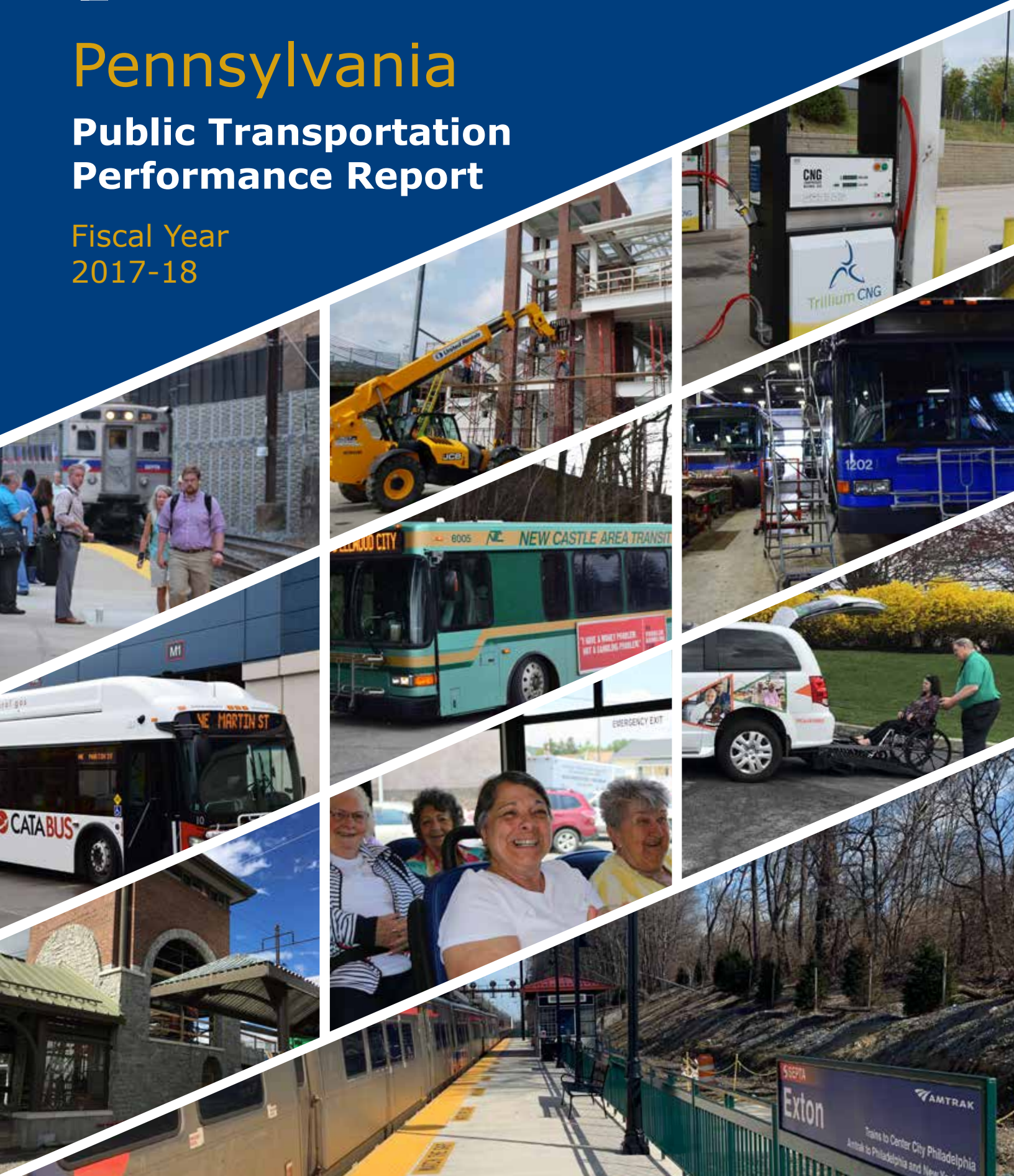


Pennsylvania

Public Transportation Performance Report

Fiscal Year
2017-18



On the cover...

SEPTA Regional Rail
Philadelphia, PA

New Centre Area
Transportation Authority
bus and storage facility
State College, PA

Accessible Amtrak
Mount Joy Station
under construction
Mount Joy, PA

Amtrak and SEPTA
Paoli Station
Construction
Paoli, PA

New Castle Area Transit
Authority bus in service
New Castle, PA

Riders on board
community
transportation bus
Williamsport, PA
courtesy of STEP, Inc.

CamTran compressed
natural gas facility
Johnstown, PA

Capital Area Transit
vehicles in maintenance
facility
Harrisburg, PA

Beaver County Transit
Authority community
transportation boarding
Rochester, PA
courtesy of TransNet

New accessible
platform at Amtrak &
SEPTA Exton Station
Exton, PA

Except where otherwise noted, photos are provided by PennDOT, Michael Baker International, or Whitehouse Group.



April 30, 2019

Dear Pennsylvanians:

Once again it is my honor to present the Pennsylvania Public Transportation Annual Performance Report for the 2017-18 state fiscal year. This is the Pennsylvania Department of Transportation's (PennDOT) annual opportunity to showcase our partnership with public transit agencies in providing essential services to Pennsylvanians. Recent surveys show that in small urban and rural areas, 62% of riders have no alternative mode of transportation. Investments we make in public transportation today are critical to individuals, businesses, and to our economy as outlined on page 1 in the new section on transportation benefits. During the 2017-18 fiscal year, nearly 400 million trips were taken on fixed route networks and nearly 7 million trips were taken on demand response services. Public transportation employs thousands of Pennsylvanians as drivers, mechanics, customer service representatives, and other positions that support families and the local economy.

Although increased funding through Act 44 of 2007 and Act 89 of 2013 has allowed for expanded investment in public transportation, the Act 44 arrangement has left the Turnpike in debt and has sparked a legal challenge, which has delayed FY 2018-19 payments. Disruption of this funding plan holds serious consequences for transit agencies across the state, as well as the Amtrak service which Pennsylvania subsidizes. Act 44 provides funding for transit operations, and a reduction in operating funding would likely result in service reductions. If a long-term, sustainable transit funding solution is not found for Pennsylvania, operational and capital funding for systems in both rural and urban areas will be impacted. Through use of a one-time transfer of funds and re-prioritization of transit capital programs, we have been able to minimize impacts for this year in the short-term immediate future, but without a sustainable replacement for the Turnpike payments, the funding for transit capital projects beginning in FY 2019-20 will be dramatically reduced.

This report provides detailed data for agencies that provide fixed route, shared-ride, community transit, intercity bus, and passenger rail service; as well as performance trends and various program highlights and accomplishments. Over the last year, PennDOT and transit agencies have been recognized for:

- **State Safety Oversight (SSO) Program Certification:** In April 2018, PennDOT obtained certification from the Federal Transit Administration (FTA) for its rail transit SSO programs to meet requirements outlined in the federal transportation law, MAP-21. The SSO program is responsible for independent safety oversight of rail transit and fixed guideway operations at the Southeastern Pennsylvania Transportation Authority, Port Authority of Allegheny County, and Cambria County Transit Authority.
- **Statewide Demand-Response Transit Scheduling Software (Ecolane):** PennDOT was recognized in the 11th annual America's Transportation Awards (ATA) competition for its project installing standardized technology at 42 shared-ride transit providers statewide which improved efficiency and service for the Pennsylvanians who use the door-to-door service in the 65 covered counties.
- **Fixed Route Intelligent Transportation System (FR-ITS):** The project will be implemented in 32 transit systems over five years and will offer real-time service information for passengers, accurate data collection for transit systems, and enhanced transit planning software to effectively plan fixed-route transit services.

On behalf of the Commonwealth, thank you for your continuing support of public transportation.

Sincerely,

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

Leslie S. Richards
Secretary
Department of Transportation

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Section I

Public Transportation: A Good Investment

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courtesy Butler Transit Authority



courtesy South Central Transit Authority

Public Transportation: A Good Investment

Q: How many counties in Pennsylvania have public transportation?

A: All 67 of them!

Q: Who is public transportation for?

A: Everyone!

Q: Does “public transportation” mean bus service?

A: Yes, and also:

- Trolleys and Light Rail
- Subways
- Commuter Trains
- Vanpool Services
- Shared-Ride Services for senior citizens and people with disabilities

IT'S NOT JUST A RIDE...

Statewide, Pennsylvania public transportation fosters:

- independence
- productivity
- health
- employment
- communities
- economic development

...multiplying the benefits of state and local investment.

- » Pennsylvanians take **426 million** trips per year on public transportation.
- » PA has **53** transit agencies.

Public Transportation Promotes Strength and Independence

- » **3.8 million** Pennsylvanians (all ages) do not have a driver's license.
- » **4.6 million** shared-ride trips are provided each year for seniors and people with disabilities beyond the Philadelphia and Pittsburgh regions.
- » **2.1 million** Pennsylvanians are 65 or older and eligible for Senior Shared-Ride services.
- » **13.7%** of Pennsylvanians have a disability.

Reliable, flexible transit service enables non-drivers to be more self-sufficient and lead healthier, productive lives.



courtesy STEP, Inc. (Williamsport)

“Our partnership with Crawford Area Transportation Authority is extremely important to the clients that we serve, because it gives independence and freedom and the ability to live a life free of violence... If victims of domestic violence didn't have access to reliable transportation, they could possibly die. It's a vital resource in our rural community.”

Julie Hunter
Women's Services, Inc.



courtesy Washington County
Transportation Authority

“I enjoy getting out and riding the bus. Even on that snow day when the roads were all icy, I had a doctor's appointment, and Freedom Transit got me to my appointment right on time, and we didn't have any problems.”

Victoria Arnone
Washington County Resident

50%

of shared-ride passengers take the bus to the

DOCTOR



20%

of shared-ride passengers take the bus for

SOCIALIZATION

Public Transportation Works

Hundreds of millions of commuting trips are made each year via bus and rail, enabling Pennsylvanians to get to work and support themselves and their families.

» **11%** of Pennsylvania households do not own a car.



courtesy Area Transit Authority of Central Pennsylvania

“Most of our 725 employees depend on public transportation to get to work. Their ability to get here, earn a living wage, and be productive, independent citizens is vital to their self-worth and our local economy.”

Raymond E. Donati
President/CEO
Goodwill Industries
of North Central PA, Inc.

“Hershey Entertainment and Resorts hires hundreds of employees who live in the Harrisburg and Lebanon areas, many of whom do not have easily accessible transportation. Without Capital Area Transit and Lebanon Transit, those team members would not have a reliable mode of transportation to and from work. Public transportation is a tremendous asset to our company and employees.”

Chris Large
Assistant Manager, Human Resources
Hershey Entertainment & Resorts Company

34%

of fixed-route passengers surveyed primarily take the bus to

WORK



59%

of fixed-route passengers surveyed have

NO CAR AVAILABLE

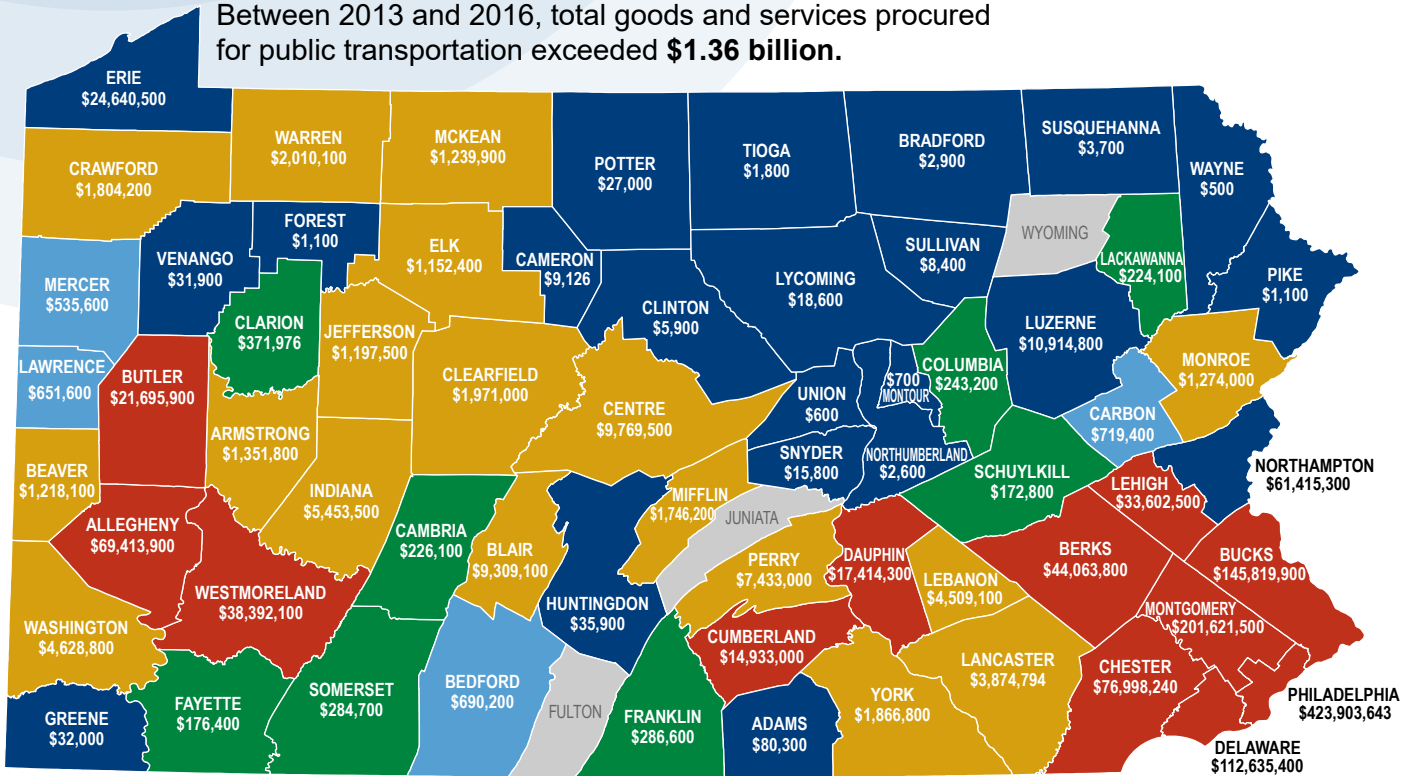
Public transportation investments in Pennsylvania:

- » Generate more than **\$10 billion** in economic activity per year
- » Create or retain more than **100,000 jobs**

Public Transportation Builds

Transit investment is a proven economic generator— from ongoing operations spending to capital investments such as vehicle purchases and construction projects.

Between 2013 and 2016, total goods and services procured for public transportation exceeded **\$1.36 billion.**



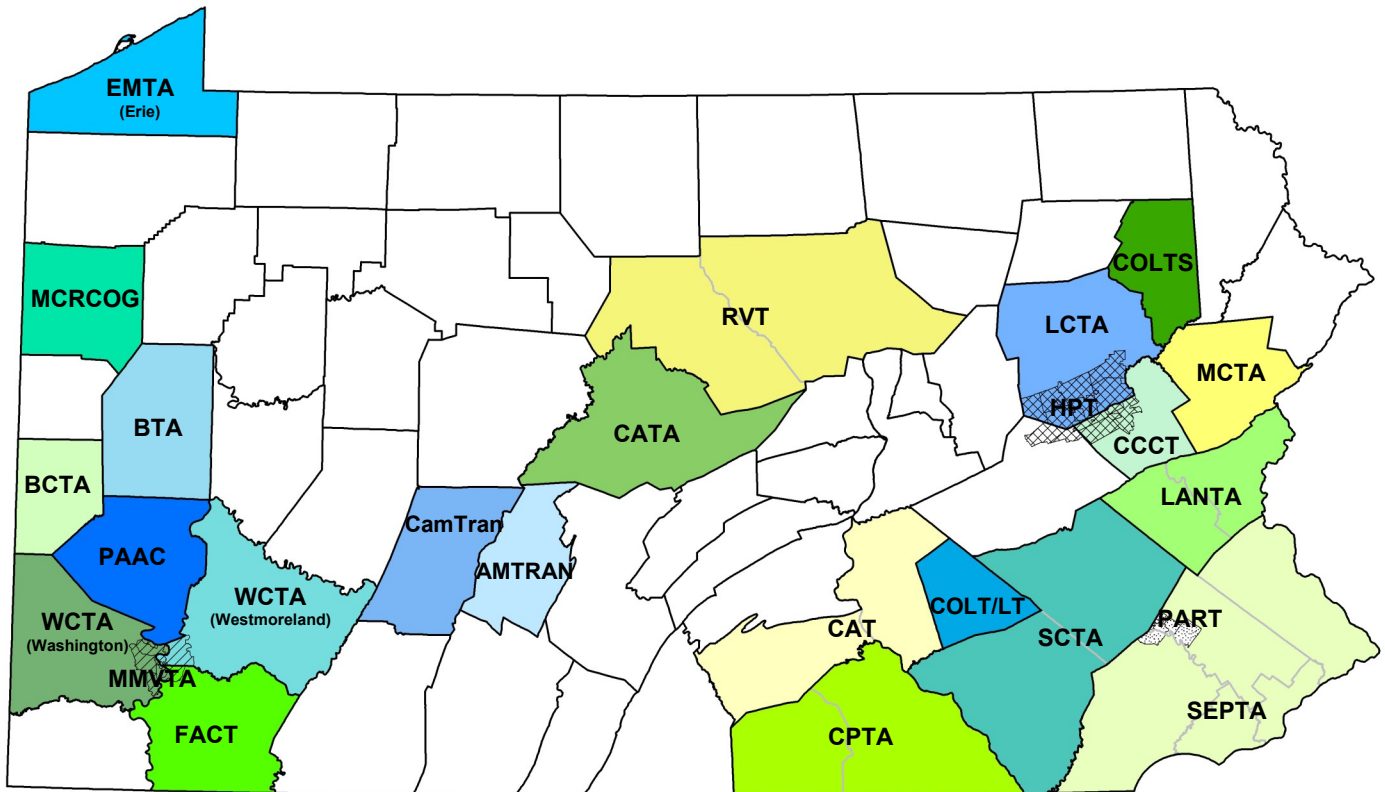
Legend for procurement values: NO PROCUREMENT IN 2013-2016 (Grey), \$0 to \$100,000 (Dark Blue), \$100,000 to \$500,000 (Green), \$500,000 to \$1 Million (Light Blue), \$1 Million to \$10 Million (Yellow), \$10 Million and Above (Red).

In addition to the public transportation investment illustrated above, the Mount Joy train station project is attracting private-sector investment. The three largest new businesses to Mount Joy Borough are expected to generate \$23 million in development, 125 new jobs, and 41 new residential units within a few years. The new station is slated to open in September 2019.



Section II

Public Transit Reference Information

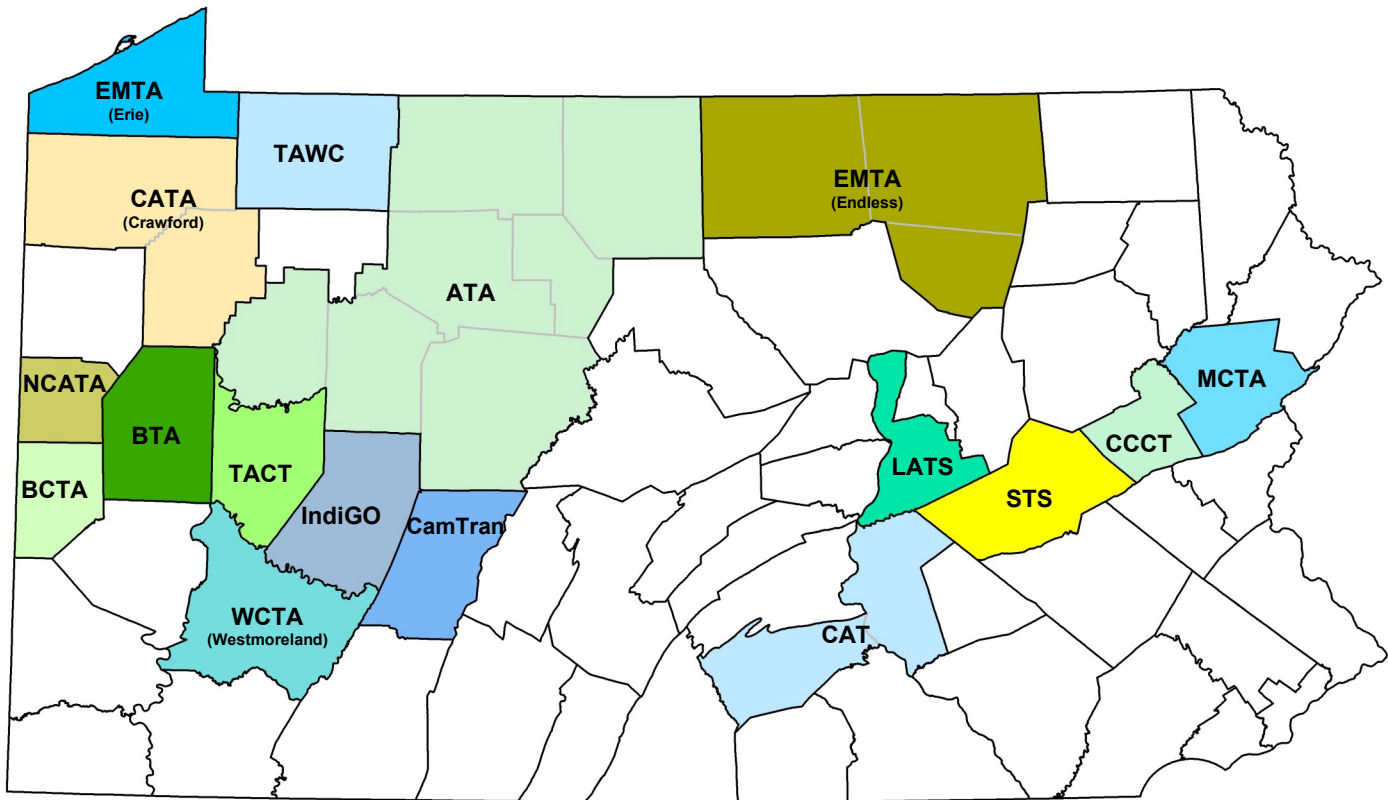


Agencies		
Southeastern Pennsylvania Transportation Authority (SEPTA)	Centre Area Transportation Authority (CATA)	Mercer County Regional Council of Governments (MRCOG)
Port Authority of Allegheny County (PAAC)	County of Lackawanna Transit System (COLTS)	Mid Mon Valley Transit Authority (MMVTA)
Altoona Metro Transit (AMTRAN)	County of Lebanon Transit Authority (COLT/LT)	Monroe County Transportation Authority (MCTA)
Beaver County Transit Authority (BCTA)	Erie Metropolitan Transit Authority (EMTA)	Pottstown Area Rapid Transit (PART)
Butler Transit Authority (BTA)	Fayette Area Coordinated Transportation (FACT)	South Central Transit Authority (SCTA)
Cambria County Transit Authority (Cam Tran)	Hazleton Public Transit (HPT)	Washington County Transportation Authority (WCTA)
Capital Area Transit (CAT)	Lehigh and Northampton Transportation Authority (LANTA)	Westmoreland County Transit Authority (WCTA)
Carbon County Community Transportation (CCCT)	Luzerne County Transportation Authority (LCTA)	Williamsport River Valley Transit (RVT)
Central Pennsylvania Transportation Authority (CPTA)		

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

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

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution.



Agencies		
Area Transportation Authority of North Central PA (ATA)	Carbon County Community Transportation (CCCT)	Monroe County Transportation Authority (MCTA)
Beaver County Transit Authority (BCTA)	Crawford Area Transportation Authority (CATA)	New Castle Area Transit Authority (NCATA)
Borough of Mt. Carmel/Lower Anthracite Transit System (LATS)	Endless Mountains Transportation Authority (EMTA)	Schuylkill Transportation System (STS)
Butler Transit Authority (BTA)	Erie Metropolitan Transit Authority (EMTA)	Transit Authority of Warren County (TAWC)
Cambria County Transit Authority (CamTran)	Indiana County Transit Authority (IndiGO)	Westmoreland County Transit Authority (WCTA)
Capital Area Transit (CAT)	Mid County Transit Authority/Town & Country Transit (TACT)	

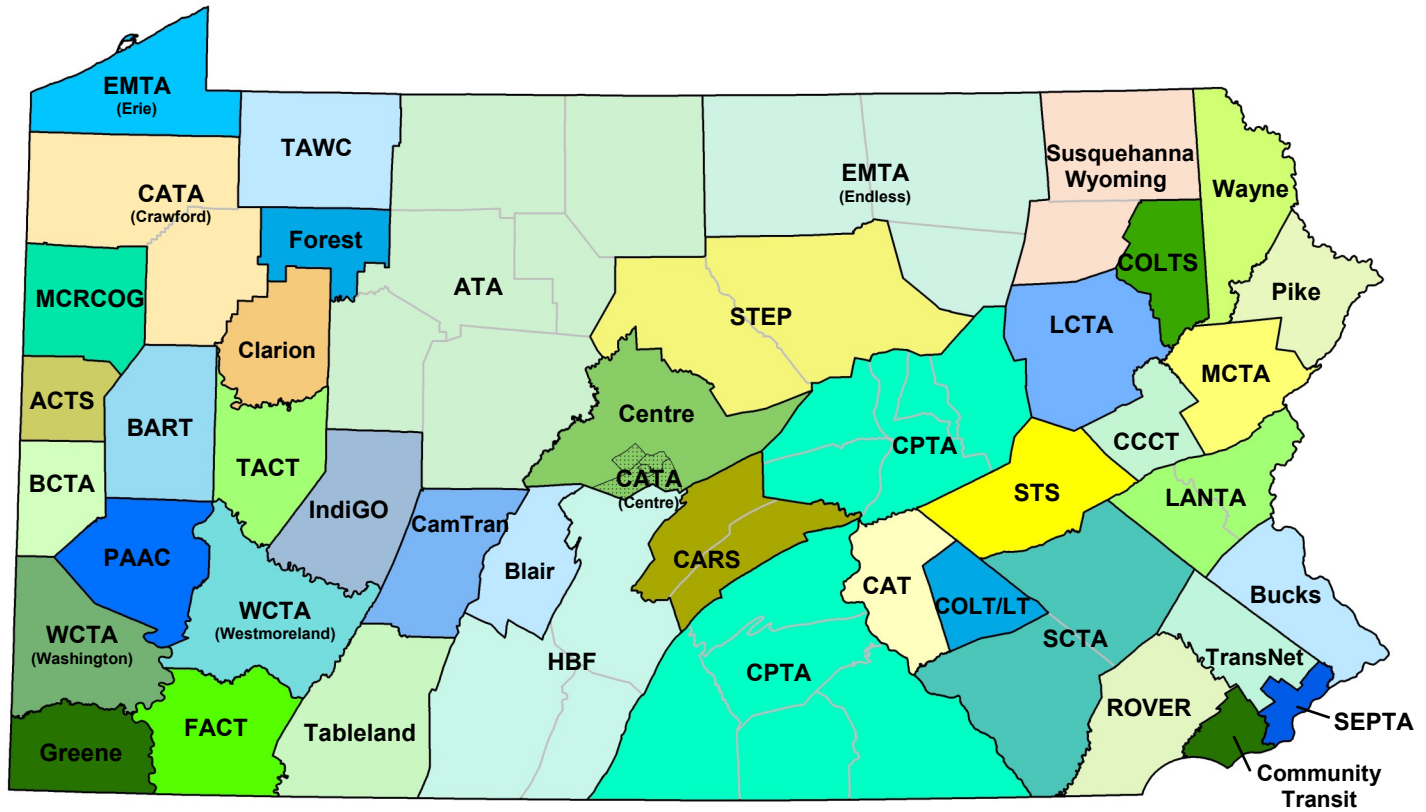
Public transportation agencies identified as Rural System are recipients of Federal Transit Administration Federal Grants for Rural Areas funds (Section 5311). The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

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

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

Community Transportation

REFERENCE INFORMATION



Agencies		
Allied Coordinated Transportation Services, Inc. (ACTS)	County of Lackawanna Transit System (COLTS)	Pike County Transportation Department
Area Transportation Authority of North Central PA (ATA)	County of Lebanon Transit Authority (COLT/LT)	Port Authority of Allegheny County (PAAC)
Beaver County Transit Authority (BCTA)	Crawford Area Transportation Authority (CATA)	ROVER Community Transportation
Blair Senior Services, Inc.	Endless Mountains Transportation Authority (EMTA)	Schuylkill Transportation System (STS)
Bucks County Transport, Inc.	Erie Metropolitan Transit Authority (EMTA)	South Central Transit Authority (SCTA)
Butler County (BART)	Fayette Area Coordinated Transportation (FACT)	STEP, Inc.
Call-A-Ride Service (CARS)	Forest County Transportation	Suburban Transit Network, Inc. (TransNet)
Cambria County Transit Authority (CamTran)	Greene County Transportation Department	Susquehanna-Wyoming County Transportation
Capital Area Transit (CAT)	Huntingdon-Bedford-Fulton Area Agency on Aging (HBF)	Tableland Services, Inc.
Carbon County Community Transportation (CCCT)	Indiana County Transit Authority (IndiGO)	Transit Authority of Warren County (TAWC)
Central Pennsylvania Transportation Authority (CPTA)	Lehigh and Northampton Transportation Authority (LANTA)	Washington County Transportation Authority (WCTA)
Centre Area Transportation Authority (CATA)	Luzerne County Transportation Authority (LCTA)	Wayne County Area Agency on Aging
Centre County Office of Transportation	Mercer County Regional Council of Govts (MCRCOG)	Westmoreland County Transit Authority (WCTA)
Clarion County Transportation	Mid County Transit Authority/Town & Country Transit (TACT)	
Community Transit of Delaware County	Monroe County Transportation Authority (MCTA)	

Public transportation agencies identified as Community Transportation coordinate shared-ride service within their highlighted counties. Shared-Ride service is demand-responsive, curb-to-curb or door-to-door transportation which is available to the general public, operates on a non-fixed route basis, and charges a fare to all riders. For transportation to be included in this definition, passengers must agree to share the vehicle with other passengers during a given trip. Various programs such as the Senior Shared-Ride Program, the Persons with Disabilities (PwD) Program, and the Medical Assistance Transportation Program (MATP) purchase shared-ride trips for individuals registered for their programs.

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

Agencies by County

County	Service	Agency	Page
Adams	Urban	Central Pennsylvania Transportation Authority (CPTA)	82
Adams	Community	Central Pennsylvania Transportation Authority (CPTA)	824
Allegheny	Urban	Port Authority of Allegheny County (PAAC)	42
Allegheny	Community	Port Authority of Allegheny County (PAAC)	424
Armstrong	Rural	Mid County Transit Authority	144
Armstrong	Community	Mid County Transit Authority	146
Beaver	Urban & Rural	Beaver County Transit Authority (BCTA)	54
Beaver	Community	Beaver County Transit Authority (BCTA)	56
Bedford	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	126
Berks	Urban	South Central Transit Authority (SCTA)	166
Berks	Community	South Central Transit Authority (SCTA)	168
Blair	Urban	Altoona Metro Transit (AMTRAN)	48
Blair	Community	Blair Senior Services, Inc.	58
Bradford	Rural	Endless Mountains Transportation Authority (EMTA)	108
Bradford	Community	Endless Mountains Transportation Authority (EMTA)	110
Bucks	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Bucks	Community	Bucks County Transport, Inc	62
Butler	Urban & Rural	Butler Transit Authority (BTA)	66
Butler	Community	Butler County (BART)	64
Cambria	Urban & Rural	Cambria County Transit Authority (CamTran)	70
Cambria	Community	Cambria County Transit Authority (CamTran)	72
Cameron	Rural	Area Transportation Authority of North Central PA (ATA)	50
Cameron	Community	Area Transportation Authority of North Central PA (ATA)	52
Carbon	Urban & Rural	Carbon County Community Transit (CCCT)	78
Carbon	Community	Carbon County Community Transit (CCCT)	80
Centre	Urban	Centre Area Transportation Authority (CATA)	86
Centre	Community	Centre Area Transportation Authority (CATA)	88
Centre	Community	Centre County Office of Transportation	90
Chester	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Chester	Community	ROVER Community Transportation	160
Clarion	Rural	Area Transportation Authority of North Central PA (ATA)	50
Clarion	Community	Clarion County Transportation	92
Clearfield	Rural	Area Transportation Authority of North Central PA (ATA)	50
Clearfield	Community	Area Transportation Authority of North Central PA (ATA)	52
Clinton	Urban	Williamsport River Valley Transit (RVT)	192
Clinton	Community	STEP, Inc.	170
Columbia	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Crawford	Rural	Crawford Area Transportation Authority (CATA)	104
Crawford	Community	Crawford Area Transportation Authority (CATA)	106
Cumberland	Urban & Rural	Capital Area Transit (CAT)	74
Cumberland	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Dauphin	Urban & Rural	Capital Area Transit (CAT)	74
Dauphin	Community	Capital Area Transit (CAT)	76
Delaware	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Delaware	Community	Community Transit of Delaware County	94
Elk	Rural	Area Transportation Authority of North Central PA (ATA)	50
Elk	Community	Area Transportation Authority of North Central PA (ATA)	52

Agencies by County

County	Service	Agency	Page
Erie	Urban & Rural	Erie Metropolitan Transit Authority (EMTA)	112
Erie	Community	Erie Metropolitan Transit Authority (EMTA)	114
Fayette	Urban	Fayette Area Coordinated Transportation (FACT)	116
Fayette	Community	Fayette Area Coordinated Transportation (FACT)	118
Forest	Community	Forest County Transportation	120
Franklin	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Fulton	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	126
Greene	Community	Greene County Transportation Department	122
Huntingdon	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	126
Indiana	Rural	Indiana County Transit Authority (IndiGO)	128
Indiana	Community	Indiana County Transit Authority (IndiGO)	130
Jefferson	Rural	Area Transportation Authority of North Central PA (ATA)	50
Jefferson	Community	Area Transportation Authority of North Central PA (ATA)	52
Juniata	Community	Call-A-Ride Service (CARS)	68
Lackawanna	Urban	County of Lackawanna Transit System (COLTS)	96
Lackawanna	Community	County of Lackawanna Transit System (COLTS)	98
Lancaster	Urban	South Central Transit Authority (SCTA)	166
Lancaster	Community	South Central Transit Authority (SCTA)	168
Lawrence	Rural	New Castle Area Transit Authority (NCATA)	154
Lawrence	Community	Allied Coordinated Transportation Services, Inc. (ACTS)	46
Lebanon	Urban	County of Lebanon Transit Authority (COLT/LT)	100
Lebanon	Community	County of Lebanon Transit Authority (COLT/LT)	102
Lehigh	Urban	Lehigh and Northampton Transportation Authority (LANTA)	132
Lehigh	Community	Lehigh and Northampton Transportation Authority (LANTA)	134
Luzerne	Urban	Hazleton Public Transit (HPT)	124
Luzerne	Urban	Luzerne County Transportation Authority (LCTA)	136
Luzerne	Community	Luzerne County Transportation Authority (LCTA)	138
Lycoming	Urban	Williamsport River Valley Transit (RVT)	192
Lycoming	Community	STEP, Inc.	170
McKean	Rural	Area Transportation Authority of North Central PA (ATA)	50
McKean	Community	Area Transportation Authority of North Central PA (ATA)	52
Mercer	Urban	Mercer County Regional Council of Governments (MCRCOG)	140
Mercer	Community	Mercer County Regional Council of Governments (MCRCOG)	142
Mifflin	Community	Call-A-Ride Service (CARS)	68
Monroe	Urban & Rural	Monroe County Transportation Authority (MCTA)	150
Monroe	Community	Monroe County Transportation Authority (MCTA)	152
Montgomery	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Montgomery	Urban	Pottstown Area Rapid Transit (PART)	158
Montgomery	Community	Suburban Transit Network, Inc. (TransNet)	172
Montour	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Northampton	Urban	Lehigh and Northampton Transportation Authority (LANTA)	132
Northampton	Community	Lehigh and Northampton Transportation Authority (LANTA)	134
Northumberland	Rural	Borough of Mount Carmel (LATS)	60
Northumberland	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Perry	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Philadelphia	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Philadelphia	Community	Southeastern Pennsylvania Transportation Authority (SEPTA)	40
Pike	Community	Pike County Transportation Department	156
Potter	Rural	Area Transportation Authority of North Central PA (ATA)	50
Potter	Community	Area Transportation Authority of North Central PA (ATA)	52

Agencies by County

County	Service	Agency	Page
Schuylkill	Rural	Schuylkill Transportation System (STS)	162
Schuylkill	Community	Schuylkill Transportation System (STS)	164
Snyder	Community	Central Pennsylvania Transportation Authority (CPTA)	82
Somerset	Community	Tableland Services, Inc.	176
Sullivan	Rural	Endless Mountains Transportation Authority (EMTA)	108
Sullivan	Community	Endless Mountains Transportation Authority (EMTA)	110
Susquehanna	Community	Susquehanna-Wyoming County Transportation	174
Tioga	Rural	Endless Mountains Transportation Authority (EMTA)	108
Tioga	Community	Endless Mountains Transportation Authority (EMTA)	110
Union	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Venango	Rural	Crawford Area Transportation Authority (CATA)	104
Venango	Community	Crawford Area Transportation Authority (CATA)	106
Warren	Rural	Transit Authority of Warren County (TAWC)	178
Warren	Community	Transit Authority of Warren County (TAWC)	180
Washington	Urban	Mid Mon Valley Transit Authority (MMVTA)	148
Washington	Urban	Washington County Transportation Authority (WCTA)	182
Washington	Community	Washington County Transportation Authority (WCTA)	184
Wayne	Community	Wayne County Area Agency on Aging	186
Westmoreland	Urban	Mid Mon Valley Transit Authority (MMVTA)	148
Westmoreland	Urban & Rural	Westmoreland County Transit Authority (WCTA)	188
Westmoreland	Community	Westmoreland County Transit Authority (WCTA)	190
Wyoming	Community	Susquehanna-Wyoming County Transportation	174
York	Urban	Central Pennsylvania Transportation Authority (CPTA)	82
York	Community	Central Pennsylvania Transportation Authority (CPTA)	84

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Section III

Section 1513 Distribution Factors

Act 44 Passenger Trips

TABLE 1

Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
SEPTA	325,357,993	307,699,470	-5.4%	302,177,758	-1.8%
PAAC (Allegheny)	62,753,783	62,176,355	-0.9%	62,414,729	0.4%
AMTRAN (Altoona)	599,957	570,176	-5.0%	557,190	-2.3%
ATA (North Central)*	472,038	458,415	-2.9%	435,646	-5.0%
BCTA (Beaver)	919,800	871,404	-5.3%	818,633	-6.1%
BMC (Mount Carmel)	29,701	32,184	8.4%	32,660	1.5%
BTA (Butler)	199,830	198,271	-0.8%	202,000	1.9%
CamTran (Cambria)	1,192,813	1,138,570	-4.5%	1,094,703	-3.9%
CAT (Cumberland, Dauphin, Harrisburg)	2,380,063	2,162,969	-9.1%	2,077,510	-4.0%
CATA (Centre)	7,071,387	6,932,214	-2.0%	6,522,077	-5.9%
CATA (Crawford, Venango)*	291,225	293,309	0.7%	291,995	-0.4%
CCCT (Carbon)	9,037	8,814	-2.5%	8,832	0.2%
COLT/LT (Lebanon)	335,783	320,245	-4.6%	310,915	-2.9%
COLTS (Lackawanna)	1,144,835	1,022,801	-10.7%	1,073,314	4.9%
CPTA (York, Adams)	1,664,335	1,641,108	-1.4%	1,648,834	0.5%
EMTA (Bradford, Sullivan, Tioga)	133,892	120,745	-9.8%	114,840	-4.9%
EMTA (Erie)	3,073,634	2,785,845	-9.4%	2,620,524	-5.9%
FACT (Fayette)	157,095	155,603	-0.9%	150,515	-3.3%
HPT (Hazleton)	216,264	210,477	-2.7%	205,254	-2.5%
IndiGo (Indiana)	351,841	329,973	-6.2%	384,189	16.4%
LANTA (Lehigh, Northampton)	5,069,200	4,776,693	-5.8%	4,617,519	-3.3%
LCTA (Luzerne)	1,238,977	1,193,947	-3.6%	1,183,327	-0.9%
MCRCOG (Mercer)	86,329	78,986	-8.5%	87,354	10.6%
MCTA (Monroe)	253,538	255,859	0.9%	248,457	-2.9%
MMVTA (Mid Mon Valley)	305,325	299,827	-1.8%	283,560	-5.4%
NCATA (New Castle)	572,381	582,563	1.8%	579,120	-0.6%
PART (Pottstown)	280,166	264,344	-5.6%	269,320	1.9%
SCTA (Berks, Lancaster)	4,885,518	4,640,596	-5.0%	4,708,059	1.5%
STS (Schuylkill)	202,154	200,013	-1.1%	183,968	-8.0%
TACT (Armstrong)	40,670	38,147	-6.2%	40,422	6.0%
TAWC (Warren)	63,875	58,496	-8.4%	64,912	11.0%
WCTA (Washington)	94,095	100,229	6.5%	103,775	3.5%
WCTA (Westmoreland)	520,876	488,610	-6.2%	449,078	-8.1%
Williamsport RVT (Clinton, Lycoming)	1,316,513	1,283,843	-2.5%	1,293,028	0.7%
TOTAL	423,284,923	403,391,101	-4.7%	397,254,017	-1.5%

*Agency underwent consolidation during this period. See Page 20 for Consolidated Agencies.

