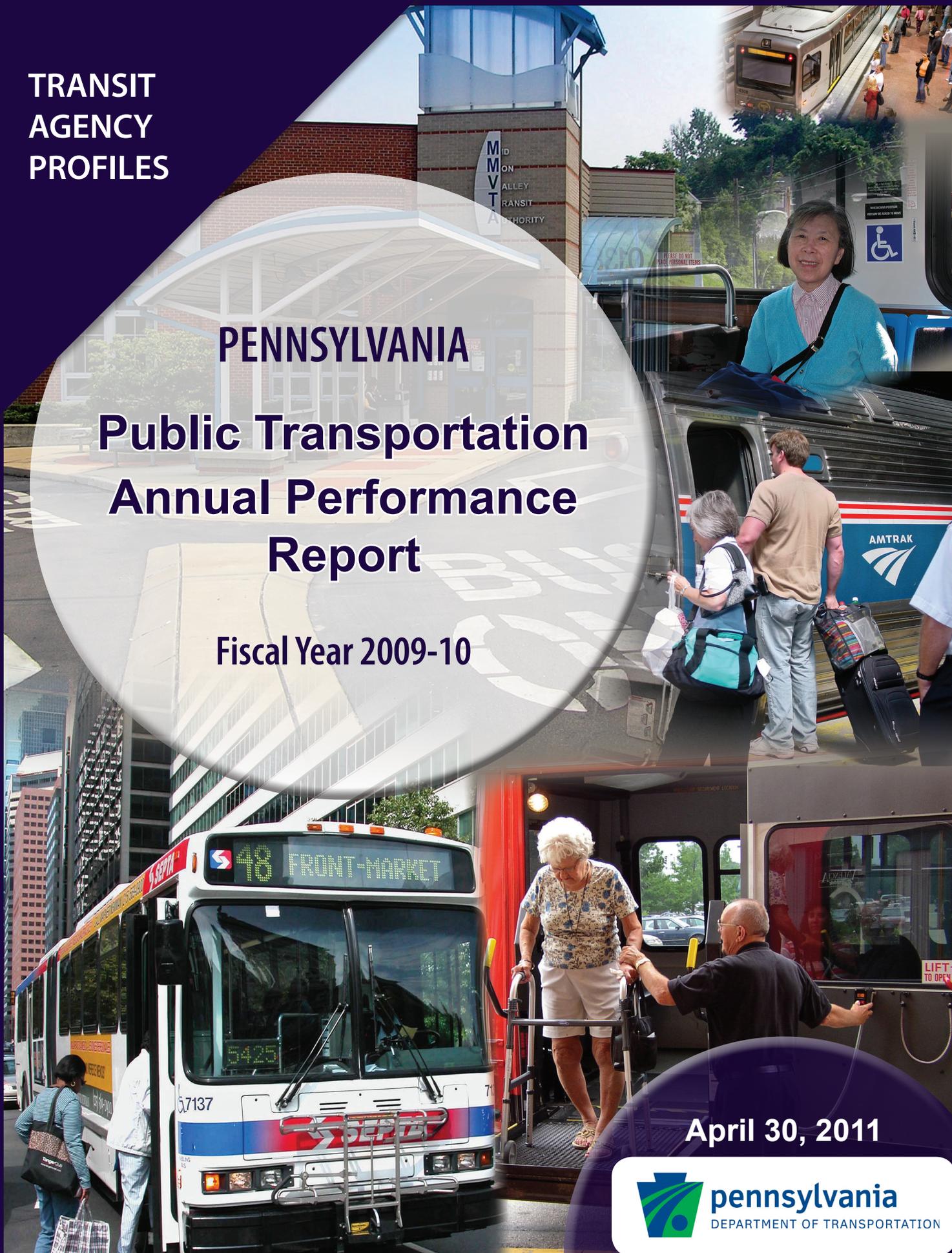


**TRANSIT
AGENCY
PROFILES**

PENNSYLVANIA

**Public Transportation
Annual Performance
Report**

Fiscal Year 2009-10



April 30, 2011



pennsylvania
DEPARTMENT OF TRANSPORTATION

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](http://www.dot.state.pa.us/Public%20Transportation/Bureau%20of%20Public%20Transportation/Bureau%20Publications). The individual transit system performance reviews can be accessed through the same web site 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



Elizabethtown Train Station

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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

Agency Name	County of Lebanon Transit (dba COLT/LT)	
Year Founded	1979	
National Transit Database Reporting Year	2008	
Service Area (square miles)	362	
Service Area Population	120,327	
Type of Service Provided	Fixed-Route Bus	Demand Response
Vehicles Operated in Maximum Service	13	13
Annual Revenue Miles of Service	444,000	312,000
Annual Revenue Hours of Service	32,700	24,000
Annual Passenger Trips	306,000	61,000
Employees (full-time/part-time)	31/4	21/2
Annual Operating Budget	\$2.2 million	\$1.1 million
Annual Fare Revenues	\$323,700	\$979,100
Farebox Revenues / Total Operating Cost	15%	88%
Administrative Cost / Total Operating Cost	39%	36%
Operating Cost / Revenue Mile	\$4.95	\$3.53
Operating Cost / Revenue Hour	\$71.63	\$45.83
Passengers / Revenue Hour	9.79	2.54
Operating Revenue / Revenue Hour	\$13.39	\$40.80
Operating Cost / Passenger	\$7.32	\$18.03

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.

Performance Criteria		Determination	Rank	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2008	In Compliance	12	Worse	9.79	13.48
	Trend	In Compliance	5	Worse	1.78%	2.43%
Operating Cost / Revenue Hour	2008	In Compliance	10	Worse	\$71.63	\$66.11
	Trend	At Risk	13	Worse	13.54%	4.81%
Operating Revenue / Revenue Hour	2008	In Compliance	8	Better	\$13.39	\$13.12
	Trend	In Compliance	5	Better	10.27%	8.66%
Operating Cost / Passenger	2008	In Compliance	13	Worse	\$7.32	\$5.55
	Trend	At Risk	14	Worse	11.55%	2.60%

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 tend 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:

Performance Criteria	2008 Value	2010 Value	2015 Standard	Average Annual Increase 2010-2015
Passengers / Revenue Hour	9.79	9.71	10.71	At least 2% per year
Operating Cost / Revenue Hour	\$71.63	\$76.76	\$88.99	No more than 3% per year
Operating Revenue / Revenue Hour	\$13.39	\$12.06	\$13.30	At Least 2% per year
Operating Cost / Passenger	\$7.32	\$7.91	\$8.31	No more than 1.0% per year

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

Agency Name	Fayette Area Coordinated Transportation (FACT)	
Year Founded	2000	
National Transit Database Reporting Year	2008	
Service Area (square miles)	812	
Service Area Population	148,644	
Type of Service Provided	Fixed-Route Bus	Demand Response
Vehicles Operated in Maximum Service	9	42
Annual Revenue Miles of Service	562,851	819,214
Annual Revenue Hours of Service	32,123	49,465
Annual Passenger Trips	108,025	122,374
Employees (full-time/part-time)	11	16
Annual Operating Budget	\$1,497,145	\$1,998,941
Annual Fare Revenues	\$109,841	\$35,343
Farebox Revenues / Total Operating Cost	7.34%	1.77%
Administrative Cost / Total Operating Cost	17.07%	26.12%
Operating Cost / Revenue Mile	\$2.66	\$2.44
Operating Cost / Revenue Hour	\$46.61	\$40.41
Passengers / Revenue Hour	3.36	2.47
Operating Revenue / Revenue Hour	\$7.71	\$3.50
Operating Cost / Passenger	\$13.86	\$12.33

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.

Performance Criteria		Determination	Rank	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2008	At Risk	14	Worse	3.36	13.80
	Trend	At Risk	13	Worse	-8.16%	3.30%
Operating Cost / Revenue Hour	2008	In Compliance	3	Better	\$46.61	\$64.18
	Trend	In Compliance	1	Better	-2.65%	11.24%
Operating Revenue / Revenue Hour	2008	At Risk	12	Worse	\$7.71	\$13.64
	Trend	In Compliance	3	Better	20.94%	11.91%
Operating Cost / Passenger	2008	At Risk	14	Worse	\$13.86	\$5.61
	Trend	In Compliance	8	Better	6.00%	7.57%

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:

Performance Criteria	2008 Value	2010 Value	2015 Standard	Average Annual Increase 2010-2015
Passengers / Revenue Hour	3.36	4.61	5.34	At least 3% per year
Operating Cost / Revenue Hour	\$46.61	\$68.37	\$79.26	No more than 3% per year
Operating Revenue / Revenue Hour	\$7.71	\$10.47	\$12.17	At Least 3% per year
Operating Cost / Passenger	\$13.86	\$14.83	\$14.83	No more than 0.0% per year

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.

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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



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



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

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



Act 44 Operating Assistance

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



Fare Information

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



Total Fleet Size

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



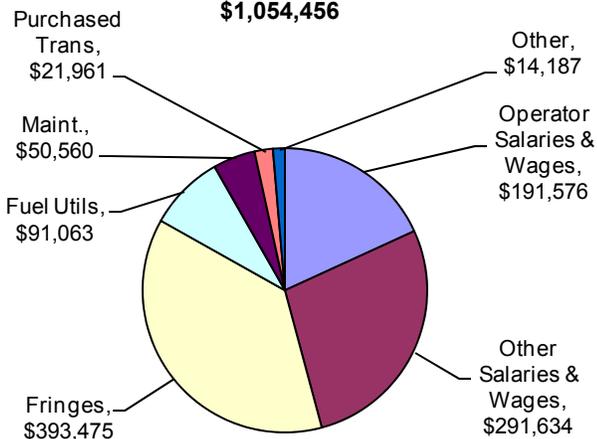
Employees

	Full-Time	Part-Time
Fixed-Route:	9,102	139
Paratransit:	87	0
System-wide:	9,189	139

OPERATING BUDGET

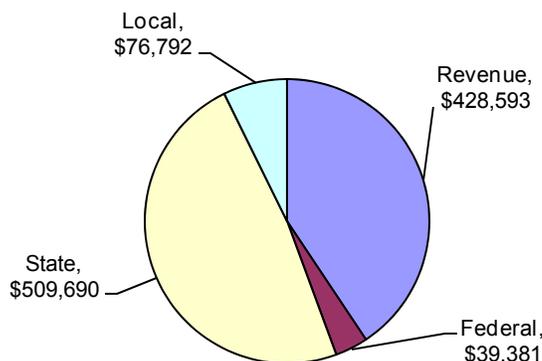
OPERATING EXPENSE (000's)

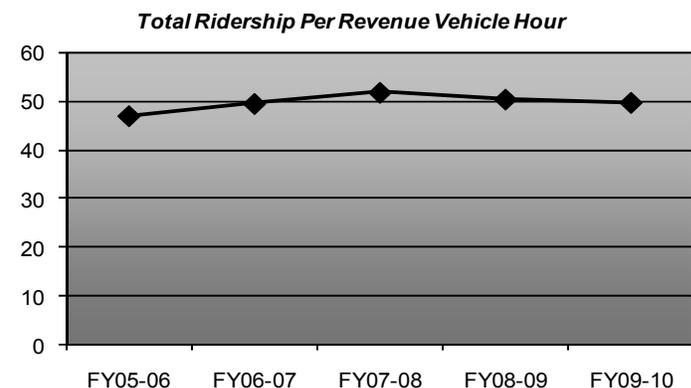
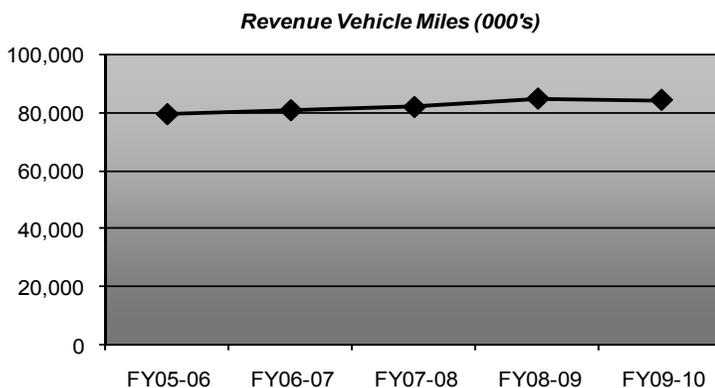
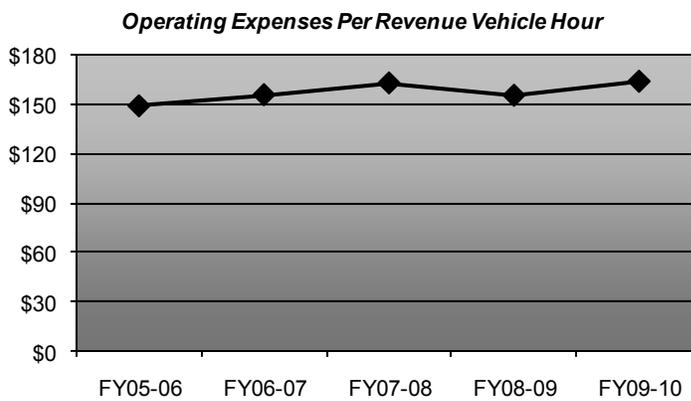
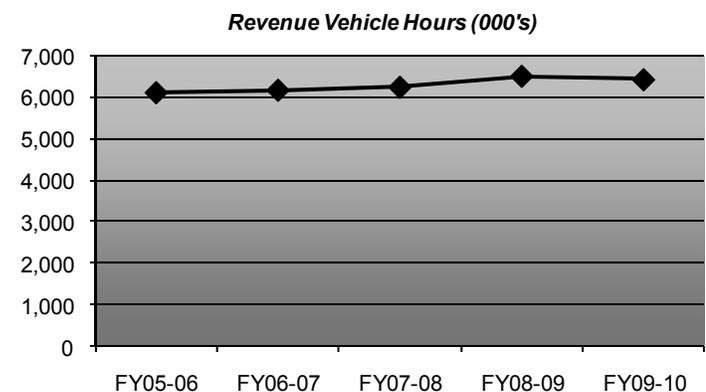
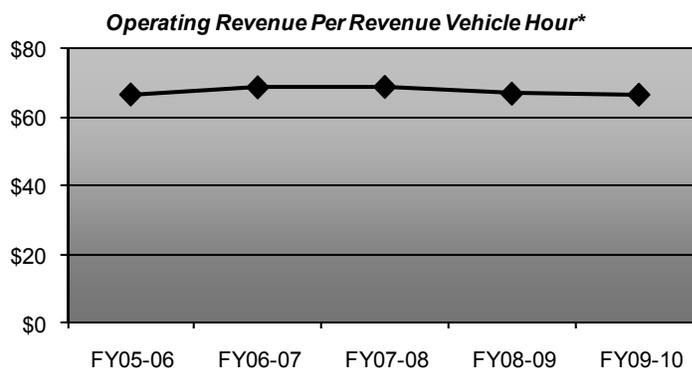
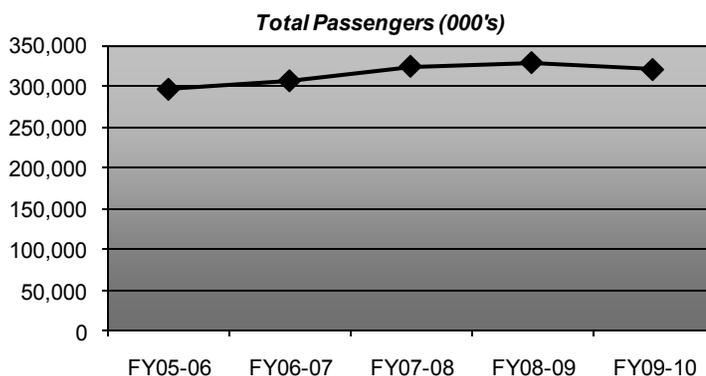
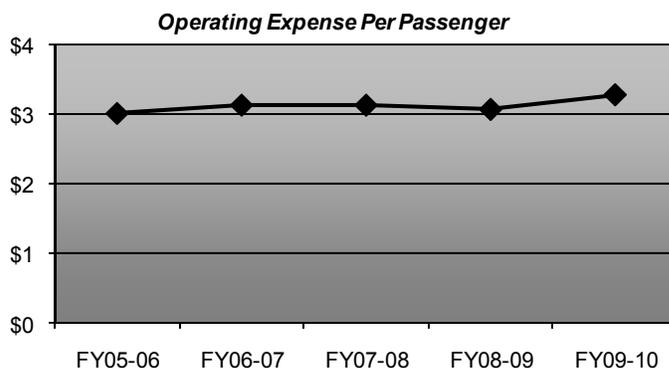
\$1,054,456



OPERATING FUNDS (000's)

\$1,054,456





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

URBAN SYSTEMS

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

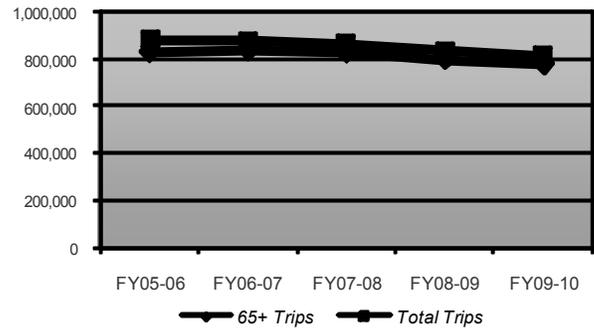
Average Shared-Ride Fare: \$21.88
Cost to Commonwealth per Senior Citizen Trip: \$24.96
Last Base Fare Increase: July 2007

Trip Information

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



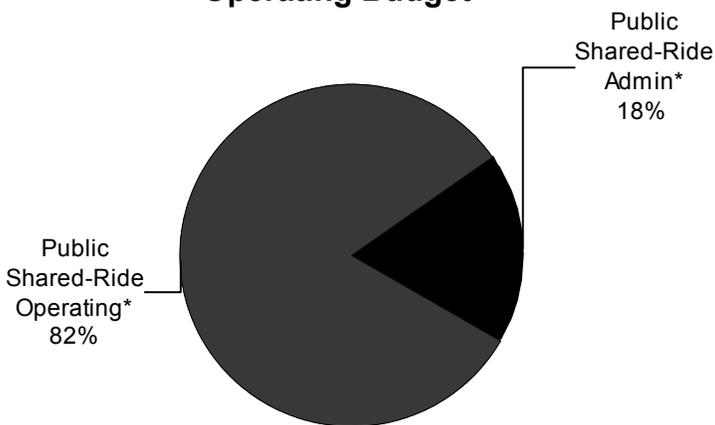
Public Service Ridership



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

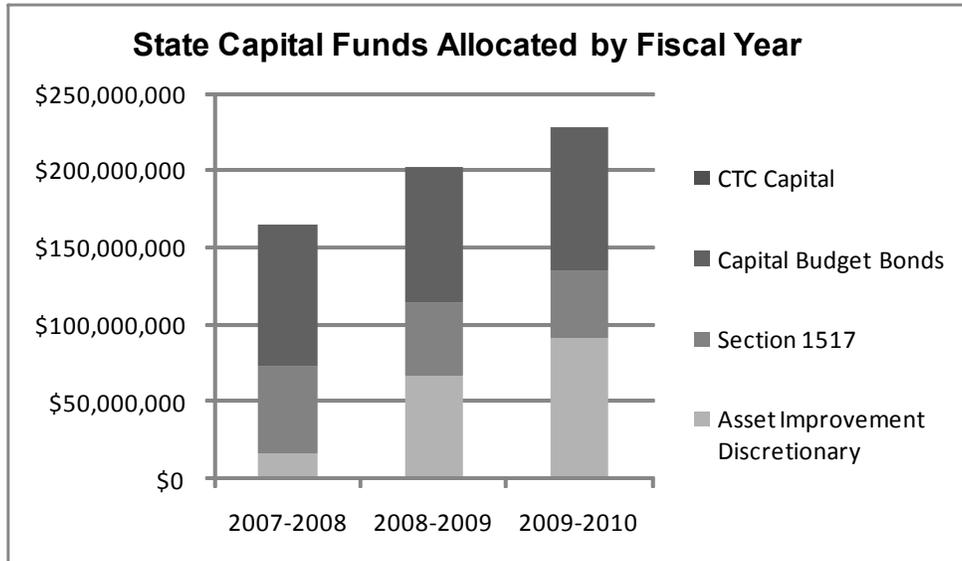
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 1,524,324	7%
Lottery	\$ 17,056,060	78%
Area Agency on Aging	\$ 1,556,089	7%
Other	\$ 89,059	less than 1%
Subsidy	\$ 1,787,586	8%
Total	\$ 22,013,118	100%



*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.



**Lansdale-Doylestown Line
Ambler Station, Montgomery County,
Improvement Project**

- Total Project Cost: \$8 million
- Number of Jobs Created** = 191

The Ambler Station project improved operations and safety by relocating the outbound platform directly opposite to the inbound platform and adjacent to the main parking lot. This project provides full ADA accessibility with improved passenger amenities. Ambler is one of three high-ridership stations on the Lansdale Line that had increasing dwell times which have been alleviated with the use of high-level platforms.



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



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

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



Service Area Statistics (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	Part-Time
Fixed-Route:	2,892	0
Paratransit:	435	0
System-wide:	3,327	0



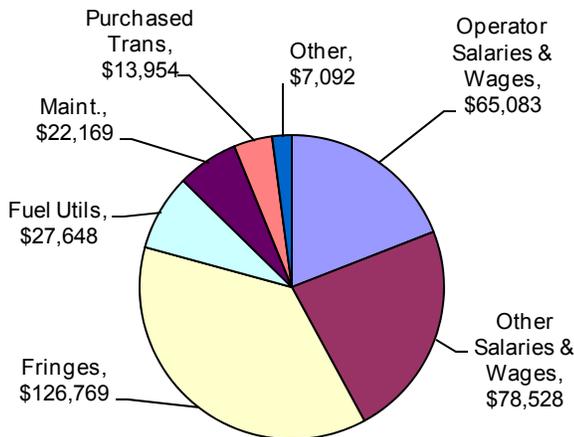
Act 44 Operating Assistance
 Operating Assistance: \$184,457,990
 Required Local Match: \$27,668,699



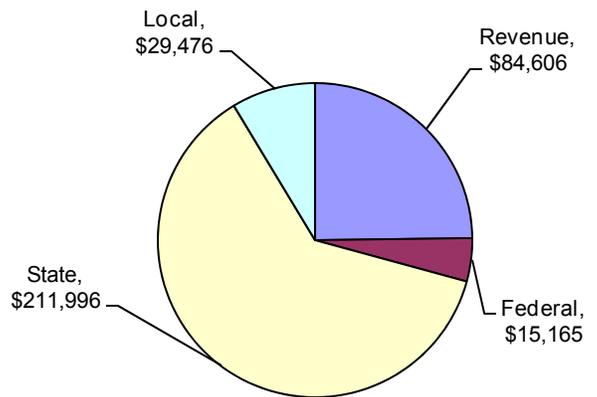
Total Fleet Size
 Fixed-Route: 931
 Paratransit: 402
 System-wide: 1,333

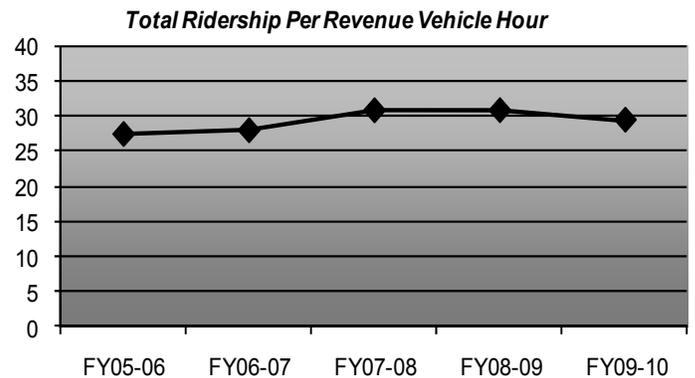
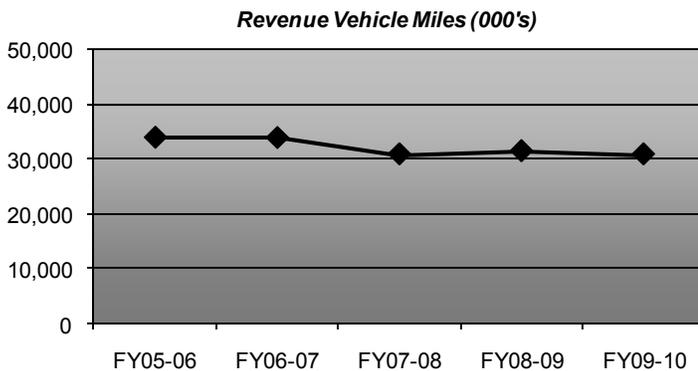
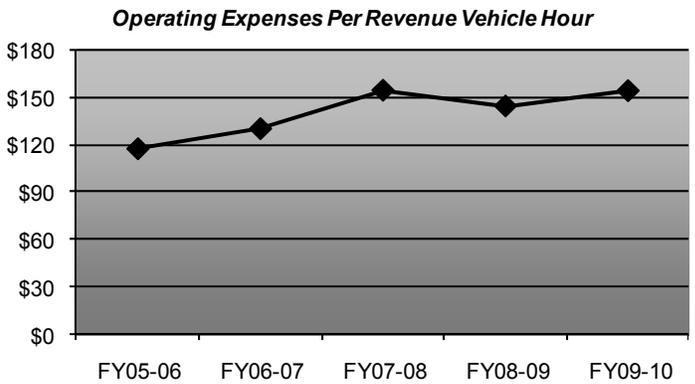
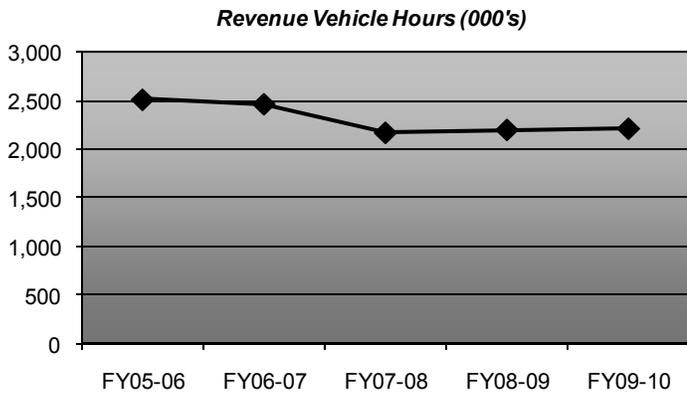
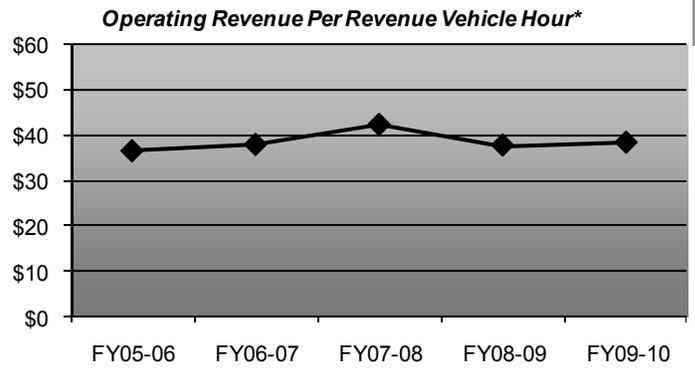
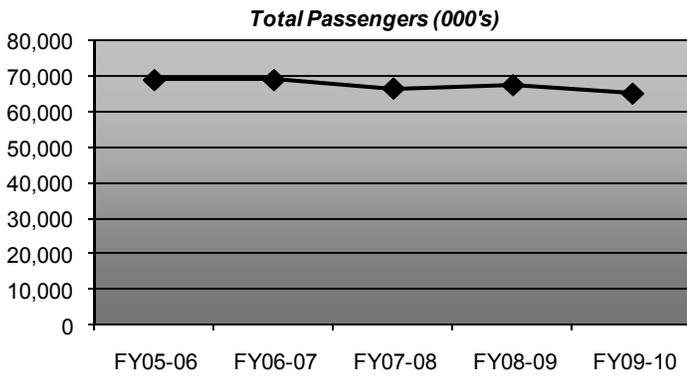
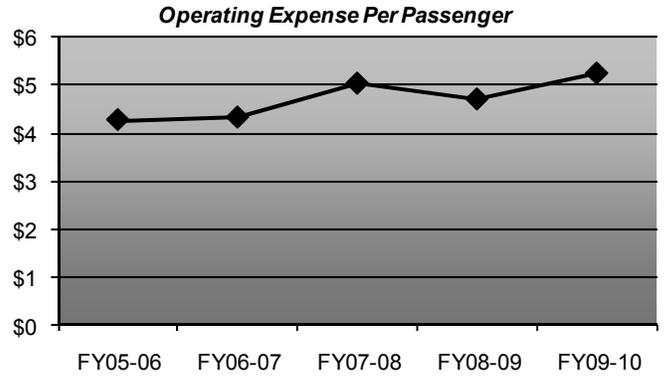
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$341,243



OPERATING FUNDS (000's)
\$341,243





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

URBAN SYSTEMS

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

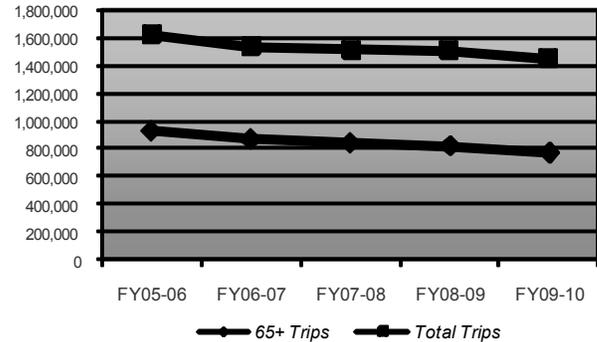
Average Shared-Ride Fare: \$19.88
Cost to Commonwealth per Senior Citizen Trip: \$15.42
Last Base Fare Increase: July 2008

Trip Information

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



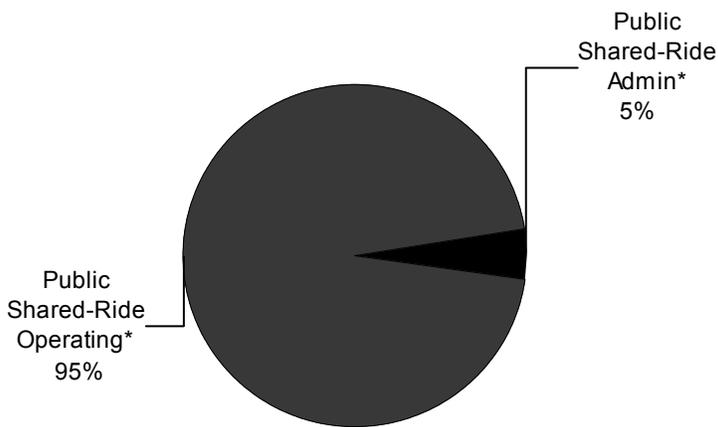
Public Service Ridership



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

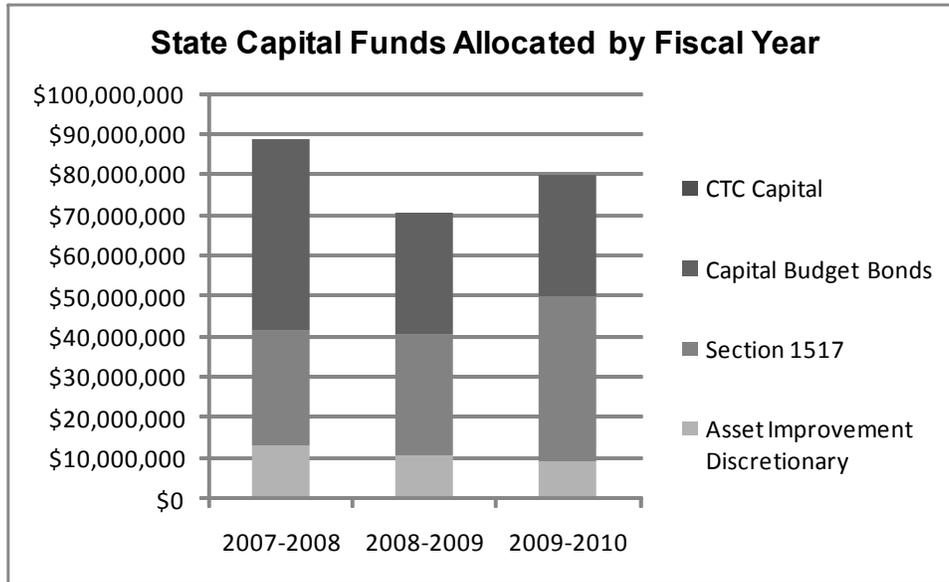
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 1,200,733	6%
Lottery	\$ 11,063,562	57%
Area Agency on Aging	\$ 914,672	5%
Medical Assistance	\$ 3,719,559	19%
Other	\$ 1,817,879	9%
Subsidy	\$ 785,376	4%
Total	\$ 19,501,781	100%



*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.



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



House District

Blair: 79, 80, 81

Senate District

Blair: 30



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	Part-Time
Fixed-Route:	40	7
Paratransit:	0	1
System-wide:	40	8



Act 44 Operating Assistance

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

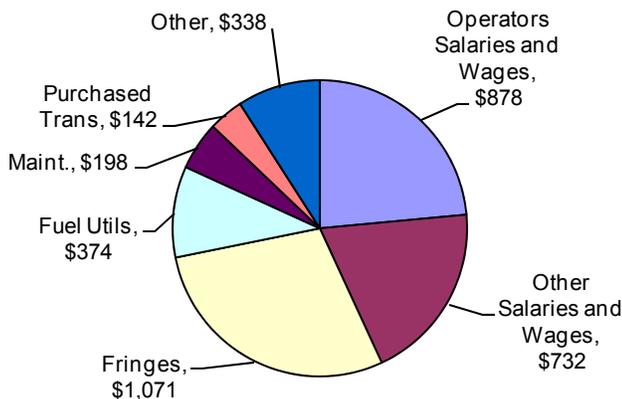


Total Fleet Size

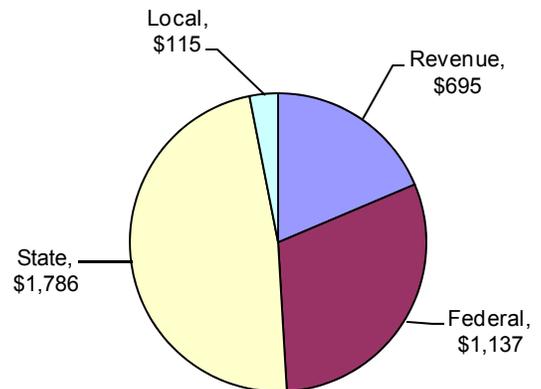
Fixed-Route:	30
Paratransit:	22
System-wide:	52

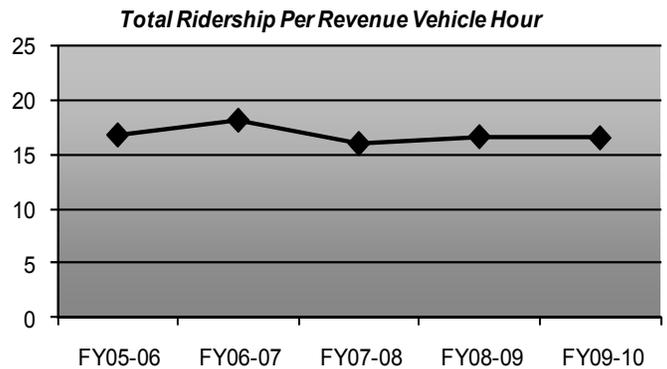
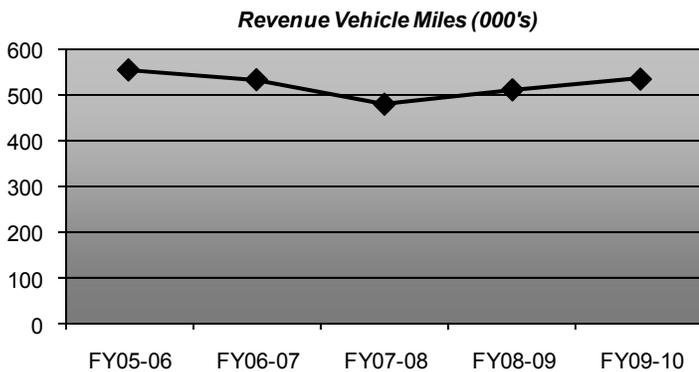
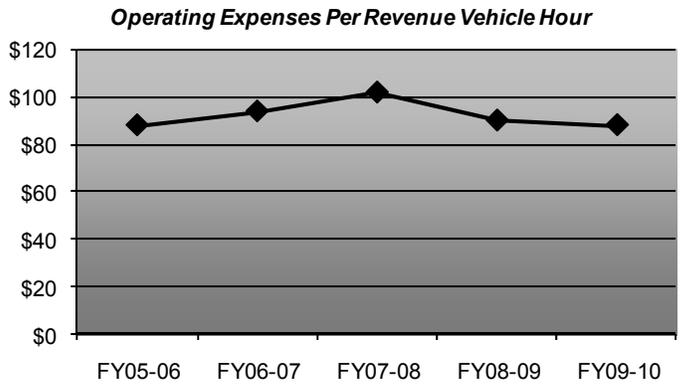
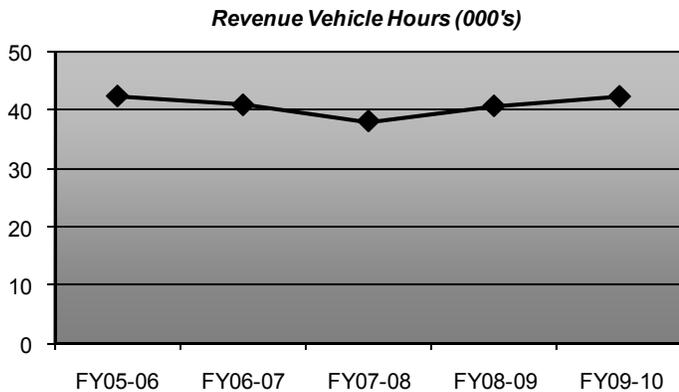
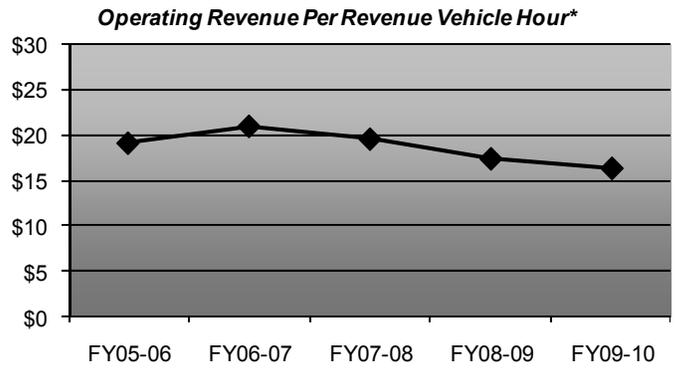
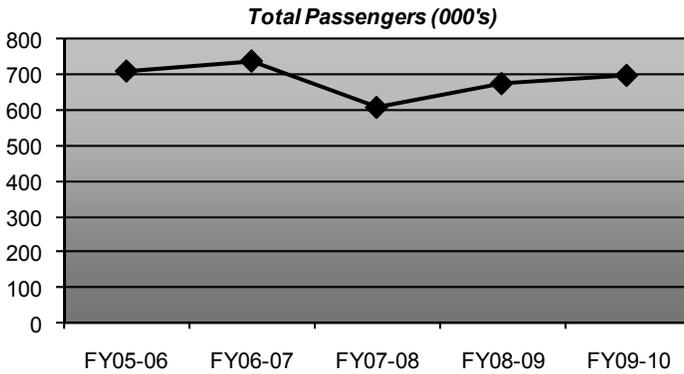
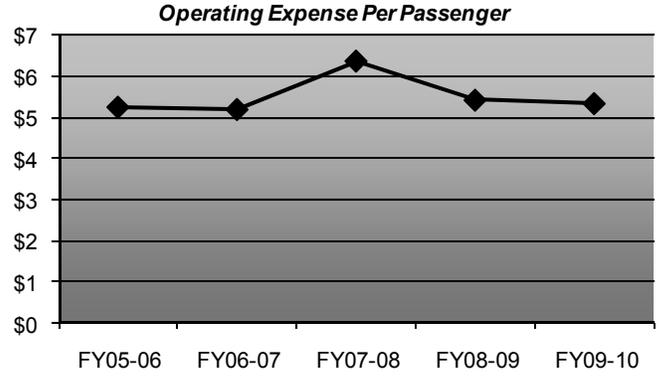
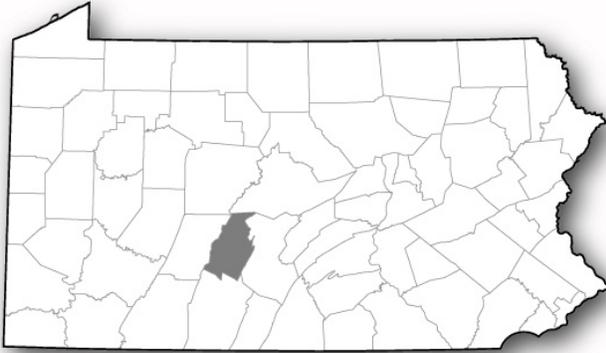
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$3,733



OPERATING FUNDS (000's)
\$3,733

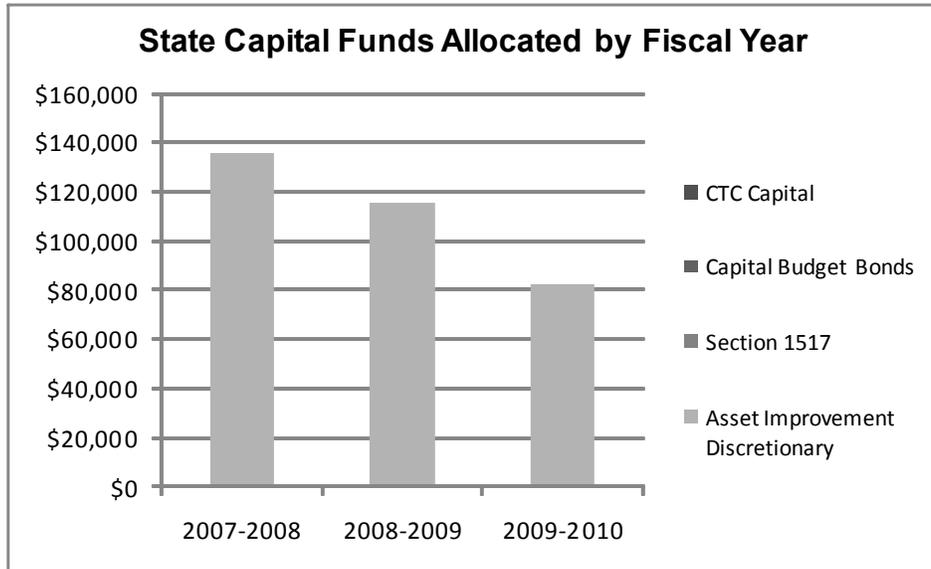




Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

Community transportation provided by Blair Senior Services, Inc., in Blair County (see page 176).



*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.



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."



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

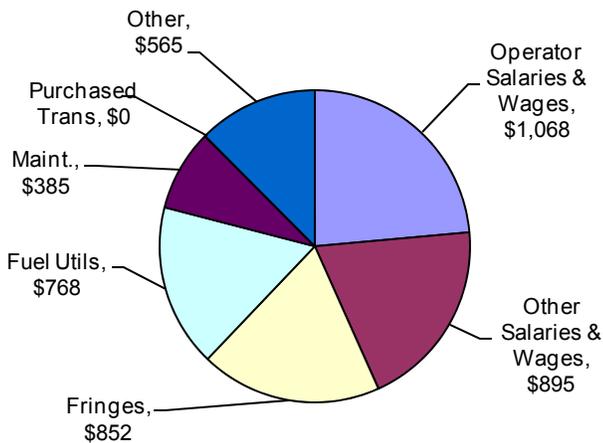


Total Fleet Size

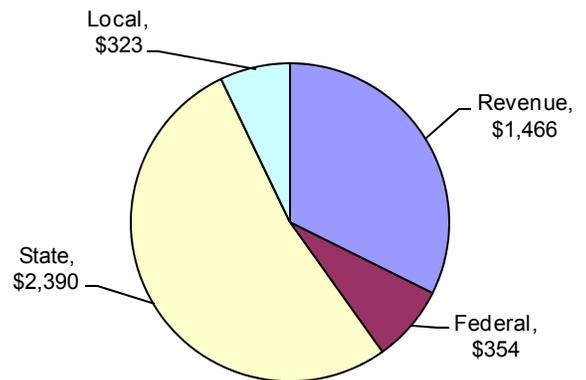
Fixed-Route:	25
Paratransit:	23
System-wide:	48

OPERATING BUDGET

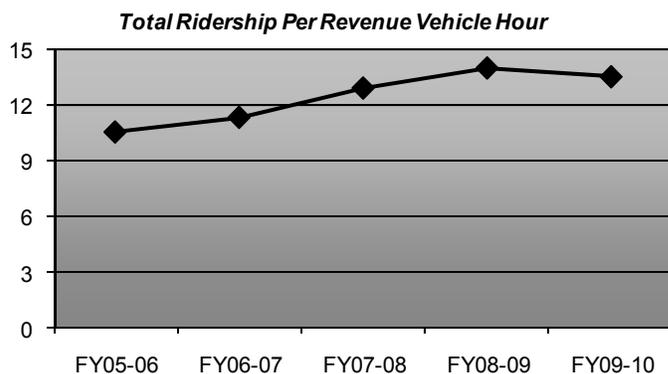
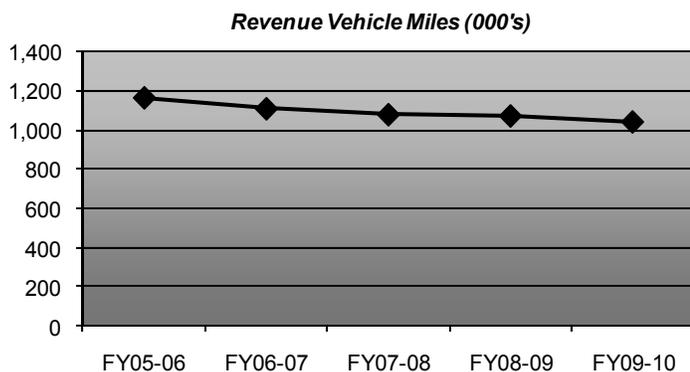
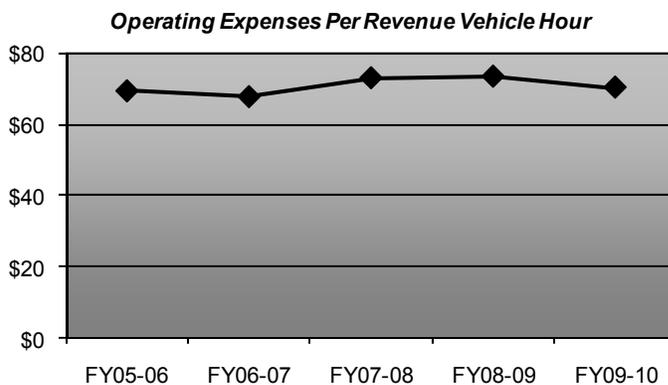
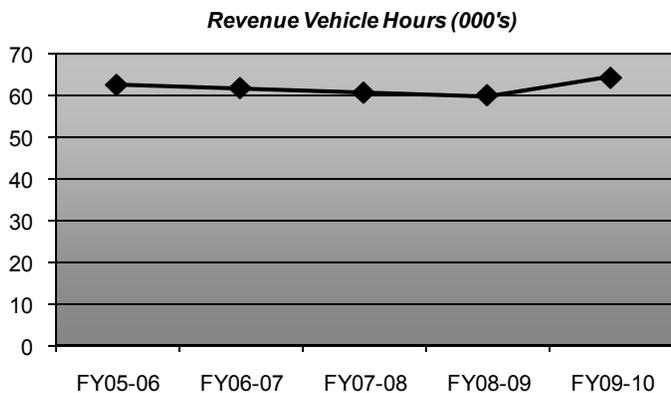
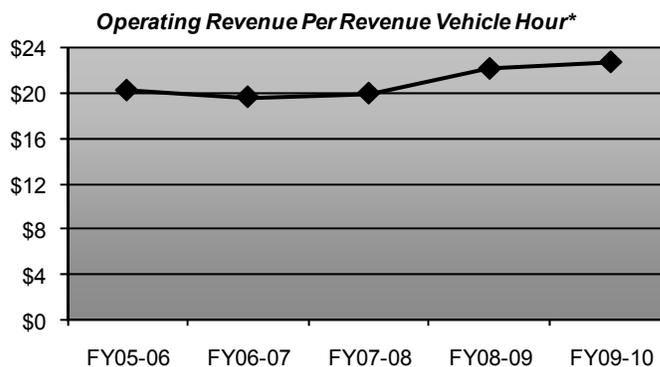
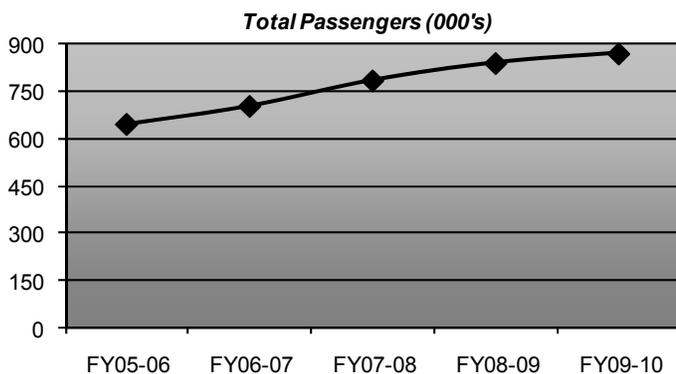
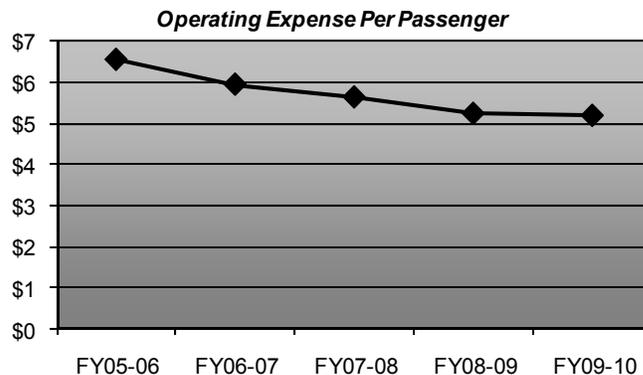
OPERATING EXPENSE (000's)
\$4,533



OPERATING FUNDS (000's)
\$4,533



*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

URBAN SYSTEMS

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%

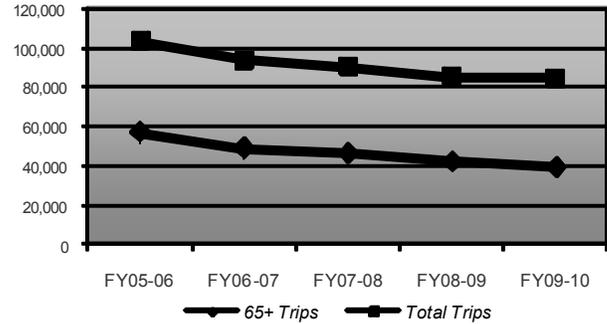
Total Fleet Size
 Community Transportation: 25

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



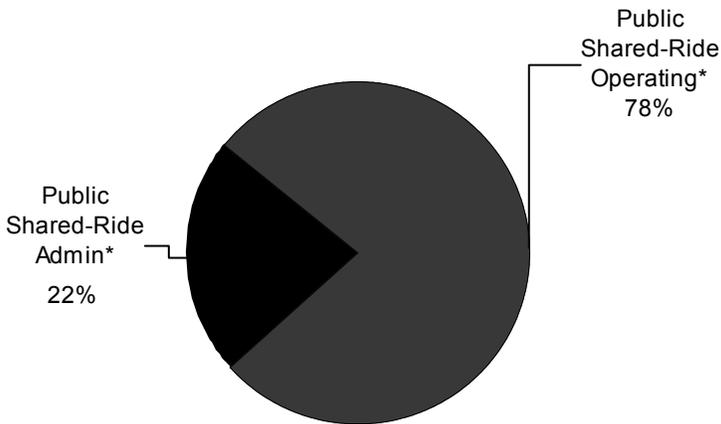
Public Service Ridership



PwD Program Start Date: 5/1/03
 PwD FY09-10 Trips: 761
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

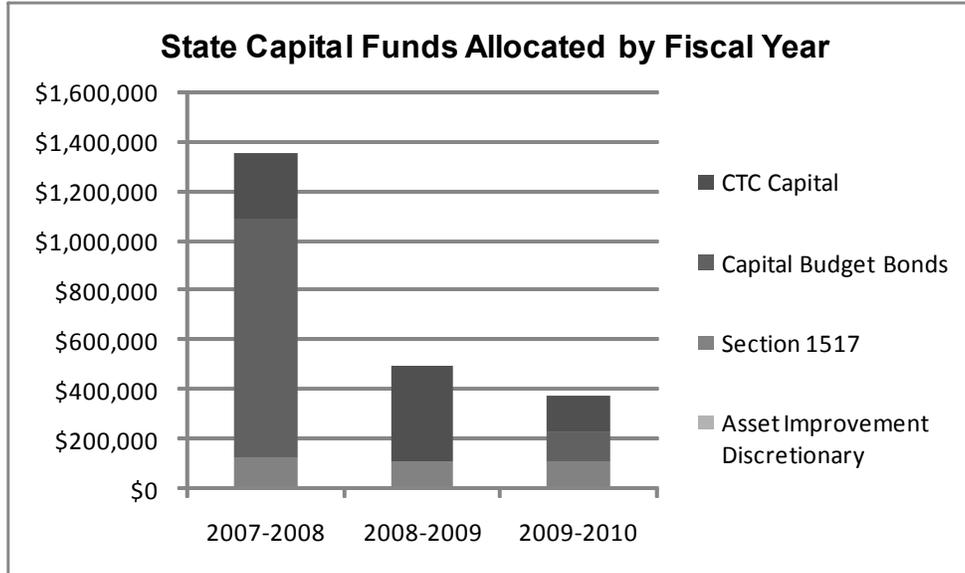
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 113,540	5%
Lottery	\$ 652,980	31%
Persons with Disabilities Program	\$ 12,176	1%
Area Agency on Aging	\$ 93,548	4%
Medical Assistance Transportation Program	\$ 414,629	20%
MH/MR	\$ 116,708	6%
Other	\$ 12,791	1%
Subsidy	\$ 666,617	32%
Total	\$ 2,082,989	100%



*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.



Rochester Roundabout

- Total Project Cost: \$1,600,000
- Number of Jobs Created** = 38

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."



Berks Area Regional Transportation Authority (BARTA)

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



Service Area Statistics (2000 Census)

Square Miles: 864
Population: 373,638



Fare Information

Fixed-Route Base: \$1.60
Fixed-Route Avg: \$1.08
Last Base Fare Increase: Jan 2007 (10%)



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	Part-Time
Fixed-Route:	98	4
Paratransit:	53	2
System-wide:	151	6



Act 44 Operating Assistance

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

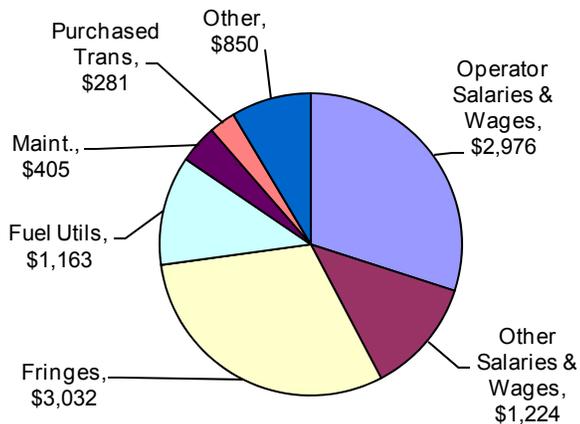


Total Fleet Size

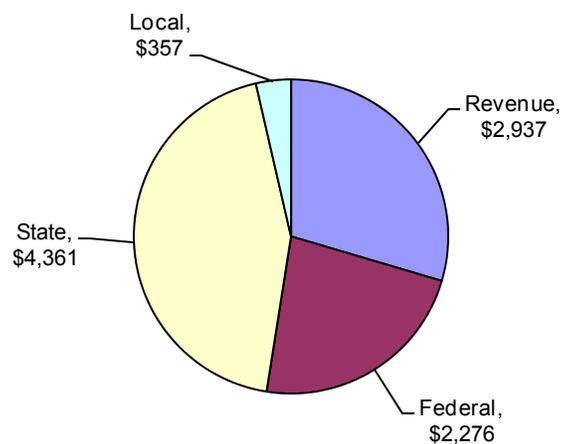
Fixed-Route:	53
Paratransit:	40
System-wide:	93

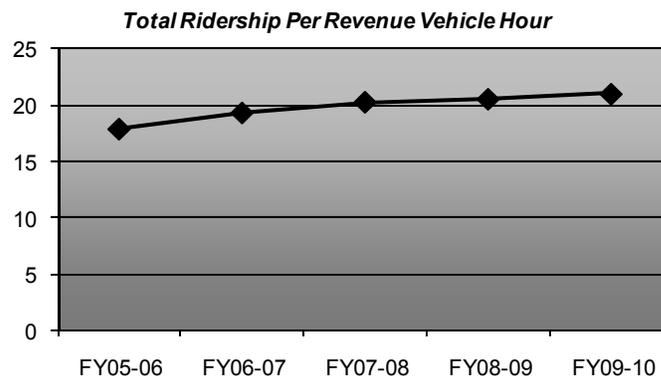
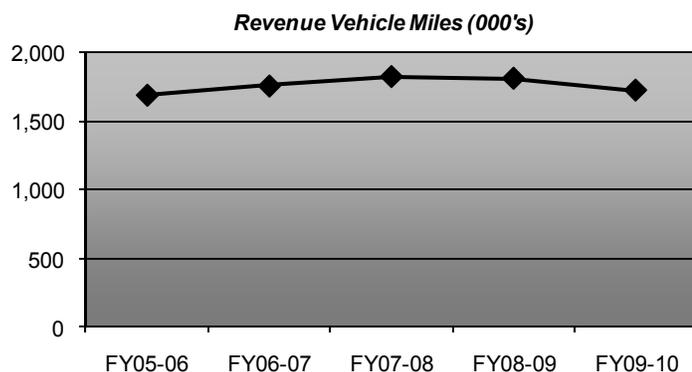
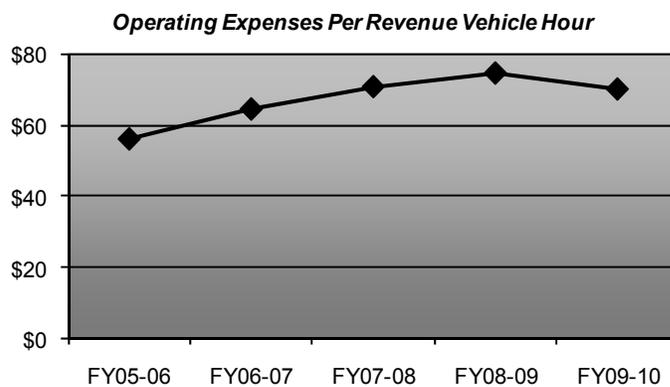
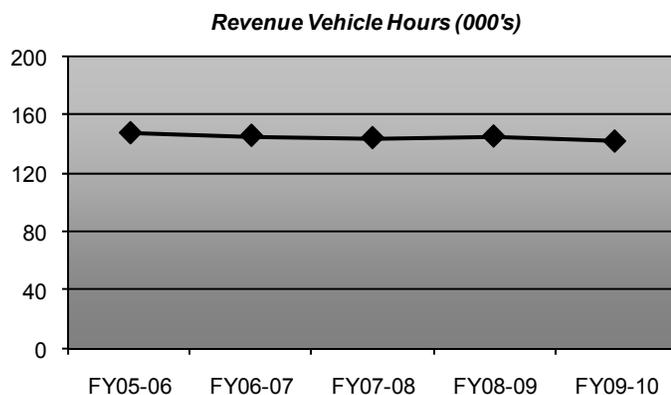
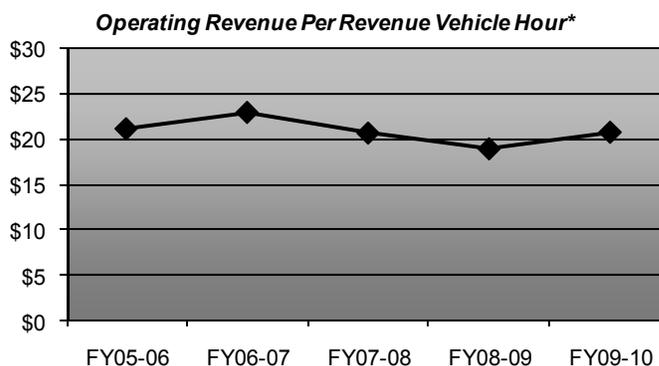
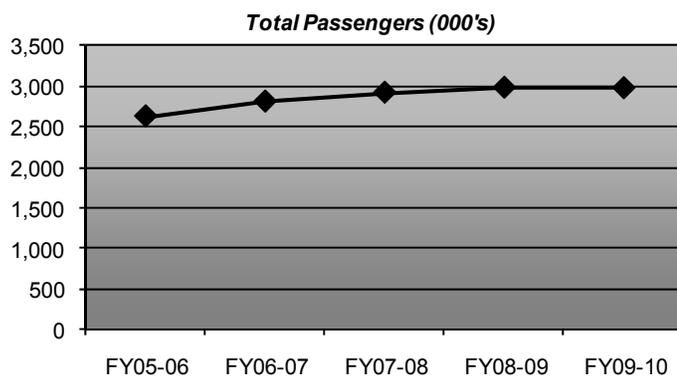
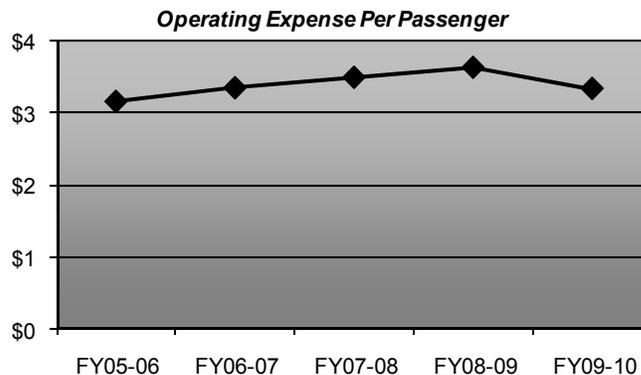
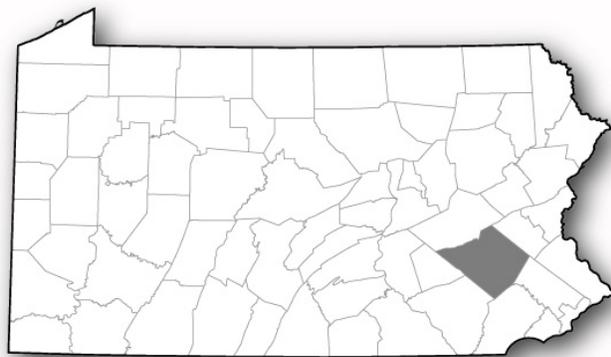
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$9,931



OPERATING FUNDS (000's)
\$9,931





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

URBAN SYSTEMS

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

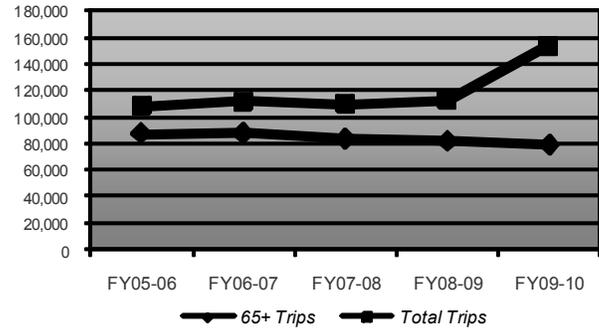
Average Shared-Ride Fare: \$10.33
 Cost to Commonwealth per Senior Citizen Trip: \$9.81
 Last Base Fare Increase: Jan 2007

Trip Information

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



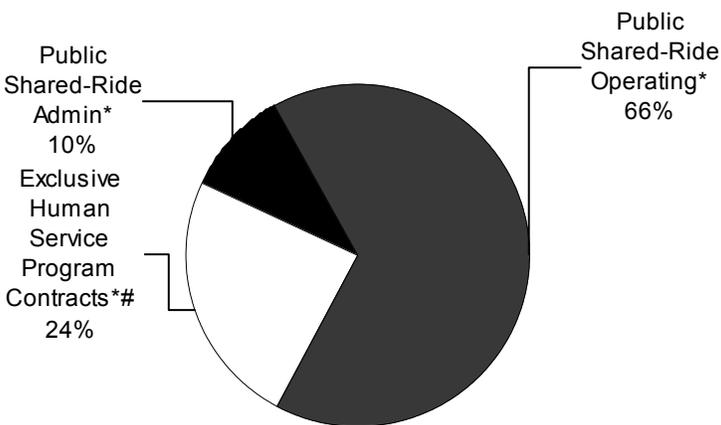
Public Service Ridership



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

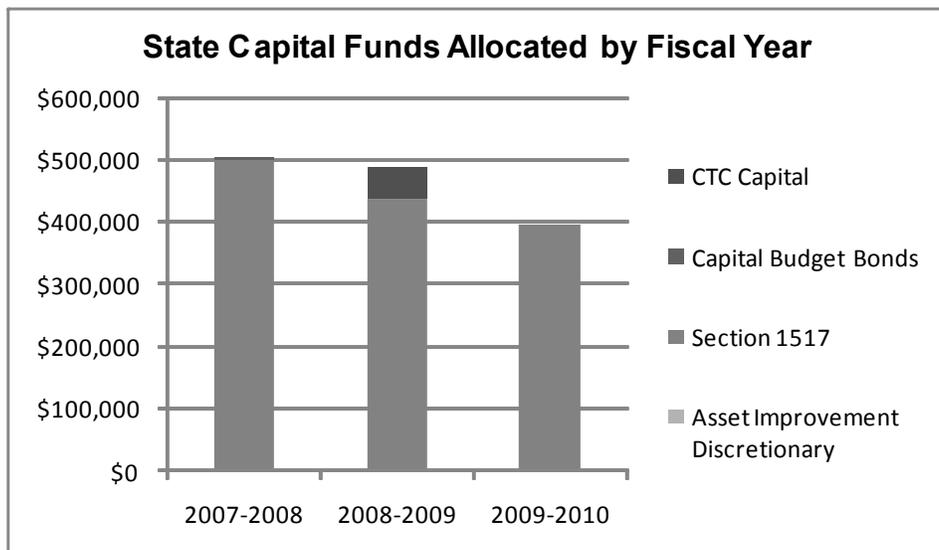
Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 79,438	2%
Lottery	\$ 773,917	18%
Persons with Disabilities Program	\$ 24,858	1%
Area Agency on Aging	\$ 149,374	3%
Medical Assistance Transportation Program	\$ 1,770,743	42%
MH/MR	\$ 140,488	3%
Other	\$ 23,350	1%
Subsidy	\$ 1,256,826	30%
Total	\$ 4,218,994	100%



*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.



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."



Cambria County Transit Authority (CamTran)
 726 Central Avenue
 Johnstown, PA 15902
 Ms. Rose Lucey-Noll
 (Executive Director)
 814-535-5526 Ext. 201
www.camtranbus.com



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



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



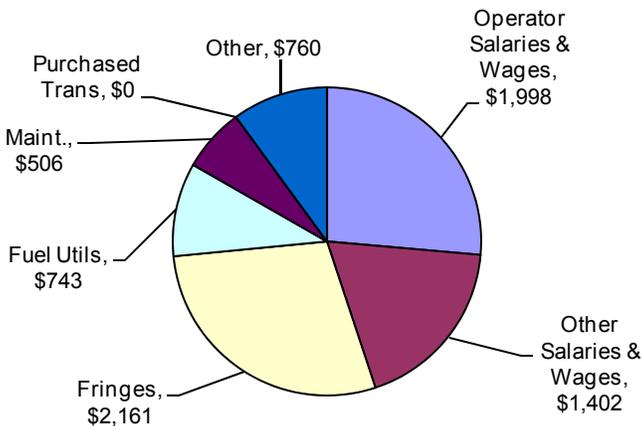
Act 44 Operating Assistance
 Operating Assistance: \$5,617,749
 Required Local Match: \$546,515



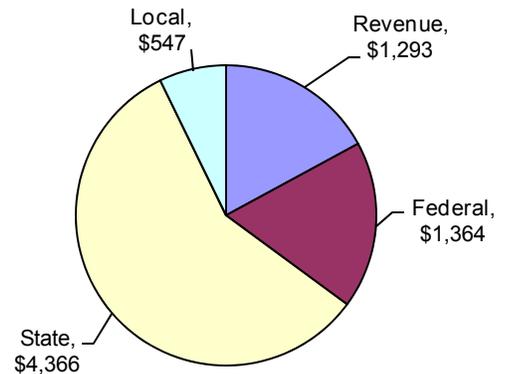
Total Fleet Size
 Fixed-Route: 47
 Paratransit: 9
 System-wide: 56

OPERATING BUDGET

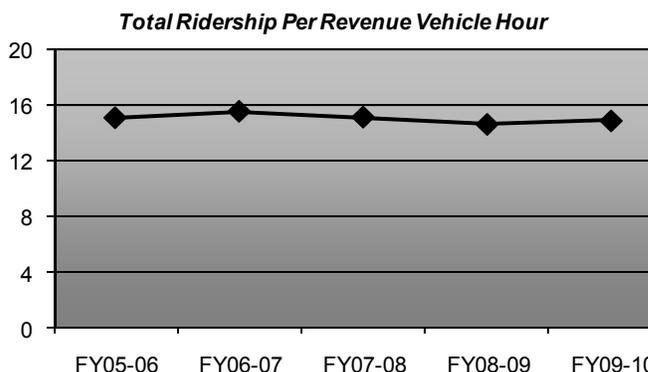
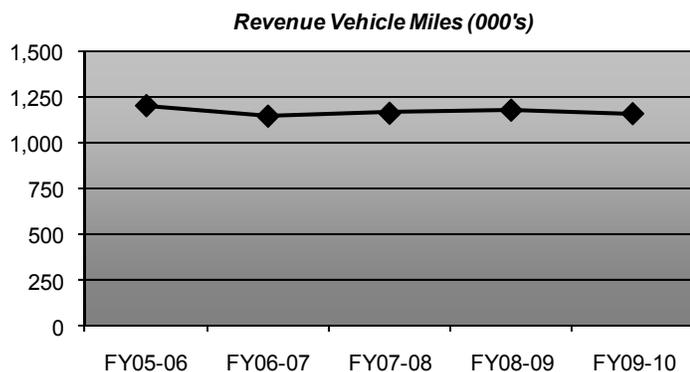
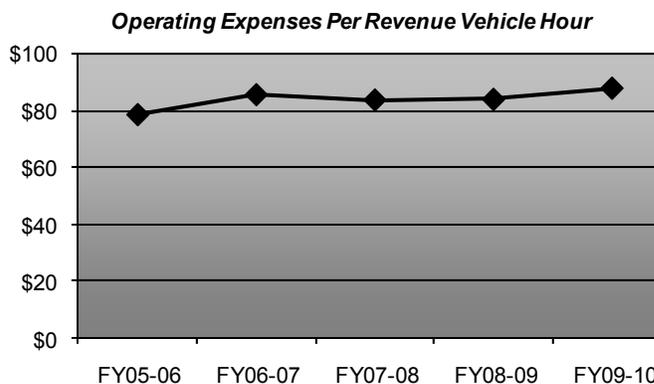
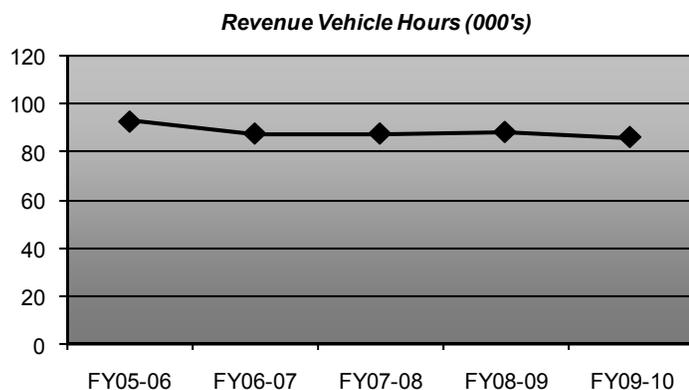
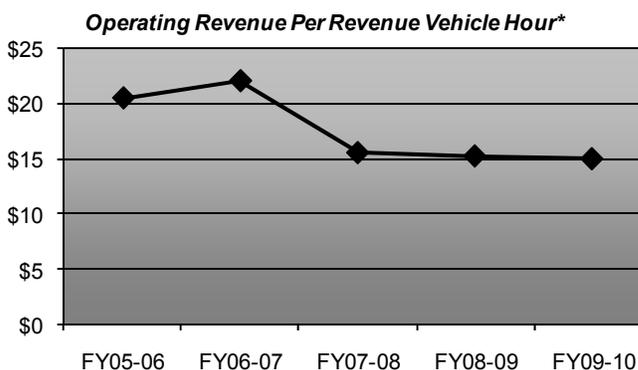
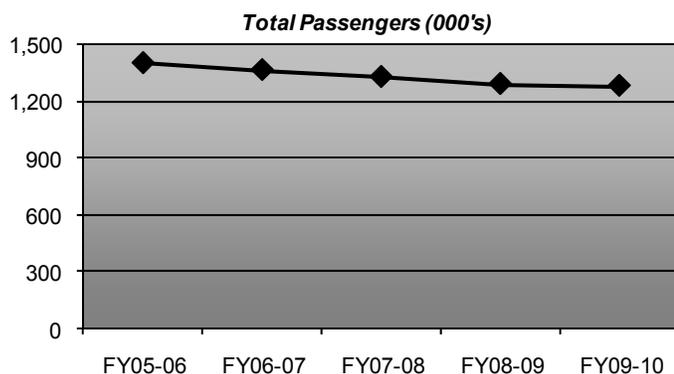
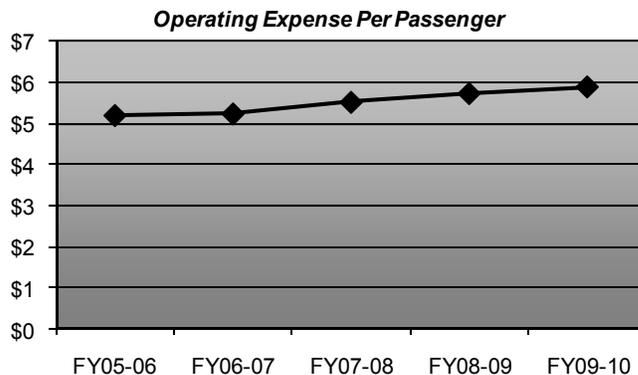
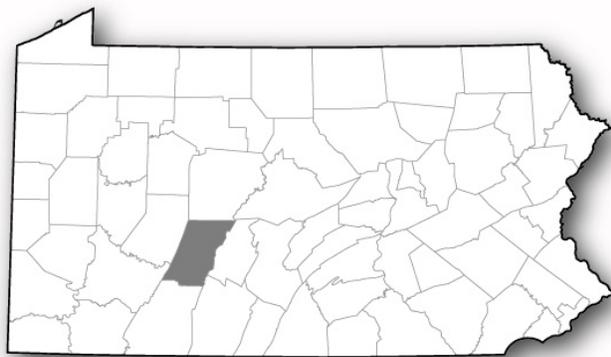
OPERATING EXPENSE (000's)
\$7,570



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.

