint. $2
- Fuel Utilis $45
- Other $208

Operating Funds (000’s)
$301

- Local $17
- Revenue $20
- State $264
- Other $208

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
(LATS) Borough of Mount Carmel

Agency Service Area

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Operating Expense Per Revenue Vehicle Hour

Operating Revenue Per Revenue Vehicle Hour

Total Ridership Per Revenue Vehicle Hour
Bucks County Transport, Inc.

Community Transportation

**Bucks County Transport, Inc.**
P.O. Box 510
Holicong, PA 18928
215-794-5554
Mr. Vince Volpe, Executive Director
www.bctransport.org

**House District**
Bucks: 18, 29, 31, 140, 141,142, 143, 144, 145, 178

**Senate District**
Bucks: 6, 10, 12, 24

**Service Area Statistics (2010 Census)**
Square Miles: 607
Population: 625,249
65+ Population: 91,219
% of Population 65 and older: 14.6%

**Trip Information**
65+ Trips: 84,797
PwD Trips: 30,886
Other Shared-Ride Trips: 1,136
Total Shared-Ride Trips: 116,829
Total Escort Trips: 4,296
Non-Public Trips: 347,422

**Current Fare Information**
Average Shared-Ride Fare: $25.64
Average Shared-Ride Cost per Trip: $25.60
Fare Structure
Implementation Date: September 2015

**Vehicles Operated in Maximum Service**
Community Transportation: 103

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

**Operating Expense (000’s)**
$8,751

- Exclusive Human Service Program Contracts 66%
- PwD Program 8%
- Lottery 20%
- Passenger Fares 5%
- Other 37%

**Operating Funds (000’s)**
$8,953

- MATP 29%
- Area Agency on Aging 1%
- Passenger Fares 5%
- Other 9%

House District
Bucks: 18, 29, 31, 140, 141,142, 143, 144, 145, 178

Senate District
Bucks: 6, 10, 12, 24
Butler County (BART)

Community Transportation

Butler Area Rural Transit (BART)
130 Hollywood Drive
Suite 102
Butler, PA 16001
724-282-6060
Ms. Janine Kennedy, Director of Programs

House District
Butler: 8, 10, 11, 12, 14, 60, 64

Senate District
Butler: 21, 41, 47

Service Area Statistics (2010 Census)
Square Miles: 789
Population: 183,862
65+ Population: 27,853
% of Population 65 and older: 15.1%

Current Fare Information
Average Shared-Ride Fare: $15.15
Average Shared-Ride Cost per Trip: $15.34
Fare Structure
Implementation Date: January 2013

Trip Information
65+ Trips: 22,840
PwD Trips: 4,868
Other Shared-Ride Trips: 26,780
Total Shared-Ride Trips: 54,488

Vehicles Operated in Maximum Service
Community Transportation: 20

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$874

Operating Funds (000’s)
$864

- Lottery 36%
- Area Agency on Aging 5%
- MATP 7%
- MH/ID 3%
- Other 36%
- Passenger Fares 4%
- Exclusive Human Service Program Contracts 4%
- Shared-Ride Admin 1%
- Shared-Ride Operating 95%
- PwD Program 9%
**Operating Profiles**

**BART, Butler County**

- **Agency Service Area**

- **Shared-Ride Fare Recovery**
  - FY 14-15
  - FY 15-16
  - FY 16-17
  - FY 17-18
  - FY 18-19

  - Avg. Shared-Ride Fare
  - Avg. Shared-Ride Cost per Trip

- **65+ Shared-Ride Trips**
  - FY 14-15
  - FY 15-16
  - FY 16-17
  - FY 17-18
  - FY 18-19

- **PwD Shared-Ride Trips**
  - FY 14-15
  - FY 15-16
  - FY 16-17
  - FY 17-18
  - FY 18-19

- **Total Shared-Ride Trips**

*Trips shifted to other eligible funding sources*
Urban & Rural System

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

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 187,529
Senior Passengers: 37,254
Revenue Vehicle Miles: 182,059
Revenue Vehicle Hours: 15,650

Act 44 Operating Assistance
Section 1513 Allocation: $964,388
Required Local Match: $52,417

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

Current Employees
Agency Full-Time: 4
Agency Part-Time: 7
Contractor Full-Time: 14
System-Wide: 25

Current Fleet Size
Diesel/Gasoline Motor Bus: 1
CNG Bus: 11
System-wide: 12

Butler Transit Authority
130 Hollywood Drive, Suite 101
Butler, PA 16001
724-283-0445
Mr. John Paul, Executive Director
www.butlertransitauthority.com

Revenues
- Federal
- State
- Local
- Other

Expenses
- Salaries & Wages
- Fringes
- Fuel Utilities
- Maint.
- Purchased Trans
- Other

Operating Fund (000's)
Revenue: $199
Local: $52
State: $838
Federal: $891

Operating Fund (000's)
Revenues $199
Local $52
State $838
Federal $891

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.

NOTE: Myers Coach Lines, Inc. ended operations on December 15th, 2017. Butler Transit Authority assumed responsibility for continuing commuter service in this corridor immediately following the discontinuation of Myers service.
Call-A-Ride Service (CARS)

249 West Third Street
Lewistown, PA 17044
717-242-2277

Ms. Cynthia Sunderland, Director of Transportation

House District
Juniata: 82
Mifflin: 81, 82, 171

Senate District
Juniata: 34
Mifflin: 34

Service Area Statistics (2010 Census)
Square Miles: 803
Population: 71,318
65+ Population: 12,777
% of Population 65 and older: 17.9%

Trip Information
65+ Trips: 19,003
PwD Trips: 2,738
Other Shared-Ride Trips: 18,604
Total Shared-Ride Trips: 40,345
Non-Public Trips: 338

Current Fare Information
Average Shared-Ride Fare: $22.88
Average Shared-Ride Cost per Trip: $23.76
Fare Structure
Implementation Date: June 2016

Vehicles Operated in Maximum Service
Community Transportation: 14

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
$1,017

Operating Funds (000's)
$1,053

Shared-Ride Admin 32%
Exclusive Human Service Program Contracts 6%
Shared-Ride Operating 62%

3% Area Agency on Aging
4% PwD Program
32% Lottery
56% MATP
<1% Other

5% Passenger Fares
Urban & Rural System

Cambria County Transit Authority (CamTran)
502 Maple Avenue
Johnstown, PA 15901
814-535-5526 Ext. 202
Ms. Rose Lucey-Noll, Executive Director
www.camtranbus.com

Service Area Statistics (2010 Census)
Square Miles: 688
Population: 143,679

Act 44 Fixed Route Distribution Factors
Total Passengers: 1,167,144
Senior Passengers: 172,332
Revenue Vehicle Miles: 1,089,045
Revenue Vehicle Hours: 83,000

Act 44 Operating Assistance
Section 1513 Allocation: $7,177,707
Required Local Match: $847,826

Current Fare Information
Fixed Route Base: $1.70
Last Base Fare Increase: January 2019

Current Employees
Agency Full-Time: 110
Agency Part-Time: 37
System-Wide: 147

Current Fleet Size
Diesel/Gasoline Motor Bus: 21
CNG Motor Bus: 24
Other Alternative Fuel Motor Bus: 1
Inclined Plane Cars: 2
Diesel/Gasoline Paratransit Vehicle: 24
CNG Paratransit: 7
System-Wide: 79

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.

Operating Expense (000's)
$9,085

Operating Funds (000's)
$9,085

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
(CamTran) Cambria County Transit Authority

**Agency Service Area**

**Total Passengers (000’s)**

**Revenue Vehicle Hours (000’s)**

**Revenue Vehicle Miles (000’s)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**Total Ridership Per Revenue Vehicle Hour**

Passengers include ADA complementary passengers.
Community Transportation

Cambria County Transit Authority (CamTran)
502 Maple Avenue
Johnstown, PA 15901
814-535-5526 Ext. 202
Ms. Rose Lucey-Noll, Executive Director
www.camtranbus.com

Service Area Statistics (2010 Census)
Square Miles: 688
Population: 143,679
65+ Population: 27,071
% of Population 65 and older: 18.8%

Trip Information
65+ Trips: 48,073
PwD Trips: 1,522
Other Shared-Ride Trips: 2,519
Total Shared-Ride Trips: 52,114
Total Escorts: 1,280

Current Fare Information
Average Shared-Ride Fare: $19.76
Average Shared-Ride Cost per Trip: $32.06
Fare Structure
Implementation Date: January 2017

Vehicles Operated in Maximum Service
Community Transportation: 17

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,671

Operating Funds (000’s)
$1,671

Shared-Ride Operating 82%

Shared-Ride Admin 18%
(CamTran) Cambria County Transit Authority

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19 63
Urban & Rural System

**Capital Area Transit (CAT)**
901 North Cameron Street
Harrisburg, PA 17101
717-233-5657
Mr. Richard Farr, Executive Director
www.cattransit.com

**House District**
Cumberland: 86, 87, 88, 92, 193, 199
Dauphin: 98, 103, 104, 105, 106, 125

**Senate District**
Cumberland: 30, 31, 33
Dauphin: 15, 48

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

**Act 44 Fixed Route Distribution Factors**
Total Passengers: 2,025,283
Senior Passengers: 265,728
Revenue Vehicle Miles: 2,000,818
Revenue Vehicle Hours: 131,891

**Current Fleet Size**
Diesel/Gasoline Motor Bus: 81
Diesel/Gasoline Paratransit Vehicle: 50
System-Wide: 131

**Current Fare Information**
Fixed Route Base: $1.80
Last Base Fare Increase: November 2019

**Current Employees**
Agency Full-Time: 185
Agency Part-Time: 13
Contractor Full-Time: 26
Contractor Part-Time: 11
System-Wide: 235

**Act 44 Operating Assistance**
Section 1513 Allocation: $8,841,110
Required Local Match: $978,410

**URBAN & RURAL OPERATING BUDGET**
*Operating Expenses and Operating Funds do not match because CAT operated at a deficit for FY 18-19.*

**Operating Expense (000’s)**
$17,251

- Operator Salaries & Wages: $6,537
- Fuel Util: $1,339
- Maint: $747
- Purchased Trans: $624
- Other: $1,275
- Fringes: $3,445

**Operating Funds (000’s)**
$16,969

- Local: $1,019
- Revenues: $16,969
- Federal: $4,002
- State: $8,843

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Community Transportation

Capital Area Transit (CAT)
901 North Cameron Street
Harrisburg, PA 17101
717-233-5657
Mr. Richard Farr, Executive Director
www.cattransit.com

House District
Dauphin: 98, 103, 104, 105, 106, 125

Senate District
Dauphin: 15, 48

Service Area Statistics (2010 Census)
Square Miles: 525
Population: 268,100
65+ Population: 36,841
% of Population 65 and older: 13.7%

Current Fare Information
Average Shared-Ride Fare: $21.55
Average Shared-Ride Cost per Trip: $28.80
Fare Structure
Implementation Date: November 2019

Trip Information
65+ Trips: 52,538
PwD Trips: 7,807
Other Shared-Ride Trips: 92,619
Total Shared-Ride Trips: 152,964
Total Escorts: 24,947

Vehicles Operated in Maximum Service
Community Transportation: 44

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
$4,405

- Shared-Ride Operating 91%
- Shared-Ride Admin 9%

Operating Funds (000's)
$4,405

- Area Agency on Aging 1%
- PwD Program 3%
- Lottery 20%
- Passenger Fares 2%
- Subsidy 20%
- MATP 45%
- MH/ID 8%
- Other 1%
**Capital Area Transit**

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
Urban & Rural System

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

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 10,520
Senior Passengers: 4,073
Revenue Vehicle Miles: 52,686
Revenue Vehicle Hours: 3,007

Act 44 Operating Assistance
Section 1513 Allocation: $260,937
Required Local Match: $39,141

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

Current Employees
Agency Full-Time: 2
Contractor Full-Time: 17
Contractor Part-Time: 6
System-Wide: 25

Current Fleet Size
Diesel/Gasoline Paratransit Vehicle: 14
System-wide: 14

Expense includes ADA complimentary expense.
Revenue includes ADA complimentary revenue.

URBAN & RURAL OPERATING BUDGET

Operating Expense (000’s)
$300

Operating Funds (000’s)
$300

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
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
www.carbontransit.com

House District
Carbon: 122
Senate District
Carbon: 14

Service Area Statistics (2010 Census)
Square Miles: 381
Population: 65,249
65+ Population: 11,644
% of Population 65 and older: 17.8%

Trip Information
65+ Trips: 19,797
PwD Trips: 2,183
Other Shared-Ride Trips: 9,380
Total Shared-Ride Trips: 31,360
Total Escorts: 4,564

Current Fare Information
Average Shared-Ride Fare: $24.08
Average Shared-Ride Cost per Trip: $41.59
Fare Structure
Implementation Date: March 2016

Vehicles Operated in Maximum Service
Community Transportation: 9

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,524

- Shared-Ride Operating 77%
- Shared-Ride Admin 9%
- Exclusive Human Service Program Contracts 14%

Operating Funds (000’s)
$1,365

- MATP 48%
- Passenger Fares 29%
- Lottery 29%
- PwD Program 4%
- Area Agency on Aging 3%
- Other <1%
- Subsidy 14%
- Area Agency on Aging 3%
- Passenger Fares 29%
- Lottery 29%
- PwD Program 4%
- Area Agency on Aging 3%
- Other <1%
- Subsidy 14%
(CCCT) Carbon County Community Transit

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
Central Pennsylvania Transportation Authority (CPTA)

415 Zarfoss Drive
York, PA 17404
800-479-2626
Mr. Richard Farr, Executive Director
www.rabbittransit.org

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 1,605,137
Senior Passengers: 226,345
Revenue Vehicle Miles: 1,801,660
Revenue Vehicle Hours: 125,113

Act 44 Operating Assistance
Section 1513 Allocation: $7,086,229
Required Local Match: $588,959

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

Senate District
York: 28, 31, 33, 48
Adams: 33

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

Current Employees
Agency Full-Time: 212
Agency Part-Time: 218
Contractor Full-Time: 4
Contractor Part-Time: 25
System-Wide: 459

Current Fleet Size
Diesel/Gasoline Motor Bus: 13
CNG Motor Bus: 35
Other Alternative Fuel Motor Bus: 3
Diesel/Gasoline Paratransit Vehicle: 256
System-Wide: 307

Operating Expense (000’s)
$12,073

Operating Funds (000’s)
$12,073

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Total Passengers (000’s)

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Revenue Vehicle Hours (000’s)

Revenue Vehicle Miles (000’s)

Total Ridership Per Revenue Vehicle Hour

Agency Service Area

Passengers include ADA complementary passengers.
Central Pennsylvania Transportation Authority (CPTA)

Community Transportation

Central Pennsylvania Transportation Authority (CPTA)
415 Zarfoss Drive
York, PA 17404
800-479-2626
Mr. Richard Farr, Executive Director
www.rabbittransit.org

Service Area Statistics (2010 Census)
Square Miles: 3,724
Population: 1,083,226
65+ Population: 166,762
% of Population 65 and older: 15.4%

Trip Information
65+ Trips: 249,587
PwD Trips: 69,409
Other Shared-Ride Trips: 97,090
Total Shared-Ride Trips: 416,086
Total Escorts: 23,811
Non-Public Trips: 217,589

House District
Adams: 91, 193; Columbia: 107, 109; Cumberland: 86, 87, 88, 92, 193, 199; Franklin: 78, 82, 89, 90; Montour: 107; Northumberland: 107, 108; Perry: 86; Snyder: 84, 108; Union: 84, 85; York: 47, 92, 93, 94, 95, 169, 196

Senate District
Adams: 33; Columbia: 27; Cumberland: 30, 31, 33; Franklin: 30, 33; Montour: 27; Northumberland: 27; Perry: 15; Snyder: 27; Union: 23; York: 28, 31, 33, 48

Current Fare Information
Average Shared-Ride Fare: $18.47
Average Shared-Ride Cost per Trip: $19.96
Fare Structure
Implementation Date: January 2020

Vehicles Operated in Maximum Service
Community Transportation: 114

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)$15,458
Shared-Ride Admin 5%
Exclusive Human Service Program Contracts 46%
Shared-Ride Operating 49%

Operating Funds (000’s)$14,782
Area Agency on Aging 4%
PwD Program 8%
Lottery 26%
Passenger Fares 3%
MATP 34%
MH/ID 6%
Other 14%
Subsidy 5%

Central Pennsylvania Transportation Authority

Agency Service Area

Shared-Ride Fare Recovery

- Average Shared-Ride Fare
- Average Shared-Ride Cost per Trip

65+ Shared-Ride Trips

- FY 14-15
- FY 15-16
- FY 16-17
- FY 17-18
- FY 18-19

PwD Shared-Ride Trips

- FY 14-15
- FY 15-16
- FY 16-17
- FY 17-18
- FY 18-19

Total Shared-Ride Trips

- FY 14-15
- FY 15-16
- FY 16-17
- FY 17-18
- FY 18-19
Centre Area Transportation Authority (CATA)

Urban System

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

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 6,428,507
Senior Passengers: 54,914
Revenue Vehicle Miles: 1,996,307
Revenue Vehicle Hours: 161,985

Act 44 Operating Assistance
Section 1513 Allocation: $6,861,590
Required Local Match: $606,901

House District
Centre: 76, 77, 81, 171

Senate District
Centre: 34

Current Fare Information
Fixed Route Base: $2.00
Last Base Fare Increase: August 2017

Current Employees
Agency Full-Time: 192
Agency Part-Time: 2
Contractor Full-Time: 7
Contractor Part-Time: 5
System-Wide: 206

Current Fleet Size
CNG Motor Bus: 66
Diesel/Gasoline Paratransit Vehicle: 54
CNG Paratransit Vehicle: 5
System-Wide: 125

URBAN OPERATING BUDGET

Operating Expense (000's)

$17,782

Fringes $4,188
Operator Salaries & Wages $5,929
Other Salaries & Wages $3,674
Purchased Trans $384
Maint. $922
Fuel Utils $1,140
Other $1,545

Expense includes ADA complementary expense.

Operating Funds (000's)

$17,782

Revenues
Federal $189
Revenues $7,103
Local $604
State $9,886

Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
# Centre Area Transportation Authority (CATA)

## Community Transportation

**Centre Area Transportation Authority (CATA)**

2081 West Whitehall Road  
State College, PA 16801  
814-238-2282  
Ms. Louwana Oliva, General Manager  
www.catabus.com

### Service Area Statistics (2010 Census)

- **Square Miles:** 135  
- **Population:** 112,000  
- **65+ Population:** 12,631  
- **% of Population 65 and older:** 11.3%

### Trip Information

- **65+ Trips:** 13,908  
- **PWD Trips:** See: Centre County  
- **Other Shared-Ride Trips:** 17  
- **Total Shared-Ride Trips:** 13,925  
- **Total Escorts:** 926

### Current Fare Information

- **Average Shared-Ride Fare:** $21.65  
- **Average Shared-Ride Cost per Trip:** $35.30  
- **Fare Structure Implementation Date:** July 2019

### Vehicles Operated in Maximum Service

- Community Transportation: 5

## COMMUNITY TRANSPORTATION OPERATING BUDGET

### Operating Expense (000’s)

- **$492**

  - **Shared-Ride Operating:** 93%  
  - **Shared-Ride Admin:** 7%

### Operating Funds (000’s)

- **$492**

  - **Lottery:** 52%  
  - **Passenger Fares:** 10%  
  - **Subsidy:** 38%
(CATA) Centre Area Transportation Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips

CATA does not provide PwD shared-ride service. Centre County provides PwD.
Community Transportation

Centre County Office of Transportation
420 Holmes Street
Bellefonte, PA 16823
814-355-6807
Mr. David Lomison, Director

Service Area Statistics (2010 Census)
Square Miles: 973
Population: 41,990
65+ Population: 4,735
% of Population 65 and older: 11.3%

Trip Information
65+ Trips: 32,104
PwD Trips: 3,483
Other Shared-Ride Trips: 34,204
Total Shared-Ride Trips: 69,791
Non-Public Trips: 2,427

House District
Centre: 76, 77, 81, 171

Senate District
Centre: 34

Current Fare Information
Average Shared-Ride Fare: $16.17
Average Shared-Ride Cost per Trip: $21.31
Fare Structure Implementation Date: August 2019

Vehicles Operated in Maximum Service
Community Transportation: 25

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
$2,050

- Shared-Ride Operating: 53%
- Shared-Ride Admin: 19%
- Exclusive Human Service Program Contracts: 28%

Operating Funds (000's)
$2,004

- MATP: 29%
- MH/ID: 13%
- Lottery: 20%
- Subsidy: 15%
- Other: 12%
- PwD Program: 3%
- Area Agency on Aging: 8%
Centre County Office of Transportation

Agency Service Area

Shared-Ride Fare Recovery

<table>
<thead>
<tr>
<th>Agency Service Area</th>
<th>Shared-Ride Fare Recovery</th>
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<tbody>
<tr>
<td>65+ Shared-Ride Trips</td>
<td>PwD Shared-Ride Trips</td>
</tr>
<tr>
<td>Total Shared-Ride Trips</td>
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</tbody>
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Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Clarion County Transportation

Service Area Statistics (2010 Census)
Square Miles: 602
Population: 39,988
65+ Population: 6,566
% of Population 65 and older: 16.4%

Trip Information
65+ Trips: 11,646
PwD Trips: 1,574
Other Shared-Ride Trips: 10,422
Total Shared-Ride Trips: 23,642
Non-Public Trips: 501

Current Fare Information
Average Shared-Ride Fare: $36.34
Average Shared-Ride Cost per Trip: $34.59
Fare Structure
Implementation Date: July 2013

Vehicles Operated in Maximum Service
Community Transportation: 15

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,164

Operating Funds (000’s)
$1,172

Shared-Ride Admin 74%

Exclusive Human Service Program Contracts 28%

Area Agency on Aging 4%
PwD Program 5%
Lottery 29%
Passenger Fares 1%
Other 2%
MH/ID 6%

MATP 53%
### OPERATING PROFILES

#### Clarion County Transportation Agency Service Area

#### Shared-Ride Fare Recovery
- **Avg. Shared-Ride Fare**
- **Avg. Shared-Ride Cost per Trip**

#### 65+ Shared-Ride Trips

#### PwD Shared-Ride Trips

#### Total Shared-Ride Trips
Community Transit of Delaware County

206 Eddystone Avenue, Suite 200
Eddystone, PA 19022-1594
610-490-3977
Nick Miccarelli, Executive Director
www.ctdelco.org

House District
Delaware: 159, 160, 161, 162, 163, 164, 165, 166, 168, 185, 191

Senate District
Delaware: 8, 9, 17, 26

Service Area Statistics (2010 Census)
Square Miles: 184
Population: 558,979
65+ Population: 79,726
% of Population 65 and older: 14.3%

Trip Information
65+ Trips: 94,151
PwD Trips: 830
Other Shared-Ride Trips: 62,358
Total Shared-Ride Trips: 157,339
Total Escorts: 14,851
Non-Public Trips: 198,199

Current Fare Information
Average Shared-Ride Fare: $35.73
Average Shared-Ride Cost per Trip: $40.69
Fare Structure Implementation Date: April 2018

Vehicles Operated in Maximum Service
Community Transportation: 63

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$14,548

Exclusive Human Service Program Contracts 56%
Shared-Ride Operating 34%
Shared-Ride Admin 10%

Operating Funds (000’s)
$14,283

MATP 36%
Area Agency on Aging 1%
PwD Program <1%
Lottery 19%
Passenger Fares 1%
Other 43%
Community Transit of Delaware County

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
County of Lackawanna Transit System (COLTS)

Operating Expense (000's)

$9,103

- Operator Salaries & Wages $3,370
- Other Salaries & Wages $1,197
- Maint. $543
- Purchased Trans $645
- Other $712
- Fringes $1,969
- Fuel Util $667
- Local $723

Revenue includes ADA complementery expense.