Act 44 Senior Citizen Trips

TABLE 2
Total Act 44 Senior Citizens Trip Statistics

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
SEPTA	26,215,365	25,056,329	-4.4%	25,481,020	1.7%
PAAC (Allegheny)	4,957,590	4,781,784	-3.5%	4,566,567	-4.5%
AMTRAN (Altoona)	72,328	69,831	-3.5%	64,264	-8.0%
ATA (North Central)*	47,992	46,383	-3.4%	45,578	-1.7%
BCTA (Beaver)	85,393	86,165	0.9%	86,689	0.6%
BMC (Mount Carmel)	13,353	13,500	1.1%	13,654	1.1%
BTA (Butler)	40,159	38,612	-3.9%	38,347	-0.7%
CamTran (Cambria)	171,644	176,906	3.1%	173,899	-1.7%
CAT (Cumberland, Dauphin, Harrisburg)	234,302	242,332	3.4%	256,031	5.7%
CATA (Centre)	53,038	47,442	-10.6%	54,131	14.1%
CATA (Crawford, Venango)*	49,533	51,339	3.6%	53,536	4.3%
CCCT (Carbon)	3,936	3,930	-0.2%	3,556	-9.5%
COLT/LT (Lebanon)	69,061	71,551	3.6%	68,287	-4.6%
COLTS (Lackawanna)	202,663	175,061	-13.6%	208,119	18.9%
CPTA (York, Adams)	181,938	201,065	10.5%	213,806	6.3%
EMTA (Bradford, Sullivan, Tioga)	12,913	12,625	-2.2%	12,606	-0.2%
EMTA (Erie)	176,945	174,935	-1.1%	182,336	4.2%
FACT (Fayette)**	21,783	30,101	38.2%	26,875	-10.7%
HPT (Hazleton)	60,748	57,331	-5.6%	56,533	-1.4%
IndiGo (Indiana)	11,913	12,284	3.1%	15,906	29.5%
LANTA (Lehigh, Northampton)	616,884	618,842	0.3%	605,457	-2.2%
LCTA (Luzerne)	196,758	182,638	-7.2%	189,844	3.9%
MCRCOG (Mercer)	14,504	12,704	-12.4%	12,482	-1.7%
MCTA (Monroe)	26,390	25,904	-1.8%	25,882	-0.1%
MMVTA (Mid Mon Valley)	34,146	35,845	5.0%	36,061	0.6%
NCATA (New Castle)	82,345	87,289	6.0%	84,560	-3.1%
PART (Pottstown)	44,787	42,937	-4.1%	44,767	4.3%
SCTA (Berks, Lancaster)	662,862	679,029	2.4%	702,311	3.4%
STS (Schuylkill)	59,792	58,641	-1.9%	52,868	-9.8%
TACT (Armstrong)	12,230	10,616	-13.2%	11,387	7.3%
TAWC (Warren)	8,427	8,047	-4.5%	9,300	15.6%
WCTA (Washington)	18,164	17,076	-6.0%	16,273	-4.7%
WCTA (Westmoreland)	71,512	71,393	-0.2%	60,814	-14.8%
Williamsport RVT (Clinton, Lycoming)	194,996	194,707	-0.1%	203,518	4.5%
TOTAL	34,726,394	33,395,174	-3.8%	33,677,264	0.8%

DISTRIBUTION FACTORS

*Agency underwent consolidation during this period. See Page 20 for Consolidated Agencies.

** Significant increase in Senior Citizen Trip counts is a result of change in transfer policy.

Act 44 Revenue Vehicle Miles

TABLE 3

Total Act 44 Revenue Vehicle Miles Statistics

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
SEPTA	87,334,694	86,744,654	-0.7%	87,810,139	1.2%
PAAC (Allegheny)	26,108,143	26,129,983	0.1%	26,349,298	0.8%
AMTRAN (Altoona)	537,486	546,084	1.6%	521,794	-4.4%
ATA (North Central)*	1,541,732	1,526,731	-1.0%	1,535,297	0.6%
BCTA (Beaver)	936,358	931,576	-0.5%	901,240	-3.3%
BMC (Mount Carmel)	61,988	64,080	3.4%	64,650	0.9%
BTA (Butler)	187,814	194,375	3.5%	233,817	20.3%
CamTran (Cambria)	1,105,849	1,092,707	-1.2%	1,088,595	-0.4%
CAT (Cumberland, Dauphin, Harrisburg)	1,835,605	2,044,267	11.4%	2,020,396	-1.2%
CATA (Centre)	2,070,416	2,091,603	1.0%	1,905,536	-8.9%
CATA (Crawford, Venango)*	433,292	467,282	7.8%	474,970	1.6%
CCCT (Carbon)	51,668	49,321	-4.5%	47,749	-3.2%
COLT/LT (Lebanon)	504,666	508,730	0.8%	515,154	1.3%
COLTS (Lackawanna)	1,122,975	1,182,977	5.3%	1,235,016	4.4%
CPTA (York, Adams)	1,735,687	1,756,448	1.2%	1,773,598	1.0%
EMTA (Bradford, Sullivan, Tioga)	450,332	463,899	3.0%	476,069	2.6%
EMTA (Erie)	2,240,875	2,467,837	10.1%	2,526,705	2.4%
FACT (Fayette)	579,874	583,263	0.6%	575,563	-1.3%
HPT (Hazleton)	450,588	417,843	-7.3%	423,262	1.3%
IndiGo (Indiana)	396,806	417,471	5.2%	481,537	15.3%
LANTA (Lehigh, Northampton)	3,920,782	3,976,844	1.4%	4,139,645	4.1%
LCTA (Luzerne)	1,247,935	1,290,890	3.4%	1,314,846	1.9%
MCRCOG (Mercer)	167,621	167,235	-0.2%	173,722	3.9%
MCTA (Monroe)	539,950	579,610	7.3%	570,972	-1.5%
MMVTA (Mid Mon Valley)	803,272	771,294	-4.0%	773,135	0.2%
NCATA (New Castle)	1,055,205	1,103,093	4.5%	1,104,873	0.2%
PART (Pottstown)	265,868	274,781	3.4%	277,187	0.9%
SCTA (Berks, Lancaster)	3,518,561	3,344,046	-5.0%	3,404,745	1.8%
STS (Schuylkill)	341,414	367,217	7.6%	338,848	-7.7%
TACT (Armstrong)	122,888	133,591	8.7%	116,668	-12.7%
TAWC (Warren)	191,051	190,068	-0.5%	194,574	2.4%
WCTA (Washington)	376,120	414,289	10.1%	424,052	2.4%
WCTA (Westmoreland)	1,119,650	1,108,861	-1.0%	1,072,397	-3.3%
Williamsport RVT (Clinton, Lycoming)	877,456	869,740	-0.9%	875,694	0.7%
TOTAL	144,234,621	144,272,690	0.0%	145,741,743	1.0%

*Agency underwent consolidation during this period. See Page 20 for Consolidated Agencies.

Act 44 Revenue Vehicle Hours

TABLE 4

Total Act 44 Revenue Vehicle Hours Statistics

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
SEPTA	6,959,483	6,926,933	-0.5%	7,090,546	2.4%
PAAC (Allegheny)	1,954,108	1,982,527	1.5%	2,012,014	1.5%
AMTRAN (Altoona)	44,242	43,583	-1.5%	39,006	-10.5%
ATA (North Central)*	117,892	121,011	2.6%	118,589	-2.0%
BCTA (Beaver)	55,515	54,534	-1.8%	52,481	-3.8%
BMC (Mount Carmel)	5,188	5,544	6.9%	5,725	3.3%
BTA (Butler)	15,286	15,692	2.7%	16,809	7.1%
CamTran (Cambria)	83,766	83,039	-0.9%	82,804	-0.3%
CAT (Cumberland, Dauphin, Harrisburg)	136,686	143,323	4.9%	134,030	-6.5%
CATA (Centre)	169,406	159,986	-5.6%	161,555	1.0%
CATA (Crawford, Venango)*	27,808	26,960	-3.0%	27,403	1.6%
CCCT (Carbon)	2,725	2,805	2.9%	2,740	-2.3%
COLT/LT (Lebanon)	31,564	31,019	-1.7%	30,511	-1.6%
COLTS (Lackawanna)	91,621	90,042	-1.7%	100,575	11.7%
CPTA (York, Adams)	123,418	123,449	0.0%	125,082	1.3%
EMTA (Bradford, Sullivan, Tioga)	20,789	21,132	1.6%	21,422	1.4%
EMTA (Erie)	180,525	186,182	3.1%	183,104	-1.7%
FACT (Fayette)	28,892	28,875	-0.1%	30,613	6.0%
HPT (Hazleton)	32,951	30,949	-6.1%	31,747	2.6%
IndiGo (Indiana)	31,830	34,201	7.4%	36,457	6.6%
LANTA (Lehigh, Northampton)	308,433	304,324	-1.3%	308,158	1.3%
LCTA (Luzerne)	81,557	85,610	5.0%	86,877	1.5%
MCRCOG (Mercer)	12,367	12,745	3.1%	13,357	4.8%
MCTA (Monroe)	30,505	33,454	9.7%	34,688	3.7%
MMVTA (Mid Mon Valley)	43,525	43,457	-0.2%	42,950	-1.2%
NCATA (New Castle)	52,722	54,143	2.7%	53,996	-0.3%
PART (Pottstown)	21,908	21,912	0.0%	22,004	0.4%
SCTA (Berks, Lancaster)	257,936	254,968	-1.2%	261,626	2.6%
STS (Schuylkill)	19,925	21,659	8.7%	20,261	-6.5%
TACT (Armstrong)	8,040	9,785	21.7%	8,679	-11.3%
TAWC (Warren)	10,552	10,602	0.5%	10,610	0.1%
WCTA (Washington)	23,279	26,098	12.1%	26,603	1.9%
WCTA (Westmoreland)	56,372	55,113	-2.2%	53,098	-3.7%
Williamsport RVT (Clinton, Lycoming)	57,237	57,246	0.0%	57,842	1.0%
TOTAL	11,098,053	11,102,902	0.0%	11,303,962	1.8%

*Agency underwent consolidation during this period. See Page 20 for Consolidated Agencies.

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
CATA (Crawford)*	236,740				
VCTO (Venango)*	54,485				
CATA (Crawford, Venango)*	291,225	293,309	0.7%	291,995	-0.4%
ATA (North Central)**	411,202	398,411	-3.1%		
DuFAST (Clearfield)**	60,836	60,004	-1.4%		
ATA (North Central)**	472,038	458,415	-2.9%	435,653	-5.0%

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
CATA (Crawford)*	37,975				
VCTO (Venango)*	11,558				
CATA (Crawford, Venango)*	49,533	51,339	3.6%	53,536	4.3%
ATA (North Central)**	28,071	28,209	0.5%		
DuFAST (Clearfield)**	19,921	18,174	-8.8%		
ATA (North Central)**	47,992	46,383	-3.4%	45,578	-1.7%

*Crawford Area Transportation Authority (CATA) entered into an agreement to manage Venango County Transportation Office (VCTO) on July 1, 2016.

**DuFAST consolidated with the Area Transit Authority of North Central Pennsylvania (ATA) on July 1, 2017.

TABLE 3
Total Act 44 Revenue Vehicle Miles Statistics

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
CATA (Crawford)*	269,950				
VCTO (Venango)*	163,342				
CATA (Crawford, Venango)*	433,292	467,282	7.8%	474,970	1.6%
ATA (North Central)**	1,414,669	1,404,943	-0.7%		
DuFAST (Clearfield)**	127,063	121,788	-4.2%		
ATA (North Central)**	1,541,732	1,526,731	-1.0%	1,523,264	-0.2%

TABLE 4
Total Act 44 Revenue Vehicle Hours Statistics

Agency	2015-16	2016-17	Percent Change 15-16 to 16-17	2017-18	Percent Change 16-17 to 17-18
CATA (Crawford)*	18,566				
VCTO (Venango)*	9,242				
CATA (Crawford, Venango)*	27,808	26,960	-3.0%	27,403	1.6%
ATA (North Central)**	107,998	108,926	0.9%		
DuFAST (Clearfield)**	9,894	12,085	22.1%		
ATA (North Central)**	117,892	121,011	2.6%	118,657	-1.9%

*Crawford Area Transportation Authority (CATA) entered into an agreement to manage Venango County Transportation Office (VCTO) on July 1, 2016.

**DuFAST consolidated with the Area Transit Authority of North Central Pennsylvania (ATA) on July 1, 2017.

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Section IV

Capital Project Highlights

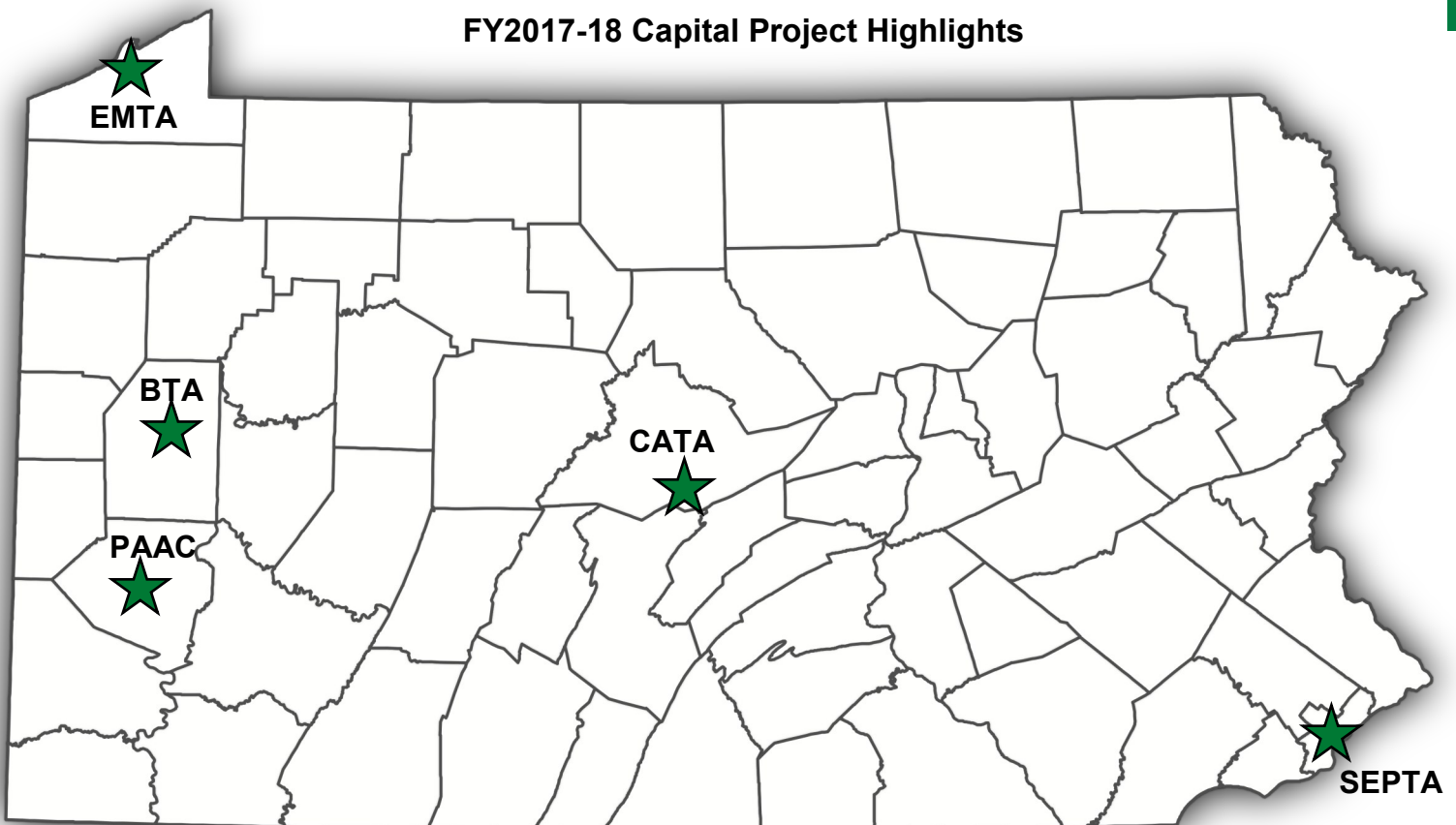
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Capital Project Highlights in Pennsylvania Public Transportation

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

Act 89 benefits public transportation by strengthening funding for transit operations and creating nearly \$500 million in additional revenue to fund mass transit capital projects by FY 2017-18. Capital program funding accounts for approximately one-third of dedicated public transportation funding in Pennsylvania, and transit agencies are already experiencing measurable improvements as a result. The following pages highlight eight capital projects (including three statewide projects and two multimodal projects in Harrisburg) completed in FY 2017-18 that were made possible using capital funding assistance provided by the Bureau of Public Transportation.

FY2017-18 Capital Project Highlights



Compressed Natural Gas

Statewide Highlight: Compressed Natural Gas Fueling Station Public-Private Partnership

On March 28, 2016, PennDOT announced its partnership with Trillium to design, build, finance, operate, and maintain compressed natural gas (CNG) fueling stations through a 20-year, \$84.5 million public-private partnership (P3) agreement. The P3 procurement mechanism allows PennDOT to install the fueling stations faster than if a traditional procurement mechanism had been used for each individual site, resulting in significant capital cost savings of more than \$46 million. It is anticipated that 29 fueling stations will be built through this partnership, five of which will be accessible to the public. As of December 31, 2018, 14 CNG stations for transit agency fueling have been completed. At four of these locations, dispensers are also available for public usage.

Key 2018 Accomplishments:

- Completed four transit agency-only CNG stations (LANTA-Allentown, AMTRAN-Altoona, COLT/LT-Lebanon, and CPTA-Gettysburg).
- Completed two additional transit agency and public dispenser CNG stations (NCATA-New Castle, and IndiGO-Indiana).
- Nearly 1,563,000 Gas Gallon Equivalents (GGEs) were pumped for transit agency vehicles across 14 stations.
- 99 Additional CNG Vehicles were placed into service statewide.

CAPITAL HIGHLIGHTS

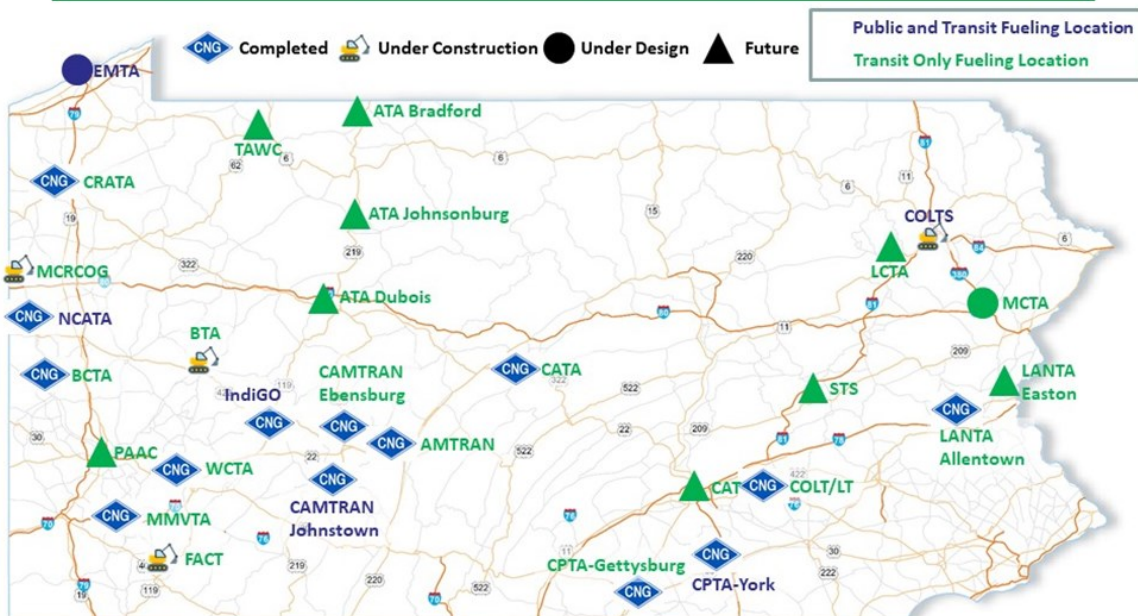


IndiGO-Indiana Fueling Station Completed.



BTA-Butler CNG Compressor Compound under Construction.

CNG Fueling Locations – All Stations



Statewide Highlight: Capital Planning Tool (CPT)

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

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

The CPT allows the Bureau of Public Transportation to:

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

Statewide Highlight: Statewide Planning and Scheduling Implementation (Ecolane)

PennDOT completed the statewide implementation of Ecolane DRT, a scheduling and dispatch software for demand-response transportation, in February of 2018. The statewide implementation of this scheduling platform offers numerous advantages including:

- Reduced procurement costs
- Standardized service levels
- Enhanced customer service
- Improved ability to coordinate service across county lines, and use of an automated call system

The use of a common scheduling platform will also allow for several other statewide technology-based initiatives such as the FindMyRidePA and Rides to Wellness projects. These federally-funded projects aim to reduce transportation barriers facing transit-dependent individuals in the Commonwealth.

Statewide Highlight:

Fixed Route Intelligent Transportation System (FR-ITS)

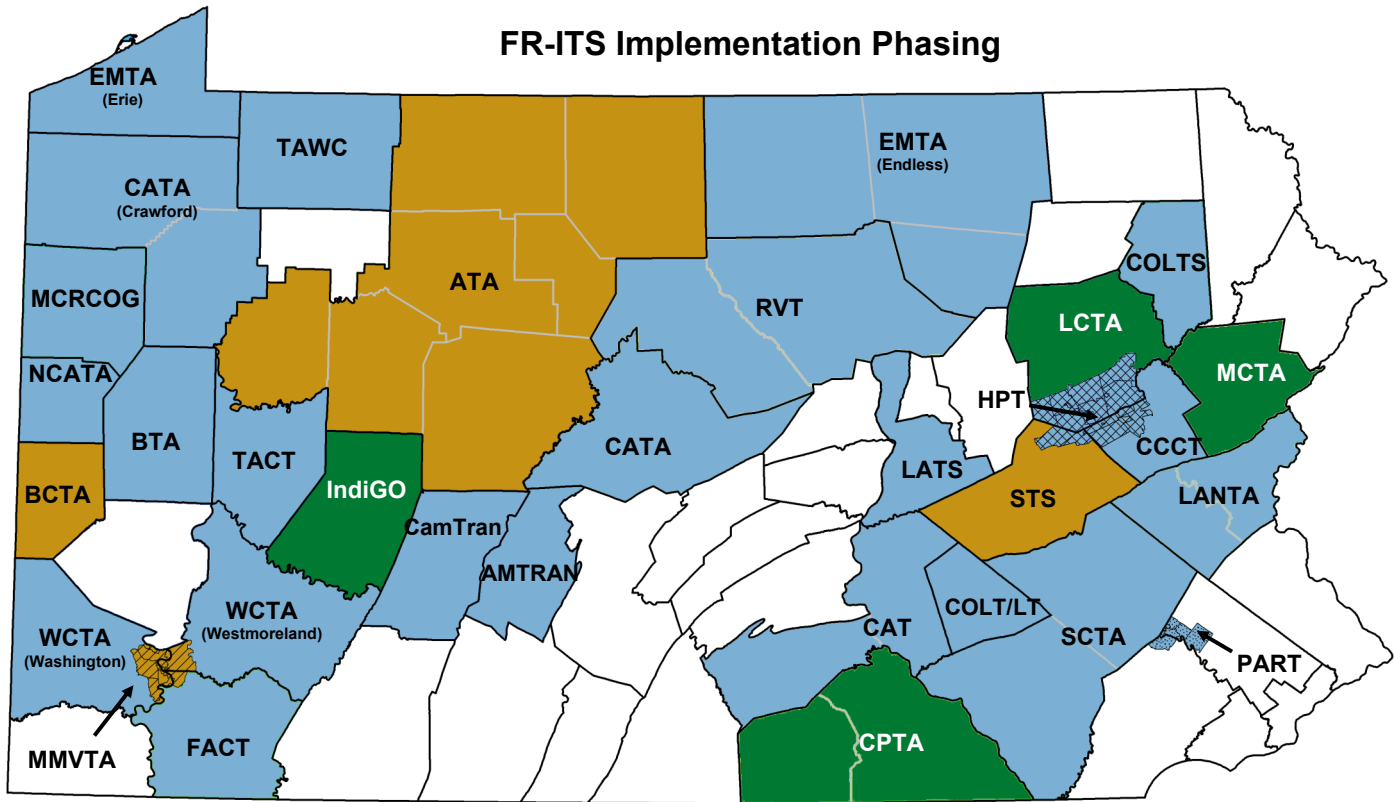
The Fixed Route Intelligent Transit System (FR-ITS) program, launched in 2018, is a statewide technology implementation project that will provide Pennsylvania’s fixed route transit agencies with cutting edge technology solutions that enhance the agencies’ abilities to provide exceptional service and achieve operational efficiencies. FR-ITS will be implemented at 32 of the 34 fixed route agencies in Pennsylvania, with the Southeastern Pennsylvania Transportation Authority (SEPTA) and Port Authority of Allegheny County (PAAC) continuing to utilize their well-established technology platforms.

FR-ITS will implement a full suite of technology including computer-aided dispatch (CAD), automatic vehicle location (AVL), video surveillance, real-time passenger information, scheduling software, transit planning software, and other components. The selected FR-ITS vendor, Avail Technologies Inc. (Avail) of State College, PA, is implementing its myAvail software as part of the FR-ITS program and is responsible for installing and integrating all necessary hardware components to create a seamless technology platform.

The project also features enhanced data analysis and reporting capabilities through business intelligence tools and allows for the creation of one statewide data repository. This enhanced data analysis and reporting capability will allow all agencies to make informed decisions to improve service efficiency and effectiveness. In addition, the statewide data repository, enabled through all agencies sharing a single technology platform, will allow PennDOT to collect and analyze data for all agencies into one location to better inform statewide public transportation decision-making. This capability provides unprecedented reporting capabilities for PennDOT and greatly reduces the burden on agencies to provide data and reports to PennDOT.

Due to the scope and complexity of the FR-ITS program, implementation is broken into several phases. The first phase, underway currently, features technology implementation at four transit agencies that function as test, or “beta,” agencies. These implementations began November 2018 to provide PennDOT and Avail the opportunity to test the implementation methodology and process. With the completion of the beta agencies, the Avail and PennDOT project teams will collaborate to identify areas that require improvement and discuss changes to the process to improve the implementations for the remaining transit agencies. Implementations for the next round of agencies is tentatively planned for July 2019.

FR-ITS Implementation Phasing



CAPITAL HIGHLIGHTS

Phase One Agencies (Current Implementation)

Central Pennsylvania Transportation Authority (CPTA)
Luzerne County Transit Authority (LCTA)

Indiana County Transportation Authority (IndiGO)
Monroe County Transportation Authority (MCTA)

Planned Phase Two Agencies (2019-2020)

Area Transportation Authority of North Central PA (ATA)
Mid Mon Valley Transit Authority (MMVTA)

Beaver County Transit Authority (BCTA)
Schuylkill Transportation System (STS)

Agencies Planned for Future Phases (2020-2023)

Altoona Metro Transit (AMTRAN)
Butler Transit Authority (BTA)
Carbon County Community Transit (CCCT)
Centre Area Transportation Authority (CATA)
County of Lackawanna Transportation System (COLTS)
Endless Mountains Transit Authority (EMTA)
Fayette Area Coordinated Transit (FACT)
Lehigh and Northampton Transportation Authority (LANTA)
Mid County Transit Authority (TACT)
Pottstown Area Rapid Transit (PART)
South Central Transit Authority (SCTA)
Washington County Transportation Authority (WCTA)

Borough of Mount Carmel (LATS)
Cambria County Transit Authority (CamTran)
Capital Area Transit (CAT)
Crawford Area Transportation Authority (CATA)
County of Lebanon Transit (COLT/LT)
Hazleton Public Transit (HPT)
Mercer County Regional Council of Govts. (MCRCOG)
New Castle Area Transportation Authority (NCATA)
River Valley Transit (RVT)
Transit Authority of Warren County (TAWC)
Westmoreland County Transit Authority (WCTA)

Vehicle Replacements

Statewide Highlight: Vehicle Replacements

PennDOT offers capital assistance to agencies across the commonwealth for the purchase of new and upgraded buses. This program reflects PennDOT’s commitment to maintaining a state of good repair for capital assets.

During Fiscal Year 2017-18, PennDOT assisted in purchasing 206 new fixed route buses:

- 85 CNG Buses
- 14 Hybrid Diesel Buses
- 107 Diesel Buses

The \$112 million cost of these vehicles was subsidized by federal, state, and local funds. By purchasing newer, modern buses, agencies were able to enhance customer satisfaction, improve emissions, improve safety, and reduce their overall operating costs of maintaining an older, outdated fleet.

CAPITAL HIGHLIGHTS



Agency Highlight: Southeastern Pennsylvania Transportation Authority (SEPTA)



CAPITAL HIGHLIGHTS

SEPTA’s Yardley Station on the West Trenton Regional Rail Line dates back to 1876 when it was built by the North Pennsylvania Railroad. Today, the station hosts 444 boards and alights per weekday. As part of SEPTA’s Rebuilding the System Capital Improvement Program, the \$6.75 million Yardley Station Improvement Project modernized and enhanced the historic station.

The project made the station fully Americans with Disabilities Act (ADA) compliant with a high-level boarding platform that replaced the former lower level platform. The new high-level platform makes berthing a six-car train at the station possible, allowing for more efficient train operations. In addition to the new high-level platform, work at Yardley Station encompassed a complete renewal of station facilities, including the construction of ADA-compliant ramps and stairs; installation of two new weather protected shelters; and overall signage, lighting and site accessory upgrades.

SEPTA also worked with the community to repurpose and relocate the existing wooden passenger shelter, considered to be an original station fixture. The wooden shelter has been renewed and moved to serve the pick-up and drop-off (kiss and ride) plaza in the parking lot of Yardley Station.

The Yardley Train Station Improvement Project was funded through Pennsylvania State Act 89 and leverages a Federal TIGER grant that allowed for SEPTA and CSX to separate operation on the West Trenton Regional Rail Line. The project was completed in the summer of 2018, and a ribbon cutting ceremony was held in September 2018.

Agency Highlight: Port Authority of Allegheny County (PAAC)



CAPITAL HIGHLIGHTS

The Port Authority of Allegheny County completed a rehabilitation of the Brilliant Viaduct Bridge at a construction cost of \$5.7 million in October 2018. The bridge, originally constructed in 1980, carries two lanes of traffic of the East Busway over several city streets and railroad tracks in the East Liberty, Homewood West, and Homewood South areas of Pittsburgh. The bridge is integral to providing efficient bus service to the high-density population areas east of the city.

The Brilliant Viaduct Bridge is a 1,617-foot long bridge consisting of four welded plate girders along 17 spans of aerial structure supported by 16 concrete piers founded on concrete caissons, bounded by two abutments founded on concrete caissons.

The rehabilitation project consisted of the following primary items of work: expansion joint replacement, bearing refurbishment, spot and zone painting, concrete deck and barrier repairs, concrete substructure repairs, new epoxy-based surface treatments, improvements to bridge drainage, busway asphalt pavement repairs, and busway concrete barrier repairs.



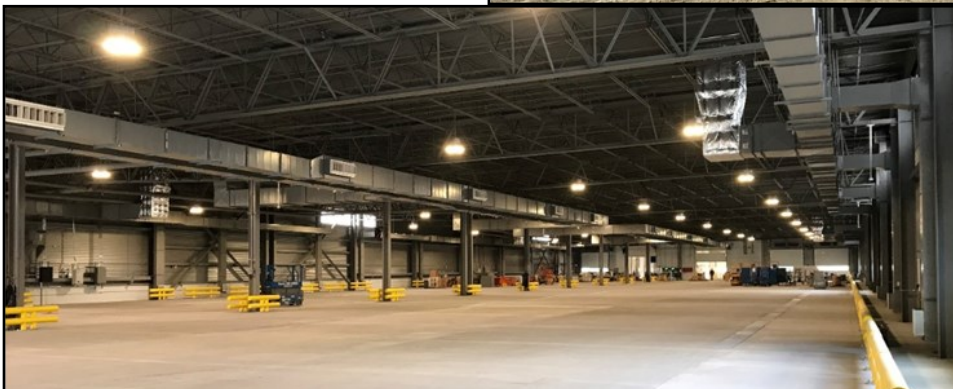
Brilliant Viaduct Bridge before and after rehabilitation

Agency Highlight: Erie Metropolitan Transportation Authority (EMTA)



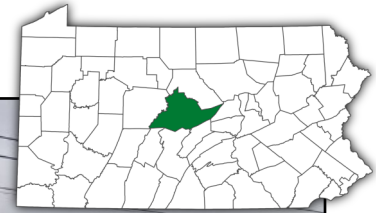
The Erie Metropolitan Transit Authority (EMTA) Phase II Facility Project involves the construction of new administrative and operations areas, fixed route bus storage, bus wash/fuel facilities, and employee/public parking garage with Transit Oriented Development features. Notice to Proceed was given in February of 2017 with an estimated project completion date of August 2019.

CAPITAL HIGHLIGHTS



EMTA Phase II Facility during and after construction

Agency Highlight: Centre Area Transportation Authority (CATA)



CAPITAL HIGHLIGHTS

In 2017, the Centre Area Transportation Authority (CATA) completed its new operations, maintenance, administrative, and bus storage facility project off West Whitehall Road in State College, PA. The new facility features a larger administration building, a new fueling area that will accommodate articulated buses, a parking structure, and a new storage building that is able to accommodate approximately 100 buses. The facility dedication and open house took place in May of 2018.



From top to bottom: New administration building, new parking structure, and bus storage facility

Agency Highlight: Butler Transit Authority (BTA)



The Butler Transit Authority (BTA) CNG Facility Modifications and Upgrades project involved site improvements to the Intermodal Transit Center off Hollywood Drive in Butler, PA. These improvements were completed in anticipation of the Compressed Natural Gas (CNG) Fueling Station that was later constructed as part of PennDOT's CNG P3 project. The work included HVAC, electrical, and other facility improvements to allow the building to accept CNG buses for maintenance and storage.

CAPITAL HIGHLIGHTS



Various facility improvements included in the BTA CNG Facility Modifications and Upgrades project

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Section V

Agency Operating Profiles

Urban System



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



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



Service Area Statistics (2010 Census)
 Square Miles: 839
 Population: 3,836,896



Act 44 Fixed Route Distribution Factors
 Total Passengers: 302,177,758
 Senior Passengers: 25,481,020
 Revenue Vehicle Miles: 87,810,139
 Revenue Vehicle Hours: 7,090,546



Act 44 Operating Assistance
 Section 1513 Allocation: \$652,325,174
 Required Local Match: \$97,848,776



Current Fleet Size
 Diesel Motor Bus: 1,475
 Commuter Rail Cars: 404
 Heavy Rail Cars: 361
 Street Car Rail/Light Rail: 159
 Trolley Bus: 38
 Gasoline Paratransit Vehicles: 460
 System-wide: 2,897

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



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

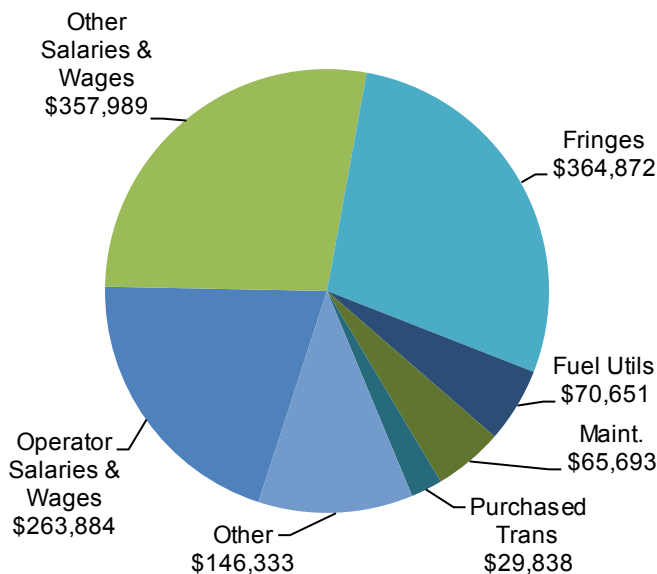


Current Employees
 Agency Full-Time: 9,322
 Agency Part-Time: 177
 Contractor Full-Time: 636
 System-Wide: 10,135

OPERATING PROFILES

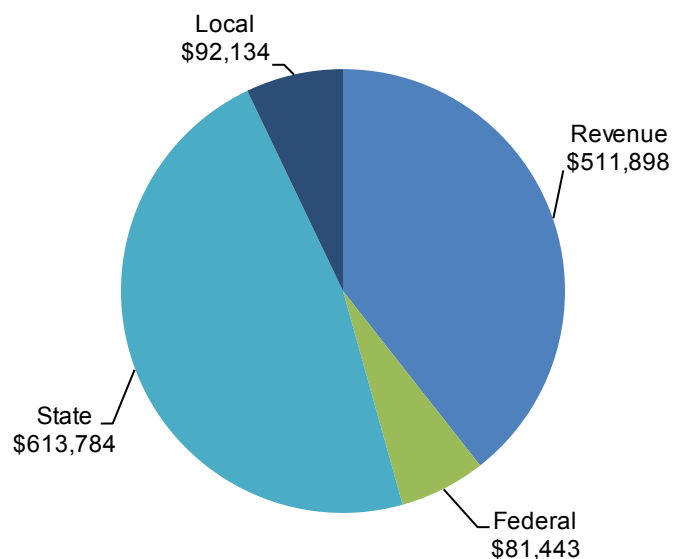
URBAN OPERATING BUDGET

Operating Expense (000's)
\$1,299,260



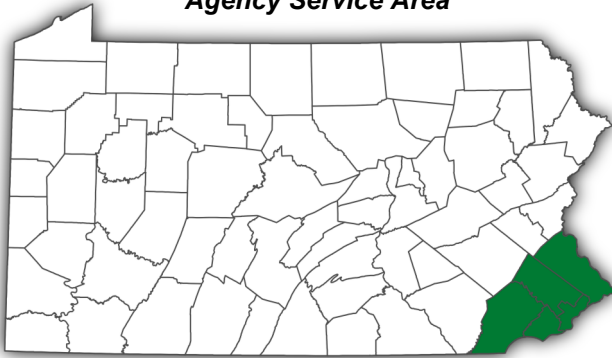
Expense includes ADA complementary expense.

