

PENNSYLVANIA Public Transportation

Annual Performance Report

Fiscal Year 2011-12



April 30, 2013



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April 30, 2013

Dear Fellow Pennsylvanians,

In February 2013, Governor Corbett announced his plan to invest nearly \$2 billion in new money into Pennsylvania's transportation system. This plan focuses on moving our economy forward by creating jobs and driving commerce through a reliable funding plan for transportation that does not burden future generations. As the Governor stated, "Transportation is the bloodstream of our economy."

The Governor's plan supports public transportation by investing an additional \$250 million per year. These investments will allow our transit agencies to better plan for capital improvements which invest in state of good repair projects and rebuild existing infrastructure. In addition, the plan creates a multimodal fund to allow additional sustained investment in all transportation modes from bicycle and pedestrian improvements to aviation and rail freight. The plan also calls for an increased commitment from local communities for both operating costs and capital improvement projects.

The Department continues to work with local elected officials and transportation agencies on consolidating agencies as part of PennDOT's Next Generation initiative. Consolidation of fixed route and shared-ride service in Luzerne County and in Lackawanna County occurred last year. At the request of local leaders, several additional consolidation studies are ongoing or about to begin. Consolidation has the potential to generate real savings, streamline management, drive a regional approach to service, and generally improve performance.

Performance is an important element of the Department's management of all modes. The Department continues to conduct performance reviews of transit systems, set targets to achieve improved performance, identify management and operational best practices, and identify change opportunities that can result in improved performance. Public transportation systems are developing and implementing customized strategies to achieve a higher level of performance and to maximize the benefits of the dollars invested in public transportation.

Passenger rail service is a critical piece of our transportation system. The *Keystone* service between Harrisburg and Philadelphia once again has seen an increase in ridership—up 8 percent between February 2012 and February 2013. In addition, we have heard about the importance of public transportation linking Pittsburgh and Philadelphia from many who use the *Pennsylvanian* passenger rail service. The Governor's plan could ensure the continuation of that service as well.

The Pennsylvania Public Transportation Annual Performance Report provides you with information on the services available in the Commonwealth, the public transportation systems that provide those services, and our efforts to maximize the investment of public funds in those services.

Sincerely,

A handwritten signature in dark ink, reading "Barry J. Schoch". The signature is written in a cursive, flowing style.

Barry Schoch, P.E.
Secretary of Transportation

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Section I

Transit Agency Performance Review Executive Summaries

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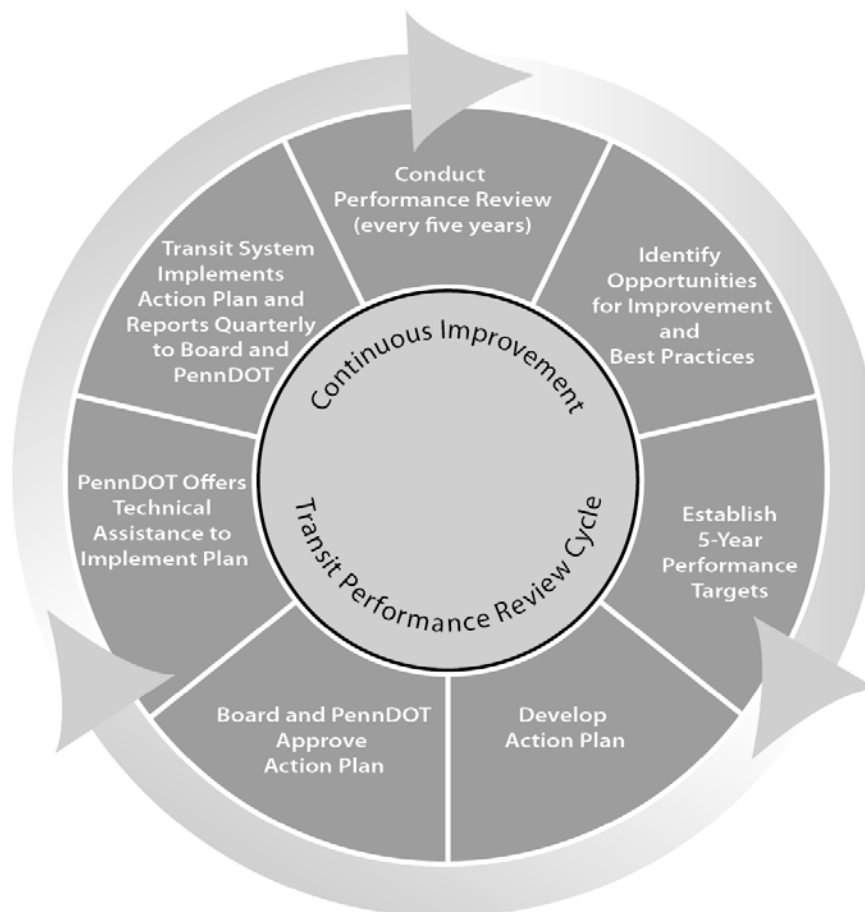
Pennsylvania's Public Transportation Performance Review Program

In July 2007 the Pennsylvania Legislature passed Act 44, establishing a framework to assess transit agency performance through a formal review process. The review is intended to identify ways to improve transit system efficiency and effectiveness. Additionally, best practices that may be applicable to other transit providers are identified.

Since January 2010, 16 performance reviews have been conducted and 14 reports have been published. PennDOT continues to refine the process as best practices and opportunity themes emerge.

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

- Beaver County Transit Authority (BCTA) – May 2012
- Altoona Metro Transit (AMTRAN) – September 2012
- Venango County Transportation Office (VCTO) – December 2012
- Cambria County Transit Authority (CamTran) – January 2013
- Mid County Transit Authority – March 2013
- DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFAST) – April 2013
- Pottstown Area Rapid Transit (PART) – April 2013



Beaver County Transit Authority (BCTA) Transit Performance Review Executive Summary

Agency Profile

Agency Name	Beaver County Transit Authority (dba BCTA)	
Year Founded	1980	
National Transit Database Reporting Year	2009	
Service Area (square miles)	440	
Service Area Population	174,000	
Type of Service Provided	Fixed Route Bus	ADA Demand Response
Vehicles Operated in Maximum Service	20	19
Annual Revenue Miles of Service	945,000	459,000
Annual Revenue Hours of Service	52,000	32,000
Annual Passenger Trips	809,000	95,000
Employees (full-time/part-time)	58/5	35/1
Annual Operating Budget	\$3.9 million	\$2.1 million
Annual Fare + Misc. Revenues	\$1.2 million	\$840,000
Farebox + Misc. Revenues / Total Operating Cost	31%	41%
Administrative Cost / Total Operating Cost	21%	27%
Operating Cost / Revenue Mile	\$4.12	\$4.57
Operating Cost / Revenue Hour*	\$76.33	\$65.63
Passengers / Revenue Hour*	15.69	2.97
Farebox+Misc. Revenues / Revenue Hour*	\$23.57	\$26.25
Operating Cost / Passenger*	\$4.86	\$22.10

*Denotes Act 44 Performance Metric for Fixed Route Bus Service

In September 2011, an Act 44 transit performance review was initiated for Beaver County Transit Authority (doing business as BCTA). The performance review considered fixed route service only. 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 the Commonwealth of Pennsylvania.

Act 44 Performance Determination

Available documentation and Act 44 metrics were reviewed to quantify BCTA's fixed route performance with respect to itself over the period of 2004-2009 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 BCTA.

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 less than one standard deviation **above** the peer group average in –
 - ◊ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◊ Single-year and five-year trend for Operating Cost / Passenger
- In Compliance if greater than 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 BCTA is "In Compliance" for all eight criteria**. The peer comparison process as applied to Act 44 criteria (below, in bold typeface) revealed that:

In Compliance

1. **2009 passengers per revenue vehicle hour** ranks eighth out of the 12 transit agencies in the peer group and is lower than the peer group average.
2. The **five-year trend of passengers per revenue vehicle hour** ranks fourth out of 12 and is better than the peer group average.
3. **2009 operating cost per revenue vehicle hour** ranks eighth out of 12 and is just above the peer group average.
4. The **five-year trend for operating cost per revenue vehicle hour** is the best in the peer group.
5. **2009 operating revenue per revenue vehicle hour** ranks second out of 12 and is much better than the peer group average.
6. The **five-year trend for operating revenue per revenue vehicle hour** ranks ninth out of 12 and is lower than the peer group average.
7. **2009 operating cost per passenger** ranks ninth of 12 and is slightly worse than the peer group average.

8. The **five-year trend for operating cost per passenger** is the best of the peer group.

At Risk

1. None.

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

Performance Criteria		Determination	Rank (of 12)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2009	In Compliance	8	Worse	15.69	18.19
	Trend	In Compliance	4	Better	4.71%	1.42%
Operating Cost / Revenue Hour	2009	In Compliance	8	Worse	\$76.33	\$75.53
	Trend	In Compliance	1	Better	-0.11%	5.44%
Operating Revenue / Revenue Hour	2009	In Compliance	2	Better	\$23.57	\$14.92
	Trend	In Compliance	9	Worse	6.06%	7.61%
Operating Cost / Passenger	2009	In Compliance	9	Worse	\$4.86	\$4.46
	Trend	In Compliance	1	Better	-4.60%	4.08%

Functional Review Findings

In addition to the macro-level evaluation of BCTA with regard to 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.

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 BCTA and may be shared with other agencies as techniques for improvement. Major findings are indicated below; detailed recommendations on how these and other issues identified should be addressed are found in the body of the report.

Best Practices

1. BCTA has **among the highest farebox recovery ratios in the Commonwealth**. Historically, increases in farebox revenues due to ridership increases and regular fare increases have outpaced increases in operating costs helping to maintain the agency’s financial health. BCTA’s Board and management **should continue to regularly review and improve the agency’s farebox recovery ratio** to guarantee BCTA’s long-term financial health.
2. BCTA performs light duty maintenance on revenue vehicles, non-revenue vehicles, and facilities and has a **100% “on-time”** report card. For vehicles, maintenance is considered “on-time” if it is within +/- 500 miles of the manufacturers’ specifications with daily reports generated by Fleet-Net®. **Having, monitoring, and adhering to strict standards for maintenance reduces operating cost, improves**

vehicle reliability, and extends the useful life of vehicles. This is evidenced by BCTA's relatively low maintenance cost per mile and low rate of mechanical breakdowns resulting in service disruptions.

3. The Board **routinely monitors financial health, expenditures, and route-level ridership along with other performance statistics** on paratransit ridership, missed transfers, passenger complaints, phone wait times, risk management, insurance claims (vehicle and workers compensation), maintenance, employee performance reviews conducted "on-time," etc.

Opportunities for Improvement

1. Given a budgeted 16.2% and 12.3% increase in total operating cost per revenue hour of service delivered from FY 2010-11 through FY 2011-12 (an Act 44 metric), **BCTA management should continue to actively monitor specific line items in the budget that were expected to grow much more quickly than revenue miles of service** as state funding and local subsidies would not keep pace with such high rates of cost increase and this is one of the four primary Act 44 performance metrics. However, early indicators are that the programmed fuel cost increases should not be realized in this fiscal year.
2. **BCTA lacks a strategic plan and prioritized needs assessment that would implement the strategy.** While BCTA has proactive capital programming, it is good practice to first identify strategic needs, then determine the resources necessary to accomplish them. Once those resources are quantified, projects in the strategic plan should be prioritized and matched against expected or available funding. These steps are commonly referred to as needs assessment. Capital programming then implements prioritized needs based on available funding. BCTA lacks a strategic plan and prioritized needs assessment approach, making the capital programming process appear without a long-term goal or strategy. **The General Manager should involve the Board and senior staff in the development of a formally-documented strategic plan, prioritized needs assessment that serves as the basis of the staged capital program.** This should include a long-term plan for service changes and changes to fleet needs that may result from service changes.

Five-Year Performance Standards

This transit agency performance report outlines critical areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of "performance standards" has been established and detailed in the full report. These performance standards are required to comply with Act 44 and represent minimum performance levels that BCTA should achieve for each Act 44 performance criteria during the next review cycle, five years from the date of this report. These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current "dotGrants" information available (FY 2010-11). Standards were extrapolated to FY 2016 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	FY 09-10 Value	FY 10-11 Value	FY 15-16 Standard	Annual Increase
Passengers / Revenue Hour	15.44	18.23	20.13	2.0%
Operating Cost / Revenue Hour	\$74.50	\$86.60	\$100.40	3.0%
Operating Revenue / Revenue Hour	\$22.89	\$27.36	\$31.72	3.0%
Operating Cost / Passenger	\$4.82	\$4.75	\$4.99	1.0%

Financial Review

For the FY 2006-07 to FY 2011-12 period, Beaver County has contributed between \$810,000 and \$850,000 to help cover BCTA's operational cost. BCTA has used less than half of that amount in any given year to balance its budget, allowing the agency to build its cash reserves from 20.2% of its annual operating budget to 62.0% of its annual operating budget. This put BCTA in a very strong cash position through the end of FY 2010-11. This large fund can be used for emergency purposes and to fund BCTA's "lumpy" fleet replacement needs.

In the FY 2011-12 budget the programmed fiscal trajectory was set to change. BCTA programmed almost its entire local subsidy. Added to this is the uncertainty in MATP funding. Since carryover funds will eventually be depleted, the budget levels programmed for FY 2011-12 would not be sustainable unless alternative sources of revenue could be found. Fortunately BCTA is coming in under budget this fiscal year which should allow them to continue to build cash reserves.

Over the FY 2011-12 time period it appears BCTA will remain solvent and in a strong cash position. In subsequent years, if the large programmed cost increases in the FY 2011-12 budget were to become a reality and permanent, BCTA would find itself in a position that state and local carryover funds are exhausted unless alternative sources of funding are found. However, early indicators are that the actual FY 2011-12 cost increases will be more in line with historic increases than those programmed in the FY 2011-12 budget.

Next Steps

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

Functional area "opportunities for improvement" are areas in which improvement may result in cost savings, improved service quality, and ridership and/or revenue increases. Improvements in these areas will assist in 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 BCTA.

BCTA will submit the action plan to the BCTA governing body for approval, and subsequently submit the final approved strategic action plan to PennDOT. BCTA 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 PennDOT, BCTA, and the governing body.

Altoona Metro Transit (AMTRAN) Transit Performance Review Executive Summary

Agency Profile

Agency Name	Transportation and Motor Buses for Public Use Authority (dba AMTRAN, Altoona Metro Transit)	
Year Founded	1959	
Fiscal Reporting Year	2009-2010	
Service Area (square miles)	25	
Service Area Population	69,608	
Type of Service Provided	Fixed Route Bus	ADA Demand Response
Vehicles Operated in Maximum Service	21	14
Annual Revenue Miles of Service	495,867	46,631
Annual Revenue Hours of Service	38,929	3,466
Annual Passenger Trips	687,541	11,866
Employees (full-time/part-time)	40/7	subcontracted
Total Annual Operating Cost	\$3,540,433	\$166,848
Total Annual Operating Revenues	\$661,846	\$33,189
Total Annual Operating Revenue / Total Annual Operating Cost	18.7%	19.9%
Administrative Cost / Total Operating Cost	17.7%	3.7%
Operating Cost / Revenue Mile	\$7.14	\$3.58
Operating Cost / Revenue Hour	\$90.95	\$48.14
Passengers / Revenue Hour	17.66	3.42
Total Annual Operating Revenue / Revenue Hour	\$17.00	\$9.58
Operating Cost / Passenger	\$5.15	\$14.06

Source: NTD 2010 Reporting Year

Note 1: AMTRAN ADA paratransit services are subcontracted to Blair Senior Services, Inc.

The Act 44 transit performance review of Altoona Metro Transit (dba AMTRAN) was conducted in April 2012. The performance review focused on fixed route urban bus. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—AMTRAN trends and a comparison of AMTRAN to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement which should assist AMTRAN in meeting the future targets. This report also addresses the management and general efficiency and effectiveness of services.

After receipt of this performance review report, AMTRAN will develop an action plan which identifies the steps AMTRAN will take to meet the agreed to Act 44 performance criteria targets by FY 2016-17. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by AMTRAN management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with AMTRAN to agree on a plan which requires AMTRAN Board approval to be submitted as the final action plan. AMTRAN must report at least quarterly to the governing body and PennDOT on the progress of the action plan, identifying actions taken to date and actions to be implemented. AMTRAN's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify AMTRAN's fixed route bus performance in comparison to its peer agencies in FY 2009-10 and over a five-year trend period from FY 2004-05 to FY 2009-10. Peers were selected through an analytical process and were agreed to in advance by AMTRAN.

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

- In Compliance if less than one standard deviation **above** the peer group average in –
 - ◊ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◊ Single-year and five-year trend for Operating Cost / Passenger
- In Compliance if greater than 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 these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

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

In Compliance

1. **2010 passengers per revenue vehicle hour** ranks fifth out of the 11 transit agencies in the peer group and is better than the peer group average.
2. The **five-year trend of passengers per revenue vehicle hour** ranks third out of 11 and is better than the peer group average.

3. The **five-year trend for operating cost per revenue vehicle hour** is the third best in the peer group. However, the 2010 single year operating cost is “At Risk” as noted below.
4. **2010 operating revenue per revenue vehicle hour** ranks second out of 11 and is much better than the peer group average.
5. The **five-year trend for operating revenue per revenue vehicle hour** ranks eight out of 11 and is approximately ½ that of the peer group average.
6. **2010 operating cost per passenger** ranks seventh of 11 and is slightly worse than the peer group average.
7. The **five-year trend for operating cost per passenger** is the second best of the peer group.

At Risk

1. **The 2010 single-year operating cost per revenue vehicle hour** ranks tenth out of 11 and is well above the peer group average resulting in the **At Risk** finding.

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

Performance Criteria		Determination	Rank (of 11)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2010	In Compliance	5	Better	17.66	16.89
	Trend	In Compliance	3	Better	1.29%	-1.01%
Operating Cost / Revenue Hour	2010	AT RISK	10	Worse	\$90.95	\$78.51
	Trend	In Compliance	3	Better	0.84%	2.80%
Operating Revenue / Revenue Hour	2010	In Compliance	2	Better	\$17.00	\$13.34
	Trend	In Compliance	8	Worse	1.28%	3.80%
Operating Cost / Passenger	2010	In Compliance	7	Worse	\$5.15	\$4.94
	Trend	In Compliance	2	Better	-0.44%	3.90%

General Findings

In accordance with Act 44, findings are 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 AMTRAN and may be shared with other agencies as techniques for improvement. Major themes are indicated below; detailed recommendations on how these and more detailed issues identified should be addressed are found in the body of the report.

Best Practices

1. **Technology for Customer Service** – AMTRAN’s use and promotion of customer service technology is exceptional with AVL information available on the web, numbered stop signs with automated “next bus” information available by phone (~2,000 calls per month) and a soon-to-be-implemented QR code added to each stop. While this use of technology is a positive practice, it speaks to AMTRAN’s larger long-term

focus on customer service and willingness to invest in the tools to improve the overall customer experience.

2. **Tying Employee Performance Assessment to Agency Goals** – Staff performance review of most positions, including positions covered under the collective bargaining agreement (CBA), is a good practice that is not universally applied. Like its use of technology and clear signage at all bus stops, these staff reviews demonstrate a strong focus on customer service and promote an understanding of how each position contributes to the agency's overall mission and goals.

Opportunities for Improvement to Address in Part 1 of the Action Plan

1. **Contain Operating Cost Increases** – Over the last five years AMTRAN has done an excellent job of controlling cost increases. However, they had a very high operating cost baseline.

Going forward, AMTRAN should **continue to develop and implement** strategies to contain costs as the agency is **“At Risk”** based on its single-year operating cost / revenue hour performance criterion. There is a critical need to contain or even reduce the operating cost / revenue hour increase to avoid future financial difficulties by exploring line items in the operating budget that contribute significantly to the “bottom line,” such as fringe benefits.

2. **Understand the Marginal Cost of Service Delivery** – AMTRAN should develop fully allocated cost analyses for the tripper and Penn State services for use in subsequent negotiations and to inform management's decision-making. Cost recovery should examine cost per revenue hour or revenue mile of service provided and compare this to revenue generated. Items that may make the cost of providing these services vary from the agency's average cost include:
 - ◇ Higher-than average operating and/or maintenance cost / revenue mile for older GMC “New Look” vehicles used for tripper service.
 - ◇ Additional unemployment insurance costs incurred due to summer lay-offs associated with these services.

The same approach should be employed on the other public transportation service provided to inform potential service changes.

3. **Develop Performance Goals and Metrics for All Key Agency Functions** – The management team should develop a formal monitoring and performance enhancement strategy for all key agency functions. Performance reporting and performance targets have not been set for most agency functions except for aggregate measures of finance and ridership. This recommendation is consistent with MAP-21 and general trends in the transit industry where performance-based evaluation is rapidly becoming the norm.
4. **Attract New Riders** – AMTRAN should investigate multiple strategies to attract new riders. This would become critically important if AMTRAN were to lose the contract with the School Board and/or Penn State, as the two contracts represent almost 50% of total ridership and two-thirds of non-subsidy income.
5. **Seek Local Financial Commitment** – Local operating match remains a concern due to reported local government financial hardships. This concern is acute due to AMTRAN's heavy dependency on route guarantees. AMTRAN's Board and management should continue to seek ways to encourage a strong local financial commitment.

Financial Review

For the FY 2006-07 to FY 2011-12 period, Altoona and other local governments have contributed between \$80,000 and \$118,000 to help cover AMTRAN's operational cost. AMTRAN has used most of that in any given year to balance its budget and comply with state requirements. Nevertheless, AMTRAN has built adequate cash reserves largely due to state subsidy increases resulting from Act 44.

PennDOT and AMTRAN management should monitor AMTRAN's end-of-year cash position and carryover funds for changes in the agency's fiscal health and address any changes in trajectory. **Management has been and should continue taking appropriate actions such as obtaining additional local match, controlling costs, improving farebox recovery, and increasing carryover local reserves to improve AMTRAN's financial health.**

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of "performance targets" has been established and detailed in the full report. These performance targets are required to comply with Act 44 and represent minimum performance levels that AMTRAN should work to achieve for each Act 44 performance criteria during the next review cycle, five years from the date of this report. These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited "dotGrants" information available (FY 2010-11). Standards were extrapolated to FY 2016-17 and are designed to be aggressive, yet achievable. They are summarized below:

Performance Criteria	FY 2009-10 Value	FY 2010-11 Value	FY 2016-17 Standard	Annual Increase
Passengers / Revenue Hour	17.66	17.88	20.02	2.0%
Operating Cost / Revenue Hour	\$90.95	\$95.32	\$107.34	2.0%
Operating Revenue / Revenue Hour	\$17.00	\$18.15	\$20.44	2.0%
Operating Cost / Passenger	\$5.15	\$5.36	\$5.36	0.0%

Next Steps

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

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

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

- Part 1 – Executive Summary Findings Template is where AMTRAN should address its proposed actions to address the “*Opportunities for Improvement*” findings in the Executive Summary.
- Part 2 – Act 44 Performance Metric Findings Templates is where AMTRAN should address its proposed actions to address the “*Opportunities for Improvement*” findings that directly affect the Act 44 performance metrics.
- Part 3 – Other Actions to Improve Overall Performance Template should be used to address the “*Other Findings that Impact Overall Agency Performance.*” Management should use the format provided in Appendix A to develop its proposed draft Action Plan.

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

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

Venango County Transportation Office (VCTO) Transit Performance Review Executive Summary

Agency Profile

Agency Name	Venango County Transportation Office (VCTO)		
Year Founded	1979		
Reporting Year	FY 2008-09		
Service Area (square miles)	100		
Service Area Population	36,554		
Type of Service Provided	Fixed Route Bus	Demand Response	
Vehicles Operated in Maximum Service	3	12	
Annual Revenue Miles of Service	166,110	Total	Live
		445,312	222,310
Annual Revenue Hours of Service	7,816	22,216	10,146
Annual Passenger Trips	57,793	35,160	
Employees	28 total		
Annual Operating Budget	\$376,630	\$833,211	
Annual Fare Revenues	\$63,210	\$517,691	
Fare Revenues / Total Operating Cost	17%	62%	
Administrative Cost / Total Operating Cost	12.53%	4.39%	
Operating Revenue/Revenue Hour*	\$9.06	Total	Live
		\$26.73	\$58.54
Operating Cost / Revenue Hour*	\$48.19	\$37.51	\$82.12
Passengers / Revenue Hour*	7.39	1.58	3.47
Operating Cost / Passenger*	\$6.52	\$23.70	

*Denotes Act 44 Performance Metric for Fixed Route Bus Service

Source: PennDOT dotGrants Legacy Reports

In June 2011, an Act 44 transit performance review was initiated for the Venango County Transportation Office (VCTO). The significant delay in publishing this report results from improvements to the transit performance review process, including the addition of the shared-ride review, inclusion of a financial review with high-level indicators, and the development and inclusion of action plan templates designed to provide guidance to transit agencies in developing the Act 44 required action plan.

The performance review considered fixed route and shared-ride service. While VCTO's "non-public" transportation service for medical assistance and mental health/mental retardation (MH/MR) were included in the financial indicators section of this report, a full review of this service was not within the scope of this report. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—VCTO trends and a comparison of VCTO to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement which should assist VCTO in meeting the future targets. This report also addresses the management and general efficiency and effectiveness of services.

After receipt of this performance review report, VCTO shall develop an action plan which identifies the steps VCTO will take to meet the agreed upon Act 44 performance criteria targets by FY 2015-16. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by VCTO management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with VCTO to agree on a plan which requires VCTO Board approval to be submitted as the final action plan. VCTO must report at least quarterly to the governing body and PennDOT on the progress of the action plan, identifying actions taken to date, and actions to be implemented. VCTO's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify VCTO's fixed route bus performance in comparison to its peer agencies in FY 2008-09 and over a five-year trend period from FY 2003-04 to FY 2008-09. Peers were selected through an analytical process and were agreed to in advance by VCTO. Act 44 stipulates that performance metrics be assessed as being either "In Compliance" or "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 these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that VCTO is "In Compliance" for all eight criteria for fixed route bus service.** A summary of the specific Act 44 measures and their values are presented in the following table.

Performance Criteria		Determination	Rank (of 8)	Comparison to Peer Avg.	Value	Peer Average
Passengers/ Revenue Hour	2008-09	In Compliance	4	Worse	7.39	8.38
	Trend	In Compliance	3	Better	2.03%	-0.53%
Operating Cost/ Revenue Hour	2008-09	In Compliance	2	Better	\$48.19	\$64.15
	Trend	In Compliance	7	Worse	8.77%	3.33%
Operating Revenue/ Revenue Hour	2008-09	In Compliance	1	Better	\$9.06	\$5.30
	Trend	In Compliance	2	Better	7.28%	-12.16%
Operating Cost/ Passenger	2008-09	In Compliance	2	Better	\$6.52	\$8.24
	Trend	In Compliance	6	Worse	6.61%	3.81%

Although in compliance, VCTO performed worse than the peer group average in three of the eight criteria. Of particular concern is the increasing operating cost.

Financial Review

At the time of the review in June 2011, VCTO's increasing expenses and decreasing cash reserves were a concern. However, VCTO recently demonstrated control of expense increases and has reserves equal to 17% of annual operating expenses. This action has put VCTO on stronger financial footing, and careful attention should be paid to continue the recent improvements in reserves and controlling operating expenses.

Functional Review Observations

In addition to the macro-level evaluation of VCTO with regard to 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, an on-site review, and interviews with key staff.

In accordance with Act 44, observations are categorized as “opportunities for improvement” or “best practices.” Opportunities for improvement identify strategies or approaches that may increase the efficiency, effectiveness, and/or quality of service of the agency as well as general management. Best practices are current practices that have a significantly positive impact on efficiency, effectiveness, and/or quality of service and should be shared with other agencies.

Overarching themes have been developed from specific opportunities for improvement identified for VCTO. These themes represent critical issues that, if remedied, will provide the most impact on VCTO's performance. Actions to address these themes should be prioritized by VCTO and should guide the development of the action plan required by Act 44, detailed below. Major observations are indicated below; detailed recommendations on how these and other issues identified should be addressed are presented in the body of the report.

Best Practices

1. VCTO has an advisory committee that provides input to management for both the fixed route and demand response system. Their active participation provides a tool for meaningful customer involvement in the future of the agency.

2. VCTO utilizes individuals who have been required by a judge to perform community service to clean and maintain the main transfer point in Franklin. This is a very economical approach to maintaining a transfer facility.
3. VCTO's shift in its shared-ride approach in FY 2010-11, from a predominantly purchased service model to an exclusively provided direct service, resulted in improved quality and substantially lowers costs.

Overarching Themes

1. **Vision, mission, and strategic goals and objectives** – VCTO does not appear to have an established vision and mission for the agency to guide decisions and organizational changes. The vision and mission should be established by the Governing Board, and should outline a high-level direction for future agency actions. Using the established vision and mission, VCTO should also develop an agency-wide strategic plan with high-level goals and objectives. Strategic plans or similar documents set the direction for all agency activities for a prescribed period, generally five years. These plans are developed at the management and Governing Board level and set specific, measurable activities to improve the agency.
2. **Performance-based management and data-based decision making** – Decision-making at VCTO should be based on meeting the prescribed strategic goals and objectives established by the Governing Board and management. In order to make sound decisions based on data-driven performance, VCTO should consider:
 - ◇ Implementing data collection methodology
 - ◇ Establishing standards for key agency functions consistent with the strategic goals and objectives as prioritized locally, for example:
 - Passengers per hour per route
 - Revenue per hour per route
 - Cost per hour (agency-wide and per route)
 - Number of road calls
 - Improvement in customer satisfaction survey scores
 - ◇ Using standards to guide decision making by management and the board, especially to:
 - Restructure routes
 - Evaluate success of changes to the system
 - Identify problem areas
3. **Management** – In view of the decision to increase the amount of directly operated service, VCTO should evaluate current management staffing levels and determine if additional resources may be needed in the future to maintain adequate management oversight. In addition, some strategies could be implemented to add more support in this area:
 - ◇ Develop written quality control procedures, particularly in the area of data management and reporting
 - ◇ Formally document a succession plan for all key agency positions
 - ◇ Emphasize cross-training and documentation of management functions
4. **Maintenance facilities and management of maintenance functions** – The existing maintenance facility is inadequate for the current fleet needs, and the planned rehabilitation will not remedy this

situation. Additionally, the use of technology should be implemented in scheduling preventive maintenance and managing parts inventory. This could be as simple as using well designed spreadsheets to allow for electronic tracking and analysis of trends.

5. **Marketing and public relations** – VCTO should improve marketing approaches to promote ridership by increasing awareness and understanding of the current system. In addition, efforts should be made to identify new riders that may not be currently using transit. A specific marketing program should be prepared and include:

- ◇ new timetables
- ◇ system map
- ◇ ride guide
- ◇ mailers
- ◇ web and media advertising
- ◇ newsletters

The marketing plan should establish benchmarks to assess the program effectiveness and include consideration of re-branding.

Five-Year Performance Standards

This transit agency performance report outlines critical areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of performance standards has been established and detailed in the full report. These performance standards are required to comply with Act 44 and represent the minimum performance level that Venango 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 (FY 2003-04 – FY 2008-09) trend analysis as well as the most current “dotGrants” information available (FY 2010-11). Standards were extrapolated to FY 2015-16 and are designed to be aggressive, yet achievable, and are summarized below:

Performance Criteria	FY 2008-09 Value	FY 2009-10 Value	FY 2010-11 Value	FY 2015-16 Standard	Avg. Annual Increase
Passengers/ Revenue Hour	7.39	6.91	7.73	8.12	1.0%
Operating Cost/ Revenue Hour	\$48.19	\$45.08	\$50.60	\$60.10	3.5%
Operating Revenue/ Revenue Hour	\$9.06	\$7.88	\$9.04	\$9.50	1.0%
Operating Cost/ Passenger	\$6.52	\$6.52	\$6.55	\$7.41	2.5%

Next Steps

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

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

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

- Part 1 – Executive Summary Overarching Themes Template is where VCTO should address its proposed actions to address the “*Overarching Themes*” in the Executive Summary.
- Part 2 – Act 44 Performance Metric Observations Templates is where VCTO should address its proposed actions to address the “*Opportunities for Improvement*” that directly affect the Act 44 performance metrics.
- Part 3 – Other Actions to Improve Overall Performance Template should be used to address the “*Opportunities for Improvement*.” Management should use the format provided in Appendix A to develop its proposed draft Action Plan.

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

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

Cambria County Transit Authority (CamTran) Transit Performance Review Executive Summary

Agency Profile

Agency Name	Cambria County Transit Authority (dba CamTran)				
Executive Director	Rose Lucey-Noll				
Governing Board Chairman	Ed Cernic, Jr.				
Year Founded	1976				
Fiscal Reporting Year	2009-10				
Service Area (square miles)	688				
Service Area Population	152,598				
Type of Service Provided	Fixed Route Bus Urban*	Fixed Route Bus Rural**	Demand Response**	Inclined Plane*	Agency Total
Vehicles Operated in Maximum Service	23	9	28	2	62
Annual Revenue Miles of Service	688,633	304,613	347,681	4,183	1,345,110
Annual Revenue Hours of Service	63,553	11,935	27,157	1,467	104,112
Annual Passenger Trips	1,082,493	67,361	75,801	92,185	1,317,840
Employees (full-time/part-time)	58/5		24/14	9/9	91/28
Total Annual Operating Cost	\$5,216,812	\$1,130,261	\$1,320,030	\$491,320	\$8,158,423
Total Annual Operating Revenue	\$692,353	\$100,234	\$429,897	\$268,635	\$1,491,119
Total Annual Operating Revenue / Total Operating Cost	13%	9%	33%	55%	18%
Administrative Cost / Total Operating Cost	15%	17%	16%	61%	17%
Passengers / Revenue Hour	17.03	5.64	2.79	62.84	12.66
Operating Cost / Revenue Hour	\$82.09	\$94.70	\$48.61	\$334.91	\$78.36
Total Annual Operating Revenue / Revenue Hour	\$10.89	\$8.40	\$15.83	\$183.12	\$14.32
Operating Cost / Passenger	\$4.82	\$16.78	\$17.41	\$5.33	\$6.19

Source: *NTD 2009 Reporting Year

**dotGrants FY 2009-10

Note 1: In 2011, the Pennsylvania Department of Transportation Bureau of Public Transportation (Department) conducted a review of CamTran's cost allocation policies and procedures due to perceived inaccuracies in data reported to the Department. As a result of this study, recommendations were made to substantially alter the formula effective FY 2011-12.

Note 2: CamTran's provision of both urban and rural service falls under FTA's "one-report" rule in which all statistical information is reported under one NTD ID. Upon further review, it was discovered that NTD data from FY 2003-04 to FY 2009-10 did not include both urban and rural. As a result, additional dotGrants data was used to account for rural statistics and is included separately in this report.

Note 3: Statistics for the Inclined Plane reflect CamTran's practice of reporting revenue hours/miles only when the vehicle is in motion and not in the interim periods during normal service hours, resulting in high statistical data.

The Act 44 transit performance review of Cambria County Transit Authority (doing business as CamTran) was conducted in January 2011. The performance review considered fixed route urban and rural bus, inclined plane, and shared-ride services. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—CamTran trends and a comparison of CamTran to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement which should assist CamTran in meeting the future targets. This report also addressed the management and general efficiency and effectiveness of the inclined plane and shared-ride services.

After receipt of this performance review report, CamTran will develop an action plan which identifies the steps CamTran will take to meet the agreed to Act 44 performance criteria targets by FY 2015-16. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by CamTran management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with CamTran to agree on a plan which requires CamTran Board approval to be submitted as the final action plan. CamTran must report at least quarterly to the governing body and PennDOT on the progress of the action plan, identifying actions taken to date, and actions to be implemented. CamTran's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify CamTran's fixed route bus performance in comparison to its peer agencies in FY 2009-10 and over a five-year trend period from FY 2004-05 to FY 2009-10. Peers were selected through an analytical process and were agreed to in advance by CamTran.

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

- In Compliance if within one standard deviation **above** the peer group average in –
 - ◊ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◊ Single-year and five-year trend for Operating Cost / Passenger
- 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 these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

An analysis of the eight key criteria mandated by Act 44 was conducted and ***it was determined that CamTran is "In Compliance" for all eight criteria for fixed route urban bus service.*** A summary of the specific Act 44 measures and their values is presented in the following table.

Fixed Route Bus						
Performance Criteria		Rural Value	Urban Value	Agency Total	Peer Average	Rank
Passengers / Revenue Hour	2009-10	5.64	17.03	15.23	16.39	7
	Trend	13.39%	-2.22%	-0.65%	0.33%	7
Operating Cost / Revenue Hour	2009-10	\$94.70	\$82.09	\$84.08	\$74.15	11
	Trend	5.75%	0.61%	1.52%	3.25%	2
Operating Revenue / Revenue Hour	2009-10	\$8.40	\$10.89	\$10.50	\$15.95	10
	Trend	15.12%	0.54%	2.51%	3.99%	7
Operating Cost / Passenger	2009-10	\$16.78	\$4.82	\$5.52	\$5.02	9
	Trend	-6.74%	2.89%	2.19%	2.97%	5

Source: PennDOT dotGrants Reporting system and National Transit Database (NTD)

CamTran's performance was below the performance of the peer group average in six of eight criteria. Of particular concern is declining ridership and high operating costs.

Financial Review

For FY 2011-12 CamTran appears solvent and in a strong cash position for the short term.

The analysis of established financial indicators, detailed in the body of the report, raises no immediate or short-term concerns regarding agency viability. However, the proportion of operating costs recovered through operating revenue (primarily passenger fares) at approximately 13% is low compared to an industry average of 20%. Furthermore, the proportion has declined over time and is particularly concerning in rural operations, where the proportion of farebox recovery is considerably lower at approximately 5%. Low farebox recovery indicates that costs are not being fairly borne by the people who use the system, and that a fare policy should be established that progressively increases farebox recovery proportional to operating expenses to bring farebox recovery in line with industry standards.

Functional Review Observations

In addition to the macro-level evaluation of CamTran with regard to 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, an on-site review, and interviews with key staff.

In accordance with Act 44, observations are categorized as "opportunities for improvement" or "best practices." Opportunities for improvement identify strategies or approaches that may increase the efficiency, effectiveness, and/or quality of service of the agency as well as general management. Best practices are current practices that have a significantly positive impact on efficiency, effectiveness, and/or quality of service and should be shared with other agencies.

Overarching themes have been developed from specific opportunities for improvement identified for CamTran. These themes represent critical issues that, if remedied, will provide the most impact on

CamTran's performance. Actions to address these themes should be prioritized by CamTran, and should guide the development of the action plan required by Act 44, detailed below.

Best Practices

1. **Positive community involvement in agency governance** – The citizen's advisory committee is heavily involved in both fixed route and shared-ride topics, which is atypical in the Pennsylvania transit industry. This focus on multiple modes ensures community input on all major agency activities.
2. **Commitment to serving disabled riders** – CamTran has a long-standing history of providing superb service to riders with disabilities, including ADA accessibility, travel training, and proactive marketing to the disability community. By focusing on incorporating the needs of the disability community in regular service, CamTran has likely increased fixed route ridership and decreased the overall demand on the more costly shared-ride system.
3. **Focus on customer service in operations** – CamTran prioritizes customer service in the hiring and training of drivers rather than focusing on typical driver qualifications (i.e., CDL license). This practice promotes a culture of responsibility to the customer throughout the agency.
4. **In-house advertising** – CamTran uses staff expertise in advertising to solicit and execute a comprehensive advertising program to generate revenue.

Overarching Themes

1. **Mission and vision for the entire agency** – Using an established mission and vision for the agency to guide decisions and organizational changes is a positive management and governance practice. While CamTran has a documented mission and vision statement, it is evident that these documents are not actively used to guide agency decisions, as seen in recent decisions that are in direct contradiction with the established vision. CamTran should revisit the mission and vision statements and revise as necessary to create a consistent document to guide all future agency activities.
2. **Strategic goals and objectives** – Strategic plans or similar documents set the direction for all agency activities for a prescribed period, generally five years. In 2009, CamTran completed a strategic plan with high level goals and objectives and prescribed route recommendations. CamTran only recently implemented the recommended changes for the urban system, has not made changes to the rural system at this time, and does not appear to have used the strategic plan to guide decision making. CamTran should revisit the strategic planning process to update the plan to be consistent with actual agency goals and objectives and use the plan to guide decision making at the board and management level. In addition, the plan should incorporate specific, measurable goals and objectives.
3. **Performance-based Management and Data-based Decision Making** – Decision-making at CamTran should be based on meeting measureable goals and objectives established by the Governing Board and management in the strategic plan (above). Accurate data and appropriate analysis of that data are the cornerstone of performance-based management and data-based decision making. In order to implement this management strategy, actions should include:
 - ◇ Identify, collect, and document appropriate data
 - Inventory existing data
 - Develop a data management plan to fill gaps and ensure continuity
 - Assess data accuracy

- ◇ Establish standards for key agency functions as prioritized locally
 - ◇ Use standards to guide decision-making by management and the board, especially to:
 - Restructure routes
 - Evaluate success of changes to the system
 - Identify problem areas
4. **Cost allocation** – CamTran should implement recommendations of the 2011 cost allocation study completed by PennDOT to update and implement a more accurate cost allocation process. Appropriate cost allocation policies and procedures promote data integrity and provide more accurate information for decision-makers. Since the review, CamTran management has indicated that the recommendations have been implemented.
5. **Governance** – Increased understanding of appropriate roles and interaction between the Governing Board and management is key to the ongoing success of CamTran. It appears that current practices promote involvement of Governing Board members in what is widely considered management activities, such as regular hiring of entry-level employees. The Board should focus on revising and implementing a mission and vision for the entire agency and be the driving force for strategic improvement. Board training, offered by a variety of sources including the Pennsylvania Public Transportation Association (PPTA), should be undertaken to assist in refocusing the Governing Board and educating new members.
6. **Management** – The overall organizational structure of CamTran is fragmented by operating divisions. The various modes and different types of service are operated independently, with little overall coordination. For example, CamTran uses separate, independent finance personnel in each division—urban and rural. This results in duplication of work and less than optimal assignment of staff and use of resources. CamTran should carefully consider a major reorganization to optimize and complement staff capabilities. This will require an in-depth review and potentially outside technical assistance.
- ◇ Manage CamTran+ – CamTran’s rural bus service, CamTran+, accounts for approximately one-third of fixed route bus service, yet is operated as a separate entity that has little interaction with the urban operating division. This duplicate function likely leads to increased costs. Failure to implement route structure changes recommended in the 2009 strategic plan resulted in the continuation of unproductive and costly service. Route changes were reportedly unable to be made due to a lack of staff to perform run cutting, while urban employees performed run cutting for urban route structure changes implemented in 2011. To improve the entire agency, increased effort must be applied to actively manage the CamTran+ service using all available resources.
 - ◇ Shared-ride division – Shared-ride operations appear to have been stagnant for a considerable period of time without active oversight, and management of state programs has not been in compliance with established requirements. Operations have remained unchanged, or more aptly put, declining without any assessment, analysis, or adjustments. Actions are focused on historical practice, without a true understanding of the rational basis for these actions. The shared-ride system needs to be actively managed, analyzed, and redesigned from both cost and performance standpoints.

7. **Contract Services** – CamTran maintains vehicles owned by the Area Agency on Aging (AAA) and occasionally Cambria County. While this practice is intended to maximize maintenance staff utilization, the current workload and staffing limitations have led to mandatory overtime for maintenance employees. CamTran has failed to charge premium time for contracted maintenance service, leaving the organization to absorb the additional costs to provide this maintenance to other organizations. This situation must immediately be remedied to avoid threatening the future viability of the agency.

Five-Year Performance Standards

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of “performance targets” has been established and detailed in the full report. These performance targets are required to comply with Act 44 and represent minimum performance levels that CamTran should work to achieve for each Act 44 performance criteria during the next review cycle, five years from the date of this report. These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited “dotGrants” information available (FY 2010-11). Standards were extrapolated to FY 2015-16 and are designed to be aggressive, yet achievable. They are summarized below:

Fixed Route Bus Performance Criteria	FY 2009-10 Value	FY 2010-11 Value	FY 2015-16 Standard	Annual Increase
Passengers / Revenue Hour	15.23	14.79	15.55	1.00%
Operating Cost / Revenue Hour	\$84.08	\$88.99	\$104.42	3.25%
Operating Revenue / Revenue Hour	\$10.50	\$10.30	\$11.95	3.00%
Operating Cost / Passenger	\$5.52	\$6.02	\$6.72	2.25%

Next Steps

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

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

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

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Mid County Transit Authority Transit Performance Review Executive Summary

Agency Profile

Agency Name	Mid County Transit Authority (Mid County)		
Year Founded	1975		
Reporting Year	FY 2008-09		
Type of Service Provided	Fixed Route Bus	Demand Response	
Service Area (square miles)	24.2	654	
Service Area Population	11,837	72,392	
Vehicles Operated in Maximum Service	4	18	
Annual Revenue Miles of Service	151,577	Total	Live
		351,372	247,089
Annual Revenue Hours of Service	10,753	18,460	13,026
Annual Passenger Trips	53,793	35,119	
Employees	24 total		
Total Annual Operating Cost	\$595,216	\$804,275	
Annual Fare Revenues	\$25,666	\$506,127	
Operating Revenue / Total Operating Cost	3.8%	62.9%	
Administrative Cost / Total Operating Cost	26.46%	22.4%	
Operating Cost / Revenue Mile	\$3.93	Total	Live
		\$2.29	\$3.26
Passengers / Revenue Hour*	5.00	1.90	2.70
Operating Cost / Revenue Hour*	\$55.35	\$43.57	\$61.74
Operating Revenue / Revenue Hour*	\$2.59	\$27.41	\$38.85
Operating Cost / Passenger*	\$11.06	\$22.90	

Source: PennDOT dotGrants reporting system

* Denotes Act 44 Performance Metric for Fixed Route Bus Service

Note: Fixed route expenses and revenues have been adjusted to account for reporting inconsistencies and errors.

Note: The contents of this report are believed accurate as of December 6, 2012. Data has been updated to reflect the most current financial statements of Mid County and functional observations are based on on-site interviews in June 2011, updated to reflect the current condition. Any changes made by Mid County after the publishing date are not reflected in the report.

In June 2011, an Act 44 transit performance review was initiated for the Mid County Transit Authority (Mid County), which operates in Armstrong County. The significant delay in publishing this report results from improvements to the transit performance review process, including:

- the addition of the shared-ride review
- inclusion of a financial review with high-level indicators to assess agency financial health, and
- development and inclusion of action plan templates designed to provide guidance to transit agencies in developing the Act 44 required action plan.

In addition, data collected for this review was inconsistent throughout the period analyzed, requiring significant time and effort to adjust data where reporting error occurred to ensure proper peer analysis and system assessment.

The performance review considered fixed route and shared-ride service only. While Mid County's "non-public" transportation service for medical assistance and mental health/mental retardation (MH/MR) were included in the financial indicators section of this report, a full review of this service was not completed. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—Mid County trends and a comparison of Mid County to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement, which should assist Mid County in meeting the future targets. This report also addresses the management and general efficiency and effectiveness of services.

After receipt of this performance review report, Mid County shall develop an action plan which identifies the steps Mid County will take to meet the agreed upon Act 44 performance criteria targets by FY 2015-16. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by Mid County management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with Mid County to agree on a plan which requires Mid County Board approval to be submitted as the final action plan. Mid County must report at least quarterly to the governing body and PennDOT on the progress of the action plan, identifying actions taken to date and actions to be implemented. Mid County's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify Mid County's fixed route bus performance in comparison to its peer agencies in FY 2008-09 and over a five-year trend period from FY 2003-04 to FY 2008-09. Peers were selected through an analytical process and were agreed to in advance by Mid County. Act 44 stipulates that performance metrics be assessed as being either "In Compliance" or "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 these prescribed boundaries, it is considered “At Risk” for that factor and must improve as agreed upon between PennDOT and the agency.

An analysis of the eight key criteria mandated by Act 44 was conducted and **it was determined that Mid County is “In Compliance” for all eight criteria for fixed route bus service.** A summary of the specific Act 44 measures and their values are presented in the following table.

Performance Criteria		Determination	Rank (of 10)	Comparison to Peer Avg.	Value	Peer Average
Passengers/ Revenue Hour	2008-09	In Compliance	6	Worse	5.00	6.42
	Trend	In Compliance	5	Better	0.91%	-1.37%
Operating Cost/ Revenue Hour	2008-09	In Compliance	7	Worse	\$55.35	\$53.72
	Trend	In Compliance	8	Worse	4.28%	0.49%
Operating Revenue/ Reve- nue Hour	2008-09	In Compliance	8	Worse	\$2.59	\$4.40
	Trend	In Compliance	7	Worse	-10.89%	-10.20%
Operating Cost/ Passenger	2008-09	In Compliance	9	Worse	\$11.06	\$9.08
	Trend	In Compliance	8	Worse	3.34%	2.10%

Source: PennDOT dotGrants reporting system and the National Transit Database (NTD)

Although in compliance, Mid County performed worse than the peer group average in seven of the eight criteria. Of particular concern is the increasing operating cost and decreasing operating revenue.

Financial Review

For the FY 2006-07 to FY 2011-12 period, local entities have contributed between \$24,000 and \$85,000 to help cover Mid County’s operational cost. Mid County’s cash reserves remain below 10% of its total operating budget, raising concerns. Mid County has significant operating debt, which puts it in poor financial condition, and management should actively work to improve Mid County’s fiscal health.

Of particular note is the practice of entering into contracts with service providers for which Mid County reimburses the contractor at a higher rate than the established fare structure. This practice has caused Mid County to pay more per trip to subcontractors than received in subsidies, putting Mid County increasingly in debt. A rigorous analysis must be conducted with respect to contract terms and competitive bidding practices to eliminate the practice in the future.

Functional Review Observations

In addition to the macro-level evaluation of Mid County with regard to 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, an on-site review, and interviews with key staff.

In accordance with Act 44, observations are categorized as “opportunities for improvement” or “best practices.” Opportunities for improvement identify strategies or approaches that may increase the efficiency, effectiveness, and/or quality of service of the agency as well as general management. Best practices are current practices that have a significantly positive impact on efficiency, effectiveness, and/or quality of service and should be shared with other agencies.

Overarching themes have been developed from specific opportunities for improvement identified for Mid County. These themes represent critical issues that, if remedied, will provide the most impact on Mid County’s performance. Actions to address these themes should be prioritized by Mid County and should guide the development of the action plan required by Act 44, detailed below. Major observations are indicated below; detailed recommendations on how these and other issues identified should be addressed are presented in the body of the report.

Best Practice

1. **Mid County uses targeted marketing and educational materials for special populations such as persons with disabilities, schools, and senior centers.**

Overarching Themes

1. **Vision, mission, and strategic goals and objectives** – Mid County does not appear to have an established vision and mission for the agency to guide decisions and organizational changes. The vision and mission should be established by the Governing Board, and should outline a high-level direction for future agency actions. Using the established vision and mission, Mid County should also develop an agency-wide strategic plan with high-level goals and objectives. Strategic plans or similar documents set the direction for all agency activities for a prescribed period, generally five years. These plans are developed at the management and Governing Board level and set specific, measurable activities to improve the agency.

In particular, Mid County should set a strategic direction for the provision of shared-ride service that maximizes service efficiencies and recovers the associated expense through the fare structure. Whether that provision is exclusively direct, purchased, or a combination, fundamental operational changes will be required to achieve a successful outcome.

2. **Performance-based management and data-based decision-making** – Decision-making at Mid County should be based on meeting the prescribed strategic goals and objectives established by the Governing Board and management. Strategic goals and objectives should also be set for the performance of purchased transportation as well. In order to make sound decisions based on data-driven performance, Mid County should consider:

- ◇ Implementing data collection methodology
- ◇ Establishing standards for key agency functions consistent with the strategic goals and

objectives as prioritized locally

- ◇ Using standards to guide decision making by management and the board, especially to:
 - Restructure routes
 - Evaluate success of changes to the system
 - Identify problem areas

3. **Data integrity** – Mid County should make immediate and permanent improvements to its internal and external reporting process from both a content and data integrity perspective. Inaccurate data causes confusion and false analysis that challenges the decision-making process. Accurate internal documents and reports should be maintained, cross-referenced, and shared among Mid County staff regarding trips, expenses, revenue, statistics, and purchased services. As adjustment occurs, reports must be updated accordingly.
4. **Financial management** – Poor financial oversight, particularly on the shared-ride program, continues to threaten the financial viability of Mid County. Demand response transportation has been routinely billed below cost and has had a continuing deficit averaging 37% over the previous four fiscal years. In addition, \$285,000 in debt remains to be paid off as of November 2012, with no plans in place to increase revenues or decrease operating cost to help pay for the significant debt burden. Mid County must place an emphasis on fiscal health and responsibility, and immediately establish long-term plans to curb spending, increase revenues, and pay down debt.
5. **Management** – Management plays a large role in the stabilization and long-term viability of the agency. Since January 2009, Mid County has had three General Managers, contributing to a lack of consistency and direction for the agency. In addition, the lack of overall management of shared-ride service delivery, poor contracts, and poor subcontractor purchased service management over many years has led to significant issues in the shared-ride system.
6. **Shared-ride system efficiency** – The shared-ride system routinely runs at a significant deficit, partly due to inefficient system design. At the time of the review, Mid County was providing 17 hours of service during weekdays and 12 on weekends. While it has been reported that these hours have been reduced since the on-site review, as of the date of this report the public website has not been updated to notify the general public of such changes. In addition, trips are scheduled based on passenger preference, not on syncing available resources with demand and promoting ride sharing to reduce costs. Mid County should review current practices and schedule runs focused on promoting ride sharing, maximizing available resources, reducing costs, and improving cost recovery.

Five-Year Performance Standards

This transit agency performance report outlines critical areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of performance standards has been established and detailed in the full report. These performance standards are required to comply with Act 44 and represent the minimum performance level that Mid County 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 (FY 2003-04 – 2008-09) trend analysis as well as the most current “dotGrants” information available (FY 2010-11). Standards were extrapolated to FY 2015-16 and are designed to be aggressive, yet achievable, and are summarized below:

Performance Criteria	2008-09 Value	2009-10 Value	2010-11 Value	2015-16 Standard	Average Annual Increase
Passengers / Revenue Hour	5.00	4.73	4.95	5.60	2.5%
Operating Cost / Revenue Hour	\$55.35	\$56.62	\$58.90	\$68.28	3%
Operating Revenue / Revenue Hour	\$2.59	\$2.39	\$3.01	\$3.84	5%
Operating Cost / Passenger	\$11.06	\$11.98	\$11.90	\$12.51	1%

Source: PennDOT dotGRANTS reporting system

Next Steps

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

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

The template for the Action Plan has been provided as Appendix A: Action Plan Improvement Strategies. This template includes three parts:

- Part 1 – Executive Summary Overarching Themes Template is where Mid County should address its proposed actions to address the “*Overarching Themes*” in the Executive Summary.
- Part 2 – Act 44 Performance Metric Observations Templates is where Mid County should address its proposed actions to address the “*Opportunities for Improvement*” that directly affect the Act 44 performance metrics.
- Part 3 – Other Actions to Improve Overall Performance Template should be used to address the “*Opportunities for Improvement.*” Management should use the format provided in Appendix A: Action Plan Improvement Strategies to develop its proposed draft Action Plan.

It should be noted that specific actions identified may partially address the broadly noted opportunities for improvement found in the “Overarching Themes.” Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period of time. The template provides a simple-to-

follow order of key opportunities for improvement. Mid County must select, prioritize, and schedule its intended actions using the template.

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

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DuFAST Transit Performance Review Executive Summary

Agency Profile

Agency Name	DuFAST
Executive Director	Kristen Vida
Governing Board Chairman	Jim Jackson
Year Founded	1974
PennDOT dotGrants Reporting Year	FY 2009-10
Service Area (square miles)	57
Service Area Population	18,378
Fixed Route Bus	
Vehicles Operated in Maximum Service	4
Annual Revenue Miles of Service	119,819
Annual Revenue Hours of Service	9,398
Annual Passenger Trips	56,325
Employees (full-time/part-time)	7/3
Total Annual Operating Expense	\$522,331
Total Annual Operating Revenues	\$26,724
Total Operating Revenue / Total Operating Cost	5%
Total Admin Cost / Total Operating Cost	36%
Passengers / Revenue Hour*	5.99
Operating Cost / Revenue Hour*	\$55.58
Total Annual Operating Revenue / Revenue Hour*	\$2.84
Operating Cost / Passenger*	\$9.27

Source: PennDOT dotGrants Reporting System

*Denotes Act 44 performance criteria

NOTE: FY 2004-05 excluded from this report due to embezzlement by a previous Executive Director and Executive Assistant that took place for several years, up to and including FY 2004-05.

The Act 44 transit performance review of DuBois, Falls Creek, Sandy Township Joint Transportation Authority (doing business as DuFAST) was conducted in June 2012. The performance review considered fixed route rural bus service. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—DuFAST trends and a comparison of DuFAST to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement which should assist DuFAST in meeting the future targets.

After receipt of this performance review report, DuFAST shall develop an action plan which identifies the steps DuFAST will take to meet the agreed to Act 44 performance criteria targets by FY 2016-17. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by DuFAST management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with DuFAST to agree on a plan which requires DuFAST Board approval to be submitted as the final action plan within 90 days of receipt of this report. DuFAST must report at least quarterly to the governing body and PennDOT on the progress of the strategic action plan, identifying actions taken to date and actions to be implemented. DuFAST's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify DuFAST's fixed route bus performance in comparison to its peer agencies in FY 2009-10 and over a four-year trend period from FY 2005-06 to FY 2009-10. Peers were selected through an analytical process and were agreed to in advance by DuFAST.

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

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

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

An analysis of the eight key criteria mandated by Act 44 was conducted and ***it was determined that DuFAST is "In Compliance" for all eight criteria for fixed route bus service.*** A summary of the specific Act 44 measures and their values are presented in the following table.

Fixed Route Bus						
Performance Criteria		Determination	Rank (of 10)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2009-10	In Compliance	7	Worse	5.99	8.85
	Trend	In Compliance	4	Better	0.59%	-0.03%
Operating Cost / Revenue Hour	2009-10	In Compliance	2	Better	\$55.58	\$66.08
	Trend	In Compliance	4	Better	0.32%	2.94%
Operating Revenue / Revenue Hour	2009-10	In Compliance	9	Worse	\$2.84	\$6.41
	Trend	In Compliance	5	Worse	-1.30%	5.48%
Operating Cost / Passenger	2009-10	In Compliance	4	Better	\$9.27	\$9.73
	Trend	In Compliance	3	Better	-0.26%	3.21%

Source: PennDOT dotGrants Reporting System and the National Transit Database (NTD)

DuFAST's performance was below the peer group average in three of eight criteria. Of particular concern is low ridership per revenue hour as compared to peers and low revenue per revenue hour as compared to peers, leaving DuFAST to rely heavily on subsidies to sustain the operation.

Financial Review

DuFAST has demonstrated sound fiscal management of its cash flow, with a current liquidity ratio that has averaged slightly over one throughout the last six years. DuFAST is in sound financial condition given its six-year trend of year-end cash reserves, no debt, and no unfunded liabilities. Issues to focus on in the future include remedying the audit finding of not preparing its own financial statements, securing local capital matching contributions, and actively managing cash flow, as PennDOT continues to direct DuFAST to use reserve funds in lieu of providing new grant funds.

Functional Review Findings

In addition to the macro-level evaluation of DuFAST with regard to 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, an on-site review, and interviews with key staff.

In accordance with Act 44, observations are categorized as "opportunities for improvement" or "best practices." Opportunities for improvement identify strategies or approaches that may increase the efficiency, effectiveness, and/or quality of service of the agency as well as general management. Best practices are current practices that have a significantly positive impact on efficiency, effectiveness, and/or quality of service and should be shared with other agencies.

Major themes have been developed from specific opportunities for improvement identified for DuFAST. These themes represent critical issues that, if remedied, will provide the most impact on DuFAST's performance. Actions to address these themes should be prioritized by DuFAST, and should guide the development of the action plan required by Act 44, detailed below.

Best Practices

1. **Cost containment practices** – DuFAST has managed to keep its costs relatively flat over the last five years, in contrast with industry averages of over 3% growth in costs per year.
2. **Route-level data analysis** – DuFAST has done excellent job collecting route-level data and reporting the information to the Governing Board.
3. **Vision, Mission, and high-level goals** – DuFAST has an established vision, mission, and strategic goals for the agency for a period of five years. This is a best practice, particularly given the size of the organization.

Overarching Themes

1. **Performance-based management and data-based decision making** – Decision-making at DuFAST should be based on meeting the prescribed strategic goals and objectives established by the Governing Board and management. DuFAST has done an excellent job of implementing route-level service data. Using the route-level data, DuFAST should base decisions on meeting measurable performance metrics to support the vision, mission, and strategic goals and objectives established by the agency.
2. **Low revenue** – DuFAST's revenue intake per revenue hour is low compared to peer systems and industry averages. Possible reasons for this may include the lack of formal fare review, particularly for the "Econo Pass," the Loop route, and Sunday service. High levels of discounted senior riders may also be contributing to the low revenues.
3. **Low ridership** – Ridership per revenue hour on the DuFAST system is low when compared to agency peers and has been trending downward in recent years. Low ridership leads to depressed revenue and leaves the system particularly reliant on public subsidies. While steps have been taken to change and introduce new routes to improve ridership and better serve the community, overall the system continues to decline.
4. **Financial Oversight** – Given the financial troubles the organization has experienced over the past decade due to employee theft by the previous manager and her assistant, DuFAST should be extremely sensitive to financial oversight throughout the organization. DuFAST should not be using the same auditing firm to keep their financial books, but rather should have a separate accounting firm with the agency on bookkeeping. Furthermore, DuFAST does not have an established fare handling policy and the procedure that is followed currently presents a financial oversight problem. Finally, having a board member who works for the bank that DuFAST does banking with could be seen as a potential conflict of interest and should be addressed.

Five-Year Performance Standards

In addition to assessing performance trends and comparing performance to peers, Act 44 requires the establishment of performance targets to guide agencies in improving cost recovery, cost containment, revenue, and productivity.

Performance targets for FY 2016-17 were extrapolated from historical data analyzed during the four-year trend analysis and are designed to be aggressive, yet achievable.

Performance Criteria	FY 2009-10 Value	FY 2010-11 Value	FY 2016-17 Standard	Annual Increase
Passengers / Revenue Hour	5.99	5.50	6.56	3.0%
Operating Cost / Revenue Hour	\$55.58	\$53.56	\$63.95	3.0%
Operating Revenue / Revenue Hour	\$2.84	\$2.69	\$3.60	5.0%
Operating Cost / Passenger	\$9.27	\$9.75	\$9.75	0.0%

Source: PennDOT dotGrants Reporting System

Next Steps

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

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

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

- Part 1 – Executive Summary Themes for Improvement Template is where DuFAST should address its proposed actions to address the “*Overarching Themes*” in the Executive Summary.
- Part 2 – Act 44 Performance Metric Observations Templates is where DuFAST should address its proposed actions to address the “*Opportunities for Improvement*” that directly affect the Act 44 performance metrics.
- Part 3 – Other Actions to Improve Overall Performance Template should be used to address the “*Opportunities for Improvement*.” Management should use the format provided in Appendix A to develop its proposed draft Action Plan.

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

DuFAST must submit the proposed draft Action Plan using the format provided in Appendix A: Action Plan Improvement Strategies to the Department for comment. The proposed draft Action Plan may then be revised based on consultation between DuFAST management and the Department. The finalized Action

Plan then must be approved by the DuFAST Governing Board and formally submitted to PennDOT. Subsequently, DuFAST management must report at least quarterly to the governing body and the Department on progress toward accomplishing the Action Plan including actions taken in the previous quarter and actions planned for coming quarter(s).

Pottstown Area Rapid Transit (PART) Transit Performance Review Executive Summary

Agency Profile

Agency Name	Pottstown Area Rapid Transit (dba PART)	
Year Founded	1974	
Fiscal Reporting Year	2011-2012	
Service Area (square miles) **	34	
Service Area Population **	51,000	
Type of Service Provided	Fixed Route Bus	ADA Demand Response
Vehicles Operated in Maximum Service*	6	1
Annual Revenue Miles of Service*	293,867	12,083
Annual Revenue Hours of Service*	18,497	2,074
Annual Total Passenger Trips*	281,934	3,603
Annual Total Senior Lottery Trips*	45,087	0
Employees (full-time/part-time)	Subcontracted	Subcontracted
Total Annual Operating Cost*	\$1,899,310	\$87,488
Total Annual Operating Revenues*	\$287,850	\$11,513
Total Annual Operating Revenue / Total Annual Operating Cost	15.2%	13.2%
Administrative Cost / Total Operating Cost***	21.5%	0%
Operating Cost / Revenue Mile	\$6.46	\$7.24
Operating Cost / Revenue Hour	\$102.68	\$42.18
Passengers / Revenue Hour	15.24	1.74
Total Annual Operating Revenue / Revenue Hour	\$15.56	\$5.55
Operating Cost / Passenger	\$6.74	\$24.48

Source:

*PennDOT dotGrants Legacy Reporting Year 2012

** NTD Reporting Year 2011

*** Calculated Based on FY 2011-12 PART, Inc. and FY 2011-12 dotGrants Audit Reports

Note 1: PART is owned by the Borough of Pottstown. PART subcontracts all service delivery to PART, Inc., a privately-owned Pennsylvania C-Corporation.

The Act 44 transit performance review of Pottstown Area Rapid Transit (dba PART) was conducted in December 2012. The performance review focused on fixed route urban bus. This report addresses Act 44 established performance criteria specifically related to fixed route bus services—PART trends and a comparison of PART to peers, targets for future performance (performance reviews are conducted on a five-year cycle), and opportunities for improvement which should assist PART in meeting the future targets. This report also addresses the management and general efficiency and effectiveness of services.

After receipt of this performance review report, PART will develop an action plan which identifies the steps PART will take to meet the agreed to Act 44 performance criteria targets by FY 2017-18. The general goals are to maximize efficiency and promote cost savings, improve service quality, and increase ridership and revenue. The action plan should focus on the most critical areas for the agency, as prioritized by PART management and its governing board.

A draft action plan is due to the Department within 60 days of receipt of this report. PennDOT will work with PART to agree on a plan which requires PART Board approval to be submitted as the final action plan. PART must report at least quarterly to the governing body and PennDOT on the progress of the action plan, identifying actions taken to date, and actions to be implemented. PART's success will be measured in part on meeting five-year performance targets established through this review.

Act 44 Performance Determination

Act 44 performance factors were analyzed to quantify PART's fixed route bus performance in comparison to its peer agencies in FY 2009-10 and over a five-year trend period from FY 2004-05 to FY 2009-10 (the most recent NTD data available at the time of the peer selection). Peers were selected through an analytical process and were agreed to in advance by PART.

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

- In Compliance if less than one standard deviation **above** the peer group average in –
 - ◊ Single-year and five-year trend for Operating Cost / Revenue Vehicle Hour
 - ◊ Single-year and five-year trend for Operating Cost / Passenger
- In Compliance if greater than 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 these prescribed boundaries, it is considered "At Risk" for that factor and must improve as agreed upon between PennDOT and the agency.

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

In Compliance

1. **2010 passengers / revenue vehicle hour** ranks fifth out of the 12 transit agencies in the peer group and is better than the peer group average.
2. The **five-year trend of passengers / revenue vehicle hour** ranks sixth out of 12 and is better than the peer group average.
3. The **five-year trend for operating cost / revenue vehicle hour** is the second-highest rate of cost increase in the peer group (eleventh out of 12 peers) and marginally satisfies Act 44 requirements. However, the agency is **“AT RISK”** for the 2010 single-year operating cost/revenue vehicle hour as noted below.
4. **2010 operating revenue / revenue vehicle hour** ranks second out of 12 and is much better than the peer group average.
5. The **five-year trend for operating revenue / revenue vehicle hour** ranks third-best out of 12 and is approximately twice that of the peer group average.
6. **2010 operating cost / passenger** ranks eighth of 12 and is slightly worse than the peer group average.
7. The **five-year trend for operating cost / passenger** is the ninth-worst of the peer group average.

At Risk

1. **2010 operating cost / revenue vehicle hour** is the highest of the peer group and the agency has been determined **“AT RISK”** based on this variable as noted below.

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

Performance Criteria		Determination	Rank (of 12)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2010	In Compliance	5	Better	14.17	13.22
	Trend	In Compliance	6	Better	0.95%	0.30%
Operating Cost / Revenue Hour	2010	AT RISK	12	Worse	\$92.06	\$73.54
	Trend	In Compliance	11	Worse	5.18%	3.61%
Operating Revenue / Revenue Hour	2010	In Compliance	2	Better	\$14.63	\$11.39
	Trend	In Compliance	3	Better	5.05%	2.72%
Operating Cost / Passenger	2010	In Compliance	8	Worse	\$6.50	\$6.15
	Trend	In Compliance	9	Worse	4.20%	3.34%

General Findings

In accordance with Act 44, findings are 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 PART and may be shared with other agencies as techniques for improvement. Major themes are indicated below; detailed recommendations on how these and more detailed issues identified should be addressed are found in the body of the report.

Best Practices

1. **Documented Proactive Approach to Fare Policy** – Having revenues that keep pace with inflation is critical to maintaining an economically sustainable transit system. However, abrupt changes in fares can result in ridership decline. PART management demonstrates an awareness of how fares and ridership can be optimized. PART has developed documented fare policies that guide actions for the next four years planning for periodic small fare increases. Planning for small, incremental fare changes, provides a mechanism to ensure revenues can keep pace with cost increases in a way that has minimal impact on passengers and ridership.
2. **Strong Commitment to Customer Satisfaction** – PART drivers are very knowledgeable and “customer-friendly” based on the observations that they voluntarily contribute time to educate senior citizens on schedule changes and how to use PART to meet their day-to-day needs. Management ensures drivers are knowledgeable on all of PART’s routes by assigning drivers different routes on a rotating basis. Furthermore, PART is very rider-friendly as it provides clear signage at all bus stops, does an excellent job of maintaining its bus shelters, and makes sure that its vehicles are very clean and well maintained.

Opportunities for Improvement to Address in Part 1 of the Action Plan

1. **Contain Operating Cost Increases** – Over the last several years PART has had significant operating cost / revenue hour of service increases and is currently “AT RISK” based on the Act 44 performance criterion for the same. Similar high increases in operating cost / revenue hour are forecast to continue for coming years.

Going forward, PART should develop and implement strategies to contain its operating cost / revenue hour. There is a critical need to contain or even reduce the operating cost / revenue hour increase to avoid future financial difficulties by exploring line items in the operating budget that contribute significantly to the “bottom line.” Refer to “Opportunities to Control Operating Costs” for specific ways PART might contain cost increases.

2. **Develop Performance Goals and Metrics for All Key Agency Functions** – The management team should develop a formal monitoring and performance enhancement strategy for all key agency functions. Performance reporting and performance targets have not been set for most agency functions except for aggregate measures of finance and ridership. This recommendation is consistent with MAP-21 and general trends in the transit industry where performance-based evaluation is rapidly becoming the norm.
3. **Review Contracted Service Practices** – PART subcontracts all service delivery to PART, Inc. This relationship has continued uninterrupted by way of contract renewals renegotiated annually since 1979. Standard practice for subcontracted service is to competitively rebid the service agreement at least every five years and include performance criteria and metrics as one element of the contract. The contract should include “unit price” (such as cost/revenue hour of service) as well as the amount of fares collected reducing the amount of net subsidy provided to the operator. In this way, the quality of service is assured and any programmed fare increases will reduce the amount of net subsidy provided to operate the system.

4. **Develop Formal Succession Plans** – Both PART and PART, Inc., are heavily reliant on the skills and personalities of their respective manager and owner. While this ensures the entities operate smoothly, there is a risk that any change of management could cause sudden disruptions in service delivery or other management responsibilities. Both PART and PART, Inc., should examine the skills unique to their respective managers and cross-train other staff to assume those responsibilities in the event of an unexpected change in leadership.

Financial Review

For the FY 2007-08 to FY 2011-12 period, the Borough of Pottstown and Montgomery County have contributed between \$42,000 and \$94,000 to help cover PART's operational cost. PART has used all of that in any given year to balance its budget and comply with state requirements. Nevertheless, PART has built cash and investment reserves largely due to state subsidy increases resulting from Act 44.

PennDOT and PART management should monitor PART's end-of-year cash position and carryover funds for changes in the agency's fiscal health and address any changes in trajectory. **Management should take appropriate actions such as obtaining additional local match, controlling costs, improving farebox recovery, and increasing carryover local reserves to continuously improve PART's financial health.**

Five-Year Performance Targets

This transit agency performance report outlines areas where improvements may be made to enhance the overall quality, effectiveness, and efficiency of the transit system. As a result of the performance review, a set of "performance targets" has been established and detailed in the full report. These performance targets are required to comply with Act 44 and represent minimum performance levels that PART should work to achieve for each Act 44 performance criteria during the next review cycle (i.e., five years from the date of this report). These performance targets were created using historical data analyzed during the five-year trend analysis as well as the most current audited "dotGrants" information available (FY 2011-12). Standards were extrapolated to FY 2017-18 and are designed to be aggressive, yet achievable. They are summarized as follows:

Performance Criteria	Fiscal Year				Target Annual Increase/ Decrease
	2009 / 2010	2010 / 2011	2011 / 2012	2017/2018 Target	
Passengers / Revenue Hour	14.17	14.35	15.24	17.17	2.0%
Operating Cost / Revenue Hour	\$92.06	\$99.52	\$102.68	\$115.64	2.0%
Operating Revenue / Revenue Hour	\$14.63	\$15.38	\$15.56	\$17.53	2.0%
Operating Cost / Passenger	\$6.50	\$6.93	\$6.74	\$6.74	0.0%

Next Steps

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

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

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

- Part 1 – Executive Summary Findings Template is where PART should address its proposed actions to address the “*Opportunities for Improvement*” findings in the Executive Summary.
- Part 2 – Act 44 Performance Metric Findings Templates is where PART should address its proposed actions to address the “*Opportunities for Improvement*” findings that directly affect the Act 44 performance metrics.
- Part 3 – Other Actions to Improve Overall Performance Template should be used to address the “*Other Findings that Impact Overall Agency Performance.*” Management should use the format provided in Appendix A to develop its proposed draft Action Plan.

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

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

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Section II

Urban Systems



Southeastern Pennsylvania Transportation Authority (SEPTA)

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



Service Area Statistics (2010 Census)

Square Miles: 851
Population: 3,320,234



Act 44 Fixed Route Distribution Factors

Total Passengers: 338,509,367
Senior Passengers: 25,885,337
Revenue Vehicle Miles: 85,686,254
Revenue Vehicle Hours: 6,585,887



Act 44 Operating Assistance

Section 1513 Allocation: \$513,196,426
Required Local Match: \$76,979,464



Total Fleet Size

Motor Bus: 1,389
Commuter Rail Cars: 384
Heavy Rail Cars: 369
Street Car Rail/Light Rail: 159
Trolley Bus: 38
Paratransit Vehicles: 438
System-wide: 2,777



House District

Bucks: 18, 29, 31, 140, 141, 142, 143, 144, 145, 178
Chester: 13, 26, 155, 156, 157, 158, 160, 167, 168
Delaware: 159, 160, 161, 162, 163, 164, 165, 166, 168, 185, 191
Montgomery: 53, 61, 70, 146, 147, 148, 149, 150, 151, 152, 153, 154, 157, 170, 194
Philadelphia: 152, 154, 169, 170, 172, 173, 174, 175, 177, 179, 180, 181, 182, 184, 185, 186, 188, 190, 191, 192, 194, 195, 197, 198, 200, 201, 202, 203

Senate District

Bucks: 6, 10, 12, 24
Chester: 9, 19, 26, 36, 44, 48
Delaware: 8, 9, 17, 26
Montgomery: 4, 7, 10, 12, 17, 19, 24, 44
Philadelphia: 1, 2, 3, 4, 5, 7, 8



Fare Information

Fixed Route Base: \$2.00
Fixed Route Average: \$1.95
Last Base Fare Increase: July 2001 (25%)
System-wide Increase: July 2010 (6%)*



Employees

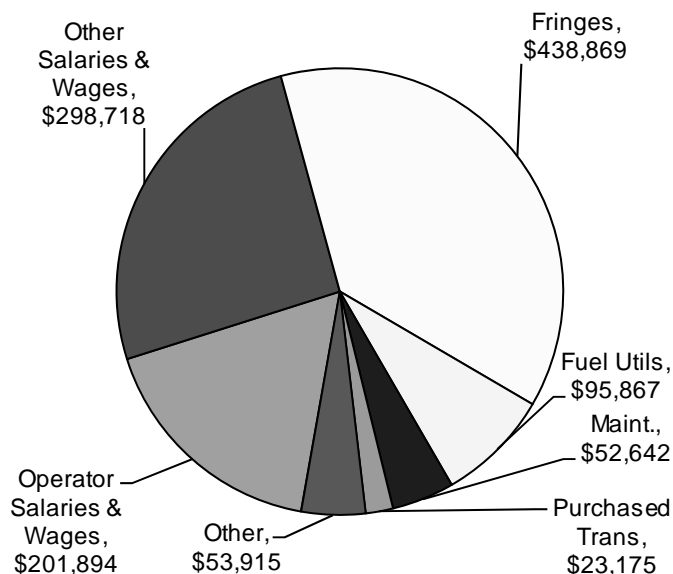
	Full-Time	Part-Time
Fixed Route:	8,989	130
Paratransit:	84	0
System-wide:	9,073	130

*Tokens, transfers, and multi-ride passes increased in price.

OPERATING BUDGET

Operating Expense (000's)

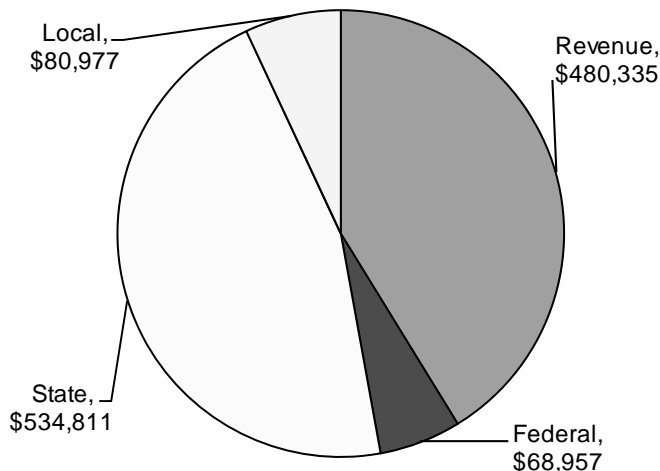
\$1,165,080



Expense includes ADA complementary expense.

Operating Funds (000's)

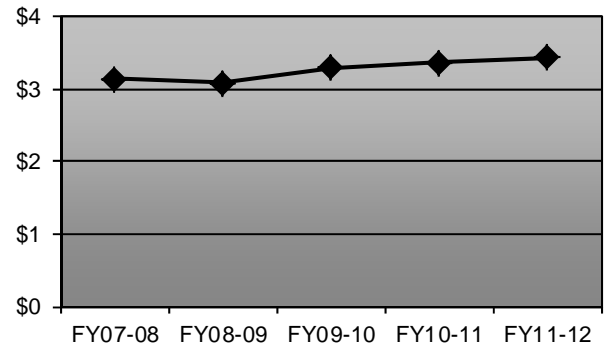
\$1,165,080



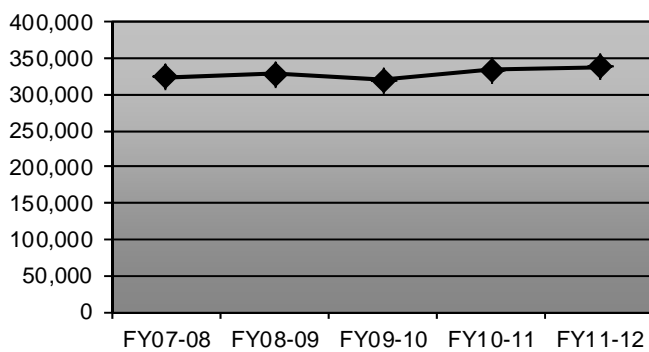
Revenue includes ADA complementary revenue.



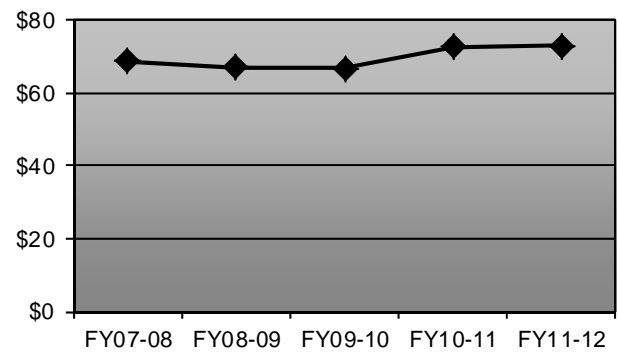
Operating Expense Per Passenger



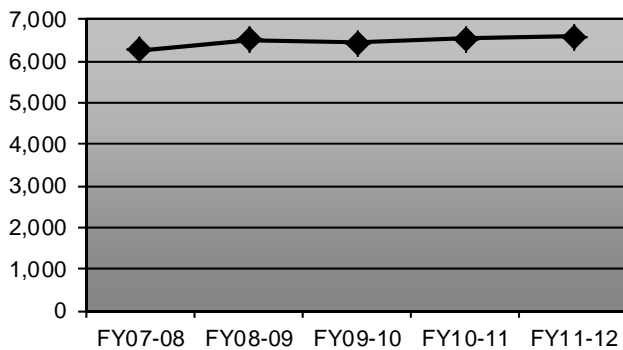
Total Passengers (000's)



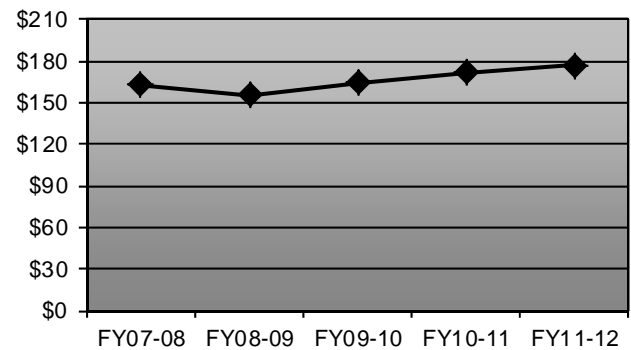
Operating Revenue Per Revenue Vehicle Hour



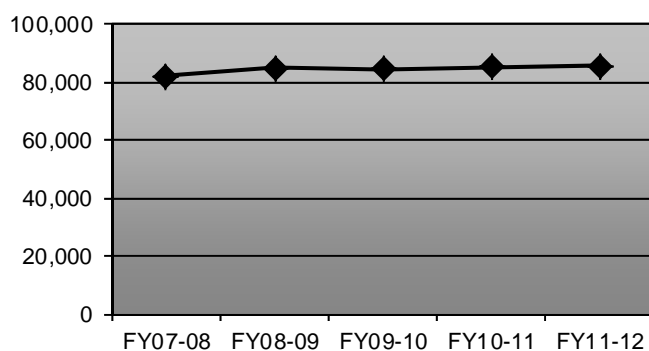
Revenue Vehicle Hours (000's)



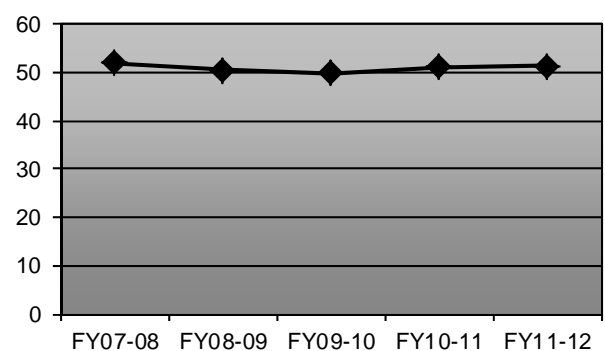
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



SEPTA FY 2009-10 financial and operating statistics affected by six-day strike in November 2009. Passengers include ADA complementary passengers.



Community Transportation

SEPTA

1234 Market Street
Philadelphia, PA 19107
215-580-7379
Mr. Joseph M. Casey, General Manager

Service Area Statistics (2010 Census) Philadelphia County

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

Vehicles Operated in Maximum Service

Community Transportation: 368

Fare Information

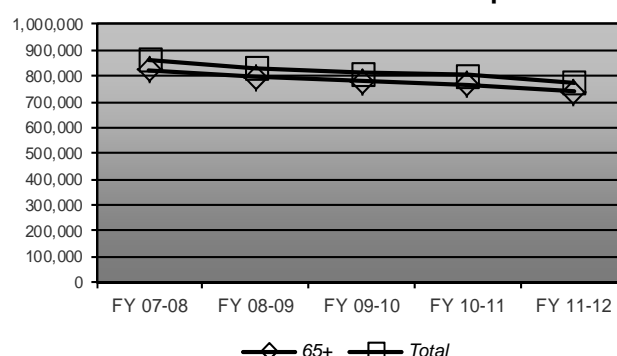
Average Shared-Ride Fare: \$24.84
Cost to Commonwealth
per Senior Citizen Trip: \$21.93
Last Base Fare Increase: July 2007

Trip Information

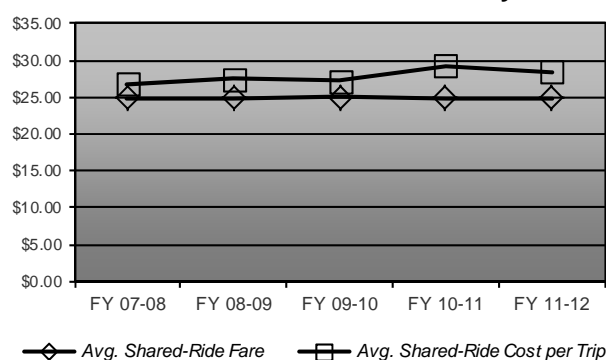
65+ Trips: 739,503
PwD Trips: 0
Other Shared-Ride Trips: 35,109
Total Shared-Ride Trips: 774,612

Non-Public Trips: 0

Shared-Ride Ridership



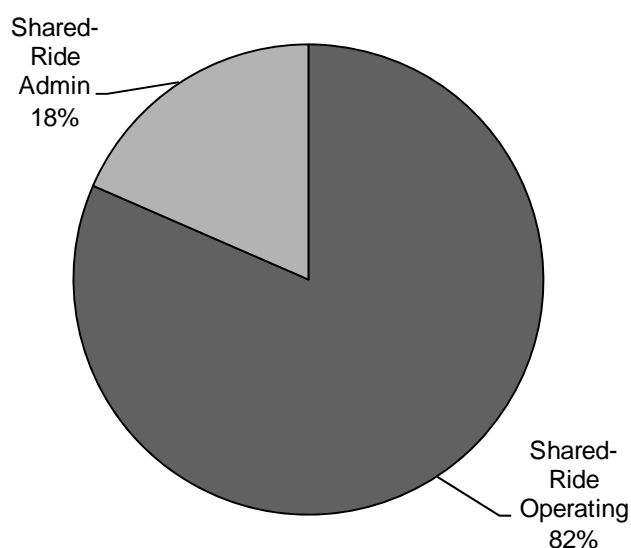
Shared-Ride Fare Recovery



MATP Provider: No
Subcontractors: Yes
Percent of Service Subcontracted: 100%

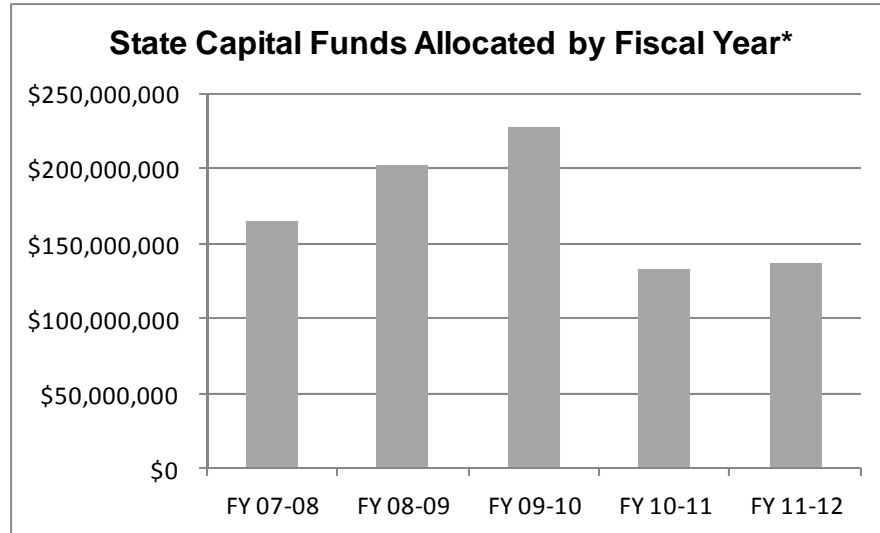
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 1,268,110	6.6%
Lottery	\$ 16,218,485	84.4%
Persons with Disabilities Program	\$ -	0.0%
Area Agency on Aging	\$ 1,662,740	8.6%
Medical Assistance Transportation Program	\$ -	0.0%
MH/ID	\$ -	0.0%
Other	\$ 75,370	0.4%
Subsidy	\$ -	0.0%
Total	\$ 19,224,705	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Cheltenham – Ogontz Bus Loop



Located at Cheltenham and Ogontz Avenues in Cheltenham Township and the City of Philadelphia, the Cheltenham – Ogontz Bus Loop is the terminus for Bus Routes 6, 22, 80, C, XH, and H and serves more than 5,000 daily SEPTA riders. This heavily-used loop is at the heart of new retail development and well-established local businesses, such as the nearby Cheltenham Square Mall.

As part of this project, bus lane patterns were altered to improve traffic flow both inside the facility and on surrounding roads, and a new traffic signal was installed mid-block on Ogontz Avenue. These features make the facility safer for passengers, pedestrians, and motorists who share the surrounding roads with SEPTA buses. Security was another priority. New lights have been added and strategically placed to make the loop and the surrounding area safer for SEPTA riders, pedestrians, and nearby residents and businesses. In addition, the project includes new bus shelters and 20,000 square feet of landscaping and green space.