Operating Funds (000's)

$9,103

- Revenues $1,243
- Federal $1,028
- State $6,109

Revenue includes ADA complementery revenue.
Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19

(COLTS) County of Lackawanna Transit System

Agency Service Area

Total Passengers (000’s)

Revenue Vehicle Hours (000’s)

Revenue Vehicle Miles (000’s)

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Total Ridership Per Revenue Vehicle Hour

Operating Expense Per Passenger

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 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
65+ Population: 37,895
% of Population 65 and older: 17.7%

Current Fare Information
Average Shared-Ride Fare: $25.00
Average Shared-Ride Cost per Trip: $31.44

Fare Structure
Implementation Date: July 2015

Vehicles Operated in Maximum Service
Community Transportation: 38

Trip Information
65+ Trips: 80,279
PwD Trips: 1,652
Other Shared-Ride Trips: 13,768
Total Shared-Ride Trips: 108,043
Non-Public Trips: 15,464

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s) $4,588

- Shared-Ride Admin 21%
- Exclusive Human Service Program Contracts 30%
- Shared-Ride Operating 49%

Operating Funds (000’s) $3,756

- Lottery 55%
- MATP 35%
- PwD Program 1%
- Area Agency on Aging 9%
- Passenger Fares <1%
**Agency Service Area**

**Shared-Ride Fare Recovery**

- **Avg. Shared-Ride Fare**
- **Avg. Shared-Ride Cost per Trip**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

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**Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19**

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Urban System

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

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 316,024
Senior Passengers: 75,686
Revenue Vehicle Miles: 531,873
Revenue Vehicle Hours: 30,870

Act 44 Operating Assistance
Section 1513 Allocation: $2,015,866
Required Local Match: $112,384

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

Current Employees
Agency Full-Time: 44
Agency Part-Time: 7
System-Wide: 51

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

URBAN OPERATING BUDGET

Operating Expense (000's) $3,003
- Other Salaries & Wages $346
- Fuel Utilities $286
- Maint. $156
- Operator Salaries & Wages $730
- Other Salaries & Wages $655
- Fringes $830

Expense includes ADA complementary expense.

Operating Funds (000's) $3,003
- Local $103
- State $1,460
- Federal $1,035
- Revenues $405

Revenue includes ADA complementary revenue.
(COLT/LT) County of Lebanon Transit Authority

**Agency Service Area**

**Total Passengers (000's)**

**Revenue Vehicle Hours (000's)**

**Revenue Vehicle Miles (000's)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**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
717-274-3664
Ms. Theresa Giurintano,
Executive Director
www.lebanontransit.org

Service Area Statistics (2010 Census)
Square Miles: 362
Population: 133,568
65+ Population: 22,729
% of Population 65 and older: 17.0%

Trip Information
65+ Trips: 27,270
PwD Trips: 2,858
Other Shared-Ride Trips: 17,306
Total Shared-Ride Trips: 47,434

House District
Lebanon: 101, 102, 104

Senate District
Lebanon: 48

Current Fare Information
Average Shared-Ride Fare: $20.81
Average Shared-Ride Cost per Trip: $29.33
Fare Structure
Implementation Date: July 2013

Vehicles Operated in Maximum Service
Community Transportation: 11

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,391

Operating Funds (000’s)
$1,391
OPERATING PROFILES

(COLT/LT) County of Lebanon Transit Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Crawford Area Transportation Authority (CATA)

Rural System

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

Service Area Statistics (2010 Census)
Square Miles: 112
Population: 53,819

Act 44 Fixed Route Distribution Factors
Total Passengers: 280,495
Senior Passengers: 54,523
Revenue Vehicle Miles: 496,643
Revenue Vehicle Hours: 28,941

Act 44 Operating Assistance
Section 1513 Allocation: $1,389,772
Required Local Match*: $71,212

Current Employees
Agency Full-Time: 53
Agency Part-Time: 15
System-Wide: 68

Current Fleet Size
Diesel/Gasoline Motor Bus: 14
CNG Bus: 4
Diesel/Gasoline Paratransit Vehicle: 48
System-wide: 66

*CATA was approved for a local match waiver due to regional consolidation savings, thus required local match is reduced to $0.

RURAL OPERATING BUDGET

Operating Expense (000's)
$1,905
- Operator Salaries & Wages $423
- Fringes $452
- Other Salaries & Wages $456
- Maint. $148
- Fuel Utils $204
- Other $220

Operating Funds (000's)
$1,905
- Revenues $324
- Federal $300
- Local $63
- State $1,218

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19

(CATA) Crawford Area Transportation Authority

Revenue Vehicle Hours (000’s)

Total Passengers (000’s)

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Revenue Vehicle Miles (000’s)

Total Ridership Per Revenue Vehicle Hour

Passengers include ADA complementary passengers.
Crawford Area Transportation Authority (CATA)

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

House District
Crawford: 6, 17, 65
Venango: 64

Senate District
Crawford: 50
Venango: 21

Service Area Statistics (2010 Census)
Square Miles: 1,688
Population: 143,749
65+ Population: 24,596
% of Population 65 and older: 17.1%

Trip Information
65+ Trips: 43,844
PwD Trips: 1,988
Other Shared-Ride Trips: 19,929
Total Shared-Ride Trips: 65,761
Total Escorts: 6,219
Non-Public Trips: 26,113

Current Fare Information
Average Shared-Ride Fare: $17.32
Average Shared-Ride Cost per Trip: $27.96
Fare Structure
Implementation Date: March 2015

Vehicles Operated in Maximum Service
Community Transportation: 48

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$2,304

- Shared-Ride Operating 74%
- Shared-Ride Admin 21%
- Exclusive Human Service Program Contracts 5%

Operating Funds (000’s)
$2,459

- Area Agency on Aging 3%
- Lottery 26%
- Passenger Fares 2%
- Subsidy 8%
- Other 7%
- MATP 45%
- MH/ID 8%
Crawford Area Transportation Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Endless Mountains Transportation Authority (EMTA)

Rural System

Endless Mountains Transportation Authority (EMTA)
27824 Route 220
Athens, PA 18810
570-888-8713
Mr. Adam Winder, Interim General Manager
www.gobesttransit.com

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

Senate District
Bradford: 23
Sullivan: 23
Tioga: 25

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 103,995
Senior Passengers: 14,046
Revenue Vehicle Miles: 453,506
Revenue Vehicle Hours: 20,916

Act 44 Operating Assistance
Section 1513 Allocation: $1,049,851
Required Local Match: $69,367

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

Current Employees
Agency Full-Time: 52
Agency Part-Time: 18
System-Wide: 70

Current Fleet Size
Diesel/Gasoline Motor Bus: 13
Diesel/Gasoline Paratransit Vehicle: 52
CNG Paratransit Vehicles: 1
System-wide: 66

RURAL OPERATING BUDGET

Operating Expense (000's)
$1,695

Operator Salaries & Wages $492
Other Salaries & Wages $476
Fuel Util $169
Fringes $285
Maint. $44
Other $229

Operating Funds (000's)
$1,695

Revenues $150
Local $73
State $990
Federal $482

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Endless Mountains Transportation Authority (EMTA)

Community Transportation

Endless Mountains Transportation Authority (EMTA)
27824 Route 220
Athens, PA 18810
570-888-8713
Mr. Adam Winder, Interim General Manager
www.gobesttransit.com

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

Senate District
Bradford: 23
Sullivan: 23
Tioga: 25

Service Area Statistics (2010 Census)
Square Miles: 2,723
Population: 111,031
65+ Population: 20,271
% of Population 65 and older: 18.3%

Current Fare Information
Average Shared-Ride Fare: $32.45
Average Shared-Ride Cost per Trip: $41.18
Fare Structure Implementation Date: February 2018

Trip Information
65+ Trips: 32,315
PwD Trips: 7,323
Other Shared-Ride Trips: 34,212
Total Shared-Ride Trips: 73,850
Total Escorts: 9,456
Non-Public Trips: 4,824

Vehicles Operated in Maximum Service
Community Transportation: 47

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$4,567

Operating Funds (000’s)
$4,567

Shared-Ride Admin 15%
Shared-Ride Operating 52%
Exclusive Human Service Program Contracts 33%

Area Agency on Aging 3%
PwD Program 4%
Lottery 20%
Passenger Fares 1%
Subsidy 11%
Other 2%
MATP 55%
Endless Mountains Transportation Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Erie Metropolitan Transit Authority (EMTA)

Urban & Rural System

Erie Metropolitan Transit Authority (EMTA)
127 East 14th Street
Erie, PA 16503
814-452-2801
Mr. Jeremy Peterson, CEO
www.ride-the-e.com

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 2,517,463
Senior Passengers: 194,218
Revenue Vehicle Miles: 2,459,195
Revenue Vehicle Hours: 179,630

Act 44 Operating Assistance
Section 1513 Allocation: $10,136,346
Required Local Match: $1,046,610

Current Fare Information
Fixed Route Base: $1.65
Last Base Fare Increase: October 2018

Current Employees
Agency Full-Time: 203
Agency Part-Time: 26
System-Wide: 229

Current Fleet Size
Diesel/Gasoline Motor Bus: 58
CNG Motor Bus: 19
Diesel/Gasoline Paratransit Vehicle: 53
System-Wide: 130

House District
Erie: 1, 2, 3, 4, 6, 17

Senate District
Erie: 49, 50

URBAN & RURAL OPERATING BUDGET

Operating Expense (000’s)
$17,766

- Operator Salaries & Wages $6,569
- Other Salaries & Wages $2,806
- Fringes $3,945
- Fuel Utils $1,396
- Maint. $2,024
- Other $1,026

Operating Funds (000’s)
$17,766

- Revenues $3,788
- Federal $2,956
- Local $1,064
- State $9,958

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
(EMTA) Erie Metropolitan Transit Authority

Agency Service Area

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Total Ridership Per Revenue Vehicle Hour

Passengers include ADA complementary passengers.
Erie Metropolitan Transit Authority (EMTA)

Community Transportation

Erie Metropolitan Transit Authority (EMTA)
127 East 14th Street
Erie, PA 16503
814-452-2801
Mr. Jeremy Peterson, CEO
www.ride-the-e.com

Service Area Statistics (2010 Census)
Square Miles: 802
Population: 280,566
65+ Population: 40,824
% of Population 65 and older: 14.6%

Trip Information
65+ Trips: 55,519
PwD Trips: 2,389
Other Shared-Ride Trips: 65,460
Total Shared-Ride Trips: 123,368
Total Escorts: 12,415
Non-Public Trips: 9,412

Current Fare Information
Average Shared-Ride Fare: $22.19
Average Shared-Ride Cost per Trip: $24.81
Fare Structure
Implementation Date: July 2018

Vehicles Operated in Maximum Service
Community Transportation: 44

House District
Erie: 1, 2, 3, 4, 6, 17

Senate District
Erie: 49, 50

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$3,379

Operating Funds (000’s)
$3,288

Shared-Ride Admin 19%
Exclusive Human Service Program Contracts 9%
Shared-Ride Operating 72%

Area Agency on Aging 3%
PwD Program 2%
Lottery 30%
Passenger Fares 2%
Other 7%
MATP 56%
Fayette Area Coordinated Transportation (FACT)

Urban System

Fayette Area Coordinated Transportation (FACT)
825 Airport Road
Lemont Furnace, PA 15456
724-628-7532
Ms. Lori Groover-Smith, Director
www.factbus.com

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 140,772
Senior Passengers: 26,412
Revenue Vehicle Miles: 583,053
Revenue Vehicle Hours: 31,322

Act 44 Operating Assistance
Section 1513 Allocation: $1,192,270
Required Local Match: $178,841

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

Current Fleet Size
Diesel/Gasoline Motor Bus: 11
Diesel/Gasoline Paratransit Vehicle: 30
System-Wide: 41

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

URBAN OPERATING BUDGET

Operating Expense (000's)
$1,913

Operator Salaries & Wages $371
Purchased Trans $465
Fuel Utils $219
Maint. $105
Other Salaries & Wages $190
Fringes $300
Other $263

Operating Funds (000's)
$1,913

State $753
Revenues $205
Local $179
Federal $776

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Fayette Area Coordinated Transportation

Agency Service Area

Total Passengers (000’s)

Revenue Vehicle Hours (000’s)

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Revenue Vehicle Miles (000’s)

Passengers include ADA complementary passengers.
Fayette Area Coordinated Transportation (FACT)

Community Transportation

Fayette Area Coordinated Transportation (FACT)
825 Airport Road
Lemont Furnace, PA 15456
724-628-7532
Ms. Lori Groover-Smith, Director
www.factbus.com

House District
Fayette: 49, 50, 51, 52

Senate District
Fayette: 32

Service Area Statistics (2010 Census)
Square Miles: 790
Population: 136,606
65+ Population: 24,580
% of Population 65 and older: 18.0%

Current Fare Information
Average Shared-Ride Fare: $17.45
Average Shared-Ride Cost per Trip: $21.93
Fare Structure
Implementation Date: September 2016

Trip Information
65+ Trips: 28,734
PwD Trips: 6,076
Other Shared-Ride Trips: 66,141
Total Shared-Ride Trips: 100,951
Total Escorts: 9,193
Non-Public Trips: 319

Vehicles Operated in Maximum Service
Community Transportation: 20

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$2,502

Operating Funds (000’s)
$2,502

- Area Agency on Aging 2%
- PwD Program 4%
- Lottery 16%
- Passenger Fares 1%
- Subsidy 12%
- MATP 63%
- MH/ID 1%
- Other 1%
(FACT) Fayette Area Coordinated Transportation

**Fayette Area Coordinated Transportation Agency Service Area**

**Shared-Ride Fare Recovery**

- **Avg. Shared-Ride Fare**
- **Avg. Shared-Ride Cost per Trip**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Community Transportation

Forest County Transportation
126 Cherry Street
Marienville, PA 16239
814-927-8266
Ms. Brenda McCanna, Director

House District
Forest: 63, 65

Senate District
Forest: 21

Service Area Statistics (2010 Census)
Square Miles: 428
Population: 5,216
65+ Population: 1,356
% of Population 65 and older: 26%

Current Fare Information
Average Shared-Ride Fare: $26.26
Average Shared-Ride Cost per Trip: $30.94
Fare Structure
Implementation Date: January 2015

Trip Information
65+ Trips: 13,954
PwD Trips: 1,572
Other Shared-Ride Trips: 744
Total Shared-Ride Trips: 16,270
Total Escorts: 735
Non-Public Trips: 3,058

Vehicles Operated in Maximum Service
Community Transportation: 14

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$522

Operating Funds (000’s)
$551

- Shared-Ride Admin 21%
- Exclusive Human Service Program Contracts 9%
- Shared-Ride Operating 70%
- Passenger Fares 2%
- Lottery 51%
- Other 12%
- PwD Program 6%
- Area Agency on Aging 4%
- MATP 25%
Greene County Transportation

Community Transportation

Greene County Transportation
190 Jefferson Road
Waynesburg, PA 15370
724-627-6778
Mr. Richard Blaker, Director of Transportation

Service Area Statistics (2010 Census)
Square Miles: 576
Population: 38,686
65+ Population: 5,931
% of Population 65 and older: 15.3%

Trip Information
65+ Trips: 12,697
PwD Trips: 3,904
Other Shared-Ride Trips: 16,601
Total Shared-Ride Trips: 33,202
Total Escorts: 1,415
Non-Public Trips: 1,072

House District
Greene: 50

Senate District
Greene: 46

Current Fare Information
Average Shared-Ride Fare: $25.90
Average Shared-Ride Cost per Trip: $32.38
Fare Structure
Implementation Date: June 2015

Vehicles Operated in Maximum Service
Community Transportation: 15

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,298

Operating Funds (000’s)
$1,298
Greene County Transportation

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Urban System

Hazleton Public Transit (HPT)
126 West Mine Street
Hazleton, PA 18201
670-459-5414
Mr. Ralph Sharp, Transit Director
www.ridehpt.com

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

Senate District
Luzerne: 14, 20, 22, 27

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: 200,671
Senior Passengers: 55,375
Revenue Vehicle Miles: 419,096
Revenue Vehicle Hours: 31,439

Act 44 Operating Assistance
Section 1513 Allocation: $2,051,540
Required Local Match: $163,298

Current Employees
Agency Full-Time: 4
Agency Part-Time: 2
Contractor Full-Time: 18
Contractor Part-Time: 8
System-Wide: 32

Current Fleet Size
Diesel/Gasoline Motor Bus: 6
Diesel/Gasoline Paratransit Vehicle: 4
CNG Motor Bus: 5
System-Wide: 15

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.

Operating Expense (000's) $2,523

- Salaries & Wages $210
- Fringes $112
- Fuel & Utilities $86
- Maint. $8
- Other Salaries & Wages $210
- Other $200
- Purchased Trans $1,907

Operating Funds (000's) $2,523

- State $2,098
- Local $163
- Revenues $262
- Purchased Trans $1,907
- Salaries & Wages $210
- Fringes $112
- Fuel & Utilities $86
- Maint. $8
- Other Salaries & Wages $210
- Other $200

Hazleton Public Transit (HPT)
Community Transportation

Huntingdon-Bedford-Fulton Area Agency on Aging
240 Wood Street
Bedford, PA 15522
814-623-8148
Ms. Connie Brode, Executive Director
www.hbfaaa.org/cart

House District
Bedford: 69, 78
Fulton: 78
Huntingdon: 81

Senate District
Bedford: 35
Fulton: 30
Huntingdon: 30, 34

Service Area Statistics (2010 Census)
Square Miles: 2,326
Population: 110,520
65+ Population: 19,478
% of Population 65 and older: 17.6%

Trip Information
65+ Trips: 52,096
PwD Trips: 6,246
Other Shared-Ride Trips: 25,282
Total Shared-Ride Trips: 83,624
Total Escorts: 1,408

Current Fare Information
Average Shared-Ride Fare: $21.16
Average Shared-Ride Cost per Trip: $23.19
Fare Structure
Implementation Date: April 2018

Vehicles Operated in Maximum Service
Community Transportation: 34

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$2,057

- Shared-Ride Operating 84%
- Shared-Ride Admin 16%

Operating Funds (000’s)
$2,057

- Passenger Fares 7%
- Subsidy 9%
- Other 2%
- MATP 19%
- Area Agency on Aging 10%
- PwD Program 6%
- Lottery 47%
Huntingdon-Bedford-Fulton Area Agency on Aging

**Agency Service Area**

**Shared-Ride Fare Recovery**

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
### Rural System

**Indiana County Transit Authority (IndiGO)**

1657 Saltsburg Avenue
Indiana, PA 15701
724-465-2140
Mr. John Kanyan, Executive Director
www.indigobus.com

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

**Act 44 Fixed Route Distribution Factors**
- Total Passengers: 406,304
- Senior Passengers: 19,746
- Revenue Vehicle Miles: 443,880
- Revenue Vehicle Hours: 34,035

**Act 44 Operating Assistance**
- Section 1513 Allocation: $1,720,366
- Required Local Match: $66,155

**Current Fleet Size**
- CNG Motor Bus: 16
- Diesel/Gasoline Paratransit Vehicle: 12
- System-wide: 28

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

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

### RURAL OPERATING BUDGET

**Operating Expense (000's) $2,751**

- Operator Salaries & Wages $901
- Fuel Utils $200
- Maint. $175
- Other $187
- Fringes $610
- Other Salaries & Wages $678

Expenses include ADA complementary expense.