Operating Funds (000's)
\$1,299,260

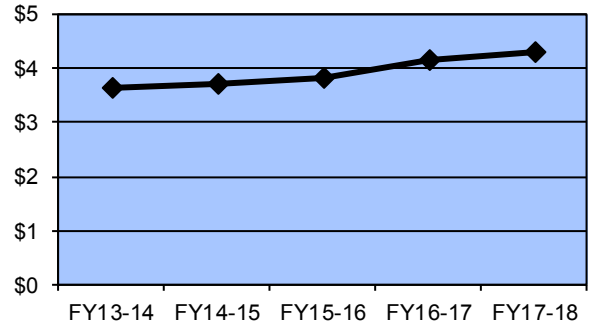


Revenue includes ADA complementary revenue.

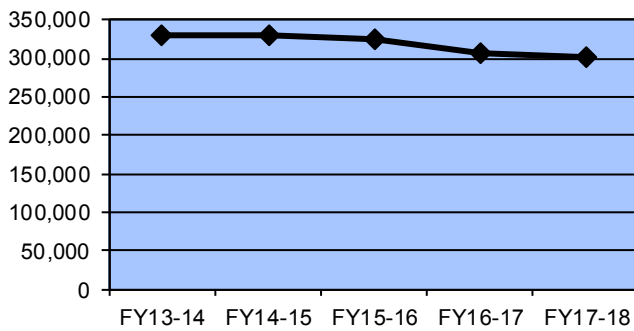
Agency Service Area



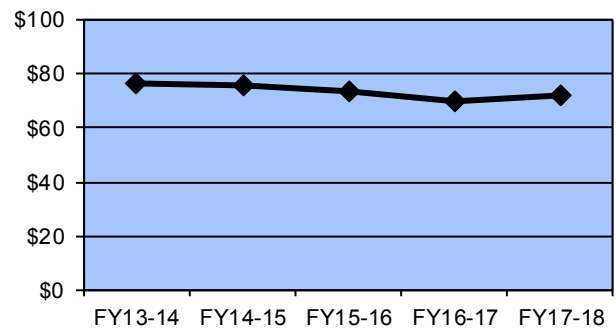
Operating Expense Per Passenger



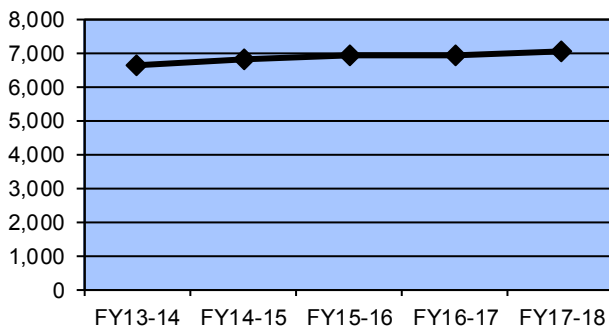
Total Passengers (000's)



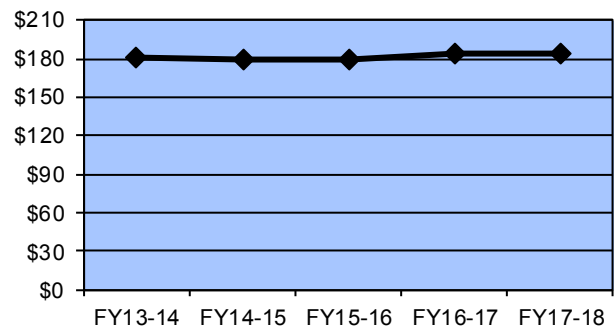
Operating Revenue Per Revenue Vehicle Hour



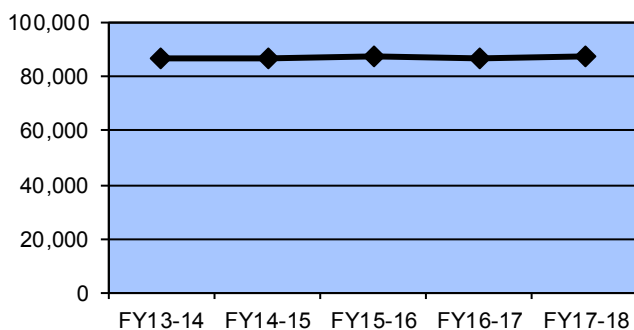
Revenue Vehicle Hours (000's)



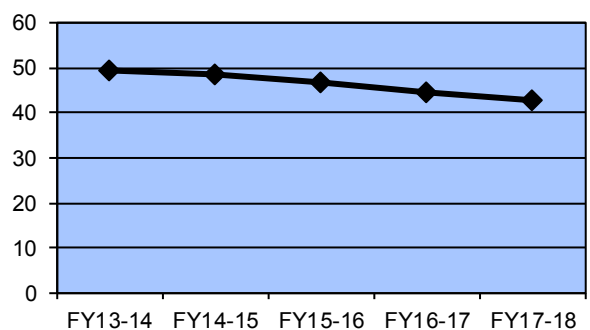
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Community Transportation



Southeastern Pennsylvania Transportation Authority (SEPTA)

1234 Market Street
Philadelphia, PA 19107
215-580-8280
Mr. Jeffrey Knueppel, General Manager
www.septa.org



House District

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



Service Area Statistics (2010 Census)

Square Miles:	143
Population:	1,526,006
65+ Population:	185,309
% of Population 65 and older:	12.1%



Trip Information

65+ Trips:	573,908
Total Shared-Ride Trips:	573,908
Total Escorts:	30,958



Current Fare Information

Average Shared-Ride Fare:	\$27.09
Average Shared-Ride Cost per Trip:	\$46.27
Fare Structure Implementation Date:	July 2017



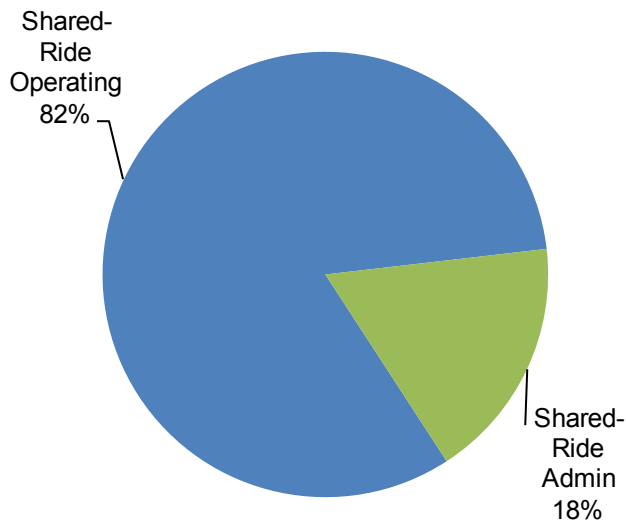
Vehicles Operated in Maximum Service

Community Transportation: 184

COMMUNITY TRANSPORTATION OPERATING BUDGET

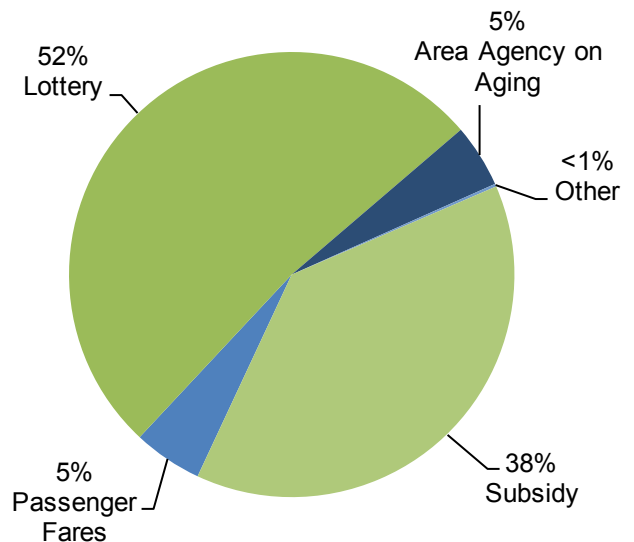
Operating Expense (000's)

\$26,555



Operating Funds (000's)

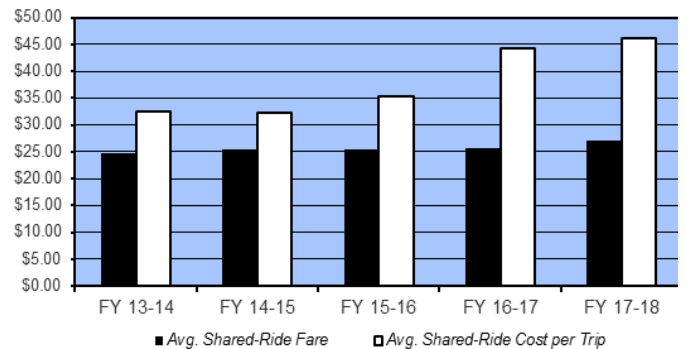
\$26,555



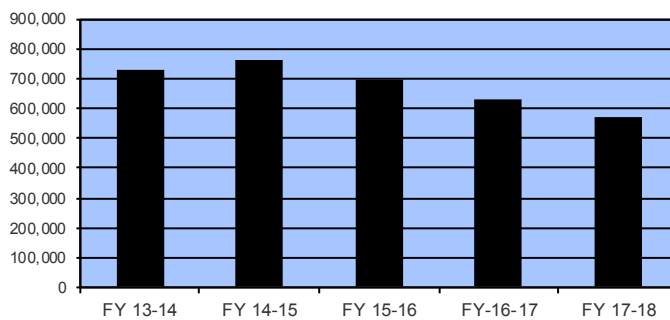
Agency Service Area



Shared-Ride Fare Recovery



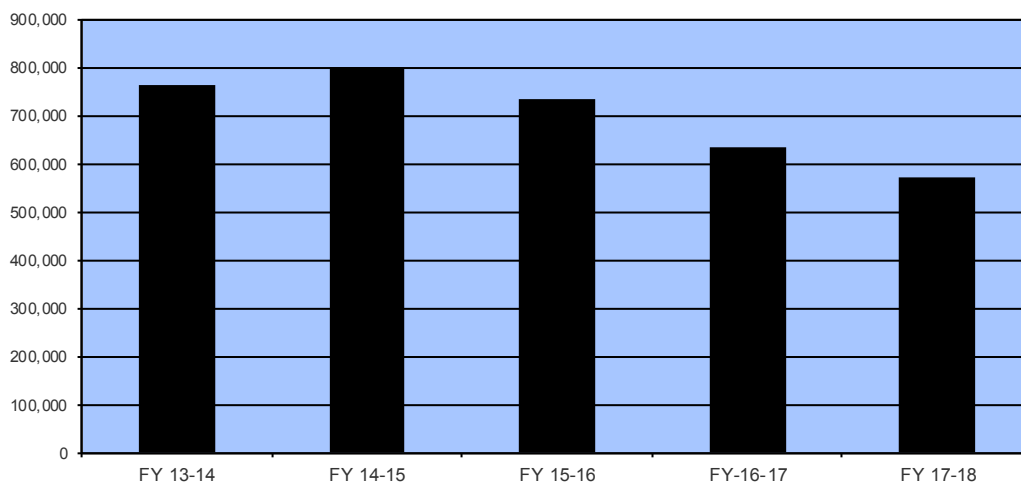
65+ Shared-Ride Trips



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



Urban System



Port Authority of Allegheny County (PAAC)
 345 Sixth Avenue, Third Floor
 Pittsburgh, PA 15222-2527
 412-566-5510
 Ms. Katharine Kelleman, CEO
www.portauthority.org



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 62,414,729
 Senior Passengers: 4,566,567
 Revenue Vehicle Miles: 26,349,298
 Revenue Vehicle Hours: 2,012,014



Current Employees
 Agency Full-Time: 2,543
 Contractor Full-Time: 320
 Contractor Part-Time: 48
 System-Wide: 2,911



Act 44 Operating Assistance
 Section 1513 Allocation: \$229,808,491
 Required Local Match: \$34,471,274



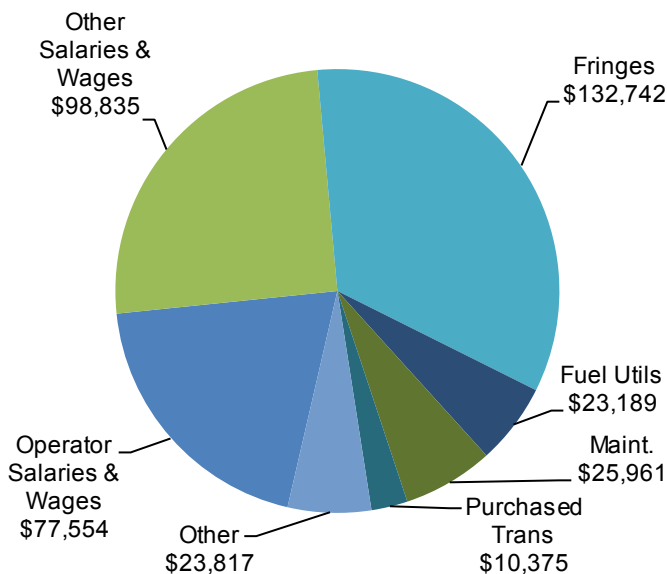
Current Fleet Size
 Diesel/Gasoline Motor Bus: 736
 CNG Motor Bus: 32
 Street Car Rail/Light Rail: 83
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicles: 336
 System-Wide: 1,189

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

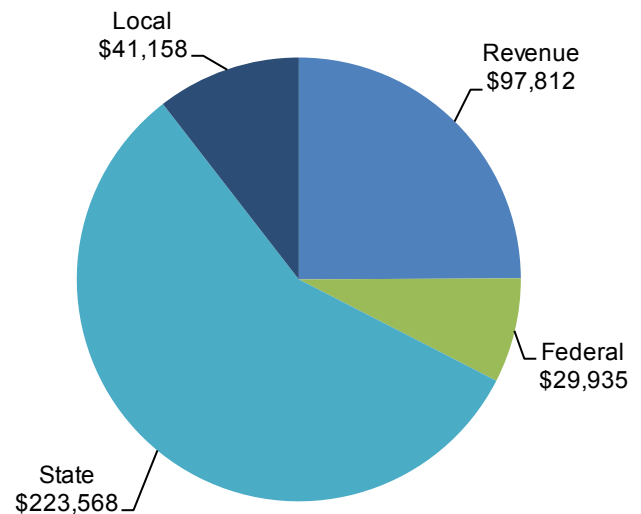
\$392,473



Expense includes ADA complementary and DAS expense.

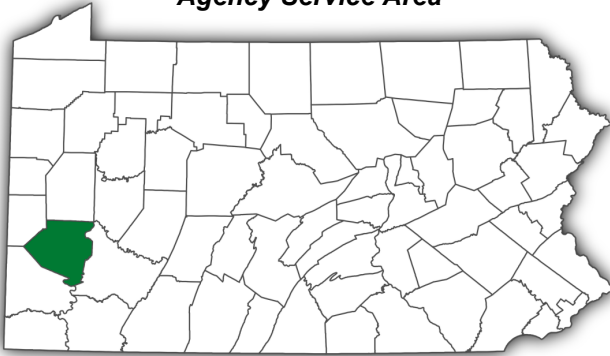
Operating Funds (000's)

\$392,473

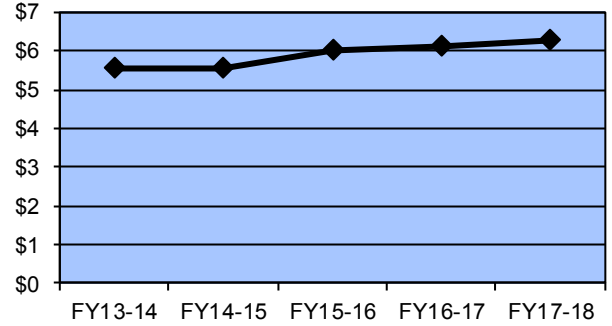


Revenue includes ADA complementary and DAS revenue.

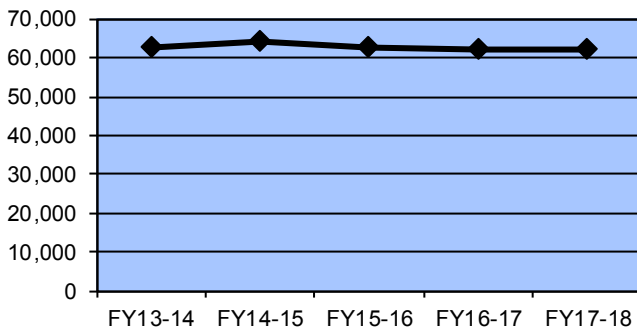
Agency Service Area



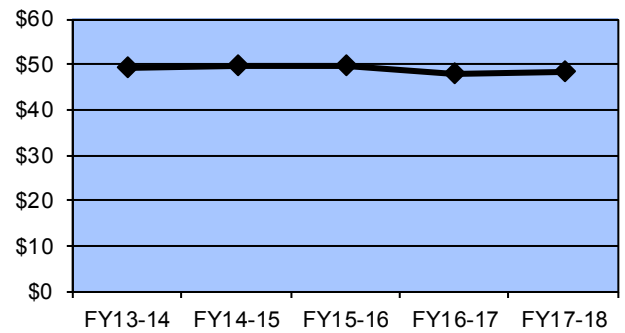
Operating Expense Per Passenger



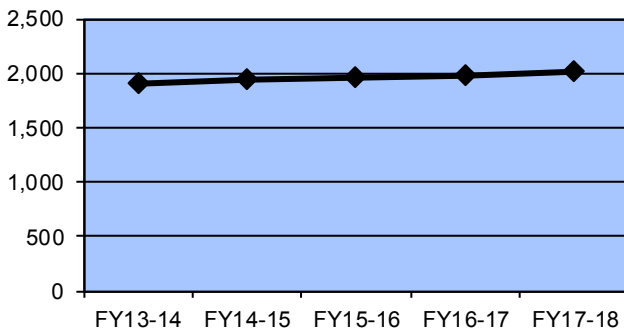
Total Passengers (000's)



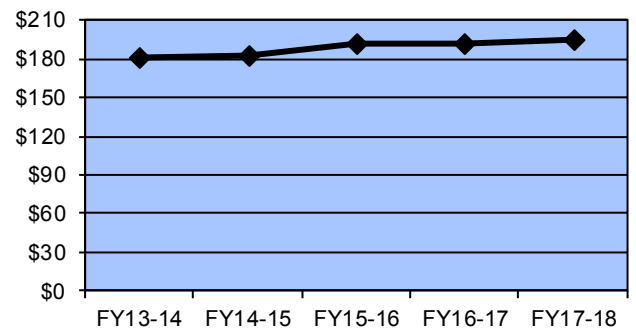
Operating Revenue Per Revenue Vehicle Hour



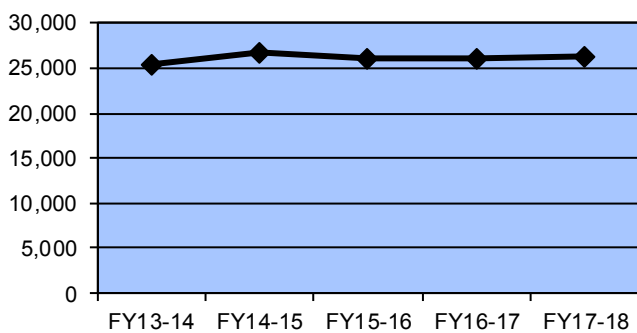
Revenue Vehicle Hours (000's)



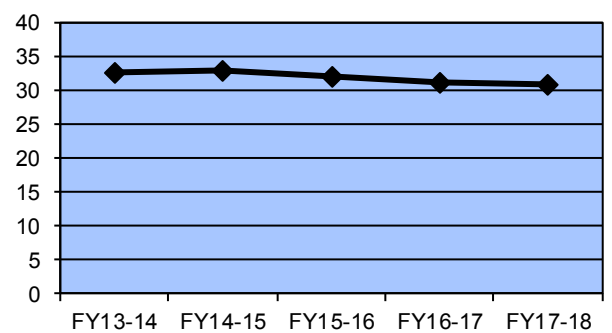
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary and DAS passengers.

Community Transportation



Port Authority of Allegheny County (PAAC)/ACCESS

345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527
412-562-5353
Ms. Katharine Kelleman, CEO
www.portauthority.org



House District

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

Senate District

Allegheny: 37, 38, 42, 43, 45



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$22.94
Average Shared-Ride Cost per Trip: \$27.70
Fare Structure
Implementation Date: July 2017



Trip Information

65+ Trips: 577,690
PwD Trips: 58,146
Other Shared-Ride Trips: 252,809
Total Shared-Ride Trips: 888,645
Total Escorts: 57,589
Non-Public Trips: 34,568



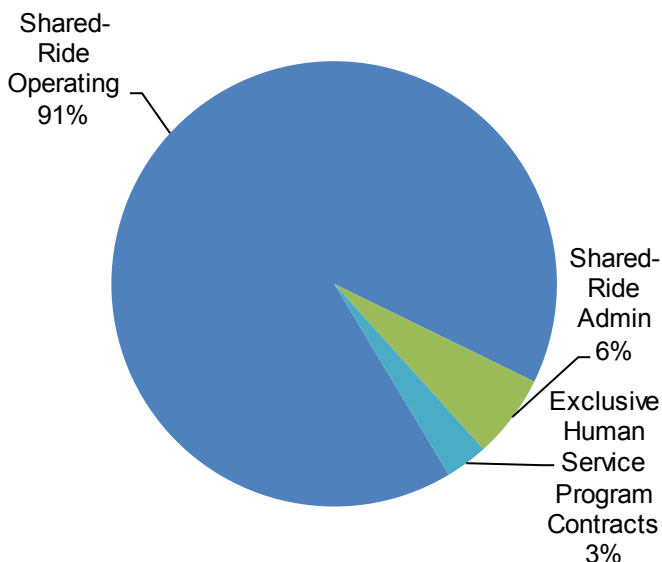
Vehicles Operated in Maximum Service

Community Transportation: 178

COMMUNITY TRANSPORTATION OPERATING BUDGET

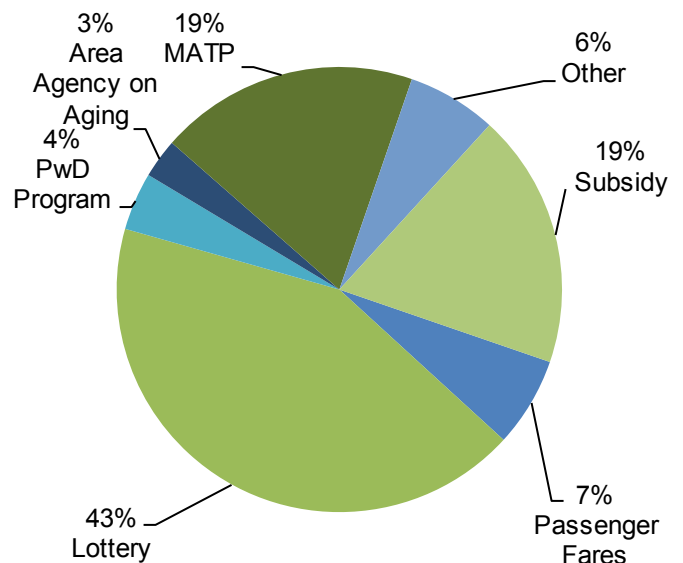
Operating Expense (000's)

\$27,234

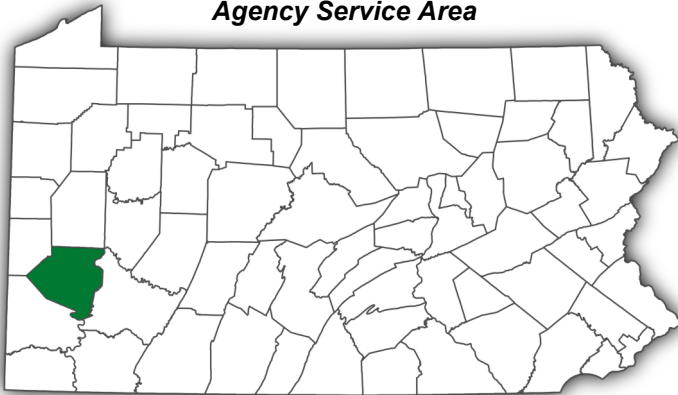


Operating Funds (000's)

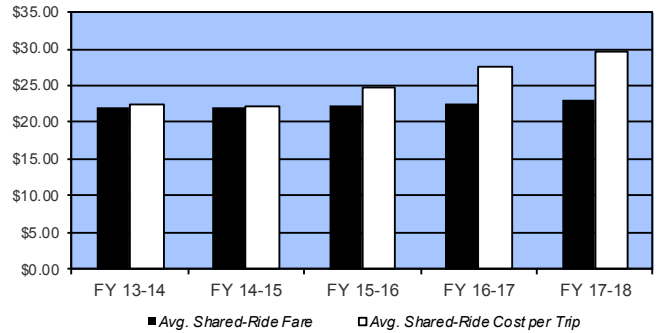
\$27,234



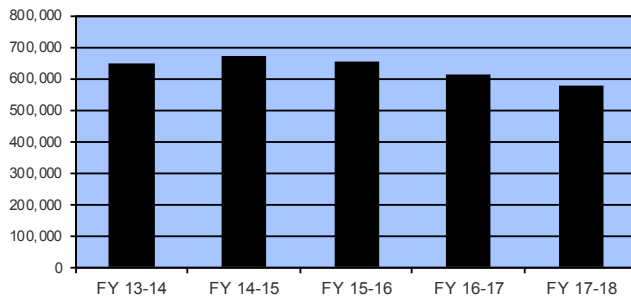
Agency Service Area



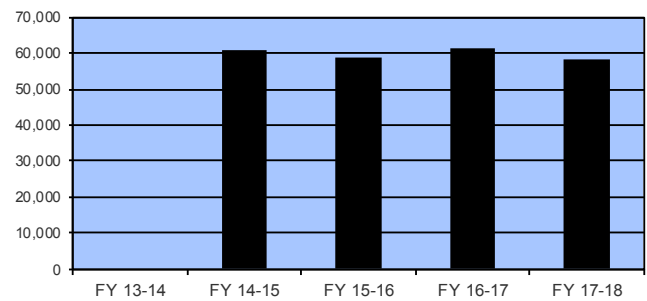
Shared-Ride Fare Recovery



65+ Shared-Ride Trips

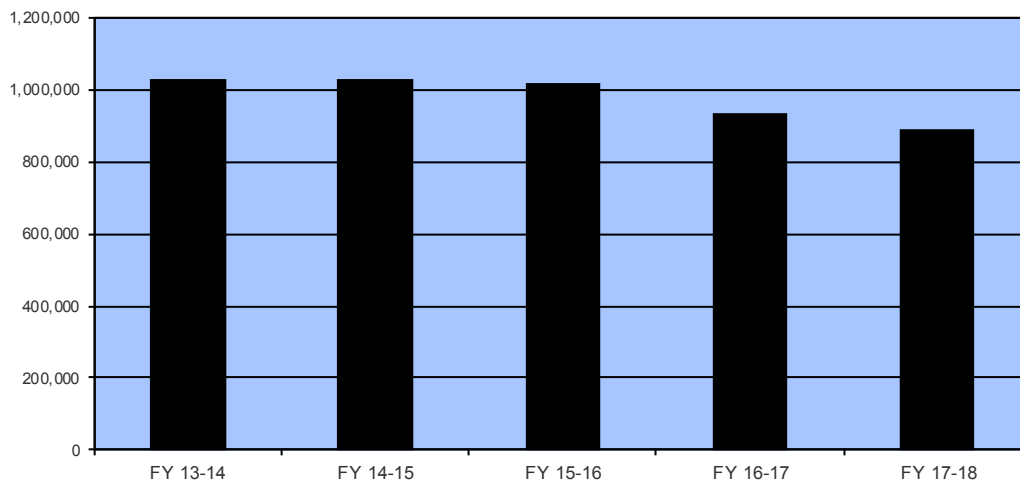


PwD Shared-Ride Trips



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

Total Shared-Ride Trips



Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$15.61
 Average Shared-Ride Cost per Trip: \$10.32
 Fare Structure
 Implementation Date: July 2012



Trip Information
 65+ Trips: 27,136
 PwD Trips: 1,799
 Other Shared-Ride Trips: 21,262
 Total Shared-Ride Trips: 50,197
 Total Escorts: 8,838
 Non-Public Trips: 28,854

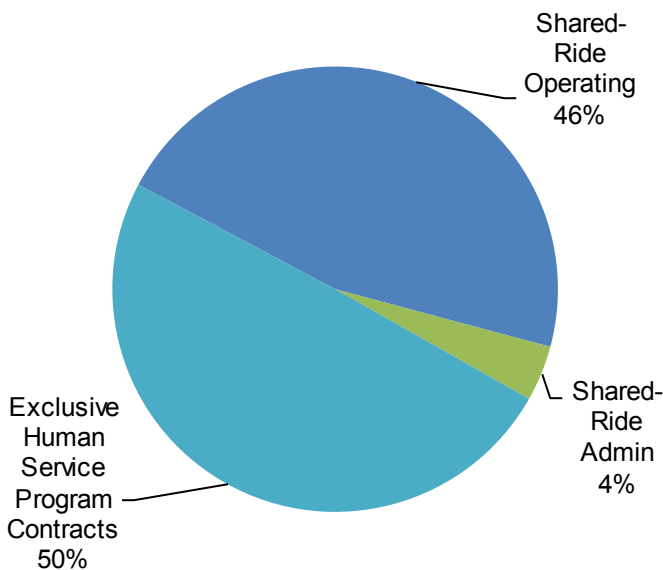


Vehicles Operated in Maximum Service
 Community Transportation: 28

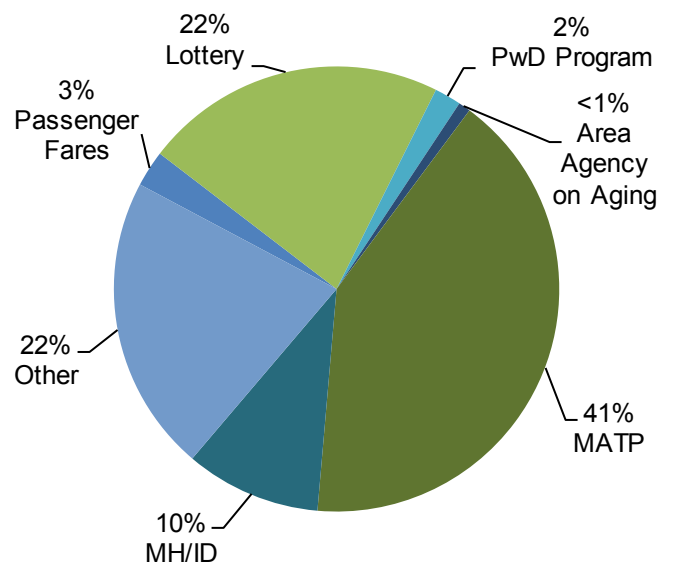
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

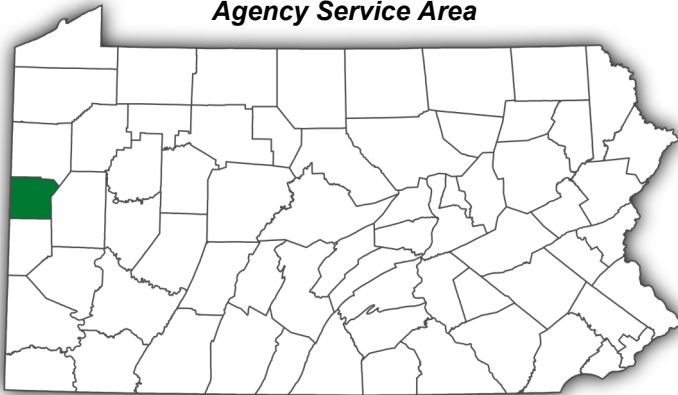
Operating Expense (000's)
\$1,576



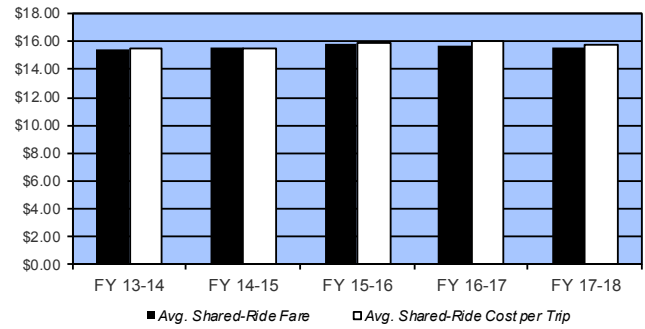
Operating Funds (000's)
\$1,573



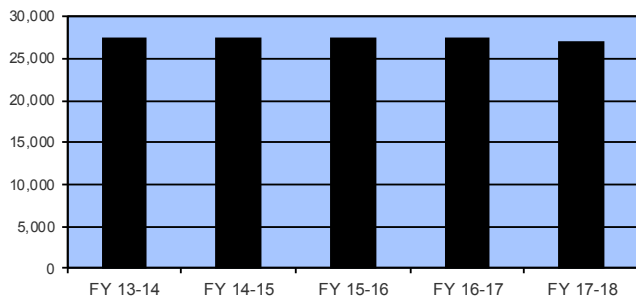
Agency Service Area



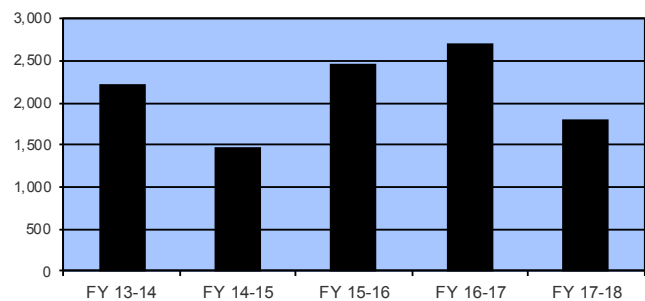
Shared-Ride Fare Recovery



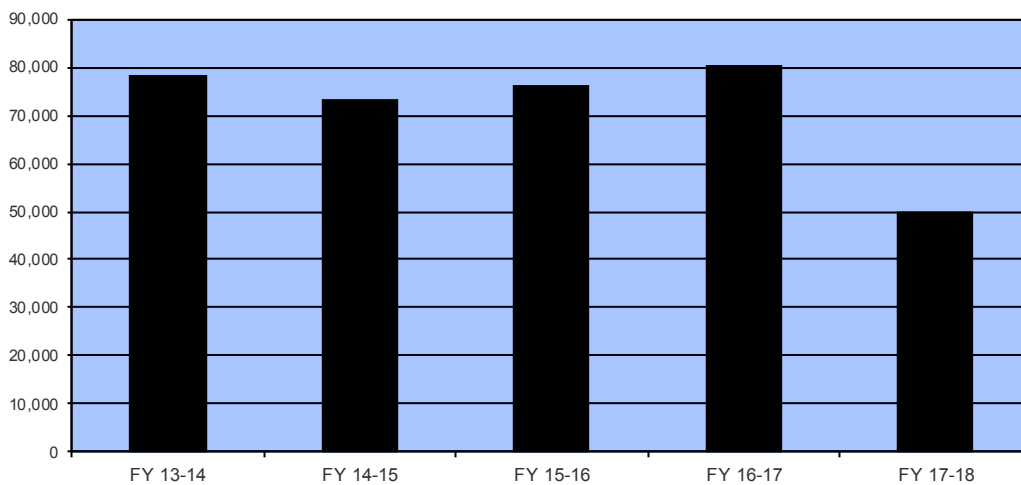
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



The large decrease in trips resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.

CNG

Urban System



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



House District
 Blair: 79, 80

Senate District
 Blair: 30



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 557,190
 Senior Passengers: 64,264
 Revenue Vehicle Miles: 521,794
 Revenue Vehicle Hours: 39,006



Current Employees
 Agency Full-Time: 39
 Agency Part-Time: 6
 Contractor Full-Time: 15
 Contractor Part-Time: 27
 System-Wide: 87



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,041,083
 Required Local Match: \$157,502

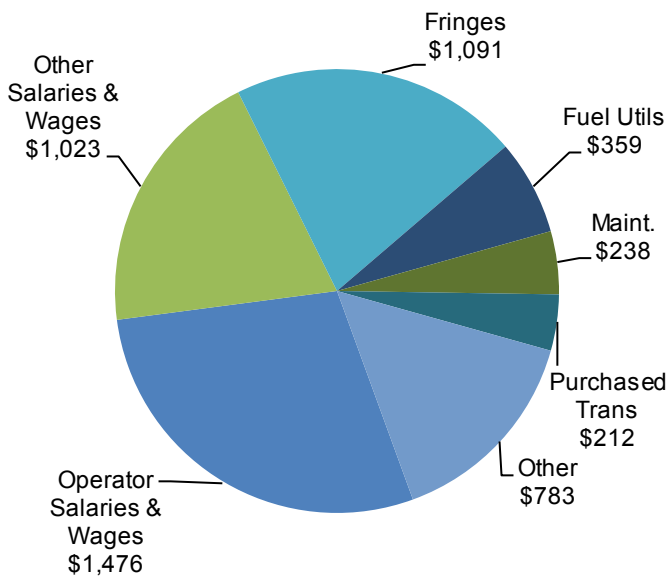


Current Fleet Size
 Diesel/Gasoline Motor Bus: 8
 CNG Motor Bus: 16
 Diesel/Gasoline Paratransit Vehicles: 2
 System-Wide: 26

OPERATING PROFILES

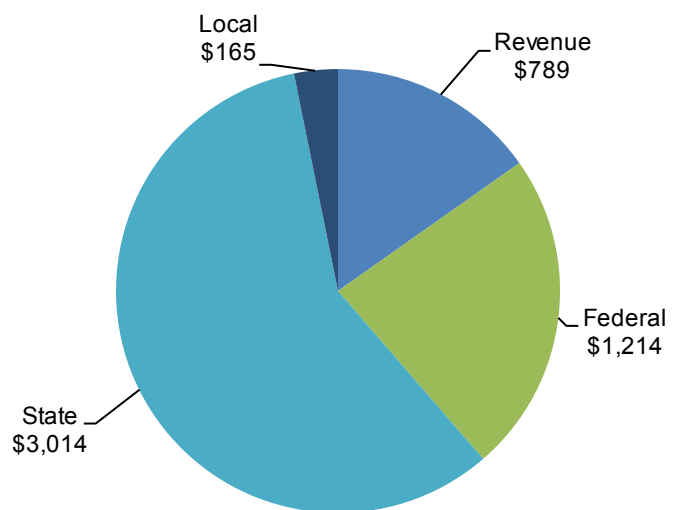
URBAN OPERATING BUDGET

Operating Expense (000's)
\$5,182



Expense includes ADA complementary expense.

Operating Funds (000's)
\$5,182

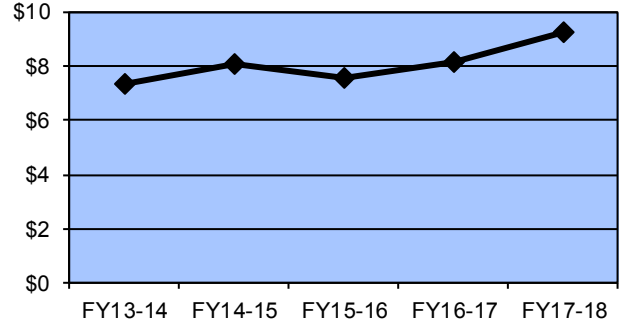


Revenue includes ADA complementary revenue.