Community Transportation

URBAN SYSTEMS

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

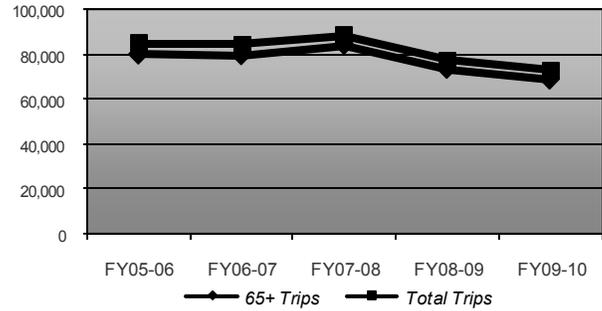
Average Shared-Ride Fare: \$5.39
 Cost to Commonwealth
 per Senior Citizen Trip: \$4.56
 Last Base Fare Increase: Jan 2007

Trip Information

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



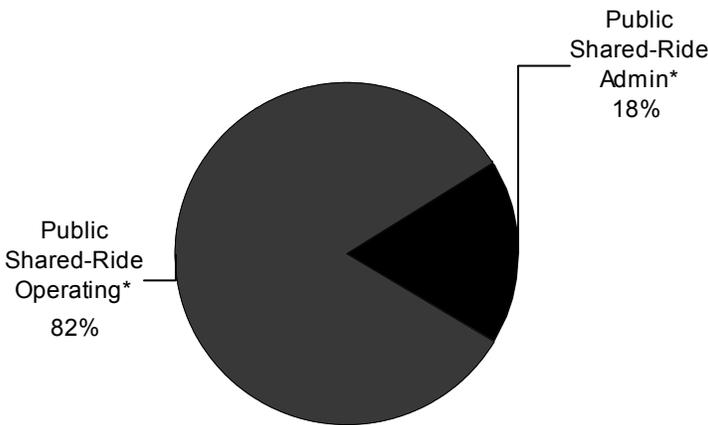
Public Service Ridership



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

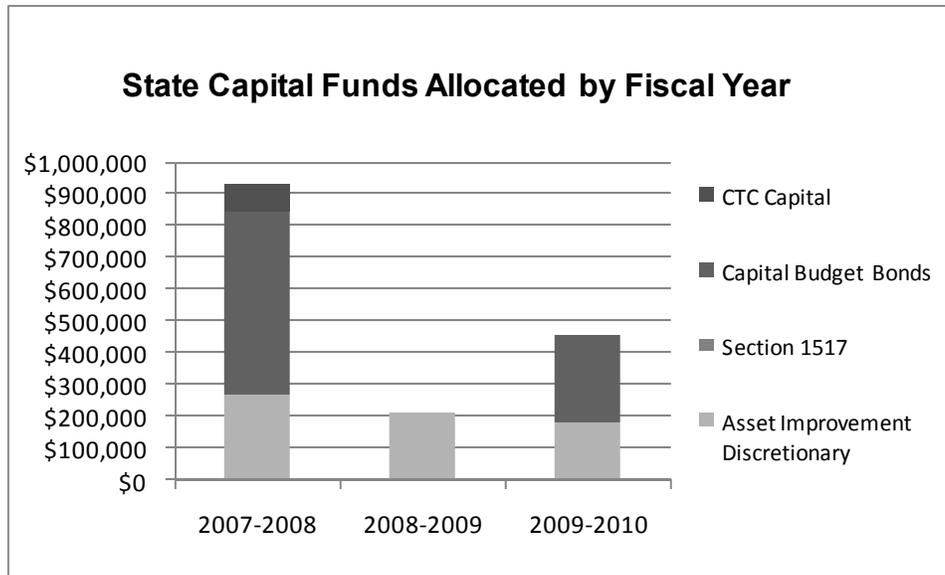
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 14,976	1%
Lottery	\$ 328,874	27%
Persons with Disabilities Program	\$ 2,029	less than 1%
Area Agency on Aging	\$ 53,011	5%
Other	\$ 24,062	2%
Subsidy	\$ 784,325	65%
Total	\$ 1,207,277	100%



*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.



CAMTRAN INDUCTS FIRST HYBRID BUS INTO URBAN FLEET

- Total Project Cost: \$581,121
- 30% Less Fuel Consumption

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



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

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



Service Area Statistics (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%)



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	Part-Time
Fixed-Route:	150	14
Paratransit:	47	11
System-wide:	197	25



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

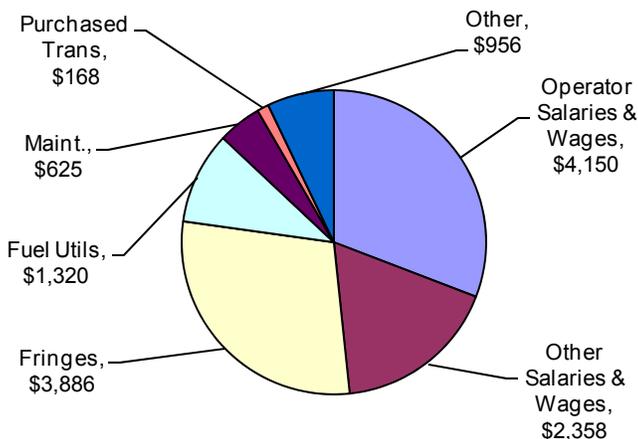


Total Fleet Size

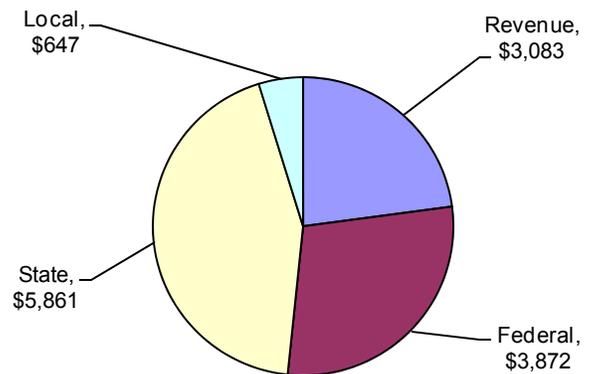
Fixed-Route:	78
Paratransit:	56
System-wide:	134

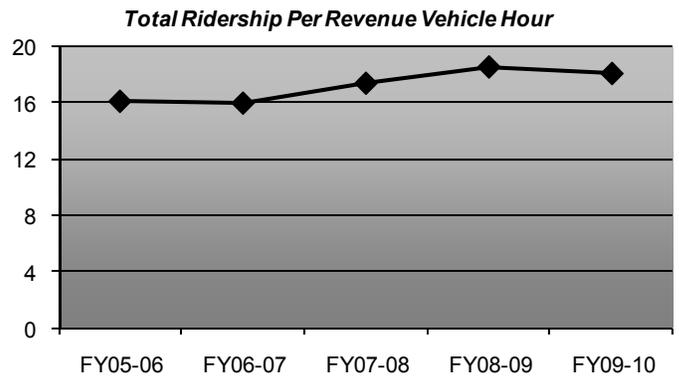
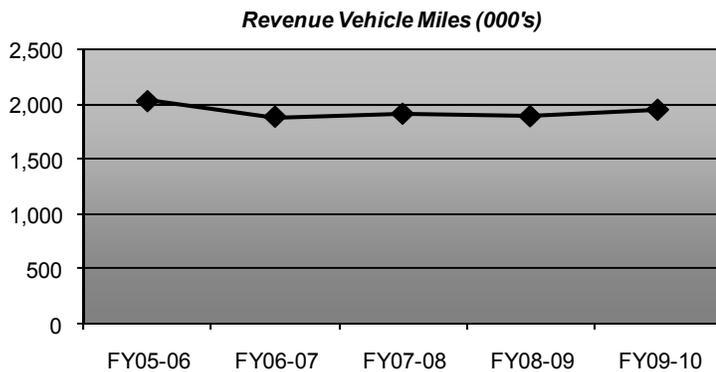
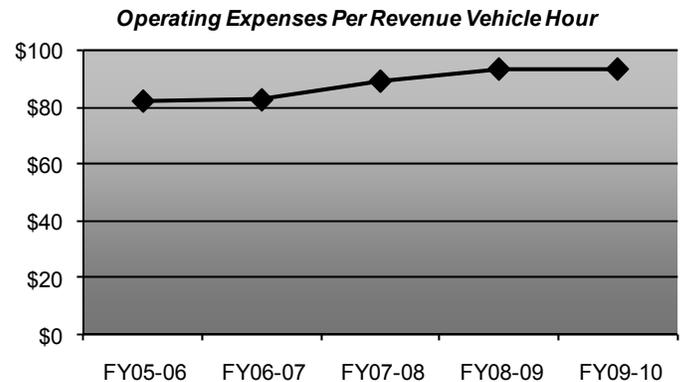
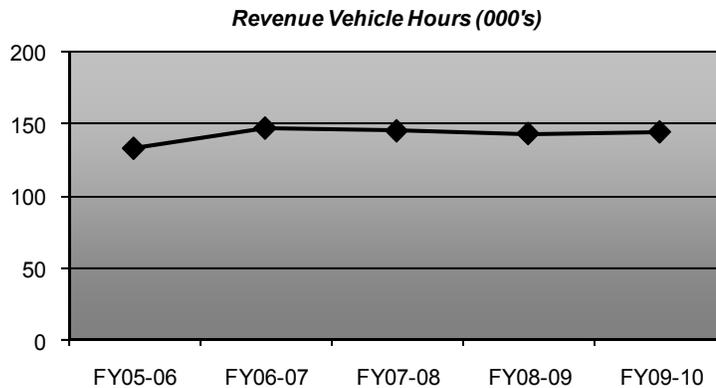
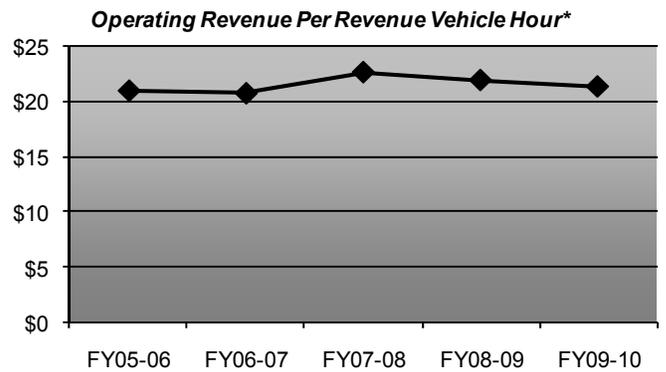
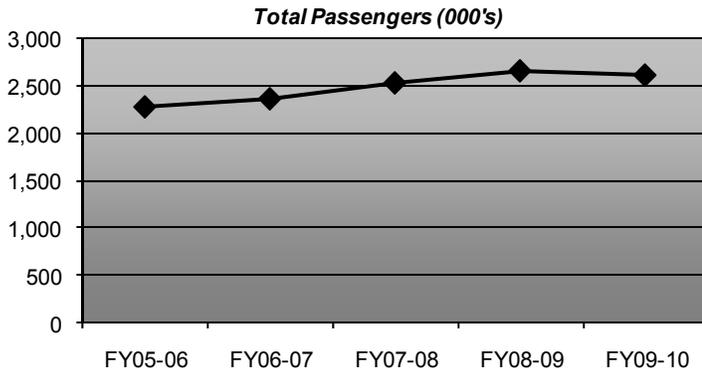
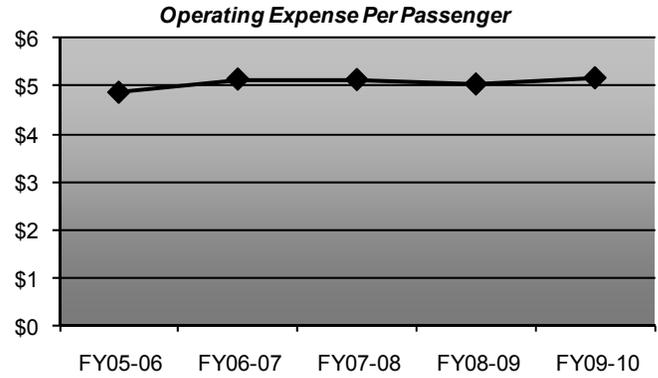
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$13,463



OPERATING FUNDS (000's)
\$13,463





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

URBAN SYSTEMS

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

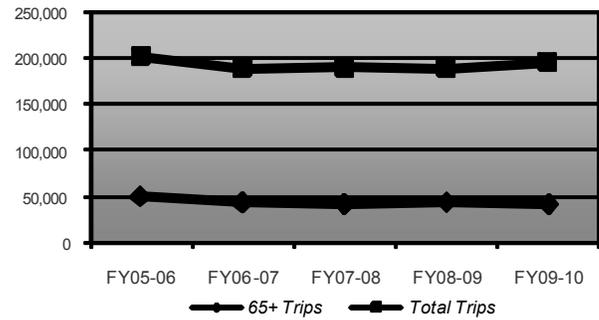
Average Shared-Ride Fare: \$18.61
 Cost to Commonwealth
 per Senior Citizen Trip: \$14.66
 Last Base Fare Increase: March 2007

Trip Information

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



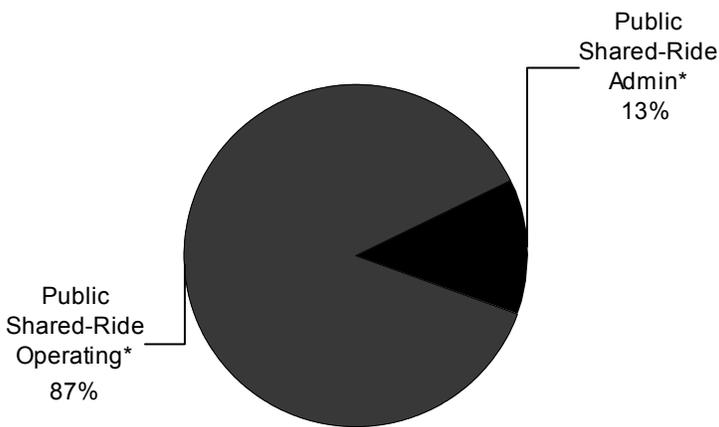
Public Service Ridership



PwD Program Start Date: 4/7/03
 PwD Provider FY09-10: 11,086
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 32.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

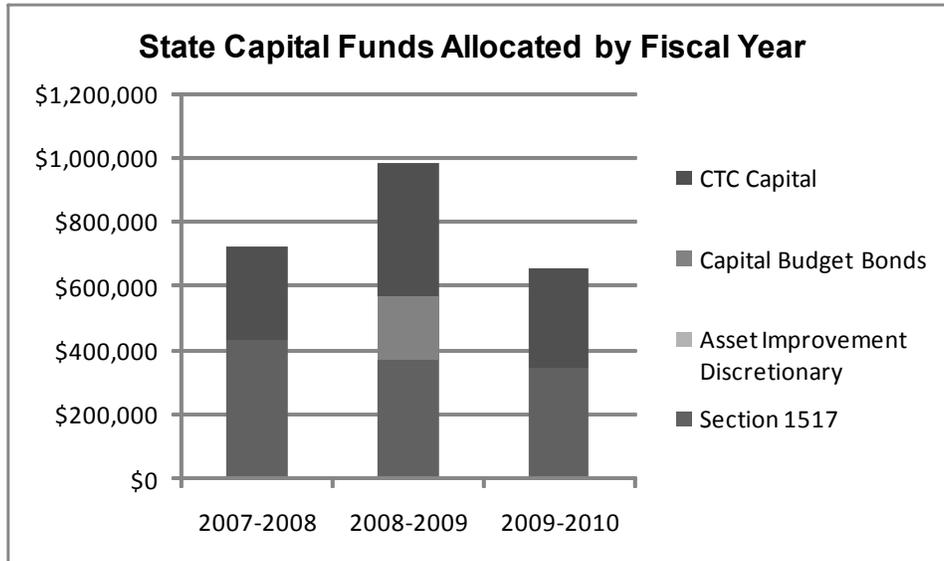
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 132,456	3%
Lottery	\$ 600,206	15%
Persons with Disabilities Program	\$ 181,311	4%
Area Agency on Aging	\$ 33,372	1%
Medical Assistance Transportation Program	\$ 1,264,264	32%
MH/MR	\$ 910,531	23%
Welfare to Work	\$ 101,469	3%
Other	\$ 10,222	less than 1%
Subsidy	\$ 772,264	19%
Total	\$ 4,006,095	100%



*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.



Vehicle and Accessory Procurements

- Total Project Cost: \$7,987,922

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.



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



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



Service Area Statistics (2000 Census)
 Square Miles: 133
 Population: 83,444



Fare Information
 Fixed-Route Base: \$1.50
 Fixed-Route Avg: \$0.70
 Last Base Fare Increase: 2010 (20%)



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



Employees	Full-Time	Part-Time
Fixed-Route:	121	2
Paratransit:	0	0
System-wide:	121	2



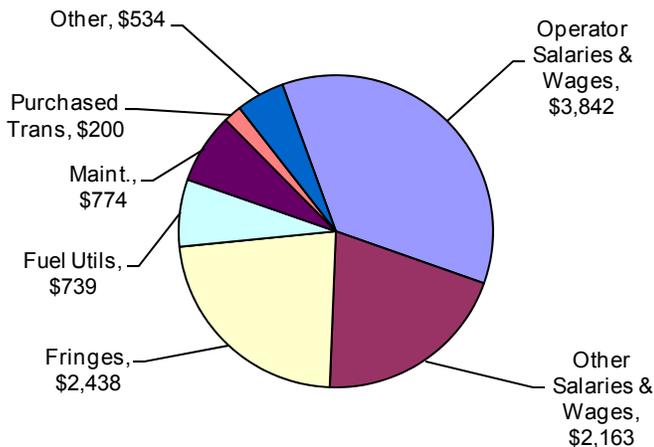
Act 44 Operating Assistance
 Operating Assistance: \$3,253,123
 Required Local Match: \$391,213



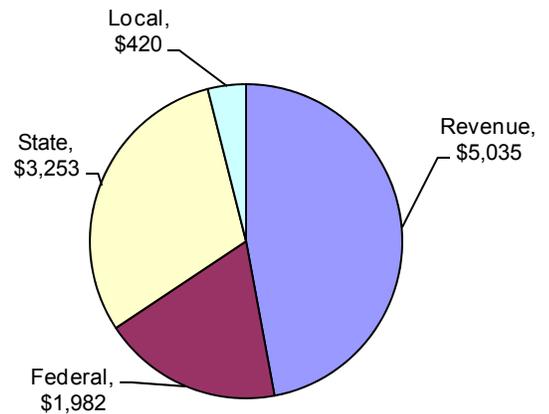
Total Fleet Size
 Fixed-Route: 61
 Paratransit: 8
 System-wide: 69

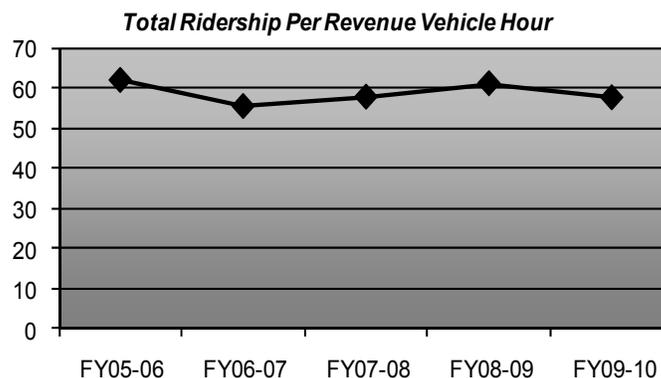
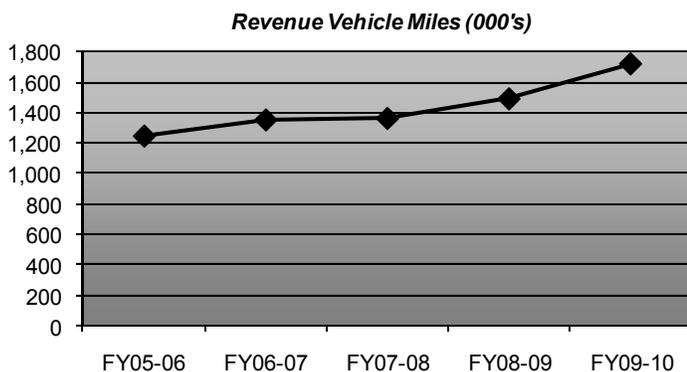
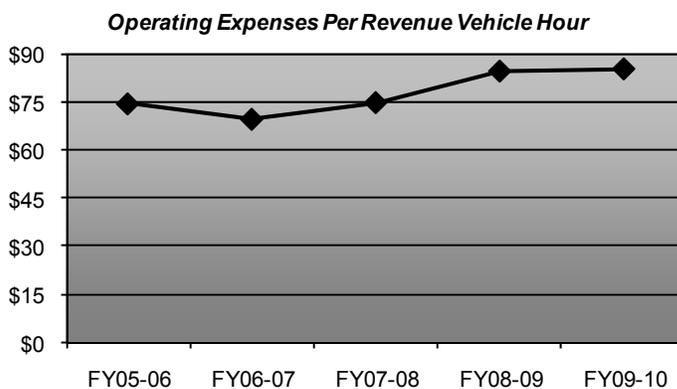
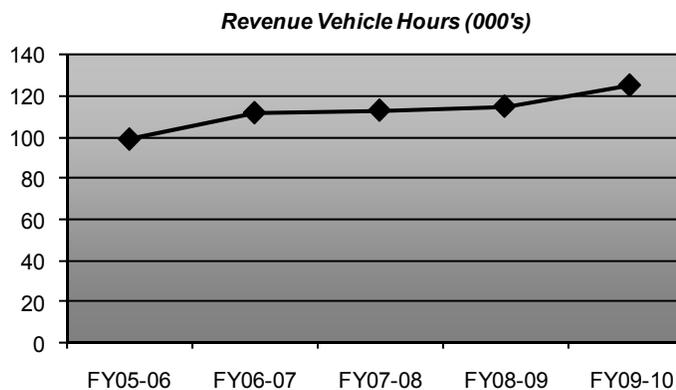
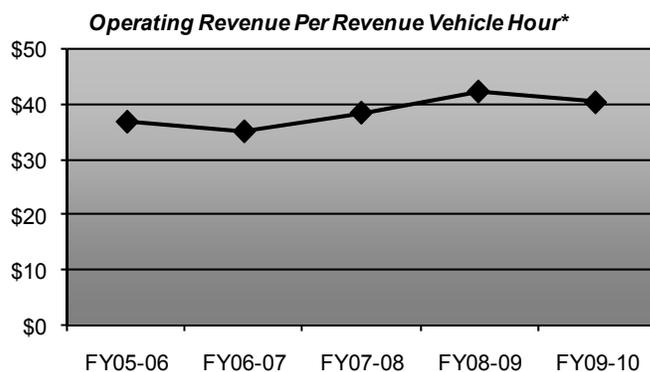
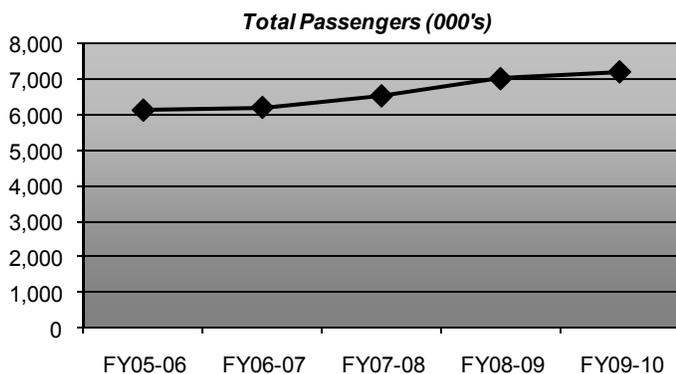
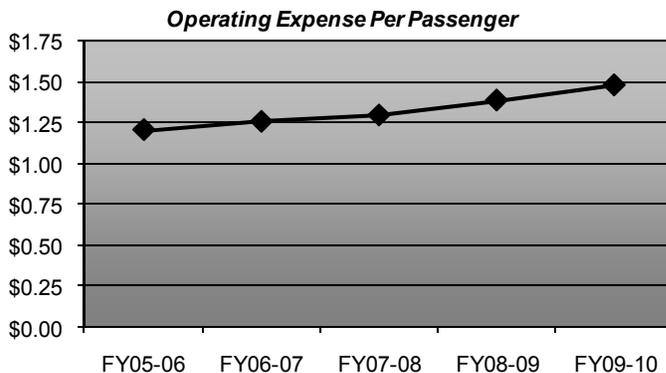
OPERATING BUDGET

OPERATING EXPENSE (000's)
 \$10,690



OPERATING FUNDS (000's)
 \$10,690





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

URBAN SYSTEMS

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

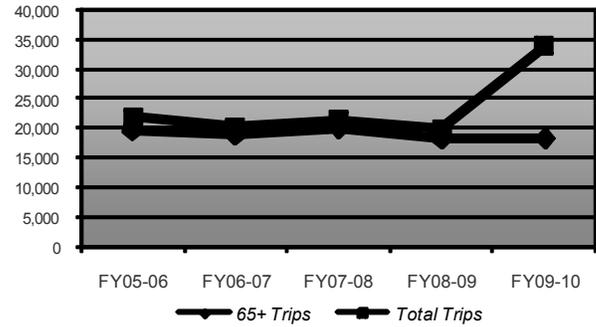
Average Shared-Ride Fare: \$10.00
 Cost to Commonwealth
 per Senior Citizen Trip: \$8.50
 Last Base Fare Increase: August 2010

Trip Information

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



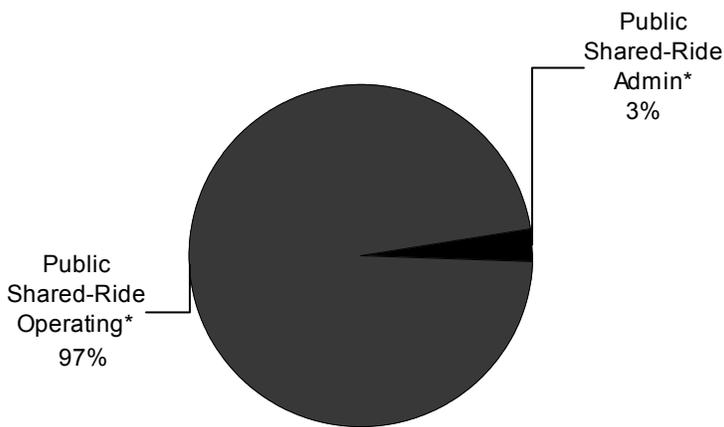
Public Service Ridership



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

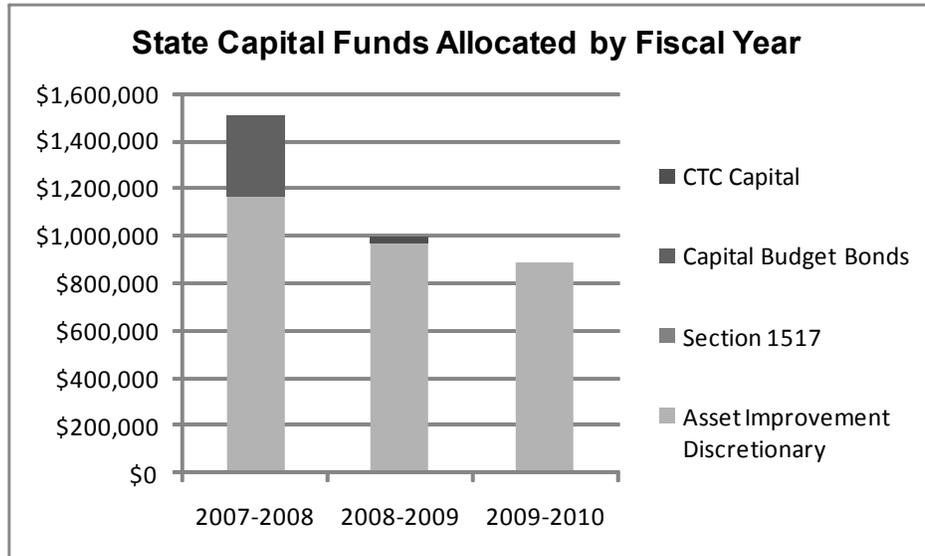
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 36,643	14%
Lottery	\$ 154,870	58%
Subsidy	\$ 73,464	28%
Total	\$ 264,977	100%



*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.



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, head-signs, 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.





County of Lackawanna Transit System (COLTS)
 North South Road
 Scranton, PA 18504
 Mr. Robert J. Fiume
 (Executive Director)
 570-346-2061 Ext. 1259
www.coltsbus.com



House District
 Lackawanna: 112, 113, 114, 115
Senate District
 Lackawanna: 22



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	Part-Time
Fixed-Route:	73	4
Paratransit:	0	0
System-wide:	73	4



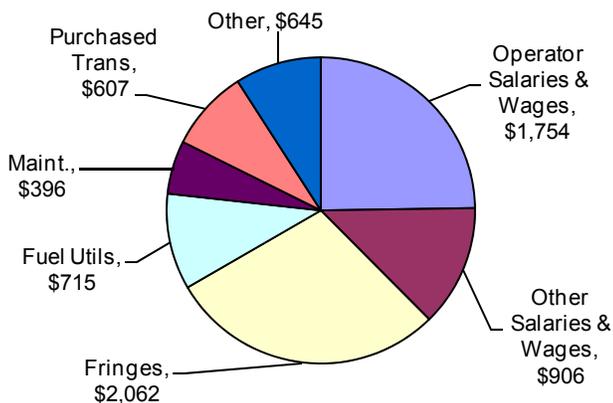
Act 44 Operating Assistance
 Operating Assistance: \$6,101,674
 Required Local Match: \$466,009



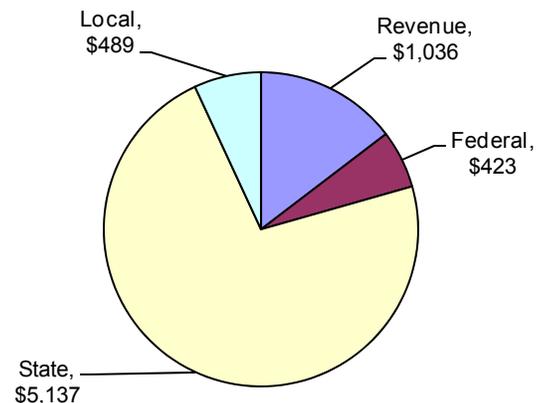
Total Fleet Size
 Fixed-Route: 33
 Paratransit: 0
 System-wide: 33

OPERATING BUDGET

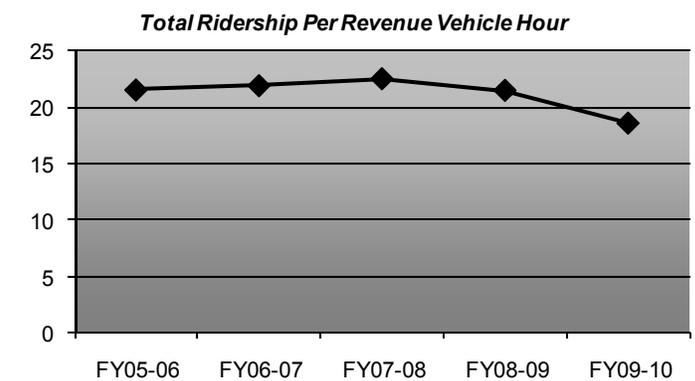
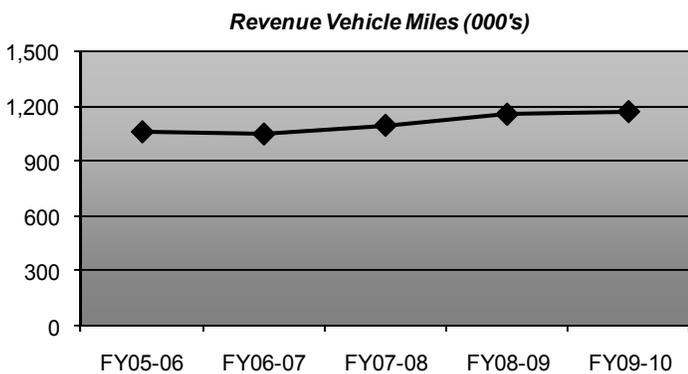
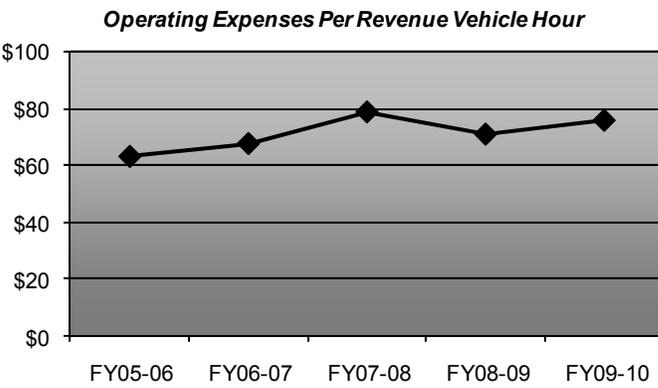
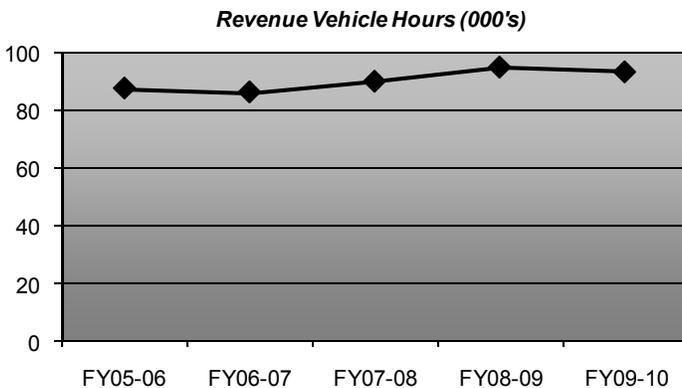
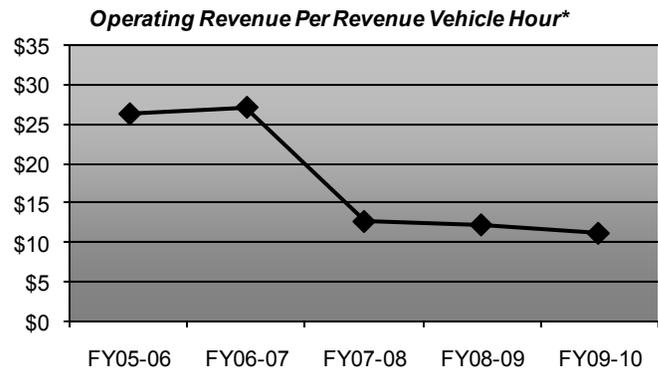
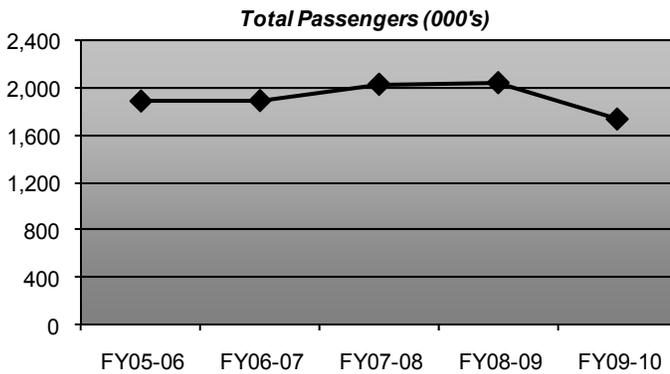
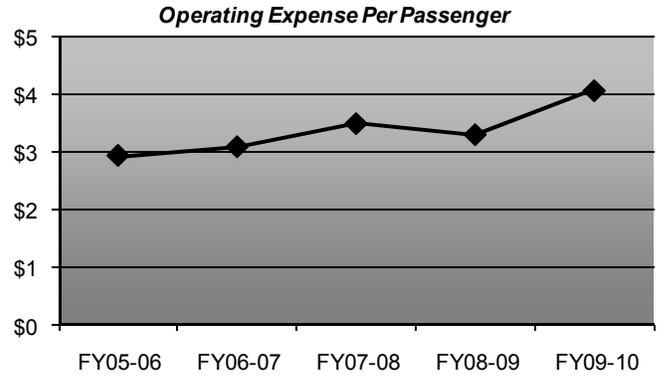
OPERATING EXPENSE (000's)
\$7,085



OPERATING FUNDS (000's)
\$7,085



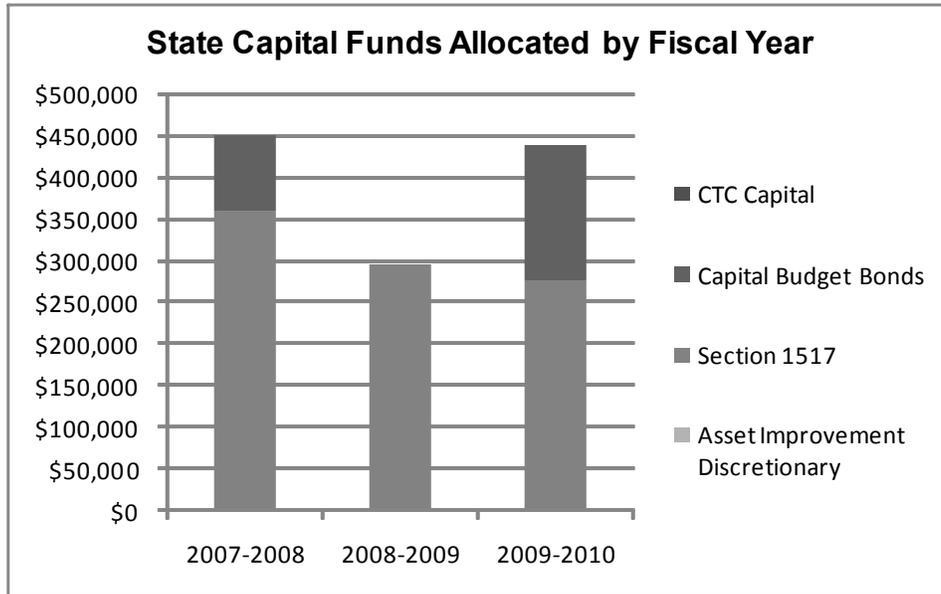
(County of Lackawanna Transit System) COLTS



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 Lackawanna County Coordinated Transportation in Lackawanna County (see page 188).



*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.



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



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



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	Part-Time
Fixed-Route:	32	3
Paratransit:	15	0
System-wide:	47	3



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

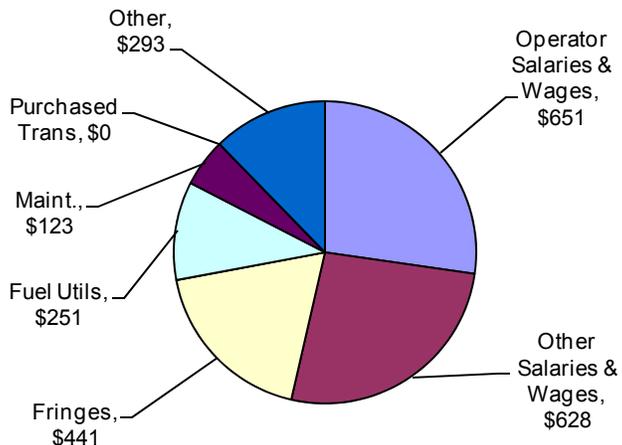


Total Fleet Size

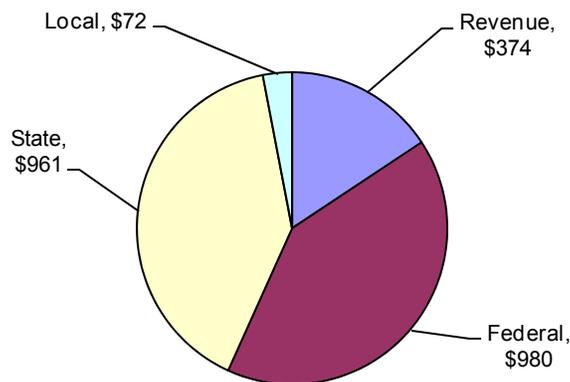
Fixed-Route:	13
Paratransit:	14
System-wide:	27

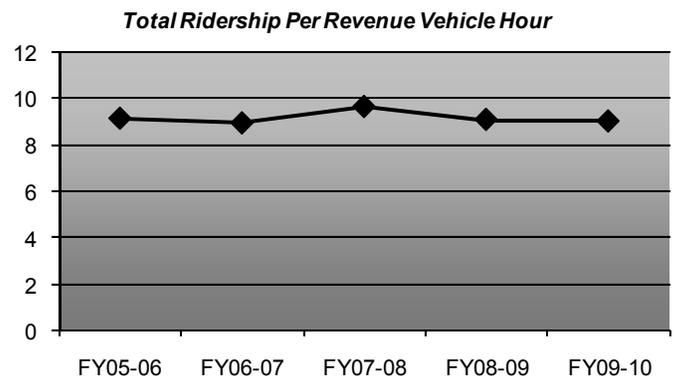
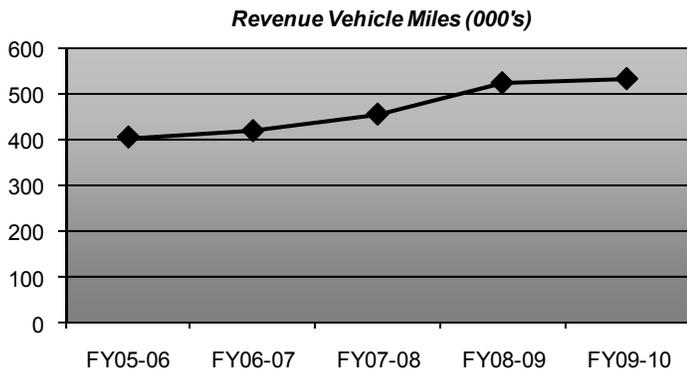
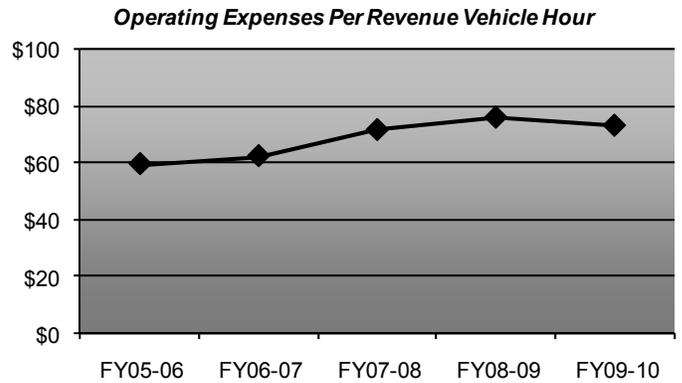
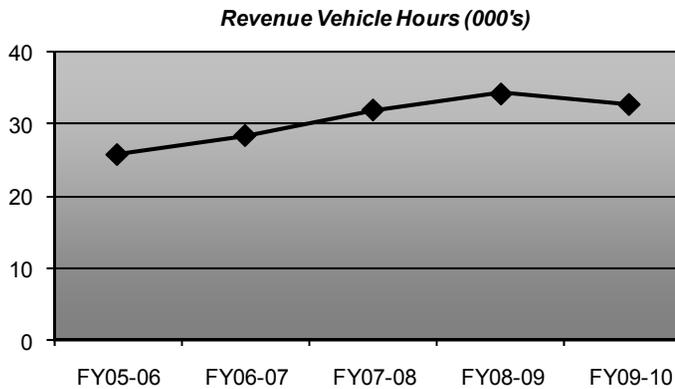
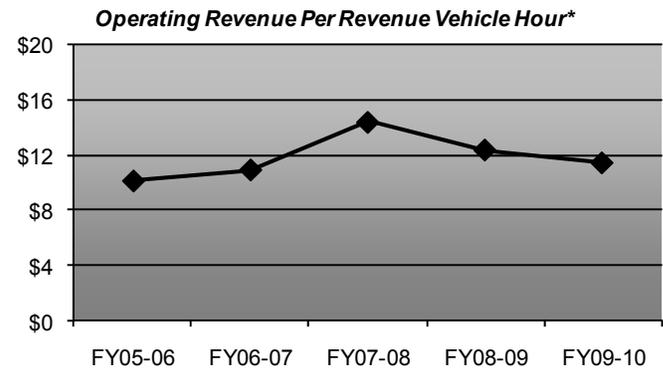
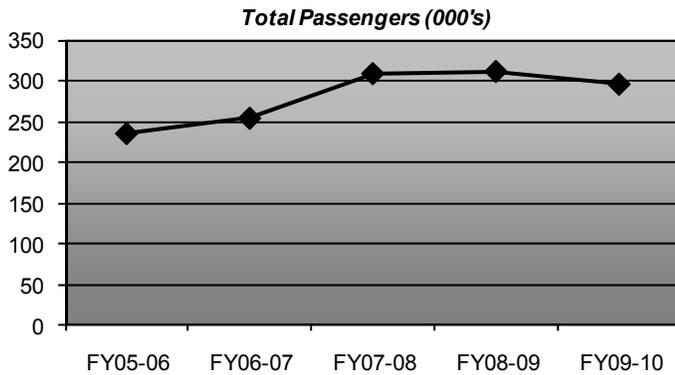
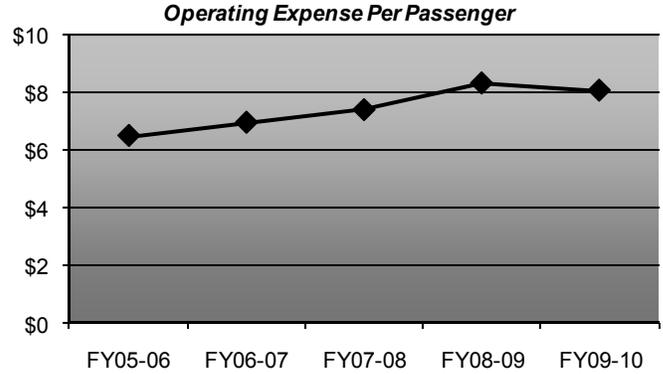
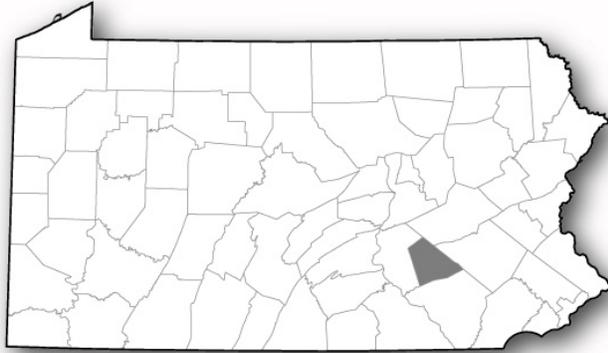
OPERATING BUDGET

OPERATING EXPENSE (000's)
 \$2,387



OPERATING FUNDS (000's)
 \$2,387





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

COLT/LT (County of Lebanon Transit Authority)

Community Transportation

URBAN SYSTEMS

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%

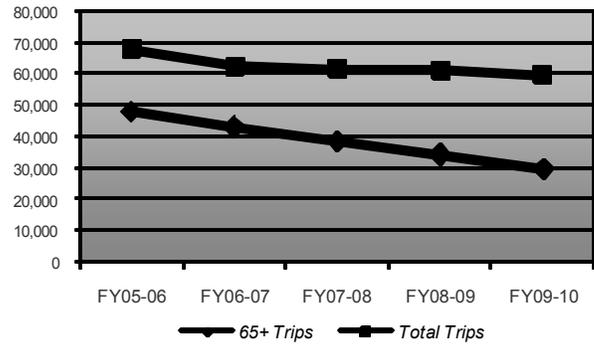
Total Fleet Size
 Community Transportation: 14

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



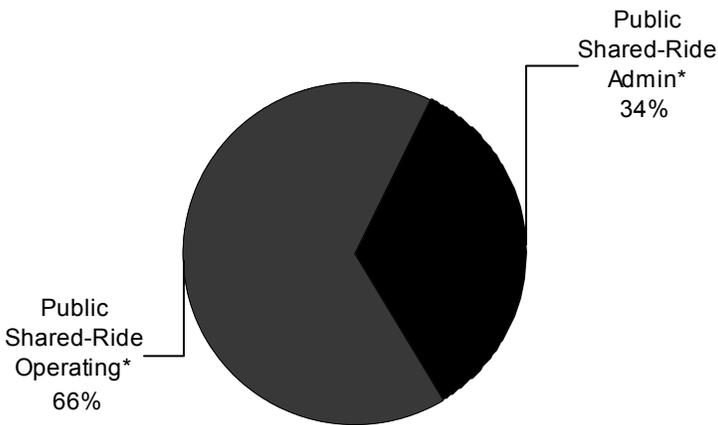
Public Service Ridership



PwD Program Start Date: 7/1/07
 PwD FY09-10 Trips: 175
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

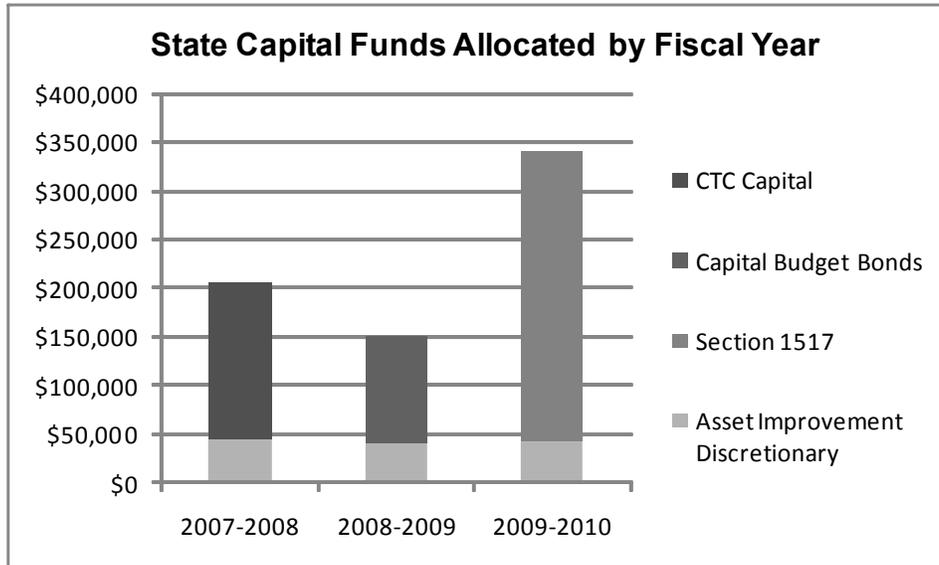
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 187,657	19%
Lottery	\$ 417,386	43%
Persons with Disabilities Program	\$ 2,343	less than 1%
Area Agency on Aging	\$ 35,174	4%
Medical Assistance Transportation Program	\$ 281,921	29%
Welfare to Work	\$ 24,659	3%
Other	\$ 17,201	2%
Subsidy	\$ -	0%
Total	\$ 966,341	100%



*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.



Allen D. Biehler Park-n-Ride

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

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



IT Upgrades

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



House District
 Erie: 1, 2, 3, 4, 5
Senate District
 Erie: 21, 49



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	Part-Time
Fixed-Route:	130	3
Paratransit:	67	29
System-wide:	197	32



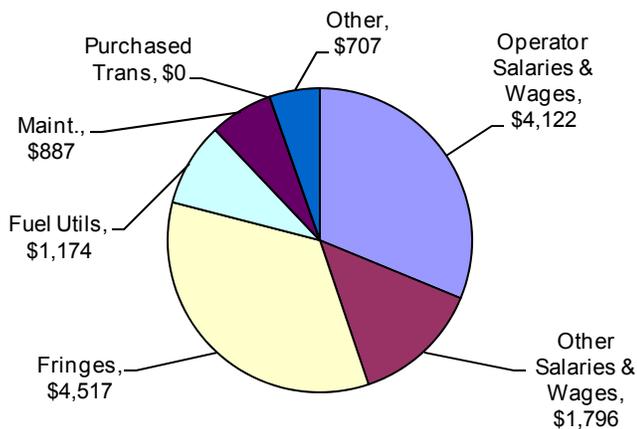
Act 44 Operating Assistance
 Operating Assistance: \$6,564,618
 Required Local Match: \$674,655



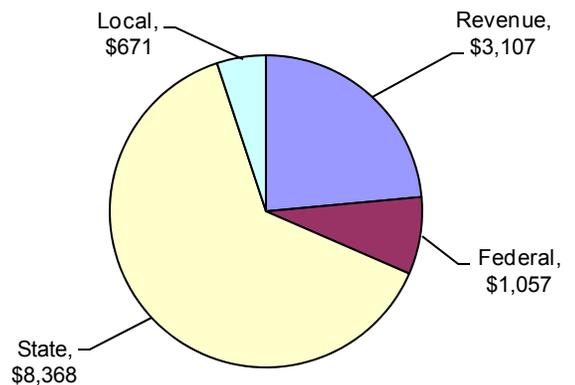
Total Fleet Size
 Fixed-Route: 73
 Paratransit: 63
 System-wide: 136

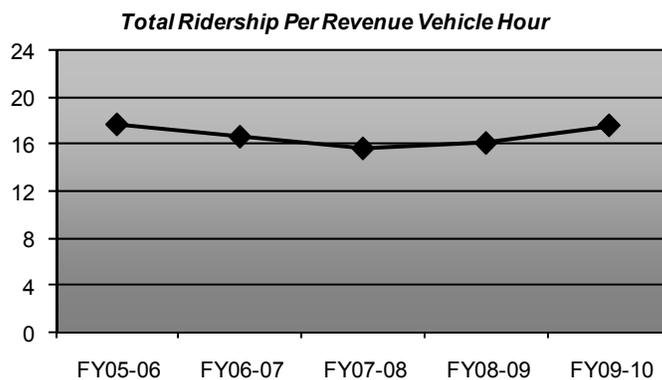
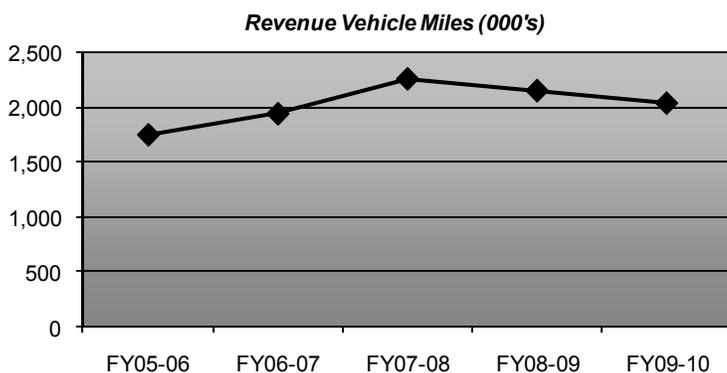
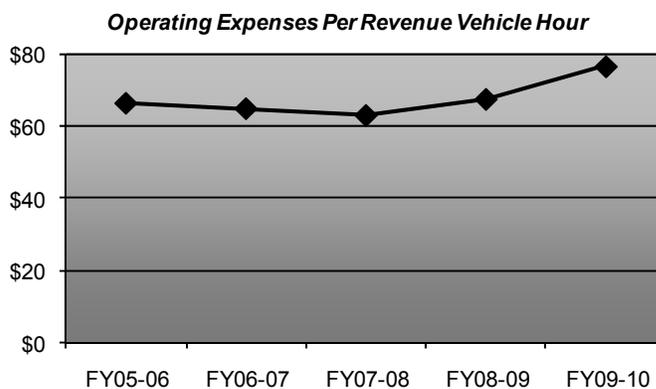
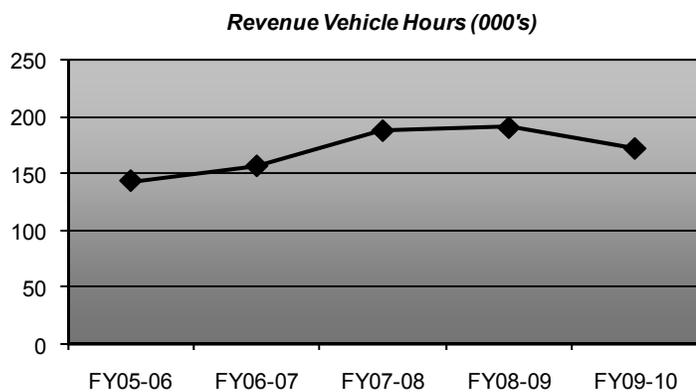
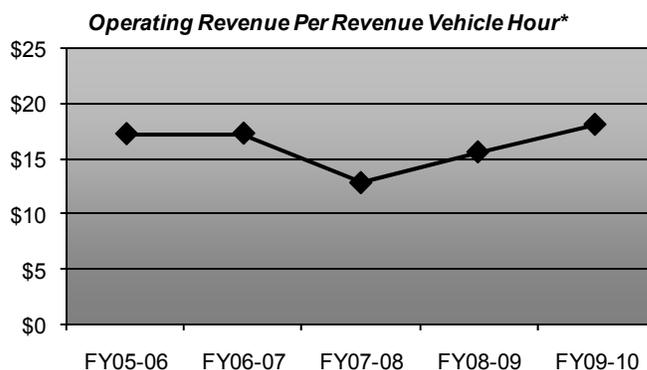
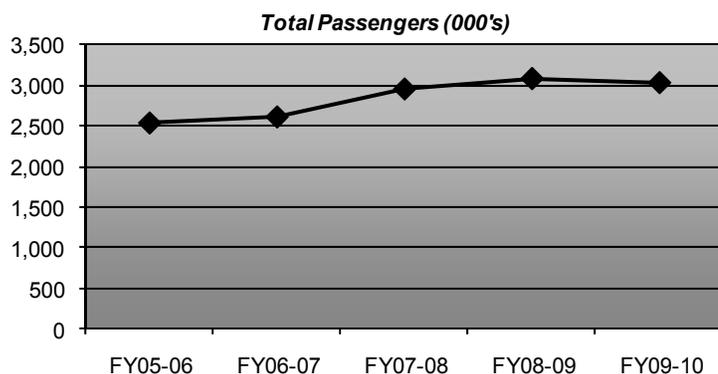
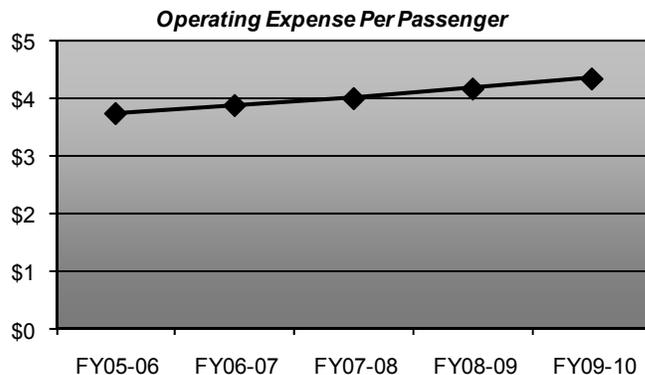
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$13,203



OPERATING FUNDS (000's)
\$13,203





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

URBAN SYSTEMS

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

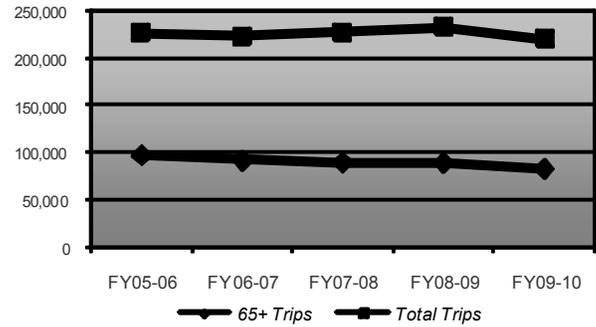
Average Shared-Ride Fare: \$16.05
 Cost to Commonwealth per Senior Citizen Trip: \$13.09
 Last Base Fare Increase: Aug. 2003

Trip Information

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



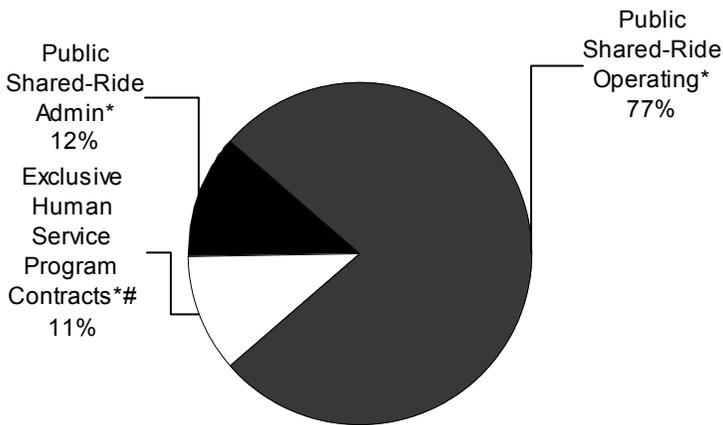
Public Service Ridership



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

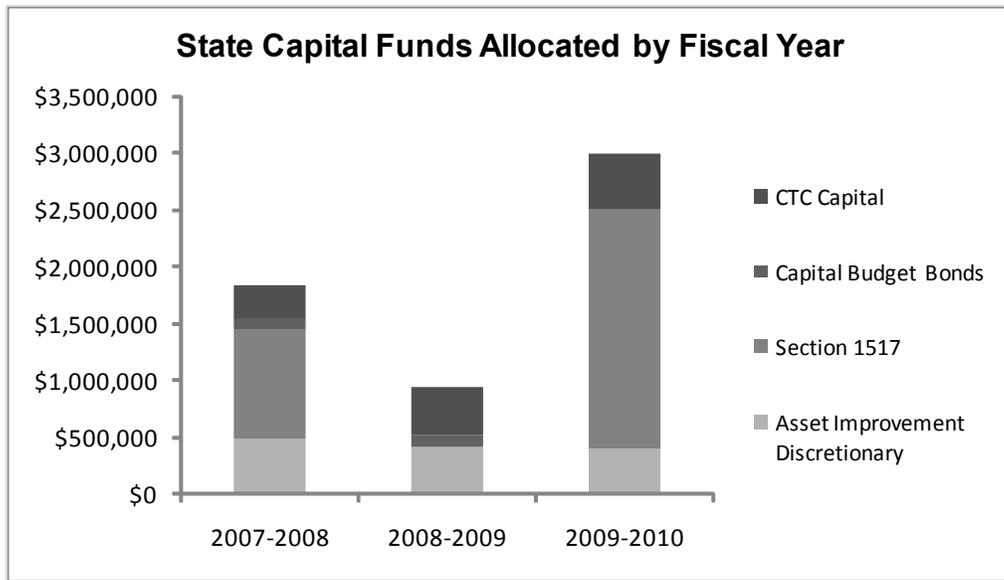
Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 60,978	2%
Lottery	\$ 1,086,210	29%
Persons with Disabilities Program	\$ 93,504	2%
Area Agency on Aging	\$ 139,653	4%
Medical Assistance Transportation Program	\$ 1,588,239	43%
Other	\$ 299,840	8%
Subsidy	\$ 456,183	12%
Total	\$ 3,724,607	100%



*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.



Facility Project

- Total Project Cost: \$37,472,450
- Number of Jobs to be Created** = 900

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."



Travel Training Bus

- Total Project Cost: \$127,280

The **e**'s commitment to educating the Erie community on how to utilize its public transportation system continues to grow thanks to the unveiling of a new travel training bus. The 1997 40-foot New Flyer bus has been completely remodeled and seats 19 passengers along with 2 wheelchair positions. Upgrades include:

- 42-inch pull-down, flat panel TV with DVD player
- Two wireless microphones with speakers located throughout bus
- Mobility devices for hearing- and visually-impaired passengers
- Ample 120-volt outlets for plug-in equipment (i.e., camera, printer, laptop computer)
- All forward facing seats have a fold up/down writing surface at each seated position
- Power-operated canopy that can roll back on curbside of vehicle



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



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

Senate District
 Fayette: 32



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	6
Paratransit:	22	6
System-wide:	32	12



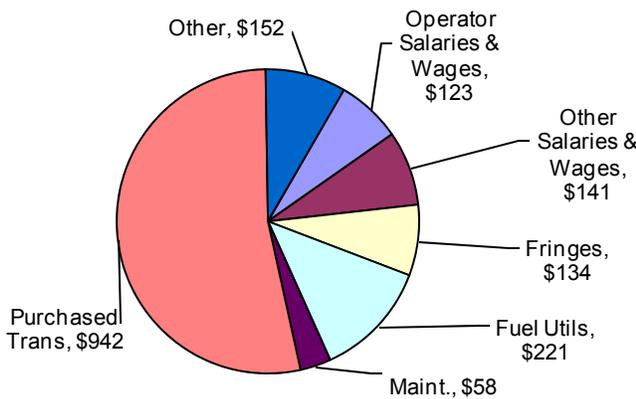
Act 44 Operating Assistance
 Operating Assistance: \$582,620
 Required Local Match: \$87,393



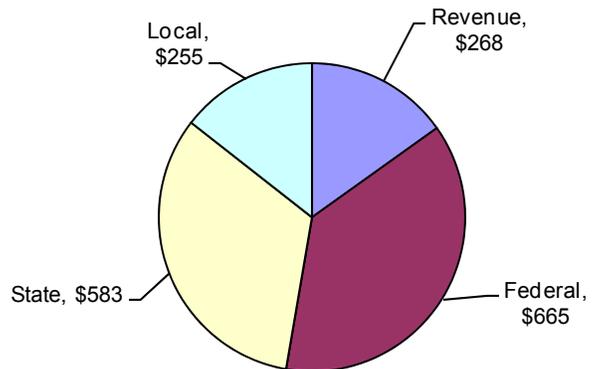
Total Fleet Size
 Fixed-Route: 10
 Paratransit: 42
 System-wide: 52

OPERATING BUDGET

OPERATING EXPENSE (000's)
\$1,771

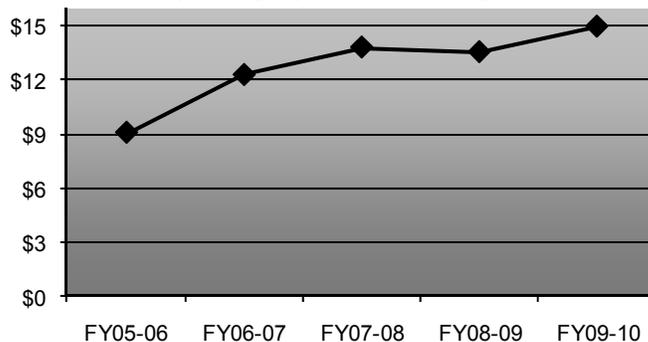


OPERATING FUNDS (000's)
\$1,771

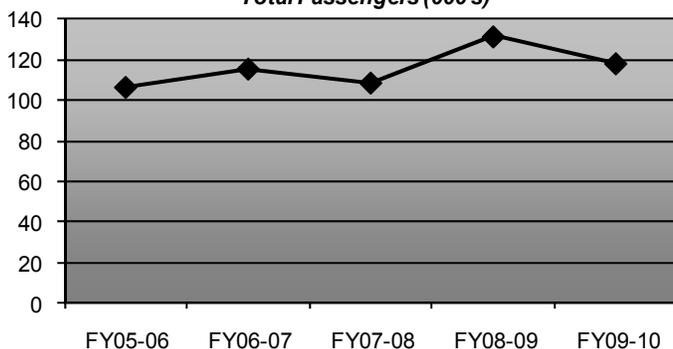




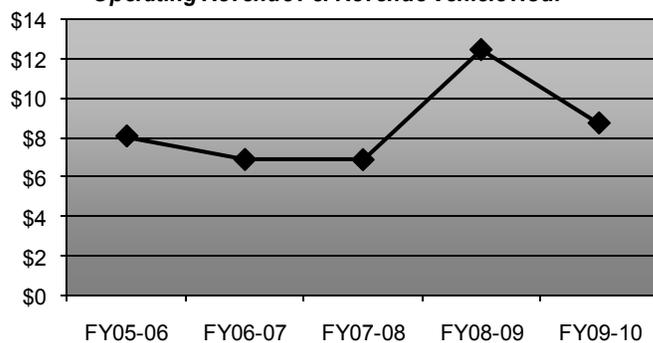
Operating Expense Per Passenger



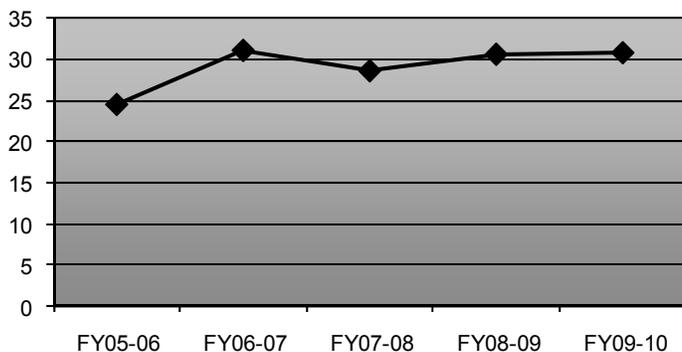
Total Passengers (000's)



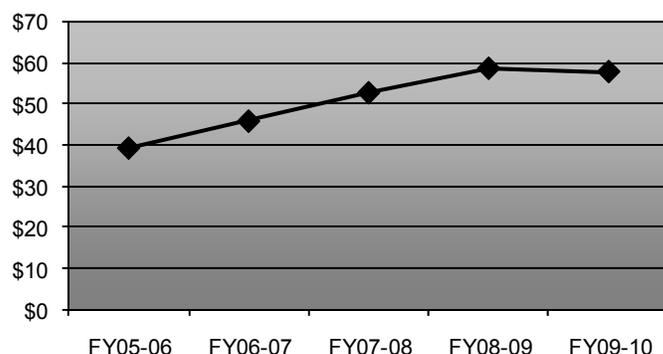
Operating Revenue Per Revenue Vehicle Hour*



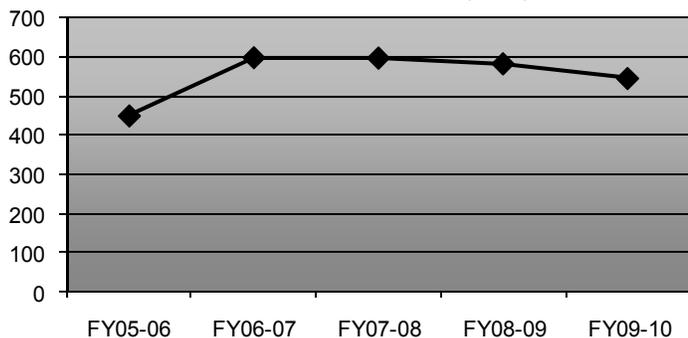
Revenue Vehicle Hours (000's)



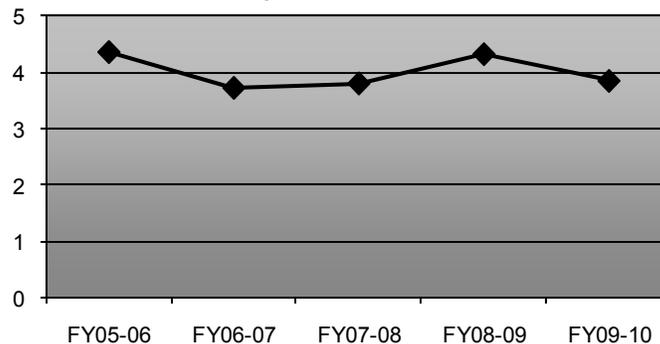
Operating Expenses Per Revenue Vehicle Hour



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.

