Dear Fellow Pennsylvanians:

It has been a productive and exciting year in public transportation! Pennsylvania invested more than $1.2 billion, providing more than 430 million trips, meeting the needs of commuters, business travelers, seniors, persons with disabilities and others.

We identified opportunities for delivering more service with less money to maximize the investment of state and other public funding. We have evaluated transit agency management through performance reviews; ensured compliance through on-site agency reviews; enhanced the quality of life through energy initiatives, technology, and human service transportation services; and established a framework for continued improvements.

Highlights of fiscal year (FY) 2009-10 include:

• Assessed transit agency performance to improve efficiency and effectiveness.
• Piloted Human Services Transportation projects designed to contain cost increases, test alternative approaches to providing service, and improve customer service.
• Secured additional federal dollars for technology, hybrid buses, and “state of good repair” capital projects.
• Advanced Keystone Corridor improvements—grade crossings and station improvements to increase safety, speed, and ridership.
• Distributed $766 million in operating funds and more than $330 million in capital funds.

The Pennsylvania Public Transportation Annual Performance Report for Fiscal Year 2009-10—an executive summary and a report that profiles every Pennsylvania transit system, including executive summaries of the first three transit system performance reviews—can be viewed in its entirety at www.dot.state.pa.us\Public Transportation\Bureau of Public Transportation\Bureau Publications. The individual transit system performance reviews can be accessed through the same website under Public Transportation\Bureau of Public Transportation\Act 44 Performance Reviews.

We are building on these achievements as we continue to make performance, efficiency, and accountability the keystones of public transportation in Pennsylvania.

Sincerely,

Pennsylvania Department of Transportation
Office of Local and Area Transportation
Bureau of Public Transportation
717-783-8025
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Section 1

Performance Review
Executive Summaries
Capital Area Transit Performance Review Executive Summary

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a performance review process. The purpose of the review is to assess performance and make transit systems aware of improvement opportunities. The transit review process is an intense, short-duration effort intended to assess a transit system for efficiency, effectiveness and best practices. The review is conducted in a manner designed to minimize impacts on the day-to-day transit operations.

This, the first of the Act 44 mandated transit system performance reviews, is initiated as a Pilot Study. The Pilot Study provides an appropriate vehicle to:

- Test data availability.
- Evaluate computational methodologies.
- Build a “review template.”
- Establish evaluation procedures that will be further refined in subsequent reviews.

The Cumberland-Dauphin-Harrisburg Transit Authority (a.k.a. Capital Area Transit, CAT) is the first transit system to undergo the performance review process and is a prototype for other reviews in the Commonwealth. The responsiveness, cooperation, and candor of CAT’s management team were instrumental in the success of the pilot effort.

CAT was formed in 1973 after the dissolution of the Harrisburg Railways Company. When that company ceased operations, the local municipalities, in order to continue to provide mass transit, formed the Authority under the Commonwealth of Pennsylvania’s Municipal Authorities Act of 1945, as amended. Formed by the Cumberland County and Dauphin County Commissioners and the City of Harrisburg, CAT was designated as the public transportation provider in the greater Harrisburg area.

The review process begins with an assessment of available data and requests for what should be “off-the-shelf” data that may not be publicly available. CAT’s fixed route system consists of 30 bus routes operating on a 30 minute average headway. Additionally, there are 18 designated park-and-ride lots and 5 designated transit centers.

CAT’s goal is to be recognized by the community as a leader in the delivery of “highest quality” seamless regional public transportation services. CAT’s mission is to provide and promote excellence in integrated multi-modal public transportation solutions in a safe, reliable and responsible manner by courteous, professional and dedicated employees that encourages ridership and supports economic and social growth of the Capitol Region.

Available documentation and Act 44 metrics were reviewed to identify where CAT stands with respect to a set of peers. Peers were selected through an analytical process and interagency coordination between PennDOT and CAT. Analyses were conducted of 2008 performance (most recent year available) and for the five year period ending in 2008.

An analysis of the four key metrics mandated by Act 44 was conducted and it was determined that CAT’s performance satisfies the requirements of the Act. The peer comparison process as applied to Act 44 metrics (below, in bold typeface), revealed that:

- CAT’s 2008 passengers per revenue hour metric ranks 7th out of the 12 transit agencies in the peer group (below the average). However, this trend line is climbing at a steeper rate than the peer group, so CAT is on the path to “catching up” on this metric if the trend continues.
• CAT’s 2008 operating cost per revenue vehicle hour is very close to the group average both in 2008 and in trend. CAT’s trend is slightly above that of its peers, so attention to this metric may be warranted should the trend continue or become more pronounced.

• CAT’s 2008 operating revenue per revenue vehicle hour is in the top 25% of the peer group, with an overall ranking of 3rd. While CAT’s rate of change is somewhat lower than the peer group trend, CAT’s starting position is well above the group. This is a case where the peer group is playing “catch up” to CAT.

• CAT ranks 10th in the group of 12 peers based on 2008 operating cost per passenger. The slope of CAT’s trend is slightly better than the group of peers, while the absolute value is relatively high. Given that CAT’s operating cost per revenue vehicle hour is about average (both in single year number and trend), the slope of the curve seems to be a function of increasing passengers.

• If CAT can continue to find ways to increase passengers per revenue mile and maintain the same relative cost structure, it should catch up to or exceed the performance average of the peer group for all of Act 44 prescribed measures.

To satisfy the additional requirements of Act 44, a functional evaluation of the system was performed. The performance evaluation consisted of additional document reviews, an on-site review, and interviews with key staff in 15 subject areas. Approximately 100 performance sub-areas, indicators and trends have been summarized in this document across the 15 subject areas. Consistent with the requirements of the Act, findings of the functional reviews are classified as “best practice” or “opportunities for improvement.”

Best practices are those findings that have the potential to improve efficiency, effectiveness and quality of services provided. Five practices at CAT have been identified as examples of “best practice” that have the potential to transfer to other Commonwealth transit agencies:

• Insurance Cost Savings – CAT management have reported a 25% savings in employee medical insurance benefit costs due to an innovative set of programs implemented with little to no resistance from employees or management staff.

• Operator Improvement Program – CAT operates a state-of-the-art simulator for driver training. Simulations are tailored to find individual driver weaknesses and strengths, and potentially trends, across the driver pool.

• Coordination of Operator Training Resources – CAT has plans to share its driver training simulator with nearby transit agencies, thereby benefiting other agencies in the region, increasing safety and maximizing return-on-investment for CAT and the Commonwealth.

• Operator Outreach – CAT’s Assistant Director of Operations has developed a daily outreach program to proactively solicit input from bus drivers by spending time almost every day in the driver’s break room to identify issues and concerns.

• Service Coordination Outreach – CAT’s Transportation Service Coordinator has a process where he proactively speaks with staff in all agency departments to identify potential service improvements. This identifies opportunities and constraints regarding pending and proposed service changes.

While CAT is operating reasonably well and within the boundaries of the Act 44 metrics, Opportunities for Improvement have been identified that, if implemented, have the potential to improve the efficiency, effectiveness and quality of services provided by CAT. Some opportunities are under CAT’s control while others will require proactive action by others.
• Establish Metrics and Quality Control Procedures/Protocols for Key Agency Functions – Several key functions of CAT do not include well-documented quality control metrics, procedures and reporting mechanisms commonly found at similar agencies as an accepted or good practice.

  • Customer Service – Tracking individual complaints and compliments and response time, and compiling a monthly summary report would provide good measures of how well service is being delivered and perceived. Regularly conducting customer satisfaction surveys and tracking trends are also useful tools in assessing customer service.

  • Human Resources – Handbooks and procedural guides for all agency functional staff types clarify roles, responsibilities and expectations, and enhance the likelihood of successful succession planning. Conducting annual employee performance reviews (non-represented personnel) further clarifies performance expectations and provides a valuable vehicle for communication between staff and management.

  • Federal & State Reporting and Grants Management – CAT has experienced difficulties with meeting grants management and federal documentation requirements. This has been exacerbated by a lack of written procedures, incomplete documentation in files, and insufficient quality control procedures. Procedure manuals are needed in each of these areas, and the manuals will need to be continually updated to reflect changes to federal and state requirements. Implementing rigorous quality control and follow-through processes to ensure documentation and paperwork are filed correctly in a timely manner and that full and accurate CAT records are maintained will reduce the amount of rework necessary to meet federal and state requirements.

  • Inventory Management and Control – The Transportation Research Board’s (TRB) publication “Inventory Management in a Maintenance Environment” provides guidance on performance metrics for inventory control. A set of metrics that follow this guidance and are tailored to CAT’s needs can reduce parts storage space requirements and improve cash flow for the agency.

  • Scheduling – Metrics such as pay/platform ratio and Extra Board size measure the effectiveness of various scheduling alternatives, and are used to improve efficiency in operations, the largest single operating expense category.

  • Schedule Adherence – Tracking schedule adherence to an adopted standard (i.e., 95% of trips operate within the parameters of 0 minutes early and 5 minutes late) provides data that is used to support customer satisfaction, reduced driver frustration levels, safety, and schedule refinement and creation actions.

  • Marketing – With limited resources and a changing marketplace, it is important to set forth performance metrics for marketing efforts. Questions such as how well CAT serves current markets, what other markets might be emerging and what are the most effective means to reach those markets should be quantified on a regular basis, and the results shared across marketing, customer relations, planning and operations and maintenance departments.

  • Service Planning – While CAT is focused and performs well on short term service planning, it is not guided by adopted performance standards and other
criteria. Service planning benefits from a clear set of goals and objectives for the new services and the fixed route services in aggregate. Clear and objective performance criteria, used in both the service planning and evaluation processes, would enable CAT to increase the objective and subjective data regarding each potential change. The nature and extent of the information would assist the Board and public in assessing the proposed service changes.

- **Develop and Implement Documented (Written) Medium and Long-Range (Strategic) Plans for Specific Agency Functions** – Many of CAT’s staff members have experience with other agencies and recognize the importance of well-coordinated plans and strategies to advance CAT’s service and sustained ability to deliver services. Strategic plans should address the following:
  
  - **Medium Term Service Planning** – An analytical framework for identifying, analyzing and planning service changes within a 5 year horizon would better allow CAT to plan for and implement service changes and improvements that continually adapt to the evolving environment in which it operates. This process is referred to as the *Transit Development Plan* (TDP). CAT, in combination with HATS, has taken some steps in this regard with the Draft *CAT Service Study*, but this constitutes the beginning steps of a full TDP. A TDP is generally conducted on 5-10 year intervals.
  
  - **Capital Facilities** – Changes in vehicle fleet size, composition and technology introduces the need to make sure capital facilities can accommodate and support the new fleet. CAT staff members have noted several deficiencies in the Market Square Transfer Center (HTC) at 2nd and Market Streets and the 90 year old Cameron Street maintenance/storage/administrative facility. Several needs likely need met prior to the arrival of buses now on-order. These types of facilities are costly and have a very long life. Planning for their ongoing maintenance, any necessary upgrade or rehabilitation, and eventual replacement should be incorporated into a strategic plan that considers needs, opportunities, constraints and community impacts of various alternatives.
  
  - **Communications Systems** – CAT currently has multiple areas outside the current reach of the radio system. A plan to improve and maintain an upgraded or new communications system is necessary, as is its potential integration with other technologies and systems- in particular farebox; automated passenger counters (APC); and automated vehicle location (AVL) systems.
  
  - **Information Technology** – In-vehicle and information technology is evolving. All the agency’s systems need to work together to provide for an efficient delivery of information that supports system efficiency, effectiveness, and high-quality customer service. An inventory and assessment of all key systems, their deficiencies and strengths, ways to integrate systems and port information among systems would be addressed in this plan.
  
  - **Data Management** – Many performance review functions rely on data available to CAT. Almost every department (including management) would benefit from information available in others. A data management plan would address what data are available in each section, how those data might be integrated for decision making or customer service purposes, and identify any critical gaps that can be filled as part of other strategic planning efforts.
  
  - **Marketing** – Like Information Technology, the conduct of effective marketing efforts is rapidly changing and will continue to change. As the citizens of the
region become more technology savvy, the most effective ways to reach and communicate with current and prospective users are changing. Changing demographics and land uses introduce opportunities for new markets that should be evaluated as part of a strategic marketing plan.

- **Scheduling** – Fully documenting the entire existing (manual) scheduling processes, now vested in essentially one individual, is necessary to ensure continuity and provide a basis for examining alternate methods. Automation would provide additional management tools and potentially reduce costs.

- **Fill All Governing Board Seats and Maintain Full Board** – While CAT has little direct control over Board appointments, maintaining complete representation is important to CAT’s direction, standing in the community and local funding opportunities.

- **Complete Inter-local Funding Agreements** – CAT’s local inter-governmental funding agreements are due to expire at the end of 2011. Completing these negotiations quickly will help remove uncertainties associated with local funding commitments.

- **Develop a Succession Plan for All Key Staff Positions** – CAT has been challenged by the retirement of staff performing key functions. That challenge will continue as staff members leave the agency for a variety of reasons and new staff are introduced, for whom well-documented procedures or guidance on how to successfully complete a task is in process or does not currently exist. This is further complicated when recruitment begins only after a position has been vacated. When this occurs, there is no opportunity to train new staff in the nuances of a position’s requirements.

- **Implement Staff Training Programs and Process Manuals for all Functional Areas** – Well-trained staff versed on the latest trends and practices in areas under their responsibility can avert rework and advance their area of responsibility to “best practice.” Staff training may be informal (such as attending conferences) or formal (NTD reporting courses) depending on particular needs. This is linked to the below recommendations regarding procedures documentation.

- **Automate Key Functions** – Automation of key functions can realize long-term cost savings and provides a mechanism to establish standardized processes, enhance quality control, monitor performance and to “fine tune” service delivery over time. Areas where automation could improve CAT’s efficiency include:

  - **Timesheet and Payroll Management** – Currently this is a manual process for bus drivers and other employees. Automation would increase accuracy and free finance personnel for other activities.

  - **Scheduling and Block/Run Cutting** – This process is currently managed by one key staff person and is a time consuming and laborious manual effort. Identifying an automated method that best meets CAT’s needs will increase efficiency in operations, and allow rapid and objective evaluation of alternative scheduling schemes and work rules and policies. Finally, automation allows multiple personnel to learn and efficiently use the system, providing enhanced continuity in this function.

  - **Fuel and Oil Dispensing Systems** – Currently this is a manual process that consumes staff time and may not accurately track consumption by vehicle. Automation provides a direct link to performance-related reports that would be expected to reduce maintenance costs and better account for valuable consumables.
- **Customer Information/Vehicle Tracking** – Web-based customer information systems that provide real-time vehicle location and schedule information would save substantial time and effort spent by dispatch personnel answering questions, and improve perceived and likely the actual quality of service. It would also allow for more accurate run-time estimates for schedule optimization purposes, and provision of real-time information to the public via signage, text messages, and automated telephone information. The systems that would be appropriate, timing of integration, and reasoning for decisions should be identified as part of a master IT plan development process.

- **Inventory Control** – Parts management and record keeping relies heavily on manual processes. Automated processes would reduce staff time requirements, better secure the parts inventory, enhance performance monitoring, reduce cash flow needs, and provide management with better information to evaluate future parts expenditures.
County of Lebanon Transit
Performance Review Executive Summary

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a transit agency performance review process. The purpose of a review is to assess performance and make transit agencies aware of improvement opportunities. The transit review process is an intense, short-duration effort intended to assess a transit system’s efficiency, effectiveness, and best practices.

In August 2010, an Act 44 transit performance review was initiated for County of Lebanon Transit (doing business as COLT/LT). The performance review considered fixed-route service only (although COLT/LT also provides shared-ride and paratransit service). This document conveys the results of that performance review and identifies areas where improvements may be made, as well as best practices that may be shared with similar agencies throughout Pennsylvania.

Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>County of Lebanon Transit (dba COLT/LT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>1979</td>
</tr>
<tr>
<td>National Transit Database Reporting Year</td>
<td>2008</td>
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<tr>
<td>Service Area (square miles)</td>
<td>362</td>
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<tr>
<td>Service Area Population</td>
<td>120,327</td>
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</table>

<table>
<thead>
<tr>
<th>Type of Service Provided</th>
<th>Fixed-Route Bus</th>
<th>Demand Response</th>
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<tbody>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Annual Revenue Miles of Service</td>
<td>444,000</td>
<td>312,000</td>
</tr>
<tr>
<td>Annual Revenue Hours of Service</td>
<td>32,700</td>
<td>24,000</td>
</tr>
<tr>
<td>Annual Passenger Trips</td>
<td>306,000</td>
<td>61,000</td>
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<tr>
<td>Employees (full-time/part-time)</td>
<td>31/4</td>
<td>21/2</td>
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<tr>
<td>Annual Operating Budget</td>
<td>$2.2 million</td>
<td>$1.1 million</td>
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<tr>
<td>Annual Fare Revenues</td>
<td>$323,700</td>
<td>$979,100</td>
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<td>Farebox Revenues / Total Operating Cost</td>
<td>15%</td>
<td>88%</td>
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<tr>
<td>Administrative Cost / Total Operating Cost</td>
<td>39%</td>
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<tr>
<td>Operating Cost / Revenue Mile</td>
<td>$4.95</td>
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<tr>
<td>Operating Cost / Revenue Hour</td>
<td>$71.63</td>
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<td>Passengers / Revenue Hour</td>
<td>9.79</td>
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<td>Operating Revenue / Revenue Hour</td>
<td>$13.39</td>
<td>$40.80</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$7.32</td>
<td>$18.03</td>
</tr>
</tbody>
</table>
Act 44 Performance Determination

Available documentation and Act 44 metrics were reviewed to quantify COLT/LT’s fixed-route performance with respect to itself over time and to a set of its peers. Peers were selected through an analytical process with interagency coordination between the Pennsylvania Department of Transportation (PennDOT) staff and COLT/LT.

Act 44 stipulates that metrics fall into two categories: “In Compliance” and “At Risk”. The following criteria are used to make the determination:

- In Compliance if within one standard deviation **above** of the peer average in –
  - Single year and five year trend for Operating Cost / Revenue Vehicle Hour
  - Single year and five year trend for Operating Cost / Passenger

- In Compliance if within one standard deviation **below** the peer group average in –
  - Single year and five year trend for Passengers / Revenue Vehicle Hour
  - Single year and five year trend for Operating Revenue / Revenue Vehicle Hour

If the agency falls outside of any of the boundaries, it is considered “At Risk” for that criteria and must create an action plan to bring the criteria into compliance prior to the next performance review.

An analysis of the eight key criteria mandated by Act 44 was conducted and *it was determined that COLT/LT is “In Compliance” for six of eight criteria and “At Risk” with respect to two criteria*, both of which relate to cost trends. The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed that:

**In Compliance**

- **2008 passengers per revenue hour** ranks 12th out of the 14 transit agencies in the peer group and is worse than the peer group average.
- The **five-year trend of passengers per revenue hour** ranks 5th out of 14 and is worse than the peer group average. Unless action is taken, COLT/LT will likely be further behind the peer group average at the five-year reevaluation.
- **2008 operating cost per revenue vehicle hour** ranks 10th out of 14 and is worse than the peer group average.
- **2008 operating revenue per revenue vehicle hour** ranks 8th out of 14 and is better than the peer group average.
- The **five-year trend for operating revenue per revenue vehicle hour** ranks 5th out of 14 and is better than the peer group average.
- **2008 operating cost per passenger** ranks 13th of 14 and is worse than the peer group average.

**At Risk**

- The **five-year trend for operating cost per revenue vehicle hour** ranks 13th of 14 and is considered at risk. If COLT/LT does not curb costs, it will be further behind the peer group average at the five-year reevaluation.
The five-year trend for operating cost per passenger ranks 14th of 14 and is considered at risk. If COLT/LT does not curb costs, it will be further behind the peer group average at the five-year reevaluation. Given COLT/LT’s “At Risk” determination, it is recommended that technical capacity be developed to allow route-by-route and system-wide evaluation of all eight Act 44 performance metrics to be conducted on at least a monthly basis and reported to the management and Governing Board so that appropriate monitoring can be implemented.

Functional Review Findings

In addition to the macro-level evaluation of COLT/LT by the eight Act 44 measures, a functional evaluation of the system was also performed to provide more insight into the system. The performance evaluation consisted of additional document reviews, on-site review, and interviews with key staff. Findings are categorized as above average, average, or below average, and indicate whether the finding is trending upward, staying constant, or declining.

In accordance with Act 44, findings are additionally indicated as “opportunities for improvement” or “best practices.” Improvement opportunities identify tasks that may be undertaken to increase the efficiency, effectiveness, and/or quality of service of the agency. Best practices are current practices that enhance the efficiency, effectiveness, and/or quality of service of COLT/LT and may be shared with other agencies as techniques for improvement. Major findings are indicated below, with detailed information available in the full report.

Opportunities for Improvement

- Develop and Employ Performance Metrics, Quality Control Procedures, and Reporting Protocols to Optimize the Performance of Agency Functions – Several key functions at COLT/LT were found to be without well-documented standards to ensure proper protocol, measurement of service quality, etc., including:
  - On-Time Performance – There is no standard method for analyzing on-time performance and thereby the quality of the service.
  - Marketing – There is no effective tool to analyze which marketing efforts are realizing benefits and which are the least cost-effective, to best direct future marketing investment and maximize its impact.
  - Service Planning – Route-level analysis is an important component of future service planning, and there appears to be no concrete method to assess existing service.
By implementing performance metrics and quality control protocols, COLT/LT will have mechanisms to

- evaluate effectiveness and efficiency,
- identify potential issues before they occur, and
- encourage proactive management practices.

- **Develop Long-Range Facility Master Plan** – There is no long term plan in place to address existing capacity concerns and accommodate for possible future fleet changes, service expansions, etc. Developing a facility master plan will provide a strategic advantage with a prioritized list of projects for future capital funding.

- **Expand Long-Range Capital Program** – COLT/LT currently has a twelve-year capital program based on anticipated funding levels; this is considered solid industry practice. To continue improving and to leverage any additional revenue sources yet-to-be identified, COLT/LT should develop a prioritized long-range capital plan that addresses state-of-good repair and justified service expansion identified through a Transit Development Plan (TDP) or other service planning document.

- **Develop Strategic Plans to implement and use technology** –
  - **AVL, APC, and Information Technology** – Acquisition is underway, however there is no documented long-term plan in place for the use of Automatic Vehicle Locator (AVL), Automatic Passenger Counters (APC), or any additional information technology used in the business function for fixed-route service.
  - **Data Management** – A plan for consistent data management is lacking, creating the potential for inaccurate data and analysis, leading COLT/LT to make decisions based on erroneous data.

- **Retire Vehicles that are In Service Beyond the Useful Life** – COLT/LT has expanded the fleet by not retiring vehicles that have been replaced to use in expanded service. Road calls have increased on these older vehicles, and they have a much higher maintenance cost per mile—and maintenance costs on aging vehicles will only increase. Retiring these vehicles will lower maintenance costs and likely provide a higher quality service to patrons.

- **Carefully Scrutinize Actions that Could Increase Administrative Costs** – COLT/LT reports to NTD a significantly higher administrative cost than most agencies in the Commonwealth, including agencies of similar size.

- **Increase Emphasis on Cost Containment** – COLT/LT operating costs have increased at a much higher rate than would be expected for similar systems, even when taking into consideration its relatively recent transition from a rural to an urban transit system. Management should explore the root causes of the increases, monitor changes, and make adjustments as necessary to contain future cost increases consistent with the rate of inflation.
Best Practices

- **Managers are Cross-trained as Standby Drivers** – This practice has eliminated the need for an Extra Board, resulting in cost savings and real “on-the-street” experience for managers.

- **Strong Emphasis on Training and Safety** – All staff members, especially drivers, regularly receive safety training ranging from routine to remedial.

- **Very Knowledgeable and Active Board** – COLT/LT Board members have diverse experience and actively participate in governance and advocacy. They have an understanding of customer service and their role in the agency. Board members work directly with staff to answer questions and resolve issues.

- **Concerted Effort to Modernize Branding** – COLT/LT has made a great effort to update and modernize the branding and look of its vehicles. While this remains a work in progress, the rebranding may attract attention that leads to more customers and increased awareness of service.