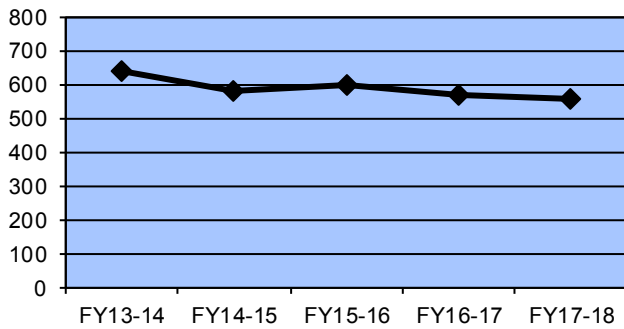
Agency Service Area



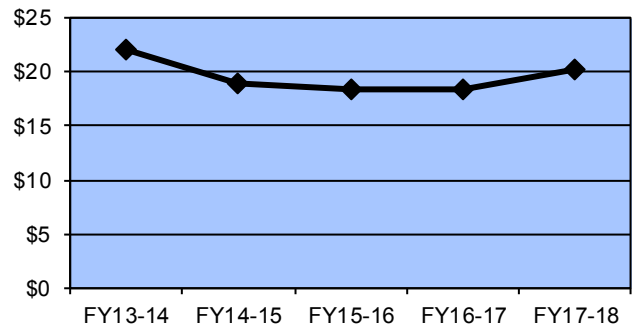
Operating Expense Per Passenger



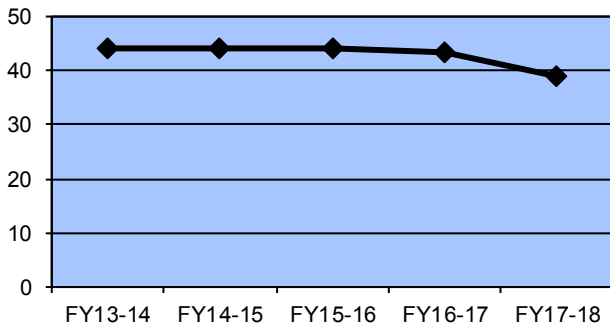
Total Passengers (000's)



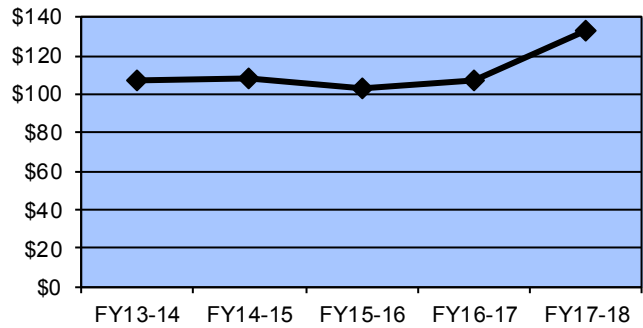
Operating Revenue Per Revenue Vehicle Hour



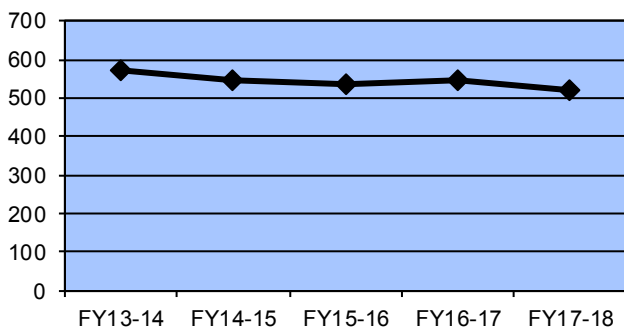
Revenue Vehicle Hours (000's)



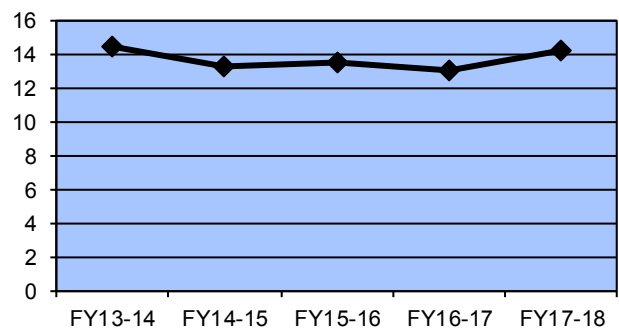
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Rural System



Area Transportation Authority (ATA)

44 Transportation Center
Johnsonburg, PA 15845
866-282-4968

Mr. Michael Imbrogno,
Chief Executive Officer
www.rideata.com



House District

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

Senate District

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



Service Area Statistics (2010 Census)

Square Miles: 5,092
Population: 224,780



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 435,653
Senior Passengers: 45,578
Revenue Vehicle Miles: 1,523,264
Revenue Vehicle Hours: 118,657



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$5,355,279
Required Local Match: \$302,882



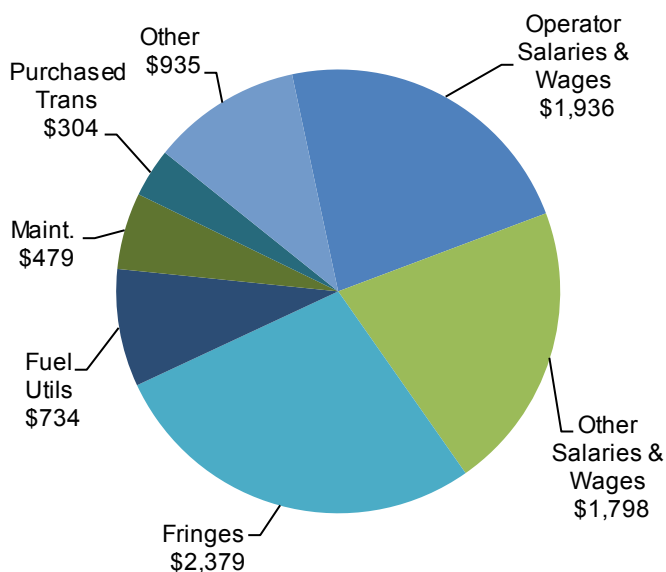
Current Fleet Size

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

RURAL OPERATING BUDGET

Operating Expense (000's)

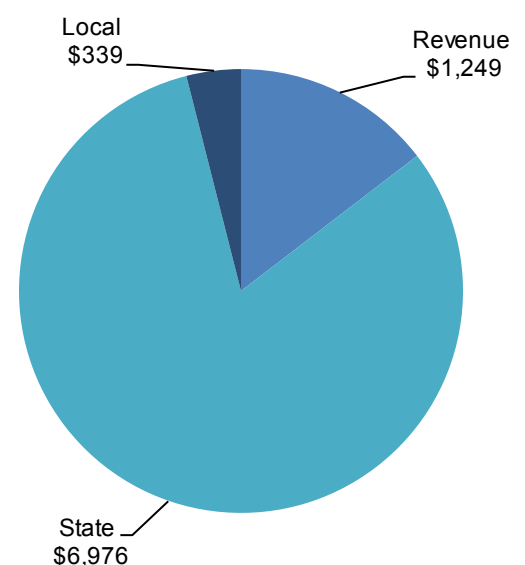
\$8,564



Expense includes DAS expense.

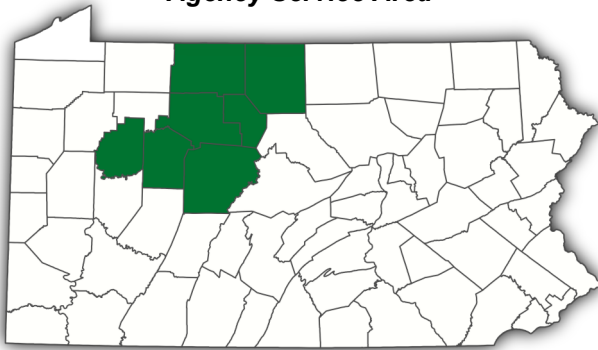
Operating Funds (000's)

\$8,564

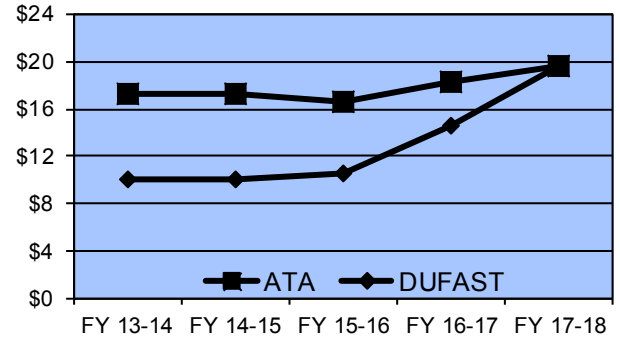


Revenue includes DAS revenue.

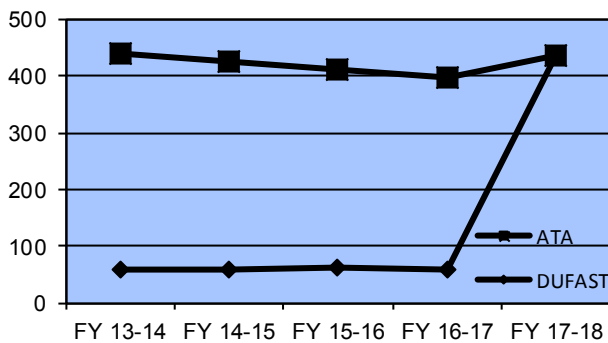
Agency Service Area



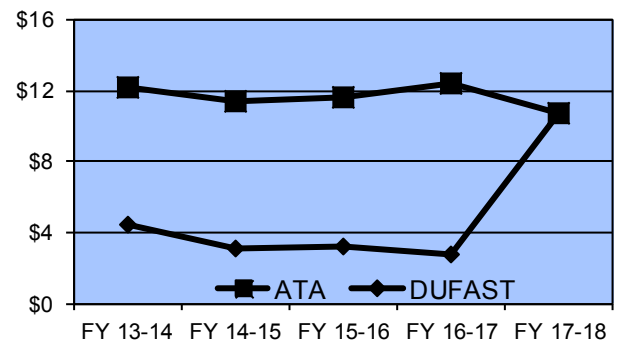
Operating Expense Per Passenger



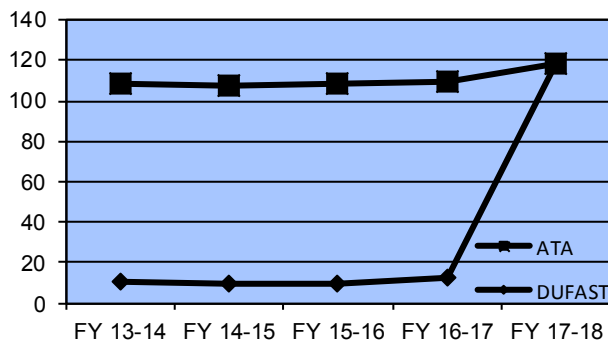
Total Passengers (000's)



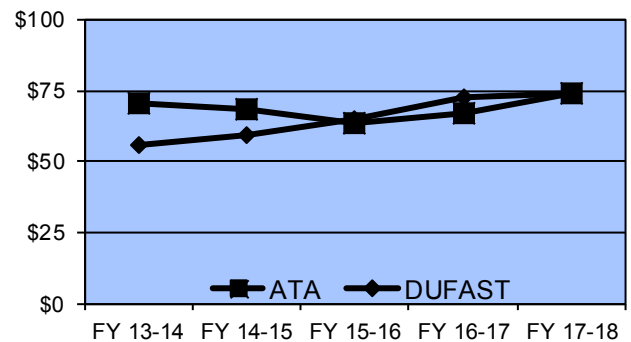
Operating Revenue Per Revenue Vehicle Hour



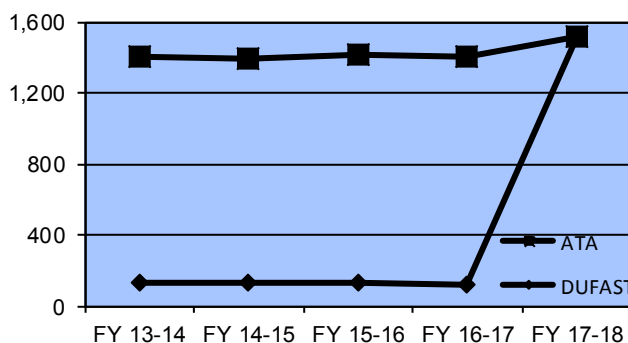
Revenue Vehicle Hours (000's)



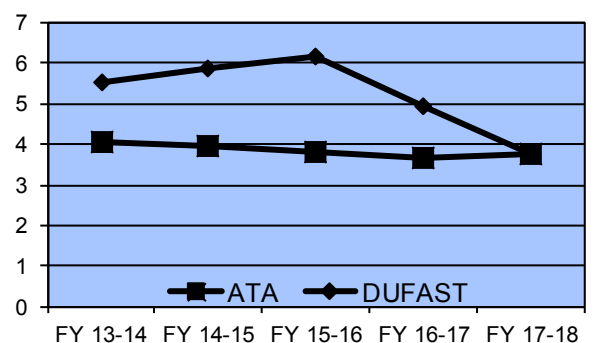
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include DAS passengers.

Community Transportation



Area Transportation Authority (ATA)

44 Transportation Center
Johnsonburg, PA 15845
866-282-4968

Mr. Michael Imbrogno,
Chief Executive Officer
www.rideata.com



House District

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

Senate District

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



Service Area Statistics (2010 Census)

Square Miles: 5,092
Population: 224,780



Current Fare Information

Average Shared-Ride Fare: \$5.53
Average Shared-Ride Cost per Trip: \$33.60
Fare Structure
Implementation Date: July 2009



Trip Information

65+ Trips: 56,792
PwD Trips: 23,486
Other Shared-Ride Trips: 67,687
Total Shared-Ride Trips: 147,965
Total Escorts: 8,831
Non-Public Trips: 20,754



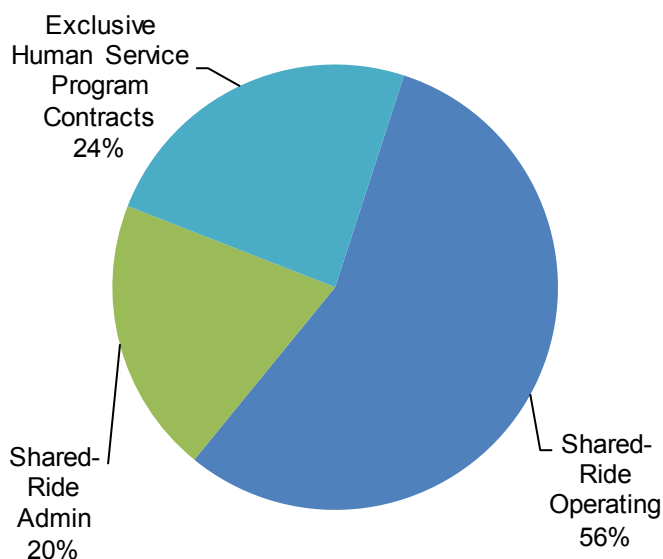
Vehicles Operated in Maximum Service

Community Transportation: 45

COMMUNITY TRANSPORTATION OPERATING BUDGET

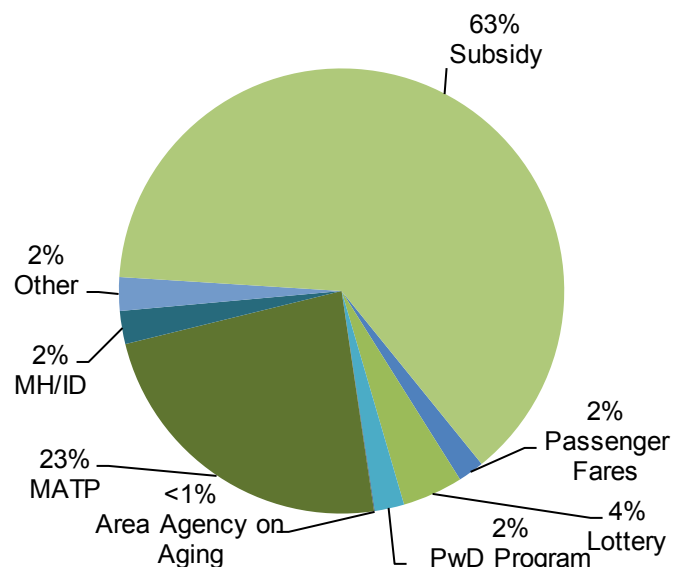
Operating Expense (000's)

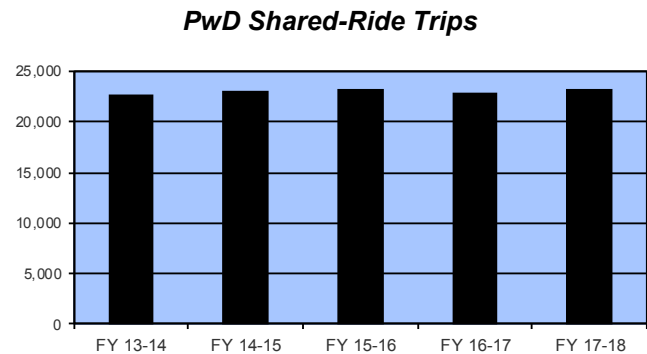
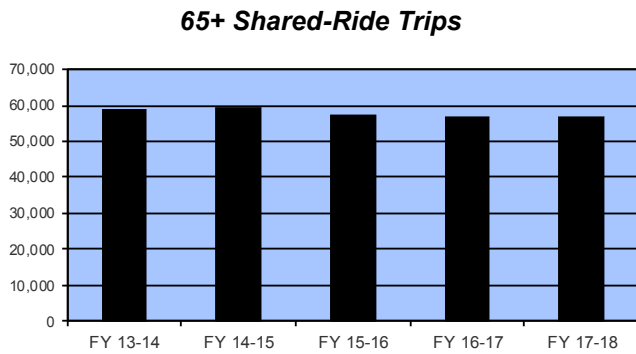
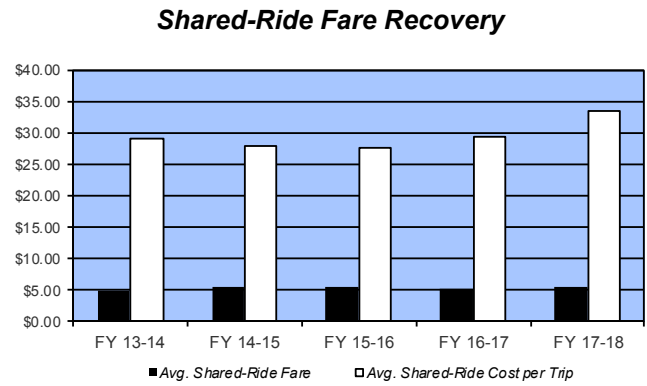
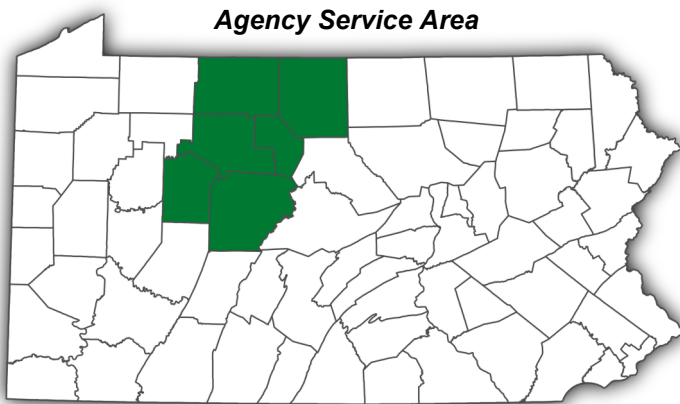
\$6,547



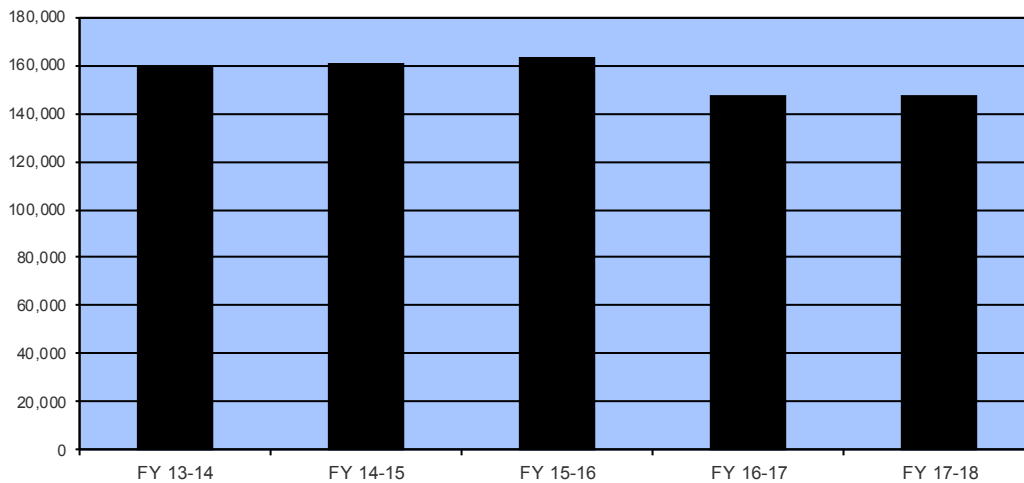
Operating Funds (000's)

\$6,575





Total Shared-Ride Trips



CNG

Urban & Rural System



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



House District
 Beaver: 10, 14, 15, 16

Senate District
 Beaver: 46, 47



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 818,633
 Senior Passengers: 86,689
 Revenue Vehicle Miles: 901,240
 Revenue Vehicle Hours: 52,481



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,810,376
 Required Local Match: \$571,556



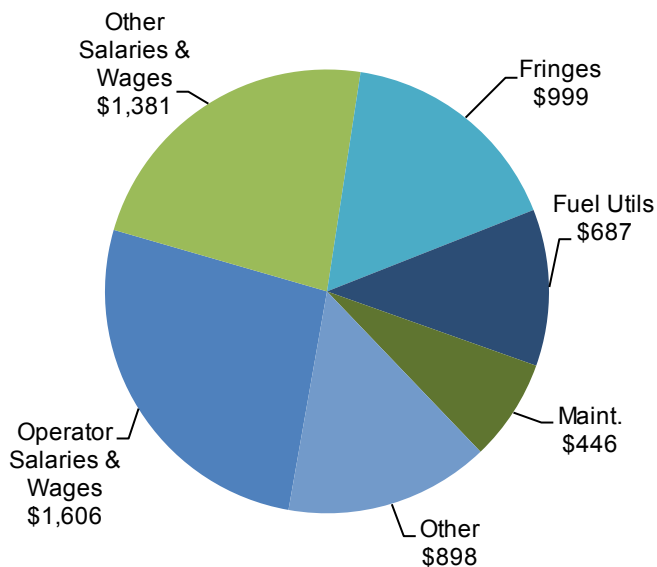
Current Fleet Size
 Diesel/Gasoline Motor Bus: 13
 CNG Motor Bus: 11
 Diesel/Gasoline Paratransit Vehicle: 23
 System-Wide: 47

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

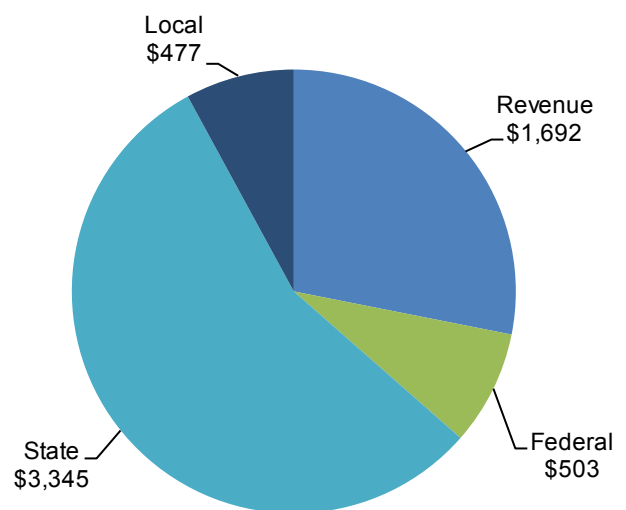
\$6,017



Expense includes DAS expense.

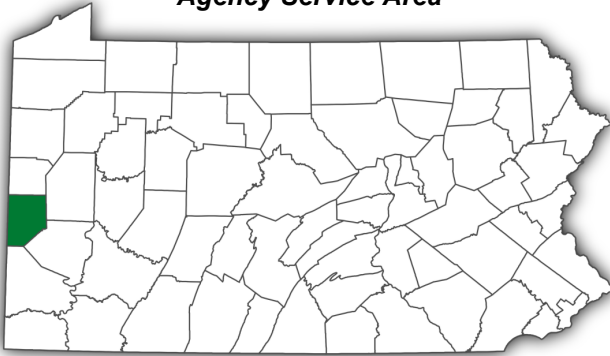
Operating Funds (000's)

\$6,017

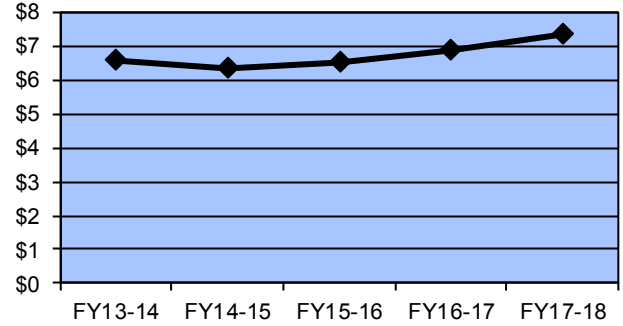


Revenue includes DAS revenue.

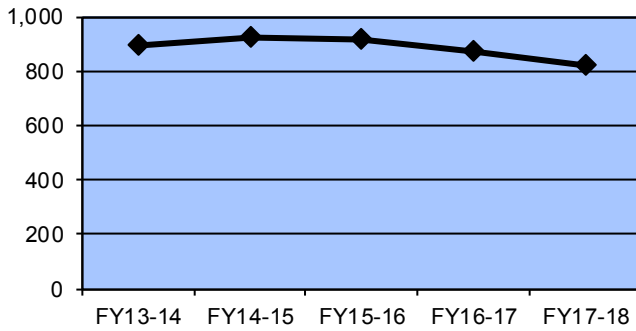
Agency Service Area



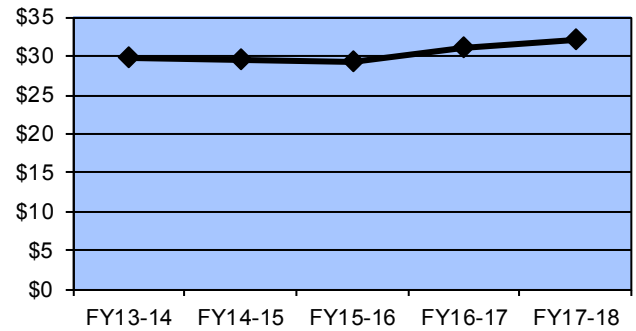
Operating Expense Per Passenger



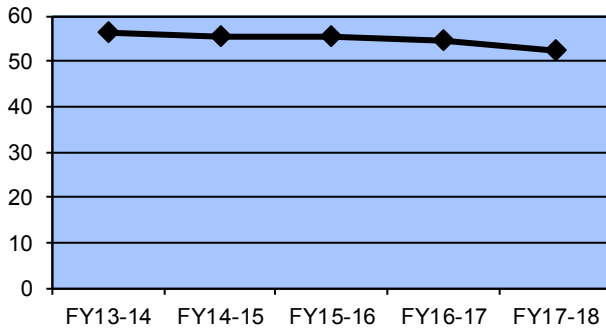
Total Passengers (000's)



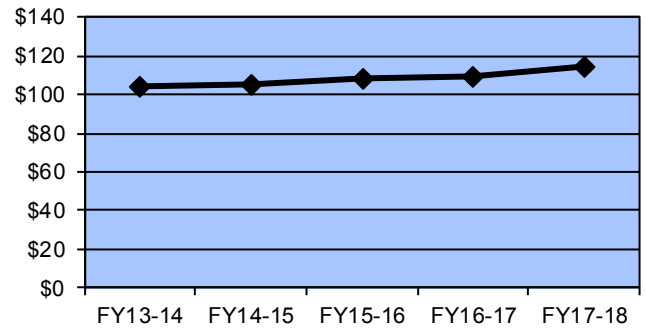
Operating Revenue Per Revenue Vehicle Hour



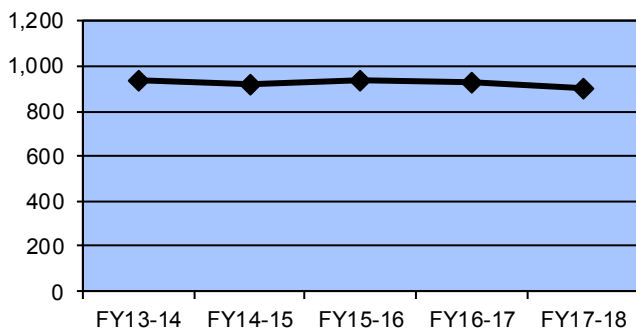
Revenue Vehicle Hours (000's)



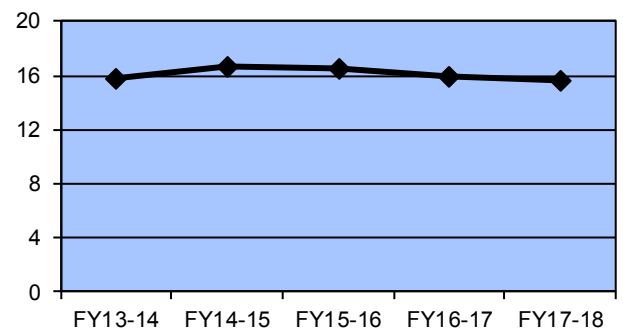
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include DAS passengers.

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$21.50
 Average Shared-Ride Cost per Trip: \$26.87
 Fare Structure
 Implementation Date: January 2017



Trip Information
 65+ Trips: 26,487
 Other Shared-Ride Trips: 47,216
 Total Shared-Ride Trips: 73,703
 Total Escorts: 3,205
 Non-Public Trips: 95,146

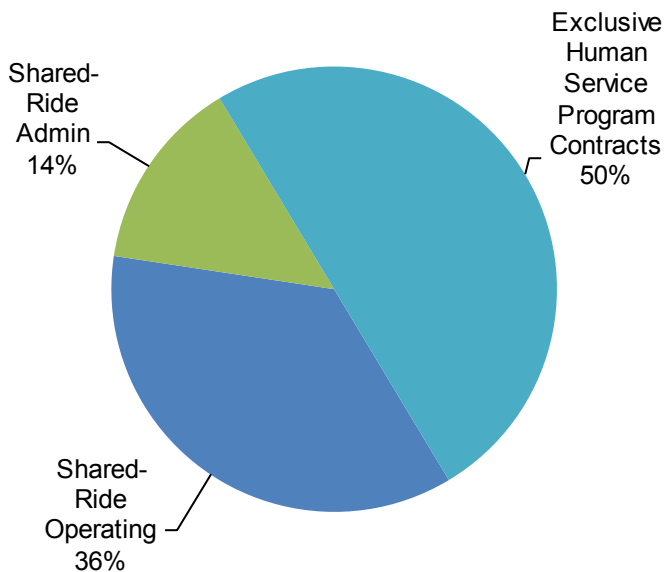


Vehicles Operated in Maximum Service
 Community Transportation: 16

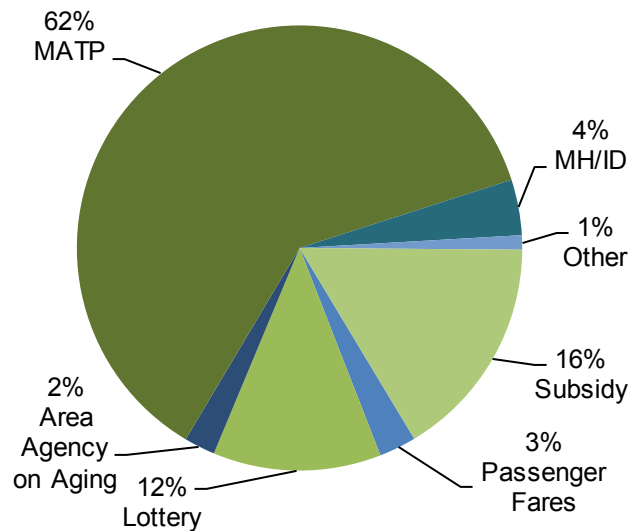
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

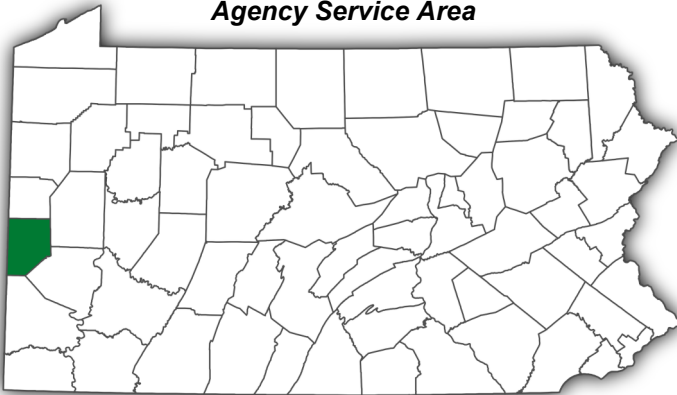
Operating Expense (000's)
\$3,961



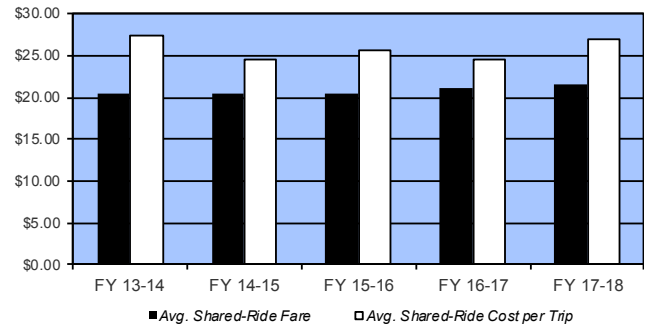
Operating Funds (000's)
\$3,961



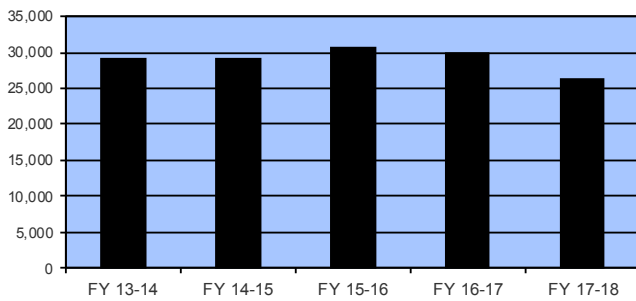
Agency Service Area



Shared-Ride Fare Recovery



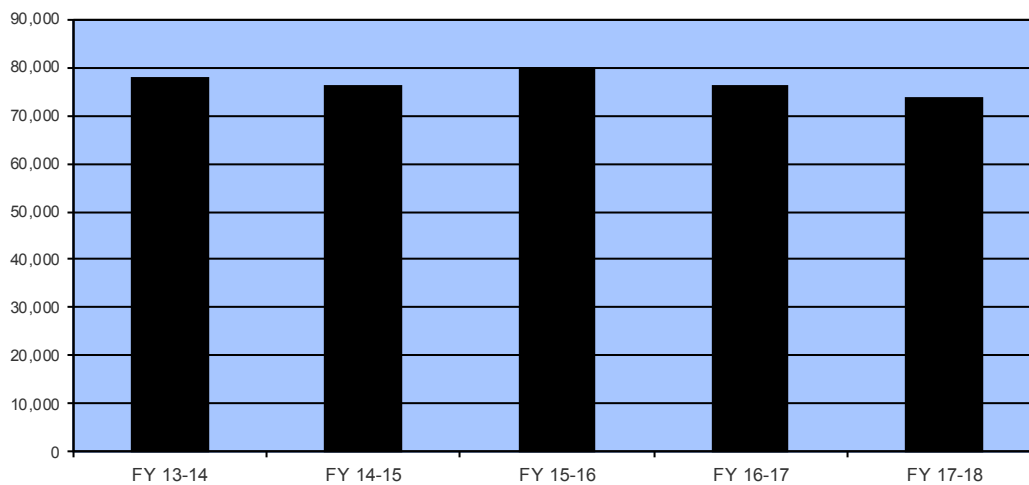
65+ Shared-Ride Trips



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$17.78
 Average Shared-Ride Cost per Trip: \$16.32
 Fare Structure
 Implementation Date: September 2014



Trip Information
 65+ Trips: 72,538
 PwD Trips: 2,276
 Other Shared-Ride Trips: 42,288
 Total Shared-Ride Trips: 117,102
 Total Escorts: 2,365
 Non-Public Trips: 320

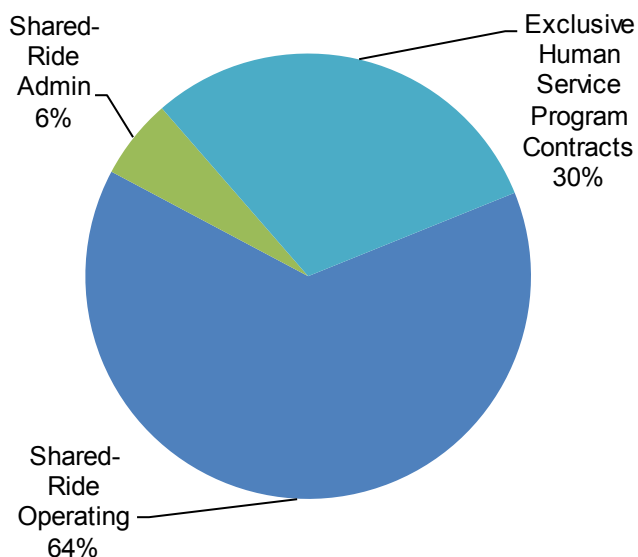


Vehicles Operated in Maximum Service
 Community Transportation: 25

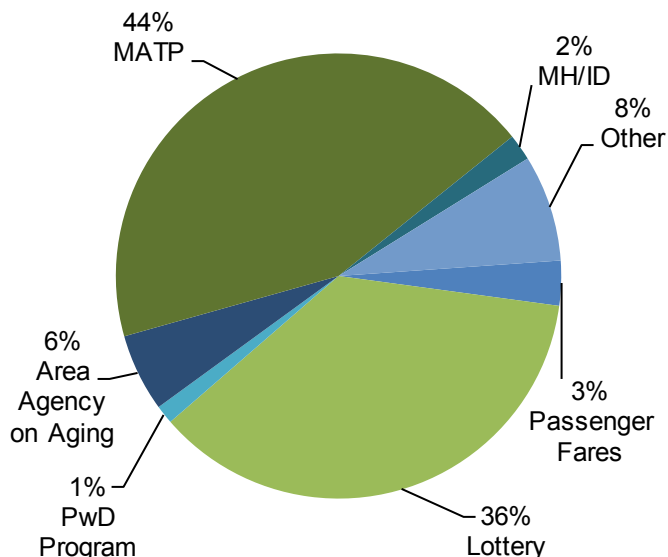
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$2,741