**Operating Funds (000's) $2,751**

- Local $66
- Federal $347
- Revenues $604
- State $1,734

Revenues include ADA complementary revenue.
(IndiGO) Indiana County Transit Authority

**Agency Service Area**

**Total Passengers (000's)**

**Revenue Vehicle Hours (000's)**

**Revenue Vehicle Miles (000's)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**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 Kanyan, Executive Director
www.indigobus.com

House District
Indiana: 55, 60, 62, 66

Senate District
Indiana: 41

Service Area Statistics (2010 Census)
Square Miles: 829
Population: 88,880
65+ Population: 13,944
% of Population 65 and older: 15.7%

Trip Information
65+ Trips: 18,423
PwD Trips: 408
Other Shared-Ride Trips: 4,636
Total Share-Ride Trips: 23,467
Total Escorts: 667
Non-Public Trips: 16,454

Current Fare Information
Average Shared-Ride Fare: $22.92
Average Shared-Ride Cost per Trip: $26.01
Fare Structure
Implementation Date: July 2018

Vehicles Operated in Maximum Service
Community Transportation: 10

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,256

Operating Funds (000’s)
$1,269

Shared-Ride Admin 15%
Shared-Ride Operating 34%
Exclusive Human Service Program Contracts 51%

Area Agency on Aging 4%
PwD Program 1%
Lottery 28%
Passenger Fares 1%
Subsidy <1%
Other 5%
MATP 61%
Lehigh and Northampton Transportation Authority (LANTA)

1060 Lehigh Street
Allentown, PA 18103
610-435-4052
Mr. Owen O’Neil, Executive Director
www.lantabus.com

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 4,497,481
Senior Passengers: 580,073
Revenue Vehicle Miles: 3,940,411
Revenue Vehicle Hours: 296,963

Act 44 Operating Assistance
Section 1513 Allocation: $17,809,570
Required Local Match: $1,005,321

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

Current Employees
Agency Full-Time: 220
Agency Part-Time: 2
Contractor Full-Time: 123
Contractor Part-Time: 30
System-Wide: 375

Current Fleet Size
Diesel/Gasoline Motor Bus: 49
CNG Motor Bus: 34
Diesel/Gasoline Paratransit Vehicle: 85
System-Wide: 168

URBAN OPERATING BUDGET

Operating Expense (000's) $29,918

- Operator Salaries & Wages $9,456
- Other Salaries & Wages $3,832
- Fringes $7,866
- Fuel & Utility $2,368
- Maint. $1,062
- Purchased Trans $2,429
- Other $2,905

Operating Funds (000's) $29,918

- State $20,231
- Federal $3,425
- Local $1,005
- Revenues $5,257

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Lehigh and Northampton Transportation Authority

**Agency Service Area**

**Total Passengers (000's)**

**Revenue Vehicle Hours (000's)**

**Revenue Vehicle Miles (000's)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**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
610-435-4052
Mr. Owen O’Neil, Executive Director
www.lantabus.com

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

Senate District
Lehigh: 16, 18
Northampton: 18, 40

Service Area Statistics (2010 Census)
Square Miles: 730
Population: 647,232
65+ Population: 98,210
% of Population 65 and older: 15.2%

Current Fare Information
Average Shared-Ride Fare: $25.33
Average Shared-Ride Cost per Trip: $29.69
Fare Structure
Implementation Date: October 2015

Vehicles Operated in Maximum Service
Community Transportation: 106

Trip Information
65+ Trips: 125,871
PwD Trips: 8,961
Other Shared-Ride Trips: 80,821
Total Shared-Ride Trips: 215,653
Total Escorts: 26,216
Non-Public Trips: 46,312

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$8,034
- Shared-Ride Operating 75%
- Shared-Ride Admin 5%
- Exclusive Human Service Program Contracts 20%
- Other 19%
- Lottery 36%
- PwD Program 3%
- Area Agency on Aging 2%
- MATP 33%

Operating Funds (000’s)
$7,380
- Passenger Fares 3%
- Subsidy 4%
- Other 19%
**LANTA** Lehigh and Northampton Transportation Authority

### Operating Profiles

**Agency Service Area**

**Shared-Ride Fare Recovery**

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

**65+ Shared-Ride Trips**

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<thead>
<tr>
<th>Year</th>
<th>FY 14-15</th>
<th>FY 15-16</th>
<th>FY 16-17</th>
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<th>FY 18-19</th>
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**PwD Shared-Ride Trips**

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<th>FY 14-15</th>
<th>FY 15-16</th>
<th>FY 16-17</th>
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**Total Shared-Ride Trips**

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</tbody>
</table>
Urban System

Luzerne County Transportation Authority (LCTA)
315 Northamptont Street
Kingston, PA 18704
570-288-9356
Mr. Lee Horton, Executive Director
www.lctabus.com

Service Area Statistics (2010 Census)
Square Miles: 56
Population: 202,500

Act 44 Fixed Route Distribution Factors
Total Passengers: 1,165,199
Senior Passengers: 183,455
Revenue Vehicle Miles: 1,365,304
Revenue Vehicle Hours: 94,199

Act 44 Operating Assistance
Section 1513 Allocation: $6,014,481
Required Local Match: $619,437

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

Senate District
Luzerne: 14, 20, 22, 27

Current Fare Information
Fixed Route Base: $1.75
Last Base Fare Increase: January 2018

Current Employees
Agency Full-Time: 123
Agency Part-Time: 46
System-Wide: 169

Current Fleet Size
Diesel/Gasoline Motor Bus: 23
Hybrid Diesel/Electric Motor Bus: 15
CNG Motor Bus: 2
Diesel/Gasoline Paratransit Vehicle: 51
System-Wide: 91

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
(LCTA) Luzerne County Transportation Authority

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Total Ridership Per Revenue Vehicle Hour

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Passengers include ADA complementary passengers.
Community Transportation

Luzerne County Transportation Authority (LCTA)
315 Northampton Street
Kingston, PA 18704
570-288-9356
Mr. Lee Horton, Executive Director
www.lctabus.com

Service Area Statistics (2010 Census)
Square Miles: 318,564
Population: 906
65+ Population: 56,704
% of Population 65 and older: 17.8%

Luzerne County Transportation Authority
315 Northampton Street
Kingston, PA 18704
570-288-9356
Mr. Lee Horton, Executive Director
www.lctabus.com

Trip Information
65+ Trips: 36,464
PwD Trips: 640
Other Shared-Ride Trips: 64,700
Total Shared-Ride Trips: 101,804
Total Escorts: 5,080
Non-Public Trips: 30,868

Current Fare Information
Average Shared-Ride Fare: $21.68
Average Shared-Ride Cost per Trip: $29.95
Fare Structure Implementation Date: November 2018

Vehicles Operated in Maximum Service
Community Transportation: 45

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$3,622

Operating Funds (000’s)
$3,622

Luzerne County Transportation Authority (LCTA)
315 Northampton Street
Kingston, PA 18704
570-288-9356
Mr. Lee Horton, Executive Director
www.lctabus.com

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

Senate District
Luzerne: 14, 20, 22, 27
Luzerne County Transportation Authority (LCTA)

Operational Profiles

Agency Service Area

Shared-Ride Fare Recovery

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips

FY 14-15 FY 15-16 FY 16-17 FY 17-18 FY 18-19

FY 14-15 FY 15-16 FY 16-17 FY 17-18 FY 18-19

FY 14-15 FY 15-16 FY 16-17 FY 17-18 FY 18-19
Urban System

**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.mcrcog.com

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

**Act 44 Fixed Route Distribution Factors**
- Total Passengers: 88,617
- Senior Passengers: 12,671
- Revenue Vehicle Miles: 172,598
- Revenue Vehicle Hours: 14,133

**Act 44 Operating Assistance**
- Section 1513 Allocation: $817,818
- Required Local Match: $64,872

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

**Current Fleet Size**
- Diesel/Gasoline Motor Bus: 7
- Diesel/Gasoline Paratransit Vehicle: 26
- System-Wide: 33

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

**URBAN OPERATING BUDGET**

**Operating Expense (000's)**
$1,094

- Operator Salaries & Wages: $270
- Maint.: $134
- Fuel & Utils: $134
- Fringes: $150
- Other: $194
- Other Salaries & Wages: $212

Expense includes ADA complementary expense.

**Operating Funds (000's)**
$1,094

- Federal: $152
- Revenues: $59
- Local: $65
- State: $818

Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Community Transportation

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.mcrcog.com

Service Area Statistics (2010 Census)
Square Miles: 672
Population: 116,638
65+ Population: 21,556
% of Population 65 and older: 18.5%

Trip Information
65+ Trips: 41,089
PwD Trips: 2,936
Other Shared-Ride Trips: 34,562
Total Shared-Ride Trips: 78,587
Total Escorts: 4,693
Non-Public Trips: 7,502

Current Fare Information
Average Shared-Ride Fare: $20.22
Average Shared-Ride Cost per Trip: $20.46
Fare Structure
Implementation Date: July 2016

Vehicles Operated in Maximum Service
Community Transportation: 20

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
$1,704

- Shared-Ride Admin 24%
- Exclusive Human Service Program Contracts 6%
- Shared-Ride Operating 70%

Operating Funds (000's)
$1,763

- MATP 39%
- Area Agency on Aging 11%
- Lottery 40%
- Passenger Fares 5%
- Other 1%
- PwD Program 4%
**Agency Service Area**

**Shared-Ride Fare Recovery**

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
Mid County Transit Authority (TACT)

Rural System

Mid County Transit Authority, d.b.a. Town & Country Transit (TACT)
220 North Grant Avenue
Kittanning, PA 16201
724-548-8696
Ms. Patti Lynn Johnston, General Manager
www.tandctransit.com

House District
Armstrong: 55, 60, 63

Senate District
Armstrong: 41

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 43,021
Senior Passengers: 13,096
Revenue Vehicle Miles: 97,852
Revenue Vehicle Hours: 7,107

Act 44 Operating Assistance
Section 1513 Allocation: $626,841
Required Local Match: $46,677

Current Fleet Size
Diesel/Gasoline Motor Bus: 9
Diesel/Gasoline Paratransit Vehicle: 11
System-wide: 20

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

Current Employees
Agency Full-Time: 18
Agency Part-Time: 8
System-wide: 26

RURAL OPERATING BUDGET

Operating Expense (000’s)
$646

- Operator Salaries & Wages $151
- Other Salaries & Wages $198
- Fringes $85
- Fuel Utils $54
- Maint $29
- Other $129

Operating Funds (000’s)
$646

- Local $47
- State $559
- Revenues $40

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Mid County Transit Authority

Agency Service Area

Total Passengers (000’s)

Revenue Vehicle Hours (000’s)

Revenue Vehicle Miles (000’s)

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Total Ridership Per Revenue Vehicle Hour

Passengers include ADA complementary passengers.
Mid County Transit Authority (TACT)

Community Transportation

Mid County Transit Authority, d.b.a.
Town & Country Transit (TACT)
220 North Grant Avenue
Kittanning, PA 16201
724-548-8696
Ms. Patti Lynn Johnston, General Manager
www.tandctransit.com

Service Area Statistics (2010 Census)
Square Miles: 654
Population: 68,941
65+ Population: 12,687
% of Population 65 and older: 18.4%

Trip Information
65+ Trips: 13,912
PwD Trips: 2,763
Other Shared-Ride Trips: 5,746
Total Shared-Ride Trips: 22,421
Total Escorts: 747

House District
Armstrong: 55, 60, 63

Senate District
Armstrong: 41

Current Fare Information
Average Shared-Ride Fare: $21.62
Average Shared-Ride Cost per Trip: $29.10
Fare Structure
Implementation Date: July 2019

Vehicles Operated in Maximum Service
Community Transportation: 8

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
$652
- Shared-Ride Admin 45%
- Shared-Ride Operating 55%

Operating Funds (000's)
$598
- Passenger Fares 5%
- Lottery 41%
- PwD Program 9%
- Area Agency on Aging 5%
- MATP 2%
- MH/ID 20%
- Other <1%
- Subsidy 18%

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
(TACT) Mid County Transit Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
### Urban System

**Mid Mon Valley Transit Authority (MMVTA)**

1300 McKean Avenue
Charleroi, PA 15022
724-489-0880
Ms. Ashley Seman, Executive Director
www.mmvta.com

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

**Senate District**
Washington: 46
Westmoreland: 32

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

#### Act 44 Fixed Route Distribution Factors
- Total Passengers: 288,328
- Senior Passengers: 35,397
- Revenue Vehicle Miles: 771,999
- Revenue Vehicle Hours: 42,995

#### Act 44 Operating Assistance
- Section 1513 Allocation: $2,988,032
- Required Local Match: $77,168

#### Current Fare Information
- Fixed Route Base: $2.00
- Last Base Fare Increase: January 2018

#### Current Employees
- Agency Full-Time: 4
- Contractor Full-Time: 38
- Contractor Part-Time: 4
- System-Wide: 46

#### Current Fleet Size
- Diesel/Gasoline Motor Bus: 14
- CNG Motor Bus Vehicles: 15
- System-Wide: 29

### URBAN OPERATING BUDGET

#### Operating Expense (000's)

- Purchased Trans $3,121
- Maint. $10
- Fuel Util $325
- Fringes $79
- Other Salaries & Wages $198
- Other $397

#### Operating Funds (000's)

- Revenues
  - Federal $690
  - State $2,763
  - Local $77
- Local $77
- Revenues
  - Federal $690
  - State $2,763
  - Local $77

Expense includes ADA complementary expense. Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Urban & Rural System

Monroe County Transportation Authority (MCTA)
P.O. Box 339
Scotrun, PA 18355
570-839-6282
Ms. Peggy Howarth, Executive Director
www.gomcta.com

Service Area Statistics (2010 Census)
Square Miles: 417
Population: 141,292

Act 44 Fixed Route Distribution Factors
Total Passengers: 256,101
Senior Passengers: 23,836
Revenue Vehicle Miles: 574,297
Revenue Vehicle Hours: 35,161

Act 44 Operating Assistance
Section 1513 Allocation: $2,088,464
Required Local Match: $171,327

Current Employees
Agency Full-Time: 50
Agency Part-Time: 34
System-Wide: 84

Current Fleet Size
Diesel/Gasoline Motor Bus: 14
Diesel/Gasoline Paratransit Vehicle: 40
System-wide: 54

Current Fare Information
Fixed Route Base: $1.50
Last Base Fare Increase: July 2014

URBAN & RURAL OPERATING BUDGET

Operating Expense (000’s) $3,491
Operator Salaries & Wages $982
Other Salaries & Wages $849
Fringes $631
Other $466
Maint. $215
Fuel Utilities $408

Operating Funds (000’s) $3,491
Federal $1,000
Revenues $354
Local $171
State $1,966

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
MCTA Monroe County Transportation Authority

**Agency Service Area**

**Total Passengers (000's)**

**Revenue Vehicle Hours (000's)**

**Revenue Vehicle Miles (000's)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**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
www.gomcta.com

Service Area Statistics (2010 Census)
Square Miles: 609
Population: 169,842
65+ Population: 21,701
% of Population 65 and older: 12.8%

Trip Information
65+ Trips: 41,398
PwD Trips: 15,445
Other Shared-Ride Trips: 25,977
Total Shared-Ride Trips: 82,820
Non-Public Trips: 20,237

Current Fare Information
Average Shared-Ride Fare: $24.94
Average Shared-Ride Cost per Trip: $26.87
Fare Structure
Implementation Date: July 2015

Vehicles Operated in Maximum Service
Community Transportation: 26

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s) $2,445
- Shared-Ride Admin 50%
- Exclusive Human Service Program Contracts 9%
- Shared-Ride Operating 41%

Operating Funds (000’s) $2,445
- Lottery 38%
- MATP 15%
- Area Agency on Aging 3%
- PwD Program 14%
- Other 16%
- Passenger Fares 6%
- Subsidy 8%
Monroe County Transportation Authority

**Agency Service Area**

**Shared-Ride Fare Recovery**

- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost per Trip

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
New Castle Area Transit Authority (NCATA)

Rural System

New Castle Area Transit Authority (NCATA)
311 Mahoning Avenue
New Castle, PA 16102
724-654-3130
Mr. David Richards, General Manager
www.newcastletransit.org

Service Area Statistics (2010 Census)
Square Miles: 178
Population: 74,880

Act 44 Fixed Route Distribution Factors
Total Passengers: 577,092
Senior Passengers: 84,340
Revenue Vehicle Miles: 1,103,207
Revenue Vehicle Hours: 53,832

Act 44 Operating Assistance
Section 1513 Allocation: $4,519,675
Required Local Match: $232,567

House District
Lawrence: 9, 10, 17

Senate District
Lawrence: 47

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

Current Employees
Agency Full-Time: 51
Agency Part-Time: 5
System-Wide: 56

Current Fleet Size
Diesel/Gasoline Motor Bus: 28
CNG Motor Bus Vehicles: 6
System-wide: 34

RURAL OPERATING BUDGET

Operating Expense (000's)
$6,168

- Other Salaries & Wages $781
- Operator Salaries & Wages $1,603
- Fringes $1,914
- Fuel Util $612
- Maint. $523
- Purchased Trans $104

Expense includes ADA complementary expense.

Operating Funds (000's)
$6,168

- Local $233
- Federal $300
- Revenues $758
- State $4,877

Revenue includes ADA complementary revenue.
Passengers include ADA complementary passengers.
Pike County Transportation Department

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Community Transportation

Pike County Transportation Department
506 Broad Street
Milford, PA 18337
570-296-3434
Mr. Robert Ruiz, Director

House District
Pike: 139, 189

Senate District
Pike: 20

Service Area Statistics (2010 Census)
Square Miles: 547
Population: 57,369
65+ Population: 9,303
% of Population 65 and older: 16.2%

Trip Information
65+ Trips: 22,416
PwD Trips: 4,565
Total Shared-Ride Trips: 26,981

Current Fare Information
Average Shared-Ride Fare: $20.93
Average Shared-Ride Cost per Trip: $33.03
Fare Structure
Implementation Date: July 2017

Vehicles Operated in Maximum Service
Community Transportation: 36

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$1,131

- Shared-Ride Admin 35%
- Exclusive Human Service Program Contracts 21%
- Shared-Ride Operating 44%

Operating Funds (000’s)
$808

- Lottery 46%
- PwD Program 7%
- Area Agency on Aging 4%
- Passenger Fares 6%
- Other 1%
- MATP 36%
Operational Profiles

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Urban System

Pottstown Area Rapid Transit (PART)
100 East High Street
Pottstown, PA 19464
610-970-6511
Mr. Justin Keller, Borough Manager
www.pottstownarearapidtransit.com

House District
Chester: 26
Montgomery: 26, 146, 147

Senate District
Chester: 44
Montgomery: 24, 44

Service Area Statistics (2010 Census)
Square Miles: 34
Population: 51,000

Current Fare Information
Fixed Route Base: $2.25
Last Base Fare Increase: July 2018

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

Current Fleet Size
Diesel/Gasoline Motor Bus: 8
Diesel/Gasoline Paratransit Vehicle: 2
System-Wide: 10

Act 44 Fixed Route Distribution Factors
Total Passengers: 247,557
Senior Passengers: 44,206
Revenue Vehicle Miles: 275,759
Revenue Vehicle Hours: 21,951

Act 44 Operating Assistance
Section 1513 Allocation: $1,317,716
Required Local Match: $89,791

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.

URBAN OPERATING BUDGET

Operating Expense (000's)
$2,281

Operating Funds (000's)
$2,281

Federal $544
State $1,306
Revenues $341
Local $90
Purchased Trans $1,971
Other Salaries & Wages $67
Fringes $35
Fuel Utilities $158
Other $50

Purchased Trans $1,971
Other Salaries & Wages $67
Fringes $35
Fuel Utilities $158
Other $50

Purchased Trans $1,971
Other Salaries & Wages $67
Fringes $35
Fuel Utilities $158
Other $50
Passengers include ADA complementary passengers.
ROVER Community Transportation

Community Transportation

ROVER Community Transportation
1002 South Chestnut Street
Downingtown, PA 19335
484-696-3854
Mr. Wayne Robinson, General Manager

House District
Chester: 13, 26, 74, 155, 156, 157, 158, 160, 167

Senate District
Chester: 9, 19, 26, 44

Service Area Statistics (2010 Census)
- Square Miles: 756
- Population: 498,886
- 65+ Population: 63,875
- % of Population 65 and older: 12.8%

Trip Information
- 65+ Trips: 94,836
- PwD Trips: 28,964
- Other Shared-Ride Trips: 37,695
- Total Shared-Ride Trips: 161,495
- Total Escorts: 853
- Non-Public Trips: 99,822

Current Fare Information
- Average Shared-Ride Fare: $23.99
- Average Shared-Ride Cost per Trip: $24.69

Fare Structure
- Implementation Date: December 2016

Vehicles Operated in Maximum Service
Community Transportation: 37

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$8,358
- Shared-Ride Admin 11%
- Exclusive Human Service Program Contracts 52%
- Shared-Ride Operating 37%

Operating Funds (000’s)
$8,551
- Area Agency on Aging 2%
- MATP 25%
- Lottery 19%
- PwD Program 7%
- Other 35%
- MH/ID Program 5%
- Passenger Fares 4%
- Subsidy 3%
The large decrease in trips between FY 16-17 and FY17-18 resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.
Rural System

Schuylkill Transportation System (STS)
252 Industrial Park Road
St. Clair, PA 17970
570-429-2701
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: $1.50
Last Base Fare Increase: July 2017

Act 44 Fixed Route Distribution Factors
Total Passengers: 189,211
Senior Passengers: 56,030
Revenue Vehicle Miles: 322,507
Revenue Vehicle Hours: 19,696

Current Employees
Agency Full-Time: 54
Agency Part-Time: 19
System-Wide: 73

Act 44 Operating Assistance
Section 1513 Allocation: $1,656,291
Required Local Match: $67,915

Current Fleet Size
Diesel/Gasoline Motor Bus: 12
Diesel/Gasoline Paratransit Vehicle: 30
System-wide: 42

RURAL OPERATING BUDGET

Operating Expense (000's)
$2,218

- Operator Salaries & Wages $543
- Other Salaries & Wages $551
- Fringes $564
- Fuel Util $247
- Maint $152
- Other $161

Operating Funds (000's)
$2,218

- Local $68
- Revenue $197
- State $1,335
- Federal $618

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
(STS) Schuylkill Transportation System

**Agency Service Area**

**Total Passengers (000's)**

**Revenue Vehicle Hours (000's)**

**Revenue Vehicle Miles (000's)**

**Operating Expense Per Passenger**

**Operating Revenue Per Revenue Vehicle Hour**

**Operating Expense Per Revenue Vehicle Hour**

**Total Ridership Per Revenue Vehicle Hour**

Passengers include ADA complementary passengers.