Port Authority of Allegheny County (PAAC)
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527
Ms. Ellen McLean
(Interim Chief Executive Officer)
412-566-5186
www.portauthority.org



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

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



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



Fare Information
Fixed Route Base: \$2.50
Fixed Route Average: \$1.58
Last Base Fare Increase: July 2012 (11.1%)



Act 44 Fixed Route Distribution Factors
Total Passengers: 64,663,052
Senior Passengers: 5,042,824
Revenue Vehicle Miles: 26,157,415
Revenue Vehicle Hours: 1,988,410



Employees	Full-Time	Part-Time
Fixed Route:	2,398	0
Paratransit:	435	0
System-wide:	2,833	0



Act 44 Operating Assistance
Section 1513 Allocation: \$183,093,002
Required Local Match: \$27,463,950

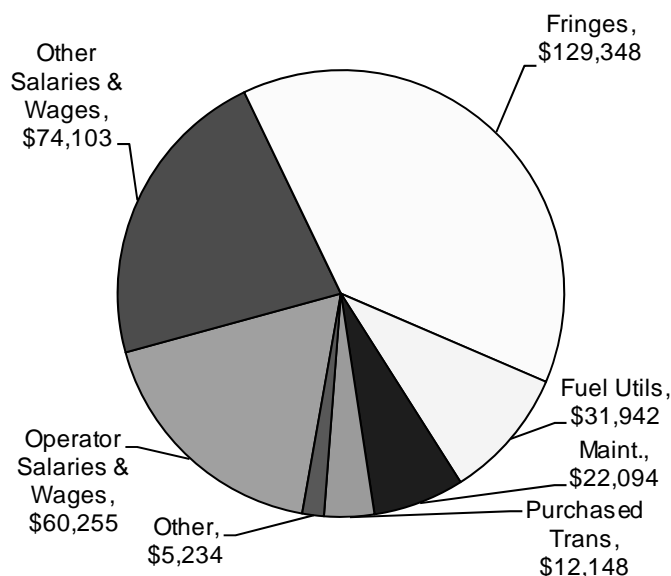


Total Fleet Size
Motor Bus: 701
Street Car Rail/Light Rail: 83
Inclined Plane Cars: 4
Paratransit Vehicles: 382
System-wide: 1,170

OPERATING BUDGET

Operating Expense (000's)

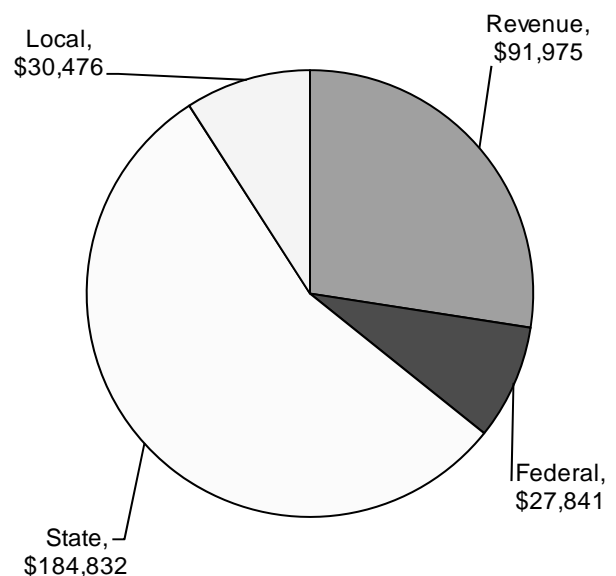
\$335,124



Expense includes ADA complementary expense and DAS expense which are also included on the Community Transportation page.

Operating Funds (000's)

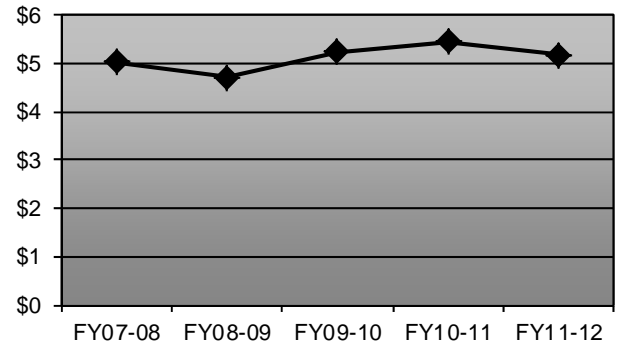
\$335,124



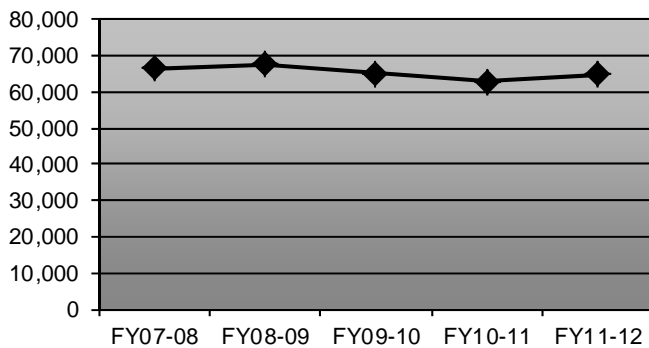
Revenue includes ADA complementary revenue and DAS revenue which are also included on the Community Transportation page.



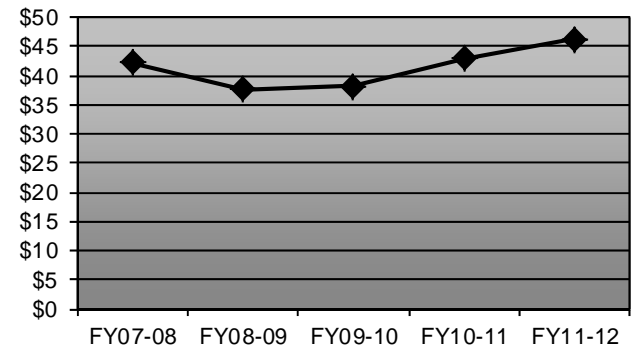
Operating Expense Per Passenger



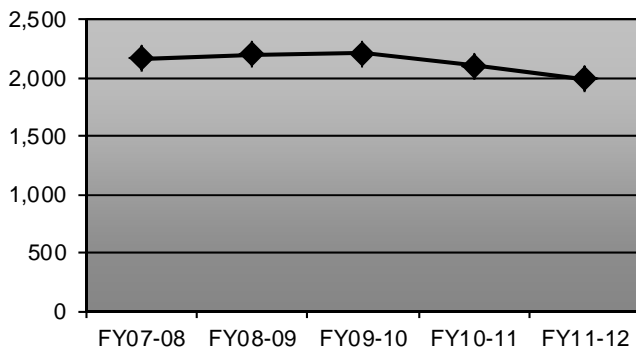
Total Passengers (000's)



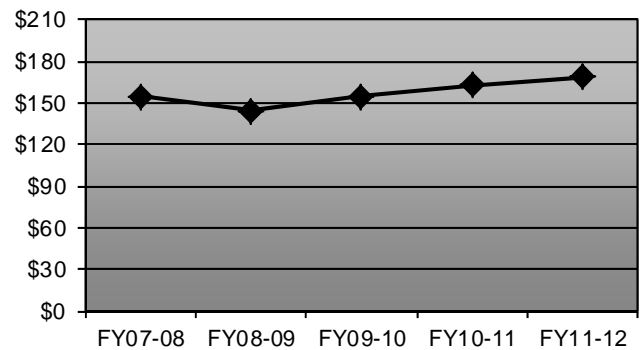
Operating Revenue Per Revenue Vehicle Hour



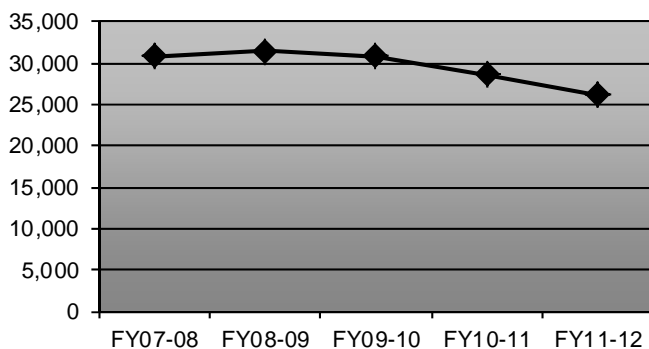
Revenue Vehicle Hours (000's)



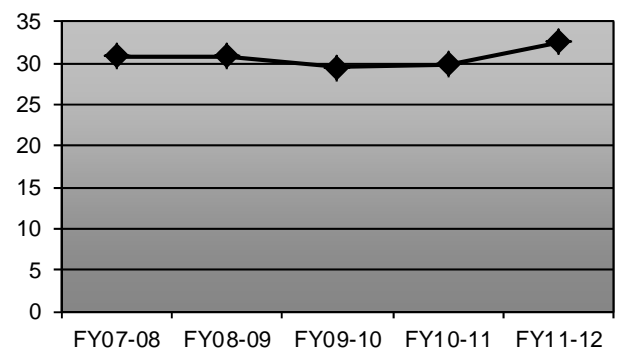
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Port Authority of Allegheny County/ACCESS

345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527
412-566-5311
Ms. Ellen McLean, Interim Chief Executive Officer

Service Area Statistics (2010 Census) Allegheny County

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

Vehicles Operated in Maximum Service

Community Transportation: 319

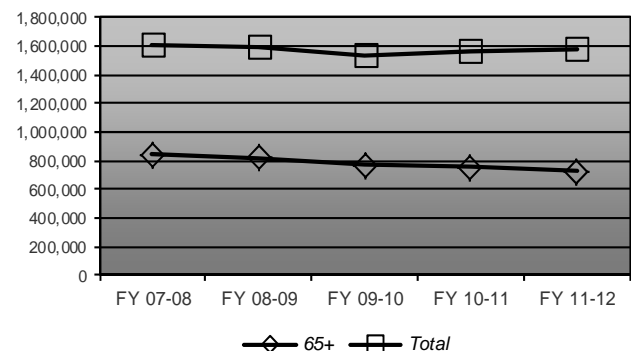
Fare Information

Average Shared-Ride Fare: \$20.85
Cost to Commonwealth
per Senior Citizen Trip: \$16.42
Last Base Fare Increase: July 2011

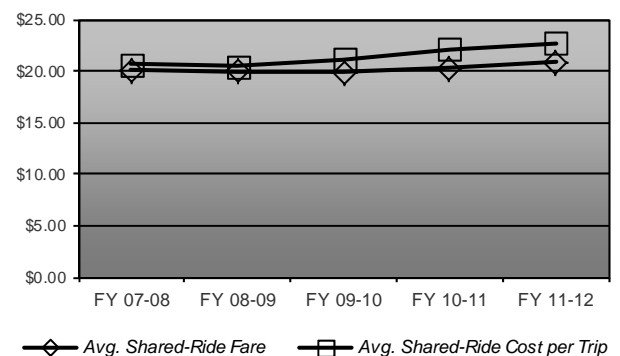
Trip Information

65+ Trips: 724,692
PwD Trips: 0
Other Shared-Ride Trips: 858,664
Total Shared-Ride Trips: 1,583,356
Non-Public Trips: 186,187

Shared-Ride Ridership



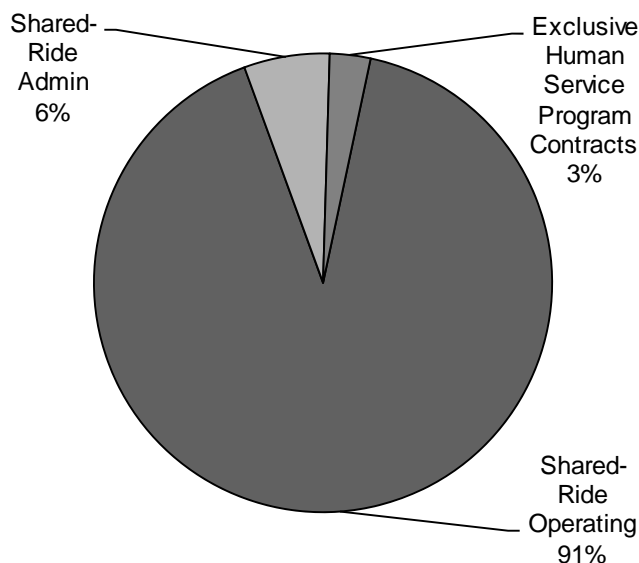
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

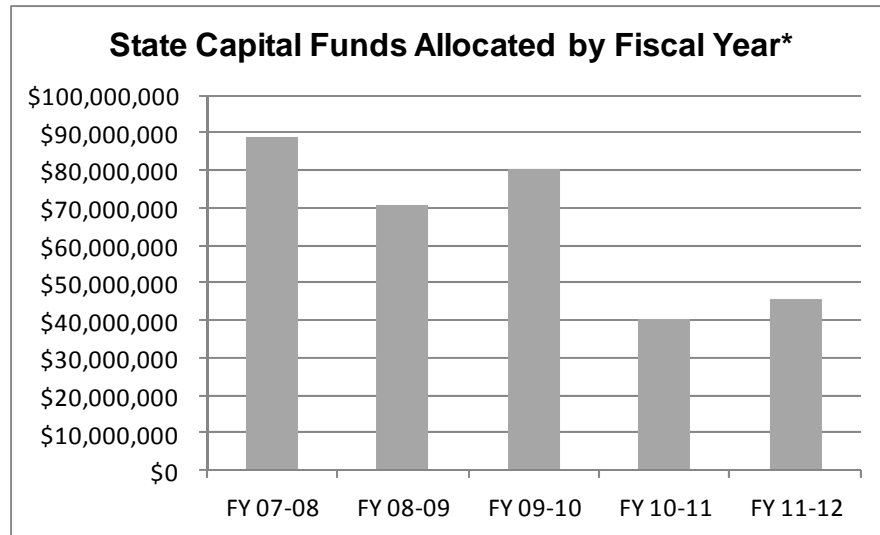
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 3,596,149	9.7%
Lottery	\$ 11,900,227	32.2%
Persons with Disabilities Program	\$ -	0.0%
Area Agency on Aging	\$ 996,664	2.7%
Medical Assistance Transportation Program	\$ 4,476,997	12.1%
MH/ID	\$ -	0.0%
Other	\$ 1,720,920	4.7%
Subsidy	\$ 14,284,217	38.6%
Total	\$ 36,975,174	100.0%

ADA complementary expense, revenue, and trips and DAS expense, revenue, and trips are also included on previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

East Busway Pavement Rehabilitation



Port Authority's East Busway was constructed in 1983 and had deteriorated due to age, vehicle wear, and road salt application. The poor condition of this heavily-used, bus-only right-of-way made for a bumpy ride and required costly roadway repairs on a three-year cycle. In total, 6.9 miles of the busway were rehabilitated. Since completion, customers have noticed a smooth ride and fewer construction delays.



Altoona Metro Transit (AMTRAN)

3301 Fifth Avenue
Altoona, PA 16602
Mr. Eric Wolf
(General Manager)
814-944-4074, Ext. 225
www.amtran.org



House District

Blair: 79, 80, 81

Senate District

Blair: 30



Service Area Statistics (2010 Census)

Square Miles: 25
Population: 69,608



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.37
Last Base Fare Increase: July 2011 (7%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 696,008
Senior Passengers: 71,154
Revenue Vehicle Miles: 596,211
Revenue Vehicle Hours: 46,580



Employees

	Full-Time	Part-Time
Fixed Route:	37	7
Paratransit:	0	1
System-wide:	37	8



Act 44 Operating Assistance

Section 1513 Allocation: \$2,369,400
Required Local Match: \$117,530



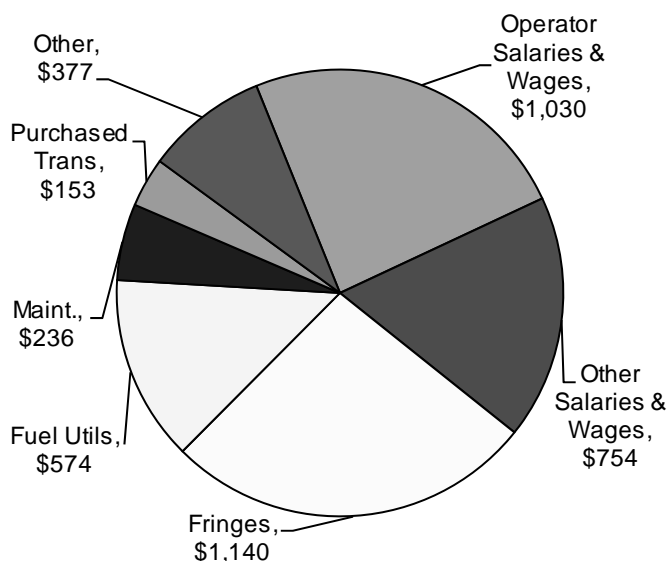
Total Fleet Size

Fixed Route:	26
Paratransit:	2
System-wide:	28

OPERATING BUDGET

Operating Expense (000's)

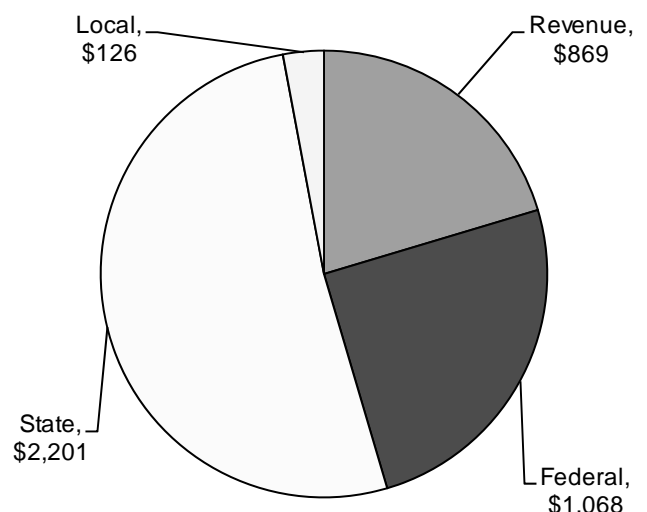
\$4,264



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

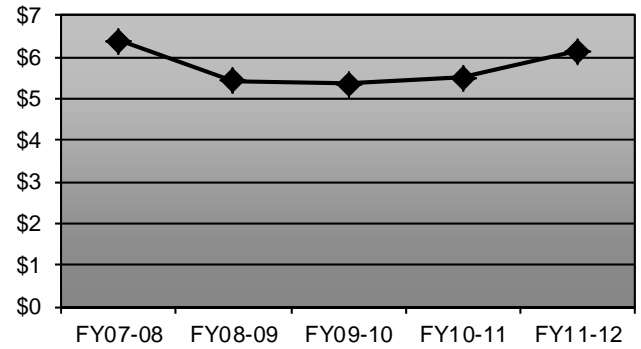
\$4,264



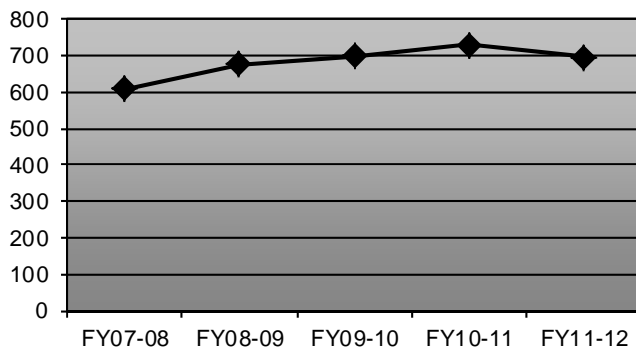
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



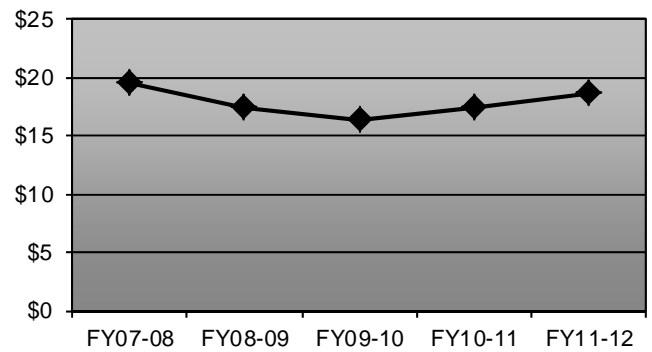
Operating Expense Per Passenger



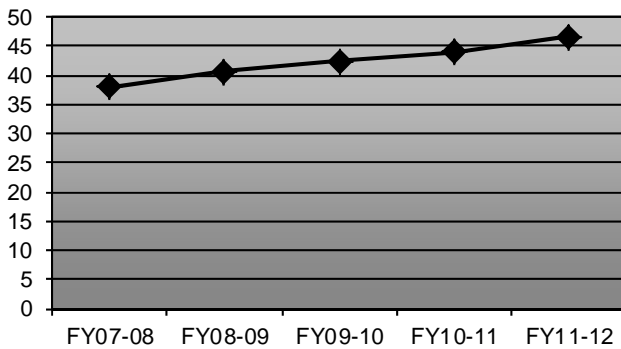
Total Passengers (000's)



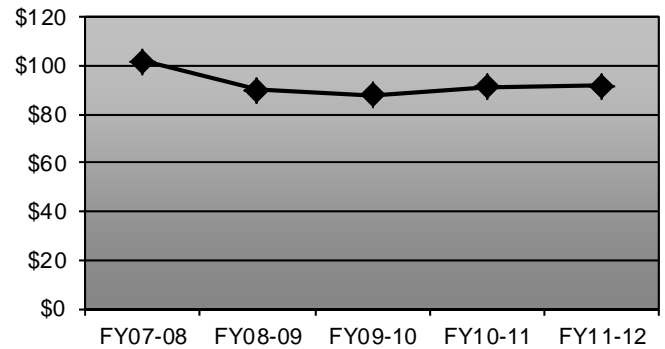
Operating Revenue Per Revenue Vehicle Hour



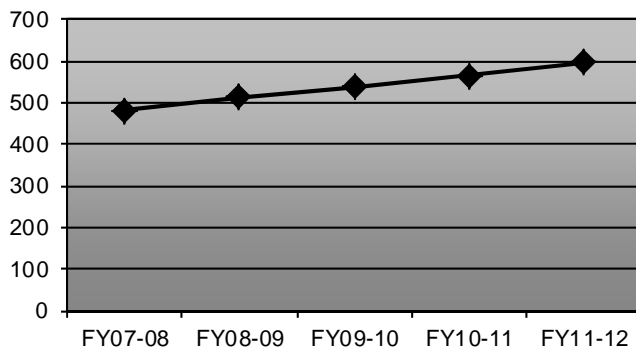
Revenue Vehicle Hours (000's)



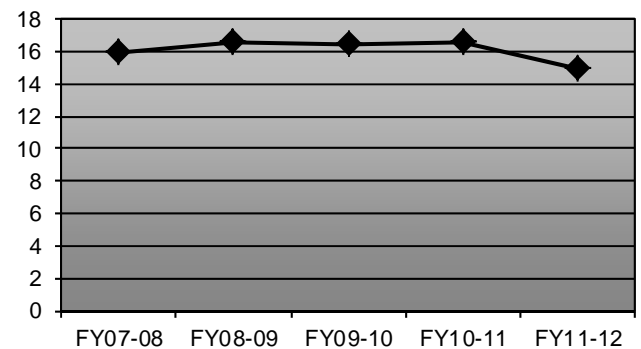
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



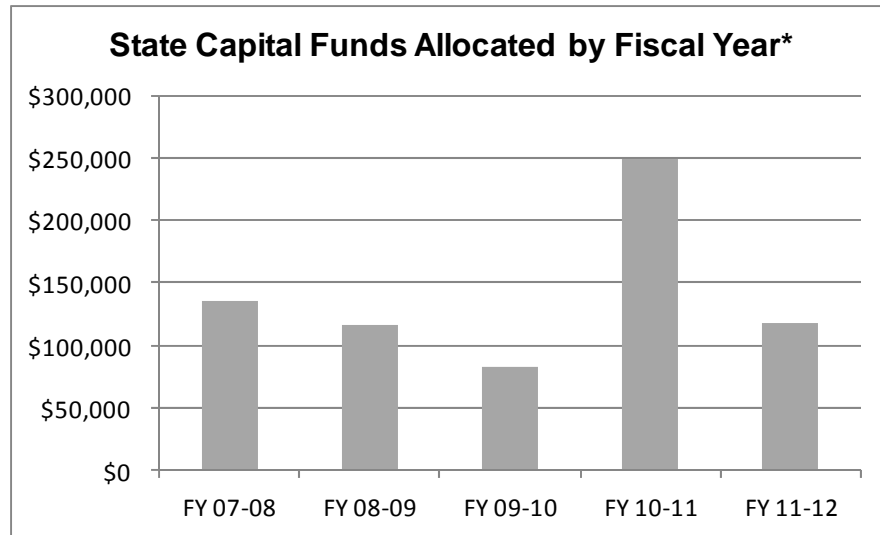
Total Ridership Per Revenue Vehicle Hour



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

Community Transportation

Community transportation provided by Blair Senior Services, Inc., in Blair County (see page 205).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Introduction of Hybrid Vehicles



Altoona Metro Transit introduced three hybrid vehicles to its fleet in October 2011. The new 35-foot vehicles feature diesel-electric engines that will reduce emissions and fuel consumption as much as 30 percent. The new buses are equipped with AMTRAN's Smart Bus technology to provide better service to the communities served. Smart Bus technology includes GPS tracking to improve on-time percentage tracking, while providing real-time updates that show vehicle location to waiting customers.



Beaver County Transit Authority (BCTA)

200 West Washington Street
Rochester, PA 15074-2235
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 (2010 Census)

Square Miles: 440
Population: 171,673



Fare Information

Fixed Route Base: \$2.25
Fixed Route Average: \$1.81
Last Base Fare Increase: Jan 2013 (12.5%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 986,753
Senior Passengers: 81,517
Revenue Vehicle Miles: 948,768
Revenue Vehicle Hours: 57,385



Employees

	Full-Time	Part-Time
Fixed Route:	60	1
Paratransit:	31	1
System-wide:	91	2



Act 44 Operating Assistance

Section 1513 Allocation: \$2,973,660
Required Local Match: \$396,425



Total Fleet Size

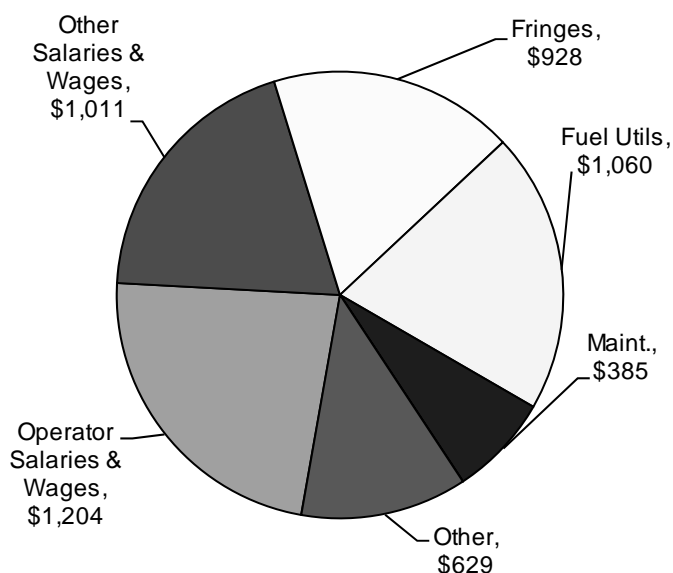
Fixed Route:	22
Paratransit:	23
System-wide:	45

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

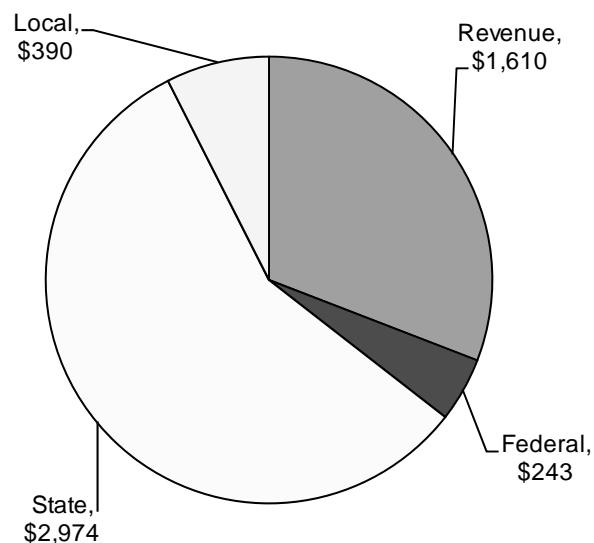
\$5,217



Expense includes DAS expense which is also included on the Community Transportation page.

Operating Funds (000's)

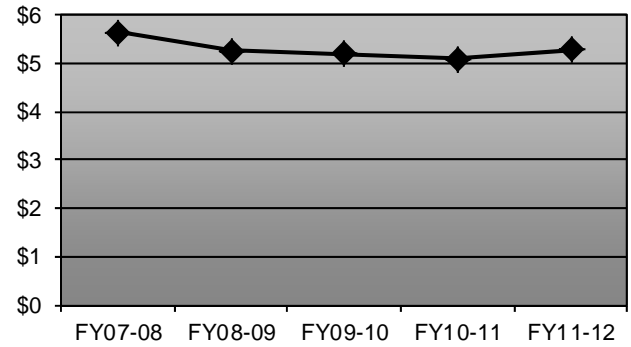
\$5,217



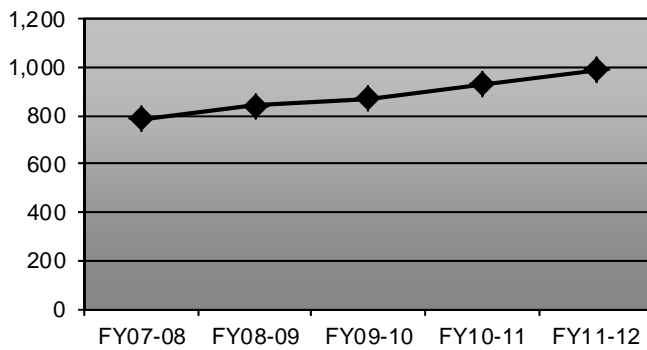
Revenue includes DAS revenue which is also included on the Community Transportation page.



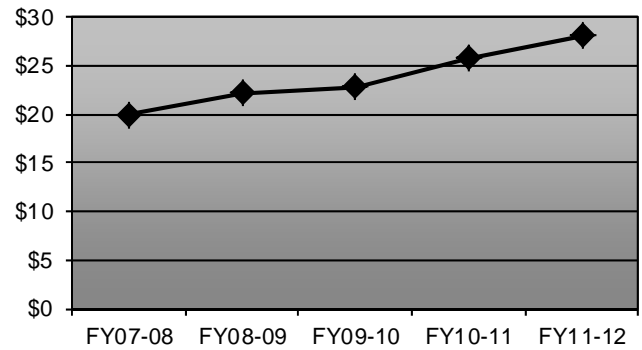
Operating Expense Per Passenger



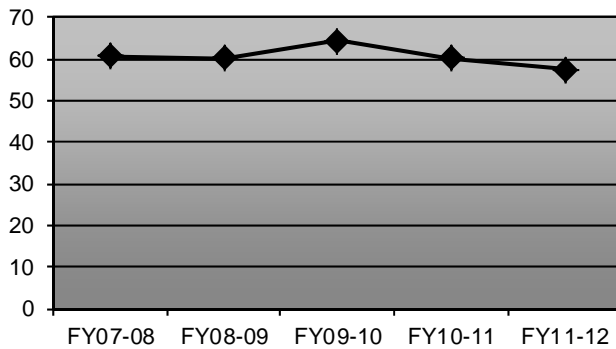
Total Passengers (000's)



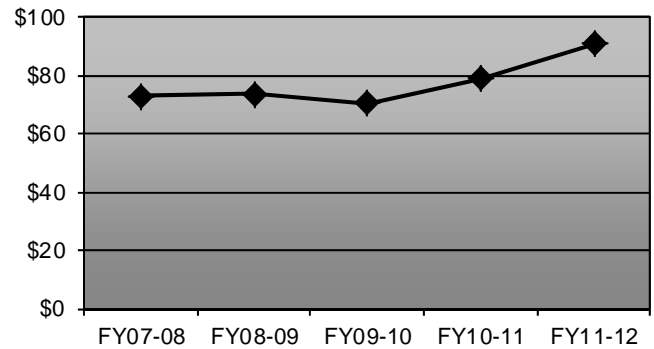
Operating Revenue Per Revenue Vehicle Hour



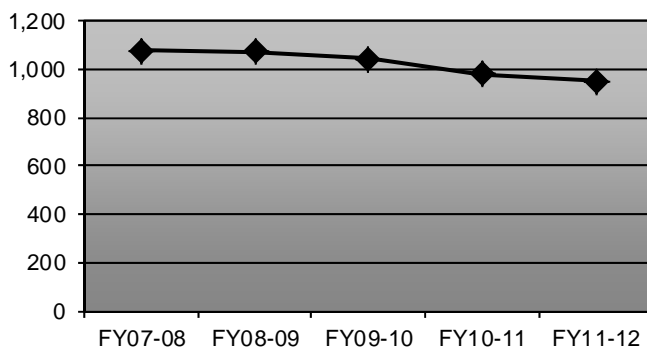
Revenue Vehicle Hours (000's)



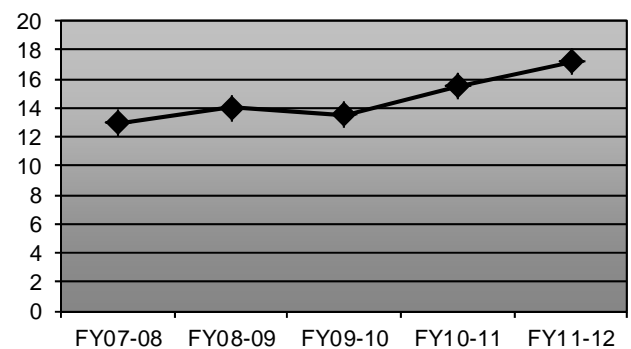
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Beaver County Transit Authority

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

Service Area Statistics (2010 Census)

Beaver County

Square Miles: 434
Population: 170,539
65+ Population: 31,660
% of Population 65 and older: 18.6%

Vehicles Operated in Maximum Service

Community Transportation: 18

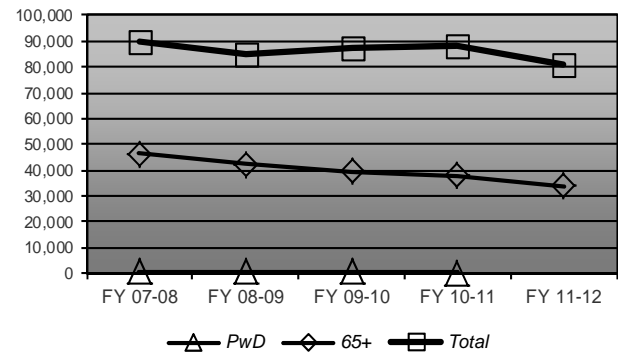
Fare Information

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

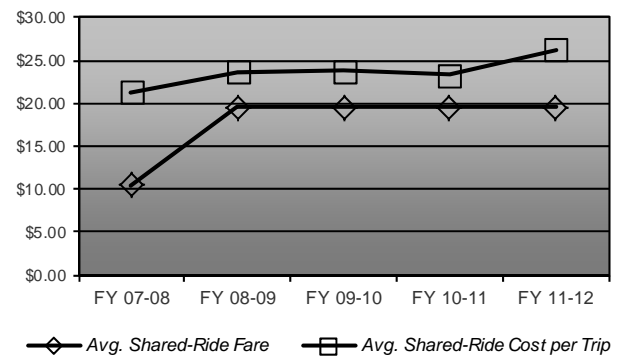
Trip Information

65+ Trips: 33,970
PwD Trips: 0
Other Shared-Ride Trips: 46,852
Total Shared-Ride Trips: 80,822
Non-Public Trips: 117,351

Shared-Ride Ridership



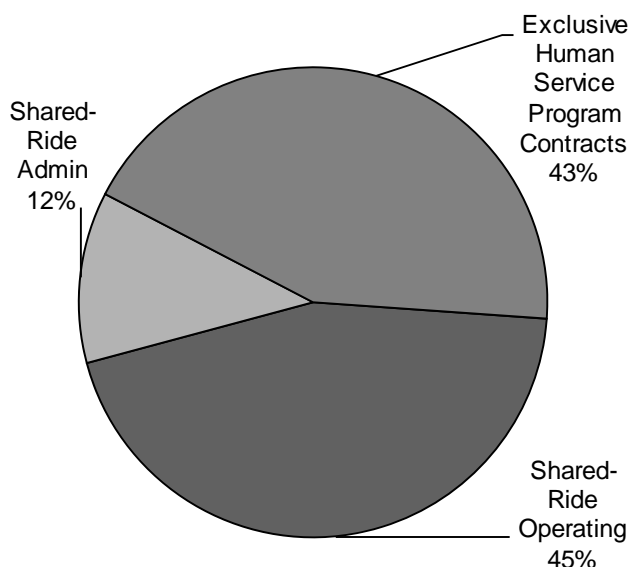
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

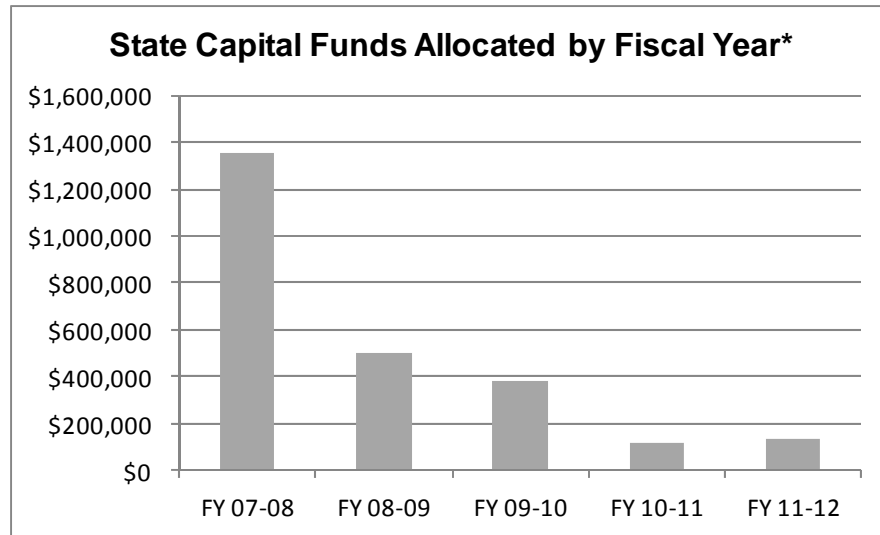
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 109,746	2.9%
Lottery	\$ 562,203	15.0%
Persons with Disabilities Program	\$ -	0.0%
Area Agency on Aging	\$ 90,420	2.4%
Medical Assistance Transportation Program	\$ 1,988,950	53.0%
MH/ID	\$ 112,204	3.0%
Other	\$ 13,939	0.4%
Subsidy	\$ 874,702	23.3%
Total	\$ 3,752,164	100.0%

DAS expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Expressway Travel Center Upgrades



The Expressway Travel Center, Beaver County Transit Authority's operations and maintenance facility, is located in central Beaver County. BCTA completed renovations to the interior and exterior of the facility, improving customer service by adding an information center and improving parking amenities. The facility includes a driver training room and a driver lounge.



Berks Area Regional Transportation Authority (BARTA)

1700 North Eleventh Street
Reading, PA 19604-1599
Mr. Dennis Louwerse
(Executive Director/CEO)
610-921-0605
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 (2010 Census)

Square Miles: 864
Population: 411,442



Fare Information

Fixed Route Base: \$1.70
Fixed Route Average: \$1.08
Last Base Fare Increase: January 2011 (6%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 3,216,842
Senior Passengers: 469,391
Revenue Vehicle Miles: 1,773,558
Revenue Vehicle Hours: 139,122



Employees

	Full-Time	Part-Time
Fixed Route:	92	5
Paratransit:	71	4
System-wide:	163	9



Act 44 Operating Assistance

Section 1513 Allocation: \$6,896,743
Required Local Match: \$417,723



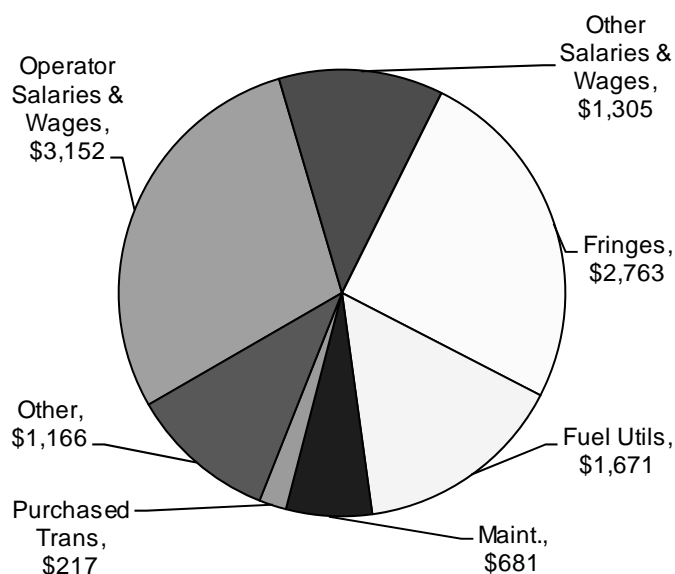
Total Fleet Size

Fixed Route:	57
Paratransit:	60
System-wide:	117

OPERATING BUDGET

Operating Expense (000's)

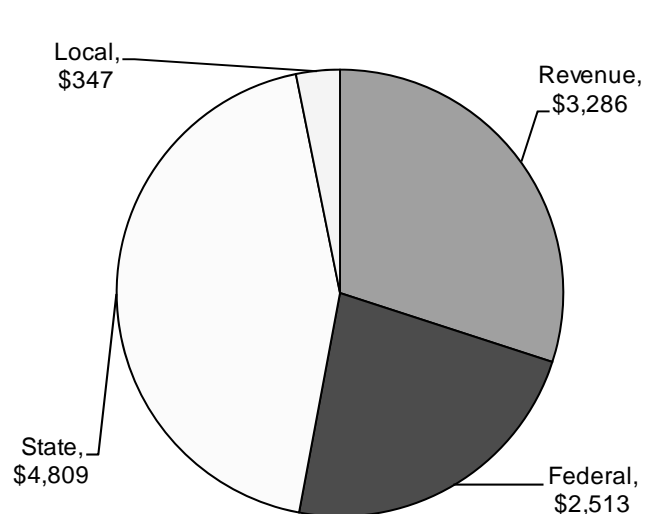
\$10,955



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

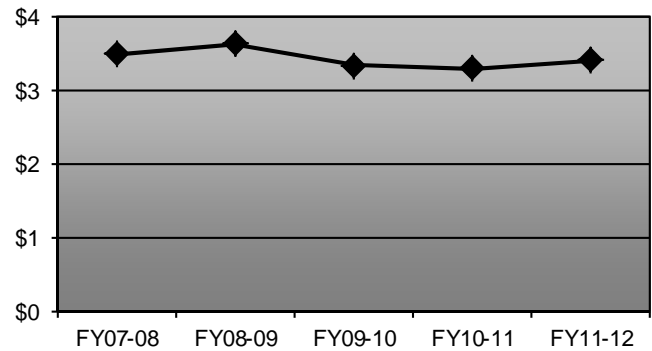
\$10,955



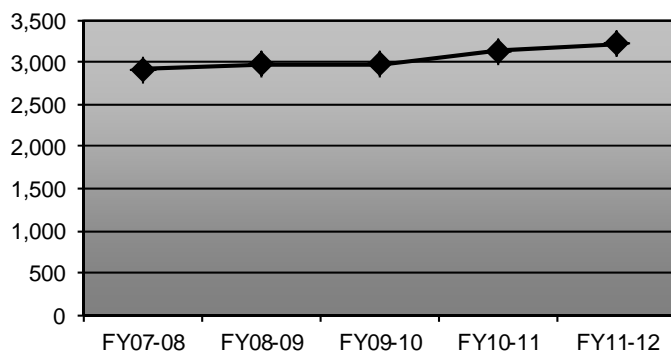
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



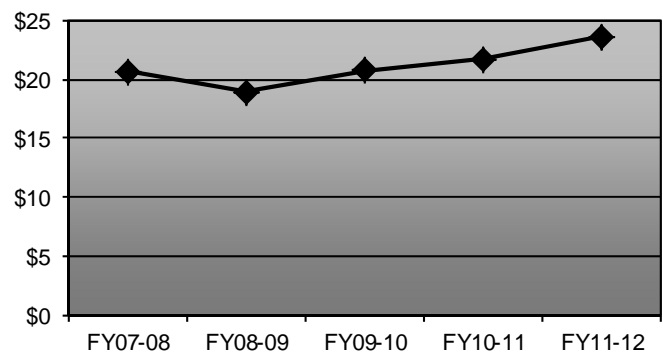
Operating Expense Per Passenger



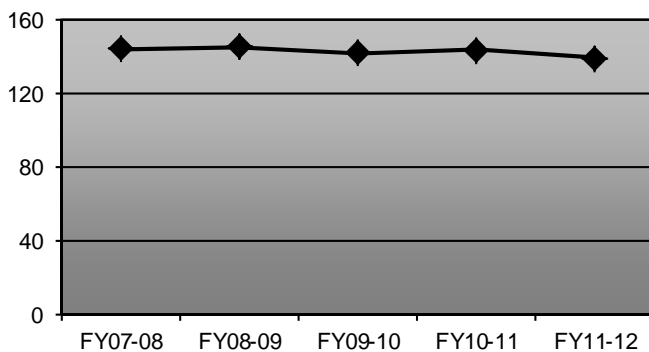
Total Passengers (000's)



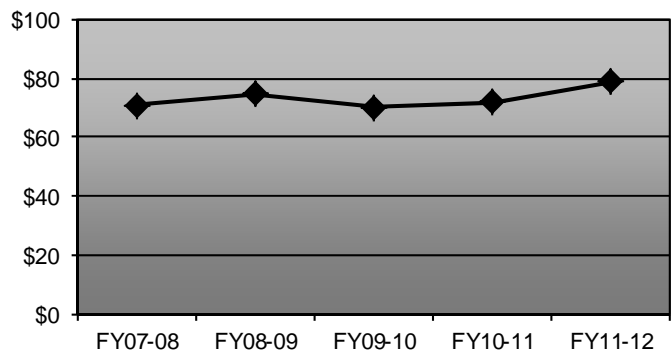
Operating Revenue Per Revenue Vehicle Hour



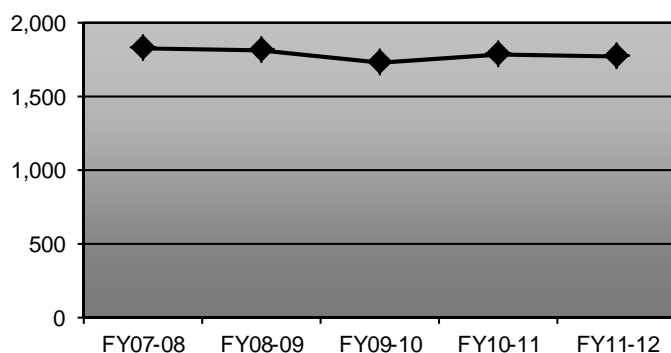
Revenue Vehicle Hours (000's)



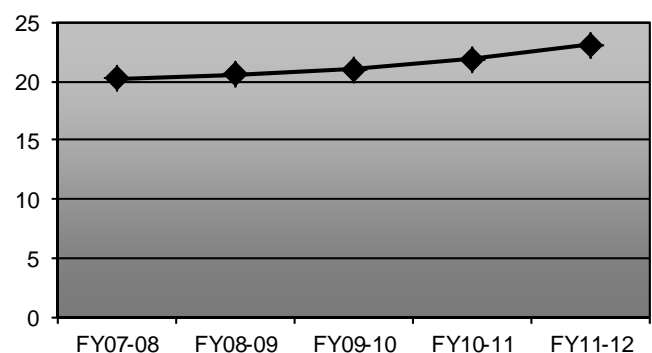
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Berks Area Regional Transportation Authority

1700 North Eleventh Street
Reading, PA 19604-1599
610-921-0605
Mr. Dennis Louwerse, Executive Director/CEO

Service Area Statistics (2010 Census)

Berks County

Square Miles: 864
Population: 411,442
65+ Population: 59,558
% of Population 65 and older: 14.5%

Vehicles Operated in Maximum Service

Community Transportation: 57

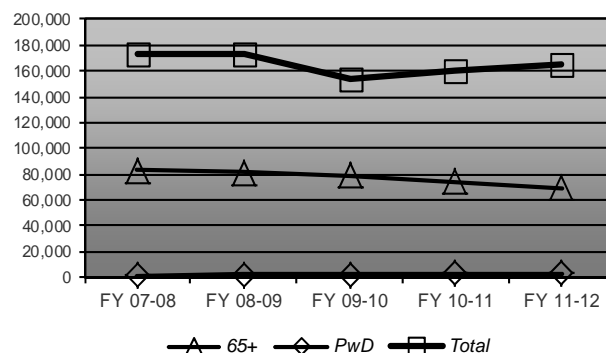
Fare Information

Average Shared-Ride Fare: \$10.78
Cost to Commonwealth
per Senior Citizen Trip: \$11.12
Last Base Fare Increase: October 2011

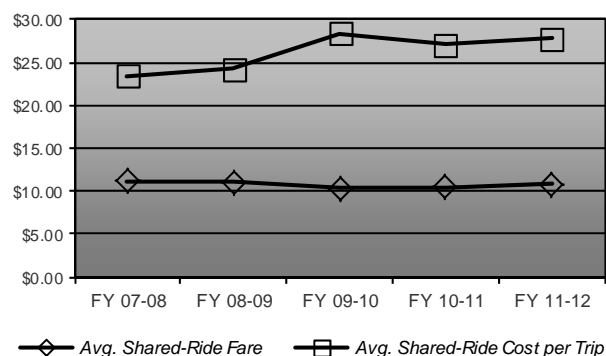
Trip Information

65+ Trips: 69,014
PwD Trips: 2,994
Other Shared-Ride Trips: 93,581
Total Shared-Ride Trips: 165,589
Non-Public Trips: 23,136

Shared-Ride Ridership



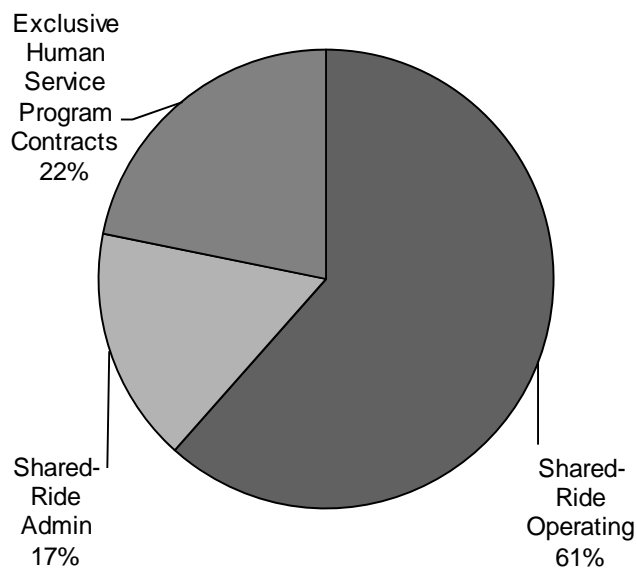
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 21%

COMMUNITY TRANSPORTATION OPERATING BUDGET

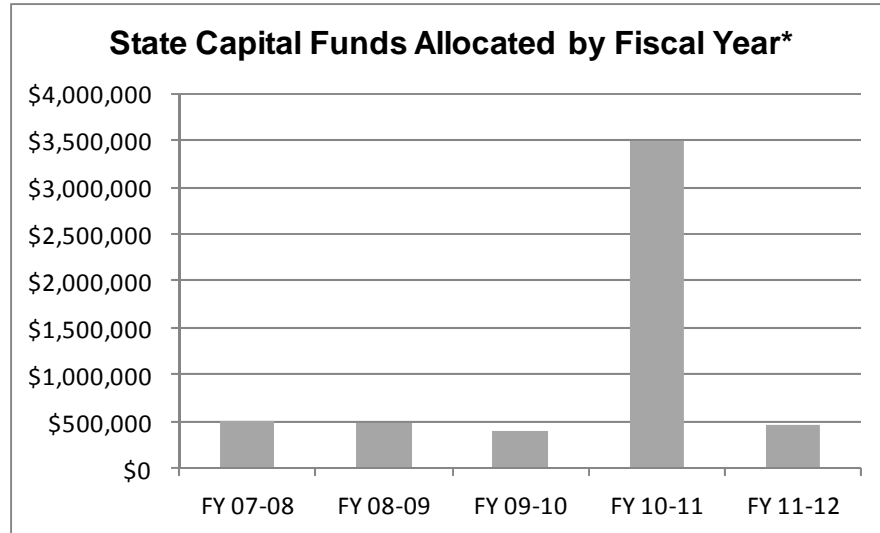
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 164,864	2.8%
Lottery	\$ 767,624	13.0%
Persons with Disabilities Program	\$ 34,754	0.6%
Area Agency on Aging	\$ 131,318	2.2%
Medical Assistance Transportation Program	\$ 1,821,795	30.9%
MH/ID	\$ 182,664	3.1%
Other	\$ 131,931	2.3%
Subsidy	\$ 2,658,874	45.1%
Total	\$ 5,893,824	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Franklin Street Station



Former Interior



Rendering of Interior Renovations

Berks Area Regional Transportation Authority acquired Franklin Street Station in 2005 with the intention of creating a multi-use complex including the BARTA Transportation Center and a parking garage. Renovation of the existing structure was an integral component of the overall development of the transportation facility. The restored station includes a passenger waiting and customer service area, a transportation museum, and passenger amenities. The renovation was designed to accommodate current and future growth of local and regional bus transportation.



Cambria County Transit Authority (CamTran)

726 Central Avenue
Johnstown, PA 15902
Ms. Rose Lucey-Noll
(Executive Director)
814-535-5526
www.camtranbus.com



House District

Cambria: 71, 72, 73

Senate District

Cambria: 35



Service Area Statistics (2010 Census)

Square Miles: 60
Population: 80,508



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$0.97
Last Base Fare Increase: Jan 2007 (3.5%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,345,911
Senior Passengers: 276,657
Revenue Vehicle Miles: 1,228,380
Revenue Vehicle Hours: 89,559



Employees

	Full-Time	Part-Time
Fixed Route:	96	13
Paratransit:	9	2
System-wide:	105	15



Act 44 Operating Assistance

Section 1513 Allocation: \$5,790,578
Required Local Match: \$602,533



Total Fleet Size

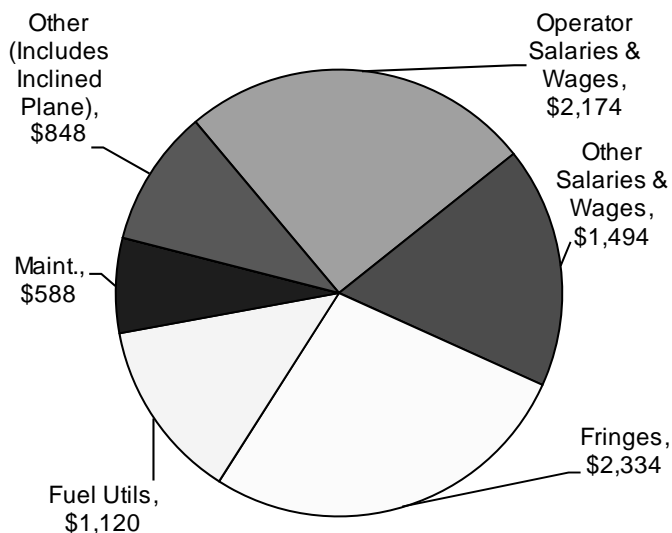
Motor Bus:	39
Inclined Plane Cars:	2
Paratransit Vehicles:	35
System-wide:	76

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

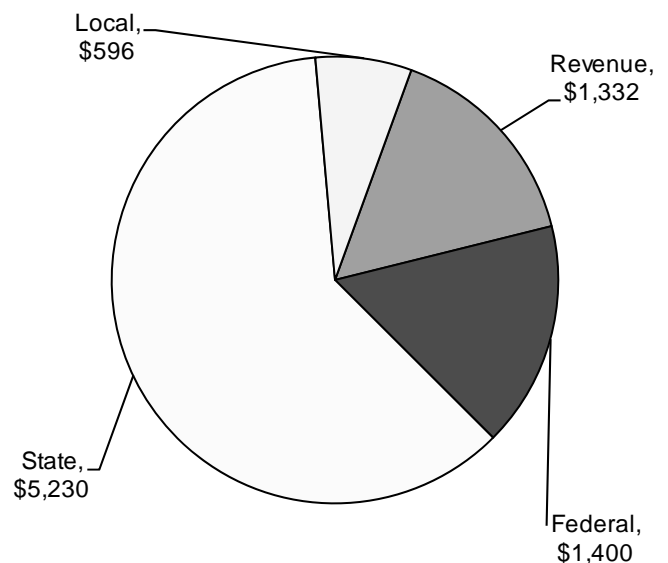
\$8,558



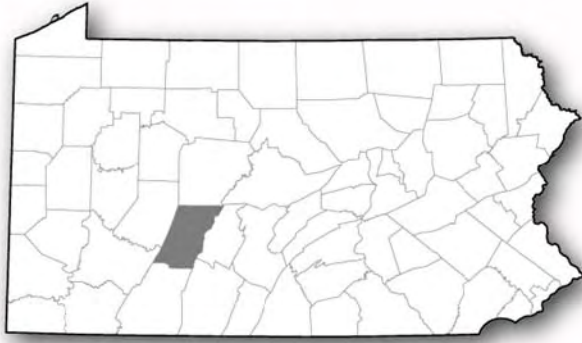
Expense includes ADA complementary expense and DAS expense which are also included on the Community Transportation page.

Operating Funds (000's)

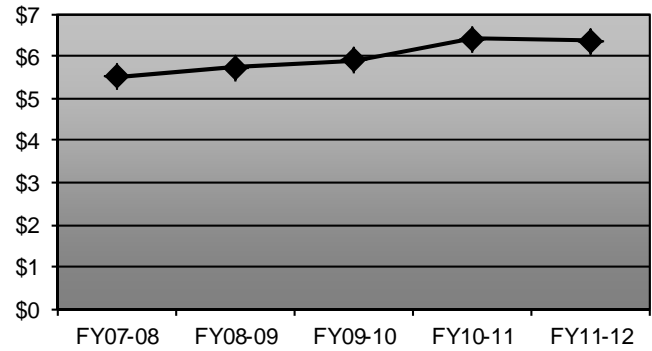
\$8,558



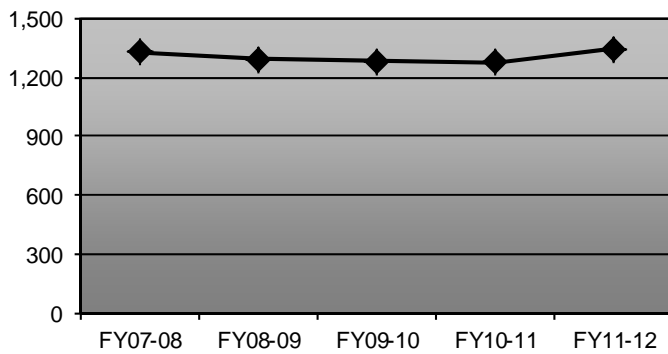
Revenue includes ADA complementary revenue and DAS revenue which are also included on the Community Transportation page.



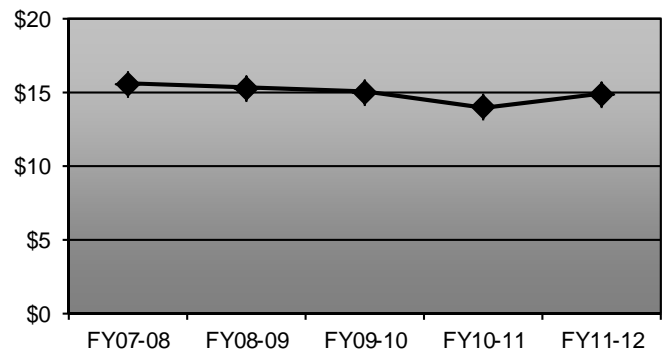
Operating Expense Per Passenger



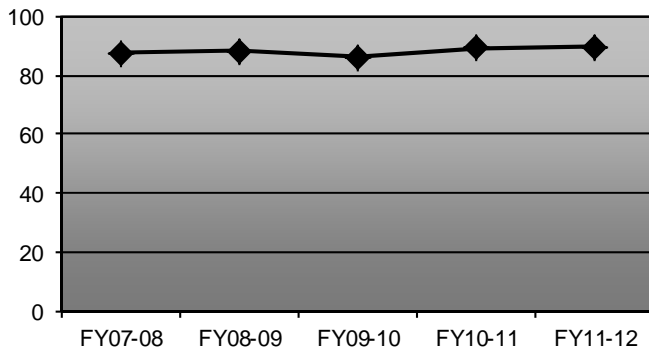
Total Passengers (000's)



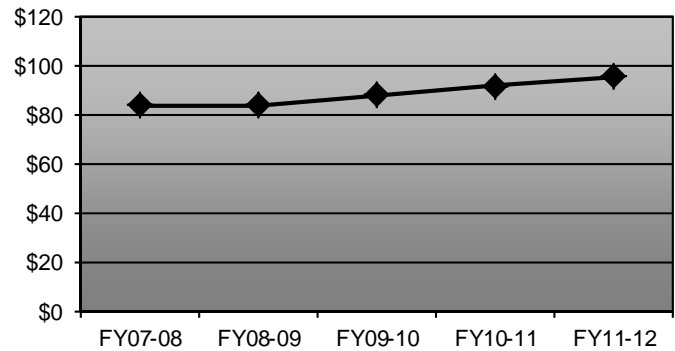
Operating Revenue Per Revenue Vehicle Hour



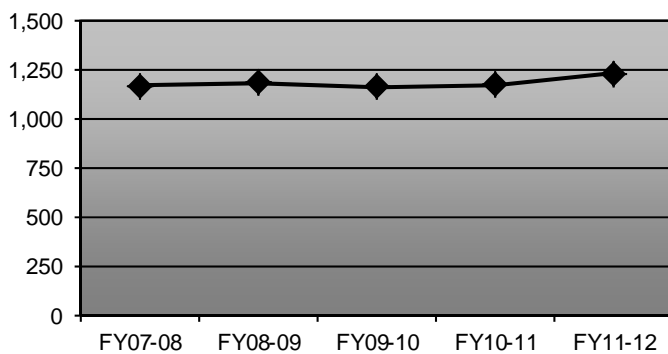
Revenue Vehicle Hours (000's)



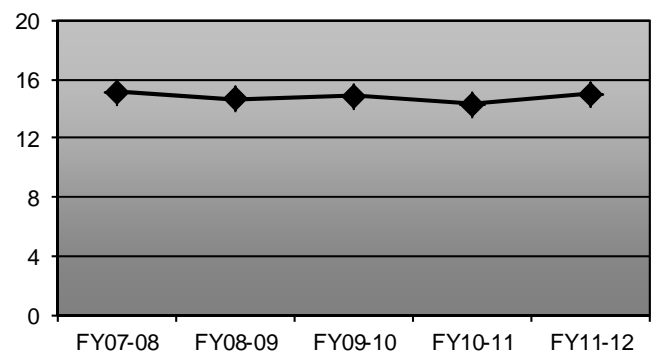
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Cambria County Transit Authority

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

Service Area Statistics (2010 Census)

Cambria County

Square Miles: 688
Population: 143,679
65+ Population: 27,071
% of Population 65 and older: 18.8%

Vehicles Operated in Maximum Service

Community Transportation: 17

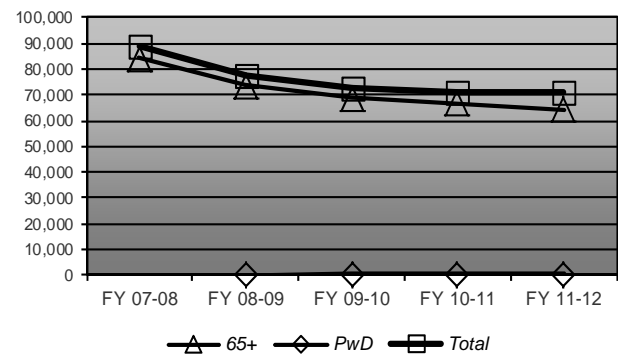
Fare Information

Average Shared-Ride Fare: \$6.83
Cost to Commonwealth
per Senior Citizen Trip: \$5.84
Last Base Fare Increase: September 2011

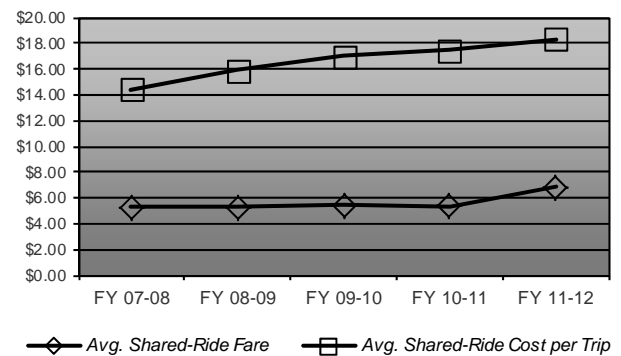
Trip Information

65+ Trips: 64,202
PwD Trips: 565
Other Shared-Ride Trips: 5,853
Total Shared-Ride Trips: 70,620
Non-Public Trips: 0

Shared-Ride Ridership



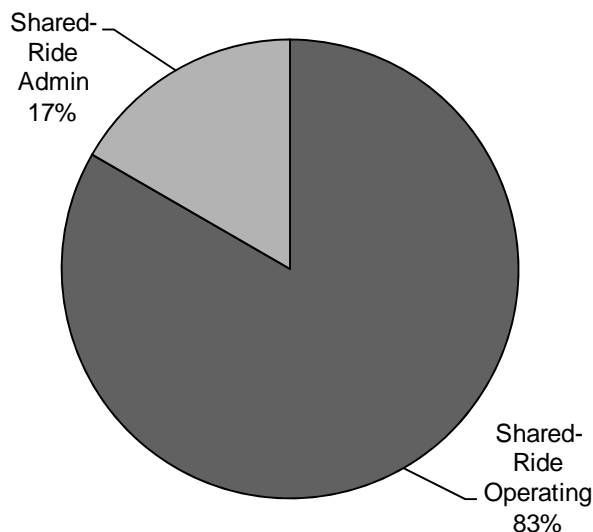
Shared-Ride Fare Recovery



MATP Provider: No
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

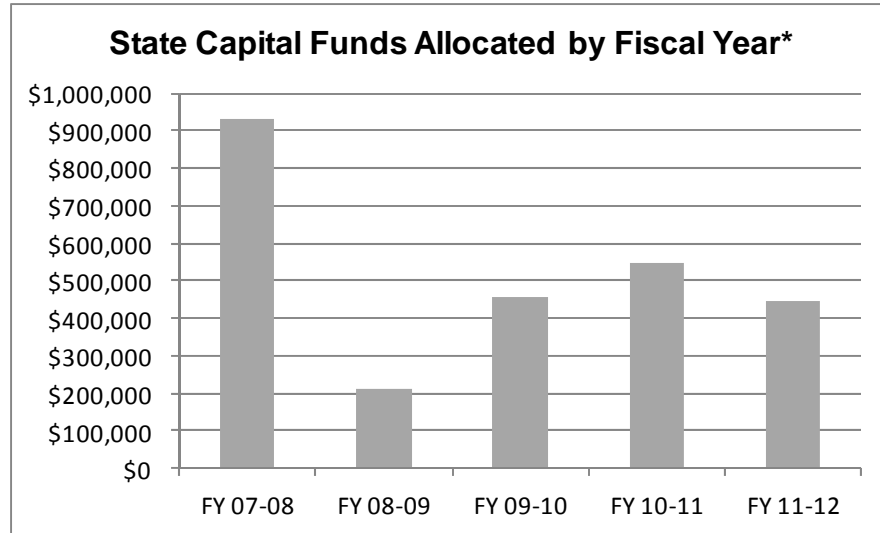
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 21,911	1.7%
Lottery	\$ 374,900	28.9%
Persons with Disabilities Program	\$ 1,704	0.1%
Area Agency on Aging	\$ 61,022	4.7%
Medical Assistance Transportation Program	\$ -	0.0%
MH/ID	\$ -	0.0%
Other	\$ 23,850	1.9%
Subsidy	\$ 813,046	62.7%
Total	\$ 1,296,433	100.0%

DAS expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Bus Purchase Project



Cambria County Transit Authority dedicated seven new BRT-styled low-floor Gillig buses to replace vehicles that had reached the end of their useful life. The new vehicles are more efficient than those they replaced, with reduced carbon emissions. The buses will help make the overall transportation experience more pleasant for CamTran customers, helping achieve the goal of providing the very best in reliable customer service.



Capital Area Transit (CAT)

901 North Cameron Street
Harrisburg, PA 17105-1571
Mr. William A. Jones
(General Manager)
717-233-5657, Ext. 112
www.cattransit.com



House District

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

Senate District

Cumberland: 31
Dauphin: 15, 27, 48



Service Area Statistics (2010 Census)

Square Miles: 137
Population: 414,621



Fare Information

Fixed Route Base: \$1.75
Fixed Route Average: \$1.48
Last Base Fare Increase: October 2010 (6%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 2,775,805
Senior Passengers: 210,581
Revenue Vehicle Miles: 1,973,189
Revenue Vehicle Hours: 143,331



Employees

	Full-Time	Part-Time
Fixed Route:	137	11
Paratransit:	50	11
System-wide:	187	22



Act 44 Operating Assistance

Section 1513 Allocation: \$6,369,512
Required Local Match: \$695,338



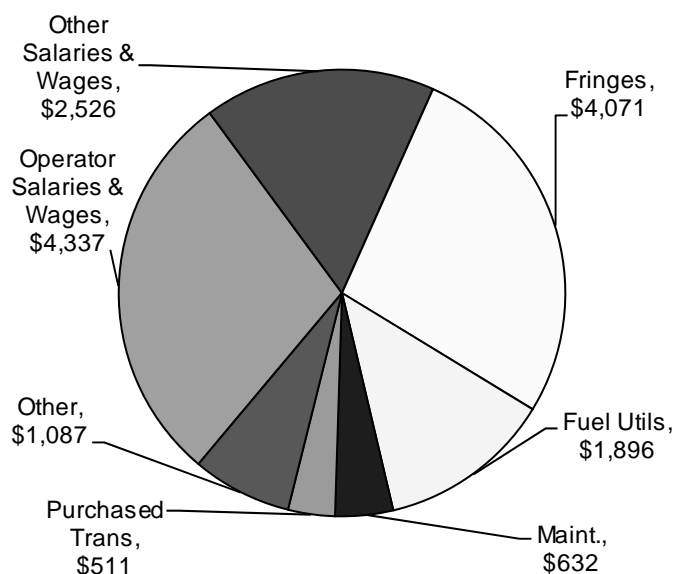
Total Fleet Size

Fixed Route:	83
Paratransit:	55
System-wide:	138

OPERATING BUDGET

Operating Expense (000's)

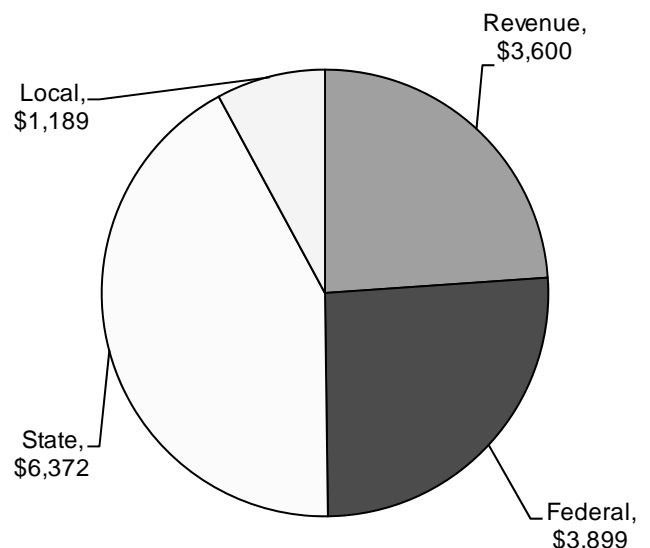
\$15,060



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

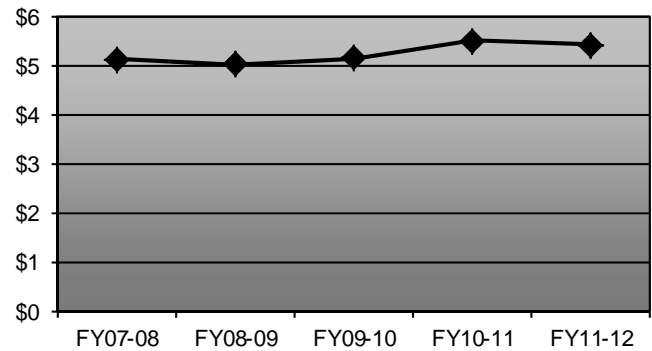
\$15,060



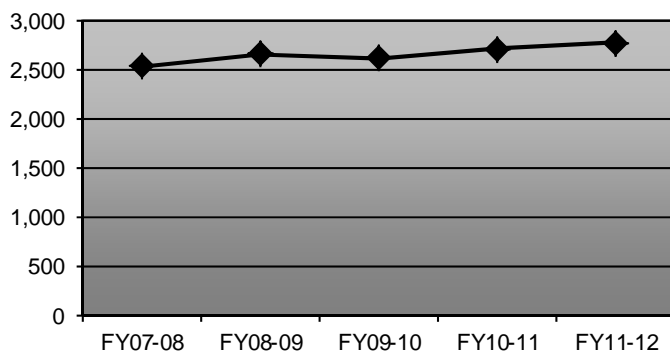
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



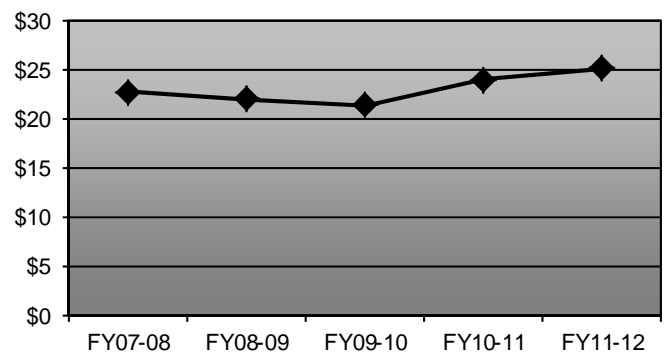
Operating Expense Per Passenger



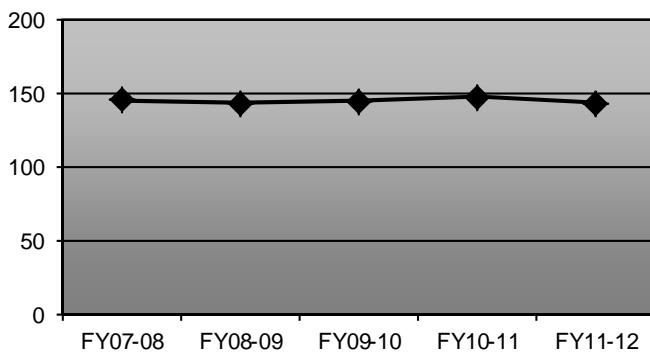
Total Passengers (000's)



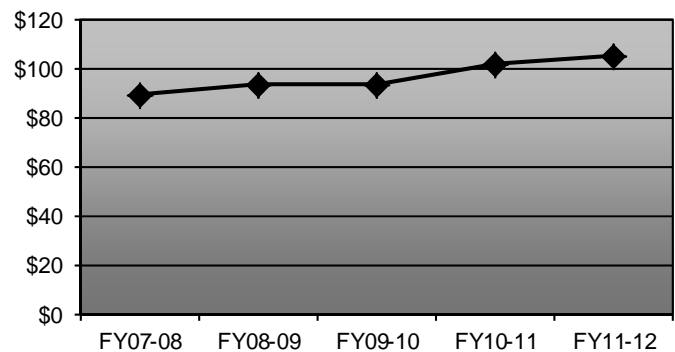
Operating Revenue Per Revenue Vehicle Hour



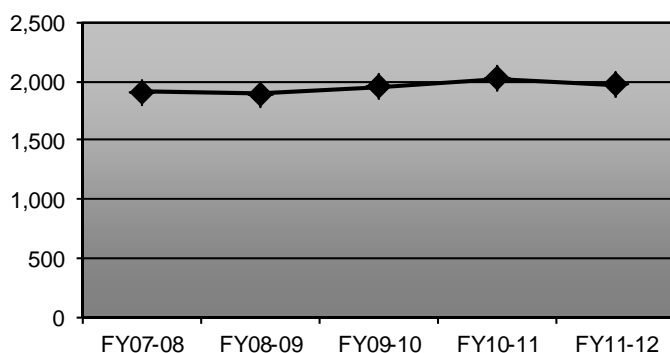
Revenue Vehicle Hours (000's)



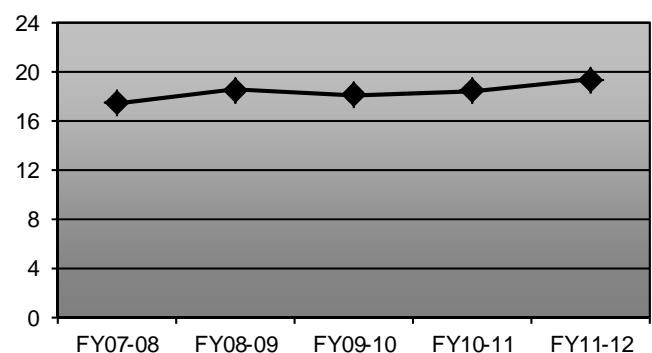
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Capital Area Transit/Share-A-Ride

901 North Cameron Street
P.O. Box 1571
Harrisburg, PA 17105-1571
717-232-6100
Mr. William A. Jones, General Manager

Service Area Statistics (2010 Census) Dauphin County

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

Vehicles Operated in Maximum Service

Community Transportation: 44

Fare Information

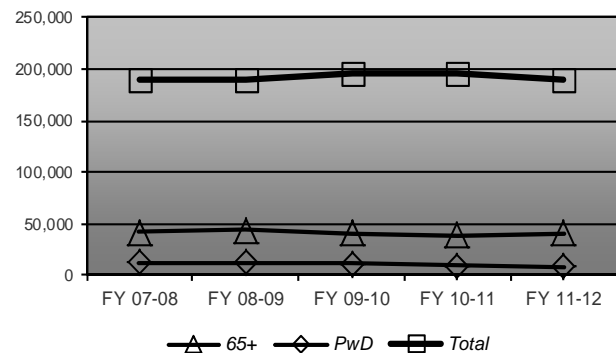
Average Shared-Ride Fare: \$21.22
Cost to Commonwealth
per Senior Citizen Trip: \$16.45
Last Base Fare Increase: February 2011

Trip Information

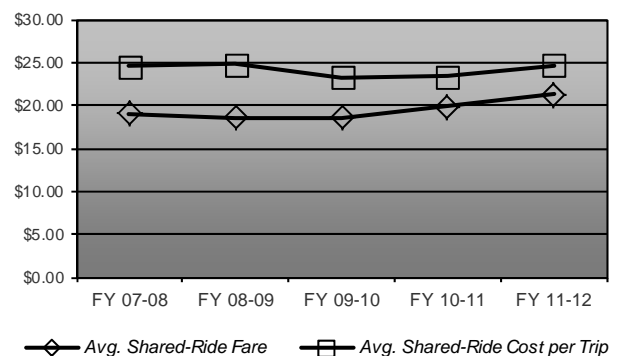
65+ Trips: 40,797
PwD Trips: 8,211
Other Shared-Ride Trips: 141,341
Total Shared-Ride Trips: 190,349

Non-Public Trips: 0

Shared-Ride Ridership



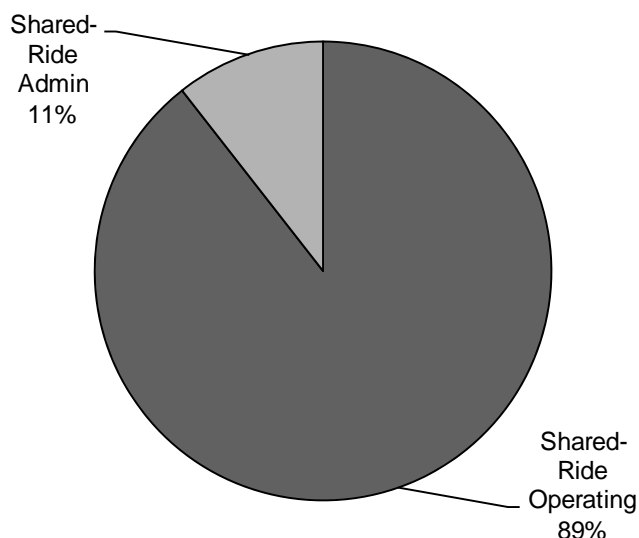
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 31%

COMMUNITY TRANSPORTATION OPERATING BUDGET

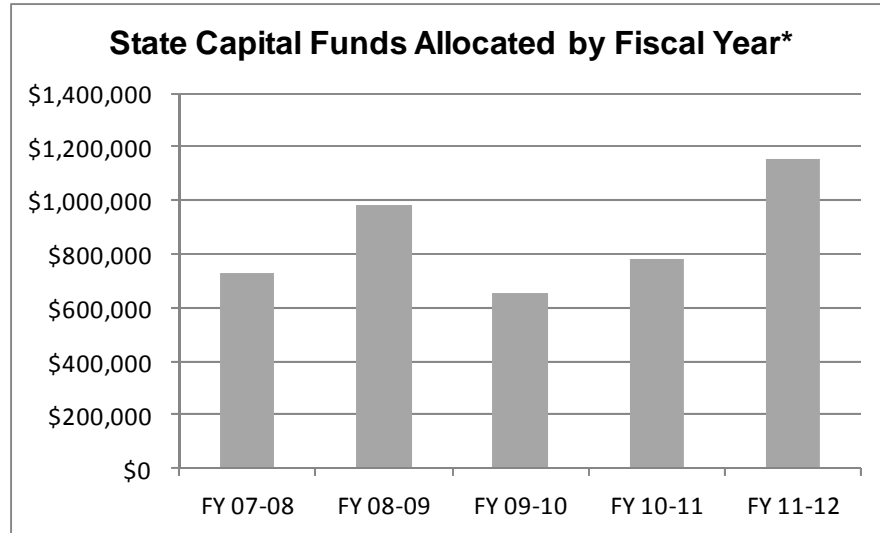
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 212,532	4.5%
Lottery	\$ 671,271	14.3%
Persons with Disabilities Program	\$ 156,146	3.3%
Area Agency on Aging	\$ 42,956	0.9%
Medical Assistance Transportation Program	\$ 1,526,150	32.5%
MH/ID	\$ 852,100	18.1%
Other	\$ 167,282	3.6%
Subsidy	\$ 1,073,425	22.8%
Total	\$ 4,701,862	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Replacement of Six Paratransit Vehicles



The Capital Area Transit Paratransit program provides approximately 200,000 passenger trips per year. Six aging paratransit vehicles were replaced, allowing CAT to continue offering safe, efficient, and reliable transportation services to customers with limited transportation options.



Centre Area Transportation Authority (CATA)

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



House District

Centre: 76, 77, 171

Senate District

Centre: 34



Service Area Statistics (2010 Census)

Square Miles: 135
Population: 112,000



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$0.83
Last Base Fare Increase: August 2010 (20%)
System-wide Increase: August 2011 (5.8%)*



Act 44 Fixed Route Distribution Factors

Total Passengers: 7,052,727
Senior Passengers: 41,180
Revenue Vehicle Miles: 1,670,085
Revenue Vehicle Hours: 130,207



Employees

	Full-Time	Part-Time
Fixed Route:	139	4
Paratransit:	0	0
System-wide:	139	4



Act 44 Operating Assistance

Section 1513 Allocation: \$3,353,287
Required Local Match: \$431,313



Total Fleet Size

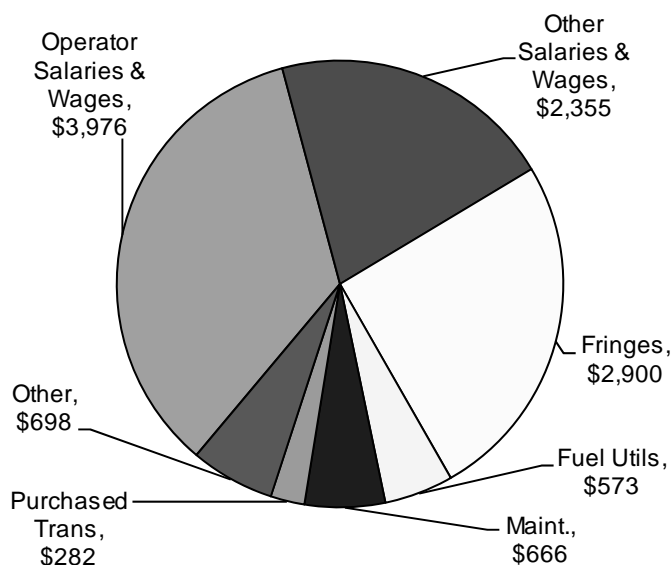
Fixed Route:	64
Paratransit:	5
System-wide:	69

*Tokens and multi-ride passes increased in price.

OPERATING BUDGET

Operating Expense (000's)

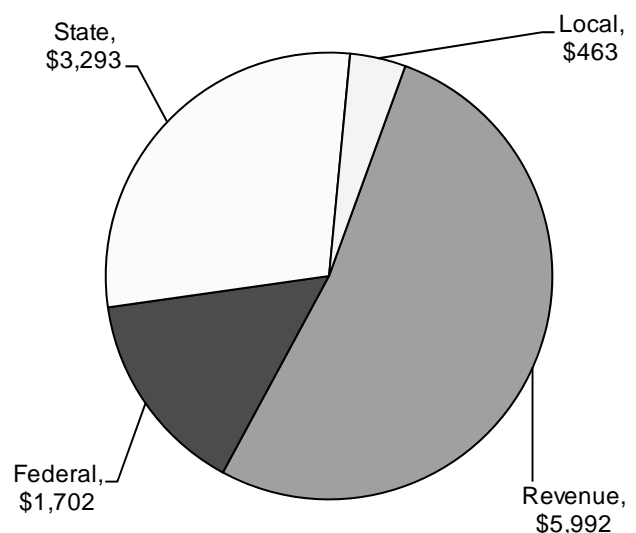
\$11,450



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

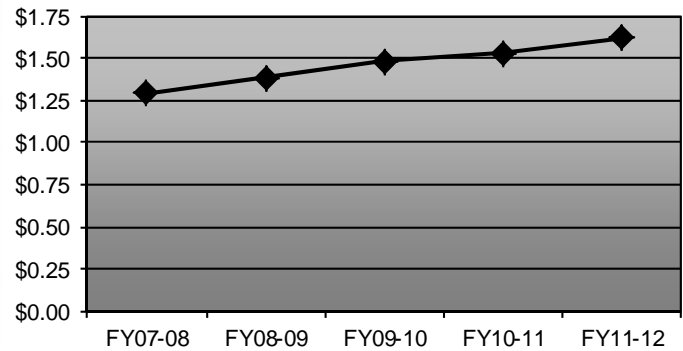
\$11,450



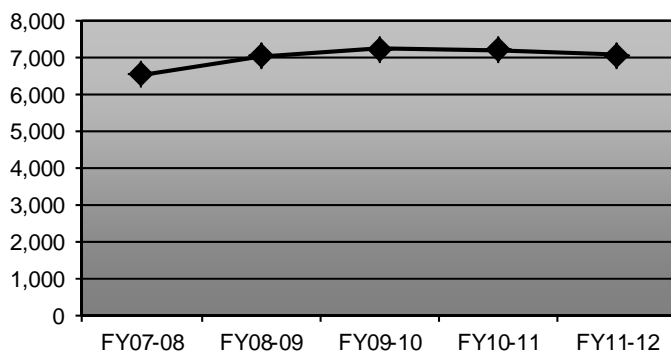
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



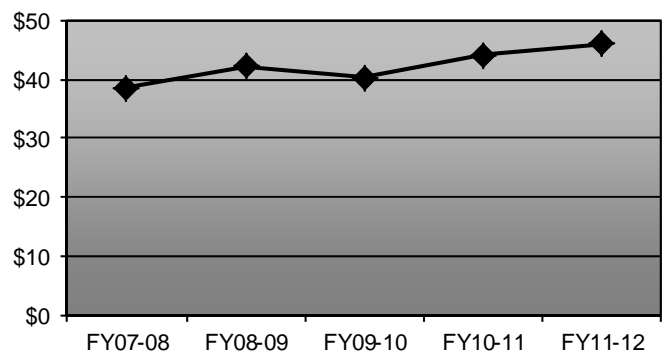
Operating Expense Per Passenger



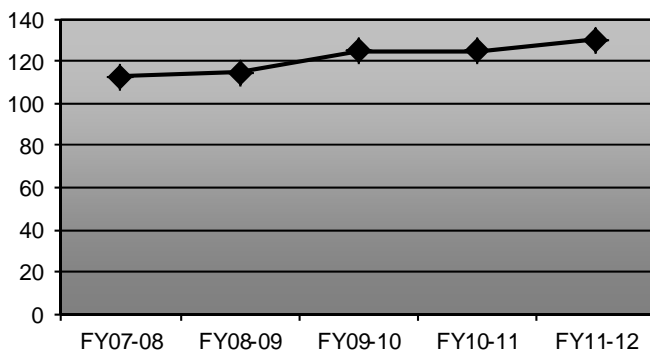
Total Passengers (000's)



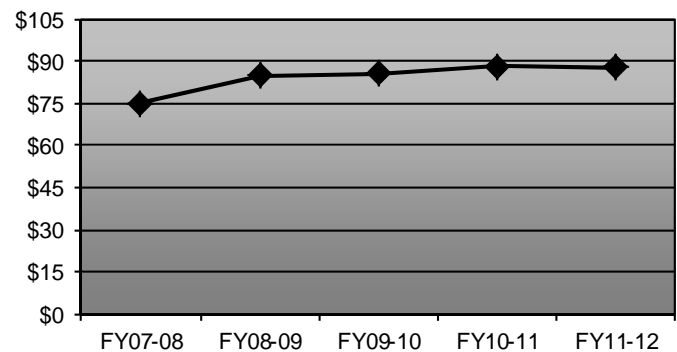
Operating Revenue Per Revenue Vehicle Hour



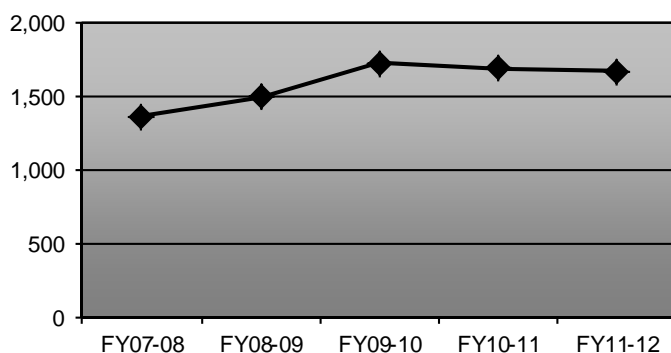
Revenue Vehicle Hours (000's)



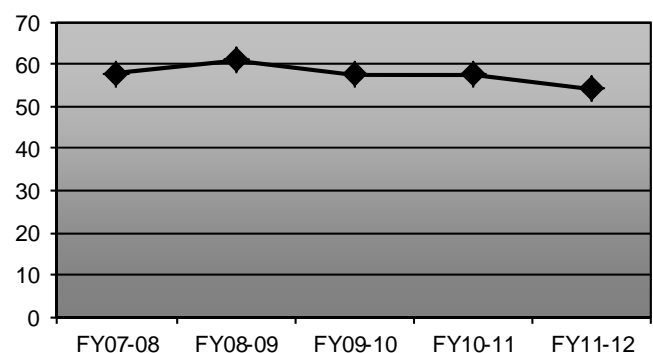
Operating Expense Per Revenue Vehicle Hour



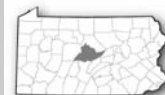
Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Centre Area Transportation Authority

2081 West Whitehall Road
State College, PA 16801
814-238-2282
Mr. Hugh A. Mose, General Manager

Service Area Statistics (2010 Census) State College, Centre County

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

Vehicles Operated in Maximum Service

Community Transportation: 7

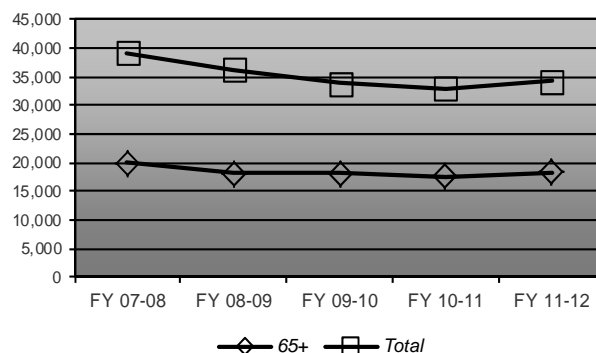
Fare Information

Average Shared-Ride Fare: \$13.35
Cost to Commonwealth
per Senior Citizen Trip: \$11.35
Last Base Fare Increase: July 2012

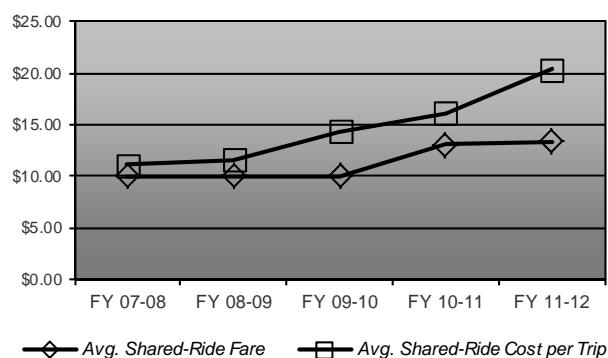
Trip Information

65+ Trips: 18,361
PwD Trips: 0
Other Shared-Ride Trips: 15,836
Total Shared-Ride Trips: 34,197
Non-Public Trips: 0

Shared-Ride Ridership



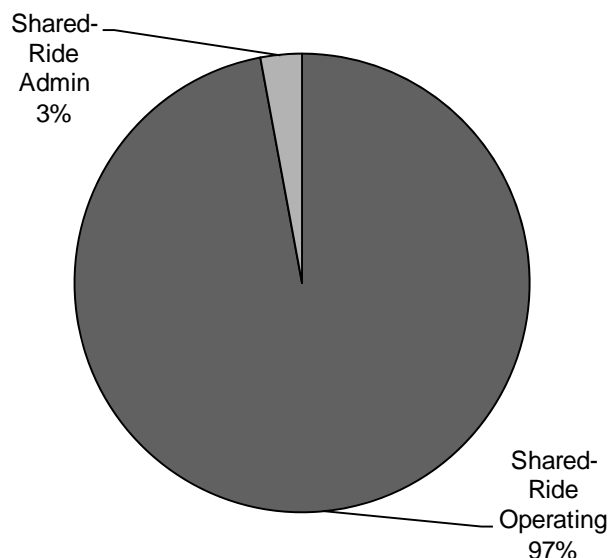
Shared-Ride Fare Recovery



MATP Provider: No
Subcontractors: Yes
Percent of Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

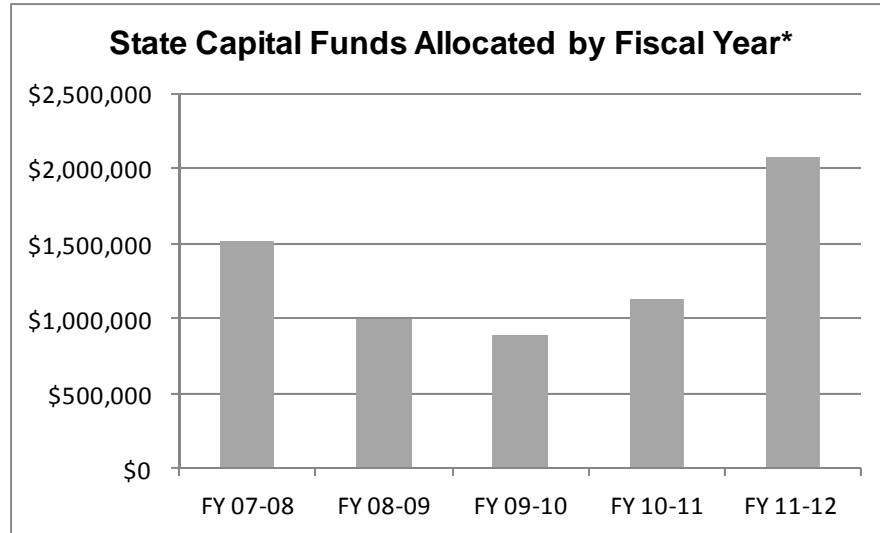
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 94,162	13.5%
Lottery	\$ 208,397	30.0%
Persons with Disabilities Program	\$ -	0.0%
Area Agency on Aging	\$ -	0.0%
Medical Assistance Transportation Program	\$ -	0.0%
MH/ID	\$ -	0.0%
Other	\$ -	0.0%
Subsidy	\$ 393,547	56.5%
Total	\$ 696,106	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

CNG Replacement Buses



Centre Area Transportation Authority (CATA) purchased 28 new CNG-powered New Flyer Excelsior buses—the first of this model to be powered by natural gas—and retired older, less efficient buses. The new vehicles are lighter-weight, which helps achieve impressive fuel efficiency, and they provide ample standing room to accommodate growing ridership in Centre County.