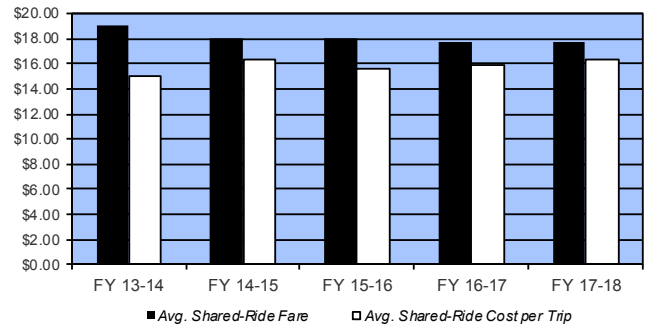
Operating Funds (000's)
\$2,957



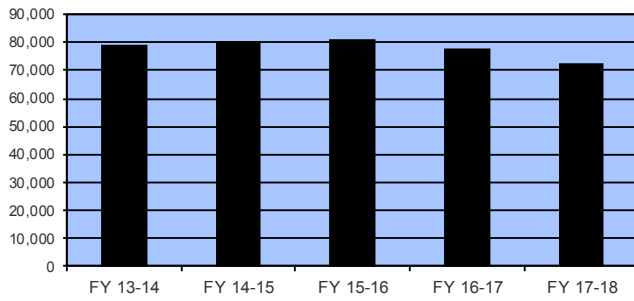
Agency Service Area



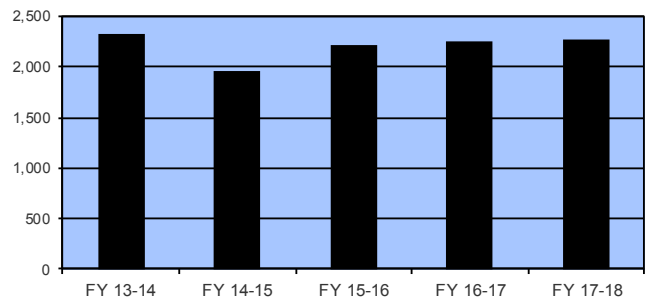
Shared-Ride Fare Recovery



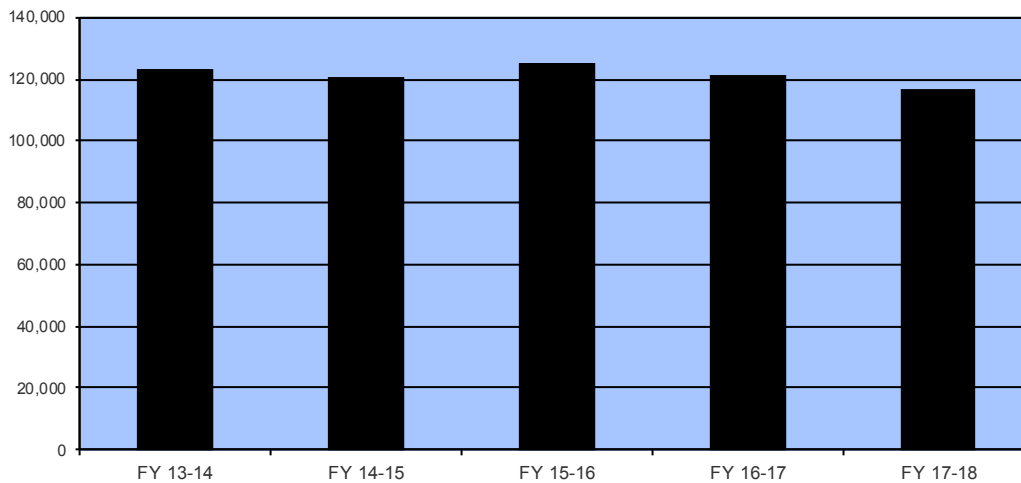
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Rural System



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



House District
 Northumberland: 107, 108

Senate District
 Northumberland: 27



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 32,660
 Senior Passengers: 13,654
 Revenue Vehicle Miles: 64,650
 Revenue Vehicle Hours: 5,725



Current Employees

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



Act 44 Operating Assistance
 Section 1513 Allocation: \$309,223
 Required Local Match: \$12,794



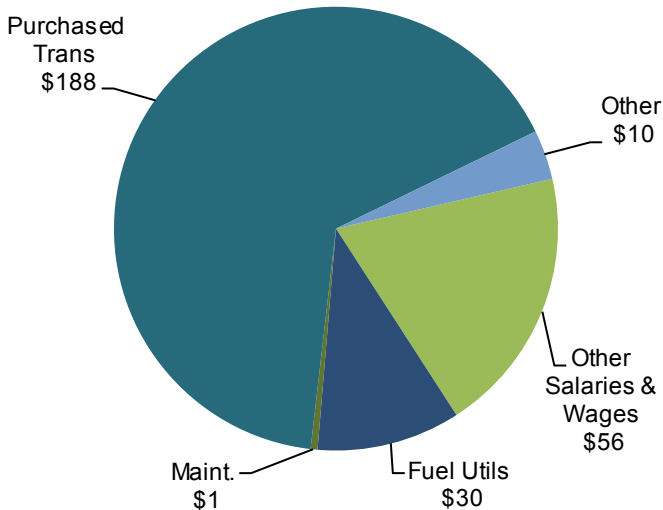
Current Fleet Size

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

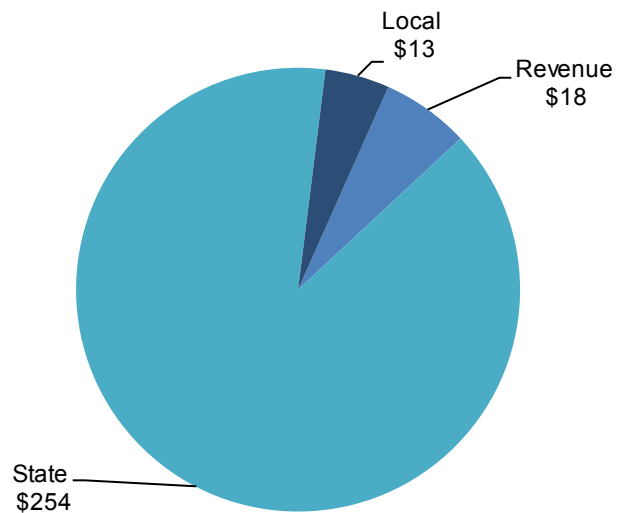
OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)
\$285



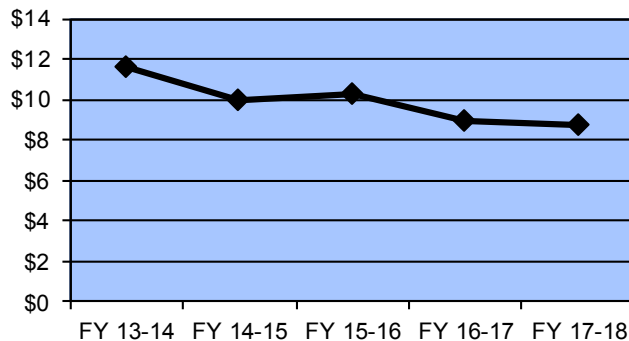
Operating Funds (000's)
\$285



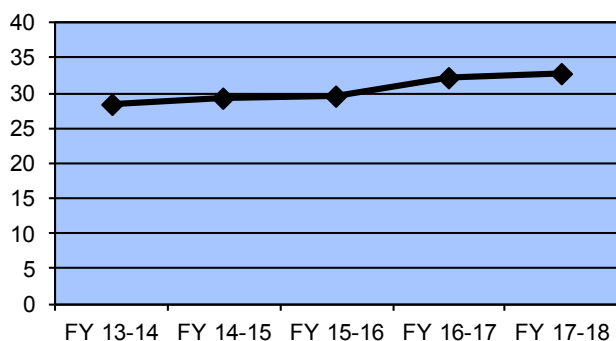
Agency Service Area



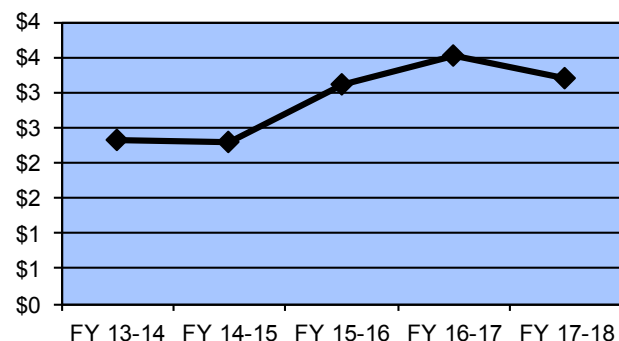
Operating Expense Per Passenger



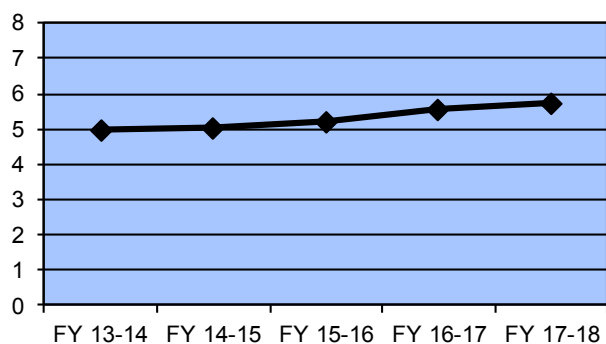
Total Passengers (000's)



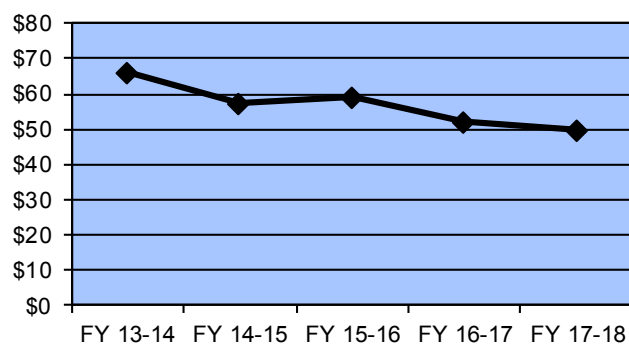
Operating Revenue Per Revenue Vehicle Hour



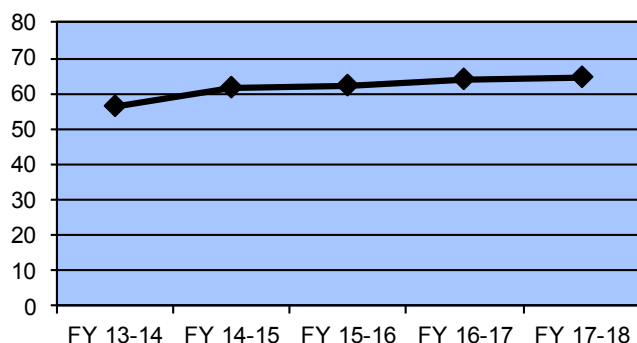
Revenue Vehicle Hours (000's)



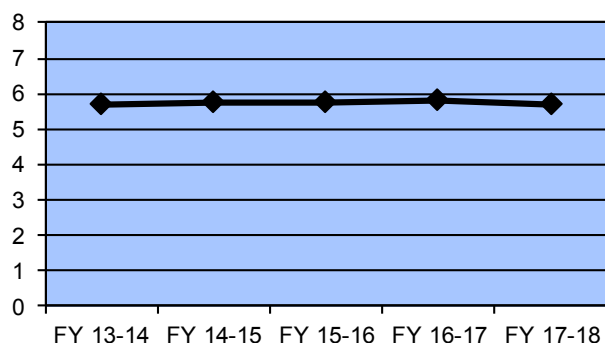
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Community Transportation



Bucks County Transport, Inc.
 P.O. Box 510
 Holicong, PA 18928
 215-794-5554
 Mr. Vincent Volpe, Executive Director



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

Senate District
 Bucks: 6, 10, 12, 24



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



Current Fare Information
 Average Shared-Ride Fare: \$25.80
 Average Shared-Ride Cost per Trip: \$25.28
 Fare Structure
 Implementation Date: September 2015



Trip Information
 65+ Trips: 103,996
 PwD Trips: 33,551
 Other Shared-Ride Trips: 1,129
 Total Shared-Ride Trips: 138,676
 Non-Public Trips: 354,670

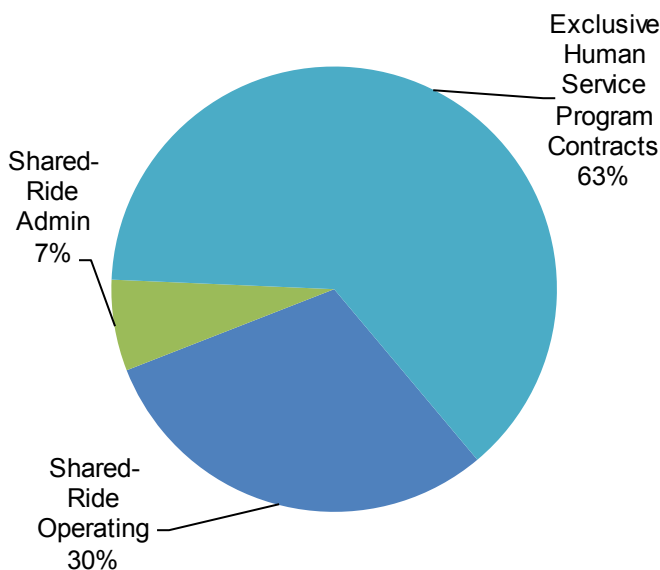


Vehicles Operated in Maximum Service
 Community Transportation: 123

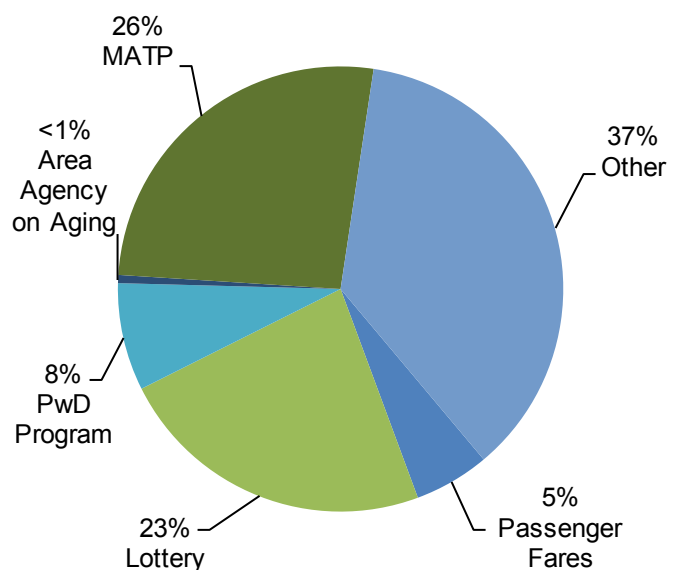
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

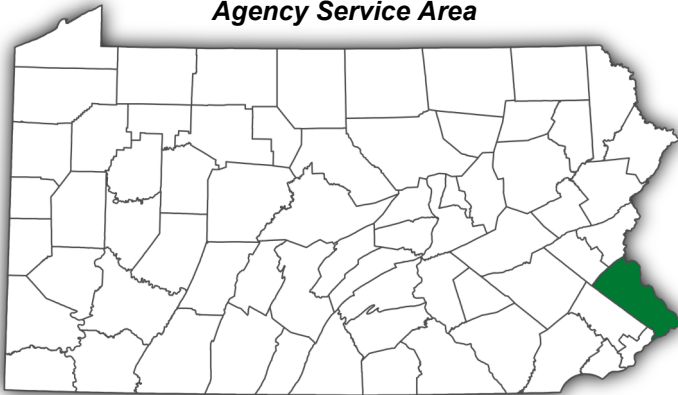
Operating Expense (000's)
\$9,526



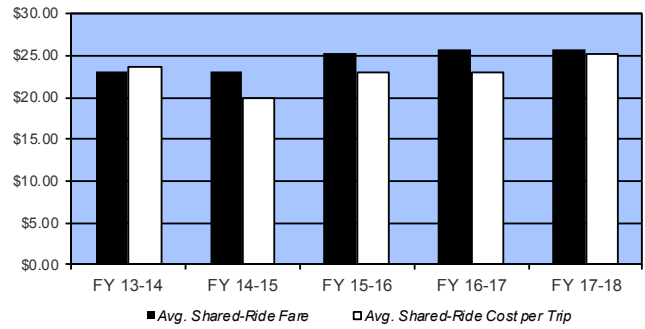
Operating Funds (000's)
\$9,574



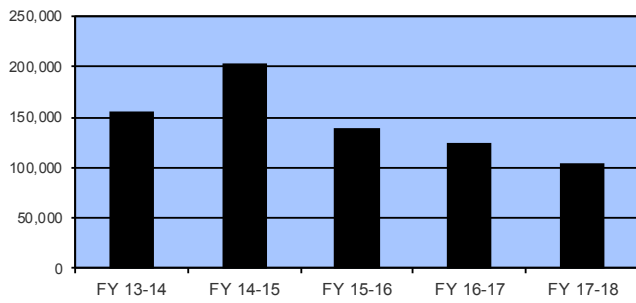
Agency Service Area



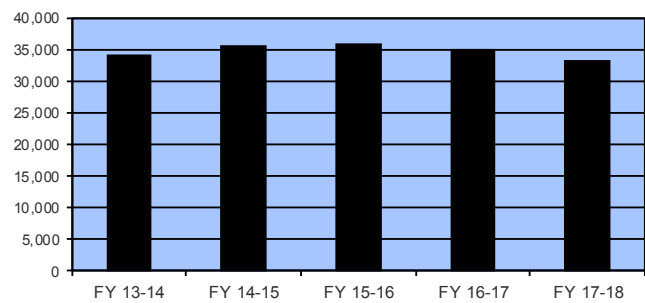
Shared-Ride Fare Recovery



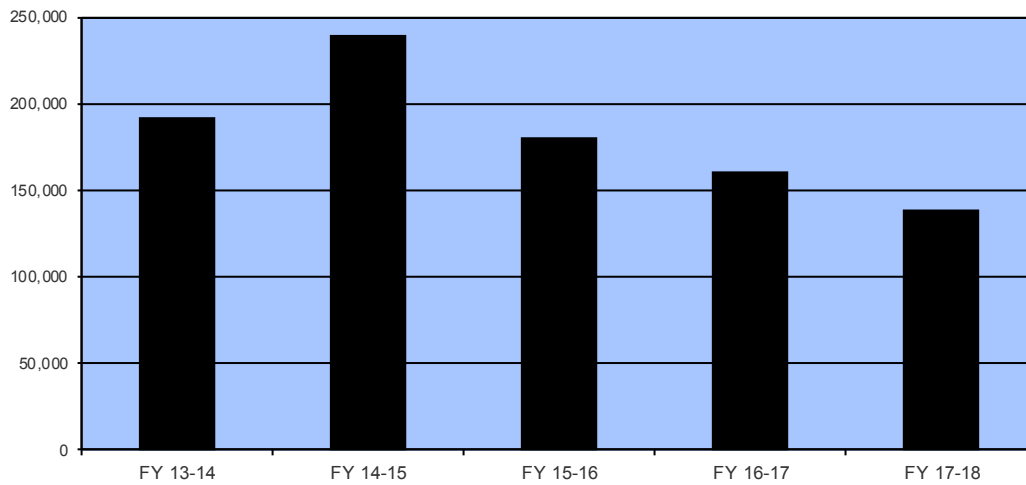
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$16.82
 Average Shared-Ride Cost per Trip: \$16.29
 Fare Structure
 Implementation Date: January 2013



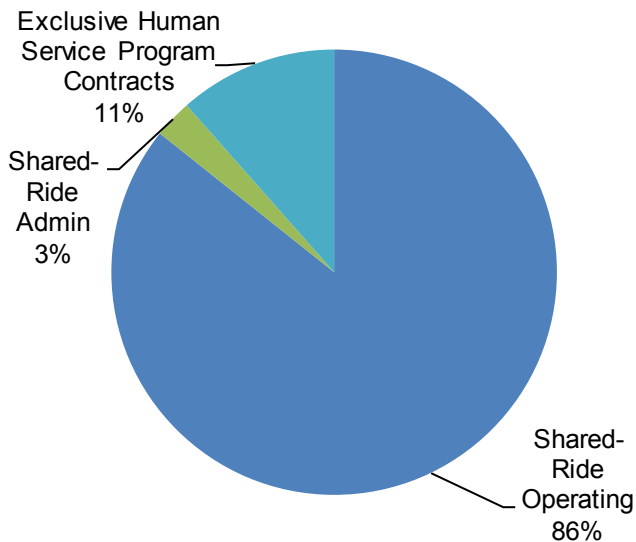
Trip Information
 65+ Trips: 25,144
 PwD Trips: 6,679
 Other Shared-Ride Trips: 22,668
 Total Shared-Ride Trips: 54,491



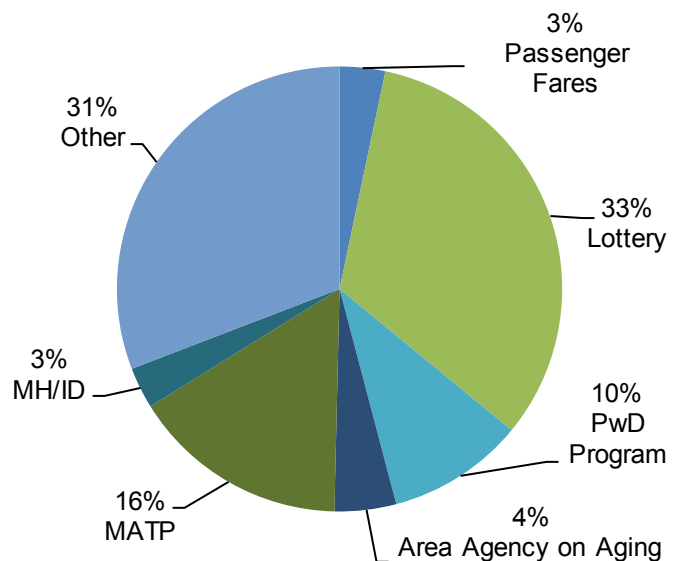
Vehicles Operated in Maximum Service
 Community Transportation: 17

COMMUNITY TRANSPORTATION OPERATING BUDGET

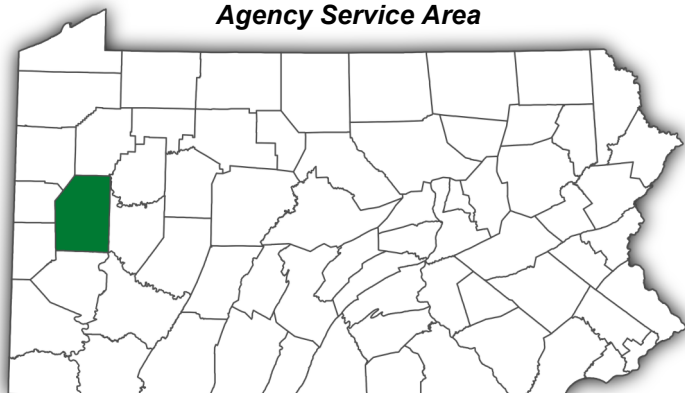
Operating Expense (000's)
\$1,088



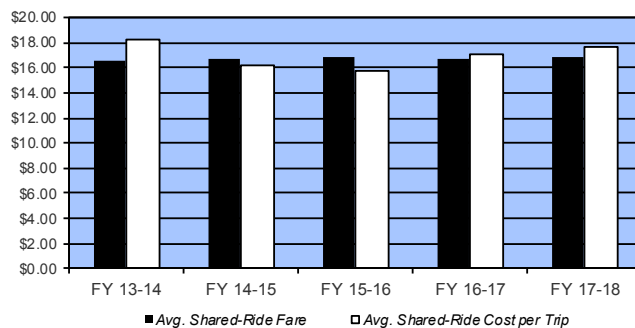
Operating Funds (000's)
\$1,060



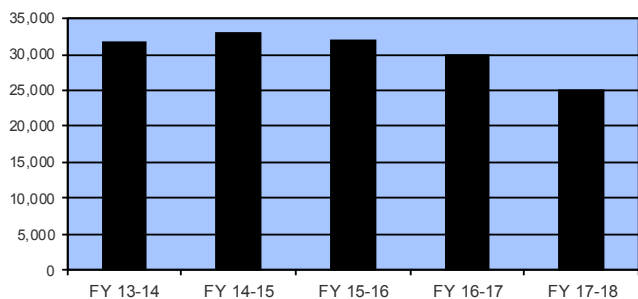
Agency Service Area



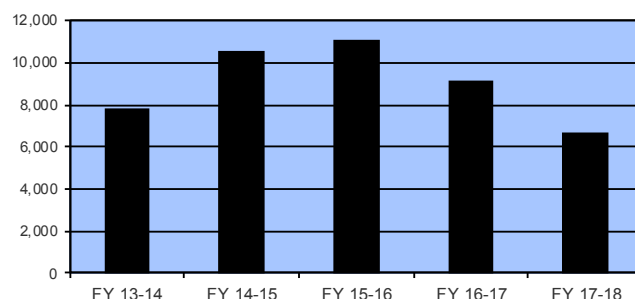
Shared-Ride Fare Recovery



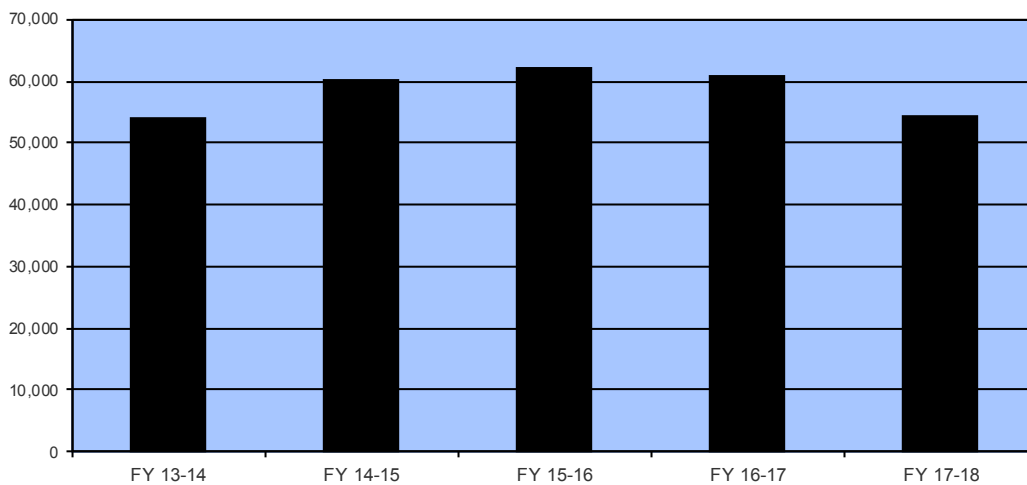
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban & Rural System



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



House District
 Butler: 8, 10, 11, 12, 14, 60, 64
Senate District
 Butler: 21, 41, 47



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 202,000
 Senior Passengers: 38,347
 Revenue Vehicle Miles: 233,817
 Revenue Vehicle Hours: 16,809



Current Employees
 Agency Full-Time: 4
 Agency Part-Time: 7
 Contractor Full-Time: 7
 Contractor Part-Time: 9
 System-Wide: 27



Act 44 Operating Assistance
 Section 1513 Allocation: \$928,929
 Required Local Match: \$49,921

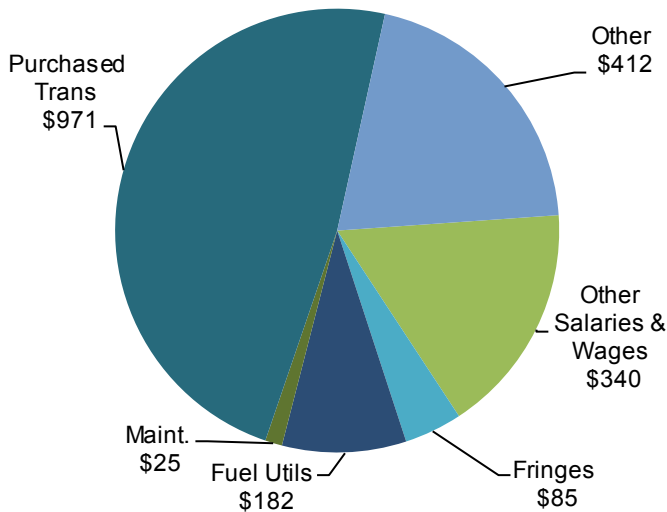


Current Fleet Size
 Diesel/Gasoline Motor Bus: 4
 CNG Bus: 8
 System-wide: 12

OPERATING PROFILES

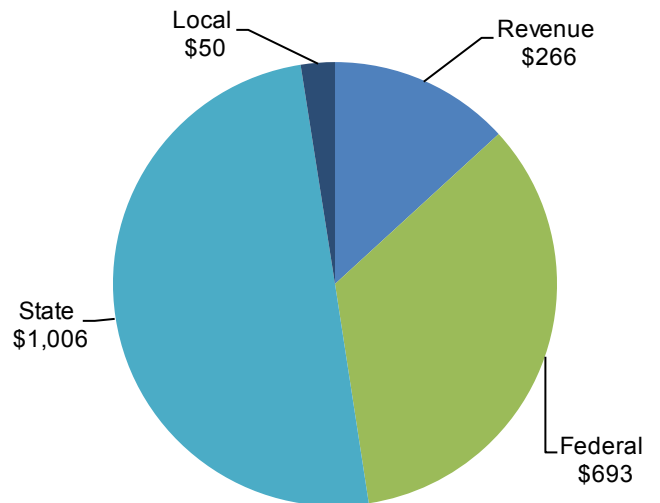
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$2,015



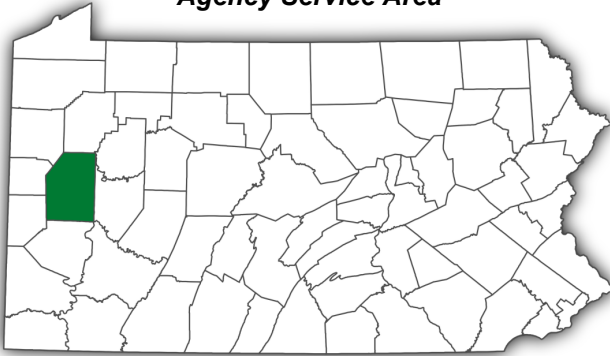
Expense includes ADA complementary expense.

Operating Funds (000's)
\$2,015

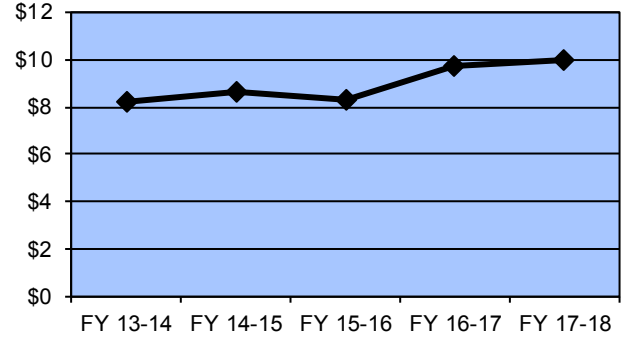


Revenue includes ADA complementary revenue.

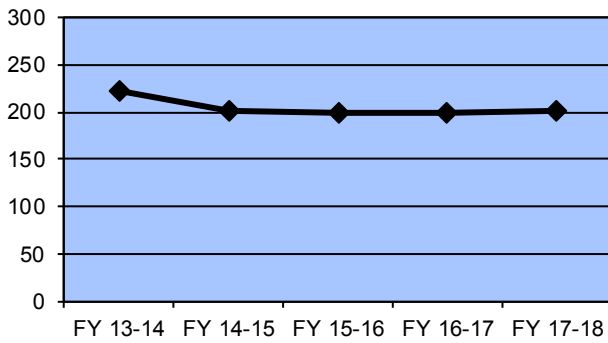
Agency Service Area



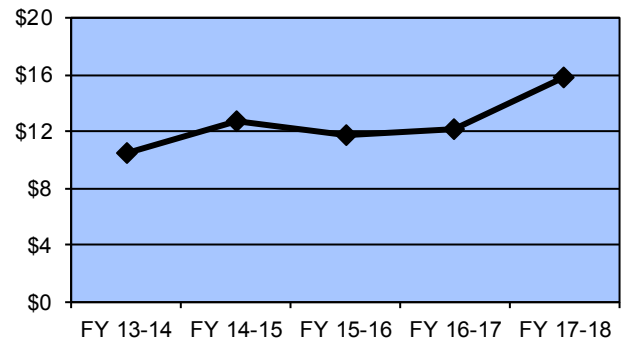
Operating Expense Per Passenger



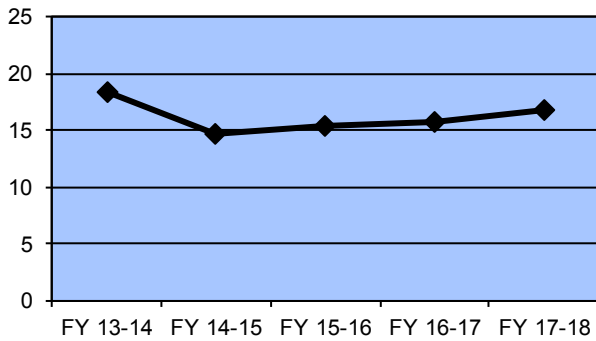
Total Passengers (000's)



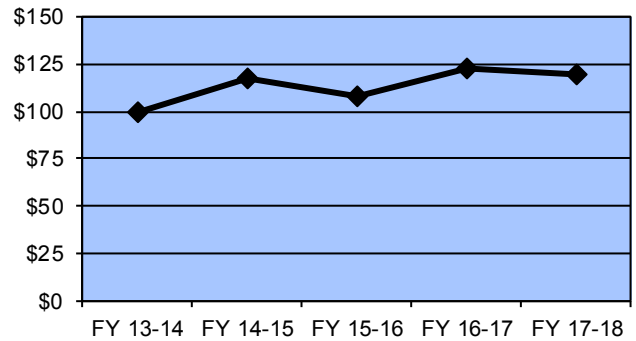
Operating Revenue Per Revenue Vehicle Hour



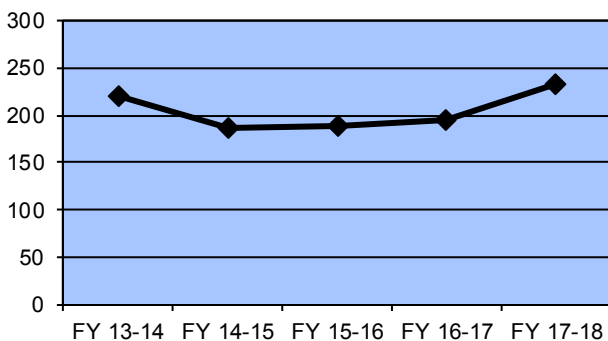
Revenue Vehicle Hours (000's)



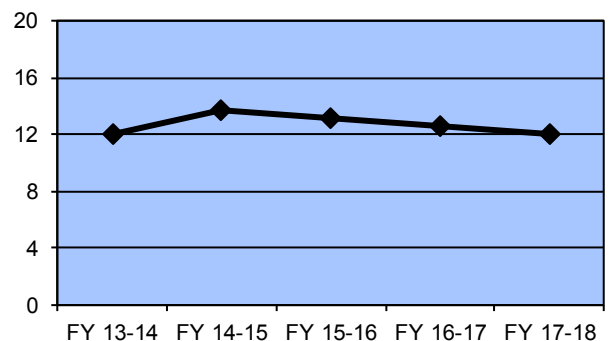
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

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

Community Transportation



Call-A-Ride Service (CARS)
 249 West Third Street
 Lewistown, PA 17044
 717-242-2277
 Ms. Cynthia Sunderland, Director



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

Senate District
 Juniata: 34
 Mifflin: 34



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



Current Fare Information
 Average Shared-Ride Fare: \$23.19
 Average Shared-Ride Cost per Trip: \$23.30
 Fare Structure
 Implementation Date: June 2016



Trip Information
 65+ Trips: 19,865
 PwD Trips: 1,700
 Other Shared-Ride Trips: 18,461
 Total Shared-Ride Trips: 40,026
 Non-Public Trips: 203

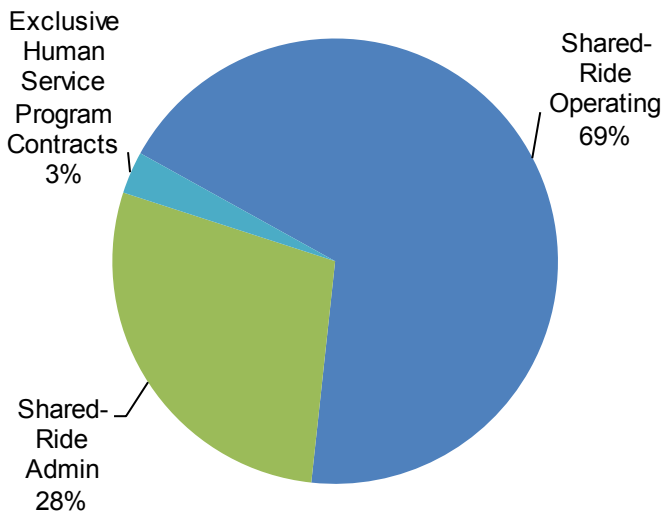


Vehicles Operated in Maximum Service
 Community Transportation: 13

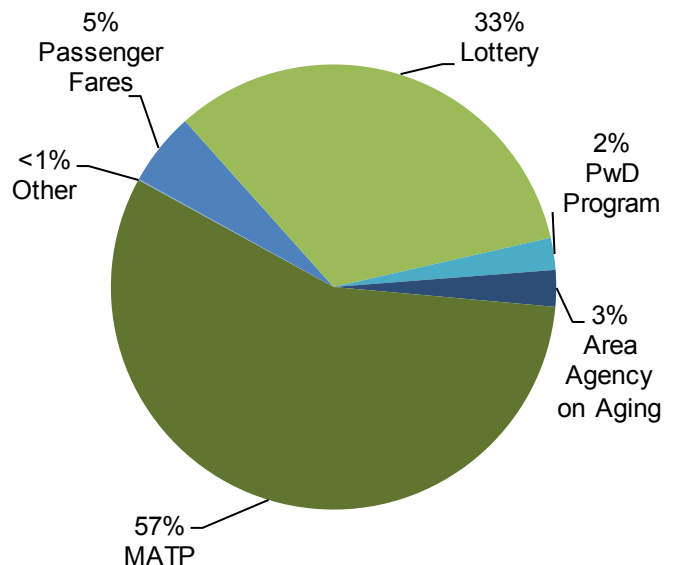
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