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Schuylkill Transportation System (STS)

Community Transportation

Schuylkill Transportation System (STS)
252 Industrial Park Road
St. Clair, PA 17970
570-429-2701
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: 778
Population: 148,289
65+ Population: 26,828
% of Population 65 and older: 18.1%

Trip Information
65+ Trips: 40,100
PwD Trips: 5,181
Other Shared-Ride Trips: 23,319
Total Shared-Ride Trips: 68,600
Total Escorts: 6,805
Non-Public Trips: 8,321

Current Fare Information
Average Shared-Ride Fare: $23.28
Average Shared-Ride Cost per Trip: $33.85
Fare Structure Implementation Date: October 2017

Vehicles Operated in Maximum Service
Community Transportation: 26

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s) $2,765
- Shared-Ride Operating 66%
- Shared-Ride Admin 18%
- Exclusive Human Service Program Contracts 16%

Operating Funds (000’s) $2,765
- Area Agency on Aging 2%
- PwD Program 4%
- Lottery 29%
- Passenger Fares 5%
- MATP 49%
- Other 4%
- Subsidy 7%
Schuylkill Transportation System

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Somerset County Transportation System

Community Transportation

Somerset County Transportation System
535 East Main Street
Somerset, PA 15501
814-445-9628
Mr. Michael Villeneuve, Director of Transportation

House District
Somerset: 51, 59, 69, 71
Senate District
Somerset: 32

Service Area Statistics (2010 Census)
Square Miles: 1,075
Population: 77,742
65+ Population: 14,431
% of Population 65 and older: 18.6%

Current Fare Information
Average Shared-Ride Fare: $15.67
Average Shared-Ride Cost per Trip: $16.38
Fare Structure
Implementation Date: July 2017

Trip Information
65+ Trips: 13,194
PwD Trips: 3,312
Other Shared-Ride Trips: 11,553
Total Shared-Ride Trips: 28,059
Non-Public Trips: 2,453

Vehicles Operated in Maximum Service
Community Transportation: 14

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's) $1,902

Operating Funds (000's) $2,086

Exclusive Human Service Program Contracts 76%
Shared-Ride Admin 5%
Shared-Ride Operating 19%

Area Agency on Aging 2%
PwD Program 2%
Lottery 9%
Passenger Fares 1%
Other 6%
MATP 80%
### Somerset County Transportation System

#### Agency Service Area

#### Shared-Ride Fare Recovery

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<th>FY 14-15</th>
<th>FY 15-16</th>
<th>FY 16-17</th>
<th>FY 17-18</th>
<th>FY 18-19</th>
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<tr>
<td>Avg. Shared-Ride Cost per Trip</td>
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#### 65+ Shared-Ride Trips

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#### PwD Shared-Ride Trips

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</table>

#### Total Shared-Ride Trips

<table>
<thead>
<tr>
<th></th>
<th>FY 14-15</th>
<th>FY 15-16</th>
<th>FY 16-17</th>
<th>FY 17-18</th>
<th>FY 18-19</th>
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<tr>
<td></td>
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</tbody>
</table>

- **FY 14-15**: 0
- **FY 15-16**: 0
- **FY 16-17**: 0
- **FY 17-18**: 0
- **FY 18-19**: 0
South Central Transit Authority (SCTA)

Urban System

South Central Transit Authority (SCTA)
45 Erick Road
Lancaster, PA 17601
717-358-1920
Mr. David Kilmer, Executive Director
www.sctapa.com

House District
Berks: 5, 124, 126, 127, 128, 129, 130, 134, 187; Lancaster: 13, 37, 41, 43, 96, 97, 98, 99, 100, 128, 129

Senate District
Berks: 11, 24, 29, 44
Lancaster: 13, 36

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

Urban Operating Budget

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount (000's)</th>
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<tbody>
<tr>
<td>Total Operating Expense</td>
<td>$22,293</td>
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<tr>
<td>Salaries &amp; Wages</td>
<td>$1,873</td>
</tr>
<tr>
<td>Fringes</td>
<td>$924</td>
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<td>Fuel &amp; Utilities</td>
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<td>Maint.</td>
<td>$1,669</td>
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<td>Purchased Trans.</td>
<td>$14,601</td>
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<td>Other</td>
<td>$1,182</td>
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*Expense includes ADA complementary expense.

<table>
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<tr>
<th>Category</th>
<th>Amount (000's)</th>
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<tr>
<td>Total Operating Funds</td>
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<tr>
<td>Revenues</td>
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<td>Federal</td>
<td>$6,073</td>
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<tr>
<td>State</td>
<td>$759</td>
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<tr>
<td>Other</td>
<td>$1,182</td>
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</table>

*Revenue includes ADA complementary revenue.

*SCTA was approved for a local match waiver due to regional consolidation savings, thus required local match is reduced to $0.
In FY 15-16, the Red Rose Transit Authority merged with Berks Area Regional Transportation Authority to form the South Central Transit Authority. Passengers include ADA complementary passengers.
**South Central Transit Authority (SCTA)**

**Operating Profiles**

**Community Transportation**

**South Central Transit Authority (SCTA)**
45 Erick Road
Lancaster, PA 17601
717-358-1920
Mr. David Kilmer, Executive Director
www.sctapa.com

**House District**
Berks: 5, 124, 126, 127, 128, 129, 130, 134, 187; Lancaster: 13, 37, 41, 43, 96, 97, 98, 99, 100, 128, 129

**Senate District**
Berks: 11, 24, 29, 44
Lancaster: 13, 36

**Service Area Statistics (2010 Census)**
- Square Miles: 1,850
- Population: 930,887
- 65+ Population: 137,338
- % of Population 65 and older: 14.8%

**Trip Information**
- 65+ Trips: 215,369
- PwD Trips: 9,892
- Other Shared-Ride Trips: 159,872
- Total Shared-Ride Trips: 385,133
- Total Escorts: 31,910
- Non-Public Trips: 64,699

**Current Fare Information**
- Average Shared-Ride Fare: $24.26
- Average Shared-Ride Cost per Trip: $28.31
- Fare Structure
- Implementation Date: July 2016

**Vehicles Operated in Maximum Service**
- Community Transportation: 83

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

**Operating Expense (000’s)**
- $12,030
  - Shared-Ride Admin 29%
  - Exclusive Human Service Program Contracts 9%
  - Shared-Ride Operating 62%

**Operating Funds (000’s)**
- $13,068
  - MATP 44%
  - Area Agency on Aging 2%
  - PwD Program 2%
  - Lottery 31%
  - Passenger Fares 4%
  - MH/ID 5%
  - Other 12%
Community Transportation

**STEP, Inc.**
2138 Lincoln Street
Williamsport, PA 17701
570-326-0587
Mr. Jim Plankenhorn, President & CEO

**House District**
Clinton: 76
Lycoming: 83, 84, 93

**Senate District**
Clinton: 25
Lycoming: 23

**Service Area Statistics (2010 Census)**
Square Miles: 2,126
Population: 155,349
65+ Population: 25,462
% of Population 65 and older: 16.4%

**Trip Information**
65+ Trips: 40,833
PwD Trips: 3,864
Other Shared-Ride Trips: 46,194
Total Shared-Ride Trips: 90,891
Total Escorts: 4,914
Non-Public Trips: 23,387

**Current Fare Information**
Average Shared-Ride Fare: $25.09
Average Shared-Ride Cost per Trip: $29.33
Fare Structure Implementation Date: March 2016

**Vehicles Operated in Maximum Service**
Community Transportation: 50

---

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

**Operating Expense (000’s)**
$3,863

- Shared-Ride Admin 18%
- Shared-Ride Operating 51%
- Exclusive Human Service Program Contracts 31%

**Operating Funds (000’s)**
$3,871

- Area Agency on Aging 4%
- PwD Program 2%
- Lottery 20%
- Passenger Fares 1%
- Other 15%
- MATP 58%
- MH/ID <1%
- Other 15%
Community Transportation

Suburban Transit Network, Inc. (TransNet)
980 Harvest Drive, Suite 100
Blue Bell, PA 19422
215-542-7433
Ms. Susan Kopystecki, Executive Director
www.suburbantransit.org

Service Area Statistics (2010 Census)
Square Miles: 483
Population: 799,874
65+ Population: 120,727
% of Population 65 and older: 15.1%

Trip Information
65+ Trips: 143,009
PwD Trips: 13,427
Other Shared-Ride Trips: 69,415
Total Shared-Ride Trips: 225,851
Total Escorts: 7,836
Non-Public Trips: 772,076

House District
Montgomery: 26, 53, 61, 70, 131, 146, 147, 148, 149, 150, 151, 152, 153, 154, 157, 166, 172, 194

Senate District
Montgomery: 4, 7, 12, 17, 24, 44

Current Fare Information
Average Shared-Ride Fare: $30.08
Average Shared-Ride Cost per Trip: $36.23
Fare Structure
Implementation Date: August 2016

Vehicles Operated in Maximum Service
Community Transportation: 212

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$21,049

- Exclusive Human Service Program Contracts 61%
- Area Agency on Aging 1%
- PwD Program 2%
- Lottery 17%
- Passenger Fares 2%
- Other 62%

Operating Funds (000’s)
$21,349

- MATP 16%
**Agency Service Area**

**Shared-Ride Fare Recovery**

- **Avg. Shared-Ride Fare**
- **Avg. Shared-Ride Cost per Trip**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**

---

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Susquehanna-Wyoming County Transportation

**Service Area Statistics (2010 Census)**
- Square Miles: 1,228
- Population: 71,613
- 65+ Population: 12,373
- % of Population 65 and older: 17.3%

**Trip Information**
- 65+ Trips: 22,250
- PwD Trips: 6,740
- Other Shared-Ride Trips: 15,415
- Total Shared-Ride Trips: 44,405
- Non-Public Trips: 10,100

**Current Fare Information**
- Average Shared-Ride Fare: $30.92
- Average Shared-Ride Cost per Trip: $33.15

**Vehicles Operated in Maximum Service**
- Community Transportation: 33

**Community Transportation Operating Budget**

**Operating Expense (000’s)**
- $1,819
  - Shared-Ride Admin: 32%
  - Shared-Ride Operating: 49%
  - Exclusive Human Service Program Contracts: 19%

**Operating Funds (000’s)**
- $1,748
  - Lottery: 32%
  - MATP: 50%
  - PwD Program: 9%
  - Area Agency on Aging: 4%
  - Passenger Fares: 3%
  - Other: 2%
Transit Authority of Warren County (TAWC)

Rural System

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

House District
Warren: 65

Senate District
Warren: 21, 50

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

Act 44 Fixed Route Distribution Factors
Total Passengers: 67,225
Senior Passengers: 10,723
Revenue Vehicle Miles: 201,950
Revenue Vehicle Hours: 11,139

Act 44 Operating Assistance
Section 1513 Allocation: $708,026
Required Local Match: $46,500

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

Current Employees
Agency Full-Time: 19
Agency Part-Time: 10
System-Wide: 29

Current Fleet Size
Diesel/Gasoline Motor Bus: 5
Diesel/Gasoline Paratransit Vehicle: 11
System-wide: 16

RURAL OPERATING BUDGET

Operating Expense (000's)
$781

Operator Salaries & Wages $200
Other Salaries & Wages $162
Fringes $172
Fuel Utils $151
Maint $48
Other $48

Operating Funds (000's)
$781

Revenues
State $632
Local $46
Federal $50
Revenue includes ADA complementary revenue.

Expense includes ADA complementary expense.
Operational Profiles

(TAWC) Transit Authority of Warren County

Agency Service Area

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour

Operating Expense Per Revenue Vehicle Hour

Total Ridership Per Revenue Vehicle Hour

Passengers include ADA complementary passengers.
Transit Authority of Warren County (TAWC)

Community Transportation

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

House District
Warren: 65

Senate District
Warren: 21, 50

Service Area Statistics (2010 Census)
Square Miles: 883
Population: 41,815
65+ Population: 7,840
% of Population 65 and older: 18.7%

Current Fare Information
Average Shared-Ride Fare: $21.09
Average Shared-Ride Cost per Trip: $21.63
Fare Structure
Implementation Date: July 2018

Trip Information
65+ Trips: 22,672
PwD Trips: 751
Other Shared-Ride Trips: 5,420
Total Shared-Ride Trips: 28,843
Total Escorts: 1,520
Non-Public Trips: 1,321

Vehicles Operated in Maximum Service
Community Transportation: 8

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$871

- Shared-Ride Operating 58%
- Shared-Ride Admin 14%
- Exclusive Human Service Program Contracts 28%

Operating Funds (000’s)
$871

- MATP 40%
- Passenger Fares 4%
- Subsidy <1%
- Other 1%
- Lottery 47%
- Area Agency on Aging 6%
- PwD Program 1%
Transit Authority of Warren County

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19

171
Urban System

**Washington County Transportation Authority (WCTA)**

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

**Service Area Statistics (2010 Census)**
- Square Miles: 857
- Population: 207,820

**Act 44 Fixed Route Distribution Factors**
- Total Passengers: 116,104
- Senior Passengers: 16,206
- Revenue Vehicle Miles: 424,753
- Revenue Vehicle Hours: 25,895

**Act 44 Operating Assistance**
- Section 1513 Allocation: $1,535,183
- Required Local Match: $228,731

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

**Current Employees**
- Agency Full-Time: 14
- Agency Part-Time: 1
- Contractor Full-Time: 92
- Contractor Part-Time: 30
- System-Wide: 137

**Current Fleet Size**
- Diesel/Gasoline Motor Bus: 12
- Diesel/Gasoline Paratransit Vehicle: 78
- System-Wide: 90

**URBAN OPERATING BUDGET**

**Operating Expense (000’s)**

- State $1,418
- Local $229
- Revenues $211

**Operating Funds (000’s)**

- State $1,418
- Local $229
- Revenues $211

Expense includes ADA complementary expense.
Revenue includes ADA complementary revenue.
Operators include ADA complementary passengers.
Washington County Transportation Authority (WCTA)

Community Transportation

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

House District
Washington: 15, 39, 40, 46, 48, 49, 50

Senate District
Washington: 37, 46

Service Area Statistics (2010 Census)
Square Miles: 857
Population: 207,820
65+ Population: 36,366
% of Population 65 and older: 17.5%

Trip Information
65+ Trips: 85,792
PwD Trips: 19,568
Other Shared-Ride Trips: 85,233
Total Shared-Ride Trips: 190,593
Total Escorts: 20,909
Non-Public Trips: 1,917

Current Fare Information
Average Shared-Ride Fare: $23.00
Average Shared-Ride Cost per Trip: $25.46
Fare Structure
Implementation Date: September 2018

Vehicles Operated in Maximum Service
Community Transportation: 58

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Expense (000’s)</th>
<th>$5,084</th>
</tr>
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<tbody>
<tr>
<td>Operating Funds (000’s)</td>
<td>$5,110</td>
</tr>
</tbody>
</table>

- Shared-Ride Admin: 14%
- Exclusive Human Service Program Contracts: 4%
- Shared-Ride Operating: 82%

- Area Agency on Aging: 3%
- PwD Program: 8%
- Lottery: 31%
- Passenger Fares: 4%
- MATP: 48%
- MH/ID: 2%
- Other: 4%
**Washington County Transportation Authority**

**Agency Service Area**

**Shared-Ride Fare Recovery**

- **Avg. Shared-Ride Fare**
- **Avg. Shared-Ride Cost per Trip**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
Wayne County Area Agency on Aging

Community Transportation

Wayne County Area Agency on Aging
323 10th Street
Honesdale, PA 18431
570-253-4280 Ext. 2533
Mr. Carl Albright, Director

House District
Wayne: 111, 139

Senate District
Wayne: 20

Service Area Statistics (2010 Census)
Square Miles: 726
Population: 58,822
65+ Population: 10,028
% of Population 65 and older: 19.0%

Current Fare Information
Average Shared-Ride Fare: $33.00
Average Shared-Ride Cost per Trip: $34.33
Fare Structure
Implementation Date: March 2016

Trip Information
65+ Trips: 35,292
PwD Trips: 3,521
Other Shared-Ride Trips: 19,075
Total Shared-Ride Trips: 57,888
Total Escorts: 6,863
Non-Public Trips: 7,564

Vehicles Operated in Maximum Service
Community Transportation: 31

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$2,096

- Shared-Ride Admin 15%
- Exclusive Human Service Program Contracts 5%
- Shared-Ride Operating 80%

Operating Funds (000’s)
$2,024*

- MATP 31%
- Area Agency on Aging 7%
- Passenger Fares 3%
- Other 6%
- MH/ID 2%
- Lottery 47%
- PwD Program 4%

*Deficit will be covered by retained earnings
Wayne County Area Agency on Aging

**Agency Service Area**

**Shared-Ride Fare Recovery**

**65+ Shared-Ride Trips**

**PwD Shared-Ride Trips**

**Total Shared-Ride Trips**
## Urban & Rural System

### Westmoreland County Transit Authority (WCTA)

**41 Bell Way**  
Greensburg, PA 15601  
724-832-2712  
Mr. Alan Blahovec, Executive Director  
www.westmorelandtransit.com

### Service Area Statistics (2010 Census)

- **Square Miles:** 668  
- **Population:** 296,066

### Act 44 Fixed Route Distribution Factors

- **Total Passengers:** 421,732  
- **Senior Passengers:** 56,152  
- **Revenue Vehicle Miles:** 1,066,079  
- **Revenue Vehicle Hours:** 53,211

### Act 44 Operating Assistance

- **Section 1513 Allocation:** $3,602,748  
- **Required Local Match:** $364,387

### Current Fare Information

- **Fixed Route Base:** $2.00  
- **Last Base Fare Increase:** January 2014

### Current Employees

- **Agency Full-Time:** 14  
- **Agency Part-Time:** 3  
- **Contractor Full-Time:** 80  
- **Contractor Part-Time:** 31  
- **System-Wide:** 128

### Current Fleet Size

- **Diesel/Gasoline Motor Bus:** 30  
- **CNG Motor Bus:** 11  
- **Diesel/Gasoline Paratransit Vehicles:** 48  
- **System-Wide:** 89

### URBAN & RURAL OPERATING BUDGET

#### Operating Expense (000’s)

- **$5,989**
  
  - **Purchased Trans:** $4,074  
  - **Maint:** $430  
  - **Fuel Util:** $612  
  - **Salaries & Wages:** $266  
  - **Fringes:** $125  
  - **Other:** $482

#### Operating Funds (000’s)

- **$5,989**
  
  - **State:** $3,239  
  - **Federal:** $1,074  
  - **Local:** $364  
  - **Revenues:** $1,311

*Expense includes ADA complementary expense.*  
*Revenue includes ADA complementary revenue.*
Passengers include ADA complementary passengers.
Westmoreland County Transit Authority (WCTA)

Community Transportation

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: 33, 52, 54, 55, 56, 57, 58, 59

Senate District
Westmoreland: 32, 39, 41, 45

Service Area Statistics (2010 Census)
Square Miles: 1,025
Population: 365,169
65+ Population: 68,877
% of Population 65 and older: 18.9%

Trip Information
65+ Trips: 60,476
PwD Trips: 10,953
Other Shared-Ride Trips: 91,751
Total Shared-Ride Trips: 163,180
Total Escorts: 7,668
Non-Public Trips: 47,966

Current Fare Information
Average Shared-Ride Fare: $28.09
Average Shared-Ride Cost per Trip: $29.49

Fare Structure
Implementation Date: September 2018

Vehicles Operated in Maximum Service
Community Transportation: 54

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000’s)
$5,048

Operating Funds (000’s)
$5,048

- MATP 62%
- Area Agency on Aging 2%
- PwD Program 6%
- Lottery 25%
- Passenger Fares 4%
- Other 1%
(WCTA) Westmoreland County Transit Authority

Agency Service Area

Shared-Ride Fare Recovery

65+ Shared-Ride Trips

PwD Shared-Ride Trips

Total Shared-Ride Trips
Urban System

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

House District
Clinton: 76
Lycoming: 83, 84, 93

Senate District
Clinton: 25
Lycoming: 23

Service Area Statistics (2010 Census)
Square Miles: 92
Population: 69,764

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

Current Employees
Agency Full-Time: 70
Agency Part-Time: 6
System-Wide: 76

Current Fleet Size
Diesel/Gasoline Motor Bus: 20
CNG Motor Bus: 18
Diesel/Gasoline Paratransit Vehicles: 3
System-Wide: 41

Act 44 Fixed Route Distribution Factors
Total Passengers: 1,314,850
Senior Passengers: 202,284
Revenue Vehicle Miles: 926,025
Revenue Vehicle Hours: 58,792

Act 44 Operating Assistance
Section 1513 Allocation: $4,348,063
Required Local Match: $386,580

URBAN OPERATING BUDGET

Operating Expense (000's) $7,767

- Operator Salaries & Wages $2,181
- Other Salaries & Wages $1,431
- Fringes $1,680
- Fuel Utils $448
- Maint. $353
- Purchased Trans $103
- Other $1,571

Expense includes ADA complementary expense.