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 (2010 Census)

Square Miles: 140
Population: 339,009



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.14
Last Base Fare Increase: July 2012 (20%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,245,924
Senior Passengers: 211,630
Revenue Vehicle Miles: 1,180,300
Revenue Vehicle Hours: 94,441



Employees

	Full-Time	Part-Time
Fixed Route:	80	5
Paratransit:	29	4
System-wide:	109	9



Act 44 Operating Assistance

Section 1513 Allocation: \$6,289,608
Required Local Match: \$513,774



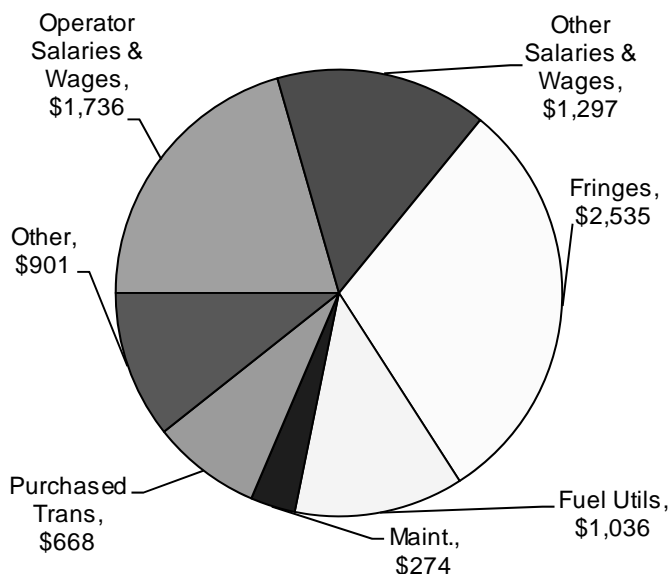
Total Fleet Size

Fixed Route:	36
Paratransit:	24
System-wide:	60

OPERATING BUDGET

Operating Expense (000's)

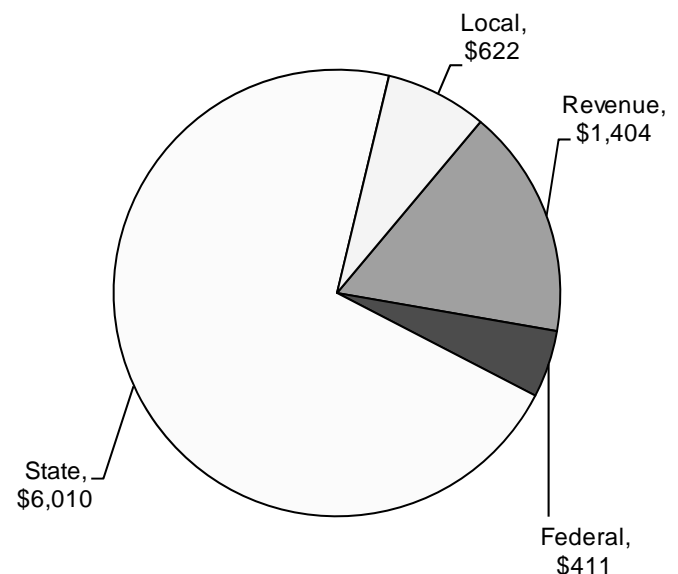
\$8,447



Expense includes ADA complementary expense.

Operating Funds (000's)

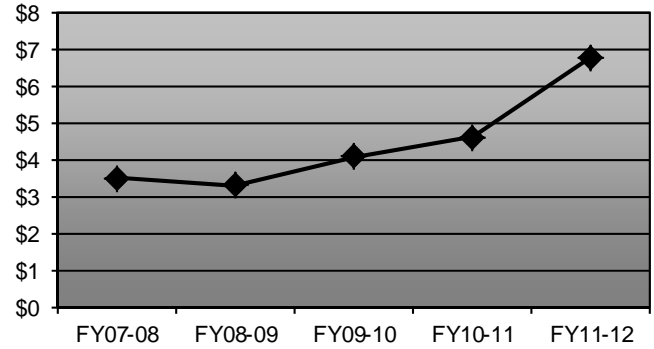
\$8,447



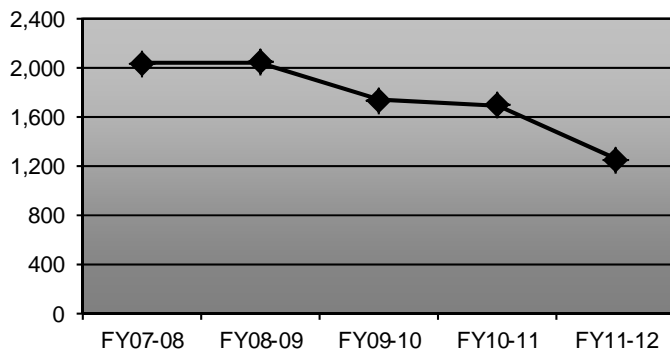
Revenue includes ADA complementary revenue.



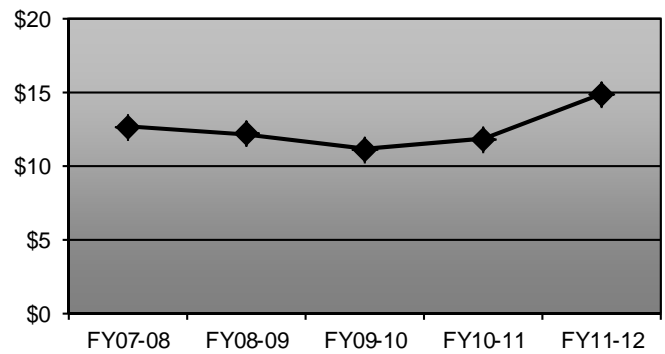
Operating Expense Per Passenger



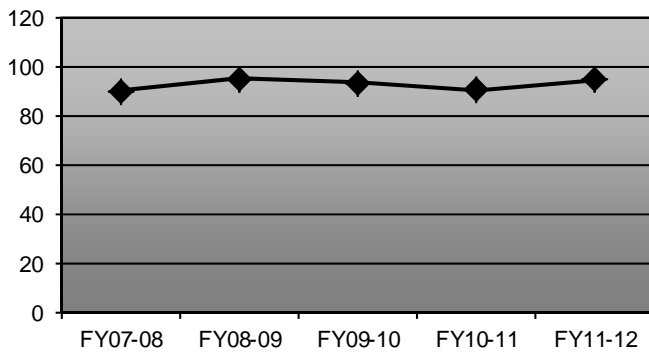
Total Passengers (000's)



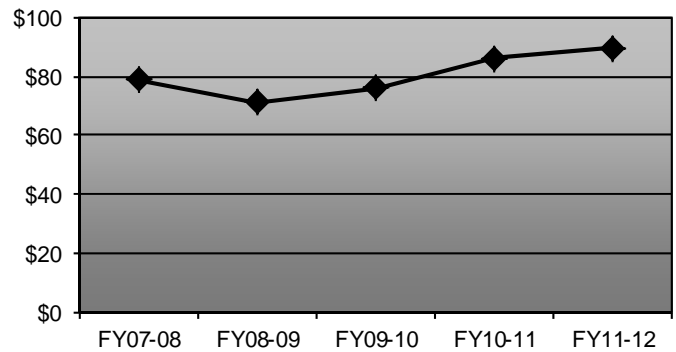
Operating Revenue Per Revenue Vehicle Hour



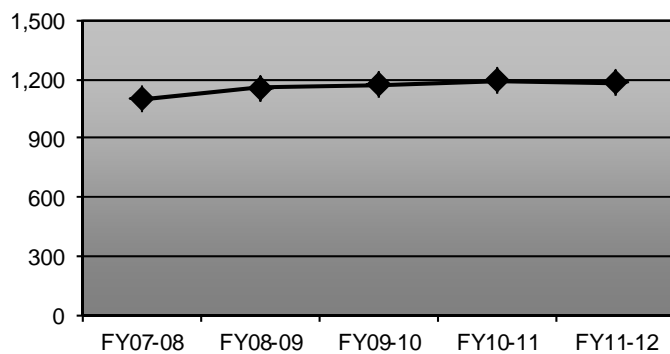
Revenue Vehicle Hours (000's)



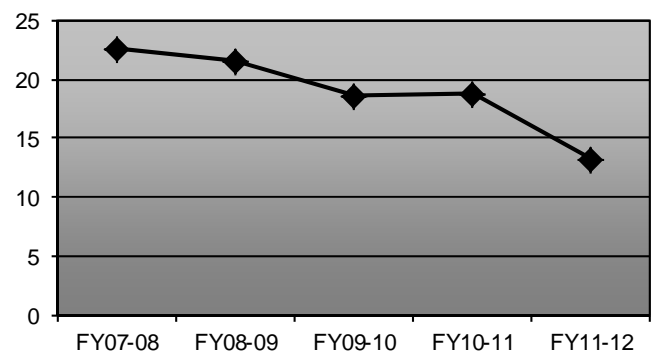
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.
Reported ridership prior to FY 2011-12 may have been overstated. FY 2011-12 ridership is correct.



Community Transportation

County of Lackawanna Transit System

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

Service Area Statistics (2010 Census) Lackawanna County

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

Vehicles Operated in Maximum Service

Community Transportation: 21

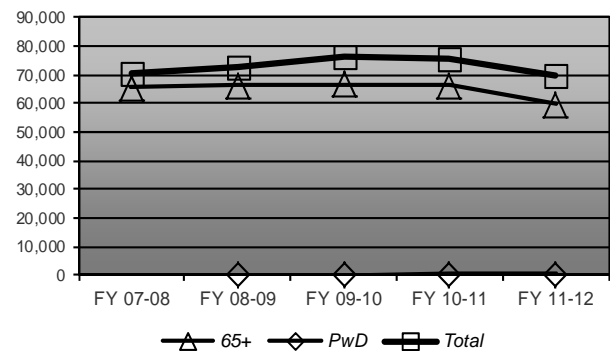
Fare Information

Average Shared-Ride Fare: \$21.00
Cost to Commonwealth
per Senior Citizen Trip: \$17.85
Last Base Fare Increase: July 2011

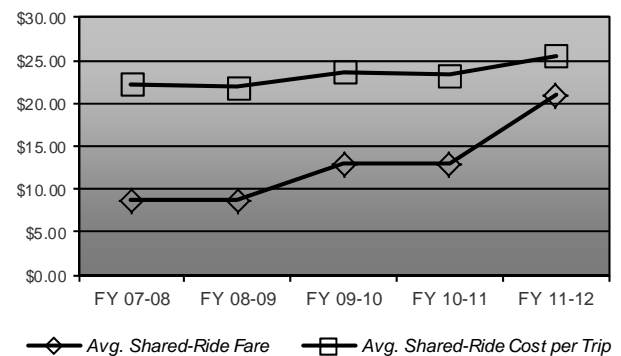
Trip Information

65+ Trips: 59,711
PwD Trips: 563
Other Shared-Ride Trips: 9,549
Total Shared-Ride Trips: 69,823
Non-Public Trips: 3,753

Shared-Ride Ridership



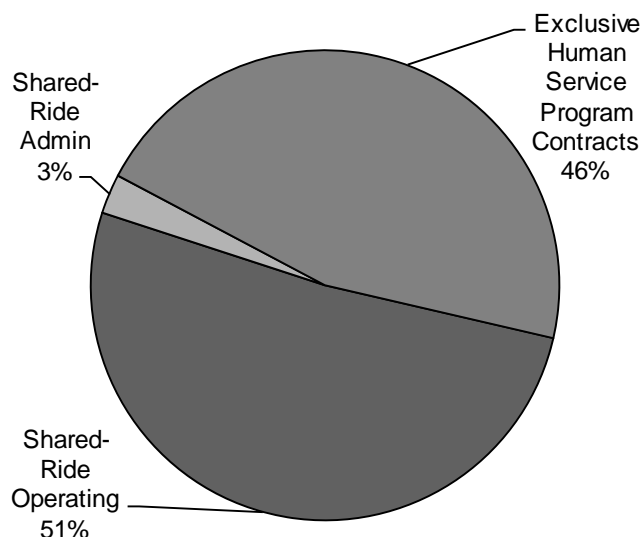
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

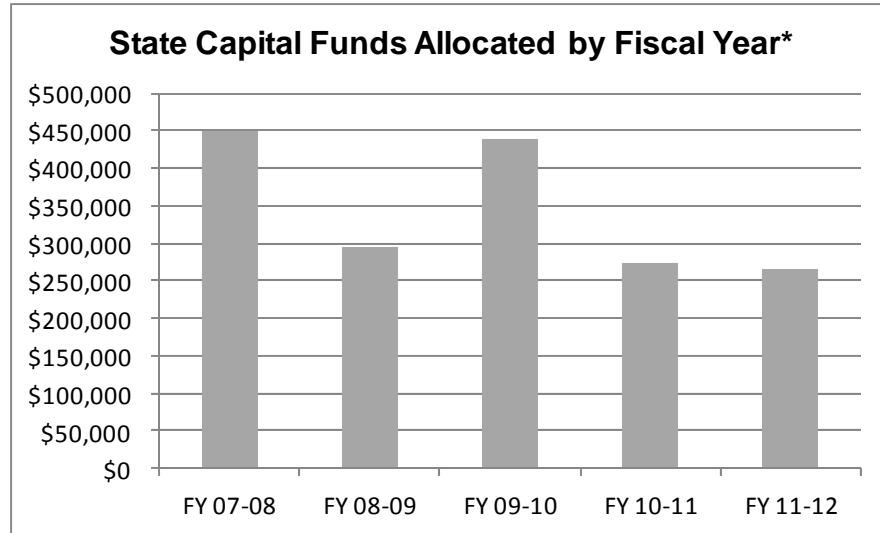
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 1,773	0.1%
Lottery	\$ 1,060,095	32.2%
Persons with Disabilities Program	\$ 10,050	0.3%
Area Agency on Aging	\$ 188,090	5.7%
Medical Assistance Transportation Program	\$ 1,581,876	48.1%
MH/ID	\$ -	0.0%
Other	\$ 134,217	4.1%
Subsidy	\$ 312,846	9.5%
Total	\$ 3,288,947	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Security System and Access Control



The County of Lackawanna Transit System (COLTS) completed its Security System and Access Control project in Summer 2012. The system improved the safety and security of employees and customers. Terminal building access is controlled through a series of key cards and precise permission levels. Security cameras are located throughout the facility and around the exterior.



**County of Lebanon
Transit Authority (COLT/LT)**
200 Willow Street
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 (2010 Census)
Square Miles: 362
Population: 77,086



Fare Information
Fixed Route Base: \$1.50
Fixed Route Average: \$1.68
Last Base Fare Increase: August 2011 (0.7%)



Act 44 Fixed Route Distribution Factors
Total Passengers: 304,792
Senior Passengers: 51,701
Revenue Vehicle Miles: 547,618
Revenue Vehicle Hours: 32,569



Employees	Full-Time	Part-Time
Fixed Route:	34	4
Paratransit:	16	3
System-wide:	50	7



Act 44 Operating Assistance
Section 1513 Allocation: \$1,341,330
Required Local Match: \$79,869

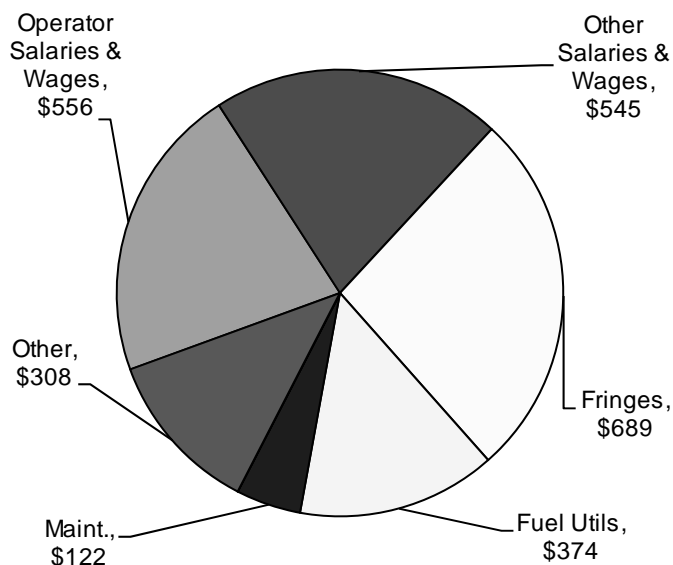


Total Fleet Size

Fixed Route:	18
Paratransit:	14
System-wide:	32

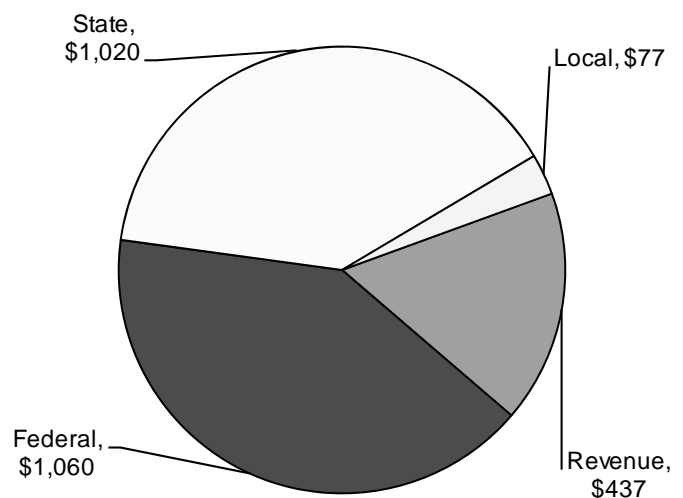
OPERATING BUDGET

Operating Expense (000's)
\$2,594



Expense includes ADA complementary expense which is also included on the Community Transportation page.

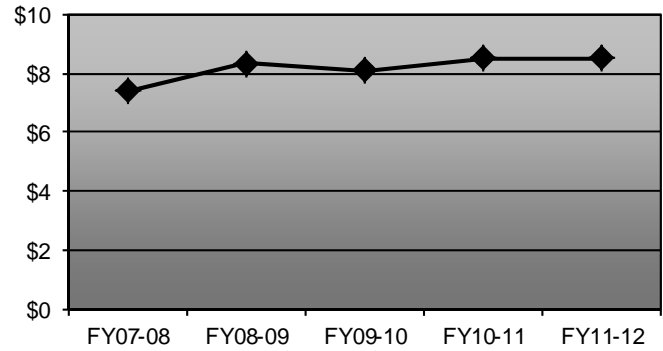
Operating Funds (000's)
\$2,594



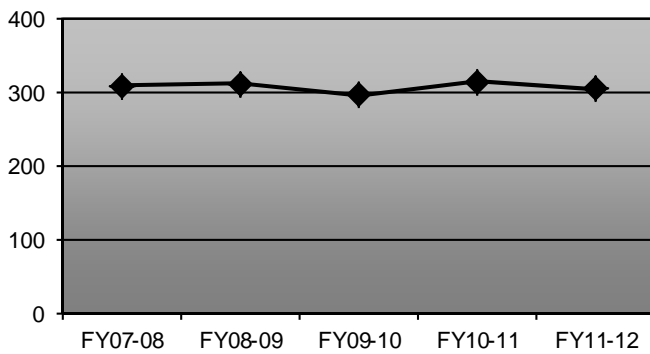
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



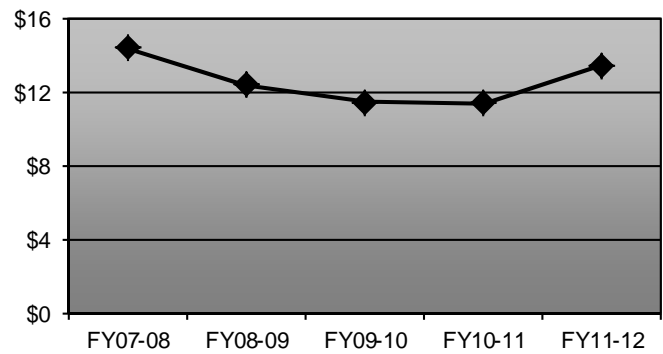
Operating Expense Per Passenger



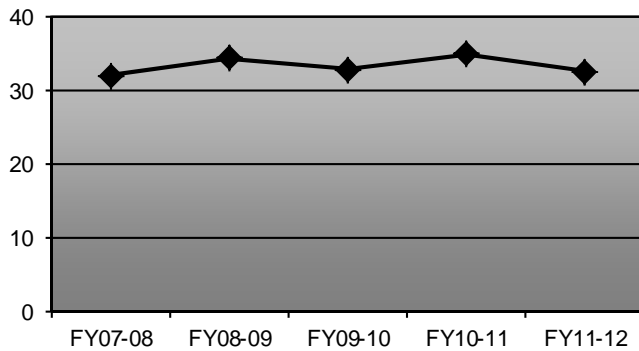
Total Passengers (000's)



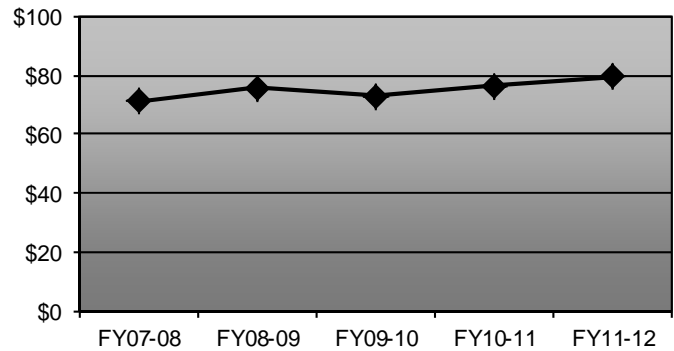
Operating Revenue Per Revenue Vehicle Hour



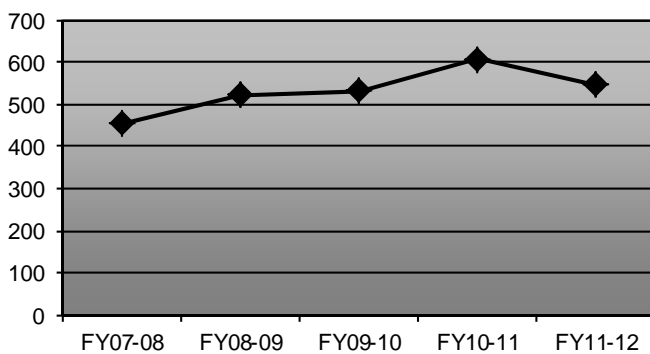
Revenue Vehicle Hours (000's)



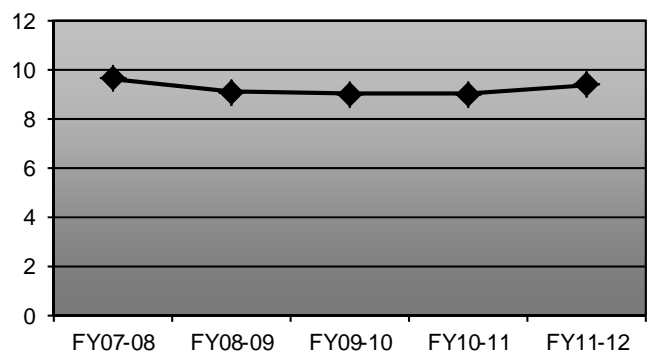
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

County of Lebanon Transit Authority

200 Willow Street
Lebanon, PA 17046
717-274-3664
Ms. Theresa L. Giurintano, Executive Director

Service Area Statistics (2010 Census) Lebanon County

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

Vehicles Operated in Maximum Service

Community Transportation: 13

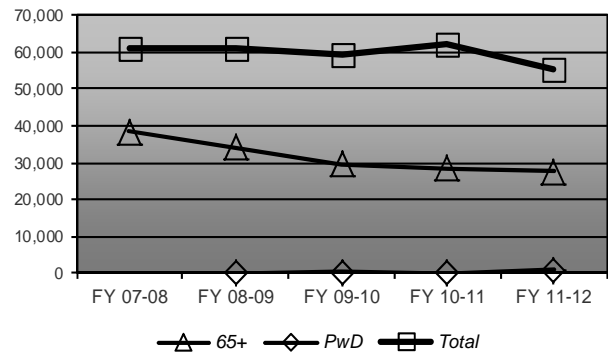
Fare Information

Average Shared-Ride Fare: \$17.94
Cost to Commonwealth
per Senior Citizen Trip: \$15.82
Last Base Fare Increase: August 2011

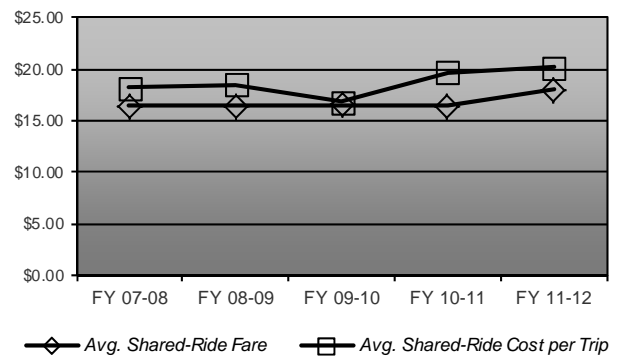
Trip Information

65+ Trips: 27,585
PwD Trips: 744
Other Shared-Ride Trips: 27,230
Total Shared-Ride Trips: 55,559
Non-Public Trips: 0

Shared-Ride Ridership



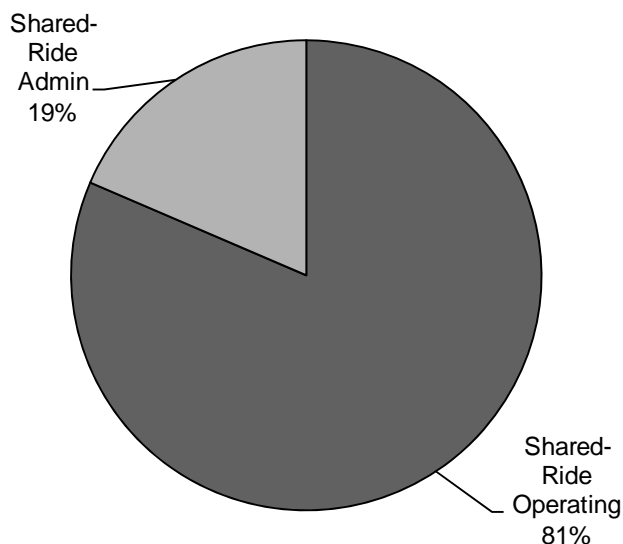
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

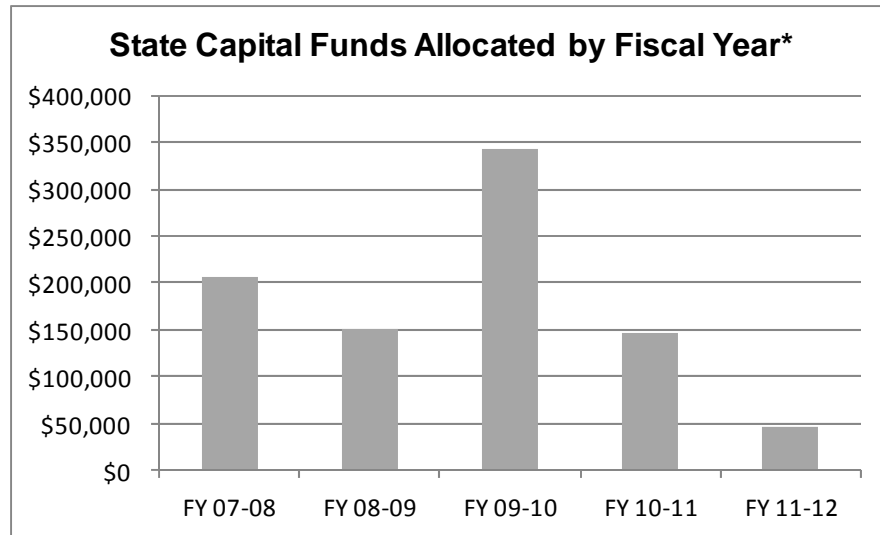
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 75,788	6.8%
Lottery	\$ 436,420	39.0%
Persons with Disabilities Program	\$ 12,002	1.1%
Area Agency on Aging	\$ 32,449	2.9%
Medical Assistance Transportation Program	\$ 251,586	22.5%
MH/ID	\$ 193,829	17.3%
Other	\$ 34,032	3.0%
Subsidy	\$ 82,635	7.4%
Total	\$ 1,118,741	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Hybrid Vehicle Procurement



In May 2012, Lebanon Transit rolled out three new hybrid Gillig buses. The vehicles are the final installment of a multi-year effort to replace an aging fleet. The procurement reduced the average fleet age of fixed route vehicles by three years and helped reduce fuel and maintenance costs by as much as 25 percent on the routes utilizing these hybrid vehicles.



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 (2010 Census)
Square Miles: 77
Population: 189,872



Fare Information
Fixed Route Base: \$1.10
Fixed Route Average: \$0.91
Last Base Fare Increase: March 1997 (10%)



Act 44 Fixed Route Distribution Factors
Total Passengers: 3,469,011
Senior Passengers: 174,736
Revenue Vehicle Miles: 2,235,246
Revenue Vehicle Hours: 179,017



Employees	Full-Time	Part-Time
Fixed Route:	137	1
Paratransit:	54	40
System-wide:	191	41



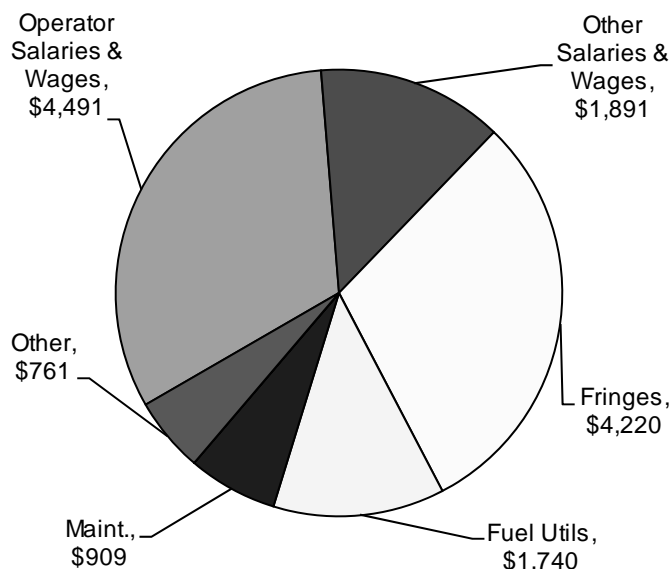
Act 44 Operating Assistance
Section 1513 Allocation: \$6,766,674
Required Local Match: \$743,807



Total Fleet Size
Fixed Route: 73
Paratransit: 62
System-wide: 135

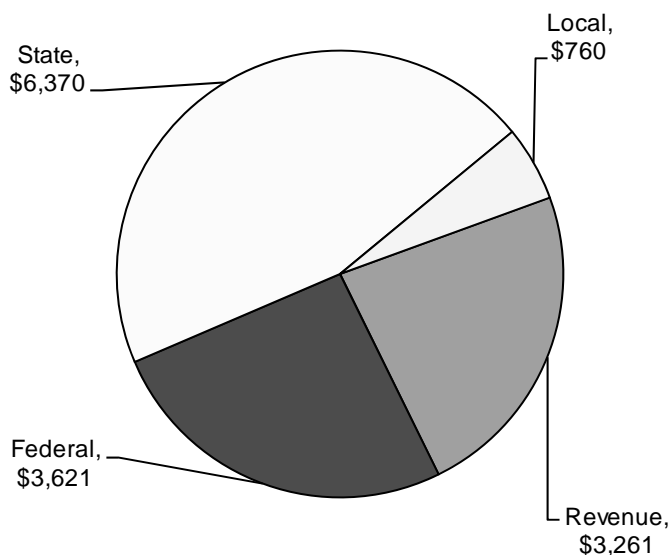
OPERATING BUDGET

Operating Expense (000's)
\$14,012



Expense includes ADA complementary expense which is also included on the Community Transportation page.

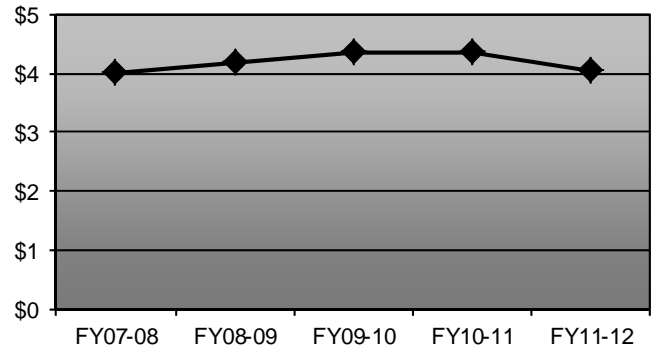
Operating Funds (000's)
\$14,012



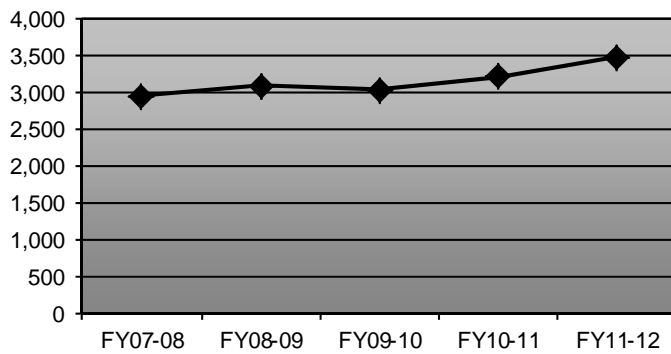
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



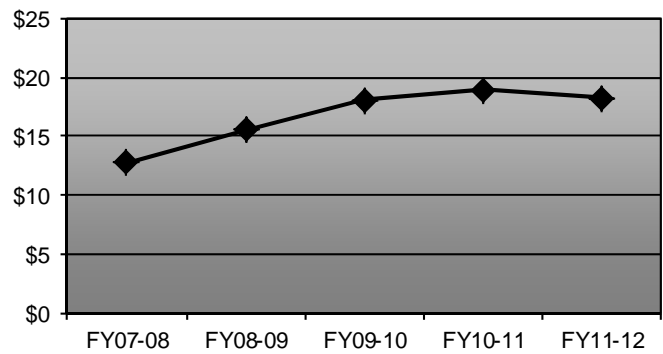
Operating Expense Per Passenger



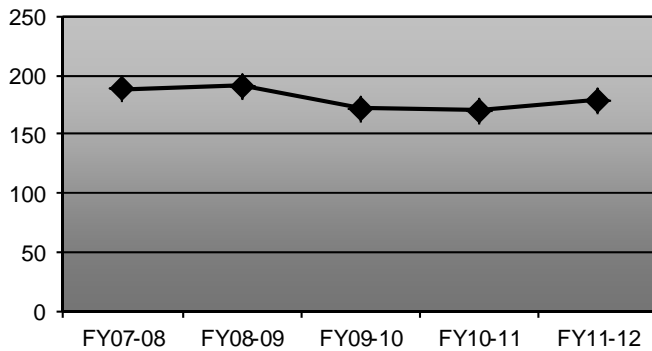
Total Passengers (000's)



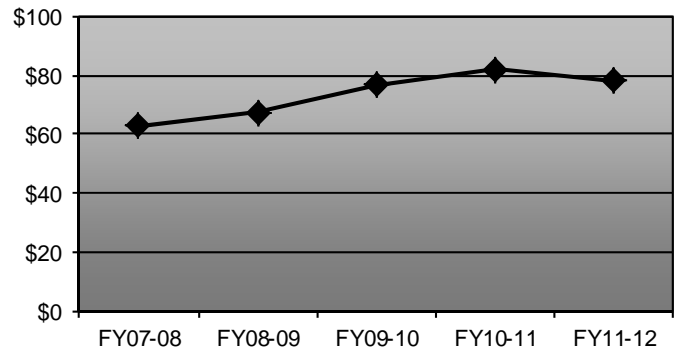
Operating Revenue Per Revenue Vehicle Hour



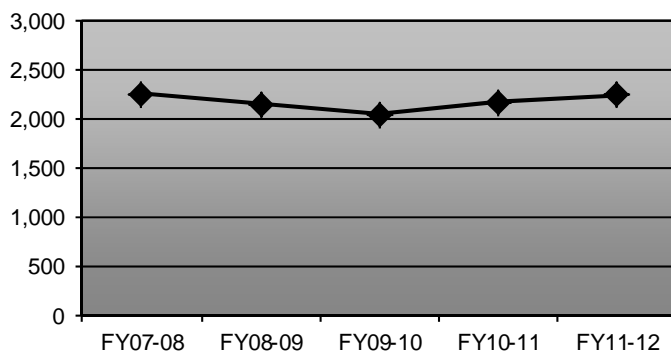
Revenue Vehicle Hours (000's)



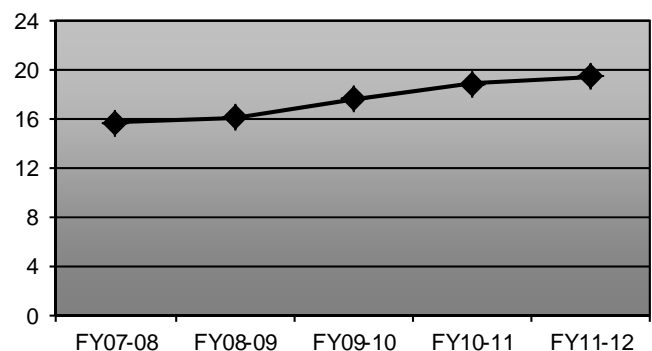
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Erie Metropolitan Transit Authority/LIFT

825 West 18th Street
Erie, PA 16502
814-455-3330
Mr. Dennis Solensky, Executive Director

Service Area Statistics (2010 Census)

Erie County

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

Vehicles Operated in Maximum Service

Community Transportation: 53

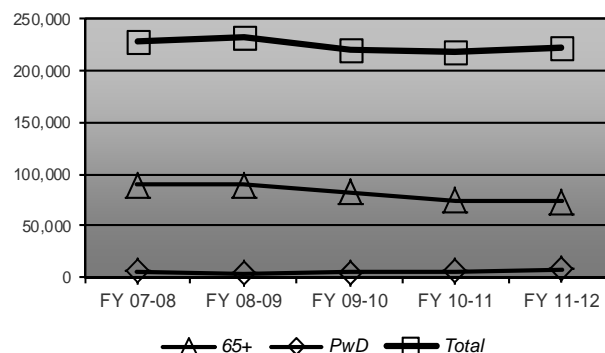
Fare Information

Average Shared-Ride Fare: \$16.51
Cost to Commonwealth
per Senior Citizen Trip: \$12.97
Last Base Fare Increase: September 2012

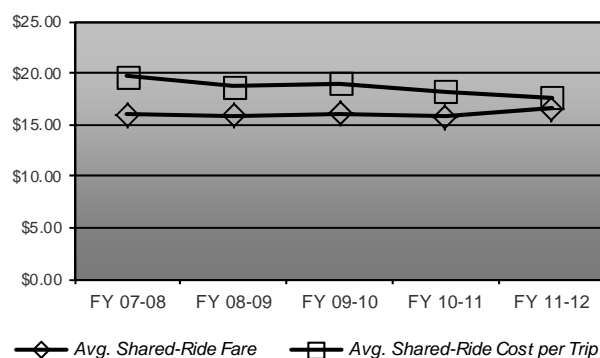
Trip Information

65+ Trips: 73,470
PwD Trips: 7,407
Other Shared-Ride Trips: 142,446
Total Shared-Ride Trips: 223,323
Non-Public Trips: 22,760

Shared-Ride Ridership



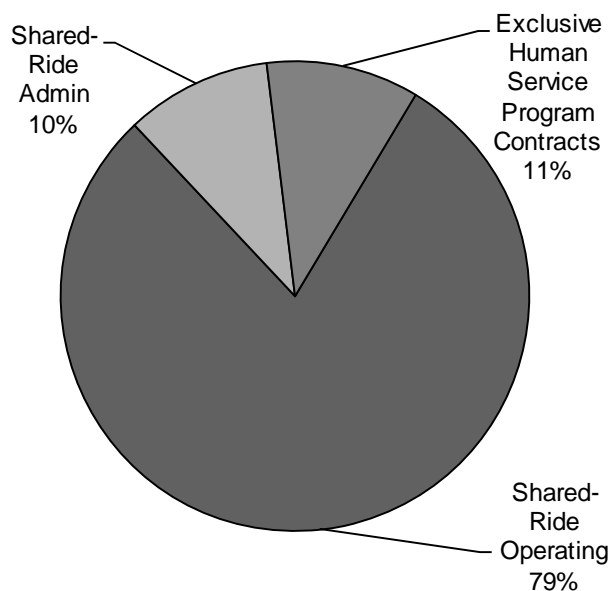
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

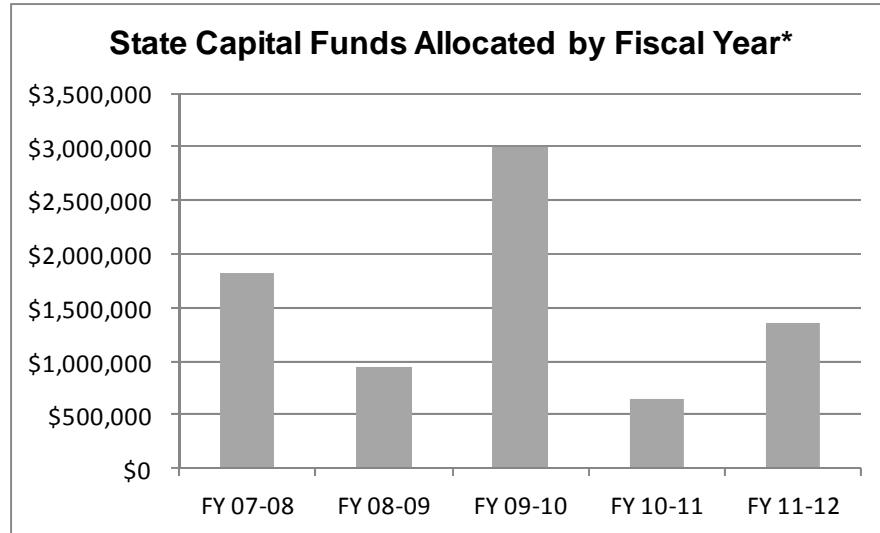
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 143,521	3.2%
Lottery	\$ 953,222	21.6%
Persons with Disabilities Program	\$ 193,198	4.4%
Area Agency on Aging	\$ 115,292	2.6%
Medical Assistance Transportation Program	\$ 1,662,358	37.7%
MH/ID	\$ -	0.0%
Other	\$ 470,707	10.7%
Subsidy	\$ 874,148	19.8%
Total	\$ 4,412,446	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.

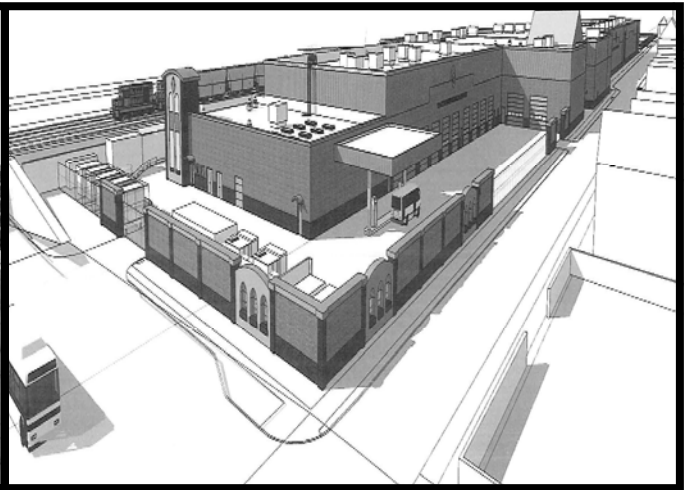


*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Joint Operation Facility Project



Front View of Existing Facility



Rendering of New Facility

The Erie Metropolitan Transit Authority (EMTA) Joint Operation Facility Project will house fixed route and paratransit operations as well as bus storage at one location. The existing office and maintenance facility was built in 1967 and has air quality issues. The current paratransit (LIFT) facility is housed at a separate location about 1.5 miles away from the EMTA fixed route operating facility. Demolition of existing structures on the acquired properties was completed in August 2012. EMTA bid Phase I of construction in March 2013, and construction is expected to start in May 2013. Phase I includes the construction of the maintenance facility and vehicle storage for the paratransit buses.



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 (2010 Census)
Square Miles: 812
Population: 136,606



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



Act 44 Fixed Route Distribution Factors
Total Passengers: 186,147
Senior Passengers: 25,189
Revenue Vehicle Miles: 545,691
Revenue Vehicle Hours: 28,008



Employees	Full-Time	Part-Time
Fixed Route:	10	6
Paratransit:	22	6
System-wide:	32	12



Act 44 Operating Assistance
Section 1513 Allocation: \$578,254
Required Local Match: \$86,738

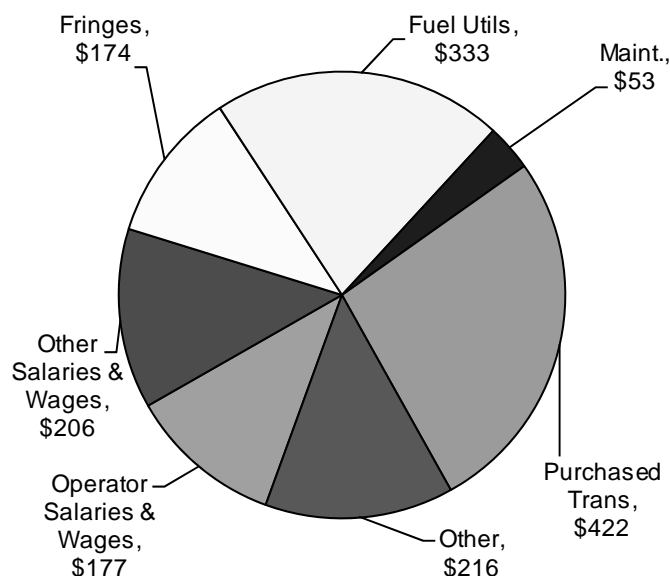


Total Fleet Size
Fixed Route: 12
Paratransit: 22
System-wide: 34

OPERATING BUDGET

Operating Expense (000's)

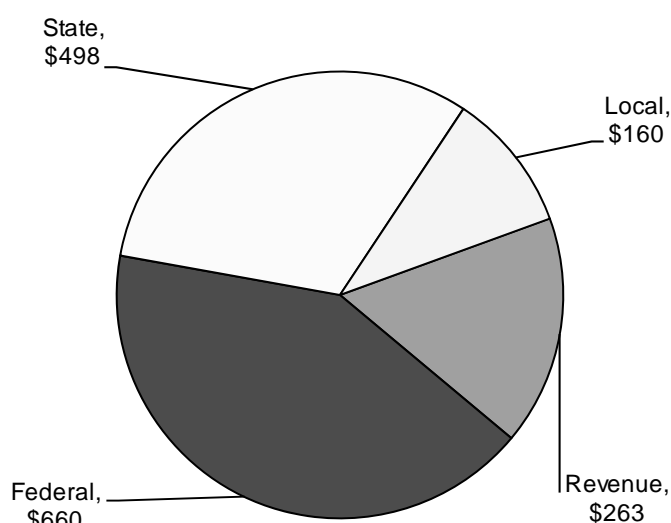
\$1,581



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

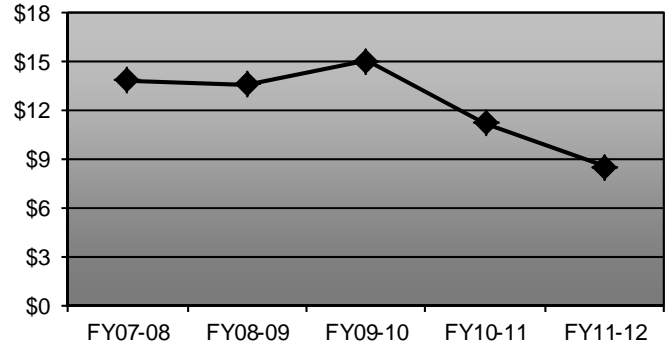
\$1,581



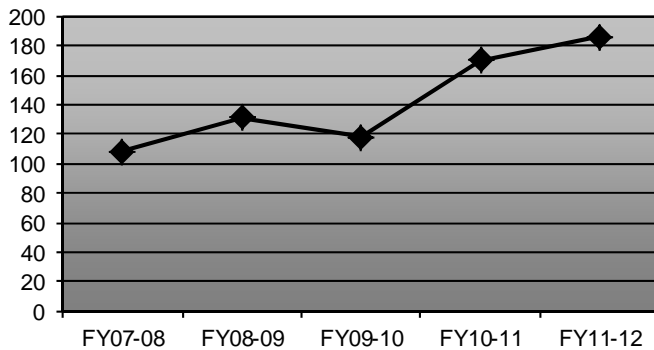
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



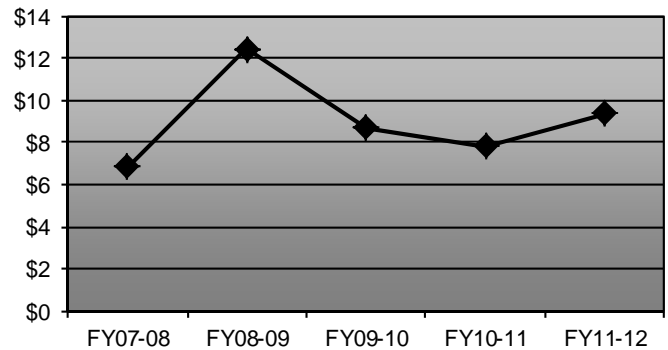
Operating Expense Per Passenger



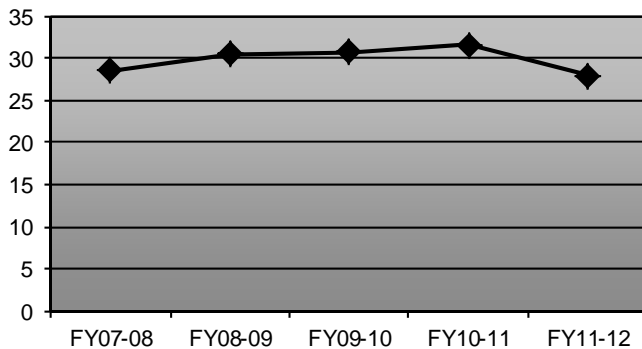
Total Passengers (000's)



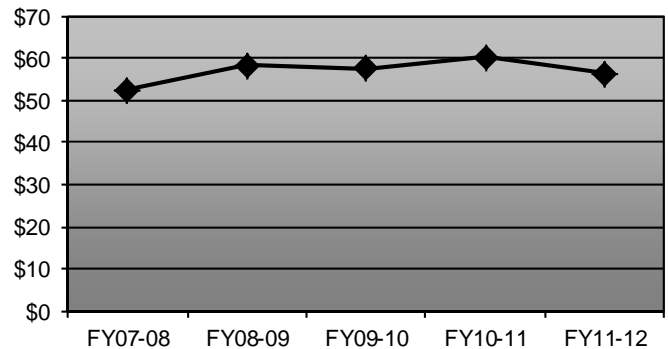
Operating Revenue Per Revenue Vehicle Hour



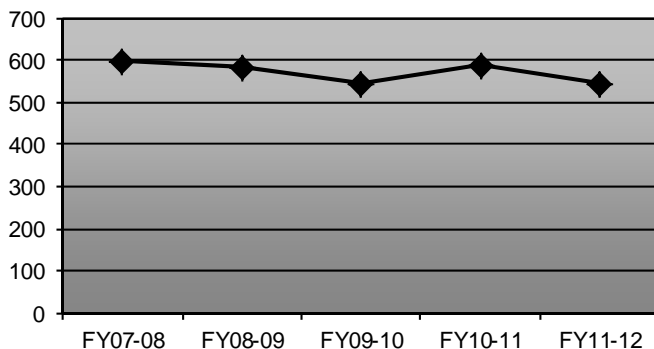
Revenue Vehicle Hours (000's)



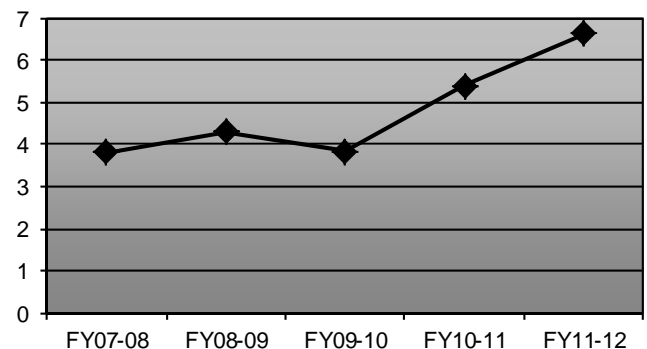
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Effective FY 2008-09, subcontractors purchased fuel from FACT, resulting in a major increase in revenue. Passengers include ADA complementary passengers which are also included on the Community Transportation page.



Community Transportation

Fayette Area Coordinated Transportation

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

Service Area Statistics (2010 Census)

Fayette County

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

Vehicles Operated in Maximum Service

Community Transportation: 23

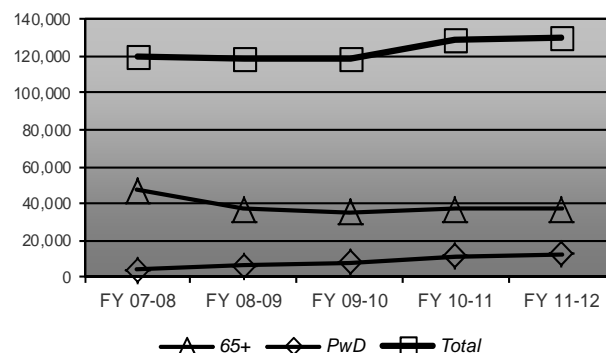
Fare Information

Average Shared-Ride Fare: \$14.15
Cost to Commonwealth
per Senior Citizen Trip: \$11.72
Last Base Fare Increase: July 2008

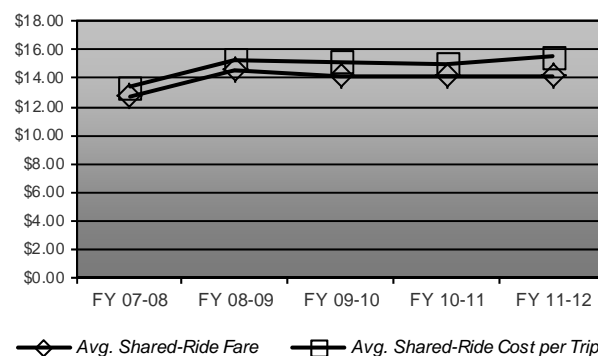
Trip Information

65+ Trips: 37,204
PwD Trips: 12,488
Other Shared-Ride Trips: 80,171
Total Shared-Ride Trips: 129,863
Non-Public Trips: 1,948

Shared-Ride Ridership



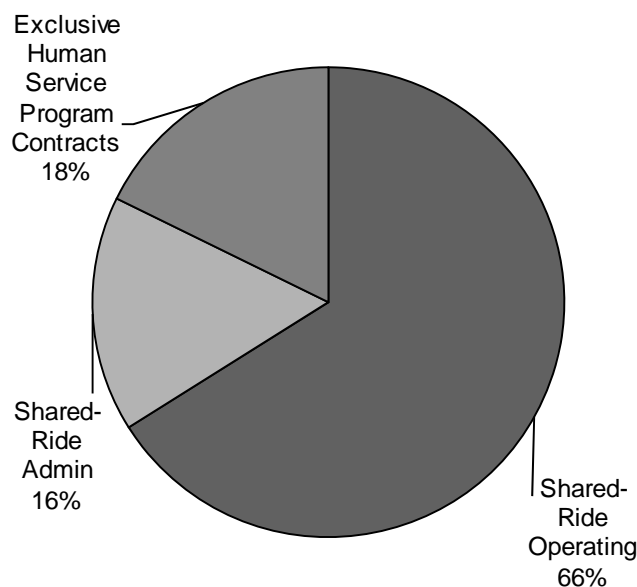
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 46%

COMMUNITY TRANSPORTATION OPERATING BUDGET

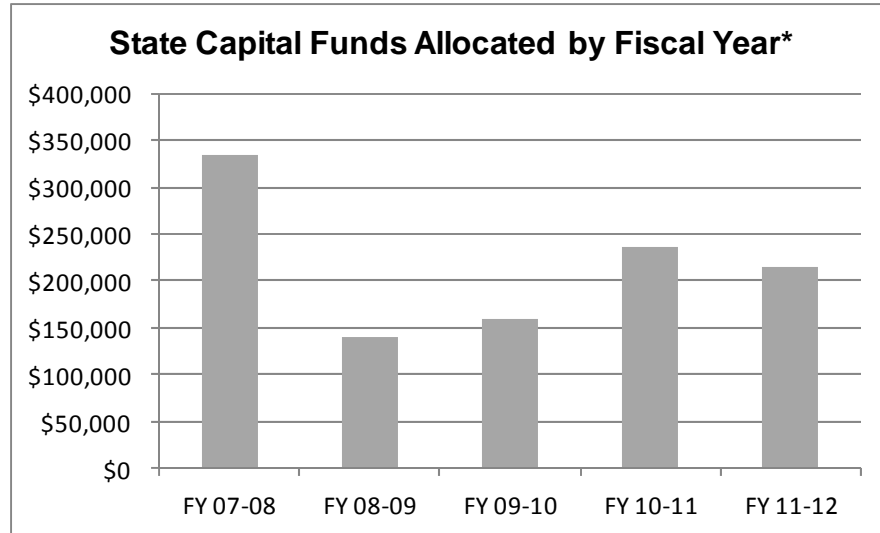
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 56,801	2.3%
Lottery	\$ 436,204	17.9%
Persons with Disabilities Program	\$ 147,157	6.0%
Area Agency on Aging	\$ 65,310	2.7%
Medical Assistance Transportation Program	\$ 1,513,380	61.9%
MH/ID	\$ -	0.0%
Other	\$ 136,613	5.6%
Subsidy	\$ 88,939	3.6%
Total	\$ 2,444,404	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Regional Farebox Project



Fayette Area Coordinated Transportation (FACT) is participating in the Regional Farebox Project, on which the Port Authority of Allegheny County is the lead agency. FACT purchased sales outlet terminals, ticket vending machines, and on-board validators.

The project enables customers with FACT-issued fare cards to ride neighboring transit systems operated by:

- Butler Transit Authority
- Mid Mon Valley Transit Authority
- Port Authority of Allegheny County
- The City of Washington
- Westmoreland County Transit Authority



Hazleton Public Transit (HPT)

126 West Mine Street

Hazleton, PA 18201

Mr. Ralph Sharp

(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 (2010 Census)

Square Miles: 144
Population: 58,043



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$1.13
Last Base Fare Increase: October 2006 (33%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 223,150
Senior Passengers: 77,986
Revenue Vehicle Miles: 394,538
Revenue Vehicle Hours: 29,306



Employees

	Full-Time	Part-Time
Fixed Route:	10	13
Paratransit:	2	2
System-wide:	12	15



Act 44 Operating Assistance

Section 1513 Allocation: \$1,549,425
Required Local Match: \$116,053



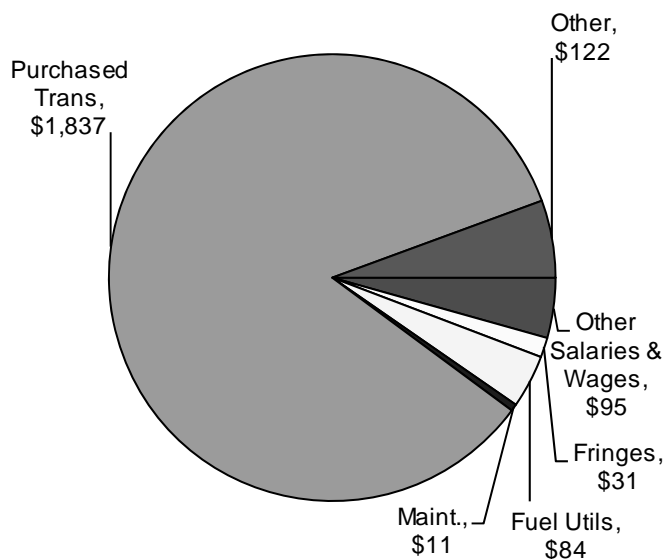
Total Fleet Size

Fixed Route:	15
Paratransit:	4
System-wide:	19

OPERATING BUDGET

Operating Expense (000's)

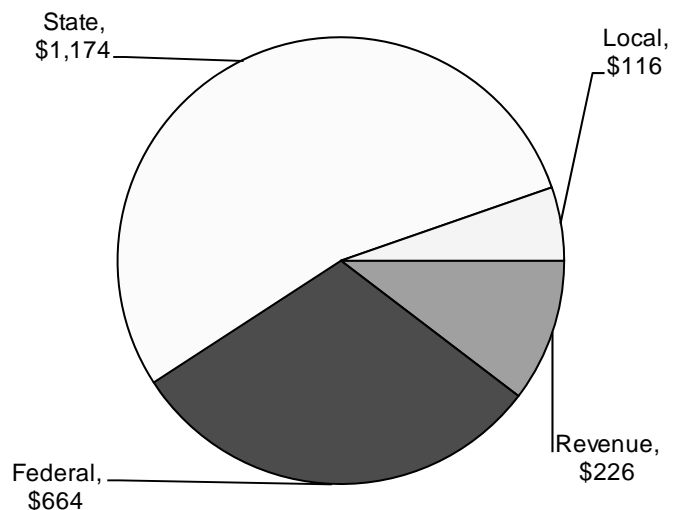
\$2,180



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

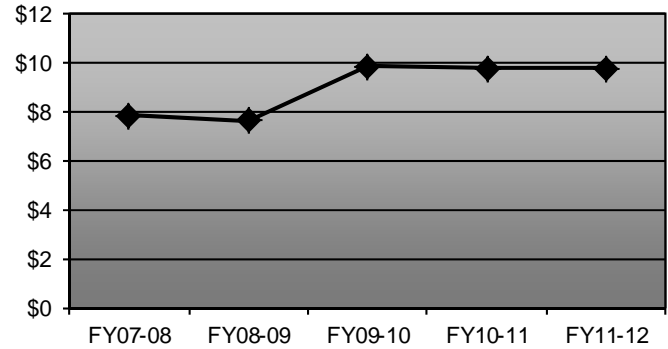
\$2,180



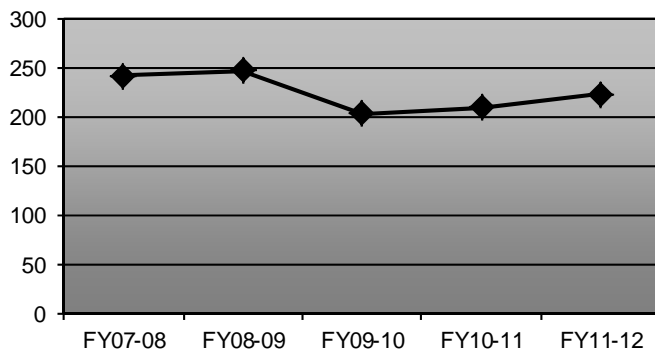
Revenue includes ADA complementary revenues which is also included on the Community Transportation page.



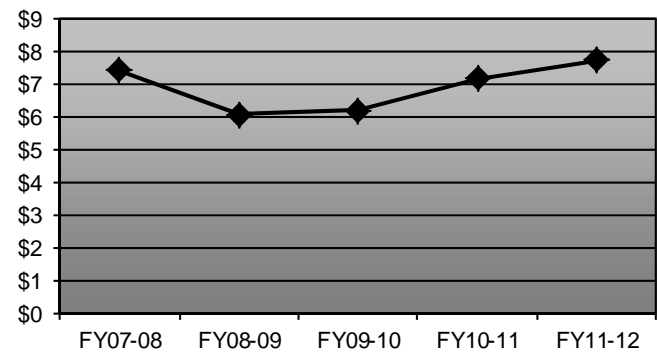
Operating Expense Per Passenger



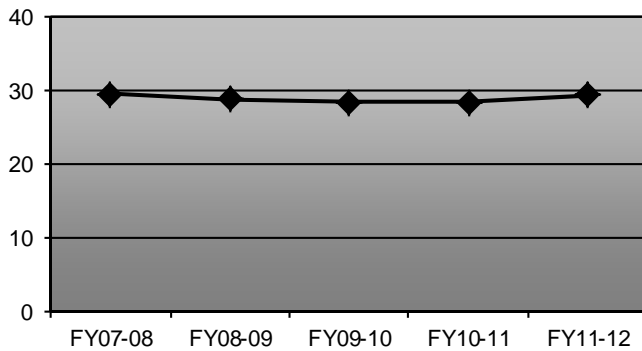
Total Passengers (000's)



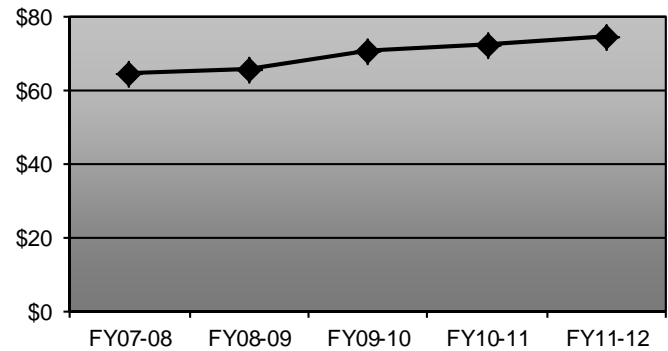
Operating Revenue Per Revenue Vehicle Hour



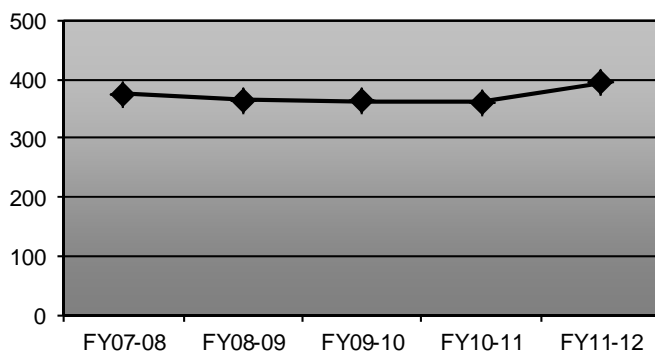
Revenue Vehicle Hours (000's)



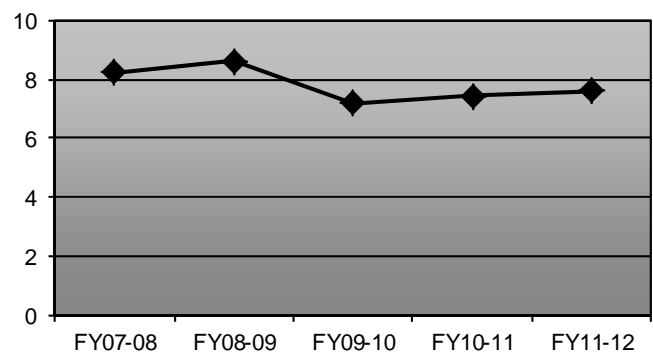
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



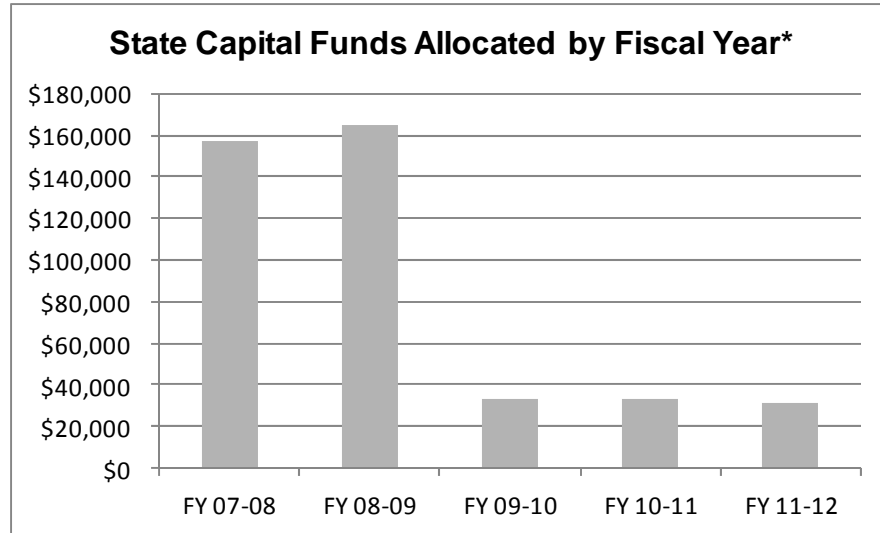
Total Ridership Per Revenue Vehicle Hour



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

Community Transportation

Community transportation provided by Luzerne County Transportation Authority in Luzerne and Wyoming counties (see page 106).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Procurement



Hazleton Public Transit received two 29-foot low-floor Gillig buses which were placed into service in April 2012. The new buses have replaced two small cutaway 18-passenger buses and offer low-floor ramps to provide better service to riders needing ADA accessibility. Each vehicle can accommodate up to 28 passengers. Also, they feature updated engines to comply with Clean Air Act regulations.



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 (2010 Census)

Square Miles: 56
Population: 202,500



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.29
Last Base Fare Increase: August 2006 (20%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,186,307
Senior Passengers: 209,858
Revenue Vehicle Miles: 1,127,895
Revenue Vehicle Hours: 77,413



Employees

	Full-Time	Part-Time
Fixed Route:	78	15
Paratransit:	37	29
System-wide:	115	44



Act 44 Operating Assistance

Section 1513 Allocation: \$4,840,733
Required Local Match: \$440,222



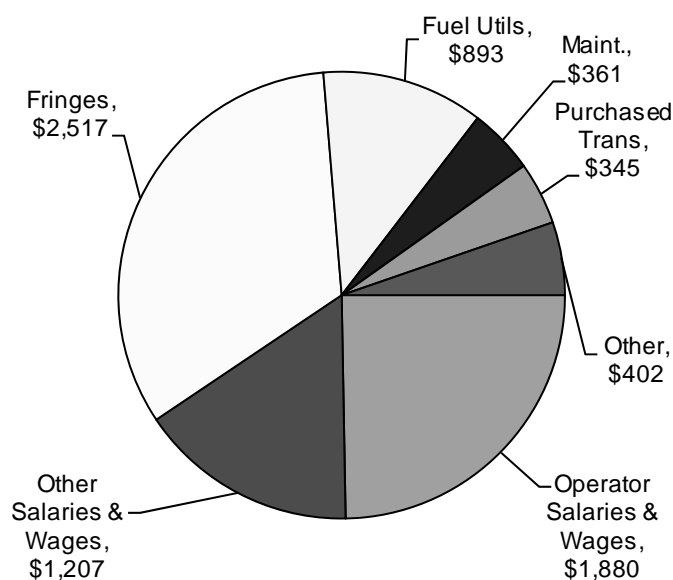
Total Fleet Size

Fixed Route:	38
Paratransit:	52
System-wide:	90

OPERATING BUDGET

Operating Expense (000's)

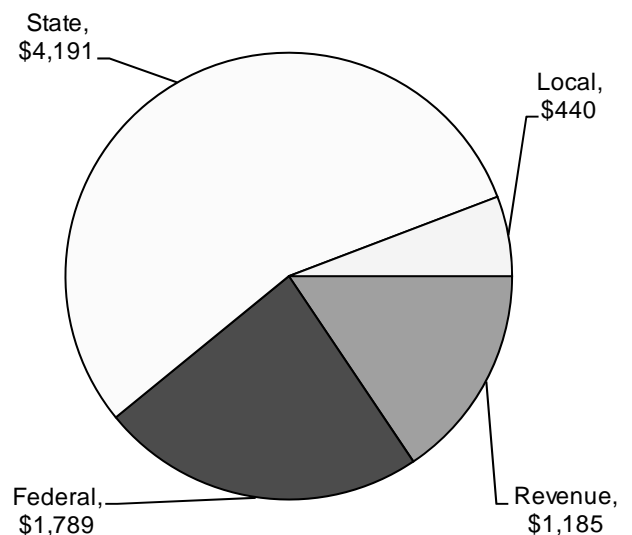
\$7,605



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

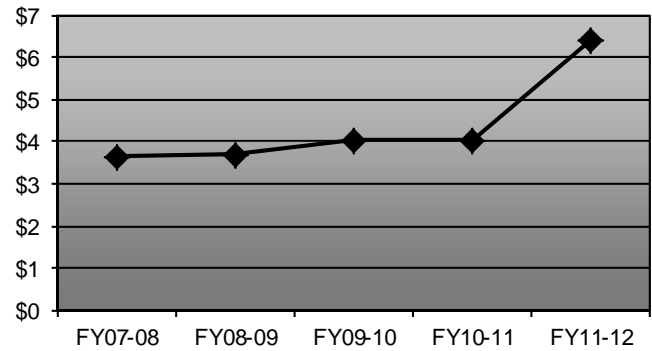
\$7,605



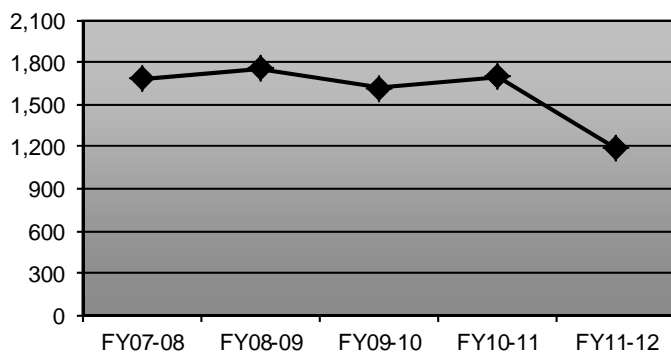
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



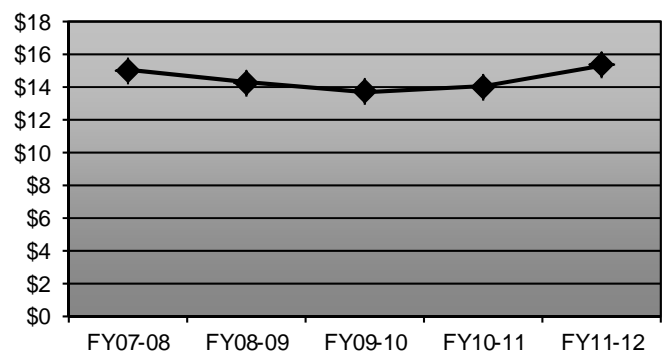
Operating Expense Per Passenger



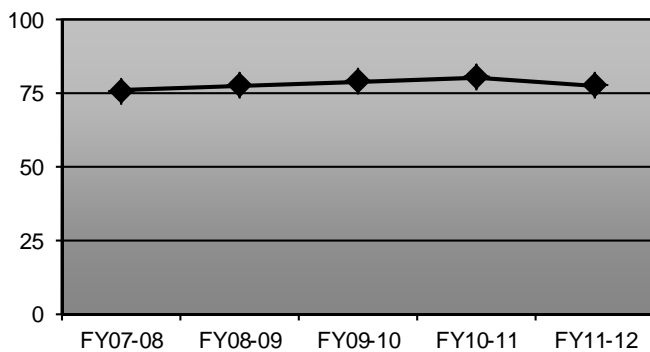
Total Passengers (000's)



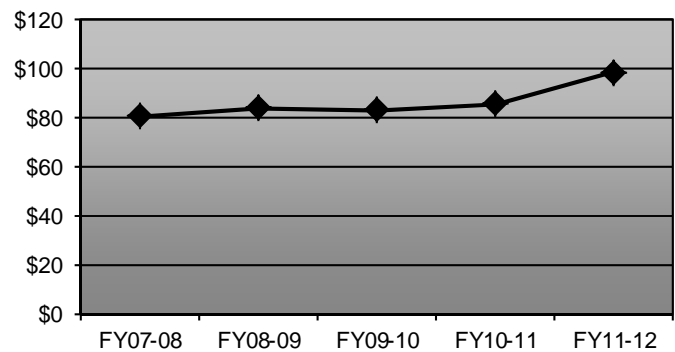
Operating Revenue Per Revenue Vehicle Hour



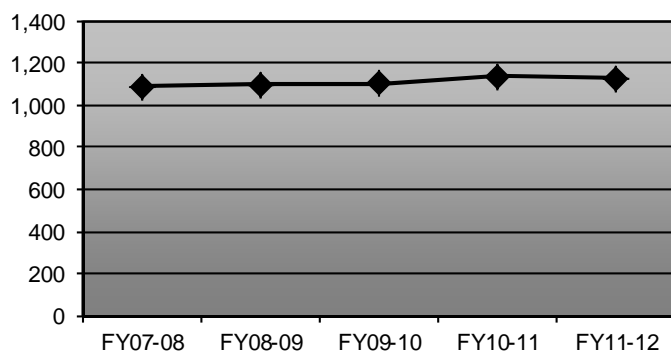
Revenue Vehicle Hours (000's)



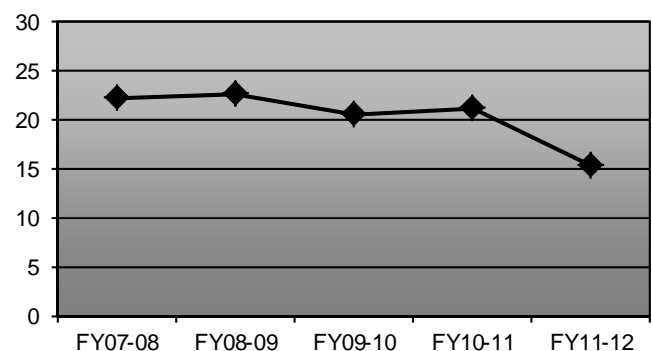
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers which are also included on the Community Transportation page.
Reported ridership prior to FY 2011-12 may have been overstated. FY 2011-12 ridership is correct.



Community Transportation

Luzerne County Transportation Authority

2009 Wyoming Avenue
Forty Fort, PA 18704
570-288-8420
Mr. Stanley Strelish, Executive Director

Service Area Statistics (2010 Census) Luzerne and Wyoming Counties

Square Miles: 1,288
Population: 349,194
65+ Population: 62,123
% of Population 65 and older: 17.8%

Vehicles Operated in Maximum Service

Community Transportation: 55

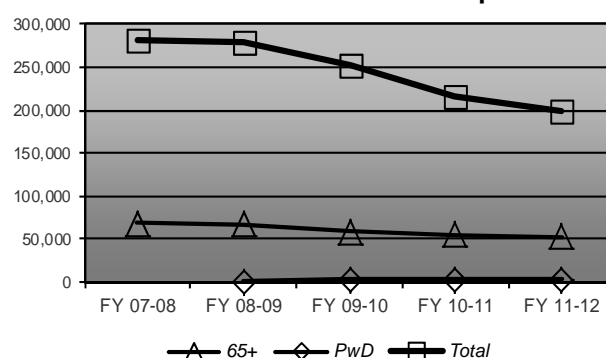
Fare Information

Average Shared-Ride Fare: \$16.81
Cost to Commonwealth
per Senior Citizen Trip: \$13.81
Last Base Fare Increase: November 2008

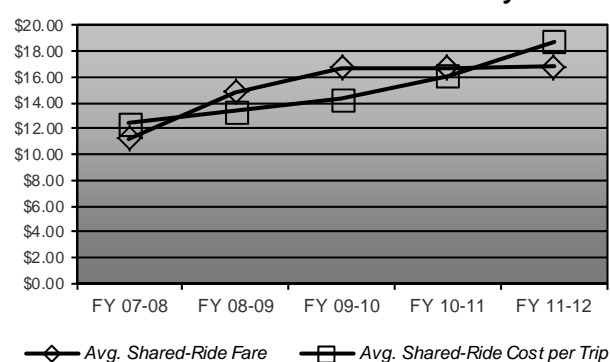
Trip Information

65+ Trips: 52,461
PwD Trips: 2,715
Other Shared-Ride Trips: 143,334
Total Shared-Ride Trips: 198,510
Non-Public Trips: 21,912

Shared-Ride Ridership



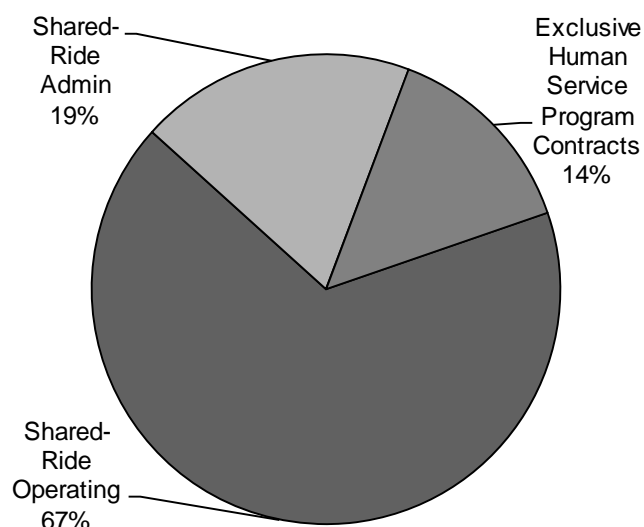
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: 5%

COMMUNITY TRANSPORTATION OPERATING BUDGET

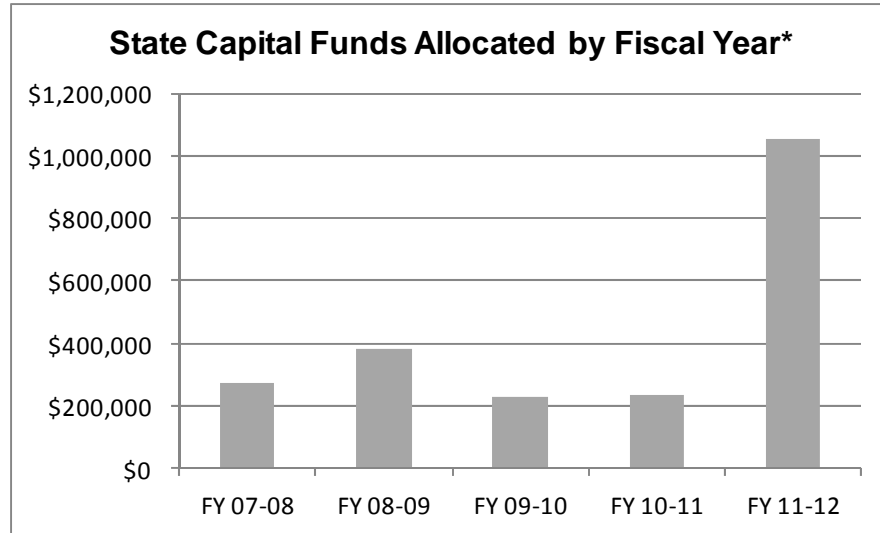
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 171,337	4.0%
Lottery	\$ 724,270	16.7%
Persons with Disabilities Program	\$ 41,046	1.0%
Area Agency on Aging	\$ 19,143	0.4%
Medical Assistance Transportation Program	\$ 1,868,787	43.1%
MH/ID	\$ 196,410	4.5%
Other	\$ 1,034,500	23.8%
Subsidy	\$ 283,365	6.5%
Total	\$ 4,338,858	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Bus Tracking/AVL System

Real-Time Arrival Info

- Provide your ridership with unparalleled service and information

Next bus: 3 mins

Automated Next Stop Announcements

- Communicate audible and visual next stop information on the bus to all your riders

Stop 16 - Main Street

Next Bus Information

- Communicate accurate & important information to your riders waiting at stops

#14 - Main Line - 4 mins

Real-Time Location For Your Dispatch

- Provide critical information to your dispatchers

Luzerne County Transportation Authority's Automated Vehicle Locator (AVL) system will provide real-time bus tracking and historical data. This includes bus locations, speeds, and stop schedules. The data generated by the AVL system will be used by LCTA's managers and dispatchers to better enhance scheduling and to organize efficient routes and trip planning. With the help of this system, LCTA will share real-time information with its customers via the Internet, TV, and mobile devices.