Five Year Performance Standards

This transit agency performance report outlines critical areas where improvements may be made to improve to overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance standards” have been established and detailed on page 25. These performance standards are required to comply with Act 44 and represent the Department’s minimum performance level that COLT/LT should achieve for each Act 44 performance criteria during the next review cycle, five years from the date of this report. Performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current DotGrants information available (FY 2010). Standards were extrapolated to FY 2015 and are designed to be aggressive, yet achievable, and are summarized below:

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Passengers / Revenue Hour</td>
<td>9.79</td>
<td>9.71</td>
<td>10.71</td>
<td>At least 2% per year</td>
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<td>Operating Cost / Revenue Hour</td>
<td>$71.63</td>
<td>$76.76</td>
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<td>No more than 3% per year</td>
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<tr>
<td>Operating Revenue / Revenue Hour</td>
<td>$13.39</td>
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<td>$13.30</td>
<td>At Least 2% per year</td>
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<tr>
<td>Operating Cost / Passenger</td>
<td>$7.32</td>
<td>$7.91</td>
<td>$8.31</td>
<td>No more than 1.0% per year</td>
</tr>
</tbody>
</table>
Next Steps

Upon final transmission of the performance review report, Act 44 regulations stipulate that COLT/LT, “...shall develop and submit to the Department within 90 days... a strategic action plan focuses on continually improving the system to achieve the established minimum performance standards.” The action plan should outline corrective action that will be taken to address:

- Two Act 44 criteria that are deemed “at risk”
  - Operating Cost / Revenue Hour trend
  - Operating Cost / Passenger trend
- Functional area metrics that are considered “below average”

Corrective action taken for the two Act 44 criteria that are “at risk” must result in achievement of the performance standards mutually agreed upon by COLT/LT and PennDOT. Functional area metrics that have been identified as “below average” are areas in which improvement may result in cost savings, improved service quality, and ridership and/or revenue increases. Improvements in these areas will assist in the achievement of the performance standards by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the action plan should establish a comprehensive program that focuses on actions that address the larger issues within COLT/LT.

COLT/LT will submit the action plan to the COLT/LT governing body for approval, and subsequently submit the final approved strategic action plan to PennDOT. COLT/LT must report at least quarterly to the governing body and PennDOT on the progress of the strategic action plan, actions taken, and actions soon to be implemented. Reporting may occur on a more frequent basis, to be determined jointly by the Department, COLT/LT, and the governing body.
Fayette Area Coordinated Transportation
Performance Review Executive Summary

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework for a transit system performance review process. The purpose of a review is to assess performance and make transit agencies aware of improvement opportunities. The transit review process is an intense, short-duration effort intended to assess a transit system’s efficiency, effectiveness, and best practices.

In August 2010, an Act 44 transit performance review was initiated for Fayette Area Coordinated Transportation (FACT). The performance review considered fixed-route service only (although FACT also provides shared-ride and paratransit service). This document conveys the results of that performance review and identifies areas where improvements may be made, as well as best practices that may be shared with similar agencies throughout Pennsylvania.

Agency Profile

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fayette Area Coordinated Transportation (FACT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Founded</td>
<td>2000</td>
</tr>
<tr>
<td>National Transit Database Reporting Year</td>
<td>2008</td>
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<tr>
<td>Service Area (square miles)</td>
<td>812</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>148,644</td>
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<tr>
<td>Type of Service Provided</td>
<td>Fixed-Route Bus</td>
</tr>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>9</td>
</tr>
<tr>
<td>Annual Revenue Miles of Service</td>
<td>562,851</td>
</tr>
<tr>
<td>Annual Revenue Hours of Service</td>
<td>32,123</td>
</tr>
<tr>
<td>Annual Passenger Trips</td>
<td>108,025</td>
</tr>
<tr>
<td>Employees (full-time/part-time)</td>
<td>11</td>
</tr>
<tr>
<td>Annual Operating Budget</td>
<td>$1,497,145</td>
</tr>
<tr>
<td>Annual Fare Revenues</td>
<td>$109,841</td>
</tr>
<tr>
<td>Farebox Revenues / Total Operating Cost</td>
<td>7.34%</td>
</tr>
<tr>
<td>Administrative Cost / Total Operating Cost</td>
<td>17.07%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Mile</td>
<td>$2.66</td>
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<tr>
<td>Operating Cost / Revenue Hour</td>
<td>$46.61</td>
</tr>
<tr>
<td>Passengers / Revenue Hour</td>
<td>3.36</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Hour</td>
<td>$7.71</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$13.86</td>
</tr>
</tbody>
</table>
**Act 44 Performance Determination**

Available documentation and Act 44 metrics were reviewed to quantify FACT’s fixed-route performance with respect to its own performance over time and to a set of its peers. Peers were selected through an analytical process with interagency coordination between Pennsylvania Department of Transportation (PennDOT) staff and FACT.

Act 44 stipulates that metrics fall into two categories: “In Compliance” and “At Risk.” The following criteria are used to make the determination:

- In compliance if within one standard deviation above the peer group average for –
  - Single-year and five-year trend for operating cost per revenue vehicle hour
  - Single-year and five-year trend for operating cost per passenger

- In compliance if within one standard deviation below the peer group average for –
  - Single-year and five-year trend for passengers per revenue vehicle hour
  - Single-year and five-year trend for operating revenue per revenue vehicle hour

If the agency falls outside of any of the boundaries, it is considered “At Risk” for that criteria and must create an action plan to bring the criteria into compliance and to meet collaboratively established performance targets prior to the next performance review.

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

**In Compliance**

- **2008 operating cost per revenue vehicle hour** ranks 3rd out of 14 peer transit agencies (3rd least expensive) and is much better than the group average.

- **The five-year trend for operating cost per revenue vehicle hour** ranks 1st out of 14 transit agencies and is significantly above (better than) the peer group average.

- **The five-year trend for operating revenue per revenue vehicle hour** ranks 3rd of 12 peer transit agencies.

- **The five-year trend for operating cost per passenger** ranks 8th of 14 peer transit agencies and is slightly better than the peer group average.

**At Risk**

- **2008 passengers per revenue vehicle hour** ranks the poorest of all 14 transit agencies in the peer group and is more than one standard deviation below the peer group average, indicating low route productivity.

- **The five-year trend for passengers per revenue vehicle hour** ranks last in the peer group and is a negative value, indicating that productivity has decreased over time.

- **2008 operating revenue per revenue vehicle hour** ranks 12th of 14 in the peer group and is more than one standard deviation below the peer group average, indicating low usage of the system.
2008 operating cost per passenger ranks last in the peer group and is more than one standard deviation above the peer group average. While FACT’s operating cost is low, poor route productivity causes cost per passenger to be unusually high.

**FACT must find ways to increase passengers while maintaining the same relative cost structure in order to compare favorably with the peer group for all Act 44 criteria.**

Interim performance targets must be established and monitored by FACT and PennDOT to assure compliance with the Act 44 requirements.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Determination</th>
<th>Rank</th>
<th>Comparison to Peer Avg.</th>
<th>Value</th>
<th>Peer Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Hour</td>
<td>2008</td>
<td>14</td>
<td>Worse</td>
<td>3.36</td>
<td>13.80</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>13</td>
<td>Worse</td>
<td>-8.16%</td>
<td>3.30%</td>
</tr>
<tr>
<td>Operating Cost / Revenue Hour</td>
<td>2008</td>
<td>3</td>
<td>Better</td>
<td>$46.61</td>
<td>$64.18</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>1</td>
<td>Better</td>
<td>-2.65%</td>
<td>11.24%</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Hour</td>
<td>2008</td>
<td>12</td>
<td>Worse</td>
<td>$7.71</td>
<td>$13.64</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>3</td>
<td>Better</td>
<td>20.94%</td>
<td>11.91%</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>2008</td>
<td>14</td>
<td>Worse</td>
<td>$13.86</td>
<td>$5.61</td>
</tr>
<tr>
<td></td>
<td>Trend</td>
<td>8</td>
<td>Better</td>
<td>6.00%</td>
<td>7.57%</td>
</tr>
</tbody>
</table>

**Functional Review**

In addition to the macro-level evaluation of FACT by the eight Act 44 measures, a functional evaluation of the system was performed to provide more insight into the system. The performance evaluation consisted of additional document reviews, on-site review, and interviews with key staff. Findings are categorized as above average, average, or below average, and indicate whether the finding is trending upward, staying constant, or declining.

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

Major findings are indicated below, with detailed information available in the full report.

**OPPORTUNITIES FOR IMPROVEMENT**

- **Strengthen Contractor Oversight** – Contracts in place contain service standards (on-time performance, driver appearance, customer complaints, maintenance and storage requirements, etc.), but in most cases do not include enforced progressive penalties for lack of compliance, up to and including contract termination. New contracts must include progressive penalties for non-compliance on all terms and conditions. Contractor selection should consider previous contract performance as well as price. Specific issues with contractor Budget Charters are noted later in the report and should be remedied immediately.
• **Increase Visibility of System** – Review of the system suggested a lack of branding or route delineation. Bus stop signage, shelters, or other physical features that could increase the presence of FACT in the community are lacking.

• **Develop and Employ Performance Metrics, Quality Control Procedures, and Reporting Protocols to Optimize the Performance of Agency Functions** – Several key functions at FACT were found to be without well-documented standards to ensure proper protocol, measurement of service quality, etc., including:
  
  - **Inventory Management and Control** – There are no written performance metrics in place for inventory management and control. Typical metrics include inventory turnover ratios, parts cost per vehicle mile, parts cost per vehicle, and vehicle days lost to vehicles awaiting parts.
  
  - **Marketing** – There is no effective tool to analyze which marketing efforts are producing benefits and which are the least cost-effective, to best direct future marketing investment and maximize its impact.
  
  - **Service Planning** – FACT does not use route-level performance analysis to determine where service changes should occur.
  
  - **Self-registering Fareboxes** – While the data exists, FACT has no way to extract ridership information from GFI self-registering fareboxes installed on vehicles, limiting data availability for planning and other functions.
  
  - **DBE/WBE/MBE Contracting** – While no major procurement issues exist, FACT does not routinely meet its Disadvantaged Business Enterprise (DBE)/Women-owned Business Enterprise (WBE)/Minority-owned Business Enterprise (MBE) goals, particularly in operations.

• **Develop, Implement, and Monitor Performance Criteria and Plans for Medium- and Long-Range Agency Functions** – Several key functional areas were found to lack medium- and long-range plans, implementation programs, and monitoring programs in long-term investments. Medium- and long-range plans and performance criteria allow for proper budgeting and effective acquisitions, and ensure the long-term viability and sustainability of the agency. These long-term exercises will provide a strategic advantage for FACT in providing high quality service in the future. These functions are:
  
  - **Capital Facilities** – There are no medium- or long-term plans for facilities, including the soon-to-be-opened Transfer Facility.
  
  - **AVL & Information Technology** – Automatic Vehicle Locator (AVL) technology is currently installed but may only be used to track deployed buses with no playback or archiving of information. An upgrade is currently underway but has not been completed at the time of review.
  
  - **Data Management** – A plan for consistent data management is lacking, creating the potential for inaccurate data and analysis, leading FACT to make decisions based on erroneous data.
**BEST PRACTICES**

- **Low Cost Structure** – FACT achieves the lowest cost per revenue hour of service for fixed-route bus service in Pennsylvania. This may be accomplished through outsourcing of fixed-route bus service operation to local contractors. Additional efforts should be made to identify the source of low cost structure and continue those practices.

- **Aggressive Marketing and Customer Service Programs** – FACT places a high value on customer service and recently initiated a proactive outreach to new markets. They also regularly conduct customer service surveys and report findings to the Board. FACT’s marketing approaches are comparable to what could be expected from a much larger transit service provider.

**Five Year Performance Standards**

This transit agency performance report outlines critical areas where improvements may be made to improve to overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance standards” have been established and detailed on page 25. These performance standards are required to comply with Act 44 and represent the Department’s minimum performance level that FACT should achieve for each Act 44 performance criteria during the next review cycle, five years from the date of this report.

Performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current DotGrants information available (FY 2010). Standards were extrapolated to FY 2015 and are designed to be aggressive, yet achievable, and are summarized below:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers / Revenue Hour</td>
<td>3.36</td>
<td>4.61</td>
<td>5.34</td>
<td>At least 3% per year</td>
</tr>
<tr>
<td>Operating Cost / Revenue Hour</td>
<td>$46.61</td>
<td>$68.37</td>
<td>$79.26</td>
<td>No more than 3% per year</td>
</tr>
<tr>
<td>Operating Revenue / Revenue Hour</td>
<td>$7.71</td>
<td>$10.47</td>
<td>$12.17</td>
<td>At Least 3% per year</td>
</tr>
<tr>
<td>Operating Cost / Passenger</td>
<td>$13.86</td>
<td>$14.83</td>
<td>$14.83</td>
<td>No more than 0.0% per year</td>
</tr>
</tbody>
</table>

**Next Steps**

Upon final transmission of the performance review report, Act 44 regulations stipulate that FACT, “…shall develop and submit to the Department within 90 days… a strategic action plan focuses on continually improving the system to achieve the established minimum performance standards.” The action plan should outline corrective action that will be taken to address:

- Four Act 44 criteria that are deemed “at risk”
  - Passengers / Revenue Hour for the current year
  - Passengers / Revenue Hour trend
• Operating Revenue / Revenue Hour for the current year
• Operating Cost / Passenger
• Functional area metrics that are considered “below average”

Corrective action taken for the four Act 44 criteria that are “at risk” must result in achievement of the performance standards mutually agreed upon by FACT and PennDOT. Functional area metrics that have been identified as “below average” are areas in which improvement may result in cost savings, improved service quality, and ridership and/or revenue increases. Improvements in these areas will assist in the achievement of the performance standards by directly addressing areas that affect Act 44 performance criteria. It should be noted that many functional areas are interrelated, and the action plan should establish a comprehensive program that focuses on actions that address the larger issues within FACT.

FACT will submit the action plan to the FACT governing body for approval, and subsequently submit the final approved strategic action plan to PennDOT. FACT must report at least quarterly to the governing body and PennDOT on the progress of the strategic action plan, actions taken, and actions soon to be implemented. Reporting may occur on a more frequent basis, to be determined jointly by the Department, FACT, and the governing body.
Section 2

Urban Systems
**Southeastern Pennsylvania Transportation Authority (SEPTA)**

1234 Market Street
Philadelphia, PA 19107-3780
Mr. Joseph M. Casey
(General Manager)
215-580-7070
www.septa.org

**Service Area Statistics (2000 Census)**

Square Miles: 869
Population: 3,338,230

**Act 44 Fixed-Route Distribution Factors**

- Total Passengers: 320,171,291
- Senior Passengers: 24,145,338
- Revenue Vehicle Miles: 84,390,593
- Revenue Vehicle Hours: 6,432,397

**Act 44 Operating Assistance**

- Operating Assistance: $497,867,149
- Required Local Match: $74,680,072

**Total Fleet Size**

- Fixed Route: 2,389
- Paratransit: 425
- System-wide: 2,814

**Fare Information**

- Fixed-Route Base: $2.00
- Fixed-Route Avg: $1.84
- Last Base Fare Increase: July 2001 (25%)

**Employees**

- Full-Time:
  - Fixed-Route: 9,102
  - Paratransit: 87
- Part-Time:
  - System-wide: 9,189

**House District**

- Bucks: 18, 29, 31, 140, 141, 142, 143, 144, 145, 178
- Chester: 13, 26, 155, 156, 157, 158, 160, 167, 168
- Delaware: 159, 160, 161, 162, 163, 164, 165, 166, 168, 185, 191
- Montgomery: 53, 61, 70, 146, 147, 148, 149, 150, 151, 152, 153, 154, 157, 170, 194
- Philadelphia: 152, 154, 169, 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, 36, 44, 48
- Delaware: 8, 9, 17, 26
- Montgomery: 4, 7, 10, 12, 17, 19, 24, 44
- Philadelphia: 1, 2, 3, 4, 5, 7, 8

**OPERATING BUDGET**

**OPERATING EXPENSE (000's)**

- Purchased Trans, $21,961
- Maint., $50,560
- Fuel Util., $91,063
- Fringes, $393,475
- Other, $14,187
- Operator Salaries & Wages, $191,576
- Other Salaries & Wages, $291,634

**OPERATING FUNDS (000's)**

- Local, $76,792
- State, $509,690
- Federal, $39,381
- Revenue, $428,593
SEPTA FY 2005-06 financial and operating statistics affected by seven-day strike in November 2005.
SEPTA FY 2009-10 financial and operating statistics affected by six-day strike in November 2009.
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Southeastern Pennsylvania Transportation Authority
1234 Market Street
Philadelphia, PA 19107
215-580-7655
Mr. James Foley, Chief Operating Officer – CCT

Service Area Statistics (2000 Census)
Philadelphia County
Square Miles: 135
Population: 1,517,550
65+ Population: 213,722
% of Population 65 and older: 14.1%

Total Fleet Size
Community Transportation: 349

Fare Information
Average Shared-Ride Fare: $21.88
Cost to Commonwealth per Senior Citizen Trip: $24.96
Last Base Fare Increase: July 2007

Trip Information
65+ Trips: 778,256
Total Shared-Ride Trips: 810,790

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Operating* 82%

Public Shared-Ride Admin* 18%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Fares</td>
<td>$ 1,524,324</td>
<td>7%</td>
</tr>
<tr>
<td>Lottery</td>
<td>$ 17,056,060</td>
<td>78%</td>
</tr>
<tr>
<td>Area Agency on Aging</td>
<td>$ 1,556,089</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>$ 89,059</td>
<td>less than 1%</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$ 1,787,586</td>
<td>8%</td>
</tr>
<tr>
<td>Total</td>
<td>$ 22,013,118</td>
<td>100%</td>
</tr>
</tbody>
</table>

* See glossary
Railroad Signal Modernization Projects

- Total Project Cost: $42.9 million
- Number of Jobs Created** = 1,030

The project upgrades the present signaling system, Automatic Block Signal System, to Automatic Train Control (ATC) on the Doylestown, Chestnut Hill East, and Warminster Regional Railroad Lines. These lines operate in Bucks, Montgomery, and Philadelphia counties. ATC is a train protection system that makes use of continuous cab signaling instead of track-side signals. It ensures safe train separation and provides for overspeed protection. Also, ATC enhances operational flexibility as well as making safety improvements. And it facilitates improved and more reliable operations for passengers.

** Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
Port Authority of Allegheny County (PAAC)
345 Sixth Avenue 3rd Floor
Pittsburgh, PA 15222
Mr. Stephen Bland
(Chief Executive Officer)
412-566-5311
www.portauthority.org

Service Area Statistics (2000 Census)
Square Miles: 775
Population: 1,415,244

Fare Information
Fixed-Route Base: $2.00
Fixed-Route Avg: $1.46
Last Base Fare Increase: Jan 2008 (12.5%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 65,077,883
Senior Passengers: 5,842,330
Revenue Vehicle Miles: 30,814,241
Revenue Vehicle Hours: 2,209,897

Employees
Full-Time: 2,892
Part-Time: 0
Fixed-Route: 2,892
Paratransit: 435
System-wide: 3,327

Act 44 Operating Assistance
Operating Assistance: $184,457,990
Required Local Match: $27,668,699

Total Fleet Size
Fixed-Route: 931
Paratransit: 402
System-wide: 1,333

Fringe Benefits
Fuel Utilities: $27,648
Maintenance: $22,169
Employee Salaries & Wages: $65,083
Operator Salaries & Wages: $78,528
Other: $7,092
Purchased Trans: $13,954

Revenue
Federal: $15,165
State: $211,996
Local: $29,476

Operating Budget
Expenses: $341,243
Funds: $341,243

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Port Authority of Allegheny County/ACCESS
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527
412-566-5500
Mr. Stephen Bland, Executive Director

Service Area Statistics (2000 Census)
Allegheny County
- Square Miles: 730
- Population: 1,281,666
- 65+ Population: 228,416
- % of Population 65 and older: 17.8%

Total Fleet Size
Community Transportation: 385

Fare Information
- Average Shared-Ride Fare: $19.88
- Cost to Commonwealth per Senior Citizen Trip: $15.42
- Last Base Fare Increase: July 2008

Trip Information
- 65+ Trips: 765,711
- Total Shared-Ride Trips: 1,451,192

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Shared-Ride Admin* 5%</td>
<td><strong>Funding Source</strong></td>
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<tr>
<td>Public Shared-Ride Operating* 95%</td>
<td>Passenger Fares</td>
</tr>
<tr>
<td></td>
<td>Lottery</td>
</tr>
<tr>
<td></td>
<td>Area Agency on Aging</td>
</tr>
<tr>
<td></td>
<td>Medical Assistance</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
<tr>
<td></td>
<td>Subsidy</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

* See glossary
North Shore Connector Project

- Total Project Cost: $523,400,000
- Number of Jobs Created** = 12,561

The North Shore Connector Light Rail Transit Project is a 1.2-mile double-tracked extension of the Port Authority of Allegheny County’s existing 25-mile LRT system within Pittsburgh’s Golden Triangle, and linking the Golden Triangle to the rapidly developing North Shore area. Three stations are included: a new Gateway Station adjacent to the current Gateway Station to facilitate the tie-in to the existing system, and two new stations on the North Shore, including the underground North Side Station and the aerial Allegheny Station. No new vehicles or additional facilities are included in the scope of the project. It is scheduled to open in March 2012.

Martin Luther King East Busway Repaving

- Total Project Cost: $6,000,000
- Number of Jobs Created** = 144

The East Busway originally opened in 1983. The pavement has deteriorated due to age, continual vehicle use, and road salt application. The busway contained numerous cracks, potholes, and imperfections, causing unacceptable ride quality and potential damage to revenue vehicles. The current approach to selective patching was unable to keep up with the accelerated cracking and will never reach a point where an overlay of the busway would be possible.

The project provided for the full-depth replacement of the seven-mile section of the East Busway from Grant St. to Wilkinsburg Station. Work also included grade adjustment and reconstruction of inlets.