Operating Funds (000's) $7,767

- Revenues $1,705
- Federal $2,003
- State $3,672
- Local $387
- Federal $2,003

Revenue includes ADA complementary revenue.
(RVT) Williamsport River Valley Transit

Agency Service Area

**Total Passengers (000's)**

- Revenue Vehicle Hours (000's)
- Revenue Vehicle Miles (000's)
- Total Ridership Per Revenue Vehicle Hour
- Operating Revenue Per Revenue Vehicle Hour
- Operating Expense Per Revenue Vehicle Hour
- Operating Expense Per Passenger

Passengers include ADA complementary passengers.

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Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Section V

Consolidated Transit Agency

Highlights
Consolidated Agency Highlights

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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 produced 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 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 implementing 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 are 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 40 counties in Pennsylvania (shown below, in green).
Consolidated Agency Highlights

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

- Lackawanna and Luzerne counties each consolidated their respective fixed route and shared-ride services in 2013. Hazleton Public Transit remains separate. Local officials continue to explore opportunities for consolidation into one bi-county agency.

- York and Adams counties merged fixed route and shared-ride operations to create the Central Pennsylvania Transportation Authority (CPTA). Between 2011 and 2016, CPTA has assumed management of shared-ride services for Northumberland, Cumberland, Franklin, Columbia, Union, Snyder, Montour, and Perry counties. Beginning in February 2018, CPTA has entered into an agreement to provide management services to Capital Area Transit (CAT). 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 Authority (Lancaster and Berks Counties) came together as the South Central Transportation Authority in January 2015 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 entered into a management agreement with Venango County effective July 1, 2016, to manage public transportation in Venango County and now operate as a single entity.

- DuBois, Falls Creek, Sandy Township Transit Authority (DuFAST) in Clearfield County consolidated with Area Transportation Authority of North Central Pennsylvania (ATA) effective July 1, 2017.

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:

- 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 2018-19.
Central Pennsylvania Transportation Authority (CPTA)

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 (d.b.a. rabbittransit) now provides shared-ride service in 10 counties in Pennsylvania. By crossing municipal lines, sharing resources across borders, and utilizing vehicles during layovers, rabbittransit has saved approximately $1.2 million across all consolidated counties since FY 16-17.

SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)

Passenger Trips (000's)
Crawford Area Transportation Authority (CATA)

214 Pine Street
Meadville, PA 16335
814-336-5600
Mr. Timothy Geibel, General Manager
www.catabus.org

Date of Consolidation by Agency
Crawford County: July 2016
Venango County: July 2016

CATA Consolidation Overview
As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Crawford Area Transportation Authority entered into a management agreement with Venango County effective July 1, 2016 to manage public transportation in Venango County. In December of 2017, that management agreement ended as transportation in Venango County was fully incorporated into CATA. The combined transit agency operates under the name Crawford Area Transportation Authority.

<table>
<thead>
<tr>
<th>Operating Expenses (000's)</th>
<th>Passenger Trips (000's)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY14-15</td>
<td>FY15-16</td>
</tr>
<tr>
<td>FY15-16</td>
<td>FY16-17</td>
</tr>
<tr>
<td>FY16-17</td>
<td>FY17-18</td>
</tr>
<tr>
<td>FY17-18</td>
<td>FY18-19</td>
</tr>
</tbody>
</table>

FIXED ROUTE OPERATING STATISTICS

<table>
<thead>
<tr>
<th>Operating Expenses (000's)</th>
<th>Passenger Trips (000's)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY14-15</td>
<td>FY15-16</td>
</tr>
<tr>
<td>FY15-16</td>
<td>FY16-17</td>
</tr>
<tr>
<td>FY16-17</td>
<td>FY17-18</td>
</tr>
<tr>
<td>FY17-18</td>
<td>FY18-19</td>
</tr>
</tbody>
</table>

SHARED-RIDE OPERATING STATISTICS

<table>
<thead>
<tr>
<th>Operating Expenses (000's)</th>
<th>Passenger Trips (000's)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 14-15</td>
<td>FY 15-16</td>
</tr>
<tr>
<td>FY 15-16</td>
<td>FY 16-17</td>
</tr>
<tr>
<td>FY 16-17</td>
<td>FY 17-18</td>
</tr>
<tr>
<td>FY 17-18</td>
<td>FY 18-19</td>
</tr>
</tbody>
</table>
As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Area Transportation Authority of North Central Pennsylvania (ATA) consolidated with the DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFast) on July 1, 2016. The combined transit agency now operates under the name Area Transportation Authority of North Central Pennsylvania (ATA).
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Section VI

Intercity Bus
Intercity Bus Program

Intercity Bus Program:
Serves 40 counties
Provides opportunities to travel into and outside of the state

Total Passengers: 204,559
Total Bus Trips: 14,440
Total Revenue Vehicle Miles: 2,428,620
Operating Expense Per Passenger: $53.85
Operating Revenue Per Vehicle Mile: $1.67
Operating Expense Per Vehicle Mile: $4.54
Total Subsidy Per Vehicle Mile: $2.87
Average Fare: $19.81
Total Number of Vehicles: 26 coaches

Carriers and Subsidized Routes Served:

The Fullington Auto Bus Company:
State College – Harrisburg
Pittsburgh – Bradford
State College – Wilkes-Barre
State College – Pittsburgh
DuBois – Harrisburg
Scranton – Harrisburg
Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira, NY

Greyhound Lines, Inc.:
Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

Operating Funds (000’s)

$11,016

- Federal $3,481
- State $1,741
- Local $1,741
- Revenue $4,053

Intercity Bus Program
Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Intercity Bus Program

Total Passengers (000's)

Operating Expense Per Passenger

Operating Revenue Per Vehicle Mile

Revenue Vehicle Miles (000's)

Operating Expense Per Vehicle Mile

Total Subsidy Per Vehicle Mile

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
Subsidized Routes and Communities Served:

State College – Harrisburg:
State College, Lewistown, Mifflintown, Thompsontown, Millerton, Newport, Duncannon, and Harrisburg

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

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

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

DuBois – Harrisburg:
DuBois, Clearfield, Philipsburg, State College, Lewistown, Mifflintown, and Harrisburg

Scranton – Harrisburg:
Scranton, Wilkes-Barre, Hazleton, Pottsville, and Harrisburg

Williamsport – Philadelphia:
Williamsport, Lewisburg, Mt. Carmel, Bloomsburg, Hazleton, Jim Thorpe, Lehighton, Allentown, Quakertown, Doylestown, and Philadelphia

Williamsport – Easton:
Williamsport, Mt. Carmel, Bloomsburg, Lehighton, Allentown, and Easton

Harrisburg – Elmira, NY:
Harrisburg, Amity Hall, New Buffalo, Selinsgrove, Sunbury, Lewisburg, Allenwood, Williamsport, Lock Haven, and Gillet

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 29 counties
Provides opportunities to travel into and outside of the state

Total Passengers: 133,891
Total Bus Trips: 10,144
Total Revenue Vehicle Miles: 1,620,658
Operating Expense Per Passenger: $50.73
Operating Revenue Per Vehicle Mile: $1.28
Operating Expense Per Vehicle Mile: $4.19
Total Subsidy Per Vehicle Mile: $2.91
Average Fare: $15.49
Total Number of Vehicles: 14 coaches

Revenue
$2,074
Federal
$2,359
State
$1,180
Local
$1,180

Operating Funds (000’s)
$6,793
NOTE: Susquehanna Transit Co. ended service along subsidized routes on August 31, 2017. The Fullington Auto Bus Co. assumed responsibility for continuing service along these routes on September 1, 2017.
Greyhound Lines, Inc.

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

Total Passengers: 70,668
Total Bus Trips: 4,296
Total Revenue Vehicle Miles: 807,962
Operating Expense Per Passenger: $59.77
Operating Revenue Per Vehicle Mile: $2.45
Operating Expense Per Vehicle Mile: $5.23
Total Subsidy Per Vehicle Mile: $2.78
Average Fare: $28.01
Total Number of Vehicles: 12 coaches

Subsidized Routes and Communities Served:

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

Pittsburgh – Erie:
Pittsburgh, Zelienople, New Castle, Meadville, Edinboro
University, and Erie

Harrisburg – Pittsburgh:
Harrisburg, Lewistown, State College, Tyrone, Altoona,
 Ebensburg, Johnstown, Latrobe, Greensburg, and Pitts-
 burgh

OPERATING FUNDS (000’s)
$4,224

- Federal $1,122
- State $561
- Local $561
- Revenue $1,980
Greyhound Lines, Inc.

Total Passengers (000’s)

Operating Expense Per Passenger

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

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19
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Section VII

Passenger Rail
# Passenger Rail Program

## 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
- Keystone Passengers: 1,567,697
- Keystone Passenger Revenue: $40,868,700

## Fuel & Power
- Power Usage (kilowatt hours): 30,692,330

## Keystone Corridor Station Improvements
- Middletown Train Station
  - Shift Norfolk Southern and Amtrak tracks (in progress)
  - Construct level boarding passenger platforms and ADA access (design complete)

- Downingtown Train Station
  - Relocate station and construct platform with ADA access (in design phase)

- Coatesville Train Station
  - Rehabilitate 3rd Avenue for access to the train station and parking (in progress)

- Paoli Train Station
  - Construct level-boarding passenger platforms and ADA access (complete)

## Pennsylvanian Service & Operations
- Pennsylvanian corridor owned by Norfolk Southern from Pittsburgh, PA, to Harrisburg, PA, and by Amtrak from Harrisburg, PA, to Philadelphia, PA
- Two daily trains
- Pittsburgh – Philadelphia commute time = 5 hr 23 min

## Ridership and Revenue
- Pennsylvanian Passengers: 213,666
- Pennsylvanian Passenger Revenue: $11,589,657

---

### Keystone Corridor Map

- Harrisburg (104.6)
- Middletown (94.7)
- Elizabethtown (86.8)
- Mount Joy (80.1)
- Lancaster (68.0)
- Downingtown (32.4)
- Coatesville (38.4)
- Paoli (19.9)
- Exton (27.5)
- Ardmore (8.5)
- Philadelphia (0.0)

*Amtrak milepost shown in parentheses next to station name
### Pennsylvania Intercity Passenger Rail Performance Data

<table>
<thead>
<tr>
<th>Factor</th>
<th>FY 17-18</th>
<th>FY 18-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passengers</td>
<td>1,713,511</td>
<td>1,781,363</td>
</tr>
<tr>
<td>Total Passenger Miles</td>
<td>180,245,278</td>
<td>187,762,489</td>
</tr>
<tr>
<td>Revenue per Passenger Mile</td>
<td>$0.31</td>
<td>$0.28</td>
</tr>
<tr>
<td>Subsidy per Passenger Mile</td>
<td>$0.08</td>
<td>$0.08</td>
</tr>
<tr>
<td>Scheduled Train Miles</td>
<td>697,368</td>
<td>697,368</td>
</tr>
<tr>
<td>Expense per Train Mile</td>
<td>$101.68</td>
<td>$97.33</td>
</tr>
<tr>
<td>Subsidy per Train Mile</td>
<td>$21.65</td>
<td>$22.11</td>
</tr>
<tr>
<td>Average Passenger Fare</td>
<td>$32.57</td>
<td>$29.45</td>
</tr>
<tr>
<td>Revenue per Train Mile</td>
<td>$80.03</td>
<td>$75.22</td>
</tr>
<tr>
<td>Annual State Subsidy</td>
<td>$15,094,976</td>
<td>$15,418,716</td>
</tr>
<tr>
<td>Annual Passenger Revenue</td>
<td>$55,811,158</td>
<td>$52,458,357</td>
</tr>
</tbody>
</table>

* The Keystone Service and Pennsylvanian are financed primarily through funds made available by the Pennsylvania Department of Transportation.
Section VIII

Transit Agency Performance Review Executive Summaries
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 documents 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.

Act 44 requires that the department conduct transit performance reviews on a five-year cycle. PennDOT concluded the first round of transit performance reviews in early 2016 and then began conducting second-round transit performance reviews. During the second round of performance reviews, PennDOT is focusing 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.

The following Round Two reports have been published recently:

- Capital Area Transit (CAT) - August 2018
- Cambria County Transit Authority (CamTran) - May 2019
- Centre Area Transportation Authority (CATA) - May 2019
- Area Transportation Authority of North Central PA (ATA) - May 2019
- Mid Mon Valley Transit Authority (MMVTA) - June 2019
- Crawford Area transportation Authority (CATA) - October 2019
Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. Capital Area Transit)
Transit Performance Review — Executive Summary

Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. CAT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1973</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>2017</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>137</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>511,009</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Operating Statistics*</th>
<th>Fixed-Route Bus</th>
<th>Paratransit (Shared Ride + ADA)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>64</td>
<td>46</td>
<td>110</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$15,642,353</td>
<td>$4,831,549</td>
<td>$20,473,902</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$3,084,268</td>
<td>$3,543,248</td>
<td>$6,627,516</td>
</tr>
<tr>
<td>Operating Subsidies</td>
<td>$12,558,085</td>
<td>$1,288,301</td>
<td>$13,846,386</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>2,160,437</td>
<td>1,629,725</td>
<td>3,790,162</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>1,797,193</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>151,923</td>
<td>96,403</td>
<td>248,326</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>127,813</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>2,126,504</td>
<td>209,870</td>
<td>2,336,374</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>242,332</td>
<td>59,205</td>
<td>301,537</td>
</tr>
</tbody>
</table>

Act 44 Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passengers / RVH</th>
<th>Operating Cost / RVH</th>
<th>Operating Revenue / RVH</th>
<th>Operating Cost / Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>16.64</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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</tbody>
</table>

Operating Cost / Passenger

<table>
<thead>
<tr>
<th></th>
<th>$122.38</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$24.13</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>$7.36</td>
<td>$23.02</td>
<td>$8.76</td>
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</table>

Other Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Operating Revenue / Operating Cost</th>
<th>Operating Cost / Total Vehicle Hours</th>
<th>Operating Cost / Total Vehicle Miles</th>
<th>Total Passengers / Total Vehicle Hours</th>
<th>Operating Cost / RVM</th>
<th>RVM / Total Vehicle Miles</th>
<th>RVH / Total Vehicle Hours</th>
<th>Operating Subsidy / Passenger Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19.72%</td>
<td>73.34%</td>
<td>32.37%</td>
<td>14.00</td>
<td>8.70</td>
<td>83.19%</td>
<td>84.13%</td>
<td>5.91</td>
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<tr>
<td></td>
<td>$102.96</td>
<td>$50.12</td>
<td>$82.45</td>
<td>2.18</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td>$7.24</td>
<td>$2.96</td>
<td>$5.40</td>
<td>9.41</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

*Source: PennDOT dotGrants most recently available reporting (FY17)
Act 44 of 2007 addressed the dire financial needs of local public transportation organizations across the Commonwealth by increasing state funding for public transportation operations by about 50%, from $535 million annually to $800 million in the first year of the legislation. Public transportation organizations which had been on the verge of major service cuts and/or significant fare increases could maintain existing service and fares and, with a predictable and growing source of operating assistance, plan service changes.

At the same time Act 44 ushered in critical requirements for accountability, performance improvement, and maximum return on investment, it established a framework for PennDOT to work with local public transportation organizations to:

- Assess efficiency and effectiveness of service, financial stability and general management/business practices
- Agree to five-year targets for Act 44 mandated performance criteria
- Develop an action plan for improvement and to achieve performance targets
- Provide technical assistance to implement the plan at the request of the transportation organization
- Reassess each organization on a five-year cycle

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. Capital Area Transit, a.k.a. CAT) in March 2010. CAT served as the initial pilot agency for transit performance reviews. Following the release of the 2010 report, PennDOT established five-year performance targets and agreed to an action plan developed by CAT to meet those targets. In June 2018, PennDOT conducted the follow-up reassessment of CAT to determine if CAT successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2010 PERFORMANCE REVIEW

PennDOT conducted the initial review of CAT in January 2010. Since the 2010 report was finalized, the following factors should be considered when comparing the 2010 performance report and performance trends presented in this report:

1. **Change in management** – CAT has changed how the agency was managed three times (i.e., in-house general manager, consultant outsourced general manager and a general manager outsourced from Rabbittransit) and has had five different general managers since the 2010 performance review. Historically, CAT followed a traditional style of leadership with a manager who reported to the Board. The last in-house general manager led CAT from 2012 to early 2017. It was after the in-house general manager’s departure that the Board decided to contract management from a private Texas-based consulting firm. The Board changed course again and selected Rabbittransit provide management services beginning in February 2018. The change in management and the departure of key senior management staff at CAT has adversely impacted institutional knowledge.

2. **Longstanding financial issues** – CAT continues to experience the impacts of financial management decisions made in past decades. For example, many high-cost provisions persist in labor agreements (e.g., overtime policies, call-off policies, etc.). Overtime costs are now approaching $1 million per year. Shared-ride service losses amount to more than $5.3 million since 2010. As a result, available subsidy (i.e. cash) reserves are at precariously low levels (i.e., 5% of annual operating costs, or enough to cover about two-weeks of operating expenses).

3. **Federal subsidies** – CAT uses federal funds to help subsidize annual operations and relies on a $4 million line-of-credit to manage cash flow due to the agency having very little cash reserves. CAT management expects that available carryover reserves will be fully-depleted and available credit will be exhausted in the next one to two years. Additionally, management anticipates a major deficit in FYE 2019 if CAT is unable to make any significant changes to control operating losses.

4. **The transit industry has seen many adverse trends since 2010** – In 2010, the US was in the early steps of recovering from the recession of 2008. Since 2010, the economy has started to normalize, and the transit dependent population has declined. Alternatives to transit, such as Uber and Lyft, have emerged. As a result, ridership on most transit systems has declined. Additionally, fuel costs and fringe benefits (e.g., health insurance) have started to see higher rates of increase in the past few years. The 2008 recession also triggered additional liquidity requirements for defined benefit retirement systems such as CAT’s. These trends are contrary to the interest and activities of management to contain costs, increase revenues and increase ridership.
2010 PERFORMANCE REVIEW DETERMINATION AND FINDINGS

The 2010 performance review compared CAT with a group of peer agencies based on the four performance criteria required by Act 44. CAT was found to be within one standard deviation of the peer average for all eight performance criteria. Thus, CAT was found to be “In Compliance” for all eight criteria and “At Risk” for none.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 12)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2008</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>18.48</td>
<td>21.59</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>2.7%</td>
<td>1.34%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2008</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>$91.19</td>
<td>$90.70</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>8</td>
<td>Worse</td>
<td>5.30%</td>
<td>4.80%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2008</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$20.60</td>
<td>$17.04</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>4.1%</td>
<td>4.86%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2008</td>
<td>In Compliance</td>
<td>10</td>
<td>Worse</td>
<td>$4.93</td>
<td>$4.36</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>5</td>
<td>Better</td>
<td>2.5%</td>
<td>3.44%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

PennDOT developed 2015 performance targets for CAT in consultation with management. Those targets were to:

- Achieve at least 20.29 passengers per revenue vehicle hour
- Achieve at least $27.29 in operating revenue per revenue vehicle hour
- Contain growth in operating costs to no more than $127.94 per revenue vehicle hour
- Contain growth in operating costs to no more than $5.87 per passenger

CAT developed an action plan to address opportunities for improvement identified in the 2010 performance review, which called for significant financial oversight. Among the major steps CAT took to improve its performance included the following:

1. **Consolidated administrative positions** – CAT revised all administrative job descriptions and instituted annual performance evaluations. Revised job descriptions were used to improve the efficiency of essential duties. CAT downsized its administrative staff as well.

2. **Developed an initial strategic business plan** – In 2012, CAT developed its first strategic business plan to guide agency decision-making with short-term goals through 2015. As part of plan development, CAT adopted a new vision and mission statement, goals, objectives, and performance metrics. Actions were developed as part of the strategic plan, but CAT fell short on following through with targeted actions to guide the organization and manage the agency.

3. **Promoted advertising, route guarantees and other sources of revenue** – Through targeted outreach, CAT was able to grow its advertising revenue from $71,000 in FYE 2011 to $250,000 in FYE 2017. It also grew its route guarantee revenue from $0 to $131,000 over that same timeframe.
The 2015 targets presented in the table below were developed based on five-year projections benchmarked from 2010 dotGrants reported values:

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>2015 Actual</th>
<th>2015 Target</th>
<th>Met Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>20.63</td>
<td>20.29</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$121.90</td>
<td>$127.94</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$27.55</td>
<td>$27.29</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$5.91</td>
<td>$5.87</td>
<td>No</td>
</tr>
</tbody>
</table>

CAT achieved three out of four 2015 performance targets but narrowly missed its operating cost per passenger target.

To evaluate CAT’s performance in the between the previous target year and the current performance review, the 2015 targets were extrapolated two additional years to FYE 2017. As demonstrated in the table below, ridership and revenue decreased while the share of operating costs per passenger increased between 2015 and 2017:

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>2017 Actual</th>
<th>2017 Extrapolated Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>16.64</td>
<td>20.83</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$122.38</td>
<td>$141.06</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$24.13</td>
<td>$29.57</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$7.36</td>
<td>$6.17</td>
</tr>
</tbody>
</table>

CAT’s greatest achievements during this review period were to diversify its revenue streams and contain costs between 2010 and 2015. Despite the cost containment efforts of 2010-2015, costs have grown at an unsustainable pace since 2015. Based on the efforts of 2010-2015, PennDOT concludes that CAT demonstrated a good faith effort to achieve its 2015 targets.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared CAT with a group of peer agencies based on the four performance criteria outlined by law. CAT was found to be “In Compliance” for six performance measures and “At Risk” for two.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 11)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>7</td>
<td>Better</td>
<td>18.88</td>
<td>18.50</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>Trend</td>
<td>In Compliance</td>
<td>6</td>
<td>Better</td>
<td>-0.23%</td>
<td>-1.73%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2016</td>
<td>At Risk</td>
<td>14</td>
<td>Worse</td>
<td>$122.40</td>
<td>$98.17</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>Trend</td>
<td>At Risk</td>
<td>14</td>
<td>Worse</td>
<td>3.65%</td>
<td>1.40%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>$26.54</td>
<td>$18.94</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Better</td>
<td>1.68%</td>
<td>0.67%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2016</td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>$6.48</td>
<td>$5.46</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>Trend</td>
<td>In Compliance</td>
<td>11</td>
<td>Worse</td>
<td>3.89%</td>
<td>3.29%</td>
</tr>
</tbody>
</table>
*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2017 data.