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, 19, 24



Service Area Statistics (2010 Census)

Square Miles: 106
Population: 389,000



Fare Information

Fixed Route Base: \$2.00
Fixed Route Average: \$1.15
Last Base Fare Increase: April 2007 (15%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 5,112,582
Senior Passengers: 763,099
Revenue Vehicle Miles: 3,827,422
Revenue Vehicle Hours: 313,860



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$11,553,636
Required Local Match: \$714,463



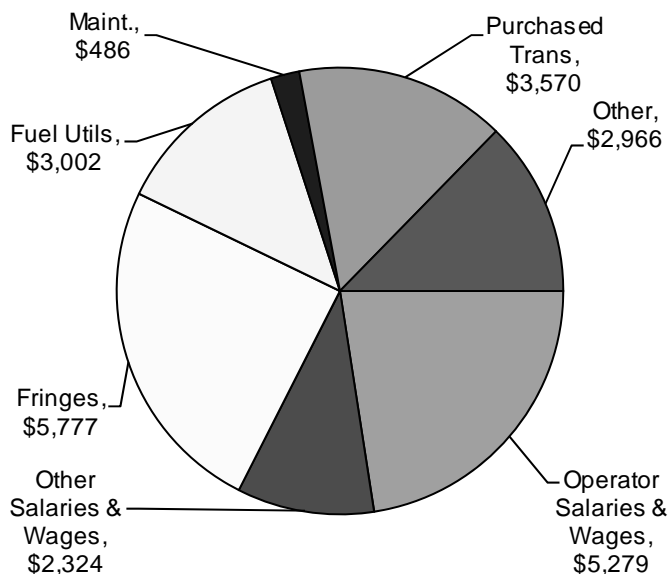
Total Fleet Size

Fixed Route:	83
Paratransit:	108
System-wide:	191

OPERATING BUDGET

Operating Expense (000's)

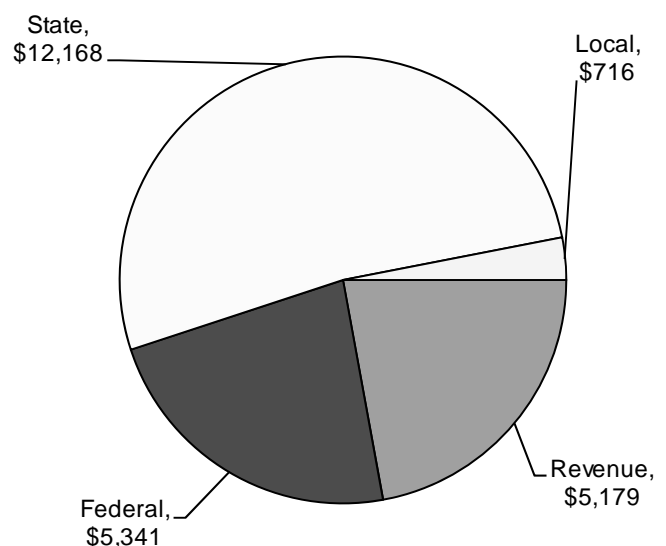
\$23,404



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

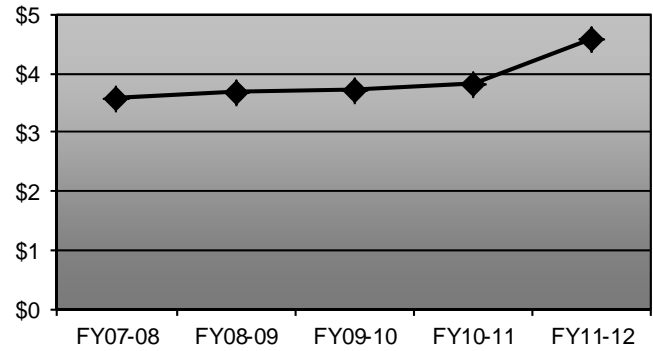
\$23,404



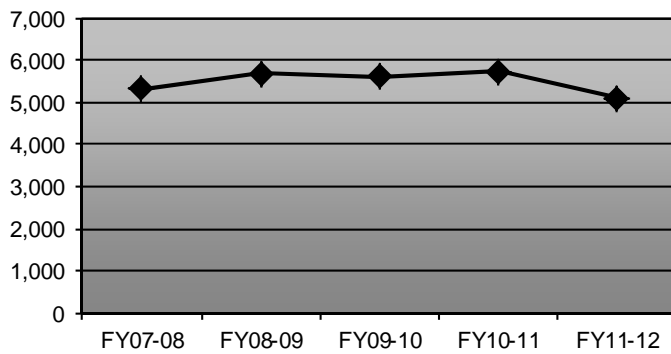
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



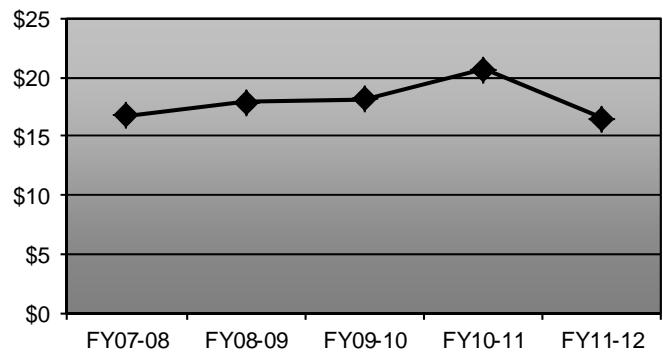
Operating Expense Per Passenger



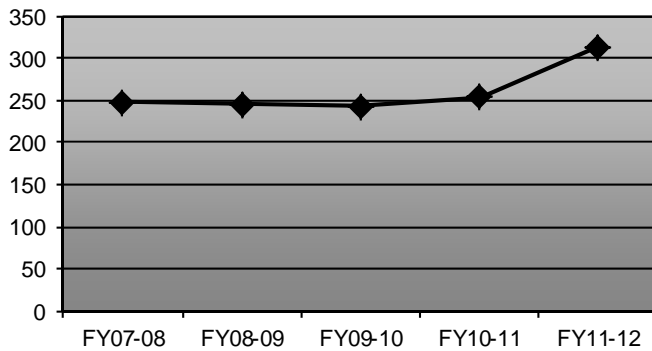
Total Passengers (000's)



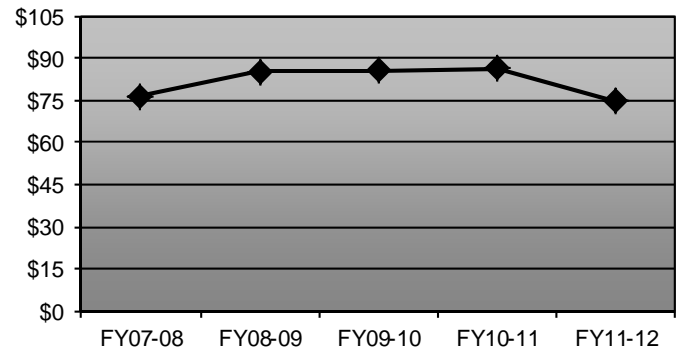
Operating Revenue Per Revenue Vehicle Hour



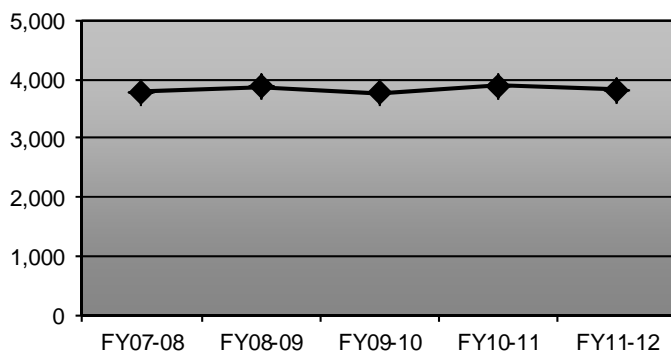
Revenue Vehicle Hours (000's)



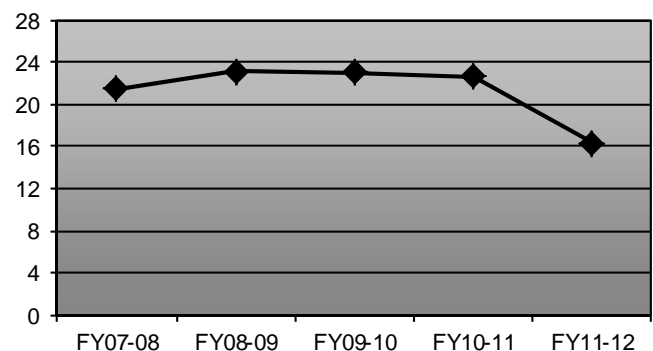
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Lehigh and Northampton Transportation Authority

1060 Lehigh Street
Allentown, PA 18103
610-435-4052
Mr. Armando Greco, Executive Director

Service Area Statistics (2010 Census)

Lehigh and Northampton County

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

Vehicles Operated in Maximum Service

Community Transportation: 100

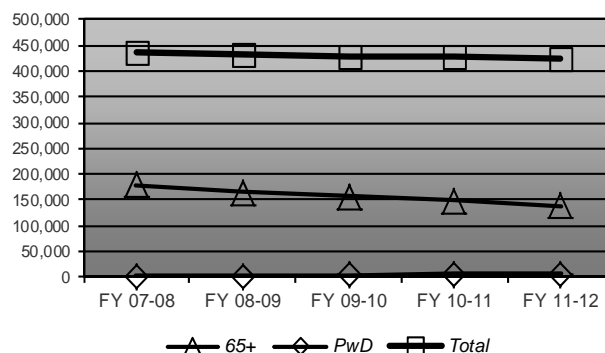
Fare Information

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

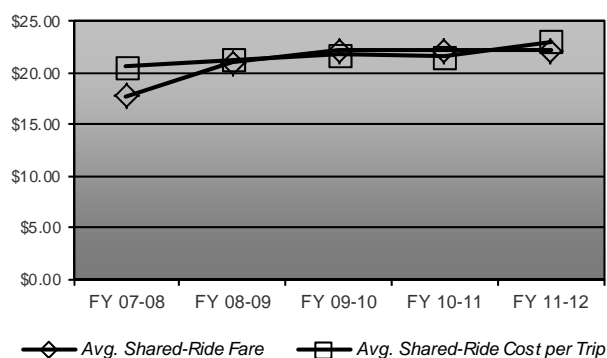
Trip Information

65+ Trips: 137,445
PwD Trips: 6,914
Other Shared-Ride Trips: 278,754
Total Shared-Ride Trips: 423,113
Non-Public Trips: 71,500

Shared-Ride Ridership



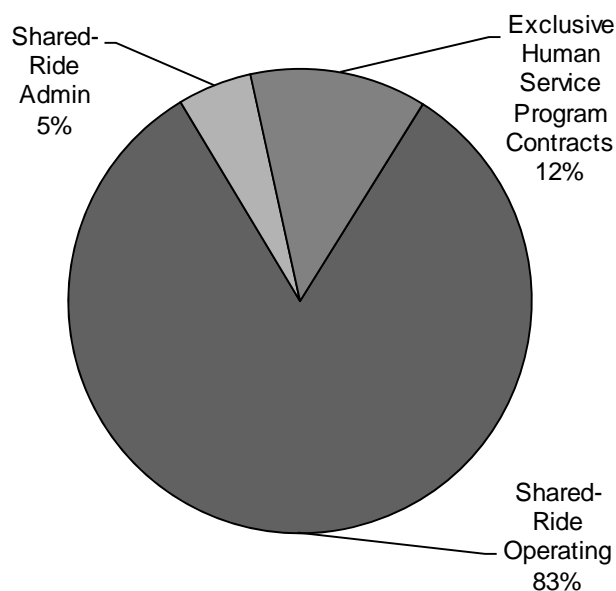
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

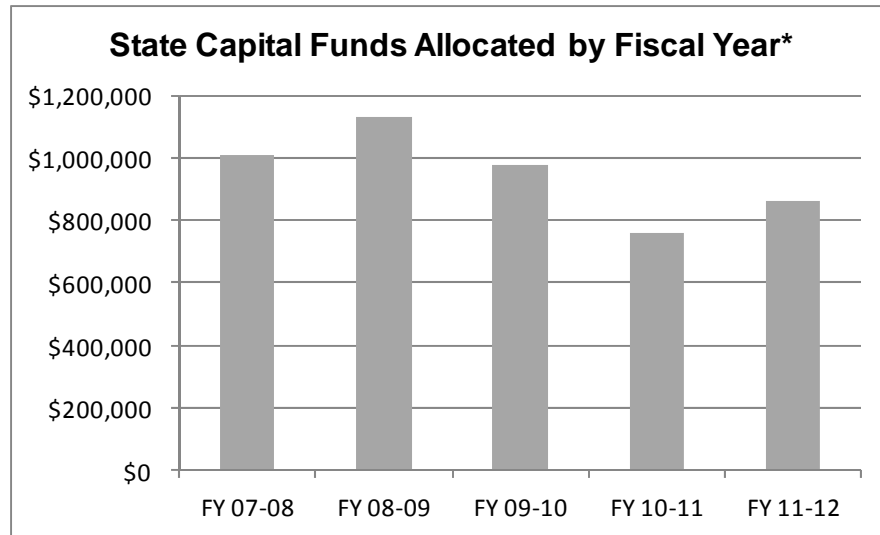
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 847,791	7.6%
Lottery	\$ 2,583,966	23.2%
Persons with Disabilities Program	\$ 129,983	1.2%
Area Agency on Aging	\$ 256,810	2.3%
Medical Assistance Transportation Program	\$ 3,891,446	35.0%
MH/ID	\$ 429,686	3.9%
Other	\$ 12,000	0.1%
Subsidy	\$ 2,974,047	26.7%
Total	\$ 11,125,729	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Garage Renovation Project



Lehigh and Northampton Transportation Authority is constructing a state-of-the-art bus maintenance facility. It was designed to meet current needs and allow future expansion of the bus fleet to accommodate Lehigh Valley customers. The facility could be converted to support future CNG technology. Demolition of the existing building was completed in Spring 2012. The new facility is scheduled for completion in 2013.



Mercer County Regional Council of Governments (MCRCOG)

2495 Highland Road
Hermitage, PA 16148
Mr. Thomas Tulip
(Executive Director)
724-981-1561
www.mcrcog.com



House District
Mercer: 7, 8, 17

Senate District
Mercer: 50



Service Area Statistics (2010 Census)

Square Miles: 670
Population: 116,638



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$0.59
Last Base Fare Increase: July 2006 (33%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 108,364
Senior Passengers: 20,662
Revenue Vehicle Miles: 143,930
Revenue Vehicle Hours: 9,887



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$643,947
Required Local Match: \$46,104



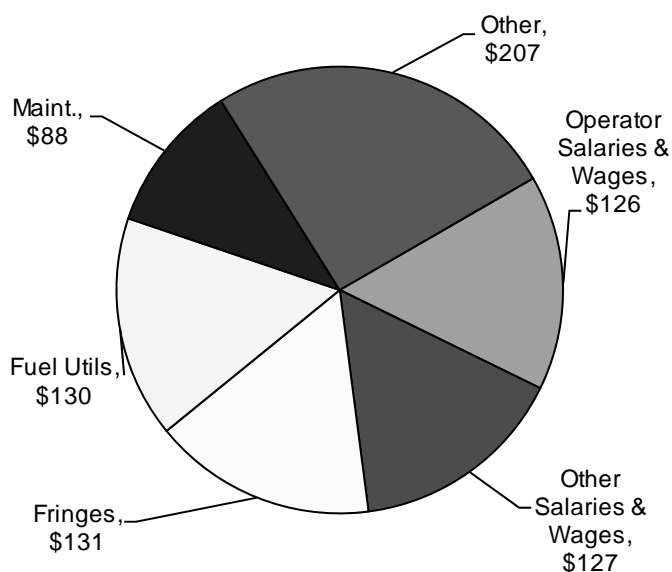
Total Fleet Size

Fixed Route:	5
Paratransit:	30
System-wide:	35

OPERATING BUDGET

Operating Expense (000's)

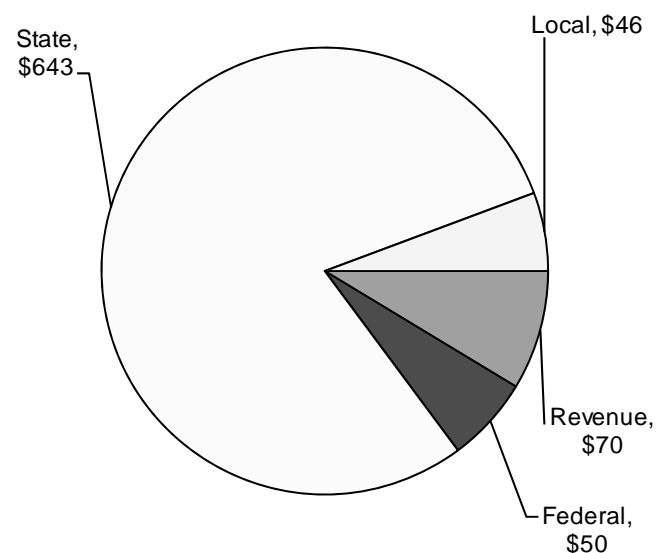
\$809



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

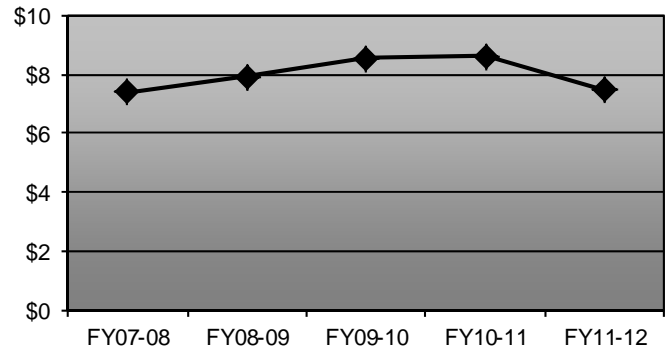
\$809



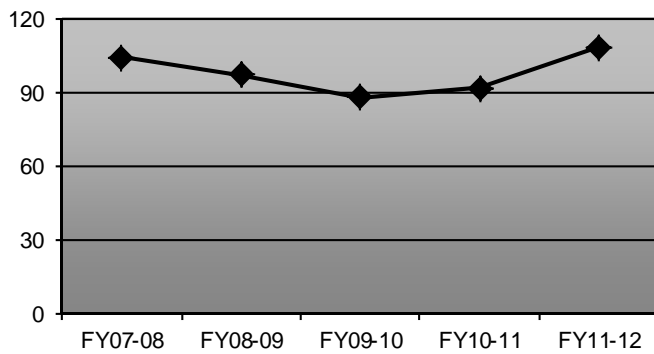
Revenue includes ADA complementary revenues which is also included on the Community Transportation page.



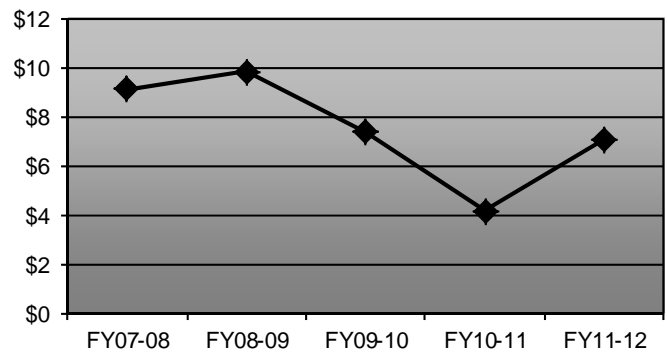
Operating Expense Per Passenger



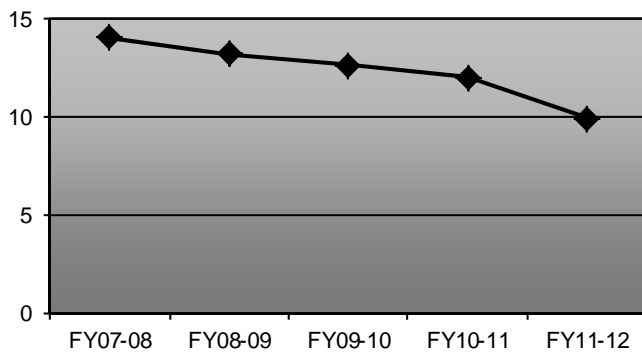
Total Passengers (000's)



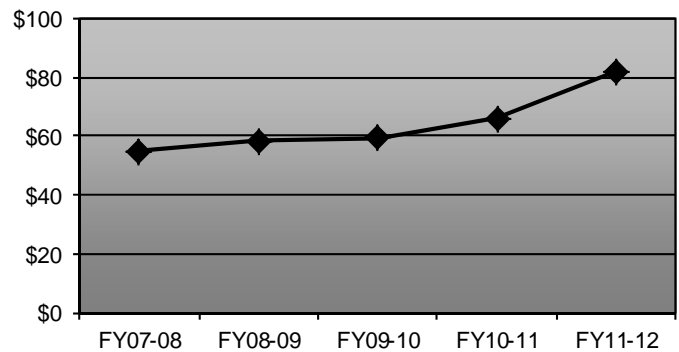
Operating Revenue Per Revenue Vehicle Hour



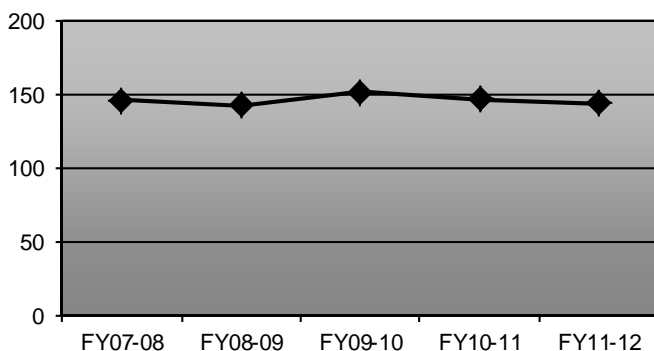
Revenue Vehicle Hours (000's)



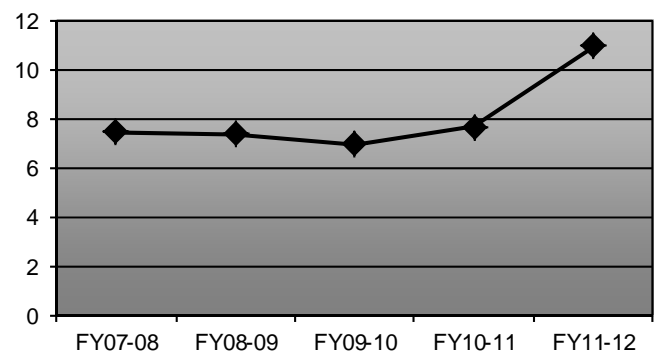
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Mercer County Regional Council of Governments

2495 Highland Road
Hermitage, PA 16148
724-981-1561
Mr. Thomas Tulip, Executive Director

Service Area Statistics (2010 Census)

Mercer County

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

Vehicles Operated in Maximum Service

Community Transportation: 23

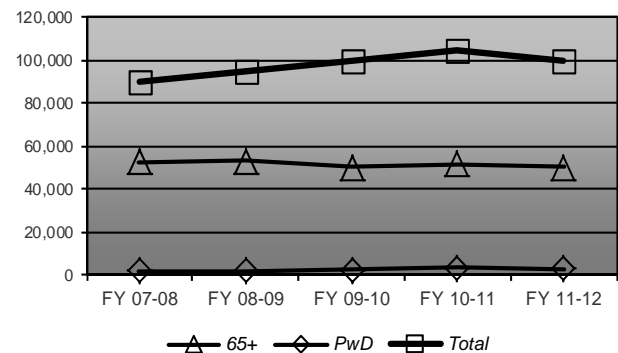
Fare Information

Average Shared-Ride Fare: \$15.09
Cost to Commonwealth
per Senior Citizen Trip: \$13.46
Last Base Fare Increase: July 2005

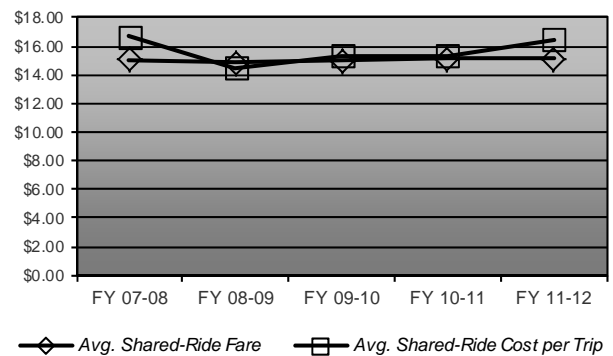
Trip Information

65+ Trips: 50,526
PwD Trips: 2,910
Other Shared-Ride Trips: 46,875
Total Shared-Ride Trips: 100,311
Non-Public Trips: 1,940

Shared-Ride Ridership



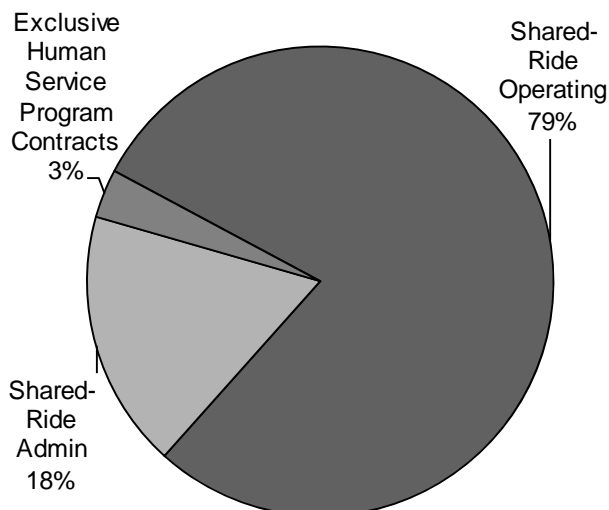
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

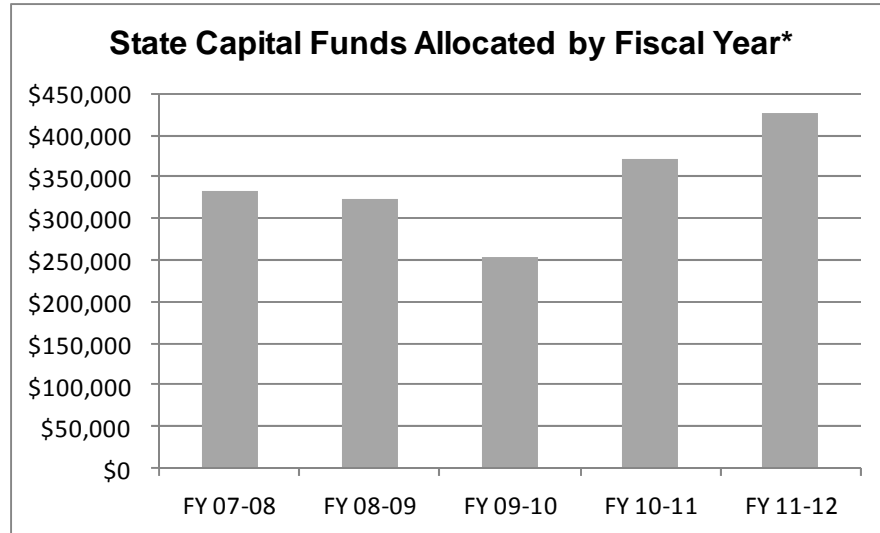
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 71,955	4.3%
Lottery	\$ 680,303	40.3%
Persons with Disabilities Program	\$ 47,711	2.8%
Area Agency on Aging	\$ 164,662	9.7%
Medical Assistance Transportation Program	\$ 577,672	34.2%
MH/ID	\$ -	0.0%
Other	\$ 40,633	2.4%
Subsidy	\$ 106,390	6.3%
Total	\$ 1,689,326	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Storage and Office Expansion



Aerial view of the expanded facility structure



Exterior walls and roof of the expanded facility

The Mercer County Regional Council of Governments (MCRCOG) broke ground on its garage expansion project. The expansion will provide vehicle storage and additional work space for mechanics, and will house dispatching and call reservations under one roof. All in-ground site improvements have been completed, including updating utilities and relocating sewer lines. The walls and roof of the expanded facility have been erected. Interior construction continues. Construction is expected to be complete by mid-2013.



Mid Mon Valley Transit Authority (MMVTA)

1300 McKean Avenue
Charleroi, PA 15022
Mr. Marc Roncone
(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 (2010 Census)

Square Miles: 79
Population: 56,508



Fare Information

Fixed Route Base: \$2.00
Fixed Route Average: \$2.19
Last Base Fare Increase: July 2008 (33%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 336,248
Senior Passengers: 46,028
Revenue Vehicle Miles: 809,071
Revenue Vehicle Hours: 49,313



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$2,109,307
Required Local Match: \$54,842



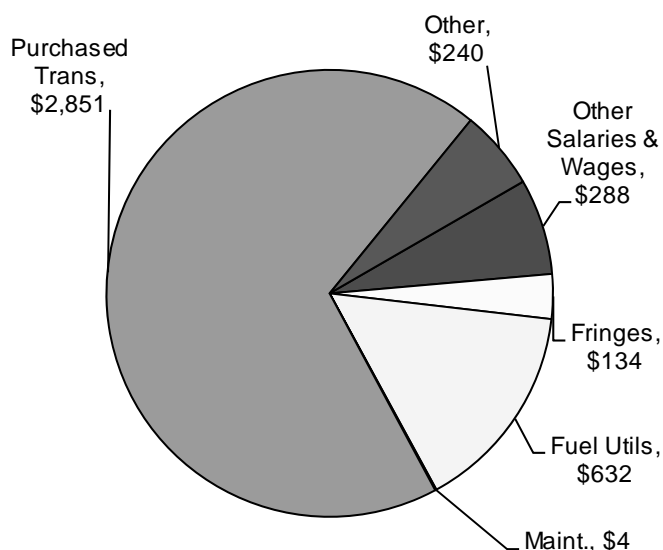
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

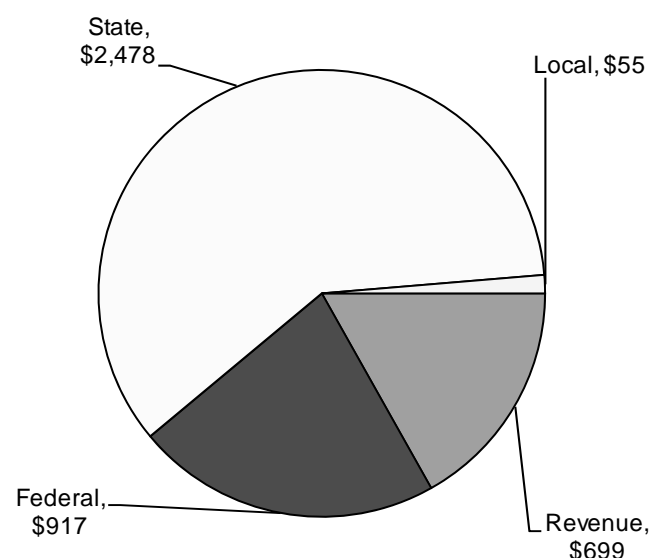
\$4,149



Expense includes ADA complementary expense.

Operating Funds (000's)

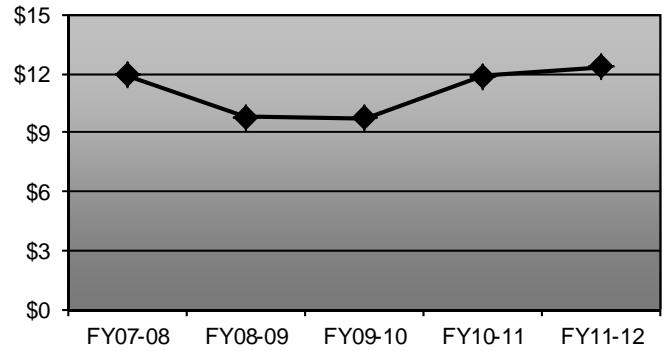
\$4,149



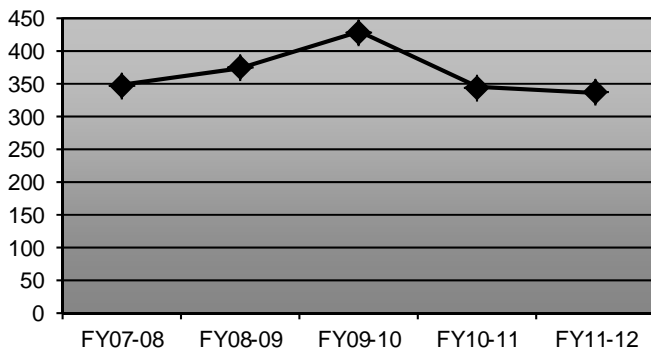
Revenue includes ADA complementary revenue.



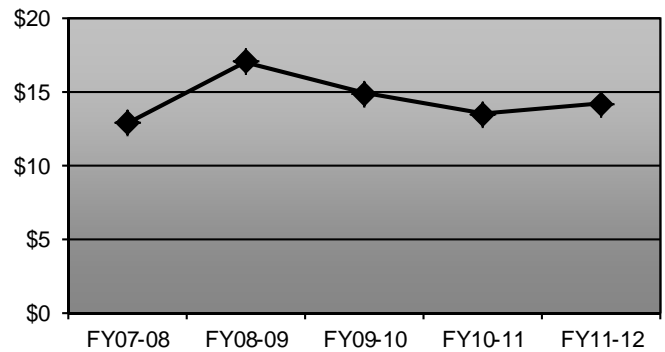
Operating Expense Per Passenger



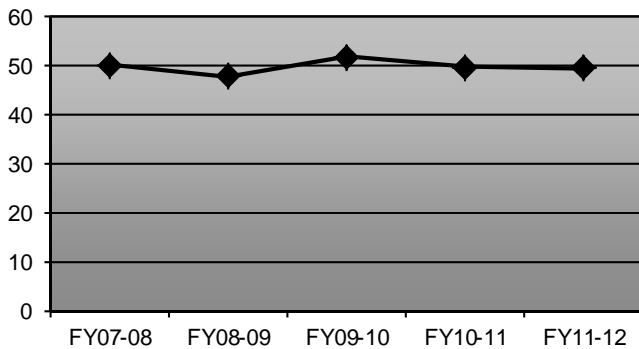
Total Passengers (000's)



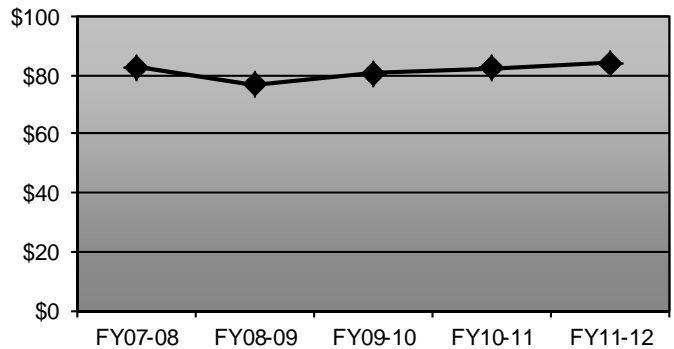
Operating Revenue Per Revenue Vehicle Hour



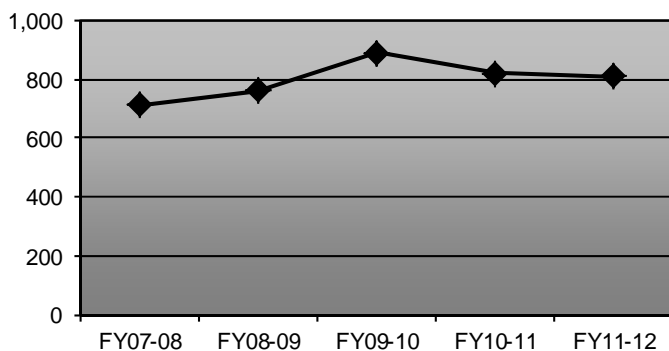
Revenue Vehicle Hours (000's)



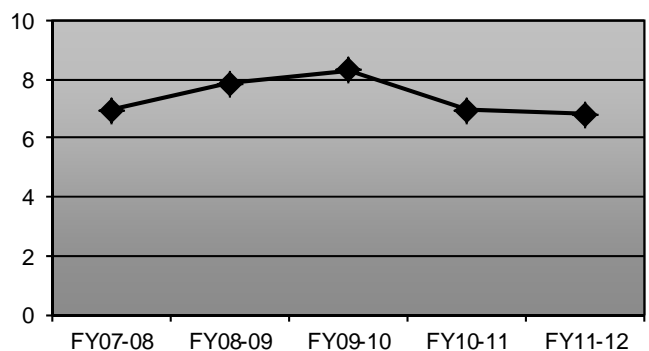
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour

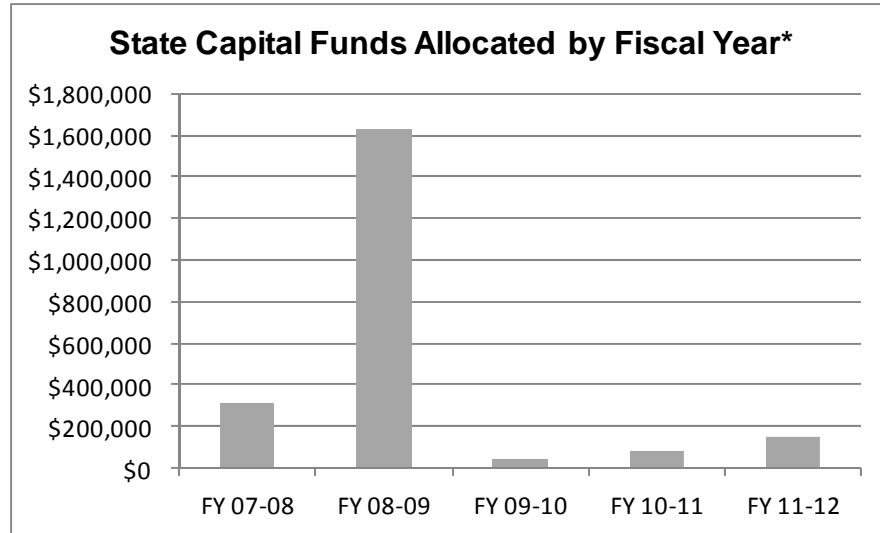


Passengers include ADA complementary passengers.

Community Transportation

Community transportation provided by Washington County
Transportation Authority in Washington County (see page 228).

Community transportation provided by Westmoreland County
Transit Authority in Westmoreland County (see page 134).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Regional Farebox Project



Mid Mon Valley Transit Authority (MMVTA) was the first regional Southwestern Pennsylvania transit provider to equip its entire bus fleet with new fareboxes in conjunction with the Port Authority of Allegheny County (PAAC). The new fareboxes include smart card technology for the future implementation of an Automated Fare Collection system.

The new fareboxes will reduce waste and fraud as well as help the MMVTA better track riders and account for all fares collected. When fully operational, the new system will eliminate all paper passes, tickets, and other fare media in use today.

The project enables customers with MMVTA-issued fare cards to ride neighboring transit systems, which include:

- Butler Transit Authority
- Fayette Area Coordinated Transportation
- Port Authority of Allegheny County
- The City of Washington
- Westmoreland County Transit Authority



Pottstown Area Rapid Transit (PART)

100 East High Street
Pottstown, PA 19464
Mr. Mark D. Flanders
(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 (2010 Census)

Square Miles: 34
Population: 51,000



Fare Information

Fixed Route Base: \$1.70
Fixed Route Average: \$1.24
Last Base Fare Increase: Sep 2012 (13.3%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 285,537
Senior Passengers: 45,087
Revenue Vehicle Miles: 305,950
Revenue Vehicle Hours: 20,571



Employees

	Full-Time	Part-Time
Fixed Route:	26	1
Paratransit:	0	0
System-wide:	26	1



Act 44 Operating Assistance

Section 1513 Allocation: \$931,467
Required Local Match: \$63,812



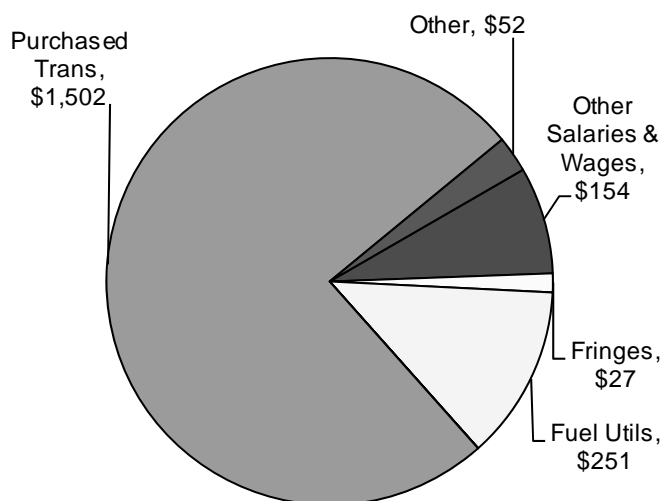
Total Fleet Size

Fixed Route:	9
Paratransit:	2
System-wide:	11

OPERATING BUDGET

Operating Expense (000's)

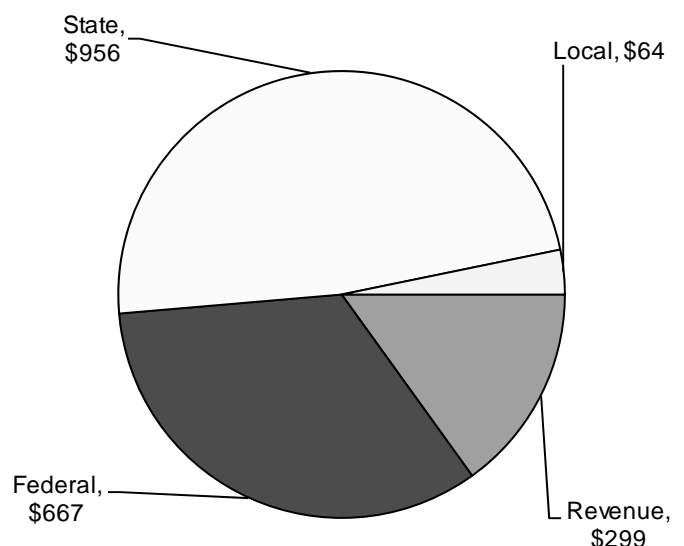
\$1,986



Expense includes ADA complementary expense.

Operating Funds (000's)

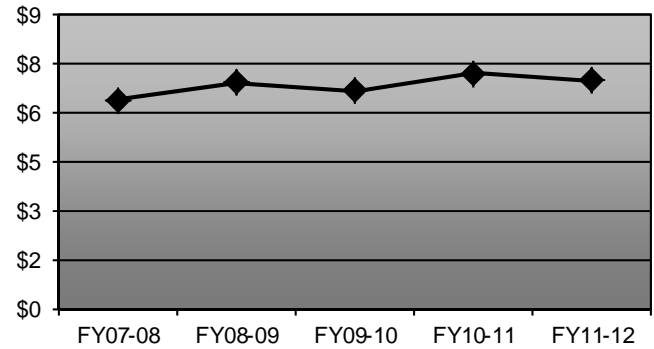
\$1,986



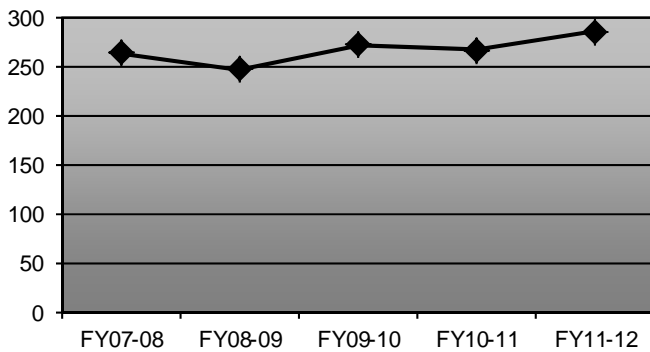
Revenue includes ADA complementary revenue.



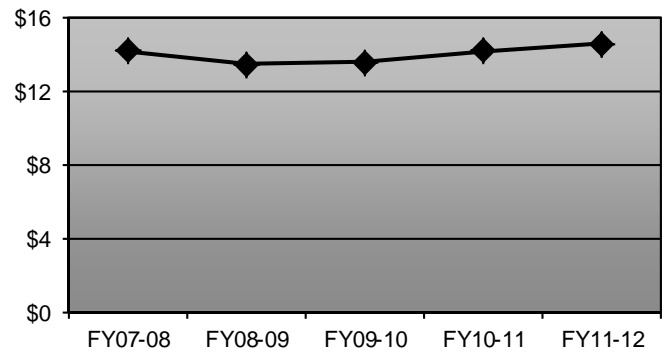
Operating Expense Per Passenger



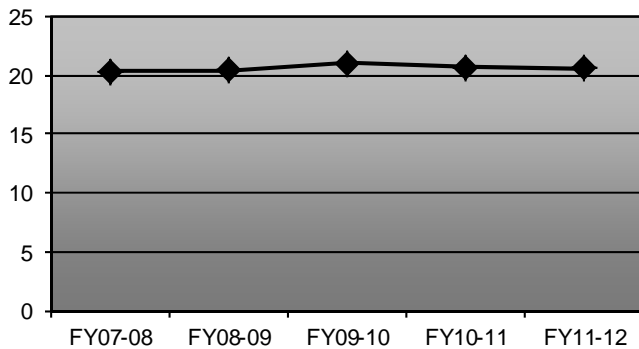
Total Passengers (000's)



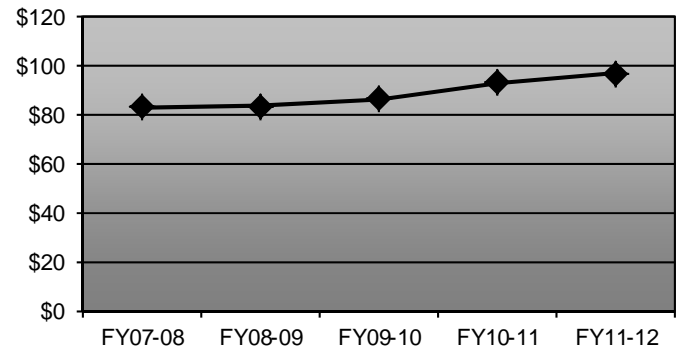
Operating Revenue Per Revenue Vehicle Hour



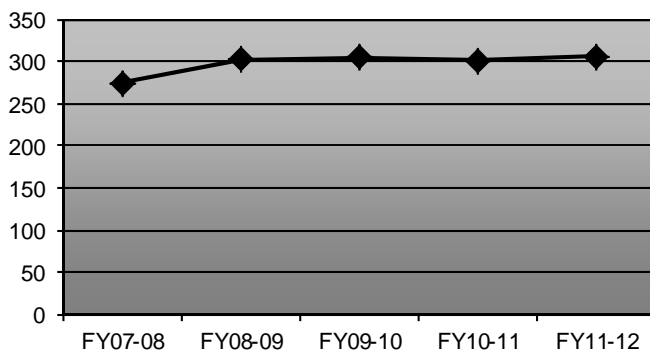
Revenue Vehicle Hours (000's)



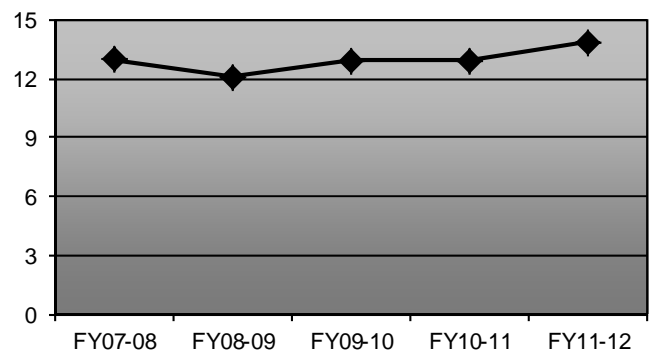
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



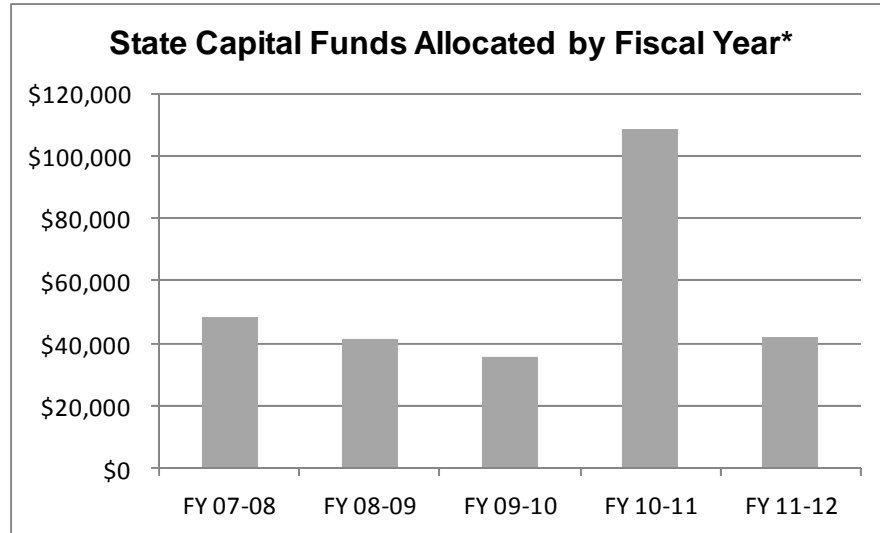
Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Community transportation provided by Suburban Transit Network, Inc., in Montgomery County (see page 225).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Transit Amenities and Upgrades



The Borough of Pottstown/Pottstown Area Rapid Transit installed amenities and completed electrical upgrades to the Smith Family Plaza Transit Park in downtown Pottstown. The new benches, planters, and the essential upgrades create a safe environment with a hometown feel for PART's customers.



Red Rose Transit Authority (RRTA)

45 Erick Road
Lancaster, PA 17601
Mr. David Kilmer
(Executive Director)
717-358-1920
www.redrosetransit.com



House District

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

Senate District

Lancaster: 13, 36, 48



Service Area Statistics (2010 Census)

Square Miles: 952
Population: 420,920



Fare Information

Fixed Route Base: \$1.70
Fixed Route Average: \$1.48
Last Base Fare Increase: August 2011 (6%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,966,841
Senior Passengers: 243,389
Revenue Vehicle Miles: 1,767,615
Revenue Vehicle Hours: 125,611



Employees

	Full-Time	Part-Time
Fixed Route:	98	13
Paratransit:	110	32
System-wide:	208	45



Act 44 Operating Assistance

Section 1513 Allocation: \$4,406,458
Required Local Match: \$224,025



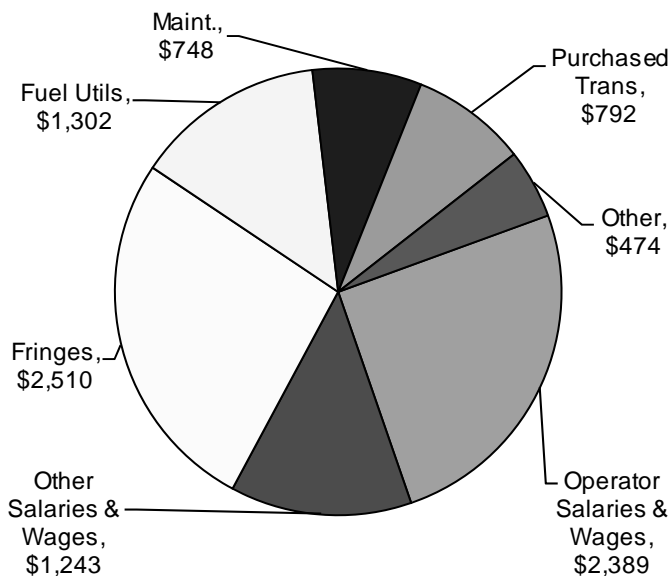
Total Fleet Size

Fixed Route:	42
Paratransit:	71
System-wide:	113

OPERATING BUDGET

Operating Expense (000's)

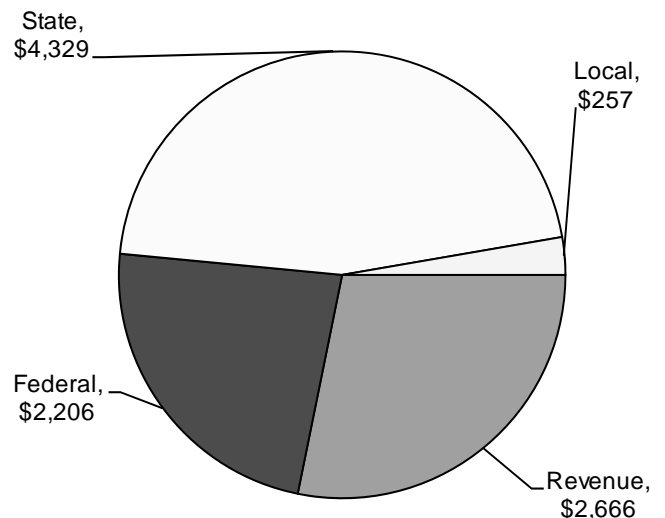
\$9,458



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

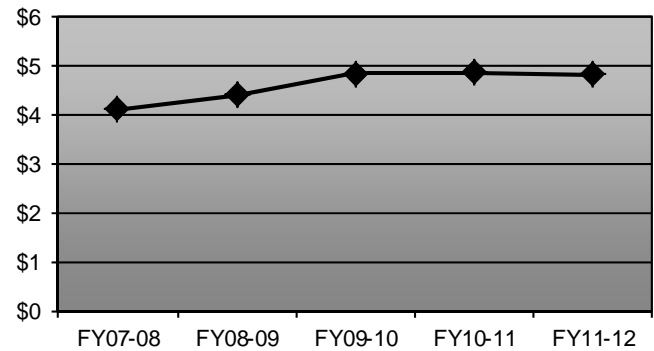
\$9,458



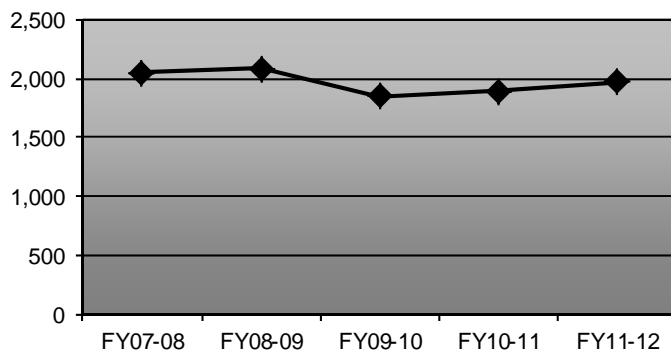
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



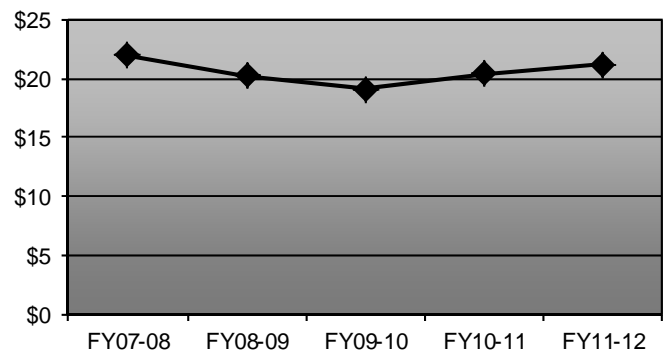
Operating Expense Per Passenger



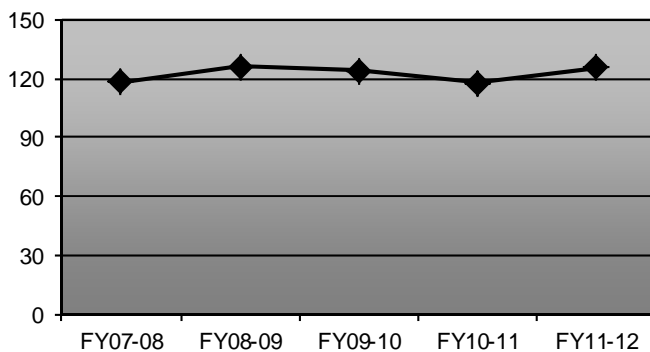
Total Passengers (000's)



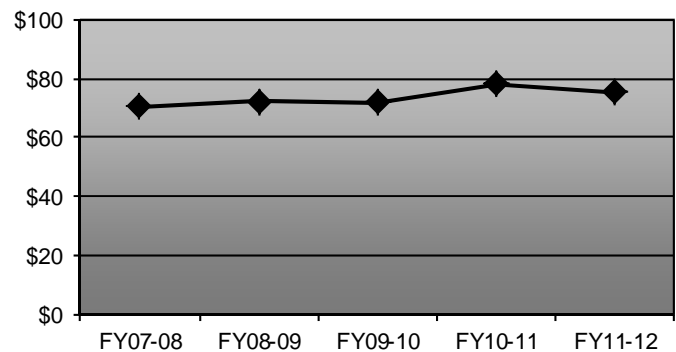
Operating Revenue Per Revenue Vehicle Hour



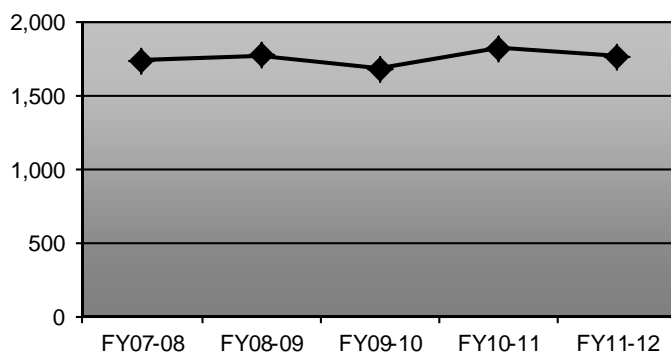
Revenue Vehicle Hours (000's)



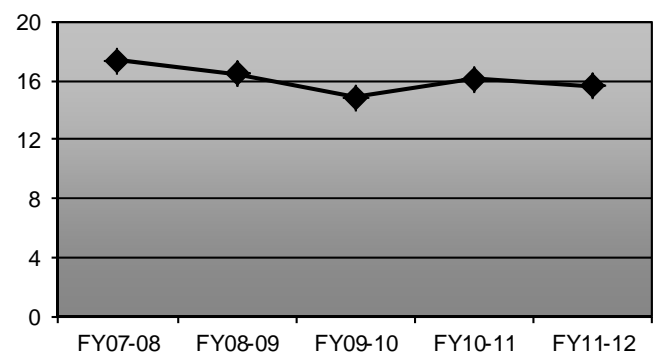
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Red Rose Transit Authority

45 Erick Road
Lancaster, PA 17601
717-358-1920
Mr. David Kilmer, Executive Director

Service Area Statistics (2010 Census) Lancaster County

Square Miles: 949
Population: 519,445
65+ Population: 77,780
% of Population 65 and older: 15.0%

Vehicles Operated in Maximum Service

Community Transportation: 57

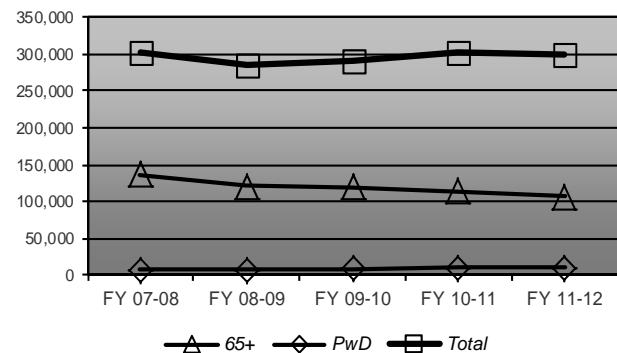
Fare Information

Average Shared-Ride Fare: \$19.92
Cost to Commonwealth
per Senior Citizen Trip: \$13.68
Last Base Fare Increase: July 2011

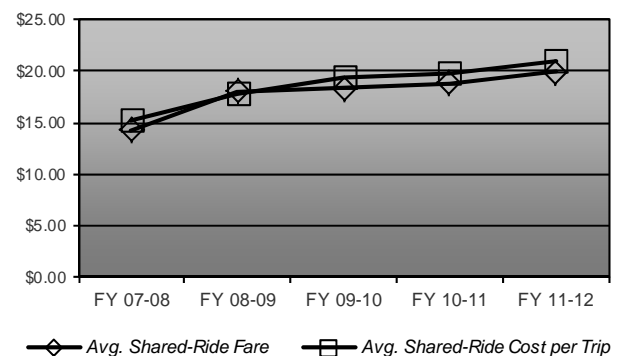
Trip Information

65+ Trips: 106,436
PwD Trips: 9,700
Other Shared-Ride Trips: 182,972
Total Shared-Ride Trips: 299,108
Non-Public Trips: 28,581

Shared-Ride Ridership



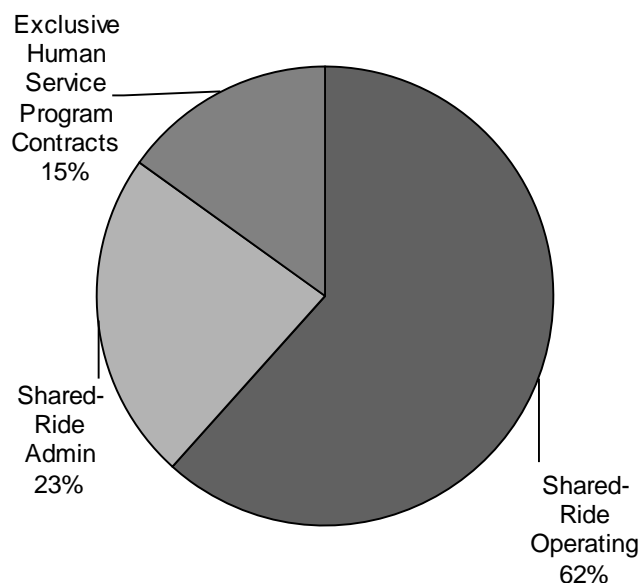
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

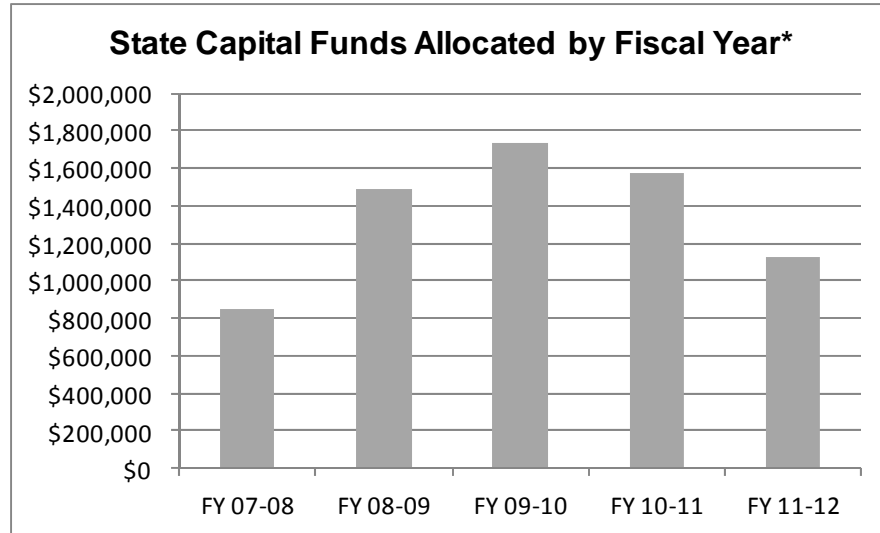
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 263,312	3.6%
Lottery	\$ 1,456,096	19.6%
Persons with Disabilities Program	\$ 200,262	2.7%
Area Agency on Aging	\$ 195,818	2.6%
Medical Assistance Transportation Program	\$ 2,727,238	36.8%
MH/ID	\$ 1,246,337	16.8%
Other	\$ 562,361	7.6%
Subsidy	\$ 767,654	10.3%
Total	\$ 7,419,078	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Queen Street Station Phase II



In June 2012, Red Rose Transit Authority opened the Queen Street Station Parking Garage. Located on the corner of Queen Street and Chestnut Street in downtown Lancaster, the 395-space garage is available for daily and monthly public parking. The construction of the parking garage extended RRTA's existing Queen Street Station transit center by adding three bus bays. The 8,500 square feet of space on the corner of the building is leased for a planned restaurant.

This project brings two modes of transportation together—fixed route bus service and passenger rail. Amtrak customers can take advantage of an incentive that allows monthly riders to purchase a discounted monthly parking pass and receive free trolley rides to the train station.





City of Washington

55 W. Maiden Street
Washington, PA 15301
Ms. Nancy Basile
(Transit Coordinator)
724-223-2442
www.washingtoncitytransit.com



House District

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

Senate District

Washington: 32, 37, 46



Service Area Statistics (2010 Census)

Square Miles: 33
Population: 61,634



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$2.65
Last Base Fare Increase: July 2012 (36.4%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 45,559
Senior Passengers: 12,636
Revenue Vehicle Miles: 193,247
Revenue Vehicle Hours: 13,613



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$948,752
Required Local Match: \$133,681



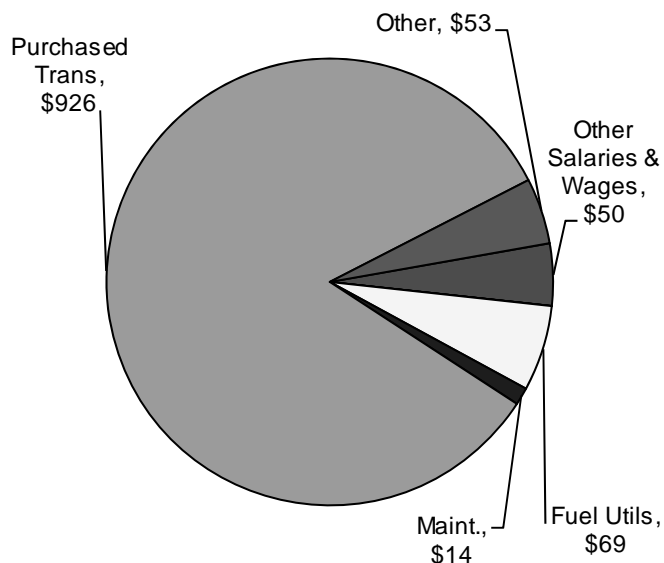
Total Fleet Size

Fixed Route:	7
Paratransit:	3
System-wide:	10

OPERATING BUDGET

Operating Expense (000's)

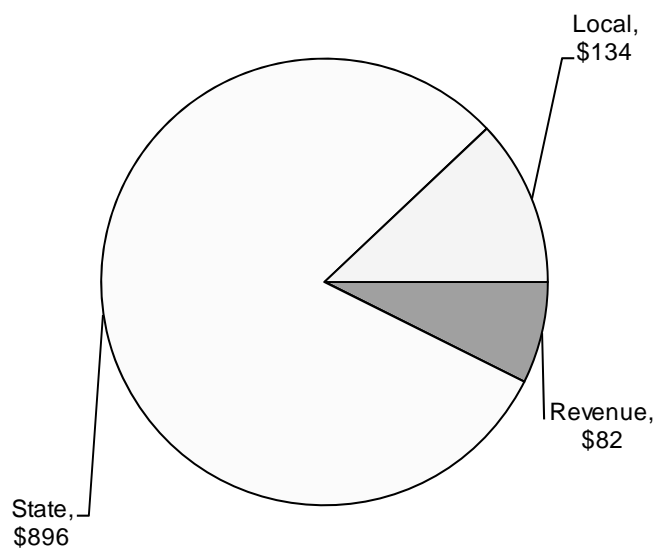
\$1,112



Expense includes ADA complementary expense.

Operating Funds (000's)

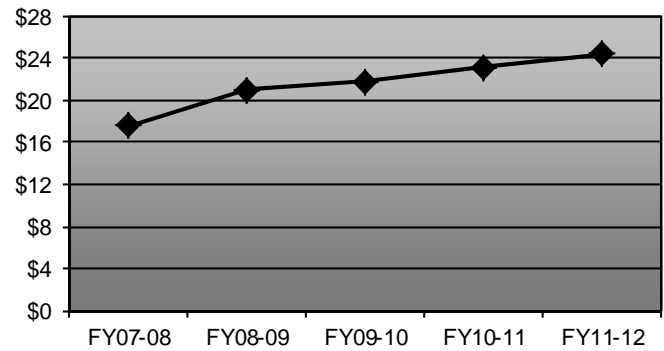
\$1,112



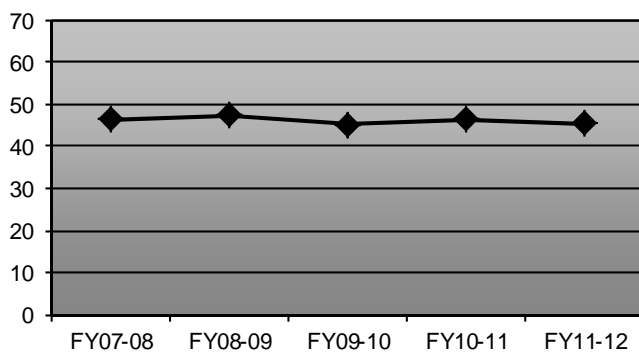
Revenue includes ADA complementary revenue.



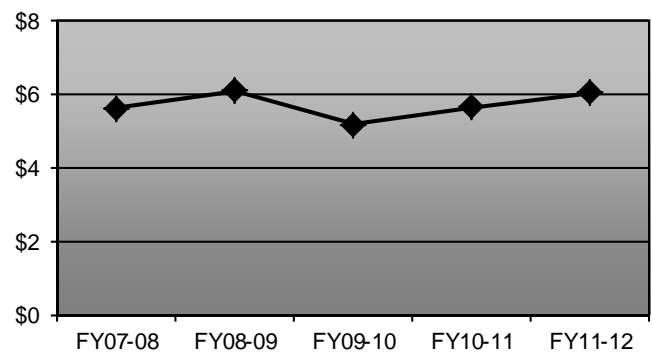
Operating Expense Per Passenger



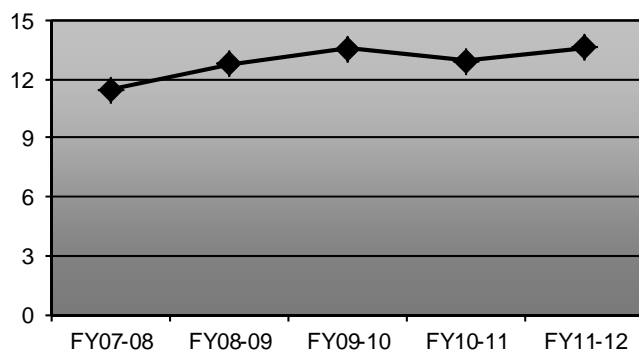
Total Passengers (000's)



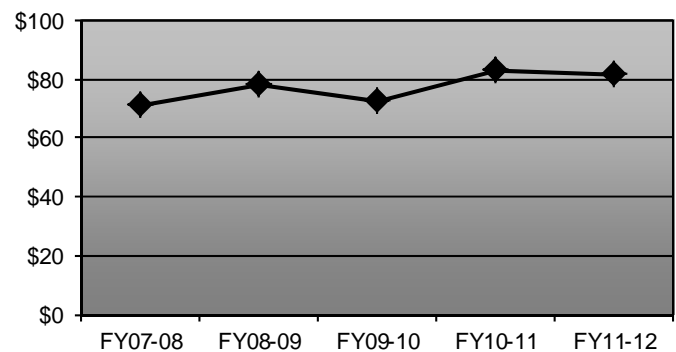
Operating Revenue Per Revenue Vehicle Hour



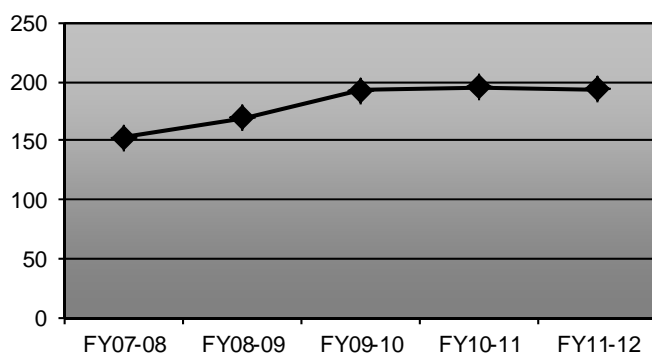
Revenue Vehicle Hours (000's)



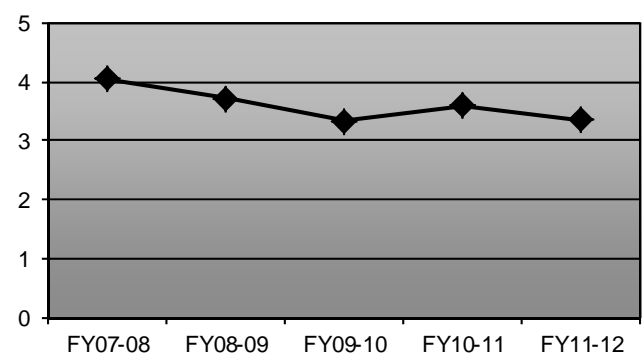
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



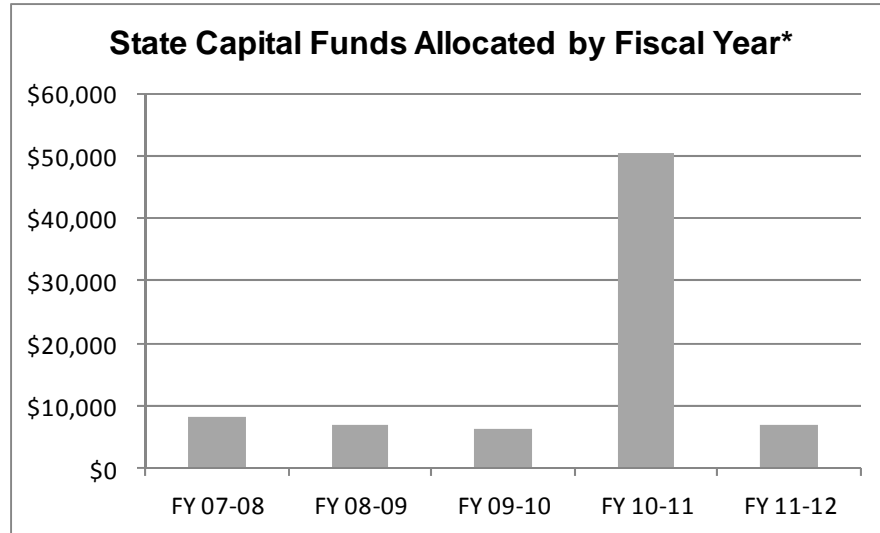
Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation

Community transportation provided by Washington County
Transportation Authority in Washington County (see page 228).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Intermodal Facility Project



Former Parking Structure on Site



Rendering of Planned Facility

The City of Washington completed demolition and preparation work in April 2012 on its future intermodal facility. The facility will be located at 50 East Chestnut Street in the central business district. The new construction, scheduled to begin in May 2013, will include a parking area, bus pull-in lanes, passenger shelters, bike racks, office space, and passenger amenities. The intermodal facility will serve as the main stop/transfer point for fixed route buses, ticket sales, parking, and transit information for the City of Washington and Washington Rides customers.



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 (2010 Census)

Square Miles: 668
Population: 296,066



Fare Information

Fixed Route Base: \$1.75
Fixed Route Average: \$2.27
Last Base Fare Increase: Jan 2013 (16.7%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 579,962
Senior Passengers: 77,507
Revenue Vehicle Miles: 1,062,839
Revenue Vehicle Hours: 50,996



Employees

	Full-Time	Part-Time
Fixed Route:	33	37
Paratransit:	140	56
System-wide:	173	93



Act 44 Operating Assistance

Section 1513 Allocation: \$2,372,196
Required Local Match: \$258,964



Total Fleet Size

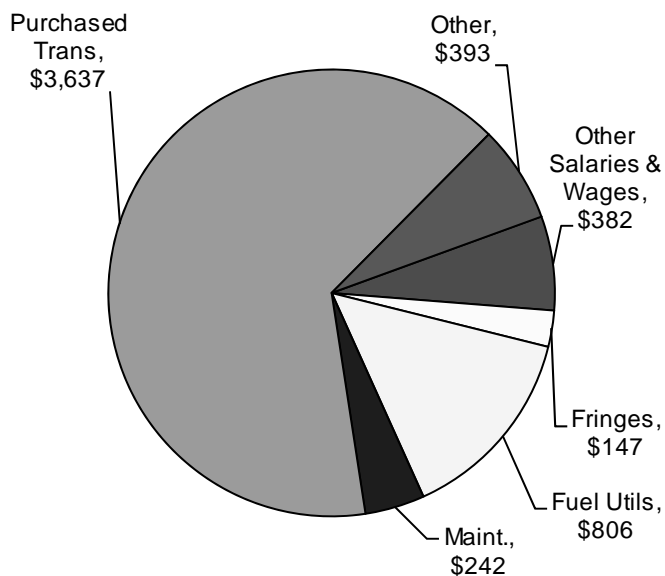
Fixed Route:	41
Paratransit:	140
System-wide:	181

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

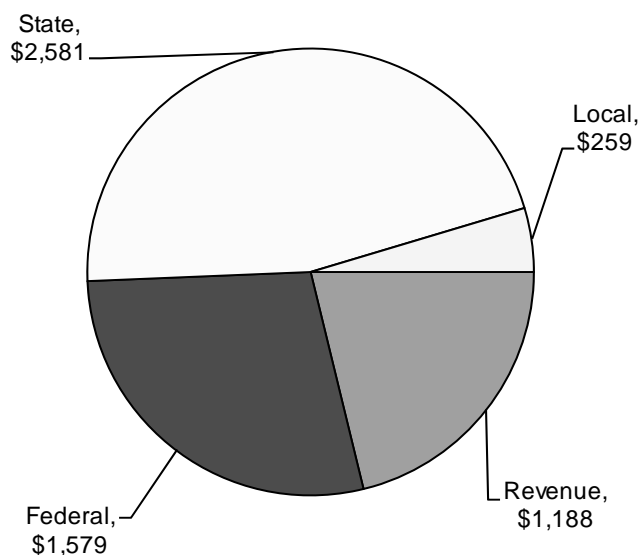
\$5,607



Expense includes ADA complementary expense.

Operating Funds (000's)

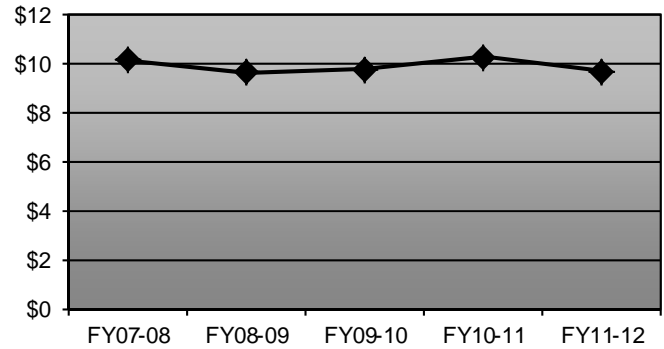
\$5,607



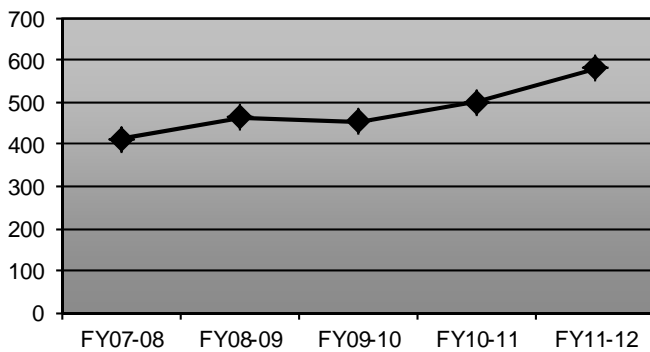
Revenue includes ADA complementary revenue.



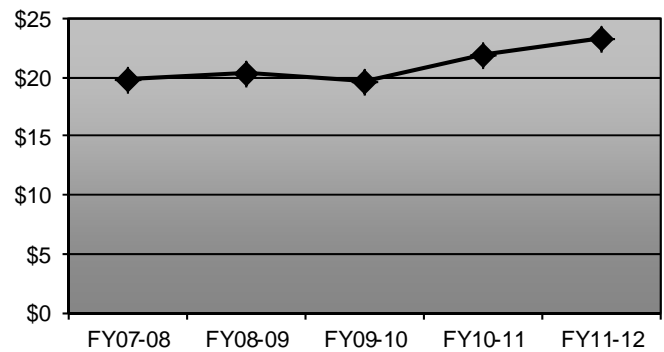
Operating Expense Per Passenger



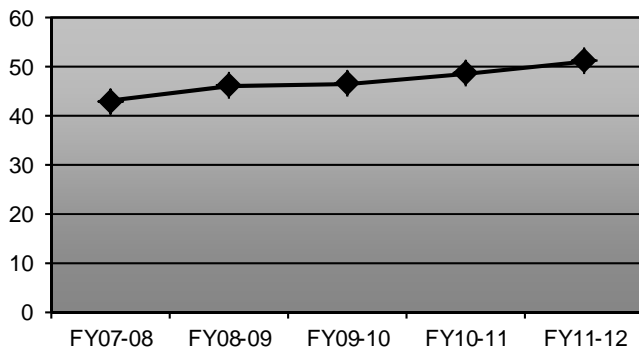
Total Passengers (000's)



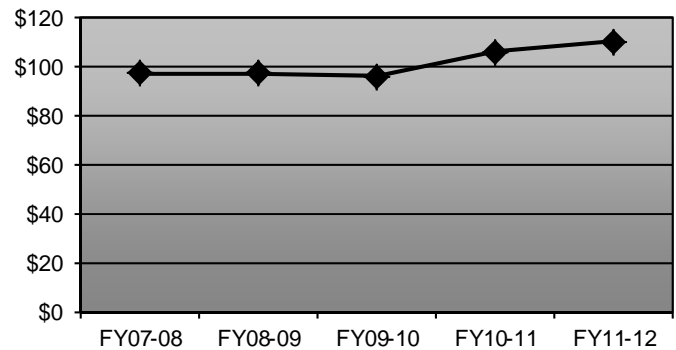
Operating Revenue Per Revenue Vehicle Hour



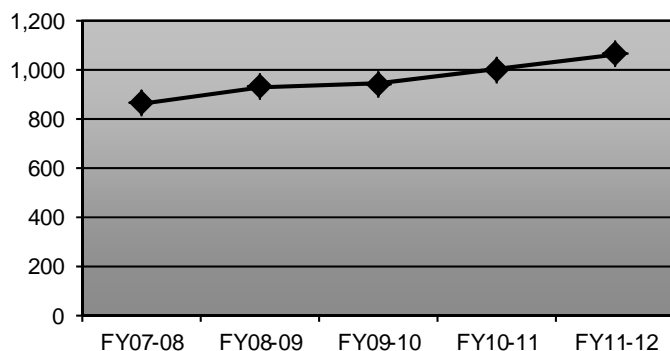
Revenue Vehicle Hours (000's)



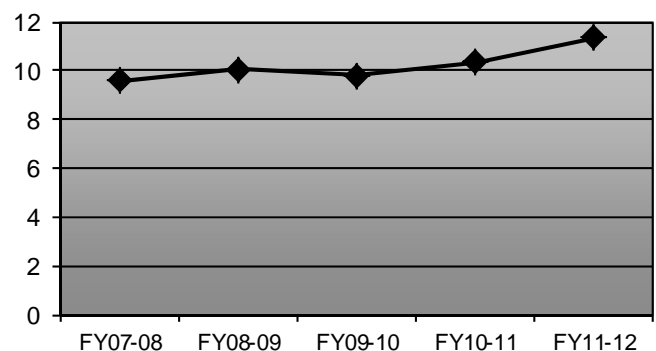
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Community Transportation

Westmoreland County Transit Authority

41 Bell Bay
Greensburg, PA 15601
724-832-2705
Mr. Larry Morris, Executive Director

Service Area Statistics (2010 Census)

Westmoreland County

Square Miles: 1,025
Population: 365,169
65+ Population: 68,877
% of Population 65 and older: 18.9%

Vehicles Operated in Maximum Service

Community Transportation: 111

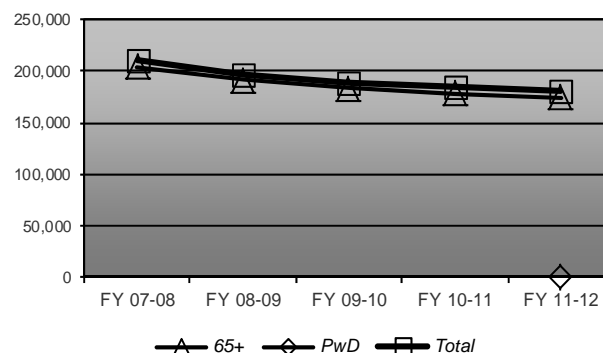
Fare Information

Average Shared-Ride Fare: \$13.76
Cost to Commonwealth
per Senior Citizen Trip: \$11.59
Last Base Fare Increase: N/A

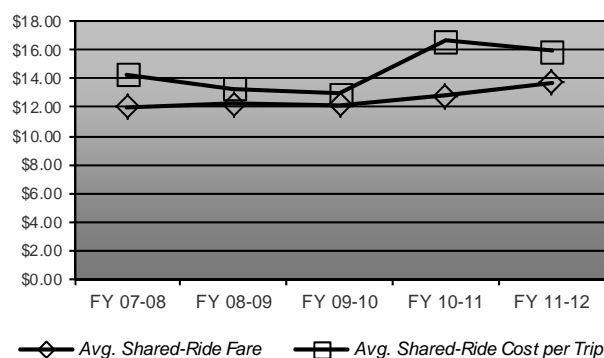
Trip Information

65+ Trips: 174,486
PwD Trips: 1,258
Other Shared-Ride Trips: 5,104
Total Shared-Ride Trips: 180,848
Non-Public Trips: 246,082

Shared-Ride Ridership



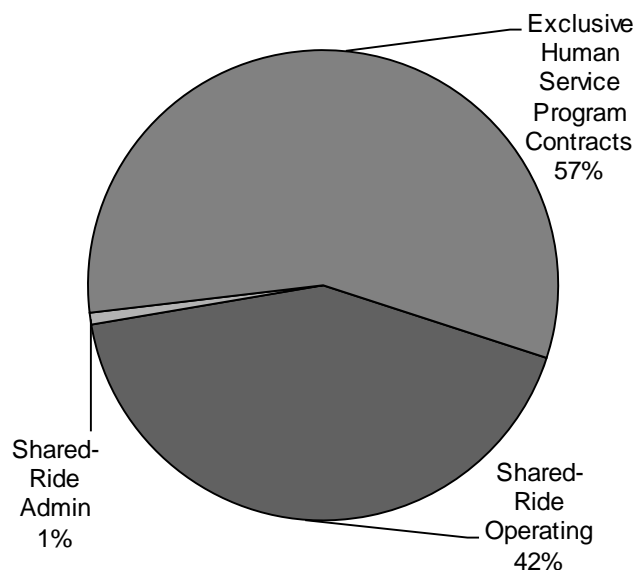
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 100%

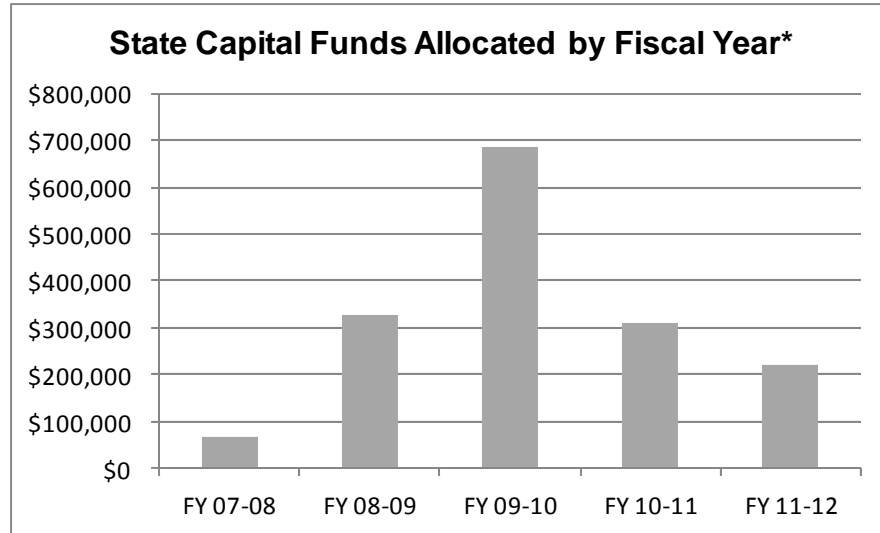
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 311,393	4.7%
Lottery	\$ 2,022,254	30.2%
Persons with Disabilities Program	\$ 21,560	0.3%
Area Agency on Aging	\$ 142,919	2.1%
Medical Assistance Transportation Program	\$ 3,802,989	56.8%
MH/ID	\$ -	0.0%
Other	\$ 3,538	0.1%
Subsidy	\$ 389,134	5.8%
Total	\$ 6,693,787	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Maintenance and Operations Facility Project



Westmoreland County Transit Authority (WCTA) completed the construction of a maintenance and operations facility in June 2012. The new facility features amenities that will increase efficiency for the agency, including indoor storage of vehicles, indoor fueling and bus wash systems, maintenance bays, and office space for the operating staff.

With the help of its contractor, WCTA is now able to perform preventative maintenance, fleet maintenance, and fuel its vehicles in-house.





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 (2010 Census)

Square Miles: 89
Population: 69,764



Fare Information

Fixed Route Base: \$2.00
Fixed Route Average: \$0.86
Last Base Fare Increase: May 2005 (33%)
System-wide Increase: August 2011 (10%)*



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,407,612
Senior Passengers: 222,741
Revenue Vehicle Miles: 836,601
Revenue Vehicle Hours: 55,467



Employees

	Full-Time	Part-Time
Fixed Route:	47	4
Paratransit:	0	2
System-wide:	47	6



Act 44 Operating Assistance

Section 1513 Allocation: \$3,207,064
Required Local Match: \$274,734



Total Fleet Size

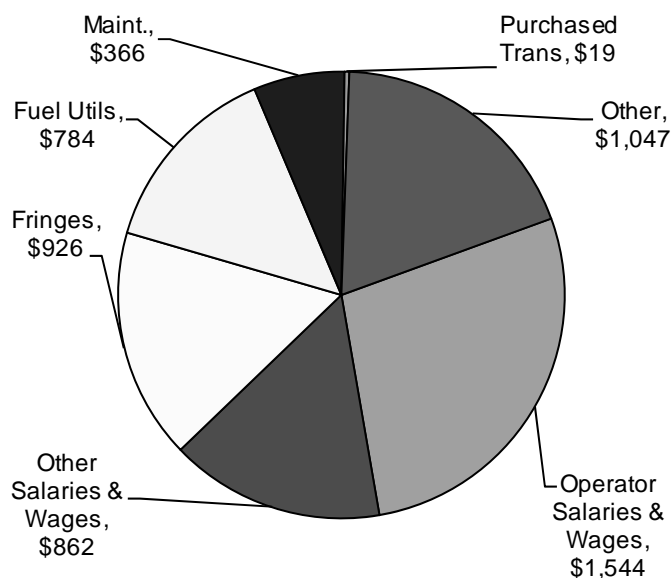
Fixed Route:	29
Paratransit:	2
System-wide:	31

*Multi-ride passes increased in price.