** Numbers are based on APTA’s October 2009 "Economic Impact of Transit Investment."
Altoona Metro Transit (AMTRAN)
3301 Fifth Avenue
Altoona, PA 16602
Mr. Eric Wolf
(General Manager)
814-944-4074
www.amtran.org

Service Area Statistics (2000 Census)
Square Miles: 25
Population: 69,608

Fare Information
Fixed-Route Base: $1.40
Fixed-Route Avg: $1.23
Last Base Fare Increase: July 2009 (7%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 699,407
Senior Passengers: 88,008
Revenue Vehicle Miles: 536,238
Revenue Vehicle Hours: 42,395

Employees
Full-Time: 40
Part-Time: 7

Act 44 Operating Assistance
Operating Assistance: $2,298,625
Required Local Match: $106,603

Total Fleet Size
Fixed-Route: 30
Paratransit: 22
System-wide: 52

OPERATING BUDGET

OPERATING EXPENSE (000's)
$3,733

- Operators Salaries and Wages, $732
- Other Salaries and Wages, $374
- Fuel Utilis, $198
- Maint., $142
- Purchased Trans, $338
- Fringes, $1,071
- Other, $338

OPERATING FUNDS (000's)
$3,733

- Revenue, $695
- Local, $115
- State, $1,786
- Federal, $1,137
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Blair Senior Services, Inc., in Blair County (see page 176).
Intelligent Transportation System “myStop”

- Total Project Cost: $1,008,000
- Number of Jobs Created** = 24

AMTRAN’s ITS project started in September 2008 and was completed in December 2009. The real-time bus information system soon became known as “myStop,” providing real-time arrival times for “my stop.” The ITS project included many of the usual elements, such as GPS tracking on buses improving schedule adherence, automating ADA call stop announcements, and pushing real-time bus departures out to customers on the Internet and on signs at the major transfer stations and malls. In addition, myStop by phone allows customers to call in on their home phone and mobile phone to get automated real-time bus departures. In the first year, myStop averaged 1,750 calls per month or 25% of Amtran’s call volume. The technology was embraced by a wide spectrum of customers but particularly by students at Penn State Altoona where calls spiked to 2,800 per month when class was in session. That’s 1,750 to 2,800 riders per month getting the information they need to make riding the bus easier while leaving Amtran’s customer service staff available to spend more time talking with customers with more complicated questions.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
BCTA (Beaver County Transit Authority*)

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

House District
Beaver: 9, 10, 14, 15, 16, 46

Senate District
Beaver: 46, 47

Service Area Statistics (2000 Census)
Square Miles: 440
Population: 204,441

Fare Information
Fixed-Route Base: $2.00
Fixed-Route Avg: $1.75
Last Base Fare Increase: July 2009 (14%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 871,706
Senior Passengers: 73,684
Revenue Vehicle Miles: 1,042,170
Revenue Vehicle Hours: 64,390

Employees
Full-Time
Part-Time
Fixed-Route: 56
3
Paratransit: 36
2
System-wide: 92
5

Act 44 Operating Assistance
Operating Assistance: $2,884,860
Required Local Match: $359,569

Total Fleet Size
Fixed-Route: 25
Paratransit: 23
System-wide: 48

*Includes Rural Service

OPERATING BUDGET

OPERATING EXPENSE (000's)
$4,533

- Operator Salaries & Wages, $1,068
- Fringes, $852
- Fuel Util., $768
- Maint., $385
- Purchased, Trans, $0
- Other, $565
- Other, $895

OPERATING FUNDS (000's)
$4,533

- Local, $323
- Federal, $354
- State, $2,390
- Revenue, $1,466
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Beaver County Transit Authority
200 West Washington Street
Rochester, PA 15074-2235
724-728-8600
Ms. Mary Jo Morandini, General Manager

Service Area Statistics (2000 Census)
Beaver County
Square Miles: 434
Population: 181,412
65+ Population: 32,424
% of Population 65 and older: 18.4%

Total Fleet Size
Community Transportation: 25

Fare Information
Average Shared-Ride Fare: $19.50
Cost to Commonwealth per Senior Citizen Trip: $16.55
Last Base Fare Increase: July 2008

Trip Information
65+ Trips: 39,455
Total Shared-Ride Trips: 87,546

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Operating* 78%
Public Shared-Ride Admin* 22%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$113,540</td>
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<td>$2,082,989</td>
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* See glossary
The Beaver County Transit Authority (BCTA) is leading a Roundabout project adjacent to the Rochester Transportation Center. All pre-construction activities for the Rochester roundabout project are completed and the project is now under construction. This project is an important part of the community’s transit-oriented development plan because it allows for increased vehicle and pedestrian safety, reductions in pollution, energy savings, and other aesthetic benefits. In addition, the completed roundabout will reduce BCTA’s operating expenses and improve transfers at the Rochester Transportation Center terminal. The scheduled Project Completion Date is August 2012.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**
Operational Budget

**Operating Expense (000's)**

- Operator Salaries & Wages: $2,976
- Fringes: $3,032
- Fuel Util.: $1,163
- Maint.: $405
- Purchased Trans.: $281
- Other: $850

**Operating Funds (000's)**

- Local: $357
- State: $4,361
- Federal: $2,276
- Revenue: $2,937

---

**Service Area Statistics (2000 Census)**

- Square Miles: 864
- Population: 373,638

**Act 44 Fixed-Route Distribution Factors**

- Total Passengers: 2,973,042
- Senior Passengers: 462,628
- Revenue Vehicle Miles: 1,726,679
- Revenue Vehicle Hours: 141,620

**Employees**

- Full-Time: 98
- Part-Time: 4
- Fixed-Route: 98
- Paratransit: 53
- System-wide: 151

**Act 44 Operating Assistance**

- Operating Assistance: $6,690,736
- Required Local Match: $378,887

**Total Fleet Size**

- Fixed-Route: 53
- Paratransit: 40
- System-wide: 93

---

BARTA (Berks Area Regional Transportation Authority)

1700 North 11th Street
Reading, PA 19604
Mr. Dennis Louwerse
(Executive Director)
610-921-0605 Ext. 201
www.bartabus.com

House District
Berks: 124, 125, 126, 127, 128, 129, 130, 134, 187

Senate District
Berks: 11, 29, 44, 48

---

Fare Information

- Fixed-Route Base: $1.60
- Fixed-Route Avg: $1.08
- Last Base Fare Increase: Jan 2007 (10%)
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Berks Area Regional Transportation Authority
1700 North Eleventh Street
Reading, PA 19604-1599
610-921-0605
Mr. Dennis Louwerse, Executive Director

Service Area Statistics (2000 Census)
Berks County
- Square Miles: 864
- Population: 373,638
- 65+ Population: 56,190
- % of Population 65 and older: 15.0%

Total Fleet Size
- Community Transportation: 60

Fare Information
- Average Shared-Ride Fare: $10.33
- Cost to Commonwealth per Senior Citizen Trip: $9.81
- Last Base Fare Increase: Jan 2007

Trip Information
- 65+ Trips: 78,920
- Total Shared-Ride Trips: 153,566

PwD Program Start Date: 9/1/06
PwD FY09-10 Trips: 2,299
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 33.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

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<th>Funding Source</th>
<th>Amount</th>
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<td>$ 79,438</td>
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<td>Other</td>
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<td>Subsidy</td>
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<td>$ 4,218,994</td>
<td>100%</td>
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* See glossary
# May include additional admin costs
BARTA Transportation Center Renovation and Upgrade

- Total Project Cost: $680,662
- Number of Jobs Created** = 16

The BARTA Transportation Center first opened in 2002. Over 10,000 riders pass through the transportation center every day and over the years this has resulted in normal wear and tear which required renovations and improvements. These activities included concrete restoration, mechanical and electrical replacement including new energy efficient lighting, facility maintenance work including repainting and other replacement activities, and the installation of an additional electronic passenger information sign.

** Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
CamTran  (Cambria County Transit Authority*)

Service Area Statistics (2000 Census)
Square Miles: 688
Population: 152,598

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $1.08
Last Base Fare Increase: Jan 2007 (3.5%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,282,505
Senior Passengers: 337,791
Revenue Vehicle Miles: 1,163,744
Revenue Vehicle Hours: 86,158

Employees
Full-Time Part-Time
Fixed-Route: 92 12
Paratransit: 9 2
System-wide: 101 14

Act 44 Operating Assistance
Operating Assistance: $5,617,749
Required Local Match: $546,515

Total Fleet Size
Fixed-Route: 47
Paratransit: 9
System-wide: 56

OPERATING BUDGET

OPERATING EXPENSE (000’s)
$7,570

OPERATING FUNDS (000’s)
$7,570

*Includes Rural Service
Note: “Other” category includes the Inclined Plane
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
CamTran (Cambria County Transit Authority)

Community Transportation

Cambria County Transit Authority
726 Central Avenue
Johnstown, PA 15902
814-535-5526
Ms. Rose Lucey-Noll, Executive Director

Service Area Statistics (2000 Census)
Cambria County
- Square Miles: 688
- Population: 152,598
- 65+ Population: 30,087
- % of Population 65 and older: 19.7%

Total Fleet Size
- Community Transportation: 48

Fare Information
- Average Shared-Ride Fare: $5.39
- Cost to Commonwealth per Senior Citizen Trip: $4.56
- Last Base Fare Increase: Jan 2007

Trip Information
- 65+ Trips: 68,875
- Total Shared-Ride Trips: 72,979

CommCat
(Public Service Ridership)

PwD Program Start Date: 7/1/07
PwD FY09-10 Trips: 531
MATP Provider: No
Subcontractors: No
% of Service Provided by Subcontractor: N/A

Community Transportation Operating Budget

Operating Budget

Public Shared-Ride Admin* 18%
Public Shared-Ride Operating* 82%

Sources of Funding

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<th>Funding Source</th>
<th>Amount</th>
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<td>Subsidy</td>
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<td>Total</td>
<td>$1,207,277</td>
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* See glossary
CamTran welcomed its first hybrid-electric bus into its urban division fleet in the 2009-2010 fiscal year. The 35-foot hybrid provides lower fuel and maintenance costs for CamTran. The Gillig 35-foot low-floor accessible model uses both diesel and electric to operate. From speeds of 0-17 miles per hour (mph), the bus operates exclusively on electric. From 18-45 mph, the electric system and the engine work together. For example, around 30-35 mph, it operates on 50 percent engine power and 50 percent electric power. Anything over 45 mph will operate exclusively on engine power. Hybrids are especially fuel-efficient in stop-and-go traffic areas, where lower speeds are maintained. At those speeds, the hybrid will operate exclusively on its battery, decreasing its fuel consumption. CamTran plans to use the bus throughout the system.

This hybrid bus features a different exterior design than the rest of CamTran’s urban fleet. The design features a landscape of downtown Johnstown, the Inclined Plane, and Stone Bridge. The bus was designed and installed by local graphic companies.
Capital Area Transit (CAT)
901 North Cameron Street
P.O. Box 1571
Harrisburg, PA 17105
Mr. James Hoffer
(Executive Director)
717-233-5657
www.cattransit.com

Service Area Statistics (2000 Census)
Square Miles: 137
Population: 292,904

Fare Information
Fixed-Route Base: $1.65
Fixed-Route Avg: $1.27
Last Base Fare Increase: July 2008 (3.1%)

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

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

Act 44 Fixed-Route Distribution Factors
Total Passengers: 2,611,177
Senior Passengers: 209,919
Revenue Vehicle Miles: 1,951,040
Revenue Vehicle Hours: 144,455

Employees
Full-Time: 150
Part-Time: 14
Fixed-Route: 147
Paratransit: 47
System-wide: 197

Act 44 Operating Assistance
Operating Assistance: $6,179,254
Required Local Match: $630,692

Total Fleet Size
Fixed-Route: 78
Paratransit: 56
System-wide: 134

OPERATING BUDGET

OPERATING EXPENSE (000’s)
$13,463

Purchased Trans, $168
Maint., $625
Fuel Util, $1,320
Fringes, $3,886
Operator Salaries & Wages, $4,150
Other, $956

OPERATING FUNDS (000’s)
$13,463

Local, $647
State, $5,861
Federal, $3,872
Revenue, $3,083
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

**Capital Area Transit/Share-A-Ride**
901 North Cameron Street  
P.O. Box 1571  
Harrisburg, PA 17105-1571  
717-232-6100  
Mr. James Hoffer, Executive Director

**Service Area Statistics (2000 Census)**

**Dauphin County**
- Square Miles: 525
- Population: 251,798
- 65+ Population: 35,844
- % of Population 65 and older: 14.2%

**Total Fleet Size**
- Community Transportation: 60

**Fare Information**
- Average Shared-Ride Fare: $18.61
- Cost to Commonwealth per Senior Citizen Trip: $14.66
- Last Base Fare Increase: March 2007

**Trip Information**
- 65+ Trips: 40,954
- Total Shared-Ride Trips: 195,209

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

**Public Shared-Ride Admin**
- $132,456
- 13%

**Public Shared-Ride Operating**
- $1,264,264
- 87%

* See glossary

**Sources of Funding**

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<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tr>
<td>Lottery</td>
<td>$600,206</td>
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<td>Persons with Disabilities Program</td>
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<td>Area Agency on Aging</td>
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<td>Medical Assistance Transportation Program</td>
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<td>MH/MR</td>
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<td>Welfare to Work</td>
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<td><strong>Total</strong></td>
<td>$4,006,095</td>
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</table>
During FY 2009-2010 the Cumberland-Dauphin-Harrisburg Transit Authority, most commonly known as Capital Area Transit (CAT), utilized grant funds toward numerous capital projects to benefit customers. In August 2009, CAT received seven Champion Challenger small transit vehicles to replace similar older-model vehicles. In December 2009, CAT ordered two MCI D4500 Commuter Coaches to replace older transit models, using CMAQ funds. The new coaches, placed into service in September 2010, feature comfortable seating for 57, free Wi-Fi, and are wheelchair accessible.

In May 2010, bicycle racks were purchased for the entire fixed-route fleet and were installed in Summer 2010.

In January 2010, CAT ordered 11 replacement 40-foot low-floor transit buses from the Gillig Corporation that—for the first time in the history of CAT—are diesel-electric hybrids. These vehicles are scheduled for delivery in late April and early May 2011. Additionally, a 29-foot Gillig diesel low-floor transit coach was ordered for CAT’s Shippensburg service and is scheduled for delivery during Summer 2011.

Vehicle and Accessory Procurements

- Total Project Cost: $7,987,922
**Centre Area Transportation Authority (CATA)**

2081 West Whitehall Road  
State College, PA 16801  
Mr. Hugh Mose  
(General Manager)  
814-238-2282 Ext. 130  
www.catabus.com

**Service Area Statistics (2000 Census)**

- Square Miles: 133  
- Population: 83,444

**Act 44 Fixed-Route Distribution Factors**

- Total Passengers: 7,209,959  
- Senior Passengers: 41,205  
- Revenue Vehicle Miles: 1,722,580  
- Revenue Vehicle Hours: 124,904

**Act 44 Operating Assistance**

- Operating Assistance: $3,253,123  
- Required Local Match: $391,213

**Fare Information**

- Fixed-Route Base: $1.50  
- Fixed-Route Avg: $0.70  
- Last Base Fare Increase: 2010 (20%)
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Centre Area Transportation Authority
2081 West Whitehall Road
State College, PA 16801
814-238-2282
Mr. Hugh Mose, General Manager

Service Area Statistics (2000 Census)
State College, Centre County
Square Miles: 133
Population: 83,444
65+ Population: 8,587
% of Population 65 and older: 10.3%

Total Fleet Size
Community Transportation: 8

Fare Information
Average Shared-Ride Fare: $10.00
Cost to Commonwealth per Senior Citizen Trip: $8.50
Last Base Fare Increase: August 2010

Trip Information
65+ Trips: 18,220
Total Shared-Ride Trips: 33,868

PUBLIC SERVICE RIDERSHIP

PwD Program Start Date: N/A
PwD FY09-10 Trips: N/A
MATP Provider: No
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 3%
Public Shared-Ride Operating* 97%

Sources of Funding

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<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tr>
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<td>$264,977</td>
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</table>

* See glossary
CATA CNG Program

- Total Project Cost: $320,000

CATA began converting its bus fleet from diesel to CNG in 1996, with a federal earmark to replace 16 buses. The use of CNG fuel reduces vehicle emissions and addresses concerns about air quality in the region, as well as providing a cost-effective means to purchase fuel.

In the 09-10 fiscal year, CATA took advantage of the opportunity to acquire 10 New Flyer buses from the LYNX system in Orlando, Florida, at minimal cost, and used state funding to refurbish and equip these buses with new seats, fareboxes, headsigns, etc., for use in everyday transit service.

CATA’s plan for the future is to take the next steps in incorporating alternative fuels into its fleet with the future procurement of CNG articulated buses and CNG hybrid buses.
Service Area Statistics (2000 Census)
Square Miles: 140
Population: 213,295

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $1.28
Last Base Fare Increase: 1994 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,736,470
Senior Passengers: 974,010
Revenue Vehicle Miles: 1,172,356
Revenue Vehicle Hours: 93,355

Employees
Full-Time: 73
Part-Time: 4

Act 44 Operating Assistance
Operating Assistance: $6,101,674
Required Local Match: $466,009

Total Fleet Size
Fixed-Route: 33
Paratransit: 0
System-wide: 33

House District
Lackawanna: 112, 113, 114, 115

Senate District
Lackawanna: 22

Purchased Trans, $607
Fuel Util, $715
Mant, $396
Fringes, $2,062
Other Salaries & Wages, $906
Other, $645
Operator Salaries & Wages, $1,754

Local, $489
State, $5,137
Federal, $423
Revenue, $1,036

OPERATING EXPENSE (000’s) $7,085
OPERATING FUNDS (000’s) $7,085
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<th>FY06-07</th>
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<td><em>As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.</em></td>
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<td><strong>Operating Expense Per Passenger</strong></td>
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Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.*
Community Transportation provided by Lackawanna County Coordinated Transportation in Lackawanna County (see page 188).
**COLTS Hybrid Bus Purchase**

- Total Project Cost: $2.2 million

The County of Lackawanna Transportation System purchased four 35-foot diesel-electric hybrid buses. Increasing gas prices are making public transit a more attractive alternative to consumers. The Hybrid Technology reduces the carbon footprint and because of the fuel efficiency, it provides an economic benefit to the Transportation System. These buses meet the Clean Air Act standards (CAA) and the Americans with Disabilities Act (ADA) requirements.
**County of Lebanon Transit Authority (COLT/LT)**

200 Willow St.
Lebanon, PA 17046
Ms. Theresa L. Giurintano
(Executive Director)
717-274-3664 Ext. 311
www.lebanontransit.org

**Service Area Statistics (2000 Census)**
Square Miles: 362
Population: 120,327

**Fare Information**
Fixed-Route Base: $1.40
Fixed-Route Avg: $1.41
Last Base Fare Increase: July 2007 (40%)

**Act 44 Fixed-Route Distribution Factors**
Total Passengers: 295,621
Senior Passengers: 50,348
Revenue Vehicle Miles: 532,008
Revenue Vehicle Hours: 32,770

**Employees**
Full-Time: 32
Part-Time: 3

**Act 44 Operating Assistance**
Operating Assistance: $1,301,382
Required Local Match: $72,444

**Total Fleet Size**
Fixed-Route: 13
Paratransit: 14
System-wide: 27

**Funding**
- Federal: $980
- State: $961
- Local: $72
- Revenue: $374

**Operating Budget**
**Operating Expense (000's)**
- Operator Salaries & Wages, $651
- Fringes, $441
- Fuel Util., $251
- Maint., $123
- Purchased Trans., $0
- Other, $293

**Operating Funds (000's)**
- Operator Salaries & Wages, $628
- Fringes, $441
- Fuel Util., $251
- Maint., $123
- Purchased Trans., $0
- Other, $293
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

County of Lebanon Transit Authority
200 Willow Street
Lebanon, PA 17046
717-274-3664
Ms. Theresa Giurintano, Executive Director

Service Area Statistics (2000 Census)
Lebanon County
- Square Miles: 362
- Population: 120,327
- 65+ Population: 19,696
- % of Population 65 and older: 16.4%

Total Fleet Size
- Community Transportation: 14

Fare Information
- Average Shared-Ride Fare: $16.49
- Cost to Commonwealth per Senior Citizen Trip: $14.10
- Last Base Fare Increase: July 2007

Trip Information
- 65+ Trips: 29,597
- Total Shared-Ride Trips: 59,472

Public Service Ridership
- 65+ Trips
- Total Trips

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
- Public Shared-Ride Admin*: 34%
- Public Shared-Ride Operating*: 66%
* See glossary

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tr>
<td>Lottery</td>
<td>$417,386</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$2,343</td>
<td>less than 1%</td>
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<td>Area Agency on Aging</td>
<td>$35,174</td>
<td>4%</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$281,921</td>
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<tr>
<td>Welfare to Work</td>
<td>$24,659</td>
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<tr>
<td>Other</td>
<td>$17,201</td>
<td>2%</td>
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<tr>
<td>Subsidy</td>
<td>$-</td>
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</tr>
<tr>
<td>Total</td>
<td>$966,341</td>
<td>100%</td>
</tr>
</tbody>
</table>
Lebanon Transit completed construction of a Park-n-Ride facility located near Indiantown Gap. The location for this $1.8 million dollar project was selected due to its proximity to the convergence of four major traffic arteries: Interstate 81, Interstate 78, Route 22, and Route 934. The facility provides parking for over 90 vehicles and was designed to accommodate those who choose to use car and van pool options for their daily commute to Harrisburg, as well as those who choose to use Lebanon Transit’s new Express bus service providing peak-hour service to and from Harrisburg from the Park-n-Ride. The facility was dedicated to former Pennsylvania Secretary of Transportation, Allen D. Biehler. The facility provides state-of-the-art visual and audio bus arrival information provided automatically through AVL transponders installed on the transit vehicles. Extensive lighting and video monitoring has been established throughout the facility.

** Total Project Cost: $1.3 Million
** Number of Jobs Created** = 31

Lebanon Transit has recently completed a major IT upgrade to its Fixed-Route vehicles. The upgrade included the installation of automatic passenger counters, automatic vehicle location devices, and automatic stop announcements to the entire fleet of buses. The new technology will provide for the real-time monitoring of all vehicle locations, vehicle speeds, directions of travel, and adherence to published time tables. LED screens at the Allen Freed Transfer Center and the Allen D. Biehler Park-n-Ride lot are keyed into the AVL transponders and will provide automatic bus arrival information to passengers. The system software will provide for the recovery of historical data to aid in the establishment of route and time table modifications as well as the statistics necessary to meet federal and state reporting requirements. The system will allow the rider real-time information. The upgrade to the Fixed-Route Fleet represents the culmination of Lebanon Transit’s efforts to bring its entire revenue vehicle fleet, both bus and paratransit van, into the 21st century.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
Erie Metropolitan Transit Authority (EMTA)
127 East 14th Street
Erie, PA 16503
Mr. Dennis Solensky
(Executive Director)
814-459-4287
www.ride-the-e.com

Service Area Statistics (2000 Census)
Square Miles: 77
Population: 189,872

Fare Information
Fixed-Route Base: $1.10
Fixed-Route Avg: $1.06
Last Base Fare Increase: March 1997 (10%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 3,028,250
Senior Passengers: 150,790
Revenue Vehicle Miles: 2,037,199
Revenue Vehicle Hours: 172,171

Employees
Full-Time: 130
Part-Time: 3

Act 44 Operating Assistance
Operating Assistance: $6,564,618
Required Local Match: $674,655

Total Fleet Size
Fixed-Route: 73
Paratransit: 63
System-wide: 136

For the fiscal year ending June 30, 2010

Operating Expense
Purchased
Trans, $0
Maint., $887
Fuel Util., $1,174
Fringes, $4,517
Operator
Salaries &
Wages, $4,122
Other, $707
Other
Salaries &
Wages, $1,796
Total, $13,203

Operating Funds
Local, $671
State, $8,368
Federal, $1,057
Revenue, $3,107
Total, $13,203

House District
Erie: 1, 2, 3, 4, 5

Senate District
Erie: 21, 49

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Erie Metropolitan Transit Authority/LIFT
825 West 18th Street
Erie, PA 16502
814-455-3330
Mr. Dennis Solensky, Executive Director

Service Area Statistics (2000 Census)
Erie County
- Square Miles: 802
- Population: 280,843
- 65+ Population: 40,256
- % of Population 65 and older: 14.3%

Total Fleet Size
- Community Transportation: 63

Fare Information
- Average Shared-Ride Fare: $16.05
- Cost to Commonwealth per Senior Citizen Trip: $13.09
- Last Base Fare Increase: Aug. 2003

Trip Information
- 65+ Trips: 82,976
- Total Shared-Ride Trips: 220,181

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Shared-Ride Admin* 12%</td>
<td>Funding Source</td>
</tr>
<tr>
<td>Exclusive Human Service Program Contracts*# 11%</td>
<td>Passenger Fares</td>
</tr>
<tr>
<td>Public Shared-Ride Operating* 77%</td>
<td>Lottery</td>
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</tbody>
</table>

* See glossary
# May include additional admin costs

PwD Program Start Date: 1/03
PwD FY09-10 Trips: 4,987
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 18,605

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Shared-Ride Admin* 12%</td>
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<td>Passenger Fares</td>
</tr>
<tr>
<td>Public Shared-Ride Operating* 77%</td>
<td>Lottery</td>
</tr>
</tbody>
</table>

* See glossary
# May include additional admin costs

PwD Program Start Date: 1/03
PwD FY09-10 Trips: 4,987
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 18,605
The *e* is constructing a state-of-the-art facility which will house both its fixed-route and paratransit divisions. This project will streamline operations for efficiency and cost savings, as well as provide sufficient capacity to accommodate future growth and will be constructed in four phases so that no disruption is made to service. The expansion from the present site of the fixed-route facility will improve a brownfield area located within the City of Erie. All the properties needed for the consolidation are acquired and a contract for General Architectural and Engineering Services is expected to be awarded in Spring 2011. Demolition of the current structures at the site is expected to begin no later than Winter 2011. Funding for this project thus far has been through PennDOT, federal appropriations, and a State of Good Repair grant award.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**
FACT (Fayette Area Coordinated Transportation)

Fayette Area Coordinated Transportation (FACT)
825 Airport Road
Lemont Furnace, PA 15456
Ms. Lori Groover-Smith
(Director)
724-628-7433 Ext. 403
www.factbus.com

Service Area Statistics (2000 Census)
Square Miles: 790
Population: 148,644

Fare Information
Fixed-Route Base: $1.40
Fixed-Route Avg: $1.68
Last Base Fare Increase: July 2008 (12%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 118,222
Senior Passengers: 32,284
Revenue Vehicle Miles: 544,895
Revenue Vehicle Hours: 30,703

Employees
Full-Time
Part-Time
Fixed-Route: 10
Paratransit: 22
System-wide: 32

Total Fleet Size
Fixed-Route: 10
Paratransit: 42
System-wide: 52

Act 44 Operating Assistance
Operating Assistance: $582,620
Required Local Match: $87,393

Employees
Full-Time
Part-Time
Fixed-Route: 10
Paratransit: 42
System-wide: 52

Operating Budget
Operating Expense (000's) $1,771
- Operator Salaries & Wages, $123
- Other Salaries & Wages, $141
- Fringes, $134
- Fuel Util., $221
- Maint., $58
- Other, $152
- Purchased Trans, $942

Operating Funds (000's) $1,771
- Revenue, $268
- Federal, $665
- State, $583
- Local, $255

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

Senate District
Fayette: 32

FACT (Fayette Area Coordinated Transportation)
Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Operating Expense Per Passenger

Operating Revenue Per Revenue Vehicle Hour*

Total Ridership Per Revenue Vehicle Hour

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Total Passengers (000's)

Revenue Vehicle Hours (000's)

Revenue Vehicle Miles (000's)

Total Ridership Per Revenue Vehicle Hour

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue. Effective FY 2008-09, subcontractors purchase fuel from FACT, resulting in a major increase in revenue.
Community Transportation

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

Service Area Statistics (2000 Census)
Fayette County
Square Miles: 790
Population: 56,444
65+ Population: 26,930
% of Population 65 and older: 18.1%

Total Fleet Size
Community Transportation: 60

Fare Information
Average Shared-Ride Fare: $14.19
Cost to Commonwealth per Senior Citizen Trip: $11.34
Last Base Fare Increase: July 2008

Trip Information
65+ Trips: 35,478
Total Shared-Ride Trips: 118,943

PwD Program Start Date: 4/1/07
PwD FY09-10 Trips: 7,885
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 56.0%
Non-Public Trips: 4,298

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Sources of Funding

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<thead>
<tr>
<th>Funding Source</th>
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<th>% of Total</th>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$43,946</td>
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<tr>
<td>Lottery</td>
<td>$402,422</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$101,162</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$60,952</td>
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<td>Medical Assistance Transportation</td>
<td>$1,635,368</td>
<td>67%</td>
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<td>Welfare to Work</td>
<td>$42,884</td>
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<td>Other</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$2,448,320</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

* See glossary
# May include additional admin costs
FACT Transfer Center
- Total Project Cost: $1,170,514
- Number of Jobs Created** = 28

FACT has added a new transit facility that will serve as an operational hub and as a park-and-ride lot. This new facility is located in the Fayette County Business Park to provide convenient access to retail businesses and professional services. The Transfer Center will be a full-service facility where riders can purchase tickets, obtain local tourism information, and access a waiting area. The transfer center is a 40x80 building that has a passenger waiting area, restroom facilities, reception area, and office space. The park-and-ride lot has 35 parking spaces where riders can park their vehicles before boarding a FACT vehicle.

*Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."

Storage Garage
- Total Project Cost: $174,740
- Number of Jobs Created** = 4

FACT constructed a metal garage structure with four bays. This new four-bay storage garage allows FACT to store up to eight additional vehicles, which were previously being stored outside in the elements. The new garage will be used exclusively for storage and will have electricity and lighting, but no climate control elements.

*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.
Hazleton Public Transit (HPT)
40 North Church Street
Hazleton, PA 18201
Mr. Patrick Koch
(Transit Director)
570-459-5414

House District
Luzerne: 116, 122, 124

Senate District
Luzerne: 14, 27, 29

Service Area Statistics (2000 Census)
Square Miles: 12
Population: 52,000

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $1.27
Last Base Fare Increase: Oct 2006 (33%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 203,315
Senior Passengers: 97,483
Revenue Vehicle Miles: 362,192
Revenue Vehicle Hours: 28,290

Employees
Full-Time: 29
Part-Time: 0
Fixed-Route: 29
Paratransit: 6
System-wide: 35

Act 44 Operating Assistance
Operating Assistance: $1,503,280
Required Local Match: $105,264

Total Fleet Size
Fixed-Route: 12
Paratransit: 3
System-wide: 15

OPERATING BUDGET

OPERATING EXPENSE (000's)
$1,998

Fuel Util, $34
Other Salaries & Wages, $80
Operator, Salaries & Wages, $0
Fringes, $20
Maint., $15
Other, $174
Purchased Trans, $1,675

OPERATING FUNDS (000's)
$1,998

Local, $105
State, $1,054
Federal, $664
Revenue, $175
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Luzerne-Wyoming Counties Transportation Department in Luzerne and Wyoming counties (see page 189).
In November 2009, Hazleton’s new intermodal transportation center began operating bus services from the 10,000-square-foot facility. Church Street Station serves as the hub for HPT buses, regional and out-of-town busing companies, and taxi services. The facility includes offices for HPT, the Hazelton Public Authority, Susquehanna Trailways, and Bieber Tourways. A new eatery is planned to open in Spring 2011.

Everyone from seniors to students relies on Hazleton Public Transit buses to take them to school or to a store, to the mall or to destinations in three counties. The public appreciates Church Street Station’s spacious climate-controlled waiting area, counters for purchasing tickets, and extensive security system. A large awning outside protects riders from the elements as they wait to board buses. The exterior of the building—brick with stone accents—is reminiscent of the former Hazelton train station that once stood on the site.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**
### LANTA (Lehigh and Northampton Transportation Authority)

#### Lehigh and Northampton Transportation Authority (LANTA)
1060 Lehigh Street
Allentown, PA 18103
Mr. Armando Greco
(Executive Director)
610-435-4052
www.lantabus.com

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

#### Senate District
Lehigh: 16, 18, 24
Northampton: 16, 18, 24, 19

#### Service Area Statistics (2000 Census)
- **Square Miles:** 730
- **Population:** 579,156

#### Fare Information
- **Fixed-Route Base:** $2.00
- **Fixed-Route Avg:** $0.84
- **Last Base Fare Increase:** April 2007 (15%)

#### Act 44 Fixed-Route Distribution Factors
- **Total Passengers:** 5,610,143
- **Senior Passengers:** 898,029
- **Revenue Vehicle Miles:** 3,775,319
- **Revenue Vehicle Hours:** 243,393

#### Employees
- **Full-Time**
  - Fixed-Route: 168
  - Paratransit: 4
  - System-wide: 172
- **Part-Time**
  - Fixed-Route: 3
  - Paratransit: 2
  - System-wide: 5

#### Act 44 Operating Assistance
- **Operating Assistance:** $11,209,543
- **Required Local Match:** $648,039

#### Total Fleet Size
- **Fixed-Route:** 78
- **Paratransit:** 105
- **System-wide:** 183

#### OPERATING BUDGET

<table>
<thead>
<tr>
<th>OPERATING EXPENSE (000’s)</th>
<th>$20,838</th>
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<tbody>
<tr>
<td>Operator Salaries &amp; Wages</td>
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<td>Fringes</td>
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<td>Other Salaries &amp; Wages</td>
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<td>Maint.</td>
<td>$1,068</td>
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<td>Fuel Util.</td>
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<td>Purchased Trans.</td>
<td>$14</td>
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<td>Other</td>
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<table>
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<td>Revenue</td>
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<td>State</td>
<td>$8,911</td>
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<td>Federal</td>
<td>$6,870</td>
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<tr>
<td>Local</td>
<td>$648</td>
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</tbody>
</table>
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public
Shared-Ride
Admin* 6%
Exclusive
Human
Service
Program
Contracts*# 16%

Public
Shared-Ride
Operating* 78%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$726,001</td>
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<tr>
<td>Lottery</td>
<td>$2,952,972</td>
<td>36%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$63,694</td>
<td>1%</td>
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<td>Area Agency on Aging</td>
<td>$303,131</td>
<td>4%</td>
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<td>Medical Assistance Transportation Program</td>
<td>$3,979,466</td>
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<td>MH/MR</td>
<td>$103,941</td>
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<td>Other</td>
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<td>Subsidy</td>
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</tr>
<tr>
<td>Total</td>
<td>$8,141,205</td>
<td>100%</td>
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</tbody>
</table>

* See glossary
# May include additional admin costs
LANTA’s Automated Information Technology System

- Total Project Cost: $2 million
- Number of Jobs Created** = 47

A federal grant was awarded to LANTA for the purchase and installation of an Automated Information Technology System (ATMS). The ATMS includes a GPS-based Automated Vehicle Locator (AVL) computer-aided dispatch system, as well as Automated Passenger Counter (APC) equipment on each bus. The ATMS system will be used for greater on-street supervision as well as service planning and scheduling. Another major benefit of the ATMS is the ability to provide real-time service information to LANTA passengers. The ATMS system is fully installed and is in use by LANTA drivers, supervisors, and planners. The real-time bus tracker utility of the Avail system is up and running and will be made available to the public in Spring 2011.

LANTA’s Farebox Project

- Total Project Cost: $1.2 million
- Number of Jobs Created** = 28

Installed new GFI Odyssey fareboxes on all fixed-route vehicles, which allows drivers to sell fare media through the farebox. The fareboxes also provide flexibility to implement different types of fare media in the future and improve data collection capabilities.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
LCTA (Luzerne County Transportation Authority)

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

House District
Luzerne: 114, 116, 117, 118, 119, 120, 121

Senate District
Luzerne: 14, 20, 22, 27

Service Area Statistics (2000 Census)
Square Miles: 56
Population: 202,500

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $1.26
Last Base Fare Increase: Aug 2006 (20%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,620,588
Senior Passengers: 750,259
Revenue Vehicle Miles: 1,101,714
Revenue Vehicle Hours: 78,965

Employees
Full-Time: 72
Part-Time: 7

Employees
Full-Time: 72
Part-Time: 7

Employees
Fixed-Route: 72
Paratransit: 12
System-wide: 84

Employees
Fixed-Route: 72
Paratransit: 12
System-wide: 84

Act 44 Operating Assistance
Operating Assistance: $4,696,613
Required Local Match: $399,294

Act 44 Operating Assistance
Operating Assistance: $4,696,613
Required Local Match: $399,294

Total Fleet Size
Fixed-Route: 38
Paratransit: 24
System-wide: 62

Total Fleet Size
Fixed-Route: 38
Paratransit: 24
System-wide: 62

OPERATING BUDGET

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount (000's)</th>
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<tbody>
<tr>
<td>Operator Salaries &amp; Wages, $1,715</td>
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<td>Other Salaries &amp; Wages, $1,172</td>
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<td>Operator Salaries &amp; Wages, $1,715</td>
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<td>Other Salaries &amp; Wages, $1,172</td>
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<td>Fringes, $1,992</td>
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<td>Maint., $358</td>
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<td>Fuel Util., $618</td>
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<td>Purchased Trans, $349</td>
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<td>Other, $346</td>
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<table>
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<tr>
<td>Revenue, $1,082</td>
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<td>Local, $458</td>
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<td>State, $3,394</td>
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<tr>
<td>Federal, $1,616</td>
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</tbody>
</table>

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Luzerne-Wyoming Counties Transportation Department in Luzerne and Wyoming counties (see page 189).
The Luzerne County Transportation Authority purchased three 35-foot Gillig diesel-electric hybrid buses. The purchase of the hybrid-style bus will result in decreased emissions of carbon pollution, thereby improving air quality as well as realizing a savings in fuel costs, since the hybrid bus is 33 percent more fuel-efficient than conventional diesel systems. LCTA is equipped with a fleet of 38 buses with 8 of those presently of the hybrid design, and operates out of the Wilkes-Barre Intermodal Center which opened in July 2010.
**MMVTA (Mid Mon Valley Transit Authority)**

**Mid Mon Valley Transit Authority (MMVTA)**
1300 McKean Avenue
Charleroi, PA 15022
Mrs. Valerie Kissell
(Executive Director)
724-489-0880
www.mmvta.com

**House District**
Washington: 39, 46, 48, 49, 50
Westmoreland: 25, 52, 54, 55, 56, 57, 58, 59

**Senate District**
Washington: 32, 37, 46
Westmoreland: 32, 38, 39, 41, 45, 46

**Service Area Statistics (2000 Census)**
Square Miles: 79
Population: 56,508

**Fare Information**
Fixed-Route Base: $2.00
Fixed-Route Avg: $1.79
Last Base Fare Increase: July 2008 (33%)

**Act 44 Fixed-Route Distribution Factors**
Total Passengers: 428,501
Senior Passengers: 62,684
Revenue Vehicle Miles: 889,897
Revenue Vehicle Hours: 51,684

**Employees**
Full-Time  Part-Time
Fixed-Route: 7  0
Paratransit: 0  0
System-wide: 7  0

**Act 44 Operating Assistance**
Operating Assistance: $2,046,507
Required Local Match: $49,743

**Total Fleet Size**
Fixed-Route: 25
Paratransit: 2
System-wide: 27

**OPERATING BUDGET**

- OPERATING EXPENSE (000’s) $4,164
  - Fringes, $137
  - Maint., $6
  - Fuel Util, $475
  - Other, $343
  - Other Salaries & Wages, $330
  - Operator Salaries & Wages, $0
  - Purchased Trans, $2,873

- OPERATING FUNDS (000’s) $4,164
  - Revenue, $769 (Federal, $856, State, $2,489, Local, $50)
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Community transportation provided by Washington County Transportation Authority in Washington County (see page 201).

Community transportation provided by five separate taxi companies in Westmoreland County (see page 203).
In 2010, Mid Mon Valley Transit Authority (MMVTA) held the official ribbon-cutting ceremony for the John P. Murtha Transportation Center. With the completion of Phase I of this two-part project, the MMVTA now owns a permanent and modern location to provide improved maintenance to its bus fleet. This first phase included the construction of an approximately 11,336-square-foot maintenance building for buses, vehicle lifts, an automated bus wash, a computerized fueling station, and preliminary park-and-ride facilities for passengers, all of which are important assets to efficient daily operations and maintenance. This facility will improve the overall efficiency of operations for MMVTA and contribute to decreasing operational costs.

The shovel-ready second phase will include the refurbishment of an existing 42,000-square-foot building to better accommodate bus storage and office space. It will also include improved areas for passenger amenities, bike racks, bus shelters, passenger waiting areas, passenger park-and-ride upgrades, and ticketing and information counters.

Ownership of this facility by MMVTA eliminated a lease cost of approximately $107,000 annually.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**
Pottstown Area Rapid Transit (PART)
100 East High Street
Pottstown, PA 19464
Mr. Jason Bobst
(Borough Manager)
610-970-6515
www.pottstownarearapidtransit.com

Service Area Statistics (2000 Census)
Square Miles: 34
Population: 51,000

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $1.24
Last Base Fare Increase: 2007 (20%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 271,561
Senior Passengers: 42,017
Revenue Vehicle Miles: 304,833
Revenue Vehicle Hours: 20,989

Act 44 Operating Assistance
Operating Assistance: $903,735
Required Local Match: $57,879

Employees
Full-Time: 7
Part-Time: 7

Total Fleet Size
Fixed-Route: 8
Paratransit: 2
System-wide: 10

OPERATING EXPENSE (000’s) $1,809
- Fuel Util, $167
- Maint., $0
- Fringes, $0
- Other Salaries & Wages, $176
- Operator, Salaries & Wages, $0
- Other, $33
- Purchased Trans, $1,433

OPERATING FUNDS (000’s) $1,809
- Revenue, $285
- State, $697
- Federal, $725
- Local, $102
*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Community transportation provided by Suburban Transit Network, Inc., in Montgomery County (see page 198).
PART Intermodal Transit Facility
- Total Project Cost: $561,997
- Number of Jobs Created** = 13

PART Bus Purchase
- Total Project Cost: $728,528

Funded through a combination of state and federal awards, PART acquired two additional 35-foot low-floor diesel buses in 2010. The purchase of the new buses has reduced the average age of PART’s fixed-route fleet to 6.4 years. These buses meet the Clean Air Act standards (CAA) and the Americans with Disabilities Act (ADA) requirements.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
Red Rose Transit Authority (RRTA)
45 Erick Road
Lancaster, PA 17601
Mr. David Kilmer
(Executive Director)
717-397-5613
www.redrosetransit.com

House District
Lancaster: 37, 41, 43, 96, 97, 98, 99, 100

Senate District
Lancaster: 13, 36, 48

Service Area Statistics (2000 Census)
Square Miles: 952
Population: 420,920

Fare Information
Fixed-Route Base: $1.60
Fixed-Route Avg: $1.40
Last Base Fare Increase: August 2010 (7%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,847,710
Senior Passengers: 238,557
Revenue Vehicle Miles: 1,681,979
Revenue Vehicle Hours: 124,182

Employees
Full-Time: 101
Part-Time: 11
Fixed-Route: 100
Paratransit: 4
System-wide: 201

Act 44 Operating Assistance
Operating Assistance: $4,275,267
Required Local Match: $203,197

Total Fleet Size
Fixed-Route: 43
Paratransit: 88
System-wide: 131

OPERATING BUDGET

OPERATING EXPENSE (000’s)
$8,921

OPERATING FUNDS (000’s)
$8,921

Purchased Trans, $617
Maint., $638
Fuel Utils, $948
Fringes, $2,518
Operator Salaries & Wages, $2,442
Other Salaries & Wages, $1,254
Other, $504

Local, $233
State, $4,108
Federal, $2,206
Revenue, $2,374
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Red Rose Transit Authority
45 Erick Road
Lancaster, PA 17601
717-397-5613
Mr. David Kilmer, Executive Director

Service Area Statistics (2000 Census)
Lancaster County
Square Miles: 949
Population: 470,658
65+ Population: 66,060
% of Population 65 and older: 14.0%

Total Fleet Size
Community Transportation: 70

Fare Information
Average Shared-Ride Fare: $18.35
Cost to Commonwealth per Senior Citizen Trip: $13.14
Last Base Fare Increase: July 2008

Trip Information
65+ Trips: 119,959
Total Shared-Ride Trips: 291,471

PwD Program Start Date: 7/1/03
PwD FY09-10 Trips: 9,151
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100%
Non-Public Trips: 30,665

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 25%
Exclusive Human Service Program Contracts*# 13%

Public Shared-Ride Operating* 62%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$210,879</td>
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<tr>
<td>Lottery</td>
<td>$1,576,048</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$170,998</td>
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<td>Area Agency on Aging</td>
<td>$219,649</td>
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<td>Medical Assistance Transportation Program</td>
<td>$1,923,456</td>
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<td>MH/MR</td>
<td>$1,111,695</td>
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<td>Other</td>
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<tr>
<td>Subsidy</td>
<td>$-</td>
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</tr>
<tr>
<td>Total</td>
<td>$5,880,990</td>
<td>100%</td>
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</table>

* See glossary
# May include additional admin costs
RRTA’s Operations Center, located at 45 Erick Road, Lancaster, recently went through a renovation project to upgrade the 30-year-old facility. The new facility received many "green" energy-saving features. Construction began in September 2009 and was completed in October 2010.

Green features included in the renovation:

Solar Panels – Solar panels were installed in the main administrative/maintenance facility and also in the bus storage building. RRTA has an electronic kiosk located in the main lobby that monitors the energy generation from the solar panels.

Green Roof – A green roof was installed above the front portion of the administrative offices. A green roof is a roof covered with vegetation. It will help with energy costs and reduction of storm water runoff.

Geo-thermal System – A geothermal system was installed underneath the east side parking area just outside the maintenance area. The geothermal system has 21 500-foot wells underground. The piping contains glycol that continuously flows through the pipes and is heated by the surrounding ground.

Two Waste-Oil Burners – RRTA installed two waste-oil burners to recycle used oil from the buses, which is converted to heat the storage building. RRTA uses about 2,500 gallons of used oil a year.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”

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*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.

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Operations Center Renovation

- Total Project Cost: $7.3 million
- Number of Jobs Created** = 175

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Solar Kiosk in Welcome Area
SVSS (Shenango Valley Shuttle Service)

Mercer County Regional Council of Government (MCRCOG)
2495 Highland Road
Hermitage, PA 16148
Mr. Thomas Tulip
(Administrator)
724-981-1561
www.mcrcog.com

House District
Mercer: 7, 8, 17

Senate District
Mercer: 50

Service Area Statistics (2000 Census)
Square Miles: 672
Population: 120,293

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $0.57
Last Base Fare Increase: July 2006 (33%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 87,796
Senior Passengers: 22,769
Revenue Vehicle Miles: 151,387
Revenue Vehicle Hours: 12,607

Employees
Full-Time: 5
Part-Time: 1

Act 44 Operating Assistance
Operating Assistance: $624,775
Required Local Match: $41,818

Total Fleet Size
Fixed-Route: 6
Paratransit: 1
System-wide: 7

OPERATING BUDGET

OPERATING EXPENSE (000’s) $750

- Operator Salaries & Wages, $109
- Other Salaries & Wages, $96
- Fringes, $79
- Maint., $102
- Fuel Util., $96
- Other, $268
- Purchased Trans, $0

OPERATING FUNDS (000’s) $750

- Local, $42
- Federal, $40
- State, $575
- Revenue, $93

Act 44 Fixed-Route Distribution Factors

- Total Passengers: 87,796
- Senior Passengers: 22,769
- Revenue Vehicle Miles: 151,387
- Revenue Vehicle Hours: 12,607

Employees

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- Part-Time: 1

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Paratransit: 1
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OPERATING BUDGET

OPERATING EXPENSE (000’s) $750

- Operator Salaries & Wages, $109
- Other Salaries & Wages, $96
- Fringes, $79
- Maint., $102
- Fuel Util., $96
- Other, $268
- Purchased Trans, $0

OPERATING FUNDS (000’s) $750

- Local, $42
- Federal, $40
- State, $575
- Revenue, $93
*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Mercer County Regional Council of Governments
2495 Highland Road
Hermitage, PA 16148
724-981-1561
Mr. Thomas Tulip, Executive Director

Service Area Statistics (2000 Census)
Mercer County
Square Miles: 672
Population: 120,293
65+ Population: 21,740
% of Population 65 and older: 18.1%

Total Fleet Size
Community Transportation: 27

Fare Information
Average Shared-Ride Fare: $14.99
Cost to Commonwealth per Senior Citizen Trip: $13.30
Last Base Fare Increase: July 2005

Trip Information
65+ Trips: 50,244
Total Shared-Ride Trips: 99,399

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Admin* 29%
Public Shared-Ride Operating* 71%

* See glossary

Sources of Funding

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<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<td>Passenger Fares</td>
<td>$125,479</td>
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<td>Lottery</td>
<td>$668,567</td>
<td>43%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$43,360</td>
<td>3%</td>
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<td>Area Agency on Aging</td>
<td>$160,333</td>
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<td>Medical Assistance Transportation Program</td>
<td>$542,186</td>
<td>35%</td>
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<tr>
<td>Other</td>
<td>$5,238</td>
<td>less than 1%</td>
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<tr>
<td>Subsidy</td>
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<td>Total</td>
<td>$1,545,163</td>
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</table>
The Shenango Valley Shuttle Service (SVSS) was able to purchase a new replacement bus for the fixed-route service at the end of the useful service life of the previous bus. The new bus enables the SVSS to continue to provide needed fixed-route service in the Shenango Valley Area. This service is very vital to getting residents to and from employment, doctor’s appointments, shopping and school.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
### City of Washington

55 W. Maiden Street  
Washington, PA 15301  
Ms. Nancy Basile  
(Transit Coordinator)  
724-223-4200  
www.ggcbusride.com

### Service Area Statistics (2000 Census)

<p>| | |</p>
<table>
<thead>
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<tr>
<td>Square Miles</td>
<td>33</td>
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<tr>
<td>Population</td>
<td>61,634</td>
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</table>

### Fare Information

- **Fixed-Route Base:** $1.10
- **Fixed-Route Avg:** $2.39
- **Last Base Fare Increase:** June 2004 (10%)
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Washington County Transportation Authority in Washington County (see page 201).
Washington, City of

East Chestnut Street Intermodal Transit Center/Park-and-Ride Lot

- Total Project Cost: $3,318,750
- Number of Jobs Created** = 80

The City of Washington is constructing a Transit Center/Park-and-Ride located at 50 East Chestnut Street in the city’s Business/Main Street District. This project will provide public transit riders with Park-and-Ride options and amenities offered at an Intermodal Transit Facility, as well as offices for the transit staff. The scope of the project includes engineering and design services; demolition of on-site structures; construction of a single-level park-and-ride lot utilizing the existing garage foundation; construction of a bus turn-in lane; construction of the transit facility to include safety and security measures; and exterior/sidewalk enhancements. The East Chestnut Street Intermodal Transit Center is at a location that is also a transit stop for area providers and is located two blocks from the County Courthouse and Complex. This new facility is also in walking distance of numerous businesses and Washington & Jefferson College. This is the first step in developing a transit-friendly downtown environment and promises to promote economic activity and growth and provide a more livable community.

** Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
**WCTA (Westmoreland County Transit Authority*)**

**Westmoreland County Transit Authority (WCTA)**
41 Bell Way
Greensburg, PA 15601
Mr. Larry Morris
(Executive Director)
724-832-2705
www.westmorelandtransit.com

**Service Area Statistics (2000 Census)**
Square Miles: 664
Population: 297,851

**Fare Information**
Fixed-Route Base: $1.50
Fixed-Route Avg: $2.40
Last Base Fare Increase: Feb 2008 (25%)

**Act 44 Fixed-Route Distribution Factors**
Total Passengers: 455,358
Senior Passengers: 74,246
Revenue Vehicle Miles: 939,810
Revenue Vehicle Hours: 46,380

**Employees**
Full-Time: 44
Part-Time: 32

**Act 44 Operating Assistance**
Operating Assistance: $2,301,570
Required Local Match: $234,888

**Total Fleet Size**
Fixed-Route: 33
Paratransit: 92
System-wide: 125

**OPERATING BUDGET**

<table>
<thead>
<tr>
<th>OPERATING EXPENSE (000’s)</th>
<th>OPERATING FUNDS (000’s)</th>
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<td>Fringes $359</td>
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<td>Other Salaries &amp; Wages, $461</td>
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<td>Operator Salaries &amp; Wages, $603</td>
<td>Federal, $1,326</td>
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<td>$4,442</td>
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<td>Maint., $335</td>
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<td>Other, $410</td>
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<td>Purchased Trans, $1,791</td>
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*Includes Rural Service*
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Westmoreland County Transit Authority is the designated Medical Assistance Transportation Program coordinator in Westmoreland County.

Community Transportation

Additional community transportation service is provided by five separate taxi companies in Westmoreland County (see page 203).
Westmoreland County Transit Authority purchased 16 small buses in February 2010. These vehicles will help to maintain timely service to the general public and help to replace aging vehicles in their fleet. In April 2010, WCTA also received two small Hybrid vehicles in an effort to reduce emissions and fuel consumption. This bus purchase reduced the average fleet vehicle age to three years, reduced maintenance expenses, and improved vehicle reliability.
**Service Area Statistics (2000 Census)**
- Square Miles: 89
- Population: 69,764

**Fare Information**
- Fixed-Route Base: $2.00
- Fixed-Route Avg: $0.86
- Last Base Fare Increase: May 2005 (33%)

**Act 44 Fixed-Route Distribution Factors**
- Total Passengers: 1,297,001
- Senior Passengers: 210,989
- Revenue Vehicle Miles: 846,409
- Revenue Vehicle Hours: 55,986

**Employees**
- Full-Time: 44
- Part-Time: 9
  - Fixed-Route: 44
  - Paratransit: 0
  - System-wide: 44

**Act 44 Operating Assistance**
- Operating Assistance: $3,111,582
- Required Local Match: $249,191

**Total Fleet Size**
- Fixed-Route: 33
- Paratransit: 2
- System-wide: 35

**Funds**
- Local, $249
- Federal, $500
- Revenue, $970
- State, $2,934
- Operator Salaries & Wages, $1,350
- Other Salaries & Wages, $775
- Other, $839
- Purchased Trans, $20
- Maint., $281
- Fuel Util, $581
- Fringes, $807

**House District**
- Lycoming: 83, 84

**Senate District**
- Lycoming: 23

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

**House District**
- Lycoming: 83, 84

**Senate District**
- Lycoming: 23
Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Community transportation provided by STEP, Inc., in Lycoming and Clinton counties (see page 197).
RVT has recently completed an $11-million construction project to renovate/expand their existing operation, maintenance, and storage facility. The major upgrades to the facility allow RVT to wash, clean, fuel, and store their buses inside the facility as well as revenue transfer and data collection.

RVT’s maintenance processes have been streamlined with the implementation of a “Super Track” parts system and an indoor tire carousel. An expansion of the maintenance work area from three bays to six will allow RVT’s maintenance department to keep up with the necessary maintenance of RVT’s fleet. The three new bays are equipped with above-floor scissor lifts which add versatility as well as improved safety to the facility.

Numerous “green” features have been incorporated into the facility including geothermal heating and cooling, time-controlled lighting, several sun tunnels and skylights to provide natural light, rapid rising and dropping garage doors to reduce heating and cooling costs, and waste oil heaters in the bus storage area.

** Numbers are based on APTA's October 2009 “Economic Impact of Transit Investment.”
York County Transportation Authority
1230 Roosevelt Avenue
York, PA 17404
Mr. Richard Farr
(Executive Director)
717-846-5562
www.rabbittransit.org

Service Area Statistics (2000 Census)
Square Miles: 911
Population: 381,751

Fare Information
Fixed-Route Base: $1.40
Fixed-Route Avg: $1.38
Last Base Fare Increase: Jan 2008 (4%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,412,889
Senior Passengers: 142,520
Revenue Vehicle Miles: 1,566,498
Revenue Vehicle Hours: 124,839

Employees
Full-Time: 76
Part-Time: 2
Fixed-Route: 76
Paratransit: 19
System-wide: 95

Act 44 Operating Assistance
Operating Assistance: $3,847,199
Required Local Match: $297,673

Employees Full-Time Part-Time
Fixed-Route: 76 2
Paratransit: 19 59
System-wide: 95 61

Total Fleet Size
Fixed-Route: 36
Paratransit: 55
System-wide: 91

OPERATING EXPENSE (000’s)
$7,984

OPERATING FUNDS (000’s)
$7,984

*Includes Rural Service
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

York County Transportation Authority
1230 Roosevelt Avenue
York, PA 17404
717-846-5562
Mr. Richard Farr, General Manager

Service Area Statistics (2000 Census)
York County
Square Miles: 904
Population: 381,751
65+ Population: 51,492
% of Population 65 and older: 13.5%

Total Fleet Size
Community Transportation: 72

Fare Information
Average Shared-Ride Fare: $13.84
Cost to Commonwealth per Senior Citizen Trip: $11.82
Last Base Fare Increase: July 2008

Trip Information
65+ Trips: 80,394
Total Shared-Ride Trips: 93,755

PwD Program Start Date: 1/2/01
PwD FY09-10 Trips: 11,940
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 4.0%
Non-Public Trips: 79,310

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 6%
Public Shared-Ride Operating* 39%
Exclusive Human Service Program Contracts*# 56%

* See glossary
# May include additional admin costs

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$165,114</td>
<td>4%</td>
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<tr>
<td>Lottery</td>
<td>$950,587</td>
<td>24%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$125,735</td>
<td>3%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$55,014</td>
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<td>Medical Assistance Transportation Program</td>
<td>$1,852,516</td>
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<tr>
<td>Other</td>
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<td>Subsidy</td>
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</tr>
<tr>
<td>Total</td>
<td>$4,025,036</td>
<td>100%</td>
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</table>

* See glossary
# May include additional admin costs
In November 2009, Rabbit Transit began replacement of its deteriorated blacktop to start the rehabilitation of its parking area with concrete and curbing. This project also provided for water run-off to be filtered through a new water-oil separator, thus allowing the transit agency to take its green initiative to the next level.

Rabbit Transit continued the implementation of its major technology initiative this year. The testing of the Interactive Voice Response (IVR) system was concluded, which enables riders to be called automatically with trip information. The installation of GPS vehicle tracking was also completed, which allows staff to dynamically schedule or adjust for trip variances in real-time to further streamline operations. The planning stages began for the public unveiling of the technology features in Fall 2010. This resulted in the development of a technology sub-brand, known as "smarthop."

In November 2009, Rabbit Transit began replacement of its deteriorated blacktop to start the rehabilitation of its parking area with concrete and curbing. This project also provided for water run-off to be filtered through a new water-oil separator, thus allowing the transit agency to take its green initiative to the next level.

**Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
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Section 3

Rural Systems
RURAL SYSTEMS

Area Transportation (ATA)
44 Transportation Center
Johnsonburg, PA 15845
Mr. Michael Imbrogno
(Chief Executive Officer)
814-965-2111
www.atatrans.com

Service Area Statistics (2000 Census)
Square Miles: 5,091
Population: 234,416

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $0.80
Last Base Fare Increase: July 2008 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 317,124
Senior Passengers: 23,981
Revenue Vehicle Miles: 1,234,673
Revenue Vehicle Hours: 94,417

Act 44 Operating Assistance
Operating Assistance: $3,079,236
Required Local Match: $205,000

Employees
Full-Time
Part-Time
Fixed-Route: 29
93
Paratransit: 0
0
System-wide: 29
93

Total Fleet Size
Fixed-Route: 87
Paratransit: 0
System-wide: 87

Fringes, $1,130
Other, $615
Purchased Trans, $204
Maint., $240
Fuel Utils, $419

This budget includes Additional Department Approved Services (ADAS), much of which is community transportation and represents all public transportation provided by ATA. The total community transportation budget can be found on page 118.

OPERATING BUDGET

OPERATING EXPENSE (000’s)
$4,948

OPERATING FUNDS (000’s)
$4,948

Local, $205
Revenue, $992
Federal, $0
State, $3,751

ATA (Area Transportation Authority of North Central PA)
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Area Transportation Authority of North Central PA
44 Transportation Center
Johnsonburg, PA 15845
1-866-282-4968
Mr. Michael Imbrogno, Executive Director

Service Area Statistics (2000 Census)
Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties
Square Miles: 5,091
Population: 234,416
65+ Population: 40,250
% of Population 65 and older: 17.2%

Total Fleet Size
Community Transportation: 48

Fare Information
Average Shared-Ride Fare: $3.77
Cost to Commonwealth per Senior Citizen Trip: $4.41
Last Base Fare Increase: July 2008

Trip Information
65+ Trips: 69,148
Total Shared-Ride Trips: 200,870

PUBLIC SERVICE RIDERSHIP

PwD Program Start Date: 8/1/06
PwD FY09-10: 20,557
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 6.6%
Non-Public Trips: 4,073

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Operating* 70%
Public Shared-Ride Admin* 30%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tbody>
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<td>Medical Assistance Transportation Program</td>
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<td>Other</td>
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<td>Subsidy</td>
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<td>Total</td>
<td>$3,334,695</td>
<td>100%</td>
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* See glossary
ATA purchased three fixed-route vehicles including a 35-foot Hybrid and two 40-foot diesels during FY10. The hybrid is ideal for local fixed-route service and is operating in the city of Bradford. The two 40-foot vehicles will be used primarily for long-distance routes.

ATA purchased 600 bus stop signs to be strategically placed throughout its 5,091-square-mile service area. These new highly reflective signs will make the Authority’s bus stop locations much more visible to the riding public.
Butler Transit Authority (BTA)
201 South Main Street, Suite 102
Butler, PA 16001
Mr. John H. Paul
(Executive Director)
724-283-0445
www.butlertransitauthority.com

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

Senate District
Butler: 21, 40, 41, 50

Service Area Statistics (2000 Census)
Square Miles: 15
Population: 33,339

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $0.91
Last Base Fare Increase: July 2002 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 233,172
Senior Passengers: 49,419
Revenue Vehicle Miles: 231,966
Revenue Vehicle Hours: 17,852

Employees
Full-Time: 3
Part-Time: 4

Act 44 Operating Assistance
Operating Assistance: $569,538
Required Local Match: $33,788

Employees
Fixed-Route: 3
Paratransit: 0
System-wide: 3

Total Fleet Size
Fixed-Route: 6
Paratransit: 0
System-wide: 6

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $0.91
Last Base Fare Increase: July 2002 (25%)

Operating Budget

Operating Expense (000's)
$1,339

Operating Funds (000's)
$1,339

Revenue, $178
Federal, $580
State, $543
Local, $38
Purchased Trans, $668
Maint., $18
Fuel Utils, $160
Fringes, $51
Other Salaries & Wages, $157
Other, $285
Operator Salaries & Wages, $0
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Butler County Community Action and Development in Butler County (see page 178).
Located in Butler’s Pullman Center Redevelopment Area, BTA’s transit facility consists of an administration building, maintenance and wash-bay building, and a storage area for the Authority’s buses and the Butler Area Rural Transit (BART) shared-ride buses. The facility is set to be commissioned as the first transit center in Pennsylvania to be LEED certified. According to the U.S. Green Building Council, LEED (Leadership in Energy and Environmental Design) is a third-party certification program that is the nationally-accepted benchmark for the design, construction, and operation of high-performance green buildings. BTA’s center will receive a Silver LEED Certification for use of geothermal heating and cooling, wash water reclamation system, waste oil burners, skylights, recycled tile and carpet, low VOC paint and carpet, as well as other energy conservation and environmentally-friendly principles.

**Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
Carbon County Community Transit

Carbon County (CARBON)
Carbon County Courthouse
Jim Thorpe, PA 18229-1238
Mr. Denis J. Meyers
(Director)
570-325-3611
www.lantabus.com

House District
Carbon: 122

Senate District
Carbon: 14, 29

Service Area Statistics (2000 Census)
Square Miles: 381
Population: 58,802

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $2.41
Last Base Fare Increase: Nov 1999 (50%)

Act 44 Operating Assistance
Operating Assistance: $202,449
Required Local Match: $26,538

Employees
Full-Time Part-Time
Fixed-Route: 1 0
Paratransit: 30 0
System-wide: 31 0

Act 44 Fixed-Route Distribution Factors
Total Passengers: 10,214
Senior Passengers: 6,783
Revenue Vehicle Miles: 56,950
Revenue Vehicle Hours: 2,980

Employees
Full-Time Part-Time
Fixed-Route: 1 0
Paratransit: 30 0
System-wide: 31 0

Total Fleet Size
Fixed-Route: 1
Paratransit: 22
System-wide: 13

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $2.41
Last Base Fare Increase: Nov 1999 (50%)

Act 44 Operating Assistance
Operating Assistance: $202,449
Required Local Match: $26,538

Employees
Full-Time Part-Time
Fixed-Route: 1 0
Paratransit: 30 0
System-wide: 31 0

Total Fleet Size
Fixed-Route: 1
Paratransit: 22
System-wide: 13

OPERATING EXPENSE (000’s) $133

- Purchased Trans, $120
- Other, $13

OPERATING FUNDS (000’s) $133

- Revenue, $9
- State, $105
- Local, $19
- Federal, $0
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
### Community Transportation

**Carbon County c/o LANTA**
1060 Lehigh Street  
Allentown, PA 18103  
610-435-3646  
Mr. Denis Meyers, Assistant Executive Director

#### Service Area Statistics (2000 Census)

**Carbon County**
- Square Miles: 381
- Population: 58,802
- 65+ Population: 10,866
- % of Population 65 and older: 18.5%

**Total Fleet Size**
- Community Transportation: 17

**Fare Information**
- Average Shared-Ride Fare: $19.67
- Cost to Commonwealth per Senior Citizen Trip: $16.86
- Last Base Fare Increase: March 2009

**Trip Information**
- 65+ Trips: 40,663
- Total Shared-Ride Trips: 73,944

**Public Service Ridership**

- PwD Program Start Date: 4/1/05
- PwD FY09-10 Trips: 3,524
- MATP Provider: Yes
- Subcontractors: Yes
- % of Service Provided by Subcontractor: 100.0%
- Non-Public Trips: 9,893

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<td>Passenger Fares</td>
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<td>Lottery</td>
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<td>Persons with Disabilities Program</td>
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<td>Area Agency on Aging</td>
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<td>Medical Assistance Transportation Program</td>
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<td>Other</td>
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<td>Subsidy</td>
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<td>$2,641,743</td>
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</table>
Carbon County Community Transit purchased four vehicles using federal funds. These vehicles provide Carbon County residents with safe, economical, and reliable transportation services.

**Vehicle Purchase**

- Total Project Cost: $232,133

Carbon County Community Transit purchased four vehicles using federal funds. These vehicles provide Carbon County residents with safe, economical, and reliable transportation services.

*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.*
Service Area Statistics (2000 Census)

Square Miles: 10.5
Population: 86,169

Act 44 Fixed-Route Distribution Factors

Total Passengers: 216,723
Senior Passengers: 39,691
Revenue Vehicle Miles: 232,346
Revenue Vehicle Hours: 18,001

Act 44 Operating Assistance

Operating Assistance: $482,328
Required Local Match: $26,984

Employees

Full-Time: 0
Part-Time: 4
Fixed-Route: 0
Paratransit: 10
System-wide: 10

Total Fleet Size

Fixed-Route: 7
Paratransit: 15
System-wide: 22

CATA (Crawford Area Transportation Authority)

214 Pine Street
Meadville, PA 16335
Mr. Timothy C. Geibel
(Executive Director)
814-336-5600
www.catabus.org

Fare Information

Fixed-Route Base: $1.00
Fixed-Route Avg: $0.92
Last Base Fare Increase: Aug 2004 (25%)

Operating Budget

Operating Expense (000’s): $734
Fuel Util., $101
Fringes, $13
Other Salaries & Wages, $76
Operator Salaries & Wages, $35
Other, $67
Maint., $30
Purchased Trans, $412

Operating Funds (000’s): $734
Local, $27
Revenue, $146
State, $425
Federal, $136

House District
Crawford: 5, 6, 17

Senate District
Crawford: 50

Employees

Full-Time
Part-Time
Fixed-Route
Paratransit
System-wide

Total Fleet Size

Fixed-Route
Paratransit
System-wide

Act 44 Operating Assistance

Operating Assistance: $482,328
Required Local Match: $26,984

Fare Information

Fixed-Route Base: $1.00
Fixed-Route Avg: $0.92
Last Base Fare Increase: Aug 2004 (25%)
### Operating Revenue Per Revenue Vehicle Hour

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<tr>
<th></th>
<th>FY05-06</th>
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<th>FY07-08</th>
<th>FY08-09</th>
<th>FY09-10</th>
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<td>Revenue</td>
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<td>Vehicle</td>
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<td>Hours</td>
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### Operating Expenses Per Revenue Vehicle Hour

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### Total Ridership Per Revenue Vehicle Hour

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### Total Passengers (000's)

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### Revenue Vehicle Hours (000's)

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### Revenue Vehicle Miles (000's)

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### Operating Expense Per Passenger

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</tbody>
</table>

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
CATA (Crawford Area Transportation Authority)

Community Transportation

Crawford Area Transportation Authority
214 Pine Street,
Meadville, PA 16335
814-336-5600
Mr. Timothy C. Geibel, Executive Director

Service Area Statistics (2000 Census)
Crawford County
Square Miles: 1,013
Population: 90,366
65+ Population: 14,052
% of Population 65 and older: 15.6%

Total Fleet Size
Community Transportation: 12

Fare Information
Average Shared-Ride Fare: $15.22
Cost to Commonwealth per Senior Citizen Trip: $13.69
Last Base Fare Increase: Jan 2008

Trip Information
65+ Trips: 28,718
Total Shared-Ride Trips: 39,741

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Admin* 33%
Public Shared-Ride Operating* 67%

Sources of Funding

<table>
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<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tr>
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<td>$ 50,446</td>
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<tr>
<td>Lottery</td>
<td>$ 393,123</td>
<td>61%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$ 40,632</td>
<td>6%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$ 26,649</td>
<td>4%</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$ 85,265</td>
<td>13%</td>
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<tr>
<td>Other</td>
<td>$ 22,027</td>
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<td>Subsidy</td>
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<tr>
<td>Total</td>
<td>$ 641,909</td>
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* See glossary
Crawford Area Transportation Authority Administration and Operations Facility

- Total Project Cost: $3,444,952
- Total Jobs Created** = 83

Crawford Area Transit Authority’s Administration and Operations Facility in downtown Meadville stands at 90 percent completion. This facility will provide indoor accommodations for passengers, and operations facilities for CATA employees. The facility is being constructed with daylight sensor technology, an energy-efficient skylight, recycled carpet, recycled furniture fabric, and many other features to help CATA achieve LEED certification and provide an energy-efficient and environmentally-friendly facility.

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”

*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.
DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFAST)

178 Spider Lake Road
DuBois, PA 15801
Ms. Kristen Vida (Executive Director)
814-371-3940
www.dufast.com

Service Area Statistics (2000 Census)
Square Miles: 57.08
Population: 18,378

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $0.85
Last Base Fare Increase: July 2009 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 56,325
Senior Passengers: 25,449
Revenue Vehicle Miles: 119,819
Revenue Vehicle Hours: 9,398

Employees
Full-Time: 8
Part-Time: 0

Act 44 Operating Assistance
Operating Assistance: $431,132
Required Local Match: $32,958

Total Fleet Size
Fixed-Route: 5
Paratransit: 0
System-wide: 5

OPERATING BUDGET

Operating Expense (000's)
- Operator Salaries & Wages, $154
- Purchased Trans, $0
- Maint., $21
- Fuel Utils., $63
- Fringes, $77
- Other, $118

Revenue (000's)
- Local, $34
- Federal, $0
- State, $462
(DuBois, Falls Creek, Sandy Township Joint Transportation Authority)  DuFAST

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation provided by Area Transportation Authority of North Central PA in Cameron, Clearfield, Elk, Jefferson, McKean, and Potter counties (see page 218).
DuFAST Transit entered into a partnership with a local, senior high-rise complex to construct a passenger waiting area in downtown DuBois. St. Michael Terrace has been the unofficial hub for DuFAST passengers for almost three decades. The area, now referred to as “the depot,” features amenities such as an enclosed climate-controlled waiting area, benches, information display board, and heated sidewalks.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**

---

<table>
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<tr>
<th>Fiscal Year</th>
<th>State Capital Funds Allocated by Fiscal Year</th>
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<td>2007-2008</td>
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<td>2009-2010</td>
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</table>

*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.*

---

**DuFAST Transfer Center**

- Total Project Cost: $289,087
- Total Jobs Created** = 7

---

*Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10*
Endless Mountains Transportation Authority (EMTA)
27827 Route 220
Athens, PA 18810
Ms. Karen Melasecca (General Manager)
570-888-7330

Service Area Statistics (2000 Census)
Square Miles: 2,734
Population: 110,690

Fare Information
Fixed-Base: $1.00
Fixed-Route Avg: $0.72
Last Base Fare Increase: Oct 2005 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 123,270
Senior Passengers: 17,699
Revenue Vehicle Miles: 719,095
Revenue Vehicle Hours: 32,951

Employees
Full-Time 8 13
Part-Time 9 17

System-wide: 17 30

Act 44 Operating Assistance
Operating Assistance: $552,649
Required Local Match: $44,714

Total Fleet Size
Fixed-Route: 19
Paratransit: 46
System-wide: 65

Fringe Benefits
$378

Fuel Utilities
$178

Maintenance
$66

Purchased Trans
$0

Other, $82

Other Salaries & Wages
$504

Operator Salaries & Wages

Operating Expense (000’s)
$1,384

Operating Funds (000’s)
$1,384

Local, $56

State, $553

Federal, $609

Revenue, $166
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
ENDLESS MOUNTAINS TRANSPORTATION AUTHORITY
27824 Route 220
Athens, PA 18810-9712
570-888-7330
Ms. Karen Melasecca, General Manager

SERVICE AREA STATISTICS (2000 CENSUS)
Bradford, Sullivan, Tioga Counties
Square Miles: 2,734
Population: 110,690
65+ Population: 17,907
% of Population 65 and older: 16.2%

TOTAL FLEET SIZE
Community Transportation: 39

FARE INFORMATION
Average Shared-Ride Fare: $29.19
Cost to Commonwealth per Senior Citizen Trip: $24.78
Last Base Fare Increase: Aug 2009

TRIP INFORMATION
65+ Trips: 32,449
Total Shared-Ride Trips: 68,861

PwD Program Start Date: 3/28/03
PwD FY09-10 Trips: 5,574
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 2%

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
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<td>Public Shared-Ride Admin* 14%</td>
<td>Funding Source</td>
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<td>Exclusive Human Service Program Contracts*# 10%</td>
<td>Passenger Fares</td>
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<td>Medical Assistance Transportation Program</td>
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<td>Other</td>
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<tr>
<td></td>
<td>Subsidy</td>
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<tr>
<td>Total</td>
<td>$2,248,701</td>
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</tbody>
</table>

* See glossary
# May include additional admin costs
Endless Mountains Transportation Authority received federal funds for the purchase of seven transit vehicles.