The 2018 performance review also identified actions that CAT can take to improve overall agency performance including:

1. Develop a transit development plan (TDP) to set the long-term vision for a sustainable agency.
2. Set maintenance productivity standards to ensure that time spent is productive and cost efficient.
3. Improve system reliability by ensuring all bus trips / pull outs occur and that the system achieves a high measure of on-time performance.

Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for CAT’s Board-approved action plan.

### 2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CAT management developed new five-year performance targets. Performance targets are designed to be aggressive, yet achievable. CAT should work to achieve these targets, shown in the following table, over the next five years to ensure continued eligibility for full Section 1513 funding.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Fiscal Year End (FYE)</th>
<th>Target Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Actual</td>
<td>2018 Projected*</td>
</tr>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>16.64</td>
<td>17.22</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$122.38</td>
<td>$140.04</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$24.13</td>
<td>$24.69</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$7.36</td>
<td>$8.13</td>
</tr>
</tbody>
</table>

*Projected 2018 values were used to provide CAT with targets based on the most currently available data.

### FINANCIAL REVIEW

In recent years, CAT has maintained a balanced operating budget only through the use of available carryover subsidies. Noteworthy elements of CAT’s financial condition as of FYE 2017 are:

- CAT had $695,175 in carryover local funds and $384,947 in carryover state funds
- Combined carryover subsidies amount to 5.3% of total operational funding
- CAT expends $1.2 million / year to subsidize paratransit, $600,000 of that for shared-ride
- CAT received 91.9% of required local matching funds to state operating subsidies
- CAT maintains a balance of cash and restricted cash equal to 5.5% of total operating expenses
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- Operating budget increased from $18.9 million in FYE 2013 to $20.4 million in FYE 2017
- CAT maintains a $4,000,000 line of credit but had no outstanding debt as of FYE 2017
Since the 2010 performance review, CAT’s financial health has worsened. Unaudited FYE 2018 financial reports indicate CAT’s operating costs continue to increase. Fixed-route driver wages account for the greatest share of costs, going from $4.7 million at the end of 2017 to $5.1 million in 2018, an 8.5% annual increase. Management anticipates CAT will deplete available reserves and credit and post a $600,000 loss for FYE 2018. CAT must take significant actions to manage costs and receive full local match if the agency is to become sustainable in the long-term. CAT management and the Board should identify additional opportunities for cost containment to be included within the Board-approved action plan.

NEXT STEPS

CAT management and Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. CAT’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
CamTran Performance Review

Cambria County Transit Authority (CamTran)
Transit Performance Review — Executive Summary

Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Cambria County Transit Authority (d.b.a. CamTran)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1976</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>2018</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>693</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>133,054</td>
</tr>
</tbody>
</table>

**Annual Operating Statistics***

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route (Bus + Inclined Plane)</th>
<th>Paratransit (ADA + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>34</td>
<td>29</td>
<td>63</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$8,646,527</td>
<td>$1,795,341</td>
<td>$10,441,868</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$1,052,336</td>
<td>$1,163,603</td>
<td>$2,215,939</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>1,112,002</td>
<td>482,854</td>
<td>1,594,856</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>1,045,555</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>83,609</td>
<td>27,356</td>
<td>110,965</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>79,528</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>1,088,094</td>
<td>63,908</td>
<td>1,152,002</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>173,899</td>
<td>52,932</td>
<td>226,831</td>
</tr>
</tbody>
</table>

**Act 44 Performance Statistics**

<table>
<thead>
<tr>
<th>Passengers / RVH</th>
<th>13.68</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Cost / RVH</td>
<td>$108.72</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Revenue / RVH</td>
<td>$13.23</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$7.95</td>
<td>$28.09</td>
<td>$9.06</td>
</tr>
</tbody>
</table>

**Other Performance Statistics**

| Operating Revenue / Operating Cost | 12.17% | 64.81% | 21.22% |
| Operating Cost / Total Vehicle Hours | $103.42 | $65.63 | $94.10 |
| Operating Cost / Total Vehicle Miles | $7.78 | $3.72 | $6.55 |
| Total Passengers / Total Vehicle Hours | 13.01 | 2.34 | 10.38 |
| Operating Cost / RVM | $8.27 | N/A | N/A |
| RVM / Total Vehicle Miles | 94.02% | N/A | N/A |
| RVH / Total Vehicle Hours | 95.12% | N/A | N/A |
| Operating Subsidy / Passenger Trip | $6.98 | $9.89 | $7.14 |

*source: PennDOT dotGrants 2018 reporting
Act 44 of 2007 addressed the dire financial needs of local public transportation organizations across the Commonwealth by increasing state funding for public transportation operations by about 50%, from $535 million annually to $800 million in the first year of the legislation. Public transportation organizations, which had been on the verge of major service cuts and/or significant fare increases, could maintain existing service and fares and, with a predictable and growing source of operating assistance, plan service changes.

At the same time Act 44 ushered in critical requirements for accountability, performance improvement, and maximum return on investment, it established a framework for PennDOT to work with local public transportation organizations to:

- Assess efficiency and effectiveness of service, financial stability, and general management/business practices
- Agree to five-year targets for Act 44 mandated performance criteria
- Develop an Action Plan for improvement and to achieve performance targets
- Provide technical assistance to implement the plan at the request of the transportation organization
- Reassess each organization on a five-year cycle

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic Action Plan, or both.”

PennDOT conducted the initial review of Cambria County Transit Authority (d.b.a. CamTran) in January 2013. Based on that review, PennDOT established five-year performance targets and agreed to CamTran’s Action Plan to meet those targets. In November 2018, PennDOT conducted the five-year reassessment of CamTran to determine if CamTran successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of Cambria County Transit Authority (d.b.a. CamTran) in January 2013. Since finalizing the previous report, the following changes and other factors impacted operations, finance and statistical reporting at CamTran, as well as performance targets established in 2013:

1. **Upgraded facilities and transition to CNG** – In 2014 CamTran opened the Woodvale Facility as the new administrative, maintenance, and bus storage facility for the urban division. Facility upgrades included state-of-the-art equipment, ample space for employees, and a CNG fueling station that opened in 2017. In addition to new costs incurred by a larger HVAC footprint at the Woodvale Facility, CamTran covered costs associated with the former urban division headquarters (i.e., Moxham Facility) until April 2019.

   CamTran took steps to control these costs in the near-term by installing solar panels at the Woodvale Facility to offset the increase in utilities. The solar project is estimated to be completed in June 2019 with a projected savings of $13,000-$15,000 annually. Additionally, CamTran’s transition to CNG may provide stability in the long-term cost of fuel. Since opening the Woodvale Facility in 2014, management was actively marketing the Moxham Facility for sale to eliminate overhead costs incurred from maintaining the vacant property. In April 2019 CamTran donated the Moxham Facility to the Johnstown Redevelopment Authority.

2. **Staff turnover** – CamTran has difficulty hiring and retaining operations and accounting staff. Turnover occurs within the first two years for drivers and customer service representatives, and there is competition with other private sector businesses that offer more flexible schedules and higher wages for mechanics. As of FYE 2017, CamTran had high turnover for service persons (23.5%), custodians (62.3%), inclined plane operators (75.5%), customer service representatives (85.7%), and rural bus operators (21.4%). Continuous entry-level (i.e., 1-2 years) turnover contributes to added costs for training and the lack of continuity impacts adequate staffing levels.

3. **Urban and rural system integration** – Historically, CamTran operated the urban and rural divisions independently. Per the 2013 Action Plan, management took steps to integrate urban and rural service. Integration included the rollout of a unified fare structure to facilitate transfers, a revision of cost allocation policies and procedures, the completion of phase I of a two-phase revised salary administration plan, and a restructuring of the operations departments. However, there are additional steps needed to fully integrate both operating divisions such as consolidating/simplifying the accounting structure and developing a long-term vision for a sustainable system.
2013 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2013 performance review compared CamTran to a group of peer agencies based on the four performance criteria required by Act 44. CamTran was found to be “In Compliance” for all eight performance criteria.

### Performance Criteria

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 12)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>15.23</td>
<td>16.39</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>-0.65%</td>
<td>0.33%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>11</td>
<td>Worse</td>
<td>$84.08</td>
<td>$74.15</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>1.52%</td>
<td>3.25%</td>
<td></td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>10</td>
<td>Worse</td>
<td>$10.50</td>
<td>$15.95</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>2.51%</td>
<td>3.99%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2010</td>
<td>In Compliance</td>
<td>9</td>
<td>Worse</td>
<td>$5.52</td>
<td>$5.02</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>5</td>
<td>Better</td>
<td>2.19%</td>
<td>2.97%</td>
<td></td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year trend peer comparisons. There are not enough peer agencies for a valid comparison for the inclined plane. Therefore the peer comparison analysis is for fixed-route bus only.

The 2013 performance review determined that CamTran was “In Compliance” for all eight criteria. CamTran performed better than the peer group for operating cost trends and worse for passenger and revenue-based criteria.

CamTran developed an Action Plan to address opportunities for improvement identified in the 2013 performance review report. Among the efforts CamTran took to improve its performance were:

1. Management took initial steps to integrate of urban and rural operations by increasing communication and oversight between operating divisions.
2. Management developed agency-wide succession plans that contain standard operating procedures and temporary internal back-ups for senior management, mid-lower level management, and union positions.
3. CamTran implemented a single fare structure that applies to urban and rural service. The new fare structure is intended to make fares consistent for all customers and simplify transfer fare policies.

PennDOT, in consultation with CamTran management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle hour by at least 1.00% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.00% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.25% per year on average
- Contain operating cost per passenger increases to no more than 2.25% per year on average

These performance targets were established using the most accurate data available at that time.
CamTran met one of four 2016 performance targets. Missed targets are those that are a function of ridership and operating costs. Despite implementing a unified county-wide fare structure, CamTran’s ridership productivity declined slightly between 2010 and 2016. Operating costs increased by approximately $975,000 between 2012-2018. The rise in cost is attributable to several factors, including an increase in utilities and overhead costs with the opening of a new centralized facility in 2014, and a raise for underpaid staff following a compensation analysis.

CamTran successfully addressed the action items from the 2013 Performance Review and is continuing to take steps to control costs such as taking the initial steps to integrate urban and rural operating divisions, implementing a fixed-route fare increase, and improving the budgeting process. PennDOT believes CamTran demonstrated a good faith effort to achieve its 2016 performance targets.

### 2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared CamTran to a group of peer agencies based on the four performance criteria outlined by Act 44. CamTran was found to be “In Compliance” for seven performance criteria and “At Risk” for one.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE</th>
<th>Determination</th>
<th>Rank (of 13)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2016 In Compliance</td>
<td>10</td>
<td>Worse</td>
<td>14.13</td>
<td>16.23</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trend In Compliance</td>
<td>7</td>
<td>Better</td>
<td>-0.91%</td>
<td>-1.45%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2016 In Compliance</td>
<td>11</td>
<td>Worse</td>
<td>$100.41</td>
<td>$92.06</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trend In Compliance</td>
<td>9</td>
<td>Worse</td>
<td>2.44%</td>
<td>1.71%</td>
<td></td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2016 In Compliance</td>
<td>9</td>
<td>Worse</td>
<td>$12.83</td>
<td>$14.92</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trend In Compliance</td>
<td>6</td>
<td>Better</td>
<td>1.92%</td>
<td>0.63%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2016 At Risk</td>
<td>11</td>
<td>Worse</td>
<td>$7.11</td>
<td>$5.82</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trend In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>3.39%</td>
<td>3.26%</td>
<td></td>
</tr>
</tbody>
</table>

*Note: NTD information most current at the time of the peer review was the basis of the single year and trend peer comparisons. There are insufficient peer agencies for a valid comparison to the Johnstown Inclined Plane, therefore the peer comparison analysis is only for fixed-route bus only.

In the 2013 performance review, CamTran was found to be “In Compliance” for all eight determinations. The 2018 review found CamTran to be “At Risk” for operating cost per passenger for the single year determination.

The 2018 performance review examined additional steps, beyond those specified in the 2013 Action Plan, that CamTran has taken to improve performance. The most notable action is the redesigned fare structure in 2016. The 2018 performance review also identified actions that CamTran could take to improve overall agency performance including:

1. Develop a strategic plan.
2. Consolidate accounting structure.

3. Assess the long-term sustainability of fixed-route subsidy support for the shared-ride program.

PennDOT identified additional opportunities for improvement during the 2018 performance review. The complete list of opportunities for improvement serves as the basis for CamTran’s Board-approved Action Plan.

**2023 PERFORMANCE TARGETS**

As required by Act 44, PennDOT and CamTran management have agreed to performance targets for FYE 2023 identified in the table below. CamTran should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

*Operating statistics from the inclined plane are included in the development of five-year performance targets since CamTran includes this data as part of fixed-route legacy budget information reported to dotGrants.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Fiscal Year End (FYE)</th>
<th>Target Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Actual</td>
<td>2018 Actual</td>
</tr>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>14.06</td>
<td>13.68</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$108.05</td>
<td>$108.72</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$13.12</td>
<td>$13.23</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$7.68</td>
<td>$7.95</td>
</tr>
</tbody>
</table>

**FINANCIAL REVIEW**

CamTran currently has a balanced operating budget. Operating cash reserves have declined since 2014. Noteworthy elements of CamTran’s financial condition are:

- CamTran has $359,326 in local and $6.3 million in state carryover funds in FYE 2018
- Combined carryover subsidies amount to 64.0% of total operational funding
- CamTran received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- CamTran maintains a line of credit for $2 million with no outstanding balance

CamTran policy permits the use of fixed-route operating subsidies to support shared-ride service. Operating subsidies covered 30.7% of shared-ride operating costs in FYE 2018. Management should consider the long-term sustainability of this policy when evaluating potential service expansions and how it impacts shared-ride fare recovery.

Management should continue taking appropriate actions to manage costs, to achieve farebox recovery goals, and to maintain cash reserves to preserve CamTran’s overall financial health.

**NEXT STEPS**

CamTran management and the Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. CamTran’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
**Centre Area Transportation Authority (CATA)**

**Transit Performance Review — Executive Summary**

**Agency Profile**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Centre Area Transportation Authority (d.b.a. CATA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1974</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>2018</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>89</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>104,360</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Operating Statistics*</th>
<th>Fixed-Route</th>
<th>Paratransit (ADA + Shared Ride)</th>
<th>Public Vanpool</th>
<th>Total (Fixed-Route + Paratransit + Vanpool)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>62</td>
<td>10</td>
<td>38</td>
<td>110</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$15,964,771</td>
<td>$997,902</td>
<td>$509,643</td>
<td>$17,472,316</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$7,452,125</td>
<td>$354,825</td>
<td>$332,874</td>
<td>$8,139,824</td>
</tr>
<tr>
<td>Operating Subsidies</td>
<td>$8,512,646</td>
<td>$643,077</td>
<td>$176,769</td>
<td>$9,332,492</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>1,979,143</td>
<td>302,705</td>
<td>853,041</td>
<td>3,134,889</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>1,752,372</td>
<td>N/A</td>
<td>851,785</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>158,713</td>
<td>20,099</td>
<td>19,529</td>
<td>198,341</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>151,156</td>
<td>N/A</td>
<td>19,529</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>6,504,972</td>
<td>32,725</td>
<td>164,480</td>
<td>6,702,177</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>54,131</td>
<td>15,620</td>
<td>-</td>
<td>69,751</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Act 44 Performance Statistics</th>
<th>Passengers / RVH</th>
<th>Operating Cost / RVH</th>
<th>Operating Revenue / RVH</th>
<th>Operating Cost / Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>43.03</td>
<td>N/A</td>
<td>$105.62</td>
<td>$2.45</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$49.30</td>
<td>$30.49</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Performance Statistics</th>
<th>Operating Revenue / Operating Cost</th>
<th>Operating Cost / Total Vehicle Hours</th>
<th>Operating Cost / Total Vehicle Miles</th>
<th>Total Passengers / Total Vehicle Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>46.68%</td>
<td>35.56%</td>
<td>65.32%</td>
<td>46.59%</td>
</tr>
<tr>
<td></td>
<td>$100.59</td>
<td>$49.66</td>
<td>$26.10</td>
<td>$88.09</td>
</tr>
<tr>
<td></td>
<td>$8.07</td>
<td>$3.30</td>
<td>$0.60</td>
<td>$5.57</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Operating Cost / RVM</th>
<th>RVM / Total Vehicle Miles</th>
<th>RVH / Total Vehicle Hours</th>
<th>Operating Subsidy / Passenger Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$9.11</td>
<td>N/A</td>
<td>N/A</td>
<td>$1.31</td>
</tr>
<tr>
<td></td>
<td>88.54%</td>
<td>N/A</td>
<td>99.85%</td>
<td>$19.65</td>
</tr>
<tr>
<td></td>
<td>95.24%</td>
<td>N/A</td>
<td>100.00%</td>
<td>$1.07</td>
</tr>
</tbody>
</table>

*source: PennDOT dotGrants reporting
Act 44 of 2007 addressed the dire financial needs of local public transportation organizations across the Commonwealth by increasing state funding for public transportation operations by about 50%, from $535 million annually to $800 million in the first year of the legislation. Public transportation organizations, which had been on the verge of major service cuts and/or significant fare increases, could maintain existing service and fares and, with a predictable and growing source of operating assistance, plan service changes.

At the same time Act 44 ushered in critical requirements for accountability, performance improvement, and maximum return on investment, it established a framework for PennDOT to work with local public transportation organizations to:

- Assess efficiency and effectiveness of service, financial stability, and general management/business practices
- Agree to five-year targets for Act 44 mandated performance criteria
- Develop an Action Plan for improvement and to achieve performance targets
- Provide technical assistance to implement the plan at the request of the transportation organization
- Reassess each organization on a five-year cycle

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic Action Plan, or both.”

PennDOT conducted the initial review of Centre Area Transportation Authority (d.b.a. CATA) in April 2013. Based on that review, PennDOT established five-year performance targets and agreed to CATA’s Action Plan to meet those targets. In October 2018, PennDOT conducted the five-year reassessment of CATA to determine if CATA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of Centre Area Transportation Authority (d.b.a. CATA) in April 2013. Since the previous report was finalized in 2013, the following changes and other factors impacted operations, finance and statistical reporting at CATA, as well as performance metrics:

1. **Ridership loss** – CATA is an urban system with service-oriented around the needs of the community and students in State College, PA. Ridership was increasing since the 2013 review. However, CATA’s fixed-route ridership started to decline in 2015. Total ridership dropped by approximately 860,000 trips between 2015 (7.3 million riders) and 2018 (6.5 million riders).

   CATA attributes ridership and service reliability declines from multi-year construction on Atherton Street (the main thoroughfare through downtown State College) and fewer passengers on late-night service.

   Transportation network companies (TNC) such as Uber arrived in 2015 and Lyft in 2016. CATA believes these companies adversely impact late-night ridership. Additionally, the low cost of fuel provides less of an incentive for choice riders to use transit. Although CATA is experiencing ridership loss, CATA still maintains one of the highest rates of passengers per hour in the Commonwealth at 43.03 riders per revenue vehicle hour in 2018.

2. **State of good repair** – CATA experienced a 6.3% average annual increase in operating costs between 2013 ($11.7 million) and 2018 ($15.9 million). These costs are partially related to maintaining a state of good repair of existing assets (i.e., fleet), the replacement of outdated facilities (i.e., new agency headquarters, including maintenance garage, adjacent bus storage facility and parking garage), and a change in how CATA’s CNG fueling station is maintained. CATA believes 2018 established a new baseline for fixed-route operating costs based on the following cost drivers:

   a. **Aging fleet** – CATA has an aging fleet with a median vehicle age of 10 years as of 2018. An assessment of dotGrants reported information indicates maintenance costs from labor and parts increased on average by 8.2% over five years from 2013 to 2018. As vehicles reach their useful life and are replaced (CATA’s fleet plan indicates bus replacement begins in FYE 2019), maintenance costs are expected to decline.

   b. **New and expanded facilities** – Since the 2013 review, CATA underwent a large capital project to address the state of good repair for the agency’ administration and maintenance facility. Beginning in 2014, CATA demolished the former facility and constructed a new administration and maintenance facility that brought operations and dispatch together in one building and expanded bus storage for up to 96 buses. Construction of the new facility was complete in Spring 2018 with the bus storage building to be completed in the Spring of 2019. CATA likely will incur higher utility costs from the expanded facilities.

   c. **Maintenance of CNG facility** – Since 1995 CATA has operated a fleet of CNG fueled vehicles. Between 1995 and 2017, CATA owned the fueling station and maintained the station with its maintenance staff. In 2017, CATA joined PennDOT’s statewide Public Private Partnership (P3) CNG project. As part of the P3 project, CATA is no longer responsible for maintaining the fueling station. Maintenance of the station is covered as part of the project, but CATA pays a maintenance charge that is included in the cost of the fuel. CATA’s fuel costs appear to be more expensive as part of the P3 project since CATA did not previously account for the cost to maintain the fueling station as part of its fuel costs. Since CATA is no longer responsible for maintenance of the station, maintenance staff can be redirected to other maintenance activities.
2013 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2013 performance review compared CATA to a group of peer agencies based on the four performance criteria required by Act 44. CATA was found to be “In Compliance” for all eight performance criteria.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 14)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>1</td>
<td>Better</td>
<td>58.32</td>
<td>36.66</td>
</tr>
<tr>
<td>Trend</td>
<td></td>
<td>In Compliance</td>
<td>8</td>
<td>Better</td>
<td>0.54%</td>
<td>0.53%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>$91.15</td>
<td>$79.06</td>
</tr>
<tr>
<td>Trend</td>
<td></td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>6.24%</td>
<td>3.97%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>$44.16</td>
<td>$25.59</td>
</tr>
<tr>
<td>Trend</td>
<td></td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>6.00%</td>
<td>0.70%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2011</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>$1.56</td>
<td>$2.40</td>
</tr>
<tr>
<td>Trend</td>
<td></td>
<td>In Compliance</td>
<td>13</td>
<td>Worse</td>
<td>5.67%</td>
<td>3.48%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

The 2013 performance review reported that CATA was “In Compliance” for all eight criteria. CATA performed better in passenger and revenue-based criteria than the peer group, but worse for operating cost-based criteria. The following performance targets were established with CATA:

- Increase passengers per revenue vehicle hour by at least 0.5% per year on average
- Increase operating revenue per revenue vehicle hour by at least 0.5% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.0% per year on average
- Contain operating cost per passenger increases to no more than 2.5% per year on average

CATA developed an action plan to address opportunities for improvement identified in the 2013 performance review. Among the major steps CATA took to improve its performance were:

1. **Implementation of a strategic plan** – In 2015 CATA published a 10-year strategic plan that called on five (5) focus areas: address growth prudently, advance technologically, succession planning, build reserves, and enhance the use of metrics. CATA is working with the Board to accomplish the goals put forth in the strategic plan.