FACT (Fayette Area Coordinated Transportation)

Community Transportation

URBAN SYSTEMS

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: ,644
65+ Population: 26,930
% of Population 65 and older: 18.1%

Total Fleet Size

Community Transportation: 60

Fare Information

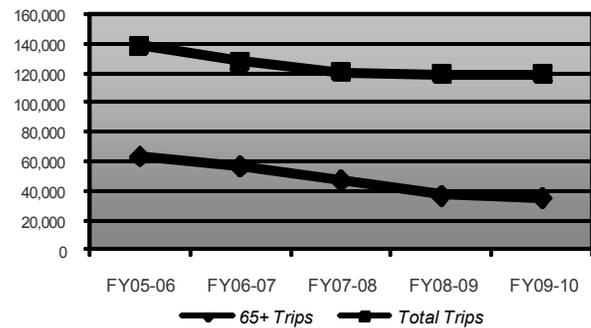
Average Shared-Ride Fare: \$14.19
Cost to Commonwealth per Senior Citizen Trip: \$11.34
Last Base Fare Increase: July 2008

Trip Information

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



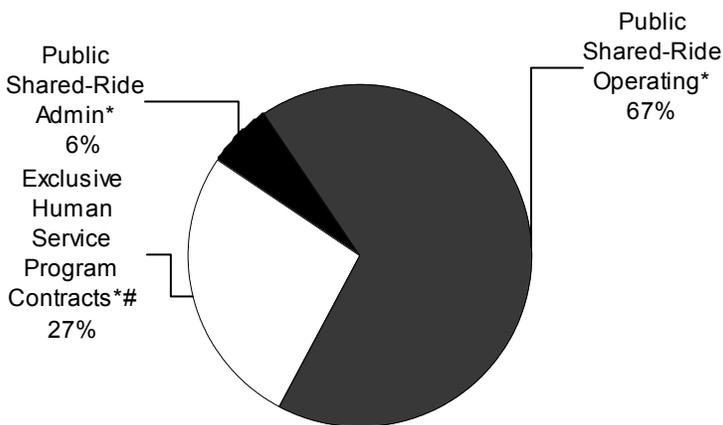
Public Service Ridership



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

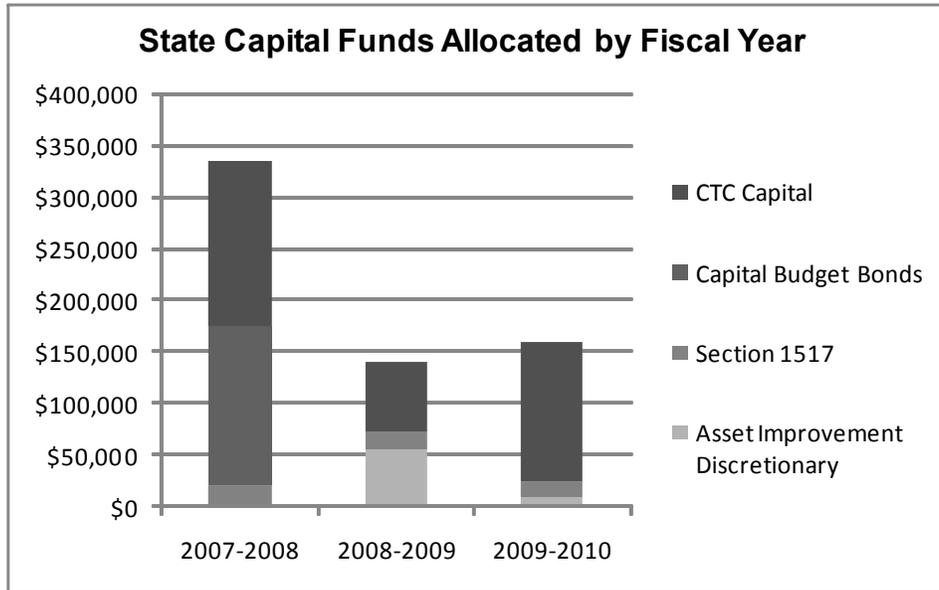


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 43,946	2%
Lottery	\$ 402,422	16%
Persons with Disabilities Program	\$ 101,162	4%
Area Agency on Aging	\$ 60,952	2%
Medical Assistance Transportation Program	\$ 1,635,368	67%
Welfare to Work	\$ 42,884	2%
Other	\$ 161,586	7%
Subsidy	\$ -	0%
Total	\$ 2,448,320	100%



*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.



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.



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.

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



Hazleton Public Transit (HPT)

40 North Church Street
 Hazleton, PA 18201
 Mr. Patrick Koch
 (Transit Director)
 570-459-5414
www.hazletoncity.org/public/public-transit/index.php



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	Part-Time
Fixed-Route:	29	0
Paratransit:	6	3
System-wide:	35	3



Act 44 Operating Assistance

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

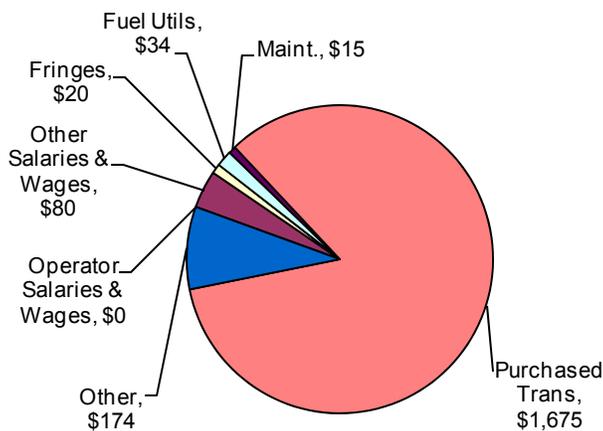


Total Fleet Size

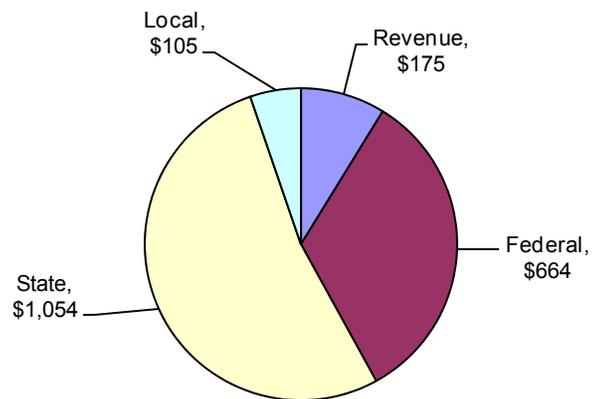
Fixed-Route:	12
Paratransit:	3
System-wide:	15

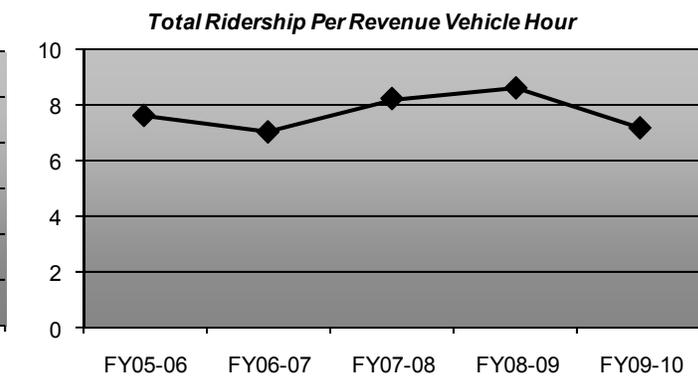
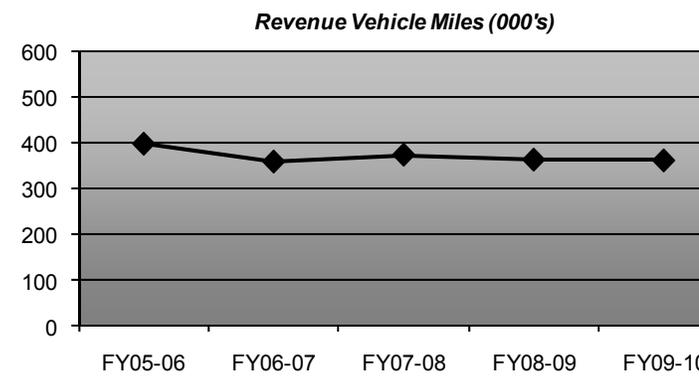
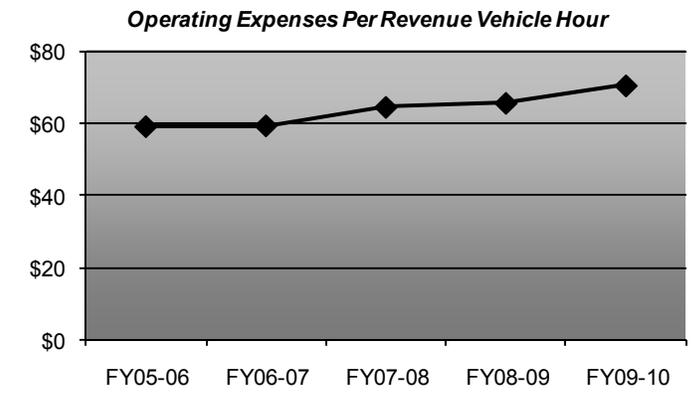
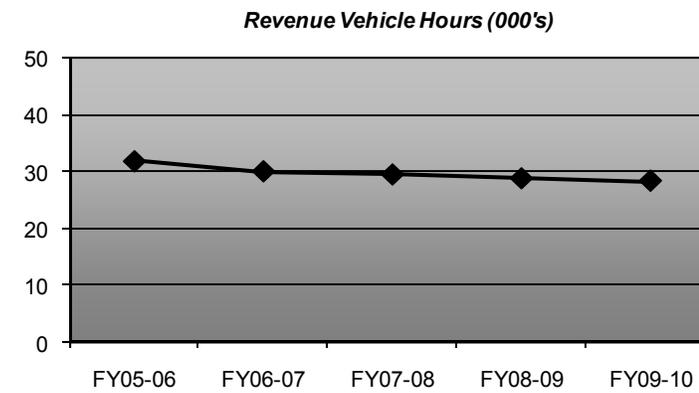
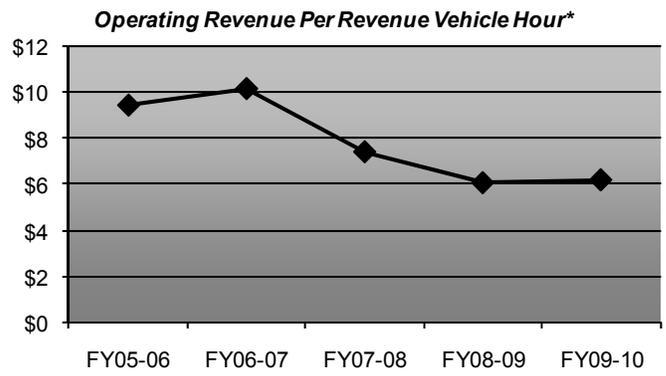
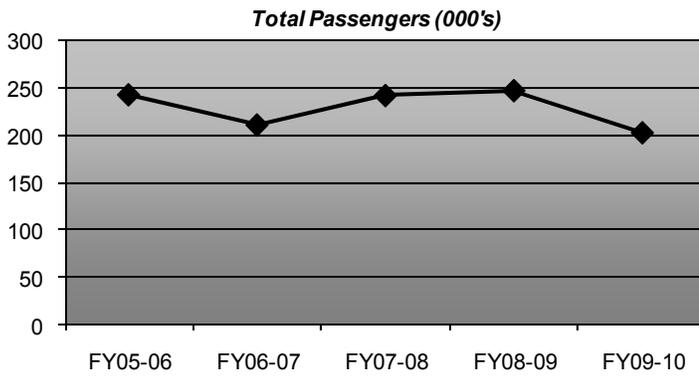
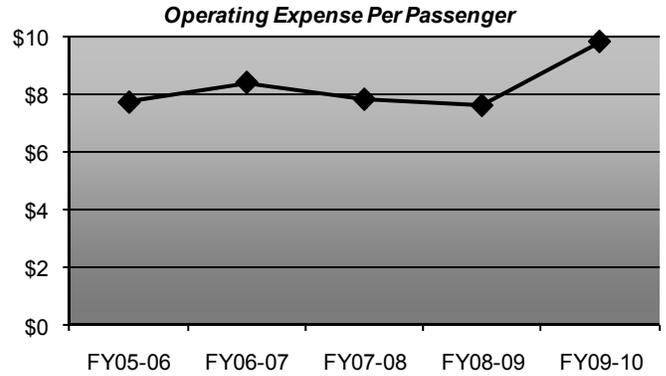
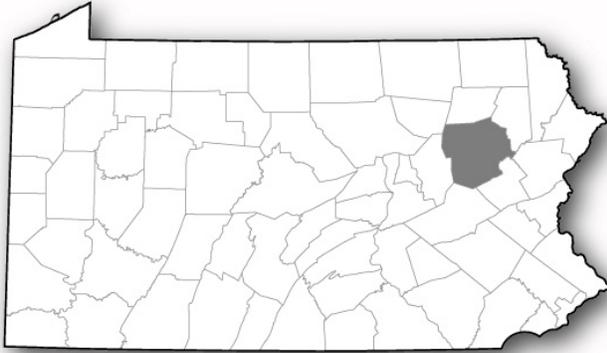
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$1,998



OPERATING FUNDS (000's)
\$1,998

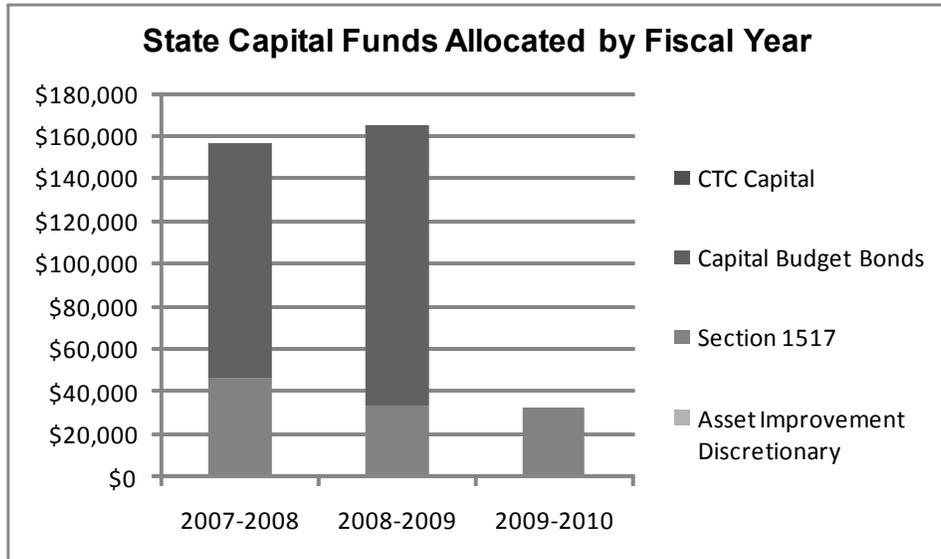




Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

Community transportation provided by Luzerne-Wyoming Counties Transportation Department in Luzerne and Wyoming counties (see page 189).



*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 Church Street Station

- Total Project Cost: \$11.8 million
- Number of Jobs Created** = 283

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 Hazleton 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 Hazleton train station that once stood on the site.

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



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	Part-Time
Fixed-Route:	168	3
Paratransit:	4	2
System-wide:	172	5



Act 44 Operating Assistance

Operating Assistance: \$11,209,543
Required Local Match: \$648,039

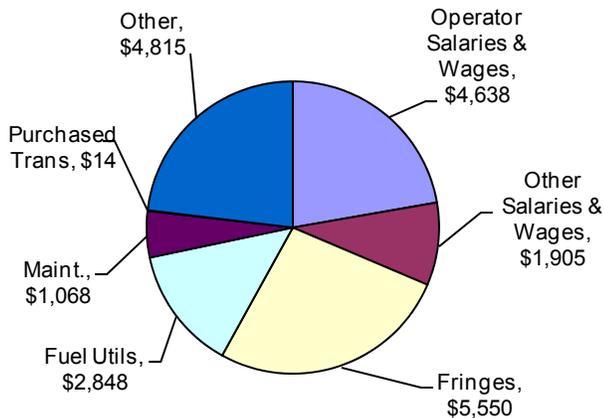


Total Fleet Size

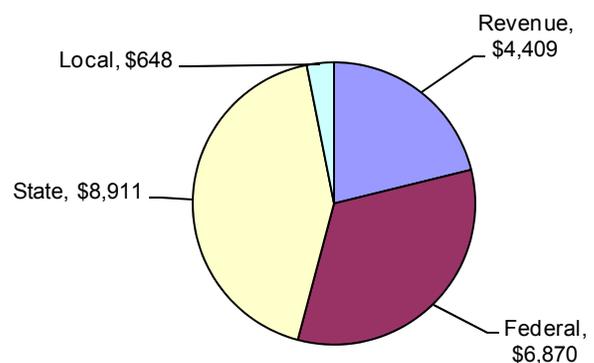
Fixed-Route:	78
Paratransit:	105
System-wide:	183

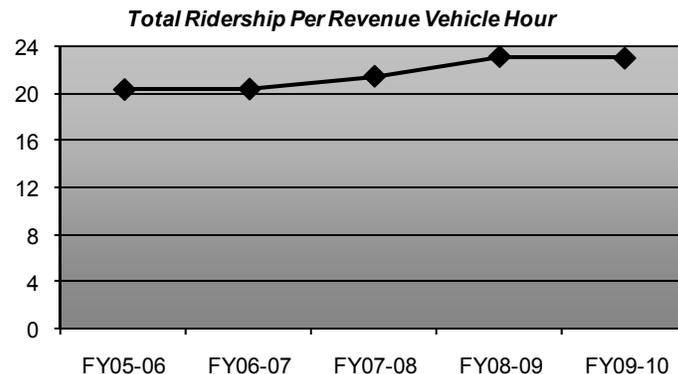
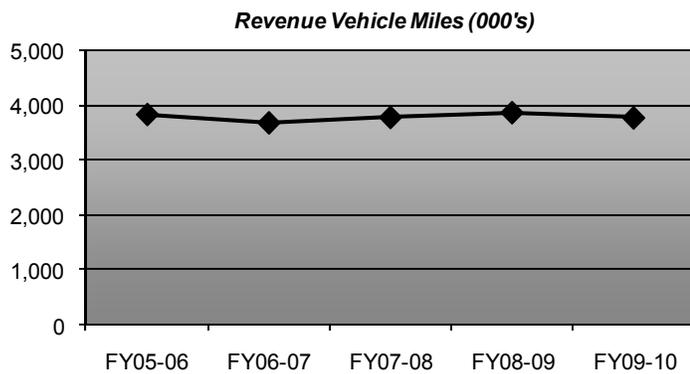
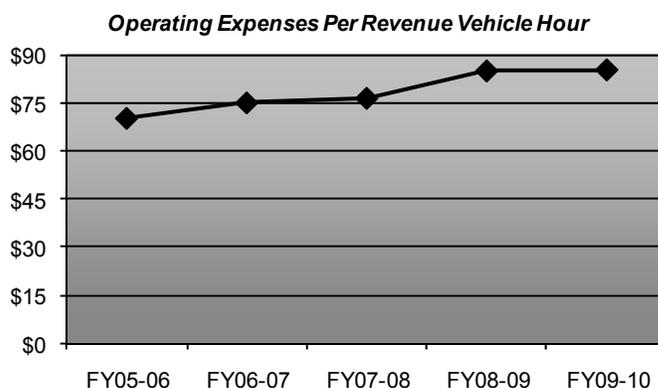
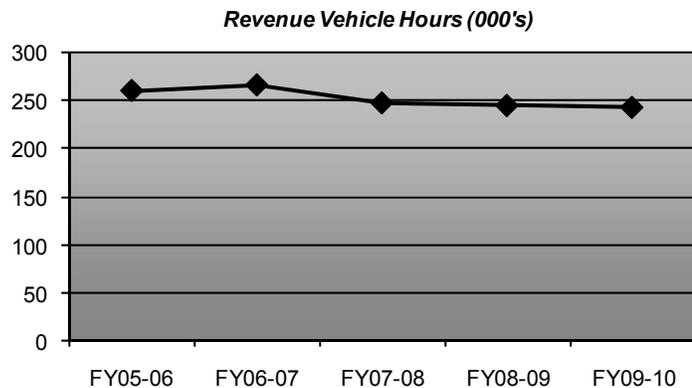
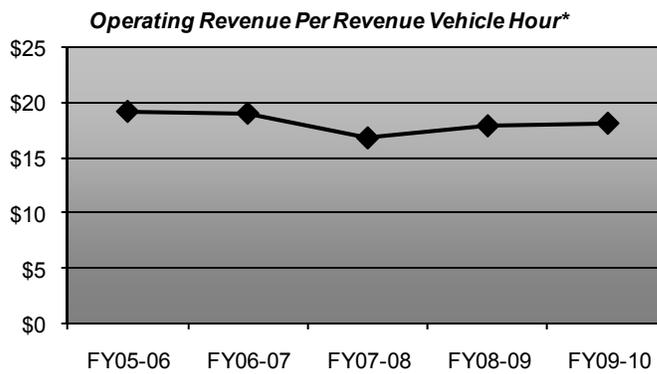
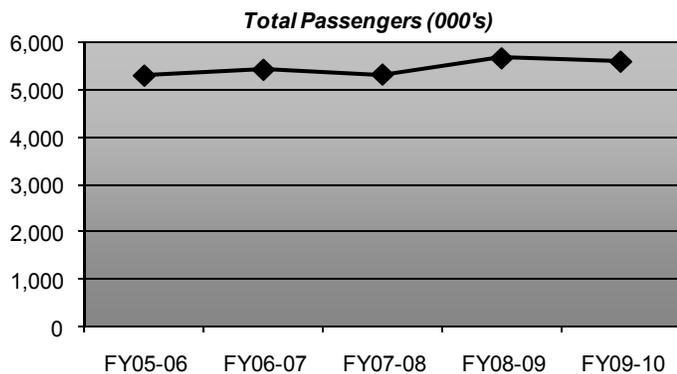
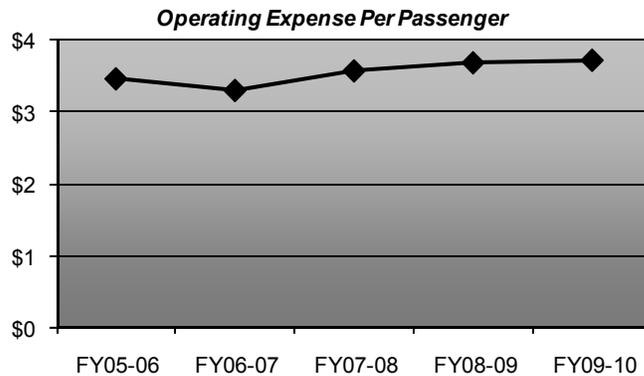
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$20,838



OPERATING FUNDS (000's)
\$20,838





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

URBAN SYSTEMS

Lehigh & Northampton Transportation Authority

1060 Lehigh Street
Allentown, PA 18103
610-435-3646
Mr. Armando Greco, Executive Director

Service Area Statistics (2000 Census)

Lehigh and Northampton Counties

Square Miles: 730
Population: 579,156
65+ Population: 91,464
% of Population 65 and older: 15.8%

Total Fleet Size

Community Transportation: 105

Fare Information

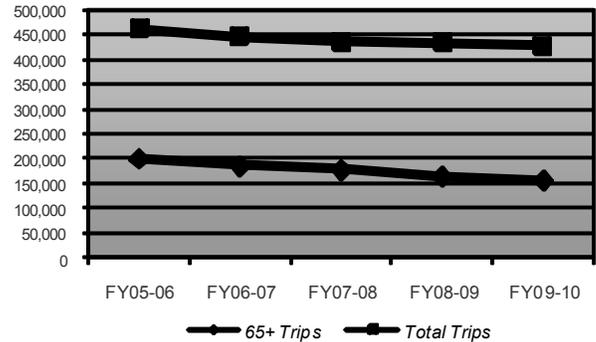
Average Shared-Ride Fare: \$22.15
Cost to Commonwealth per Senior Citizen Trip: \$18.80
Last Base Fare Increase: Oct 2008

Trip Information

65+ Trips: 156,615
Total Shared-Ride Trips: 427,239



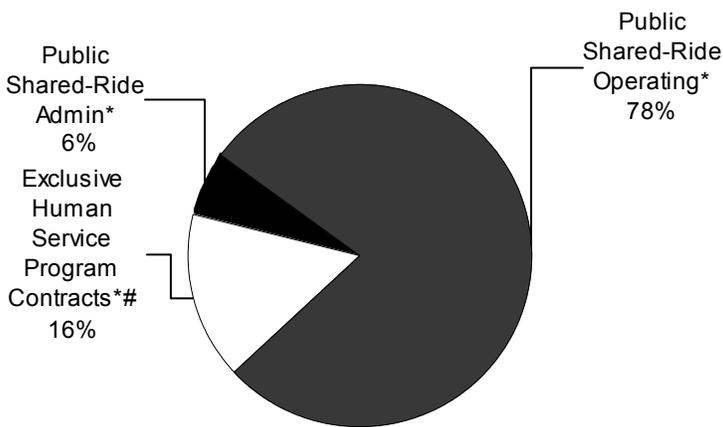
Public Service Ridership



PwD Program Start Date: 3/1/07
PwD FY09-10 Trips: 3,388
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 100.0%
Non-Public Trips: 117,640

COMMUNITY TRANSPORTATION OPERATING BUDGET

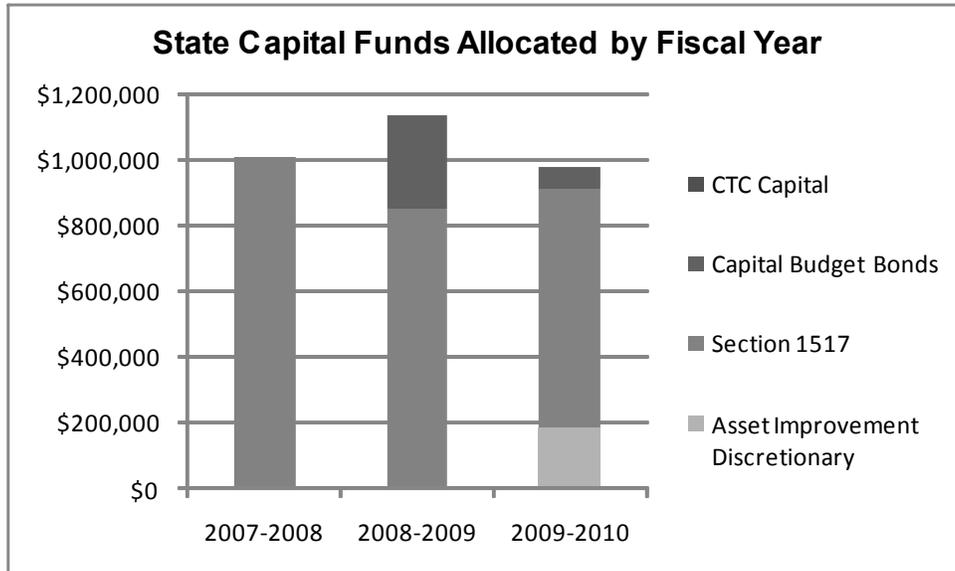
Operating Budget



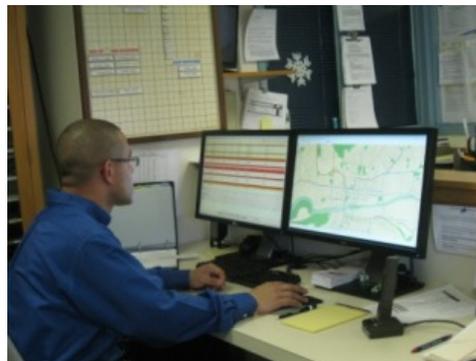
* See glossary
May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 726,001	9%
Lottery	\$ 2,952,972	36%
Persons with Disabilities Program	\$ 63,694	1%
Area Agency on Aging	\$ 303,131	4%
Medical Assistance Transportation Program	\$ 3,979,466	49%
MH/MR	\$ 103,941	1%
Other	\$ 12,000	less than 1%
Subsidy	\$ -	0%
Total	\$ 8,141,205	100%



*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.



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."



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	Part-Time
Fixed-Route:	72	7
Paratransit:	12	0
System-wide:	84	7



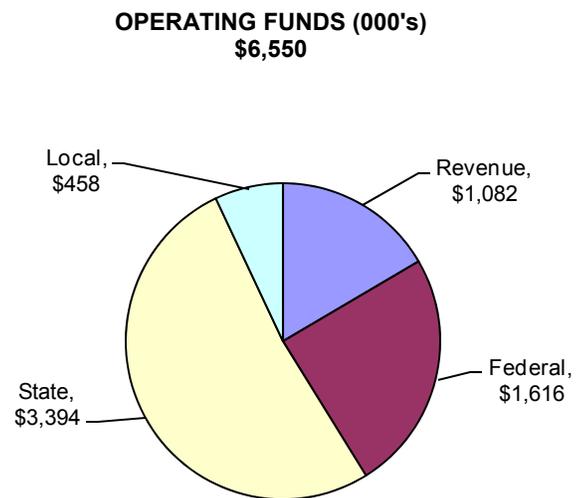
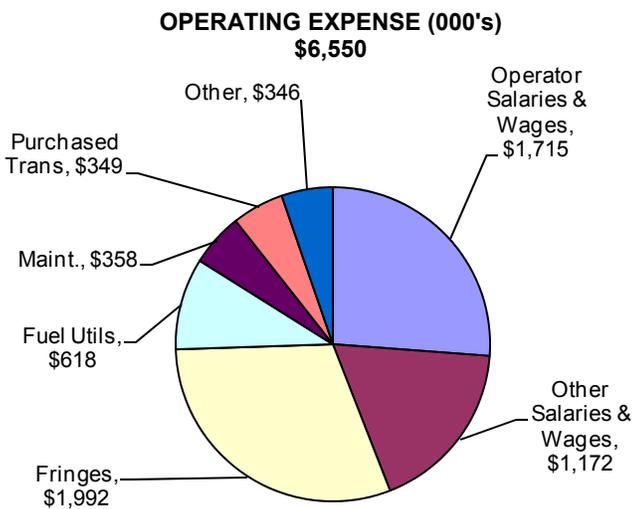
Act 44 Operating Assistance
 Operating Assistance: \$4,696,613
 Required Local Match: \$399,294

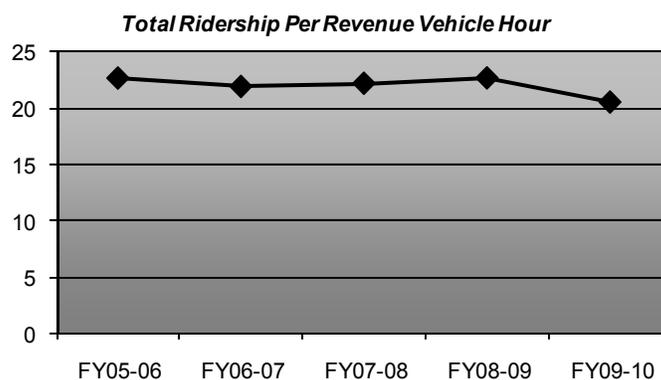
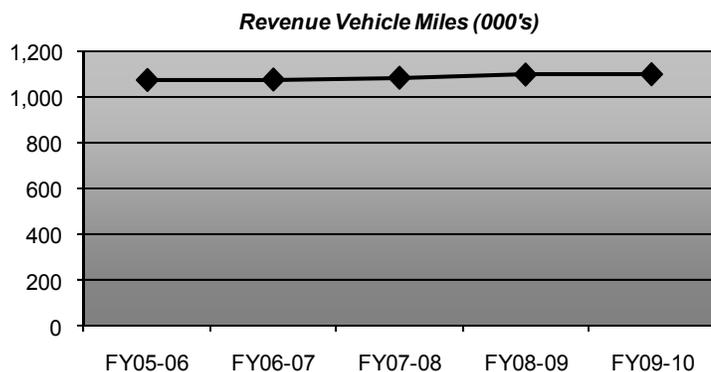
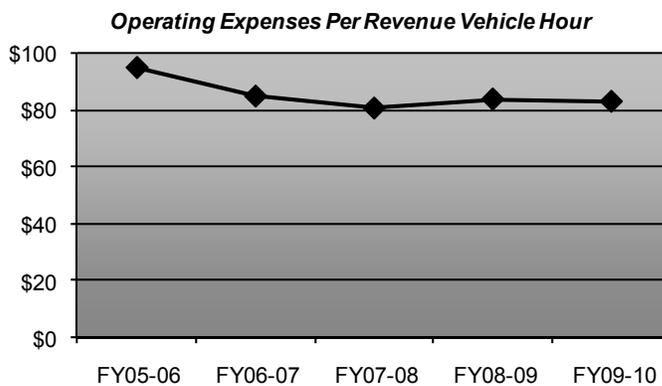
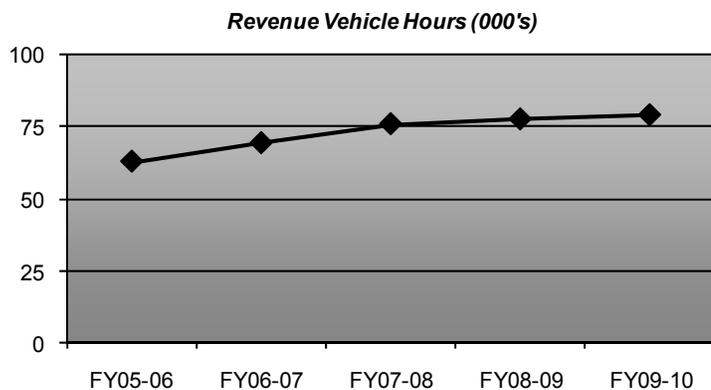
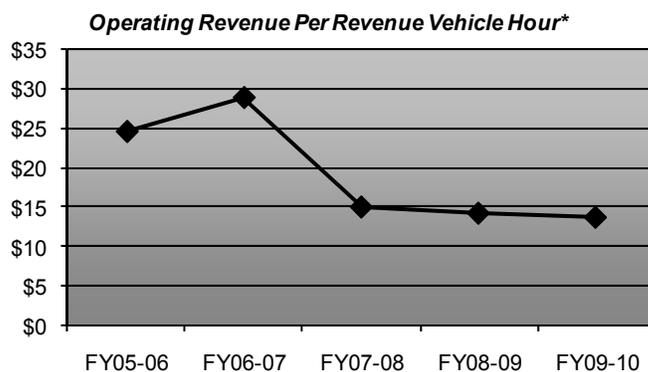
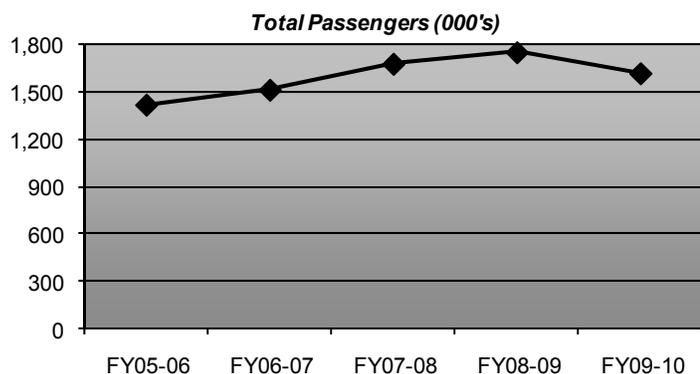
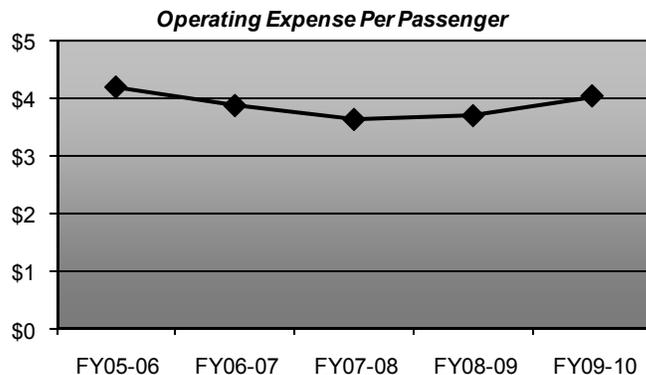
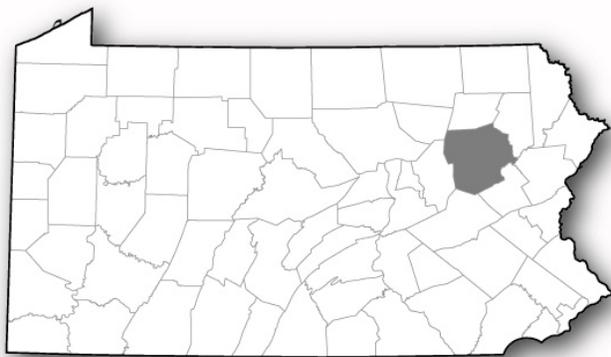


Total Fleet Size

Fixed-Route:	38
Paratransit:	24
System-wide:	62

OPERATING BUDGET

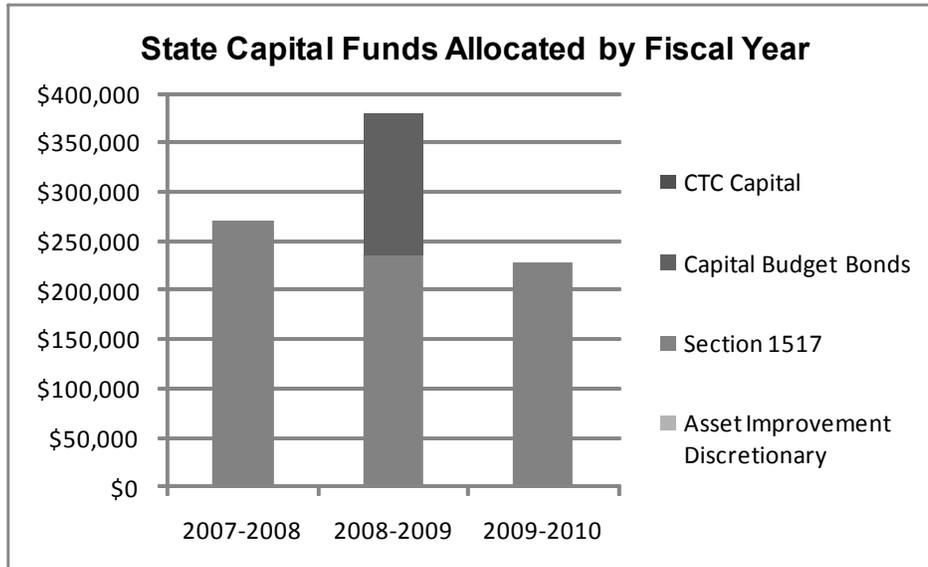




Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

Community transportation provided by Luzerne-Wyoming Counties Transportation Department in Luzerne and Wyoming counties (see page 189).



*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.



LCTA Hybrid Bus Purchase

- Total Project Cost: \$1.56 million

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.



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

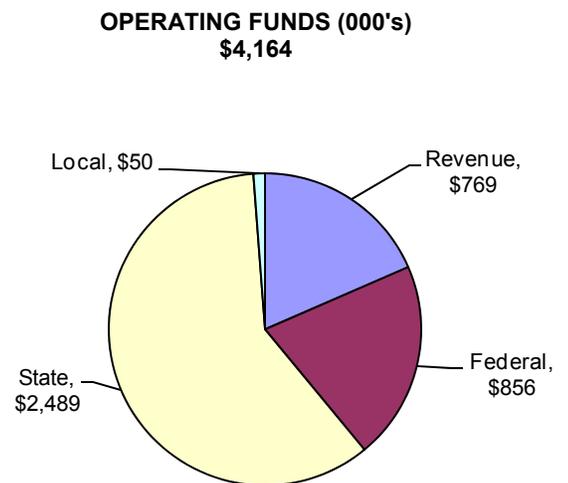
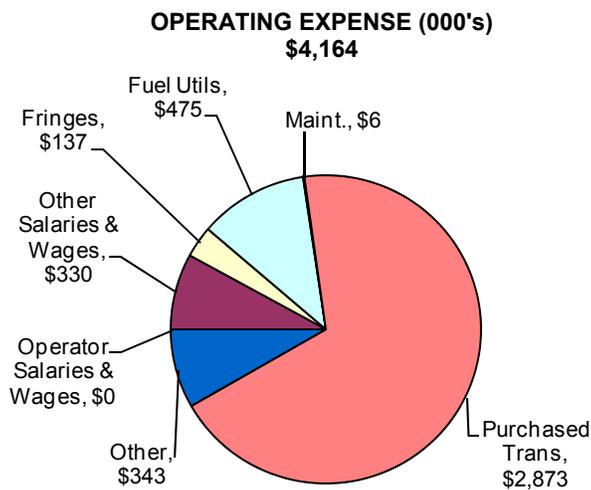
Operating Assistance: \$2,046,507
Required Local Match: \$49,743

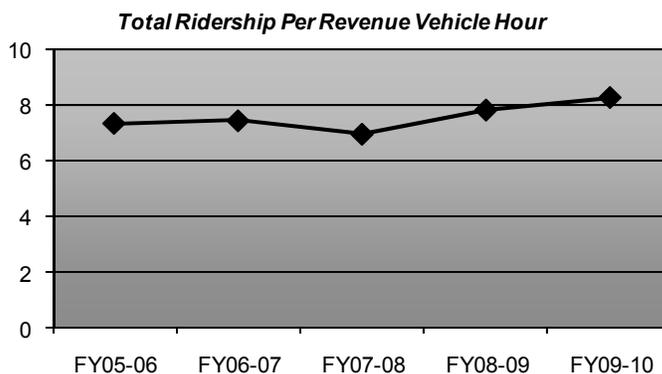
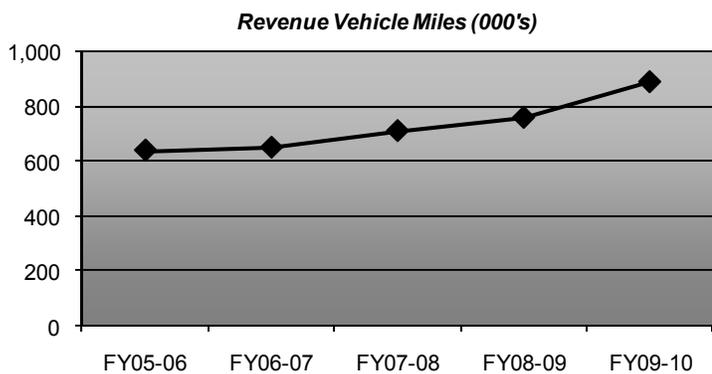
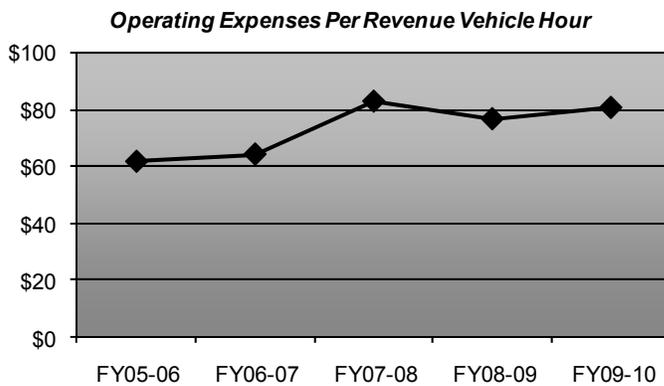
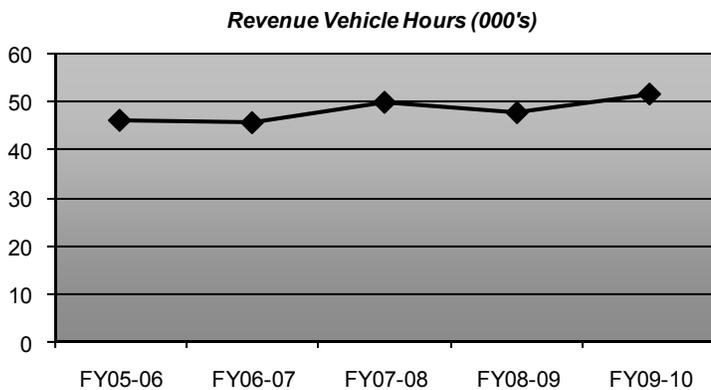
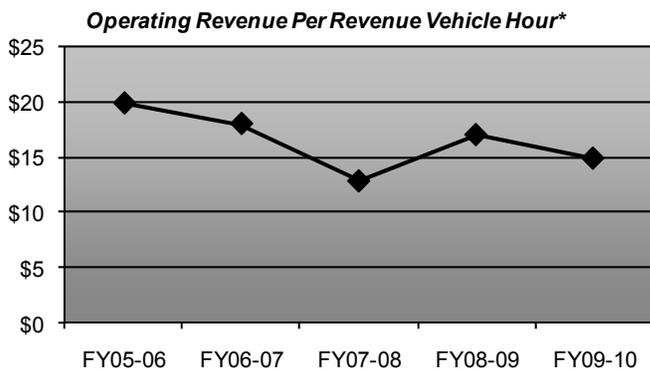
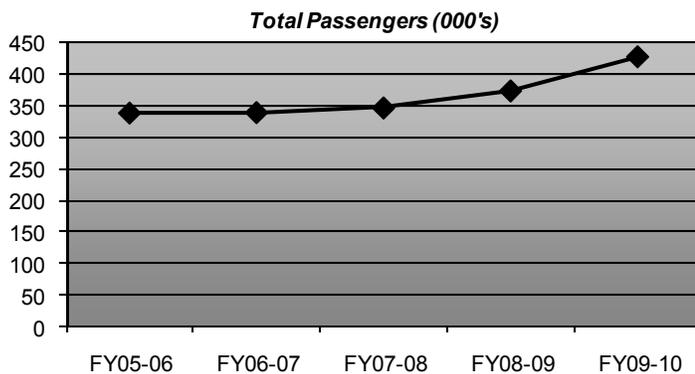
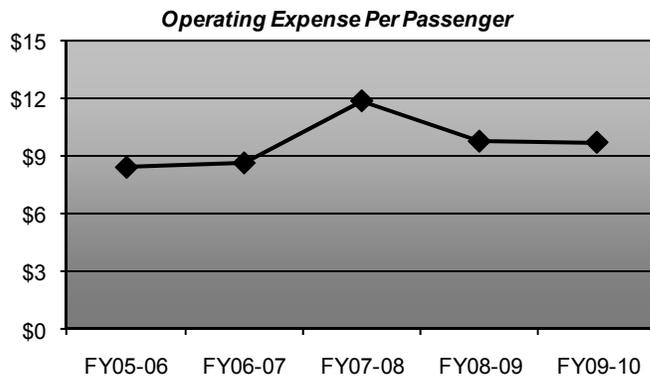
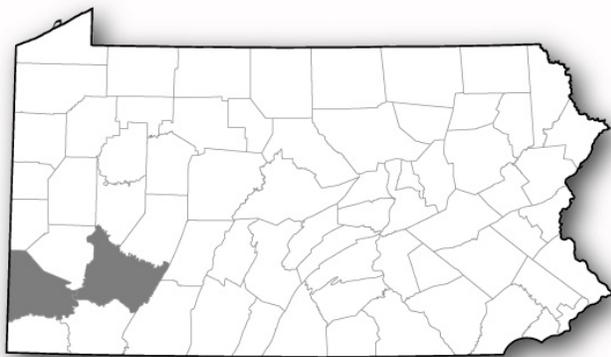


Total Fleet Size

Fixed-Route:	25
Paratransit:	2
System-wide:	27

OPERATING BUDGET



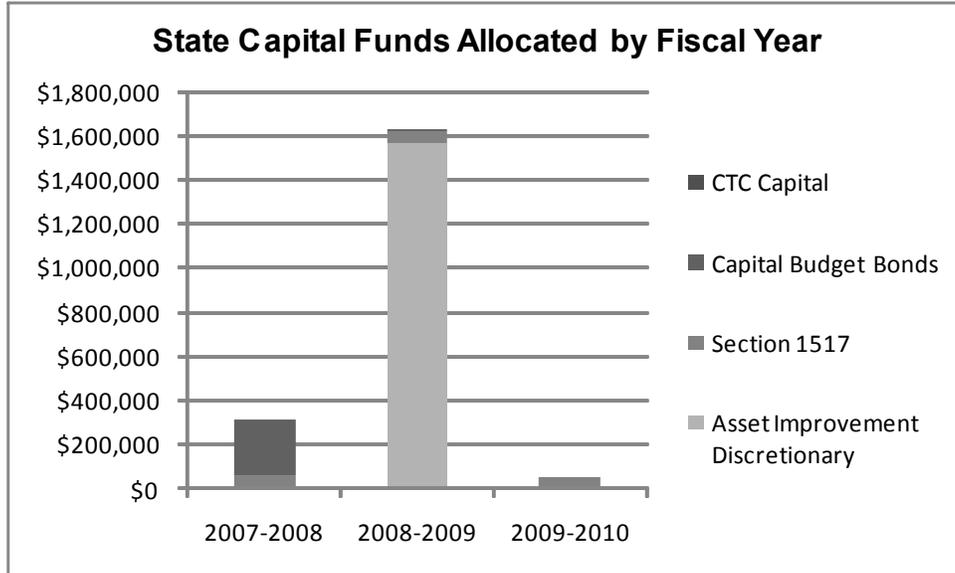


Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

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).



*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.



Donora Intermodal Transit Center

- Total Project Cost: \$5,698,336
- Number of Jobs Created** = 137

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."

PART (Pottstown Area Rapid Transit)



Pottstown Area Rapid Transit (PART)

100 East High Street
Pottstown, PA 19464
Mr. Jason Bobst
(Borough Manager)
610-970-6515
www.pottstownarearapidtransit.com



House District

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

Senate District

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



Service Area Statistics (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



Employees

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



Act 44 Operating Assistance

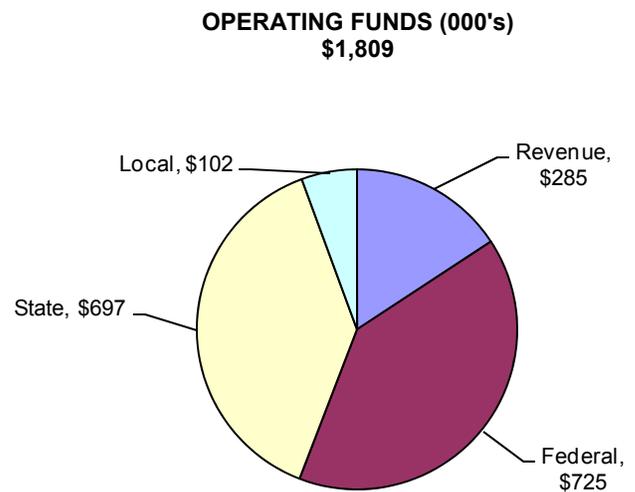
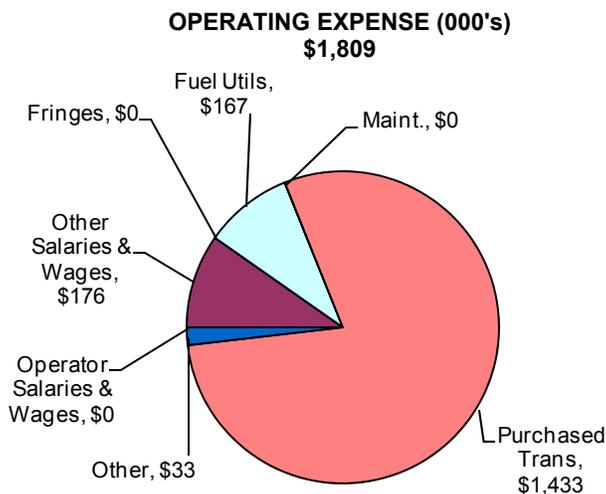
Operating Assistance: \$903,735
Required Local Match: \$57,879

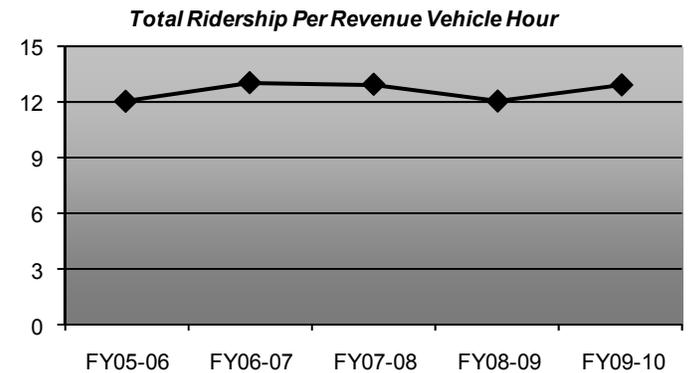
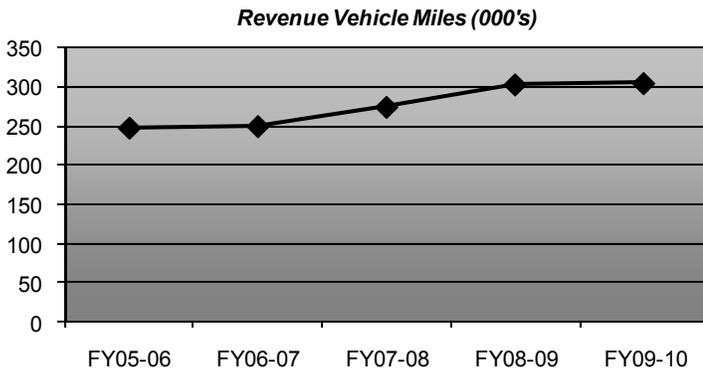
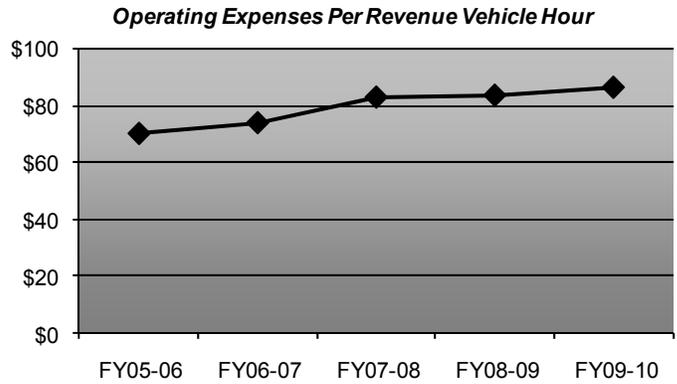
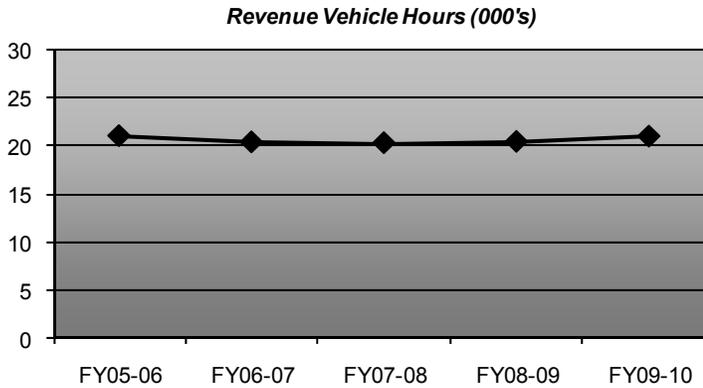
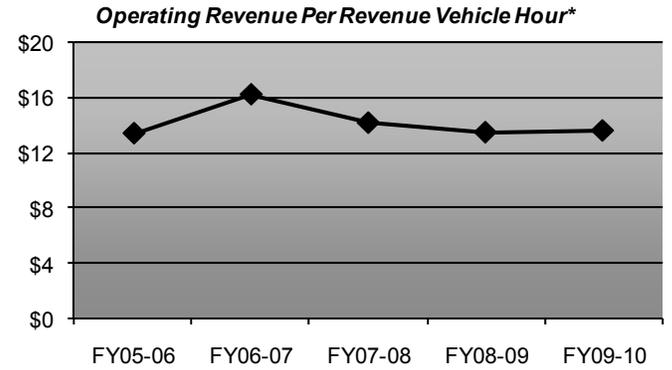
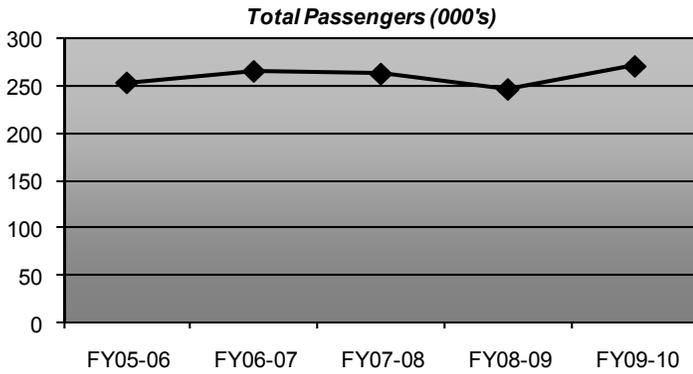
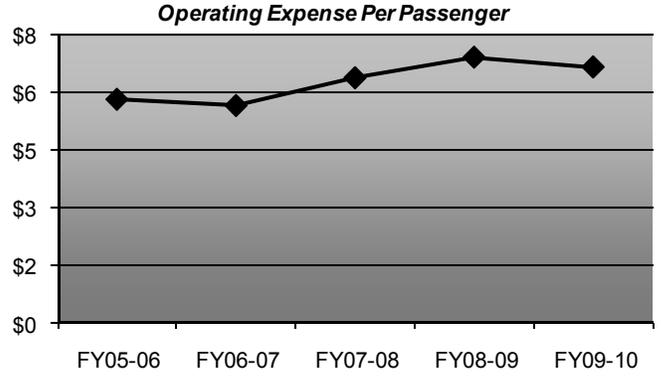


Total Fleet Size

Fixed-Route:	8
Paratransit:	2
System-wide:	10

OPERATING BUDGET

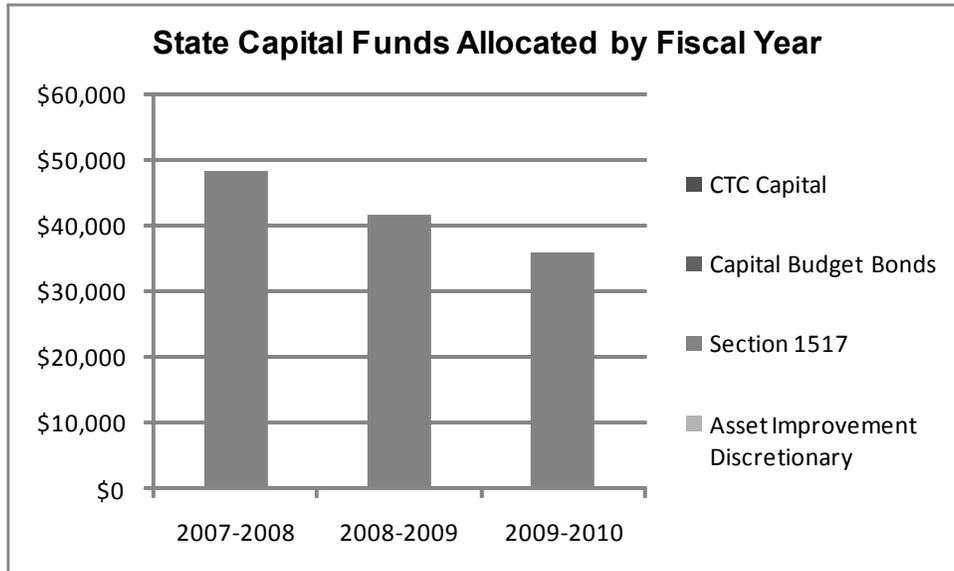




Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

Community transportation provided by Suburban Transit Network, Inc., in Montgomery County (see page 198).



*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.



PART Intermodal Transit Facility

- Total Project Cost: \$561,997
- Number of Jobs Created** = 13

The Charles W. Dickinson Transportation Center was funded through a combination of state and federal awards. PART rehabilitated a former train station to serve as a main transfer point and bus center to serve PART's system. Improvements include the installation of a new roof and shelters, lighting fixtures, directional signage, a concrete bus pad, and new bituminous paving, sidewalk, and other amenities to complete the center in a prime downtown location. The project helped alleviate traffic congestion at the previous transfer point of High & Hanover Streets in downtown Pottstown and it consolidated both service and information into one location which is within walking distance to many local services, businesses, and sectors of employment.



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	Part-Time
Fixed-Route:	101	11
Paratransit:	100	4
System-wide:	201	15



Act 44 Operating Assistance

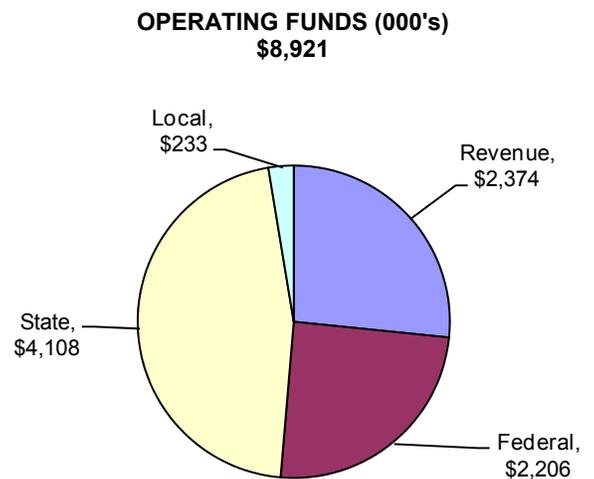
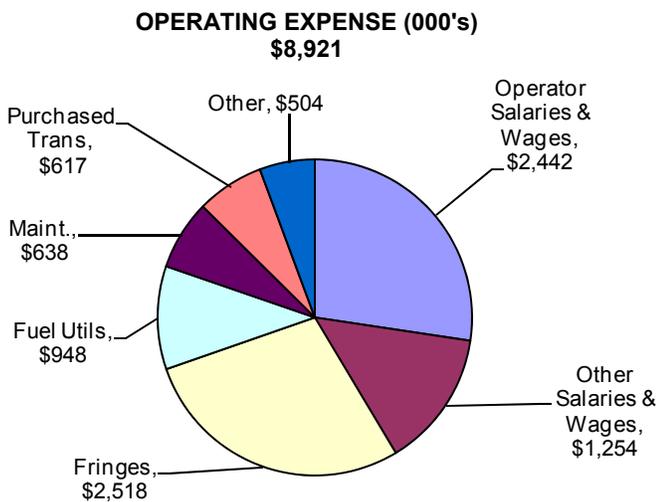
Operating Assistance: \$4,275,267
Required Local Match: \$203,197

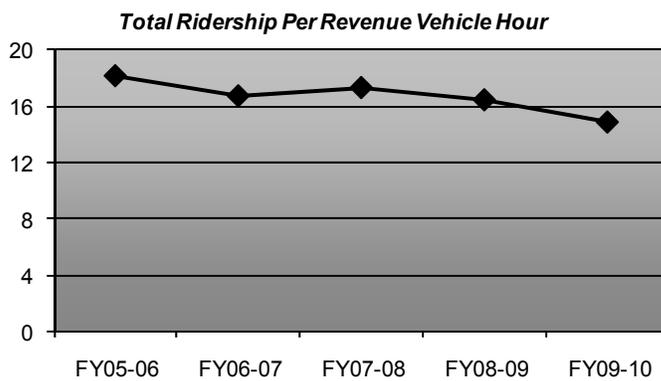
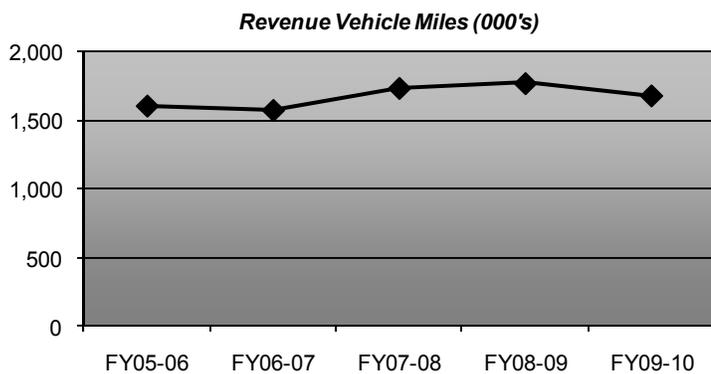
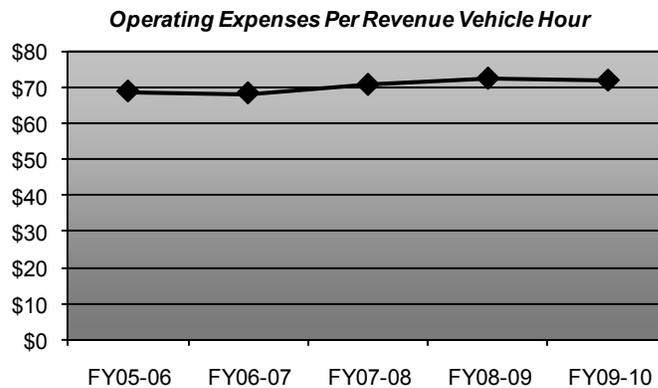
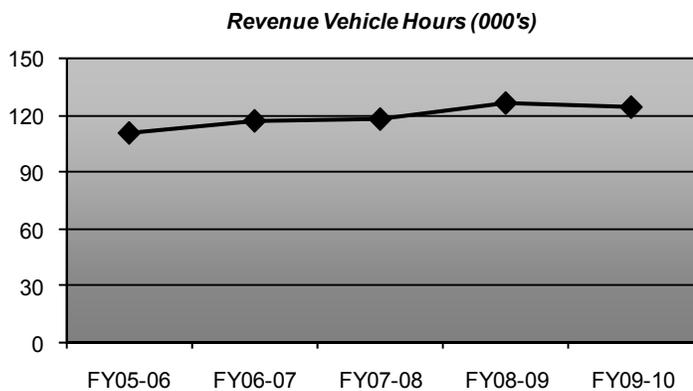
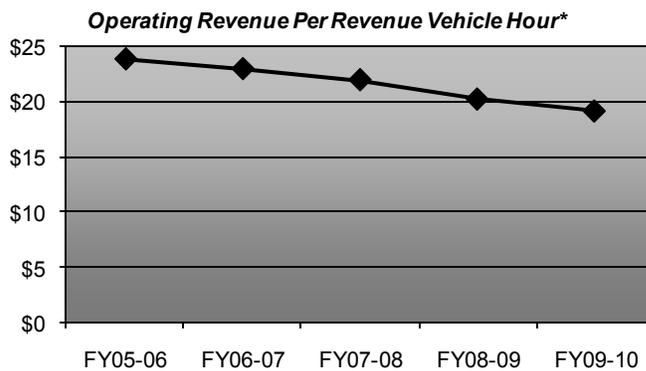
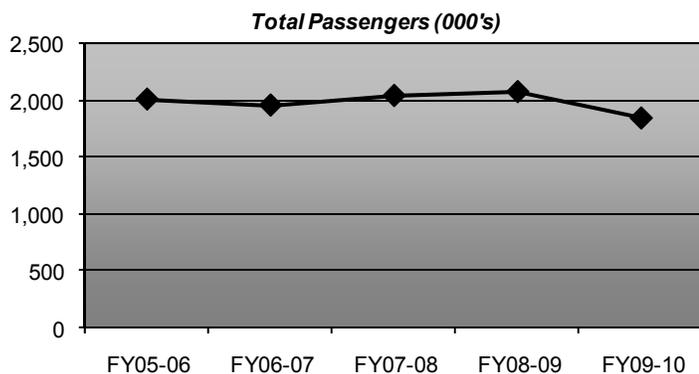
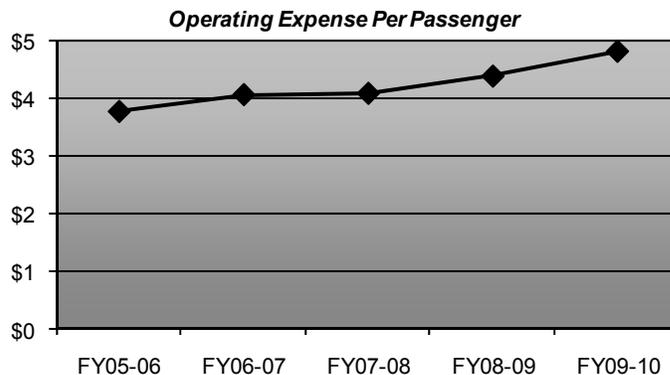
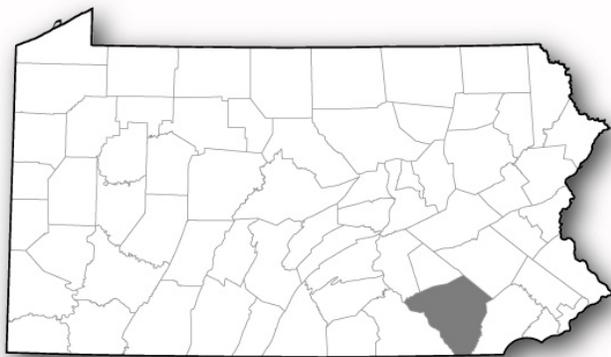


Total Fleet Size

Fixed-Route:	43
Paratransit:	88
System-wide:	131

OPERATING BUDGET





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

URBAN SYSTEMS

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

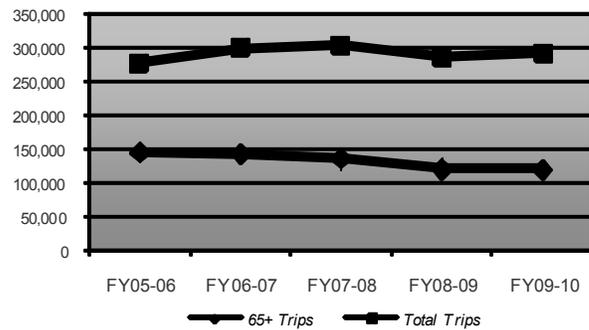
Average Shared-Ride Fare: \$18.35
 Cost to Commonwealth per Senior Citizen Trip: \$13.14
 Last Base Fare Increase: July 2008

Trip Information

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



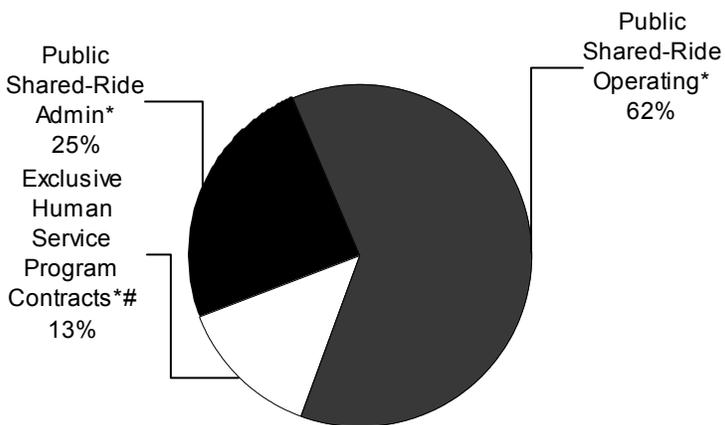
Public Service Ridership



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

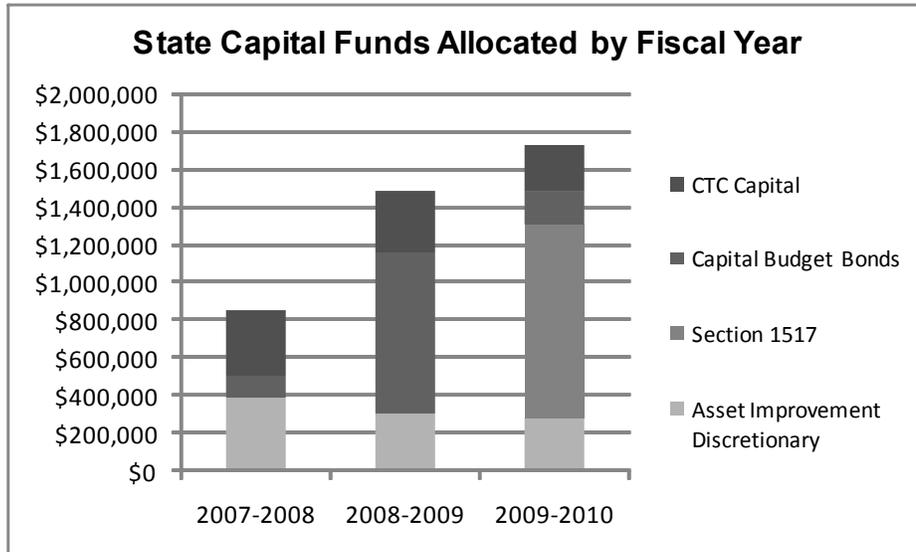
Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 210,879	3%
Lottery	\$ 1,576,048	27%
Persons with Disabilities Program	\$ 170,998	3%
Area Agency on Aging	\$ 219,649	4%
Medical Assistance Transportation Program	\$ 1,923,456	33%
MH/MR	\$ 1,111,695	19%
Other	\$ 668,265	11%
Subsidy	\$ -	0%
Total	\$ 5,880,990	100%



*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.