Vehicle Purchase

- Total Project Cost: $439,565
IndiGO (Indiana County Transit Authority)

Indiana County Transit Authority (IndiGO)
P.O. Box 869
Indiana, PA 15701
Mr. John Kanyan
(Executive Director)
724-465-2140

House District
Indiana: 60, 62, 66

Senate District
Indiana: 41

Service Area Statistics (2000 Census)
Square Miles: 830
Population: 89,994

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $1.29
Last Base Fare Increase: July 1999 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 469,428
Senior Passengers: 26,385
Revenue Vehicle Miles: 420,784
Revenue Vehicle Hours: 32,754

Employees
Full-Time: 32
Part-Time: 12
Fixed-Route: 32
Paratransit: 0
System-wide: 32

Act 44 Operating Assistance
Operating Assistance: $944,576
Required Local Match: $42,645

Total Fleet Size
Fixed-Route: 21
Paratransit: 18
System-wide: 39

OPERATING BUDGET

OPERATING EXPENSE (000's)

- Operator Salaries & Wages, $600
- Fringes, $471
- Fuel Utili., $206
- Maint., $150
- Purchased Trans., $10
- Other, $180
- $2,033

OPERATING FUNDS (000's)

- Local, $43
- State, $771
- Federal, $658
- Revenue, $561
- $2,033
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
IndiGO (Indiana County Transit Authority)

Community Transportation

Indiana County Transit Authority
1657 Saltsburg Avenue
Indiana, PA 15701
724-465-2140
Mr. John Kanyan, Executive Director

Service Area Statistics (2000 Census)
Indiana County
- Square Miles: 829
- Population: 89,605
- 65+ Population: 13,323
- % of Population 65 and older: 14.9%

Total Fleet Size:
- Community Transportation: 14

Fare Information:
- Average Shared-Ride Fare: $14.45
- Cost to Commonwealth per Senior Citizen Trip: $14.24
- Last Base Fare Increase: Feb 2008

Trip Information:
- 65+ Trips: 34,119
- Total Shared-Ride Trips: 41,017

PwD Program Start Date: 4/1/08
PwD FY09-10 Trips: 2,062
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 71.0%
Non-Public Trips: 22,474

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Operating* 37%
Exclusive Human Service Program Contracts*# 43%
Public Shared-Ride Admin* 20%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
</tr>
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<tr>
<td>Passenger Fares</td>
<td>$36,174</td>
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<tr>
<td>Lottery</td>
<td>$485,977</td>
<td>32%</td>
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<td>Persons with Disabilities Program</td>
<td>$53,559</td>
<td>4%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$67,987</td>
<td>5%</td>
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<td>Medical Assistance Transportation Program</td>
<td>$712,183</td>
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<td>MH/MR</td>
<td>$31,200</td>
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<tr>
<td>Welfare to Work</td>
<td>$123,467</td>
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<td>Other</td>
<td>$6,938</td>
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<td>Total</td>
<td>$1,517,485</td>
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</tr>
</tbody>
</table>

* See glossary
# May include additional admin costs
Indiana County Transit Authority uses clean-burning Compressed Natural Gas vehicles to provide transportation to the Indiana community. IndiGO completes major overhauls on older vehicles to maximize capital investments and extend the useful life of its fleet.
Service Area Statistics (2000 Census)
Square Miles: 19.7
Population: 11,837

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $1.22
Last Base Fare Increase: Aug 2003 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 45,872
Senior Passengers: 24,402
Revenue Vehicle Miles: 129,190
Revenue Vehicle Hours: 9,704

Employees
Full-Time: 8
Part-Time: 1

Act 44 Operating Assistance
Operating Assistance: $502,281
Required Local Match: $30,087

Employees
Full-Time: 23
Part-Time: 1

Total Fleet Size
Fixed-Route: 6
Paratransit: 0
System-wide: 6

Fare Information
Fixed-Route Base: $1.00
Fixed-Route Avg: $1.22
Last Base Fare Increase: Aug 2003 (25%)

Operating Budget

- OPERATING EXPENSE (000's)
  - Operator Salaries & Wages, $134
  - Fringes, $76
  - Maint., $64
  - Fuel Util., $78
  - Other, $74
  - Purchased Trans, $0

- OPERATING FUNDS (000's)
  - Revenue, $116
  - State, $178
  - Local, $12
  - Federal, $262

Mid-County Transit
220 North Grant Avenue
Kittanning, PA 16201
Mr. Scott Kloes
(General Manager)
724-548-8696

House District
Armstrong: 60, 63

Senate District
Armstrong: 41
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
**Mid-County Transit**

**Community Transportation**

<table>
<thead>
<tr>
<th>Mid-County Transit</th>
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<tbody>
<tr>
<td>220 North Grant Avenue</td>
</tr>
<tr>
<td>Kittanning, PA 16201</td>
</tr>
<tr>
<td>724-548-8696</td>
</tr>
<tr>
<td>Mr. Scott Kloes, General Manager</td>
</tr>
</tbody>
</table>

**Service Area Statistics (2000 Census)**

**Armstrong County**

- Square Miles: 654
- Population: 72,392
- 65+ Population: 13,053
- % of Population 65 and older: 18.0%

**Total Fleet Size**

- Community Transportation: 24

**Fare Information**

- Average Shared-Ride Fare: $15.52
- Cost to Commonwealth per Senior Citizen Trip: $13.16
- Last Base Fare Increase: March 2008

**Trip Information**

- 65+ Trips: 22,325
- Total Shared-Ride Trips: 27,369

**PUBLIC SERVICE RIDERSHIP**

- FY05-06: 65+ Trips 70,000
- FY06-07: Total Trips 70,000
- FY07-08: Total Trips 60,000
- FY08-09: Total Trips 50,000
- FY09-10: Total Trips 40,000

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

**Operating Budget**

- Public Shared-Ride Admin* 25%
- Public Shared-Ride Operating* 75%

**Sources of Funding**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
</tr>
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<tbody>
<tr>
<td>Passenger Fares</td>
<td>$33,264</td>
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<tr>
<td>Lottery</td>
<td>$293,899</td>
<td>35%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$54,437</td>
<td>7%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$55,494</td>
<td>7%</td>
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<tr>
<td>Other</td>
<td>$53,884</td>
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<tr>
<td>Subsidy</td>
<td>$344,842</td>
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<tr>
<td>Total</td>
<td>$835,820</td>
<td>100%</td>
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</tbody>
</table>

* See glossary
**Vehicle Purchase**

- Total Project Cost: $280,000

Mid-County Transit Authority took delivery of four 2009 fixed-route and shared-ride vehicles purchased with federal funds. Two are used in the Fixed-Route Program and two are used in the Shared-Ride Program.
MCTA (Monroe County Transportation Authority)

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

Service Area Statistics (2000 Census)
Square Miles: 611
Population: 138,687

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $1.06
Last Base Fare Increase: Feb 1996 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 236,087
Senior Passengers: 30,485
Revenue Vehicle Miles: 508,231
Revenue Vehicle Hours: 31,699

Employees
Full-Time
Part-Time
Fixed-Route: 15
9
Paratransit: 7
15
System-wide: 22
24

Act 44 Operating Assistance
Operating Assistance: $1,585,690
Required Local Match: $110,439

Total Fleet Size
Fixed-Route: 15
Paratransit: 35
System-wide: 50

OPERATING BUDGET

 OPERATING EXPENSE (000’s) $2,999

 OPERATING FUNDS (000’s) $2,999

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
MCTA (Monroe County Transportation Authority)

Community Transportation

Monroe County Transportation Authority
P.O. Box 339
Scotrun, PA 18355-0339
570-839-8201
Ms. Peggy Howarth, Executive Director

Service Area Statistics (2000 Census)
Monroe County
- Square Miles: 609
- Population: 138,687
- 65+ Population: 17,036
- % of Population 65 and older: .3%

Total Fleet Size
- Community Transportation: 32

Fare Information
- Average Shared-Ride Fare: $18.77
- Cost to Commonwealth per Senior Citizen Trip: $15.06
- Last Base Fare Increase: April 2009

Trip Information
- 65+ Trips: 31,831
- Total Shared-Ride Trips: 61,520

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Sources of Funding

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<tr>
<th>Funding Source</th>
<th>Amount</th>
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<td>Passenger Fares</td>
<td>$60,994</td>
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<tr>
<td>Lottery</td>
<td>$479,291</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$120,224</td>
<td>7%</td>
</tr>
<tr>
<td>Area Agency on Aging</td>
<td>$48,982</td>
<td>3%</td>
</tr>
<tr>
<td>Medical Assistance Transportation Program</td>
<td>$1,004,259</td>
<td>54%</td>
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<tr>
<td>Other</td>
<td>$137,666</td>
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<td>Subsidy</td>
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<tr>
<td>Total</td>
<td>$1,851,416</td>
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</table>

* See glossary
# May include additional admin costs
Monroe County Transportation Authority began construction of an 8,000-square-foot addition to support the Pocono Pony’s transportation needs. The project is expected to be completed by June 2011. The photograph captures the Pocono Pony icon. The double doors will open to a reception area where guests may be greeted and served.

Monroe County Transit Authority Facility Expansion

- Total Project Cost: $2,137,783
- Total Jobs Created** = 51

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
## Borough of Mount Carmel

137 West Fourth Street, Suite 1  
Mr. Jerry Matzura  
(Transit Manager)  
570-339-4486 Ext. 12

### Service Area Statistics (2000 Census)
- **Square Miles:** 56  
- **Population:** 33,000

### Act 44 Fixed-Route Distribution Factors
- **Total Passengers:** 55,900  
- **Senior Passengers:** 50,689  
- **Revenue Vehicle Miles:** 52,275  
- **Revenue Vehicle Hours:** 4,850

### Act 44 Operating Assistance
- **Operating Assistance:** $273,208  
- **Required Local Match:** $8,660

### Fare Information
- **Fixed-Route Base:** $1.00  
- **Fixed-Route Avg:** $1.27  
- **Last Base Fare Increase:** Aug 2007 (30%)
Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Mount Carmel, Borough of

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community Transportation

Community transportation provided by Northumberland County Transportation in Northumberland County (see page 193).
The Borough of Mount Carmel used federal funds to purchase a fixed-route transit vehicle. The vehicle allows Mount Carmel to continue to provide essential transportation services to the public.

Vehicle Purchase

- Total Project Cost: $86,766

*Capital Budget Bonds, Asset Improvement Discretionary, and Section 1517 represent funds released or allocated in the fiscal year. These funds were not necessarily put under agreement within the fiscal year.
New Castle Area Transit Authority (NCATA)
311 Mahoning Avenue
New Castle, PA 16102
Mr. Leonard L. Lastoria
(General Manager)
724-654-3130
www.newcastletransit.org

House District
Lawrence: 9, 10, 17
Senate District
Lawrence: 47, 50

Service Area Statistics (2000 Census)
Square Miles: 177
Population: 96,246

Fare Information
Fixed-Route Base: $0.75
Fixed-Route Avg: $1.52
Last Base Fare Increase: July 1989 (25%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 1,132,977
Senior Passengers: 452,688
Revenue Vehicle Miles: 1,098,093
Revenue Vehicle Hours: 56,972

Employees
Full-Time Part-Time
Fixed-Route: 55 0
Paratransit: 0 0
System-wide: 55 0

Act 44 Operating Assistance
Operating Assistance: $3,391,574
Required Local Match: $149,914

Total Fleet Size
Fixed-Route: 30
Paratransit: 0
System-wide: 30

Fringe Benefits
$2,142

Maint.,
$424

Fuel Util.,
$659

Other,
$740

Other Salaries & Wages,
$1,369

Operator Salaries & Wages,
$1,150

Purchased Trans, $58

Other,
$3,392

Local,
$150

State, $1,787

Federal, $729

OPERATING EXPENSE (000's)
$6,058

OPERATING FUNDS (000's)
$6,058
Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
Community transportation provided by Allied Coordinated Transportation Services, Inc., in Lawrence County (see page 175).
New Castle Area Transit Authority's Intermodal Transportation Center (pictured to the right) was filled to capacity on a daily basis. To meet the high commuter need, NCATA completed a second park-and-ride lot with 80 additional spaces, a shelter for riders, security cameras, lighting, gates, and landscaping improvements. The project revitalized a depressed area in the City of New Castle and provided a safe environment for passengers.

New Castle Park-and-Ride

- Total Project Cost: $1,899,719
- Total Jobs Created** = 46

New Castle Area Transit Authority (CTA) completed a roof replacement (pictured to the left) on their main facility. The building had experienced high humidity conditions, with condensation forming in the building. The new roof provides a moisture-free environment for New Castle’s maintenance and administration offices.

Roof Replacement

- Total Project Cost: $2,900,000
- Total Jobs Created** = 70

** Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”
Schuylkill Transportation System (STS)
252 Industrial Park Road
St. Clair, PA 17970
Mr. Michael Micko
(Vice President
of Public Transportation)
570-429-2701
www.go-sts.com

Service Area Statistics (2000 Census)
Square Miles: 778
Population: 150,336

Fare Information
Fixed-Route Base: $1.25
Fixed-Route Avg: $1.34
Last Base Fare Increase: July 1998 (9%)

Act 44 Fixed-Route Distribution Factors
Total Passengers: 243,768
Senior Passengers: 121,722
Revenue Vehicle Miles: 371,415
Revenue Vehicle Hours: 25,202

Employees
Full-Time
Part-Time
Fixe-Route: 25
3
Paratransit: 20
14
System-wide: 45
17

Act 44 Operating Assistance
Operating Assistance: $1,303,217
Required Local Match: $43,779

Total Fleet Size
Fixed-Route: 14
Paratransit: 29
System-wide: 43

OPERATING EXPENSE (000's)
$1,851
- Operator Salaries & Wages, $387
- Fringes, $350
- Fuel Utilities, $247
- Maint., $136
- Purchased Trans., $7
- Other, $322
- Other Salaries & Wages, $402

OPERATING FUNDS (000's)
$1,851
- Revenue, $148
- Federal, $428
- State, $1,233
- Local, $42
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.
STS (Schuylkill Transportation System)

Community Transportation

Schuylkill Transportation System
P.O. Box 67
St. Clair, PA 17970
570-429-2805
Mr. Mike Micko, Vice President of Public Transportation

Service Area Statistics (2000 Census)
Schuylkill County

Square Miles: 778
Population: 150,336
65+ Population: 29,866
% of Population 65 and older: 19.9%

Total Fleet Size
Community Transportation: 28

Fare Information
Average Shared-Ride Fare: $14.84
Cost to Commonwealth per Senior Citizen Trip: $12.42
Last Base Fare Increase: July 2009

Trip Information
65+ Trips: 60,808
Total Shared-Ride Trips: 101,101

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

<table>
<thead>
<tr>
<th>Public Shared-Ride Admin*</th>
<th>15%</th>
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<tbody>
<tr>
<td>15% Exclusive Human Service Program Contracts*#</td>
<td>26%</td>
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<tr>
<td>Public Shared-Ride Operating*</td>
<td>59%</td>
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Sources of Funding

<table>
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<th>Amount</th>
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<tr>
<td>Passenger Fares</td>
<td>$142,736</td>
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<tr>
<td>Lottery</td>
<td>$755,264</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$155,107</td>
<td>7%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$63,569</td>
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<td>Medical Assistance Transportation Program</td>
<td>$690,181</td>
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<tr>
<td>Other</td>
<td>$437,360</td>
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<tr>
<td>Subsidy</td>
<td>$-</td>
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</tr>
<tr>
<td>Total</td>
<td>$2,244,217</td>
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</tbody>
</table>

* See glossary
# May include additional admin costs
In Spring 2011, the City of Pottsville, in Schuylkill County, opened its new intermodal center, also known to the residents of the county as “Union Station.” The station will service Schuylkill County residents by supplying a central hub for local passengers to board fixed-route buses, purchase frequent rider tickets, obtain fixed-route schedules, and interface with “STS” customer service representatives on a daily basis.

**Numbers are based on APTA's October 2009 "Economic Impact of Transit Investment."
Venango County Transportation Office (VCTO)
1 Dale Ave
Franklin, PA 16323
Ms. Sally Mays
(Director)
814-432-9767
www.co.venango.pa.us/

Service Area Statistics (2000 Census)
Square Miles: 100
Population: 36,354

Act 44 Fixed-Route Distribution Factors
Total Passengers: 53,794
Senior Passengers: 12,015
Revenue Vehicle Miles: 162,888
Revenue Vehicle Hours: 7,786

Act 44 Operating Assistance
Operating Assistance: $258,002
Required Local Match: $18,919

Fare Information
Fixed-Route Base: $1.50
Fixed-Route Avg: $1.47
Last Base Fare Increase: July 2005 (20%)

Employees
Fixed-Route: 5
Paratransit: 0
System-wide: 5

Total Fleet Size
Fixed-Route: 3
Paratransit: 0
System-wide: 3

OPERATING BUDGET

OPERATING EXPENSE (000's)
$356
Operator Salaries & Wages, $110
Purchased Trans, $0
Maint., $17
Fuel Util., $58
Fringes, $76
Other Salaries & Wages, $45
Other, $50

OPERATING FUNDS (000's)
$356
Local, $19
Revenue, $63
State, $130
Federal, $144
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

In FY 2007-08 Venango County received a one-time, multi-year, Gas Tax rebate in the amount of $17,433.
Venango County Transportation Office
1 Dale Ave
Franklin, PA 16323
814-432-9767
Ms. Sally Mays, Director

Service Area Statistics (2000 Census)
Venango County
Square Miles: 675
Population: 57,565
65+ Population: 9,657
% of Population 65 and older: 16.8%

Total Fleet Size
Community Transportation: 17

Fare Information
Average Shared-Ride Fare: $14.39
Cost to Commonwealth per Senior Citizen Trip: $12.05
Last Base Fare Increase: March 2008

Trip Information
65+ Trips: 16,120
Total Shared-Ride Trips: 34,231

PwD Program Start Date: 7/1/06
PwD FY09-10 Trips: 0
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 87.0%
Non-Public Trips: 20,138

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Admin* 2%
Public Shared-Ride Operating* 42%
Exclusive Human Service Program Contracts*# 56%

* See glossary
# May include additional admin costs

Sources of Funding

<table>
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<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tr>
<td>Passenger Fares</td>
<td>$ 448</td>
<td>less than 1%</td>
</tr>
<tr>
<td>Lottery</td>
<td>$ 194,259</td>
<td>10%</td>
</tr>
<tr>
<td>Area Agency on Aging</td>
<td>$ 137,555</td>
<td>7%</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$ 1,232,451</td>
<td>63%</td>
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<td>Other</td>
<td>$ 83,545</td>
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<td>Subsidy</td>
<td>$ 304,275</td>
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<tr>
<td>Total</td>
<td>$ 1,952,533</td>
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</tbody>
</table>
Venango County used federal funds to purchase two fixed-route vehicles. The pictured vehicles are parked at the main bus stop in Franklin, Pennsylvania, connecting two of their three main fixed routes.
### Service Area Statistics (2000 Census)

- **Square Miles:** 883
- **Population:** 43,863

### Act 44 Fixed-Route Distribution Factors

- **Total Passengers:** 68,602
- **Senior Passengers:** 9,446
- **Revenue Vehicle Miles:** 204,656
- **Revenue Vehicle Hours:** 12,081

### Act 44 Operating Assistance

- **Operating Assistance:** $493,681
- **Required Local Match:** $29,974

### Employees

- **Full-Time:**
  - Fixed-Route: 6
  - Paratransit: 5
  - System-wide: 11
- **Part-Time:**
  - Fixed-Route: 3
  - Paratransit: 5
  - System-wide: 8

### Total Fleet Size

- **Fixed-Route:** 5
- **Paratransit:** 13
- **System-wide:** 18

### Fare Information

- **Fixed-Route Base:** $0.75
- **Fixed-Route Avg:** $0.73
- **Last Base Fare Increase:** Nov 1999 (25%)
Warren County, Transit Authority of

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Operating Expense Per Passenger

*As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
Community Transportation

Transit Authority of Warren County
42 Clark Street
Warren, PA 16365
814-723-1874
Mr. John Aldrich, Executive Director

Service Area Statistics (2000 Census)
Warren County
Square Miles: 883
Population: 43,863
65+ Population: 7,312
% of Population 65 and older: 16.7%

Total Fleet Size
Community Transportation: 8

Fare Information
Average Shared-Ride Fare: $11.47
Cost to Commonwealth per Senior Citizen Trip: $10.47
Last Base Fare Increase: Sep 2010

Trip Information
65+ Trips: 31,851
Total Shared-Ride Trips: 37,882

PwD Program Start Date: 7/1/07
PwD FY09-10 Trips: 153
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 12.0%
Non-Public Trips: 993

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Admin* 7%
Exclusive Human Service Program Contracts*# 46%
Public Shared-Ride Operating* 47%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tbody>
<tr>
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<td>$2,585</td>
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<td>Lottery</td>
<td>$333,551</td>
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<td>Persons with Disabilities Program</td>
<td>$10,745</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$55,000</td>
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<td>Medical Assistance Transportation Program</td>
<td>$517,366</td>
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<tr>
<td>Other</td>
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<tr>
<td>Subsidy</td>
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<tr>
<td>Total</td>
<td>$985,745</td>
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</tbody>
</table>

* See glossary
# May include additional admin costs
The Transit Authority of Warren County (TAWC) recently completed an expansion to its facility in downtown Warren. The facility added a bus-wash bay and two additional maintenance bays. As part of the expansion, TAWC also renovated the second floor of the facility, which is used by the Warren County Area Agency on Aging.