OPERATING BUDGET

Operating Expense (000's)

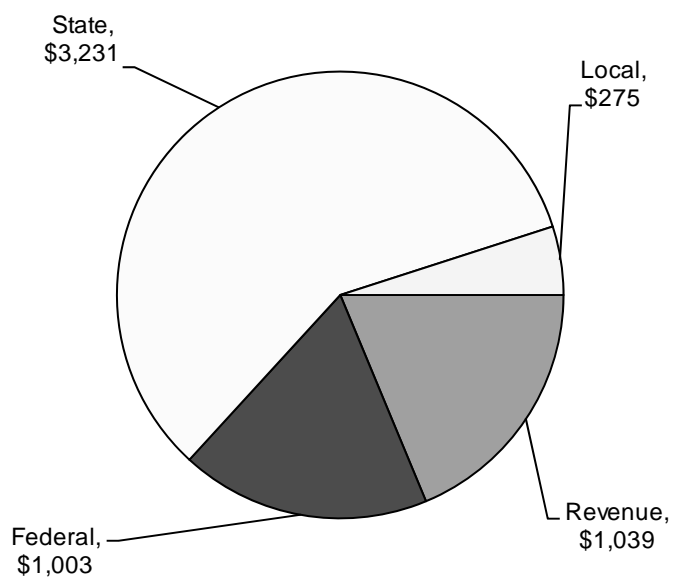
\$5,548



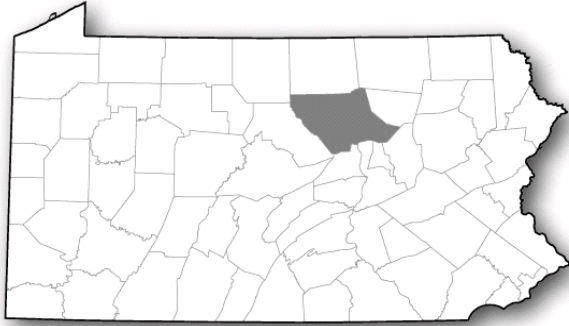
Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

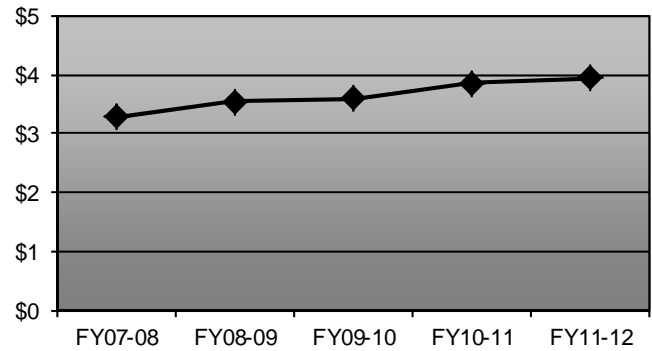
\$5,548



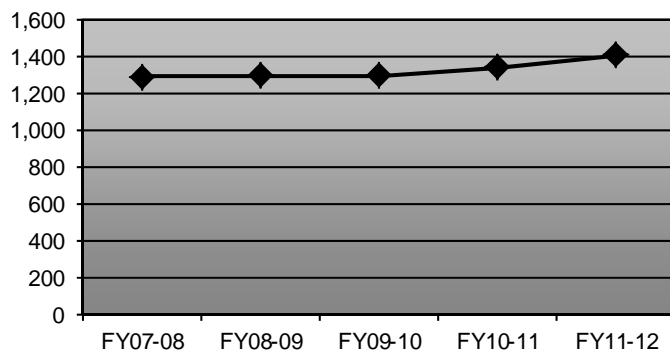
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



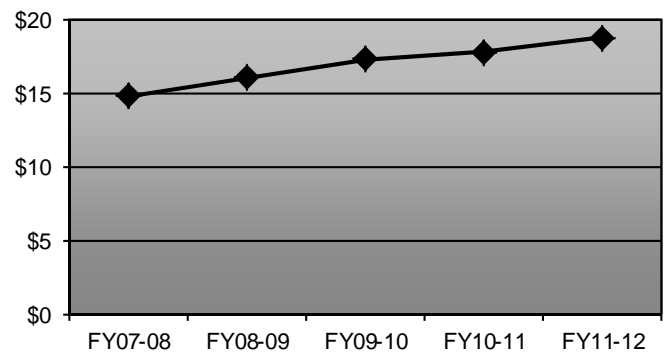
Operating Expense Per Passenger



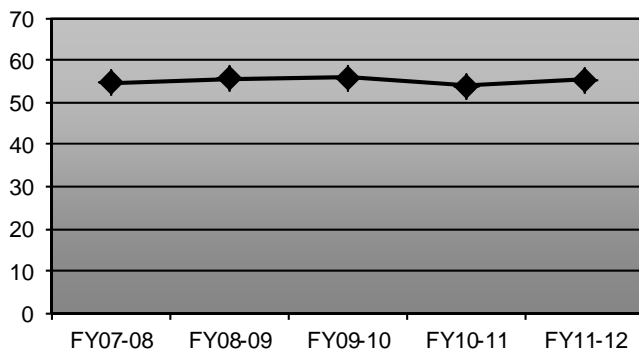
Total Passengers (000's)



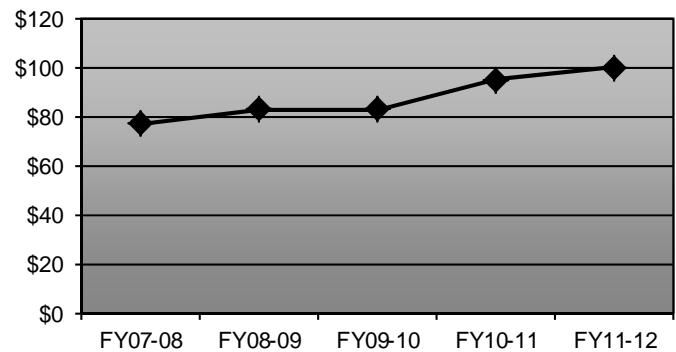
Operating Revenue Per Revenue Vehicle Hour



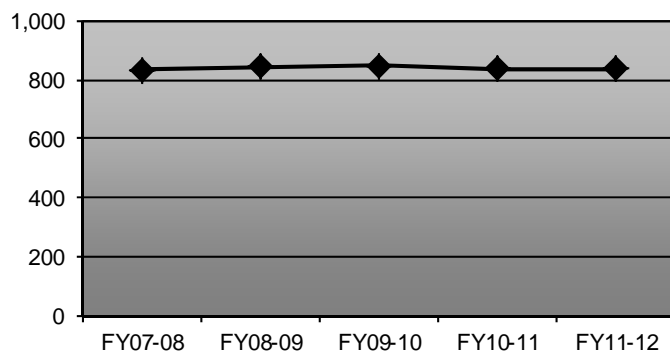
Revenue Vehicle Hours (000's)



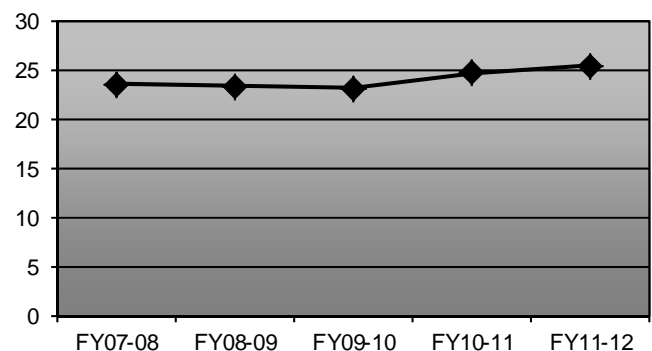
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



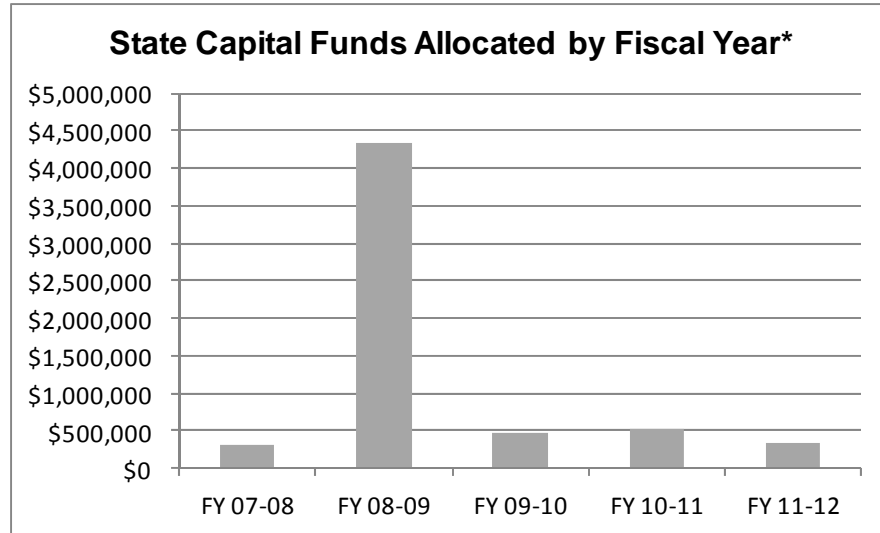
Total Ridership Per Revenue Vehicle Hour



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

Community Transportation

Community transportation provided by STEP, Inc., in Lycoming and Clinton counties (see page 224).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Church Street Transportation Center



River Valley Transit opened the Church Street Transportation Center in April 2012. The project helped to meet the transit and parking needs of Williamsport's revitalization efforts. This project serves as an intermodal facility for local bus routes as well as intercity travel. The new construction allows generous space for passenger loading and unloading and driver amenities. The Church Street Transportation Center Project helps meet the parking needs of nearby businesses and allows for other future downtown developments.



York Adams County Transportation Authority (YATA)

1230 Roosevelt Avenue
York, PA 17404
Mr. Richard Farr
(Executive Director)
717-846-5562
www.rabbittransit.org



House District

York: 47, 91, 92, 93, 94, 95, 193, 196

Senate District

York: 13, 15, 28, 31, 33



Service Area Statistics (2010 Census)

Square Miles: 911
Population: 381,751



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.42
Last Base Fare Increase: July 2012 (7.1%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,651,953
Senior Passengers: 159,253
Revenue Vehicle Miles: 1,527,127
Revenue Vehicle Hours: 115,318



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$3,965,254
Required Local Match: \$328,184



Total Fleet Size

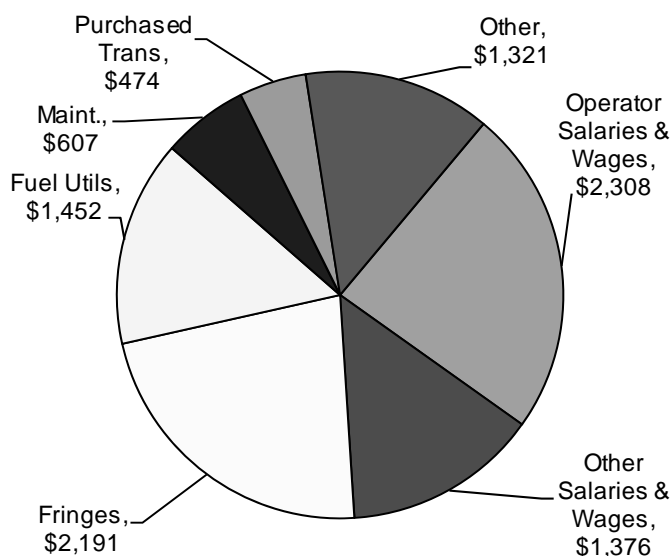
Fixed Route:	48
Paratransit:	53
System-wide:	101

*Includes Rural Service

OPERATING BUDGET

Operating Expense (000's)

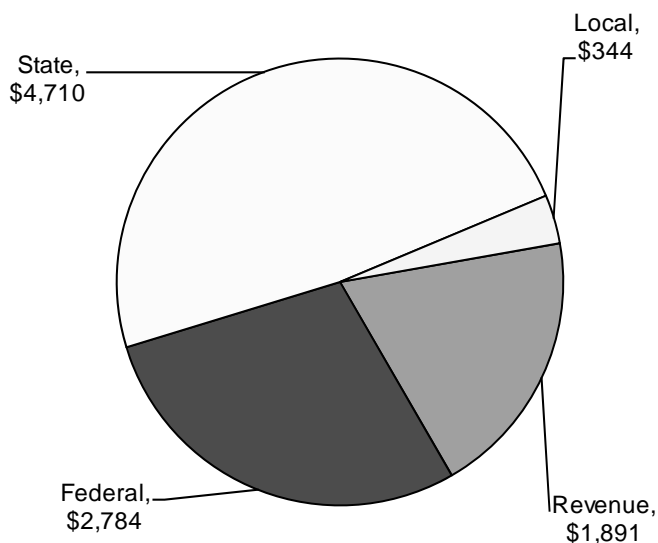
\$9,729



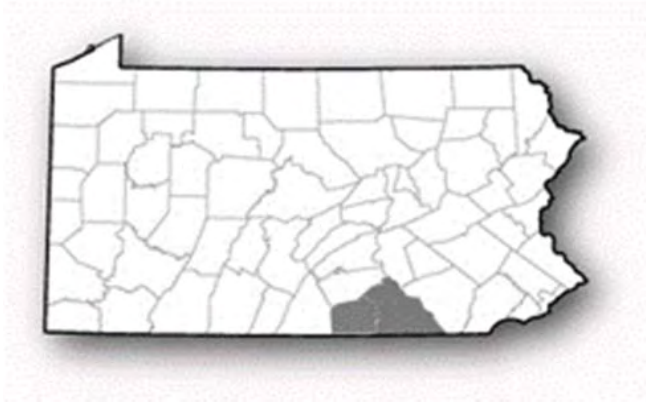
Expense includes ADA complementary expense.

Operating Funds (000's)

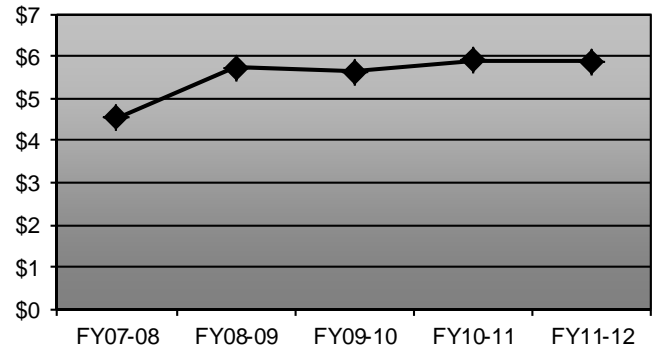
\$9,729



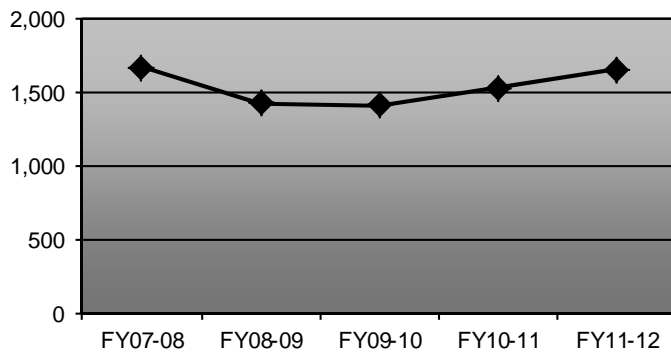
Revenue includes ADA complementary revenue.



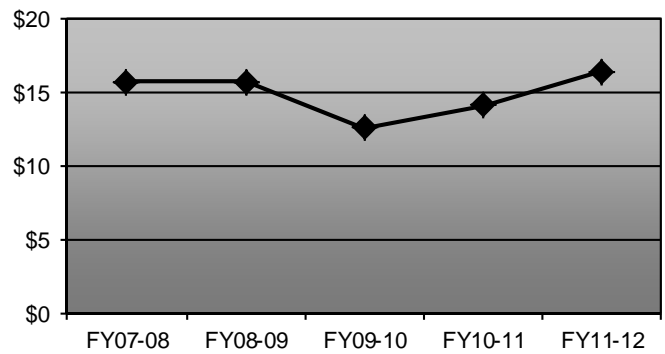
Operating Expense Per Passenger



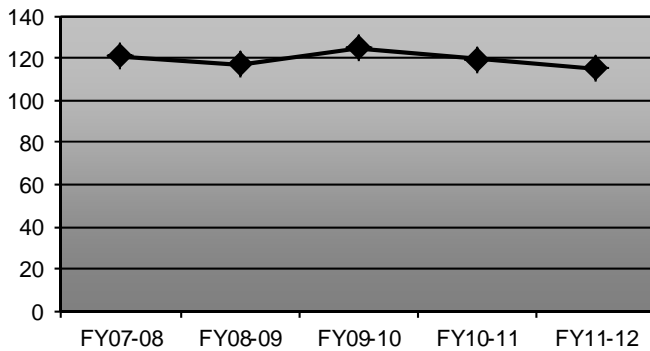
Total Passengers (000's)



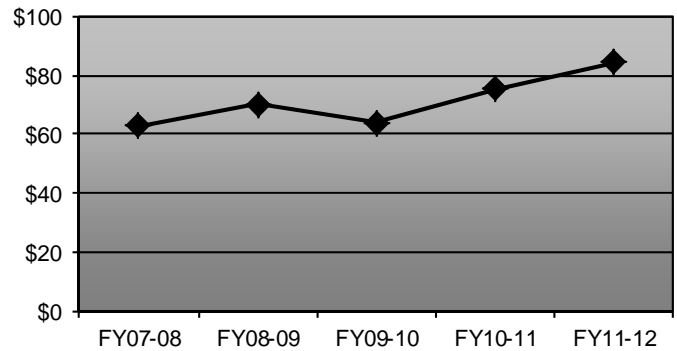
Operating Revenue Per Revenue Vehicle Hour



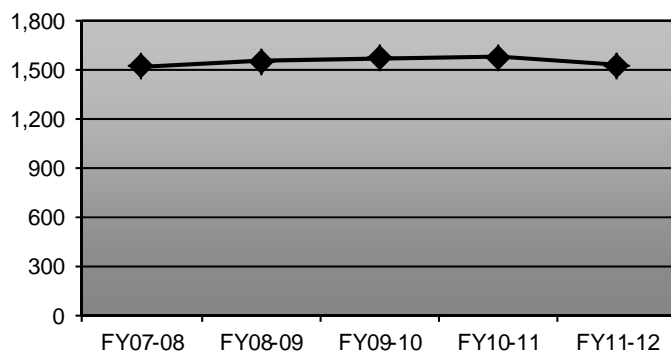
Revenue Vehicle Hours (000's)



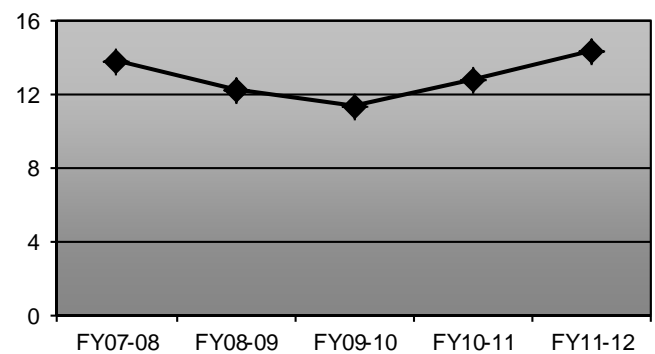
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.



Community Transportation

York Adams County Transportation Authority

1230 Roosevelt Avenue
York, PA 17404
717-846-5562
Mr. Richard Farr, Executive Director

Service Area Statistics (2010 Census) Adams and York Counties

Square Miles: 1,424
Population: 536,379
65+ Population: 77,011
% of Population 65 and older: 14.4%

Vehicles Operated in Maximum Service

Community Transportation: 104

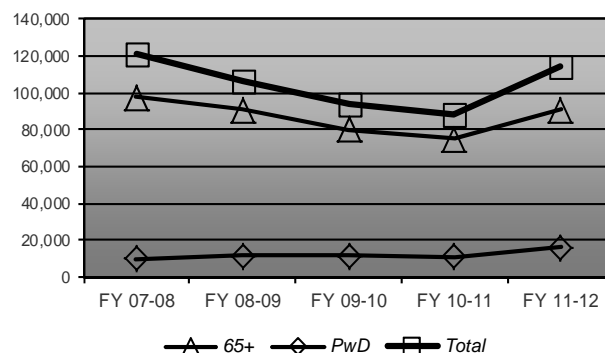
Fare Information

Average Shared-Ride Fare: \$19.11
Cost to Commonwealth
per Senior Citizen Trip: \$11.31
Last Base Fare Increase: April 2012

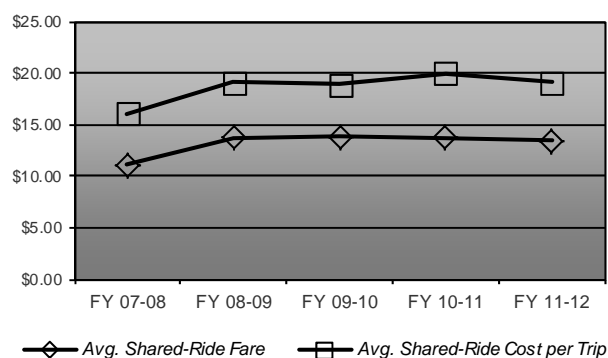
Trip Information

65+ Trips: 90,975
PwD Trips: 16,113
Other Shared-Ride Trips: 6,896
Total Shared-Ride Trips: 113,984
Non-Public Trips: 107,226

Shared-Ride Ridership



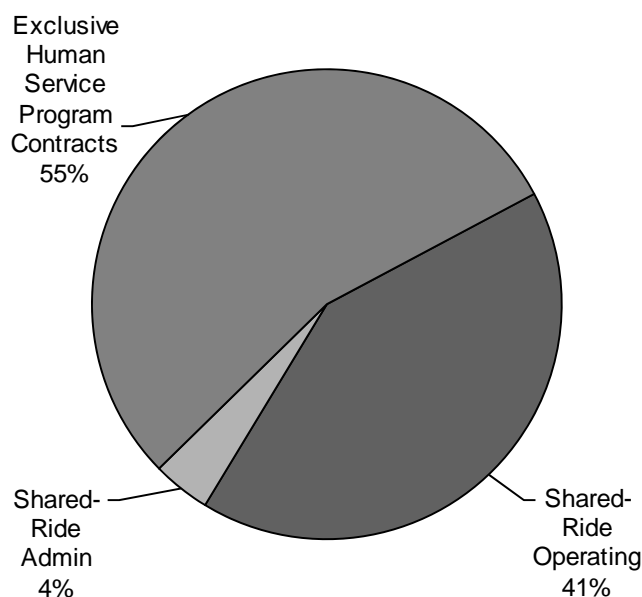
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 9%

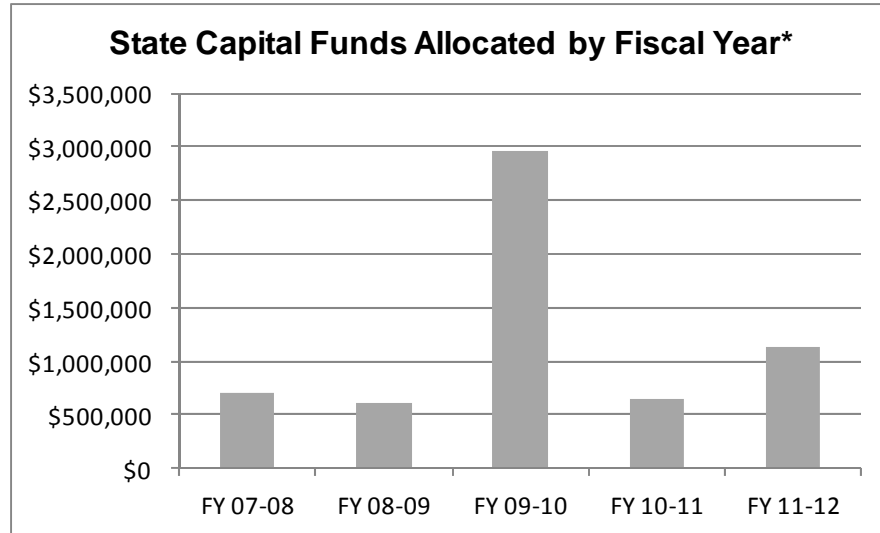
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 163,083	3.5%
Lottery	\$ 1,029,225	22.1%
Persons with Disabilities Program	\$ 179,348	3.9%
Area Agency on Aging	\$ 112,860	2.4%
Medical Assistance Transportation Program	\$ 1,951,375	42.0%
MH/ID	\$ 558,785	12.0%
Other	\$ 62,123	1.3%
Subsidy	\$ 594,065	12.8%
Total	\$ 4,650,864	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Gettysburg Intelligent Transportation System



The Gettysburg National Military Park Intelligent Transit Program is sponsored by the Pennsylvania Department of Transportation, Gettysburg National Military Park (GNMP), and rabbittransit. These organizations formed a partnership to enhance the visitor experience by providing intelligent intermodal transportation options. The GNMP Visitor Center's on-site parking lots are frequently insufficient to accommodate tourists who arrive by car. The Intelligent Transit Program directs visitors to overflow parking locations with bus service, making access more convenient and reducing traffic congestion at the Visitor Center.

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Section III

Rural Systems



Area Transportation Authority (ATA)

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



House District

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

Senate District

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



Service Area Statistics (2010 Census)

Square Miles: 5,092
Population: 224,780



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$2.01
Last Base Fare Increase: July 2008 (25%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 327,593
Senior Passengers: 26,476
Revenue Vehicle Miles: 1,356,560
Revenue Vehicle Hours: 102,475



Employees

	Full-Time	Part-Time
Fixed Route:	57	88
Paratransit:	0	0
System-wide:	57	88



Act 44 Operating Assistance

Section 1513 Allocation: \$3,173,725
Required Local Match: \$226,015



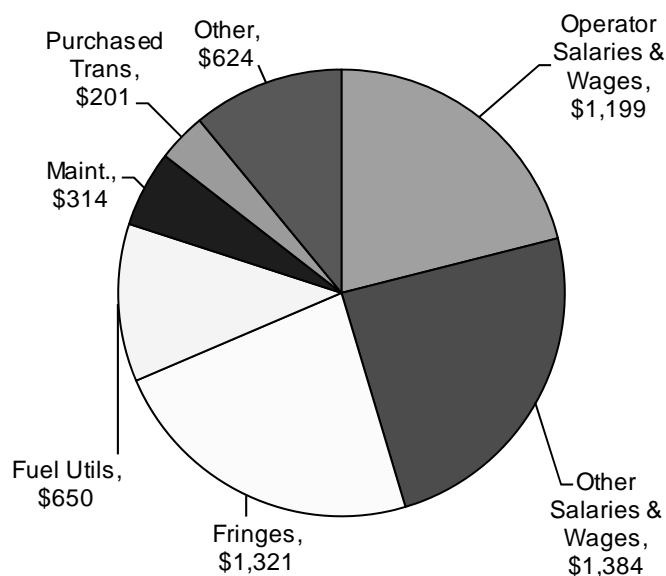
Total Fleet Size

Fixed Route:	42
Paratransit:	48
System-wide:	90

OPERATING BUDGET

Operating Expense (000's)

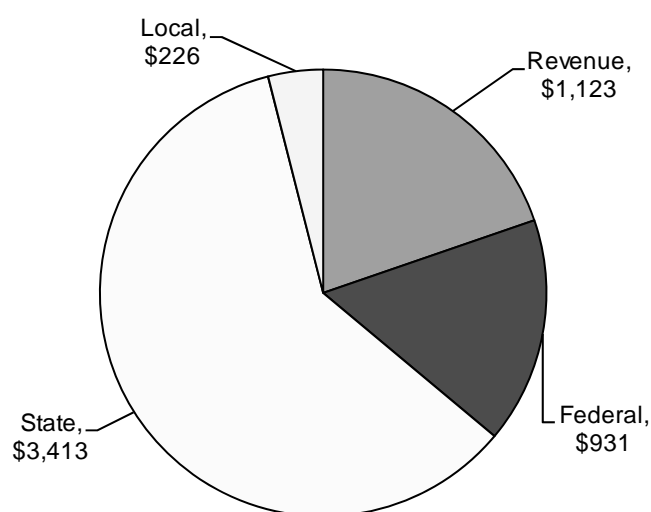
\$5,693



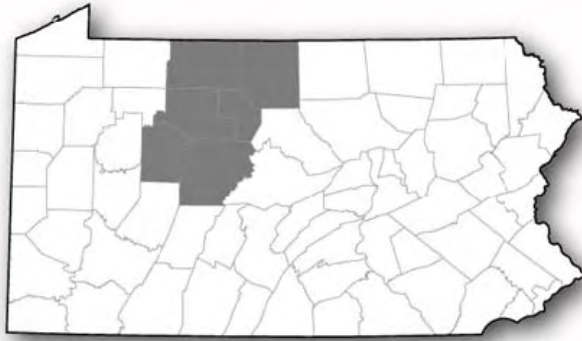
Expense includes DAS expense which is also included on the Community Transportation page.

Operating Funds (000's)

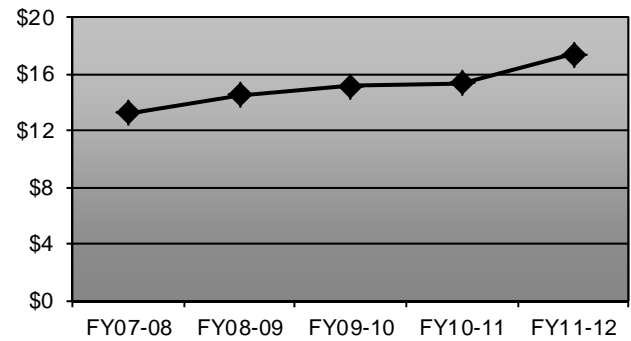
\$5,693



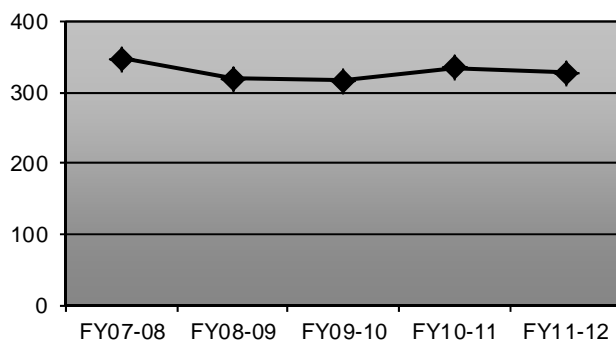
Revenue includes DAS revenue which is also included on the Community Transportation page.



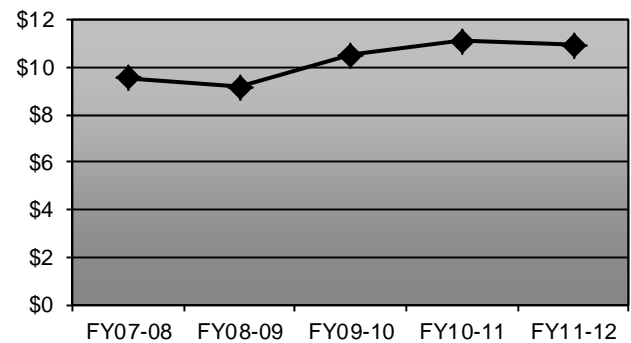
Operating Expense Per Passenger



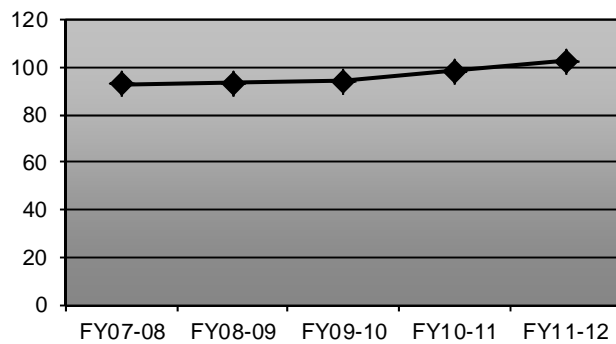
Total Passengers (000's)



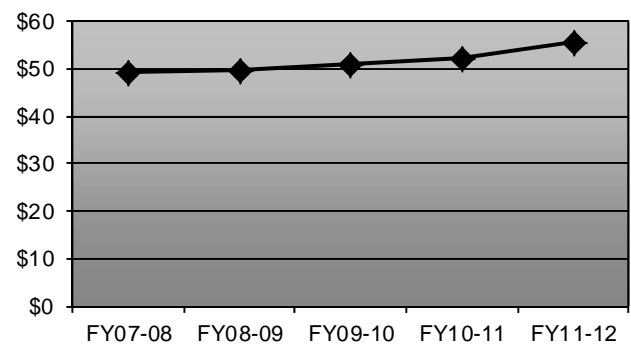
Operating Revenue Per Revenue Vehicle Hour



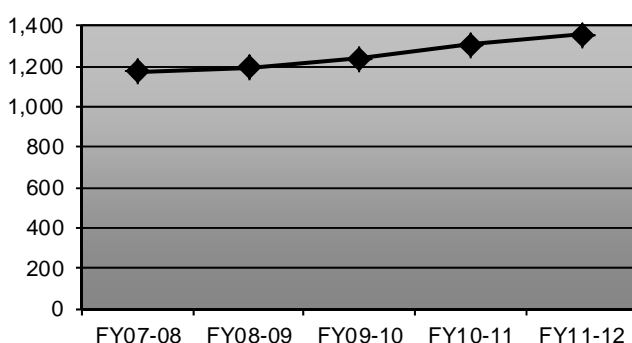
Revenue Vehicle Hours (000's)



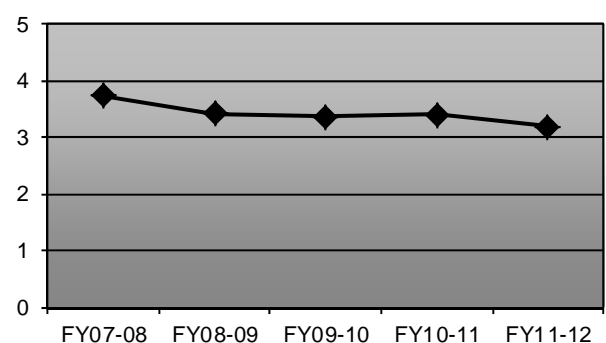
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

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

Service Area Statistics (2010 Census) Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties

Square Miles: 5,091
 Population: 224,780
 65+ Population: 40,449
 % of Population 65 and older: 18.0%

Vehicles Operated in Maximum Service

Community Transportation: 31

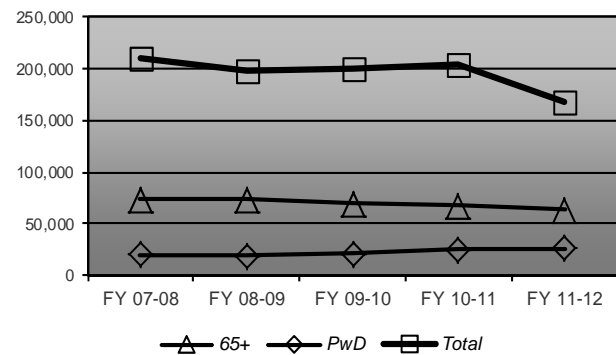
Fare Information

Average Shared-Ride Fare: \$4.96
 Cost to Commonwealth
 per Senior Citizen Trip: \$4.67
 Last Base Fare Increase: July 2009

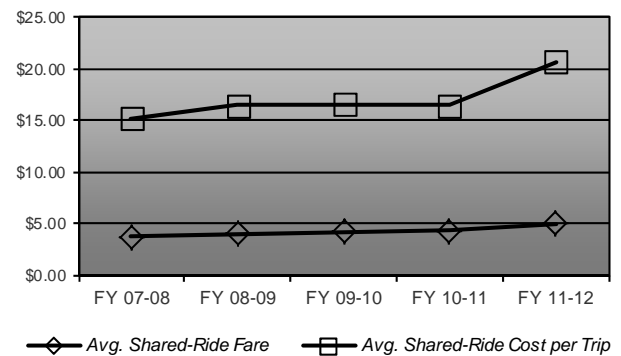
Trip Information

65+ Trips: 63,512
 PwD Trips: 25,968
 Other Shared-Ride Trips: 78,053
 Total Shared-Ride Trips: 167,533
 Non-Public Trips: 25,569

Shared-Ride Ridership



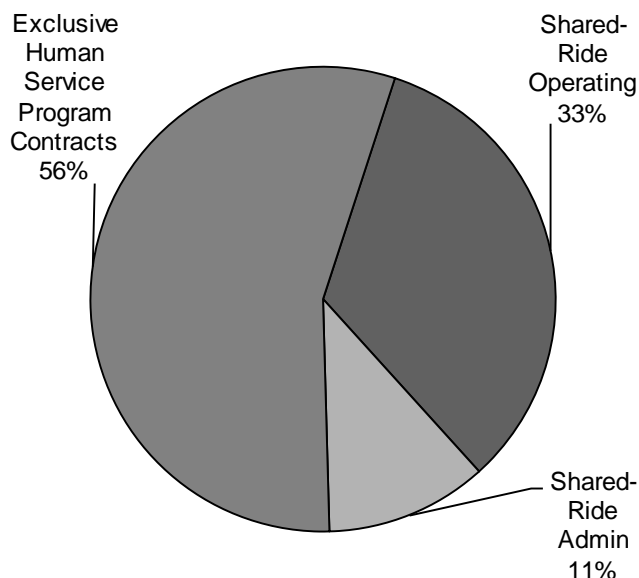
Shared-Ride Fare Recovery



MATP Provider: Yes
 Subcontractors: Yes
 Percent of Service Subcontracted: 1%

COMMUNITY TRANSPORTATION OPERATING BUDGET

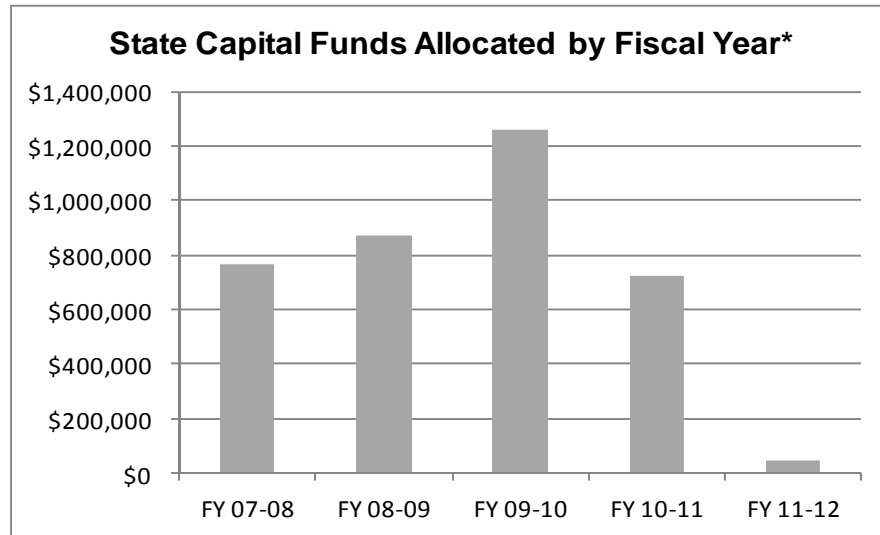
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 111,114	1.4%
Lottery	\$ 296,813	3.8%
Persons with Disabilities Program	\$ 164,643	2.1%
Area Agency on Aging	\$ -	0.0%
Medical Assistance Transportation Program	\$ 4,323,467	55.2%
MH/ID	\$ -	0.0%
Other	\$ 348,005	4.4%
Subsidy	\$ 2,591,755	33.1%
Total	\$ 7,835,797	100.0%

DAS expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Punxsutawney Transit Center



Construction is complete on ATA's newest transit center, which was designed to replicate surrounding buildings in Punxsutawney's historic district. The transit center provides passengers with an indoor waiting area that includes seating and restrooms. The center also offers passengers opportunities to connect with transit services offered by The Fullington Bus Company and the Indiana County Transportation Authority.



Butler Transit Authority (BTA)

130 Hollywood Drive, Suite 101
Butler, PA 16001
Mr. John H. Paul
(Executive Director)
724-283-0445, Ext. 216
www.butlertransitauthority.com



House District

Butler: 8, 10, 11, 12, 64

Senate District

Butler: 21, 40, 41, 50



Service Area Statistics (2010 Census)

Square Miles: 25
Population: 31,084



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$0.79
Last Base Fare Increase: July 2012



Act 44 Fixed Route Distribution Factors

Total Passengers: 245,986
Senior Passengers: 51,140
Revenue Vehicle Miles: 212,270
Revenue Vehicle Hours: 18,194



Employees

	Full-Time	Part-Time
Fixed Route:	4	6
Paratransit:	0	0
System-wide:	4	6



Act 44 Operating Assistance

Section 1513 Allocation: \$587,015
Required Local Match: \$37,251



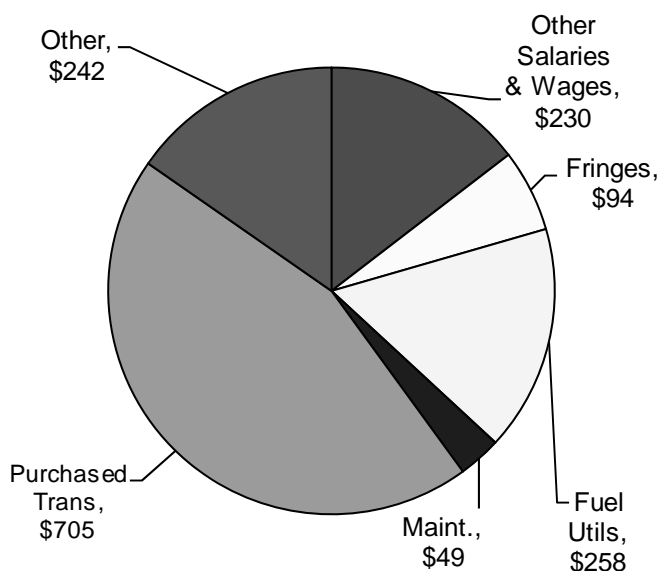
Total Fleet Size

Fixed Route:	6
Paratransit:	0
System-wide:	6

OPERATING BUDGET

Operating Expense (000's)

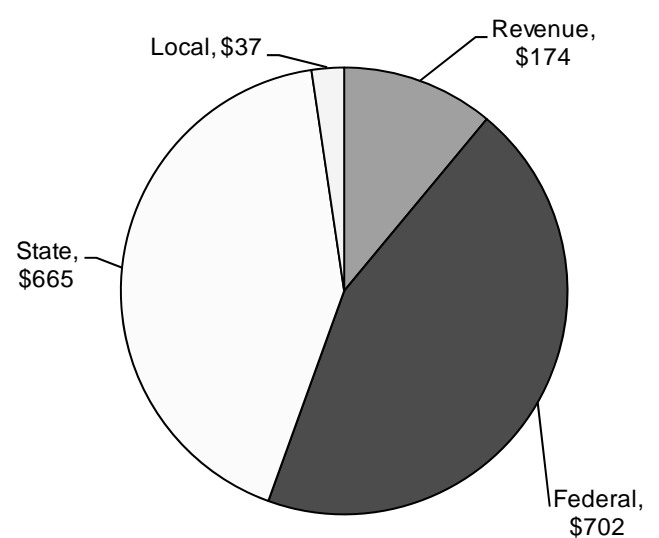
\$1,578



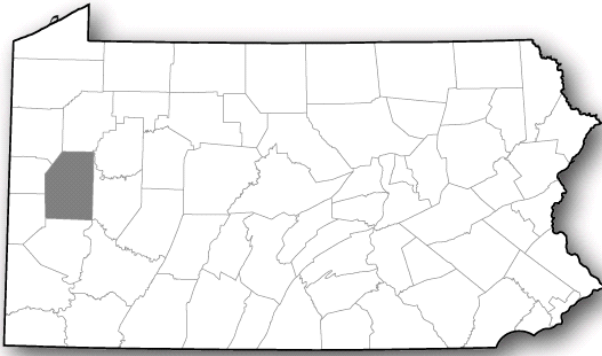
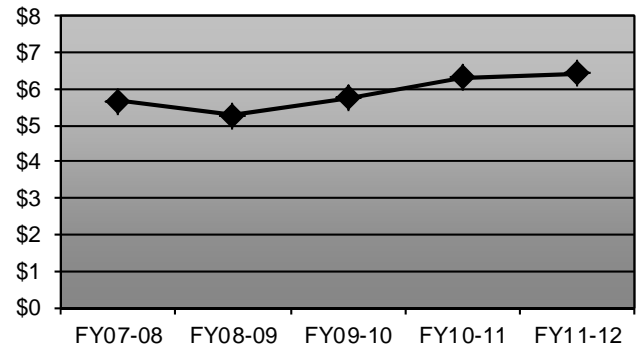
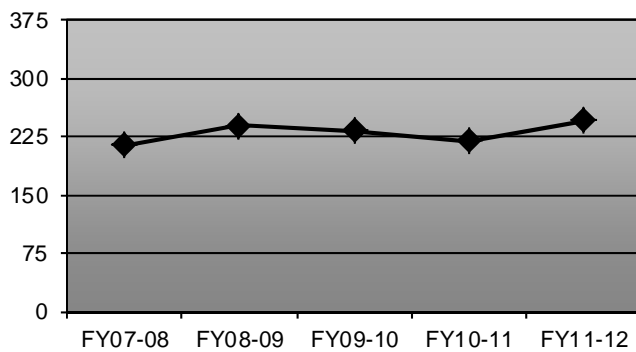
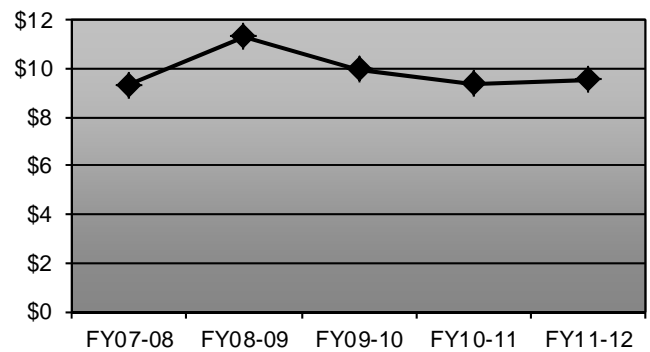
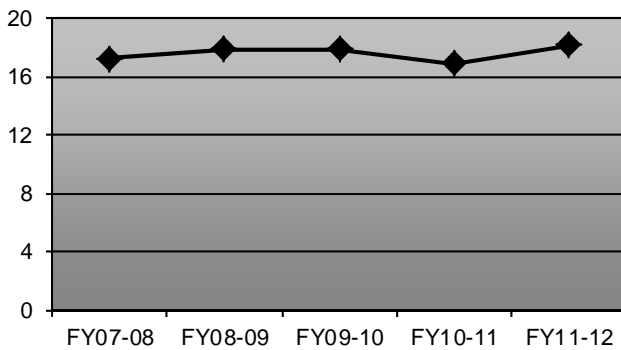
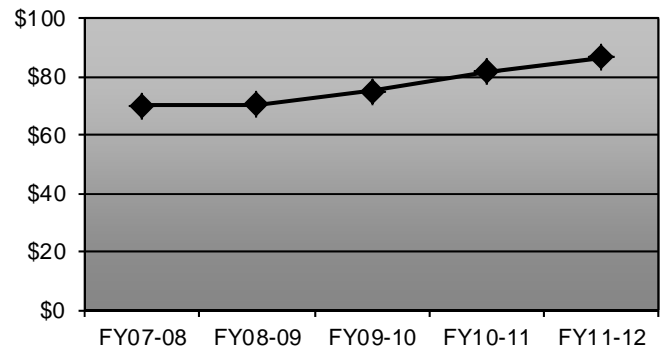
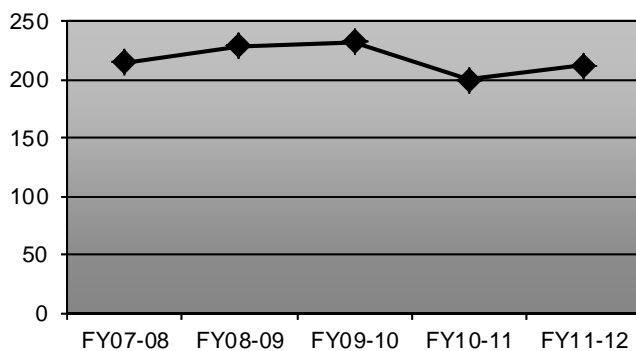
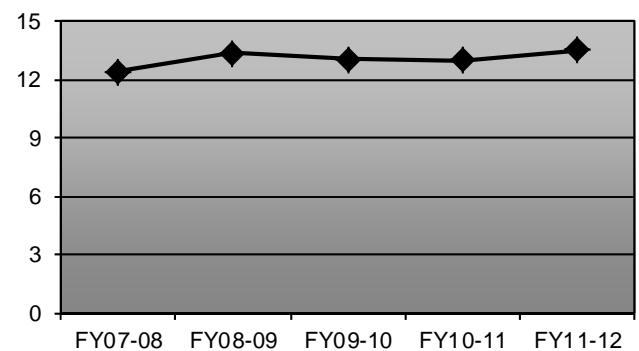
Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

\$1,578



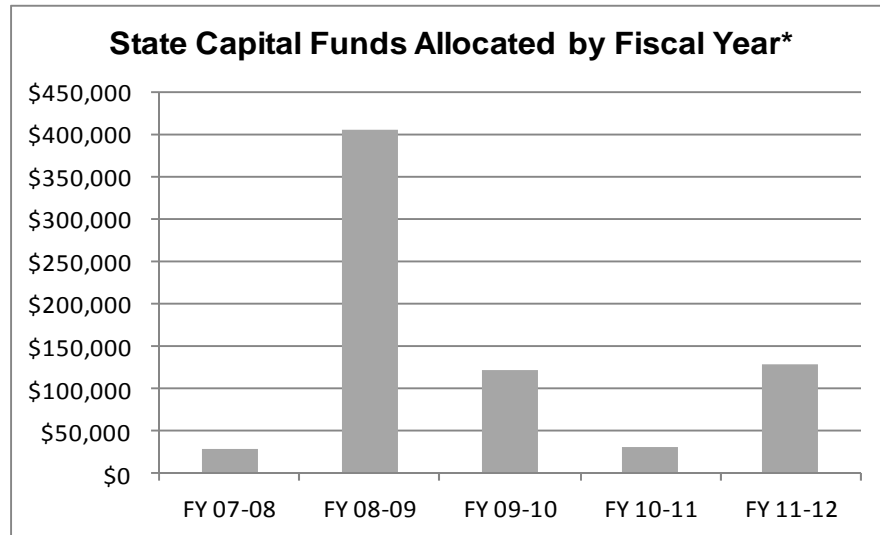
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.

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

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

Community Transportation

Community transportation provided by Butler County Community Action and Development in Butler County (see page 207).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Communication System Improvements



Butler Transit Authority updated the radio communication system to comply with the Federal Communications Commission's VHF/UHF Narrowbanding mandate, enhancing communication between terminals, service garages, and drivers. The update improves communication in the case of emergencies, breakdowns, and with the transferring of passengers between routes. Improved communication will enhance the level of safety and convenience for BTA's customers.

Carbon County Community Transit



Carbon County Community Transit

Carbon County Courthouse
Jim Thorpe, PA 18229-1238
Mr. Denis J. Meyers
(Project Manager)
610-432-3562, Ext. 132
www.carbontransit.com



House District

Carbon: 122

Senate District

Carbon: 14, 29



Service Area Statistics (2010 Census)

Square Miles: 64
Population: 25,419



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.39
Last Base Fare Increase: Nov 2002 (50%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 9,740
Senior Passengers: 6,212
Revenue Vehicle Miles: 41,128
Revenue Vehicle Hours: 3,089



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$200,931
Required Local Match: \$29,258



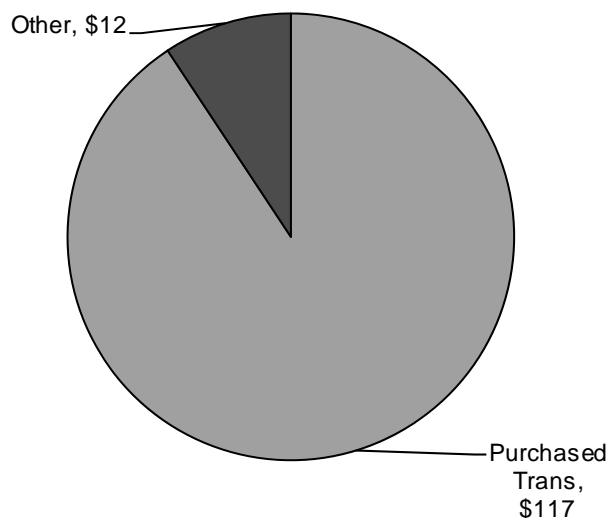
Total Fleet Size

Fixed Route:	1
Paratransit:	22
System-wide:	23

OPERATING BUDGET

Operating Expense (000's)

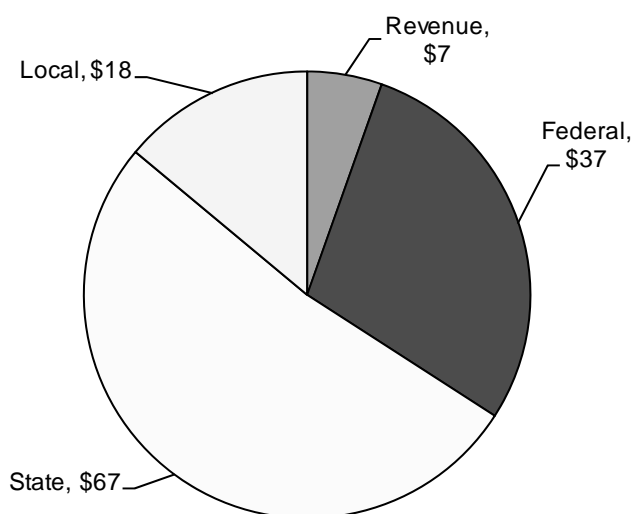
\$129



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

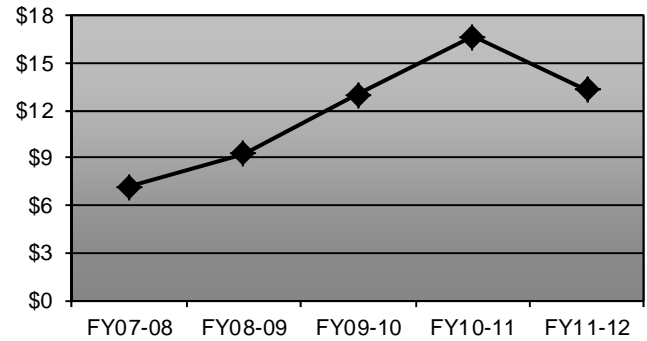
\$129



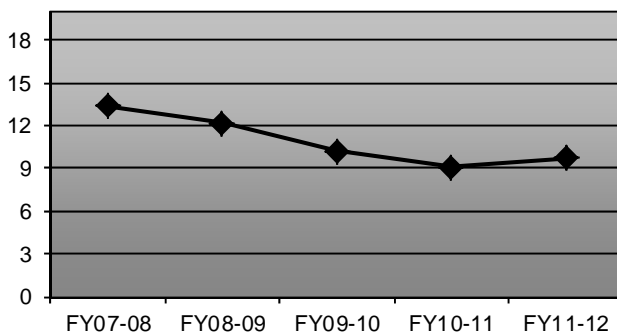
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



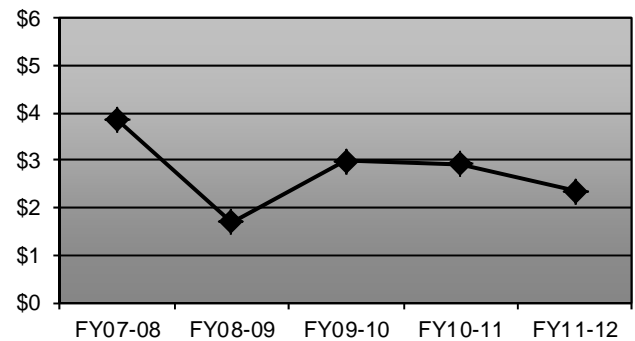
Operating Expense Per Passenger



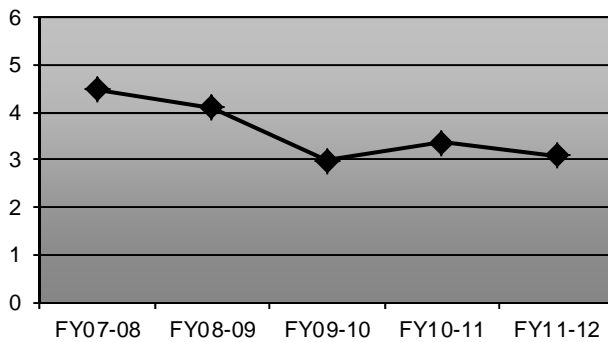
Total Passengers (000's)



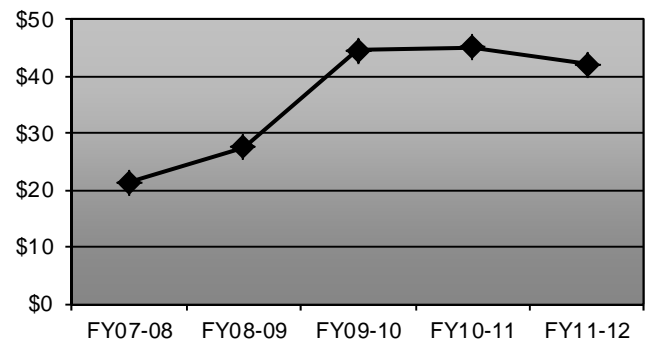
Operating Revenue Per Revenue Vehicle Hour



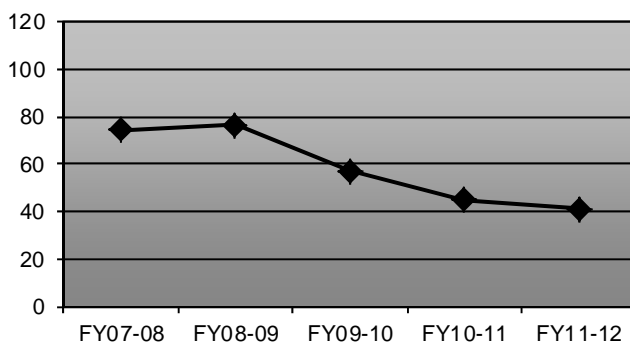
Revenue Vehicle Hours (000's)



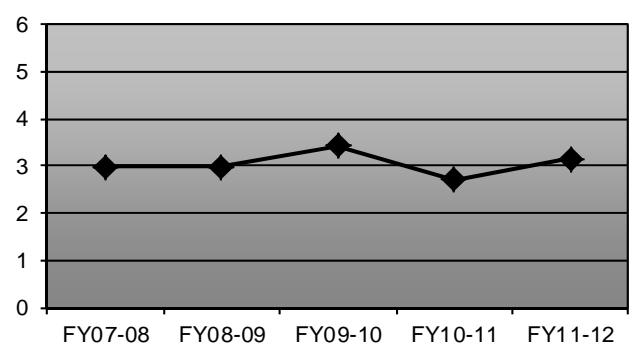
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Carbon County c/o LANta

Carbon County Courthouse
Jim Thorpe, PA 18229-1238
610-435-3562
Mr. Denis J. Meyers, Project Manager

Service Area Statistics (2010 Census)

Carbon County

Square Miles: 381
Population: 65,249
65+ Population: 11,644
% of Population 65 and older: 17.8%

Vehicles Operated in Maximum Service

Community Transportation: 15

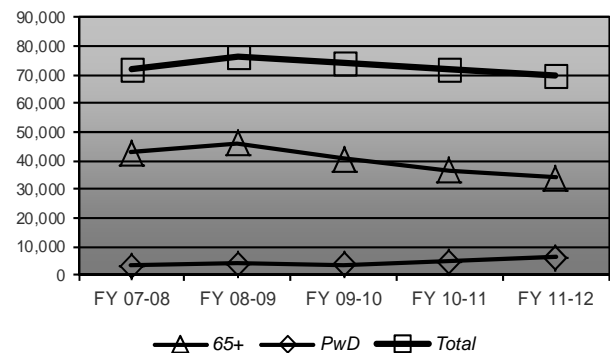
Fare Information

Average Shared-Ride Fare: \$19.71
Cost to Commonwealth
per Senior Citizen Trip: \$16.60
Last Base Fare Increase: April 2009

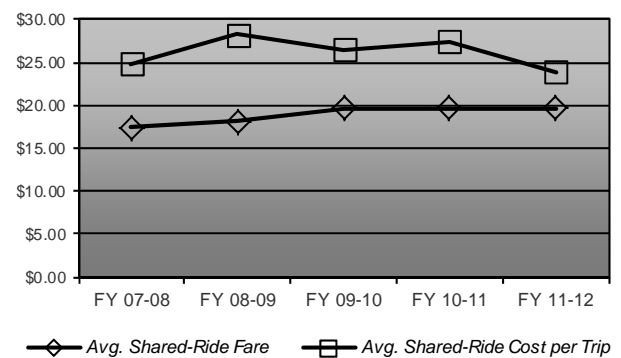
Trip Information

65+ Trips: 34,208
PwD Trips: 6,313
Other Shared-Ride Trips: 28,881
Total Shared-Ride Trips: 69,402
Non-Public Trips: 17,938

Shared-Ride Ridership



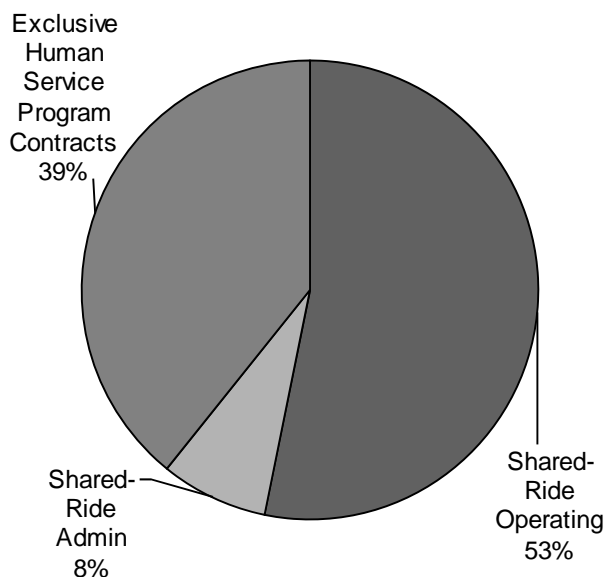
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

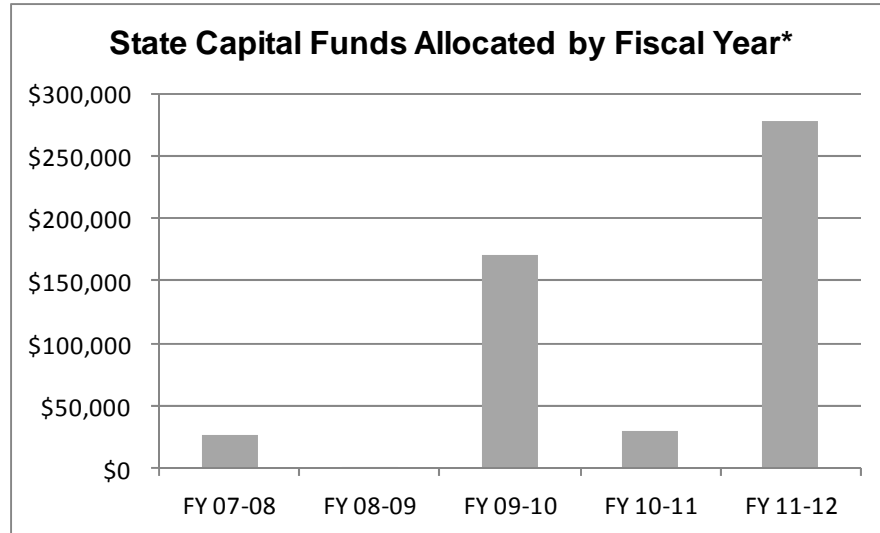
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 23,541	0.9%
Lottery	\$ 567,865	20.3%
Persons with Disabilities Program	\$ 102,659	3.7%
Area Agency on Aging	\$ 145,276	5.2%
Medical Assistance Transportation Program	\$ 1,648,460	59.0%
MH/ID	\$ -	0.0%
Other	\$ 56,524	2.0%
Subsidy	\$ 248,216	8.9%
Total	\$ 2,792,541	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Purchase



Carbon County Community Transit purchased seven accessible transit vehicles. The vehicles will be used for shared-ride service to provide Carbon County residents with safe and reliable public transportation services.



Crawford Area Transportation Authority (CATA)

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



House District

Crawford: 5, 6, 17

Senate District

Crawford: 50



Service Area Statistics (2010 Census)

Square Miles: 12
Population: 20,060



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$0.86
Last Base Fare Increase: August 2005 (25%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 241,333
Senior Passengers: 40,274
Revenue Vehicle Miles: 220,921
Revenue Vehicle Hours: 17,409



Employees

	Full-Time	Part-Time
Fixed Route:	5	4
Paratransit:	5	15
System-wide:	10	19



Act 44 Operating Assistance

Section 1513 Allocation: \$497,128
Required Local Match: \$29,750



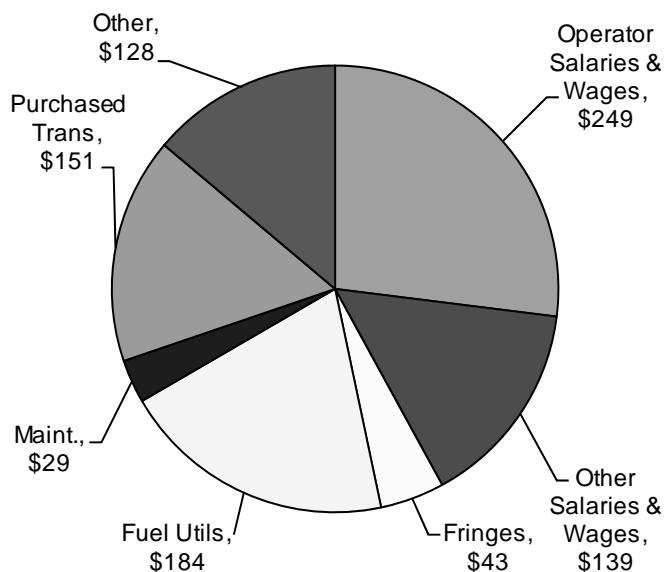
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

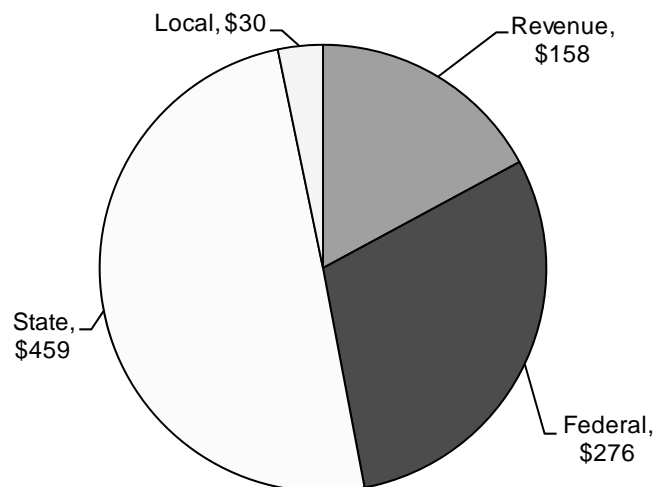
\$923



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

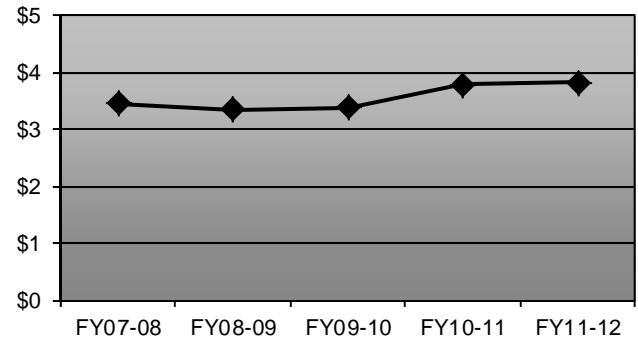
\$923



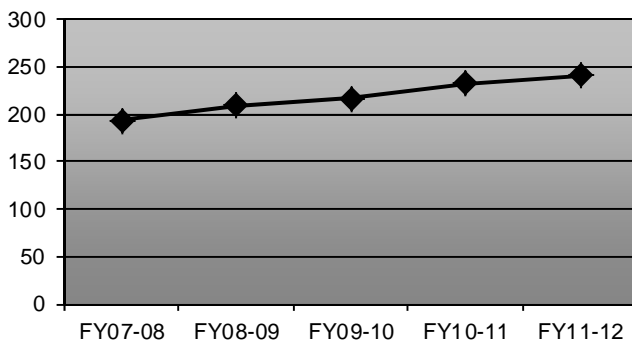
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



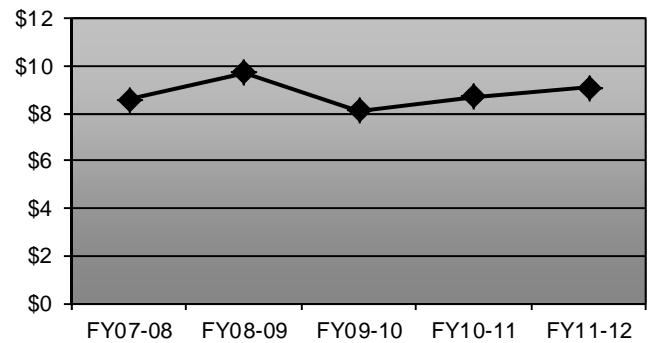
Operating Expense Per Passenger



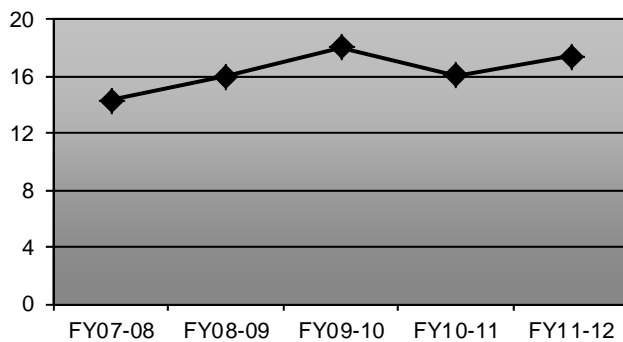
Total Passengers (000's)



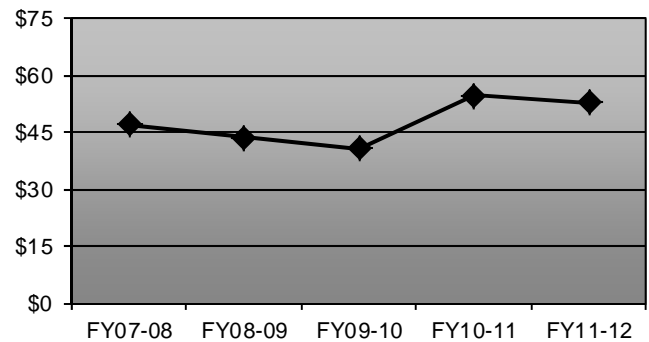
Operating Revenue Per Revenue Vehicle Hour



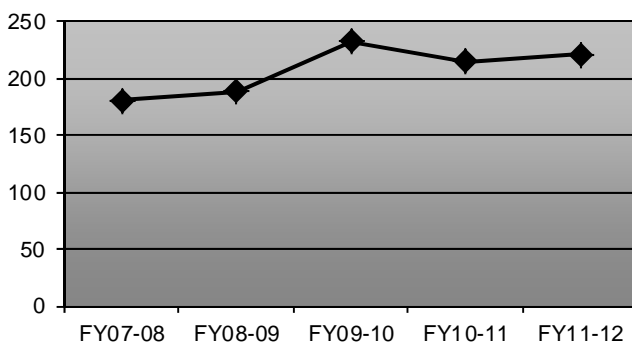
Revenue Vehicle Hours (000's)



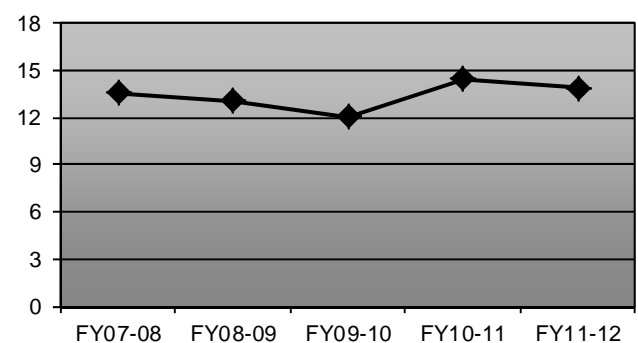
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Crawford Area Transportation Authority

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

Service Area Statistics (2010 Census)

Crawford County

Square Miles: 1,013
Population: 88,765
65+ Population: 14,712
% of Population 65 and older: 16.6%

Vehicles Operated in Maximum Service

Community Transportation: 15

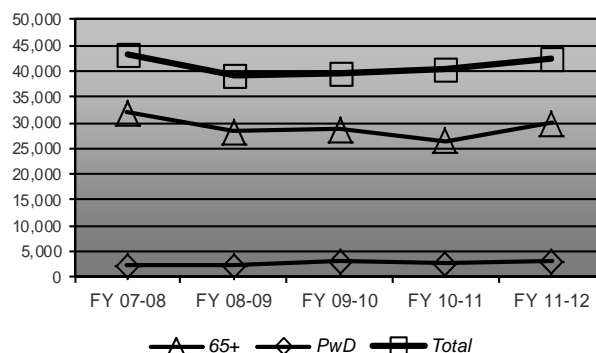
Fare Information

Average Shared-Ride Fare: \$15.67
Cost to Commonwealth
per Senior Citizen Trip: \$13.01
Last Base Fare Increase: January 2008

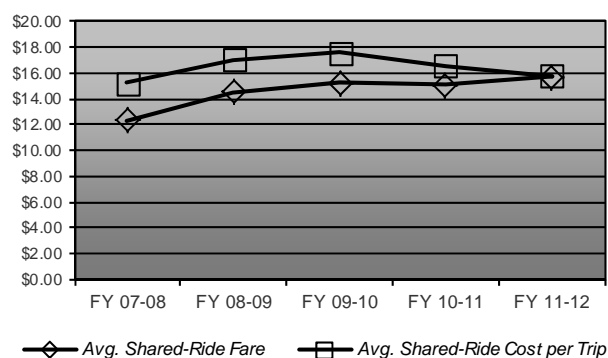
Trip Information

65+ Trips: 29,825
PwD Trips: 3,095
Other Shared-Ride Trips: 9,680
Total Shared-Ride Trips: 42,600
Non-Public Trips: 7,770

Shared-Ride Ridership



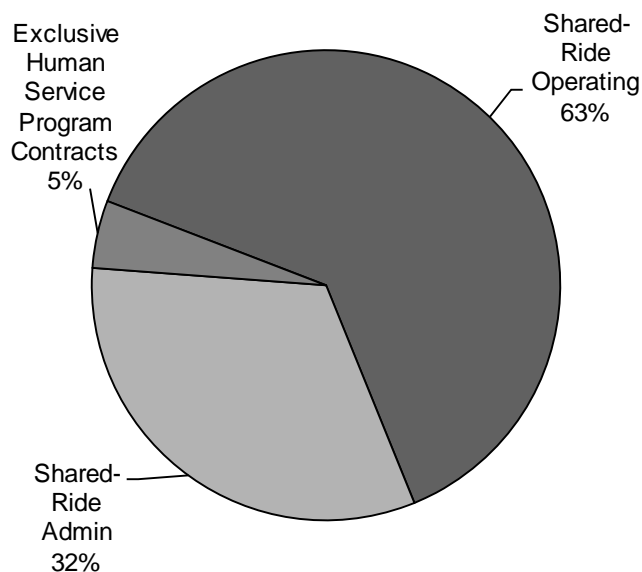
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

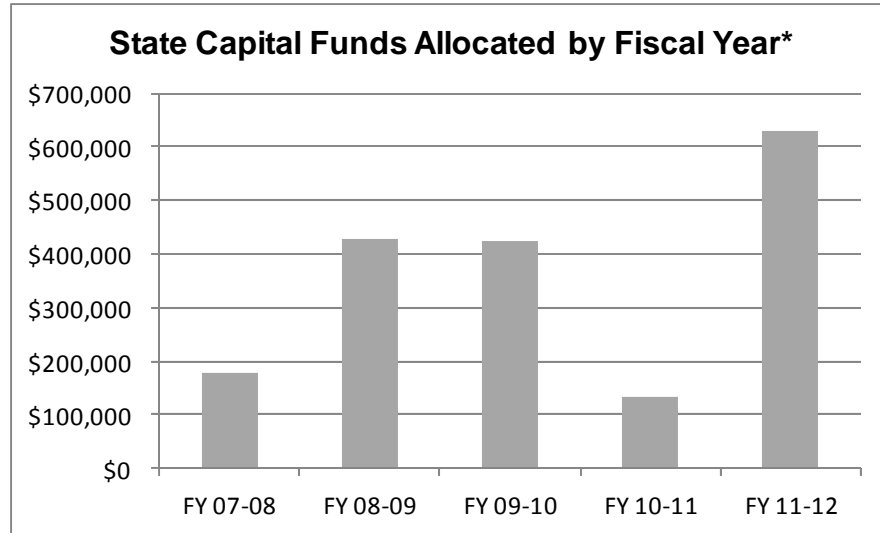
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 49,589	7.0%
Lottery	\$ 388,170	55.0%
Persons with Disabilities Program	\$ 40,017	5.7%
Area Agency on Aging	\$ 42,838	6.1%
Medical Assistance Transportation Program	\$ 87,841	12.4%
MH/ID	\$ -	0.0%
Other	\$ 27,484	3.9%
Subsidy	\$ 70,063	9.9%
Total	\$ 706,002	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Purchase



The Crawford Area Transportation Authority purchased a low-floor mass transit vehicle to supplement its fixed route operations in Meadville. CATA now operates the entire Meadville fixed route service with low-floor mass transit vehicles. The vehicles offer easy access for individuals with disabilities and provide additional seating capacity. The vehicle allows CATA to maintain services without disruption during routine maintenance or unforeseen breakdowns.



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 (2010 Census)

Square Miles: 56
Population: 20,327



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$0.63
Last Base Fare Increase: July 2009 (25%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 70,233
Senior Passengers: 28,265
Revenue Vehicle Miles: 130,300
Revenue Vehicle Hours: 10,372



Employees

	Full-Time	Part-Time
Fixed Route:	7	3
Paratransit:	0	0
System-wide:	7	3



Act 44 Operating Assistance

Section 1513 Allocation: \$444,362
Required Local Match: \$36,336



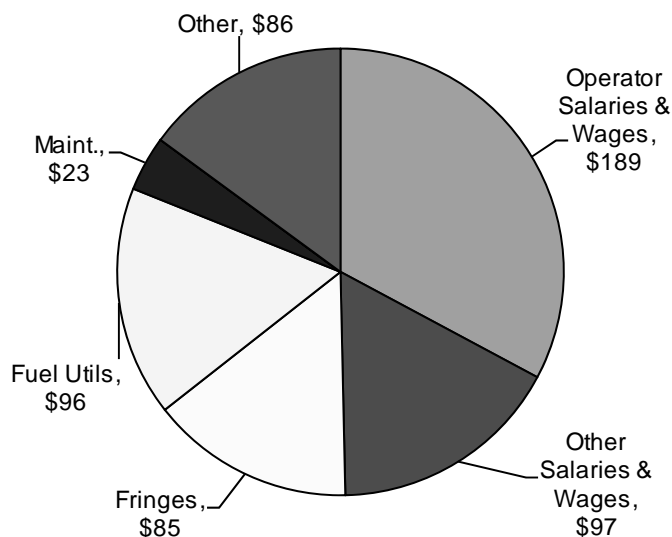
Total Fleet Size

Fixed Route:	6
Paratransit:	0
System-wide:	6

OPERATING BUDGET

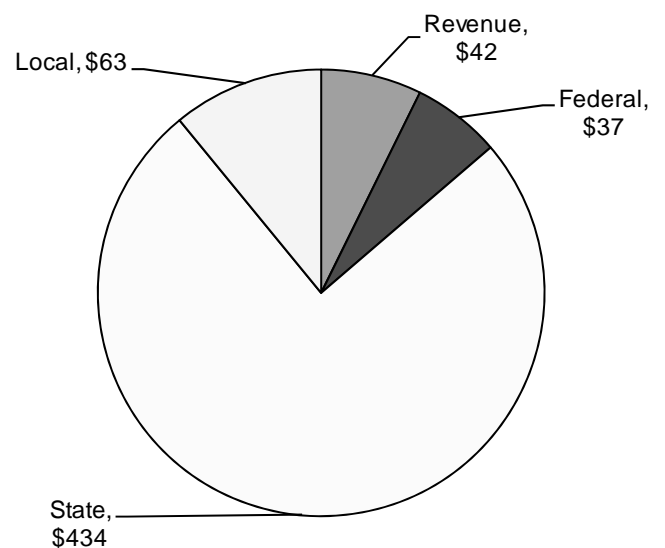
Operating Expense (000's)

\$576



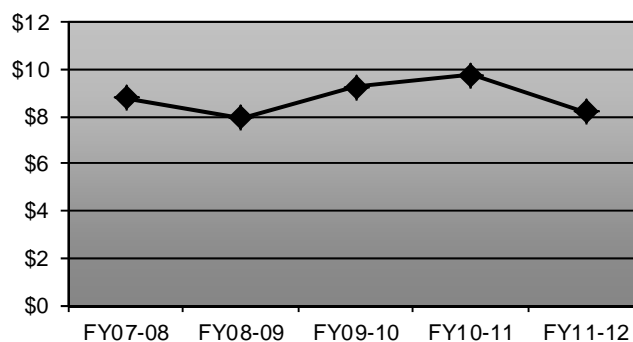
Operating Funds (000's)

\$576

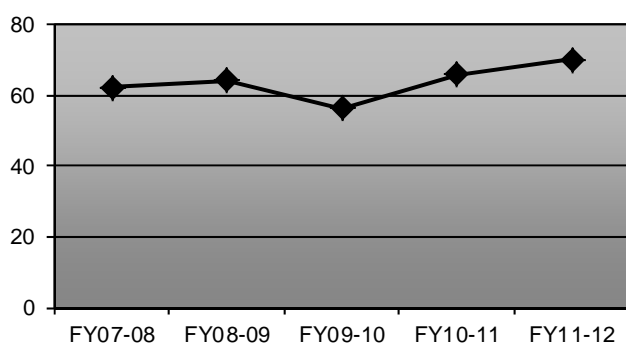




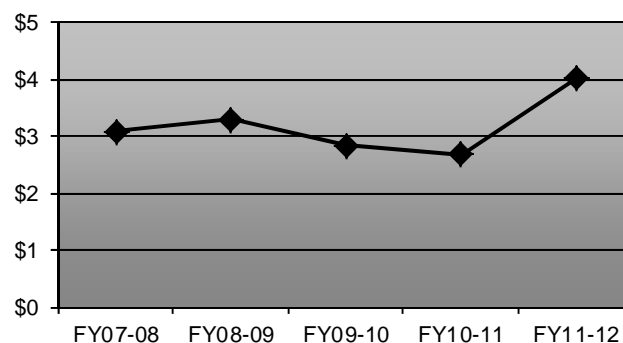
Operating Expense Per Passenger



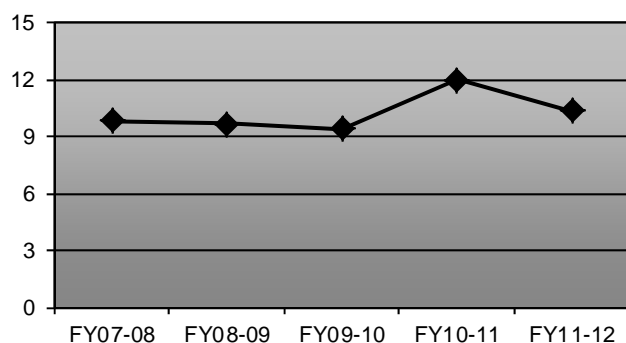
Total Passengers (000's)



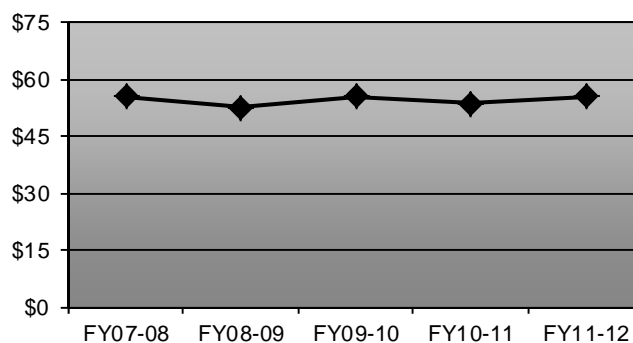
Operating Revenue Per Revenue Vehicle Hour



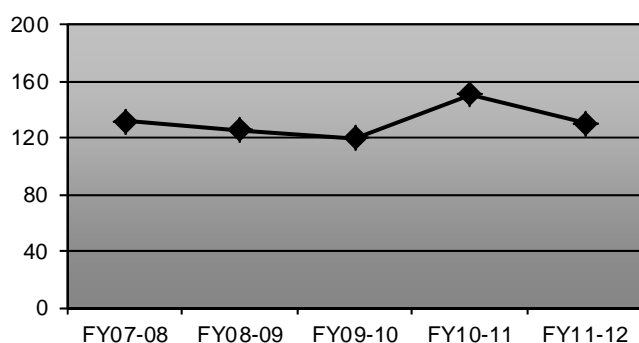
Revenue Vehicle Hours (000's)



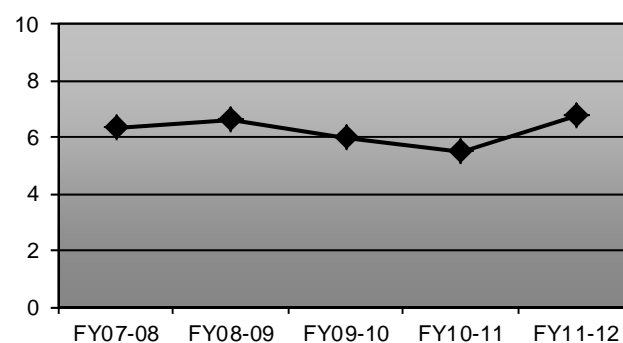
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)

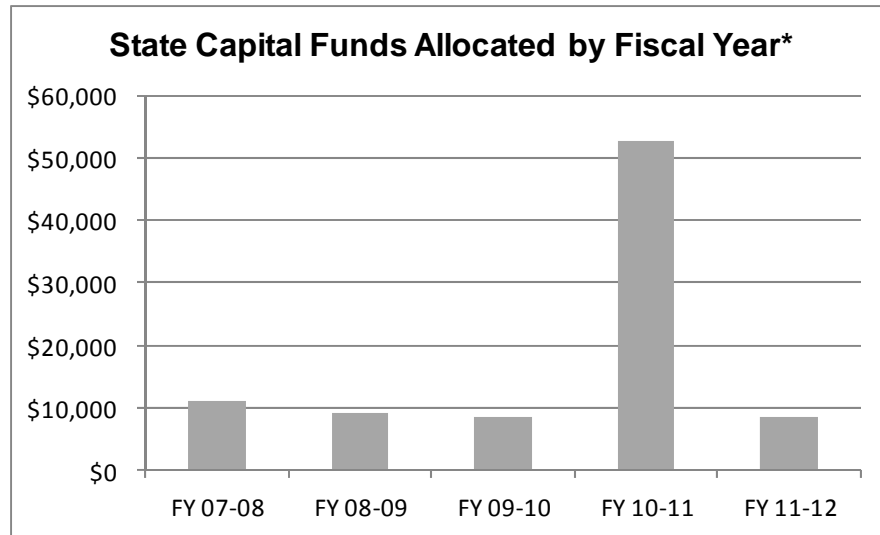


Total Ridership Per Revenue Vehicle Hour



Community Transportation

Community transportation provided by Area Transportation Authority of North Central PA in Cameron, Clearfield, Elk, Jefferson, McKean, and Potter counties (see page 148).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Community Outreach



DuFAST, as part of its community outreach efforts, participates in a number of events to familiarize citizens with transportation services. To attract potential new riders during community days, the public is invited to board buses, view schedule information, and ask questions. These events include:

- “Touch a Truck Day”
- The school district’s “Bus Day”
- Salvation Army events
- Santa Bus – Light-Up Night
- Annual Community Day





Endless Mountains Transportation Authority (EMTA)

27824 Route 220
Athens, PA 18810
Mr. William Nichols, Jr.
(Acting General Manager)
570-888-7330
www.emtatransit.com



House District

Bradford: 68, 110
Tioga: 68

Sullivan: 110

Senate District

Bradford: 23
Tioga: 25

Sullivan: 23



Service Area Statistics (2010 Census)

Square Miles: 726
Population: 61,852



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$0.88
Last Base Fare Increase: October 2005 (25%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 125,787
Senior Passengers: 12,326
Revenue Vehicle Miles: 514,625
Revenue Vehicle Hours: 26,642



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$548,504
Required Local Match: \$49,298



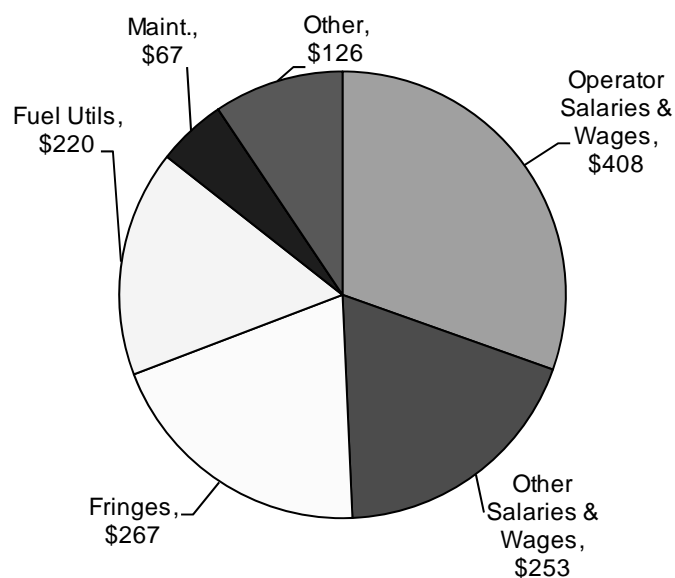
Total Fleet Size

Fixed Route:	16
Paratransit:	48
System-wide:	64

OPERATING BUDGET

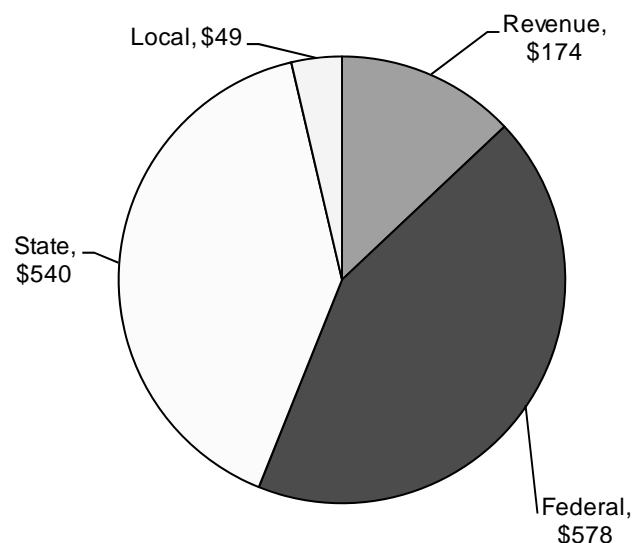
Operating Expense (000's)

\$1,341



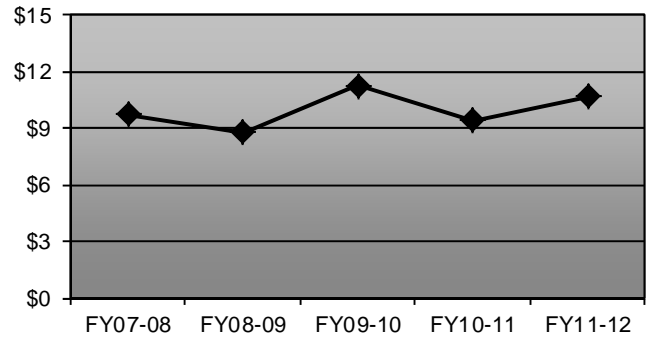
Operating Funds (000's)

\$1,341

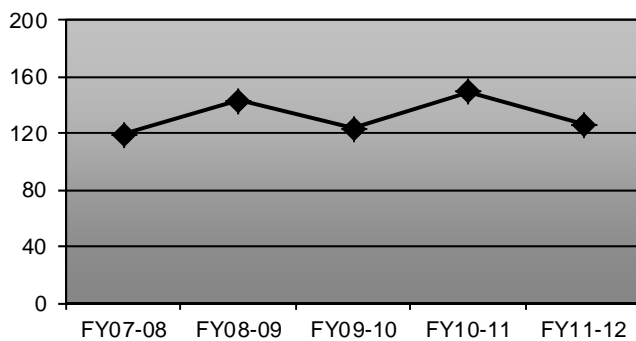




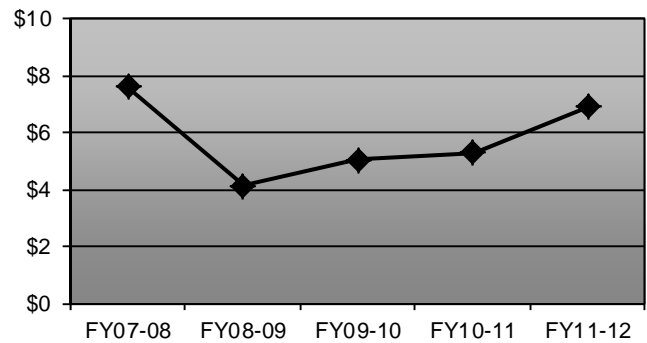
Operating Expense Per Passenger



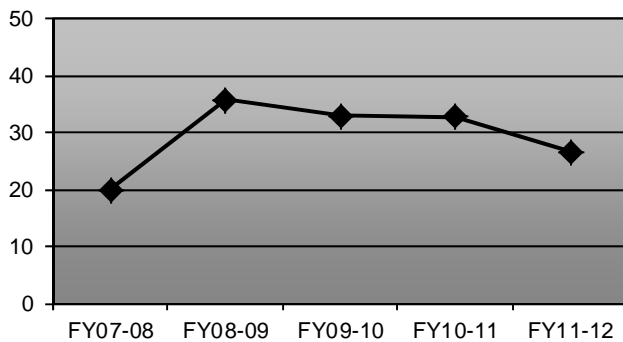
Total Passengers (000's)



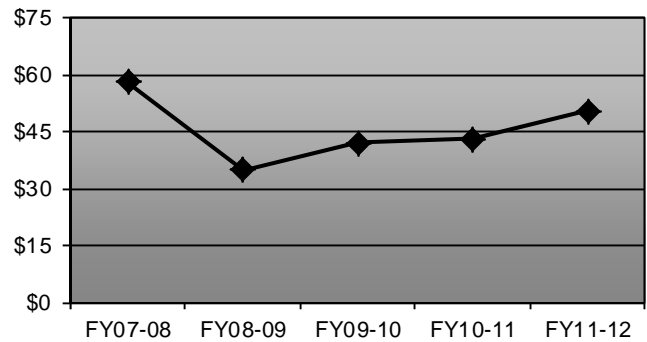
Operating Revenue Per Revenue Vehicle Hour



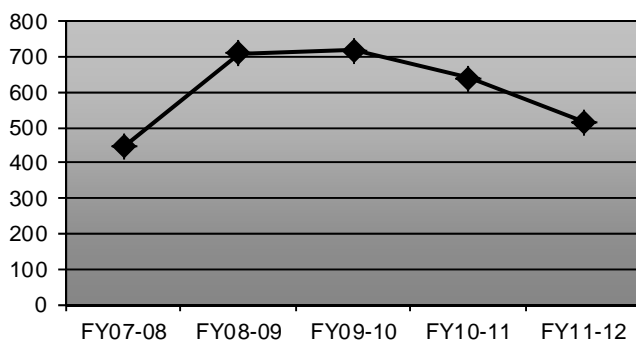
Revenue Vehicle Hours (000's)



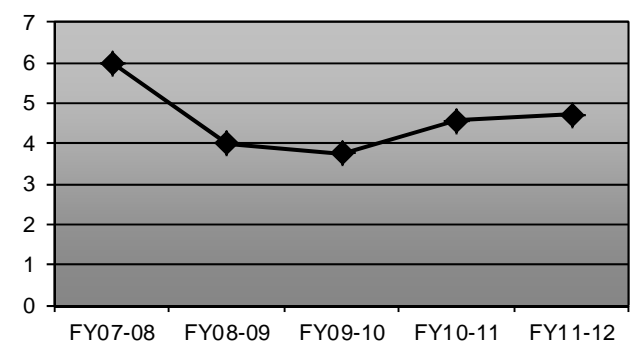
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour





Community Transportation

Endless Mountains Transportation Authority

27824 Route 220
Athens, PA 18810
570-888-7330
Mr. William Nichols, Jr., Acting General Manager

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

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

Vehicles Operated in Maximum Service

Community Transportation: 40

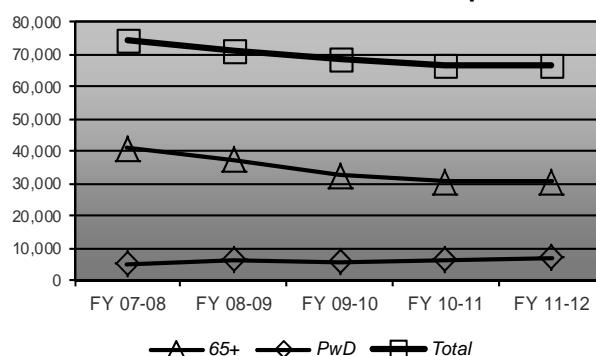
Fare Information

Average Shared-Ride Fare: \$29.91
Cost to Commonwealth
per Senior Citizen Trip: \$25.04
Last Base Fare Increase: August 2009

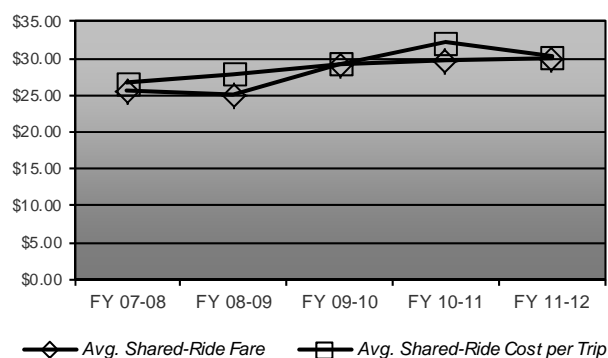
Trip Information

65+ Trips: 30,501
PwD Trips: 7,072
Other Shared-Ride Trips: 20,033
Total Shared-Ride Trips: 66,606
Non-Public Trips: 2,116

Shared-Ride Ridership



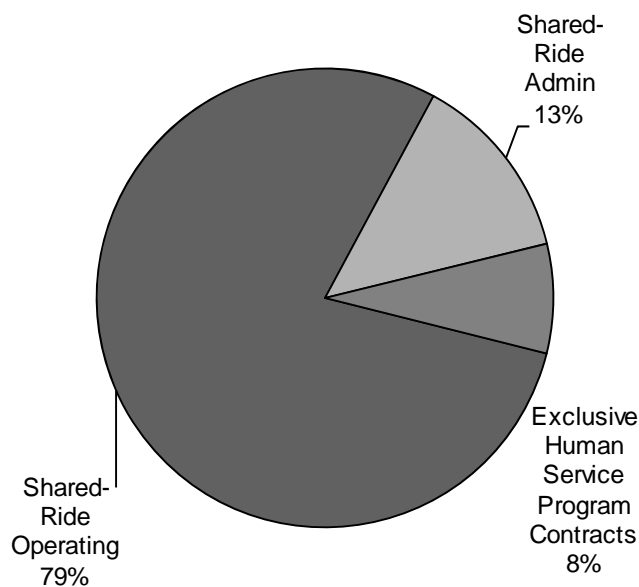
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

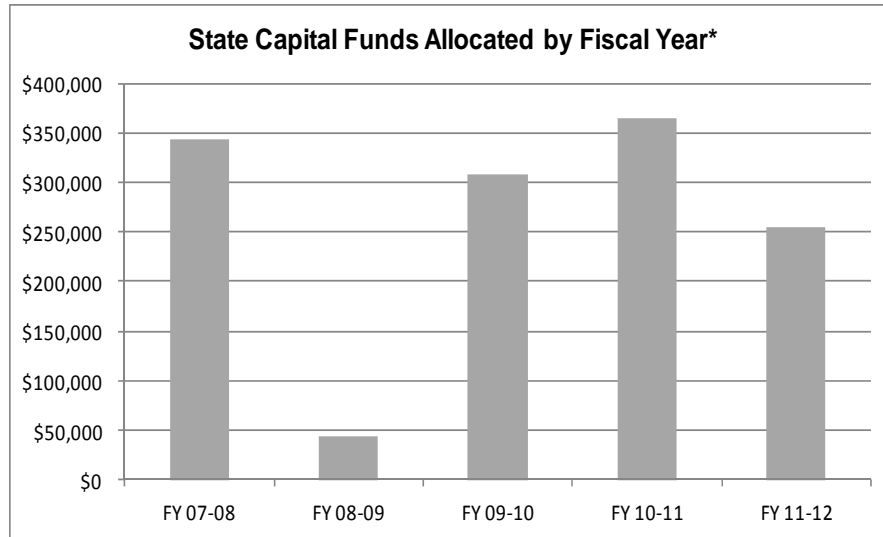
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 65,037	3.0%
Lottery	\$ 743,363	34.1%
Persons with Disabilities Program	\$ 175,695	8.0%
Area Agency on Aging	\$ 113,117	5.2%
Medical Assistance Transportation Program	\$ 794,755	36.4%
MH/ID	\$ 183,393	8.4%
Other	\$ 79,341	3.6%
Subsidy	\$ 27,652	1.3%
Total	\$ 2,182,353	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Purchase



The Endless Mountains Transportation Authority (EMTA) purchased four accessible transit vehicles. The vehicles will be used in demand response service throughout EMTA's service area of Bradford, Sullivan, and Tioga counties to provide customers with safe and reliable transportation.