Operations Center Renovation

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



Solar Kiosk in Welcome Area

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."



Mercer County Regional Council of Government (MRCOG)

2495 Highland Road
Hermitage, PA 16148
Mr. Thomas Tulip
(Administrator)
724-981-1561
www.mrcog.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	Part-Time
Fixed-Route:	5	1
Paratransit:	1	1
System-wide:	6	2



Act 44 Operating Assistance

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

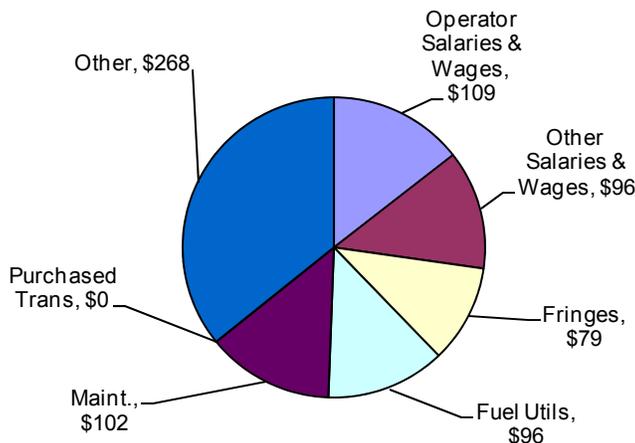


Total Fleet Size

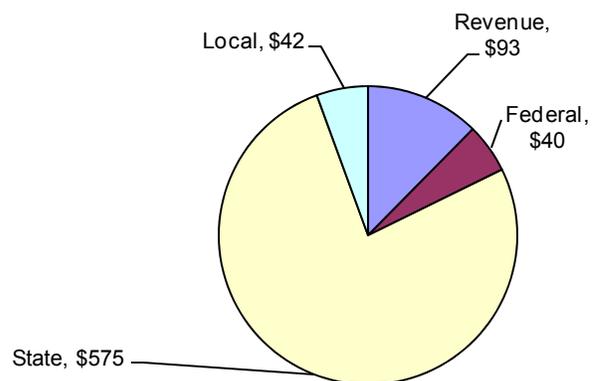
Fixed-Route:	6
Paratransit:	1
System-wide:	7

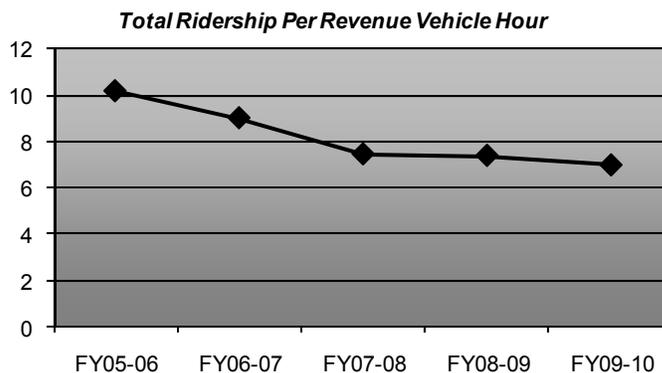
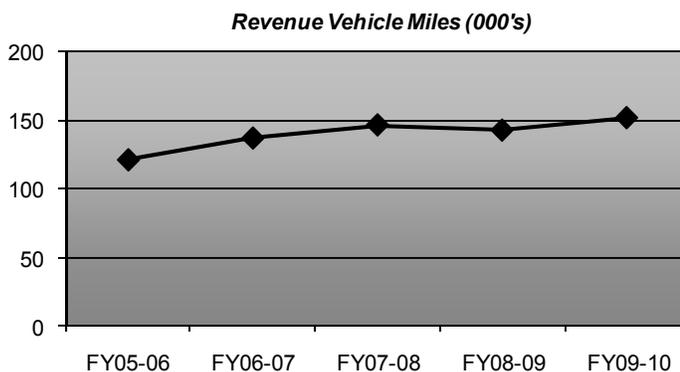
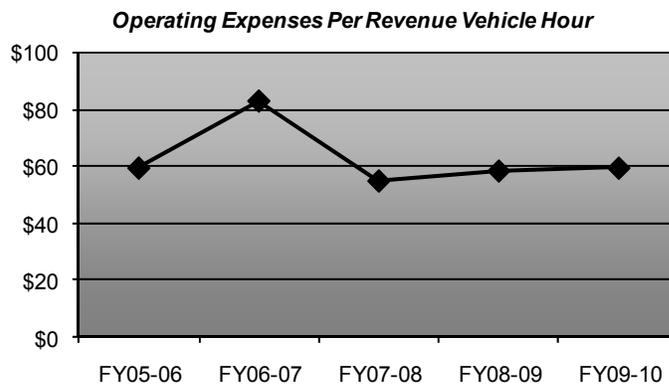
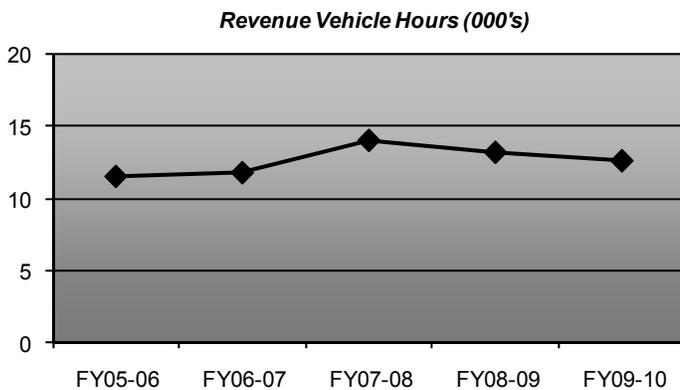
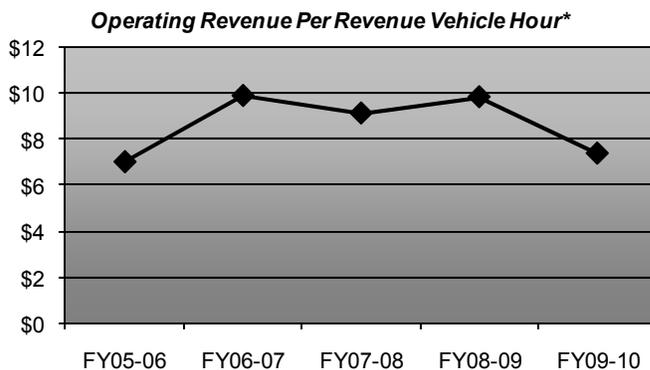
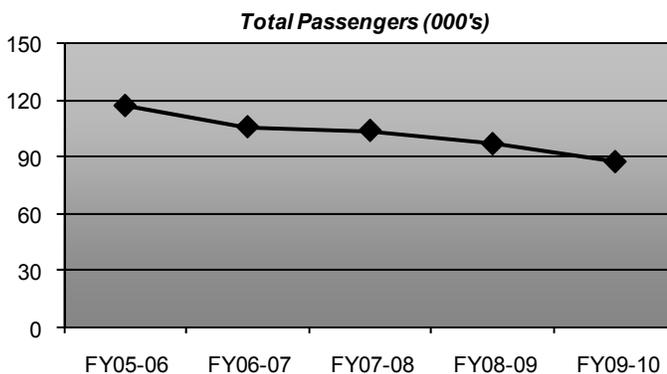
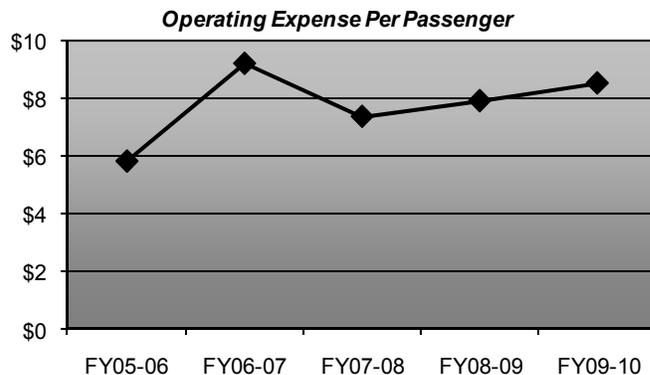
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$750



OPERATING FUNDS (000's)
\$750





Data prior to 2006 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

URBAN SYSTEMS

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

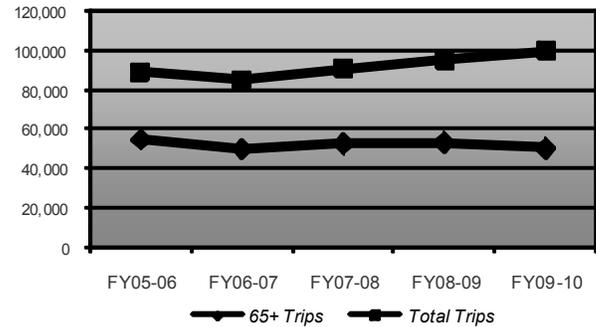
Average Shared-Ride Fare: \$14.99
 Cost to Commonwealth per Senior Citizen Trip: \$13.30
 Last Base Fare Increase: July 2005

Trip Information

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



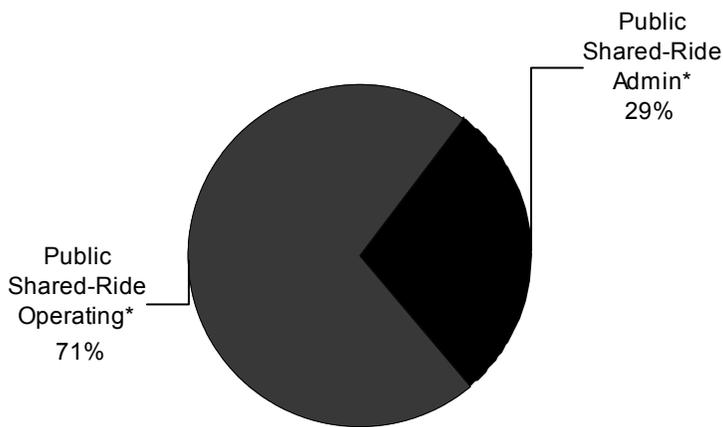
Public Service Ridership



PwD Program Start Date: 10/1/03
 PwD FY09-10 Trips: 2,532
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

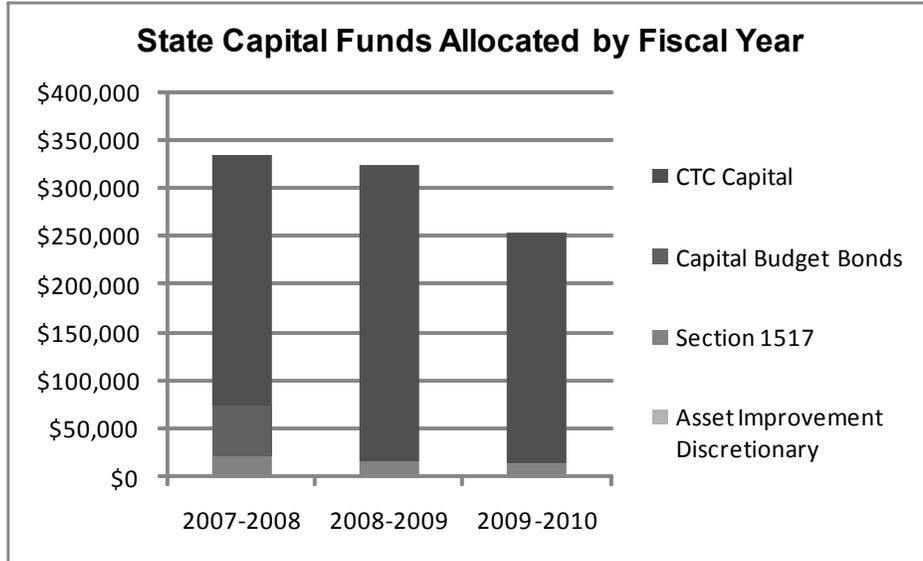
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 125,479	8%
Lottery	\$ 668,567	43%
Persons with Disabilities Program	\$ 43,360	3%
Area Agency on Aging	\$ 160,333	11%
Medical Assistance Transportation Program	\$ 542,186	35%
Other	\$ 5,238	less than 1%
Subsidy	\$ -	0%
Total	\$ 1,545,163	100%



*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.



Bus purchase

- Total Project Cost: \$306,128

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.



Bus Washer

- Total Project Cost: \$201,358
- Number of Jobs Created** = 5

The SVSS purchased a new Gantry-type roll-over vehicle wash system, which rolls over a parked vehicle to conserve space. With this system, the SVSS is able to ensure a clean wash without damaging the buses or expanding their facilities. This unit replaces an outdated, less energy-efficient device. The SVSS has also seen a reduction in water usage, as this new system helps by using less water per vehicle washed.

** 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



House District

Washington: 39, 40, 46, 48, 49, 50

Senate District

Washington: 32, 37, 46



Service Area Statistics (2000 Census)

Square Miles: 33
 Population: 61,634



Fare Information

Fixed-Route Base: \$1.10
 Fixed-Route Avg: \$2.39
 Last Base Fare Increase: June 2004 (10%)



Act 44 Fixed-Route Distribution Factors

Total Passengers: 45,131
 Senior Passengers: 14,098
 Revenue Vehicle Miles: 192,643
 Revenue Vehicle Hours: 13,543



Employees

	Full-Time	Part-Time
Fixed-Route:	3	10
Paratransit:	1	3
System-wide:	4	13



Act 44 Operating Assistance

Operating Assistance: \$920,505
 Required Local Match: \$121,252

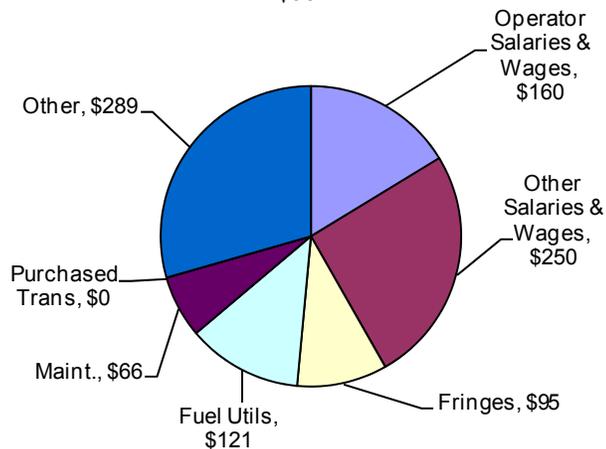


Total Fleet Size

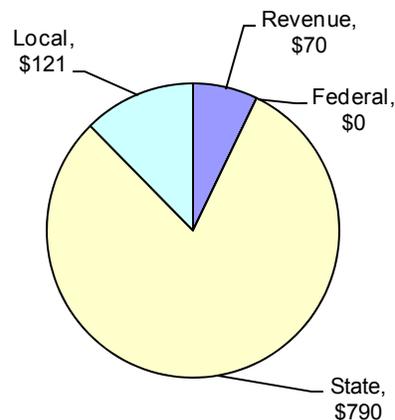
Fixed-Route:	5
Paratransit:	4
System-wide:	9

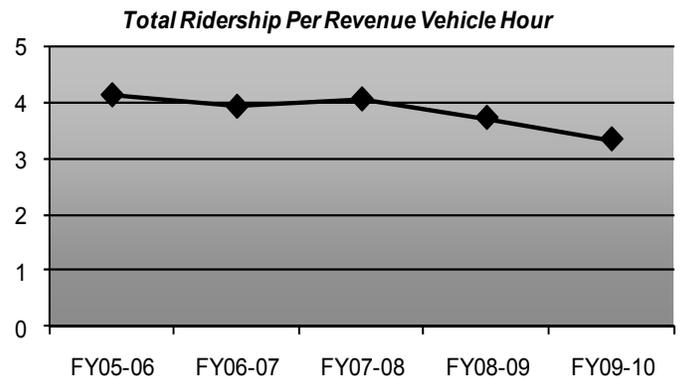
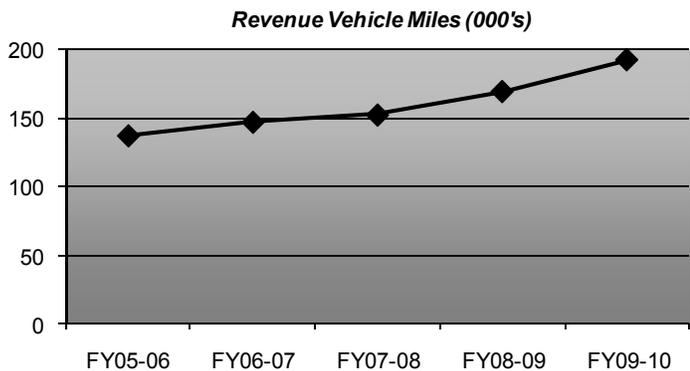
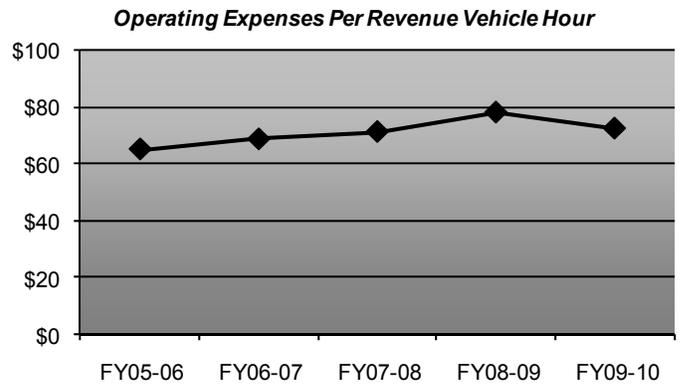
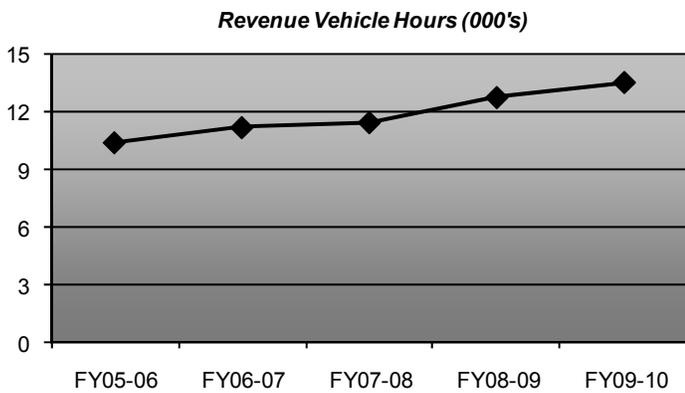
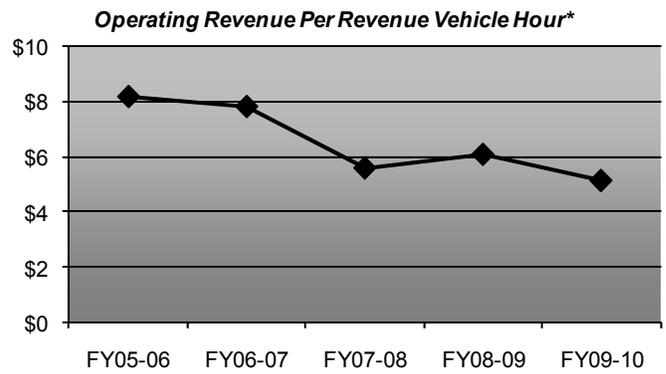
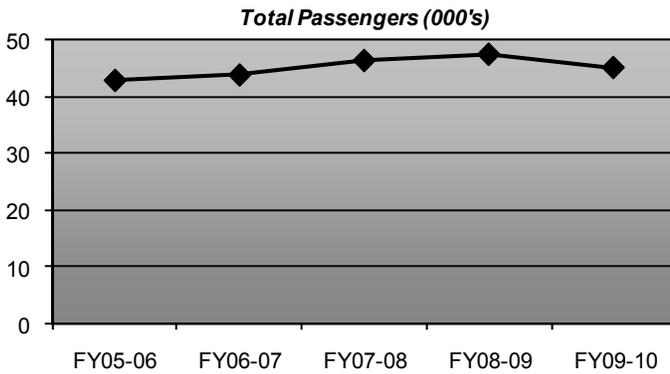
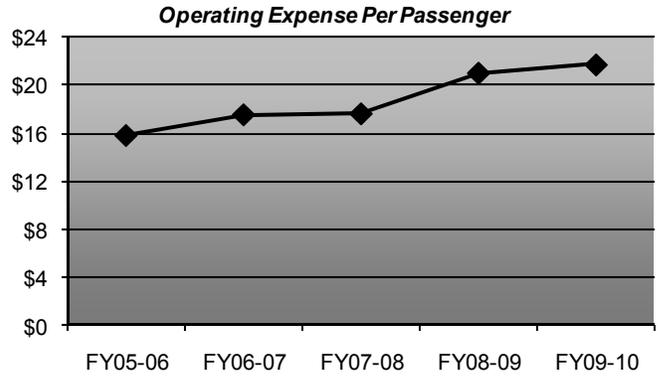
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$981



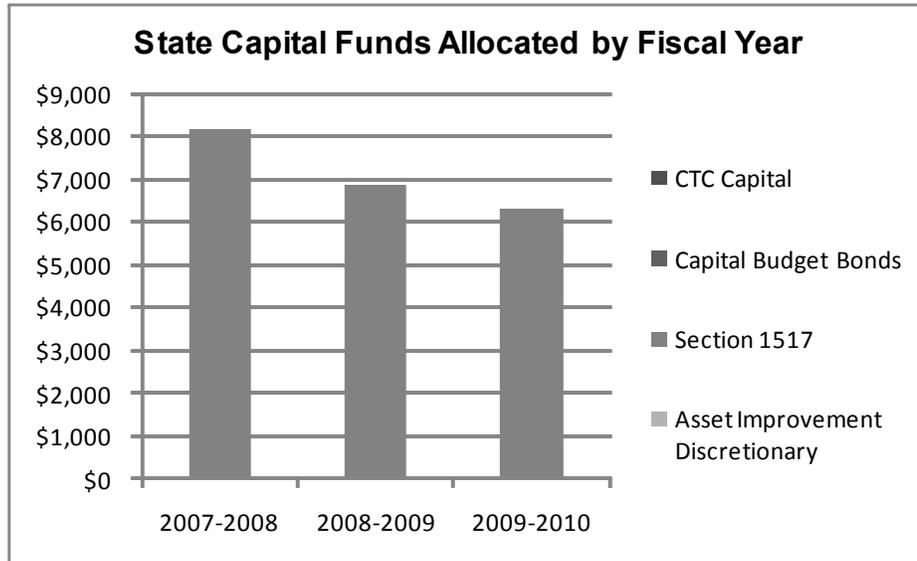
OPERATING FUNDS (000's)
\$981



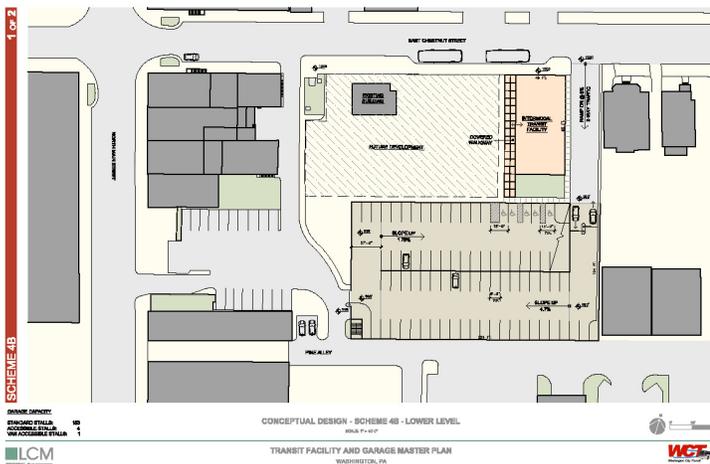


Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

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



*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.



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."



Westmoreland County Transit Authority (WCTA)

41 Bell Way
Greensburg, PA 15601
Mr. Larry Morris
(Executive Director)
724-832-2705
www.westmorelandtransit.com



House District

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

Senate District

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



Service Area Statistics (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	Part-Time
Fixed-Route:	44	32
Paratransit:	148	14
System-wide:	192	46



Act 44 Operating Assistance

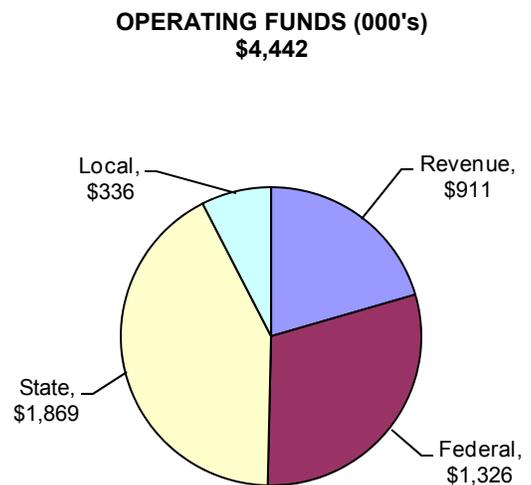
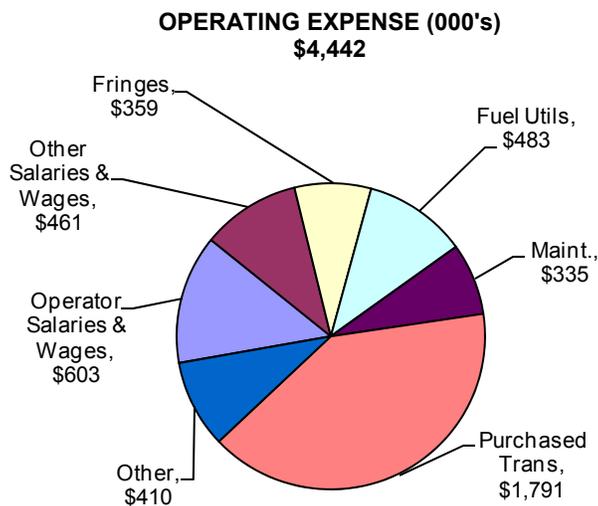
Operating Assistance: \$2,301,570
Required Local Match: \$234,888



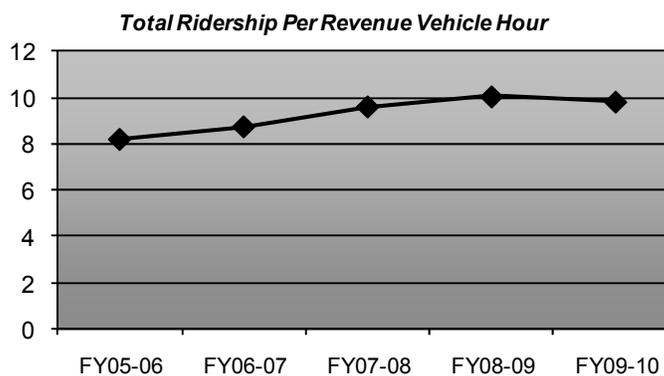
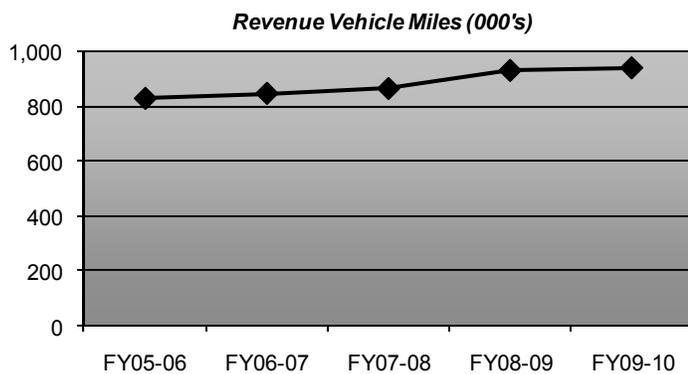
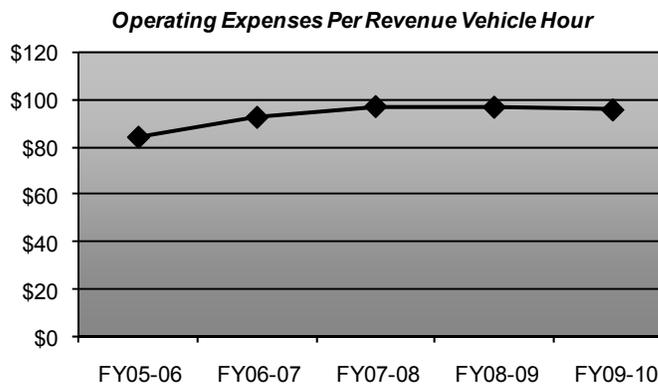
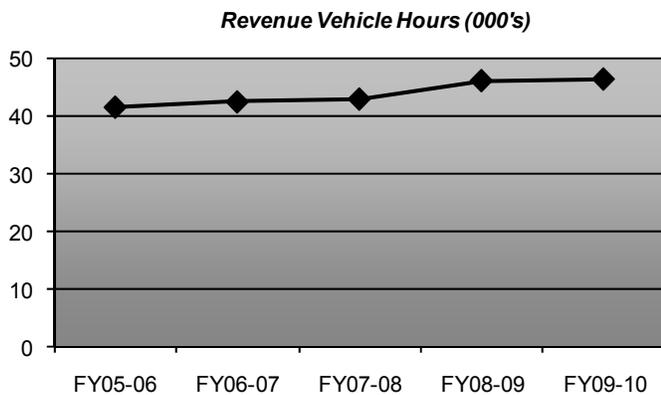
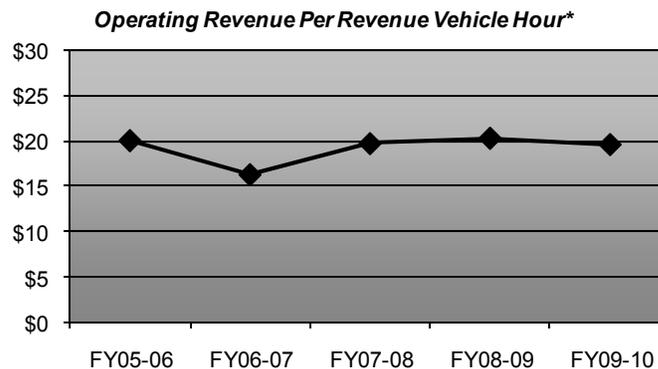
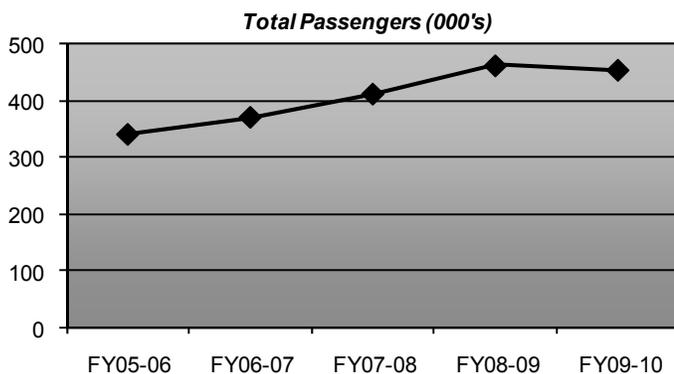
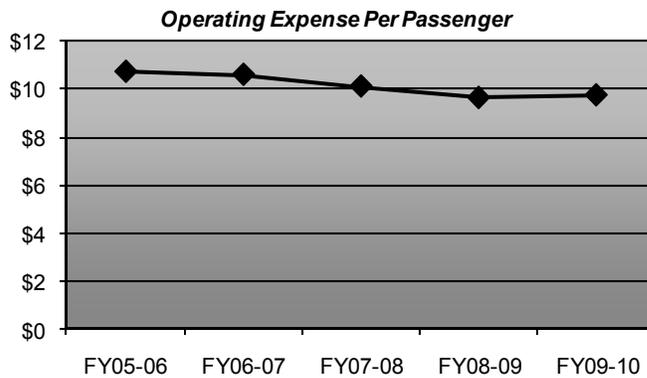
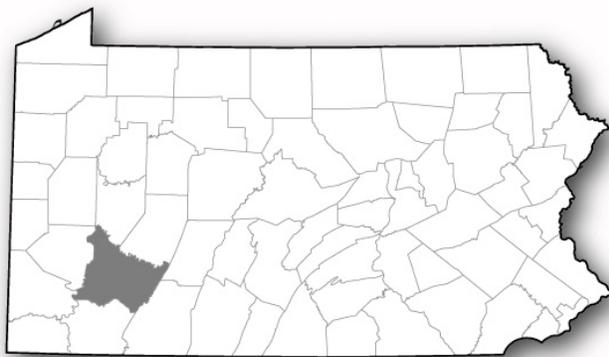
Total Fleet Size

Fixed-Route:	33
Paratransit:	92
System-wide:	125

OPERATING BUDGET



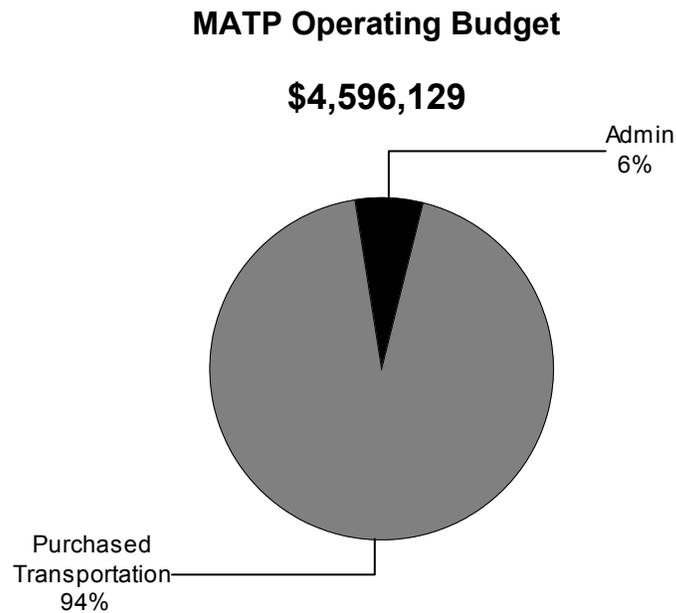
*Includes Rural Service



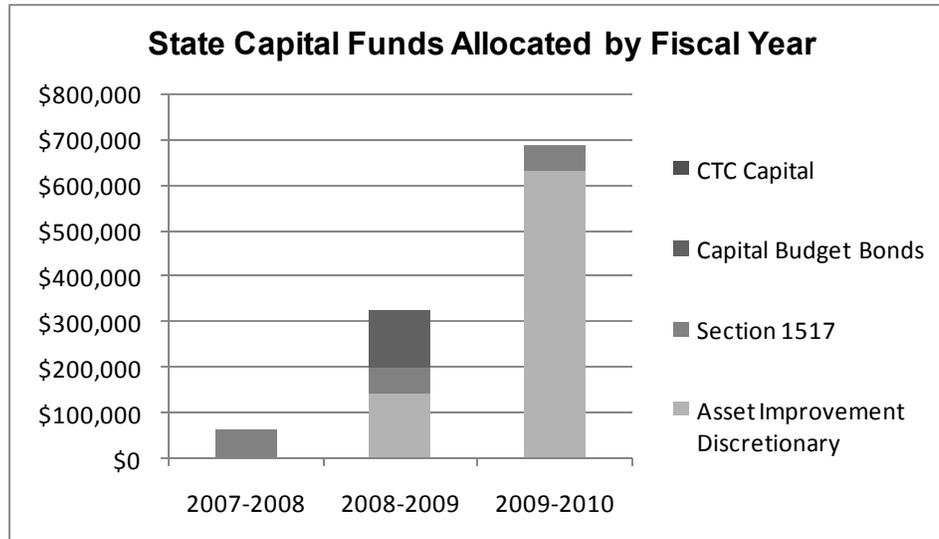
Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

Westmoreland County Transit Authority is the designated Medical Assistance Transportation Program coordinator in Westmoreland County.



Additional community transportation service is provided by five separate taxi companies in Westmoreland County (see page 203).



*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.



Bus Purchase

- Total Project Cost: \$2,105,906

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.

Williamsport RVT (River Valley Transit)



Williamsport River Valley Transit (RVT)

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



House District

Lycoming: 83, 84

Senate District

Lycoming: 23



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	Part-Time
Fixed-Route:	44	9
Paratransit:	0	2
System-wide:	44	11



Act 44 Operating Assistance

Operating Assistance: \$3,111,582
Required Local Match: \$249,191

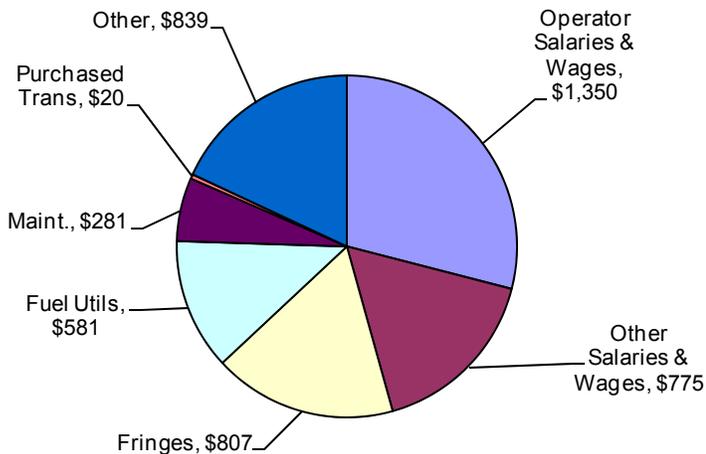


Total Fleet Size

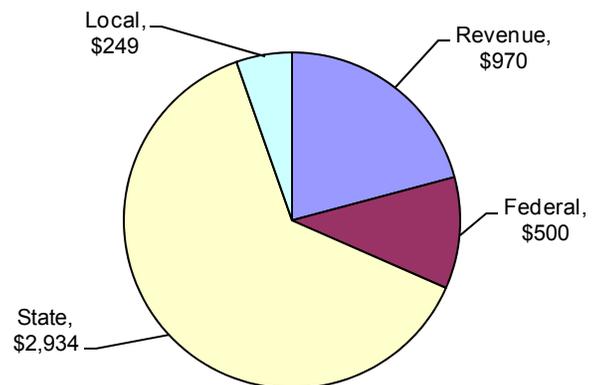
Fixed-Route:	33
Paratransit:	2
System-wide:	35

OPERATING BUDGET

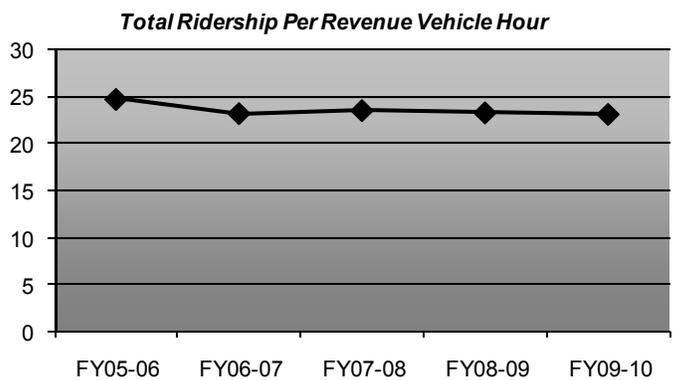
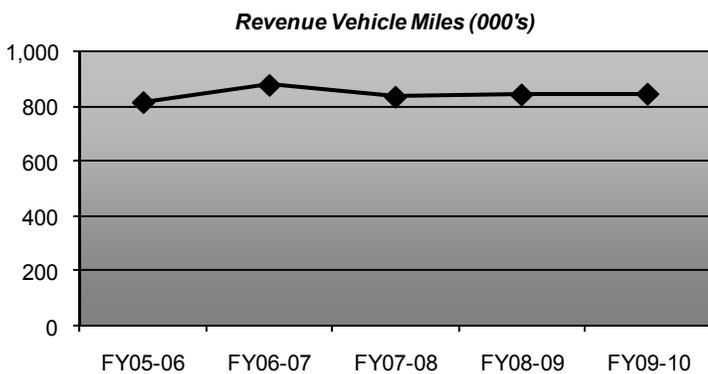
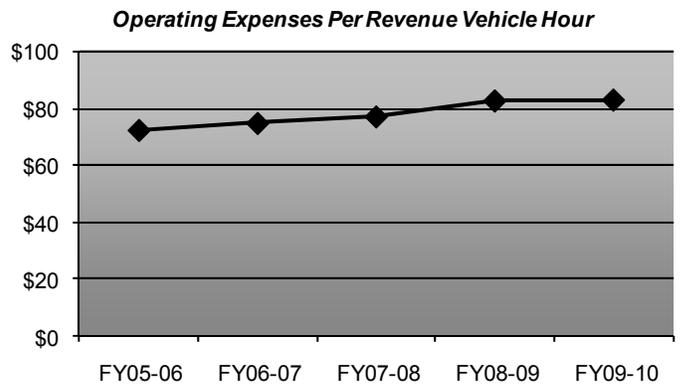
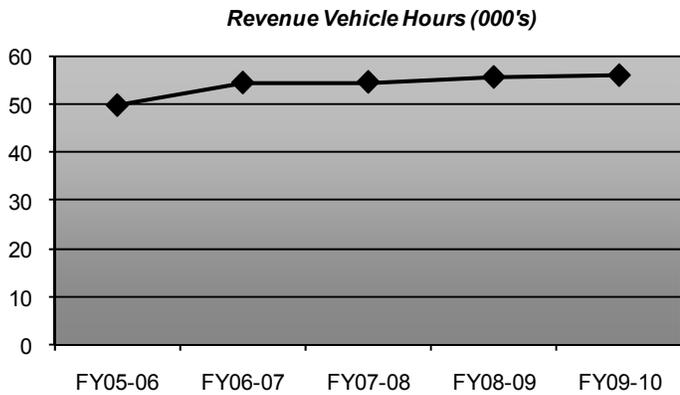
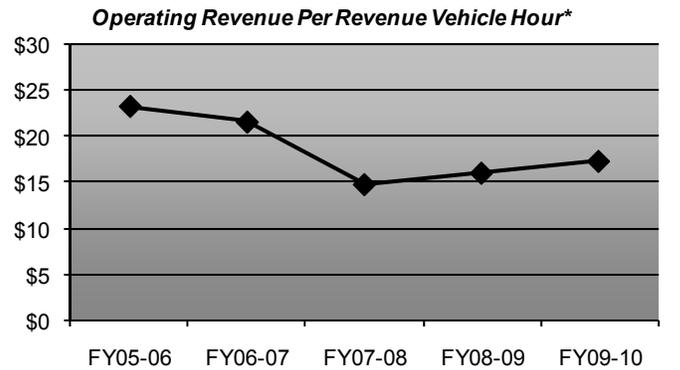
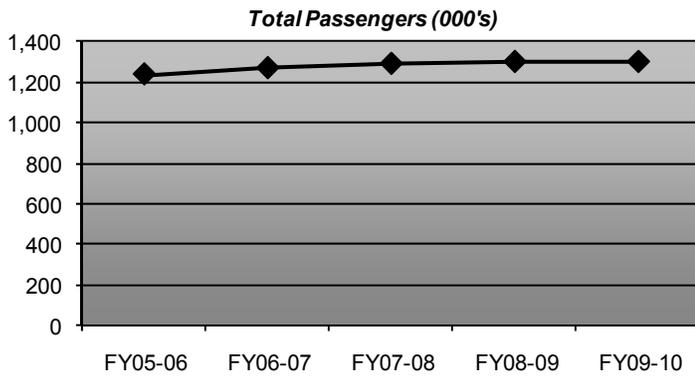
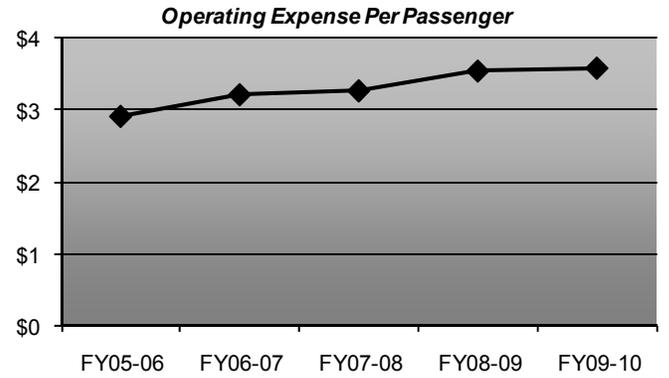
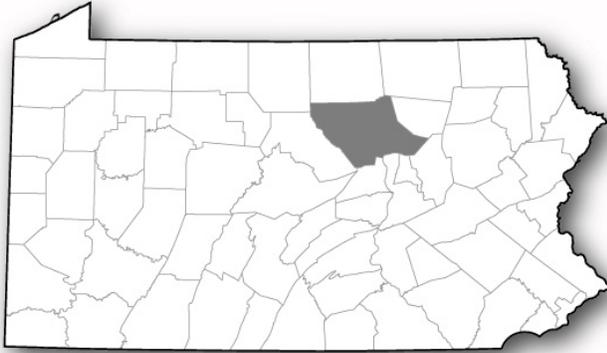
OPERATING EXPENSE (000's)
\$4,653



OPERATING FUNDS (000's)
\$4,653



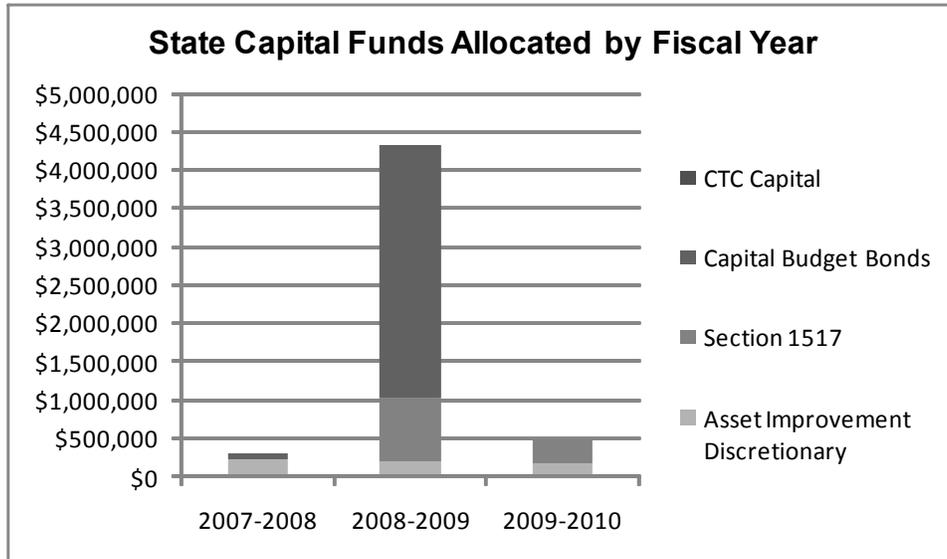
(River Valley Transit) Williamsport RVT



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).



*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.



GeoThermal Heating and Cooling System



Above-Floor Scissor Lifts

Garage and Office Renovation

- Total Project Cost: \$11.2 million
- Number of Jobs Created** = 269

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



House District
 York: 47, 92, 93, 94, 95, 193, 196
Senate District
 York: 13, 15, 28, 31, 33



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

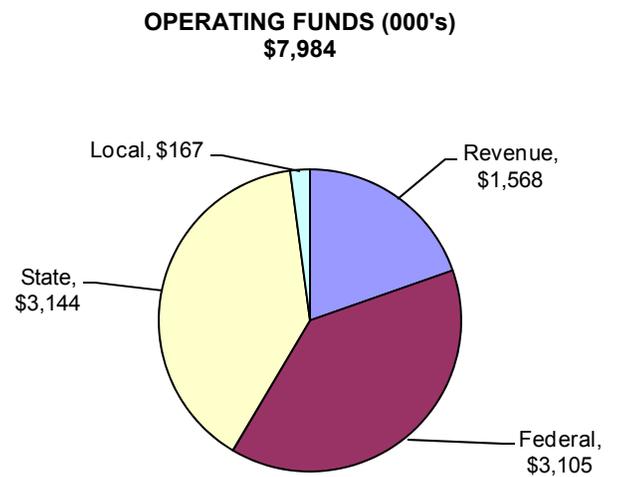
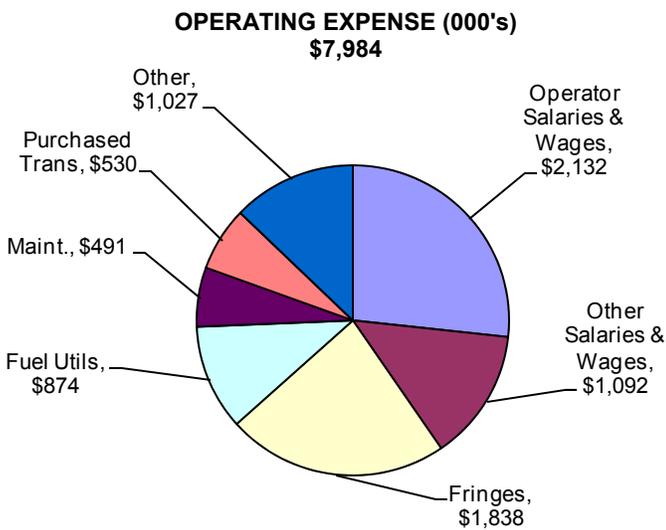


Act 44 Operating Assistance
 Operating Assistance: \$3,847,199
 Required Local Match: \$297,673

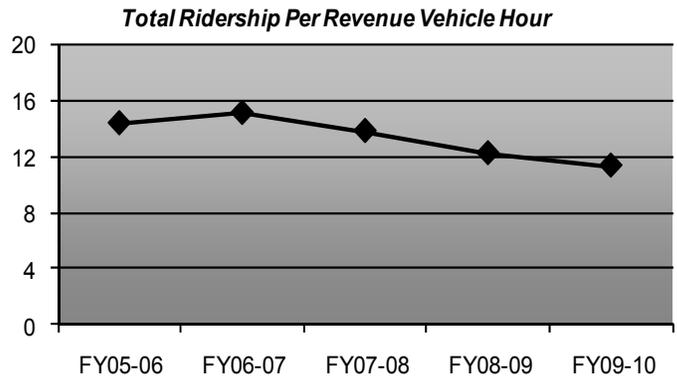
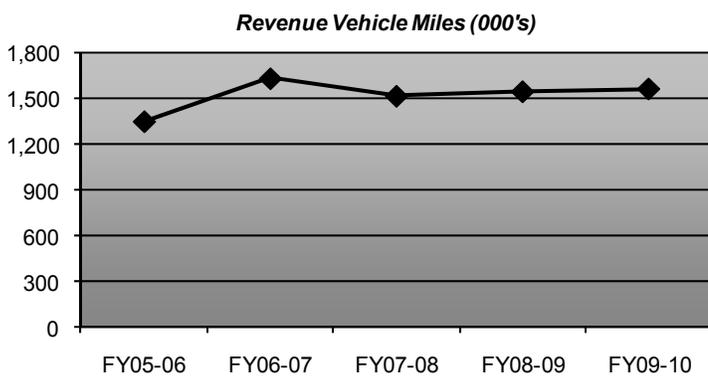
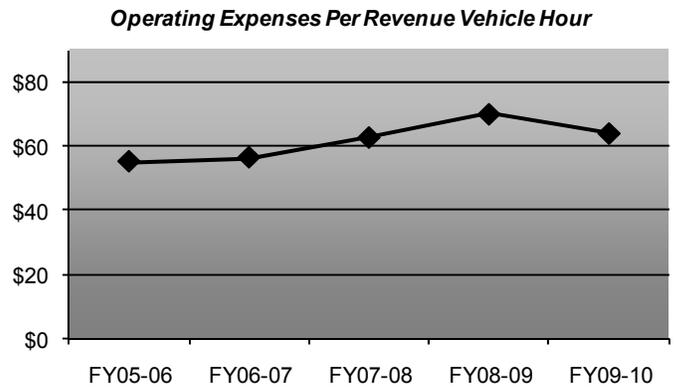
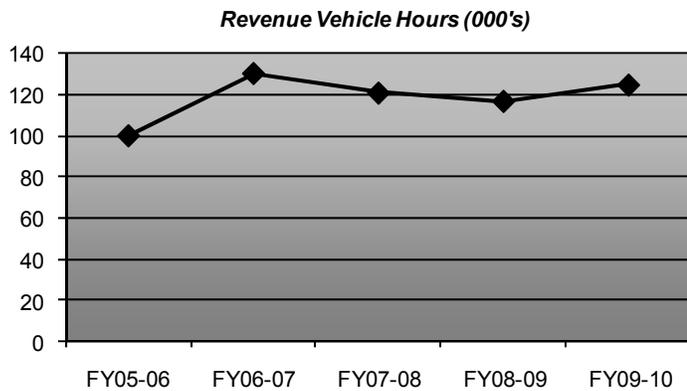
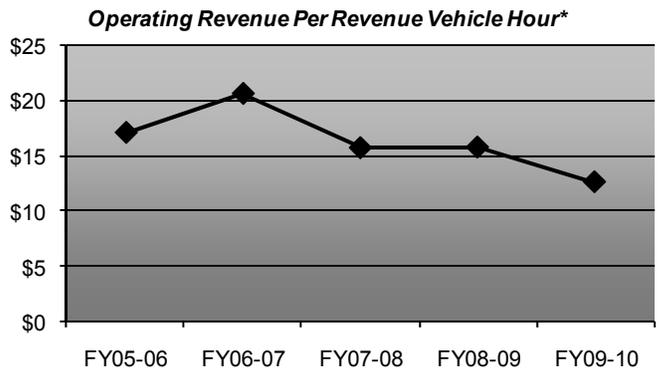
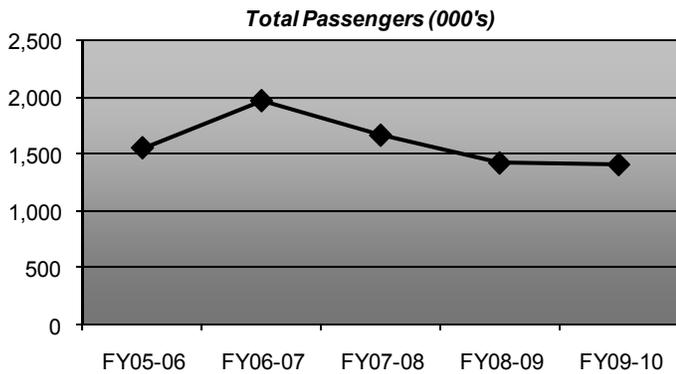
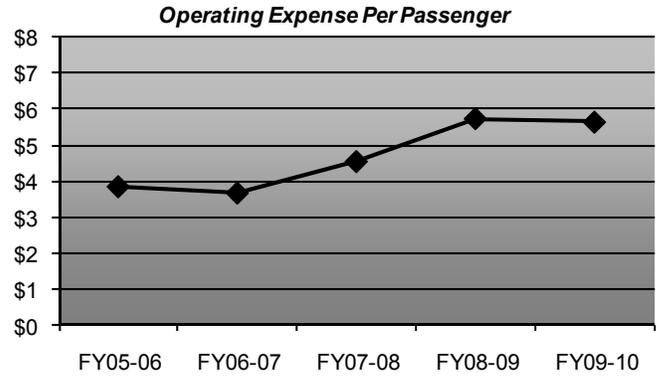
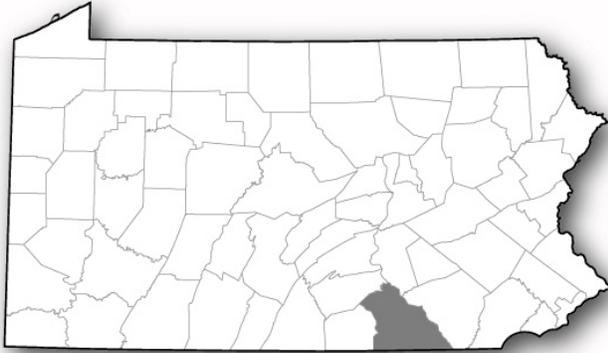


Total Fleet Size
 Fixed-Route: 36
 Paratransit: 55
 System-wide: 91

OPERATING BUDGET



*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

URBAN SYSTEMS

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

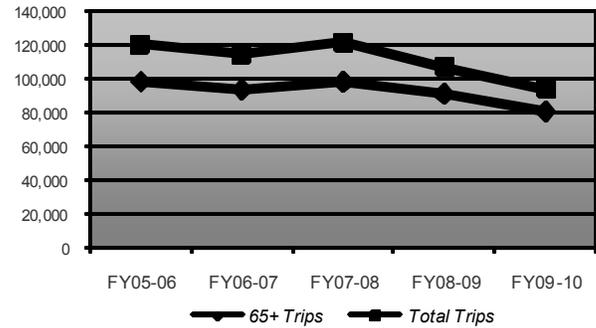
Average Shared-Ride Fare: \$13.84
 Cost to Commonwealth
 per Senior Citizen Trip: \$11.82
 Last Base Fare Increase: July 2008

Trip Information

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



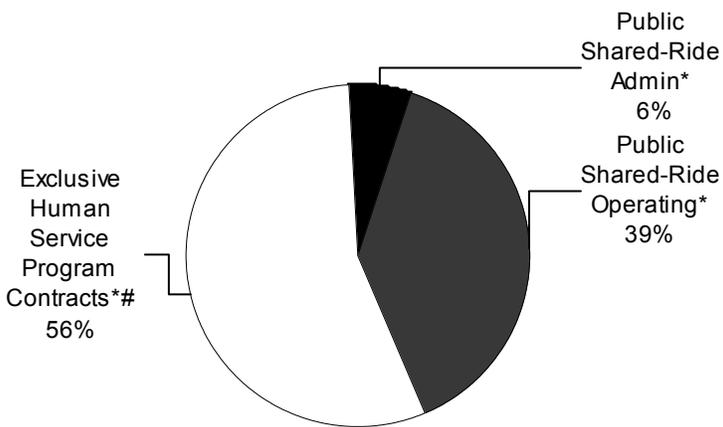
Public Service Ridership



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

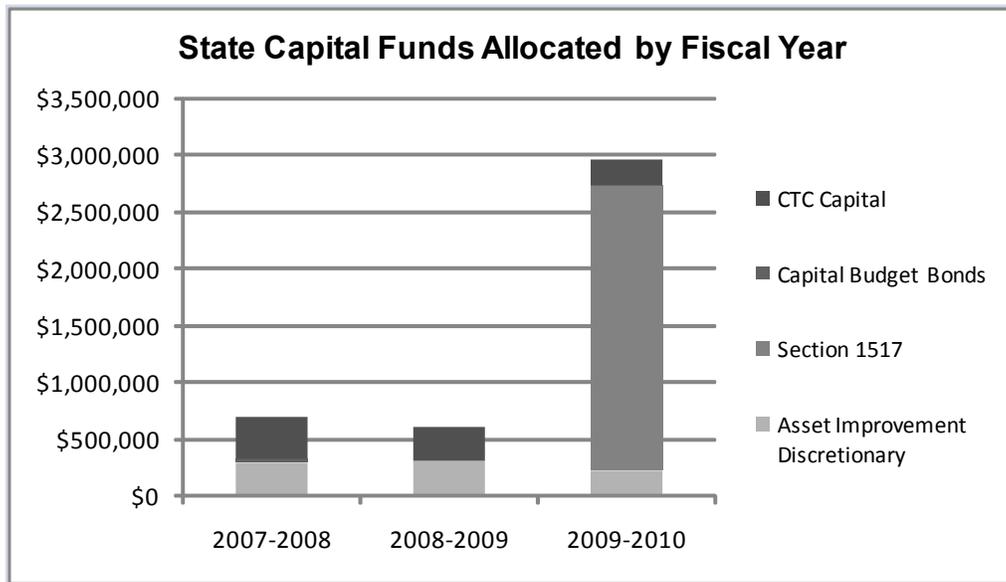
Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 165,114	4%
Lottery	\$ 950,587	24%
Persons with Disabilities Program	\$ 125,735	3%
Area Agency on Aging	\$ 55,014	1%
Medical Assistance Transportation Program	\$ 1,852,516	46%
Other	\$ 464,559	12%
Subsidy	\$ 411,511	10%
Total	\$ 4,025,036	100%



*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.



Interactive Voice Response System

- Total Project Cost: \$2.9 million

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."



Parking Lot Paving Rehabilitation

- Total Project Cost: \$350,000
- Number of Jobs Created** = 8

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



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



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

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



Service Area Statistics (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



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



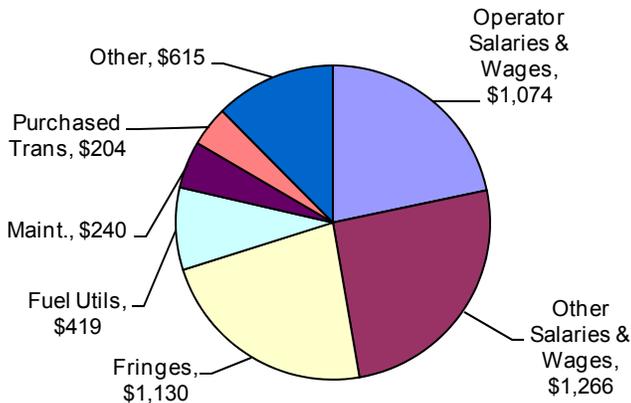
Act 44 Operating Assistance
 Operating Assistance: \$3,079,236
 Required Local Match: \$205,002



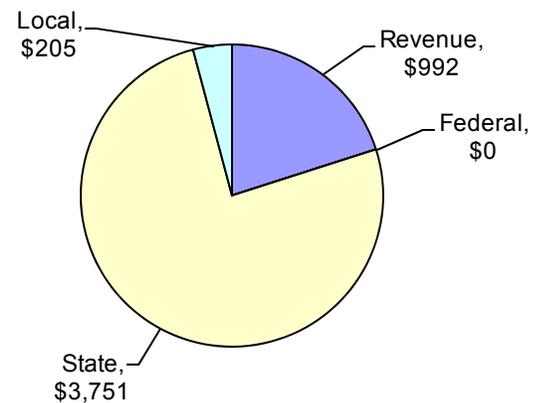
Total Fleet Size	
Fixed-Route:	87
Paratransit:	0
System-wide:	87

OPERATING BUDGET

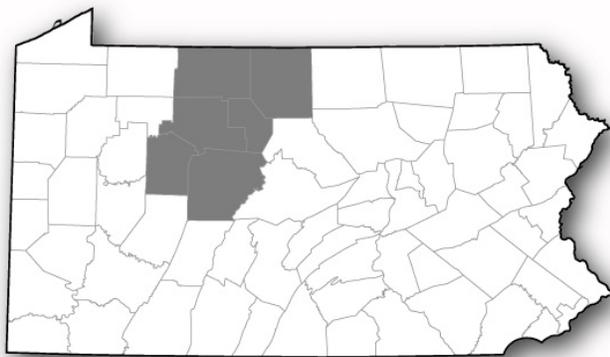
OPERATING EXPENSE (000's)
\$4,948



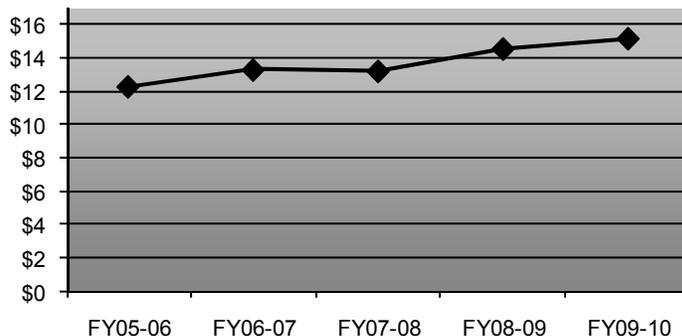
OPERATING FUNDS (000's)
\$4,948



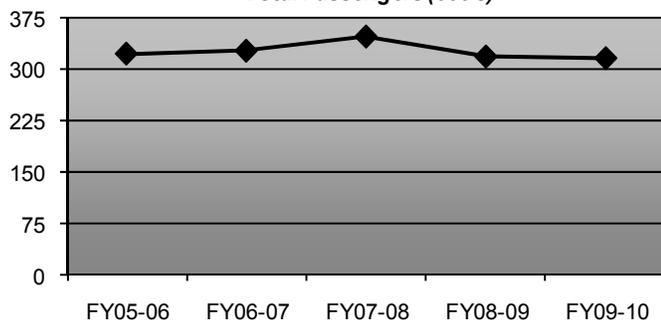
This budget includes Additional Department Approved Services (ADAS), much of which is community transportation and represents all public transportation provided by ATA. The **total** community transportation budget can be found on page 118.



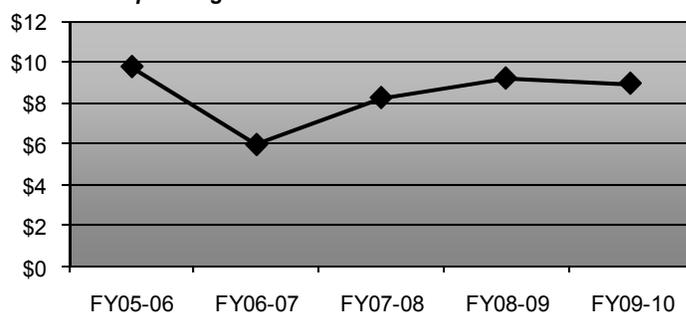
Operating Expense Per Passenger



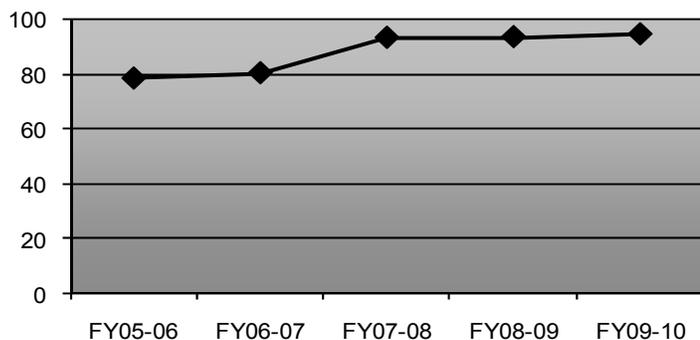
Total Passengers (000's)



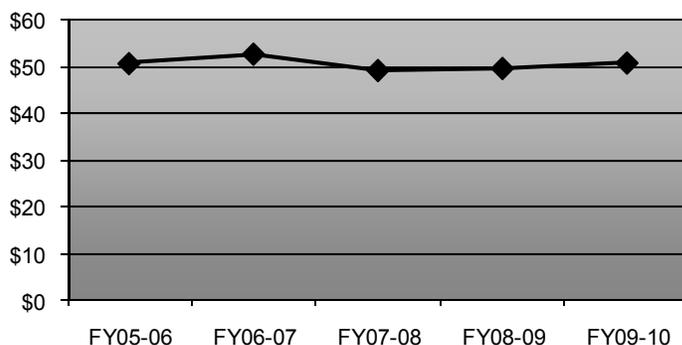
Operating Revenue Per Revenue Vehicle Hour*



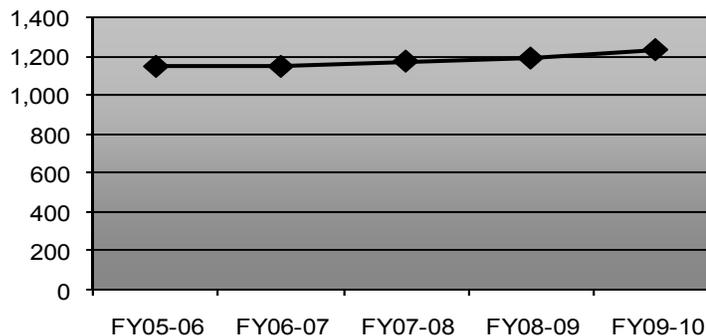
Revenue Vehicle Hours (000's)



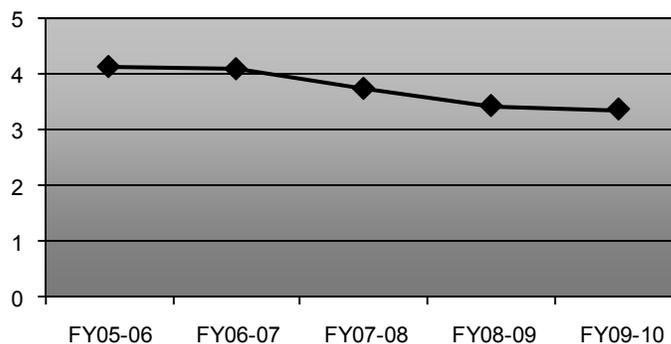
Operating Expenses Per Revenue Vehicle Hour



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.