**Numbers are based on APTA’s October 2009 “Economic Impact of Transit Investment.”**
Section 4
Community Transportation
(Shared-Ride)
Adams County Transit Authority
Rear 257 4th Street
Gettysburg, PA 17325
717-337-1345
Mr. Richard Farr, Executive Director

Service Area Statistics (2000 Census)
Adams County:
Square Miles: 520
Population: 91,292
65+ Population: 12,656
% of Population 65 and older: 13.9%

Total Fleet Size
Community Transportation: 14

Fare Information
Average Shared-Ride Fare: $11.79
Cost to Commonwealth per Senior Citizen Trip: $9.86
Last Base Fare Increase: August 2006

Trip Information
65+ Trips: 22,640
Total Shared-Ride Trips: 32,619

PwD Program Start Date: 8/1/06
PwD FY09-10 Trips: 7,127
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 2.0%
Non-Public Trips: 24,068

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Operating* 33%
Public Shared-Ride Admin* 8%
Exclusive Human Service Program Contracts*# 59%

Sources of Funding

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<td>$ 73,391</td>
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<td>$ 49,166</td>
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<td>$ 323,402</td>
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<td>MH/MR</td>
<td>$ 225,186</td>
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<td>$ 48,736</td>
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<td><strong>Total</strong></td>
<td><strong>$ 961,315</strong></td>
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CAPITAL FUNDING

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<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$590,605</td>
<td>5 Accessible Buses/Vans, Communication Equipment, Computer Hardware/Software</td>
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</table>

* See glossary
# May include additional admin costs
Allied Coordinated Transportation Services, Inc.
241 West Grant Street
New Castle, PA 16103
724-658-7258
Mr. Thomas Scott, CEO

Service Area Statistics (2000 Census)
Lawrence County
Square Miles: 360
Population: 94,643
65+ Population: 18,223
% of Population 65 and older: 19.3%

Total Fleet Size
Community Transportation: 20

Fare Information
Average Shared-Ride Fare: $14.35
Cost to Commonwealth
per Senior Citizen Trip: $10.80
Last Base Fare Increase: July 2005

Trip Information
65+ Trips: 26,916
Total Shared-Ride Trips: 84,750

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
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<th>Funding Source</th>
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<td>Passenger Fares</td>
<td>$39,022</td>
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<td>Lottery</td>
<td>$290,567</td>
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<td>Persons with Disabilities Program</td>
<td>$43,212</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$11,261</td>
<td>1%</td>
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<td>Medical Assistance Transportation Program</td>
<td>$507,908</td>
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<td>MH/MR</td>
<td>$179,946</td>
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<td>Welfare to Work</td>
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<td>$1,732,981</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<td>Community Transportation Cap</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$727,550</td>
<td>12 Accessible Buses</td>
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Blair Senior Services, Inc.
1320 Twelfth Avenue
Altoona, PA 16601
814-695-3500
Mr. William Davis, Vice President

Service Area Statistics (2000 Census)
Blair County
- Square Miles: 526
- Population: 129,144
- 65+ Population: 22,456
- % of Population 65 and older: 17.4%

Total Fleet Size
- Community Transportation: 36

Fare Information
- Average Shared-Ride Fare: $13.05
- Cost to Commonwealth per Senior Citizen Trip: $10.88
- Last Base Fare Increase: July 2008

Trip Information
- 65+ Trips: 98,707
- Total Shared-Ride Trips: 151,739

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Funding Source</th>
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<tr>
<td>Passenger Fares</td>
<td>$92,404</td>
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<td>$50,203</td>
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<td>Area Agency on Aging</td>
<td>$147,539</td>
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<td>Medical Assistance Transportation Program</td>
<td>$1,700,338</td>
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<td>$219,846</td>
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# May include additional admin costs

CAPITAL FUNDING

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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$830,000</td>
<td>17 Accessible Buses</td>
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</table>
Bucks County Transport, Inc.
P.O. Box 510
Holicong, PA 18928
215-794-5554
Mr. Vincent Volpe, Director

Service Area Statistics (2000 Census)
Bucks County
- Square Miles: 607
- Population: 597,635
- 65+ Population: 74,094
- % of Population 65 and older: 12.4%

Total Fleet Size
Community Transportation: 160

Fare Information
- Average Shared-Ride Fare: $20.98
- Cost to Commonwealth per Senior Citizen Trip: $17.52
- Last Base Fare Increase: April 2008

Trip Information
- 65+ Trips: 190,147
- Total Shared-Ride Trips: 218,572

Source of Funding
- Passenger Fares: $545,580 (5%)
- Lottery: $3,263,717 (31%)
- Persons with Disabilities Program: $495,438 (5%)
- Area Agency on Aging: $169,484 (2%)
- Medical Assistance Transportation Program: $2,665,707 (25%)
- MH/MR: $2,012,344 (19%)
- Welfare to Work: $482,197 (4%)
- Other: $908,089 (9%)
- Subsidy: $0 (0%)
- Total: $10,542,556 (100%)

* See glossary
# May include additional admin costs

Non-Public Trips: 439,184
Butler County Community Action & Development
124 West Diamond Street
Butler, PA 16003-1208
215-284-5125
Ms. Janine Kennedy, Director

Service Area Statistics (2000 Census)
Butler County
Square Miles 789
Population: 174,083
65+ Population: 24,821
% of Population 65 and older: 12.3%

Total Fleet Size
Community Transportation: 17

Fare Information
Average Shared-Ride Fare: $12.20
Cost to Commonwealth per Senior Citizen Trip: $10.04
Last Base Fare Increase: July 2007

Trip Information
65+ Trips: 43,055
Total Shared-Ride Trips: 75,219

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
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<tr>
<td>Passenger Fares</td>
<td>$ 28,452</td>
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<td>Lottery</td>
<td>$ 432,411</td>
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<td>Persons with Disabilities Program</td>
<td>$ 25,783</td>
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<td>Area Agency on Aging</td>
<td>$ 99,654</td>
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<td>Medical Assistance Transportation Program</td>
<td>$ 58,308</td>
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<td>Other</td>
<td>$ 114,091</td>
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<td>Total</td>
<td>$ 758,699</td>
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PwD Program Start Date: 3/1/10
PwD FY09-10 Trips: 364
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%

COMMUNITY TRANSPORTATION CAPITAL FUNDING

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<th>Funding Source</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$427,224</td>
<td>7 Accessible Buses Communication Equipment Computer Hardware</td>
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Centre County Office of Transportation
420 Holmes Street
Bellefonte, PA 16823
814-355-6807
Mr. David Lomison, Director

Service Area Statistics (2000 Census)
Centre County excluding State College
Square Miles: 975
Population: 52,314
65+ Population: 5,490
% of Population 65 and older: 10.5%

Total Fleet Size
Community Transportation: 22

Fare Information
Average Shared-Ride Fare: $15.88
Cost to Commonwealth per Senior Citizen Trip: $12.73
Last Base Fare Increase: April 2009

Trip Information
65+ Trips: 36,799
Total Shared-Ride Trips: 87,183

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
</tr>
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<tbody>
<tr>
<td>Public Shared-Ride Admin* 11%</td>
<td>Funding Source</td>
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<tr>
<td>Exclusive Human Service Program Contracts*# 25%</td>
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<td>Lottery</td>
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<td></td>
<td>Persons with Disabilities Program</td>
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<td>Area Agency on Aging</td>
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<td>Medical Assistance Transportation Program</td>
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<td></td>
<td>MH/MR</td>
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<td></td>
<td>Other</td>
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<td>Subsidy</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<th>Funding Source</th>
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<th>Funding Amount</th>
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<tr>
<td>Community Transportation Capital</td>
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<td>$590,992</td>
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Communication Equipment

PwD Program Start Date: 4/15/03
PwD FY09-10 Trips: 4,589
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 16.0%
Non-Public Trips: 33,290
**ROVER Community Transportation**  
495 Thomas Jones Way, Suite 304  
Exton, PA 19341  
610-594-2664  
Mr. Gary D. Krapf, President

**Service Area Statistics (2000 Census)**  
Chester County  
- Square Miles: 756  
- Population: 433,501  
- 65+ Population: 50,677  
- % of Population 65 and older: 11.7%

**Total Fleet Size**  
- Community Transportation: 69

**Fare Information**  
- Average Shared-Ride Fare: $21.36  
- Cost to Commonwealth per Senior Citizen Trip: $15.25  
- Last Base Fare Increase: July 2010

**Trip Information**  
- 65+ Trips: 175,979  
- Total Shared-Ride Trips: 293,148

**Public Service Ridership**

<table>
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<tr>
<th></th>
<th>FY05-06</th>
<th>FY06-07</th>
<th>FY07-08</th>
<th>FY08-09</th>
<th>FY09-10</th>
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<tr>
<td>65+ Trips</td>
<td>35,000</td>
<td>33,000</td>
<td>32,000</td>
<td>31,000</td>
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<td>Total Trips</td>
<td>100,000</td>
<td>97,000</td>
<td>94,000</td>
<td>91,000</td>
<td>88,000</td>
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**PwD Program Start Date:** 4/1/07  
**PwD FY09-10 Trips:** 27,922  
**MATP Provider:** Yes  
**Subcontractors:** Yes  
**% of Service Provided by Subcontractor:** 9.0%  
**Non-Public Trips:** 55,951

**COMMUNITY TRANSPORTATION OPERATING BUDGET**

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<th>Funding Source</th>
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<td>Persons with Disabilities Program</td>
<td>$497,905</td>
<td>6%</td>
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<td>Area Agency on Aging</td>
<td>$303,896</td>
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<td>Medical Assistance Transportation Program</td>
<td>$2,585,274</td>
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<td>MH/MR</td>
<td>$1,293,605</td>
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<td><strong>$8,550,927</strong></td>
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* See glossary  
# May include additional admin costs

**CAPITAL FUNDING**

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<th>Funding Source</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<tbody>
<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$1,285,220</td>
<td>19 Accessible Buses Computer Hardware</td>
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</table>
Clarion County Transportation
338 Amsler Avenue, Suite 1
Shippenville, PA 16254
814-226-7012
Mr. Dennis Smith, Supervisor

Service Area Statistics (2000 Census)
Clarion County
Square Miles: 602
Population: 41,765
65+ Population: 6,336
% of Population 65 and older: 15.2%

Total Fleet Size
Community Transportation: 21

Fare Information
Average Shared-Ride Fare: $22.26
Cost to Commonwealth per Senior Citizen Trip: $17.21
Last Base Fare Increase: Nov 2008

Trip Information
65+ Trips: 13,536
Total Shared-Ride Trips: 30,787

PwD Program Start Date: 7/1/08
PwD FY09-10 Trips: 55
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 748

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Operating Budget</th>
<th>Sources of Funding</th>
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<tbody>
<tr>
<td>Public Shared-Ride Admin* 11%</td>
<td>Funding Source</td>
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<tr>
<td>Exclusive Human Service Program Contracts*# 31%</td>
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<td>Area Agency on Aging</td>
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<td>Medical Assistance Transportation Program</td>
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<td>MH/MR</td>
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<td>Other</td>
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<td>Subsidy</td>
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# May include additional admin costs

CAPITAL FUNDING

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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$708,000</td>
<td>13 Accessible Buses/Vans, Computer Hardware/Software</td>
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</table>
Cumberland County Transportation Department
310 Allen Road, Suite 201
Carlisle, PA 17013
1-800-315-2546
Ms. Rose Cook, Director

Service Area Statistics (2000 Census)
Cumberland County
Square Miles: 550
Population: 213,674
65+ Population: 31,754
% of Population 65 and older: 14.9%

Total Fleet Size
Community Transportation: 21

Fare Information
Average Shared-Ride Fare: $12.37
Cost to Commonwealth per Senior Citizen Trip: $10.32
Last Base Fare Increase: April 2007

Trip Information
65+ Trips: 47,061
Total Shared-Ride Trips: 144,827

PwD Program Start Date: 1/15/01
PwD FY09-10: 10,551
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 8.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 12%
Exclusive Human Service Program Contracts*# 10%

Public Shared-Ride Operating* 78%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<td>Passenger Fares</td>
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<td>Lottery</td>
<td>$485,797</td>
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<td>Persons with Disabilities Program</td>
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<td>Area Agency on Aging</td>
<td>$135,747</td>
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<td>MH/MR</td>
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# May include additional admin costs

CAPITAL FUNDING

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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$1,249,485</td>
<td>12 Accessible Buses, Communication Equipment, Computer Hardware</td>
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</tbody>
</table>
Community Transit of Delaware County
206 Eddystone Avenue
Eddystone, PA 19022-1594
610-490-3977
Mr. David Trout, Executive Director

Service Area Statistics (2000 Census)
Delaware County
Square Miles: 184
Population: 550,864
65+ Population: 85,669
% of Population 65 and older: 15.6%

Total Fleet Size
Community Transportation: 48

Fare Information
Average Shared-Ride Fare: $27.88
Cost to Commonwealth per Senior Citizen Trip: $22.94
Last Base Fare Increase: Aug. 2009

Trip Information
65+ Trips: 111,856
Total Shared-Ride Trips: 194,989

PwD Program Start Date: 7/1/07
PwD FY09-10: 294
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 5.9%
Non-Public Trips: 220,936

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<td>Passenger Fares</td>
<td>$228,933</td>
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<td>Area Agency on Aging</td>
<td>$192,842</td>
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<td>Medical Assistance Transportation Program</td>
<td>$5,633,958</td>
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<td>ADA Subcontractor</td>
<td>$4,040,875</td>
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<td>Other</td>
<td>$564,200</td>
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<td>$13,240,141</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<th>Funding Source</th>
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<th>Funding Amount</th>
<th>Capital Equipment</th>
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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$656,114</td>
<td>9 Accessible Buses, Communication Equipment</td>
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Forest County Transportation
Forest County Building
Marienville, PA 16239
814-927-8266
Ms. Nancy Woodman, Director

Service Area Statistics (2000 Census)

Forest County
Square Miles: 428
Population: 4,964
65+ Population: 985
% of Population 65 and older: 19.8%

Total Fleet Size
Community Transportation: 12

Fare Information
Average Shared-Ride Fare: $26.78
Cost to Commonwealth per Senior Citizen Trip: $20.51
Last Base Fare Increase: Feb 2010

Trip Information
65+ Trips: 10,829
Total Shared-Ride Trips: 14,961

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<td>Persons with Disabilities Program</td>
<td>$34,411</td>
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<td>$29,762</td>
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<td>$114,074</td>
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CAPITAL FUNDING

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$165,672</td>
<td>5 Accessible Vans</td>
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Franklin County Transportation
201 Franklin Farm Lane
Chambersburg, PA 17202
717-264-5225
Ms. Gloria Strine, Director of Transportation

Service Area Statistics (2000 Census)
Franklin County
Square Miles: 772
Population: 129,313
65+ Population: 20,751
% of Population 65 and older: 16.1%

Total Fleet Size
Community Transportation: 25

Fare Information
Average Shared-Ride Fare: $16.00
Cost to Commonwealth per Senior Citizen Trip: $13.60
Last Base Fare Increase: April 2008

Trip Information
65+ Trips: 28,332
Total Shared-Ride Trips: 54,488

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<td>$62,601</td>
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<td>Area Agency on Aging</td>
<td>$126,509</td>
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<td>Medical Assistance</td>
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<td>Transportation Program</td>
<td>$155,889</td>
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<td>$12 Accessible Buses Software</td>
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<td>$1,581,137</td>
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* See glossary
# May include additional admin costs

PwD Program Start Date: 4/1/07
PwD FY09-10 Trips: 4,603
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 349
Greene County Transportation Department
190 Jefferson Road
Waynesburg, PA 15370
724-627-6778
Ms. Karen Bennett, Administrator

Service Area Statistics (2000 Census)
Greene County
Square Miles: 576
Population: 40,672
65+ Population: 6,193
% of Population 65 and older: 15.2%

Total Fleet Size
Community Transportation: 24

Fare Information
Average Shared-Ride Fare: $22.00
Cost to Commonwealth per Senior Citizen Trip: $12.18
Last Base Fare Increase: Dec 1997

Trip Information
65+ Trips: 15,789
Total Shared-Ride Trips: 50,420

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

Sources of Funding

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<tr>
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<td>$192,292</td>
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<td>$93,457</td>
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<td>Area Agency on Aging</td>
<td>$36,361</td>
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<td>Medical Assistance Transportation Program</td>
<td>$1,196,205</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$752,243</td>
<td>11 Accessible Buses/Vans</td>
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</table>
Huntingdon, Bedford, and Fulton Counties

Huntingdon Bedford Fulton Area Agency on Aging
240 Wood Street
Bedford, PA 15522
814-623-8148
Mr. Alan Smith, Executive Director

Service Area Statistics (2000 Census)
Huntingdon, Bedford, Fulton Counties
- Square Miles: 2,326
- Population: 109,831
- 65+ Population: 17,059
- % of Population 65 and older: 15.5%

Total Fleet Size
- Community Transportation: 47

Fare Information
- Average Shared-Ride Fare: $13.66
- Cost to Commonwealth per Senior Citizen Trip: $11.76
- Last Base Fare Increase: March 2006

Trip Information
- 65+ Trips: 69,652
- Total Shared-Ride Trips: 100,583

PwD Program Start Date: 5/1/06
PwD FY09-10 Trips: 5,634
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Sources of Funding</th>
<th>Amount</th>
<th>% of Total</th>
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<tr>
<td>Passenger Fares</td>
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<td>$818,818</td>
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<td>Persons with Disabilities Program</td>
<td>$61,102</td>
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<td>$128,632</td>
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<td>Medical Assistance Transportation Program</td>
<td>$231,854</td>
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<td>Human Service Dev. Fund</td>
<td>$189,710</td>
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* See glossary

CAPITAL FUNDING

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<th>Capital Equipment</th>
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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$920,055</td>
<td>19 Accessible Buses/Vans</td>
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Lackawanna County Coordinated Transportation
800 North South Road
Scranton, PA 18504
570-963-6795
Mr. John Tomcho, Administrative Manager

Service Area Statistics (2000 Census)
Lackawanna County
- Square Miles: 459
- Population: 213,295
- 65+ Population: 41,542
- % of Population 65 and older: 19.5%

Total Fleet Size
Community Transportation: 24

Fare Information
- Average Shared-Ride Fare: $13.00
- Cost to Commonwealth per Senior Citizen Trip: $11.05
- Last Base Fare Increase: July 2009

Trip Information
- 65+ Trips: 66,562
- Total Shared-Ride Trips: 76,227

PwD Program Start Date: 7/1/07
PwD FY09-10 Trips: 19
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 8,614

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
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<tr>
<th>Funding Source</th>
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<td>$735,510</td>
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<td>Area Agency on Aging</td>
<td>$211,397</td>
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<td>Medical Assistance Transportation Program</td>
<td>$1,594,437</td>
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<td>ADA Subcontractor</td>
<td>$184,728</td>
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<td>Other</td>
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<td>Subsidy</td>
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<td><strong>Total</strong></td>
<td><strong>$3,547,025</strong></td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$525,000</td>
<td>8 Accessible Buses</td>
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Communty Transportation
Luzerne-Wyoming Counties
2009 Wyoming Avenue
Forty Fort, PA 18704
570-288-8420
Ms. Mary Dysleski, Interim Director

Service Area Statistics (2000 Census)
Luzerne and Wyoming Counties
Square Miles: 1,288
Population: 347,330
65+ Population: 66,457
% of Population 65 and older: 19.1%

Total Fleet Size
Community Transportation: 56

Fare Information
Average Shared-Ride Fare: $16.69
Cost to Commonwealth per Senior Citizen Trip: $13.82
Last Base Fare Increase: Nov 2008

Trip Information
65+ Trips: 59,558
Total Shared-Ride Trips: 251,964

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET
Operating Budget
Public Shared-Ride Operating* 64%
Public Shared-Ride Admin* 24%
Exclusive Human Service Program Contracts*# 11%

* See glossary
# May include additional admin costs

Sources of Funding
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<th>Funding Source</th>
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<td>Lottery</td>
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<td>$55,959</td>
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<td>Area Agency on Aging</td>
<td>$46,387</td>
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<td>Medical Assistance Transportation Program</td>
<td>$2,207,465</td>
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<td>MH/MR</td>
<td>$295,531</td>
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<td>Other</td>
<td>$1,119,638</td>
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CAPITAL FUNDING
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<td>FY 2007-08 thru 2009-10</td>
<td>$984,800</td>
<td>20 Accessible Buses/Vans</td>
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Call-A-Ride Service
1 Buena Vista Circle
Lewistown, PA 17044
717-242-2277
Ms. Cynthia Sunderland,
Director of Transportation

Service Area Statistics (2000 Census)
Mifflin and Juniata Counties

Square Miles: 803
Population: 69,307
65+ Population: 11,378
% of Population 65 and older: 16.4%

Total Fleet Size
Community Transportation: 34

Fare Information
Average Shared-Ride Fare: $15.25
Cost to Commonwealth per Senior Citizen Trip: $12.28
Last Base Fare Increase: Feb 2006

Trip Information
65+ Trips: 28,383
Total Shared-Ride Trips: 60,708

PwD Program Start Date: 4/1/07
PwD FY09-10: 1,425
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 468

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Sources of Funding

<table>
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<tr>
<th>Funding Source</th>
<th>Amount</th>
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<td>Persons with Disabilities Program</td>
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<td>Area Agency on Aging</td>
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<td>Total</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$509,640</td>
<td>10 Accessible Buses/Vans Communication Equipment</td>
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</table>
Montour County

Montour County Transportation
112 Woodbine Lane, Suite 1
Danville, PA 17821
570-271-0833
Ms. Amanda Boyer, Director

Service Area Statistics (2000 Census)
Montour County
Square Miles: 131
Population: 18,236
65+ Population: 3,120
% of Population 65 and older: 17.1%

Total Fleet Size
Community Transportation: 9

Fare Information
Average Shared-Ride Fare: $11.20
Cost to Commonwealth per Senior Citizen Trip: $9.07
Last Base Fare Increase: May 2005

Trip Information
65+ Trips: 12,763
Total Shared-Ride Trips: 21,656

PwD Program Start Date: 4/1/08
PwD FY 09-10 Trips: 1,903
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-public Trips: 22,818

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 12%
Exclusive Human Service Program Contracts*# 26%
Public Shared-Ride Operating* 62%

Sources of Funding

<table>
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<td>Persons with Disabilities Program</td>
<td>$35,591</td>
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<td>Area Agency on Aging</td>
<td>$21,500</td>
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<td>Medical Assistance Transportation Program</td>
<td>$173,000</td>
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<td>Total</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<td>FY 2007-08 thru 2009-10</td>
<td>$471,451</td>
<td>8 Accessible Buses/Vans Computer Hardware</td>
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COMMUNITY TRANSPORTATION

MTR Transportation (d/b/a K-Cab, Inc.)
P.O. Box 203
Berwick, PA 18603-0203
570-784-1550
Mr. Mark Ryman, Owner

Service Area Statistics (2000 Census)
Columbia County
- Square Miles: 486
- Population: 64,151
- 65+ Population: 10,202
- % of Population 65 and older: 15.9%

Total Fleet Size
Community Transportation: 17

Fare Information
- Average Shared-Ride Fare: $12.68
- Cost to Commonwealth per Senior Citizen Trip: $10.71
- Last Base Fare Increase: July 2003

Trip Information
- 65+ Trips: 36,274
- Total Shared-Ride Trips: 36,274

PwD Program Start Date: 4/1/07
PwD FY09-10 Trips: 6,375
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
- Public Shared-Ride Admin*: 17%
- Exclusive Human Service Program Contracts*: 33%
- Operating*: 50%

Sources of Funding

<table>
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<th>Funding Source</th>
<th>Amount</th>
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<td>Passenger Fares</td>
<td>$31,546</td>
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<td>Lottery</td>
<td>$388,245</td>
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<td>Persons with Disabilities Program</td>
<td>$77,020</td>
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<td>Area Agency on Aging</td>
<td>$77,934</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$259,180</td>
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<td>Other</td>
<td>$109,299</td>
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<tr>
<td>Total</td>
<td>$943,224</td>
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CAPITAL FUNDING

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
</tr>
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<tbody>
<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$517,900</td>
<td>9 Accessible Vans, Communication Equipment, Computer Hardware/Software</td>
</tr>
</tbody>
</table>
Northumberland County Transportation
2154 Trevorton Road, 3rd Floor
Coal Township, PA 17866
570-644-4462

Service Area Statistics (2000 Census)
Northumberland County
- Square Miles: 460
- Population: 94,556
- 65+ Population: 18,002
- % of Population 65 and older: 19.0%

Total Fleet Size
Community Transportation: 26

Fare Information
- Average Shared-Ride Fare: $10.97
- Cost to Commonwealth per Senior Citizen Trip: $8.77
- Last Base Fare Increase: July 2005

Trip Information
- 65+ Trips: 65,876
- Total Shared-Ride Trips: 128,370

PwD Program Start Date: 1/07
PwD FY09-10 Trips: 4,464
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 10.0%

Operating Budget

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
</tr>
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<tr>
<td>Passenger Fares</td>
<td>$22,196</td>
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<td>Lottery</td>
<td>$432,630</td>
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<td>Persons with Disabilities Program</td>
<td>$48,179</td>
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<td>$100,845</td>
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<td>MH/MR</td>
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* See glossary
# May include additional admin costs

Capital Funding

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru</td>
<td>$399,445</td>
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<td></td>
<td>2009-10</td>
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</table>
Perry County Transportation Department
350 Fickes Lane
Newport, PA 17074-0217
717-567-2490
Mr. Gary Eby, Transportation Director

Service Area Statistics (2000 Census)
Perry County
Square Miles: 554
Population: 43,602
65+ Population: 5,345
% of Population 65 and older: 12.3%

Total Fleet Size
Community Transportation: 17

Fare Information
Average Shared-Ride Fare: $27.27
Cost to Commonwealth per Senior Citizen Trip: $22.73
Last Base Fare Increase: Oct 2008

Trips Information
65+ Trips: 12,704
Total Shared-Ride Trips: 32,031

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 10%
Exclusive Human Service Program Contracts*# 17%
Public Shared-Ride Operating* 72%

* See glossary
# May include additional admin costs

Sources of Funding

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<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<td>$288,748</td>
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<td>$121,638</td>
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<td>MH/MR</td>
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CAPITAL FUNDING

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$916,500</td>
<td>12 Accessible Buses/Vans Communication Equipment</td>
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</table>
Pike County Area Agency on Aging
150 Pike County Boulevard
Hawley, PA 18428
570-775-5550
Ms. Robin S. LoDolce, Executive Director

Service Area Statistics (2000 Census)
Pike County
Square Miles: 547
Population: 46,302
65+ Population: 7,017
% of Population 65 and older: 15.2%

Total Fleet Size
Community Transportation: 24

Fare Information
Average Shared-Ride Fare: $20.17
Cost to Commonwealth per Senior Citizen Trip: $15.80
Last Base Fare Increase: October 2009

Trip Information
65+ Trips: 15,420
Total Shared-Ride Trips: 28,347

PwD Program Start Date: 7/1/06
PwD FY09-10 Trips: 2,972
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 7,587