Indiana County Transit Authority (IndiGO)
P.O. Box 869, 1657 Saltsburg Avenue
Indiana, PA 15701
Mr. John R. Kanyan
(Executive Director)
724-465-2140, Ext. 106
www.indigobus.com



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



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



Fare Information
Fixed Route Base: \$1.25
Fixed Route Average: \$1.37
Last Base Fare Increase: September 2010



Act 44 Fixed Route Distribution Factors
Total Passengers: 455,870
Senior Passengers: 18,616
Revenue Vehicle Miles: 488,081
Revenue Vehicle Hours: 35,739



Employees	Full-Time	Part-Time
Fixed Route:	36	14
Paratransit:	1	5
System-wide:	37	19



Act 44 Operating Assistance
Section 1513 Allocation: \$973,561
Required Local Match: \$47,016

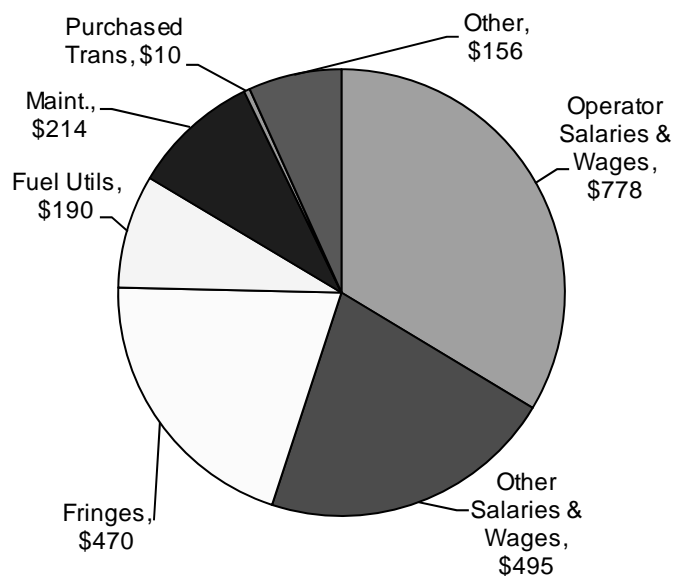


Total Fleet Size	
Fixed Route:	21
Paratransit:	18
System-wide:	39

OPERATING BUDGET

Operating Expense (000's)

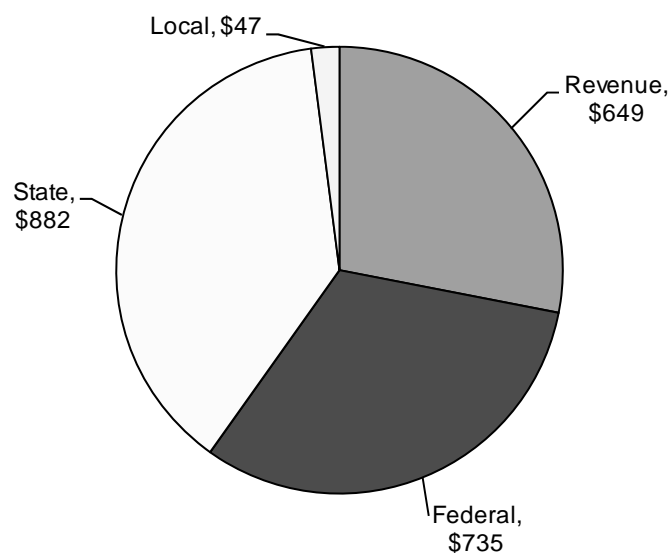
\$2,313



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

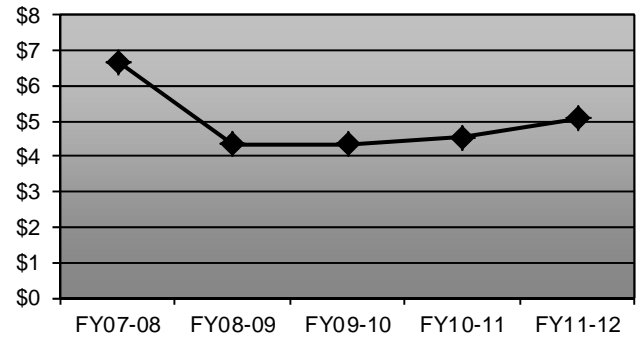
\$2,313



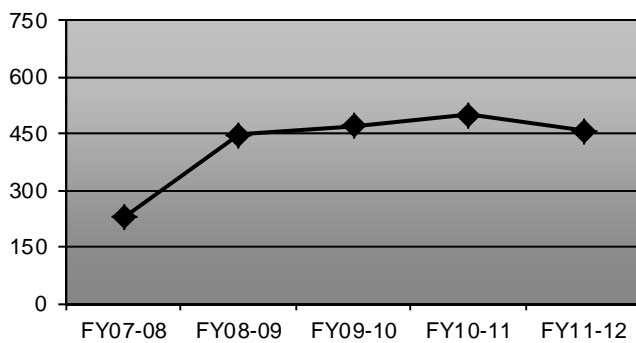
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



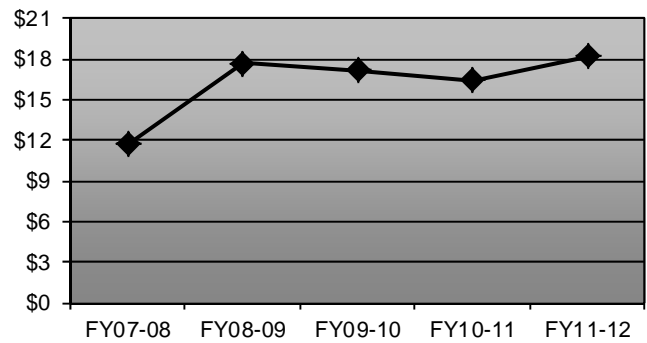
Operating Expense Per Passenger



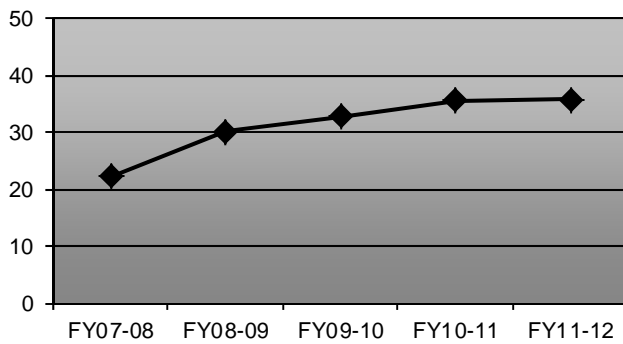
Total Passengers (000's)



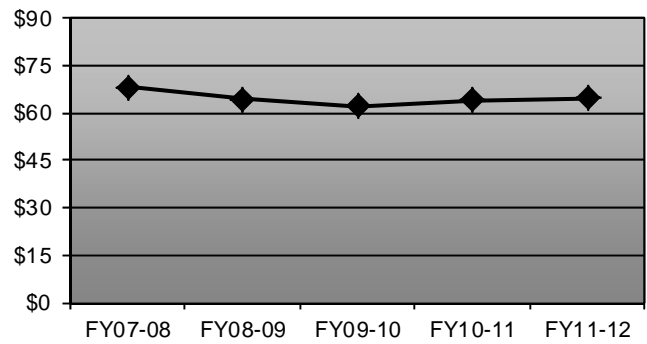
Operating Revenue Per Revenue Vehicle Hour



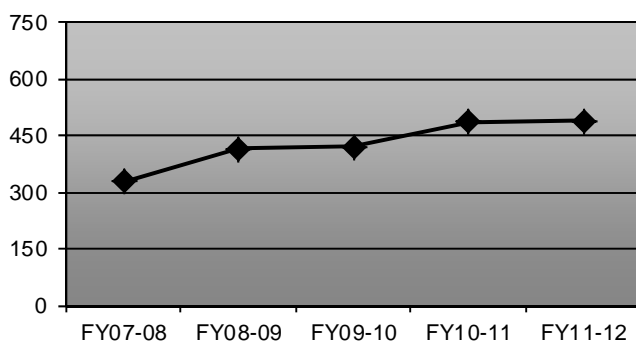
Revenue Vehicle Hours (000's)



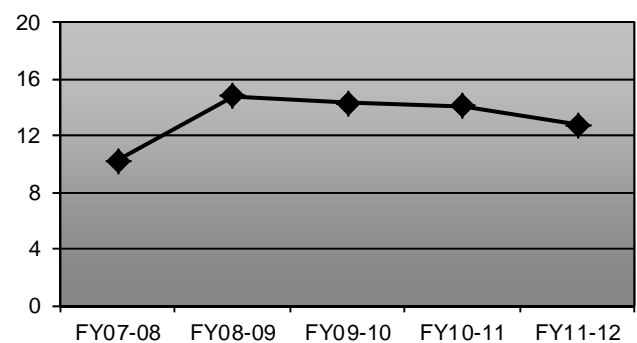
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Indiana County Transit Authority

P.O. Box 869, 1657 Saltsburg Avenue
Indiana, PA 15701
724-465-2140
Mr. John R. Kanyan, Executive Director

Service Area Statistics (2010 Census)

Indiana County

Square Miles: 829
Population: 88,880
65+ Population: 13,944
% of Population 65 and older: 15.7%

Vehicles Operated in Maximum Service

Community Transportation: 11

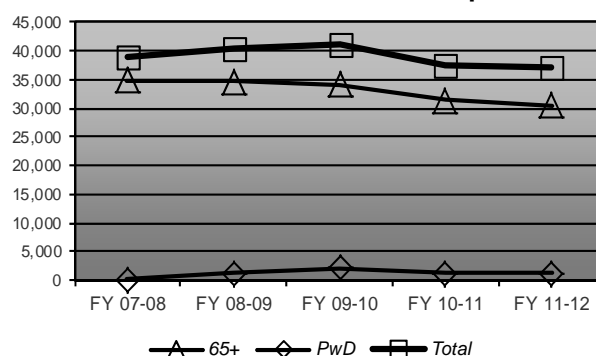
Fare Information

Average Shared-Ride Fare: \$14.48
Cost to Commonwealth
per Senior Citizen Trip: \$14.32
Last Base Fare Increase: February 2008

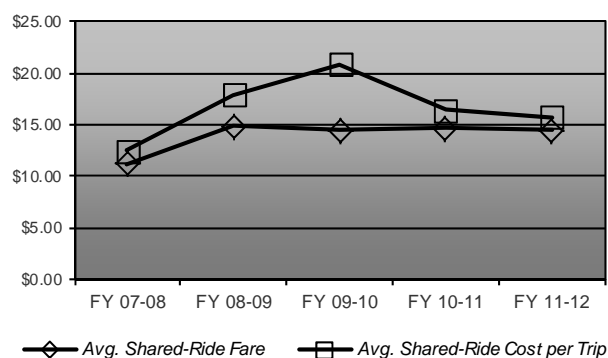
Trip Information

65+ Trips: 30,543
PwD Trips: 1,225
Other Shared-Ride Trips: 5,329
Total Shared-Ride Trips: 37,097
Non-Public Trips: 37,672

Shared-Ride Ridership



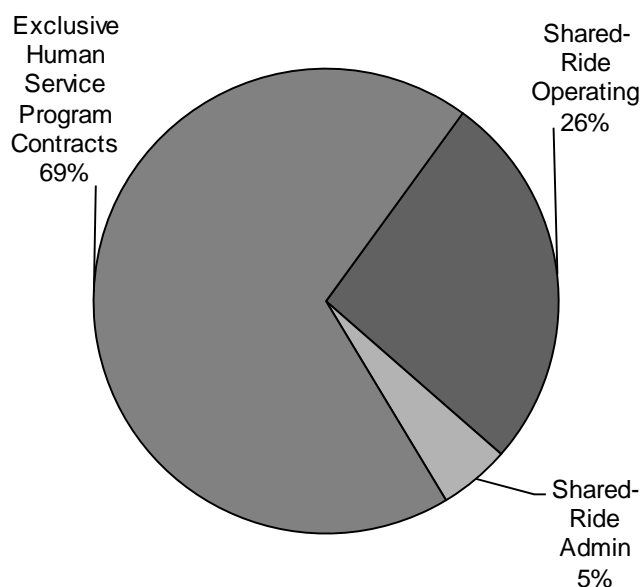
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 34%

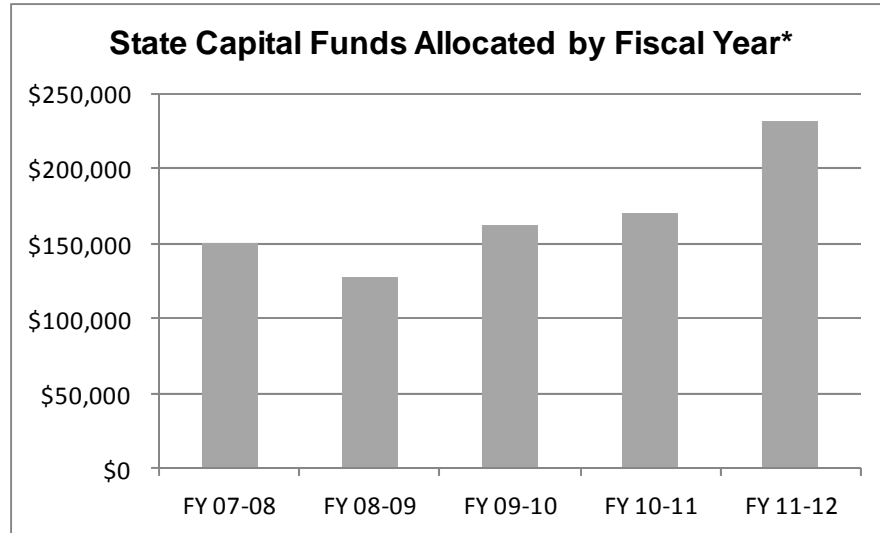
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 31,313	1.6%
Lottery	\$ 437,241	22.6%
Persons with Disabilities Program	\$ 19,633	1.0%
Area Agency on Aging	\$ 65,645	3.4%
Medical Assistance Transportation Program	\$ 1,335,777	69.0%
MH/ID	\$ 30,720	1.6%
Other	\$ 12,849	0.7%
Subsidy	\$ 1,800	0.1%
Total	\$ 1,934,978	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Facility Repairs



IndiGO invested in several facility repair projects in 2012. The repair projects included the replacement of concrete around high traffic areas such as fuel islands and pedestrian sidewalks. The projects alleviate safety concerns in these heavily used areas.

Concrete replacement at IndiGO's fuel island.



Mid County Transit Authority

220 North Grant Avenue
Kittanning, PA 16201
Ms. Patti Lynn Baker
(General Manager)
724-548-8696
www.tandctransit.com



House District

Armstrong: 60, 63

Senate District

Armstrong: 41



Service Area Statistics (2010 Census)

Square Miles: 24
Population: 17,610



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$1.30
Last Base Fare Increase: April 2012 (25%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 51,151
Senior Passengers: 21,623
Revenue Vehicle Miles: 144,383
Revenue Vehicle Hours: 10,693



Employees

	Full-Time	Part-Time
Fixed Route:	10	1
Paratransit:	15	5
System-wide:	25	6



Act 44 Operating Assistance

Section 1513 Allocation: \$498,514
Required Local Match: \$33,171



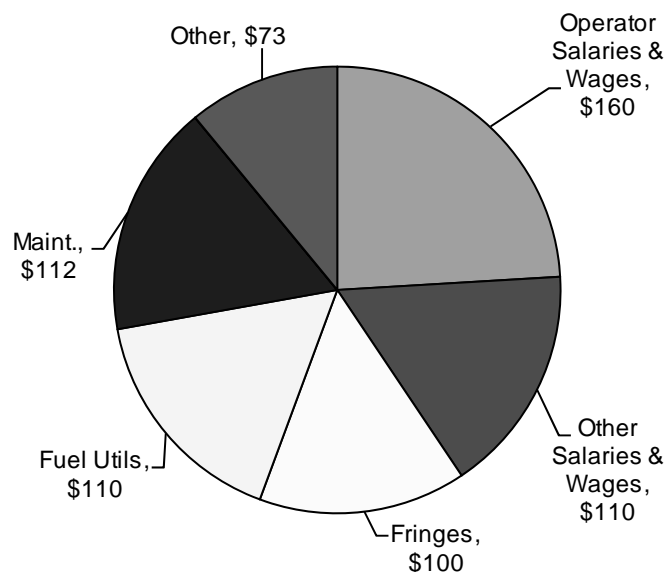
Total Fleet Size

Fixed Route:	6
Paratransit:	13
System-wide:	19

OPERATING BUDGET

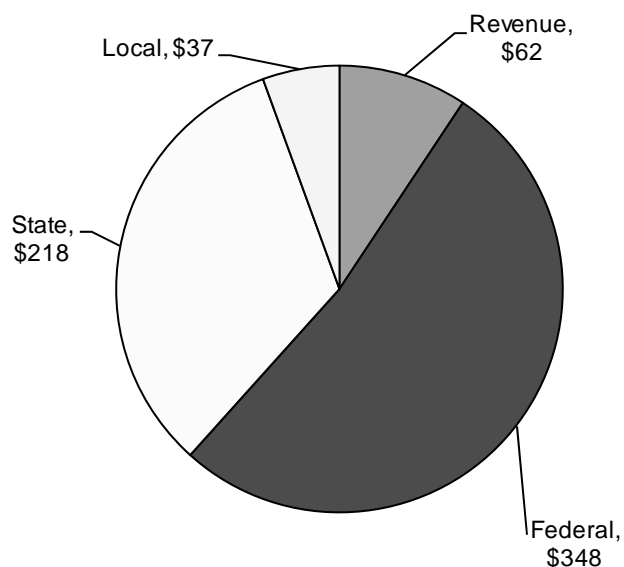
Operating Expense (000's)

\$665



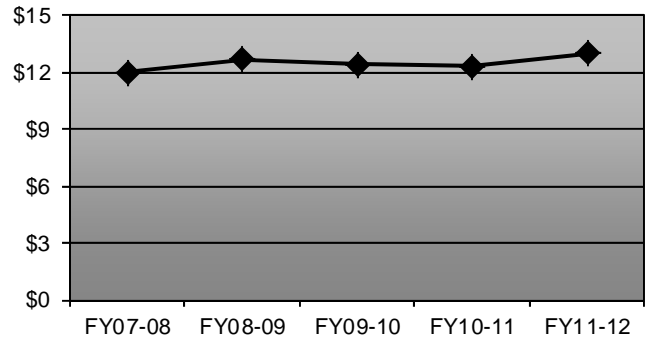
Operating Funds (000's)

\$665

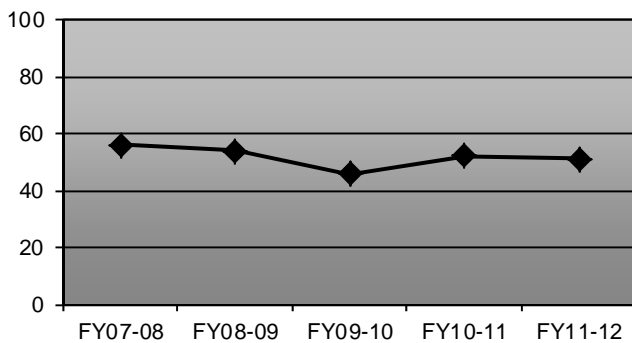




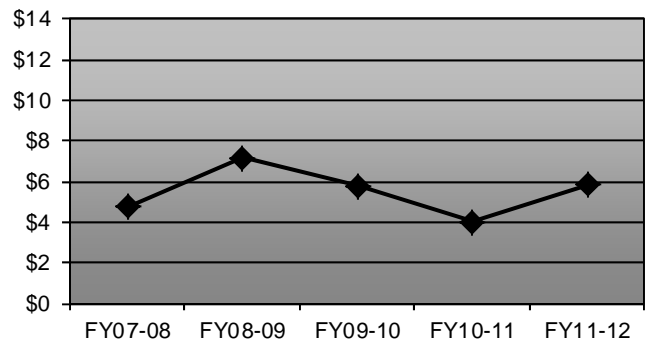
Operating Expense Per Passenger



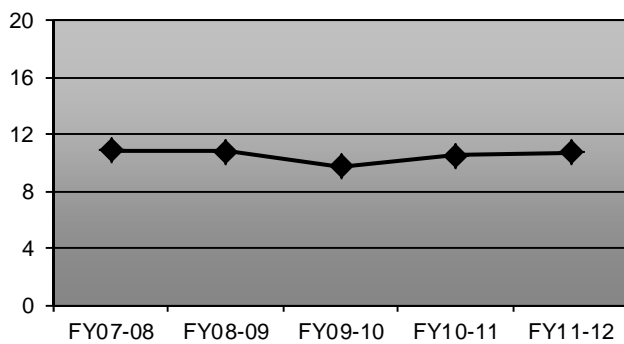
Total Passengers (000's)



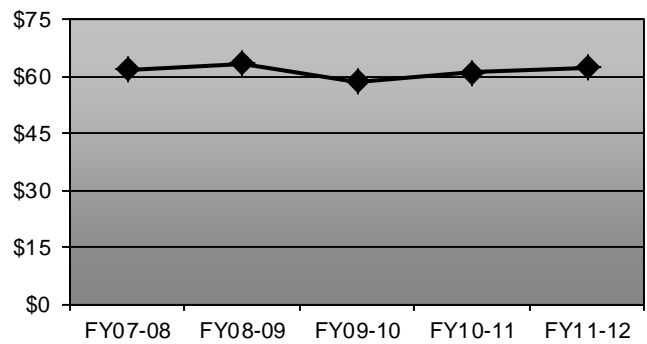
Operating Revenue Per Revenue Vehicle Hour



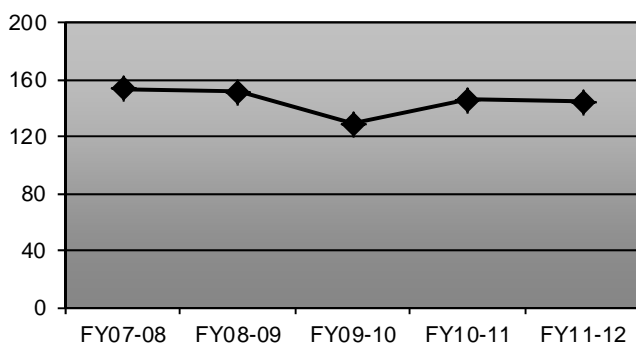
Revenue Vehicle Hours (000's)



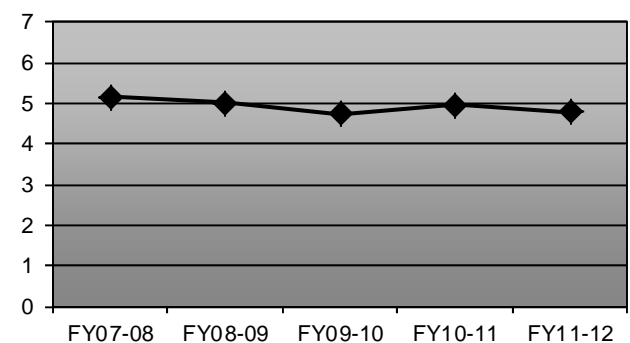
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour





Community Transportation

Town & Country Transit

220 North Grant Avenue
Kittanning, PA 16201
724-548-8696
Ms. Patti Lynn Baker, General Manager

Service Area Statistics (2010 Census) Armstrong County

Square Miles: 654
Population: 68,941
65+ Population: 12,687
% of Population 65 and older: 18.4%

Vehicles Operated in Maximum Service

Community Transportation: 23

Fare Information

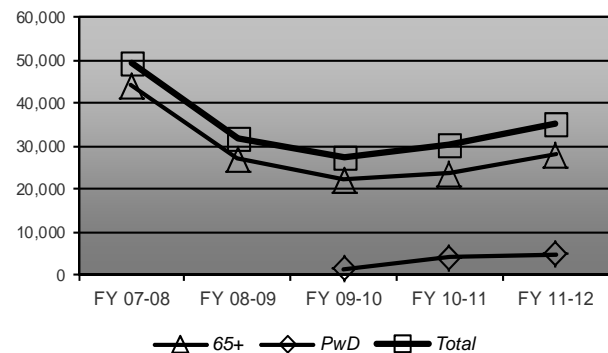
Average Shared-Ride Fare: \$16.75
Cost to Commonwealth
per Senior Citizen Trip: \$14.09
Last Base Fare Increase: August 2010

Trip Information

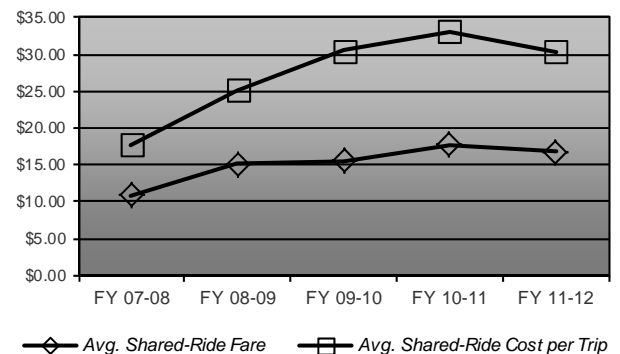
65+ Trips: 28,119
PwD Trips: 4,802
Other Shared-Ride Trips: 2,155
Total Shared-Ride Trips: 35,076

Non-Public Trips: 0

Shared-Ride Ridership



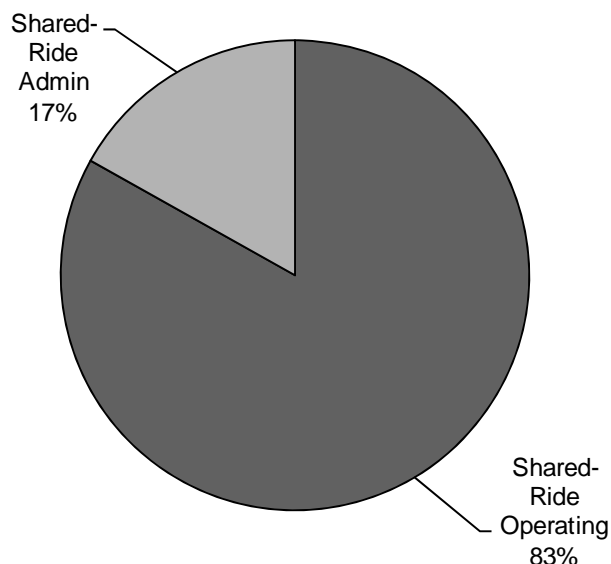
Shared-Ride Fare Recovery



MATP Provider: No
Subcontractors: Yes
Percent of Service Subcontracted: 12%

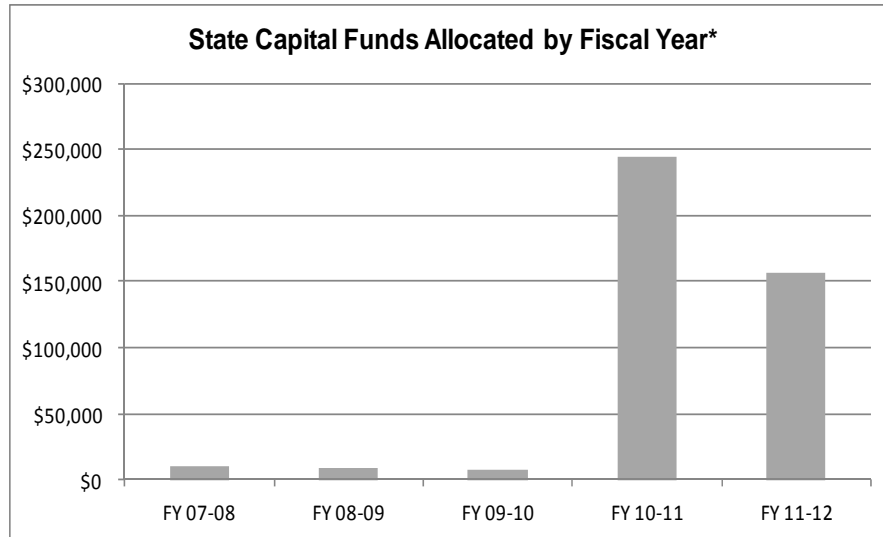
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 52,157	5.4%
Lottery	\$ 396,229	41.3%
Persons with Disabilities Program	\$ 78,970	8.2%
Area Agency on Aging	\$ 67,003	7.0%
Medical Assistance Transportation Program	\$ -	0.0%
MH/ID	\$ 80,255	8.4%
Other	\$ 14,007	1.5%
Subsidy	\$ 270,568	28.2%
Total	\$ 959,189	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Purchase



Mid County Transit Authority, doing business as Town & County Transit, purchased five accessible transit vans equipped with power lifts to aid passengers with limited mobility. The vans will be used for the Shared-Ride and Persons with Disabilities programs in Mid County's service area. The vans provide Armstrong County residents with safe and reliable public transportation services.



Monroe County Transportation Authority (MCTA)

P.O. Box 339
Scotrun, PA 18355-0339
Ms. Peggy Howarth
(Executive Director)
570-839-6282, Ext. 411
www.gomcta.com



House District

Monroe: 118, 139, 176, 189

Senate District

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



Service Area Statistics (2010 Census)

Square Miles: 417
Population: 141,292



Fare Information

Fixed Route Base: \$1.25
Fixed Route Average: \$1.02
Last Base Fare Increase: February 1996



Act 44 Fixed Route Distribution Factors

Total Passengers: 241,333
Senior Passengers: 29,385
Revenue Vehicle Miles: 477,066
Revenue Vehicle Hours: 28,817



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,634,349
Required Local Match: \$121,759



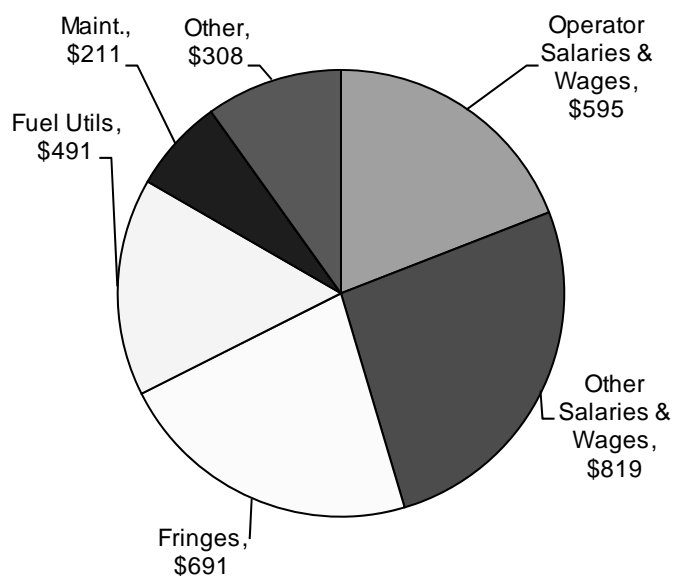
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

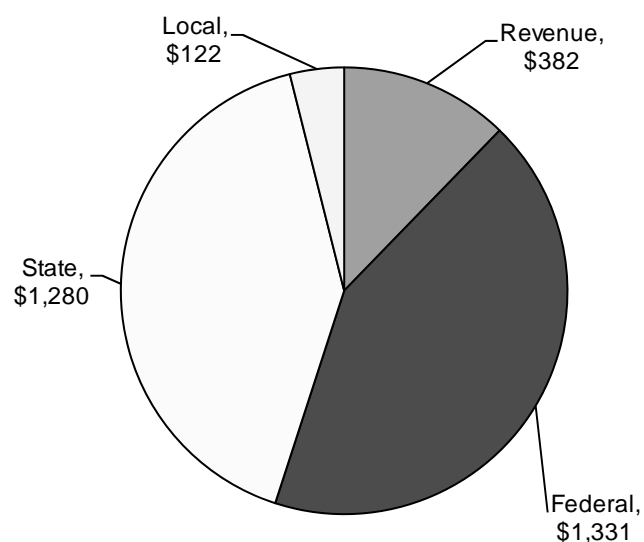
\$3,115



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

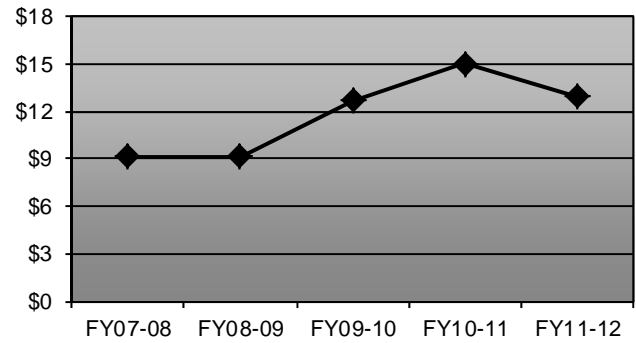
\$3,115



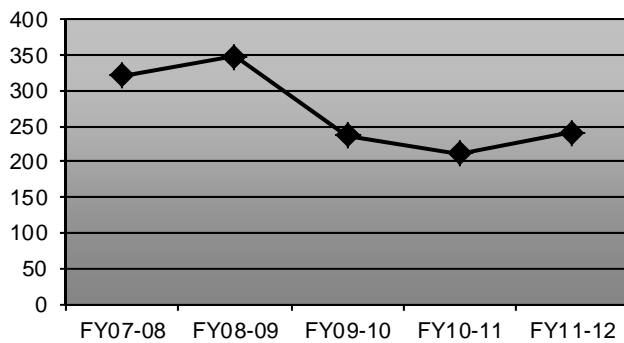
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



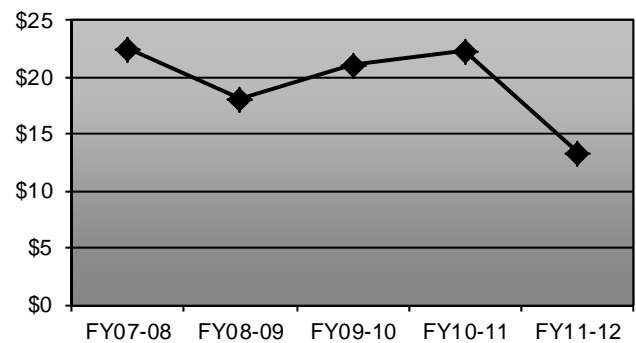
Operating Expense Per Passenger



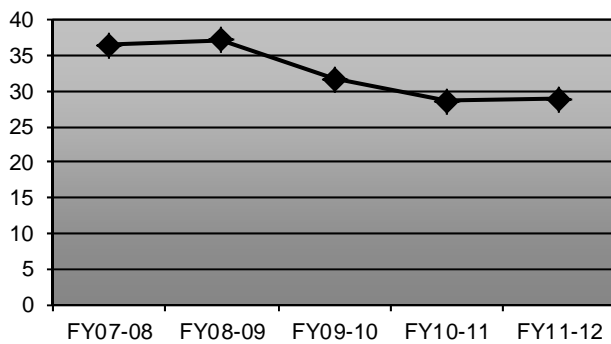
Total Passengers (000's)



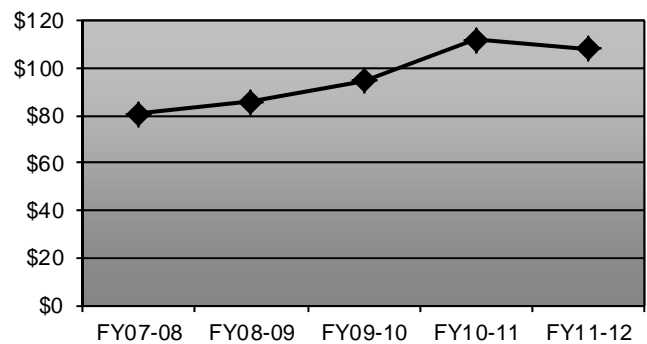
Operating Revenue Per Revenue Vehicle Hour



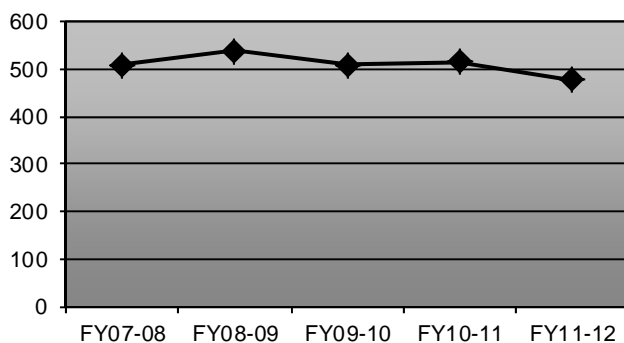
Revenue Vehicle Hours (000's)



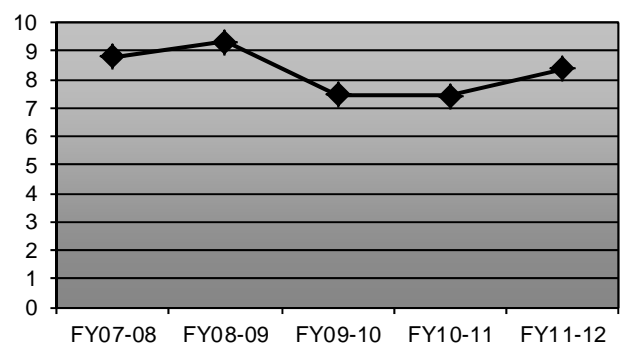
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Monroe County Transportation Authority

P.O. Box 339
Scotrun, PA 18355-0339
570-839-6282
Ms. Peggy Howarth, Executive Director

Service Area Statistics (2010 Census)

Monroe County

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

Vehicles Operated in Maximum Service

Community Transportation: 22

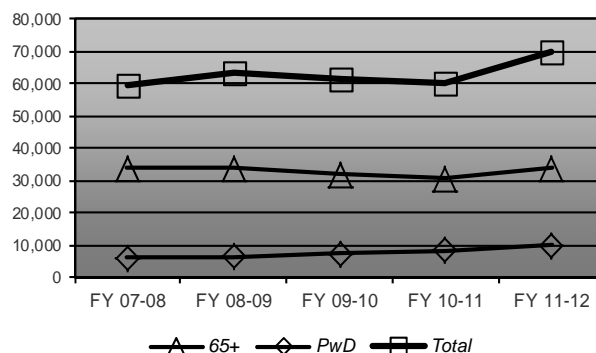
Fare Information

Average Shared-Ride Fare: \$20.79
Cost to Commonwealth
per Senior Citizen Trip: \$17.03
Last Base Fare Increase: May 2011

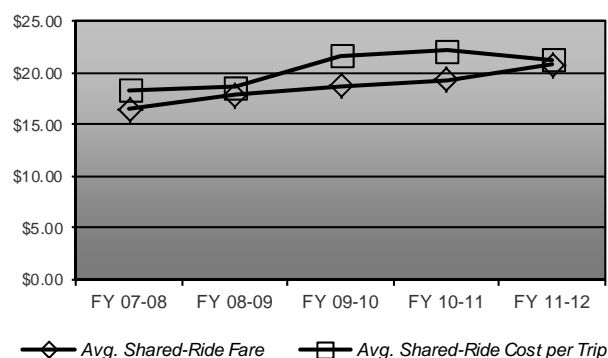
Trip Information

65+ Trips: 33,875
PwD Trips: 10,041
Other Shared-Ride Trips: 25,818
Total Shared-Ride Trips: 69,734
Non-Public Trips: 35,762

Shared-Ride Ridership



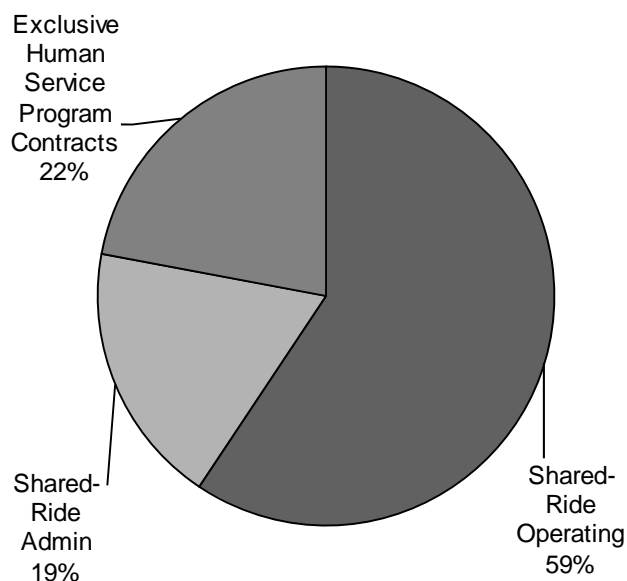
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

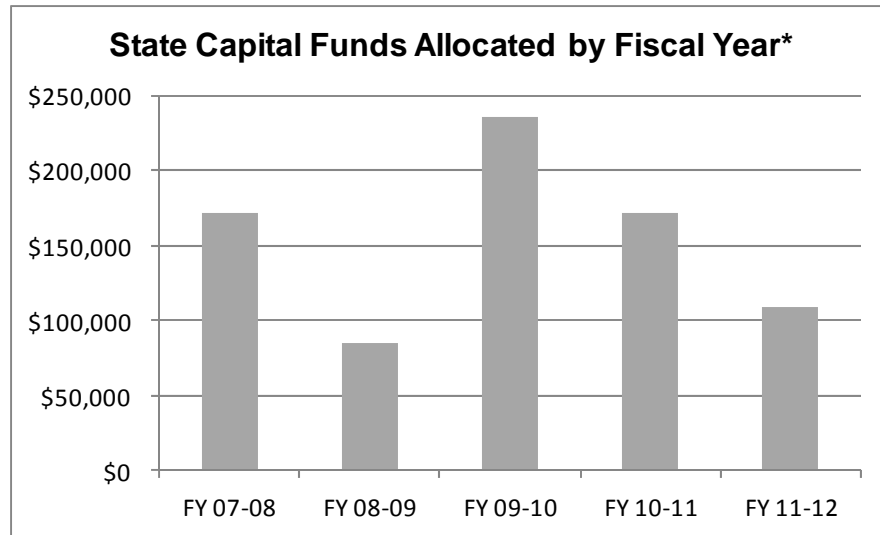
Operating Expenses



Sources of Funding

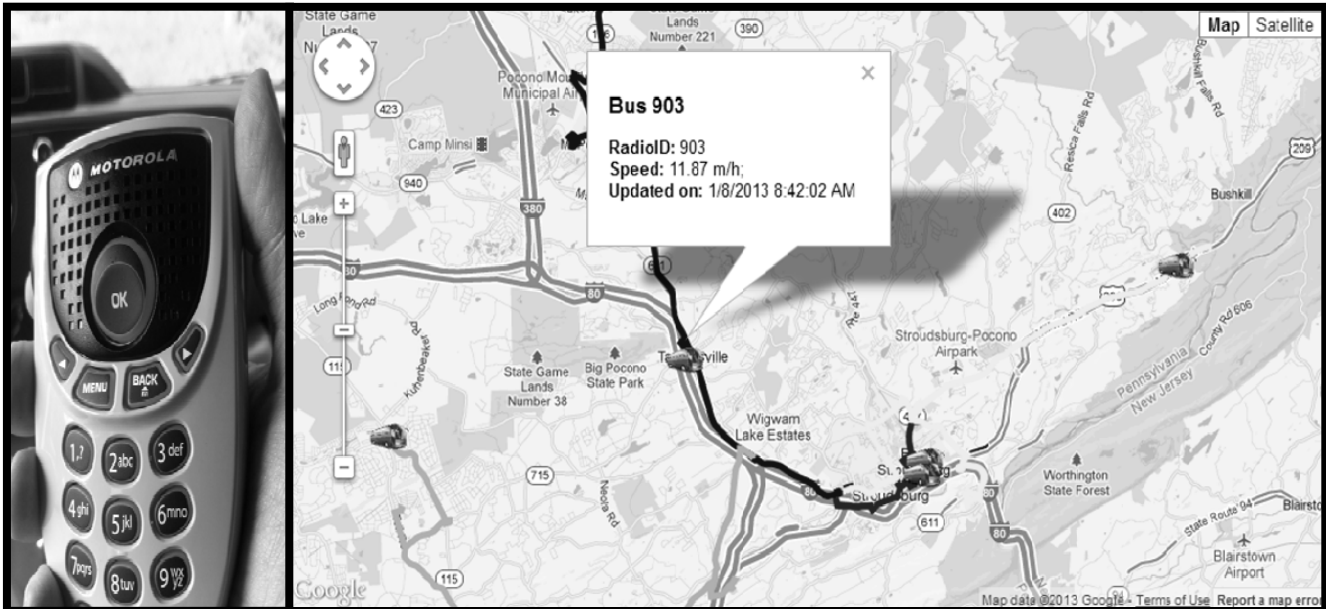
Funding Source	Amount	% of Total
Passenger Fares	\$ 79,165	4.2%
Lottery	\$ 576,734	30.8%
Persons with Disabilities Program	\$ 177,780	9.5%
Area Agency on Aging	\$ 57,127	3.1%
Medical Assistance Transportation Program	\$ 834,950	44.6%
MH/ID	\$ -	0.0%
Other	\$ 136,329	7.3%
Subsidy	\$ 8,333	0.5%
Total	\$ 1,870,418	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Communication System Improvements



Monroe County Transportation Authority upgraded its radio system to comply with the Federal Communications Commission's VHF/UHF Narrowbanding mandate. The project upgraded all MCTA vehicles from an analog system to digital radio communications. Communication from bus operators to the dispatcher has improved and customers are able to track the real-time location of all fixed route vehicles via MCTA's website, gomcta.com.

Mount Carmel, Borough of



Borough of Mount Carmel

137 West 4th Street
Mount Carmel, PA 17851
Ms. Megan Janolek
(Executive Director)
570-339-3956



House District

Northumberland: 107

Senate District

Northumberland: 27



Service Area Statistics (2010 Census)

Square Miles: 50
Population: 29,713



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$0.97
Last Base Fare Increase: August 2007 (30%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 19,880
Senior Passengers: 11,052
Revenue Vehicle Miles: 47,141
Revenue Vehicle Hours: 4,436



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$281,592
Required Local Match: \$9,548



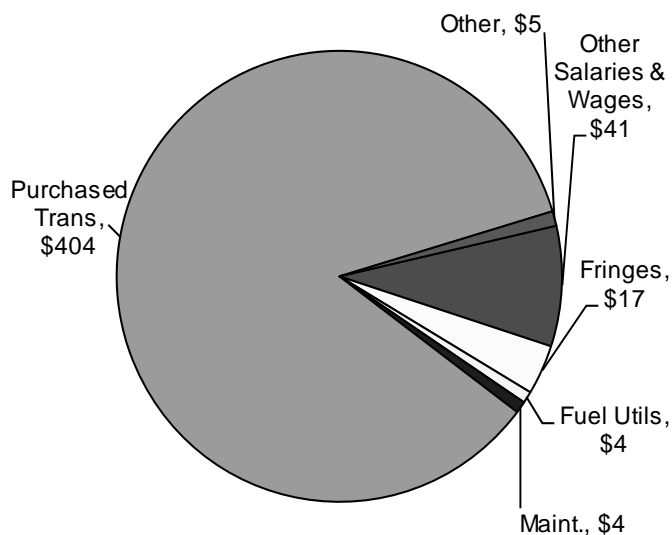
Total Fleet Size

Fixed Route:	4
Paratransit:	0
System-wide:	4

OPERATING BUDGET

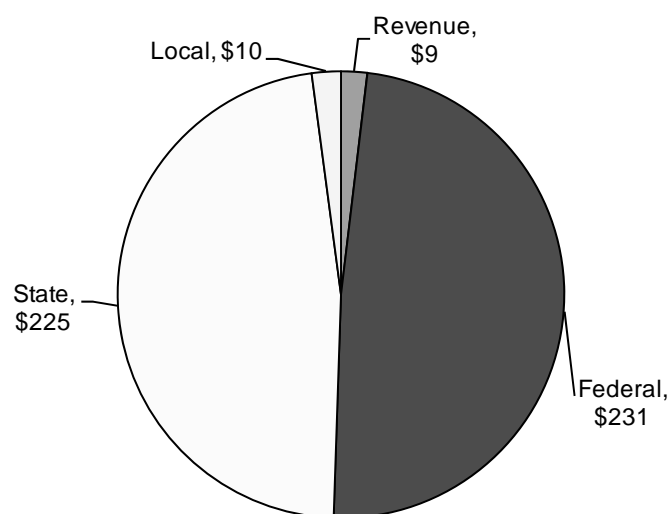
Operating Expense (000's)

\$475



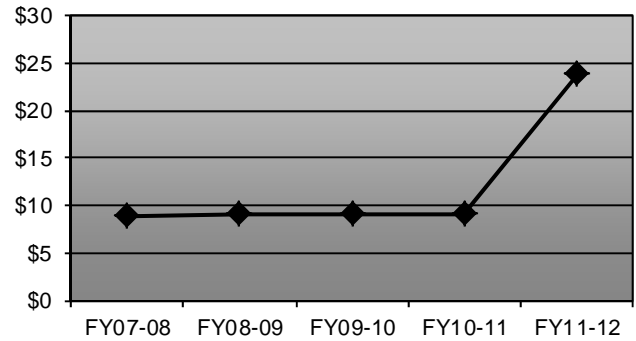
Operating Funds (000's)

\$475

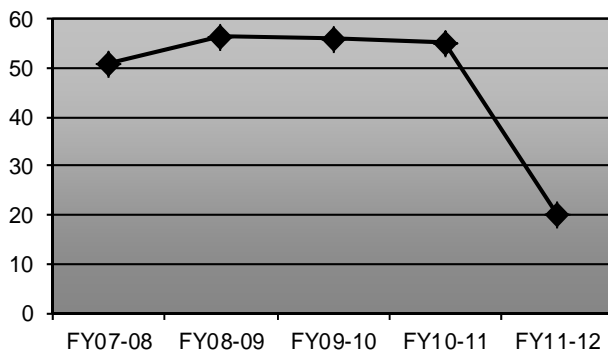




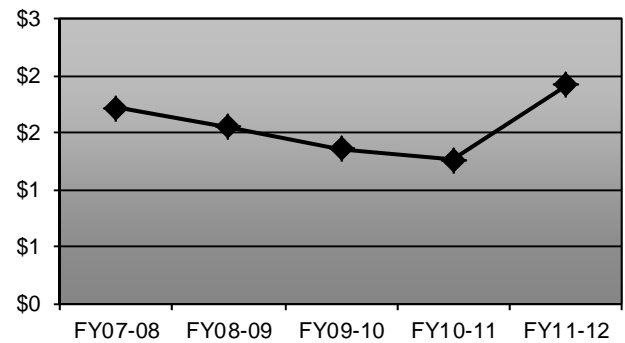
Operating Expense Per Passenger



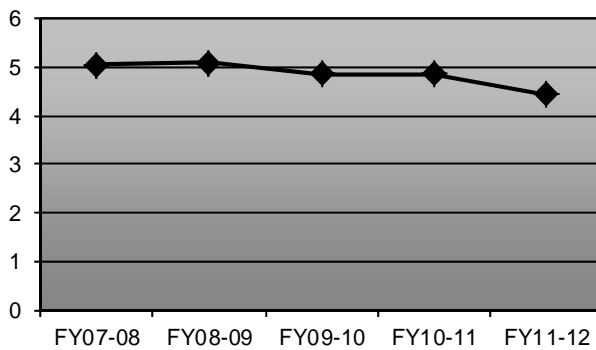
Total Passengers (000's)



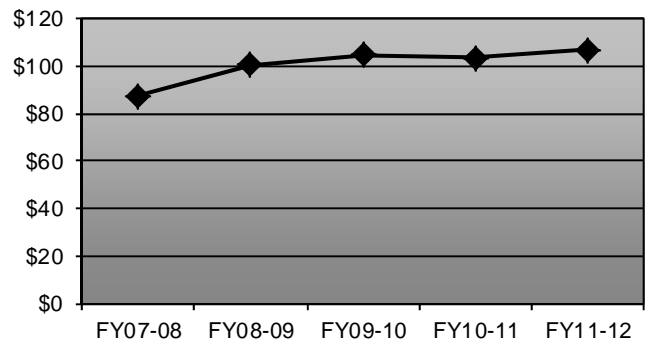
Operating Revenue Per Revenue Vehicle Hour



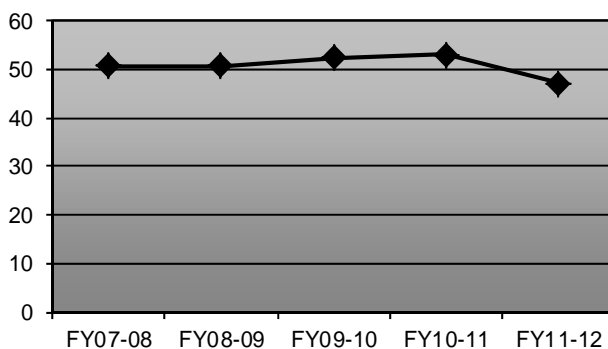
Revenue Vehicle Hours (000's)



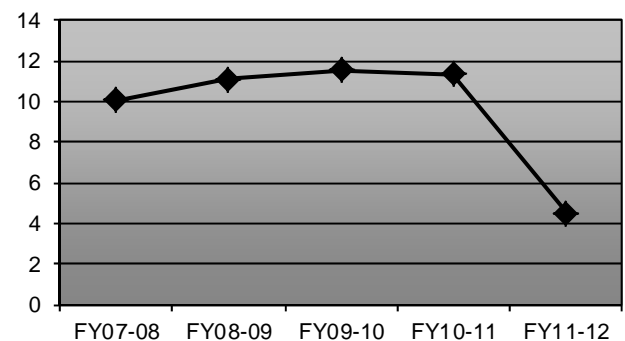
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



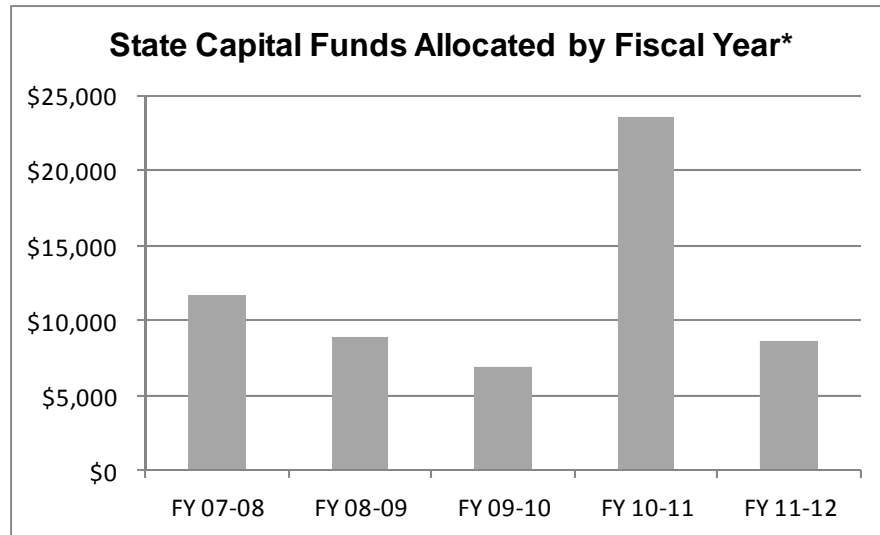
Total Ridership Per Revenue Vehicle Hour



Reported ridership prior to FY 2011-12 may have been overstated. FY 2011-12 ridership is correct.

Community Transportation

Community transportation provided by Northumberland County Transportation in Northumberland County (see page 220).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Fare Box Replacement



The Borough of Mount Carmel replaced and upgraded the fare boxes on its fixed route fleet. The fare boxes are more user-friendly than the previous system and require less maintenance.



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 (2010 Census)

Square Miles: 178
Population: 74,880



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$1.79
Last Base Fare Increase: March 2012



Act 44 Fixed Route Distribution Factors

Total Passengers: 686,375
Senior Passengers: 105,500
Revenue Vehicle Miles: 1,112,798
Revenue Vehicle Hours: 58,334



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$3,495,648
Required Local Match: \$165,281



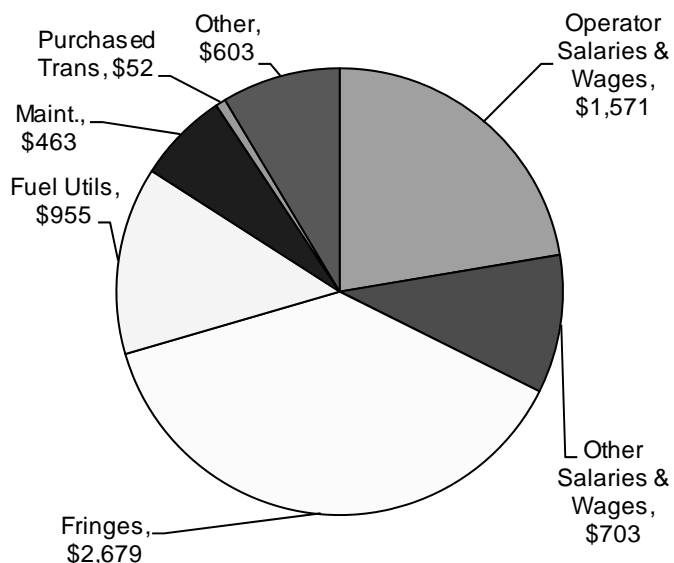
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

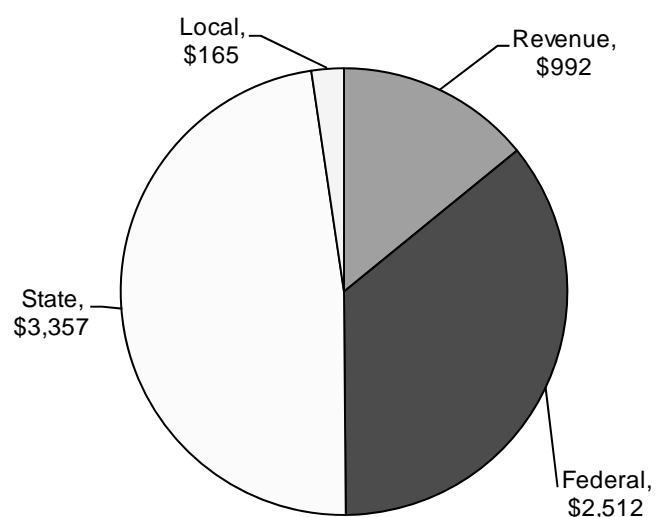
\$7,026



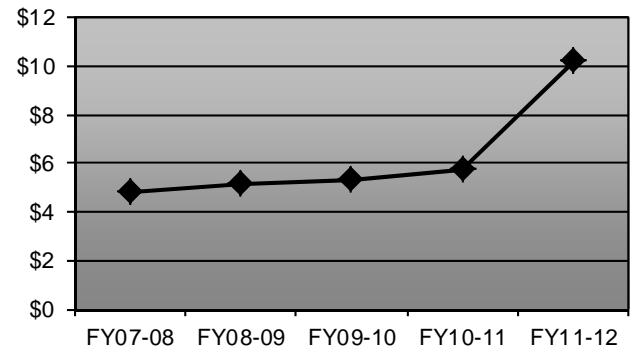
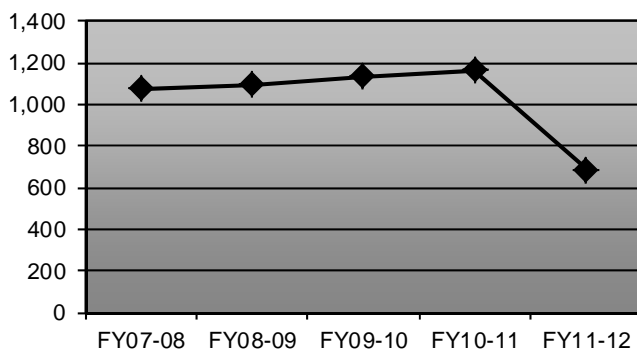
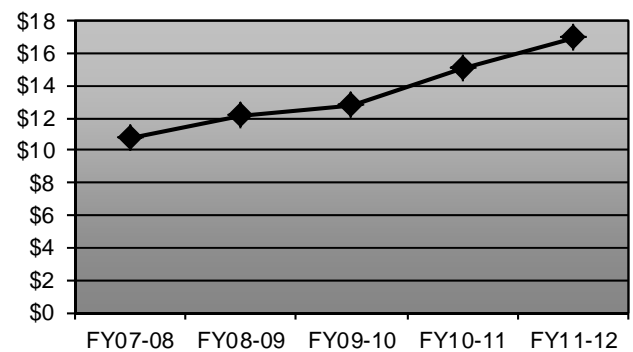
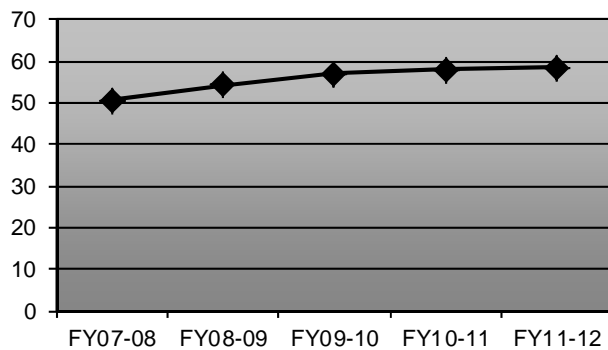
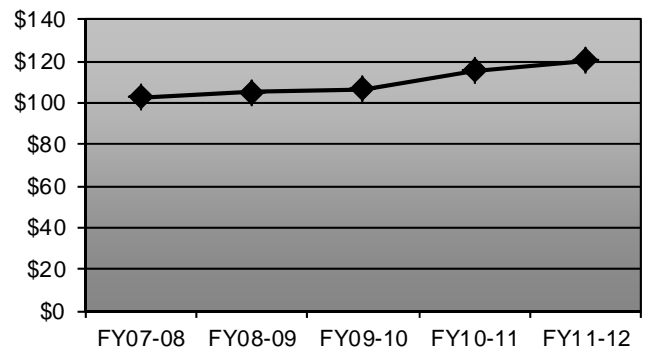
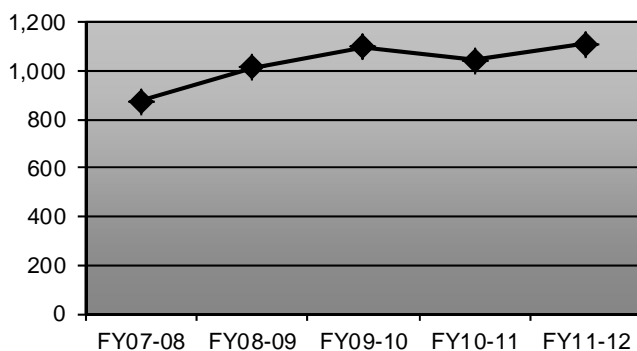
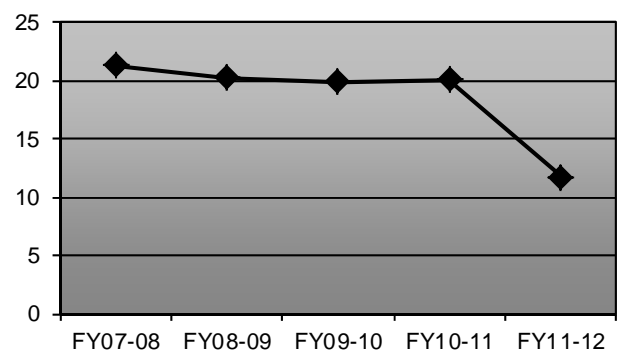
Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

\$7,026



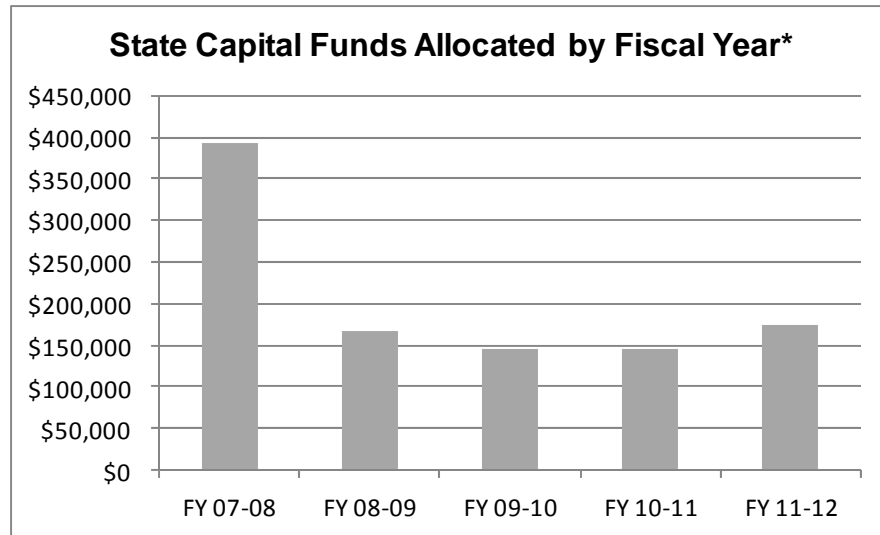
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.

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

Passengers include ADA complementary passengers which are also included on the Community Transportation page.
Reported ridership prior to FY 2011-12 may have been overstated. FY 2011-12 ridership is correct.

Community Transportation

Community transportation provided by Allied Coordinated Transportation Services, Inc., in Lawrence County (see page 204).



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Park-and-Ride



New Castle Area Transit Authority opened a park-and-ride facility along Route 422 in Lawrence County. The park-and-ride will provide residents of Lawrence County and surrounding communities with a safe place to park when catching the NCATA commuter bus service to Pittsburgh. The park-and-ride features more than 180 spaces, security cameras, and a large covered shelter for passenger safety.



Schuylkill Transportation System (STS)

252 Industrial Park Road
St. Clair, PA 17970
Mr. Michael Micko
(Executive Director)
570-429-2701
www.go-sts.com



House District

Schuylkill: 123, 124, 125

Senate District

Schuylkill: 29



Service Area Statistics (2010 Census)

Square Miles: 277
Population: 97,441



Fare Information

Fixed Route Base: \$1.30
Fixed Route Average: \$1.34
Last Base Fare Increase: July 2012 (4%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 245,136
Senior Passengers: 96,812
Revenue Vehicle Miles: 334,985
Revenue Vehicle Hours: 21,321



Employees

	Full-Time	Part-Time
Fixed Route:	25	4
Paratransit:	22	14
System-wide:	47	18



Act 44 Operating Assistance

Section 1513 Allocation: \$1,343,208
Required Local Match: \$48,266



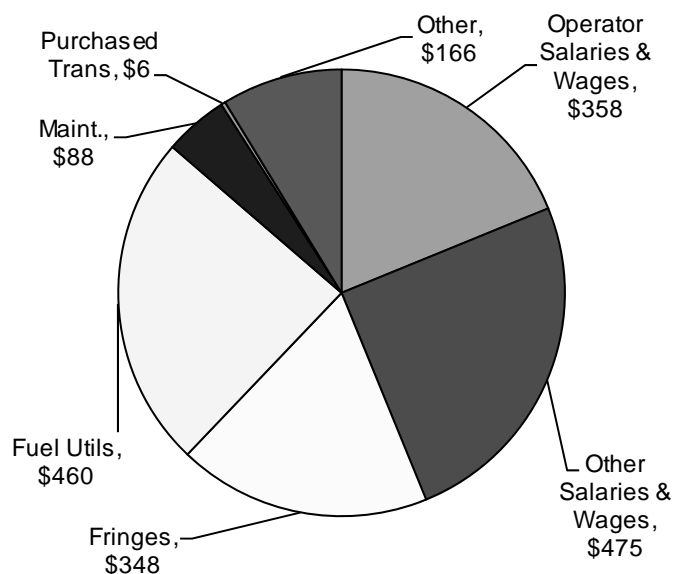
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

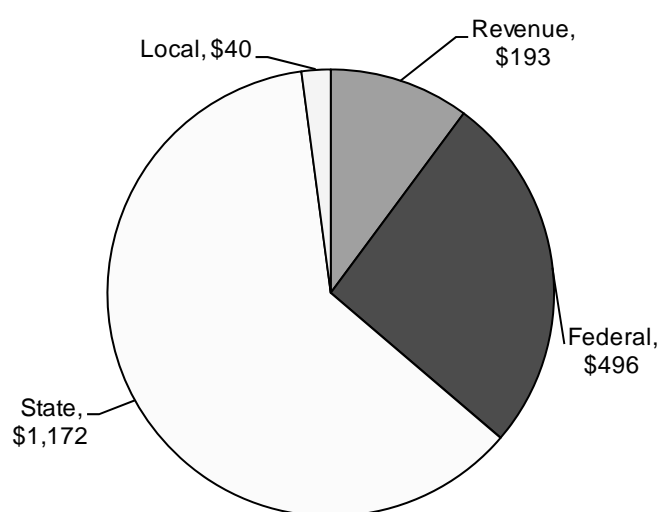
\$1,901



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

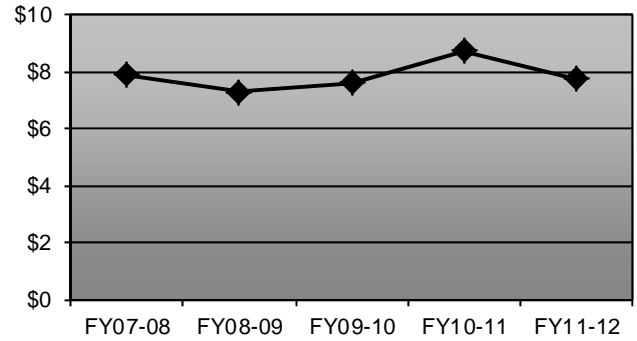
\$1,901



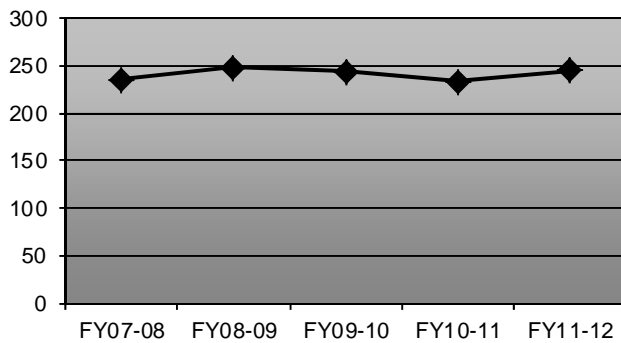
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



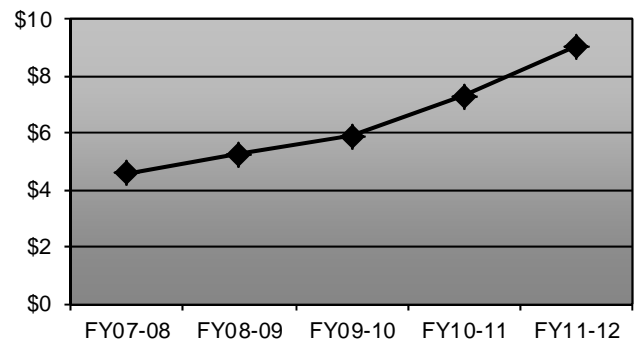
Operating Expense Per Passenger



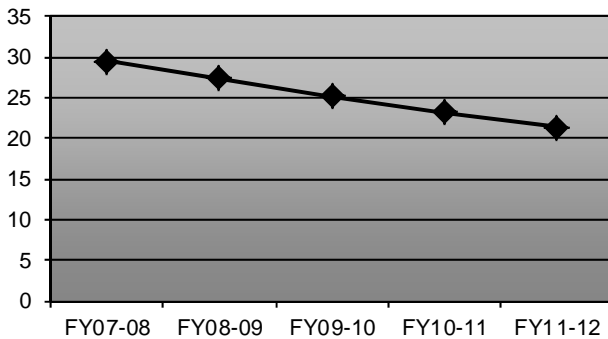
Total Passengers (000's)



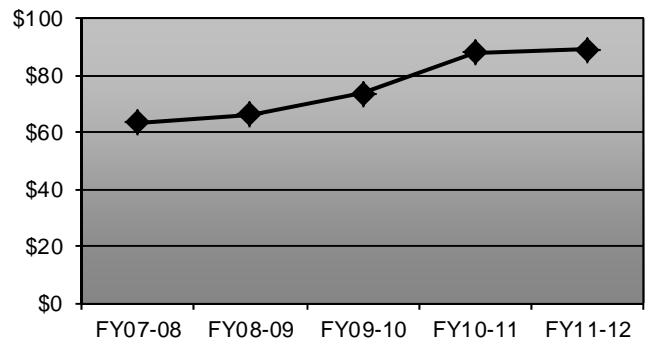
Operating Revenue Per Revenue Vehicle Hour



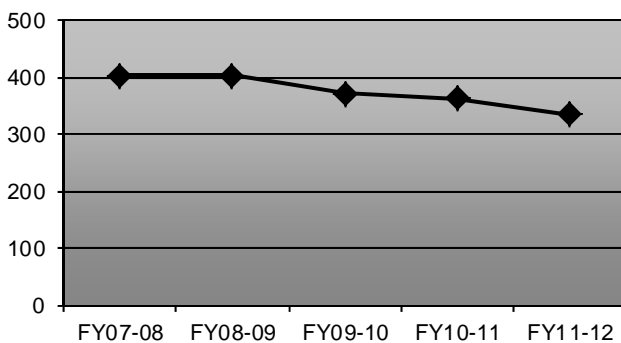
Revenue Vehicle Hours (000's)



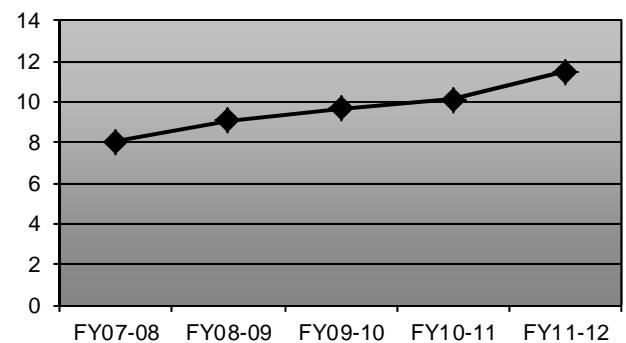
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Schuylkill Transportation System

252 Industrial Park Road
St. Clair, PA 17970
570-429-2701
Mr. Michael Micko, Executive Director

Service Area Statistics (2010 Census)

Schuylkill County

Square Miles: 778
Population: 148,289
65+ Population: 26,828
% of Population 65 and older: 18.1%

Vehicles Operated in Maximum Service

Community Transportation: 28

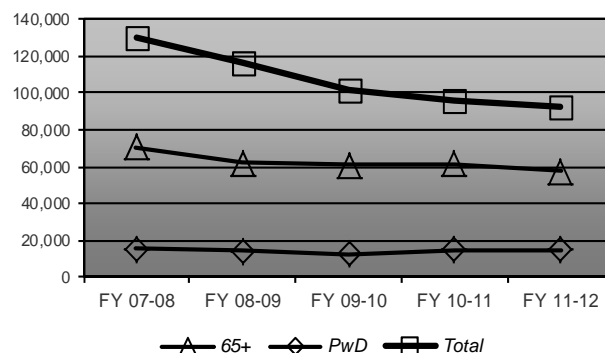
Fare Information

Average Shared-Ride Fare: \$15.62
Cost to Commonwealth
per Senior Citizen Trip: \$13.16
Last Base Fare Increase: July 2012

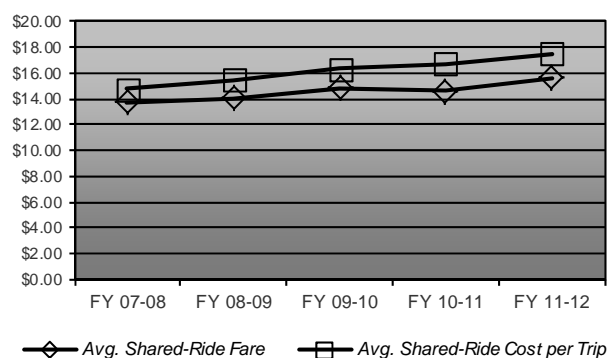
Trip Information

65+ Trips: 57,633
PwD Trips: 14,870
Other Shared-Ride Trips: 19,718
Total Shared-Ride Trips: 92,221
Non-Public Trips: 58,803

Shared-Ride Ridership



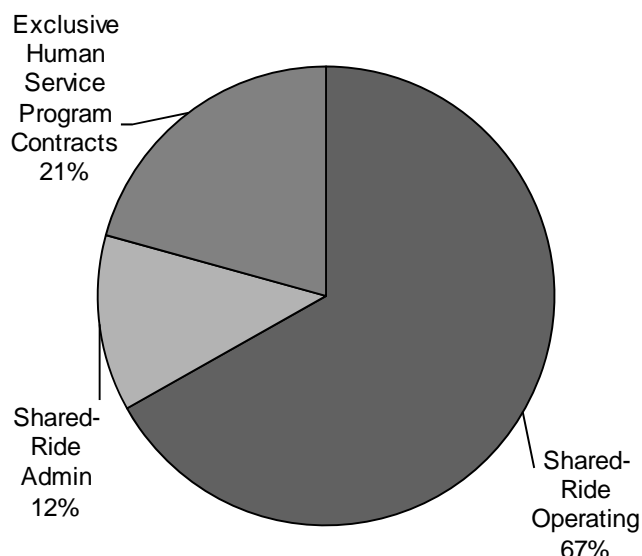
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 55%

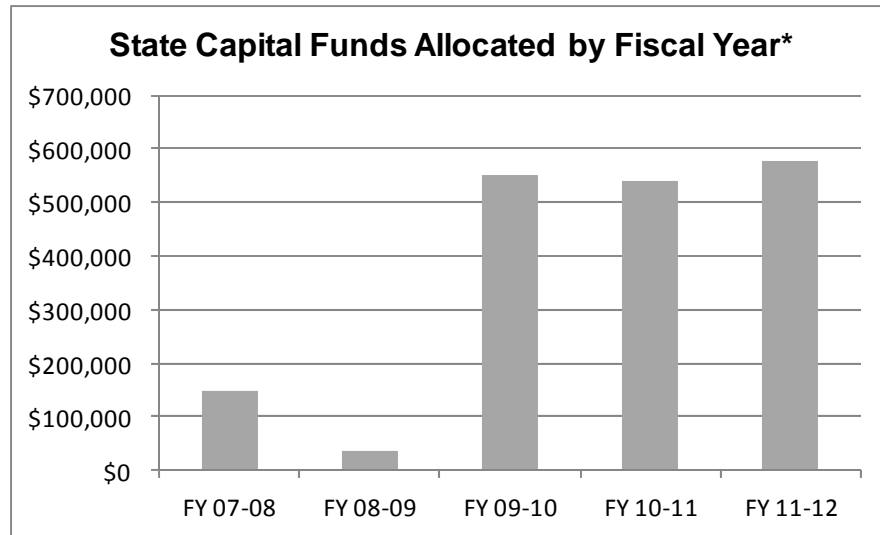
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 189,612	9.1%
Lottery	\$ 758,218	36.5%
Persons with Disabilities Program	\$ 194,375	9.4%
Area Agency on Aging	\$ 67,618	3.2%
Medical Assistance Transportation Program	\$ 400,086	19.3%
MH/ID	\$ -	0.0%
Other	\$ 390,449	18.8%
Subsidy	\$ 77,062	3.7%
Total	\$ 2,077,420	100.0%

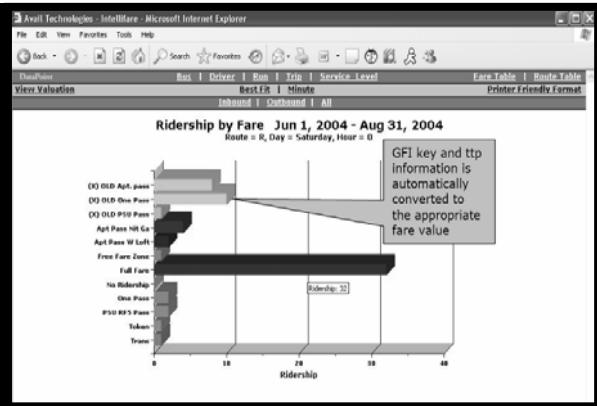


*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Intelligent Transportation System



Passenger Information



Data Analysis Software

Schuylkill County Transportation Authority is adopting an Intelligent Transportation System (ITS) upgrade for its fixed route operation. STS passengers will see many benefits, including the ability to view real-time bus departure information on LCD screens located at the Union Station Intermodal Center. The public will also be able to view this information from the STS website. The project features automatic vehicle location and automatic passenger counters. These tools assist STS management in analyzing passenger data and improving service efficiency.