Community Transportation

RURAL SYSTEMS

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

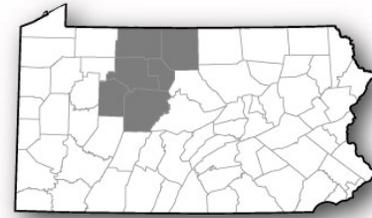
Community Transportation: 48

Fare Information

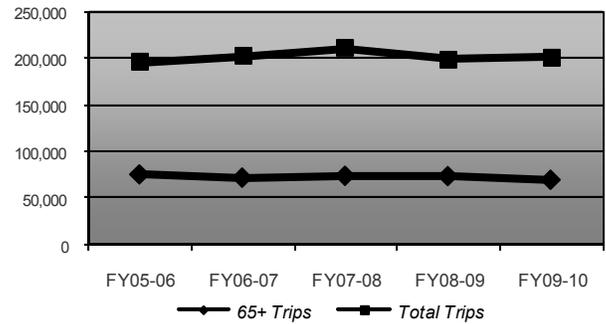
Average Shared-Ride Fare: \$3.77
 Cost to Commonwealth per Senior Citizen Trip: \$4.41
 Last Base Fare Increase: July 2008

Trip Information

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



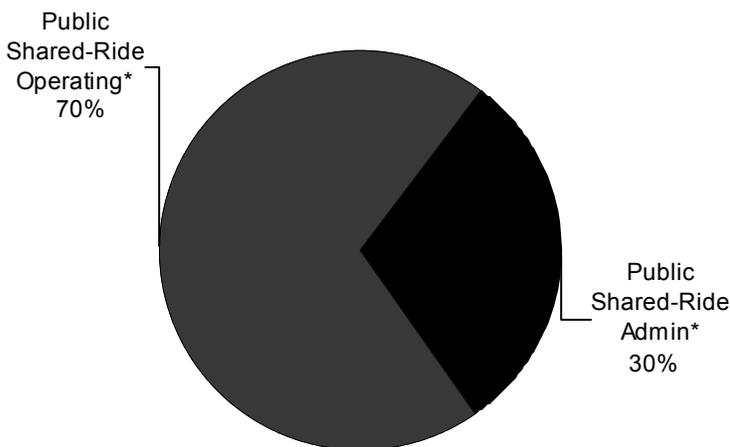
Public Service Ridership



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

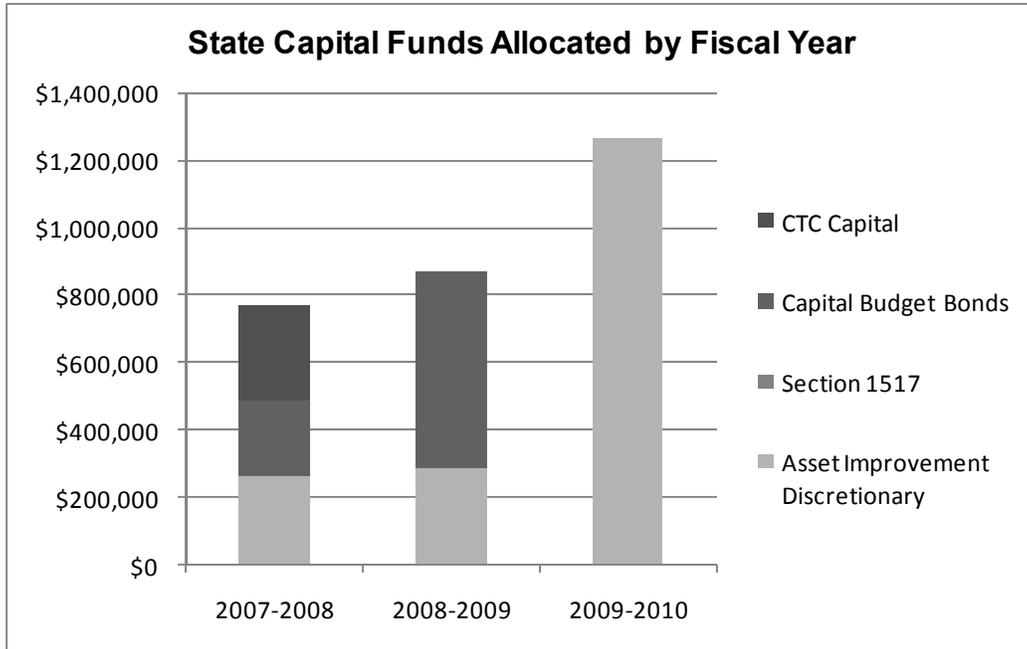
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 96,442	3%
Lottery	\$ 304,754	9%
Persons with Disabilities Program	\$ 125,663	4%
Medical Assistance Transportation Program	\$ 98,209	3%
Other	\$ 245,731	7%
Subsidy	\$ 2,463,896	74%
Total	\$ 3,334,695	100%



*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.



Fixed-Route Vehicle Purchase

- Total Project Cost: \$849,772

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.



Bus Sign Project

- Total Project Cost: \$105,000

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	Part-Time
Fixed-Route:	3	4
Paratransit:	0	0
System-wide:	3	4



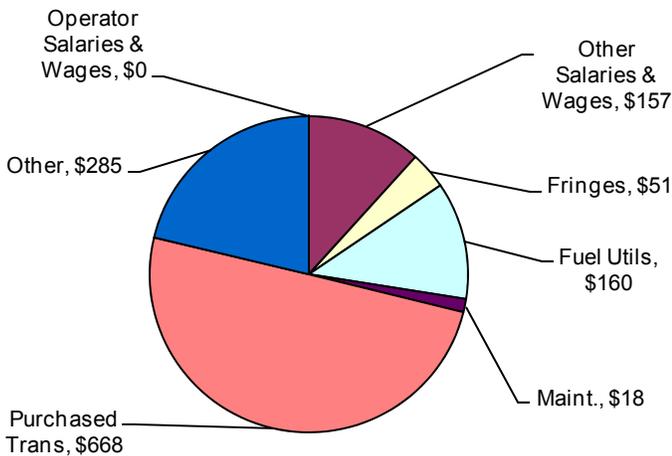
Act 44 Operating Assistance
 Operating Assistance: \$569,538
 Required Local Match: \$33,788



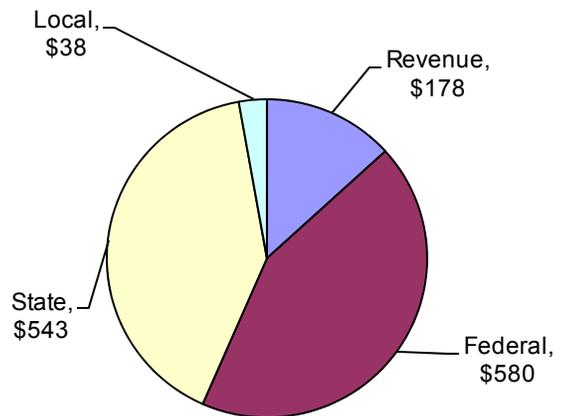
Total Fleet Size
 Fixed-Route: 6
 Paratransit: 0
 System-wide: 6

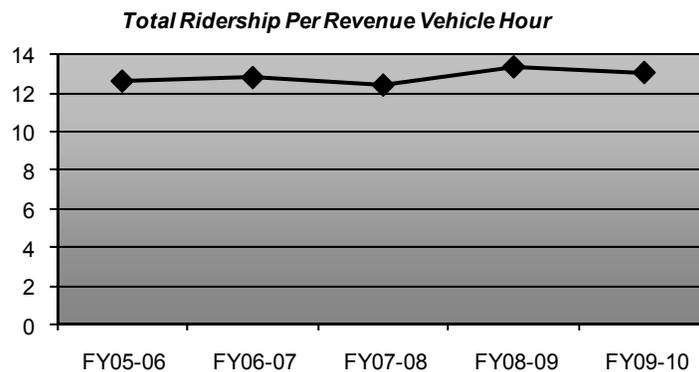
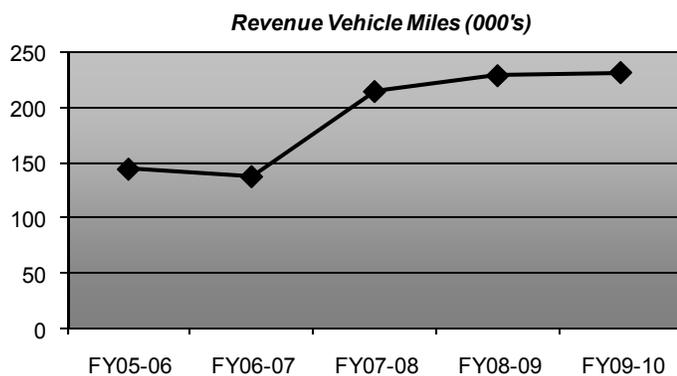
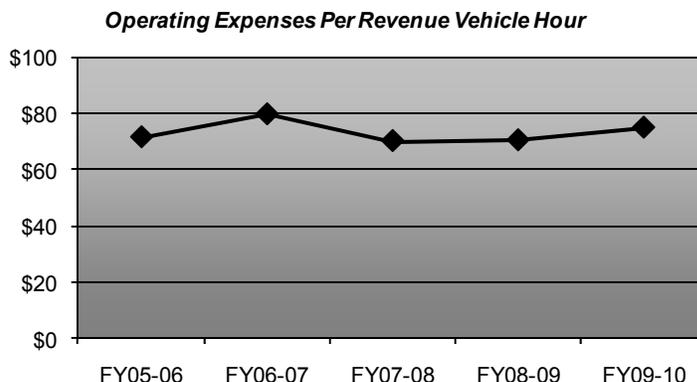
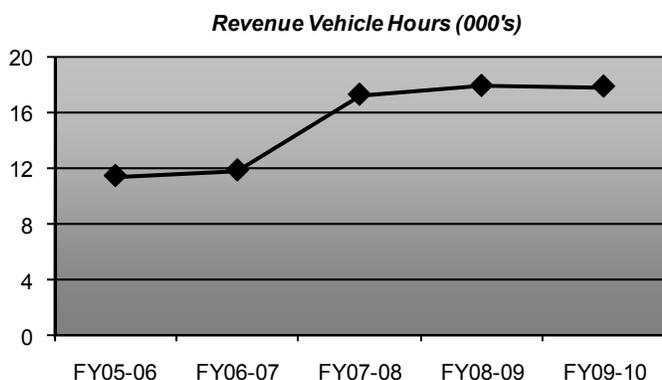
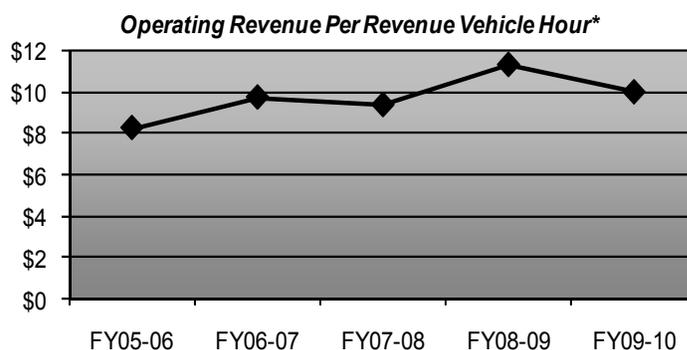
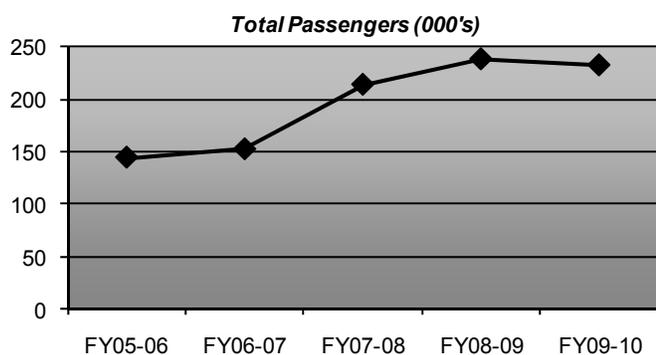
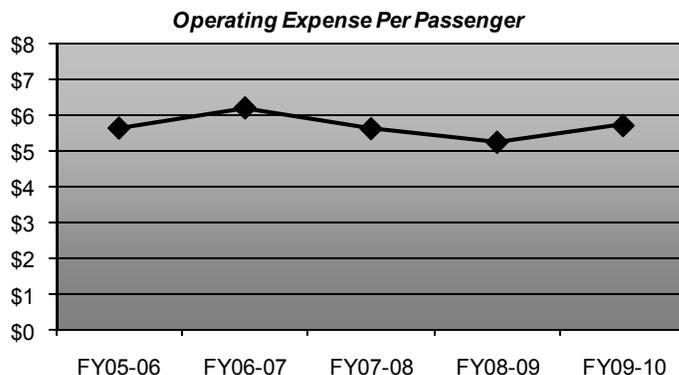
OPERATING BUDGET

OPERATING EXPENSE (000's)
 \$1,339



OPERATING FUNDS (000's)
 \$1,339



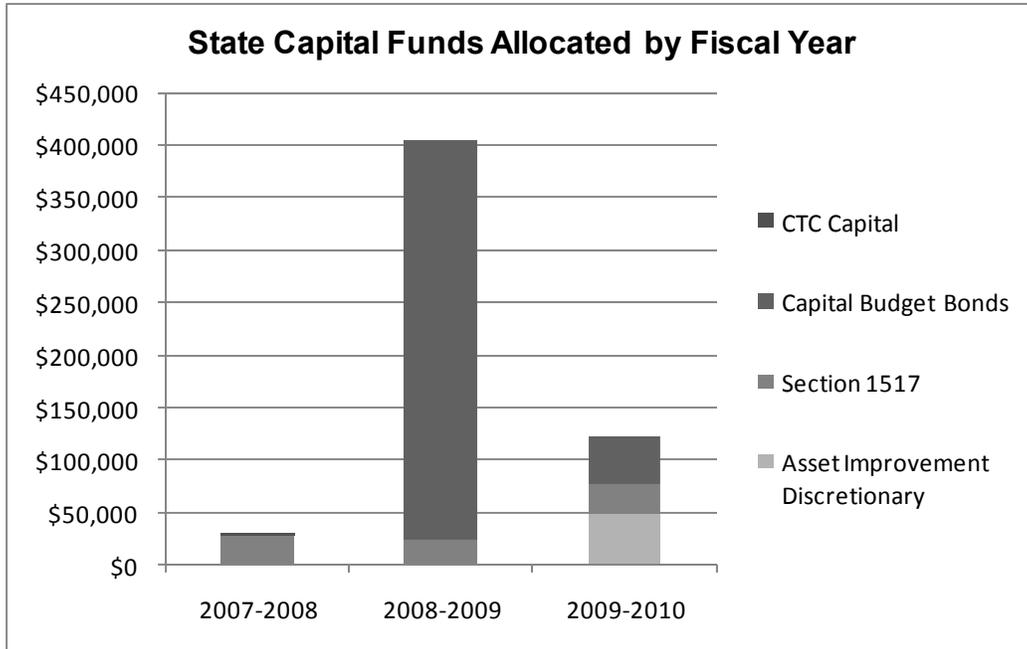


Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

RURAL SYSTEMS

Community transportation provided by Butler County Community Action and Development in Butler County (see page 178).



*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.



Butler Transit Center

- Total Project Cost: \$11,817,177
- Total Jobs Created** = 284

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 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



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

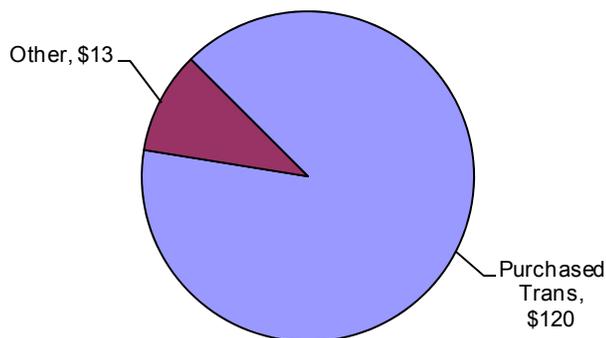


Total Fleet Size

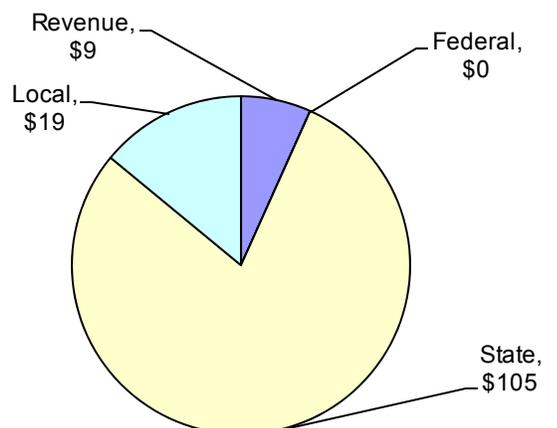
Fixed-Route:	1
Paratransit:	22
System-wide:	13

OPERATING BUDGET

OPERATING EXPENSE (000's)
 \$133



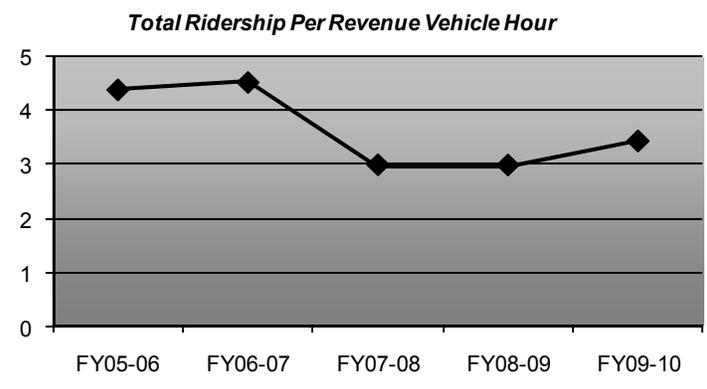
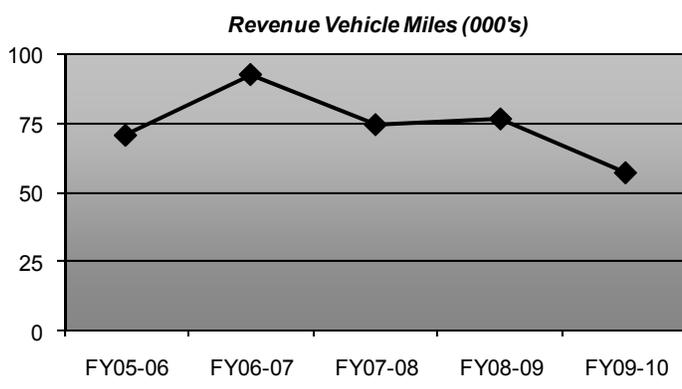
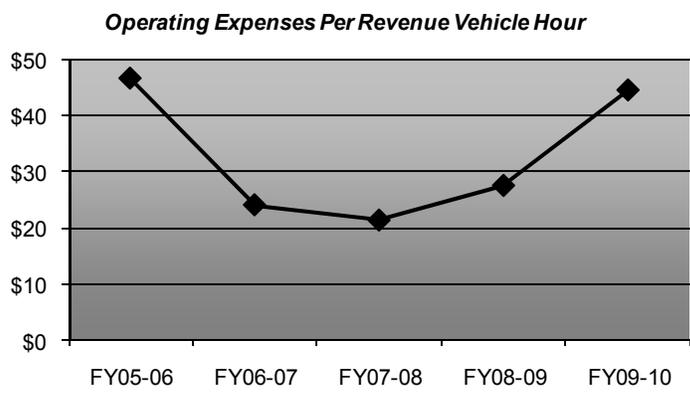
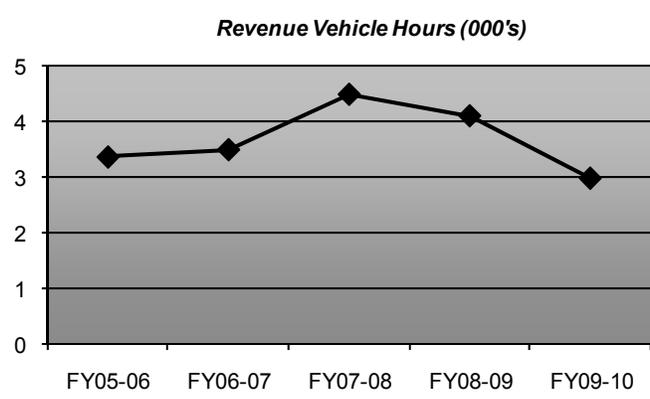
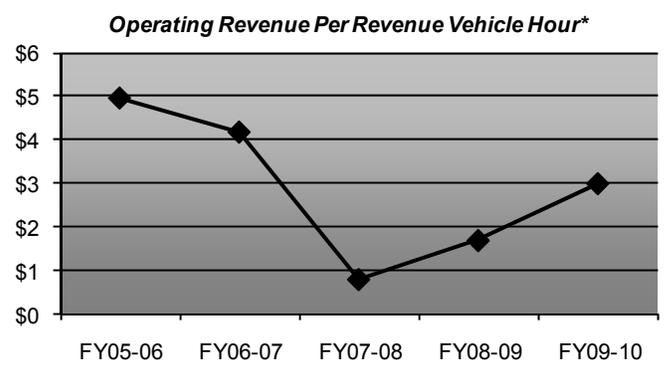
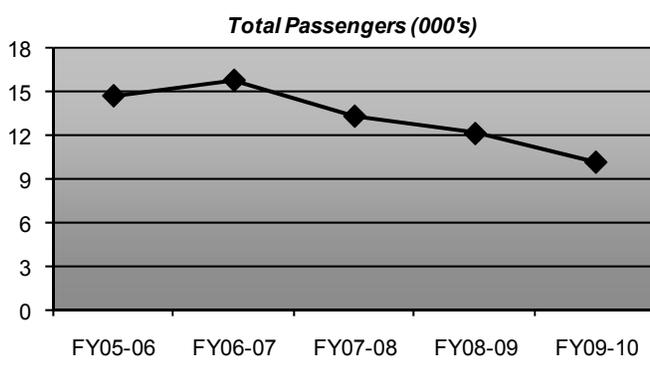
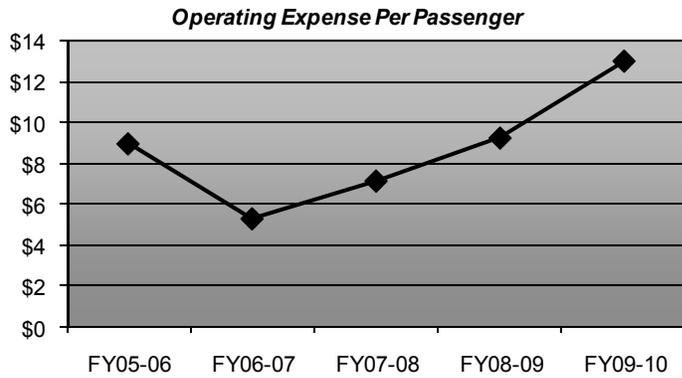
OPERATING FUNDS (000's)
 \$133



Carbon County Community Transit



RURAL SYSTEMS



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.

Carbon County Community Transit

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

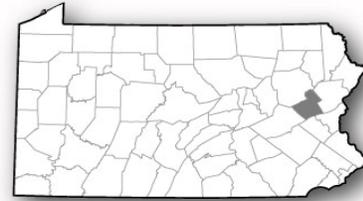
Community Transportation: 17

Fare Information

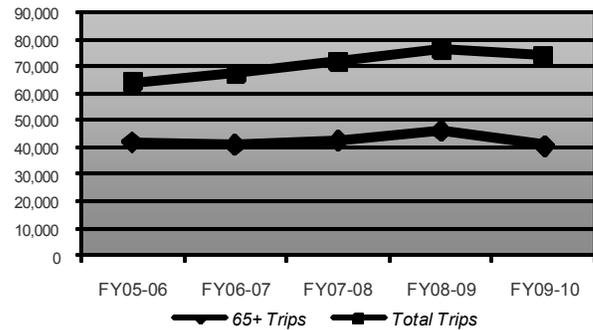
Average Shared-Ride Fare: \$19.67
Cost to Commonwealth
per Senior Citizen Trip: \$16.86
Last Base Fare Increase: March 2009

Trip Information

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



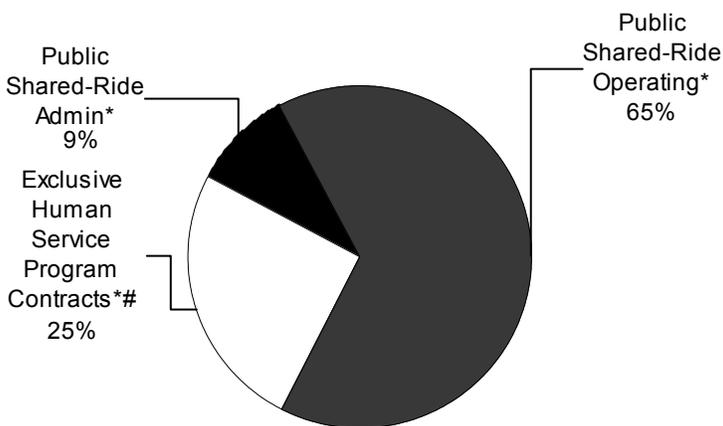
Public Service Ridership



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

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

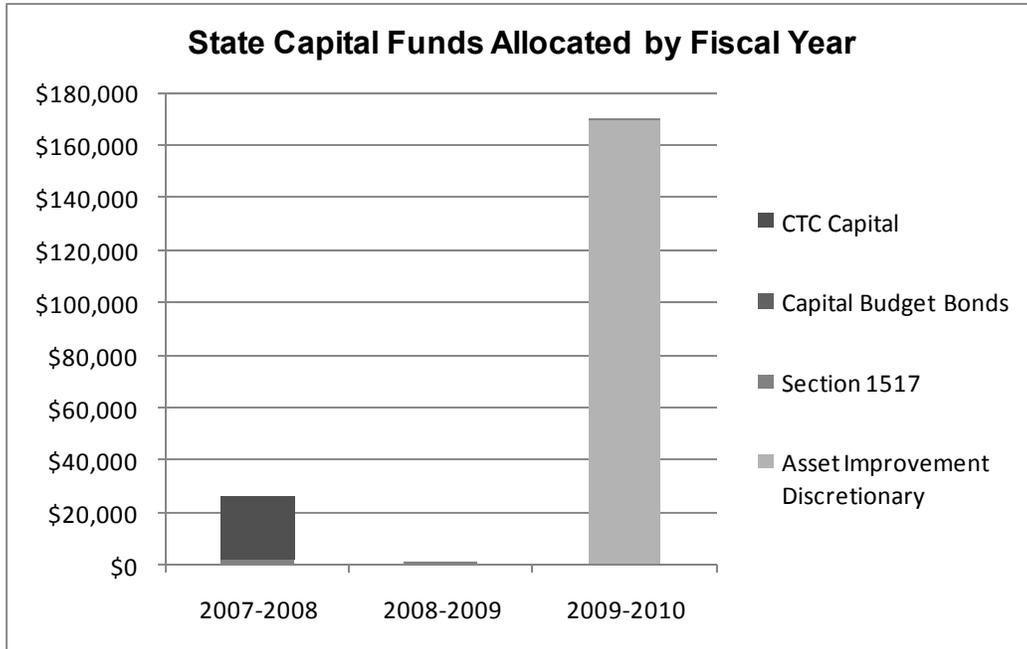


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 21,934	1%
Lottery	\$ 685,527	26%
Persons with Disabilities Program	\$ 58,956	2%
Area Agency on Aging	\$ 134,084	5%
Medical Assistance Transportation Program	\$ 1,497,998	57%
Other	\$ 57,727	2%
Subsidy	\$ 185,517	7%
Total	\$ 2,641,743	100%



*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.



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.



Crawford Area Transportation Authority (CATA)

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



House District
 Crawford: 5, 6, 17

Senate District
 Crawford: 50



Service Area Statistics (2000 Census)

Square Miles: 10.5
 Population: 86,169



Fare Information

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



Act 44 Fixed-Route Distribution Factors

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



Employees

	Full-Time	Part-Time
Fixed-Route:	0	4
Paratransit:	10	15
System-wide:	10	19



Act 44 Operating Assistance

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

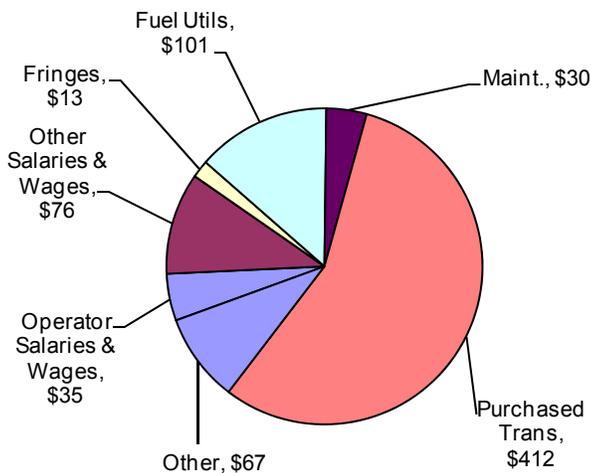


Total Fleet Size

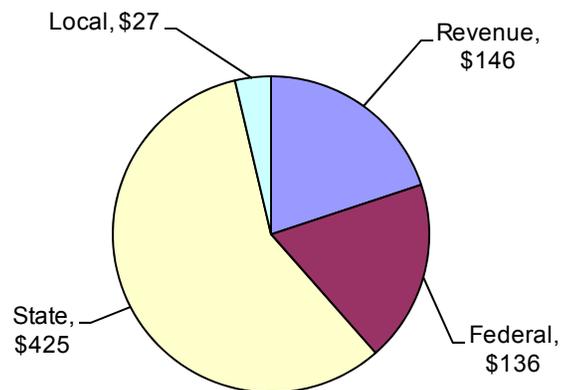
Fixed-Route:	7
Paratransit:	15
System-wide:	22

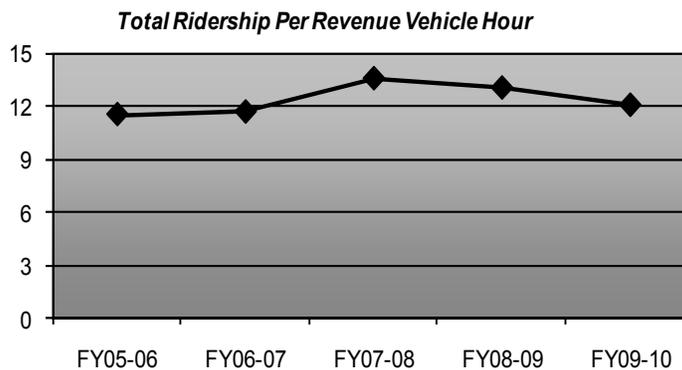
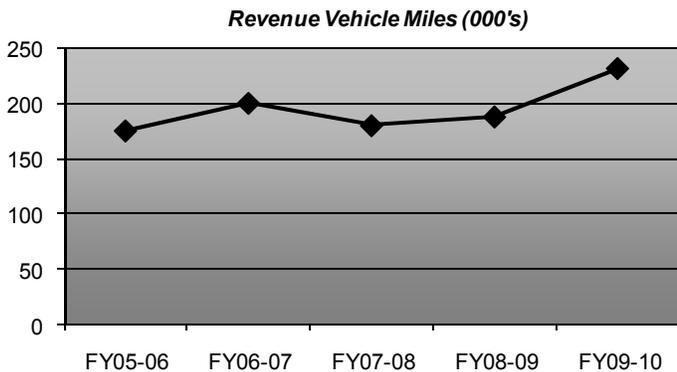
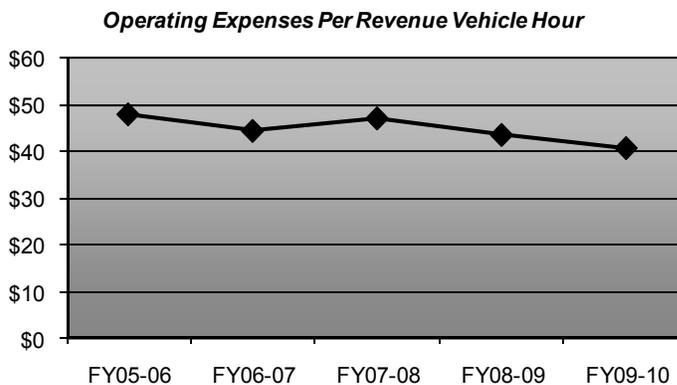
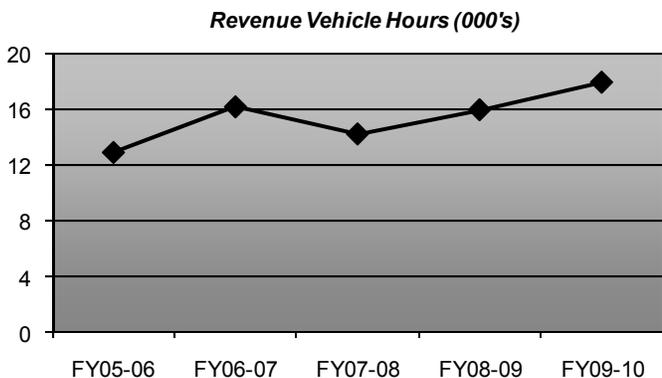
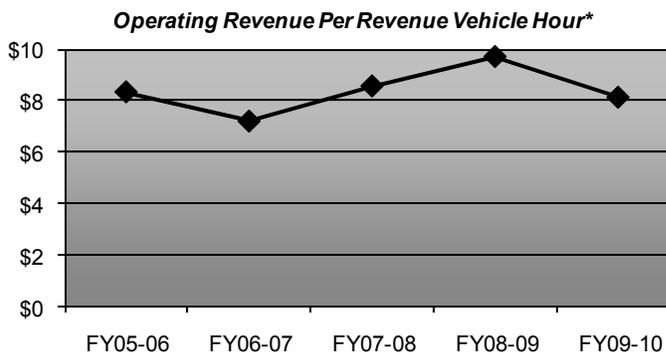
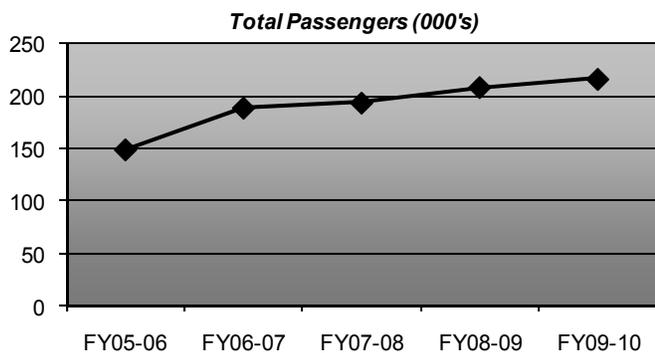
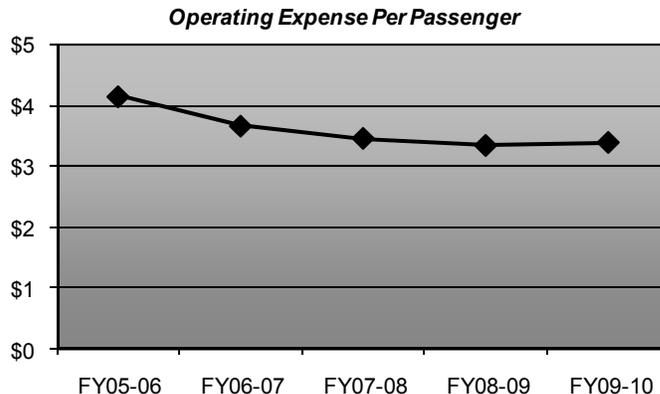
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$734



OPERATING FUNDS (000's)
\$734





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

RURAL SYSTEMS

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

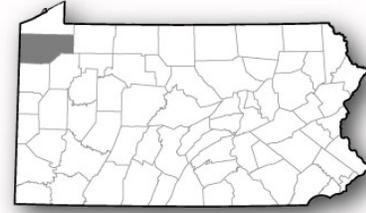
Community Transportation: 12

Fare Information

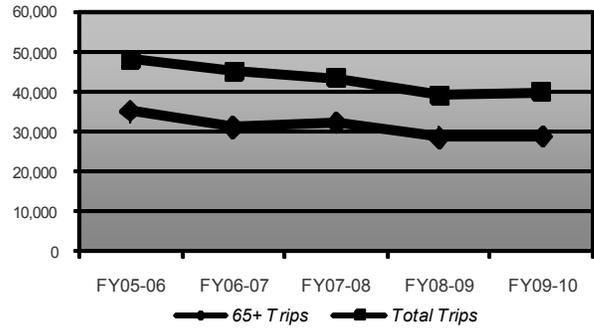
Average Shared-Ride Fare: \$15.22
 Cost to Commonwealth
 per Senior Citizen Trip: \$13.69
 Last Base Fare Increase: Jan 2008

Trip Information

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



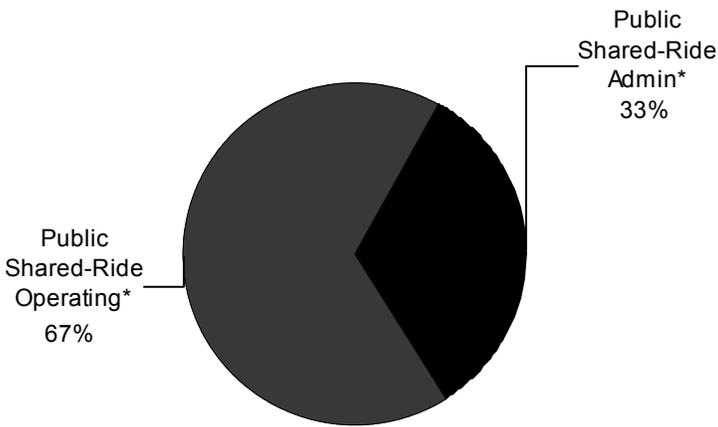
Public Service Ridership



PwD Program Start Date: 4/1/03
 PwD FY09-10 Trips: 3,017
 MATP Provider: Yes
 Subcontractors: Yes

COMMUNITY TRANSPORTATION OPERATING BUDGET

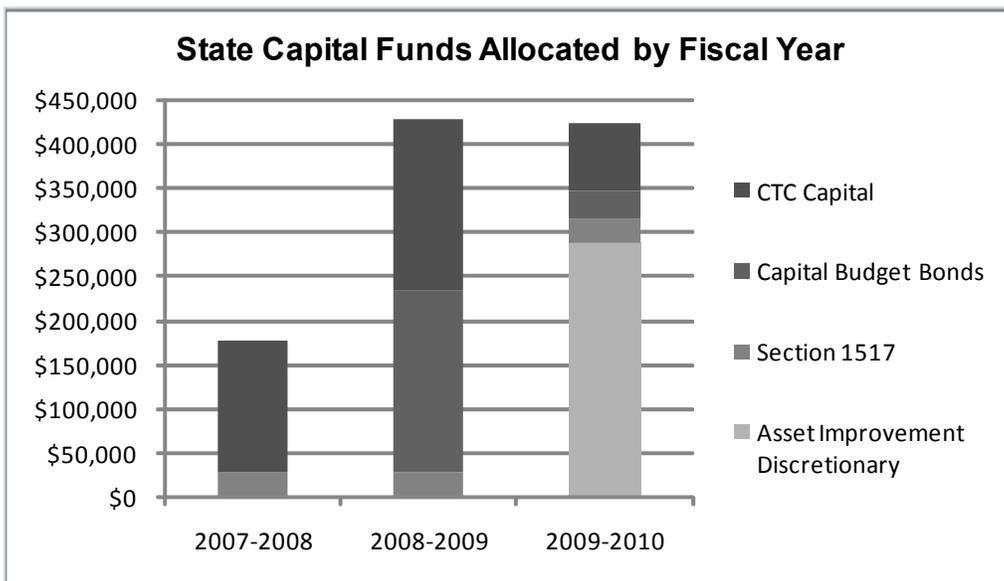
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 50,446	8%
Lottery	\$ 393,123	61%
Persons with Disabilities Program	\$ 40,632	6%
Area Agency on Aging	\$ 26,649	4%
Medical Assistance Transportation Program	\$ 85,265	13%
Other	\$ 22,027	4%
Subsidy	\$ 23,767	4%
Total	\$ 641,909	100%



*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.



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."



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



House District
Clearfield: 74, 75

Senate District
Clearfield: 25, 35, 41



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	Part-Time
Fixed-Route:	8	0
Paratransit:	0	0
System-wide:	8	0



Act 44 Operating Assistance

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

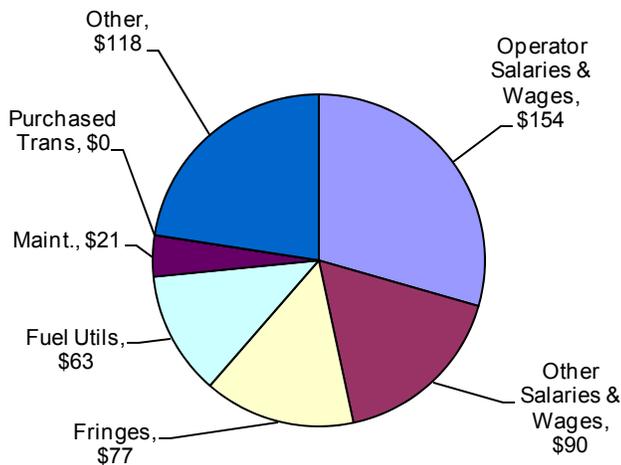


Total Fleet Size

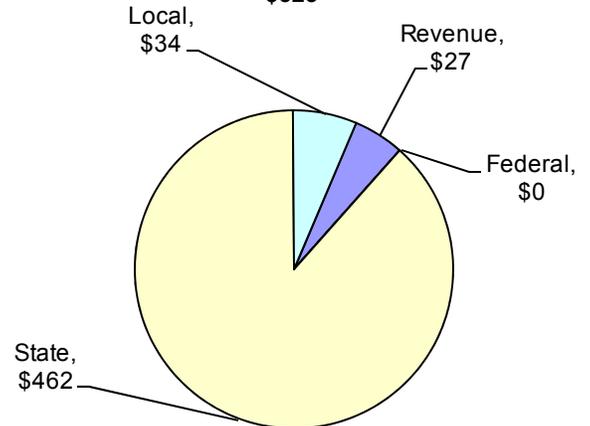
Fixed-Route:	5
Paratransit:	0
System-wide:	5

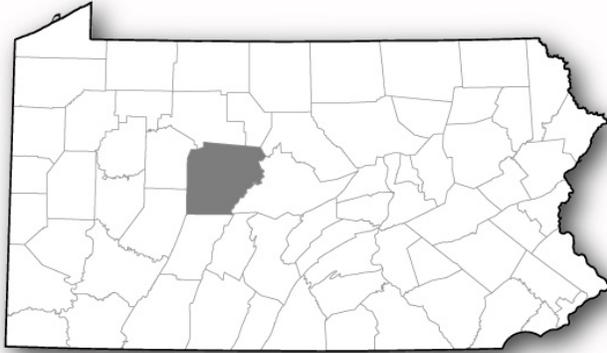
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$523



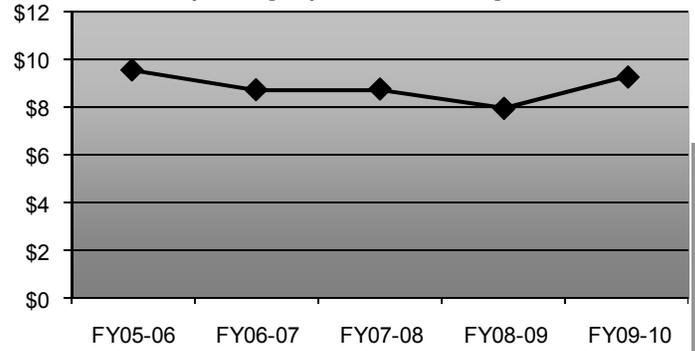
OPERATING FUNDS (000's)
\$523



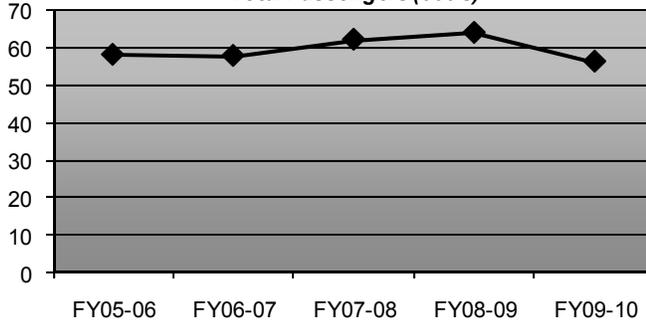


RURAL SYSTEMS

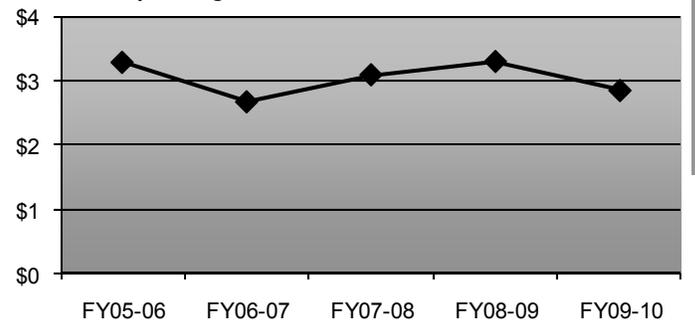
Operating Expense Per Passenger



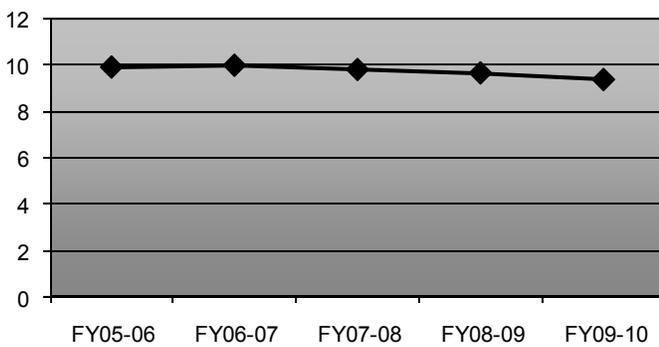
Total Passengers (000's)



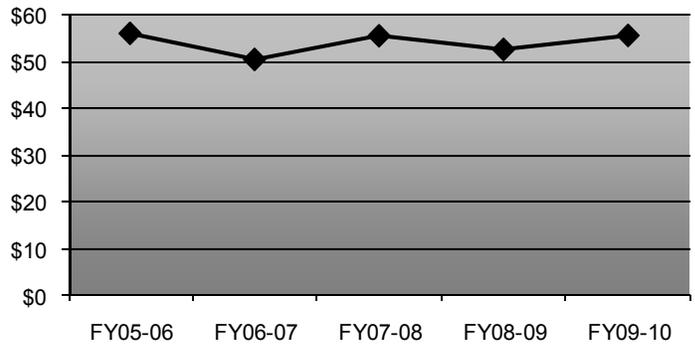
Operating Revenue Per Revenue Vehicle Hour*



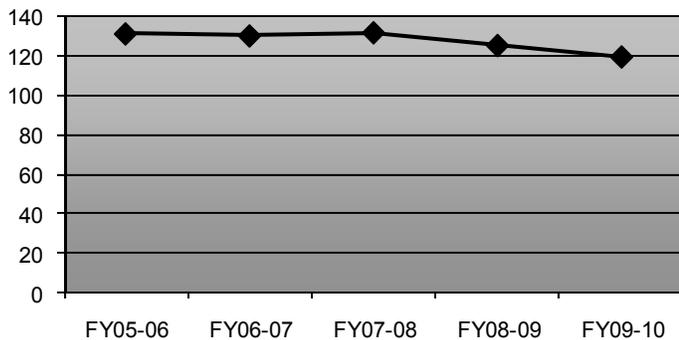
Revenue Vehicle Hours (000's)



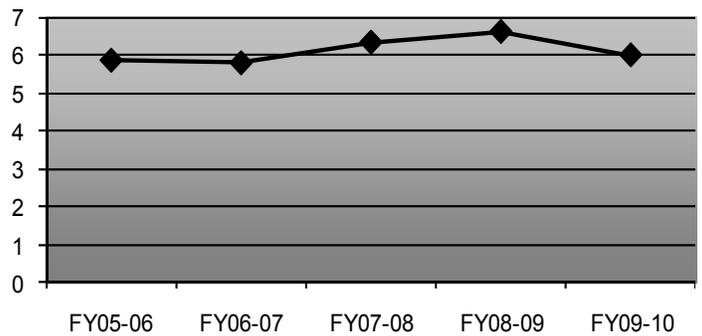
Operating Expenses Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



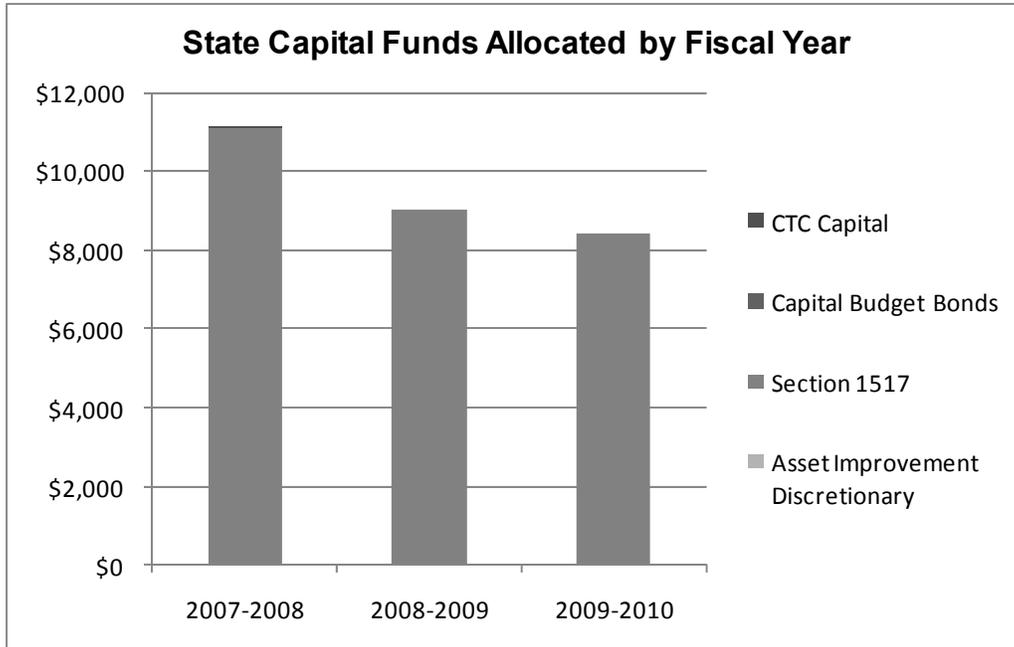
Total Ridership Per Revenue Vehicle Hour



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.

Community Transportation

Community transportation provided by Area Transportation Authority of North Central PA in Cameron, Clearfield, Elk, Jefferson, McKean, and Potter counties (see page 218).



*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

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."



Endless Mountains Transportation Authority (EMTA)
 27827 Route 220
 Athens, PA 18810
 Ms. Karen Melasecca
 (General Manager)
 570-888-7330



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

Senate District
 Bradford: 23
 Sullivan: 23
 Tioga: 25



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	Part-Time
Fixed-Route:	8	13
Paratransit:	9	17
System-wide:	17	30



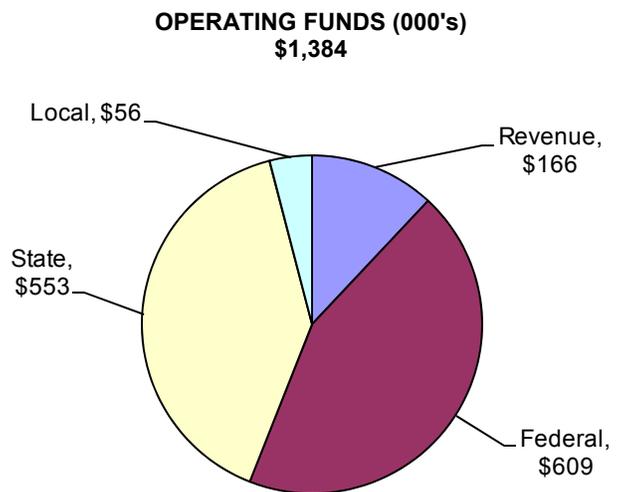
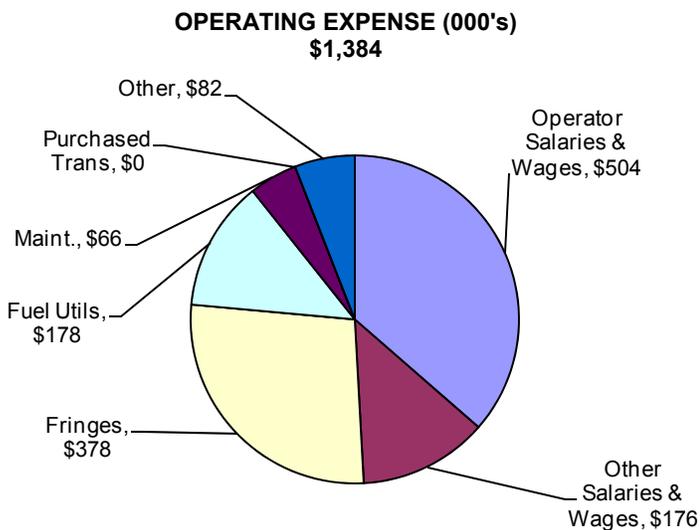
Act 44 Operating Assistance
 Operating Assistance: \$552,649
 Required Local Match: \$44,714

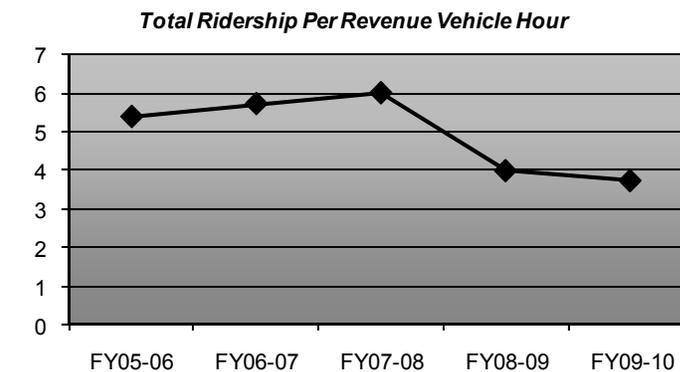
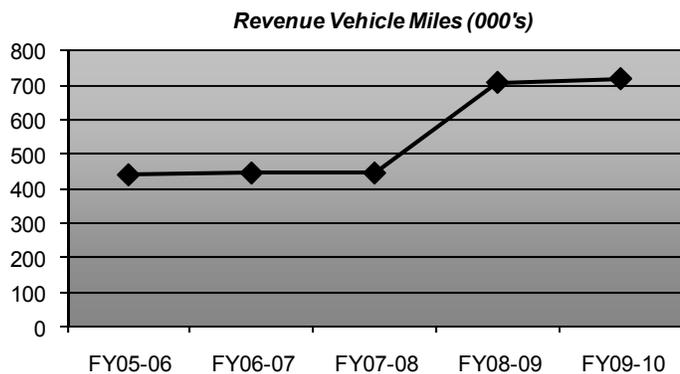
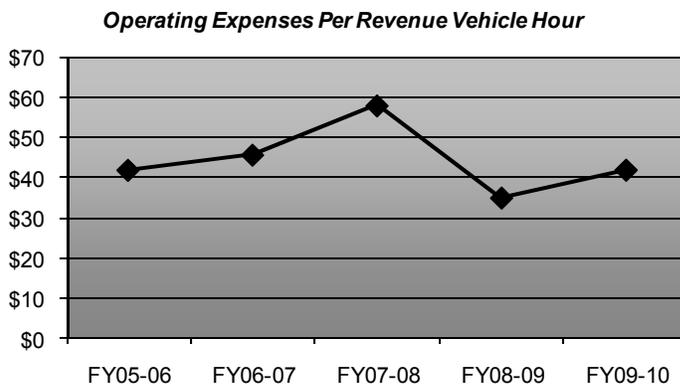
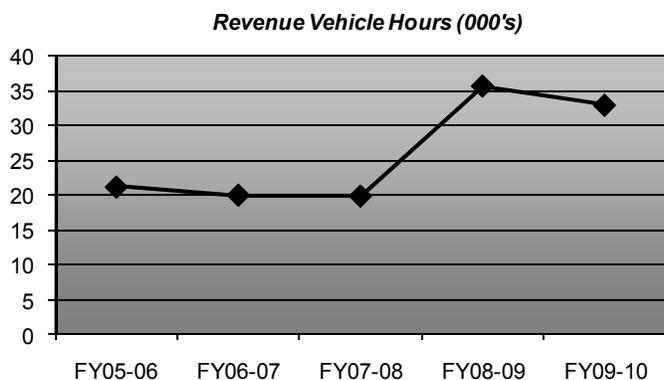
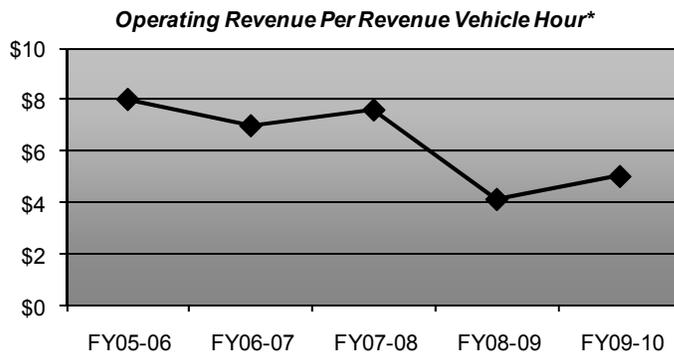
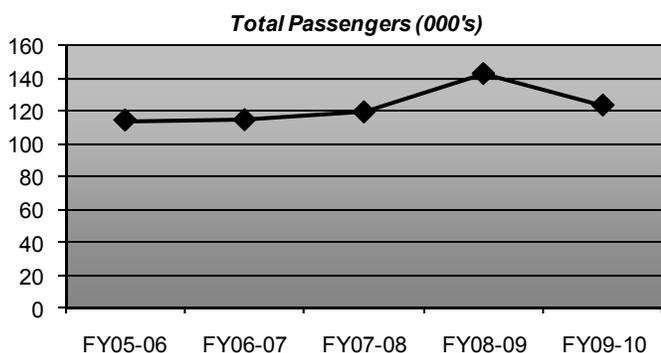
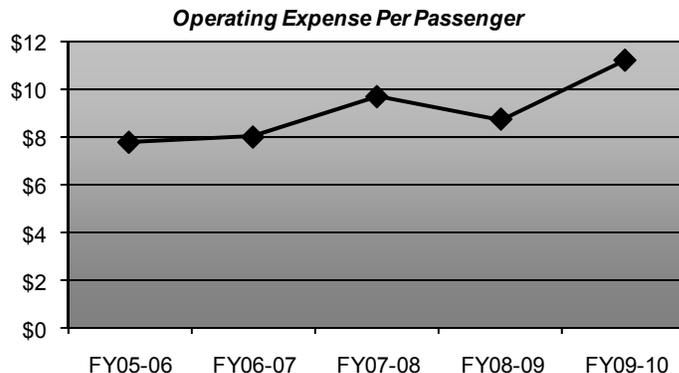
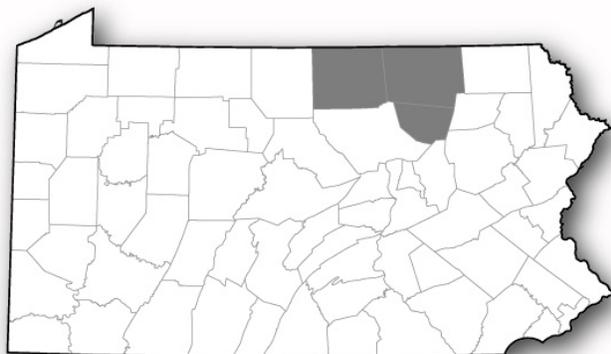


Total Fleet Size

Fixed-Route:	19
Paratransit:	46
System-wide:	65

OPERATING BUDGET





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

RURAL SYSTEMS

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

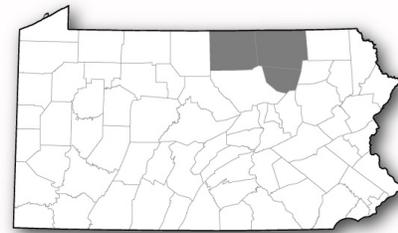
Community Transportation: 39

Fare Information

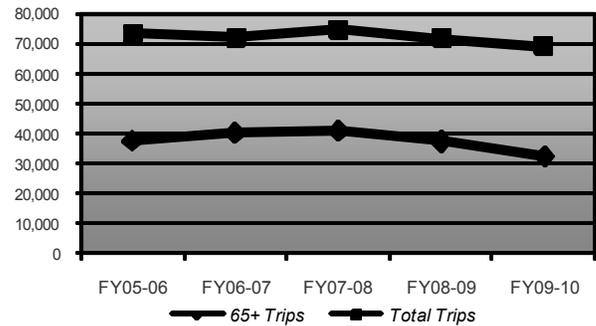
Average Shared-Ride Fare: \$29.19
Cost to Commonwealth
per Senior Citizen Trip: \$24.78
Last Base Fare Increase: Aug 2009

Trip Information

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



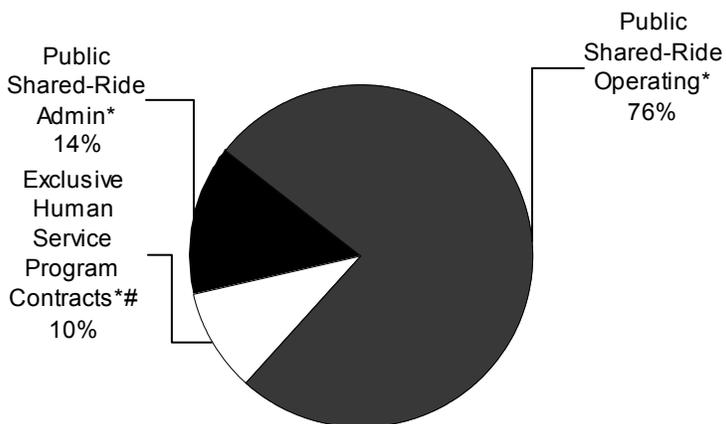
Public Service Ridership



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

Operating Budget

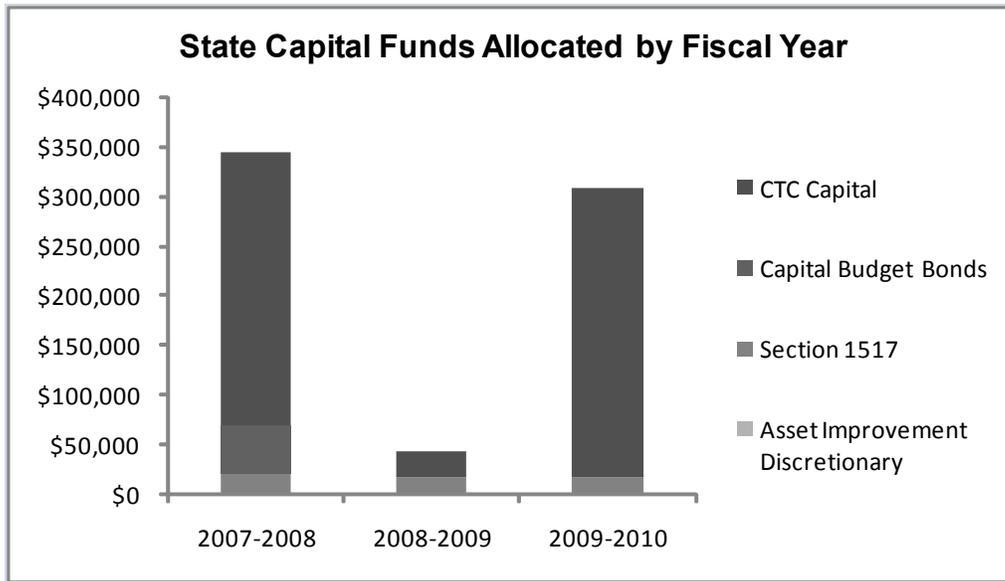


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 55,768	3%
Lottery	\$ 804,200	36%
Persons with Disabilities Program	\$ 132,324	6%
Area Agency on Aging	\$ 121,845	5%
Medical Assistance Transportation Program	\$ 924,280	41%
Other	\$ 210,284	9%
Subsidy	\$ -	0%
Total	\$ 2,248,701	100%



*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.



Vehicle Purchase

- Total Project Cost: \$439,565

Endless Mountains Transportation Authority received federal funds for the purchase of seven transit vehicles.



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	Part-Time
Fixed-Route:	32	12
Paratransit:	0	4
System-wide:	32	16



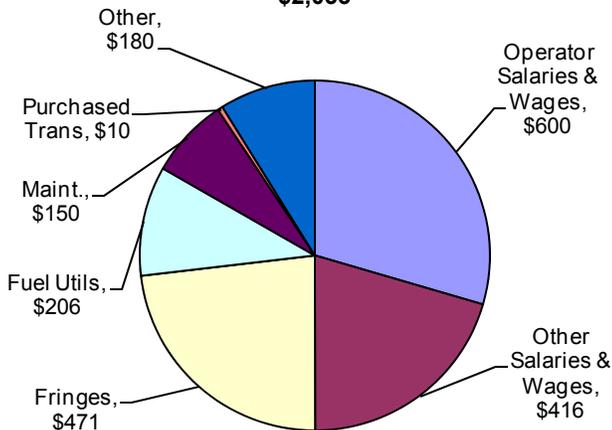
Act 44 Operating Assistance
 Operating Assistance: \$944,576
 Required Local Match: \$42,645



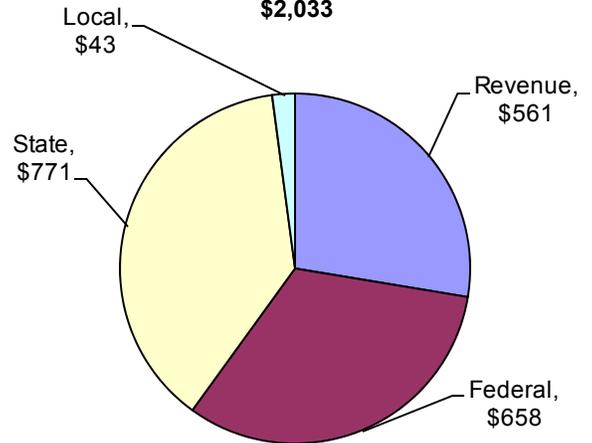
Total Fleet Size
 Fixed-Route: 21
 Paratransit: 18
 System-wide: 39

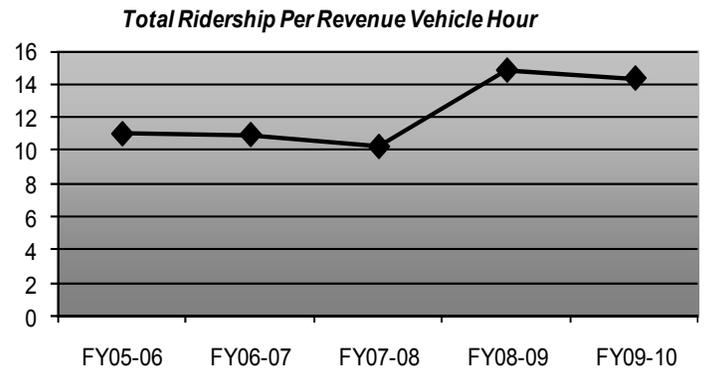
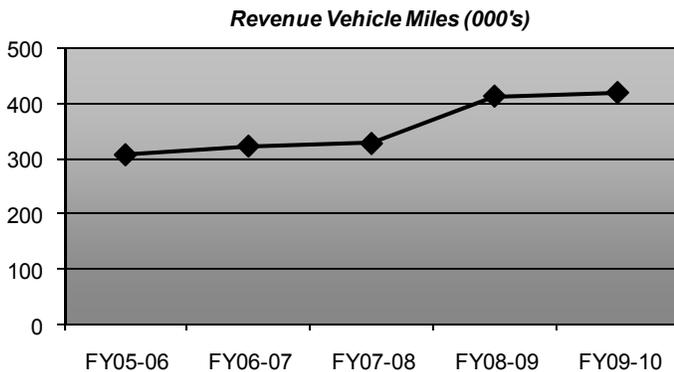
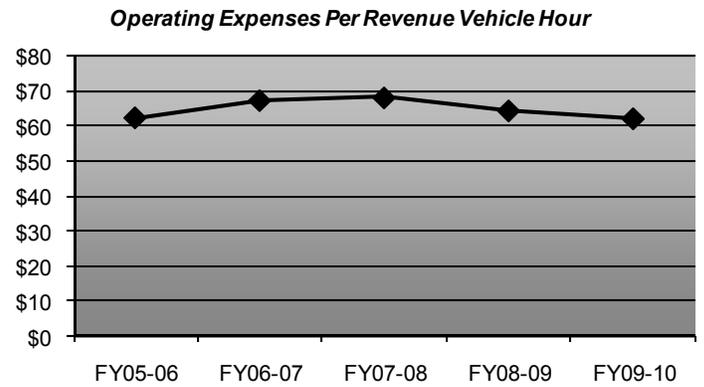
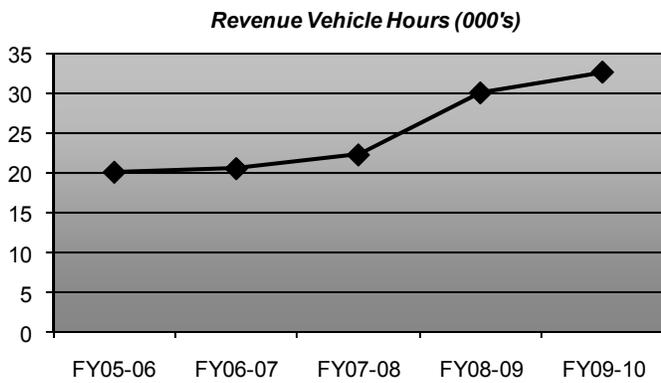
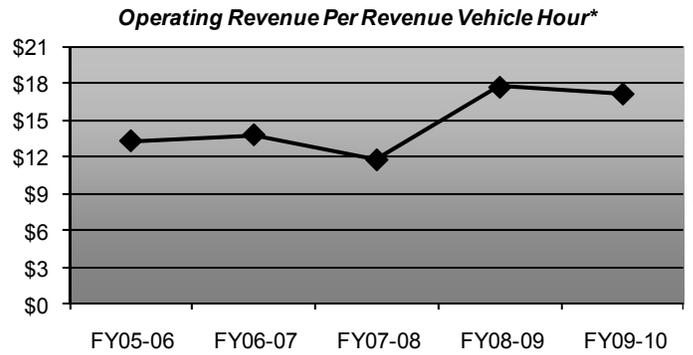
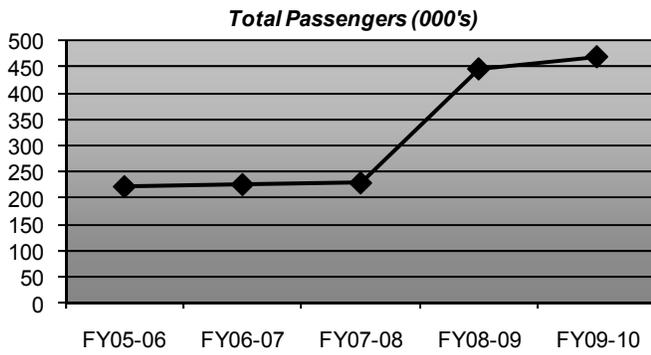
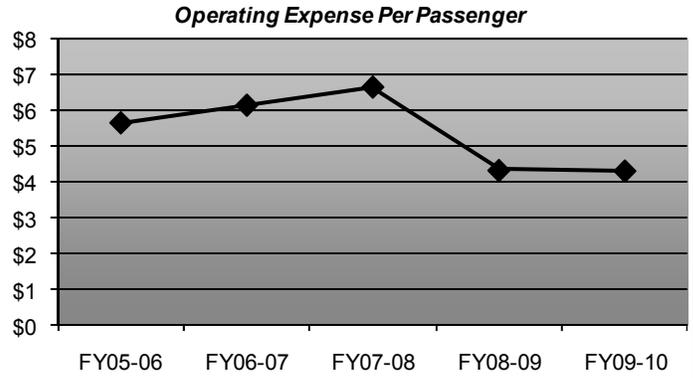
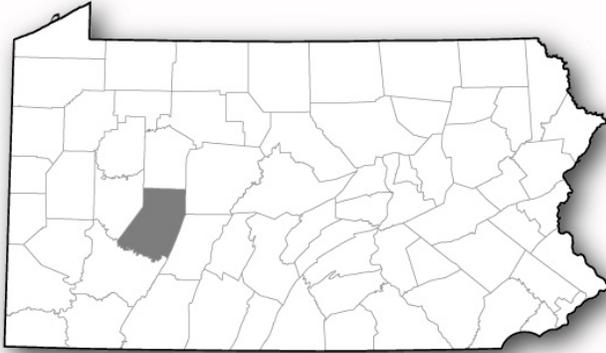
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$2,033



OPERATING FUNDS (000's)
\$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.