2. **Measuring the effectiveness of marketing** – In 2009, CATA rebranded itself. With rebranding came a new marketing plan that focuses on meeting established goals and objectives. The previous Action Plan directed CATA to implement strategies for measuring the effectiveness of marketing. CATA now includes strategies for measuring marketing performance including monitoring website and social media traction, integrating customer satisfaction survey (CSS) results into service planning, and evaluating ridership increases on targeted routes.

3. **Developed an IT strategic plan** – In 2018, CATA developed an IT strategic plan to guide future investments in technology. Additionally, CATA implemented a computerized system that tracks all parts and the maintenance work order process.
As a result of the initial performance review, the following performance targets were established in consultation with CATA. These performance targets were developed using the most accurate Act 44 performance variables available at that time.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>2018 Target</th>
<th>2018 Actual</th>
<th>Met Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>57.91</td>
<td>43.03</td>
<td>No</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$106.26</td>
<td>$105.62</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$48.94</td>
<td>$49.30</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$1.84</td>
<td>$2.45</td>
<td>No</td>
</tr>
</tbody>
</table>

CATA met two out of four performance targets. CATA missed both passengers per revenue vehicle hour and operating cost per passenger due, in part, to an increase in non-university (i.e., community) service.

CATA works with housing developers and adjusts its routes to provide service when new student housing is built, and revenue reimbursement contracts are negotiated. In recent years, student housing complexes were developed at the periphery of State College. In 2014, CATA added service to three of these new housing complexes. Although this service initially boosted ridership and revenue, the increase in revenue vehicle hours reduced average ridership productivity (i.e., passenger boardings per revenue hour and operating cost per passenger) and adversely impacted CATA’s ability to meet its targets. CATA added service to five new housing complexes between 2014 and 2017 and expects to provide service to another development in 2019. CATA responds to community needs by adapting to local development patterns and adjusting service as the population of State College grows, and residential locations change. The effect between 2014 and 2018 was a reduction in productivity.

CATA managed to contain operating costs per revenue vehicle hour and exceed revenue goals. Although CATA secures revenue agreements to offset costs for service expansions to new housing development, average passenger boardings per revenue hour are lower for new service than for those routes already serving the Penn State campus. Based on the efforts of 2013-2018 and completion of major work items from the 2013 Action Plan, PennDOT concludes that CATA demonstrated a good faith effort to achieve its 2018 performance targets while concurrently adapting to new land development patterns in its service area.

**2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS**

The 2018 performance review compared CATA with a group of peer agencies based on the four performance criteria outlined by law. CATA was found to be “In Compliance” for seven performance criteria and “At Risk” for one.
In the 2013 performance review, CATA was found to be “In Compliance” for all determinations. The 2018 review found CATA to be “At Risk” for the passengers per revenue hour determination for the five-year trend. CATA’s ridership has declined over the five-year trend period by 5.70% per year on average. Comparatively, CATA’s peer agency ridership has declined over the same period by 1.48% per year on average.

The 2018 performance review examined additional steps, beyond those specified in the 2013 action plan, that CATA has taken to improve performance. The most notable action is the adopted succession plan that established formal department cross-training. The 2018 performance review also identified actions that CATA can take to improve overall agency performance including:

1. Develop service and performance standards by time, type of service, and route to assess individual route performance.

2. Incorporate Act 44 performance metrics as part of the evaluation process when assessing service adjustments to understand how proposed service expansions would impact Act 44 performance targets.

3. Implement cost control measures to ensure future operating costs per revenue hour, and per passenger, remain within Act 44 performance targets.

Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis of CATA’s Board-approved action plan.

---

**Performance Criteria**

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 14)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>44.16</td>
<td>34.95</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>At Risk</td>
<td>13</td>
<td>Worse</td>
<td>-5.70%</td>
<td>-1.48%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>8</td>
<td>Better</td>
<td>$83.96</td>
<td>$89.08</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>1</td>
<td>Better</td>
<td>-1.13%</td>
<td>1.56%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$48.74</td>
<td>$34.41</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>11</td>
<td>Worse</td>
<td>1.55%</td>
<td>4.08%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2016</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$1.90</td>
<td>$2.78</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>4.85%</td>
<td>3.14%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend, peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2018 data.*
2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CATA management have agreed to performance targets for FYE 2023 identified in the table below. CATA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Fiscal Year End (FYE)</th>
<th>Target Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Actual</td>
<td>2018 Actual</td>
</tr>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>46.17</td>
<td>43.03</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$101.98</td>
<td>$105.62</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$49.98</td>
<td>$49.30</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$2.21</td>
<td>$2.45</td>
</tr>
</tbody>
</table>

For the passenger / revenue vehicle hour target, a 0% annual increase is assigned. The 0% annual increase is seen as aggressive, yet achievable considering the decline of public transportation ridership in Pennsylvania and across the country over the last several years. Although Act 89 requires agencies to maintain a fare policy that matches fares to the rate of inflation, a 1.0% operating revenue / revenue vehicle hour target is assigned and reflects the longstanding partnerships and adjustments to service contract rates CATA secured since the 2013 performance review.

FINANCIAL REVIEW

CATA currently has a balanced operating budget. Operating cash reserves have increased since 2014. Noteworthy elements of CATA’s financial condition are:

- CATA has $468,843 in local carryover funds dedicated to capital projects and $8,467,208 in carryover state funds in FYE 2018
- Combined carryover subsides amount to 52.7% of total operational funding
- CATA received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- CATA is using $3.6 million out of $6.2 million in available credit to cover cash flow for construction-related capital expenses as of FYE 2018

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve CATA’s overall financial health.

NEXT STEPS

CATA management and Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over the next five years. CATA’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
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Area Transportation Authority of North Central Pennsylvania (ATA)
Transit Performance Review — Executive Summary

Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Area Transportation Authority of North Central Pennsylvania (d.b.a. ATA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1976</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>FYE 2018</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>5,091</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>234,416</td>
</tr>
</tbody>
</table>

Annual Operating Statistics*

<table>
<thead>
<tr>
<th>Vehciles Operated in Maximum Service</th>
<th>Fixed-Route</th>
<th>Paratransit (DAS/Shared Ride)</th>
<th>Public Vanpool</th>
<th>Total (Fixed-Route + Paratransit + Vanpool)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>45</td>
<td>3</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$3,592,961</td>
<td>$4,975,347</td>
<td>$46,351</td>
<td>$8,614,659</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$430,292</td>
<td>$818,307</td>
<td>$21,318</td>
<td>$1,269,917</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>734,601</td>
<td>838,957</td>
<td>43,717</td>
<td>1,617,275</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>702,188</td>
<td>N/A</td>
<td>43,717</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>50,270</td>
<td>66,105</td>
<td>1,254</td>
<td>117,629</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>49,626</td>
<td>N/A</td>
<td>1,254</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>278,857</td>
<td>156,316</td>
<td>8,519</td>
<td>443,692</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>45,578</td>
<td>59,868</td>
<td>N/A</td>
<td>105,446</td>
</tr>
<tr>
<td>Act 44 Performance Statistics</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers / RVH</td>
<td>5.62</td>
<td>N/A</td>
<td>6.79</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Cost / RVH</td>
<td>$72.40</td>
<td>N/A</td>
<td>$36.96</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Revenue / RVH</td>
<td>$8.67</td>
<td>N/A</td>
<td>$17.00</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$12.88</td>
<td>$31.83</td>
<td>$5.44</td>
<td>$19.42</td>
</tr>
<tr>
<td>Other Performance Statistics</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Revenue / Operating Cost</td>
<td>11.98%</td>
<td>16.45%</td>
<td>45.99%</td>
<td>14.74%</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Hours</td>
<td>$71.47</td>
<td>$75.26</td>
<td>$36.96</td>
<td>$73.24</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Miles</td>
<td>$4.89</td>
<td>$5.93</td>
<td>$1.06</td>
<td>$5.33</td>
</tr>
<tr>
<td>Total Passengers / Total Vehicle Hours</td>
<td>5.55</td>
<td>2.36</td>
<td>6.79</td>
<td>3.77</td>
</tr>
<tr>
<td>Operating Cost / RVM</td>
<td>$5.12</td>
<td>N/A</td>
<td>$1.06</td>
<td>N/A</td>
</tr>
<tr>
<td>RVM / Total Vehicle Miles**</td>
<td>95.59%</td>
<td>N/A</td>
<td>100.00%</td>
<td>N/A</td>
</tr>
<tr>
<td>RVH / Total Vehicle Hours</td>
<td>98.72%</td>
<td>N/A</td>
<td>100.00%</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Subsidy / Passenger Trip</td>
<td>$11.34</td>
<td>$26.59</td>
<td>$2.94</td>
<td>$16.55</td>
</tr>
</tbody>
</table>

*source: PennDOT dotGrants 2018 reporting

**ATA is a regional system connecting small communities across 5,091 square miles. Many vehicles travel at high speeds in between these communities, which accounts for distances travelled where non-revenue service miles may be higher than accumulated non-revenue service hours due to speed. Also, vehicles stored at different locations throughout ATA’s service area account for additional distances travelled during non-revenue service.
Act 44 of 2007 addressed the dire financial needs of local public transportation organizations across the Commonwealth by increasing state funding for public transportation operations by about 50%, from $535 million annually to $800 million in the first year of the legislation. Public transportation organizations, which had been on the verge of major service cuts and/or significant fare increases, could maintain existing service and fares and, with a predictable and growing source of operating assistance, plan service changes.

At the same time Act 44 ushered in critical requirements for accountability, performance improvement, and maximum return on investment, it established a framework for PennDOT to work with local public transportation organizations to:

- Assess efficiency and effectiveness of service, financial stability, and general management/business practices
- Agree to five-year targets for Act 44 mandated performance criteria
- Develop an Action Plan for improvement and to achieve performance targets
- Provide technical assistance to implement the plan at the request of the transportation organization
- Reassess each organization on a five-year cycle

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic Action Plan, or both.”

PennDOT conducted a transit performance review for Area Transportation Authority of North Central Pennsylvania (ATA) in July 2013. Based on that review, PennDOT established five-year performance targets and agreed to ATA’s action plan to meet those targets. On July 1, 2017, ATA consolidated with the DuBois, Falls Creek, Sandy Township Joint Transportation Authority (d.b.a. DuFAST) by assuming responsibility for the provision of public transportation within the DuFAST service area—operating as the ATA: Southern Division. In October 2018, PennDOT conducted the follow-up reassessment of ATA to determine if ATA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of ATA in July 2013. Since finalizing the previous report, ATA merged with DuFAST in support of a statewide effort for regional cost savings through consolidation.

Noteworthy elements of the consolidation include:

- ATA and DuFAST operated alongside each other since incorporation in the 1970s.
- Both agencies coordinated vehicle maintenance at a shared-facility in Sandy Township.
- DuFAST municipal authority would become inactive in the short-term until the articles of incorporation officially expired, and would not seek renewal in the long-term
- DuBois, Falls Creek, and Sandy Township no longer provide local matching funds
- ATA and DuFAST Boards of Directors approved a consolidation agreement on July 1, 2017
- FYE 2018 is the first fiscal year that operating statistics from the DuBois fixed-route services are reported under ATA to dotGrants and NTD
- A partnership with a local DuBois hospital provided community-oriented branding (i.e., bus wraps) on former DuFAST vehicles until ATA-branded replacement vehicles are phased in

ATA made no immediate changes to former DuFAST routes following consolidation, but ATA will evaluate former DuFAST routes in the coming months for opportunities for improvement.

DuFAST 2012 Performance Review Summary

PennDOT completed the DuFAST Act 44 transit performance review in June 2012. As part of that review, DuFAST was measured against a group of peer agencies and given five-year performance targets to be achieved by FYE 2017. Additionally, opportunities for improvement were identified and DuFAST developed a Board-approved Action Plan to meet performance targets. The peer comparison analysis and five-year performance targets established for DuFAST are provided below:

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 10)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>5.99</td>
<td>8.85</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>0.59%</td>
<td>-0.03%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>$55.58</td>
<td>$66.08</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>0.32%</td>
<td>2.94%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2010</td>
<td>In Compliance</td>
<td>9</td>
<td>Worse</td>
<td>$2.84</td>
<td>$6.41</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>5</td>
<td>Worse</td>
<td>-1.30%</td>
<td>5.48%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2010</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>$9.27</td>
<td>$9.73</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>-0.26%</td>
<td>3.21%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single year, and trend peer comparisons.
The 2013 performance review compared ATA with a group of peer agencies based on the four performance criteria required by Act 44. ATA was found to be “In Compliance” for seven performance criteria and “At Risk” for one.

The 2013 performance review determined that ATA was “In Compliance” for seven criteria and “At Risk” for one. ATA performed better than the peer group for containing operating costs per revenue vehicle hour and worse for increasing ridership and managing cost per passenger.

ATA developed an Action Plan to address opportunities for improvement identified in the 2013 performance review report. Among the efforts ATA took to improve its performance were:

1. Monitored productivity and efficiency by route as part of ongoing service reevaluations.
2. Continued to work with DuFAST to coordinate and publicize transfer opportunities.
3. Conducts financial feasibility analysis to determine revenue needed to accommodate special service offerings.

PennDOT, in consultation with ATA management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle hour by at least 3.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.0% per year on average

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 8)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>4.71</td>
<td>8.62</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>6</td>
<td>Worse</td>
<td>-4.46%</td>
<td>-0.24%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>5</td>
<td>Better</td>
<td>$64.05</td>
<td>$69.99</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>5</td>
<td>Better</td>
<td>1.61%</td>
<td>2.46%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>$6.54</td>
<td>$12.37</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>1.24%</td>
<td>-1.84%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2011</td>
<td>At Risk</td>
<td>8</td>
<td>Worse</td>
<td>$13.59</td>
<td>$8.95</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>6</td>
<td>Worse</td>
<td>6.13%</td>
<td>3.10%</td>
</tr>
</tbody>
</table>

*Note: NTD information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.
• Contain increases in operating cost per revenue vehicle hour to no more than 3.0% per year on average
• Contain increases in operating cost per passenger to no more than 0% per year on average

The performance targets were established using the most accurate data available at the time.

Since the 2013 report was finalized, ATA worked to meet its performance targets and implement actions listed in the 2013 Action Plan. These actions included conducting periodic finance analyses of special service, monitoring productivity and route efficiency, and coordinating with DuFAST for transfer opportunities.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared ATA with a group of peer agencies based on the four performance criteria outlined by law. ATA was found to be “In Compliance” for all performance measures and “At Risk” for none.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 9)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>8</td>
<td>Worse</td>
<td>6.41</td>
<td>8.79</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>6.35%</td>
<td>2.27%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>1</td>
<td>Better</td>
<td>$60.72</td>
<td>$83.71</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>-0.90%</td>
<td>2.72%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2016</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$10.85</td>
<td>$10.17</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>12.52%</td>
<td>1.47%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2016</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$9.47</td>
<td>$9.80</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>1</td>
<td>Better</td>
<td>-6.82%</td>
<td>0.54%</td>
</tr>
</tbody>
</table>

*Note: NTD information most current at the time of the peer review is the basis of the single year, and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2018 data.

In the 2013 performance review, ATA was found to be “In Compliance” with seven determinations and “At Risk” for one. The 2018 review found ATA to be “In Compliance” for all eight determinations.

The 2018 performance review examined additional steps, beyond those specified in the 2013 Action Plan, that ATA has taken to improve performance. The most notable action is the consolidation with DuFAST in 2017. The 2018 performance review also identified actions that ATA can take to improve overall agency performance including:

1. Work with PennDOT to develop an asset management plan to prioritize capital needs.
2. Periodically assess and identify opportunities to make the fleet more homogenous.

3. Develop a long-term staffing and recruitment strategy for key positions likely to be vacant in the next five years.

PennDOT also identified additional opportunities for improvement during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for ATA’s Board-approved action plan.

**2023 PERFORMANCE TARGETS**

As required by Act 44, PennDOT and ATA management developed new five-year performance targets. Performance targets are designed to be aggressive, yet achievable. ATA should work to achieve these targets, shown in the following table, over the next five years to ensure continued eligibility for full Section 1513 funding.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Fiscal Year End (FYE)*</th>
<th>Target Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Actual</td>
<td>2018 Actual</td>
</tr>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>6.09</td>
<td>5.62</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$75.31</td>
<td>$72.40</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$10.16</td>
<td>$8.67</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$12.37</td>
<td>$12.88</td>
</tr>
</tbody>
</table>

*2018 is the first year that reflects ATA: Southern Division within ATA operating statistics.

**FINANCIAL REVIEW**

ATA currently has a balanced operating budget. Noteworthy elements of ATA’s financial condition as of FYE 2018 are:

- ATA had $797,149 in carryover local funds and $2,185,377 in carryover state funds
- Combined carryover subsidies amount to 34.6% of total operational funding
- ATA received its full local match as required by Act 44
- ATA maintains a balance of cash and restricted cash equal to 54.0% of total operating expenses
- ATA’s operating budget increased from of $6.6 million in FYE 2013 to $8.6 million in FYE 2018
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- ATA maintains a $390,000 line of credit, there was no outstanding balance as of FYE 2018

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve ATA’s overall financial health.

**NEXT STEPS**

ATA management and Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. ATA’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
# Mid Mon Valley Transit Authority (MMVTA)
## Transit Performance Review — Executive Summary

### Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mid Mon Valley Transit Authority (d.b.a. MMVTA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1985</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>2018</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>44</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>79,666</td>
</tr>
</tbody>
</table>

### Annual Operating Statistics*

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (DAS + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>23</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$3,951,690</td>
<td>$15,679</td>
<td>$3,967,369</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$659,311</td>
<td>$2,600</td>
<td>$661,911</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>908,379</td>
<td>6,413</td>
<td>914,792</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>769,929</td>
<td>3,206</td>
<td>773,135</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>50,032</td>
<td>365</td>
<td>50,397</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>42,768</td>
<td>182</td>
<td>42,950</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>282,919</td>
<td>641</td>
<td>283,560</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>36,061</td>
<td>0</td>
<td>36,061</td>
</tr>
</tbody>
</table>

### Act 44 Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (DAS + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / RVH</td>
<td>6.62</td>
<td>3.52</td>
<td>6.60</td>
</tr>
<tr>
<td>Operating Cost / RVH</td>
<td>$92.40</td>
<td>$86.15</td>
<td>$92.37</td>
</tr>
<tr>
<td>Operating Revenue / RVH</td>
<td>$15.42</td>
<td>$14.29</td>
<td>$15.41</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$13.97</td>
<td>$24.46</td>
<td>$13.99</td>
</tr>
</tbody>
</table>

### Other Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (DAS + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenue / Operating Cost</td>
<td>16.68%</td>
<td>16.58%</td>
<td>16.68%</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Hours</td>
<td>$78.98</td>
<td>$42.96</td>
<td>$78.72</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Miles</td>
<td>$4.35</td>
<td>$2.44</td>
<td>$4.34</td>
</tr>
<tr>
<td>Total Passengers / Total Vehicle Hours</td>
<td>5.65</td>
<td>1.76</td>
<td>5.63</td>
</tr>
<tr>
<td>Operating Cost / RVM</td>
<td>$5.13</td>
<td>$4.89</td>
<td>$5.13</td>
</tr>
<tr>
<td>RVM / Total Vehicle Miles</td>
<td>84.76%</td>
<td>49.99%</td>
<td>84.51%</td>
</tr>
<tr>
<td>RVH / Total Vehicle Hours</td>
<td>85.48%</td>
<td>49.86%</td>
<td>85.22%</td>
</tr>
<tr>
<td>Operating Subsidy / Passenger Trip</td>
<td>$11.64</td>
<td>$20.40</td>
<td>$11.66</td>
</tr>
</tbody>
</table>

*source: PennDOT dotGrants reporting
PERFORMANCE REVIEWS

Pennsylvania Public Transportation Performance Report – Fiscal Year 2018-19

Act 44 of 2007 addressed the dire financial needs of local public transportation organizations across the Commonwealth by increasing state funding for public transportation operations by about 50%, from $535 million annually to $800 million in the first year of the legislation. Public transportation organizations, which had been on the verge of major service cuts and/or significant fare increases, could maintain existing service and fares and, with a predictable and growing source of operating assistance, plan service changes.