Venango County Transportation Office (VCTO)

1 Dale Avenue
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 (2010 Census)

Square Miles: 100
Population: 33,759



Fare Information

Fixed Route Base: \$1.50
Fixed Route Average: \$1.53
Last Base Fare Increase: July 2005 (20%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 63,110
Senior Passengers: 11,195
Revenue Vehicle Miles: 167,543
Revenue Vehicle Hours: 7,846



Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$265,920
Required Local Match: \$20,858



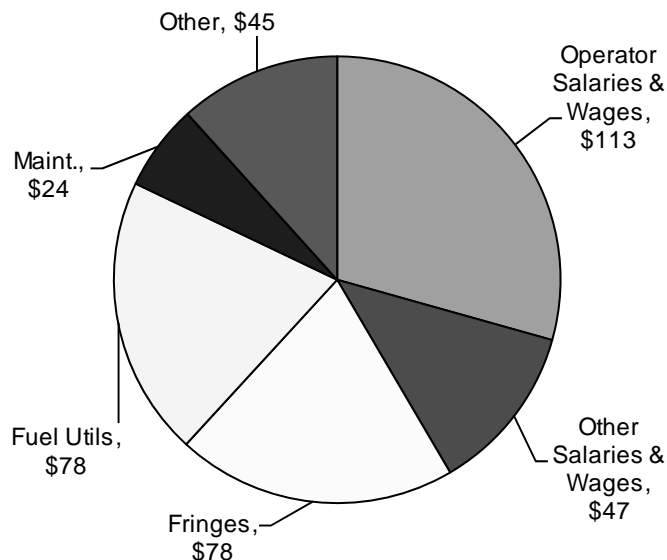
Total Fleet Size

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

OPERATING BUDGET

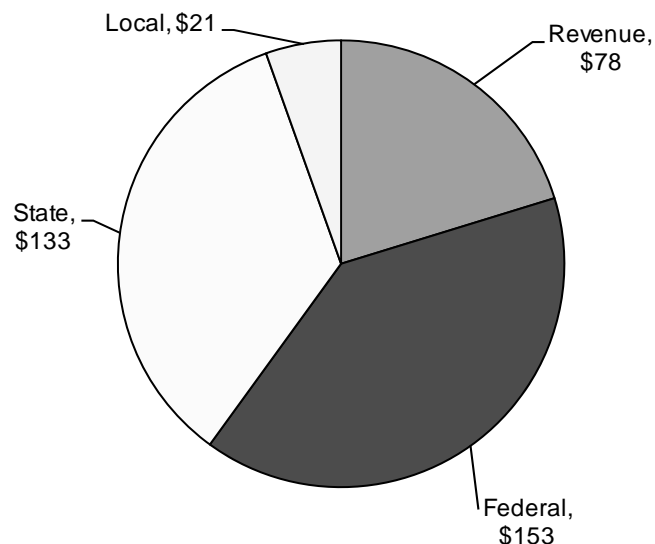
Operating Expense (000's)

\$385



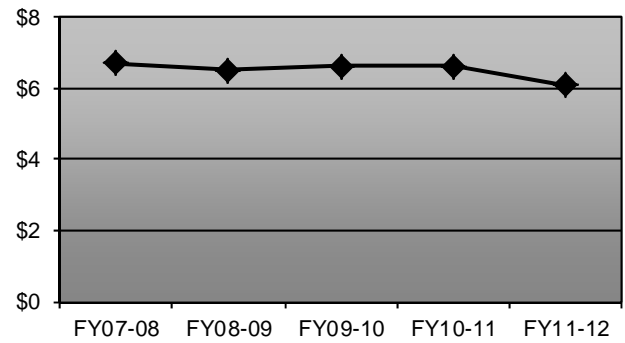
Operating Funds (000's)

\$385

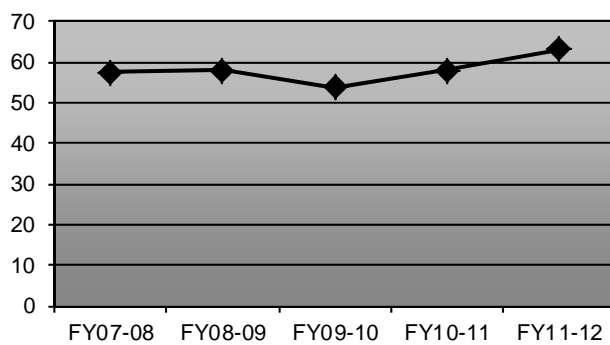




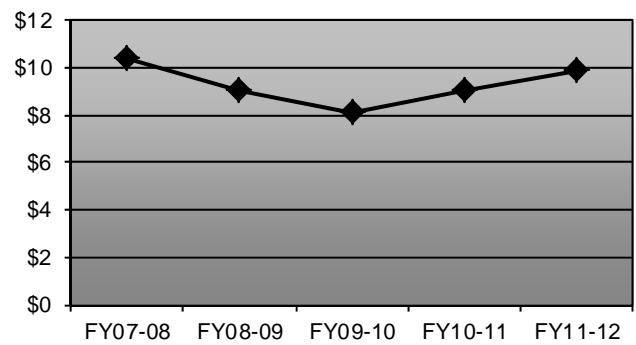
Operating Expense Per Passenger



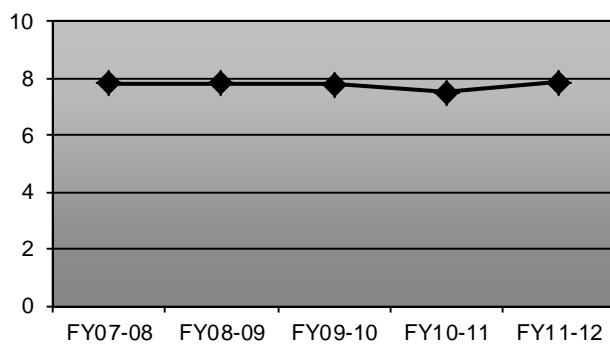
Total Passengers (000's)



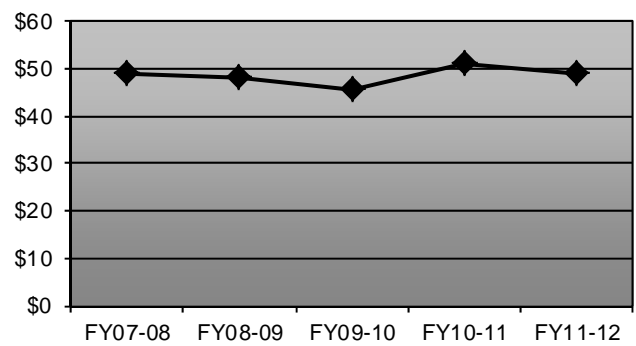
Operating Revenue Per Revenue Vehicle Hour



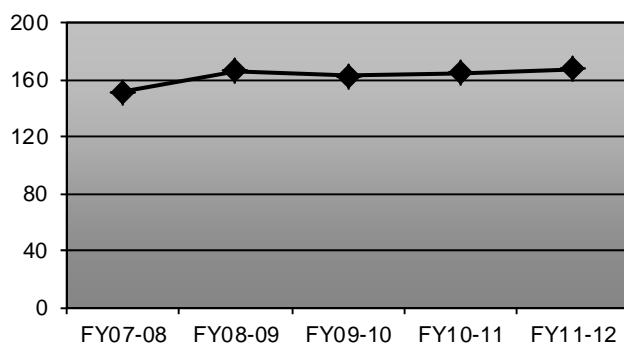
Revenue Vehicle Hours (000's)



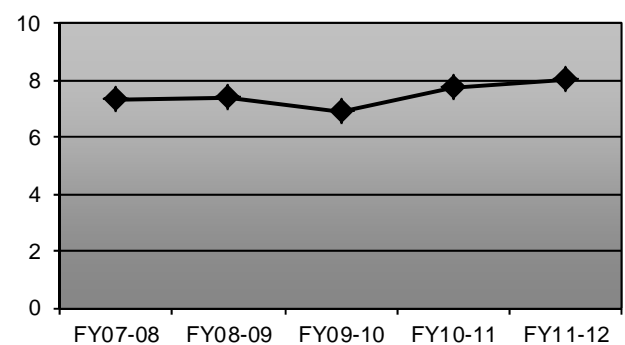
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour





Community Transportation

Venango County Transportation Office

1 Dale Avenue
Franklin, PA 16323
814-432-9767
Ms. Sally Mays, Director

Service Area Statistics (2010 Census)

Venango County

Square Miles: 675
Population: 54,984
65+ Population: 9,884
% of Population 65 and older: 18.0%

Vehicles Operated in Maximum Service

Community Transportation: 11

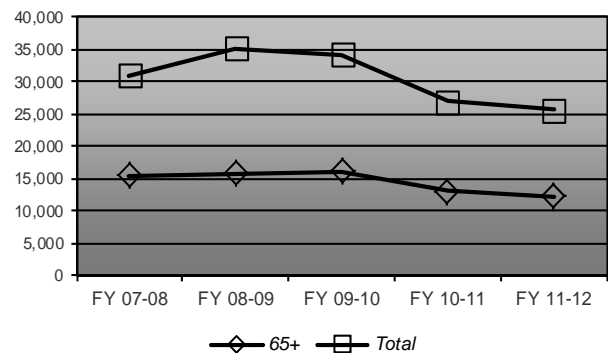
Fare Information

Average Shared-Ride Fare: \$14.87
Cost to Commonwealth
per Senior Citizen Trip: \$12.52
Last Base Fare Increase: June 2012

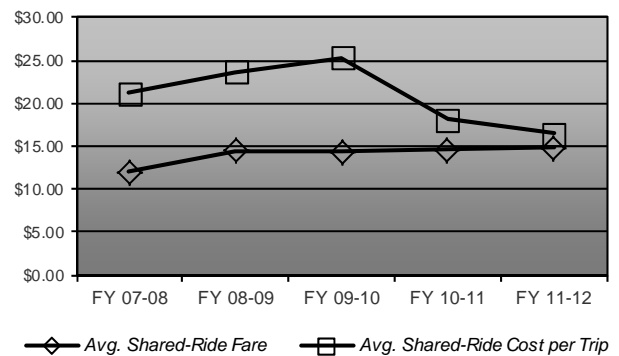
Trip Information

65+ Trips: 12,223
PwD Trips: 0
Other Shared-Ride Trips: 13,374
Total Shared-Ride Trips: 25,597
Non-Public Trips: 60,878

Shared-Ride Ridership



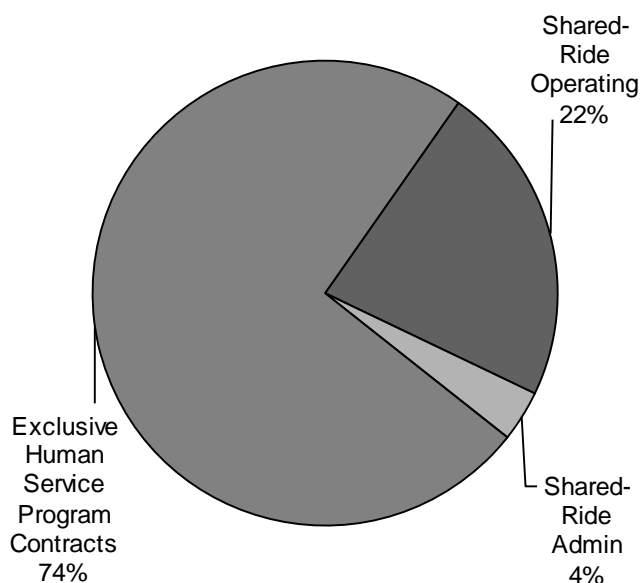
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Service Subcontracted: N/A

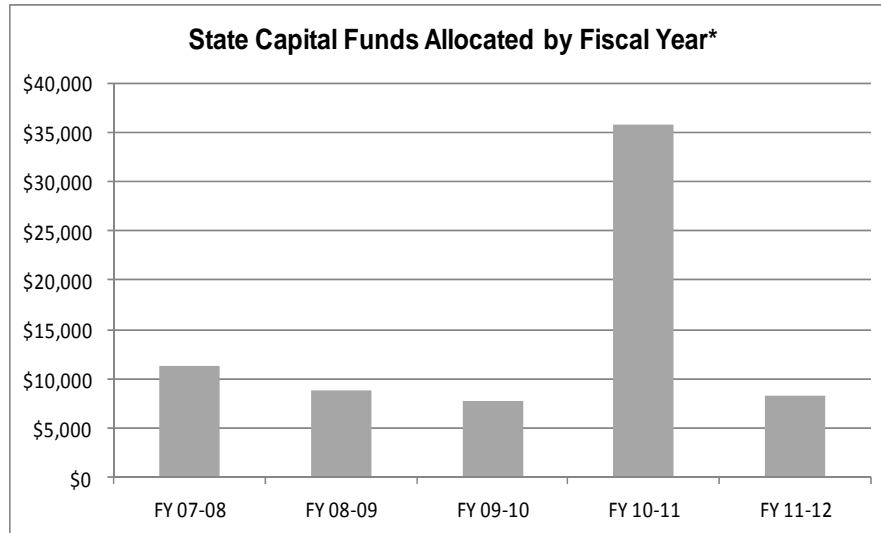
COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 91	0.0%
Lottery	\$ 153,036	9.4%
Persons with Disabilities Program	\$ -	0.0%
Area Agency on Aging	\$ 103,423	6.4%
Medical Assistance Transportation Program	\$ 1,004,932	61.8%
MH/ID	\$ 301,416	18.5%
Other	\$ 26,563	1.6%
Subsidy	\$ 37,764	2.3%
Total	\$ 1,627,225	100.0%



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Facility Improvements



Venango County Transportation Office completed upgrades to its transportation facilities in 2012. The improvements included renovations to the maintenance area, paving of the parking lot, and installation of a mobile office unit (shown above). The mobile office unit serves as the call center for VCTO's demand response services.



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 (2010 Census)

Square Miles: 279
Population: 25,626



Fare Information

Fixed Route Base: \$1.00
Fixed Route Average: \$0.73
Last Base Fare Increase: July 2012 (33%)



Act 44 Fixed Route Distribution Factors

Total Passengers: 68,618
Senior Passengers: 9,488
Revenue Vehicle Miles: 192,977
Revenue Vehicle Hours: 10,877



Employees

	Full-Time	Part-Time
Fixed Route:	6	4
Paratransit:	6	4
System-wide:	12	8



Act 44 Operating Assistance

Section 1513 Allocation: \$508,830
Required Local Match: \$33,047



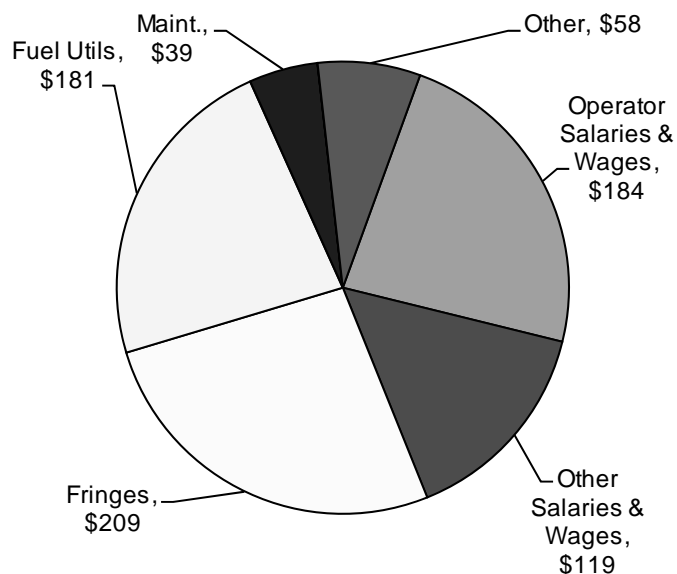
Total Fleet Size

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

OPERATING BUDGET

Operating Expense (000's)

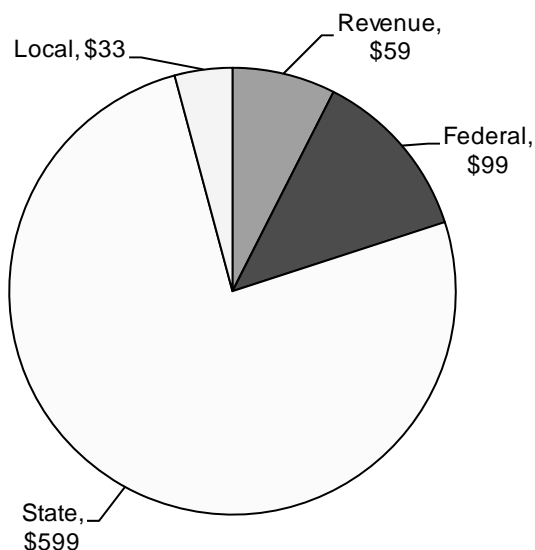
\$790



Expense includes ADA complementary expense which is also included on the Community Transportation page.

Operating Funds (000's)

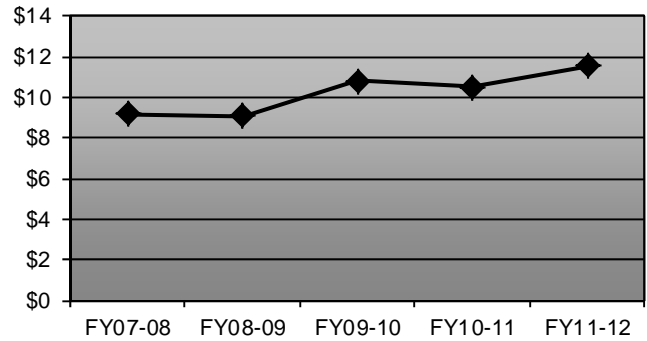
\$790



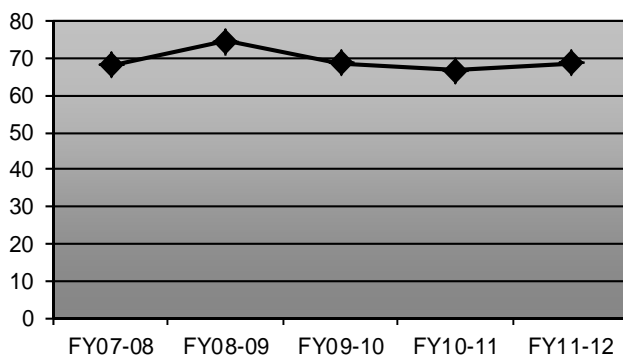
Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



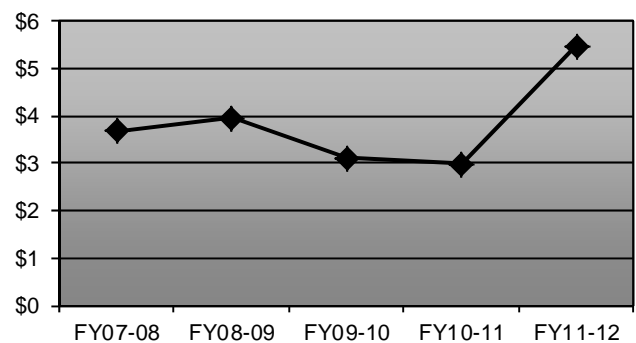
Operating Expense Per Passenger



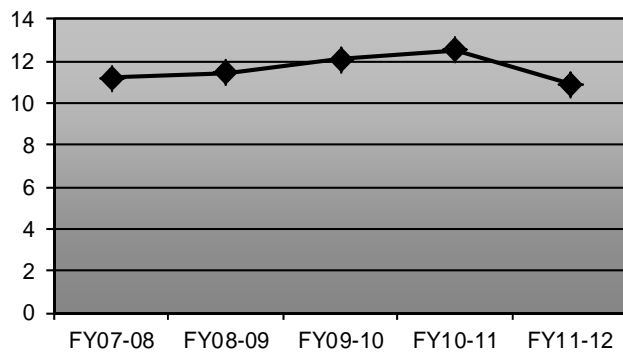
Total Passengers (000's)



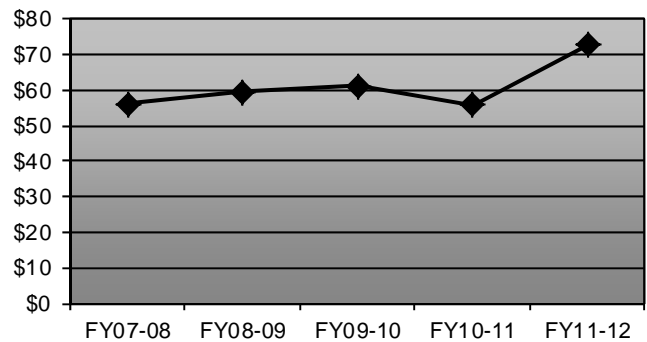
Operating Revenue Per Revenue Vehicle Hour



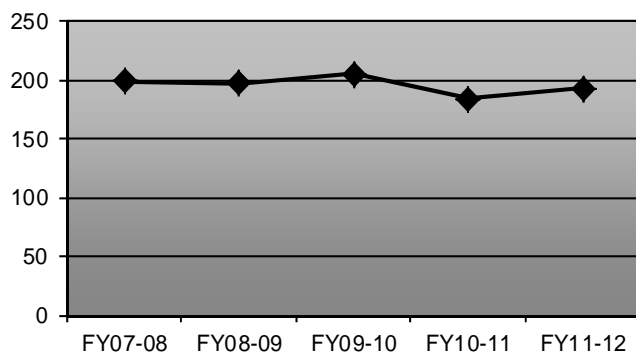
Revenue Vehicle Hours (000's)



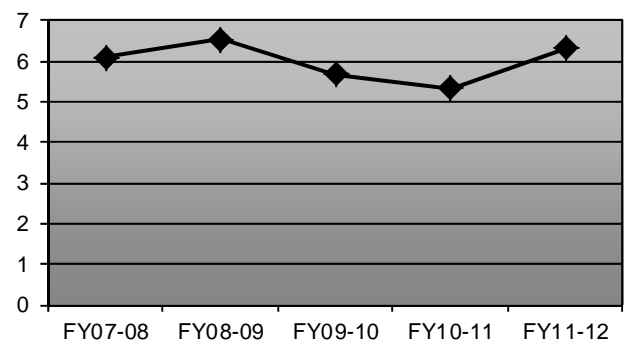
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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



Community Transportation

Transit Authority of Warren County

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

Service Area Statistics (2010 Census) Warren County

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

Vehicles Operated in Maximum Service

Community Transportation: 12

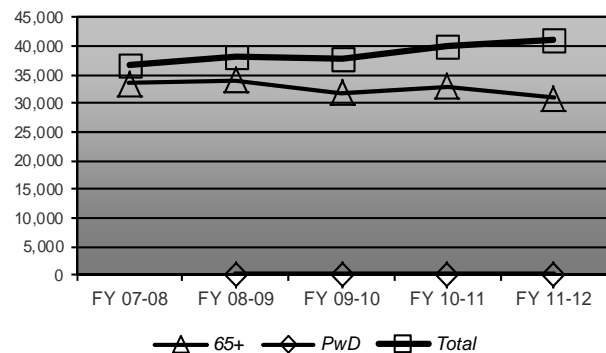
Fare Information

Average Shared-Ride Fare: \$11.73
Cost to Commonwealth
per Senior Citizen Trip: \$11.74
Last Base Fare Increase: September 2010

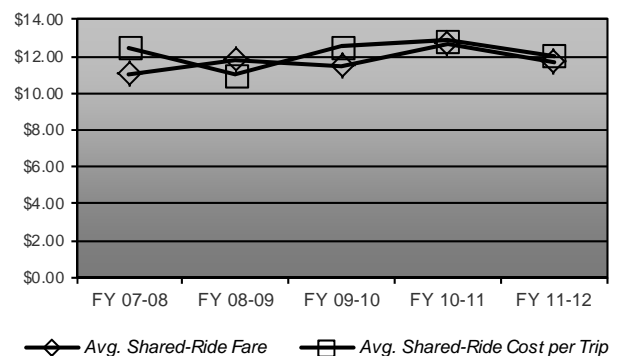
Trip Information

65+ Trips: 30,954
PwD Trips: 183
Other Shared-Ride Trips: 9,903
Total Shared-Ride Trips: 41,040
Non-Public Trips: 1,108

Shared-Ride Ridership



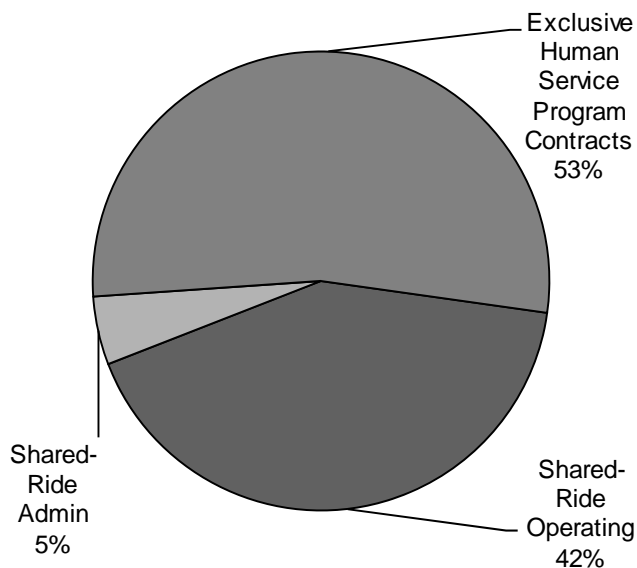
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Service Subcontracted: 11%

COMMUNITY TRANSPORTATION OPERATING BUDGET

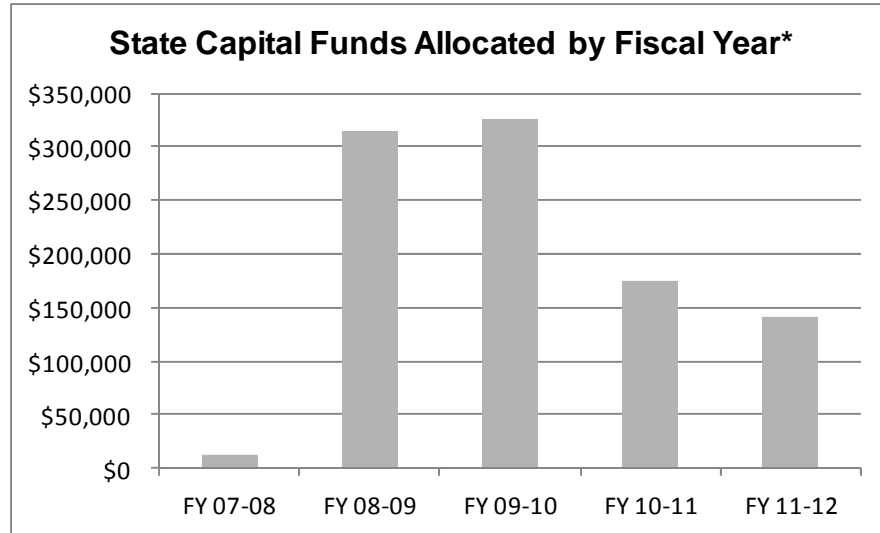
Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 7,713	0.7%
Lottery	\$ 363,335	33.3%
Persons with Disabilities Program	\$ 2,214	0.2%
Area Agency on Aging	\$ 56,880	5.2%
Medical Assistance Transportation Program	\$ 335,111	30.7%
MH/ID	\$ -	0.0%
Other	\$ 319,124	29.3%
Subsidy	\$ 6,898	0.6%
Total	\$ 1,091,275	100.0%

ADA complementary expense, revenue, and trips are also included on the previous pages.



*State Capital Funds include Section 1516 Community Transportation Capital, Section 1514 Capital Budget Bonds, Section 1514 Asset Improvement Discretionary, and Section 1517 Capital Formula Funds.

Vehicle Purchase



The Transit Authority of Warren County purchased two transit vehicles equipped with power lifts to aid passengers with limited mobility, and a video system to increase passenger safety. The vehicles will be used for shared-ride service and will provide Warren County residents with safe and reliable transportation.

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Section IV

Community Transportation



Community Transportation

Allied Coordinated Transportation Services, Inc.

241 West Grant Street
New Castle, PA 16103
724-658-7258
Mr. Thomas Scott, CEO

Service Area Statistics (2010 Census)

Lawrence County

Square Miles: 360
Population: 91,108
65+ Population: 17,128
% of Population 65 and older: 18.8%

Vehicles Operated in Maximum Service

Community Transportation: 20

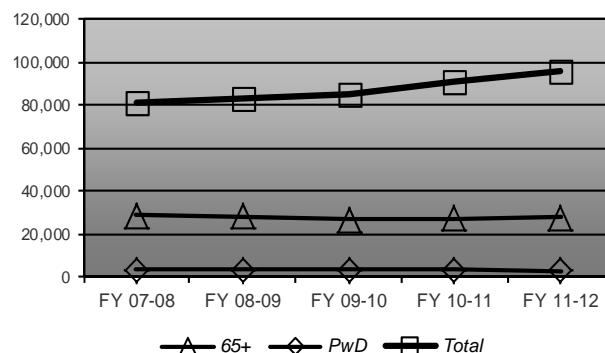
Fare Information

Average Shared-Ride Fare: \$13.78
Cost to Commonwealth
per Senior Citizen Trip: \$11.17
Last Base Fare Increase: April 2012

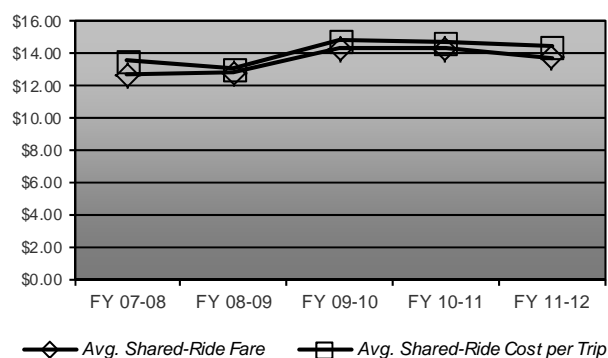
Trip Information

65+ Trips: 28,030
PwD Trips: 3,011
Other Shared-Ride Trips: 64,941
Total Shared-Ride Trips: 95,982
Non-Public Trips: 2,888

Shared-Ride Ridership



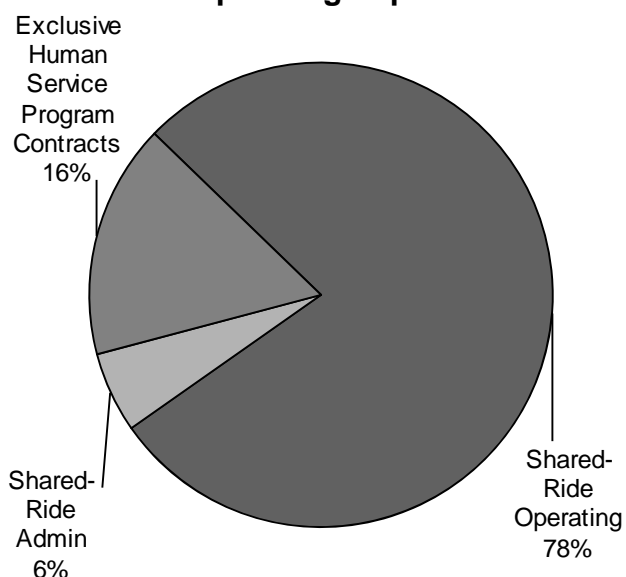
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 51,069	3.1%
Lottery	\$ 313,177	19.0%
Persons with Disabilities Program	\$ 38,300	2.3%
Area Agency on Aging	\$ 14,327	0.9%
Medical Assistance Transportation Program	\$ 521,564	31.6%
MH/ID	\$ 165,705	10.0%
Other	\$ 499,243	30.2%
Subsidy	\$ 48,593	2.9%
Total	\$ 1,651,978	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$68,000	Accessible Transit Buses



Community Transportation

Blair Senior Services, Inc.

1320 Twelfth Avenue
Altoona, PA 16601
814-695-3500
Mr. Steve Williamson, President

Service Area Statistics (2010 Census)

Blair County

Square Miles: 526
Population: 127,089
65+ Population: 22,527
% of Population 65 and older: 17.7%

Vehicles Operated in Maximum Service

Community Transportation: 32

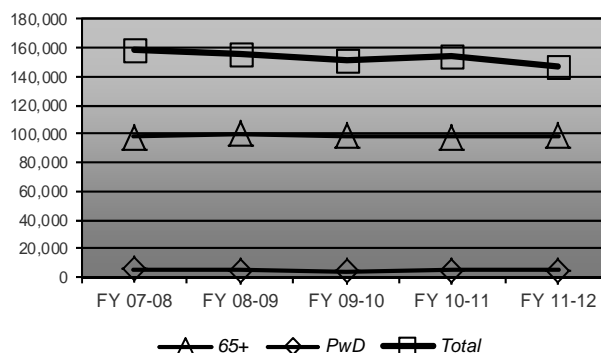
Fare Information

Average Shared-Ride Fare: \$13.78
Cost to Commonwealth
per Senior Citizen Trip: \$11.44
Last Base Fare Increase: July 2011

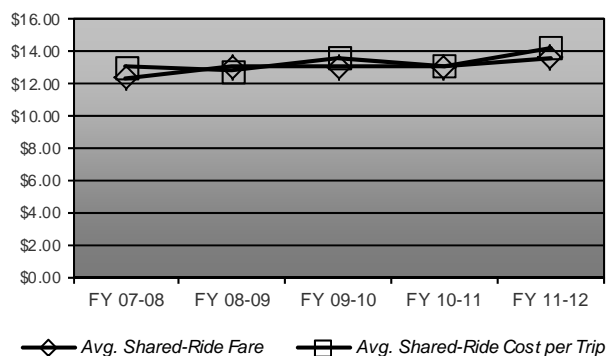
Trip Information

65+ Trips: 98,519
PwD Trips: 4,909
Other Shared-Ride Trips: 43,588
Total Shared-Ride Trips: 147,016
Non-Public Trips: 848

Shared-Ride Ridership



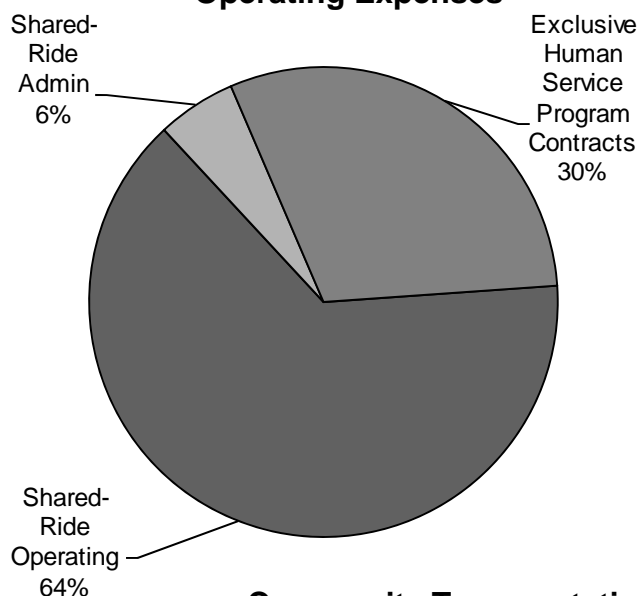
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 102,590	3.4%
Lottery	\$ 1,127,010	37.4%
Persons w ith Disabilities Program	\$ 57,879	1.9%
Area Agency on Aging	\$ 170,365	5.6%
Medical Assistance Transportation Program	\$ 1,272,654	42.2%
MH/ID	\$ 25,799	0.9%
Other	\$ 178,742	5.9%
Subsidy	\$ 80,567	2.7%
Total	\$ 3,015,606	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$420,000	Accessible Transit Buses



Community Transportation

Bucks County Transport, Inc.

P.O. Box 510
Holicong, PA 18928
215-794-5554
Mr. Vincent J. Volpe, Executive Director

Service Area Statistics (2010 Census)

Bucks County

Square Miles: 607
Population: 625,249
65+ Population: 91,219
% of Population 65 and older: 14.6%

Vehicles Operated in Maximum Service

Community Transportation: 175

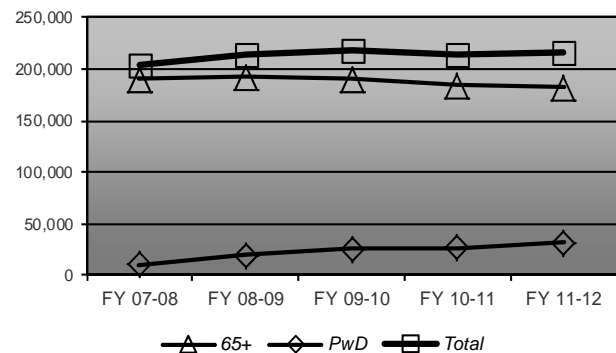
Fare Information

Average Shared-Ride Fare: \$21.18
Cost to Commonwealth
per Senior Citizen Trip: \$17.70
Last Base Fare Increase: April 2008

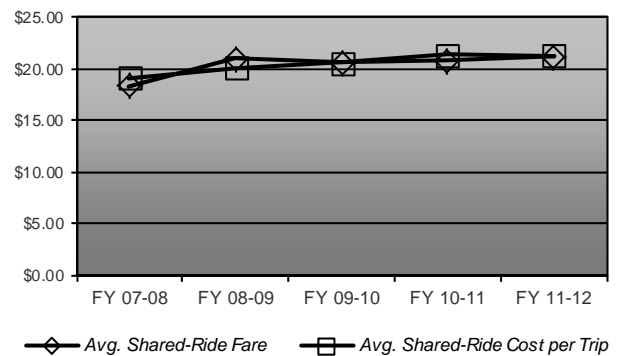
Trip Information

65+ Trips: 181,626
PwD Trips: 31,361
Other Shared-Ride Trips: 3,838
Total Shared-Ride Trips: 216,825
Non-Public Trips: 382,163

Shared-Ride Ridership



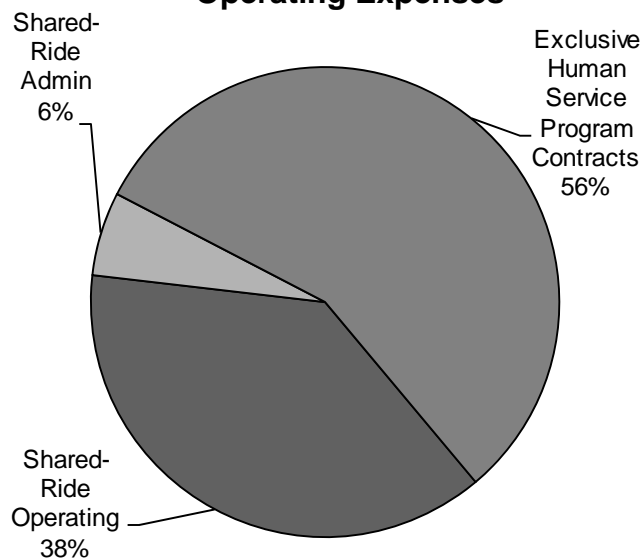
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 64%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 595,629	5.6%
Lottery	\$ 3,213,992	30.3%
Persons with Disabilities Program	\$ 595,605	5.6%
Area Agency on Aging	\$ 157,031	1.5%
Medical Assistance Transportation Program	\$ 2,780,252	26.2%
MH/ID	\$ 2,161,631	20.4%
Other	\$ 1,027,884	9.7%
Subsidy	\$ 75,608	0.7%
Total	\$ 10,607,632	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$712,000	Accessible Transit Buses



Butler County Community Action

Community Transportation

Butler County Community Action & Development

124 West Diamond Street
P.O. Box 1208
Butler, PA 16003-1208
215-284-5125
Ms. Janine Kennedy, Director

Service Area Statistics (2010 Census)

Butler County

Square Miles: 789
Population: 183,862
65+ Population: 27,853
% of Population 65 and older: 15.1%

Vehicles Operated in Maximum Service

Community Transportation: 16

Fare Information

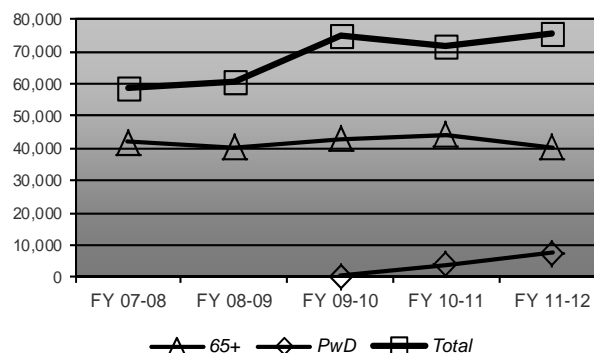
Average Shared-Ride Fare: \$12.30
Cost to Commonwealth
per Senior Citizen Trip: \$10.30
Last Base Fare Increase: July 2012

Trip Information

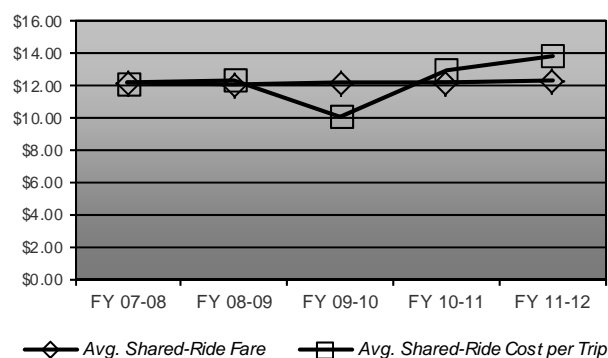
65+ Trips: 40,350
PwD Trips: 7,529
Other Shared-Ride Trips: 27,626
Total Shared-Ride Trips: 75,505

Non-Public Trips: 0

Shared-Ride Ridership



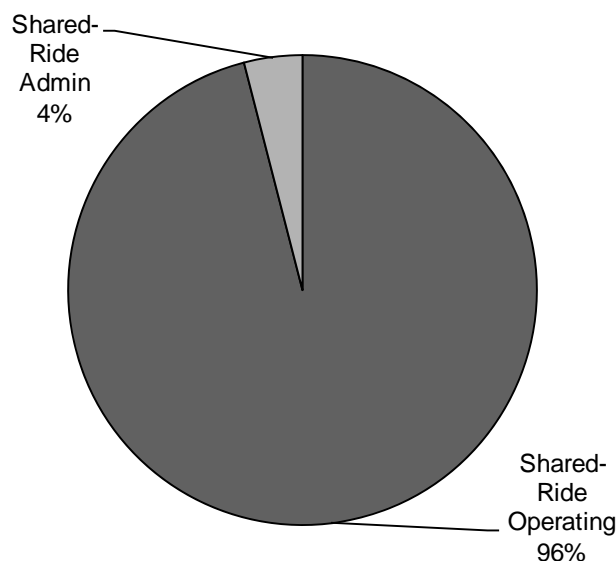
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 47,752	4.6%
Lottery	\$ 415,727	39.7%
Persons with Disabilities Program	\$ 82,479	7.9%
Area Agency on Aging	\$ 117,683	11.2%
Medical Assistance Transportation Program	\$ 157,716	15.1%
MH/ID	\$ 3,844	0.4%
Other	\$ 103,003	9.8%
Subsidy	\$ 118,718	11.3%
Total	\$ 1,046,922	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$253,000	Accessible Buses/Vans, Communication Equipment



Community Transportation

Centre County Office of Transportation

420 Holmes Street
 Bellefonte, PA 16823
 814-355-6807
 Mr. David Lomison, Director

Service Area Statistics (2010 Census) Centre County excluding State College

Square Miles: 973
 Population: 41,990
 65+ Population: 4,735
 % of Population 65 and older: 11.3%

Vehicles Operated in Maximum Service

Community Transportation: 22

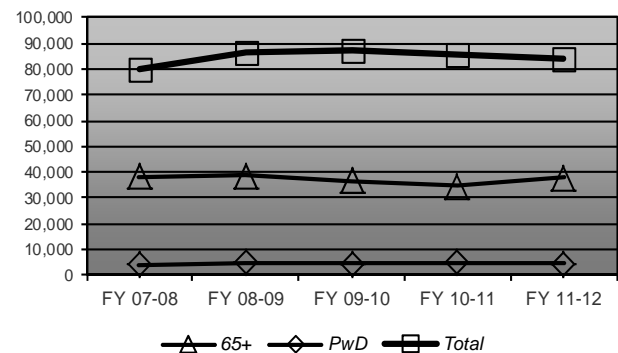
Fare Information

Average Shared-Ride Fare: \$15.90
 Cost to Commonwealth
 per Senior Citizen Trip: \$12.92
 Last Base Fare Increase: April 2009

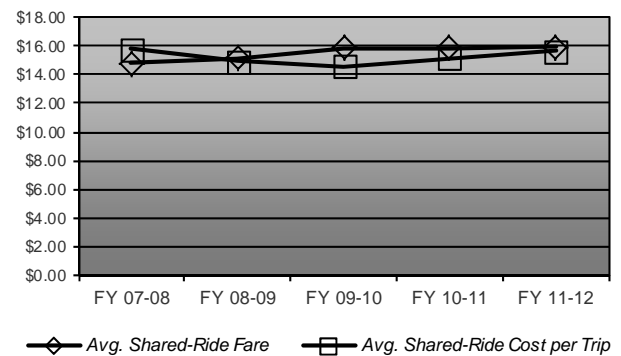
Trip Information

65+ Trips: 37,771
 PwD Trips: 4,693
 Other Shared-Ride Trips: 41,389
 Total Shared-Ride Trips: 83,853
 Non-Public Trips: 7,040

Shared-Ride Ridership



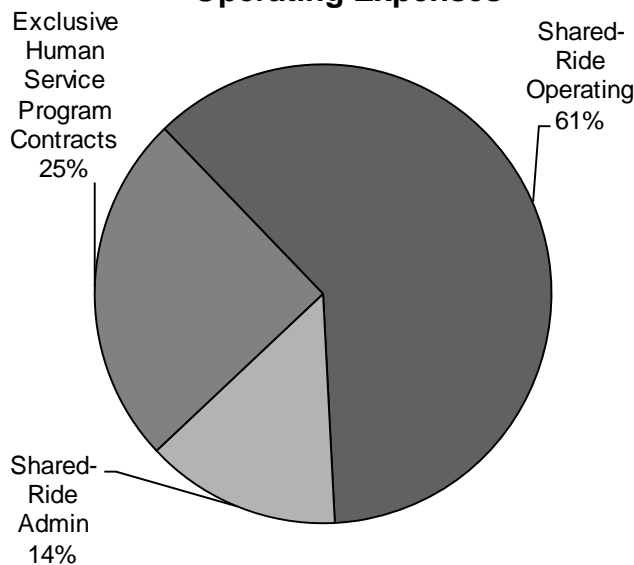
Shared-Ride Fare Recovery



MATP Provider: Yes
 Subcontractors: No
 Percent of Shared-Ride
 Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 13,711	0.8%
Lottery	\$ 488,025	27.6%
Persons with Disabilities Program	\$ 70,479	4.0%
Area Agency on Aging	\$ 196,722	11.1%
Medical Assistance Transportation Program	\$ 460,920	26.1%
MH/ID	\$ 302,999	17.2%
Other	\$ 233,394	13.2%
Subsidy	\$ -	0.0%
Total	\$ 1,766,250	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$210,000	Accessible Buses, Computer Equipment



Community Transportation

ROVER Community Transportation

1002 South Chestnut Street
Downingtown, PA 19335
484-696-3854
Mr. Gary D. Krapf, President

Service Area Statistics (2010 Census) Chester County

Square Miles: 756
Population: 498,886
65+ Population: 63,875
% of Population 65 and older: 12.8%

Vehicles Operated in Maximum Service

Community Transportation: 69

Fare Information

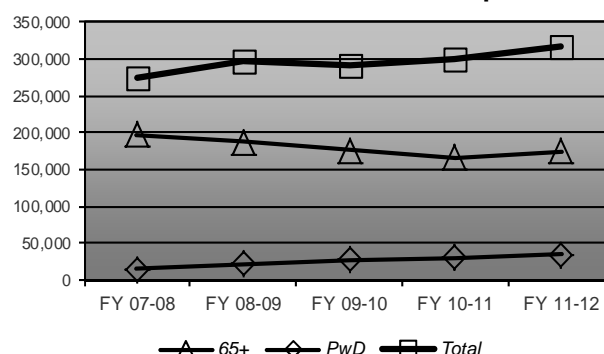
Average Shared-Ride Fare: \$21.85
Cost to Commonwealth
per Senior Citizen Trip: \$14.73
Last Base Fare Increase: July 2010

Trip Information

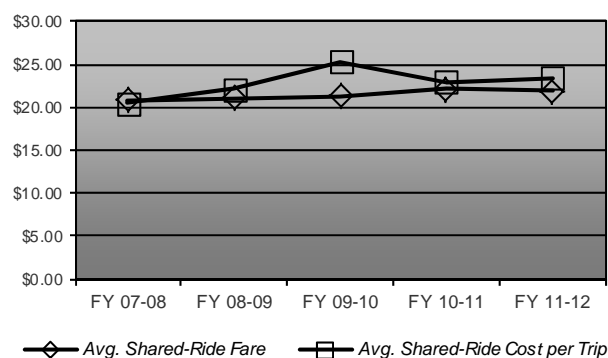
65+ Trips: 174,598
PwD Trips: 34,864
Other Shared-Ride Trips: 106,886
Total Shared-Ride Trips: 316,348

Non-Public Trips: 75,341

Shared-Ride Ridership



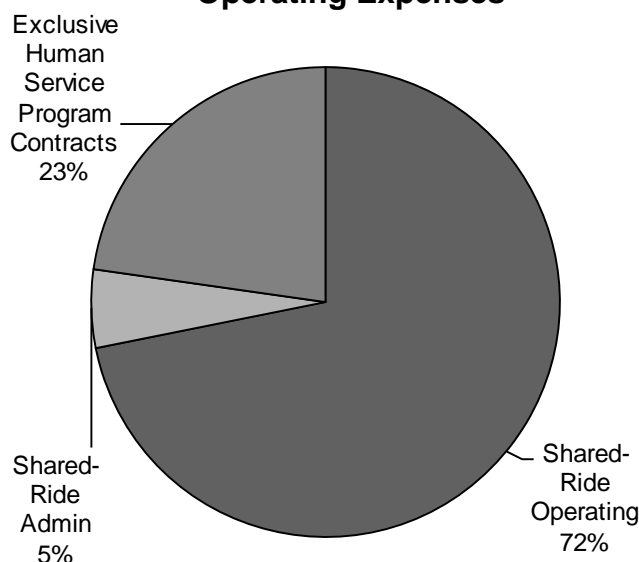
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 10%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 334,962	3.5%
Lottery	\$ 2,571,240	26.7%
Persons with Disabilities Program	\$ 625,423	6.5%
Area Agency on Aging	\$ 223,368	2.3%
Medical Assistance Transportation Program	\$ 2,673,303	27.8%
MH/ID	\$ 477,790	5.0%
Other	\$ 2,286,501	23.8%
Subsidy	\$ 426,596	4.4%
Total	\$ 9,619,183	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$370,000	Accessible Buses



Community Transportation

Clarion County Transportation

338 Amsler Avenue, Suite 1
Shippensburg, PA 16254
814-226-7012
Ms. Mary Lutz, Administrative Officer

Service Area Statistics (2010 Census)

Clarion County

Square Miles: 602
Population: 39,988
65+ Population: 6,566
% of Population 65 and older: 16.4%

Vehicles Operated in Maximum Service

Community Transportation: 20

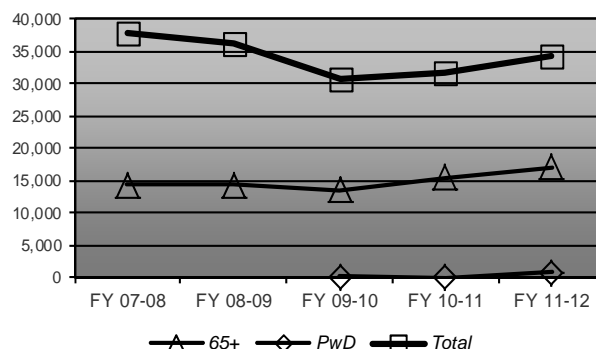
Fare Information

Average Shared-Ride Fare: \$33.31
Cost to Commonwealth
per Senior Citizen Trip: \$27.17
Last Base Fare Increase: April 2011

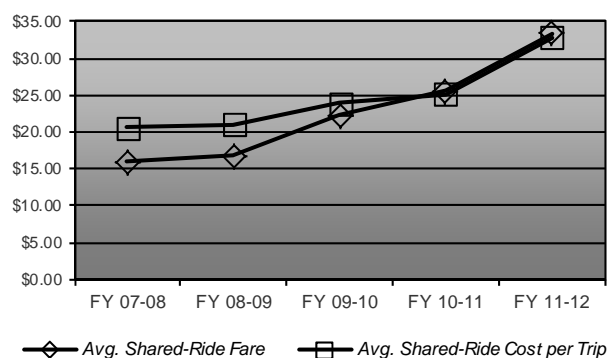
Trip Information

65+ Trips: 17,094
PwD Trips: 682
Other Shared-Ride Trips: 16,655
Total Shared-Ride Trips: 34,431
Non-Public Trips: 613

Shared-Ride Ridership



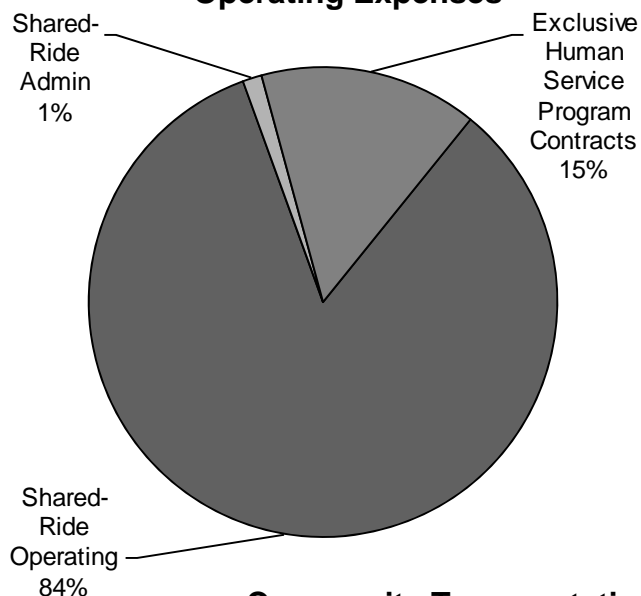
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ -	0.0%
Lottery	\$ 464,514	34.5%
Persons with Disabilities Program	\$ 21,204	1.6%
Area Agency on Aging	\$ 81,446	6.0%
Medical Assistance Transportation Program	\$ 636,686	47.2%
MH/ID	\$ 72,759	5.4%
Other	\$ 71,136	5.3%
Subsidy	\$ -	0.0%
Total	\$ 1,347,745	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$132,000	Accessible Buses, Communication Equipment



Cumberland County

Community Transportation

Cumberland County Transportation Department

310 Allen Road, Suite 201
Carlisle, PA 17013
1-800-315-2546
Ms. Rose Cook, Director

Service Area Statistics (2010 Census) Cumberland County

Square Miles: 550
Population: 235,406
65+ Population: 36,745
% of Population 65 and older: 15.6%

Vehicles Operated in Maximum Service

Community Transportation: 19

Fare Information

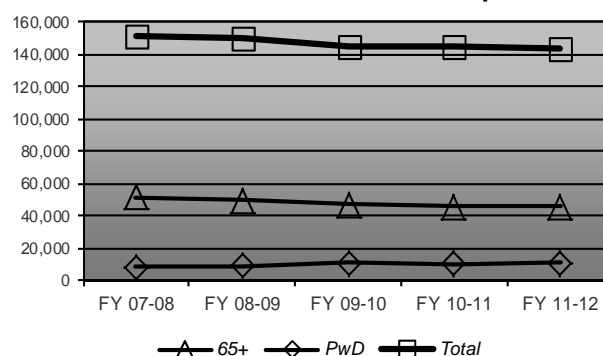
Average Shared-Ride Fare: \$12.55
Cost to Commonwealth
per Senior Citizen Trip: \$10.36
Last Base Fare Increase: July 2012

Trip Information

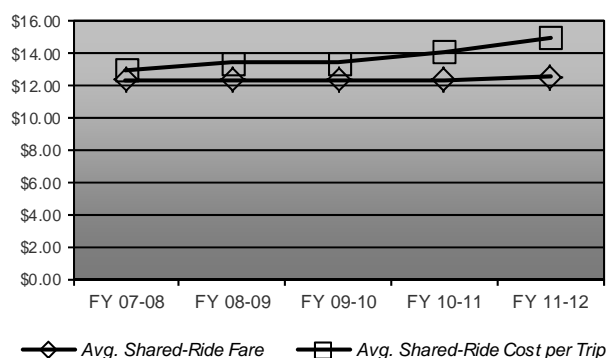
65+ Trips: 45,642
PwD Trips: 10,692
Other Shared-Ride Trips: 87,255
Total Shared-Ride Trips: 143,589

Non-Public Trips: 0

Shared-Ride Ridership



Shared-Ride Fare Recovery

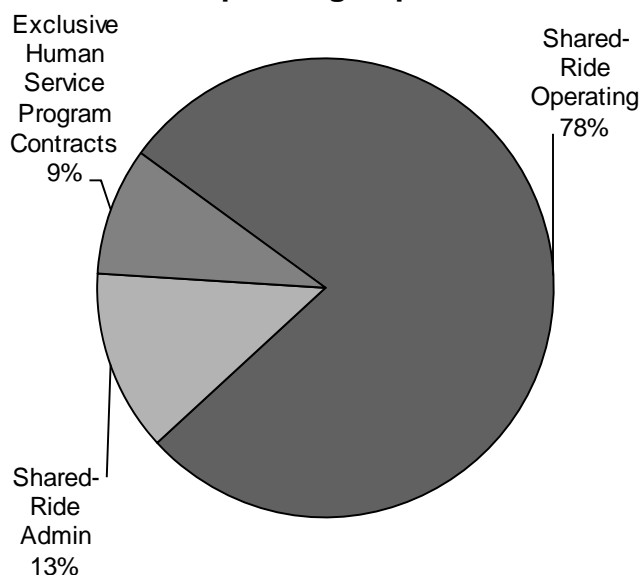


MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 6%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 31,797	1.4%
Lottery	\$ 472,770	19.8%
Persons with Disabilities Program	\$ 115,107	4.8%
Area Agency on Aging	\$ 159,149	6.7%
Medical Assistance Transportation Program	\$ 426,412	17.9%
MH/ID	\$ 725,031	30.4%
Other	\$ 130,590	5.5%
Subsidy	\$ 322,405	13.5%
Total	\$ 2,383,261	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$470,500	Accessible Buses, Shop Equipment



Community Transportation

Community Transit of Delaware County

206 Eddystone Avenue
Eddystone, PA 19022-1594
610-490-3977
Mr. David Trout, Executive Director

Service Area Statistics (2010 Census) Delaware County

Square Miles: 184
Population: 558,979
65+ Population: 79,726
% of Population 65 and older: 14.3%

Vehicles Operated in Maximum Service

Community Transportation: 53

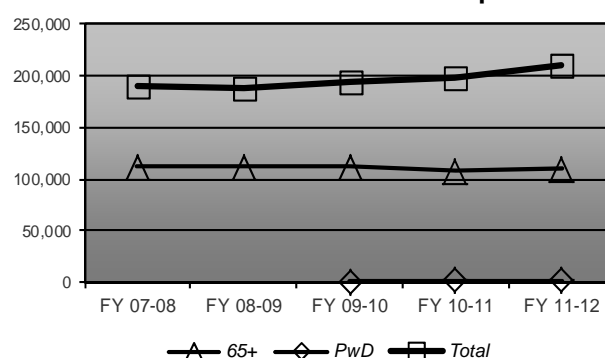
Fare Information

Average Shared-Ride Fare: \$30.54
Cost to Commonwealth
per Senior Citizen Trip: \$25.03
Last Base Fare Increase: August 2009

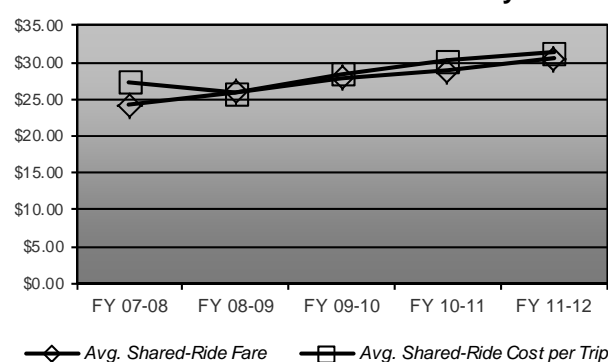
Trip Information

65+ Trips: 110,082
PwD Trips: 1,643
Other Shared-Ride Trips: 98,104
Total Shared-Ride Trips: 209,829
Non-Public Trips: 170,791

Shared-Ride Ridership



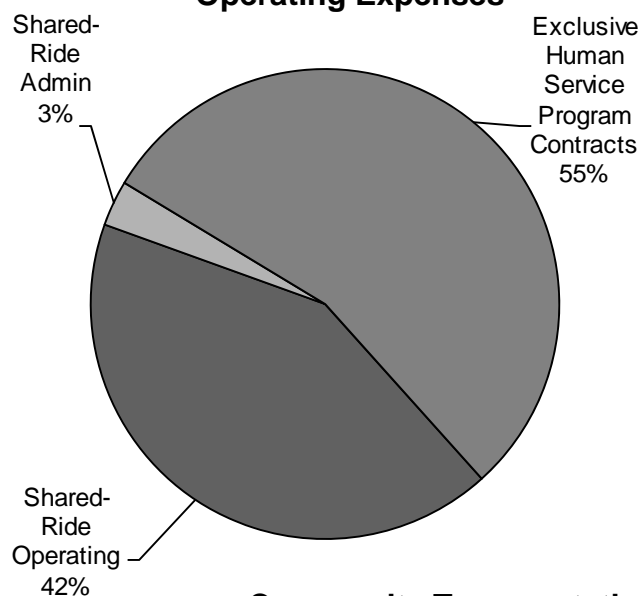
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 11%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 245,140	1.7%
Lottery	\$ 2,755,588	18.9%
Persons with Disabilities Program	\$ 48,489	0.3%
Area Agency on Aging	\$ 194,493	1.3%
Medical Assistance Transportation Program	\$ 6,171,525	42.4%
MH/ID	\$ -	0.0%
Other	\$ 5,153,130	35.4%
Subsidy	\$ -	0.0%
Total	\$ 14,568,365	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$246,159	Accessible Buses



Forest County

Community Transportation

Forest County Transportation

Forest County Building
Marienville, PA 16239
814-927-8266
Ms. Nancy Woodman, Director

Service Area Statistics (2010 Census) Forest County

Square Miles: 428
Population: 7,716
65+ Population: 1,418
% of Population 65 and older: 18.4%

Vehicles Operated in Maximum Service

Community Transportation: 12

Fare Information

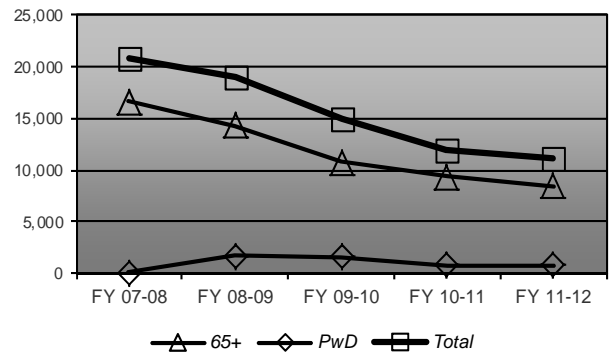
Average Shared-Ride Fare: \$26.18
Cost to Commonwealth
per Senior Citizen Trip: \$19.63
Last Base Fare Increase: February 2010

Trip Information

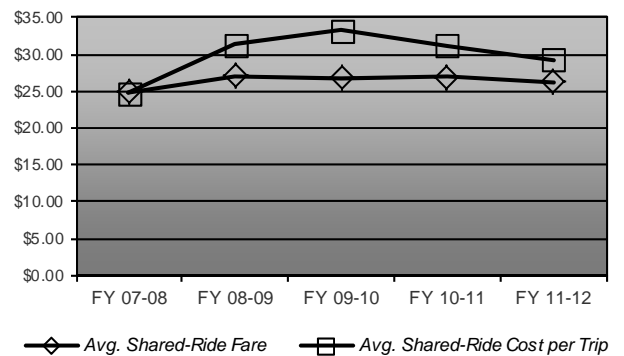
65+ Trips: 8,436
PwD Trips: 777
Other Shared-Ride Trips: 1,849
Total Shared-Ride Trips: 11,062

Non-Public Trips: 26

Shared-Ride Ridership



Shared-Ride Fare Recovery

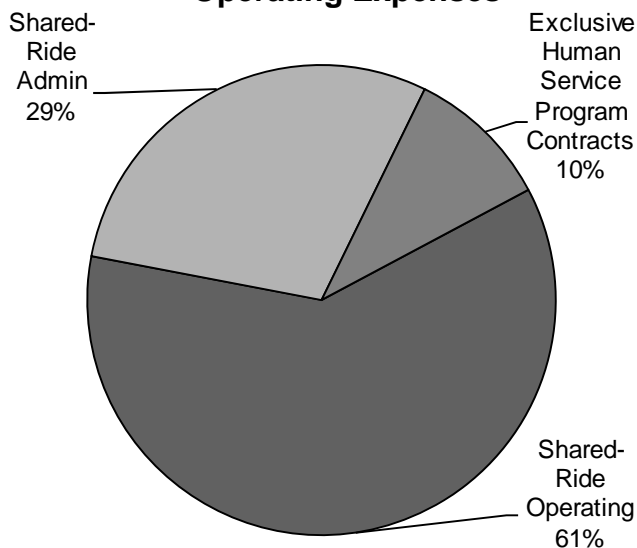


MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 16,771	4.6%
Lottery	\$ 165,624	45.6%
Persons with Disabilities Program	\$ 23,776	6.6%
Area Agency on Aging	\$ 25,062	6.9%
Medical Assistance Transportation Program	\$ 96,989	26.7%
MH/ID	\$ -	0.0%
Other	\$ 5,994	1.7%
Subsidy	\$ 28,599	7.9%
Total	\$ 362,815	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$121,000	Accessible Vans, Passenger Van



Community Transportation

Franklin County Transportation

201 Franklin Farm Lane
Chambersburg, PA 17202
717-264-5225
Ms. Odessa Trinkle, Acting Director of
Transportation

Service Area Statistics (2010 Census) Franklin County

Square Miles: 772
Population: 149,618
65+ Population: 24,679
% of Population 65 and older: 16.5%

Vehicles Operated in Maximum Service

Community Transportation: 25

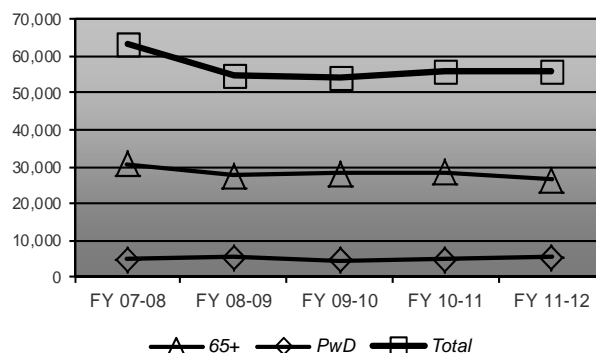
Fare Information

Average Shared-Ride Fare: \$17.04
Cost to Commonwealth
per Senior Citizen Trip: \$14.44
Last Base Fare Increase: January 2012

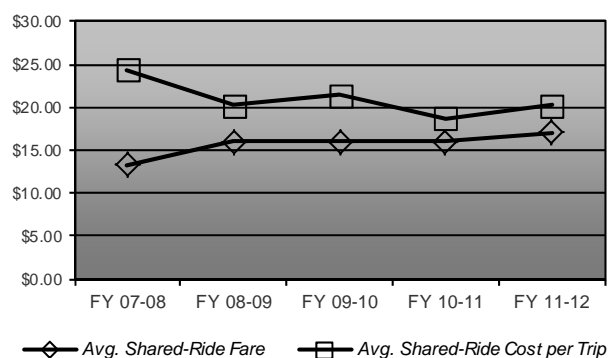
Trip Information

65+ Trips: 26,510
PwD Trips: 5,557
Other Shared-Ride Trips: 24,106
Total Shared-Ride Trips: 56,173
Non-Public Trips: 17,962

Shared-Ride Ridership



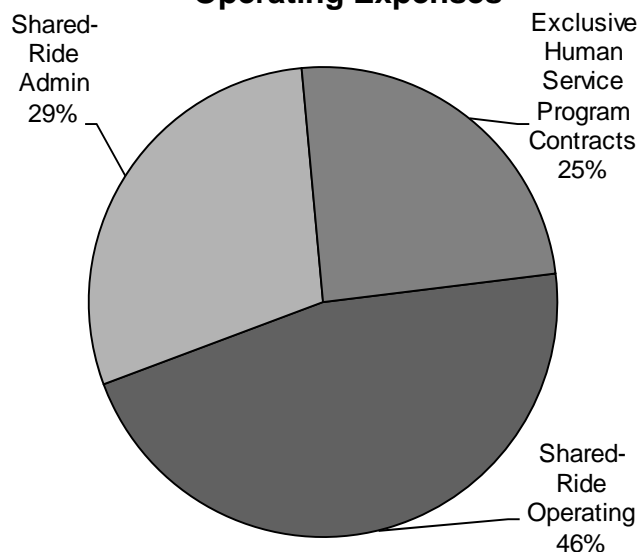
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 21,790	1.5%
Lottery	\$ 382,719	26.0%
Persons with Disabilities Program	\$ 80,509	5.5%
Area Agency on Aging	\$ 118,107	8.0%
Medical Assistance Transportation Program	\$ 659,848	44.8%
MH/ID	\$ 7,729	0.5%
Other	\$ 201,656	13.7%
Subsidy	\$ -	0.0%
Total	\$ 1,472,358	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$54,000	Accessible Transit Bus



Community Transportation

Greene County Transportation Department

190 Jefferson Road
Waynesburg, PA 15370
724-627-6778
Ms. Karen Bennett, Administrator

Service Area Statistics (2010 Census) Greene County

Square Miles: 576
Population: 38,686
65+ Population: 5,931
% of Population 65 and older: 15.3%

Vehicles Operated in Maximum Service

Community Transportation: 22

Fare Information

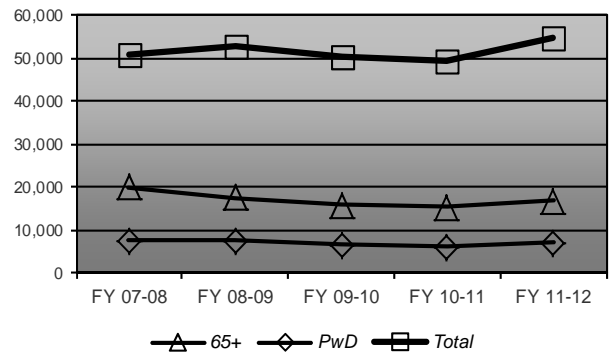
Average Shared-Ride Fare: \$22.02
Cost to Commonwealth
per Senior Citizen Trip: \$11.93
Last Base Fare Increase: December 1997

Trip Information

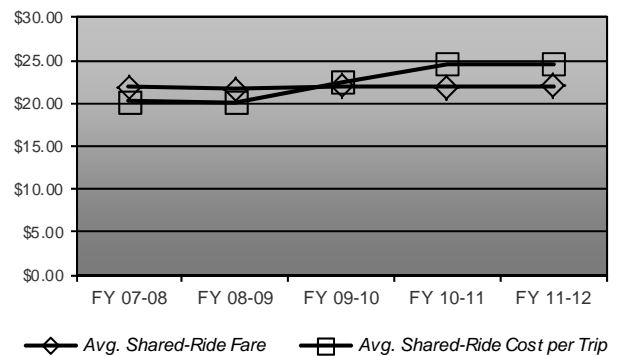
65+ Trips: 16,805
PwD Trips: 7,202
Other Shared-Ride Trips: 30,544
Total Shared-Ride Trips: 54,551

Non-Public Trips: 218

Shared-Ride Ridership



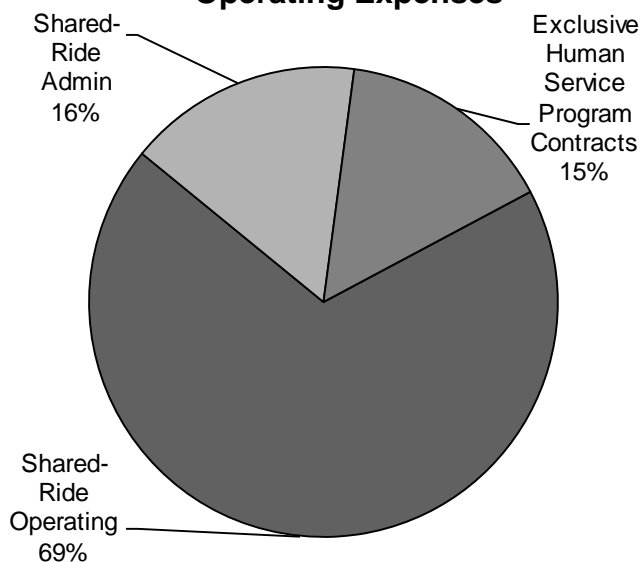
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 29,892	1.9%
Lottery	\$ 200,504	12.7%
Persons with Disabilities Program	\$ 93,367	5.9%
Area Agency on Aging	\$ 29,085	1.9%
Medical Assistance Transportation Program	\$ 1,084,157	68.7%
MH/ID	\$ -	0.0%
Other	\$ 24,234	1.5%
Subsidy	\$ 117,479	7.4%
Total	\$ 1,578,718	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$316,800	Accessible Buses, Communication Equipment



Community Transportation

Huntingdon-Bedford-Fulton Area Agency on Aging

240 Wood Street
Bedford, PA 15522
814-623-8148
Mr. Alan Smith, Executive Director

Service Area Statistics (2010 Census)

Huntingdon, Bedford, and Fulton Counties

Square Miles: 2,326
Population: 110,520
65+ Population: 19,478
% of Population 65 and older: 17.6%

Vehicles Operated in Maximum Service

Community Transportation: 42

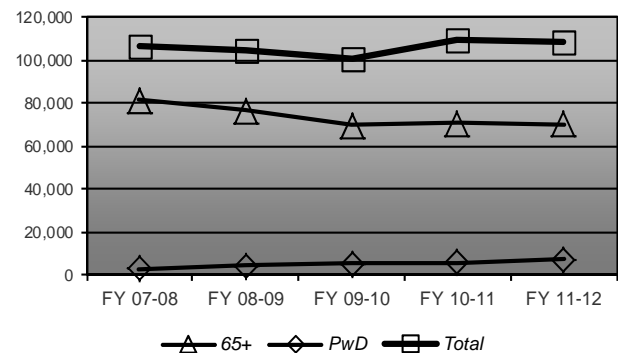
Fare Information

Average Shared-Ride Fare: \$16.33
Cost to Commonwealth
per Senior Citizen Trip: \$14.09
Last Base Fare Increase: November 2011

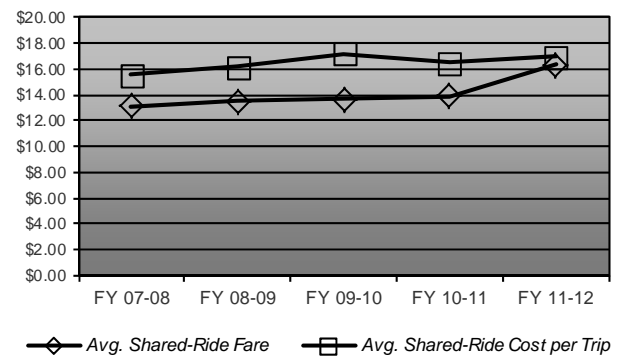
Trip Information

65+ Trips: 70,548
PwD Trips: 7,149
Other Shared-Ride Trips: 31,181
Total Shared-Ride Trips: 108,878
Non-Public Trips: 0

Shared-Ride Ridership



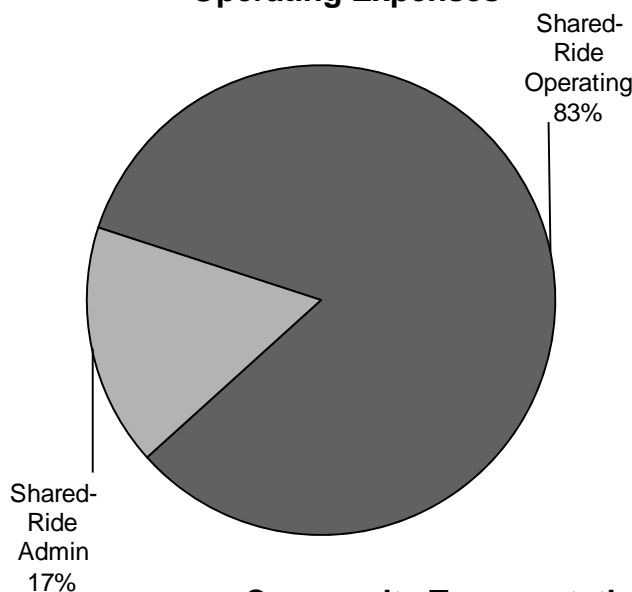
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 210,342	11.4%
Lottery	\$ 994,089	53.9%
Persons with Disabilities Program	\$ 99,425	5.4%
Area Agency on Aging	\$ 137,881	7.5%
Medical Assistance Transportation Program	\$ 299,739	16.2%
MH/ID	\$ -	0.0%
Other	\$ 104,078	5.6%
Subsidy	\$ -	0.0%
Total	\$ 1,845,554	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$398,000	Accessible Buses/Vans



Community Transportation

Call-A-Ride Service

249 West Third Street
Lewistown, PA 17044
717-242-2277, Ext. 133
Ms. Cynthia Sunderland,
Director of Transportation

Service Area Statistics (2010 Census) Mifflin and Juniata Counties

Square Miles: 803
Population: 71,318
65+ Population: 12,777
% of Population 65 and older: 17.9%

Vehicles Operated in Maximum Service

Community Transportation: 30

Fare Information

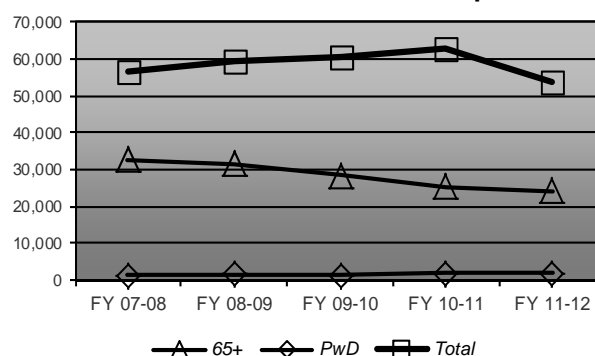
Average Shared-Ride Fare: \$15.89
Cost to Commonwealth
per Senior Citizen Trip: \$11.31
Last Base Fare Increase: February 2006

Trip Information

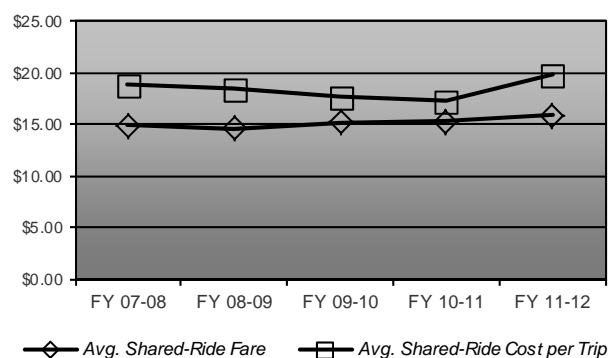
65+ Trips: 24,280
PwD Trips: 1,992
Other Shared-Ride Trips: 27,297
Total Shared-Ride Trips: 53,569

Non-Public Trips: 2,318

Shared-Ride Ridership



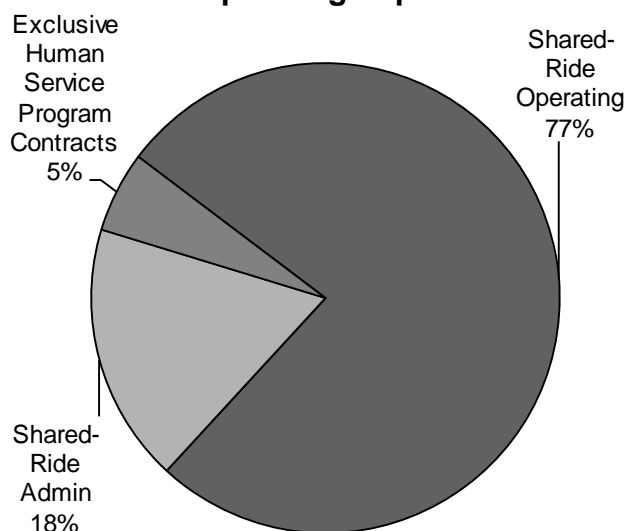
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 32,258	3.1%
Lottery	\$ 274,558	26.5%
Persons with Disabilities Program	\$ 26,563	2.6%
Area Agency on Aging	\$ 501,775	48.3%
Medical Assistance Transportation Program	\$ 160,850	15.5%
MH/ID	\$ -	0.0%
Other	\$ 23,317	2.2%
Subsidy	\$ 18,498	1.8%
Total	\$ 1,037,819	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$300,000	Accessible Buses



Community Transportation

Montour County Transit

112 Woodbine Lane, Suite 1
Danville, PA 17821
570-271-0833
Ms. Amanda Boyer, Director

Service Area Statistics (2010 Census)

Montour County

Square Miles: 131
Population: 18,267
65+ Population: 3,395
% of Population 65 and older: 18.6%

Vehicles Operated in Maximum Service

Community Transportation: 9

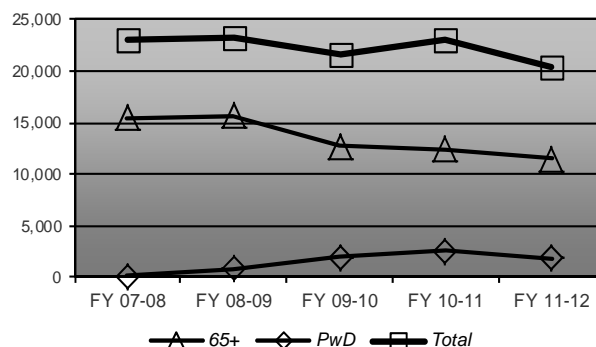
Fare Information

Average Shared-Ride Fare: \$10.60
Cost to Commonwealth
per Senior Citizen Trip: \$8.80
Last Base Fare Increase: May 2005

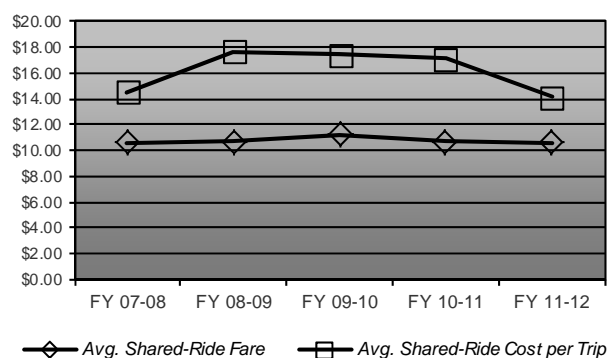
Trip Information

65+ Trips: 11,532
PwD Trips: 1,809
Other Shared-Ride Trips: 7,003
Total Shared-Ride Trips: 20,344
Non-Public Trips: 7,653

Shared-Ride Ridership



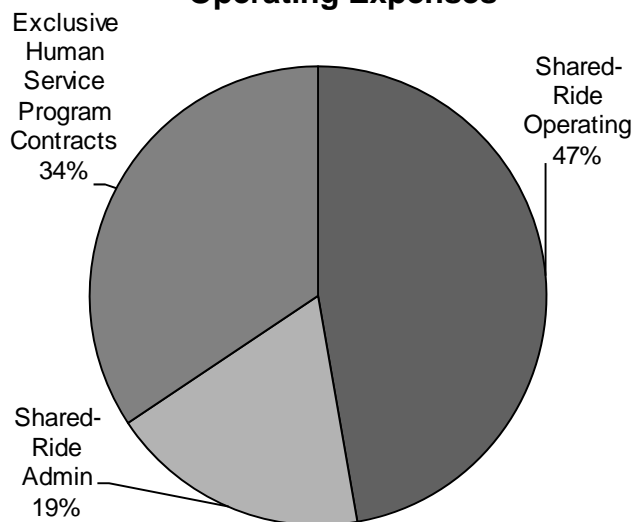
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 11,870	2.7%
Lottery	\$ 101,440	22.8%
Persons with Disabilities Program	\$ 16,770	3.8%
Area Agency on Aging	\$ 14,021	3.2%
Medical Assistance Transportation Program	\$ 232,735	52.4%
MH/ID	\$ 5,688	1.3%
Other	\$ 26,929	6.1%
Subsidy	\$ 34,434	7.7%
Total	\$ 443,887	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$0	



MTR Transportation, Inc./Columbia County

Community Transportation

MTR Transportation tdba K-Cab, Inc.