Community Transportation

RURAL SYSTEMS

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%

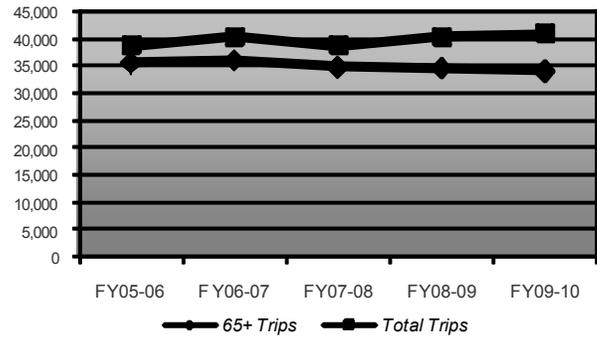
Total Fleet Size:
 Community Transportation: 14

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



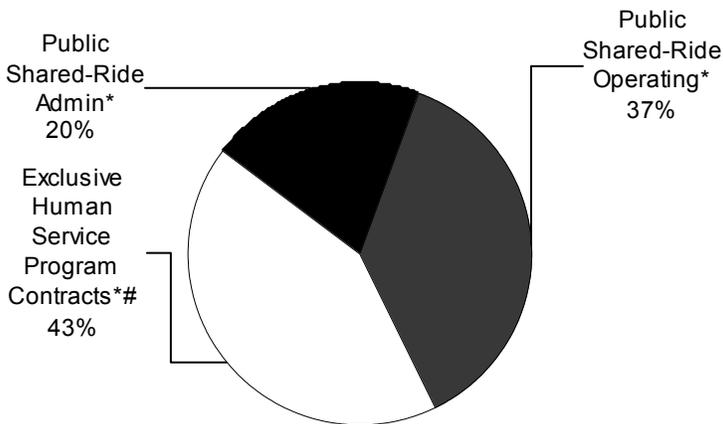
Public Service Ridership



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

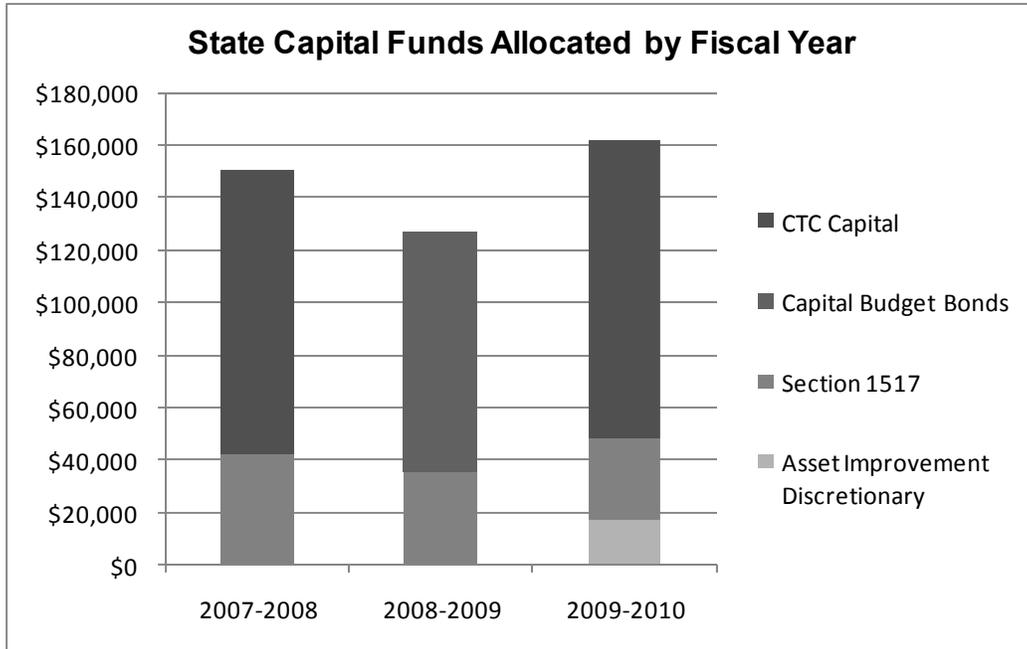
Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 36,174	2%
Lottery	\$ 485,977	32%
Persons with Disabilities Program	\$ 53,559	4%
Area Agency on Aging	\$ 67,987	5%
Medical Assistance Transportation Program	\$ 712,183	47%
MH/MR	\$ 31,200	2%
Welfare to Work	\$ 123,467	8%
Other	\$ 6,938	less than 1%
Subsidy	\$ -	0%
Total	\$ 1,517,485	100%



*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.



Vehicle Overhauls

- Total Project Cost: \$184,083

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.





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



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	Part-Time
Fixed-Route:	8	1
Paratransit:	15	0
System-wide:	23	1

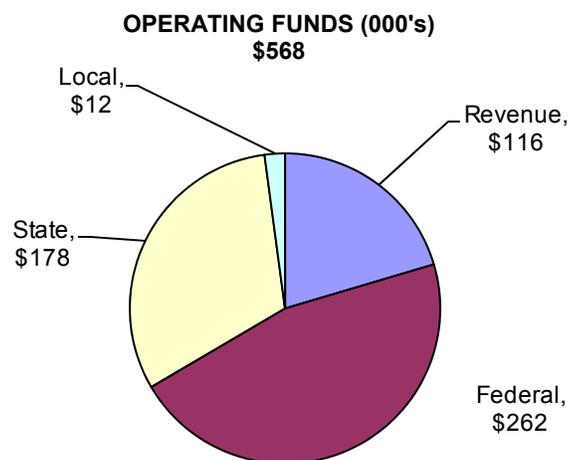
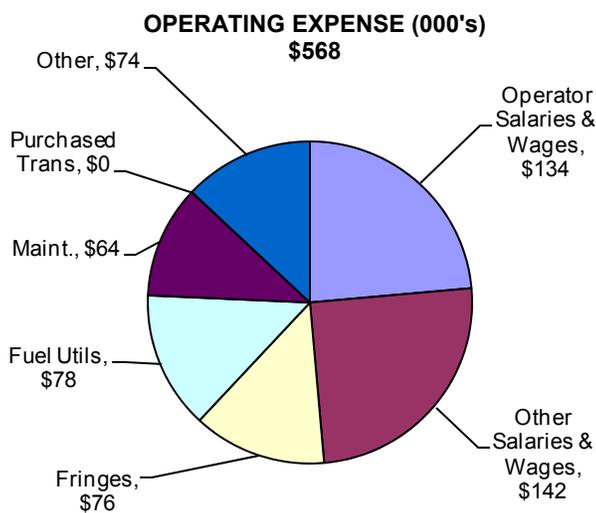


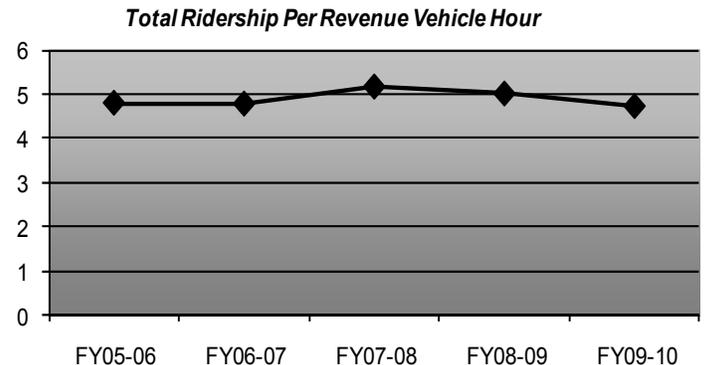
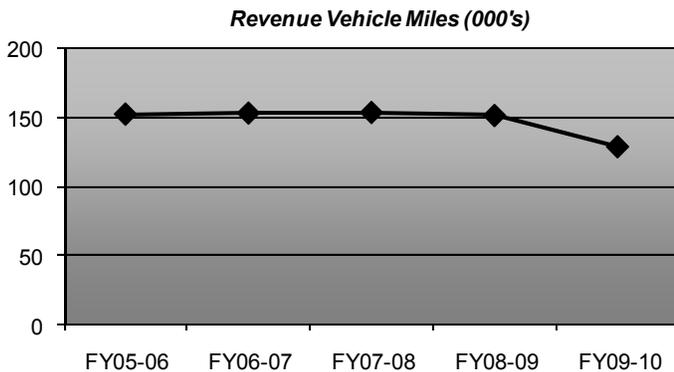
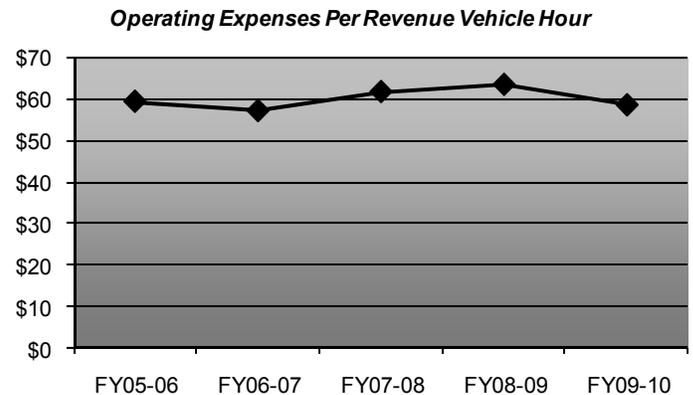
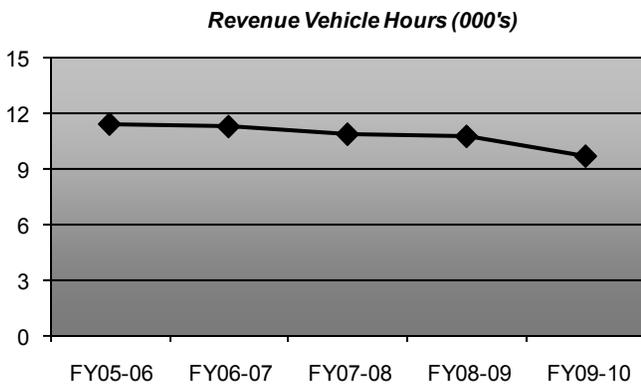
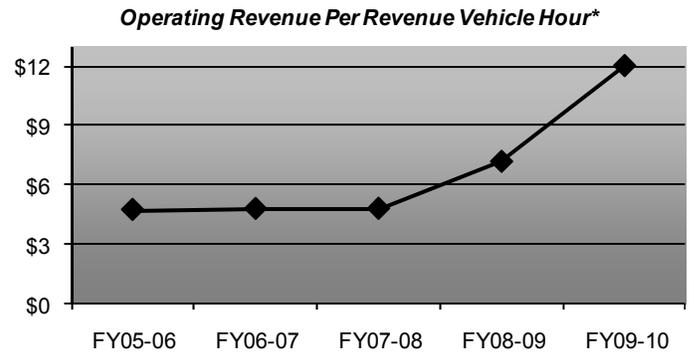
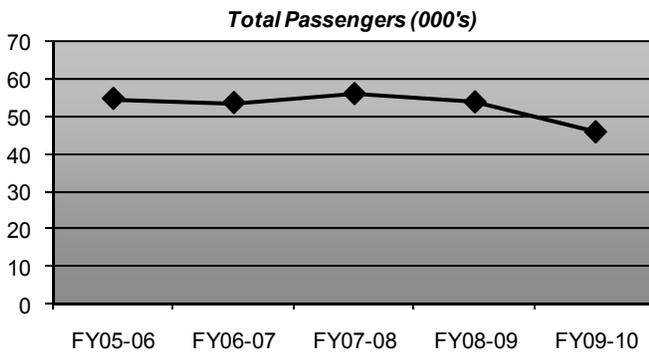
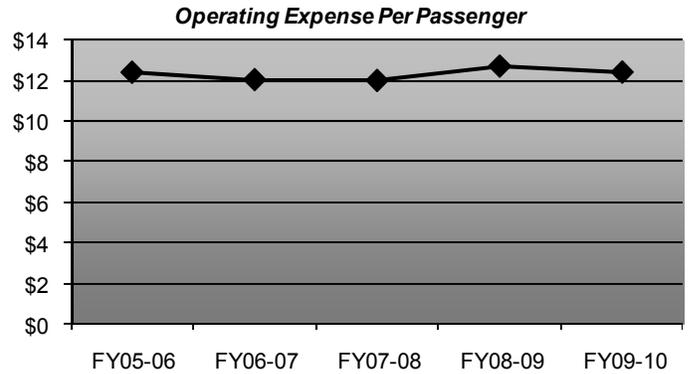
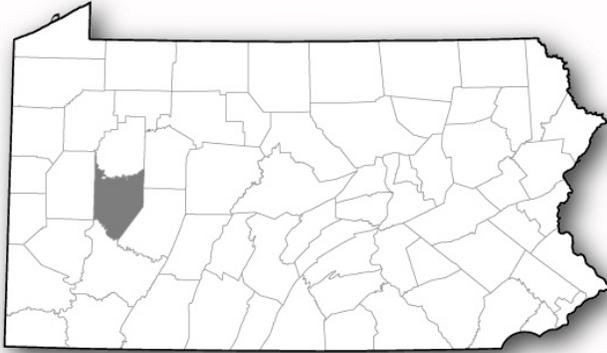
Act 44 Operating Assistance
 Operating Assistance: \$502,281
 Required Local Match: \$30,087



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

OPERATING BUDGET





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

RURAL SYSTEMS

Mid-County Transit

220 North Grant Avenue
 Kittanning, PA 16201
 724-548-8696
 Mr. Scott Kloes, General Manager

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

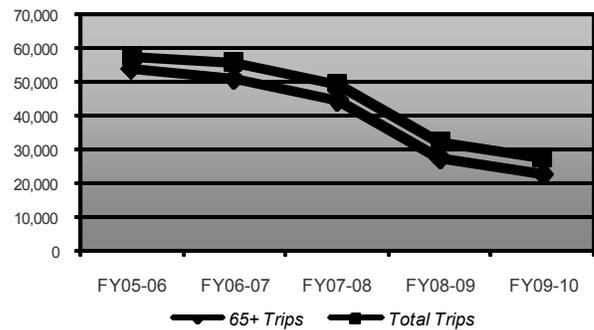
Average Shared-Ride Fare: \$15.52
 Cost to Commonwealth
 per Senior Citizen Trip: \$13.16
 Last Base Fare Increase: March 2008

Trip Information

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



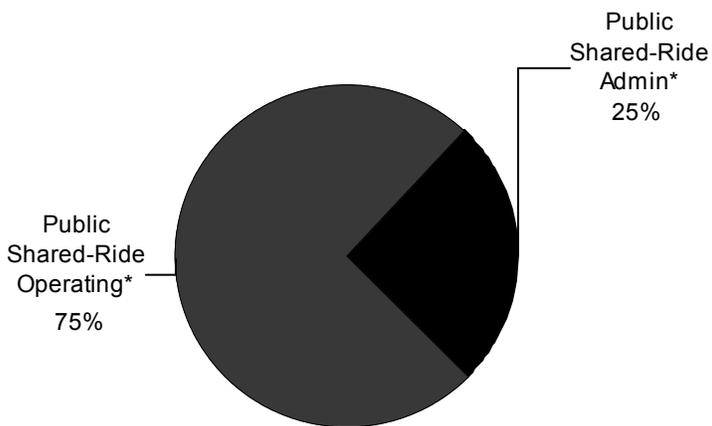
Public Service Ridership



PwD Program Start Date: 8/1/2010
 PwD FY09-10 Trips: 1,509
 MATP Provider: No
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 22.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

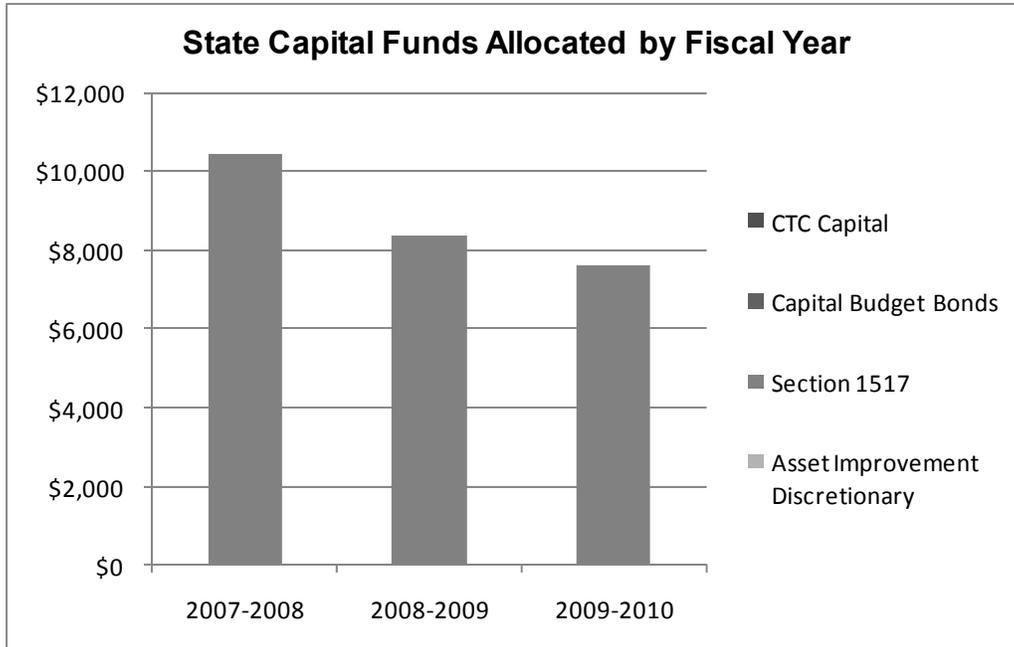
Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 33,264	4%
Lottery	\$ 293,899	35%
Persons with Disabilities Program	\$ 54,437	7%
Area Agency on Aging	\$ 55,494	7%
Other	\$ 53,884	6%
Subsidy	\$ 344,842	41%
Total	\$ 835,820	100%



*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.



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.



Monroe County Transportation Authority (MCTA)

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



House District

Monroe: 118, 139, 176, 189

Senate District

Monroe: 14, 16, 18, 20, 22, 29



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

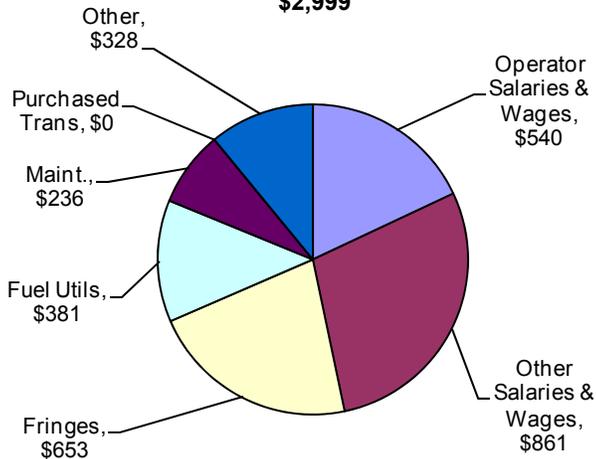


Total Fleet Size

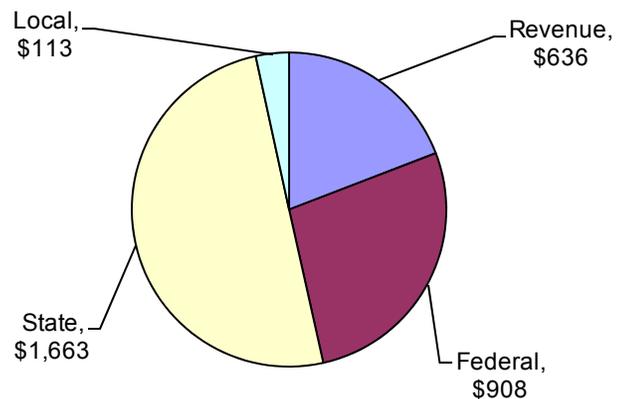
Fixed-Route:	15
Paratransit:	35
System-wide:	50

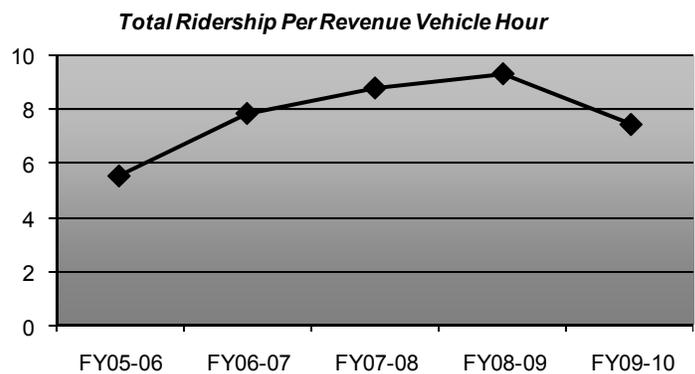
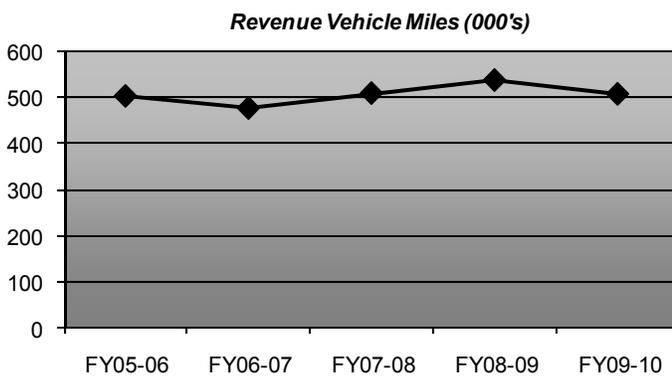
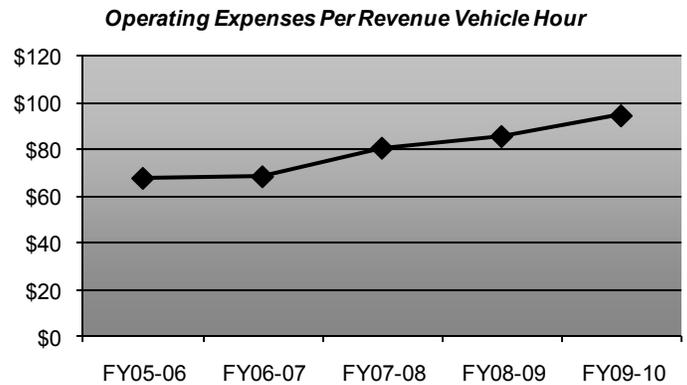
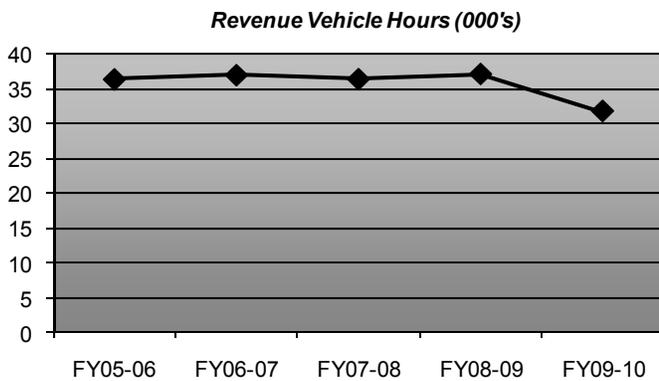
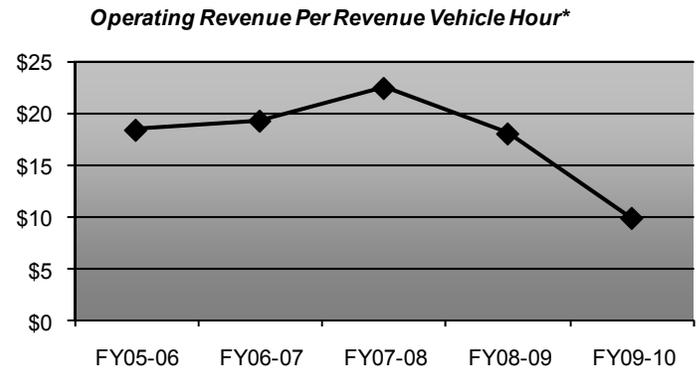
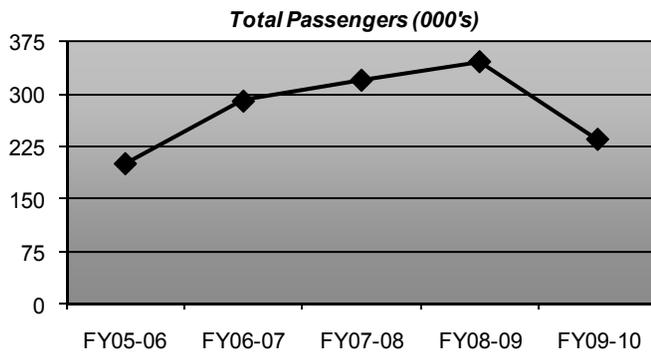
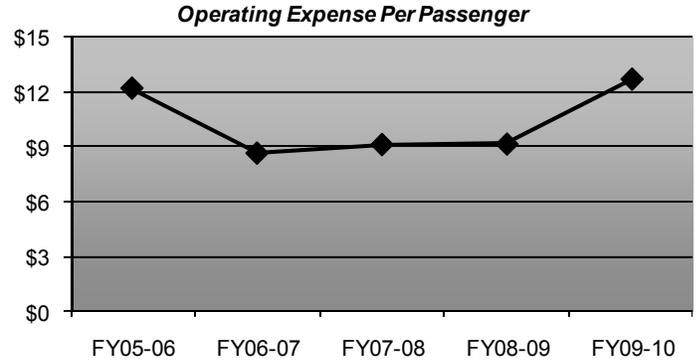
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$2,999



OPERATING FUNDS (000's)
\$2,999





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

RURAL SYSTEMS

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

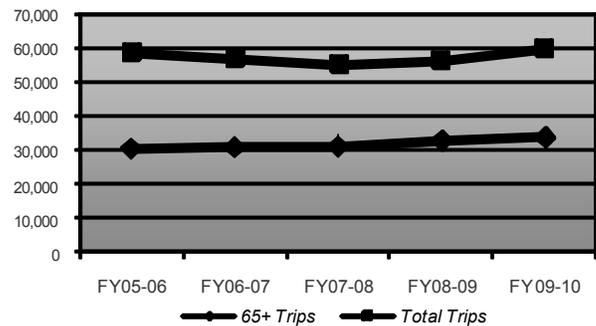
Average Shared-Ride Fare: \$18.77
 Cost to Commonwealth
 per Senior Citizen Trip: \$15.06
 Last Base Fare Increase: April 2009

Trip Information

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



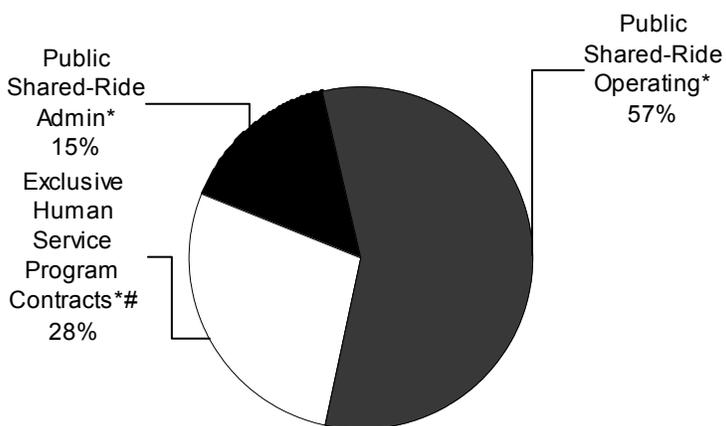
Public Service Ridership



PwD Program Start Date: 7/1/06
 PwD FY09-10 Trips: 7,483
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 468

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

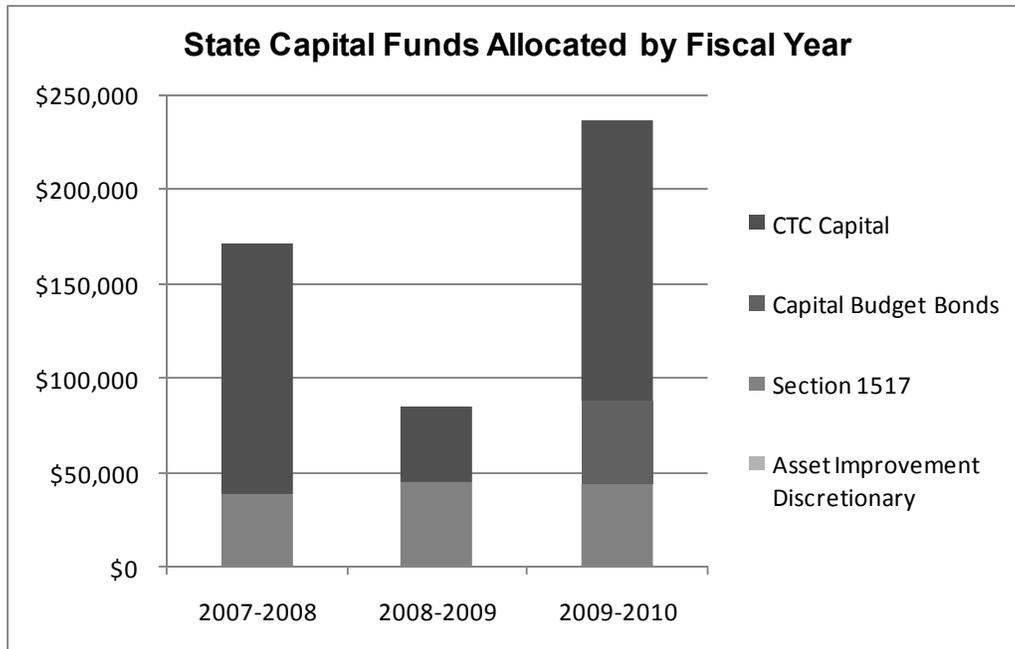


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 60,994	3%
Lottery	\$ 479,291	26%
Persons with Disabilities Program	\$ 120,224	7%
Area Agency on Aging	\$ 48,982	3%
Medical Assistance Transportation Program	\$ 1,004,259	54%
Other	\$ 137,666	7%
Subsidy	\$ -	0%
Total	\$ 1,851,416	100%



*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.



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."

Mount Carmel, Borough of



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



House District
 Northumberland: 107
Senate District
 Northumberland: 27



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



Fare Information
 Fixed-Route Base: \$1.00
 Fixed-Route Avg: \$1.27
 Last Base Fare Increase: Aug 2007 (30%)



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



Employees	Full-Time	Part-Time
Fixed-Route:	8	0
Paratransit:	0	0
System-wide:	8	0



Act 44 Operating Assistance
 Operating Assistance: \$273,208
 Required Local Match: \$8,660

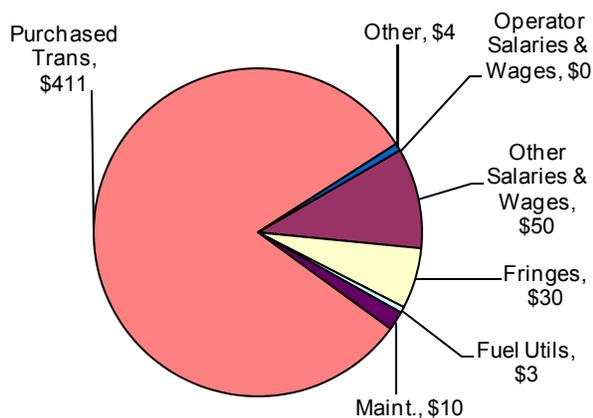


Total Fleet Size

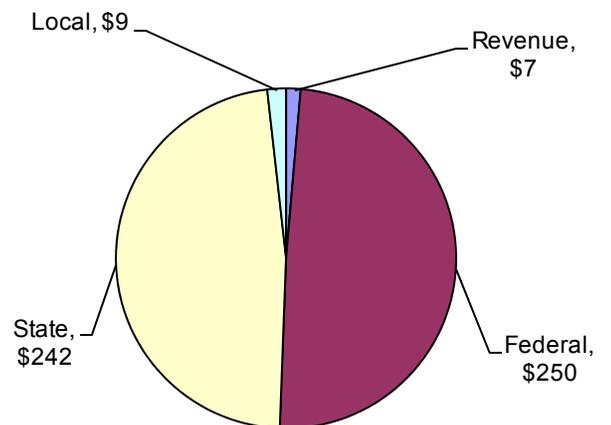
Fixed-Route:	3
Paratransit:	0
System-wide:	3

OPERATING BUDGET

OPERATING EXPENSE (000's)
 \$508



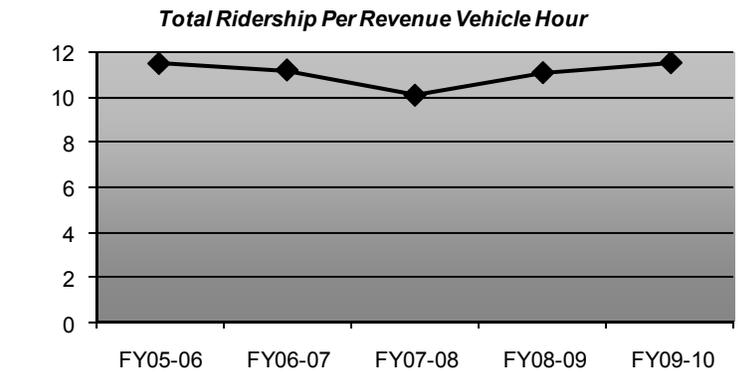
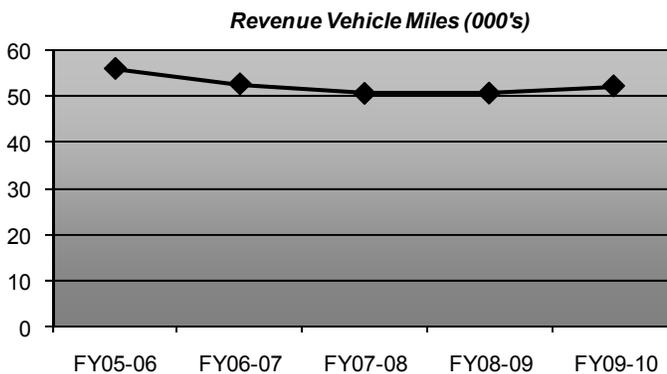
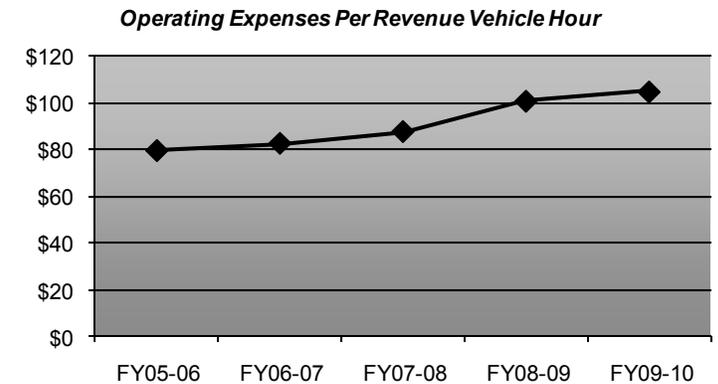
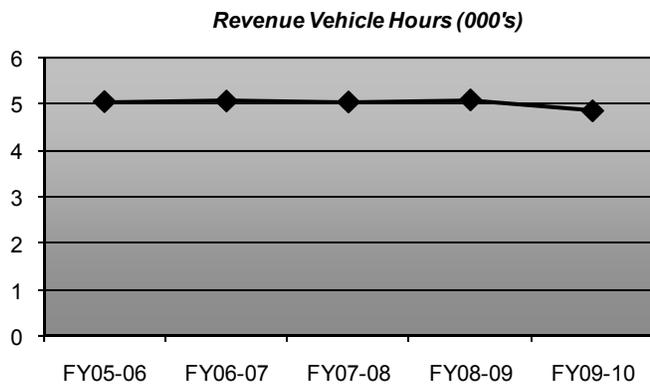
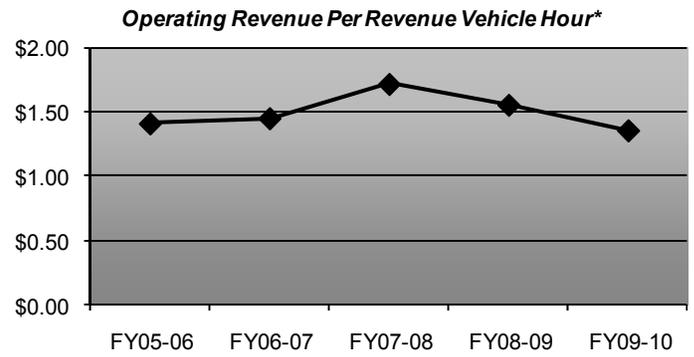
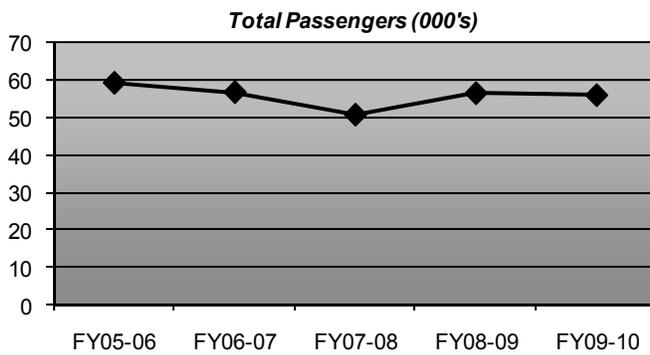
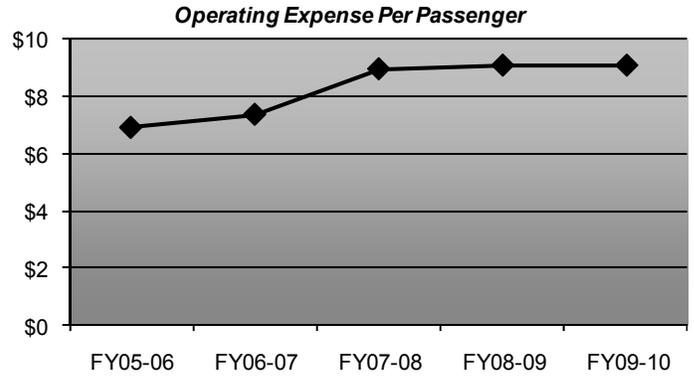
OPERATING FUNDS (000's)
 \$508



Mount Carmel, Borough of

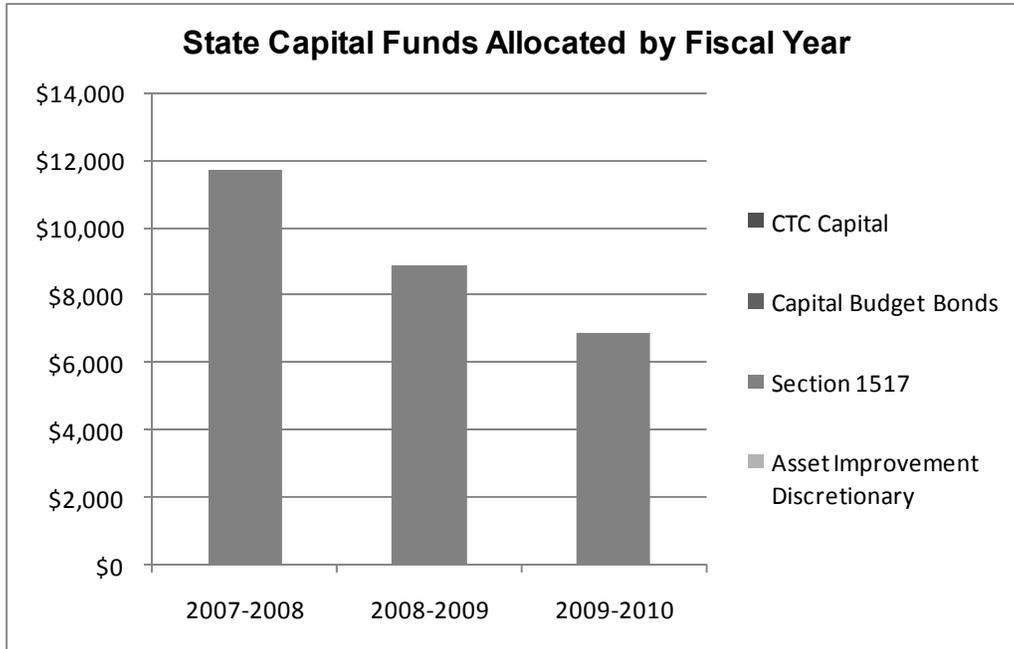


RURAL SYSTEMS



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 Northumberland County Transportation in Northumberland County (see page 193).



*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.



Vehicle Purchase

- Total Project Cost: \$86,766

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.



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

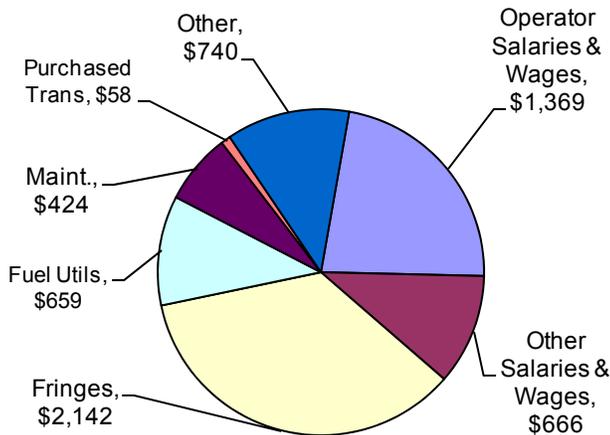


Total Fleet Size

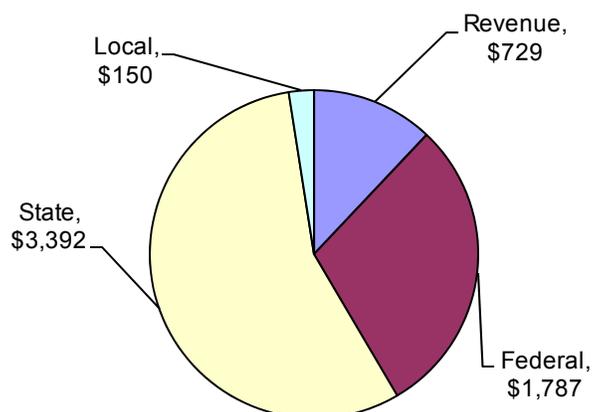
Fixed-Route:	30
Paratransit:	0
System-wide:	30

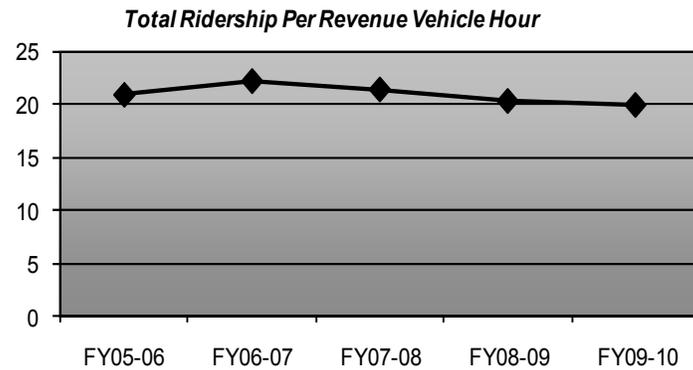
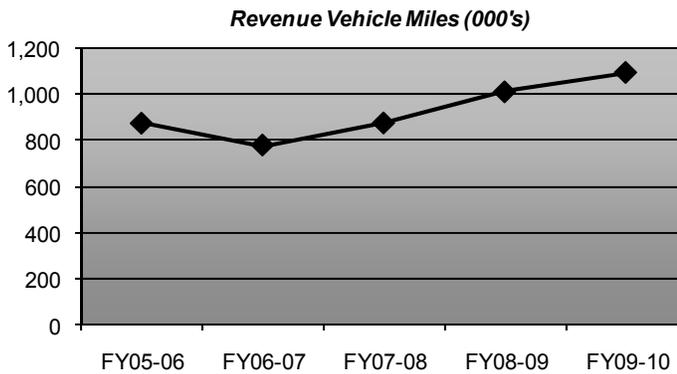
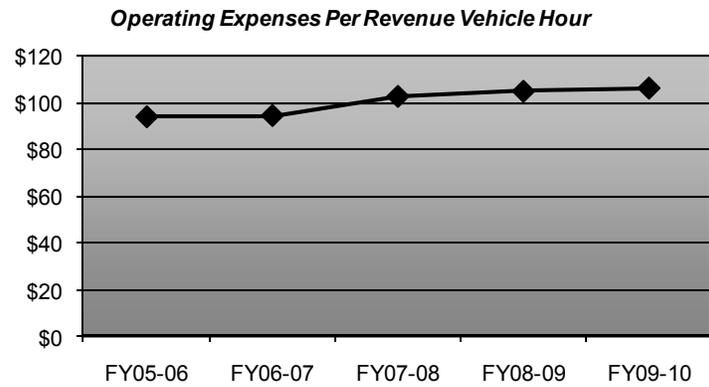
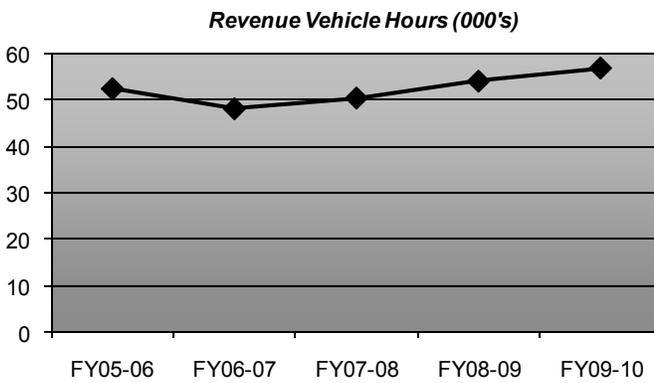
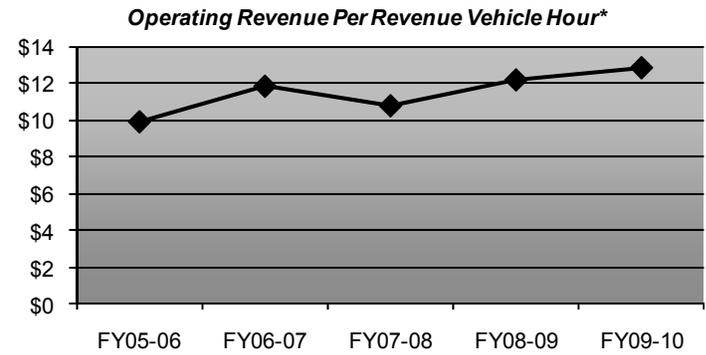
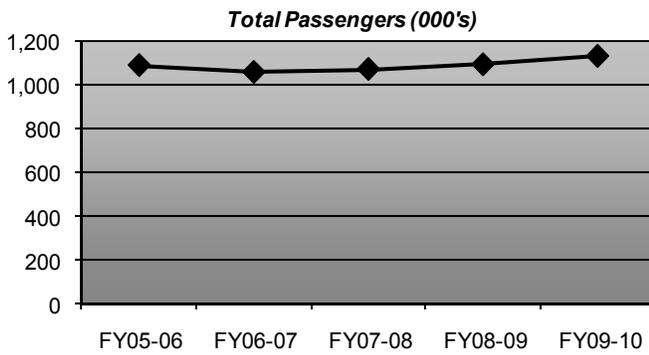
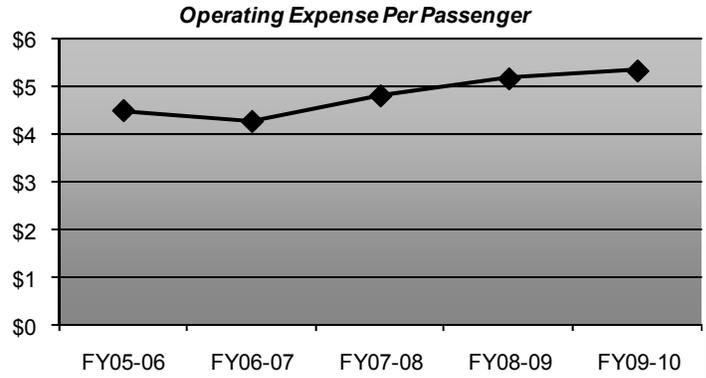
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$6,058



OPERATING FUNDS (000's)
\$6,058



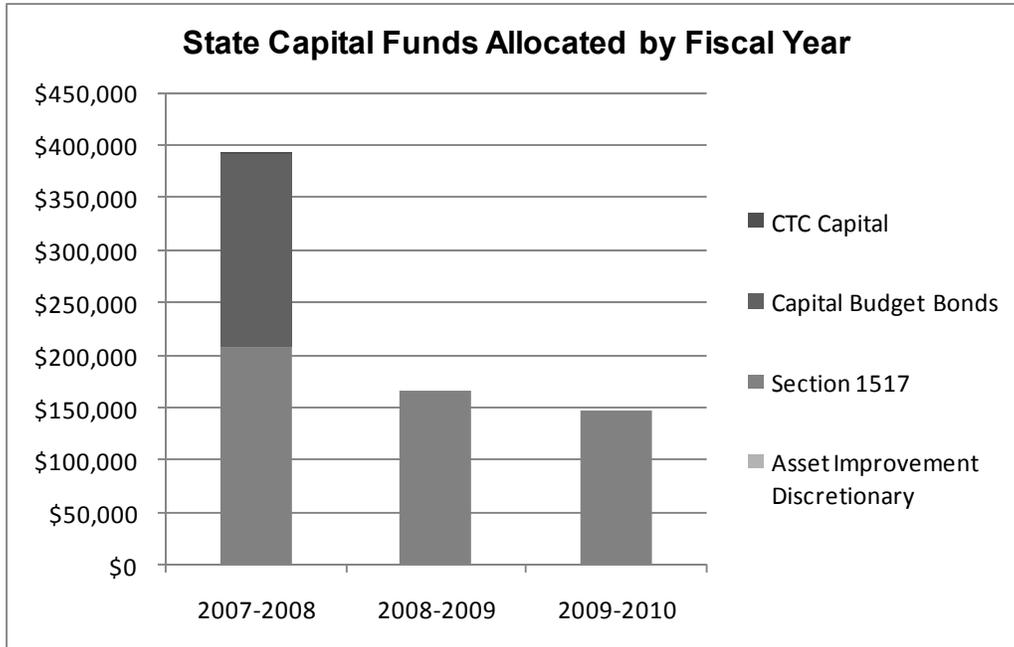


Data prior to FY05-06 is inconsistent with Act 44 of 2007 definitions.
 *As of 2008, per Act 44, Free Transit for Senior Citizen grants are reported as Act 44 operating assistance rather than revenue.

Community Transportation

RURAL SYSTEMS

Community transportation provided by Allied Coordinated Transportation Services, Inc., in Lawrence County (see page 175).



*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.



Roof Replacement

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

New Castle Area Transit Authority 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.

New Castle Park-and-Ride

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

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.



** 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



House District

Schuylkill: 123, 124, 125

Senate District

Schuylkill: 29



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
Fixed-Route:	25	3
Paratransit:	20	14
System-wide:	45	17



Act 44 Operating Assistance

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

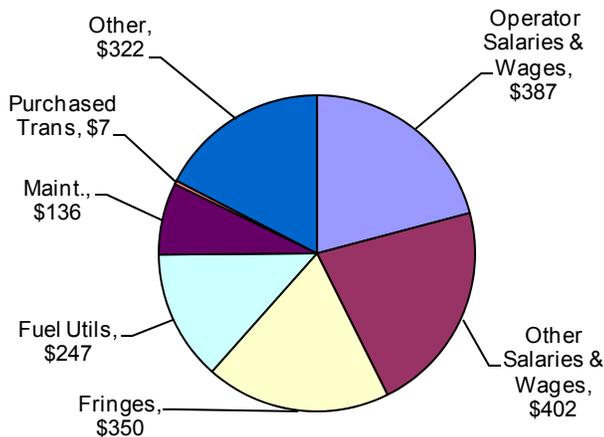


Total Fleet Size

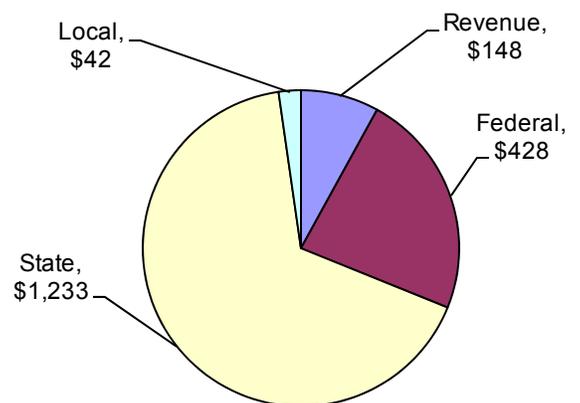
Fixed-Route:	14
Paratransit:	29
System-wide:	43

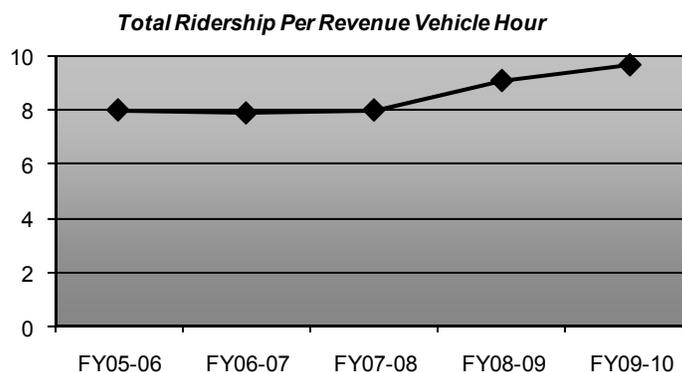
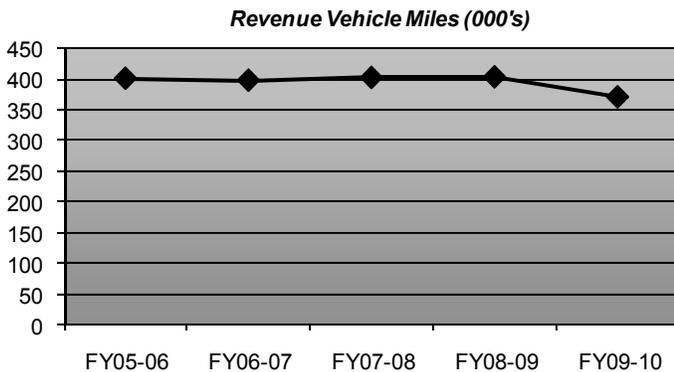
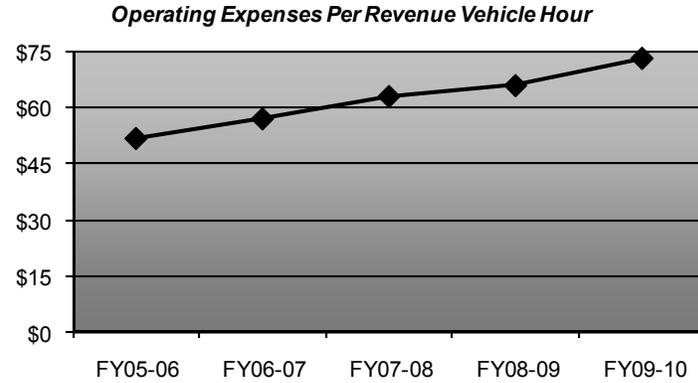
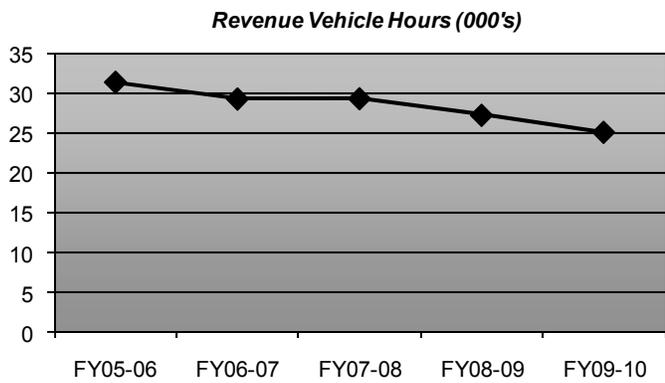
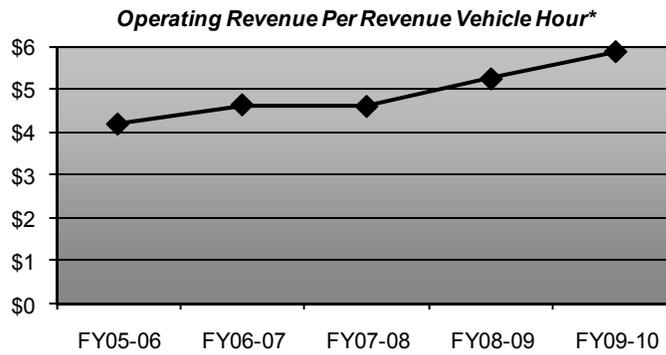
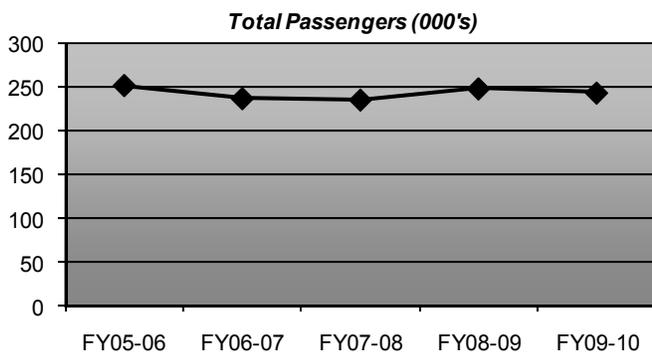
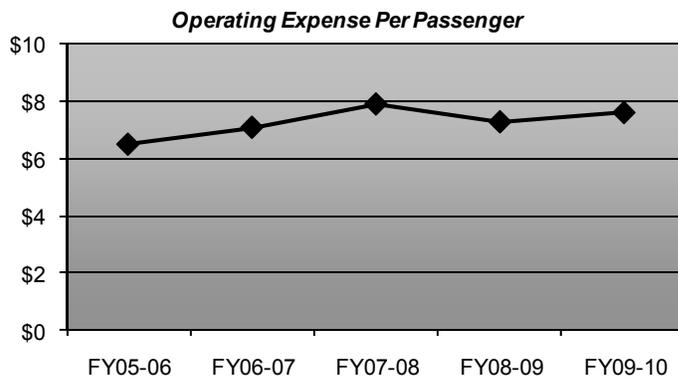
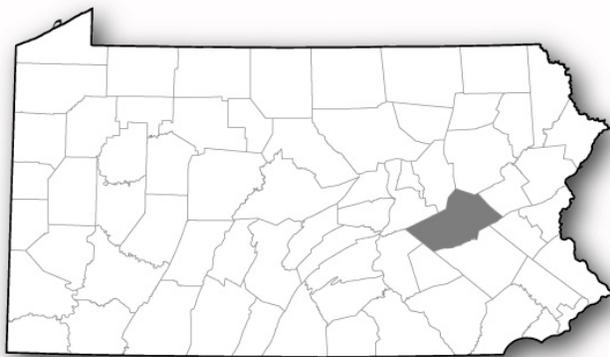
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$1,851



OPERATING FUNDS (000's)
\$1,851





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

RURAL SYSTEMS

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

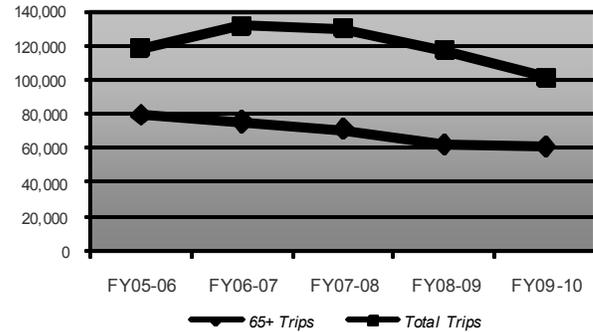
Average Shared-Ride Fare: \$14.84
Cost to Commonwealth
per Senior Citizen Trip: \$12.42
Last Base Fare Increase: July 2009

Trip Information

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



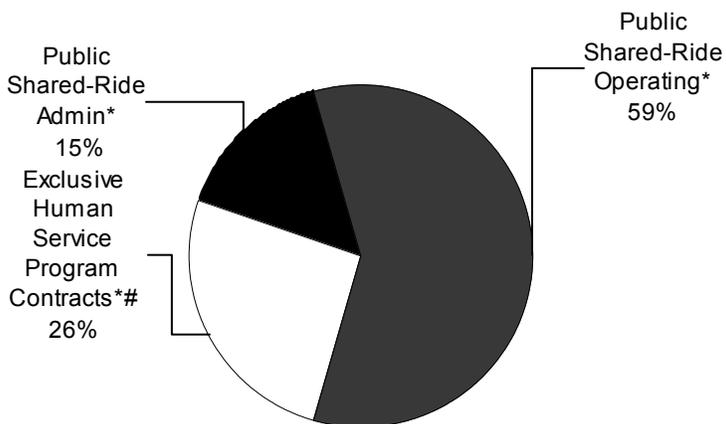
Public Service Ridership



PwD Program Start Date: 1/17/01
PwD FY09-10 Trips: 12,702
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 52.0%
Non-Public Trips: 58,803

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget

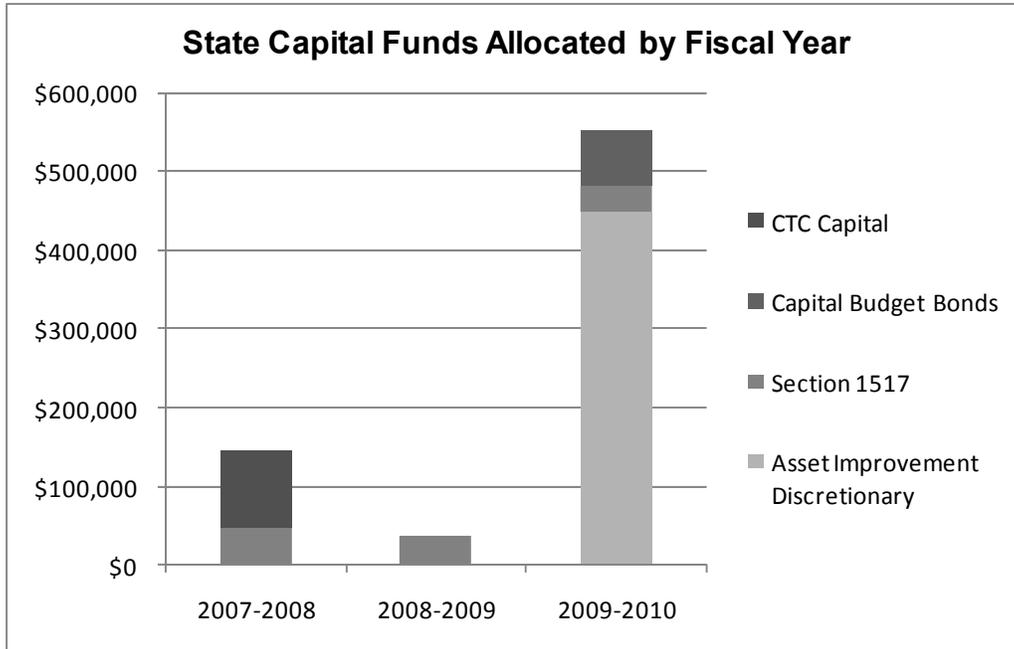


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 142,736	6%
Lottery	\$ 755,264	34%
Persons with Disabilities Program	\$ 155,107	7%
Area Agency on Aging	\$ 63,569	3%
Medical Assistance Transportation Program	\$ 690,181	31%
Other	\$ 437,360	19%
Subsidy	\$ -	0%
Total	\$ 2,244,217	100%



*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.



Photograph courtesy of Andy Matsko/The Republican Herald

Pottsville Intermodal Center

- Total Project Cost: \$16,166,713
- Total Jobs Created** = 388

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/



House District
Venango: 64

Senate District
Venango: 21



Service Area Statistics (2000 Census)

Square Miles: 100
Population: 36,354



Fare Information

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



Act 44 Fixed-Route Distribution Factors

Total Passengers: 53,794
Senior Passengers: 12,015
Revenue Vehicle Miles: 162,888
Revenue Vehicle Hours: 7,786



Employees

	Full-Time	Part-Time
Fixed-Route:	5	5
Paratransit:	0	3
System-wide:	5	8



Act 44 Operating Assistance

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

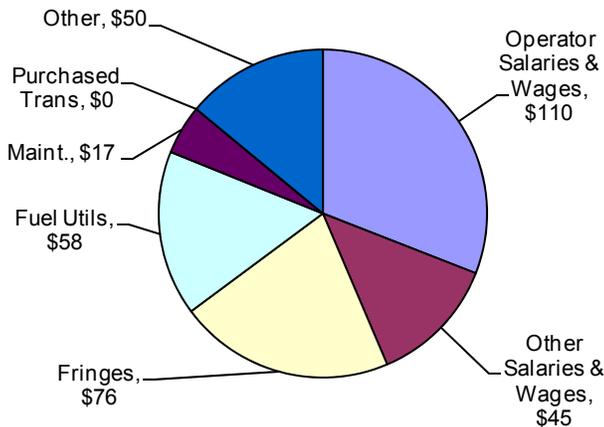


Total Fleet Size

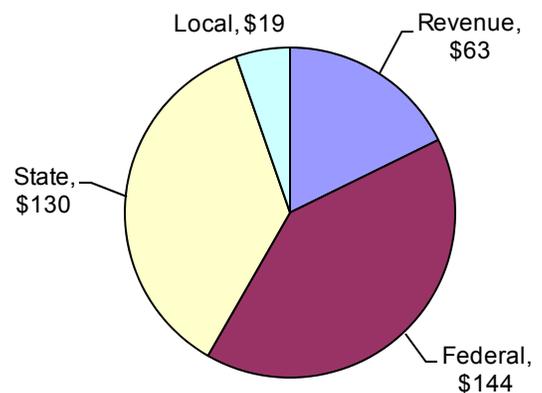
Fixed-Route:	3
Paratransit:	0
System-wide:	3

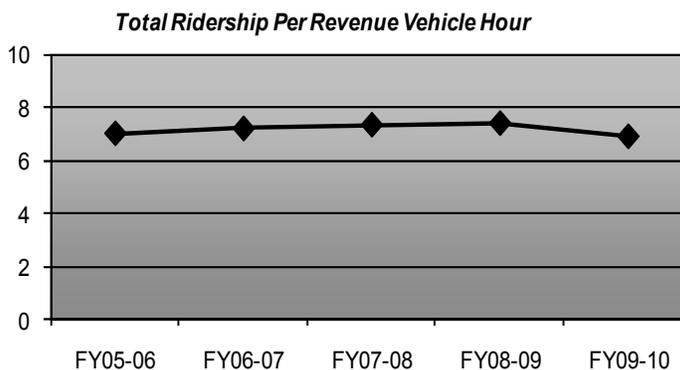
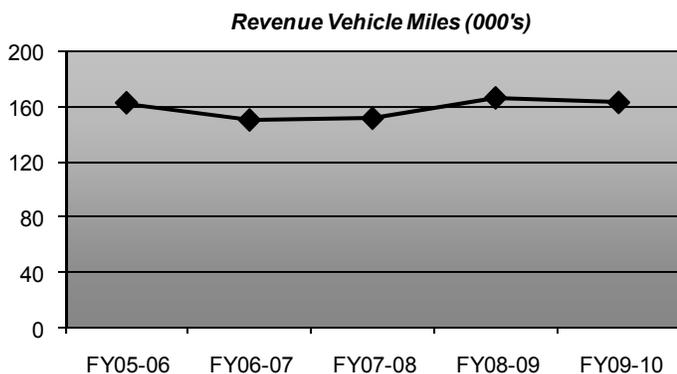
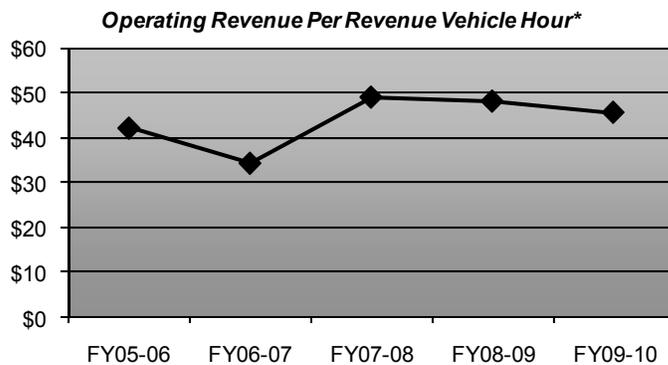
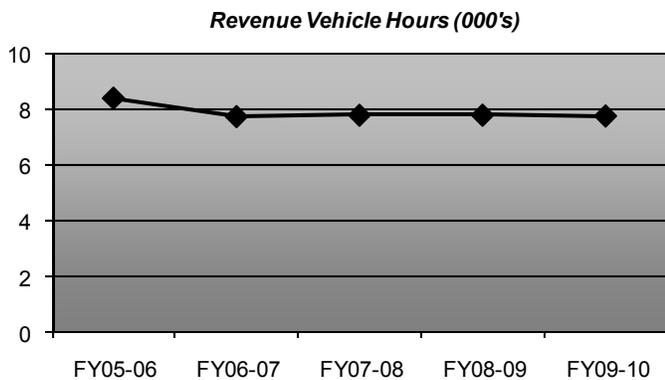
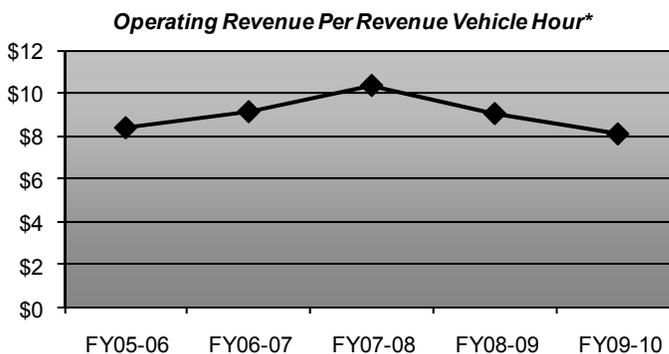
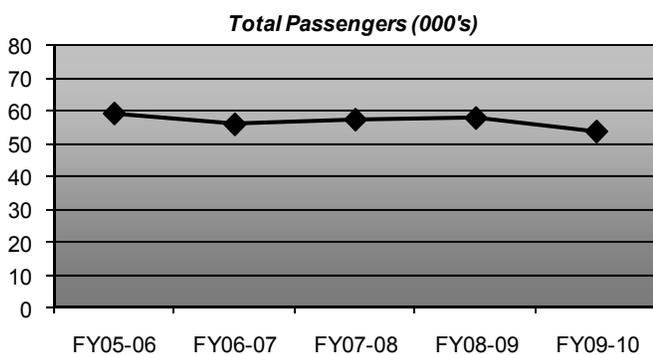
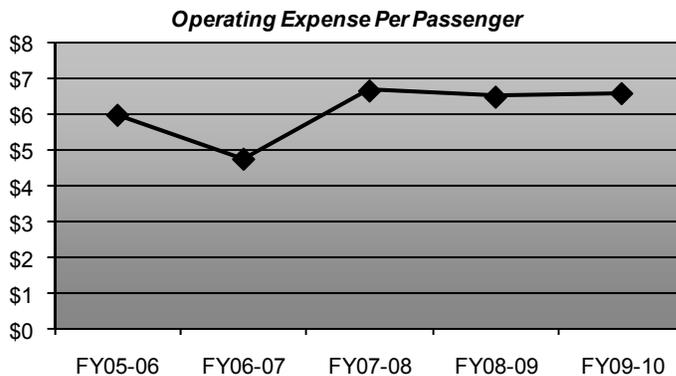
OPERATING BUDGET

OPERATING EXPENSE (000's)
\$356



OPERATING FUNDS (000's)
\$356





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.