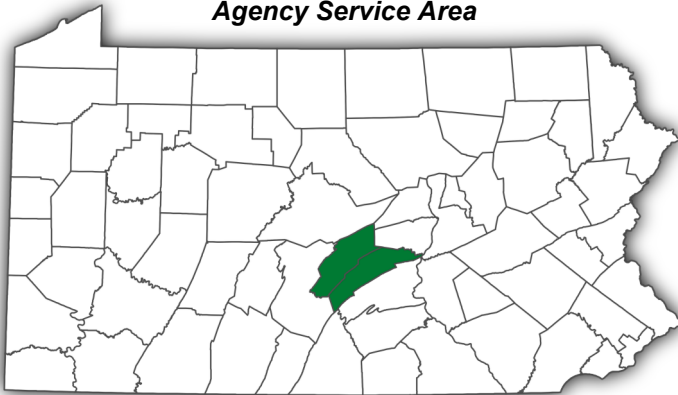
Operating Expense (000's)
\$962



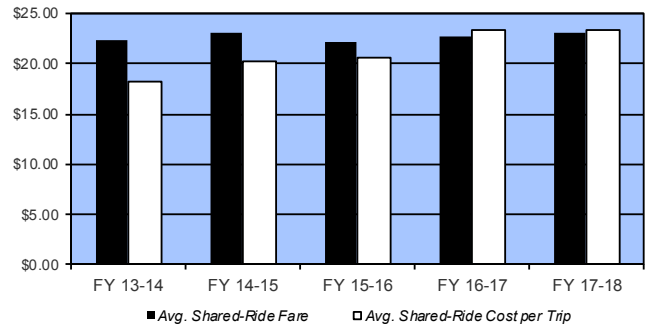
Operating Funds (000's)
\$1,027



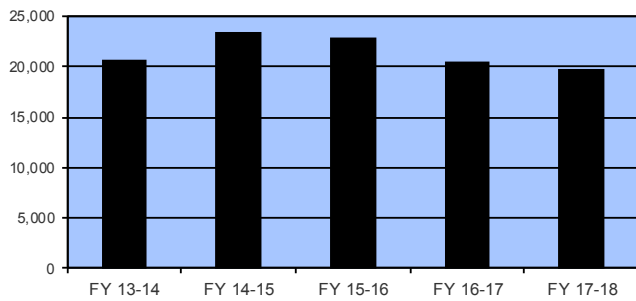
Agency Service Area



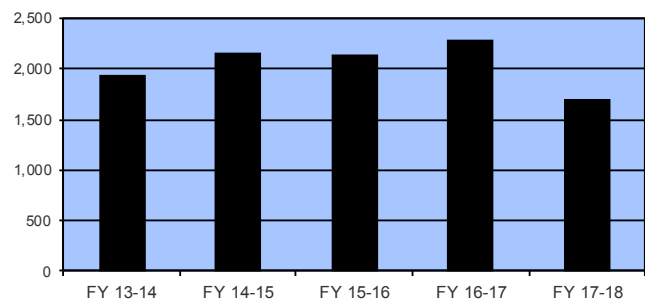
Shared-Ride Fare Recovery



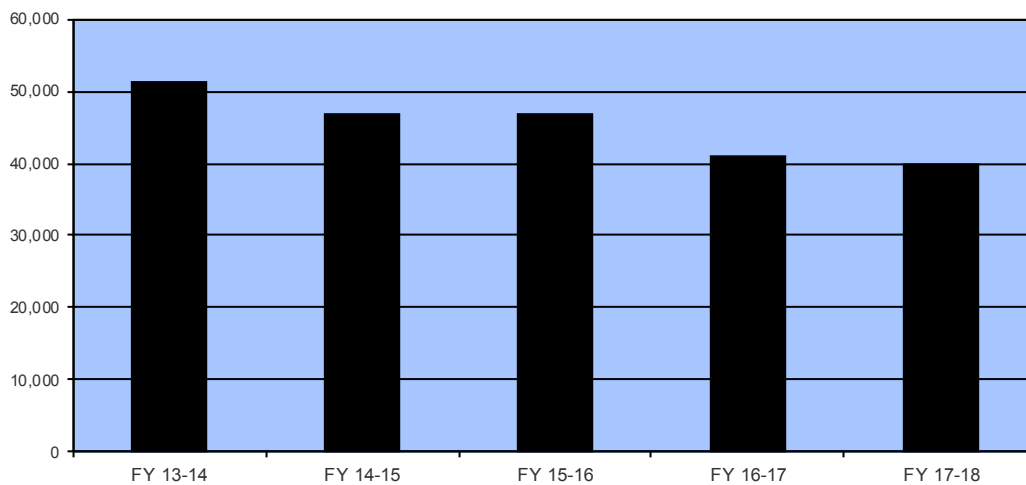
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Urban & Rural System



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



House District
 Cambria: 71, 72, 73

Senate District
 Cambria: 35



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,094,703
 Senior Passengers: 173,899
 Revenue Vehicle Miles: 1,088,595
 Revenue Vehicle Hours: 82,804



Current Employees
 Agency Full-Time: 107
 Agency Part-Time: 43
 System-Wide: 150



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,986,749
 Required Local Match: \$807,453



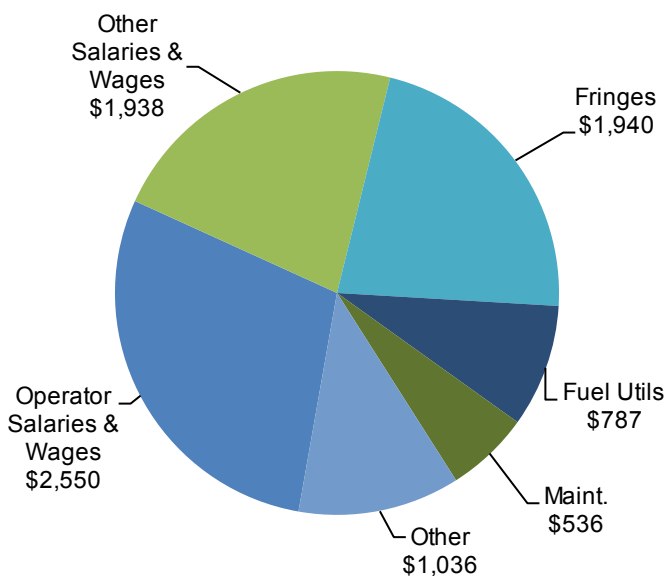
Current Fleet Size
 Diesel/Gasoline Motor Bus: 33
 CNG Motor Bus: 7
 Other Alternative Fuel Motor Bus: 1
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicle: 23
 CNG Paratransit: 3
 System-Wide: 69

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

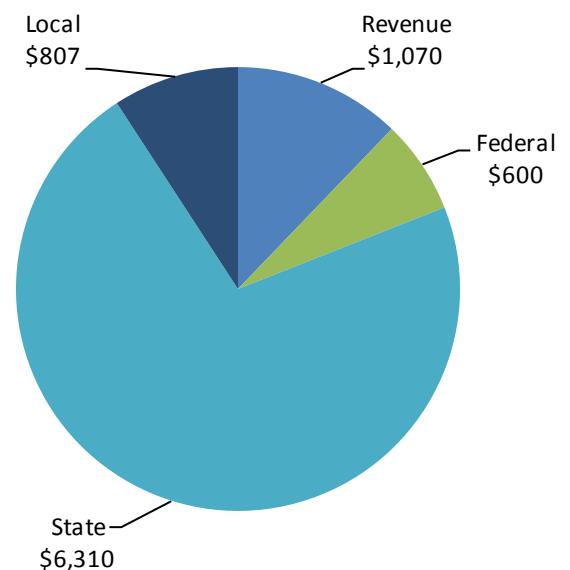
\$8,787



Expense includes ADA complementary expense.

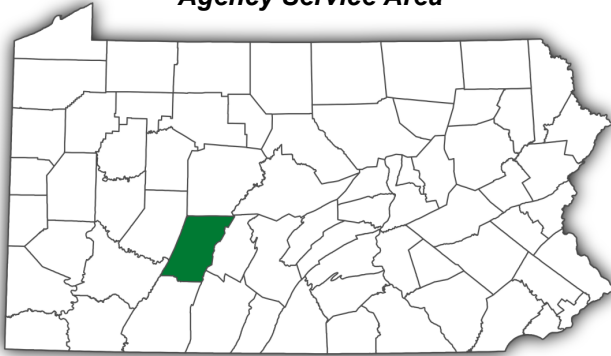
Operating Funds (000's)

\$8,787

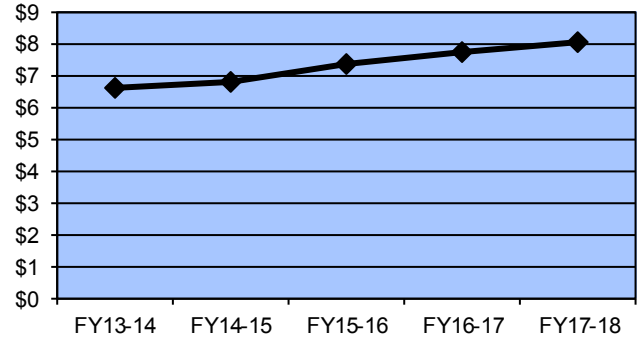


Revenue includes ADA complementary revenue.

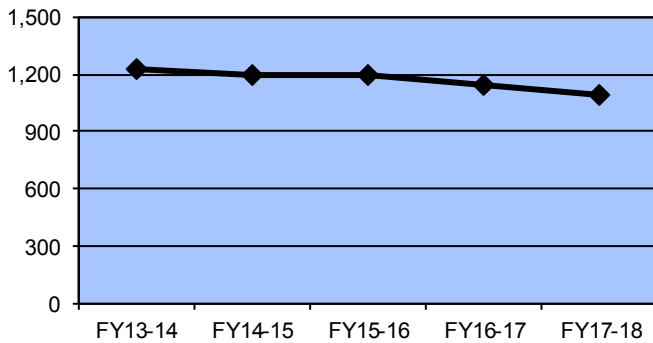
Agency Service Area



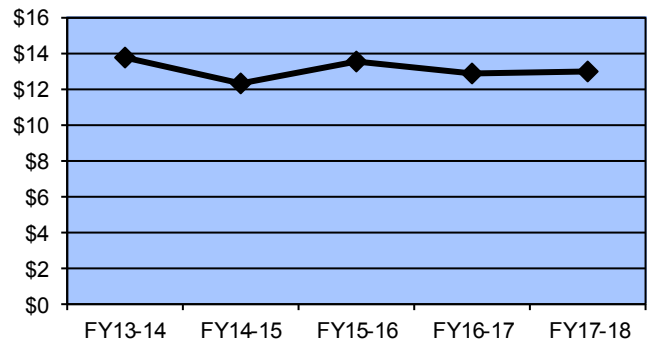
Operating Expense Per Passenger



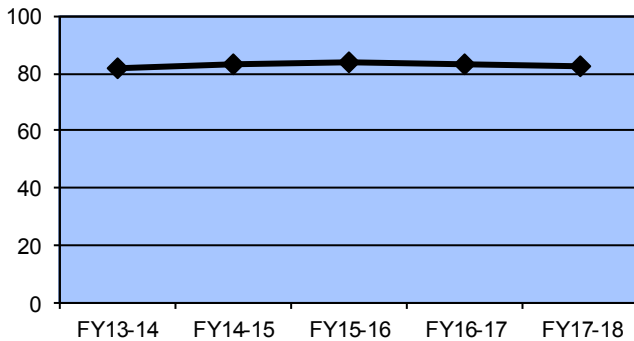
Total Passengers (000's)



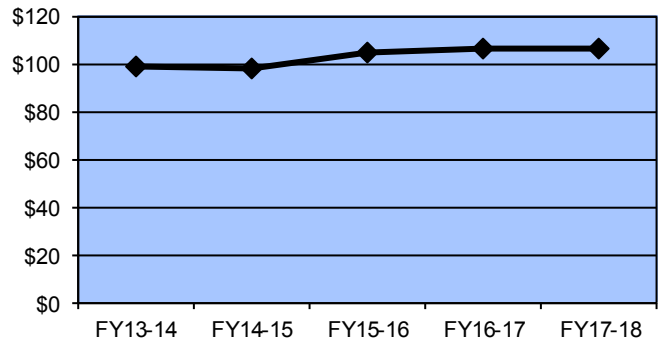
Operating Revenue Per Revenue Vehicle Hour



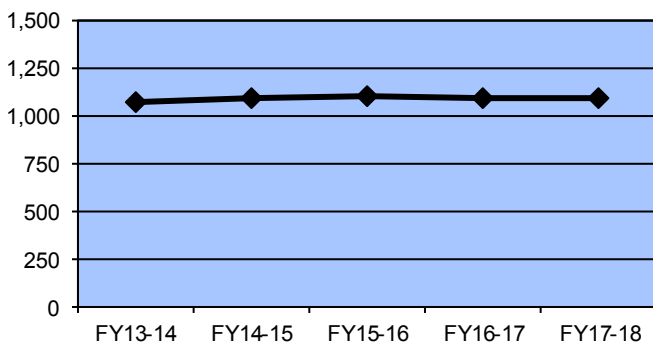
Revenue Vehicle Hours (000's)



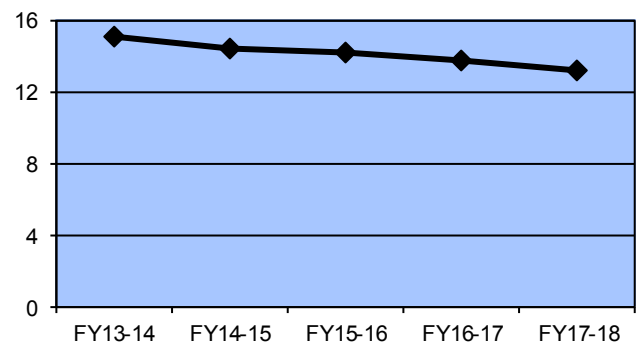
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Cambria: 71, 72, 73

Senate District
 Cambria: 35



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



Current Fare Information
 Average Shared-Ride Fare: \$20.01
 Average Shared-Ride Cost per Trip: \$29.15
 Fare Structure
 Implementation Date: January 2017



Trip Information
 65+ Trips: 52,469
 PwD Trips: 1,654
 Other Shared-Ride Trips: 2,605
 Total Shared-Ride Trips: 56,728
 Total Escorts: 571

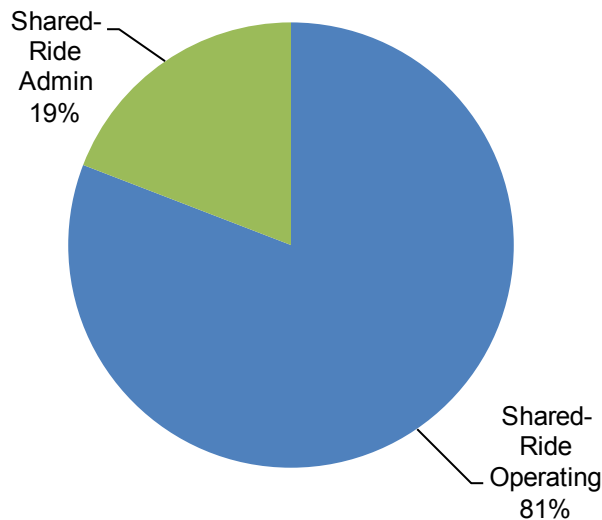


Vehicles Operated in Maximum Service
 Community Transportation: 17

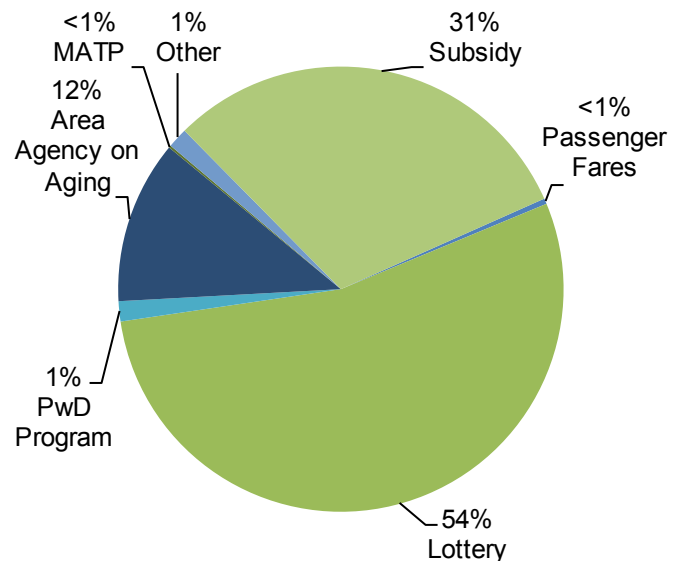
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

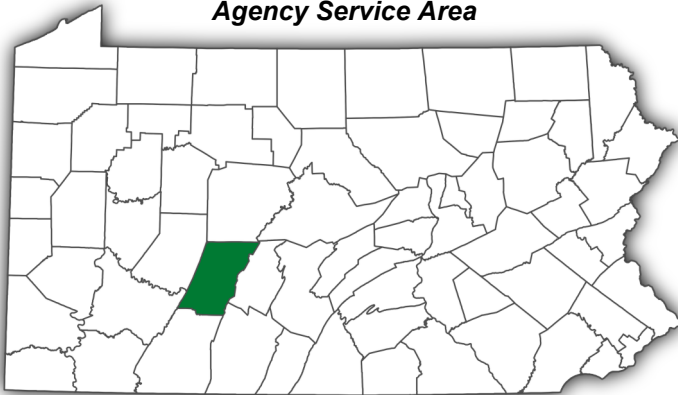
Operating Expense (000's)
\$1,654



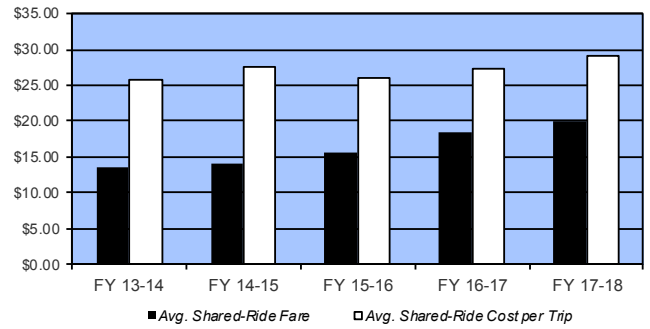
Operating Funds (000's)
\$1,654



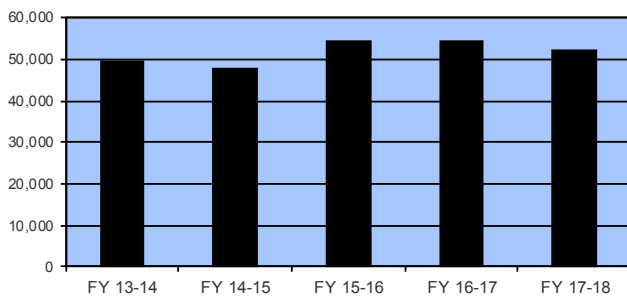
Agency Service Area



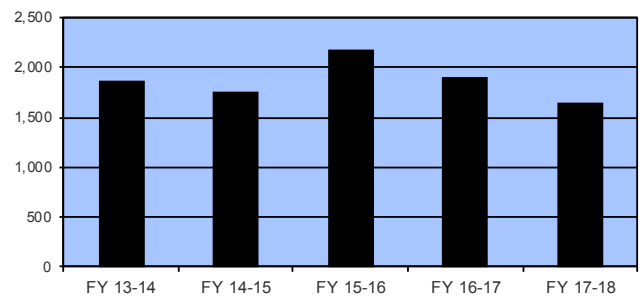
Shared-Ride Fare Recovery



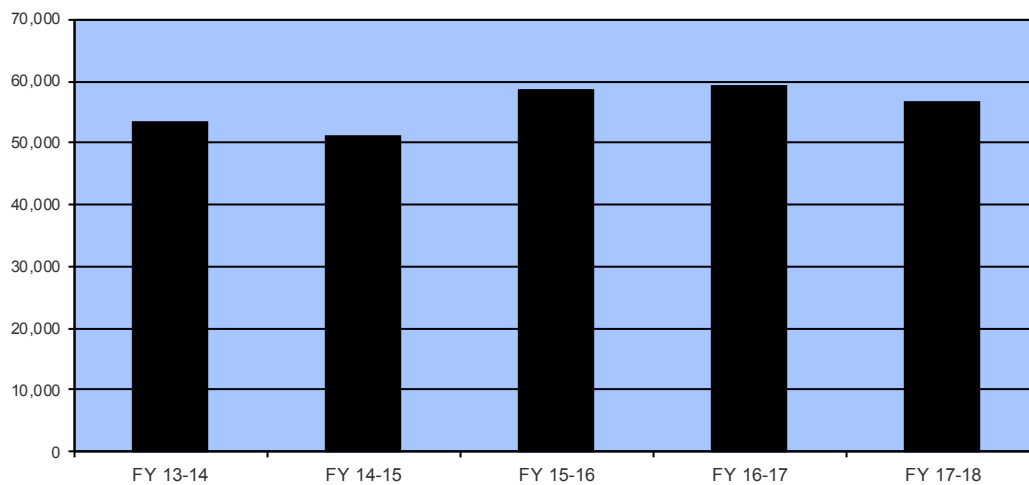
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Urban & Rural System



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



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 2,077,510
 Senior Passengers: 256,031
 Revenue Vehicle Miles: 2,020,396
 Revenue Vehicle Hours: 134,030



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$8,503,319
 Required Local Match: \$931,819



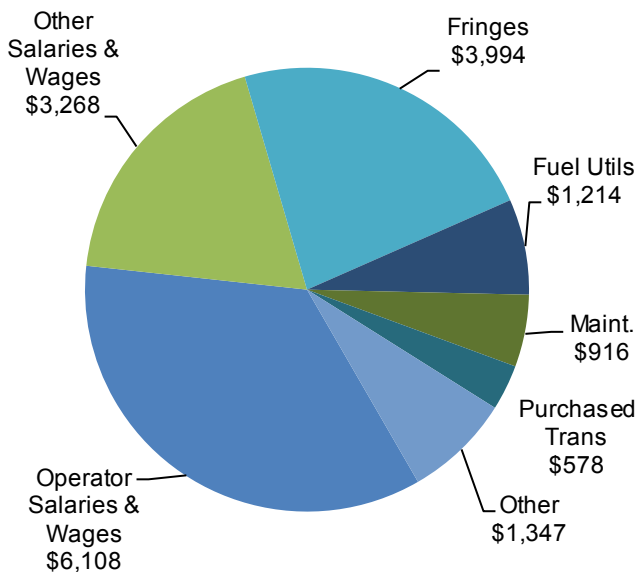
Current Fleet Size
 Diesel/Gasoline Motor Bus: 69
 Diesel/Gasoline Paratransit Vehicle: 52
 System-Wide: 121

URBAN & RURAL OPERATING BUDGET

*Operating Expenses and Operating Funds do not match because CAT operated at a deficit for FY 17-18.

Operating Expense (000's)

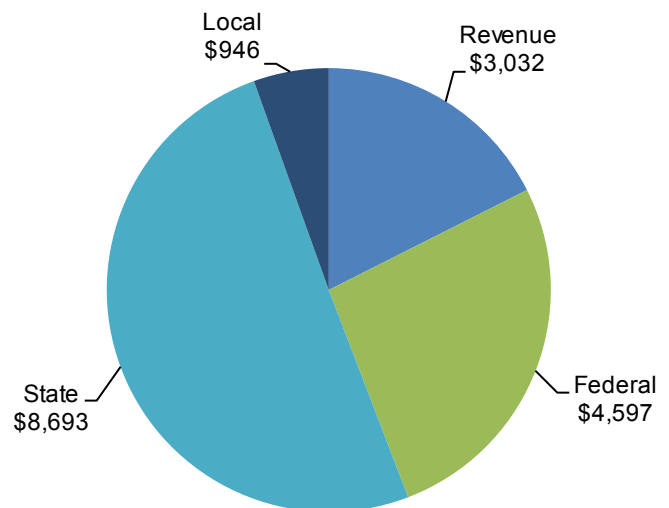
\$17,425



Expense includes ADA complementary expense.

Operating Funds (000's)

\$17,268

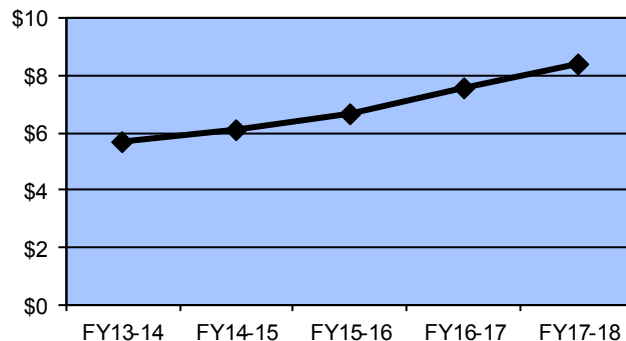


Revenue includes ADA complementary revenue.

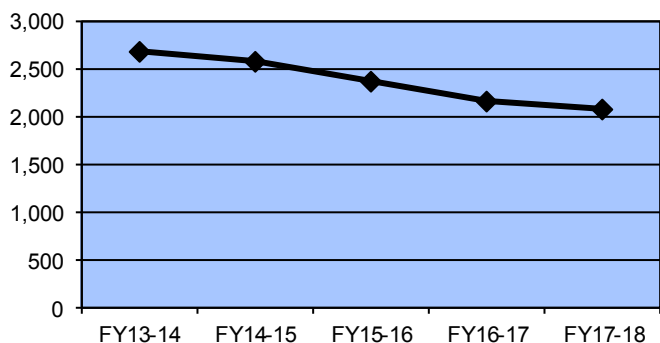
Agency Service Area



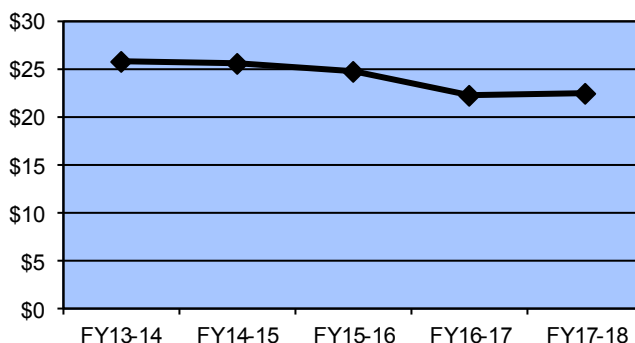
Operating Expense Per Passenger



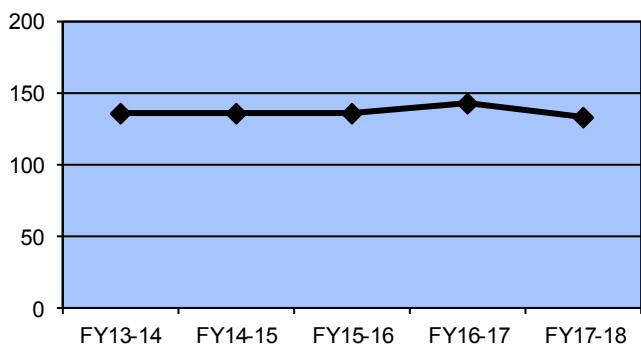
Total Passengers (000's)



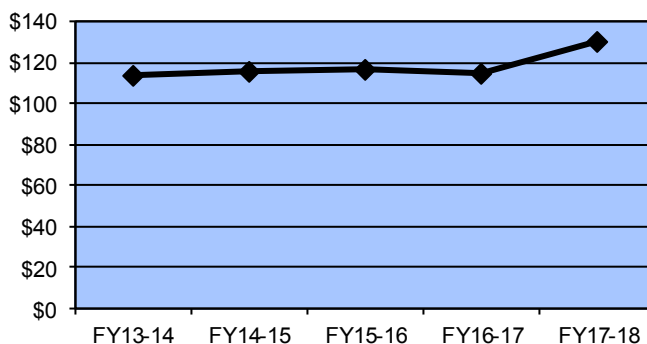
Operating Revenue Per Revenue Vehicle Hour



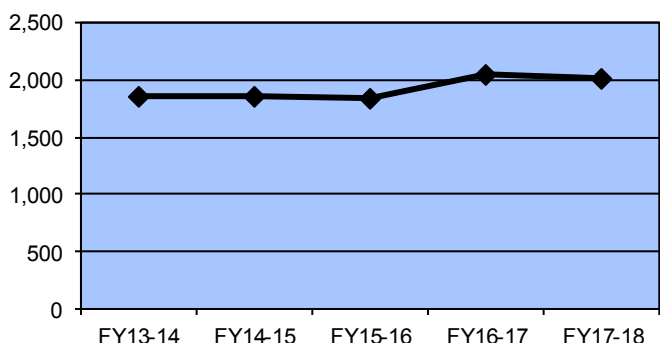
Revenue Vehicle Hours (000's)



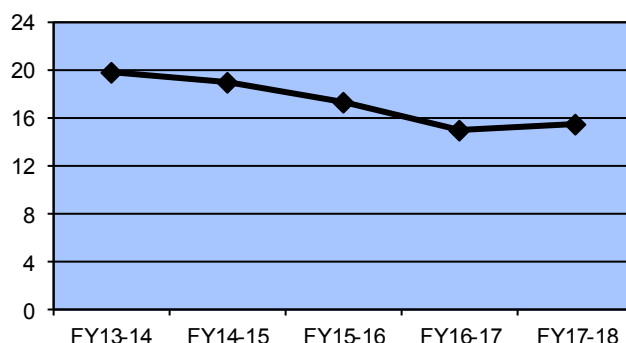
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Community Transportation



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



House District
 Dauphin: 98, 103, 104, 105, 106, 125
 Senate District
 Dauphin: 15, 48



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



Current Fare Information
 Average Shared-Ride Fare: \$20.56
 Average Shared-Ride Cost per Trip: \$28.28
 Fare Structure
 Implementation Date: February 2011



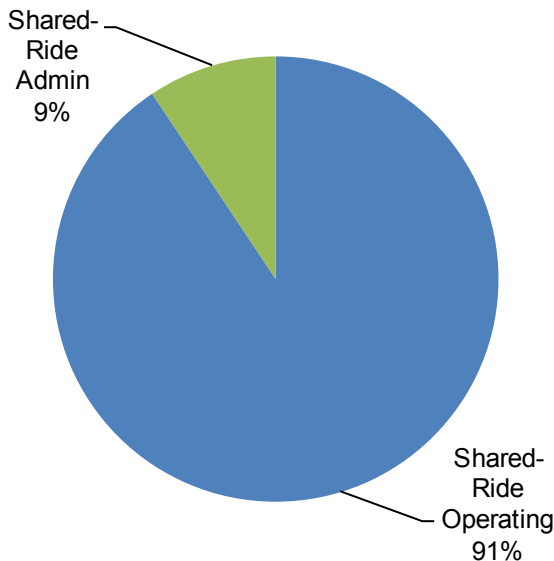
Trip Information
 65+ Trips: 50,335
 PwD Trips: 9,250
 Other Shared-Ride Trips: 89,880
 Total Shared-Ride Trips: 149,465
 Total Escorts: 21,010



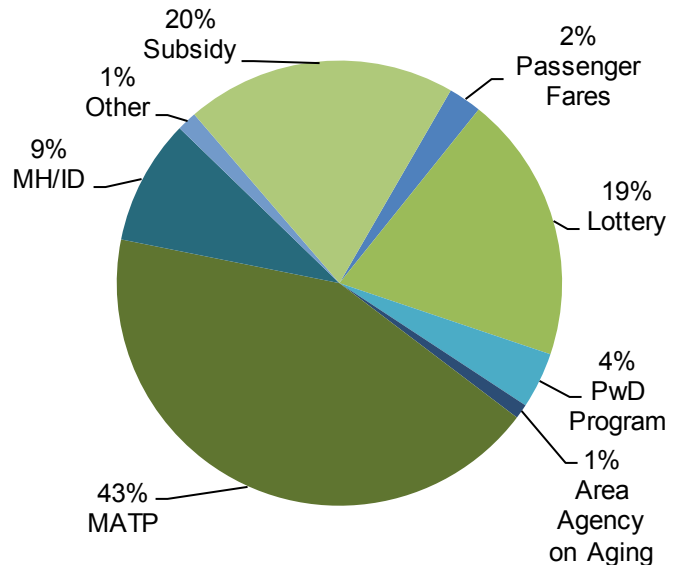
Vehicles Operated in Maximum Service
 Community Transportation: 45

COMMUNITY TRANSPORTATION OPERATING BUDGET

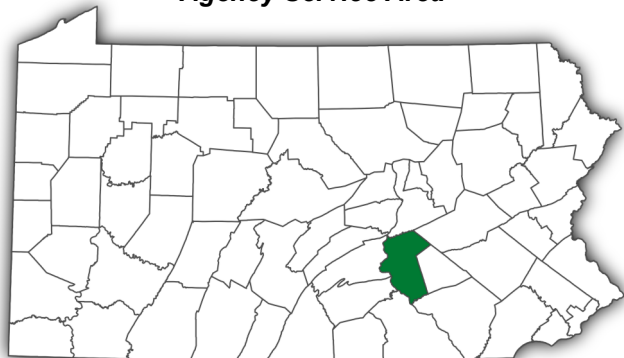
Operating Expense (000's)
\$4,228



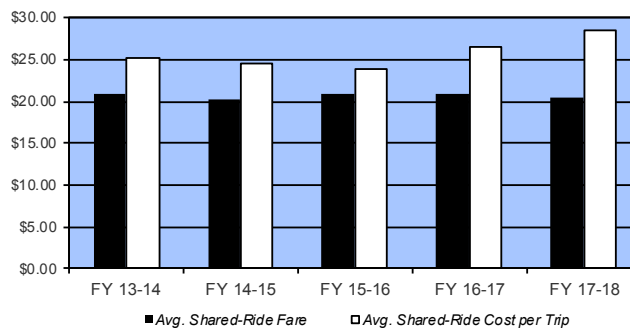
Operating Funds (000's)
\$4,228



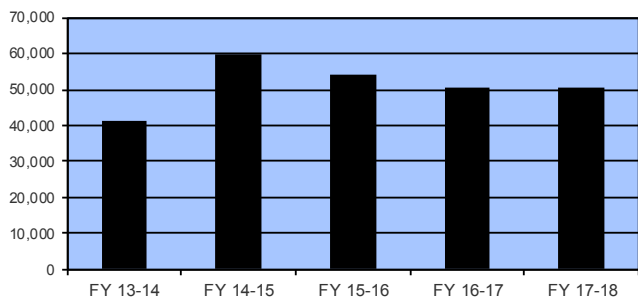
Agency Service Area



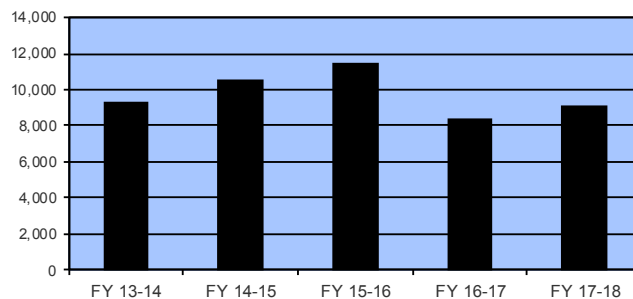
Shared-Ride Fare Recovery



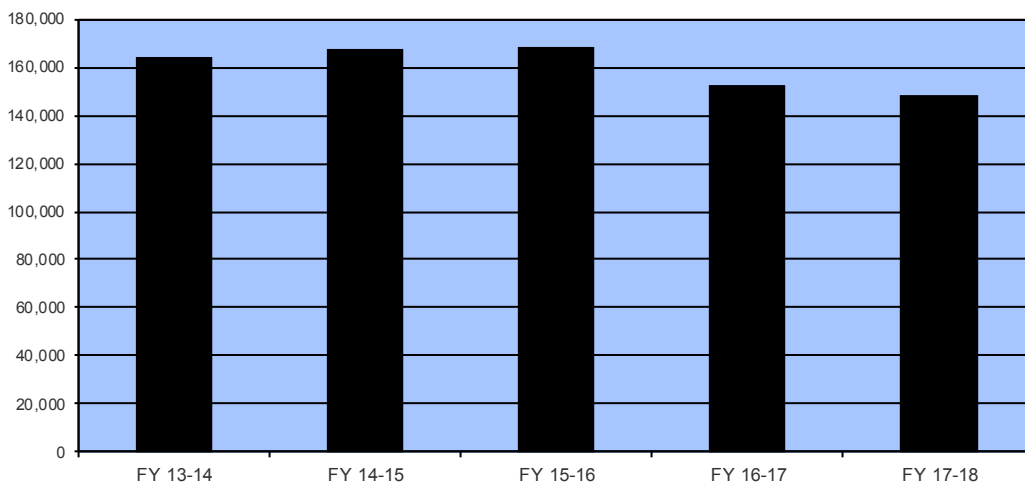
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Carbon County Community Transit (CCCT)

Urban & Rural System



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



House District
 Carbon: 122

Senate District
 Carbon: 14



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 8,832
 Senior Passengers: 3,556
 Revenue Vehicle Miles: 71,387
 Revenue Vehicle Hours: 8,464



Current Employees

Agency Full-Time:	2
Agency Part-Time:	0
Contractor Full-Time:	17
Contractor Part-Time:	6
System-Wide:	25



Act 44 Operating Assistance
 Section 1513 Allocation: \$254,446
 Required Local Match: \$38,167

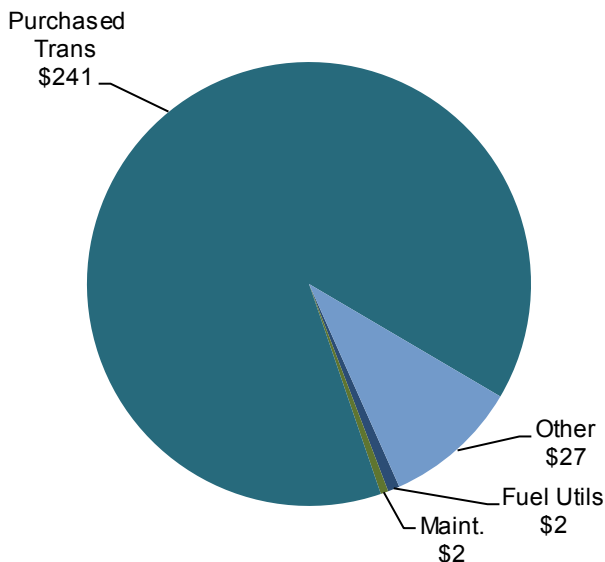


Current Fleet Size
 Diesel/Gasoline Paratransit Vehicle: 14
 System-wide: 14

OPERATING PROFILES

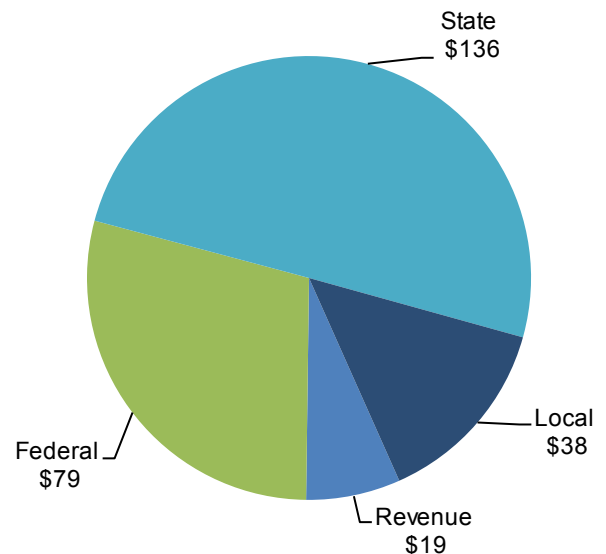
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$272



Expense includes ADA complementary expense.

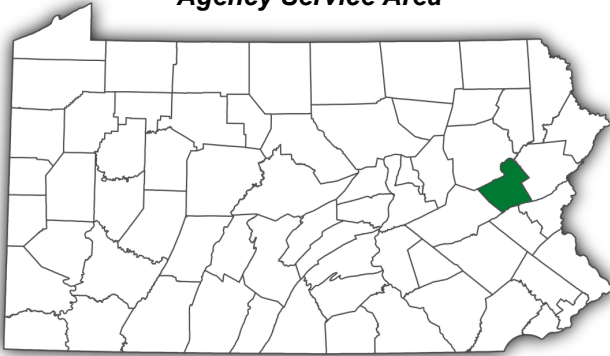
Operating Funds (000's)
\$272



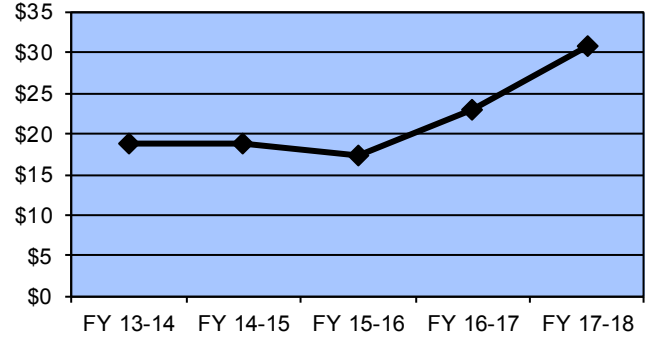
Revenue includes ADA complementary revenue.