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

| Public Shared-Ride Admin* | 11% |
| Exclusive Human Service Program Contracts*# | 8% |

Public Shared-Ride Operating* 81%

Sources of Funding

<table>
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<td>$23,064</td>
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<td>Lottery</td>
<td>$243,602</td>
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<td>Persons with Disabilities Program</td>
<td>$46,803</td>
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<td>Area Agency on Aging</td>
<td>$47,614</td>
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<td>Medical Assistance Transportation Program</td>
<td>$308,549</td>
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<td>Subsidy</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<th>Capital Equipment</th>
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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$349,000</td>
<td>6 Accessible Buses/Vans Communication Equipment</td>
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</table>
Tableland Services, Inc.
535 East Main Street
Somerset, PA 15501
814-445-9628 Ext. 206
Mr. Jeffrey Masterson, Executive Director
Mr. Joe Isenman, Transportation Manager

Service Area Statistics (2000 Census)
Somerset County
Square Miles: 1,075
Population: 80,023
65+ Population: 14,436
% of Population 65 and older: 18.0%

Total Fleet Size
Community Transportation: 18

Fare Information
Average Shared-Ride Fare: $11.04
Cost to Commonwealth per Senior Citizen Trip: $9.49
Last Base Fare Increase: July 2006

Trip Information
65+ Trips: 20,934
Total Shared-Ride Trips: 32,331

PwD Program Start Date: 7/1/07
PwD FY09-10 Trips: 1,495
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public
Shared-Ride
Admin*
20%
Public
Shared-Ride
Operating*
24%

Exclusive
0
Human
Service
Program
Contracts*# 56%

* See glossary
# May include additional admin costs

Sources of Funding

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<tr>
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<tr>
<td>Passenger Fares</td>
<td>$32,711</td>
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<td>Lottery</td>
<td>$198,658</td>
<td>22%</td>
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<td>Persons with Disabilities Program</td>
<td>$32,019</td>
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<td>Area Agency on Aging</td>
<td>$22,118</td>
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<td>Medical Assistance Transportation Program</td>
<td>$535,833</td>
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<td>$64,773</td>
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CAPITAL FUNDING

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<th>Capital Equipment</th>
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<tr>
<td></td>
<td></td>
<td>did not apply for Community Transportation Capital funding</td>
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</table>
STEP, Inc./Lycoming and Clinton Counties

2138 Lincoln Street
Williamsport, PA 17701-1356
570-326-0587
Ms. Janet Alling, President & CEO

Service Area Statistics (2000 Census)
Lycoming and Clinton Counties

- Square Miles: 2,126
- Population: 157,958
- 65+ Population: 25,614
- % of Population 65 and older: 16.2%

Total Fleet Size
- Community Transportation: 36

Fare Information
- Average Shared-Ride Fare: $16.11
- Cost to Commonwealth per Senior Citizen Trip: $13.36
- Last Base Fare Increase: May 2009

Trip Information
- 65+ Trips: 55,613
- Total Shared-Ride Trips: 142,172

COMMUNITY TRANSPORTATION OPERATING BUDGET

Funding Source | Amount | % of Total
--- | --- | ---
Passenger Fares | $280,986 | 8%
Lottery | $742,849 | 21%
Persons with Disabilities Program | $164,315 | 5%
Area Agency on Aging | $191,687 | 5%
Medical Assistance Transportation Program | $1,994,844 | 55%
Other | $197,389 | 5%
Subsidy | $48,225 | 1%
Total | $3,620,295 | 100%

* See glossary
# May include additional admin costs

PwD Program Start Date: 4/1/03
PwD FY09-10 Trips: 13,725
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 21.0%

CAPITAL FUNDING

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<tbody>
<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$960,972</td>
<td>14 Accessible Buses, Communication Equipment, Computer Hardware/Software</td>
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</table>
Suburban Transit Network, Inc.
980 Harvest Drive, Suite 100
Blue Bell, PA 19422
215-542-7433
Ms. Patricia Moir, Executive Director

Service Area Statistics (2000 Census)
Montgomery County
Square Miles: 483
Population: 750,097
65+ Population: 111,797
% of Population 65 and older: 14.9%

Total Fleet Size
Community Transportation: 98

Fare Information
Average Shared-Ride Fare: $19.03
Cost to Commonwealth per Senior Citizen Trip: $16.31
Last Base Fare Increase: Sep 2007

Trip Information
65+ Trips: 250,565
Total Shared-Ride Trips: 334,808

PwD Program Start Date: 6/1/07
PwD Fy09-10 Trips: 9,697
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%
Non-Public Trips: 523,734

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Public Shared-Ride Admin* 6%
Public Shared-Ride Operating* 33%
Exclusive Human Service Program Contracts*# 61%

Sources of Funding

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<th>Funding Source</th>
<th>Amount</th>
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<td>$481,922</td>
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<td>Lottery</td>
<td>$4,087,634</td>
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<td>Persons with Disabilities Program</td>
<td>$221,503</td>
<td>1%</td>
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<td>Area Agency on Aging</td>
<td>$169,916</td>
<td>1%</td>
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<td>Medical Assistance Transportation Program</td>
<td>$3,328,922</td>
<td>19%</td>
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<td>MH/MR</td>
<td>$9,413,724</td>
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<td>Other</td>
<td>$268,681</td>
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<td>Subsidy</td>
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<td><strong>Total</strong></td>
<td><strong>$17,972,302</strong></td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<th>Capital Equipment</th>
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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$1,412,680</td>
<td>21 Accessible Buses Software</td>
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</table>
Susquehanna County Transportation
Industrial Park Road
State Rt. 29 South
Montrose, PA 18801
570-278-6140
Ms. Ronalyn Corbin,
Transportation Program Director

Service Area Statistics (2000 Census)
Susquehanna County
Square Miles: 823
Population: 42,238
65+ Population: 6,546
% of Population 65 and older: 15.5%

Total Fleet Size
Community Transportation: 13

Fare Information
Average Shared-Ride Fare: $22.15
Cost to Commonwealth per Senior Citizen Trip: $15.96
Last Base Fare Increase: April 2010

Trip Information
65+ Trips: 16,258
Total Shared-Ride Trips: 29,832

Public Service Ridership
FY05-06 FY06-07 FY07-08 FY08-09 FY09-10
5,000 10,000 15,000 20,000 25,000 30,000 35,000

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
Public Shared-Ride Operating* 74%
Public Shared-Ride Admin* 23%
Exclusive Human Service Program Contracts*# 3%

Sources of Funding

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<td>$8,850</td>
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<td>$259,626</td>
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<td>Persons with Disabilities Program</td>
<td>$28,071</td>
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<td>Area Agency on Aging</td>
<td>$50,875</td>
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<td>Medical Assistance Transportation Program</td>
<td>$329,880</td>
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* See glossary
# May include additional admin costs

CAPITAL FUNDING

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<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$421,966</td>
<td>7 Accessible Buses/Vans</td>
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Union-Snyder Transportation Alliance
1610 Industrial Boulevard, Suite 700
Lewisburg, PA 17837-1284
877-877-9021
Ms. Cynthia Zerbe, Administrator

Service Area Statistics (2000 Census)
Union and Snyder Counties

- Square Miles: 648
- Population: 79,170
- 65+ Population: 10,859
- % of Population 65 and older: 13.7%

Total Fleet Size
Community Transportation: 24

Fare Information
- Average Shared-Ride Fare: $18.22
- Cost to Commonwealth per Senior Citizen Trip: $13.27
- Last Base Fare Increase: June 2009

Trip Information
- 65+ Trips: 28,022
- Total Shared-Ride Trips: 63,921

PwD Program Start Date: 4/15/03
PwD FY09-10 Trips: 10,779
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 24,749

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

- Public Shared-Ride Admin*: 16%
- Exclusive Human Service Program Contracts*#: 30%
- Public Shared-Ride Operating*: 54%

* See glossary
# May include additional admin costs

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
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<th>% of Total</th>
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<td>$371,911</td>
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<td>Persons with Disabilities Program</td>
<td>$171,536</td>
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<td>Area Agency on Aging</td>
<td>$40,225</td>
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<td>Medical Assistance Transportation Program</td>
<td>$628,233</td>
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<td>MH/MR</td>
<td>$262,665</td>
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CAPITAL FUNDING

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<td>$1,049,617</td>
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<td>Communication Equipment</td>
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<td></td>
<td></td>
<td></td>
<td>Computer Hardware</td>
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</table>
Service Area Statistics (2000 Census)
Washington County
- Square Miles: 857
- Population: 202,897
- 65+ Population: 36,323
- % of Population 65 and older: 17.9%

Total Fleet Size
Community Transportation: 70

Fare Information
- Average Shared-Ride Fare: $18.84
- Cost to Commonwealth per Senior Citizen Trip: $12.04
- Last Base Fare Increase: May 2008

Trip Information
- 65+ Trips: 131,870
- Total Shared-Ride Trips: 279,995

COMMUNITY TRANSPORTATION OPERATING BUDGET

<table>
<thead>
<tr>
<th>Public Shared-Ride Admin* 8%</th>
<th>Exclusive Human Service Program Contracts*# 20%</th>
<th>Operating Budget* 72%</th>
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</table>

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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<tr>
<td>Passenger Fares</td>
<td>$252,359</td>
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<td>Lottery</td>
<td>$1,587,366</td>
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<td>Persons with Disabilities Program</td>
<td>$552,716</td>
<td>8%</td>
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<td>Area Agency on Aging</td>
<td>$218,369</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$3,461,809</td>
<td>53%</td>
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<td>Other</td>
<td>$507,696</td>
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<td>Total</td>
<td>$6,580,315</td>
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* See glossary
# May include additional admin costs

PwD Program Start Date: 1/2/01
PwD FY09-10 Trips: 38,515
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%
Non-Public Trips: 19,544

CAPITAL FUNDING

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<th>Capital Equipment</th>
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<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$772,000</td>
<td>13 Accessible Buses/Vans</td>
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</tbody>
</table>
Wayne County

Wayne County Area Agency on Aging
323 10th Street
Honesdale, PA 18431
570-253-4262
Ms. Andrea Whyte, Administrator

Service Area Statistics (2000 Census)
Wayne County
- Square Miles: 729
- Population: 47,722
- 65+ Population: 8,352
- % of Population 65 and older: 17.5%

Total Fleet Size
- Community Transportation: 26

Fare Information
- Average Shared-Ride Fare: $22.40
- Cost to Commonwealth per Senior Citizen Trip: $18.68
- Last Base Fare Increase: July 2008

Trip Information
- 65+ Trips: 22,012
- Total Shared-Ride Trips: 44,155

PwD Program Start Date: 7/1/07
PwD FY09-10 Trips: 2,037
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 19,611

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget
- Public Shared-Ride Admin*: 14%
- Exclusive Human Service Program Contracts*#: 15%
- Public Shared-Ride Operating*: 71%

Sources of Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>% of Total</th>
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</thead>
<tbody>
<tr>
<td>Passenger Fares</td>
<td>$30,596</td>
<td>3%</td>
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<tr>
<td>Lottery</td>
<td>$411,199</td>
<td>34%</td>
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<tr>
<td>Persons with Disabilities Program</td>
<td>$37,540</td>
<td>3%</td>
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<tr>
<td>Area Agency on Aging</td>
<td>$108,542</td>
<td>9%</td>
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<tr>
<td>Medical Assistance Transportation Program</td>
<td>$452,152</td>
<td>38%</td>
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<tr>
<td>MH/MR</td>
<td>$40,251</td>
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<tr>
<td>Other</td>
<td>$117,838</td>
<td>10%</td>
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<tr>
<td>Subsidy</td>
<td>$-</td>
<td>0%</td>
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<tr>
<td>Total</td>
<td>$1,198,118</td>
<td>100%</td>
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Capital Funding

<table>
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<tr>
<th>Funding Source</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Capital Equipment</th>
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<tbody>
<tr>
<td>Community Transportation Capital</td>
<td>FY 2007-08 thru 2009-10</td>
<td>$815,000</td>
<td>11 Accessible Buses/Vans</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Communication Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Computer Hardware/Software</td>
</tr>
</tbody>
</table>
Westmoreland County
Shared-Ride Service is provided by:
- Byers Taxi Service, Inc.
- Greensburg Yellow Cab
- Manor Valley Taxi, Inc.
- Tri-County Access
- Veteran’s Cab Co., Inc.

Service Area Statistics (2000 Census)
Westmoreland County
- Square Miles: 1,025
- Population: 369,993
- 65+ Population: 67,781
- % of Population 65 and older: 18.3%

Total Fleet Size
- Community Transportation: 110

Fare Information
- Average Shared-Ride Fare: $12.18
- Cost to Commonwealth per Senior Citizen Trip: $10.30
- Last Base Fare Increase: N/A

Trip Information
- 65+ Trips: 183,299
- Total Shared-Ride Trips: 188,493

Public Service Ridership

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

Funding Source | Amount | % of Total
---|---|---
Passenger Fares | $209,314 | 3%
Lottery | $1,892,688 | 24%
Area Agency on Aging | $202,093 | 2%
Medical Assistance Transportation Program | $3,344,951 | 42%
ADA Subcontractor | $206,349 | 2%
Other | $2,141,622 | 27%
Subsidy | $ - | 0%
Total | $7,997,017 | 100%

CAPITAL FUNDING

not eligible for Community Transportation Capital funding
Section 5

Intercity Bus
**Intercity Bus Program**

Serves 38 counties
Provides opportunities to travel into and outside of the state

**Subsidized Carriers:**
- Carl R. Bieber, Inc.
- Fullington Auto Bus Company
- Greyhound Lines, Inc.
- Myers Coach Lines, Inc.
- Susquehanna Transit Company

**Service Type:**
- S, C, G, T
- S, C, G, SB
- S, C, G
- S, C, G
- S, C, G, SB

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

**Average Fare:**
- $15.00
- 17
- 8.0 miles
- 44 coaches

**Carriers and Routes Served:**

**Carl R. Bieber, Inc. (operating as Bieber Tourways):**
- Reading – Philadelphia
- Pottsville – Philadelphia
- Harrisburg – Scranton
- Harrisburg – Reading

**Fullington (operating as Fullington Trailways):**
- State College – Harrisburg
- Pittsburgh – Bradford
- State College – Wilkes-Barre
- State College – Pittsburgh
- DuBois – Harrisburg
- Hollidaysburg – State College

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

**Myers Coach Lines, Inc.:**
- Pittsburgh – Grove City

**Susquehanna (operating as Susquehanna Trailways):**
- Williamsport – Philadelphia
- Williamsport – Easton
- Harrisburg – Elmira

---

**Operating Funds (000’s):**

- Local, $3,607
- State, $1,292
- Federal, $2,583
- Revenue, $5,967

- Total, $13,449
Carl R. Bieber, Inc. (d/b/a Bieber Tourways)
P.O. Box 180
Kutztown, PA 19530
Mr. Steven G. Haddad
610-683-7333
http://www.biebertours.com

Intercity Bus Program:
Serves 5 counties
Provides opportunities to travel into and outside of the state

Subsidized Route:
Reading – Philadelphia
Harrisburg – Reading
Harrisburg – Scranton
Pottsville – Philadelphia

Service Provided:
Scheduled Route Service
Charter
Group and Party Tours

Average Fare: $13.27
Average Passengers/Bus Trip 15
Average Trip Length 7.0 miles
Total # of Vehicles Required 10 coaches

Communities Served by Bieber Tourways:

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

Communities Served by Harrisburg – Reading:
Harrisburg, Hummelstown, Hershey, Palmyra, Annville, Lebanon, Myerstown, Sinking Spring, and Reading

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

Communities Served by Pottsville – Philadelphia:
Schuylkill Haven, Owigsburg, Hamburg, Shoemakersville, Reading, King of Prussia, and Philadelphia

OPERATING FUNDS (000’S)
$5,487

- Local, $2,139
- Revenue, $1,929
- State, $473
- Federal, $946
Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

**Total Passengers (000’s)**

**Operating Revenue Per Vehicle Mile**

**Total Bus Trips (000’s)**

**Operating Expenses Per Vehicle Mile**

**Revenue Vehicle Miles (000’s)**

**Total Subsidy Per Vehicle Mile**

Note: Bieber acquired Capitol Bus in FY 2009-10.
Fullington Auto Bus Company
P.O. Box 211, 316 East Cherry Street
Clearfield, PA 16830
Ms. Aerial Weisman
(President)
814-765-7871
http://www.fullingtontours.com

Intercity Bus Program:
Serves 15 counties
Provides opportunities to travel into
and outside of the state

Subsidized Route:
State College – Harrisburg
Pittsburgh – Bradford
State College – Wilkes Barre
State College – Pittsburgh
DuBois – Harrisburg
Hollidaysburg – State College

Service Provided:
Scheduled Route Service
Charter
Group and Party
School Bus

Average Fare: $14.77
Average Passengers/Bus Trip 14.6
Average Trip Length 11 miles
Total # of Vehicles Required 9 coaches

Communities Served by Fullington (operating as Fullington Trailways):

Communities Served by State College – Harrisburg:
State College, Lewistown, Mifflintown, Thompsonstown,
Millerton, Newport, Duncannon, and Harrisburg

Communities Served by Pittsburgh – Bradford:
Pittsburgh, Monroeville, Vandergrift, Apollo, Indiana,
Punxsutawney, Big Run, Sykesville, DuBois, Brockway,
Ridgway, Johnsonburg, Wilcox, Kane, and Bradford

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

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

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

Communities Served by Hollidaysburg – State College:
Hollidaysburg, Altoona, Penn State Altoona, Tyrone, and
State College

OPERATING FUNDS (000'S)
$2,336

Revenue, $896
Local, $509
State, $310
Federal, $621

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10
Greyhound Lines, Inc.
Office of State Government Affairs
361 West Main Street
Hendersonville, TN 37075-3321
Mr. Randy Isaacs
615-338-0847
http://www.greyhound.com

Intercity Bus Program:
Serves 17 counties
Provides opportunities to travel into and outside of the state

Subsidized Route:
Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

Service Provided:
Scheduled Route Service
Charter
Group and Party

Average Fare: $21.85
Average Passengers/Bus Trip 19.3
Average Trip Length 10 miles
Total # of Vehicles Required 12 coaches

Communities Served by Greyhound:

Communities Served by Philadelphia – Scranton:
Scranton, Tobyhanna, Mt. Pocono, Stroudsburg,
Easton, Pipersville, Doylestown, Willow Grove, and Philadelphia

Communities Served by Pittsburgh – Erie:
Pittsburgh, North Hills, Zelienople, New Castle, Mercer,
Meadville, Edinboro State University, and Erie

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

OPERATING FUNDS (000'S)
$3,168

Local, $408
State, $305
Federal, $609
Revenue, $1,846
Myers Coach Lines, Inc.

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

Intercity Bus Program:
Serves 3 counties
Provides opportunities to travel into and outside of the state

Subsidized Route:
Pittsburgh – Grove City

Service Provided:
Scheduled Route Service
Charter
Group and Party

Average Fare: $4.01
Average Passengers/Bus Trip 12.5
Average Trip Length 3.0 miles
Total # of Vehicles Required 2 coaches

Communities Served by Myers:

Communities Served by Pittsburgh – Grove City:
Pittsburgh, Etna, Glenshaw, Mt. Royal, Allison Park, Wildwood, Bakerstown, Cooperstown, Butler, Unionville, Stone Rock, Slippery Rock, and Grove City

OPERATING FUNDS (000’S)
$374

Revenue, $129
Local, $97
State, $50
Federal, $98
Myers Coach Lines, Inc.

Pennsylvania Public Transportation Performance Report – Fiscal Year 2009-10

Note: Myers corrected vehicle mile reporting in FY 2009-10.
Susquehanna Transit Company
P.O. Box U
Avis, PA 17721
Carl W. Kephart
(President)
570-753-5125
http://www.susquehannabus.com

InterCity Bus Program:
Serves 20 counties
Provides opportunities to travel into and outside of the state

Subsidized Route:
Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira

Service Provided:
Scheduled Route Service
Charter
Group and Party
School Bus

Average Fare: $16.55
Average Passengers/Bus Trip 15.8
Average Trip Length 9.0 miles
Total # of Vehicles Required 13

Communities Served by Susquehanna (operating as Susquehanna Trailways):

Communities Served by Williamsport – Philadelphia:
Lock Haven, Williamsport, Lewisburg, Sunbury, Shamokin, Kulpmont, Mt. Carmel, Ashland, Girardville, Frackville, Shenandoah, Mahanoy City, Danville, Bloomsburg, Berwick, Hazleton, Hometown, Tamaqua, Coaldale, Lansford, Nesquehoning, Stroudsburg, Beaver Meadows, Hudsondale, Jim Thorpe, Lehighton, Allentown, Coopersburg, Quakertown, Doylestown, Willow Grove, and Philadelphia

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

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

Revenue, $1,167
Local, $454
State, $154
Federal, $309

OPERATING FUNDS (000'S)
$2,084
Susquehanna Transit Company

Operating Expense per Passenger

Operating Revenue Per Vehicle Mile

Operating Expenses Per Vehicle Mile

Total Subsidy Per Vehicle Mile

Total Passengers (000's)

Total Bus Trips (000's)

Revenue Vehicle Miles (000's)

Total Passengers (000's)

Total Bus Trips (000's)

Revenue Vehicle Miles (000's)
Section 6

Commuter Rail
Amtrak’s Presence in Pennsylvania – FY 2009-10

- Employed over 2,600 Pennsylvania residents
- Paid over $181 million in wages to PA employees
- Expended over $265 million for goods/services
- Operated 120 daily trains in Pennsylvania
- Processed over 3.7 million passengers at Philadelphia’s 30th Street Station (Amtrak’s third-busiest station)
- Served 24 stations throughout Pennsylvania
- Carried over 5.7 million total riders in Pennsylvania
## Commuter Rail Program

### Keystone Corridor Service

<table>
<thead>
<tr>
<th>Performance Data</th>
<th>FY08-09</th>
<th>FY09-10</th>
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<tbody>
<tr>
<td>Annual Train Miles</td>
<td>439,678</td>
<td>439,678</td>
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<tr>
<td>Expense per Train Mile</td>
<td>$37.01</td>
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<tr>
<td>Subsidy per Train Mile</td>
<td>$18.56</td>
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<td>Annual Car Miles</td>
<td>2,198,389</td>
<td>2,166,381</td>
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<td>Average Passenger Fare</td>
<td>$15.41</td>
<td>$15.46</td>
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<td>Average Passenger Load</td>
<td>50</td>
<td>51</td>
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<tr>
<td>Average Passenger Trip Miles</td>
<td>77</td>
<td>76</td>
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<td>Annual Cost Recovery</td>
<td>49%</td>
<td>48%</td>
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<td>Keystone Passengers</td>
<td>1,229,052</td>
<td>1,277,075</td>
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<td>Keystone Passenger Miles</td>
<td>108,562,504</td>
<td>112,475,416</td>
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<td>Annual State Subsidy</td>
<td>$8,162,503</td>
<td>$9,094,346</td>
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<tr>
<td>Annual Passenger Revenue</td>
<td>$7,988,939</td>
<td>$8,230,078</td>
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</table>

### Revenue per Passenger Mile

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**

### Subsidy per Passenger Mile

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**

### Total Keystone Ridership (000's)

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**

### Keystone Revenue (000's)

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**

### Total Keystone Passenger Miles (000's)

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**

### Subsidy per Train Mile

- **FY05-06**
- **FY06-07**
- **FY07-08**
- **FY08-09**
- **FY09-10**
Section 7

Glossary of Terms
Urban and Rural Systems


Act 44 Section 1513 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.

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 or 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 or 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 percent) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Average Shared-Ride 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.
Glossary of Terms

Cost to the Commonwealth per Senior Citizen Trip: The average amount of Lottery funds reimbursed through the Shared-Ride Program for Senior Citizens for a one-way passenger trip for persons 65 and older. The amount is equal to approximately 85 percent of the average shared-ride fare.

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.

MATP: Medical Assistance Transportation Program (NEMT – non-emergency medical transportation) funded by the Pennsylvania Department of Public Welfare.

Public 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 predetermined 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.

PwD: Rural Transportation Program for Persons with Disabilities. Persons with disabilities pay a portion (approximately 15 percent) 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.

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.

Commuter Rail

Train Miles: The number of miles when a train is “in service” and available for public use.