Community Transportation

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

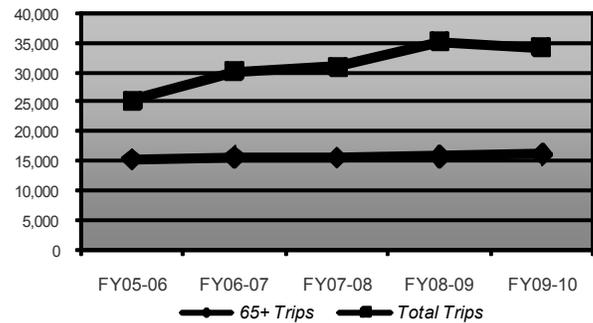
Average Shared-Ride Fare: \$14.39
Cost to Commonwealth per Senior Citizen Trip: \$12.05
Last Base Fare Increase: March 2008

Trip Information

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



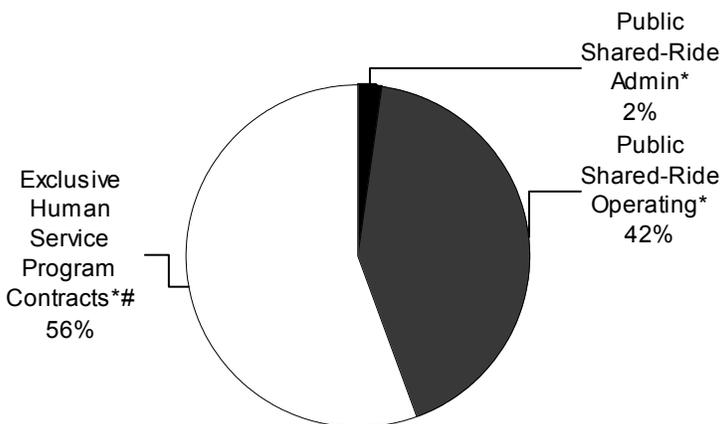
Public Service Ridership



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

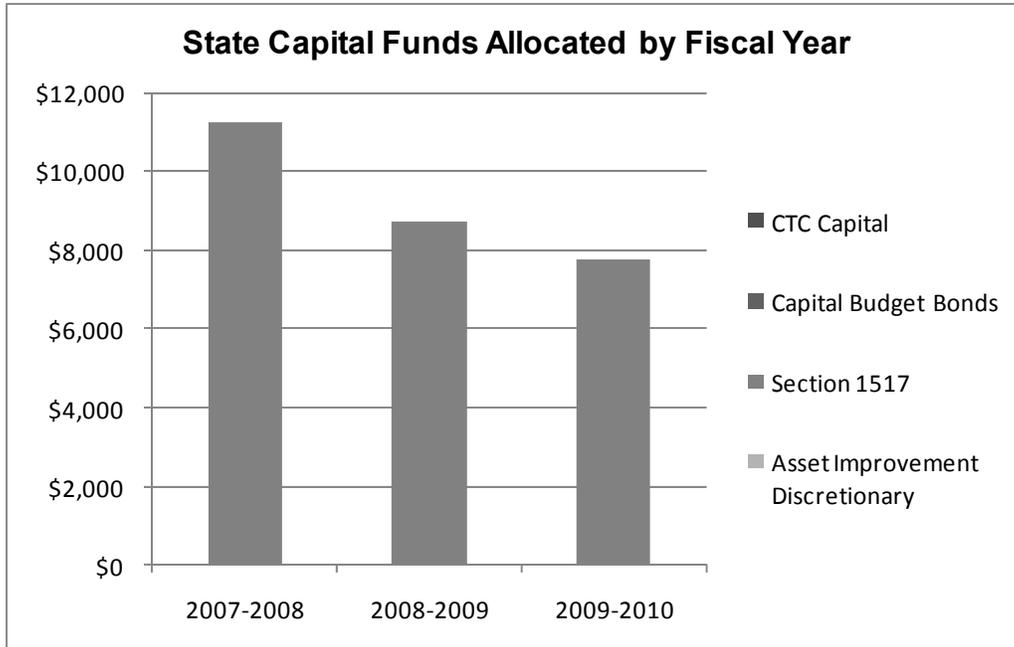


* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 448	less than 1%
Lottery	\$ 194,259	10%
Area Agency on Aging	\$ 137,555	7%
Medical Assistance Transportation Program	\$ 1,232,451	63%
Other	\$ 83,545	4%
Subsidy	\$ 304,275	16%
Total	\$ 1,952,533	100%



*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.



Fixed-Route Vehicle Purchase

- Total Project Cost: \$182,668

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.

Warren County, Transit Authority of



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



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



Service Area Statistics (2000 Census)
 Square Miles: 883
 Population: 43,863



Fare Information
 Fixed-Route Base: \$0.75
 Fixed-Route Avg: \$0.73
 Last Base Fare Increase: Nov 1999 (25%)



Act 44 Fixed-Route Distribution Factors
 Total Passengers: 68,602
 Senior Passengers: 9,446
 Revenue Vehicle Miles: 204,656
 Revenue Vehicle Hours: 12,081



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



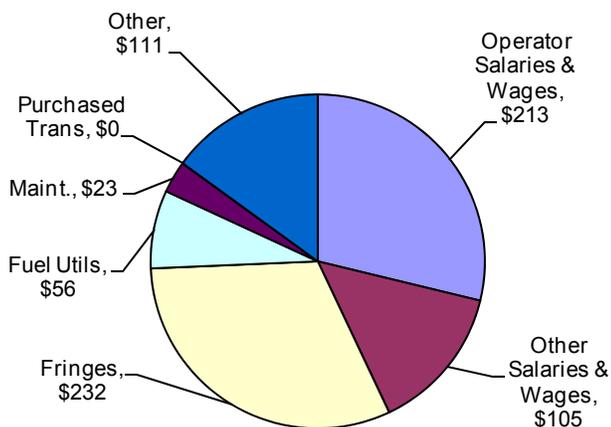
Act 44 Operating Assistance
 Operating Assistance: \$493,681
 Required Local Match: \$29,974



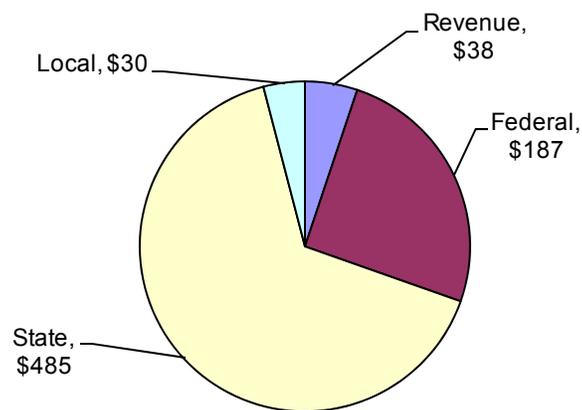
Total Fleet Size
 Fixed-Route: 5
 Paratransit: 13
 System-wide: 18

OPERATING BUDGET

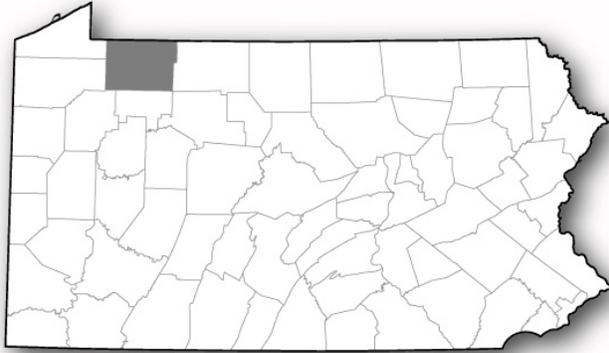
OPERATING EXPENSE (000's)
 \$740



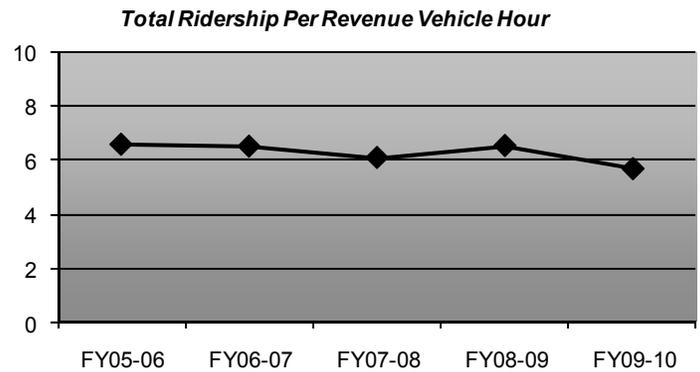
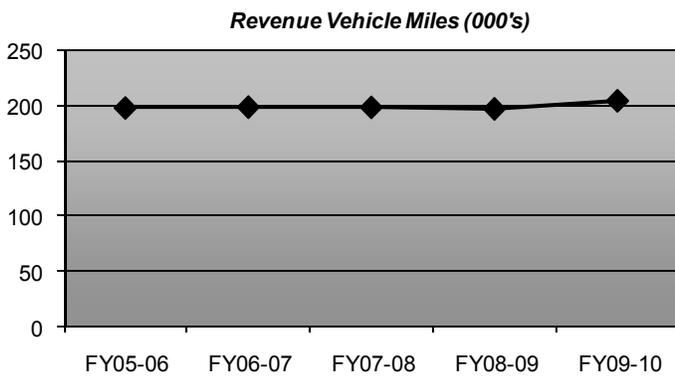
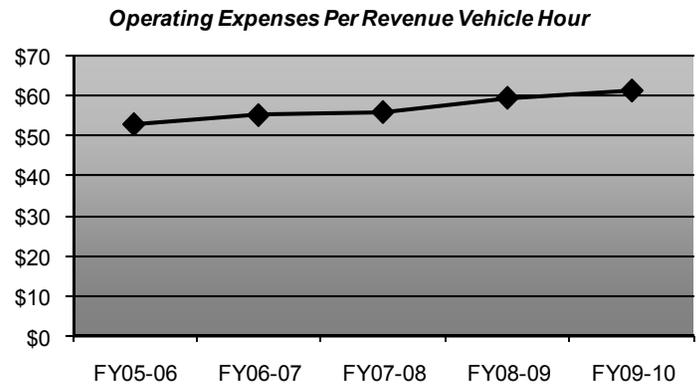
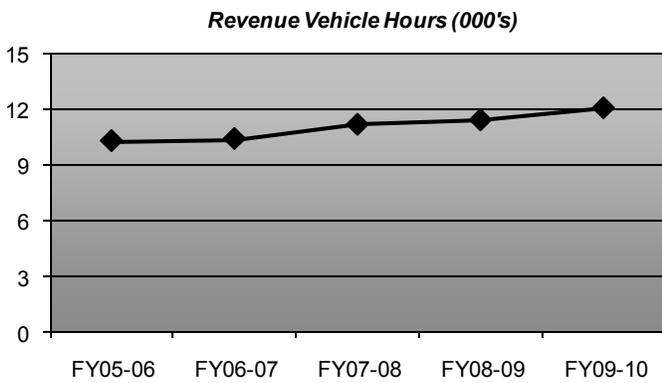
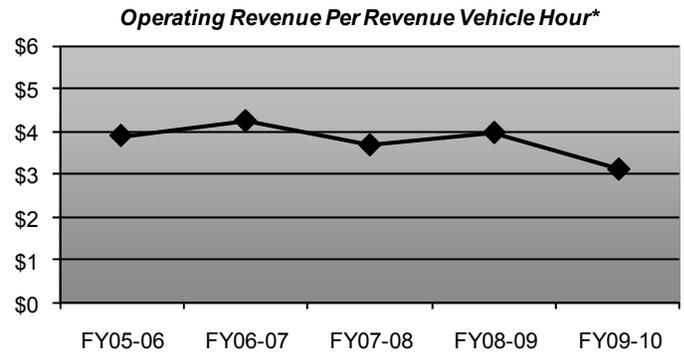
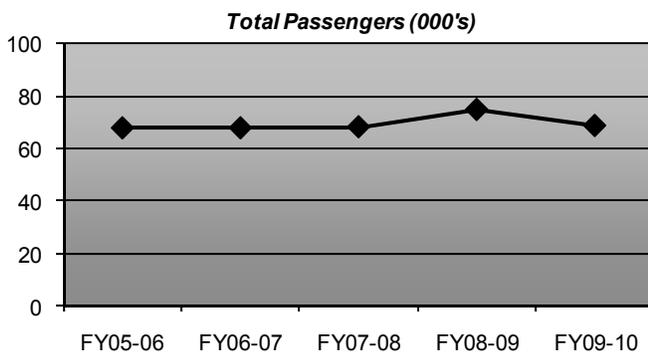
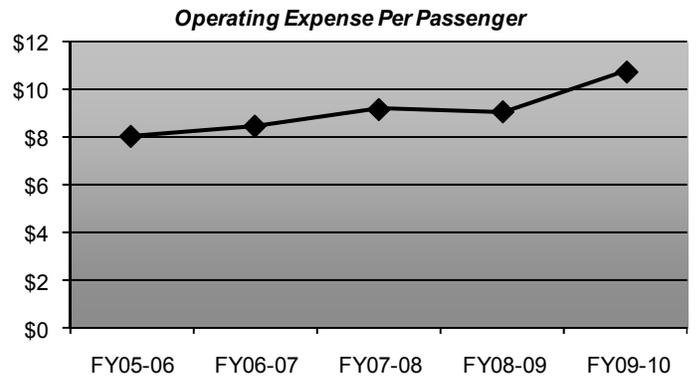
OPERATING FUNDS (000's)
 \$740



Warren County, Transit Authority of



RURAL SYSTEMS



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.

Warren County, Transit Authority of

Community Transportation

RURAL SYSTEMS

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

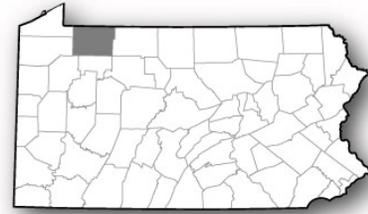
Community Transportation: 8

Fare Information

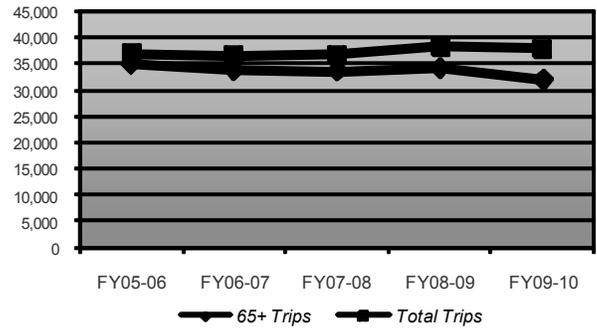
Average Shared-Ride Fare: \$11.47
Cost to Commonwealth per Senior Citizen Trip: \$10.47
Last Base Fare Increase: Sep 2010

Trip Information

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



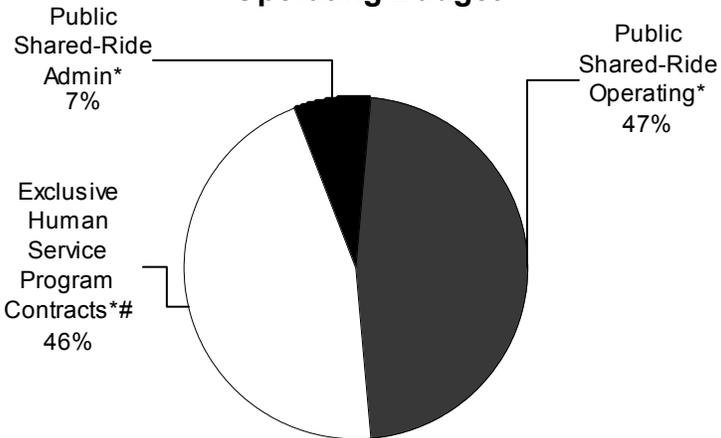
Public Service Ridership



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

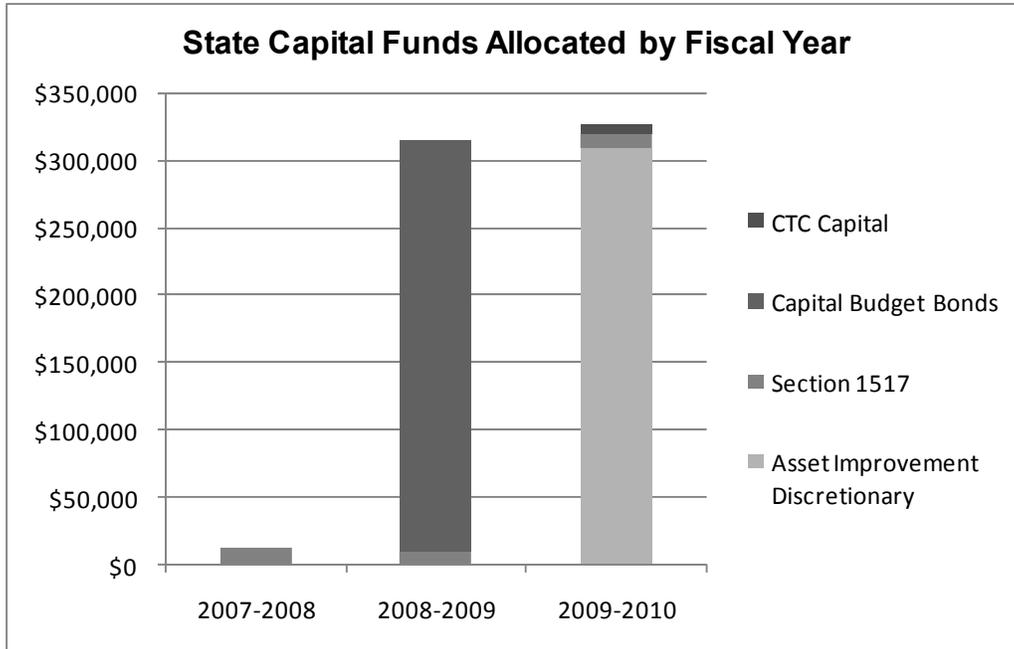


* See glossary

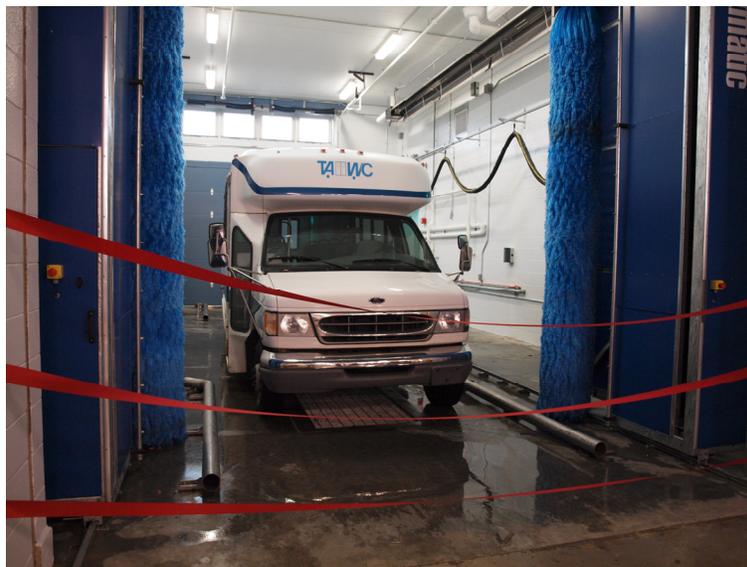
May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 2,585	less than 1%
Lottery	\$ 333,551	34%
Persons with Disabilities Program	\$ 10,745	1%
Area Agency on Aging	\$ 55,000	6%
Medical Assistance Transportation Program	\$ 517,366	52%
Other	\$ 2,078	less than 1%
Subsidy	\$ 64,420	7%
Total	\$ 985,745	100%



*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.



Transit Authority of Warren County Facility Expansion

- Total Project Cost: \$3,302,739
- Total Jobs Created** = 79

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."

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Section 4

Community Transportation ***(Shared-Ride)***

Adams County Transit Authority

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

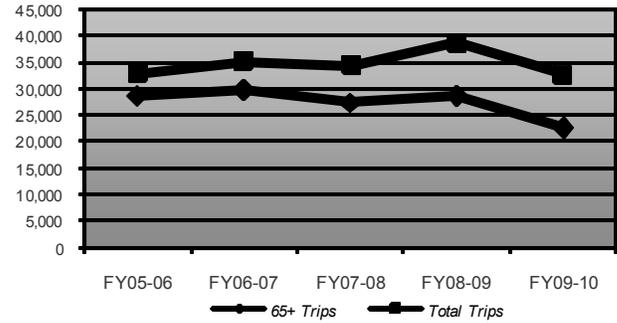
Average Shared-Ride Fare: \$11.79
 Cost to Commonwealth per Senior Citizen Trip: \$9.86
 Last Base Fare Increase: August 2006

Trip Information

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



Public Service Ridership

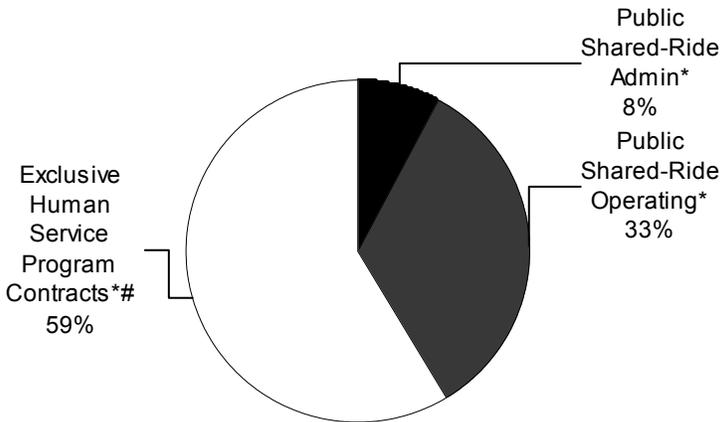


PwD Program Start Date: 8/1/06
 PwD FY09-10 Trips: 7,127
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 2.0%
 Non-Public Trips: 24,068

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 18,102	2%
Lottery	\$ 223,332	23%
Persons with Disabilities Program	\$ 73,391	8%
Area Agency on Aging	\$ 49,166	5%
Medical Assistance Transportation Program	\$ 323,402	34%
MH/MR	\$ 225,186	23%
Other	\$ 48,736	5%
Subsidy	\$ -	0%
Total	\$ 961,315	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$590,605	5 Accessible Buses/Vans Communication Equipment Computer Hardware/Software

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

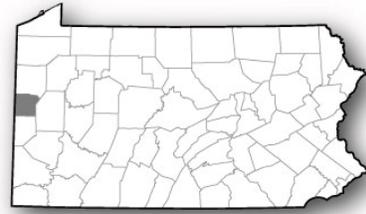
Community Transportation: 20

Fare Information

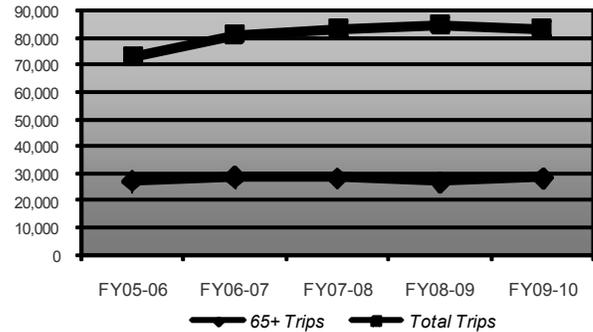
Average Shared-Ride Fare: \$14.35
 Cost to Commonwealth per Senior Citizen Trip: \$10.80
 Last Base Fare Increase: July 2005

Trip Information

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



Public Service Ridership

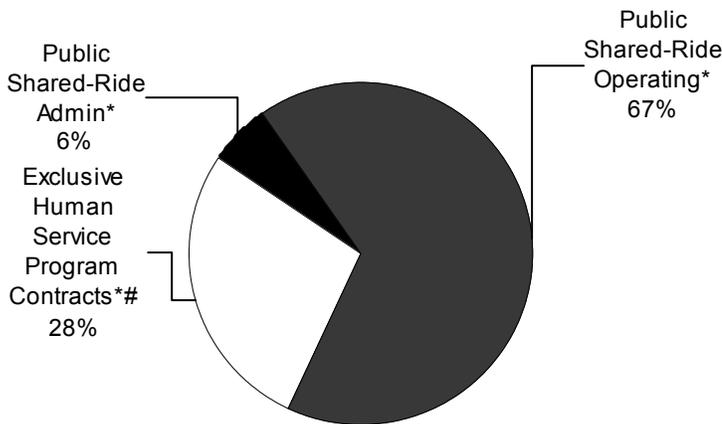


PwD Program Start Date: 3/1/03
 PwD FY09-10 Trips: 3,522
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 12,468

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 39,022	2%
Lottery	\$ 290,567	17%
Persons with Disabilities Program	\$ 43,212	3%
Area Agency on Aging	\$ 11,261	1%
Medical Assistance Transportation Program	\$ 507,908	29%
MH/MR	\$ 179,946	10%
Welfare to Work	\$ 439,067	25%
Other	\$ 221,998	13%
Subsidy	\$ -	0%
Total	\$ 1,732,981	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$727,550	12 Accessible Buses

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

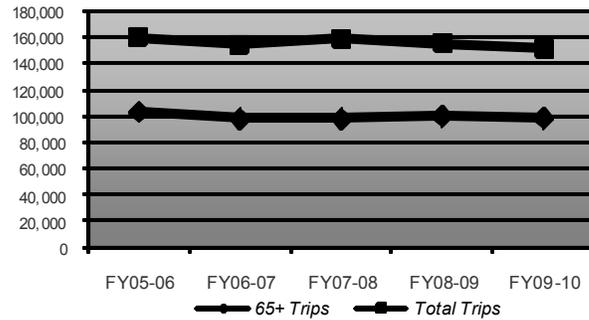
Average Shared-Ride Fare: \$13.05
 Cost to Commonwealth per Senior Citizen Trip: \$10.88
 Last Base Fare Increase: July 2008

Trip Information

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



Public Service Ridership

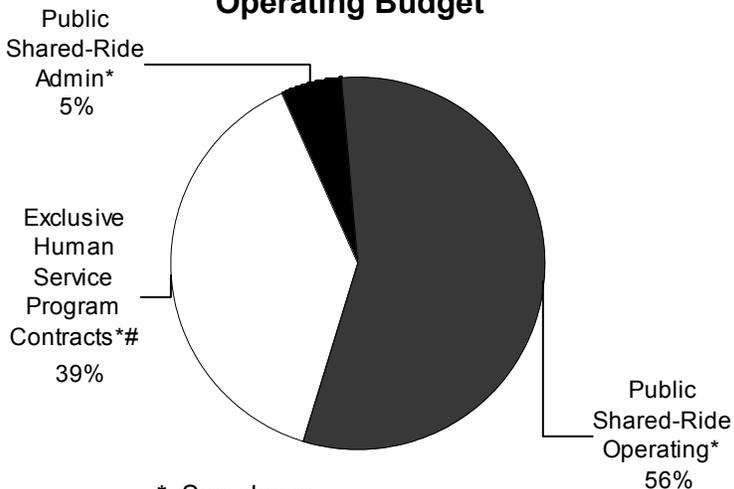


PwD Program Start Date: 5/1/03
 PwD FY09-10 Trips: 4,477
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 90,837

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 92,404	3%
Lottery	\$ 1,074,394	32%
Persons with Disabilities Program	\$ 50,203	1%
Area Agency on Aging	\$ 147,539	4%
Medical Assistance Transportation Program	\$ 1,700,338	50%
Other	\$ 219,846	7%
Subsidy	\$ 85,666	3%
Total	\$ 3,370,390	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$830,000	17 Accessible Buses

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

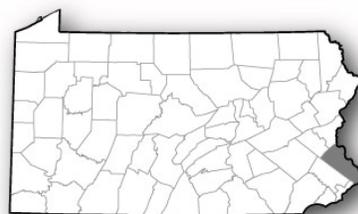
Community Transportation: 160

Fare Information

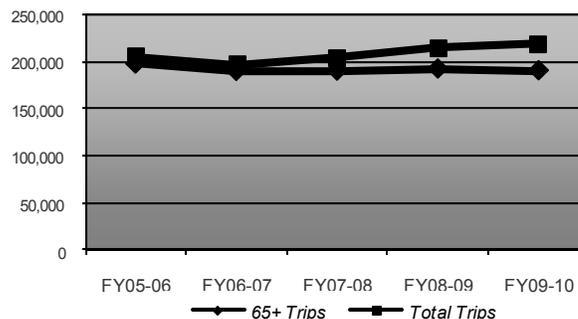
Average Shared-Ride Fare: \$20.98
 Cost to Commonwealth per Senior Citizen Trip: \$17.52
 Last Base Fare Increase: April 2008

Trip Information

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



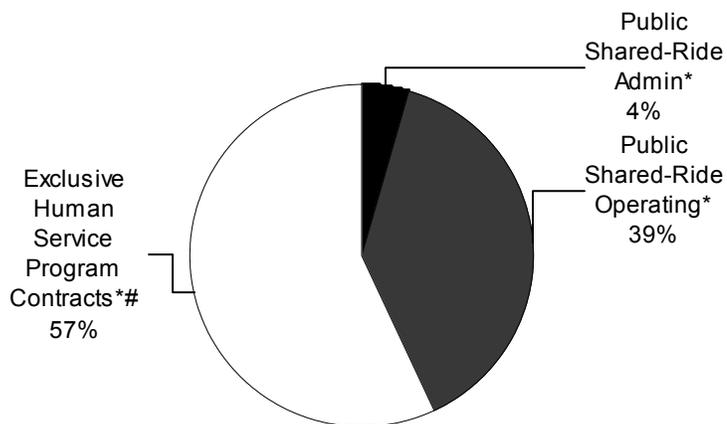
Public Service Ridership



PwD Program Start Date: 6/1/07
 PwD FY09-10 Trips: 25,342
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 64.0%
 Non-Public Trips: 439,184

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
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%
Total	\$ 10,542,556	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$1,562,000	23 Accessible Buses

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

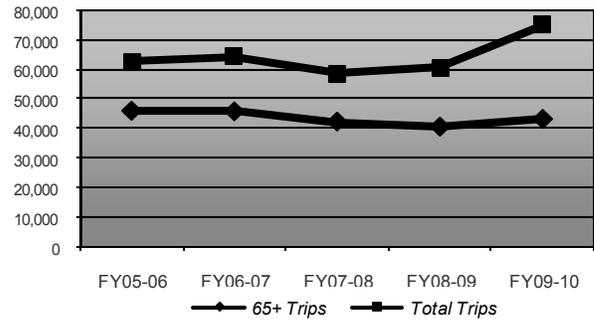
Average Shared-Ride Fare: \$12.20
 Cost to Commonwealth per Senior Citizen Trip: \$10.04
 Last Base Fare Increase: July 2007

Trip Information

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



Public Service Ridership

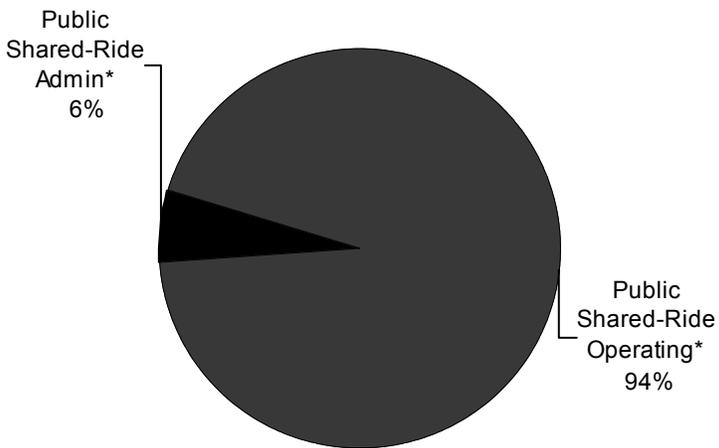


PwD Program Start Date: 3/1/10
 PwD FY09-10 Trips: 364
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 100.0%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 28,452	4%
Lottery	\$ 432,411	57%
Persons with Disabilities Program	\$ 25,783	3%
Area Agency on Aging	\$ 99,654	13%
Medical Assistance Transportation Program	\$ 58,308	8%
Other	\$ 114,091	15%
Subsidy	\$ -	0%
Total	\$ 758,699	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$427,224	7 Accessible Buses Communication Equipment Computer Hardware

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

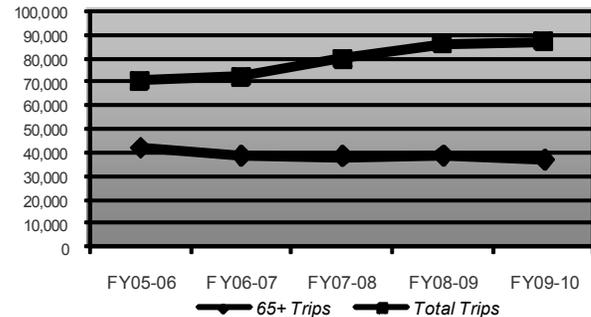
Average Shared-Ride Fare: \$15.88
 Cost to Commonwealth per Senior Citizen Trip: \$12.73
 Last Base Fare Increase: April 2009

Trip Information

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



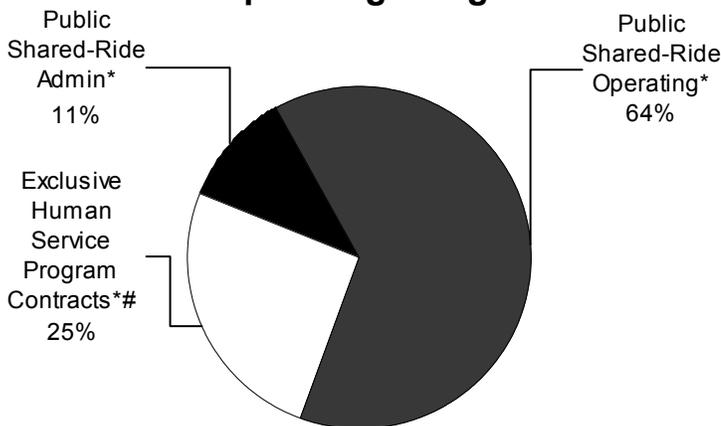
Public Service Ridership



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

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 14,941	1%
Lottery	\$ 468,580	25%
Persons with Disabilities Program	\$ 71,568	4%
Area Agency on Aging	\$ 179,831	9%
Medical Assistance Transportation Program	\$ 639,134	34%
MH/MR	\$ 287,079	15%
Other	\$ 229,054	12%
Subsidy	\$ -	0%
Total	\$ 1,890,187	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$590,992	11 Accessible Buses Communication Equipment

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

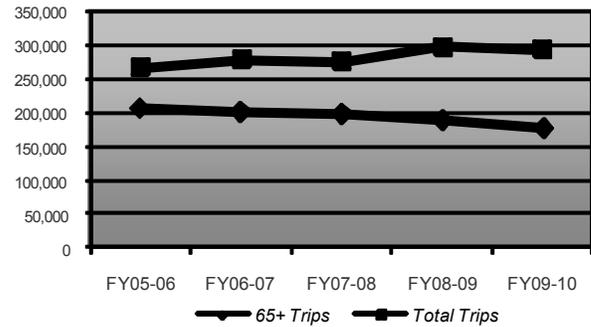
Average Shared-Ride Fare: \$21.36
 Cost to Commonwealth per Senior Citizen Trip: \$15.25
 Last Base Fare Increase: July 2010

Trip Information

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



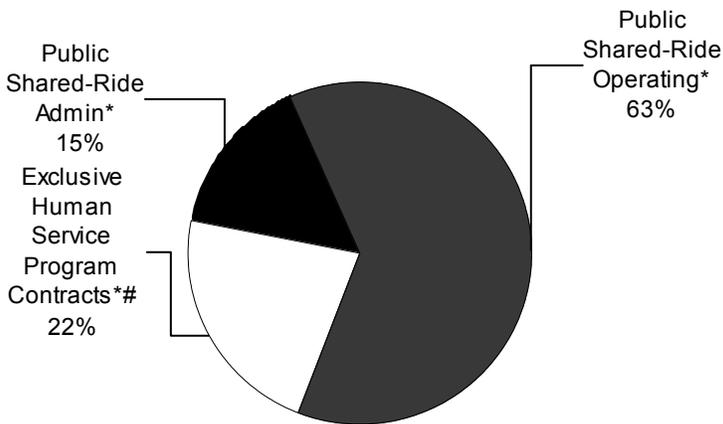
Public Service Ridership



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

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 196,599	2%
Lottery	\$ 2,685,956	31%
Persons with Disabilities Program	\$ 497,905	6%
Area Agency on Aging	\$ 303,896	4%
Medical Assistance Transportation Program	\$ 2,585,274	30%
MH/MR	\$ 1,293,605	15%
ADA Subcontractor	\$ 930,695	11%
Other	\$ 56,997	1%
Subsidy	\$ -	0%
Total	\$ 8,550,927	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$1,285,220	19 Accessible Buses Computer Hardware

Clarion County Transportation

338 Amsler Avenue, Suite 1
 Shippensburg, 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

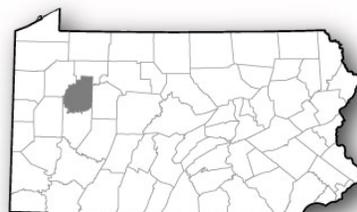
Community Transportation: 21

Fare Information

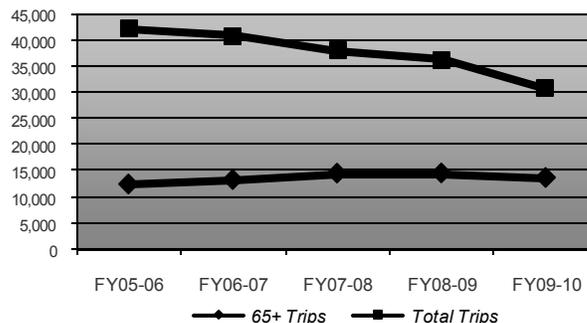
Average Shared-Ride Fare: \$22.26
 Cost to Commonwealth per Senior Citizen Trip: \$17.21
 Last Base Fare Increase: Nov 2008

Trip Information

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



Public Service Ridership

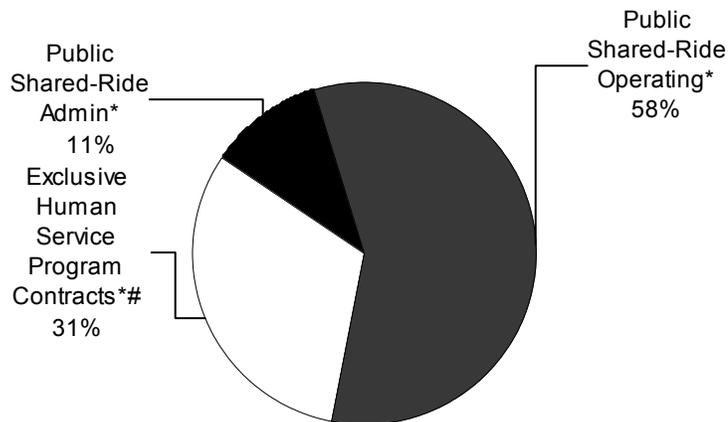


PwD Program Start Date: 7/1/08
 PwD FY09-10 Trips: 55
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 748

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Lottery	\$ 233,130	22%
Persons with Disabilities Program	\$ 3,210	less than 1%
Area Agency on Aging	\$ 89,778	8%
Medical Assistance Transportation Program	\$ 518,614	49%
MH/MR	\$ 98,910	9%
Other	\$ 91,897	9%
Subsidy	\$ 33,944	3%
Total	\$ 1,069,483	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$708,000	13 Accessible Buses/Vans Computer Hardware/Software

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

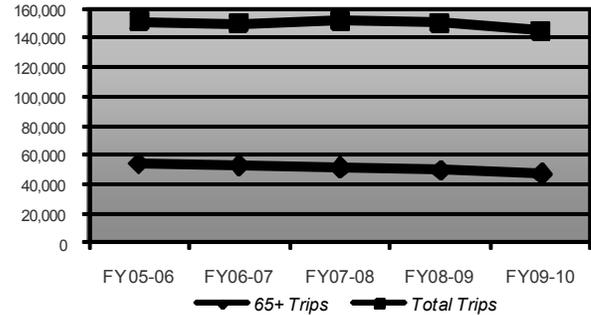
Average Shared-Ride Fare: \$12.37
 Cost to Commonwealth per Senior Citizen Trip: \$10.32
 Last Base Fare Increase: April 2007

Trip Information

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



Public Service Ridership

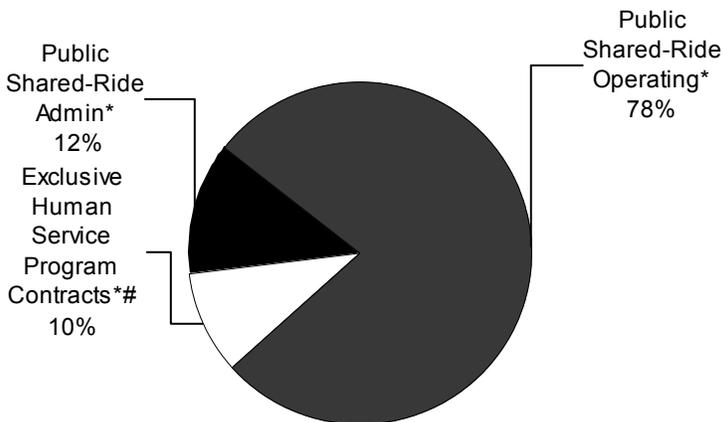


PwD Program Start Date: 1/15/01
 PwD FY09-10: 10,551
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 8.0%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 47,083	2%
Lottery	\$ 485,797	23%
Persons with Disabilities Program	\$ 114,844	5%
Area Agency on Aging	\$ 135,747	6%
Medical Assistance Transportation Program	\$ 403,547	16%
MH/MR	\$ 791,783	37%
Other	\$ 61,817	6%
Subsidy	\$ 112,000	5%
Total	\$ 2,152,618	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$1,249,485	12 Accessible Buses Communication Equipment Computer Hardware

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

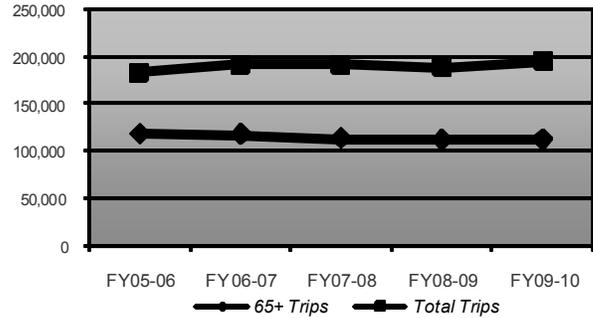
Average Shared-Ride Fare: \$27.88
 Cost to Commonwealth per Senior Citizen Trip: \$22.94
 Last Base Fare Increase: Aug. 2009

Trip Information

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



Public Service Ridership

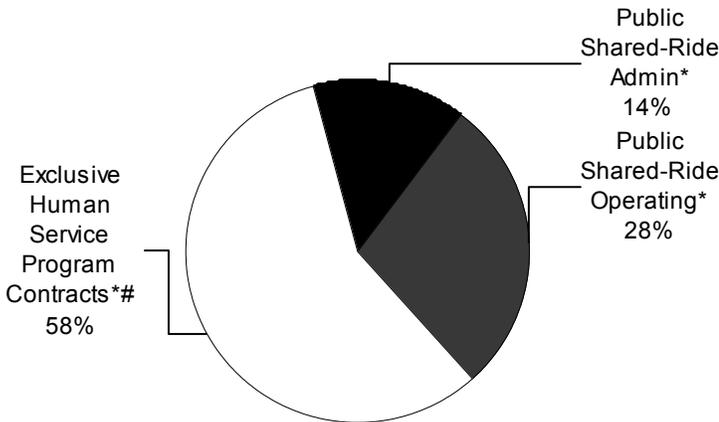


PwD Program Start Date: 7/1/07
 PwD FY09-10: 294
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 5.9%
 Non-Public Trips: 220,936

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 228,933	2%
Lottery	\$ 2,566,216	19%
Persons with Disabilities Program	\$ 13,117	less than 1%
Area Agency on Aging	\$ 192,842	1%
Medical Assistance Transportation Program	\$ 5,633,958	43%
ADA Subcontractor	\$ 4,040,875	31%
Other	\$ 564,200	4%
Subsidy	\$ -	0%
Total	\$ 13,240,141	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$656,114	9 Accessible Buses Communication Equipment

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

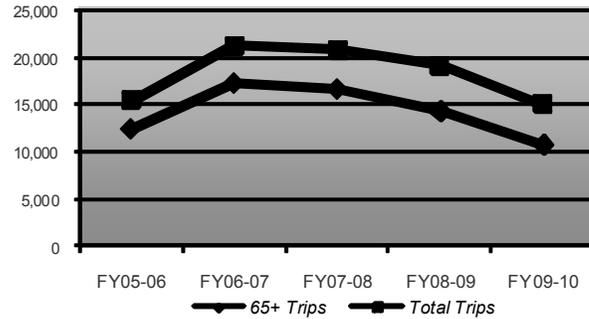
Average Shared-Ride Fare: \$26.78
 Cost to Commonwealth per Senior Citizen Trip: \$20.51
 Last Base Fare Increase: Feb 2010

Trip Information

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



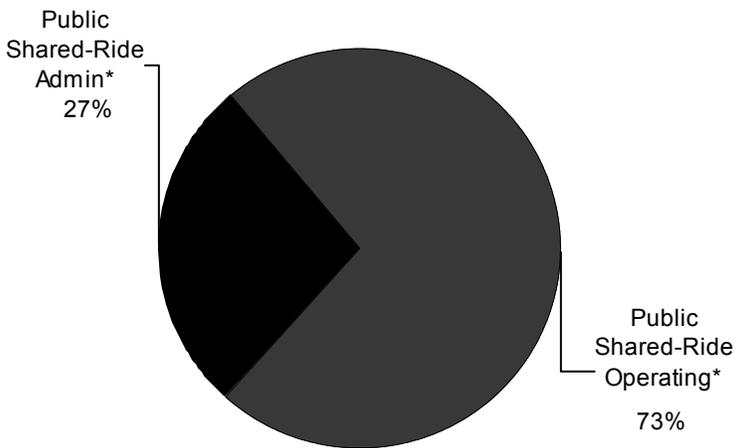
Public Service Ridership



PwD Program Start Date: 6/1/08
 PwD FY09-10 Trips: 1,540
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 24,712	6%
Lottery	\$ 222,051	51%
Persons with Disabilities Program	\$ 34,411	8%
Area Agency on Aging	\$ 29,762	7%
Medical Assistance Transportation Program	\$ 114,074	26%
Other	\$ 11,462	2%
Subsidy	\$ -	0%
Total	\$ 436,472	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$165,672	5 Accessible Vans

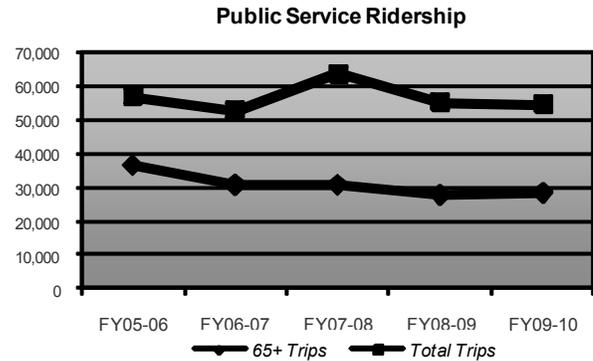
Franklin County Transportation
 201 Franklin Farm Lane
 Chambersburg, PA 17202
 717-264-5225
 Ms. Gloria Strine, Director of Transportation

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

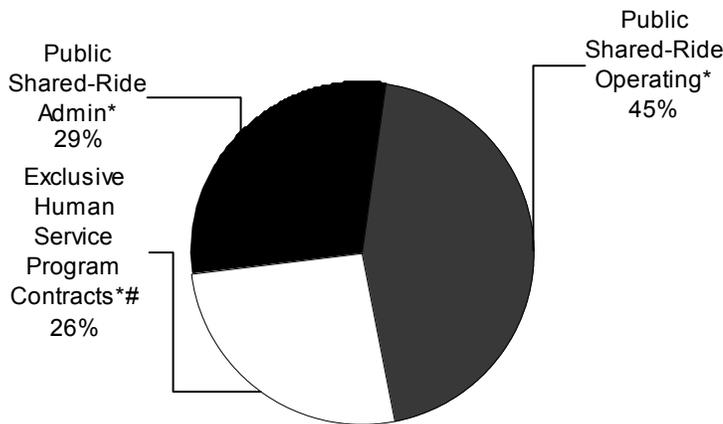
Trip Information
 65+ Trips: 28,332
 Total Shared-Ride Trips: 54,488



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

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 27,291	2%
Lottery	\$ 385,315	24%
Persons with Disabilities Program	\$ 62,601	4%
Area Agency on Aging	\$ 126,509	8%
Medical Assistance Transportation Program	\$ 823,532	52%
Other	\$ 155,889	10%
Subsidy	\$ -	0%
Total	\$ 1,581,137	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$746,000	12 Accessible Buses Software

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

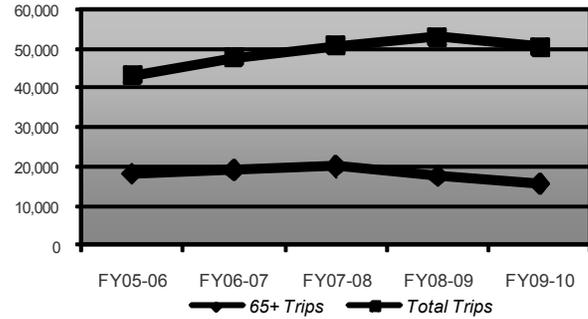
Average Shared-Ride Fare: \$22.00
Cost to Commonwealth per Senior Citizen Trip: \$12.18
Last Base Fare Increase: Dec 1997

Trip Information

65+ Trips: 15,789
Total Shared-Ride Trips: 50,420



Public Service Ridership

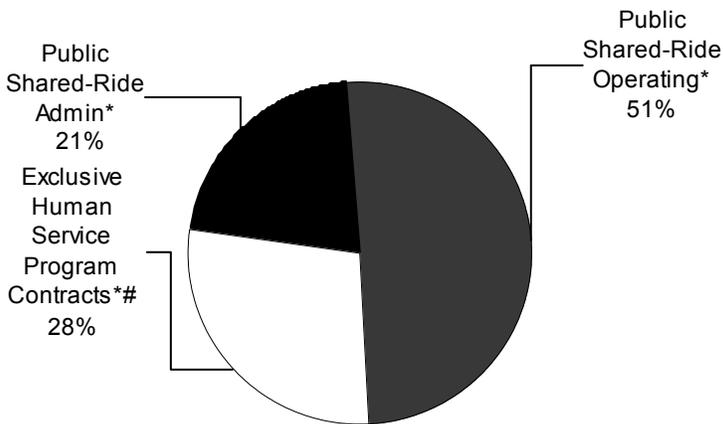


PwD Program Start Date: 1/2/01
PwD FY09-10 Trips: 6,524
MATP Provider: Yes
Subcontractors: No
% of Service Provided by Subcontractor: N/A
Non-Public Trips: 76

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 30,875	2%
Lottery	\$ 192,292	12%
Persons with Disabilities Program	\$ 93,457	6%
Area Agency on Aging	\$ 36,361	2%
Medical Assistance Transportation Program	\$ 1,196,205	77%
Other	\$ 7,685	1%
Subsidy	\$ -	0%
Total	\$ 1,556,875	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$752,243	11 Accessible Buses/Vans

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

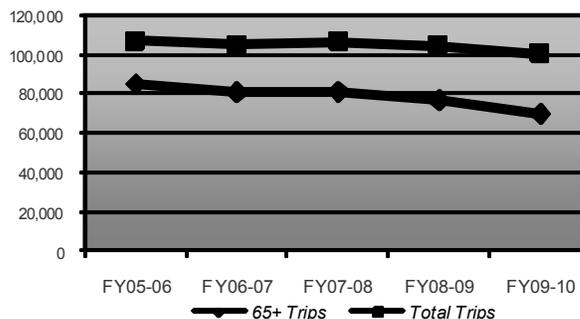
Average Shared-Ride Fare: \$13.66
Cost to Commonwealth per Senior Citizen Trip: \$11.76
Last Base Fare Increase: March 2006

Trip Information

65+ Trips: 69,652
Total Shared-Ride Trips: 100,583



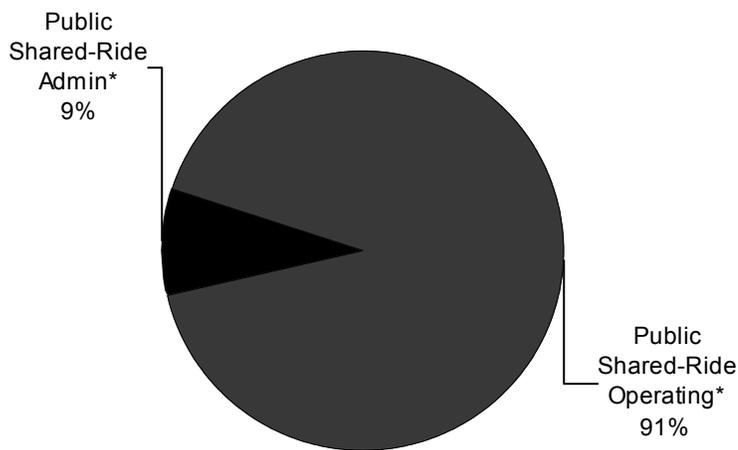
Public Service Ridership



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

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 153,726	9%
Lottery	\$ 818,818	47%
Persons with Disabilities Program	\$ 61,102	4%
Area Agency on Aging	\$ 128,632	8%
Medical Assistance Transportation Program	\$ 231,854	13%
Human Service Dev. Fund	\$ 189,710	11%
Other	\$ 88,813	5%
Subsidy	\$ 54,136	3%
Total	\$ 1,726,791	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$920,055	19 Accessible Buses/Vans

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

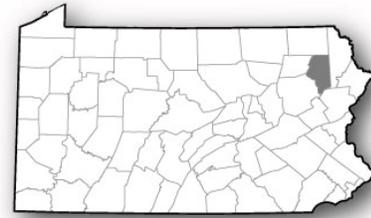
Community Transportation: 24

Fare Information

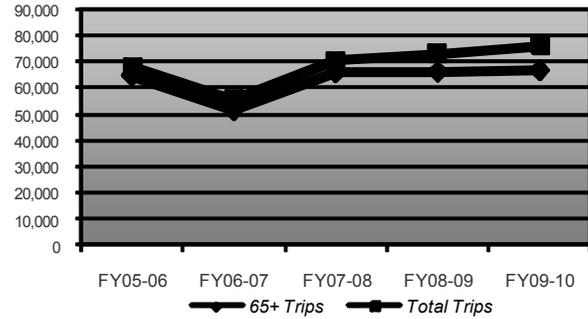
Average Shared-Ride Fare: \$13.00
 Cost to Commonwealth per Senior Citizen Trip: \$11.05
 Last Base Fare Increase: July 2009

Trip Information

65+ Trips: 66,562
 Total Shared-Ride Trips: 76,227



Public Service Ridership

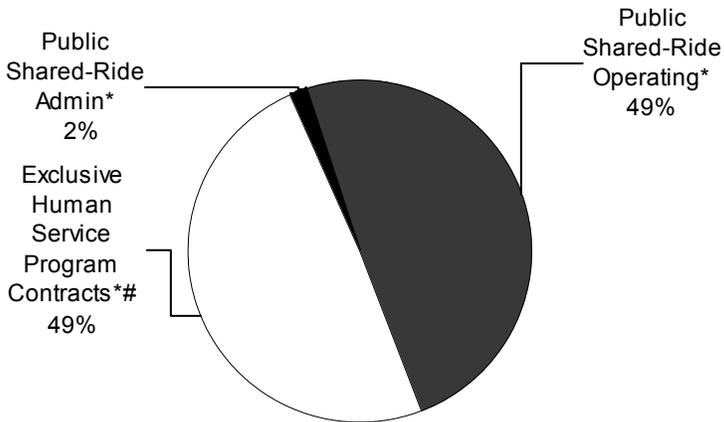


PwD Program Start Date: 7/1/07
 PwD FY09-10 Trips: 19
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 8,614

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 48	less than 1%
Lottery	\$ 735,510	21%
Persons with Disabilities Program	\$ 200	less than 1%
Area Agency on Aging	\$ 211,397	6%
Medical Assistance Transportation Program	\$ 1,594,437	45%
ADA Subcontractor	\$ 184,728	5%
Other	\$ 5,148	less than 1%
Subsidy	\$ 815,557	23%
Total	\$ 3,547,025	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$525,000	8 Accessible Buses

Luzerne-Wyoming Counties Transportation Department

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

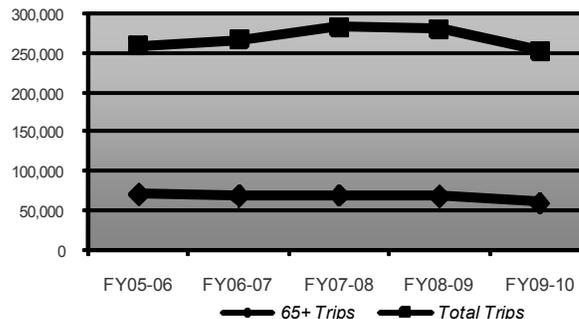
Average Shared-Ride Fare: \$16.69
 Cost to Commonwealth per Senior Citizen Trip: \$13.82
 Last Base Fare Increase: Nov 2008

Trip Information

65+ Trips: 59,558
 Total Shared-Ride Trips: 251,964



Public Service Ridership

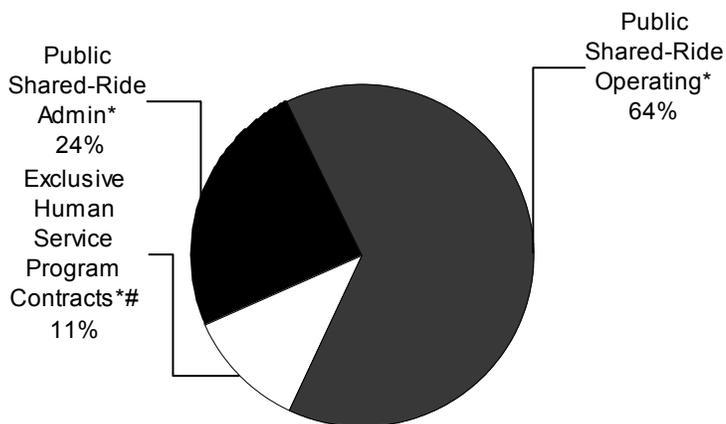


PwD Program Start Date: 7/1/08
 PwD FY09-10 Trips: 3,743
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 8.0%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 105,065	2%
Lottery	\$ 822,807	17%
Persons with Disabilities Program	\$ 55,959	1%
Area Agency on Aging	\$ 46,387	1%
Medical Assistance Transportation Program	\$ 2,207,465	46%
MH/MR	\$ 295,531	6%
Other	\$ 1,119,638	24%
Subsidy	\$ 142,705	3%
Total	\$ 4,795,557	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$984,800	20 Accessible Buses/Vans

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

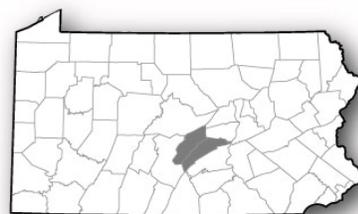
Community Transportation: 34

Fare Information

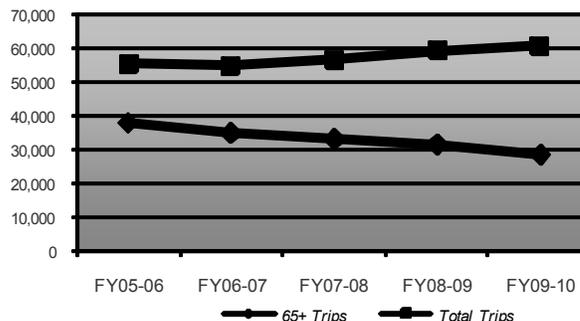
Average Shared-Ride Fare: \$15.25
 Cost to Commonwealth per Senior Citizen Trip: \$12.28
 Last Base Fare Increase: Feb 2006

Trip Information

65+ Trips: 28,383
 Total Shared-Ride Trips: 60,708



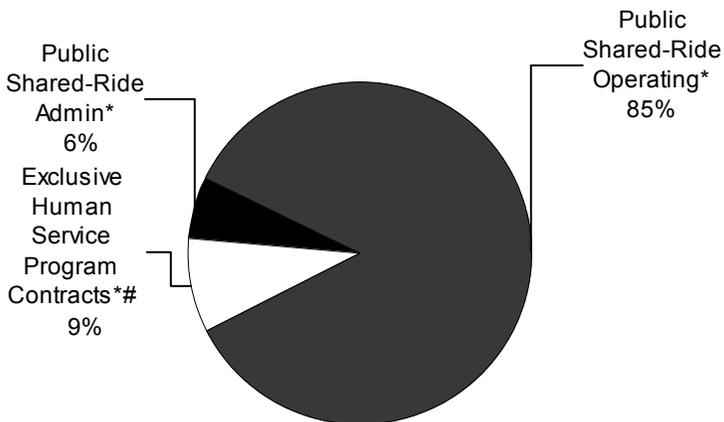
Public Service Ridership



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



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 114,200	9%
Lottery	\$ 323,745	27%
Persons with Disabilities Program	\$ 20,472	2%
Area Agency on Aging	\$ 43,537	4%
Medical Assistance Transportation Program	\$ 571,096	48%
Other	\$ 118,847	10%
Subsidy	\$ -	0%
Total	\$ 1,191,897	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$509,640	10 Accessible Buses/Vans Communication Equipment

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

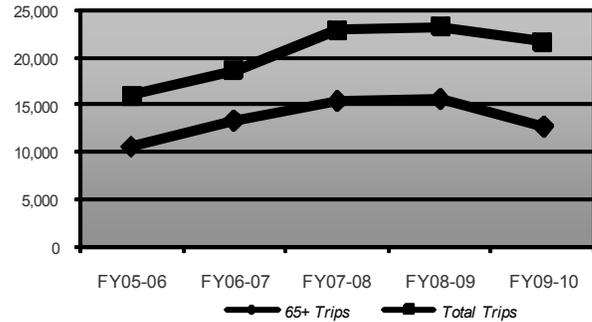
Average Shared-Ride Fare: \$11.20
 Cost to Commonwealth per Senior Citizen Trip: \$9.07
 Last Base Fare Increase: May 2005

Trip Information

65+ Trips: 12,763
 Total Shared-Ride Trips: 21,656



Public Service Ridership

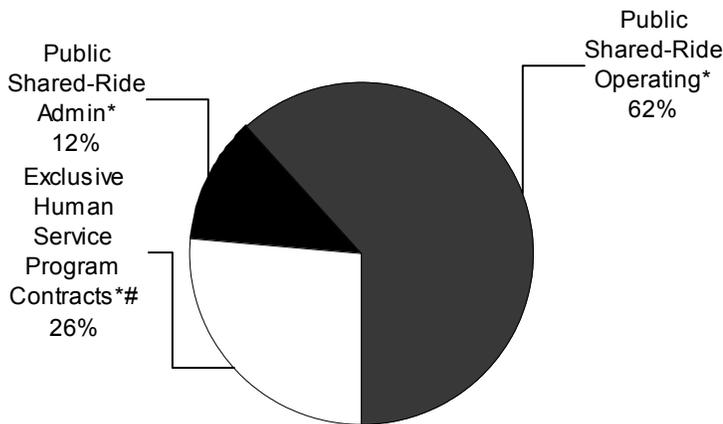


PwD Program Start Date: 4/1/08
 PwD FY 09-10 Trips: 1,903
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-public Trips: 22,818

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 14,400	3%
Lottery	\$ 116,000	29%
Persons with Disabilities Program	\$ 35,591	9%
Area Agency on Aging	\$ 21,500	5%
Medical Assistance Transportation Program	\$ 173,000	43%
Other	\$ 43,094	11%
Subsidy	\$ -	0%
Total	\$ 403,585	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$471,451	8 Accessible Buses/Vans Computer Hardware

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

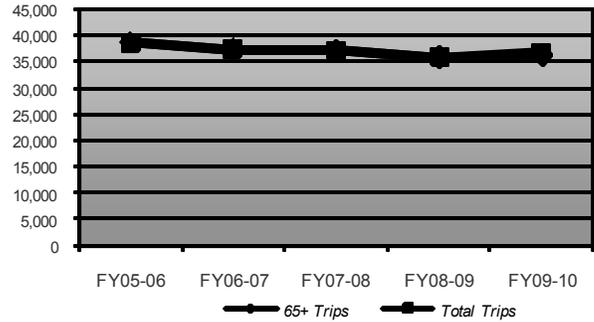
Average Shared-Ride Fare: \$12.68
 Cost to Commonwealth per Senior Citizen Trip: \$10.71
 Last Base Fare Increase: July 2003

Trip Information

65+ Trips: 36,274
 Total Shared-Ride Trips: 36,274



Public Service Ridership

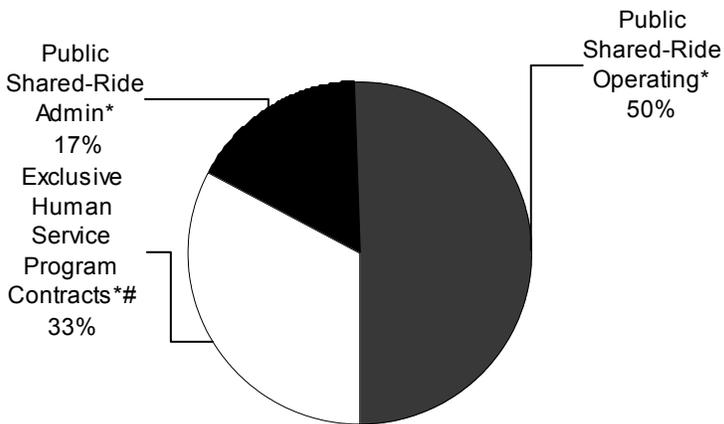


PwD Program Start Date: 4/1/07
 PwD FY09-10 Trips: 6,375
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 31,546	3%
Lottery	\$ 388,245	41%
Persons with Disabilities Program	\$ 77,020	8%
Area Agency on Aging	\$ 77,934	8%
Medical Assistance Transportation Program	\$ 259,180	28%
Other	\$ 109,299	12%
Subsidy	\$ -	0%
Total	\$ 943,224	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$517,900	9 Accessible Vans Communication Equipment Computer Hardware/Software

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

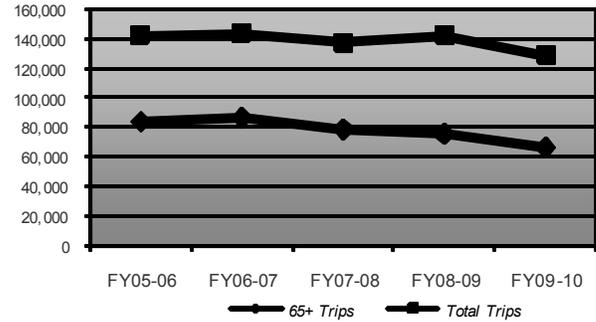
Average Shared-Ride Fare: \$10.97
Cost to Commonwealth per Senior Citizen Trip: \$8.77
Last Base Fare Increase: July 2005

Trip Information

65+ Trips: 65,876
Total Shared-Ride Trips: 128,370



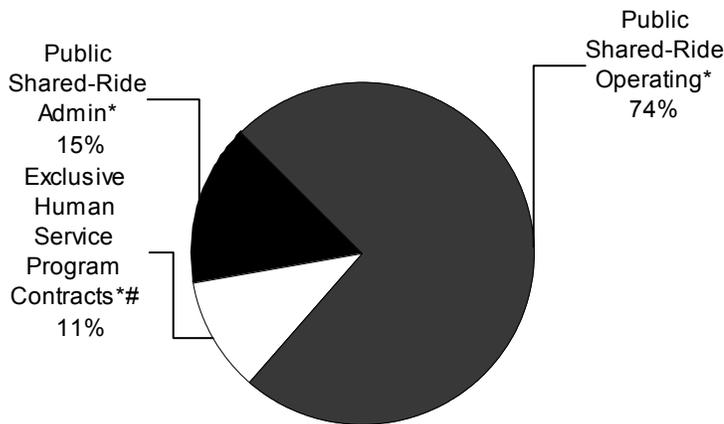
Public Service Ridership



PwD Program Start Date: 1/07
PwD FY09-10 Trips: 4,464
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 10.0%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 22,196	1%
Lottery	\$ 432,630	25%
Persons with Disabilities Program	\$ 48,179	3%
Area Agency on Aging	\$ 100,845	6%
Medical Assistance Transportation Program	\$ 590,313	34%
MH/MR	\$ 327,651	18%
Other	\$ 91,640	5%
Subsidy	\$ 135,827	8%
Total	\$ 1,749,281	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$399,445	13 Accessible Buses/Vans

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

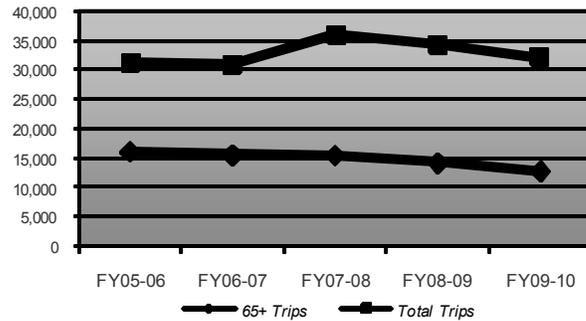
Average Shared-Ride Fare: \$27.27
 Cost to Commonwealth per Senior Citizen Trip: \$22.73
 Last Base Fare Increase: Oct 2008

Trips Information

65+ Trips: 12,704
 Total Shared-Ride Trips: 32,031



Public Service Ridership

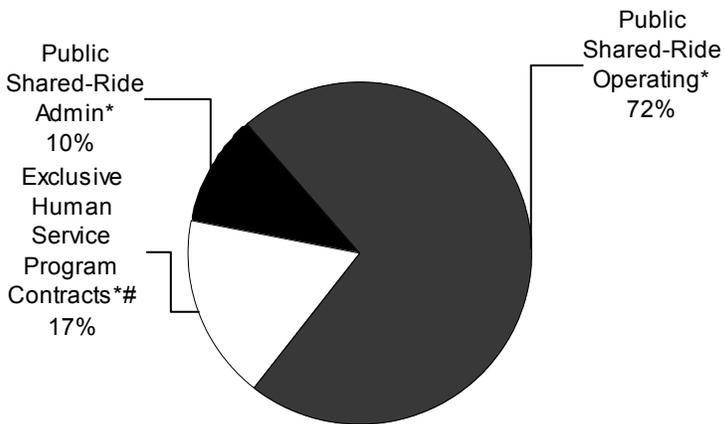


PwD Program Start Date: 3/1/07
 PwD FY09-10 Trips: 3,193
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 2.0%
 Non-Public Trips: 9,352

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 26,384	2%
Lottery	\$ 288,748	25%
Persons with Disabilities Program	\$ 82,119	7%
Area Agency on Aging	\$ 121,638	10%
Medical Assistance Transportation Program	\$ 304,353	26%
MH/MR	\$ 266,656	23%
Other	\$ 84,314	7%
Subsidy	\$ -	0%
Total	\$ 1,174,212	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$916,500	12 Accessible Buses/Vans Communication Equipment

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

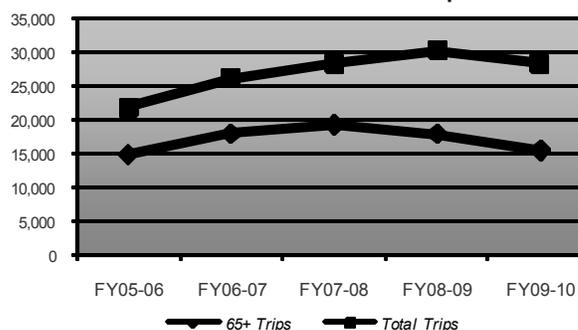
Average Shared-Ride Fare: \$20.17
 Cost to Commonwealth per Senior Citizen Trip: \$15.80
 Last Base Fare Increase: October 2009

Trip Information

65+ Trips: 15,420
 Total Shared-Ride Trips: 28,347



Public Service Ridership

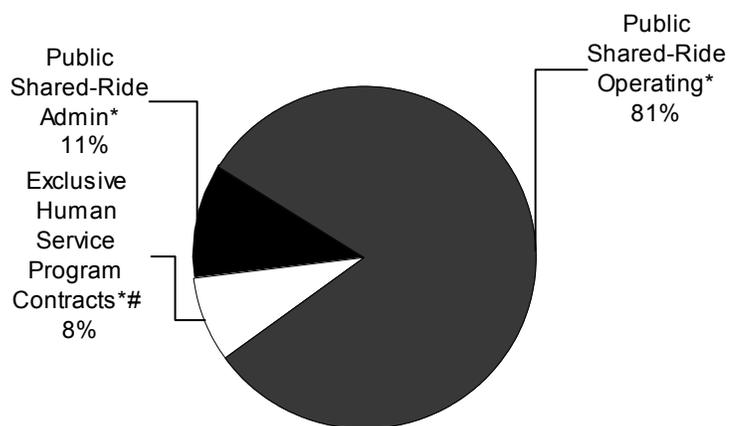


PwD Program Start Date: 7/1/06
 PwD FY09-10 Trips: 2,972
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 7,587

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 23,064	2%
Lottery	\$ 243,602	26%
Persons with Disabilities Program	\$ 46,803	5%
Area Agency on Aging	\$ 47,614	5%
Medical Assistance Transportation Program	\$ 308,549	32%
Other	\$ 50,116	5%
Subsidy	\$ 235,060	25%
Total	\$ 954,808	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$349,000	6 Accessible Buses/Vans Communication Equipment

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

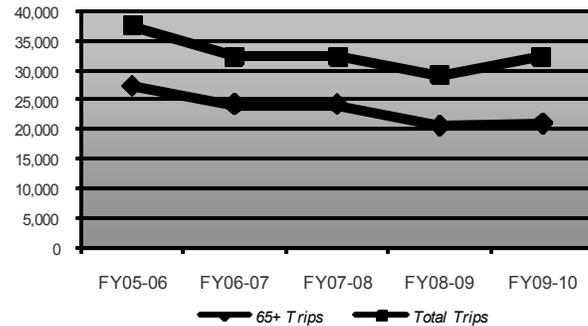
Average Shared-Ride Fare: \$11.04
 Cost to Commonwealth per Senior Citizen Trip: \$9.49
 Last Base Fare Increase: July 2006

Trip Information

65+ Trips: 20,934
 Total Shared-Ride Trips: 32,331



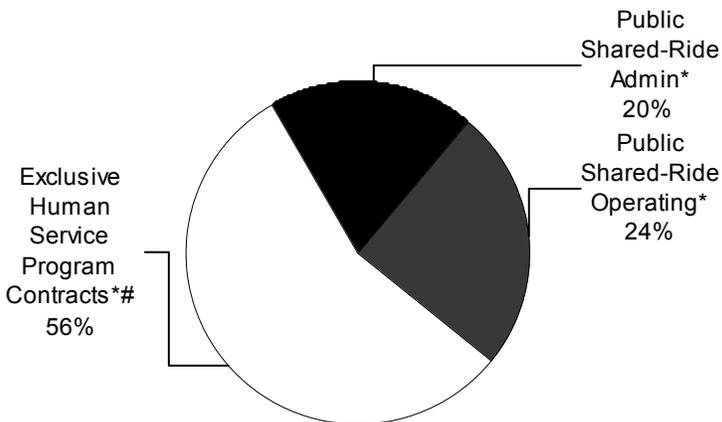
Public Service Ridership



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



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 32,711	4%
Lottery	\$ 198,658	22%
Persons with Disabilities Program	\$ 32,019	4%
Area Agency on Aging	\$ 22,118	3%
Medical Assistance Transportation Program	\$ 535,833	60%
Other	\$ 64,773	7%
Subsidy	\$ -	0%
Total	\$ 886,112	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
did not apply for Community Transportation Capital funding			

STEP, Inc.