At the same time Act 44 ushered in critical requirements for accountability, performance improvement, and maximum return on investment, it established a framework for PennDOT to work with local public transportation organizations to:

- Assess efficiency and effectiveness of service, financial stability, and general management/business practices
- Agree to five-year targets for Act 44 mandated performance criteria
- Develop an Action Plan for improvement and to achieve performance targets
- Provide technical assistance to implement the plan at the request of the transportation organization
- Reassess each organization on a five-year cycle

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic Action Plan, or both.”

PennDOT conducted the initial review of Mid Mon Valley Transit Authority (d.b.a. MMVTA) in March 2014. Based on that review, PennDOT established five-year performance targets and agreed to MMVTA’s Action Plan to meet those targets. In March 2019, PennDOT conducted the five-year reassessment of MMVTA to determine if MMVTA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2014 PERFORMANCE REVIEW

PennDOT conducted the initial review of Mid Mon Valley Transit Authority (d.b.a. MMVTA) in March 2014. Since finalizing the previous report, the following changes and other factors impacted operations, finance and statistical reporting at MMVTA, as well as performance targets established in 2014:

1. **Right-Sized Administrative Staff** – MMVTA eliminated two full-time positions (i.e., Maintenance Director and Operations Manager) for an annual cost savings of approximately $90,000 from salary and fringe benefits. Management determined the size and scale of MMVTA did not warrant in-house staffing for these positions since the contractor is responsible for all fleet maintenance needs and oversees daily operations. MMVTA currently outsources building maintenance not covered by the contractor.

2. **Short-Range Transit Plan Implementation** – In 2015, MMVTA developed a Short-Range Transit Plan in response to the 2014 Action Plan. This plan developed reasonable minimum ridership and revenue standards, reviewed cost recovery of the University of California contract, and assessed existing service. MMVTA implemented the following service adjustments in response:
   a. Removed two Valley 2 runs;
   b. Suspended Cal Commuter service during university breaks;
   c. Changed Commuter A trip from 9:00 AM to 9:10 AM with an arrival time of 11:00 AM weekdays to Pittsburgh; and,
   d. Eliminated three unproductive Commuter runs due to low ridership:
      i. 8:05 AM from Pittsburgh to Donora
      ii. 1:50 PM from Donora to Pittsburgh
      iii. 5:15 PM from Donora to Pittsburgh

3. **Revised Pittsburgh Fare Structure** – MMVTA revised the fixed-route fare structure for Pittsburgh commuter service in January 2018. MMVTA simplified the Pittsburgh commuter route from multi-zone to two zones. Zone 1 consists of Washington County communities (i.e., Mid Mon Valley area, Crookham and Finleyville) to Pittsburgh and Zone 2 consists of Allegheny County stops to Pittsburgh.
2014 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review compared MMVTA to a group of peer agencies based on the four performance criteria required by Act 44. MMVTA was found to be “In Compliance” for five performance criteria and “At Risk” for three.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 14)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2011</td>
<td>At Risk</td>
<td>13</td>
<td>Worse</td>
<td>7.03</td>
<td>15.32</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>-0.87%</td>
<td>1.15%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>10</td>
<td>Worse</td>
<td>$82.30</td>
<td>$72.17</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>12</td>
<td>Worse</td>
<td>6.63%</td>
<td>4.25%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2011</td>
<td>In Compliance</td>
<td>8</td>
<td>Better</td>
<td>$13.54</td>
<td>$13.48</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>14</td>
<td>Worse</td>
<td>-1.24%</td>
<td>7.19%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2011</td>
<td>At Risk</td>
<td>14</td>
<td>Worse</td>
<td>$11.70</td>
<td>$5.67</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>At Risk</td>
<td>14</td>
<td>Worse</td>
<td>7.57%</td>
<td>3.10%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

The 2014 performance review found that MMVTA was “In Compliance” for five performance criteria determinations and “At Risk” for three. MMVTA was at risk for passengers per revenue vehicle hour for the single-year determination and operating cost per passenger for the single-year and five-year trend determinations. MMVTA performed better than the peer group for the single-year operating revenue per revenue vehicle hour determination and performed worse in relation to the peer average for all other metrics.

MMVTA developed an Action Plan to address opportunities for improvement identified in the 2014 performance review report. Among the efforts MMVTA took to improve its performance were:

1. Develop reasonable minimum ridership and revenue service standards;
2. Proactively develop a farebox recovery policy and begin its implementation; and
3. Update the transit development plan.

PennDOT, in consultation with MMVTA management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle hour by at least 3.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.0% per year on average
- Contain increases in operating cost per revenue vehicle hour to no more than 3.0% per year on average
- Contain or reduce operating cost per passenger to no more than 0.0% per year on average
These performance targets were established using the most accurate data available at that time.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>2018 Target</th>
<th>2018 Actual</th>
<th>Met Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>8.24</td>
<td>6.62</td>
<td>No</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$100.77</td>
<td>$92.40</td>
<td>Yes</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$17.08</td>
<td>$15.42</td>
<td>No</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$12.22</td>
<td>$13.97</td>
<td>No</td>
</tr>
</tbody>
</table>

MMVTA met one of four 2018 performance targets. Missed targets are those that are a function of ridership and revenue. From 2012 to 2018, ridership declined by approximately 52,600 trips. MMVTA attributes the decline to a decrease in ridership on the commuter routes and the CalU route. Ridership declined on the CalU route by 6.2% annually from 2015 to 2018 and by 7.6% for the commuter routes. MMVTA attempted to mitigate the decline in ridership by removing unproductive service, further coordinating with PAAC on pick-up/drop-off times and accepting the regional ConnectCard for fare payment, marketing to students, and simplifying the Pittsburgh commuter fare structure.

The decline in ridership also impacted revenue. From 2015 to 2018 fixed-route revenue decreased by $81,000. The revenue decline is fully-attributable to declining passenger-paid fares. To offset passenger-fare declines, MMVTA simplified the Pittsburgh commuter fare structure and increased available advertising space for sale in 2018. MMVTA reported a 6% increase in commuter fares for FYE 2018 ($22,000) following the fare restructuring and approximately $20,000 in additional advertising space sold. In 2019, a route was developed offering transfers for customers in the Mid Mon Valley to connect via Freedom Transit for trips into central Washington County. The decision to offer transfers between the Mid Mon Valley and central Washington County was made in response to community demand for access to Washington, PA for county services.

Based on the completion of items from the 2014 Action Plan, recent changes in the Pittsburgh commuter fare structure, and coordinating transfers with Freedom Transit, PennDOT concludes that MMVTA demonstrated a good faith effort in achieving its 2018 performance targets.

**2019 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS**

The 2019 performance review compared MMVTA with a group of peer agencies based on the four performance criteria outlined by Act 44. MMVTA was found to be “In Compliance” for seven performance criteria and “At Risk” for one.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 12)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2017</td>
<td>In Compliance</td>
<td>10</td>
<td>Worse</td>
<td>6.92</td>
<td>9.89</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>0.04%</td>
<td>-3.04%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2017</td>
<td>In Compliance</td>
<td>8</td>
<td>Worse</td>
<td>$92.63</td>
<td>$84.81</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>6</td>
<td>Worse</td>
<td>1.88%</td>
<td>1.46%</td>
<td></td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2017</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>$15.60</td>
<td>$11.85</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Better</td>
<td>1.76%</td>
<td>1.01%</td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2017</td>
<td>At Risk</td>
<td>11</td>
<td>Worse</td>
<td>$13.39</td>
<td>$9.42</td>
</tr>
<tr>
<td>Trend</td>
<td>In Compliance</td>
<td>4</td>
<td>Better</td>
<td>1.83%</td>
<td>4.82%</td>
<td></td>
</tr>
</tbody>
</table>

*Note: NTD information most current at the time of the peer review was the basis of the single year and trend peer comparisons.
The 2019 review found MMVTA to be “At Risk” for operating cost per passenger for the single-year FYE 2017 determination. MMVTA performed better than the peer group for operating revenue per revenue vehicle hour for the single-year FYE 2017 determination and five-year trends for passengers per revenue vehicle hour, operating revenue per revenue vehicle hour, and operating cost per passenger. The 2019 performance review also identified actions that MMVTA could take to improve overall agency performance including:

1. Formalize contractor oversight procedures and document interactions;
2. Report Act 44 performance metrics to the Board; and
3. Segregate invoice review, approval, and payment responsibilities.

PennDOT identified additional opportunities for improvement during the 2019 performance review. The complete list of opportunities for improvement serves as the basis for MMVTA’s Board-approved Action Plan.

### 2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and MMVTA management have agreed to performance targets for FYE 2023 identified in the table below. MMVTA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Fiscal Year End (FYE)</th>
<th>Target Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Actual</td>
<td>2018 Actual</td>
</tr>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$92.63</td>
<td>$92.40</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$15.60</td>
<td>$15.42</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$13.39</td>
<td>$13.97</td>
</tr>
</tbody>
</table>

### FINANCIAL REVIEW

MMVTA currently has a balanced operating budget. Operating cash reserves have increased since 2014. Noteworthy elements of MMVTA’s financial condition are:

- MMVTA has $24,620 in local and $620,093 in state carryover funds in FYE 2018
- Combined carryover subsides amount to 16.3% of total operating costs
- MMVTA received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- MMVTA does not maintain a line of credit

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve MMVTA’s overall financial health.

### NEXT STEPS

MMVTA management and the Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. MMVTA’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
## Crawford Area Transportation Authority (CATA)
### Transit Performance Review — Executive Summary

#### Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Crawford Area Transportation Authority (d.b.a., CATA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1979</td>
</tr>
<tr>
<td>Reporting Fiscal Year End (FYE)</td>
<td>2018</td>
</tr>
<tr>
<td>Service Area (square miles)</td>
<td>33</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>61,634</td>
</tr>
</tbody>
</table>

#### Annual Operating Statistics*

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (ADA + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles in Maximum Service (VOMS)</td>
<td>9</td>
<td>32</td>
<td>41</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$1,596,801</td>
<td>$2,218,364</td>
<td>$3,815,165</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$256,748</td>
<td>$1,748,060</td>
<td>$2,004,808</td>
</tr>
<tr>
<td>Operating Subsidies</td>
<td>$1,350,203</td>
<td>$383,297</td>
<td>$1,733,500</td>
</tr>
<tr>
<td>Total (Actual) Vehicle Miles</td>
<td>484,789</td>
<td>540,906</td>
<td>1,025,695</td>
</tr>
<tr>
<td>Revenue Vehicle Miles of Service (RVM)</td>
<td>459,768</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>27,581</td>
<td>38,197</td>
<td>65,778</td>
</tr>
<tr>
<td>Revenue Vehicle Hours (RVH)</td>
<td>26,268</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Passenger Trips</td>
<td>287,778</td>
<td>97,008</td>
<td>384,786</td>
</tr>
<tr>
<td>Senior Passenger (Lottery) Trips</td>
<td>53,536</td>
<td>46,514</td>
<td>100,050</td>
</tr>
</tbody>
</table>

#### Act 44 Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (ADA + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / RVH</td>
<td>10.96</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Cost / RVH</td>
<td>$60.79</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Revenue / RVH</td>
<td>$9.77</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$5.55</td>
<td>$22.87</td>
<td>$9.92</td>
</tr>
</tbody>
</table>

#### Other Performance Statistics

<table>
<thead>
<tr>
<th></th>
<th>Fixed-Route</th>
<th>Paratransit (ADA + Shared Ride)</th>
<th>Total (Fixed-Route + Paratransit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenue / Operating Cost</td>
<td>16.08%</td>
<td>78.80%</td>
<td>52.55%</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Hours</td>
<td>$57.89</td>
<td>$58.08</td>
<td>$58.00</td>
</tr>
<tr>
<td>Operating Cost / Total Vehicle Miles</td>
<td>$3.29</td>
<td>$4.10</td>
<td>$3.72</td>
</tr>
<tr>
<td>Total Passengers / Total Vehicle Hours</td>
<td>10.43</td>
<td>2.54</td>
<td>5.85</td>
</tr>
<tr>
<td>Operating Cost / RVM</td>
<td>$3.47</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>RVM / Total Vehicle Miles</td>
<td>94.84%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>RVH / Total Vehicle Hours</td>
<td>95.24%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Subsidy / Passenger Trip</td>
<td>$4.66</td>
<td>$4.85</td>
<td>$4.70</td>
</tr>
</tbody>
</table>

*Source: dotGrants most recently available reporting (FYE 2018).
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PennDOT conducted a transit performance review for the Crawford Area Transportation Authority (d.b.a. CATA) in August 2014. Based on that review, PennDOT established five-year performance targets and agreed to CATA’s Action Plan to meet those targets. As part of a statewide initiative to consolidate public transportation agencies, CATA assumed responsibility for the provision of public transportation for Venango County service area in 2017 (d.b.a. Venango County Transportation Office, VCTO). In May 2019, PennDOT conducted the follow-up reassessment of CATA to determine if CATA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.
IMPORTANT CHANGES SINCE THE 2014 PERFORMANCE REVIEW

PennDOT conducted the initial review of CATA in August 2014. Since finalizing the previous report, CATA merged with Venango County Transportation Office (d.b.a VCTO) in support of a statewide effort for regional cost savings through consolidation. Noteworthy elements of the consolidation include:

- CATA and VCTO entered into an agreement to merge administrative services in FYE 2017
- CATA amended its bylaws to expand service into Venango County in FYE 2018
- CATA assumed the provision of public transportation for Venango County
- Agency headquarters and operations were based out of Meadville, PA
- The CATA Board provided a seat for a Venango County representative
- Venango County service would be marketed as a division under the CATA brand
- CATA continues to operate former VCTO vehicles until they reach their useful life
- FYE 2017 is the first fiscal year that operating statistics from VCTO fixed-route services are reported by CATA to dotGrants and NTD
- CATA eliminated three administrative/operations management positions and restructured a fourth position as an entry level data analyst

VCTO 2012 PERFORMANCE REVIEW SUMMARY

PennDOT completed the VCTO Act 44 transit performance review in December 2012. As part of the review, VCTO was measured against a group of peer agencies and given five-year performance targets to be achieved by FYE 2016. Additionally, opportunities for improvement were identified and VCTO developed a Board-approved Action Plan to meet performance targets. The peer comparison analysis and five-year performance targets established for VCTO are provided below:

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>FYE*</th>
<th>Determination</th>
<th>Rank (of 8)</th>
<th>Relation to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>2009</td>
<td>In Compliance</td>
<td>4</td>
<td>Worse</td>
<td>7.39</td>
<td>8.38</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>3</td>
<td>Better</td>
<td>2.03%</td>
<td>-0.53%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Vehicle Hour</td>
<td>2009</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>$48.19</td>
<td>$64.15</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>7</td>
<td>Worse</td>
<td>8.77%</td>
<td>3.33%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>2009</td>
<td>In Compliance</td>
<td>1</td>
<td>Better</td>
<td>$9.06</td>
<td>$5.30</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>7.28%</td>
<td>0.23%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2009</td>
<td>In Compliance</td>
<td>2</td>
<td>Better</td>
<td>$6.52</td>
<td>$8.24</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>In Compliance</td>
<td>6</td>
<td>Worse</td>
<td>6.61%</td>
<td>3.81%</td>
</tr>
</tbody>
</table>

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year and trend peer comparisons.
2014 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review compared CATA to a group of peer agencies based on the four performance criteria required by Act 44. CATA was found to be “In Compliance” for eight performance criteria and “At Risk” for none. CATA performed better than the peer group for all criteria determinations except operating revenue per revenue vehicle hour for the five-year trend.

CATA developed an Action Plan to address opportunities for improvement identified in the 2014 performance review report. Among the efforts CATA took to improve its performance were:

1. Conduct periodic non-rider surveys;
2. Establish cost recovery thresholds on College Loop service; and
3. Continue to work with PennDOT to ensure dotGrants reporting consistency.

PennDOT, in consultation with CATA management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle hour by at least 2.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 2.0% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.0% per year on average
- Contain or reduce operating cost per passenger to no more than 1.0% per year on average

Performance Criteria | FYE* | Determination | Rank (of 10) | Relation to Peer Avg. | Value | Peer Average
--- | --- | --- | --- | --- | --- | ---
Passengers / Revenue Vehicle Hour | 2012 | In Compliance | 4 | Better | 13.80 | 11.27
 | Trend | In Compliance | 4 | Better | 1.80% | 1.51%
Operating Cost / Revenue Vehicle Hour | 2012 | In Compliance | 1 | Better | $49.25 | $70.76
 | Trend | In Compliance | 6 | Better | 2.36% | 3.21%
Operating Revenue / Revenue Vehicle Hour | 2012 | In Compliance | 4 | Better | $8.71 | $8.05
 | Trend | In Compliance | 7 | Worse | 0.16% | 2.08%
Operating Cost / Passenger | 2012 | In Compliance | 1 | Better | $3.57 | $8.38
 | Trend | In Compliance | 4 | Better | 0.55% | 1.77%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single year, and trend peer comparisons.
These performance targets were established using the most accurate data available at that time.

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<th>2018 Actual*</th>
<th>Met Target</th>
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<tbody>
<tr>
<td>Passengers / Revenue Vehicle Hour</td>
<td>15.59</td>
<td>10.96</td>
<td>No</td>
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<td>Operating Cost / Revenue Vehicle Hour</td>
<td>$65.04</td>
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<tr>
<td>Operating Revenue / Revenue Vehicle Hour</td>
<td>$9.86</td>
<td>$9.77</td>
<td>No</td>
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<tr>
<td>Operating Cost / Passenger</td>
<td>$4.18</td>
<td>$5.55</td>
<td>No</td>
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</table>

* CATA: Venango County Division was not a part of fixed-route service in FYE 2014 when performance targets were developed for FYE 2018. As a result, performance targets for FYE 2018 do not reflect consolidation efforts when evaluating CATA’s performance.

Since the 2014 report was finalized, CATA worked to address its performance targets and implement actions listed in the 2014 Action Plan. These actions included developing a strategic business plan to guide agency decision-making, review parts storage and security, and partnering with the Northwest Commission Regional Planning Organization (RPO) for technical and capital funding opportunities.

CATA met one out of four performance targets. CATA narrowly missed its revenue target despite successful partnerships with local businesses and a medical center to diversify revenue streams. These partnerships are estimated to account for over $150,000 in additional revenue for FY 18-19. CATA experienced ridership declines, much like the rest of the Commonwealth. In FYE 2012, CATA (including VCTO) serviced approximately 302,000 passengers. By FYE 2018, CATA’s annual ridership declined to 288,000 passengers. Despite ridership declines, CATA pursued opportunities to adjust service to meet demand in response to community input. In 2017, CATA developed a lifeline route connecting Titusville to Meadville as a means of improving accessibility in rural communities to essential human and social services. CATA developed this route by assessing existing local service in Meadville and repurposing unproductive revenue hours to offset the cost of new service. The popularity of this route resulted in CATA studying additional opportunities for lifeline routes to connect Crawford and Venango counties.

The FYE 2018 targets were established prior to consolidation between CATA and VCTO and were not intended to reflect service in Venango County. Therefore, an accurate target assessment may not be practical.

**2019 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS**

The 2019 performance review compared CATA with a group of peer agencies based on the four performance criteria outlined by Act 44. New peers were selected in 2019 that more closely match CATA in revenue hours, revenue miles, VOMS, and service area population given the consolidation with VCTO and introduction of lifeline routes. The 2019 determinations and findings found CATA to be “In Compliance” for seven performance criteria and “At Risk” for one.
The 2019 review found CATA to be “At Risk” for operating cost per revenue vehicle hour for the five-year trend determination. Operating cost per revenue hour vehicle increased on average by 5.30% per year. However, the single-year determination for FYE 2017 was found to be “In Compliance” and CATA performed better than the peer group average. Despite this “At Risk” finding for the five-year trend period, operating costs overall are lower than half the peer group on a per revenue hour basis. Furthermore, CATA continues to operate sustainably, as evidenced by cost savings achieved through consolidation. Cost savings helped CATA reduce operating costs per revenue hour by 7.5% from a peak of $65.73 in FYE 2016 to $60.79 by FYE 2018. The 2019 performance review also identified actions that CATA should take to improve overall agency performance including:

1. Develop service standards that will be used to routinely assess and evaluate route performance.
2. Incorporate Act 44 performance targets in the implementation of the strategic business plan.
3. Conduct a compensation analysis to understand local market competition for drivers.

PennDOT identified additional opportunities for improvement during the 2019 performance review. The complete list of opportunities for improvement serves as the basis for CATA’s Board-approved Action Plan.

**2023 PERFORMANCE TARGETS**

As required by Act 44, PennDOT and CATA management have agreed on performance targets for FYE 2023 identified in the table below. CATA must work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.
FINANCIAL REVIEW

CATA currently has a balanced operating budget. Cash equivalent balance increased since 2015. Noteworthy elements of CATA’s financial condition are:

- CATA has $127,005 in local and $349,411 in state carryover funds in FYE 2018
- Combined carryover subsides amount to 12.5% of total operational funding
- CATA maintains a balance of cash equal to 14.4% of total operating expenses
- Operating budget increased from $2.9 million in FYE 2014 to $3.8 million in FYE 2018
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- Currently, CATA has no outstanding debt

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve CATA’s overall financial health.

NEXT STEPS

CATA management and the Board will develop an Action Plan in response to the complete list of “Opportunities for Improvement” identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. CATA’s management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.
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 state 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.
**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.

**Non-Public Trips:** Trips that are provided for an exclusive group of passengers at a negotiated rate. This service falls outside of the defined parameters of Shared-Ride transportation.

**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.

**Shared-Ride Escorts:** Individuals who accompany passengers on shared-ride trips to support the physical, cognitive, or social needs of those passengers who require assistance. Shared-Ride Escorts are not included in total shared-ride trip 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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