(CCCT) Carbon County Community Transit

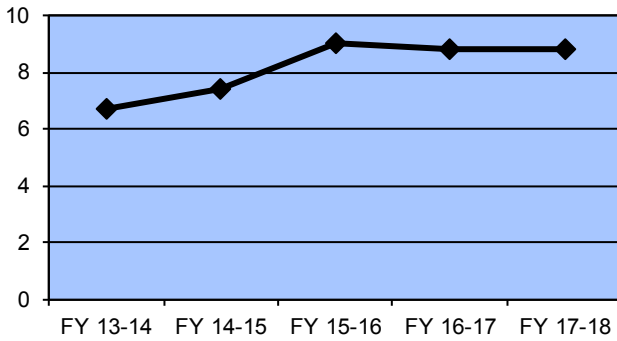
Agency Service Area



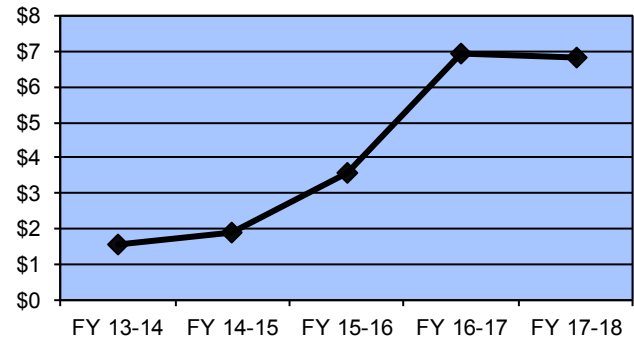
Operating Expense Per Passenger



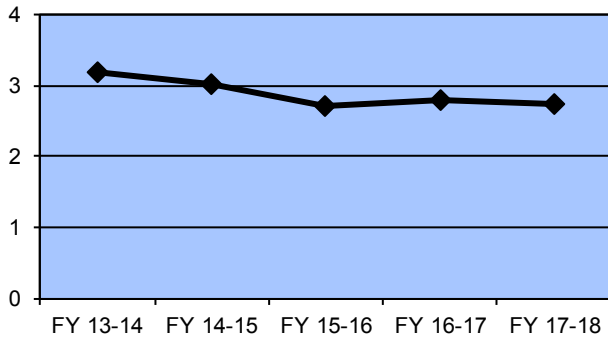
Total Passengers (000's)



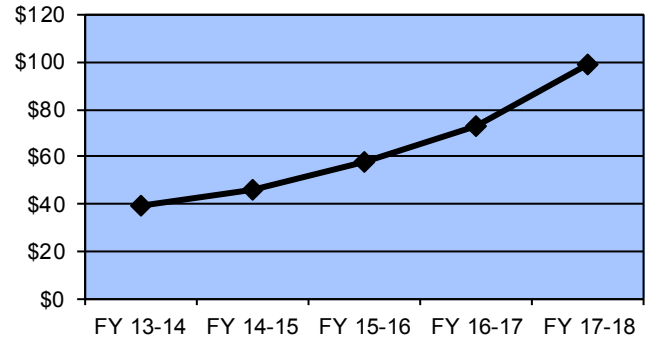
Operating Revenue Per Revenue Vehicle Hour



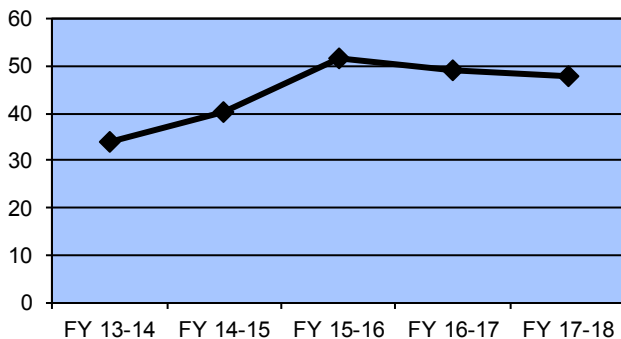
Revenue Vehicle Hours (000's)



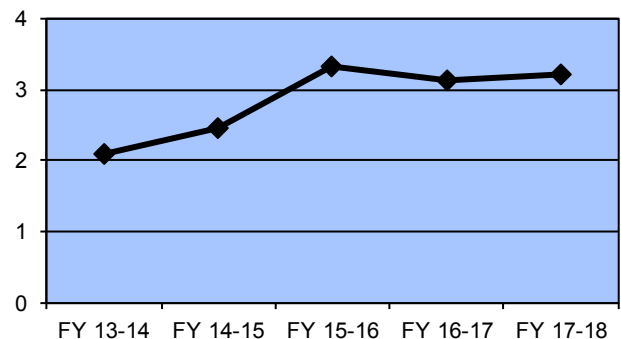
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Carbon: 122

Senate District
 Carbon: 14



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



Current Fare Information
 Average Shared-Ride Fare: \$23.97
 Average Shared-Ride Cost per Trip: \$36.38
 Fare Structure
 Implementation Date: March 2016



Trip Information
 65+ Trips: 24,321
 PwD Trips: 2,308
 Other Shared-Ride Trips: 10,248
 Total Shared-Ride Trips: 36,877
 Total Escorts: 0
 Non-Public Trips: 3,071

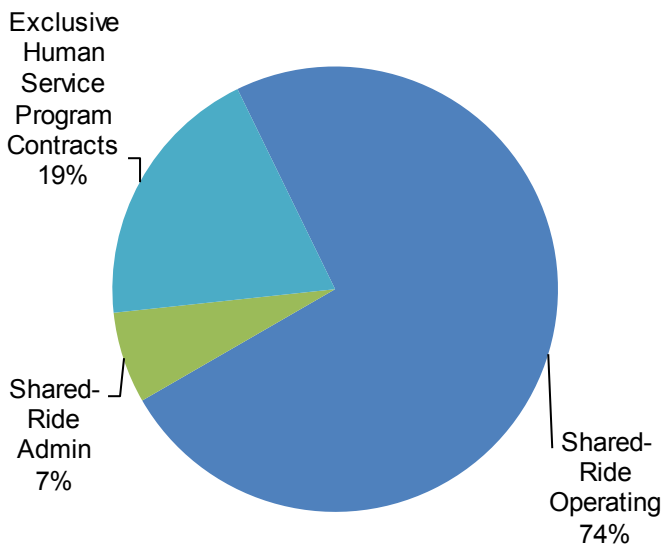


Vehicles Operated in Maximum Service
 Community Transportation: 20

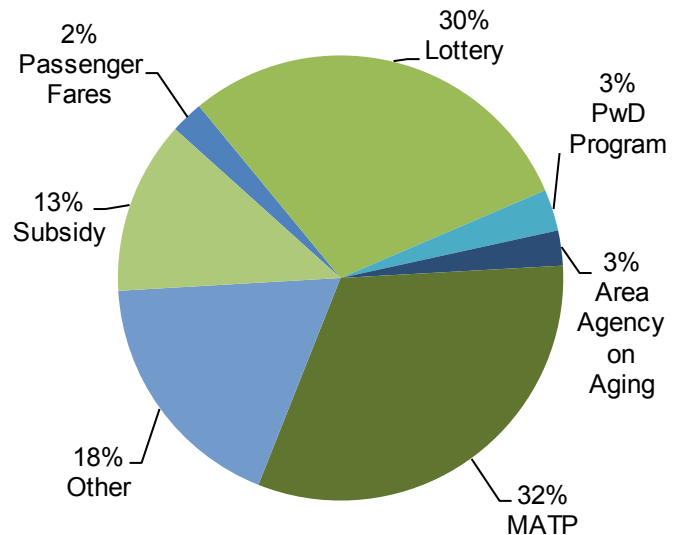
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

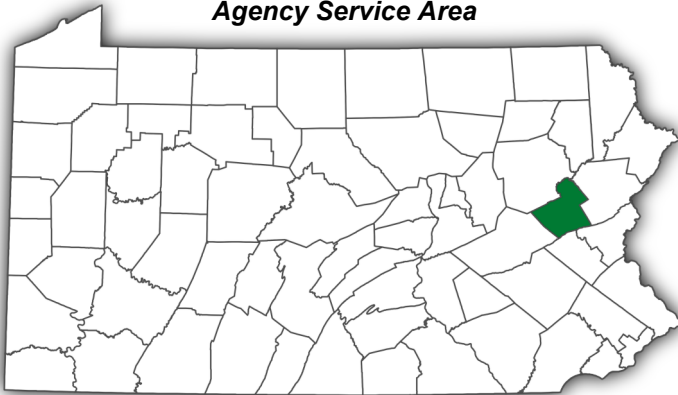
Operating Expense (000's)
\$1,666



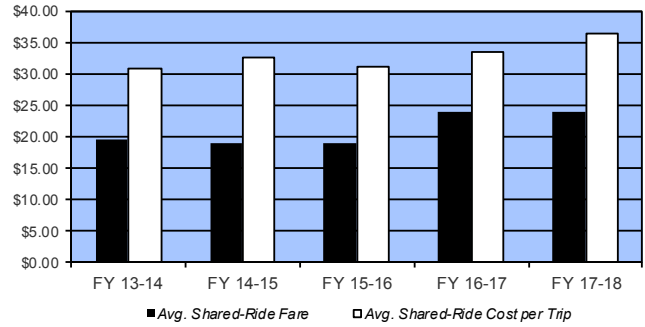
Operating Funds (000's)
\$1,662



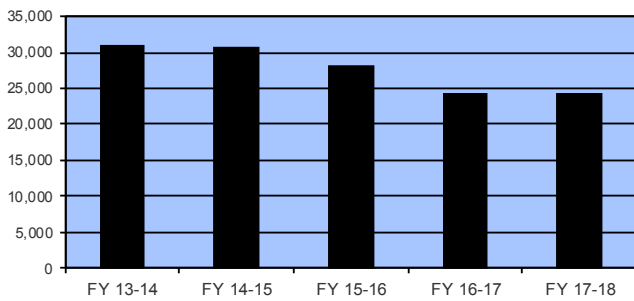
Agency Service Area



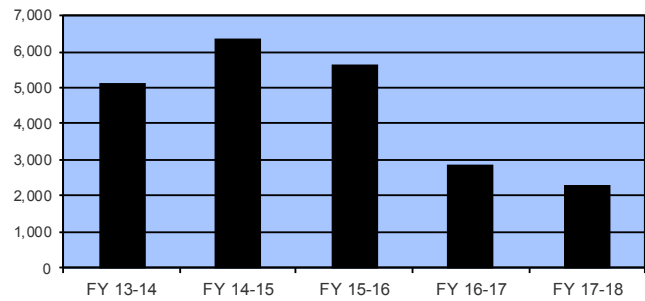
Shared-Ride Fare Recovery



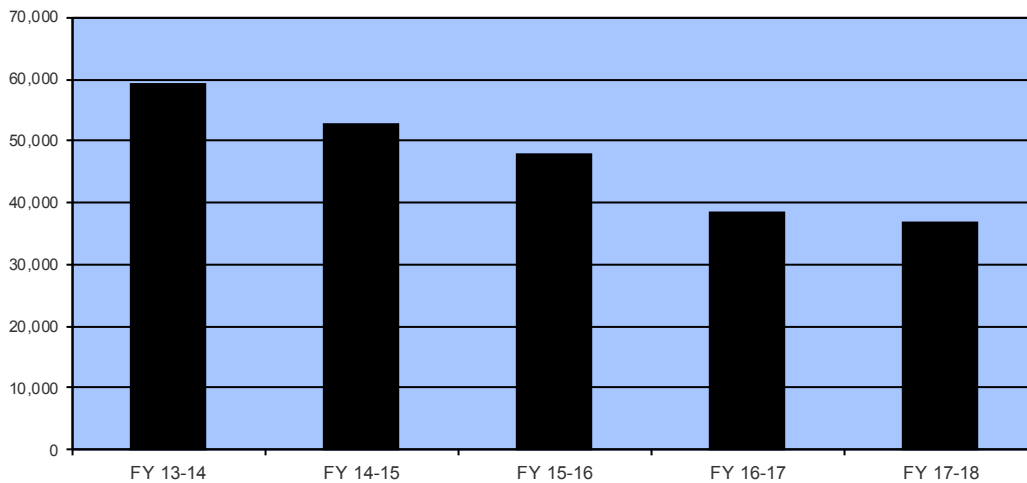
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban System



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



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,648,834
 Senior Passengers: 213,806
 Revenue Vehicle Miles: 1,773,598
 Revenue Vehicle Hours: 125,082



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,800,564
 Required Local Match: \$560,913



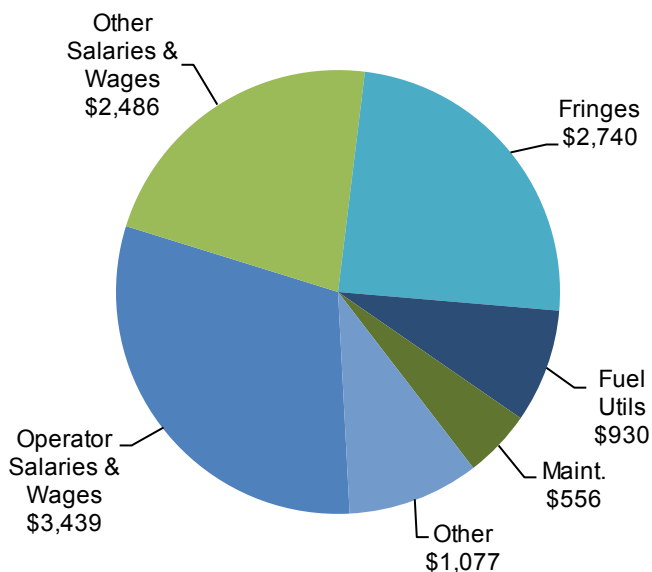
Current Fleet Size
 Diesel/Gasoline Motor Bus: 43
 CNG Motor Bus: 11
 Other Alternative Fuel Motor Bus: 3
 Diesel/Gasoline Paratransit Vehicle: 243
 System-Wide: 300

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

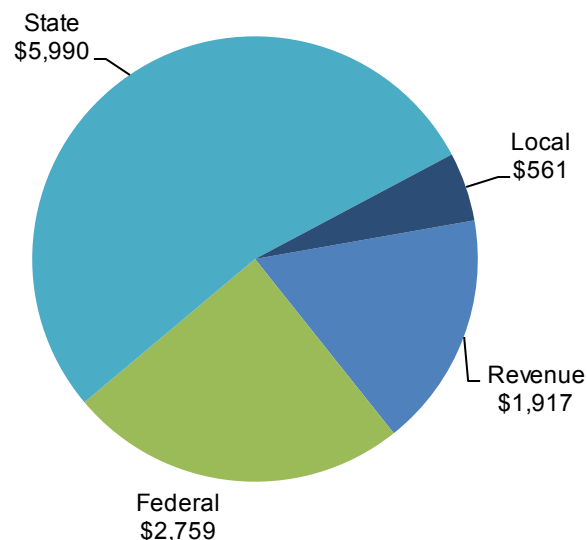
\$11,227



Expense includes ADA complementary expense.

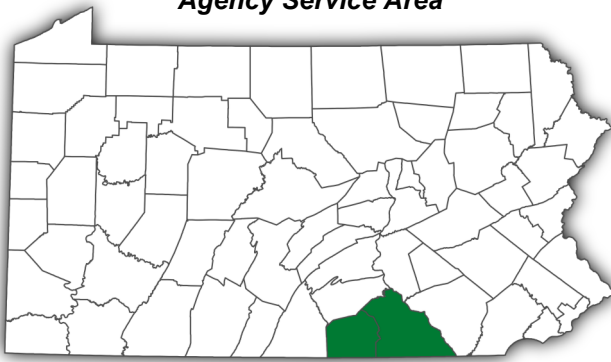
Operating Funds (000's)

\$11,227

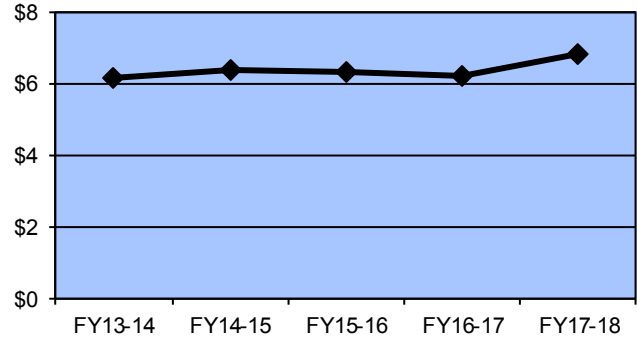


Revenue includes ADA complementary revenue.

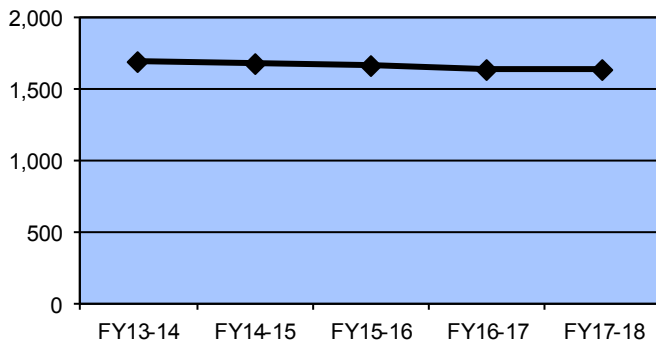
Agency Service Area



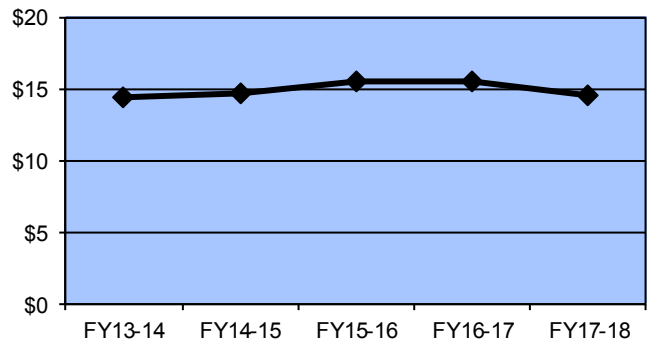
Operating Expense Per Passenger



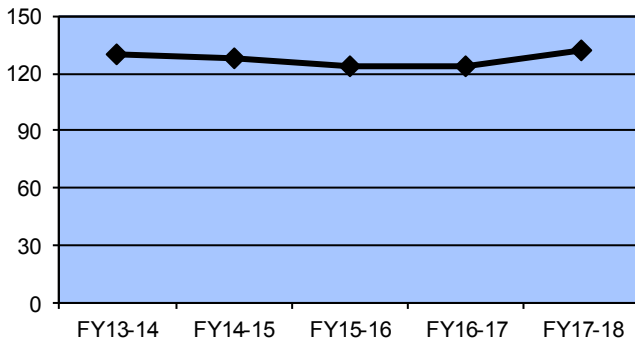
Total Passengers (000's)



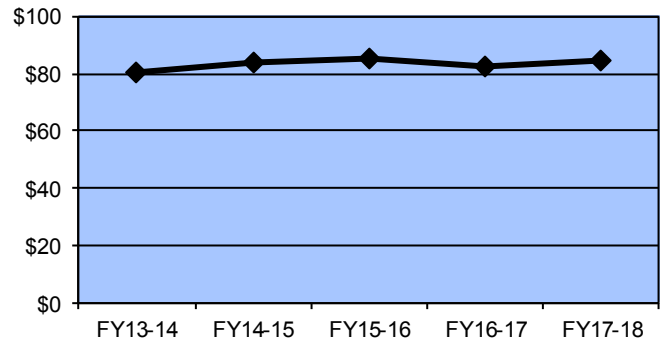
Operating Revenue Per Revenue Vehicle Hour



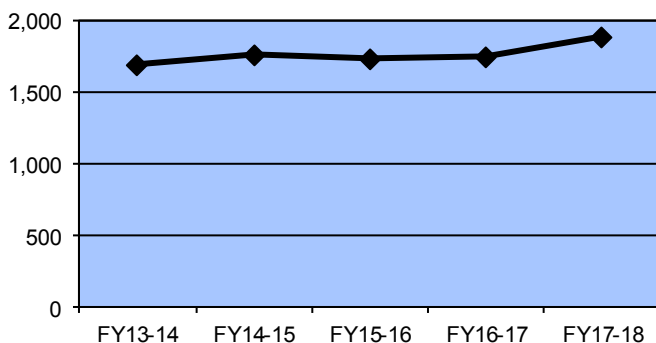
Revenue Vehicle Hours (000's)



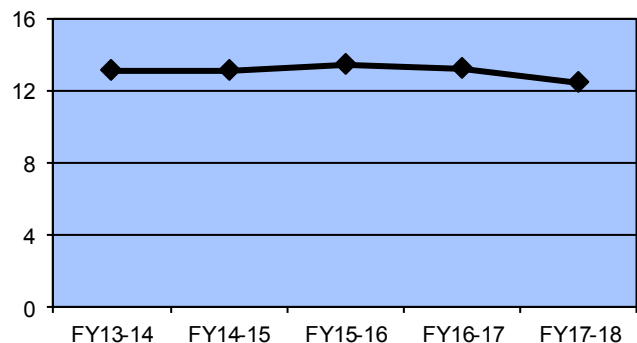
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



Central Pennsylvania Transportation Authority (CPTA)

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



House District

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

Senate District

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



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$18.36
Average Shared-Ride Cost per Trip: \$19.56
Fare Structure
Implementation Date: October 2013



Trip Information

65+ Trips: 246,949
PwD Trips: 67,338
Other Shared-Ride Trips: 127,321
Total Shared-Ride Trips: 441,608
Total Escorts: 21,967
Non-Public Trips: 170,626



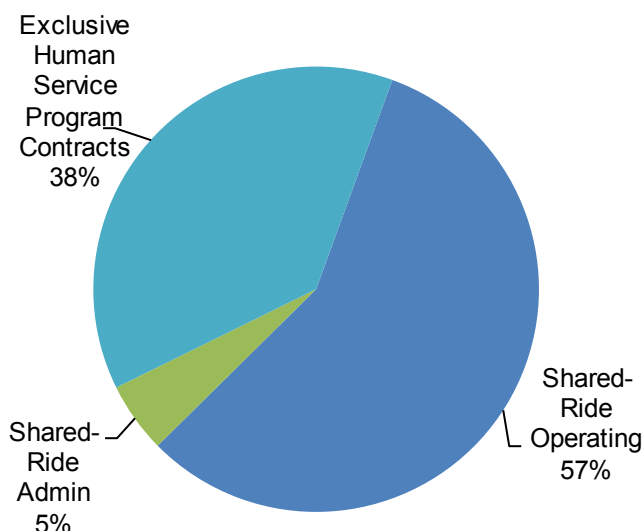
Vehicles Operated in Maximum Service

Community Transportation: 77

COMMUNITY TRANSPORTATION OPERATING BUDGET

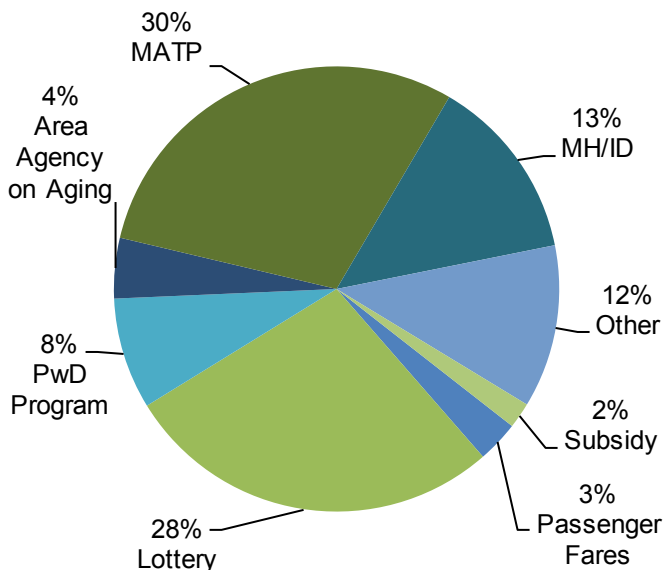
Operating Expense (000's)

\$13,898

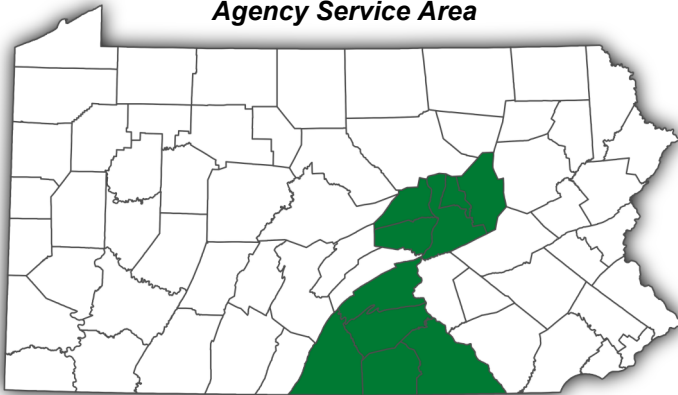


Operating Funds (000's)

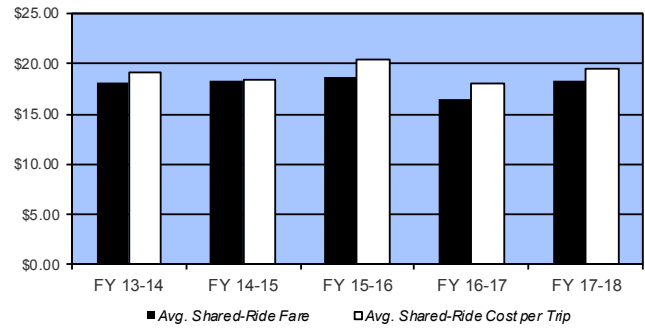
\$13,487



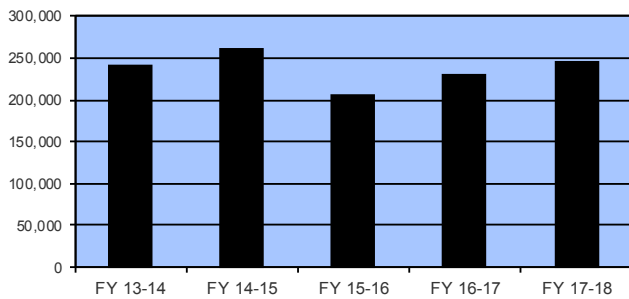
Agency Service Area



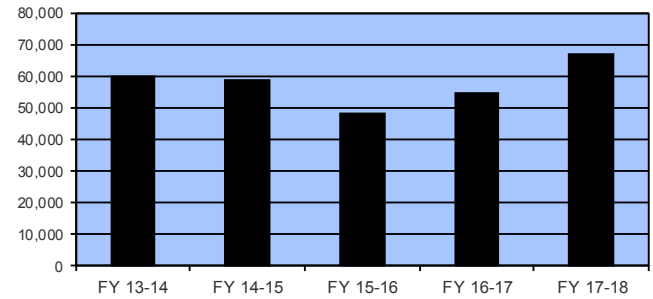
Shared-Ride Fare Recovery



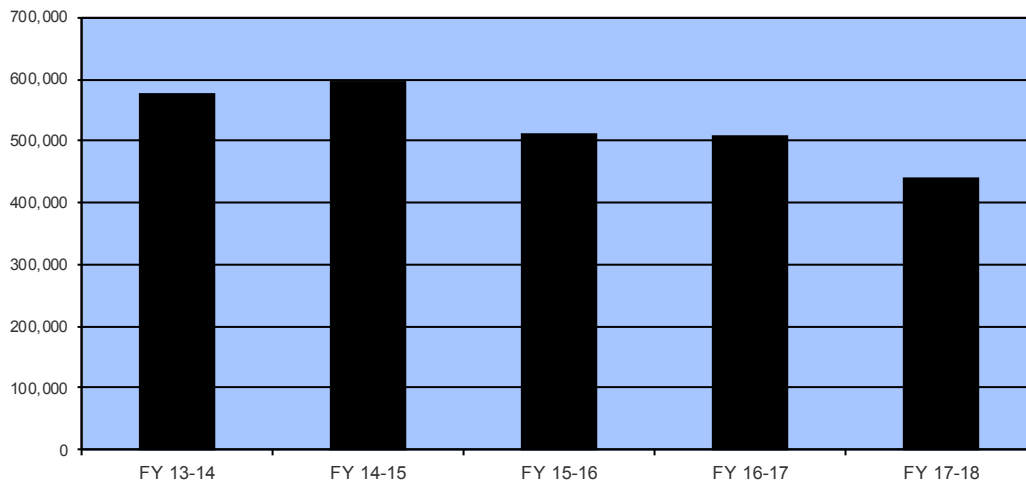
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Urban System



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



House District
 Centre: 76, 77, 81, 171
Senate District
 Centre: 34



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 6,522,077
 Senior Passengers: 54,131
 Revenue Vehicle Miles: 1,905,536
 Revenue Vehicle Hours: 161,555



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,430,401
 Required Local Match: \$578,001



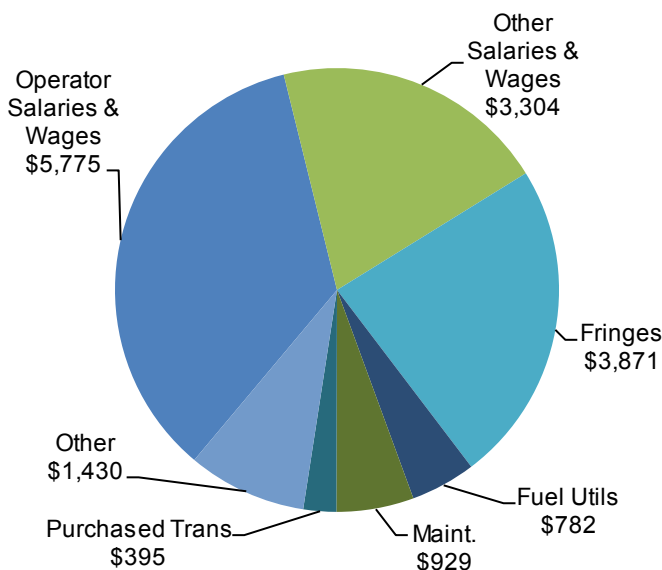
Current Fleet Size
 CNG Motor Bus: 66
 Diesel/Gasoline Paratransit Vehicle: 54
 CNG Paratransit Vehicle: 5
 System-Wide: 125

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

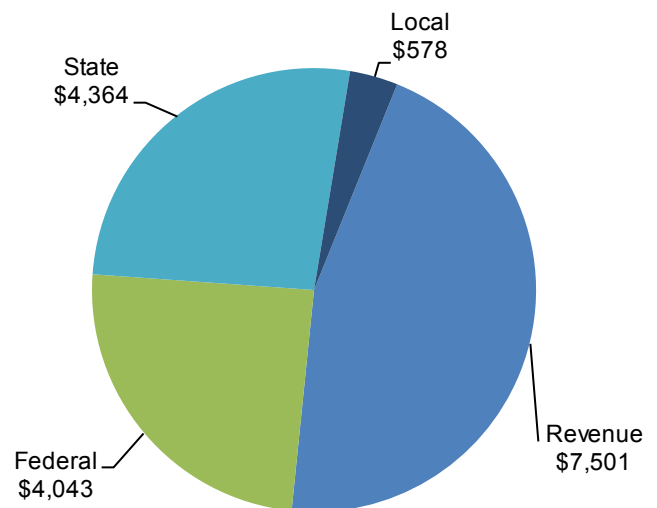
\$16,486



Expense includes ADA complementary expense.

Operating Funds (000's)

\$16,486

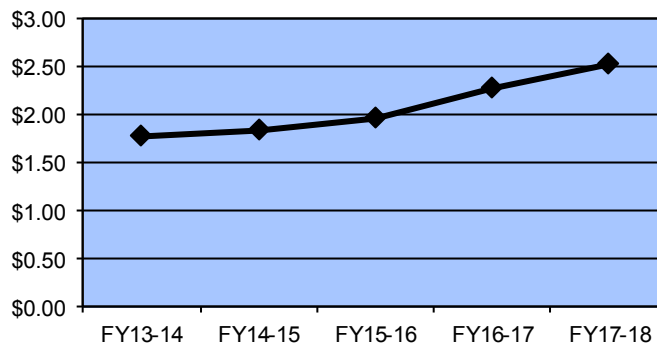


Revenue includes ADA complementary revenue.

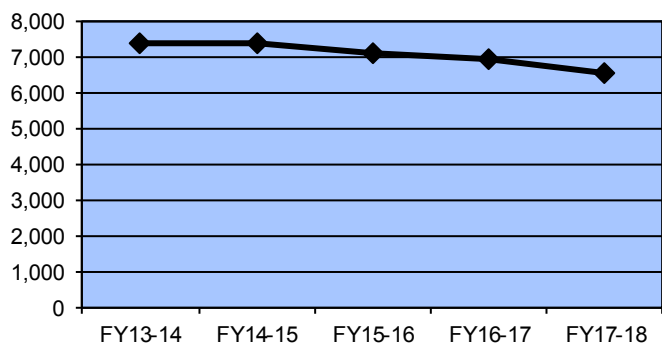
Agency Service Area



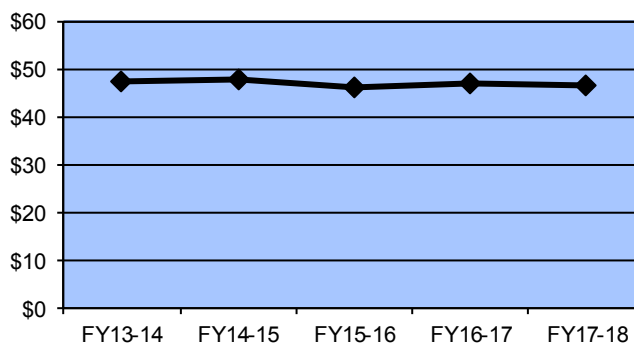
Operating Expense Per Passenger



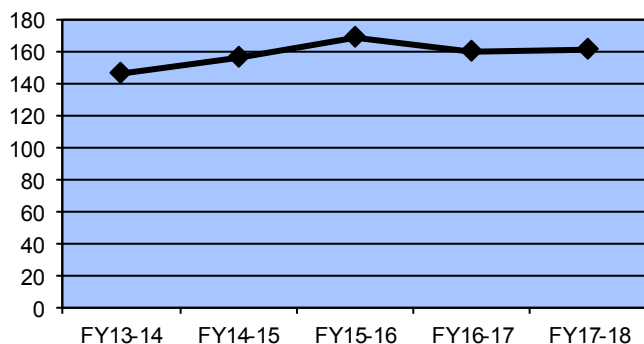
Total Passengers (000's)



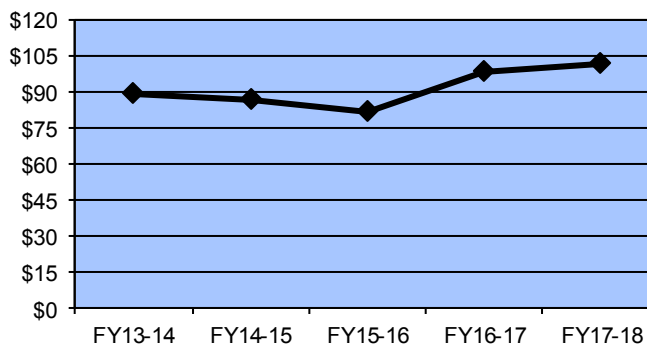
Operating Revenue Per Revenue Vehicle Hour



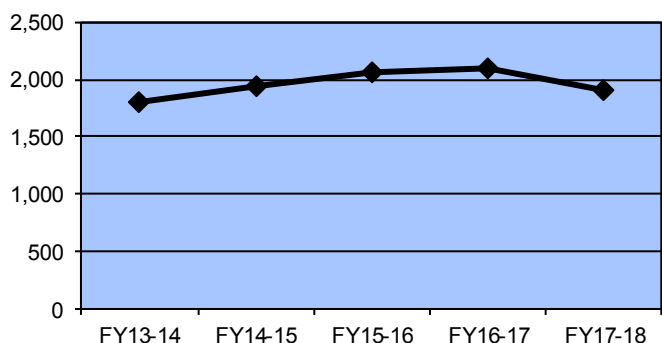
Revenue Vehicle Hours (000's)



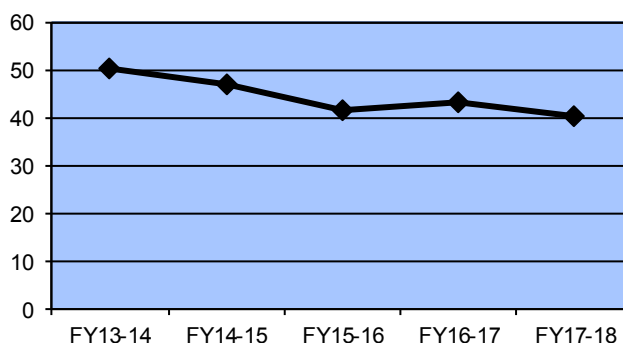
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

CNG

Community Transportation



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



House District
 Centre: 76, 77, 81, 171
Senate District
 Centre: 34



Service Area Statistics (2010 Census)
 Square Miles: 135
 Population: 112,000
 65+ Population: 12,631
 % of Population 65 and older: 11.3%



Current Fare Information
 Average Shared-Ride Fare: \$21.65
 Average Shared-Ride Cost per Trip: \$33.09
 Fare Structure
 Implementation Date: August 2017



Trip Information
 65+ Trips: 14,386
 PwD Trips: See: Centre County
 Other Shared-Ride Trips: 19
 Total Shared-Ride Trips: 14,405
 Total Escorts: 1,215

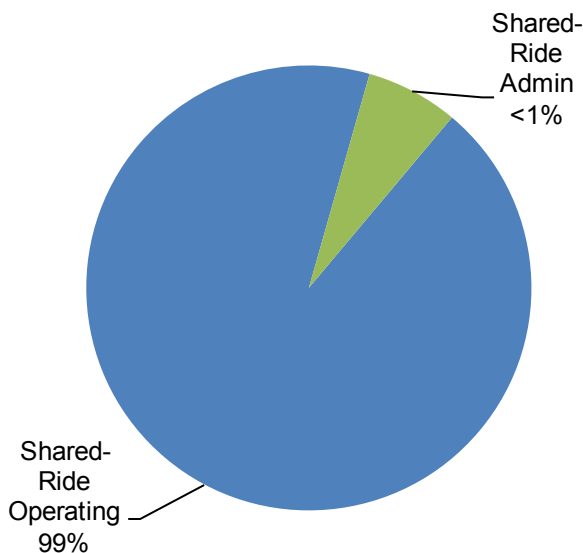


Vehicles Operated in Maximum Service
 Community Transportation: 5

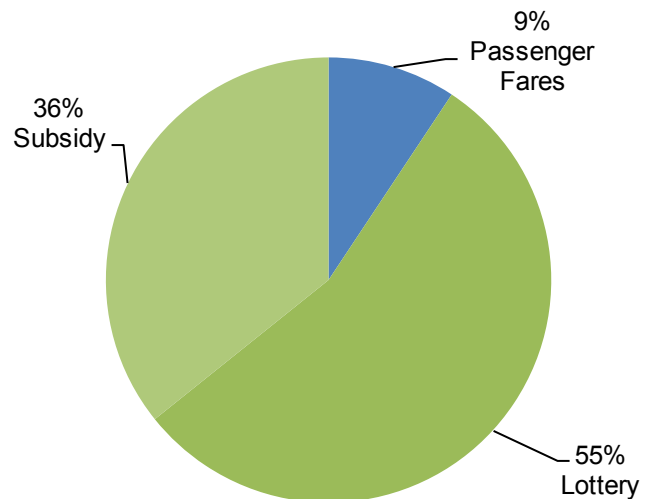
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
 \$477