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

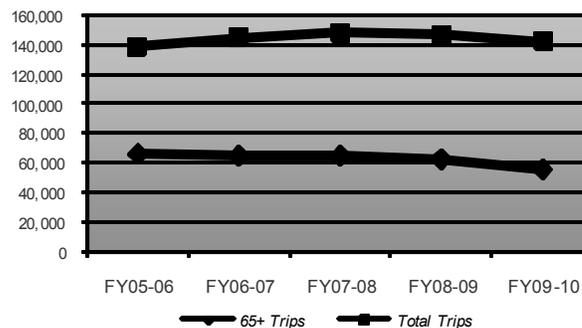
Average Shared-Ride Fare: \$16.11
Cost to Commonwealth per Senior Citizen Trip: \$13.36
Last Base Fare Increase: May 2009

Trip Information

65+ Trips: 55,613
Total Shared-Ride Trips: 142,172



Public Service Ridership

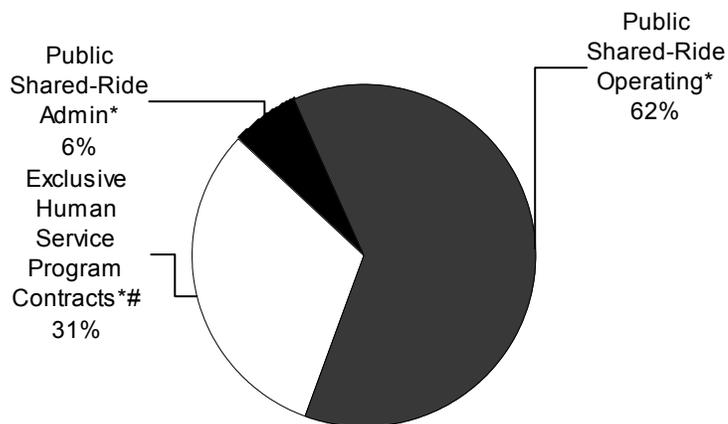


PwD Program Start Date: 4/1/03
PwD FY09-10 Trips: 13,725
MATP Provider: Yes
Subcontractors: Yes
% of Service Provided by Subcontractor: 21.0%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

May include additional admin costs

Sources of Funding

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%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$960,972	14 Accessible Buses Communication Equipment Computer Hardware/Software

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

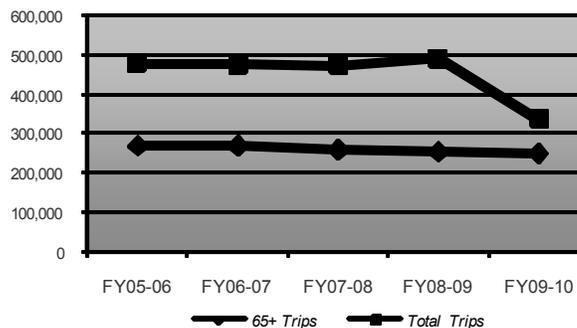
Average Shared-Ride Fare: \$19.03
 Cost to Commonwealth per Senior Citizen Trip: \$16.31
 Last Base Fare Increase: Sep 2007

Trip Information

65+ Trips: 250,565
 Total Shared-Ride Trips: 334,808



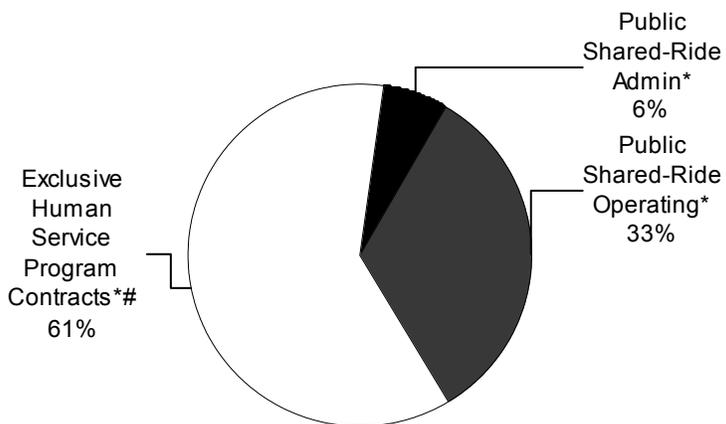
Public Service Ridership



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



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 481,922	3%
Lottery	\$ 4,087,634	23%
Persons with Disabilities Program	\$ 221,503	1%
Area Agency on Aging	\$ 169,916	1%
Medical Assistance Transportation Program	\$ 3,328,922	19%
MH/MR	\$ 9,413,724	52%
Other	\$ 268,681	1%
Subsidy	\$ -	0%
Total	\$ 17,972,302	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$1,412,680	21 Accessible Buses Software

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

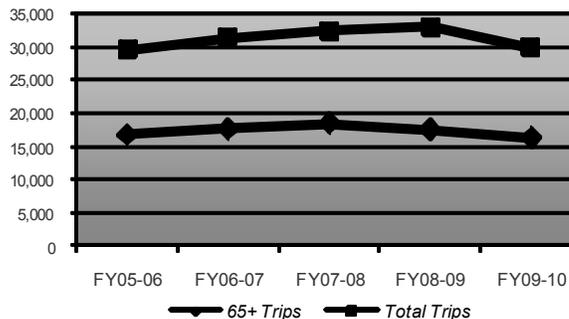
Average Shared-Ride Fare: \$22.15
 Cost to Commonwealth per Senior Citizen Trip: \$15.96
 Last Base Fare Increase: April 2010

Trip Information

65+ Trips: 16,258
 Total Shared-Ride Trips: 29,832



Public Service Ridership

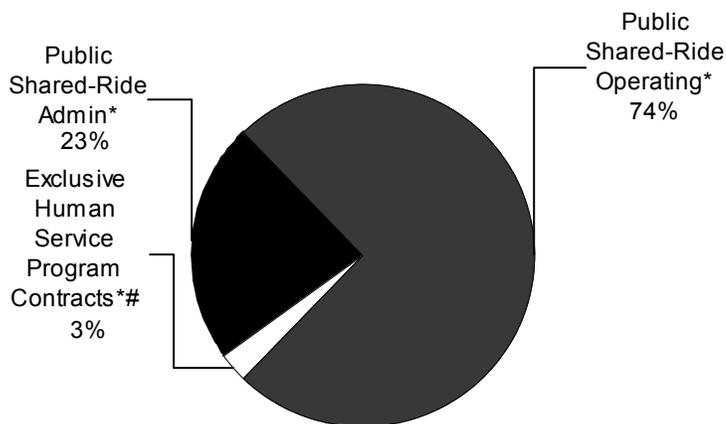


PwD Program Start Date: 4/1/10
 PwD FY09-10 Trips: 259
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 8,850	1%
Lottery	\$ 259,626	34%
Persons with Disabilities Program	\$ 28,071	4%
Area Agency on Aging	\$ 50,875	6%
Medical Assistance Transportation Program	\$ 329,880	43%
Other	\$ 92,200	12%
Subsidy	\$ -	0%
Total	\$ 769,502	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$421,966	7 Accessible Buses/Vans

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

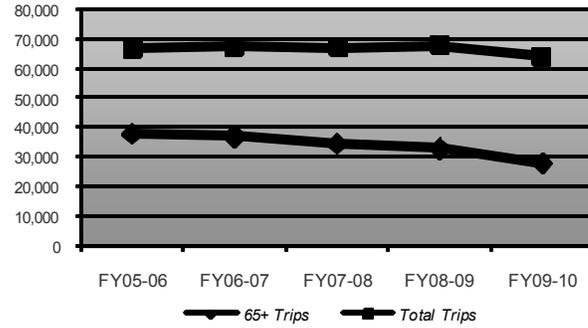
Average Shared-Ride Fare: \$18.22
 Cost to Commonwealth per Senior Citizen Trip: \$13.27
 Last Base Fare Increase: June 2009

Trip Information

65+ Trips: 28,022
 Total Shared-Ride Trips: 63,921



Public Service Ridership

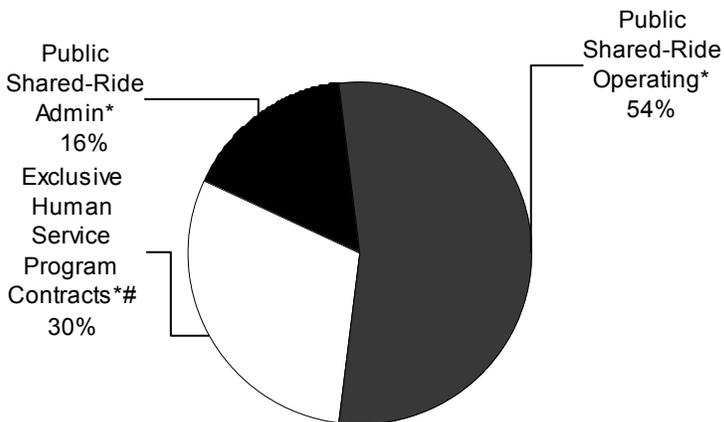


PwD Program Start Date: 4/15/03
 PwD FY09-10 Trips: 10,779
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 24,749

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 53,409	3%
Lottery	\$ 371,911	23%
Persons with Disabilities Program	\$ 171,536	10%
Area Agency on Aging	\$ 40,225	2%
Medical Assistance Transportation Program	\$ 628,233	38%
MH/MR	\$ 262,665	16%
Other	\$ 129,795	8%
Subsidy	\$ -	0%
Total	\$ 1,657,774	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$1,049,617	12 Accessible Buses/Vans Communication Equipment Computer Hardware

Washington County Transportation Authority
 382 West Chestnut Street, Suite 108
 Washington, PA 15301
 724-223-8747
 Ms. Sheila Gombita, Executive Director

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

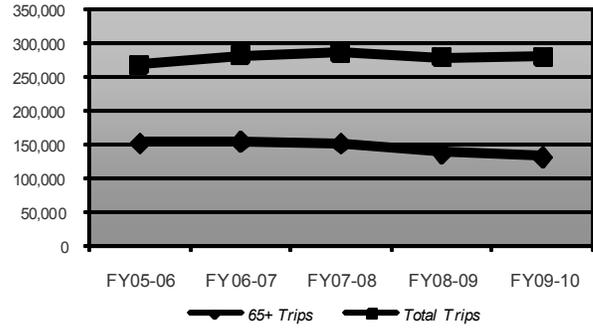
Average Shared-Ride Fare: \$18.84
 Cost to Commonwealth per Senior Citizen Trip: \$12.04
 Last Base Fare Increase: May 2008

Trip Information

65+ Trips: 131,870
 Total Shared-Ride Trips: 279,995



Public Service Ridership

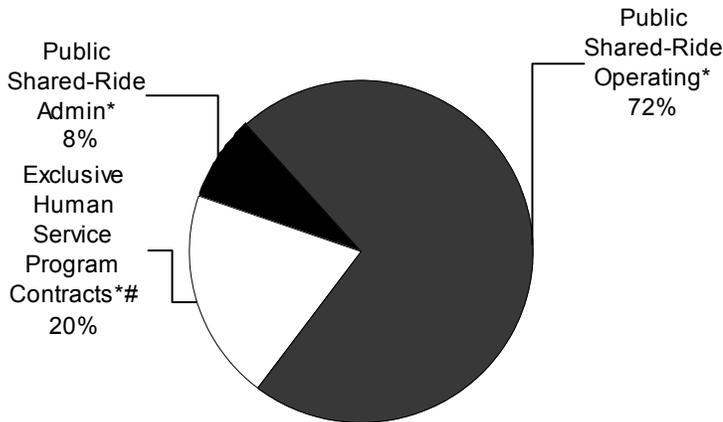


PwD Program Start Date: 1/2/01
 PwD FY09-10 Trips: 38,515
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 100.0%
 Non-Public Trips: 19,544

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 252,359	4%
Lottery	\$ 1,587,366	24%
Persons with Disabilities Program	\$ 552,716	8%
Area Agency on Aging	\$ 218,369	3%
Medical Assistance Transportation Program	\$ 3,461,809	53%
Other	\$ 507,696	8%
Subsidy	\$ -	0%
Total	\$ 6,580,315	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$772,000	13 Accessible Buses/Vans

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

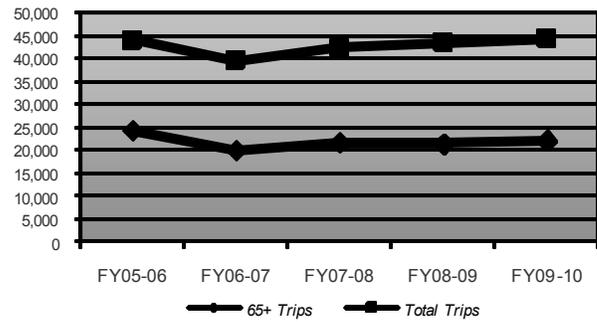
Average Shared-Ride Fare: \$22.40
 Cost to Commonwealth per Senior Citizen Trip: \$18.68
 Last Base Fare Increase: July 2008

Trip Information

65+ Trips: 22,012
 Total Shared-Ride Trips: 44,155



Public Service Ridership

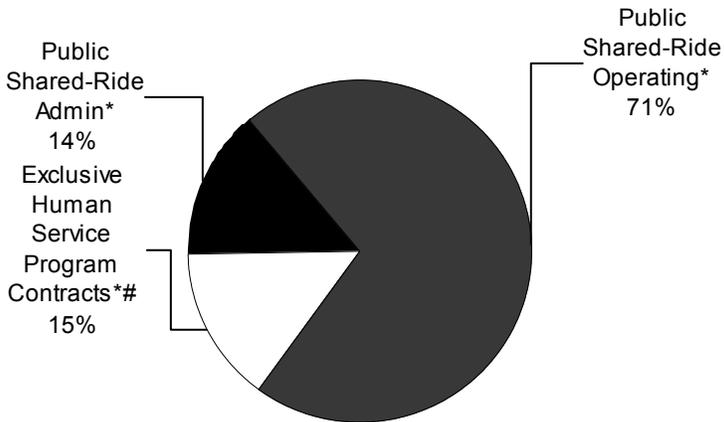


PwD Program Start Date: 7/1/07
 PwD FY09-10 Trips: 2,037
 MATP Provider: Yes
 Subcontractors: No
 % of Service Provided by Subcontractor: N/A
 Non-Public Trips: 19,611

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary
 # May include additional admin costs

Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 30,596	3%
Lottery	\$ 411,199	34%
Persons with Disabilities Program	\$ 37,540	3%
Area Agency on Aging	\$ 108,542	9%
Medical Assistance Transportation Program	\$ 452,152	38%
MH/MR	\$ 40,251	3%
Other	\$ 117,838	10%
Subsidy	\$ -	0%
Total	\$ 1,198,118	100%

CAPITAL FUNDING

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
Community Transportation Capital	FY 2007-08 thru 2009-10	\$815,000	11 Accessible Buses/Vans Communication Equipment Computer Hardware/Software

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

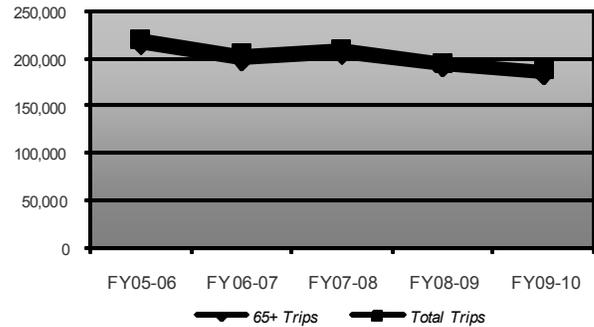
Average Shared-Ride Fare: \$12.18
 Cost to Commonwealth per Senior Citizen Trip: \$10.30
 Last Base Fare Increase: N/A

Trip Information

65+ Trips: 183,299
 Total Shared-Ride Trips: 188,493



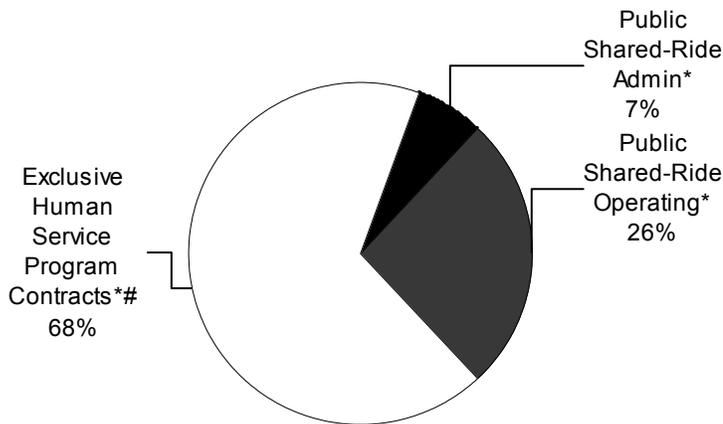
Public Service Ridership



PwD Program Start Date: N/A
 MATP Provider: Yes
 Subcontractors: Yes
 % of Service Provided by Subcontractor: 100.0%
 Non-Public Trips: 128,518

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Budget



* See glossary

May include additional admin costs

Sources of Funding

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

Funding Source	Fiscal Year	Funding Amount	Capital Equipment
not eligible for Community Transportation Capital funding			

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Section 5

Intercity Bus

Intercity Bus Program

Intercity Bus Program:

Serves 38 counties
Provides opportunities to travel into and outside of the state

Subsidized Carriers:

Carl R. Bieber, Inc.	S, C, G, T
Fullington Auto Bus Company	S, C, G, SB
Greyhound Lines, Inc.	S, C, G
Myers Coach Lines, Inc.	S, C, G
Susquehanna Transit Company	S, C, G, SB

Service Type:

Service Provided:

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

Average Fare:

	\$15.00
Average Passengers/Bus Trip	17
Average Trip Length	8.0 miles
Total # of Vehicles Required	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

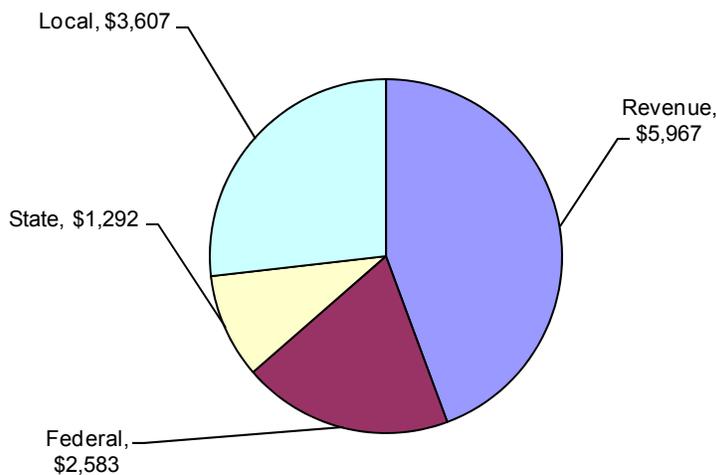
Susquehanna (operating as Susquehanna Trailways):

Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira

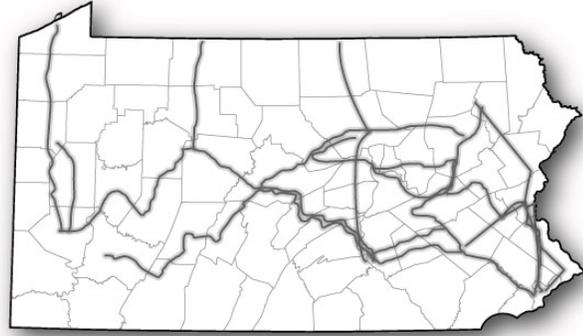
INTERCITY BUS

OPERATING FUNDS (000'S)

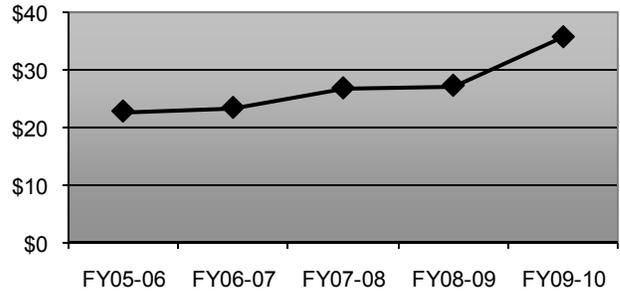
\$13,449



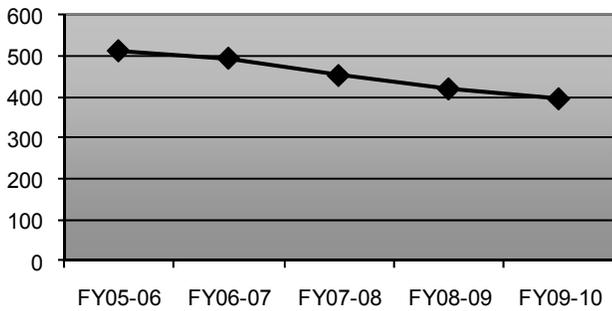
Intercity Bus Program



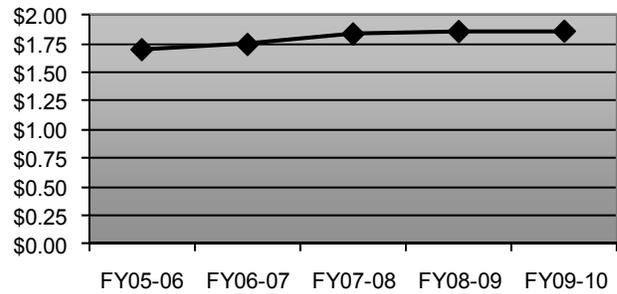
Operating Expense per Passenger



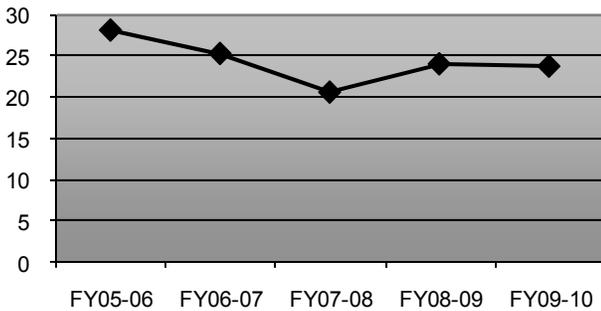
Total Passengers (000's)



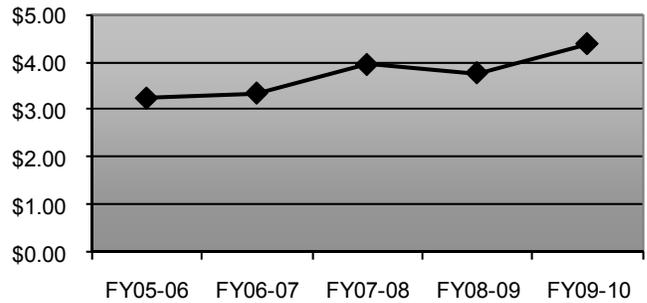
Operating Revenue Per Vehicle Mile



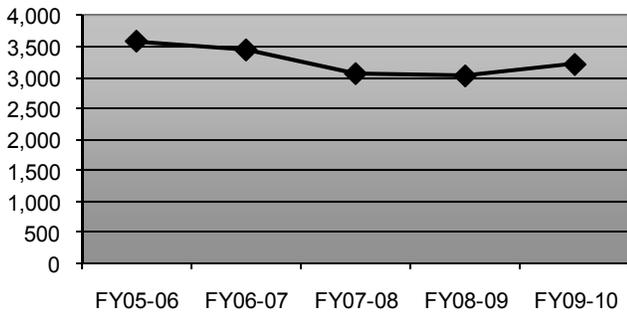
Total Bus Trips (000's)



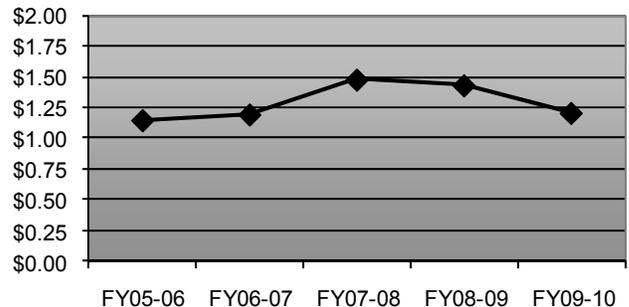
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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:

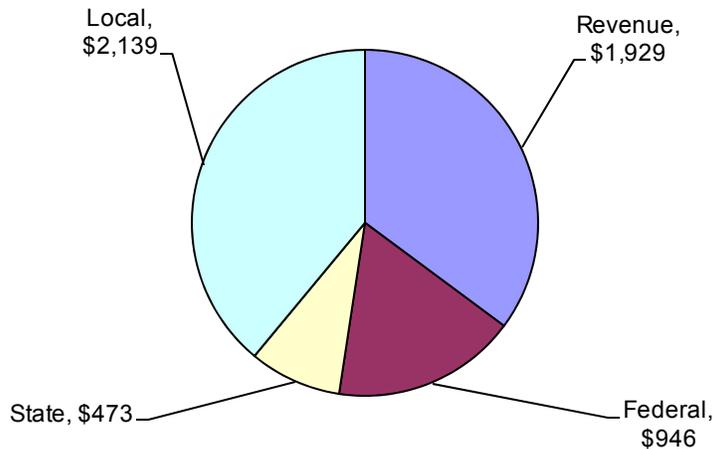
Scranton, Wilkes-Barre, Hazleton, Pottsville, and Harrisburg

Communities Served by Pottsville – Philadelphia:

Schuylkill Haven, Owigsburg, Hamburg, Shoemakersville, Reading, King of Prussia, and Philadelphia

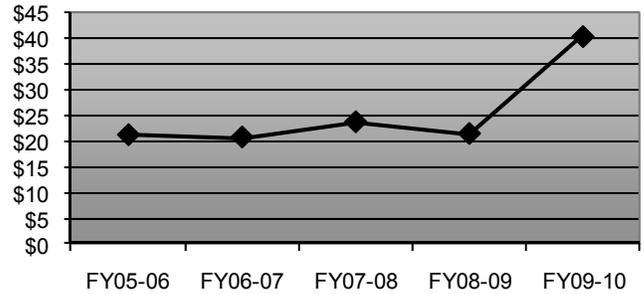
INTERCITY BUS

OPERATING FUNDS (000'S)
\$5,487

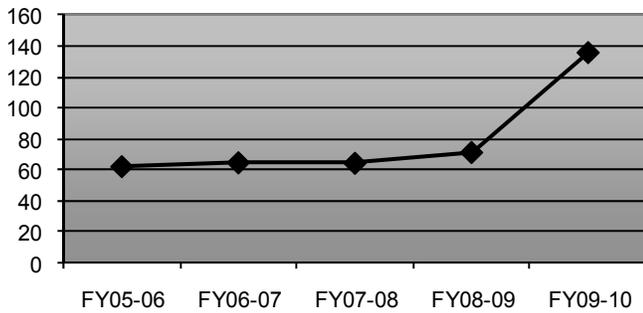




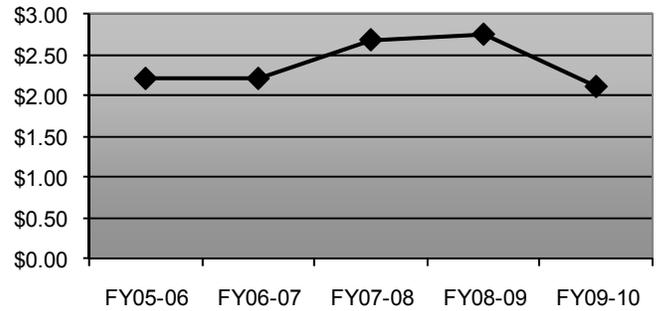
Operating Expense per Passenger



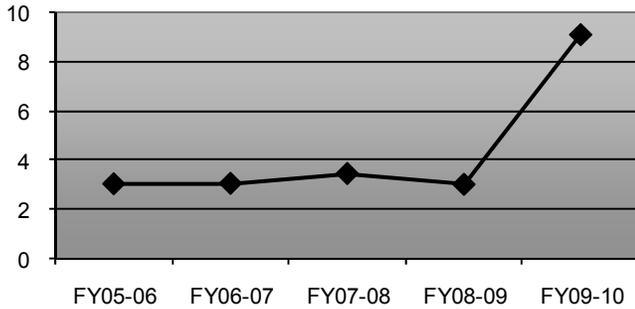
Total Passengers (000's)



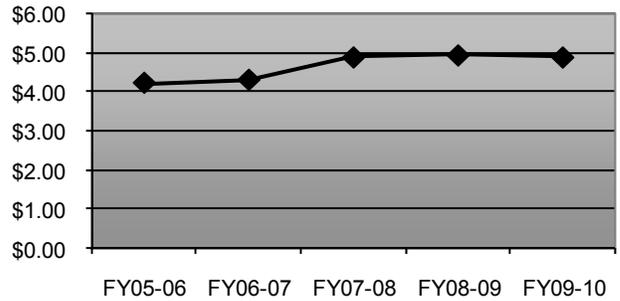
Operating Revenue Per Vehicle Mile



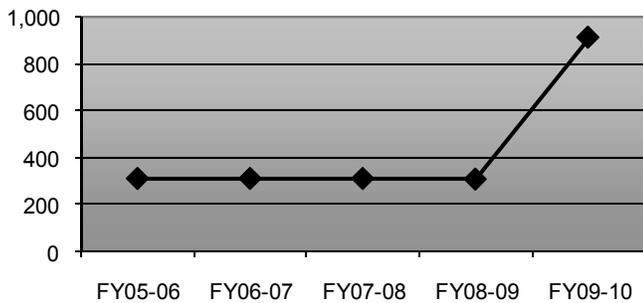
Total Bus Trips (000's)



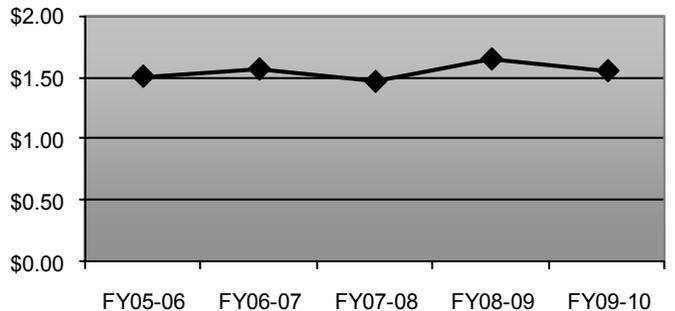
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



Note: Bieber acquired Capitol Bus in FY 2009-10.

INTERCITY BUS

Fullington Auto Bus Company

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, Thompsontown,
 Millerstown, 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, Sykes-
 ville, Big Run, Punxsutawney, Indiana, Apollo, Vander-
 grift, Monroeville, Pittsburgh, and Pittsburgh Airport

Communities Served by DuBois – Harrisburg:

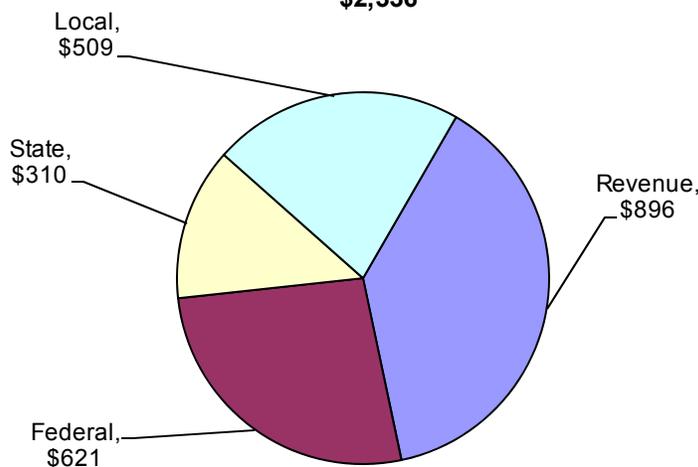
DuBois, Clearfield, Philipsburg, State College, Lewis-
 town, Mifflintown, and Harrisburg

Communities Served by Hollidaysburg – State College:

Hollidaysburg, Altoona, Penn State Altoona, Tyrone, and
 State College

INTERCITY BUS

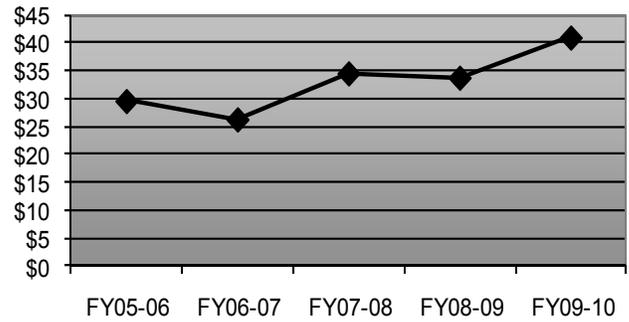
OPERATING FUNDS (000'S)
\$2,336



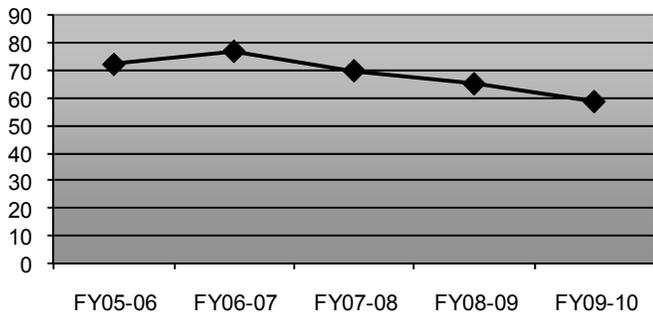
Fullington Auto Bus Company



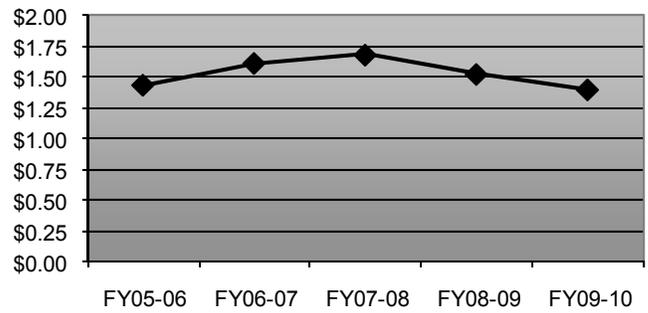
Operating Expense per Passenger



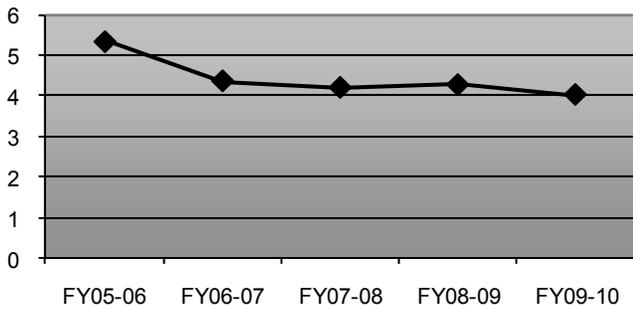
Total Passengers (000's)



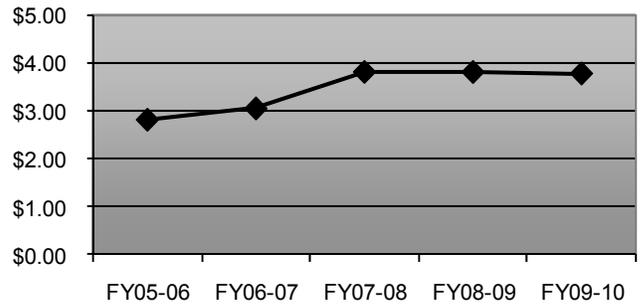
Operating Revenue Per Vehicle Mile



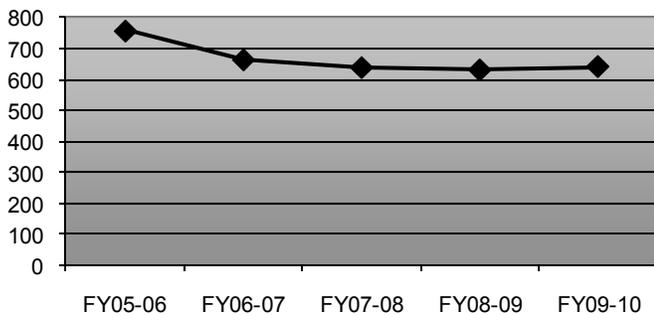
Total Bus Trips (000's)



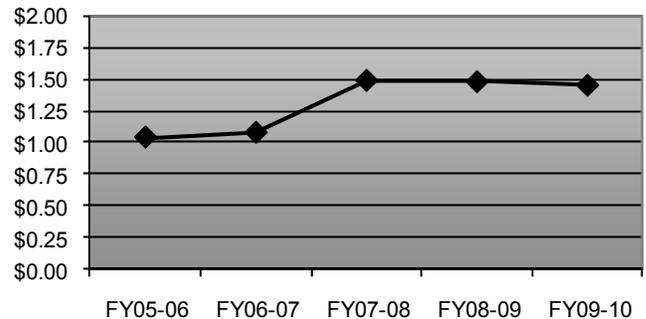
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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

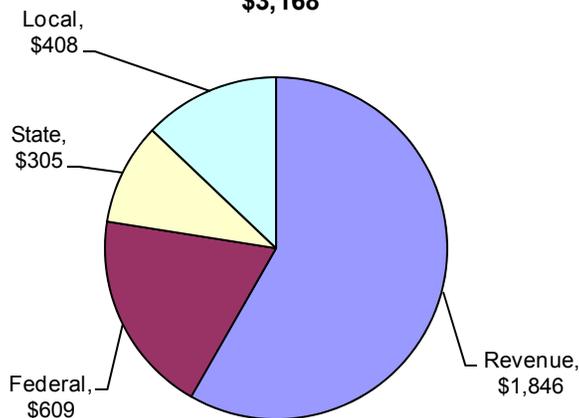
Communities Served by Pittsburgh – Erie:

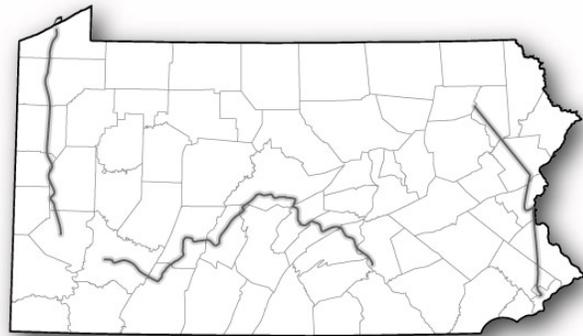
Pittsburgh, North Hills, Zelienople, New Castle, Mercer, Meadville, Edinboro State University, and Erie

Communities Served by Harrisburg – Pittsburgh:

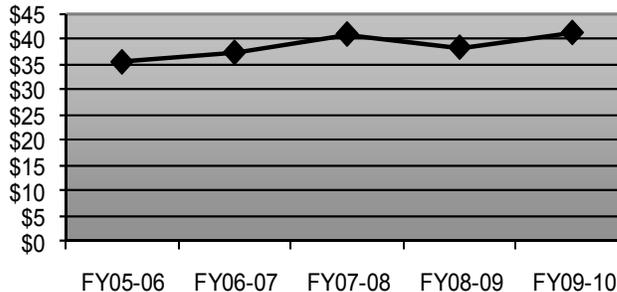
Harrisburg, Lewistown, State College, Tyrone, Altoona, Cresson, Ebensburg, Johnstown, Latrobe, Greensburg, Monroeville, and Pittsburgh

OPERATING FUNDS (000'S)
\$3,168

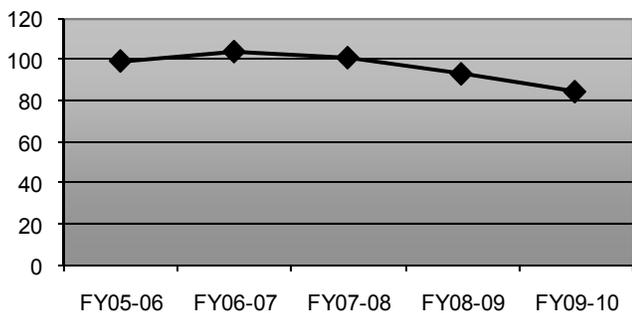




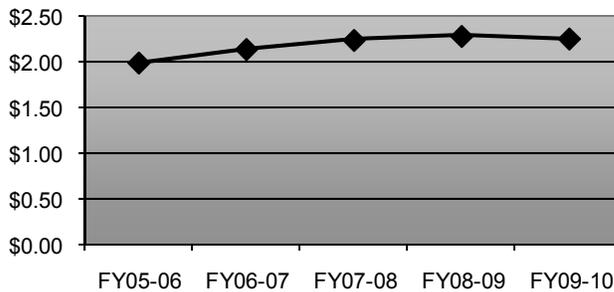
Operating Expense per Passenger



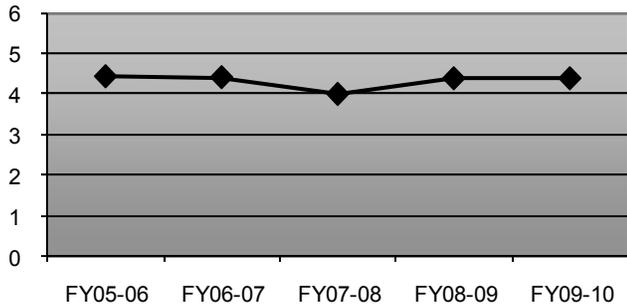
Total Passengers (000's)



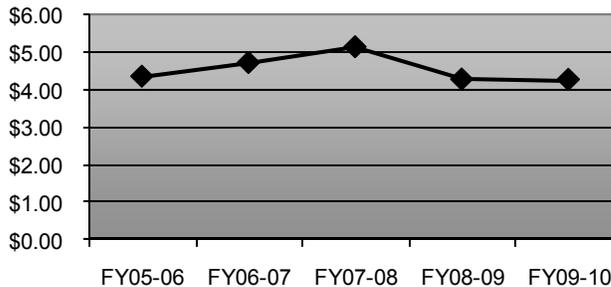
Operating Revenue Per Vehicle Mile



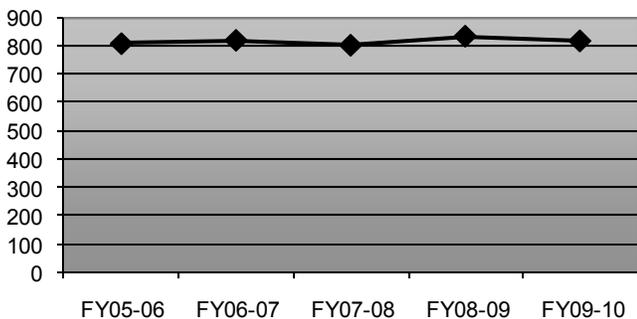
Total Bus Trips (000's)



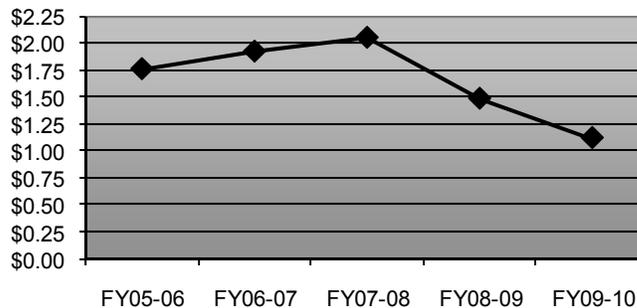
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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:

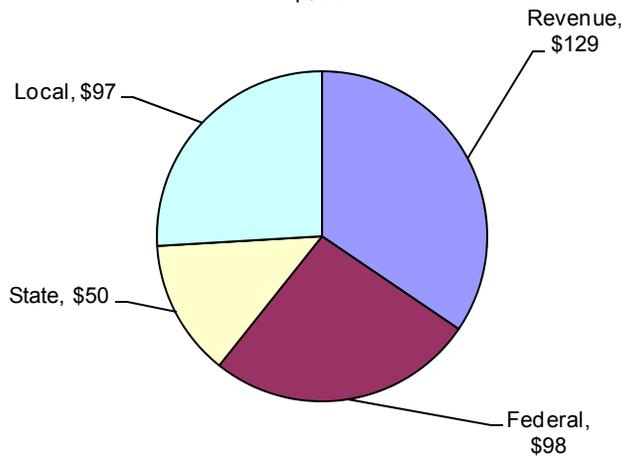
	\$4.01
Average Passengers/Bus Trip	12.5
Average Trip Length	3.0 miles
Total # of Vehicles Required	2 coaches

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

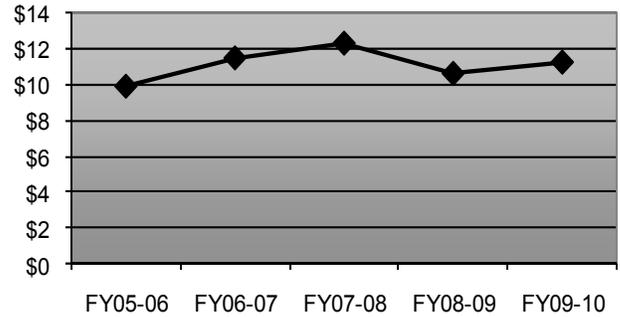
INTERCITY BUS

OPERATING FUNDS (000'S)
\$374

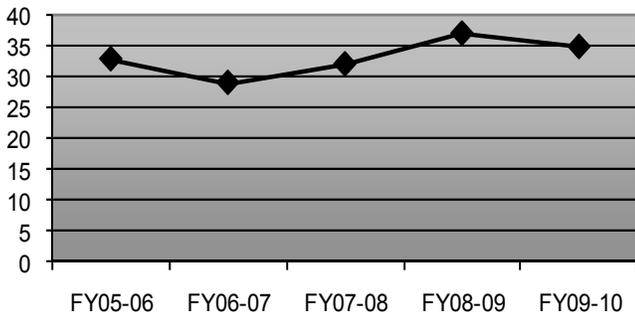




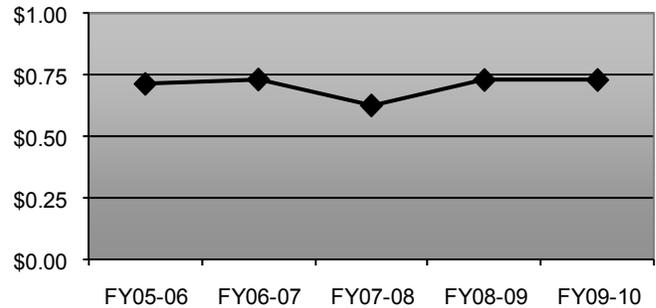
Operating Expense per Passenger



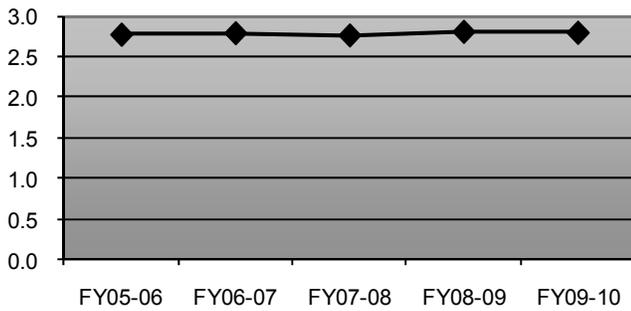
Total Passengers (000's)



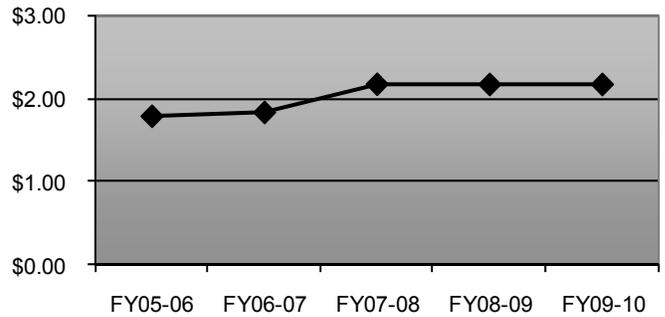
Operating Revenue Per Vehicle Mile



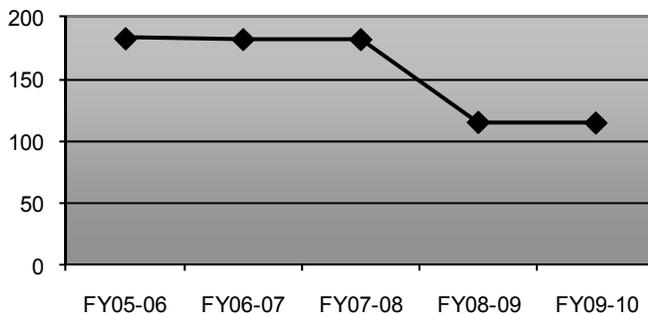
Total Bus Trips (000's)



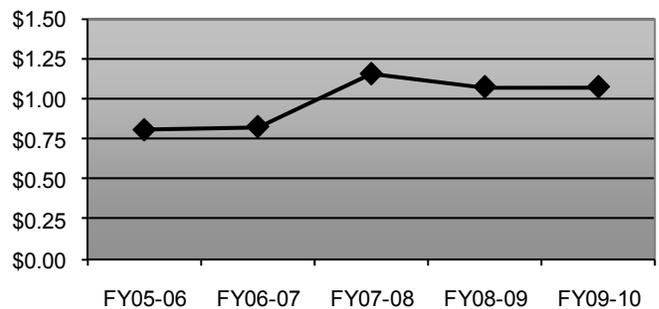
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



Note: Myers corrected vehicle mile reporting in FY 2009-10.

INTERCITY BUS

Susquehanna Transit Company

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, Hudsonale, Jim Thorpe, Lehighton, Allentown, Coopersburg, Quakertown, Doylestown, Willow Grove, and Philadelphia

Communities Served by Williamsport – Easton:

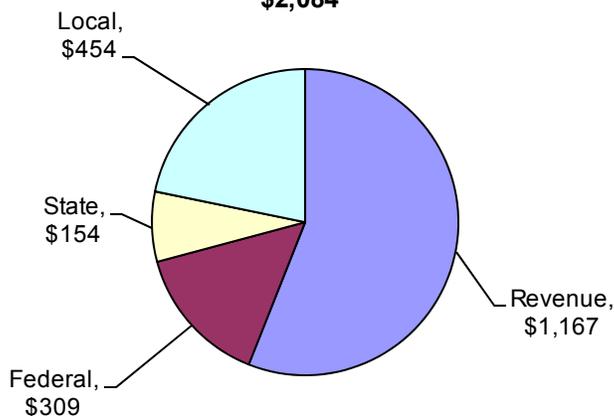
Williamsport, Mt. Carmel, Bloomsburg, Lehighton, Allentown, and Easton

Communities Served by Harrisburg – Elmira:

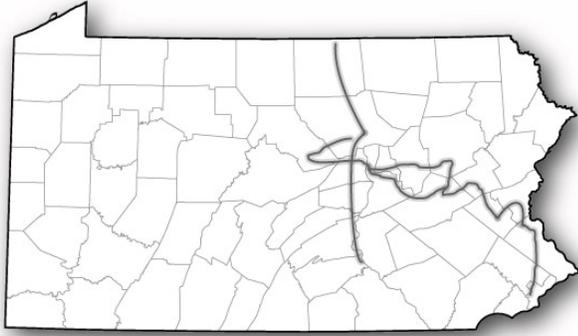
Harrisburg, Amity Hall, New Buffalo, Liverpool, Rt. 104 Park-and-Ride, Port Trevorton, Selinsgrove, Sunbury, Shamokin Dam, Lewisburg, Allenwood, Williamsport, Trout Run, Liberty, Blossburg, and Mansfield

INTERCITY BUS

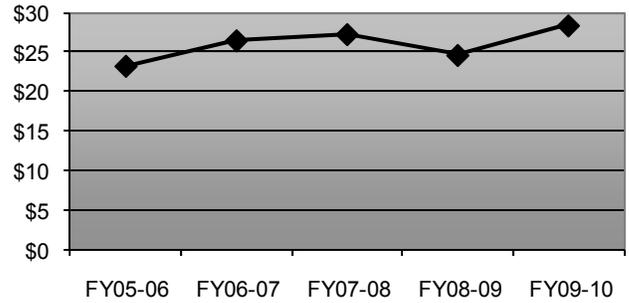
OPERATING FUNDS (000'S)
\$2,084



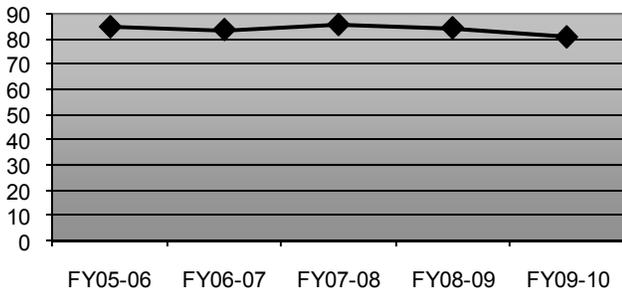
Susquehanna Transit Company



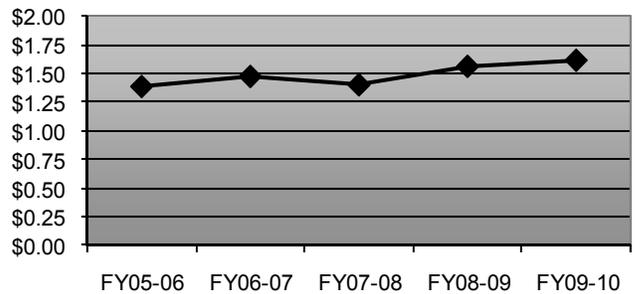
Operating Expense per Passenger



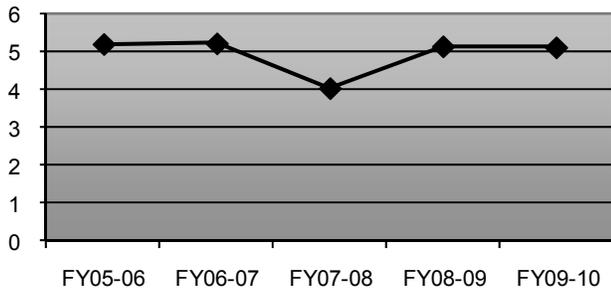
Total Passengers (000's)



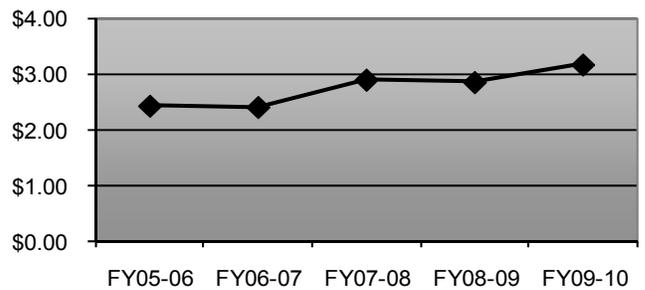
Operating Revenue Per Vehicle Mile



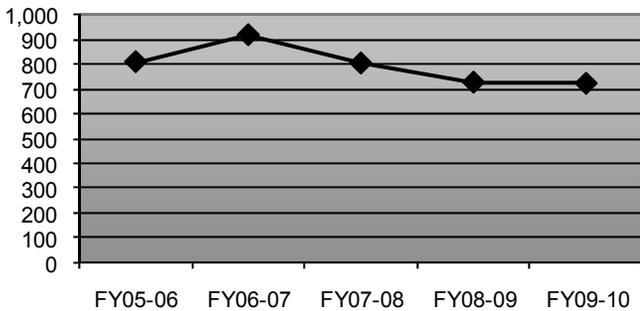
Total Bus Trips (000's)



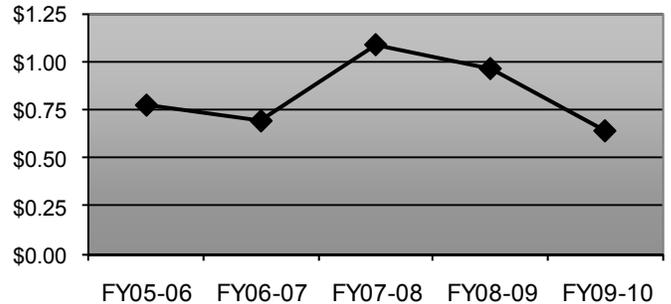
Operating Expenses Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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Section 6

Commuter Rail

Commuter Rail Program

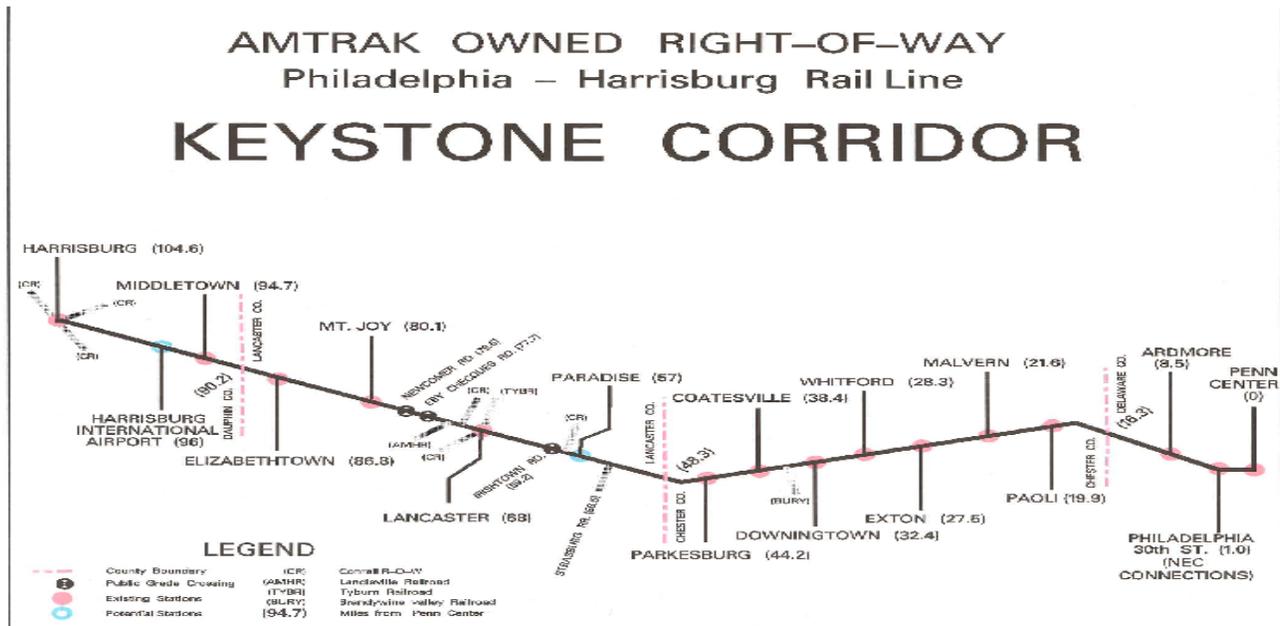
Commuter Rail Program

PA Department of Transportation
 Bureau of Public Transportation
 P.O. Box 3151
 Harrisburg, PA 17105-3151
 717-787-1203
 Fax: 717-525-5777
ccassidy@state.pa.us
stepankou@state.pa.us

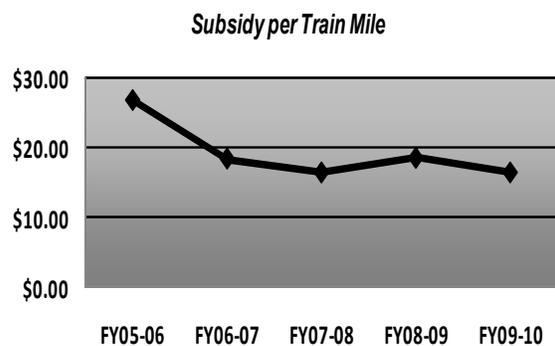
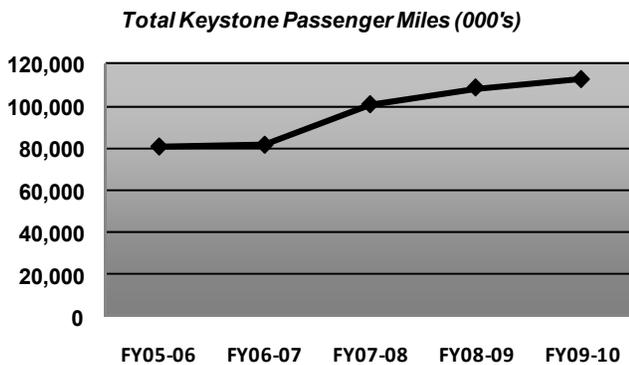
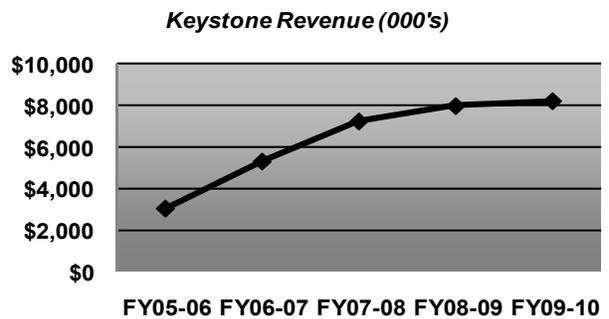
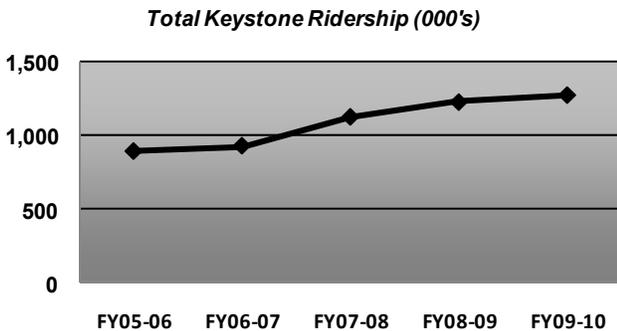
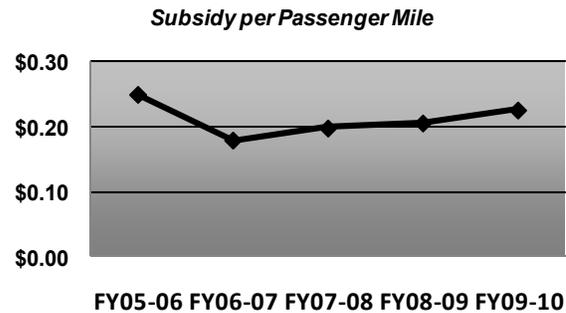
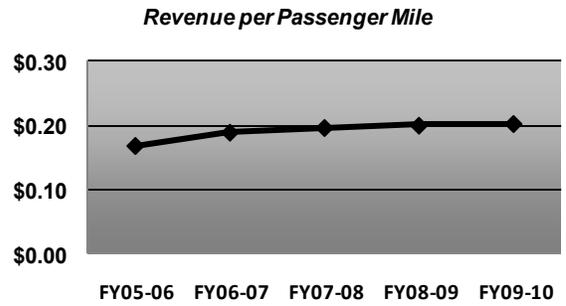
Amtrak's Presence in Pennsylvania – FY 2009-10

- 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



Keystone Corridor Service		
Performance Data		
Factor	FY08-09	FY09-10
Annual Train Miles	439,678	439,678
Expense per Train Mile	\$37.01	\$34.59
Subsidy per Train Mile	\$18.56	\$16.44
Annual Car Miles	2,198,389	2,166,381
Average Passenger Fare	\$15.41	\$15.46
Average Passenger Load	50	51
Average Passenger Trip Miles	77	76
Annual Cost Recovery	49%	48%
Keystone Passengers	1,229,052	1,277,075
Keystone Passenger Miles	108,562,504	112,475,416
Annual State Subsidy	\$8,162,503	\$9,094,346
Annual Passenger Revenue	\$7,988,939	\$8,230,078



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Section 7

Glossary of Terms

Urban and Rural Systems

Act 44: State Act 44 of 2007.

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.

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.

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Pennsylvania Department of Transportation

Office of Local and Area Transportation

Bureau of Public Transportation

717-783-8025