P.O. Box 203
Berwick, PA 18603-0203
570-784-1550
Mr. Mark Ryman, Owner

Service Area Statistics (2010 Census) Columbia County

Square Miles: 486
Population: 67,295
65+ Population: 10,811
% of Population 65 and older: 16.1%

Vehicles Operated in Maximum Service

Community Transportation: 17

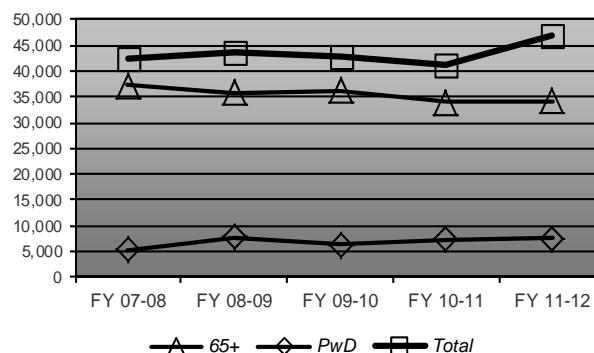
Fare Information

Average Shared-Ride Fare: \$14.87
Cost to Commonwealth
per Senior Citizen Trip: \$12.07
Last Base Fare Increase: July 2003

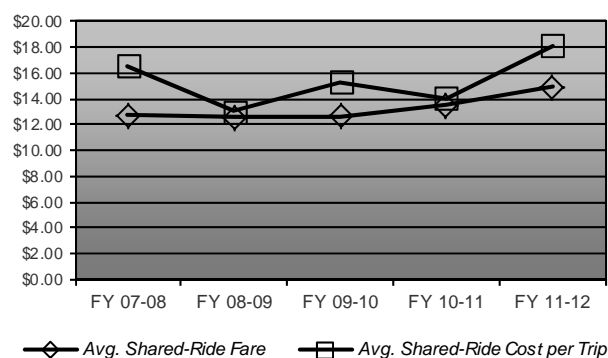
Trip Information

65+ Trips: 34,095
PwD Trips: 7,491
Other Shared-Ride Trips: 5,190
Total Shared-Ride Trips: 46,776
Non-Public Trips: 6,550

Shared-Ride Ridership



Shared-Ride Fare Recovery

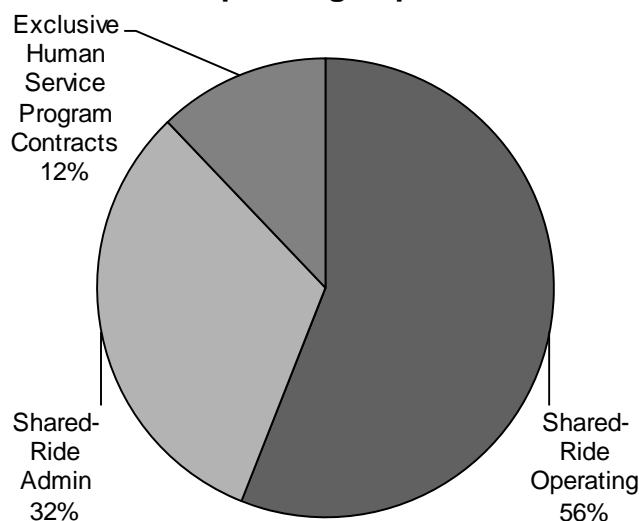


MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 34,236	3.3%
Lottery	\$ 455,819	44.3%
Persons with Disabilities Program	\$ 88,697	8.6%
Area Agency on Aging	\$ 76,896	7.5%
Medical Assistance Transportation Program	\$ 259,451	25.2%
MH/ID	\$ 11,568	1.1%
Other	\$ 102,253	10.0%
Subsidy	\$ -	0.0%
Total	\$ 1,028,920	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$51,915	Accessible Vans, Accessible Buses, Communication Equipment, Hardware/Software



Community Transportation

Northumberland County Transportation

61 Tyler Ave
Elysburg, PA 17284
1-800-479-2626
Mr. Richard Farr, Executive Director

Service Area Statistics (2010 Census) Northumberland County

Square Miles: 460
Population: 94,528
65+ Population: 17,516
% of Population 65 and older: 18.5%

Vehicles Operated in Maximum Service

Community Transportation: 14

Fare Information

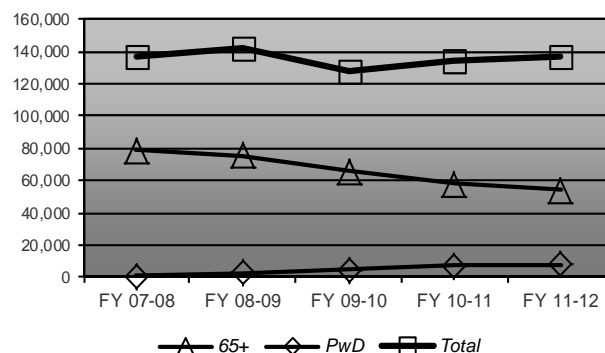
Average Shared-Ride Fare: \$13.34
Cost to Commonwealth
per Senior Citizen Trip: \$11.21
Last Base Fare Increase: July 2011

Trip Information

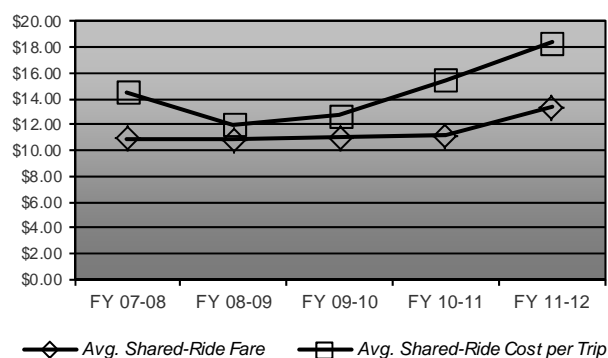
65+ Trips: 54,342
PwD Trips: 8,069
Other Shared-Ride Trips: 74,592
Total Shared-Ride Trips: 137,003

Non-Public Trips: 0

Shared-Ride Ridership



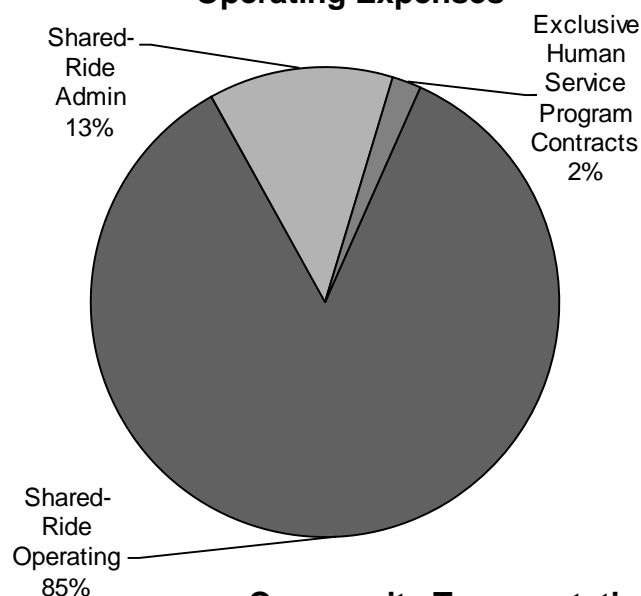
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 37,071	1.7%
Lottery	\$ 608,998	27.5%
Persons with Disabilities Program	\$ 106,787	4.8%
Area Agency on Aging	\$ 116,581	5.3%
Medical Assistance Transportation Program	\$ 598,886	27.1%
MH/ID	\$ 284,100	12.8%
Other	\$ 249,469	11.3%
Subsidy	\$ 210,000	9.5%
Total	\$ 2,211,892	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$0	

Community Transportation

Perry County Transportation Department

350 Fickes Lane
Newport, PA 17074-0217
717-567-2490
Ms. Stacy Nybeck, Transportation Director

Service Area Statistics (2010 Census) Perry County

Square Miles: 554
Population: 45,969
65+ Population: 6,294
% of Population 65 and older: 13.7%

Vehicles Operated in Maximum Service

Community Transportation: 26

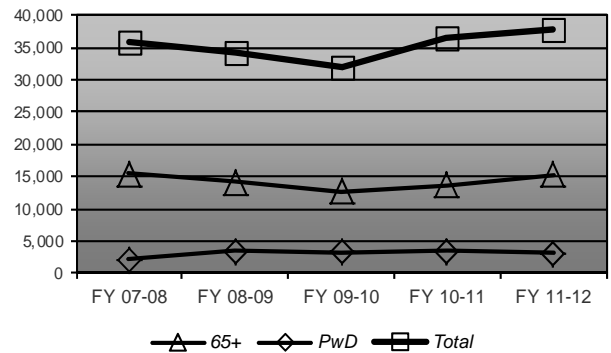
Fare Information

Average Shared-Ride Fare: \$25.37
Cost to Commonwealth
per Senior Citizen Trip: \$20.97
Last Base Fare Increase: October 2008

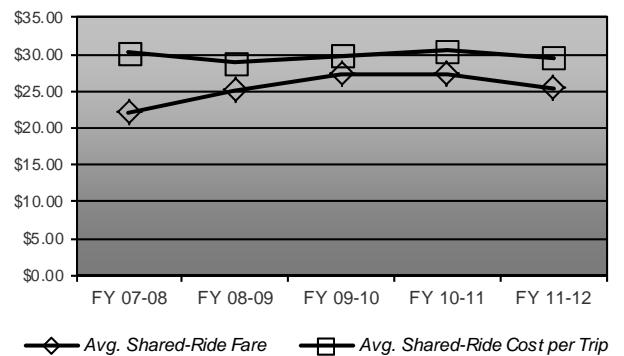
Trip Information

65+ Trips: 15,338
PwD Trips: 3,087
Other Shared-Ride Trips: 19,519
Total Shared-Ride Trips: 37,944
Non-Public Trips: 11,950

Shared-Ride Ridership



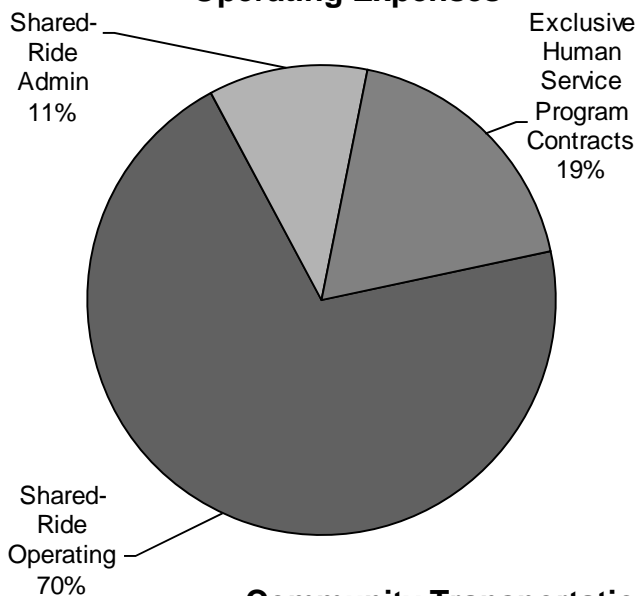
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 7%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 27,021	2.1%
Lottery	\$ 321,677	24.9%
Persons w ith Disabilities Program	\$ 66,544	5.1%
Area Agency on Aging	\$ 59,596	4.6%
Medical Assistance Transportation Program	\$ 440,560	34.1%
MH/ID	\$ 270,774	20.9%
Other	\$ 107,223	8.3%
Subsidy	\$ -	0.0%
Total	\$ 1,293,395	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$228,180	Accessible Buses/Vans



Community Transportation

Pike County Transportation Department

506 Broad Street
Milford, PA 18337
570-296-3408 or 1-866-681-4947
Ms. Christine Kerstetter,
Acting Transportation Director

Service Area Statistics (2010 Census) Pike County

Square Miles: 547
Population: 57,369
65+ Population: 9,303
% of Population 65 and older: 16.2%

Vehicles Operated in Maximum Service

Community Transportation: 22

Fare Information

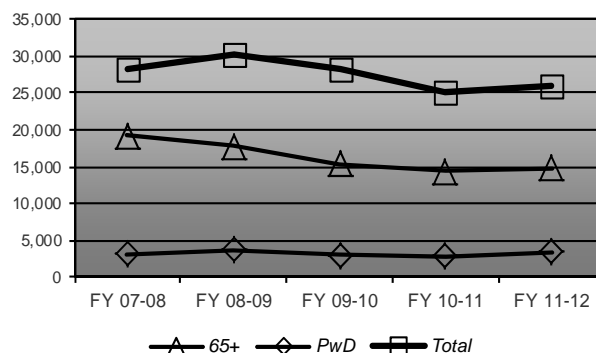
Average Shared-Ride Fare: \$19.82
Cost to Commonwealth
per Senior Citizen Trip: \$16.07
Last Base Fare Increase: October 2009

Trip Information

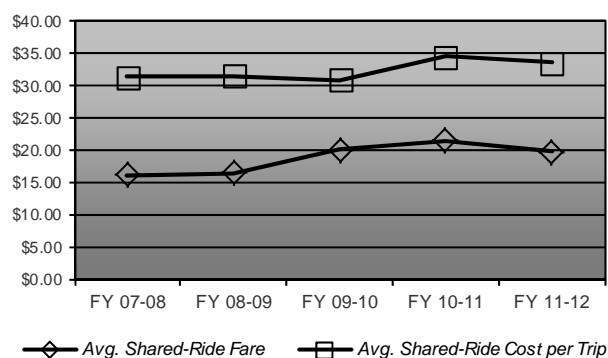
65+ Trips: 14,866
PwD Trips: 3,429
Other Shared-Ride Trips: 7,730
Total Shared-Ride Trips: 26,025

Non-Public Trips: 0

Shared-Ride Ridership



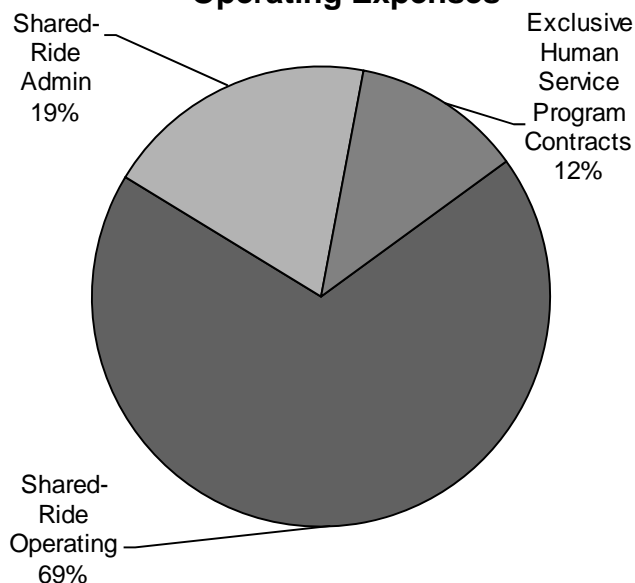
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 25%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 27,781	3.1%
Lottery	\$ 238,919	26.5%
Persons with Disabilities Program	\$ 54,064	6.0%
Area Agency on Aging	\$ 21,818	2.4%
Medical Assistance Transportation Program	\$ 286,392	31.8%
MH/ID	\$ 618	0.1%
Other	\$ 4,401	0.5%
Subsidy	\$ 266,236	29.6%
Total	\$ 900,229	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$205,000	Accessible Buses/Vans, Office Equipment



Community Transportation

Tableland Services, Inc.

535 East Main Street
Somerset, PA 15501
814-445-9628 Ext. 206
Mr. David Mrozowski, Executive Director

Service Area Statistics (2010 Census) Somerset County

Square Miles: 1,075
Population: 77,742
65+ Population: 14,431
% of Population 65 and older: 18.6%

Vehicles Operated in Maximum Service

Community Transportation: 20

Fare Information

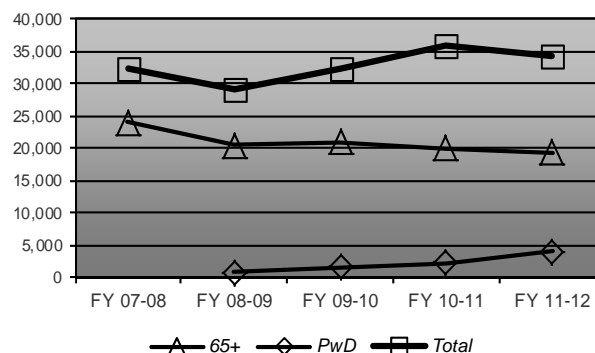
Average Shared-Ride Fare: \$14.22
Cost to Commonwealth
per Senior Citizen Trip: \$12.14
Last Base Fare Increase: July 2011

Trip Information

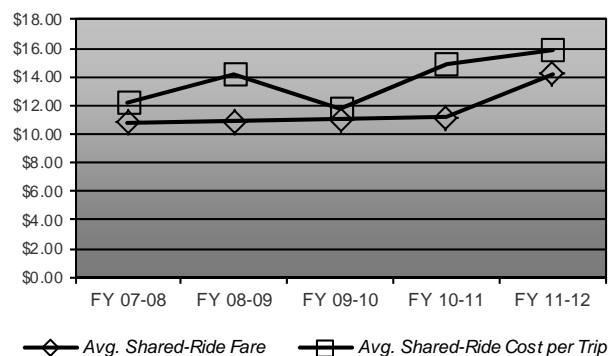
65+ Trips: 19,331
PwD Trips: 4,033
Other Shared-Ride Trips: 11,095
Total Shared-Ride Trips: 34,459

Non-Public Trips: 9,996

Shared-Ride Ridership



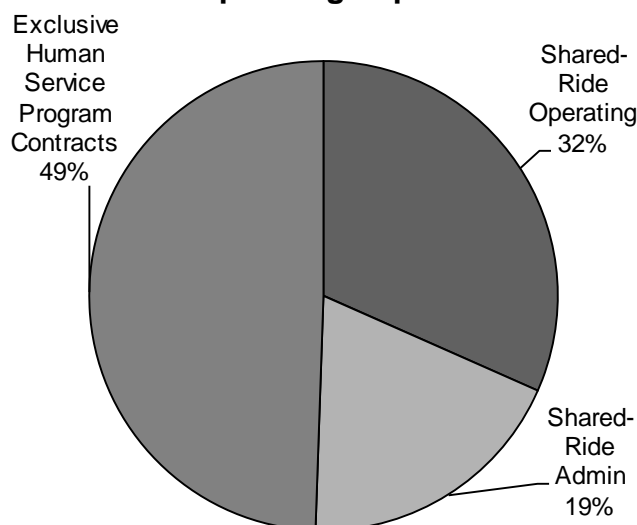
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 37,259	3.5%
Lottery	\$ 234,707	21.7%
Persons with Disabilities Program	\$ 46,595	4.3%
Area Agency on Aging	\$ 47,246	4.4%
Medical Assistance Transportation Program	\$ 652,521	60.3%
MH/ID	\$ -	0.0%
Other	\$ 30,538	2.8%
Subsidy	\$ 32,955	3.0%
Total	\$ 1,081,821	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$186,000	Accessible Vans



Community Transportation

STEP, Inc.

2138 Lincoln Street
Williamsport, PA 17701
570-326-0587
Mr. Terry Roller, President & CEO

Service Area Statistics (2010 Census) Lycoming and Clinton Counties

Square Miles: 2,126
Population: 155,349
65+ Population: 25,462
% of Population 65 and older: 16.4%

Vehicles Operated in Maximum Service

Community Transportation: 31

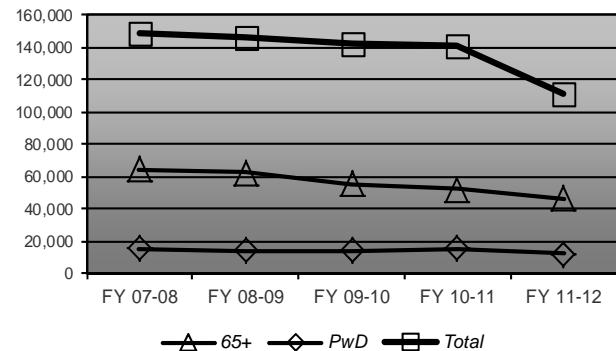
Fare Information

Average Shared-Ride Fare: \$17.30
Cost to Commonwealth
per Senior Citizen Trip: \$14.06
Last Base Fare Increase: June 2012

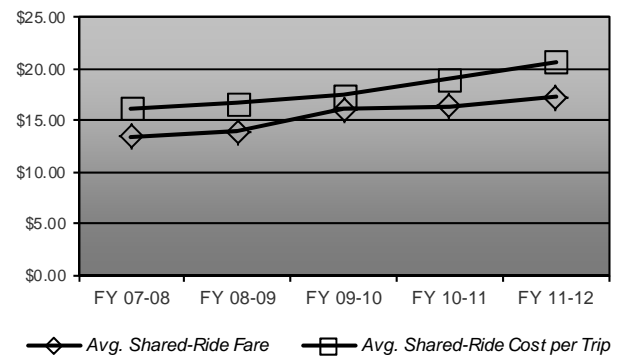
Trip Information

65+ Trips: 46,688
PwD Trips: 11,788
Other Shared-Ride Trips: 53,229
Total Shared-Ride Trips: 111,705
Non-Public Trips: 0

Shared-Ride Ridership



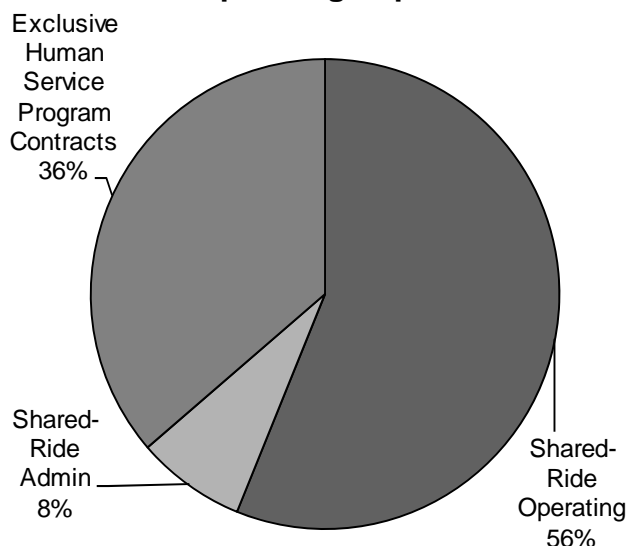
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 17%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 260,849	7.2%
Lottery	\$ 656,576	18.1%
Persons with Disabilities Program	\$ 154,209	4.3%
Area Agency on Aging	\$ 95,098	2.6%
Medical Assistance Transportation Program	\$ 1,896,702	52.3%
MH/ID	\$ -	0.0%
Other	\$ 345,551	9.5%
Subsidy	\$ 215,567	6.0%
Total	\$ 3,624,552	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$312,000	Accessible Buses/Vans, Communication Equipment, Office Equipment



Suburban Transit/Montgomery County

Community Transportation

Suburban Transit Network, Inc.

980 Harvest Drive, Suite 100
Blue Bell, PA 19422
215-542-7433
Ms. Patricia Moir, Executive Director

Service Area Statistics (2010 Census) Montgomery County

Square Miles: 483
Population: 799,874
65+ Population: 120,727
% of Population 65 and older: 15.1%

Vehicles Operated in Maximum Service

Community Transportation: 121

Fare Information

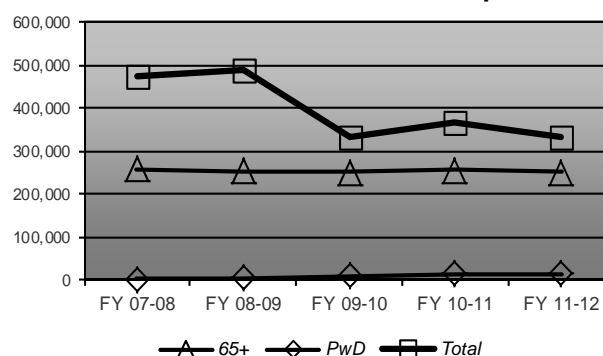
Average Shared-Ride Fare: \$21.18
Cost to Commonwealth
per Senior Citizen Trip: \$17.83
Last Base Fare Increase: June 2012

Trip Information

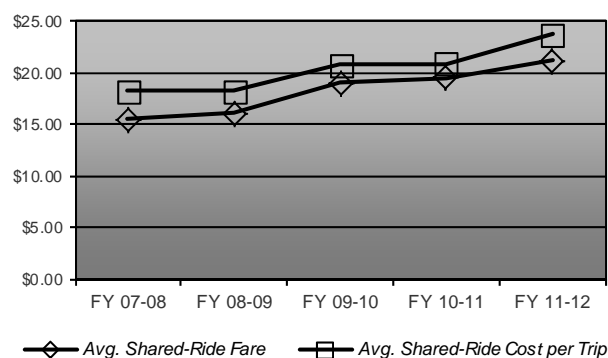
65+ Trips: 251,144
PwD Trips: 15,584
Other Shared-Ride Trips: 65,875
Total Shared-Ride Trips: 332,603

Non-Public Trips: 559,048

Shared-Ride Ridership



Shared-Ride Fare Recovery

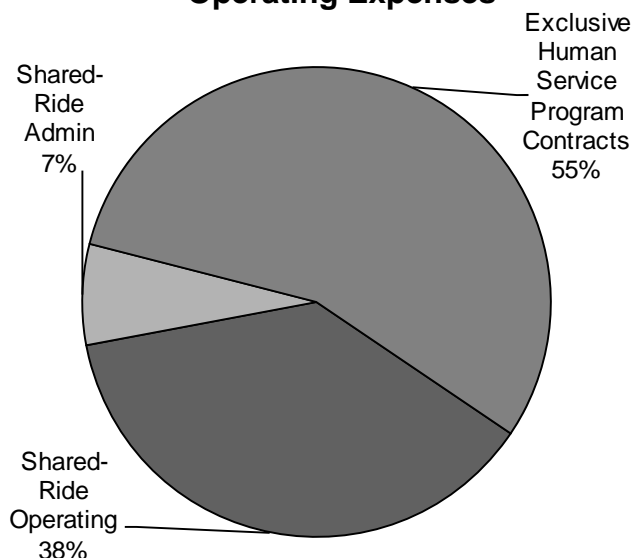


MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 100%

COMMUNITY TRANSPORTATION

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 556,009	3.0%
Lottery	\$ 4,478,302	24.0%
Persons with Disabilities Program	\$ 369,310	2.0%
Area Agency on Aging	\$ 195,816	1.0%
Medical Assistance Transportation Program	\$ 3,197,897	17.2%
MH/ID	\$ -	0.0%
Other	\$ 9,844,514	52.8%
Subsidy	\$ -	0.0%
Total	\$ 18,641,848	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$544,000	Accessible Buses



Community Transportation

Susquehanna County Transportation

81 Industrial Dr., P.O. Box 366
Montrose, PA 18801
570-278-6140
Ms. Ronalyn Corbin,
Transportation Program Director

Service Area Statistics (2010 Census)

Susquehanna County

Square Miles: 823
Population: 43,356
65+ Population: 7,845
% of Population 65 and older: 18.1%

Vehicles Operated in Maximum Service

Community Transportation: 18

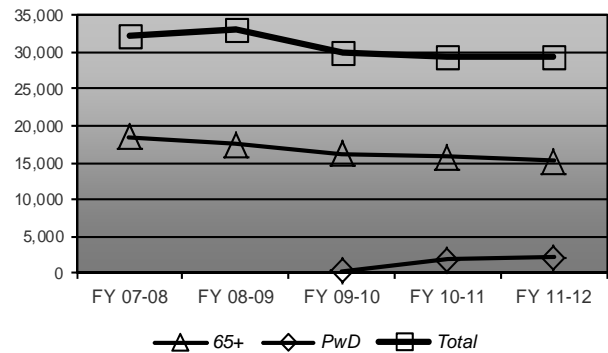
Fare Information

Average Shared-Ride Fare: \$22.15
Cost to Commonwealth
per Senior Citizen Trip: \$17.07
Last Base Fare Increase: April 2010

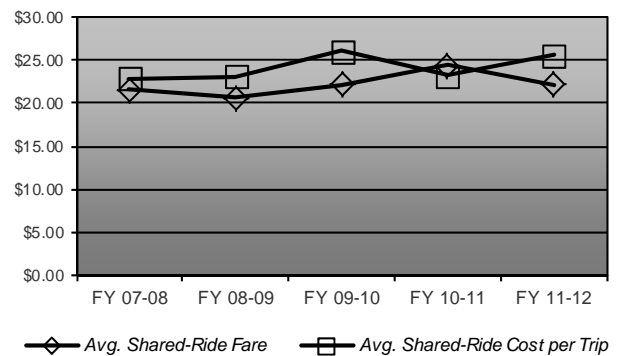
Trip Information

65+ Trips: 15,292
PwD Trips: 2,188
Other Shared-Ride Trips: 11,828
Total Shared-Ride Trips: 29,308
Non-Public Trips: 5,828

Shared-Ride Ridership



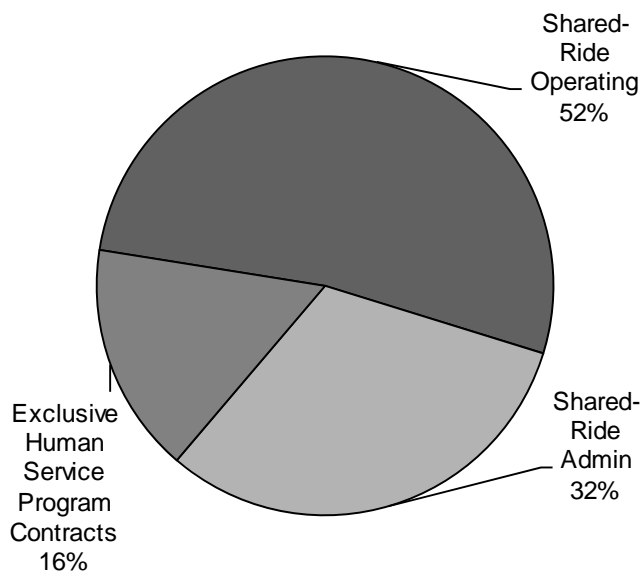
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes (Volunteer Drivers)
Percent of Shared-Ride
Service Subcontracted: 8%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 14,341	1.6%
Lottery	\$ 261,082	29.2%
Persons with Disabilities Program	\$ 38,467	4.3%
Area Agency on Aging	\$ 48,169	5.4%
Medical Assistance Transportation Program	\$ 430,712	48.1%
MH/ID	\$ -	0.0%
Other	\$ 1,755	0.2%
Subsidy	\$ 100,792	11.2%
Total	\$ 895,318	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$59,470	Accessible Transit Van, Communication Equipment, Vehicle Rehabilitation



Community Transportation

Union/Snyder Transportation Alliance

1610 Industrial Boulevard, Suite 700
Lewisburg, PA 17837-1284
877-877-9021, Option 2
Ms. Cynthia Zerbe, Administrator

Service Area Statistics (2010 Census) Union and Snyder Counties

Square Miles: 648
Population: 84,649
65+ Population: 12,798
% of Population 65 and older: 15.1%

Vehicles Operated in Maximum Service

Community Transportation: 16

Fare Information

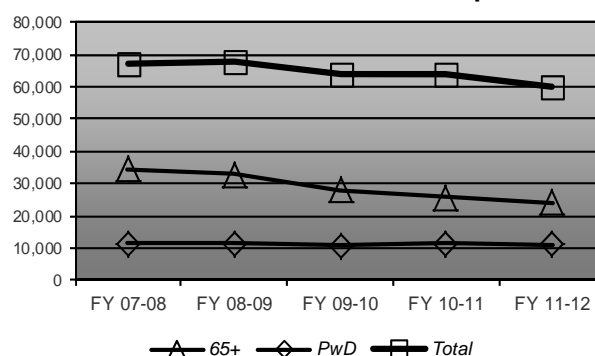
Average Shared-Ride Fare: \$17.93
Cost to Commonwealth
per Senior Citizen Trip: \$12.89
Last Base Fare Increase: June 2009

Trip Information

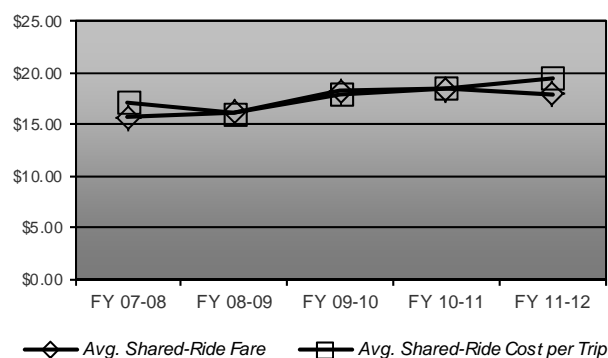
65+ Trips: 24,225
PwD Trips: 10,998
Other Shared-Ride Trips: 24,878
Total Shared-Ride Trips: 60,101

Non-Public Trips: 26,144

Shared-Ride Ridership



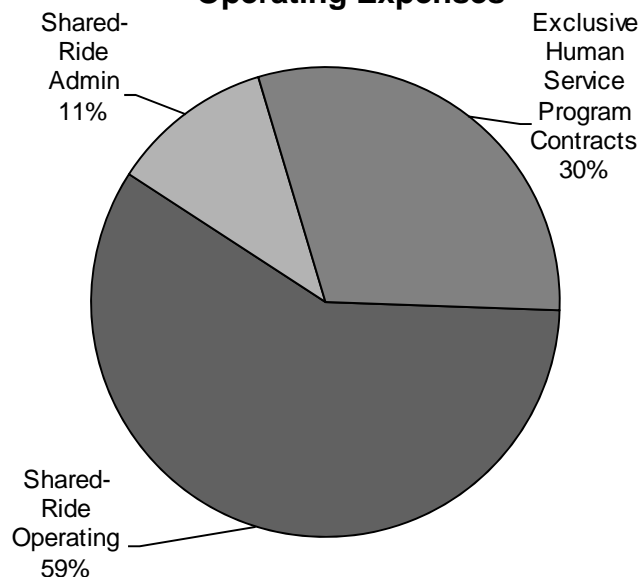
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 53,222	3.2%
Lottery	\$ 312,148	18.6%
Persons with Disabilities Program	\$ 173,421	10.3%
Area Agency on Aging	\$ 28,912	1.7%
Medical Assistance Transportation Program	\$ 609,082	36.3%
MH/ID	\$ 50,029	3.0%
Other	\$ 383,715	22.8%
Subsidy	\$ 69,130	4.1%
Total	\$ 1,679,659	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$460,000	Accessible Buses



Community Transportation

Washington County Transportation Authority

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

Service Area Statistics (2010 Census)

Washington County

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

Vehicles Operated in Maximum Service

Community Transportation: 75

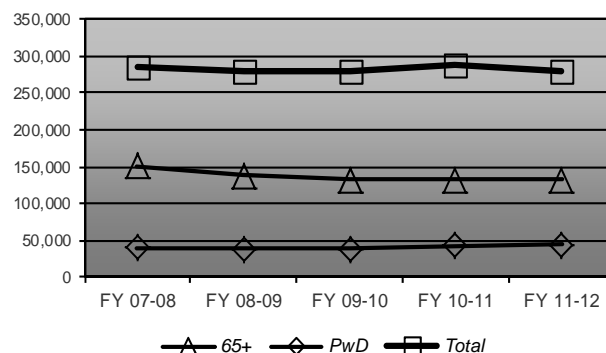
Fare Information

Average Shared-Ride Fare: \$18.09
Cost to Commonwealth
per Senior Citizen Trip: \$12.01
Last Base Fare Increase: May 2008

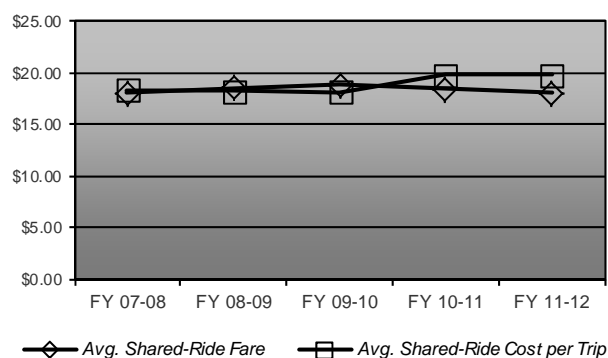
Trip Information

65+ Trips: 132,995
PwD Trips: 44,424
Other Shared-Ride Trips: 101,087
Total Shared-Ride Trips: 278,506
Non-Public Trips: 17,662

Shared-Ride Ridership



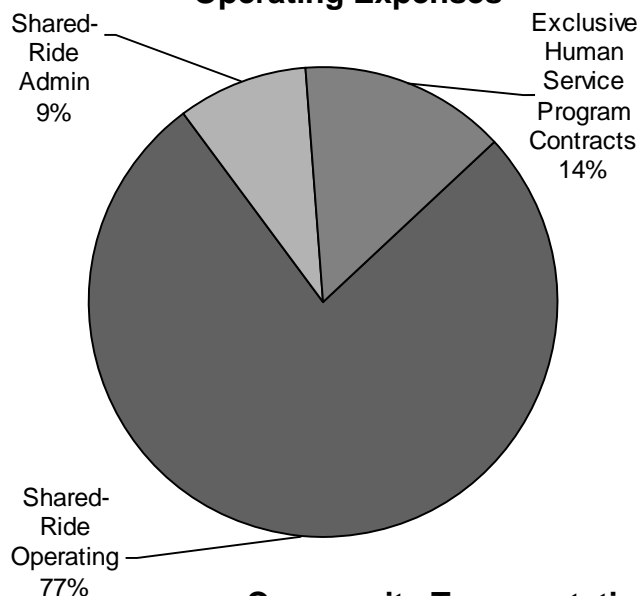
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: Yes
Percent of Shared-Ride
Service Subcontracted: 100%

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 284,658	4.8%
Lottery	\$ 1,597,897	26.7%
Persons with Disabilities Program	\$ 628,566	10.5%
Area Agency on Aging	\$ 220,077	3.7%
Medical Assistance Transportation Program	\$ 2,792,279	46.7%
MH/ID	\$ 81,223	1.4%
Other	\$ 371,471	6.2%
Subsidy	\$ -	0.0%
Total	\$ 5,976,171	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$734,465	Accessible Buses/Vans



Community Transportation

Wayne County Area Agency on Aging

323 10th Street
Honesdale, PA 18431
570-253-4262
Ms. Andrea Whyte, Administrator

Service Area Statistics (2010 Census)

Wayne County

Square Miles: 726
Population: 52,822
65+ Population: 10,028
% of Population 65 and older: 19.0%

Vehicles Operated in Maximum Service

Community Transportation: 20

Fare Information

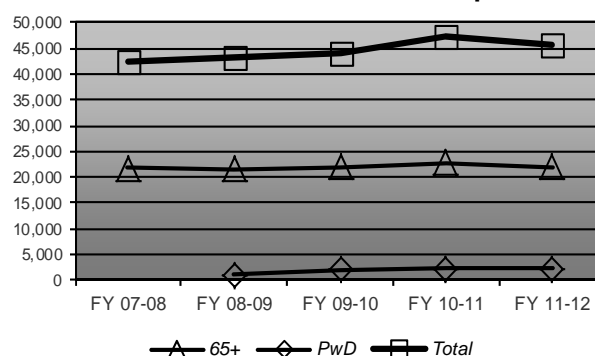
Average Shared-Ride Fare: \$27.85
Cost to Commonwealth
per Senior Citizen Trip: \$20.34
Last Base Fare Increase: June 2011

Trip Information

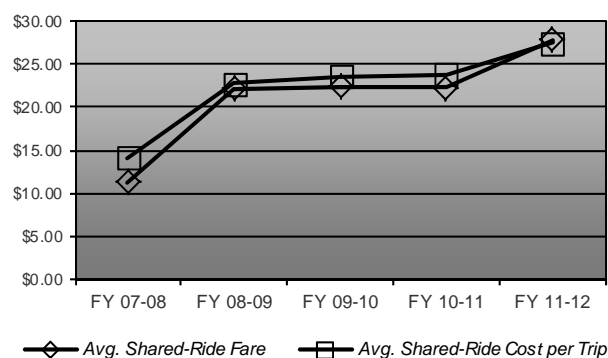
65+ Trips: 22,057
PwD Trips: 2,231
Other Shared-Ride Trips: 21,394
Total Shared-Ride Trips: 45,682

Non-Public Trips: 13,860

Shared-Ride Ridership



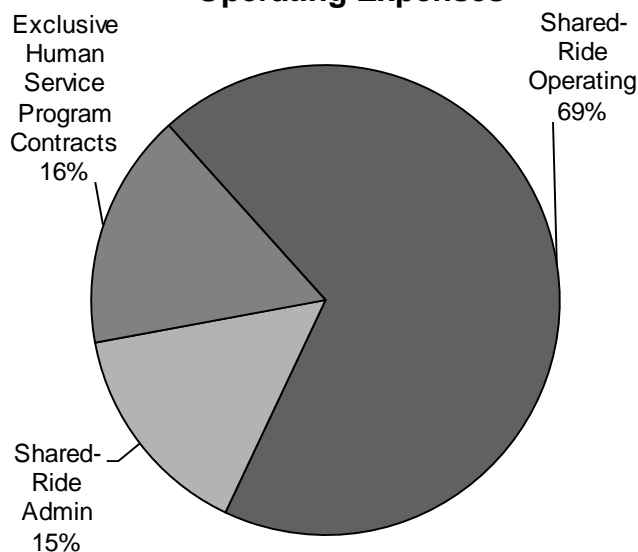
Shared-Ride Fare Recovery



MATP Provider: Yes
Subcontractors: No
Percent of Shared-Ride
Service Subcontracted: N/A

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expenses



Sources of Funding

Funding Source	Amount	% of Total
Passenger Fares	\$ 35,064	2.3%
Lottery	\$ 448,721	28.9%
Persons with Disabilities Program	\$ 48,074	3.1%
Area Agency on Aging	\$ 112,720	7.3%
Medical Assistance Transportation Program	\$ 792,406	51.1%
MH/ID	\$ 62,754	4.0%
Other	\$ 50,550	3.3%
Subsidy	\$ -	0.0%
Total	\$ 1,550,289	100.0%

Community Transportation Capital Funding FY 2011-12

Funding Amount	Capital Equipment
\$187,200	Accessible Vans

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Section V

Intercity Bus

Intercity Bus Program

Intercity Bus Program:

Serves 41 counties
Provides opportunities to travel
into and outside of the state

Service Provided:

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

Subsidized Carriers:

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

Service Type:

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

Average Fare: \$13.74

Total Number of Vehicles Required: 45 coaches

Carriers and Routes Served:

Carl R. Bieber, Inc.:

Reading – Philadelphia
Pottsville – Philadelphia
Harrisburg – Scranton
Harrisburg – Reading

The Fullington Auto Bus Company:

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

Greyhound Lines, Inc.:

Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

Myers Coach Lines, Inc.:

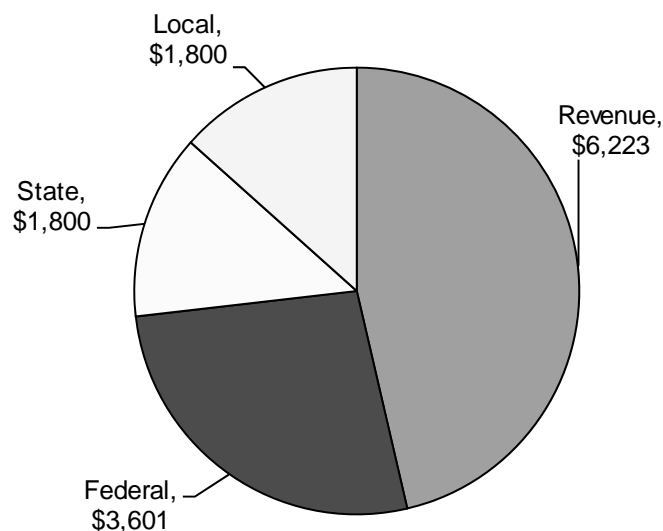
Pittsburgh – Grove City

Susquehanna Transit Company:

Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira

OPERATING FUNDS (000's)

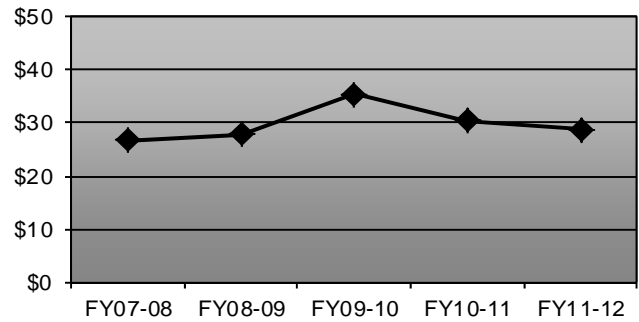
\$13,424



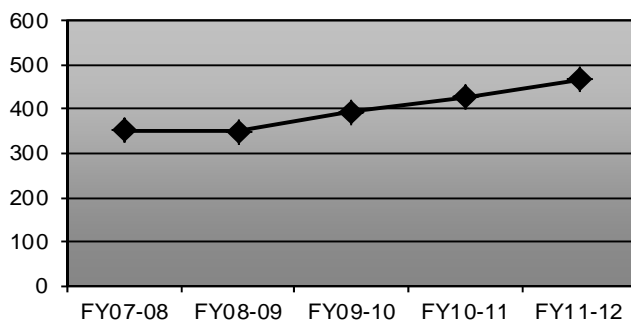
Intercity Bus Program



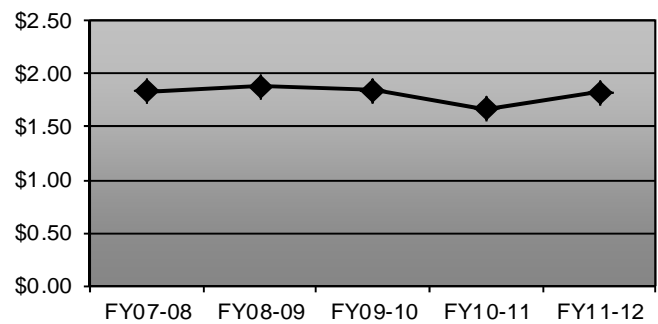
Operating Expense Per Passenger



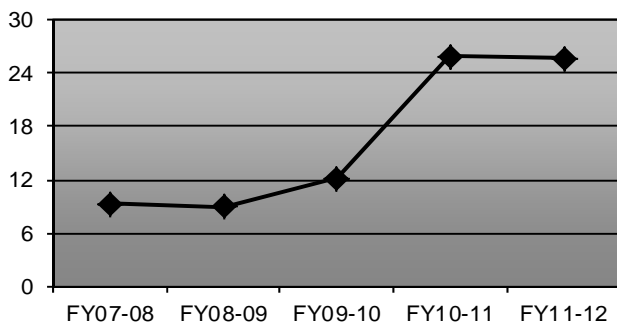
Total Passengers (000's)



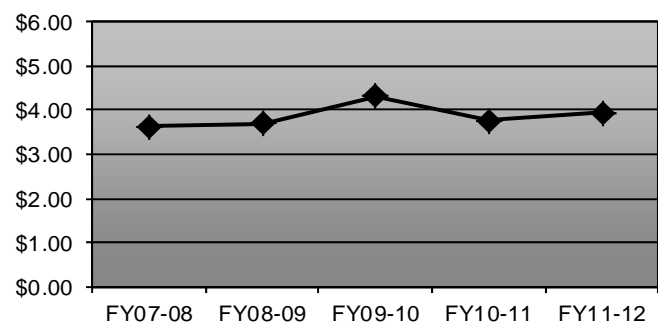
Operating Revenue Per Vehicle Mile



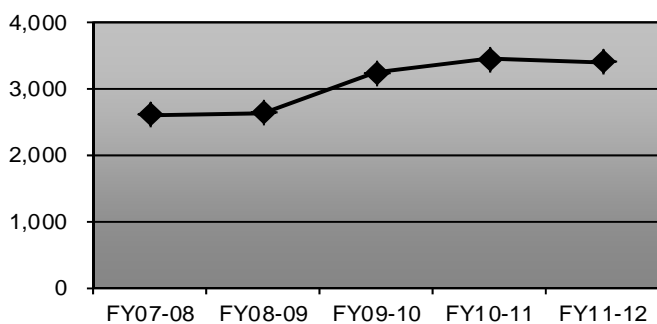
Total Bus Trips (000's)*



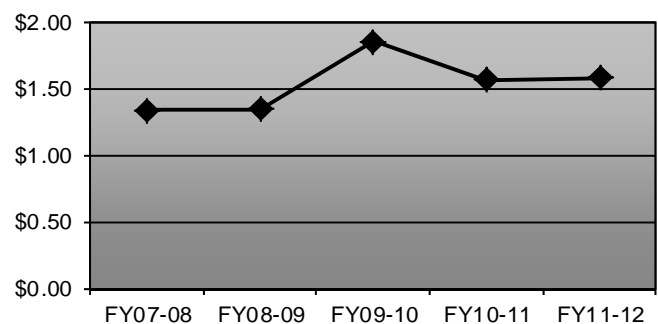
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.

Carl R. Bieber, Inc.

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

Intercity Bus Program:

Serves 11 counties
Provides opportunities to travel into
and outside of the state

Subsidized Routes:

Reading – Philadelphia
Harrisburg – Reading
Harrisburg – Scranton
Pottsville – Philadelphia

Service Provided:

Scheduled Route Service
Charter
Group and Party
Tours

Average Fare: \$10.71

Total Number of Vehicles Required: 10 coaches

Communities Served by Carl R. Bieber, Inc.:

Communities Served by Reading – Philadelphia:

Reading, Kutztown, Wescosville, Allentown, Bethlehem,
Quakertown, and Philadelphia

Communities Served by Harrisburg – Reading:

Harrisburg, Hershey, Palmyra, Annville, Cleona,
Lebanon, Myerstown, Womelsdorf, Robeson, and
Wernersville, Sinking Spring, Reading, and Kutztown

Communities Served by Harrisburg – Scranton:

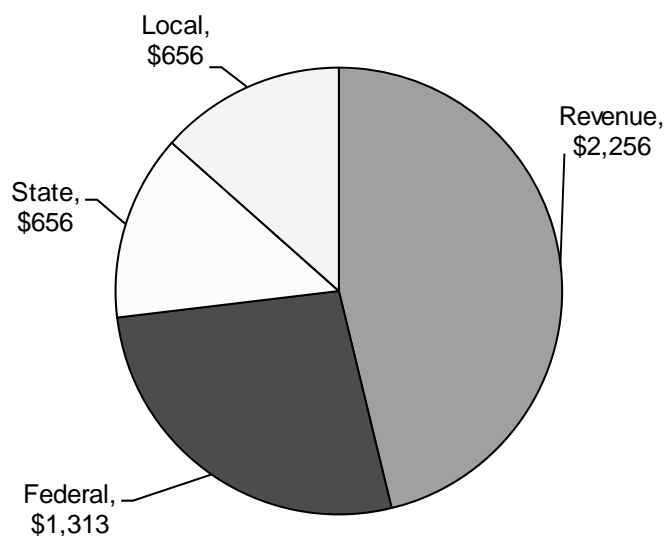
Scranton, Wilkes-Barre, Hazleton, Pottsville, and
Harrisburg

Communities Served by Pottsville – Philadelphia:

Kutztown, Pottsville, Schuylkill Haven, Reading,
Pottstown, Norristown, and Philadelphia

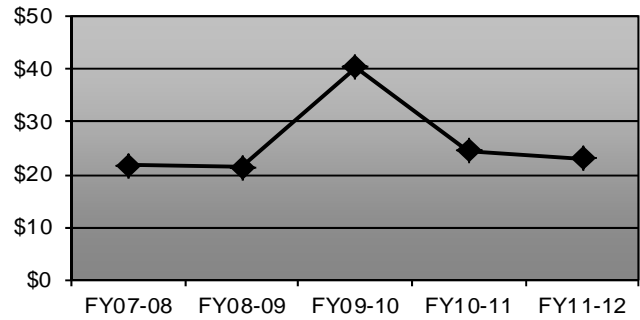
OPERATING FUNDS (000's)

\$4,881

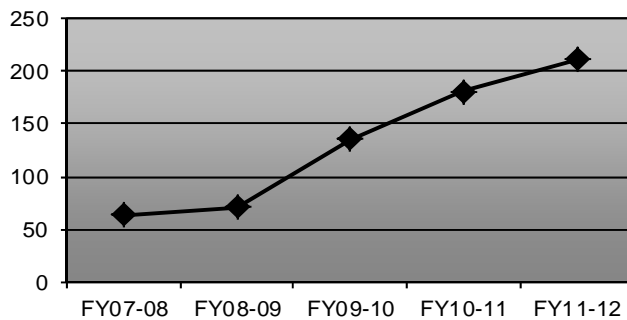




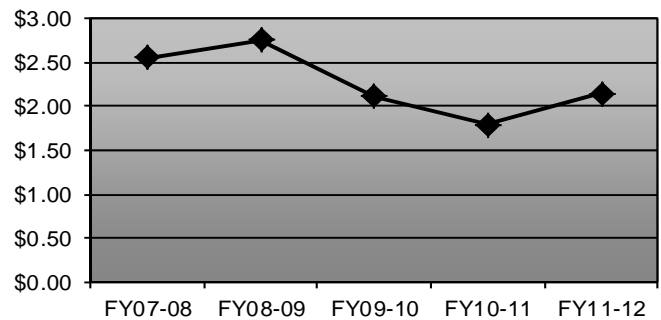
Operating Expense Per Passenger



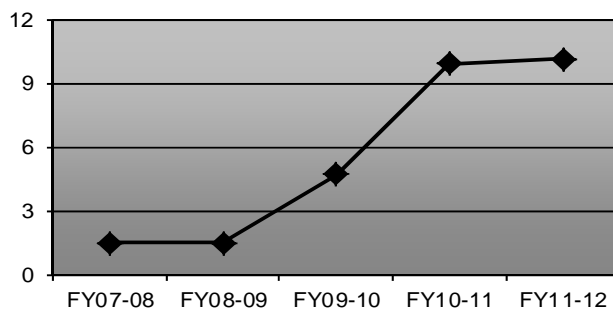
Total Passengers (000's)



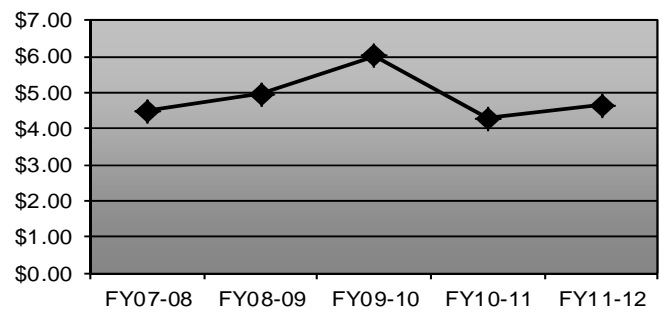
Operating Revenue Per Vehicle Mile



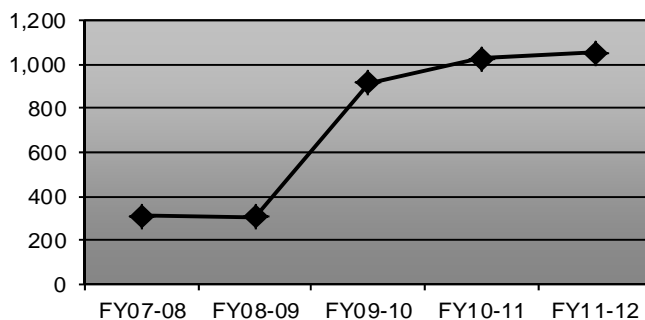
Total Bus Trips (000's)*



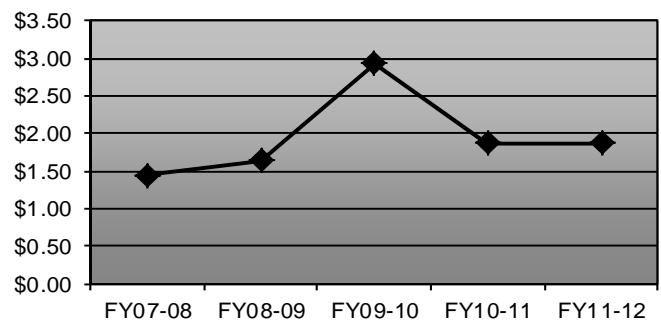
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.
Bieber acquired Capitol Bus in FY 2009-10.

The Fullington Auto Bus Company

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

Intercity Bus Program:

Serves 15 counties
Provides opportunities to travel into
and outside of the state

Subsidized Routes:

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

Service Provided:

Scheduled Route Service
Charter
Group and Party
School

Average Fare: \$14.94

Total Number of Vehicles Required: 8 coaches

Communities Served by Fullington:

Communities Served by State College – Harrisburg:

State College, Lewistown, Mifflintown, Thompsontown,
Millerstown, Newport, Duncannon, and Harrisburg

Communities Served by Pittsburgh – Bradford:

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

Communities Served by State College – Wilkes-Barre:

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

Communities Served by State College – Pittsburgh:

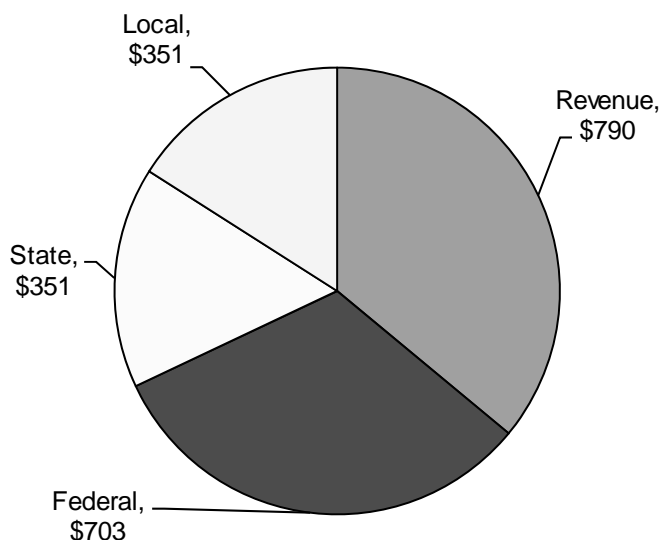
State College, Philipsburg, Clearfield, DuBois, Sykesville,
Big Run, Punxsutawney, Indiana, Blairsville, Delmont,
Monroeville, Pittsburgh, and Pittsburgh Airport

Communities Served by DuBois – Harrisburg:

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

OPERATING FUNDS (000's)

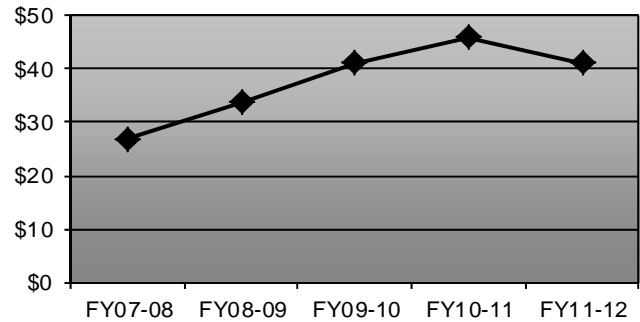
\$2,195



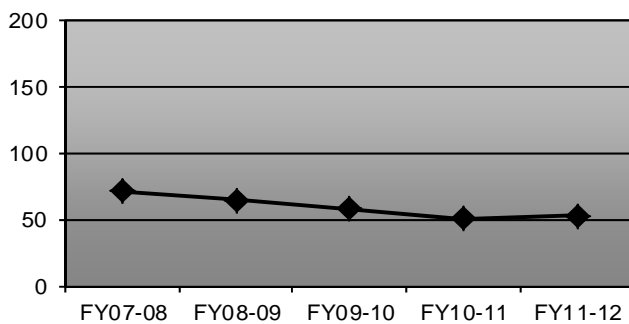
The Fullington Auto Bus Company



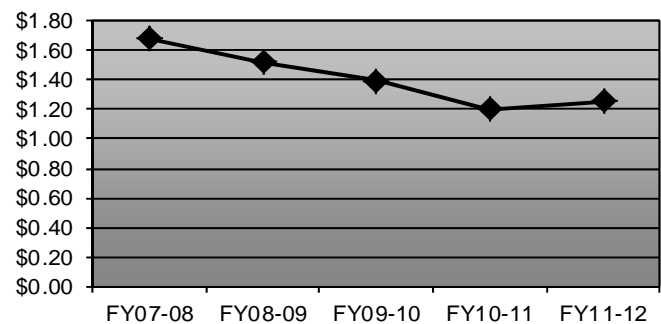
Operating Expense Per Passenger



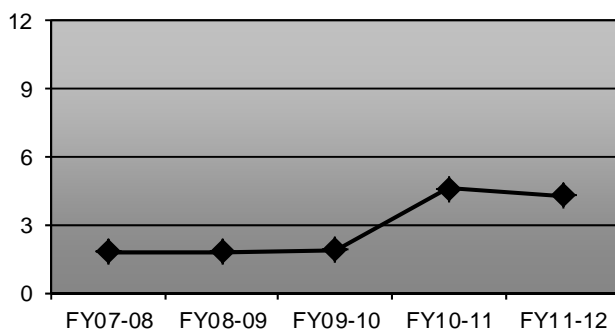
Total Passengers (000's)



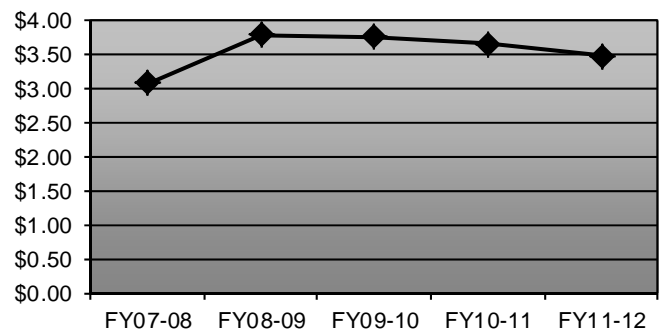
Operating Revenue Per Vehicle Mile



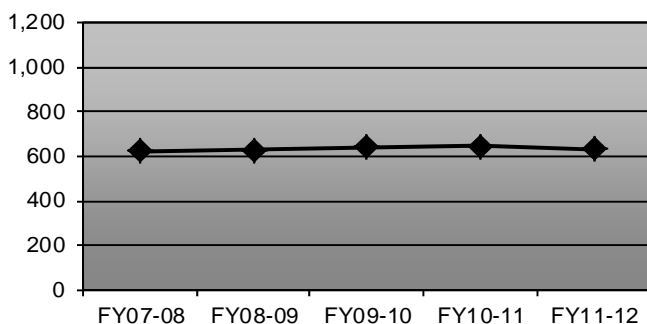
Total Bus Trips (000's)*



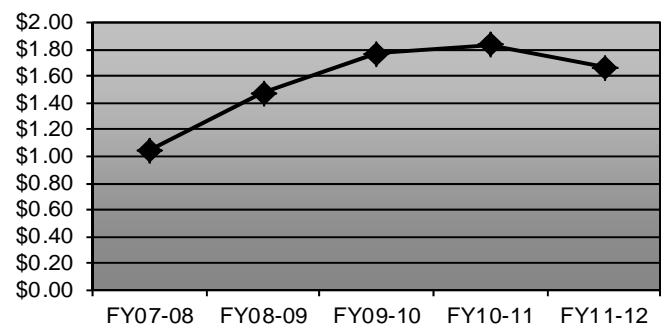
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.

Greyhound Lines, Inc.

Office of State Government Affairs
361 West Main Street
Hendersonville, TN 37075-3321
Mr. Randy Isaacs
615-338-0847
www.greyhound.com

Intercity Bus Program:

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

Subsidized Routes:

Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

Service Provided:

Scheduled Route Service
Charter
Group and Party

Average Fare: \$23.55

Total Number of Vehicles Required: 12 coaches

Communities Served by Greyhound:

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

Communities Served by Pittsburgh – Erie:

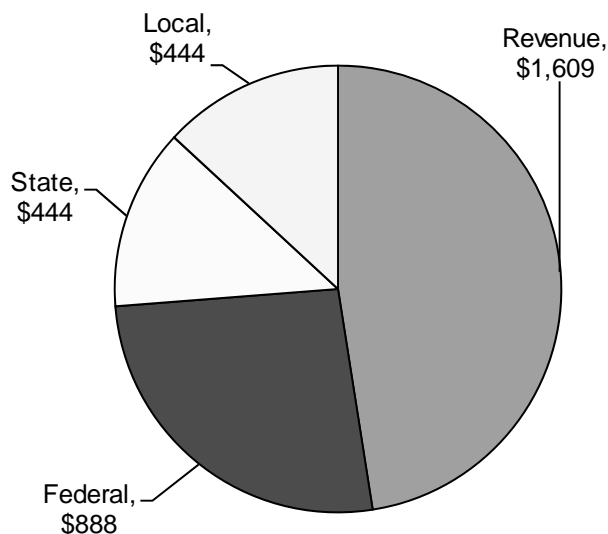
Pittsburgh, Zelienople, New Castle, Meadville, Edinboro
State University, and Erie

Communities Served by Harrisburg – Pittsburgh:

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

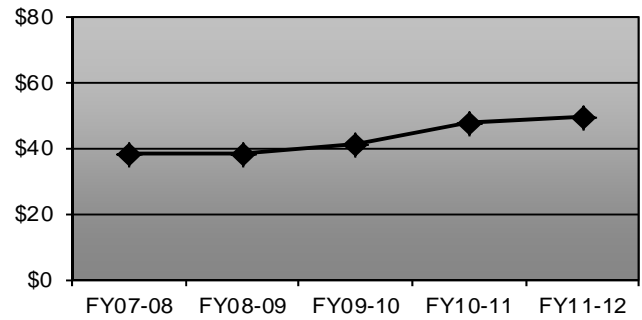
OPERATING FUNDS (000's)

\$3,385

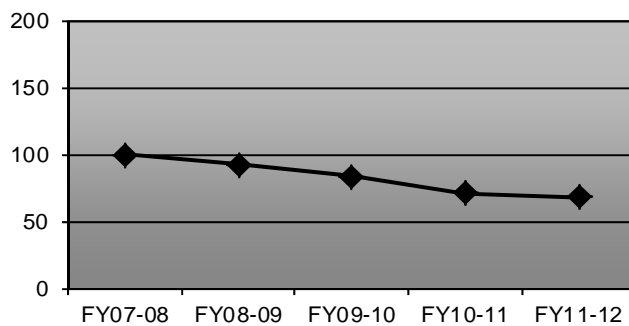




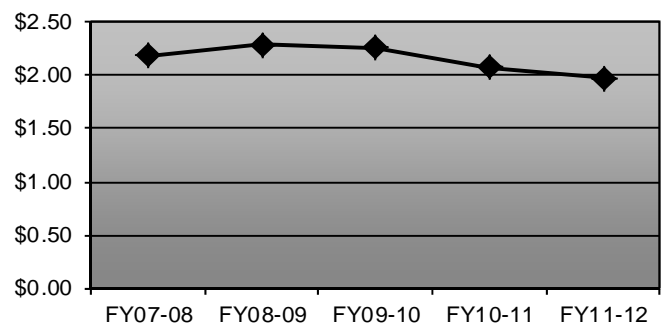
Operating Expense Per Passenger



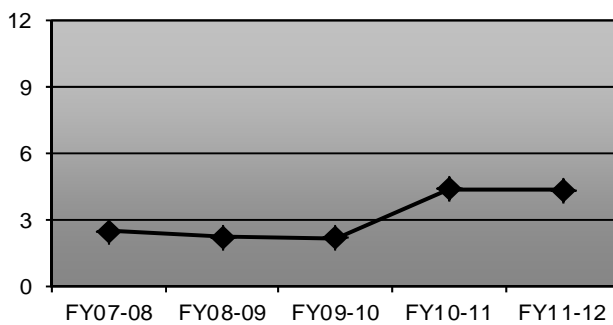
Total Passengers (000's)



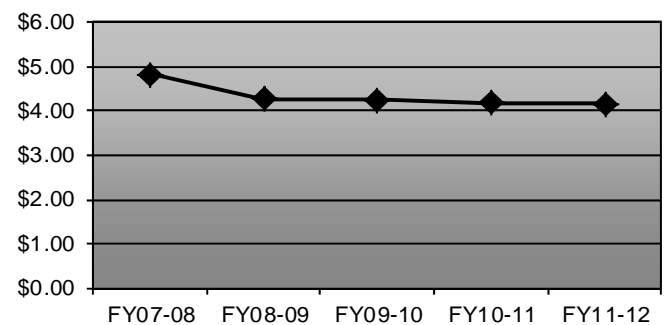
Operating Revenue Per Vehicle Mile



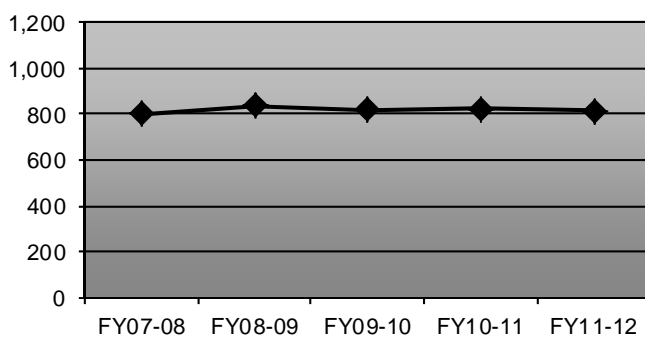
Total Bus Trips (000's)*



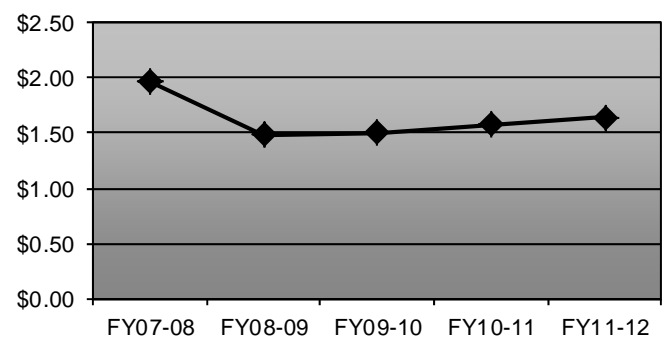
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.

Myers Coach Lines, Inc.

201 Ball Park Road
Export, PA 15632
Mr. David A. Myers
President
724-733-1045
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: \$4.05

Total Number of Vehicles Required: 2 coaches

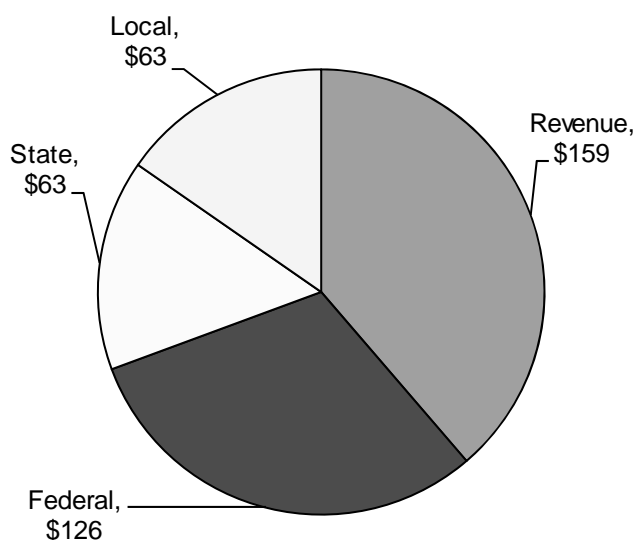
Communities Served by Myers:

Communities Served by Pittsburgh – Grove City:

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

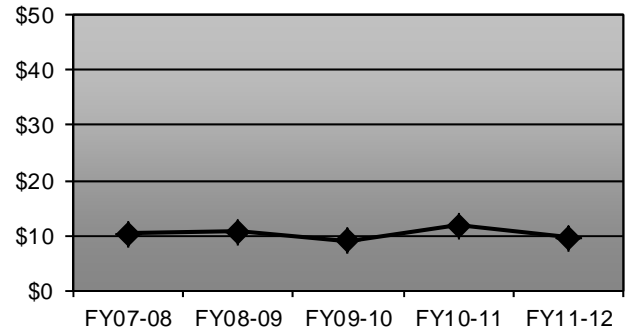
OPERATING FUNDS (000's)

\$411

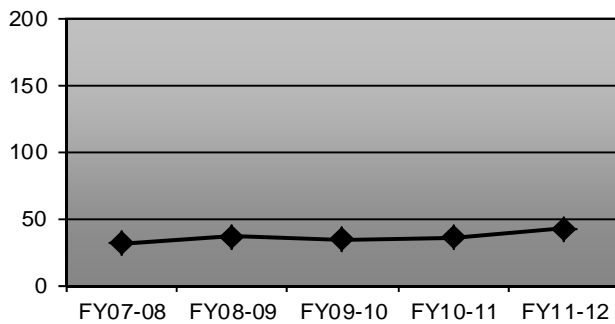




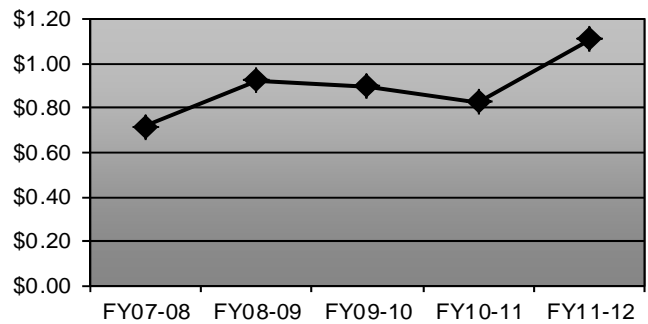
Operating Expense Per Passenger



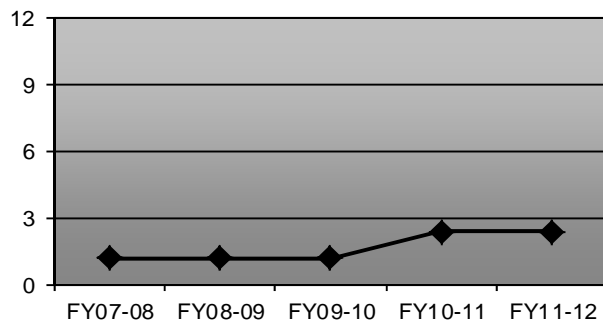
Total Passengers (000's)



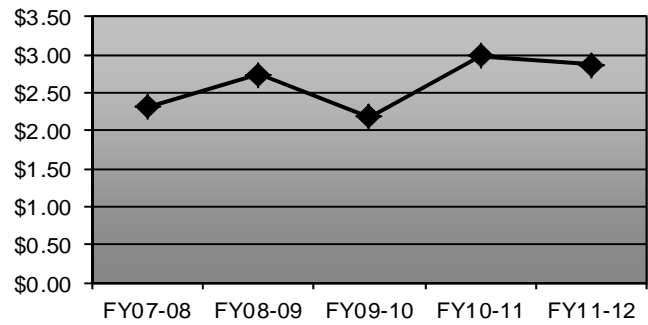
Operating Revenue Per Vehicle Mile



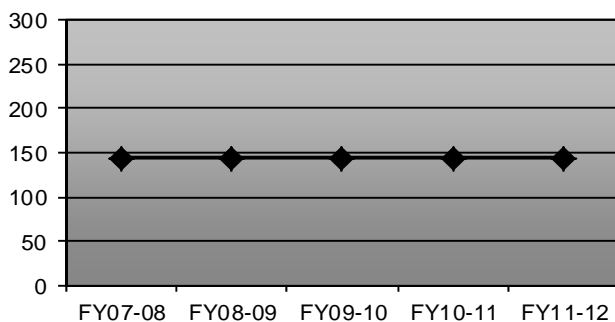
Total Bus Trips (000's)*



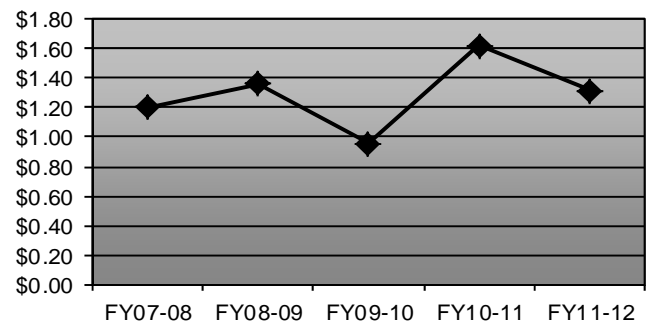
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.

Susquehanna Transit Company

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

Intercity Bus Program:

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

Subsidized Routes:

Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira

Service Provided:

Scheduled Route Service
Charter
Group and Party
School Bus

Average Fare: \$15.45

Total Number of Vehicles Required: 13 coaches

Communities Served by Susquehanna Transit Company:

Communities Served by Williamsport – Philadelphia:

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

Communities Served by Williamsport – Easton:

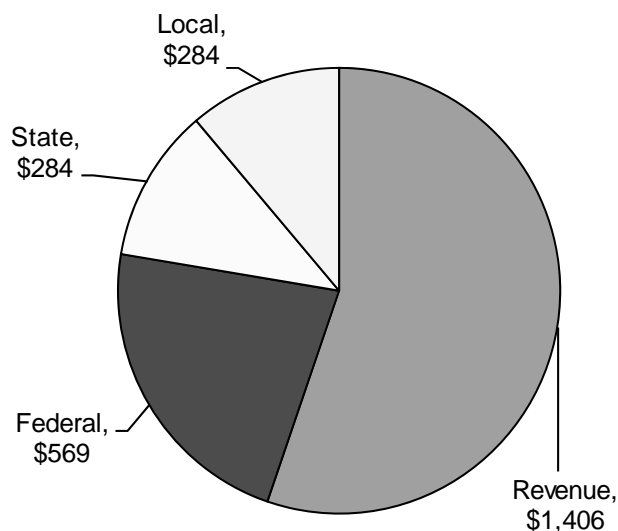
Williamsport, Mt. Carmel, Bloomsburg, Lehigh, Allentown, and Easton

Communities Served by Harrisburg – Elmira:

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

OPERATING FUNDS (000's)

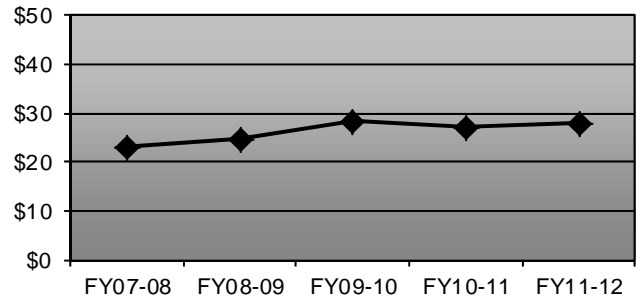
\$2,543



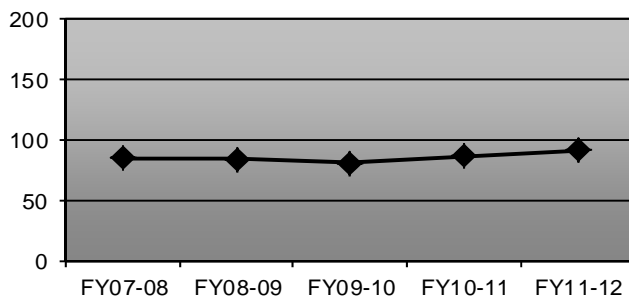
Susquehanna Transit Company



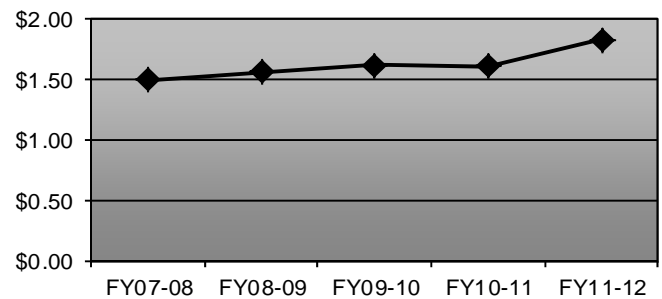
Operating Expense Per Passenger



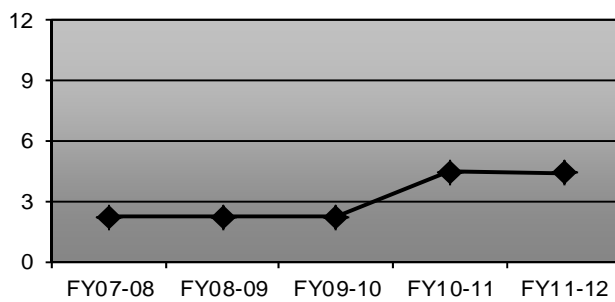
Total Passengers (000's)



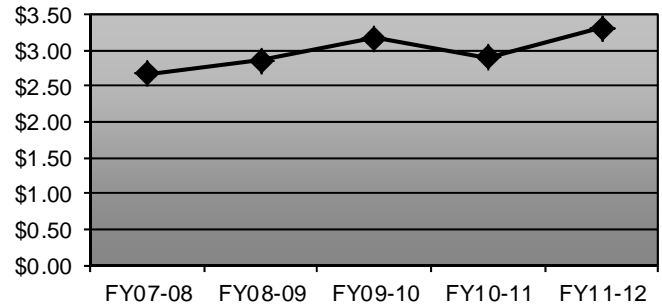
Operating Revenue Per Vehicle Mile



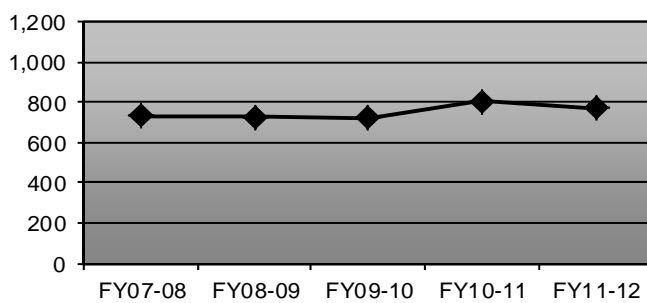
Total Bus Trips (000's)*



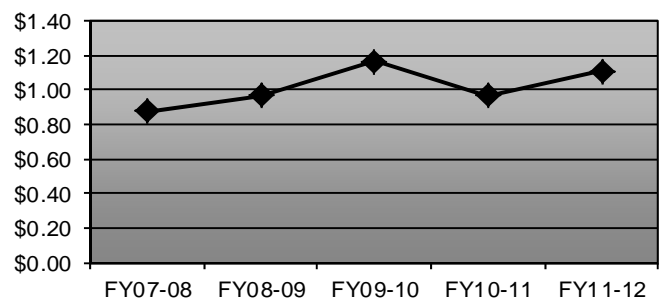
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



* Total Bus Trips: Prior to FY 2010-11, round trips were reported. Beginning in FY 2010-11, one-way trips are reported. Corrections have been made to prior FY data.

INTERCITY BUS

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Section VI

Passenger Rail

Passenger Rail Program

Passenger Rail Program

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

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

Keystone Corridor Service & Operations

- Keystone Corridor owned by Amtrak from Harrisburg, PA, to Philadelphia, PA
- 26 weekday and 14 weekend trains (144 trains/week)
- High Speed Rail of 110 mph
- Harrisburg – Philadelphia commute time = 95 min

Ridership and Revenue

- Total Keystone Passengers: 1,392,561
- Total Keystone Passenger Revenue: \$9,590,367

Fuel & Power

- Diesel/Electric Propulsion
- Power Usage (kilowatt hours): 32,342,449
- Diesel Consumption (gallons): 9,750

Keystone Corridor Improvements

Harrisburg Train Station

- Replace track interlockings (in progress)

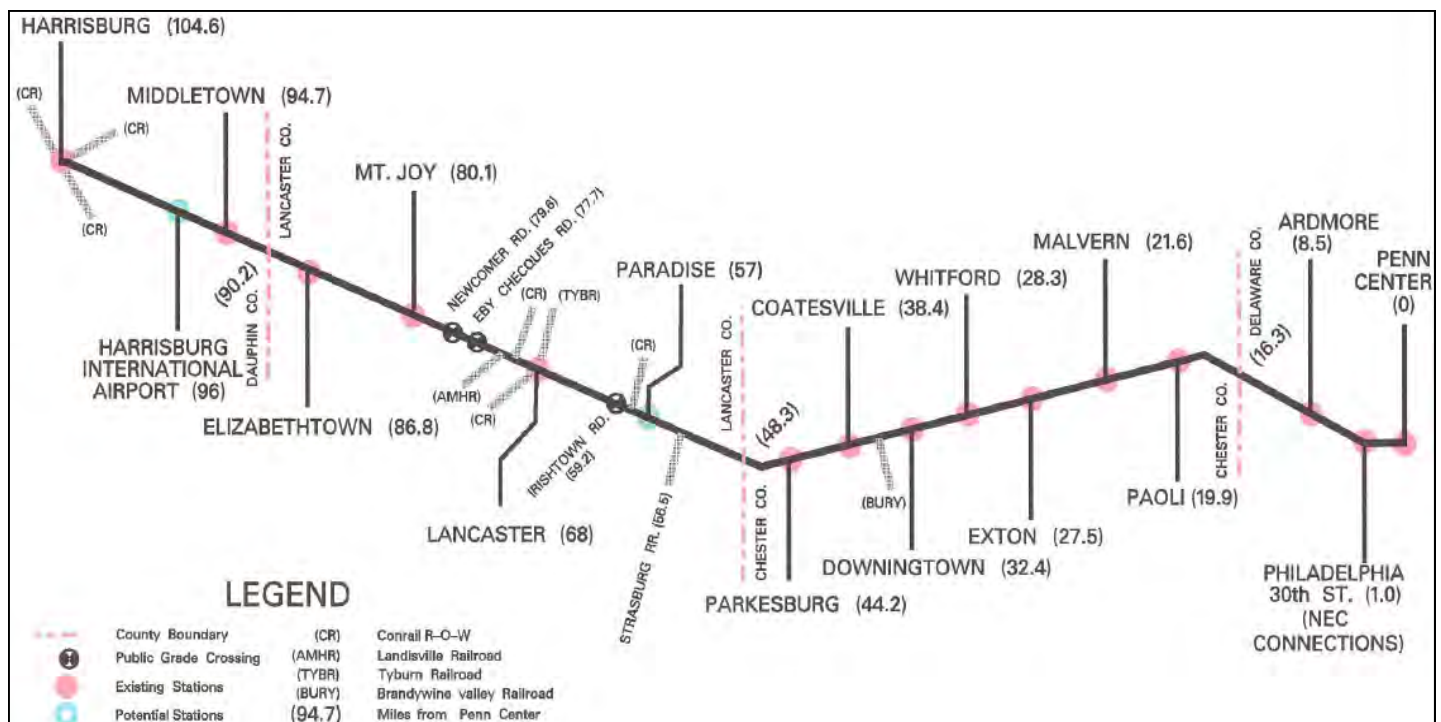
Lancaster County At-Grade Crossings

- Eliminate three public crossings to increase public safety and awareness (in progress)

Mount Joy Train Station

- Construct level-boarding passenger platforms and covered walkway for parking access (in progress)

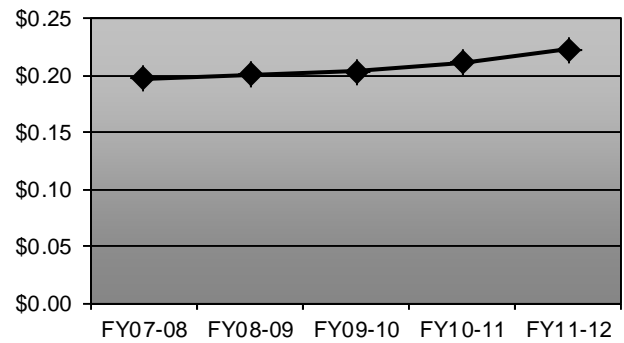
Keystone Corridor Amtrak Owned Right-of-Way



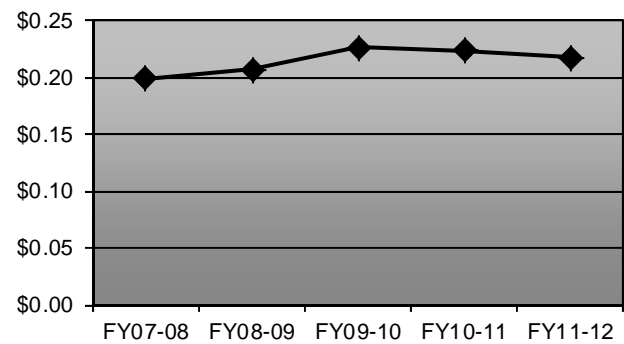
Keystone Corridor Service Performance Data

Factor	FY 10-11	FY 11-12
Annual Train Miles	439,678	439,678
Expense per Train Mile	\$41.21	\$41.87
Subsidy per Train Mile	\$21.10	\$20.06
Average Passenger Fare	\$15.48	\$16.47
Average Passenger Trip (Miles)	75	74
Annual Cost Recovery	49%	52%
Keystone Passengers	1,337,543	1,392,561
Annual State Subsidy	\$9,275,395	\$8,818,000
Annual Passenger Revenue	\$8,841,642	\$9,590,367
Average Train Speed	60 mph	60 mph

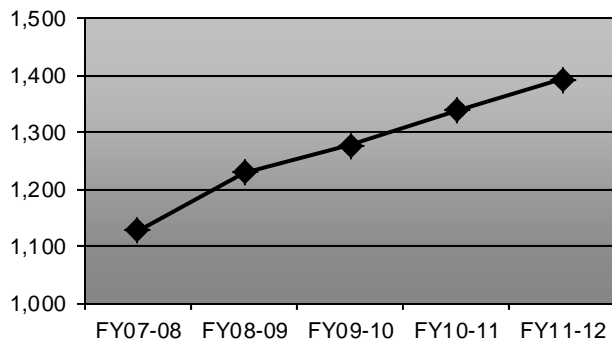
Revenue per Passenger Mile



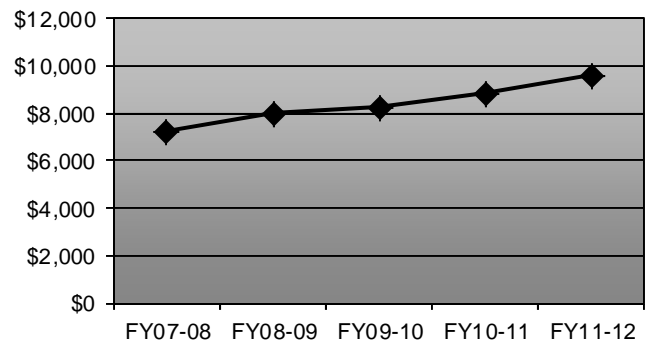
Subsidy per Passenger Mile



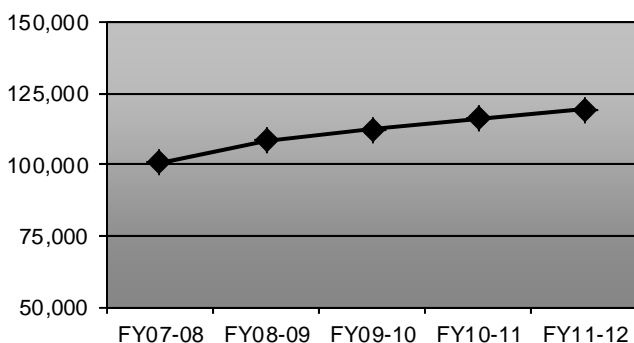
Total Keystone Ridership (000's)



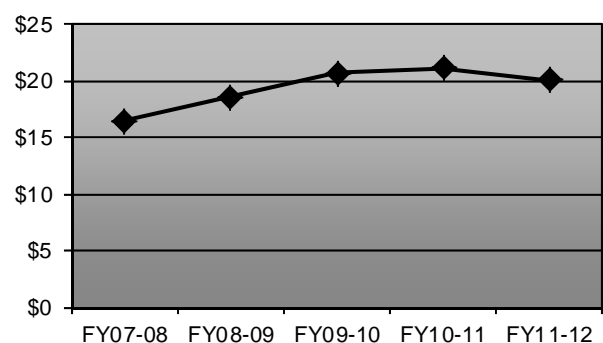
Keystone Revenue (000's)



Total Keystone Passenger Miles (000's)



Subsidy per Train Mile



Light Detection and Ranging (LiDAR) Data Collection

PennDOT engaged a contractor to perform LiDAR data collections and processing along the 105-mile Keystone Corridor from Harrisburg to Philadelphia. The highly detailed, three-dimensional survey data was collected by mobile and aerial systems traversing the corridor and capturing up to 400,000 readings per second. The data was fused into high-grade engineering documents that will enhance the engineering and design process for capital improvements and infrastructure on the Keystone Corridor.

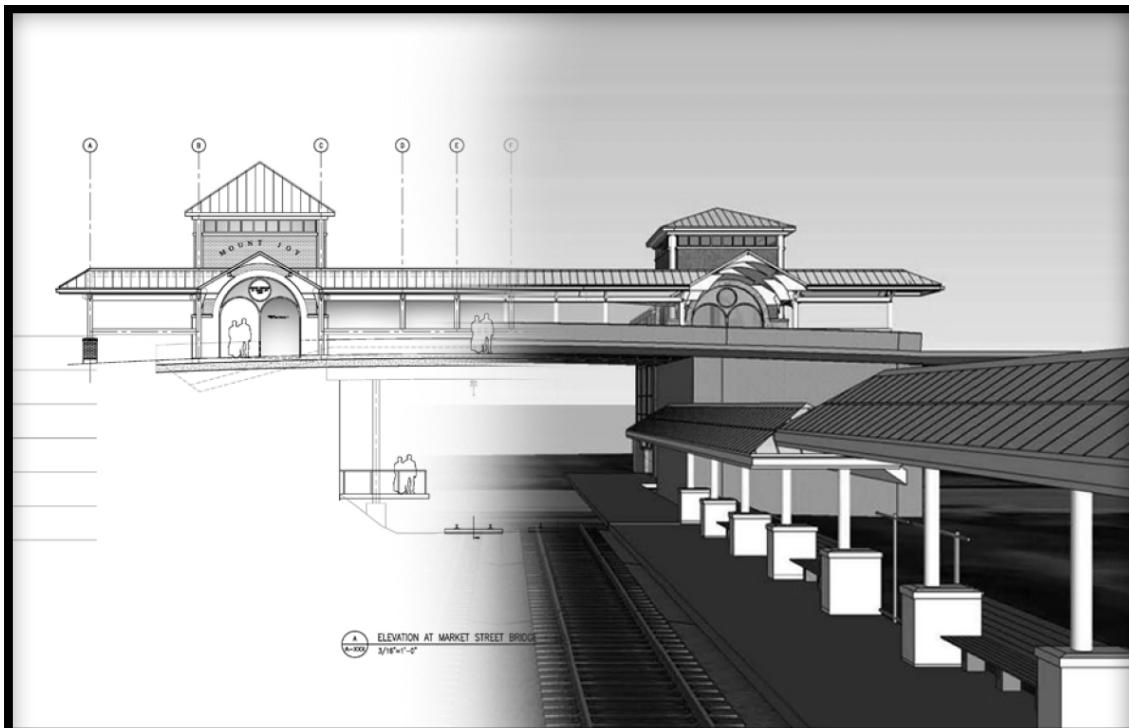


What are the advantages of LiDAR?

- 99 percent accurate and reduces the potential for errors
- Lower engineering and design costs for future projects
- Receive results faster than traditional ground surveying
- Data can identify as-built features and non-conventional items such as graffiti



Mobile and aerial LiDAR data was extracted and displayed with intensities that can show the details of as-built structures such as bridges, light poles, and hanging catenary wires.



This illustration shows a LiDAR-supported engineering design of Mount Joy Station on the left side, and the transition of the design into a 3D rendering on the right side.

Keystone on the Web

Plan the Keystone is a study to identify infrastructure investments for Amtrak's Keystone Corridor East stations (Harrisburg to Philadelphia) and their surrounding areas. The goal is to enhance transit service, strengthen communities, and increase community and economic development. This effort is being conducted in close collaboration with municipalities along the Keystone Line.



The public website provides information on each Keystone station, including photographs, planned improvements, ridership, frequently asked questions, and new articles. To get involved, visit

www.planthekeystone.com



Access the Keystone is a study to assess and identify opportunities to integrate multimodal access to and from the Keystone Corridor East stations. It is being developed in conjunction with Plan the Keystone to provide an overall regional assessment by station. It is focused on assessing pedestrian, bicycle, vehicular, and public transportation access.

The public website provides station access information by mode, as well as details on parking, signage, security, lighting, and interactive maps. To learn more, visit

www.accessthekeystone.com

State Interlocking – Harrisburg, PA

The Keystone Corridor was originally built by the Pennsylvania Railroad for freight and long-distance passenger trains more than 100 years ago. Interlockings allow trains to change tracks and direction; however, the current infrastructure limits passenger trains to a low speed.

This project will upgrade the interlockings to accommodate heavier freight traffic and high speed passenger rail service using modern signals and construction technologies. PennDOT received \$40 million from the Federal Railroad Administration to complete final design and construction of State Interlocking located at Harrisburg, PA.



Pictured above is an interlocking located on the Keystone Corridor.

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Section VII

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 Cost per Trip: The average expense of providing a one-way shared-ride trip, calculated by dividing the total expense associated with shared-ride service by total trips.

Average Shared-Ride Fare: The average amount collected from the passenger and/or a sponsoring agency for a one-way shared-ride trip, calculated by dividing the shared-ride fare structure revenue by total trips.

Cost to the Commonwealth per Senior Citizen Trip: The average amount of Lottery funds reimbursed through the Shared-Ride Program for Senior Citizens for a one-way passenger trip for persons 65 and older. The amount is equal to approximately 85 percent of the average shared-ride fare.

Department Approved Service (DAS): Shared-ride service data which, on the basis of prior written approval, may be included in Section 1513 data.

Exclusive Human Service Program Contracts: Service that is paid for by a Human Service program and is available exclusively to clients of that program. Service falls outside of the defined parameters for shared-ride fare structure.

MATP: Medical Assistance Transportation Program (NEMT – non-emergency medical transportation) funded by the Pennsylvania Department of Public Welfare.

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.

Shared-Ride: Demand-responsive transportation that is available to the general public, operates on a non-fixed-route basis, and charges a fare to riders. The publicized service operates within a defined geographic area and during pre-determined days and hours of service. The first fare-paying passenger to enter the vehicle may not refuse to share the vehicle with other passengers during a given trip. For reporting purposes, all service using the same shared-ride fare structure that is used for the general public is reported in the shared-ride statistics.

Total Trips: The number of one-way passenger trips reported for general public shared-ride service. This includes passengers who are 65 years of age or older, as well as those under 65.

Passenger Rail

Train Miles: The number of miles when a train is “in service” and available for public use.

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Section VIII

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