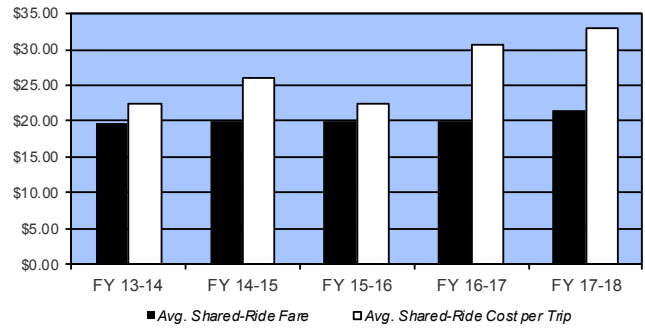
Operating Funds (000's)
 \$477



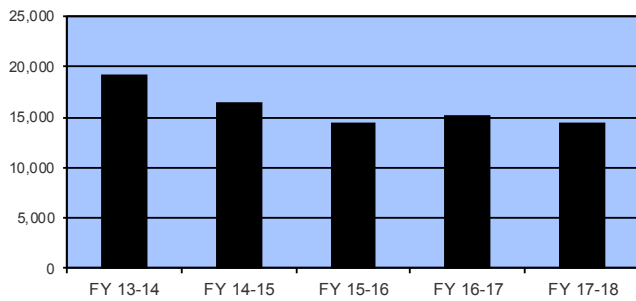
Agency Service Area



Shared-Ride Fare Recovery



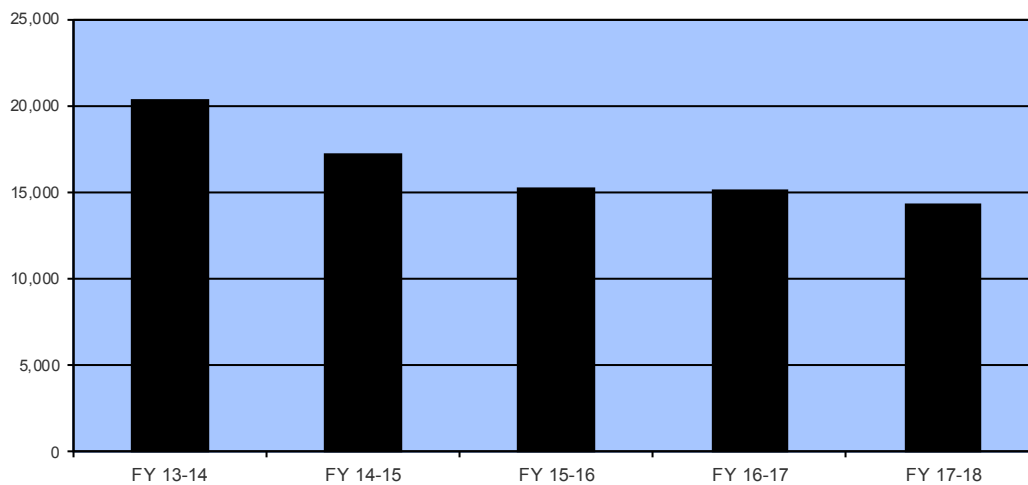
65+ Shared-Ride Trips



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



Community Transportation



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



House District
 Centre: 76, 77, 81, 171
Senate District
 Centre: 34



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



Current Fare Information
 Average Shared-Ride Fare: \$16.12
 Average Shared-Ride Cost per Trip: \$19.65
 Fare Structure
 Implementation Date: April 2009



Trip Information
 65+ Trips: 32,757
 PwD Trips: 3,379
 Other Shared-Ride Trips: 35,888
 Total Shared-Ride Trips: 72,024
 Total Escorts: 1,915
 Non-Public Trips: 2,561

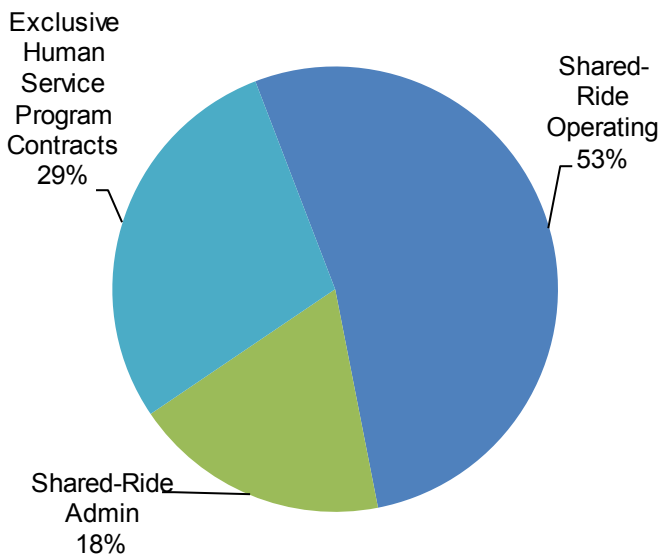


Vehicles Operated in Maximum Service
 Community Transportation: 25

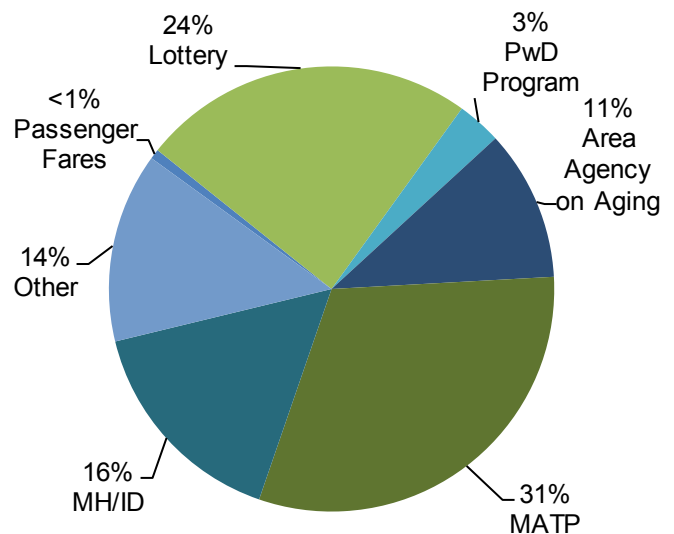
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,983



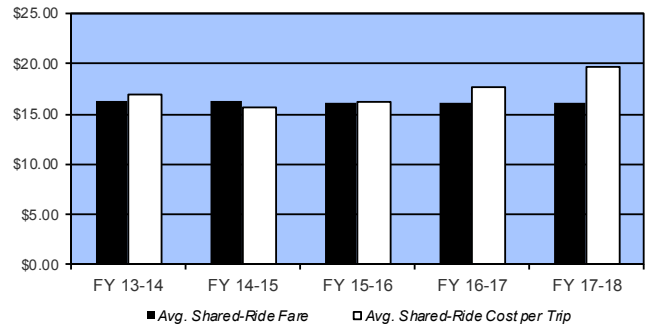
Operating Funds (000's)
\$1,682



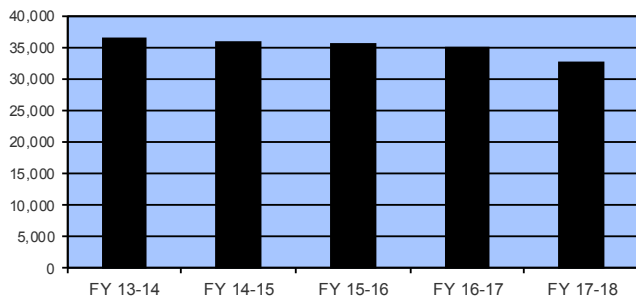
Agency Service Area



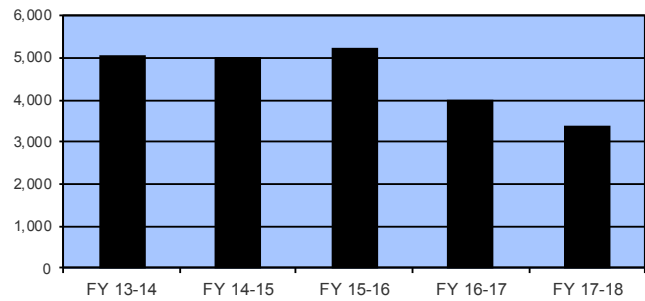
Shared-Ride Fare Recovery



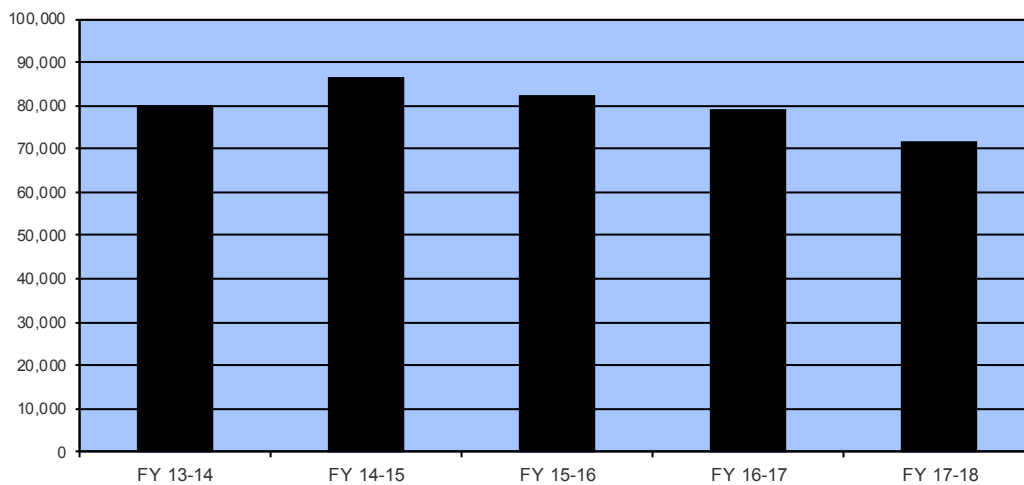
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Clarion County Transportation

Community Transportation



Clarion County Transportation
 338 Amsler Avenue, Suite 1
 Shippensburg, PA 16254
 814-226-4000
 Ms. Mary Lutz, Administrative Officer



House District
 Clarion: 63
Senate District
 Clarion: 21



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



Current Fare Information
 Average Shared-Ride Fare: \$36.24
 Average Shared-Ride Cost per Trip: \$34.95
 Fare Structure
 Implementation Date: July 2013



Trip Information
 65+ Trips: 11,259
 PwD Trips: 1,721
 Other Shared-Ride Trips: 10,585
 Total Shared-Ride Trips: 23,565
 Total Escorts: 0
 Non-Public Trips: 1,096

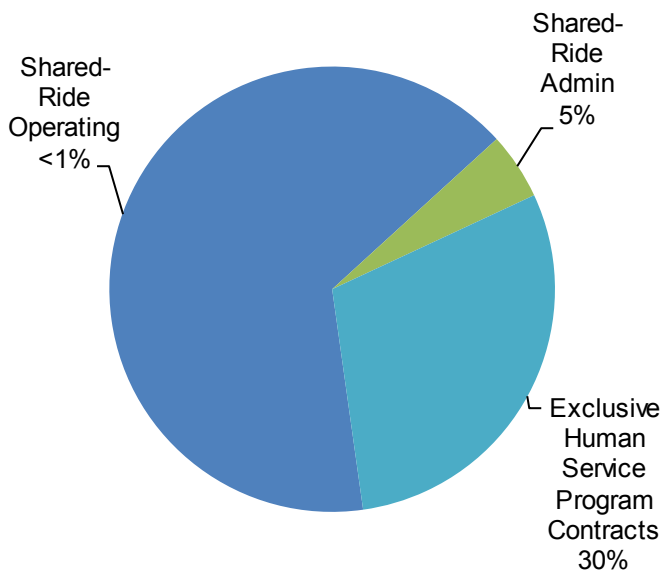


Vehicles Operated in Maximum Service
 Community Transportation: 21

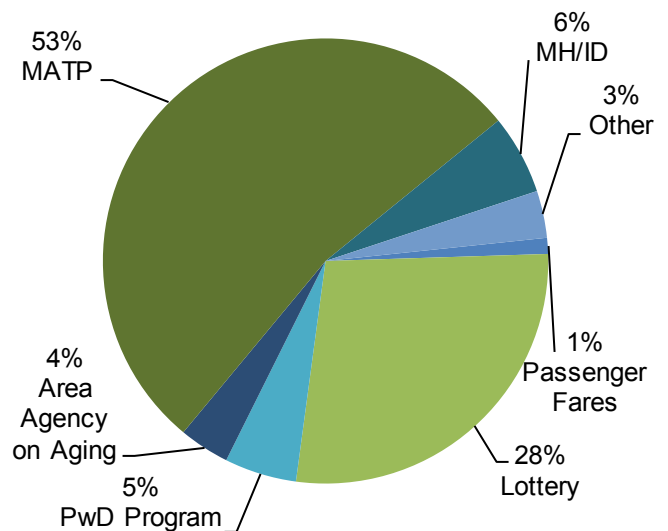
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

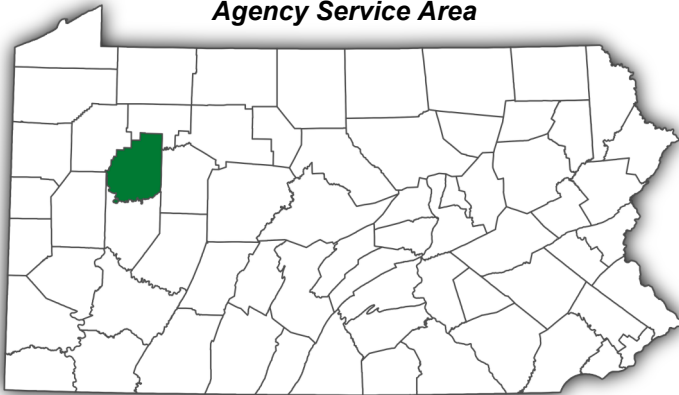
Operating Expense (000's)
\$1,172



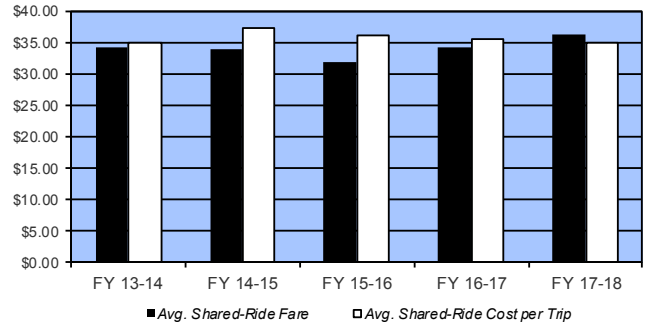
Operating Funds (000's)
\$1,190



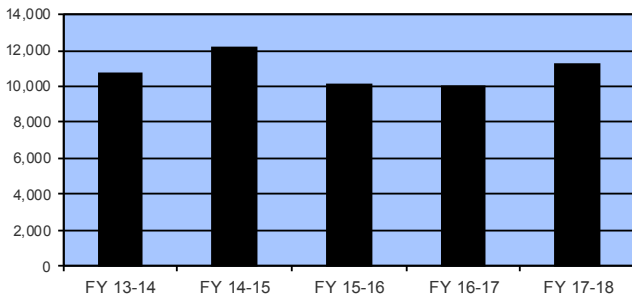
Agency Service Area



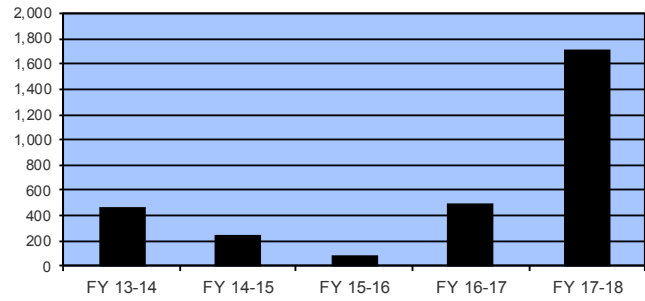
Shared-Ride Fare Recovery



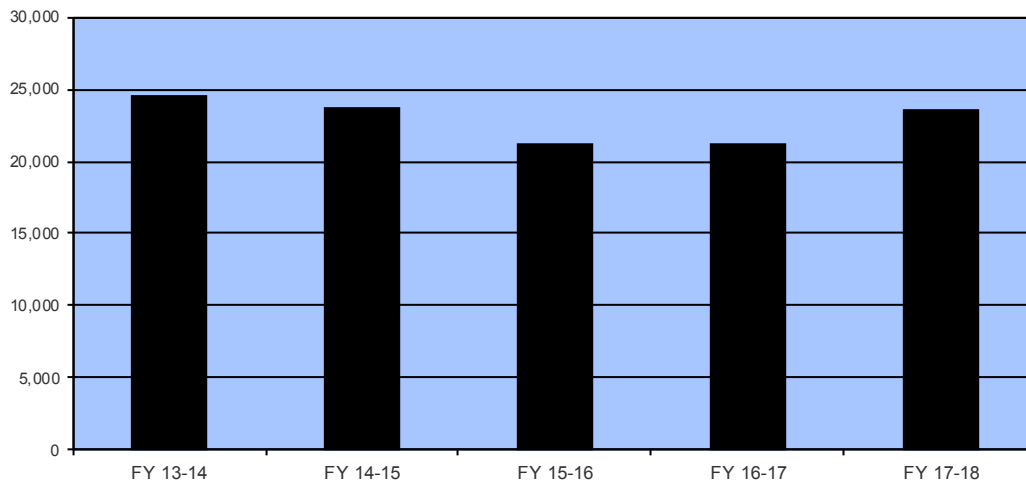
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



Community Transit of Delaware County

206 Eddystone Avenue, Suite 200
Eddystone, PA 19022-1594
610-490-3977

Mr. Nick Miccarelli, Executive Director



House District

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

Senate District

Delaware: 8, 9, 17, 26



Service Area Statistics (2010 Census)

Square Miles:	184
Population:	558,979
65+ Population:	79
% of Population 65 and older:	14.3%



Current Fare Information

Average Shared-Ride Fare:	\$33.54
Average Shared-Ride Cost per Trip:	\$39.25
Fare Structure	
Implementation Date:	April 2018



Trip Information

65+ Trips:	101,814
PwD Trips:	1,402
Other Shared-Ride Trips:	64,596
Total Shared-Ride Trips:	167,812
Total Escorts:	17,303
Non-Public Trips:	213,055



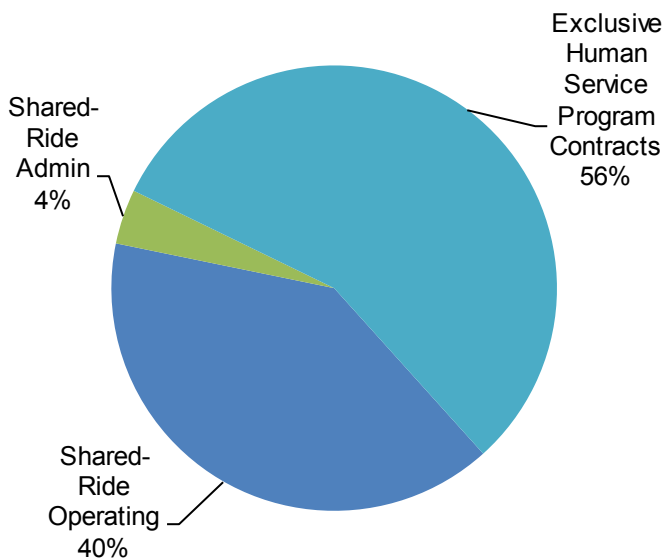
Vehicles Operated in Maximum Service

Community Transportation: 50

COMMUNITY TRANSPORTATION OPERATING BUDGET

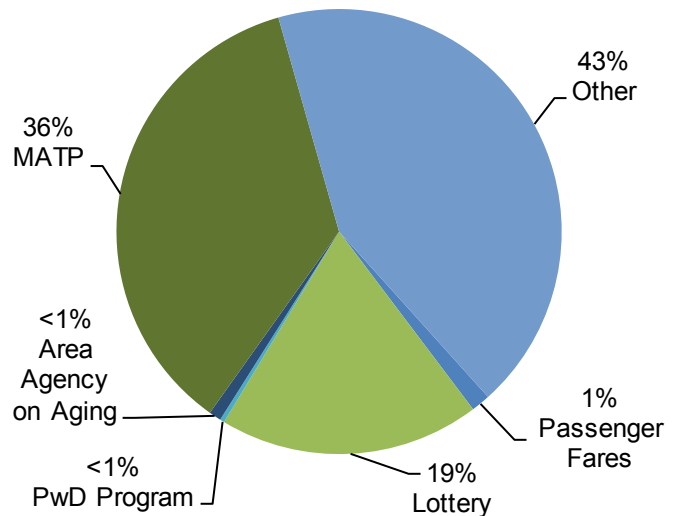
Operating Expense (000's)

\$15,013



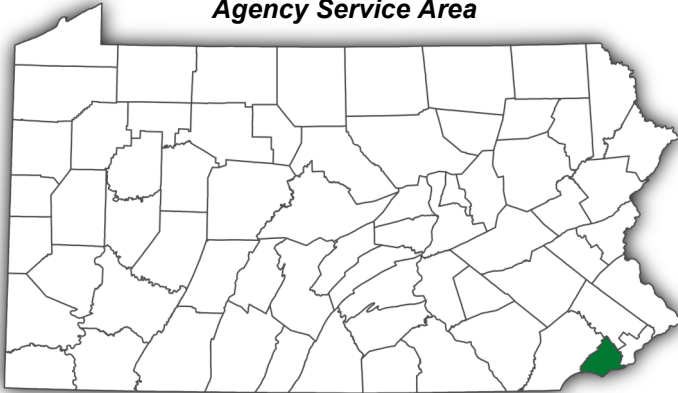
Operating Funds (000's)

\$14,622

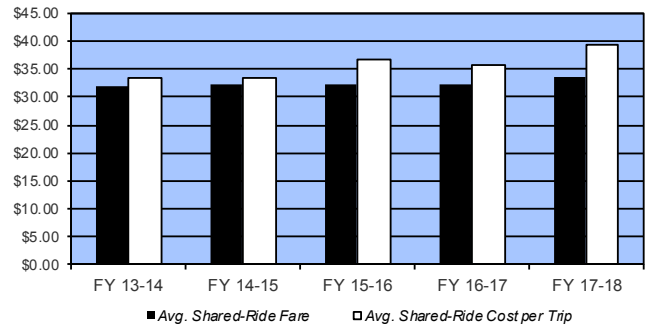


Community Transit of Delaware County

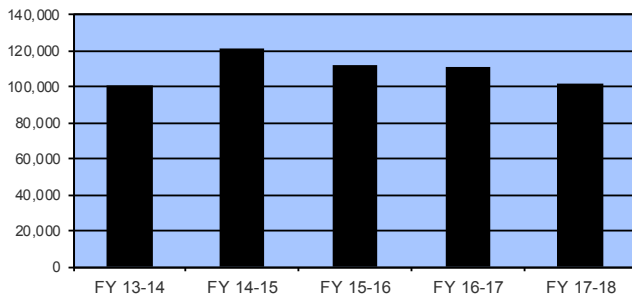
Agency Service Area



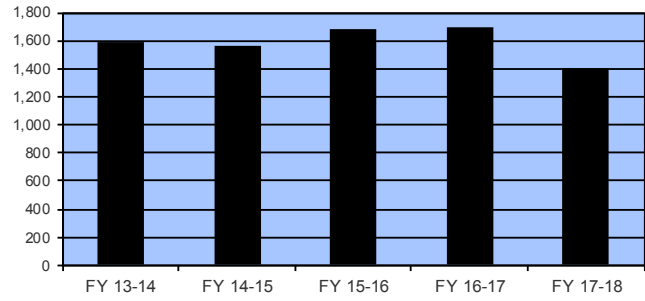
Shared-Ride Fare Recovery



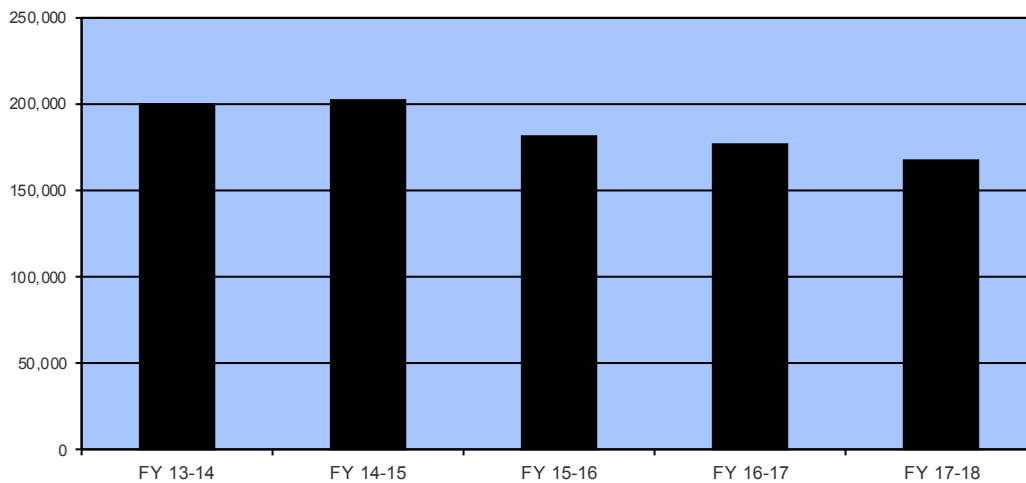
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



County of Lackawanna Transit System (COLTS)

Urban System



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



House District
 Lackawanna: 112, 113, 114, 117, 118

Senate District
 Lackawanna: 22



Service Area Statistics (2010 Census)
 Square Miles: 459
 Population: 214,437



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,073,314
 Senior Passengers: 208,119
 Revenue Vehicle Miles: 1,235,016
 Revenue Vehicle Hours: 100,575



Current Employees
 Agency Full-Time: 119
 Agency Part-Time: 22
 System-Wide: 141



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,973,109
 Required Local Match: \$688,507



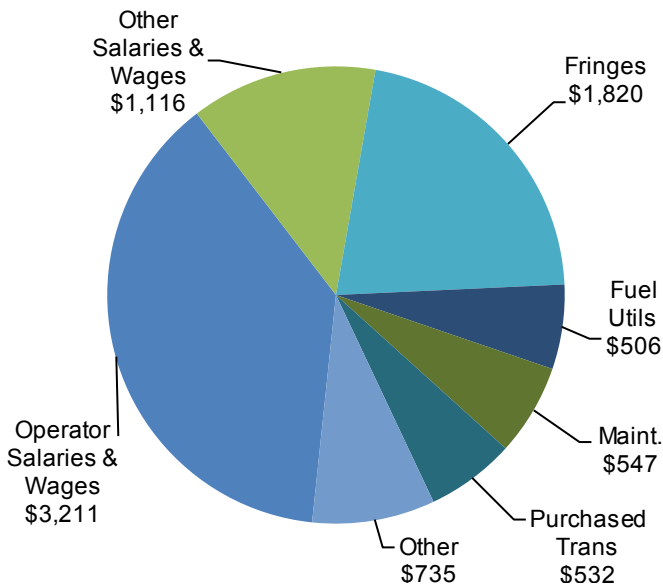
Current Fleet Size
 Diesel/Gasoline Motor Bus: 32
 Diesel/Gasoline Paratransit Vehicle: 31
 System-Wide: 63

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

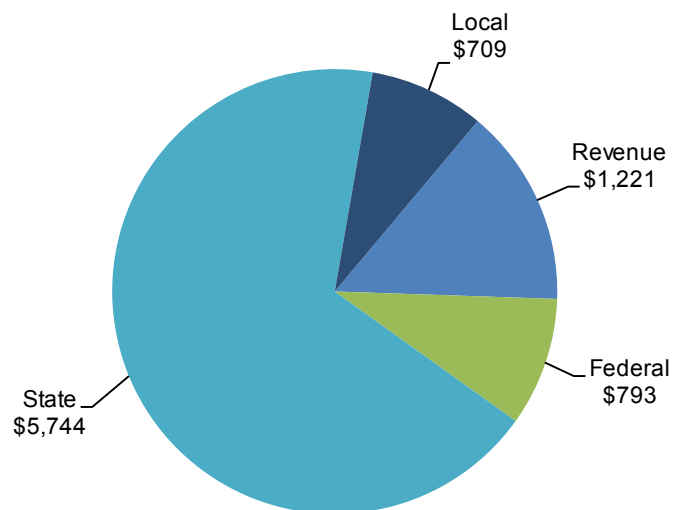
\$8,467



Expense includes ADA complementary expense.

Operating Funds (000's)

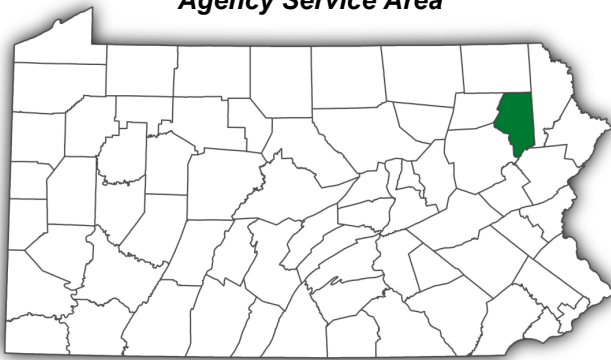
\$8,467



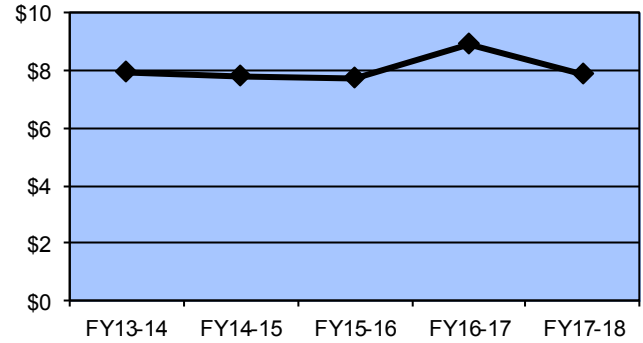
Revenue includes ADA complementary revenue.

(COLTS) County of Lackawanna Transit System

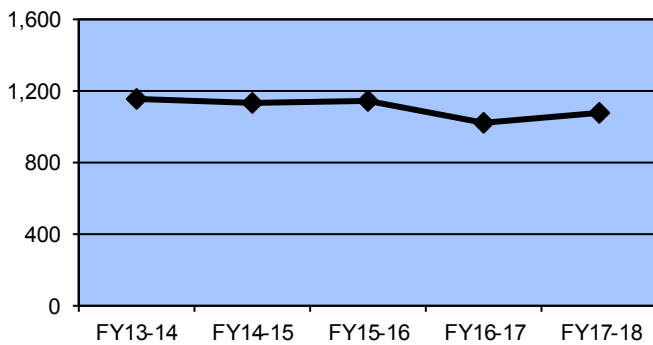
Agency Service Area



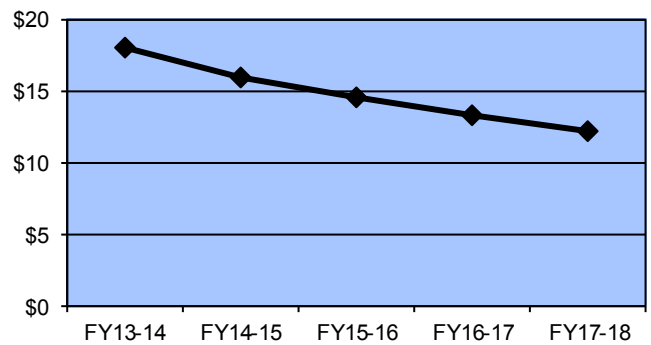
Operating Expense Per Passenger



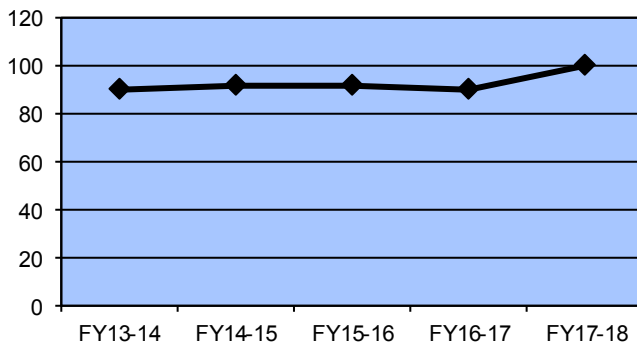
Total Passengers (000's)



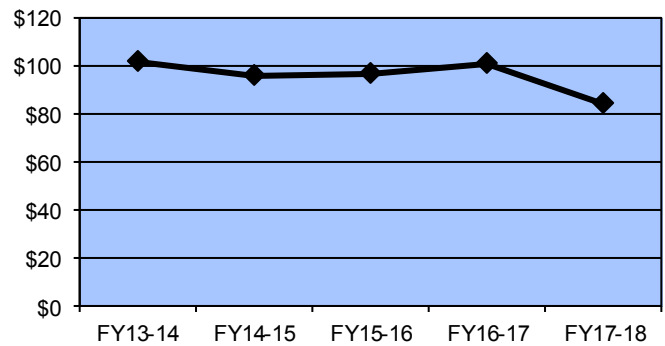
Operating Revenue Per Revenue Vehicle Hour



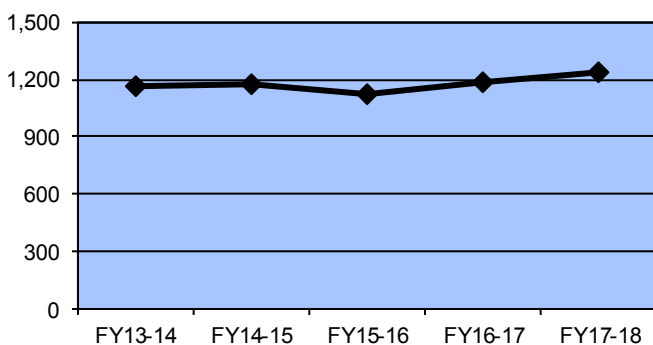
Revenue Vehicle Hours (000's)



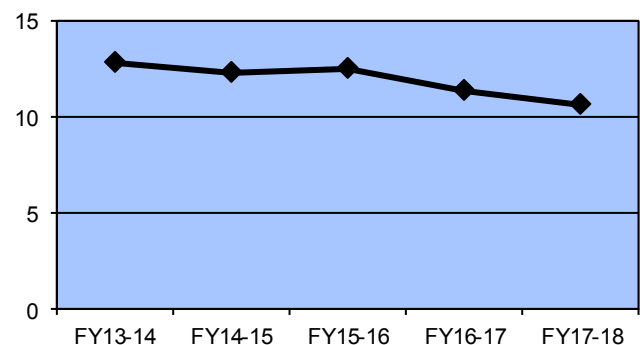
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Lackawanna: 112, 113, 114, 117, 118

Senate District
 Lackawanna: 22



Service Area Statistics (2010 Census)
 Square Miles: 459
 Population: 214,437
 65+ Population: 37,895
 % of Population 65 and older: 17.7%



Current Fare Information
 Average Shared-Ride Fare: \$25.00
 Average Shared-Ride Cost per Trip: \$29.97
 Fare Structure
 Implementation Date: July 2015



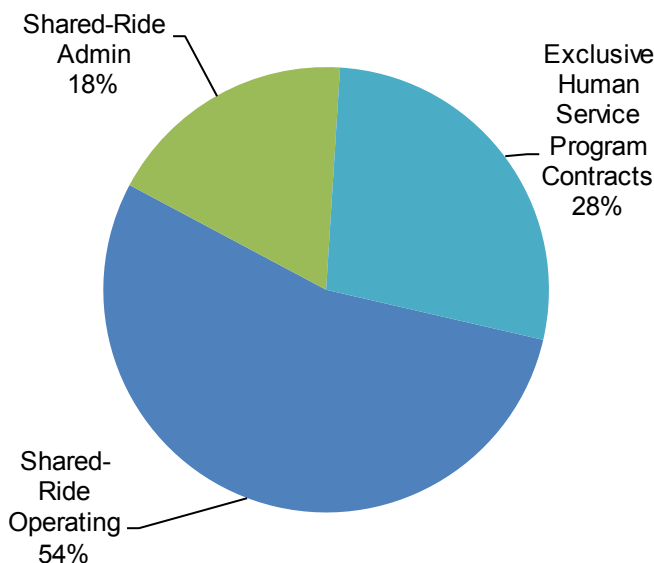
Trip Information
 65+ Trips: 84,248
 PwD Trips: 1,548
 Other Shared-Ride Trips: 15,493
 Total Shared-Ride Trips: 101,289
 Total Escorts: 0
 Non-Public Trips: 15,311



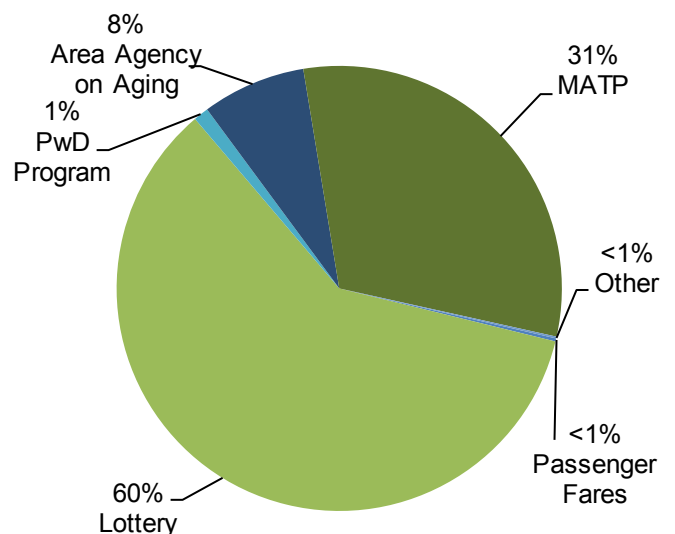
Vehicles Operated in Maximum Service
 Community Transportation: 27

COMMUNITY TRANSPORTATION OPERATING BUDGET

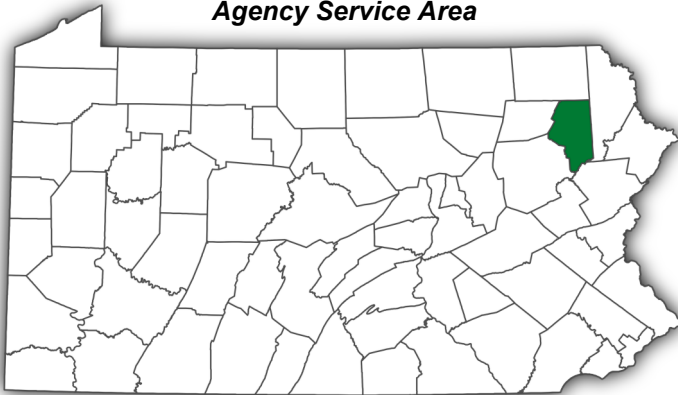
Operating Expense (000's)
\$4,194



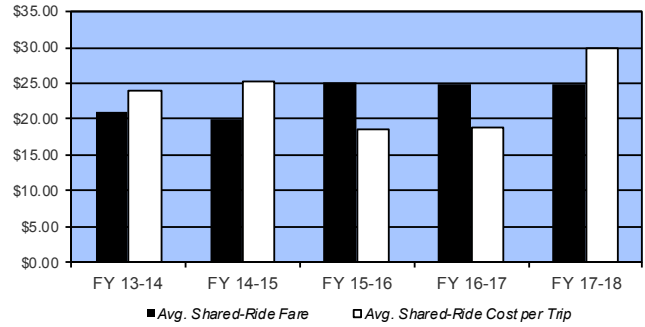
Operating Funds (000's)
\$2,986



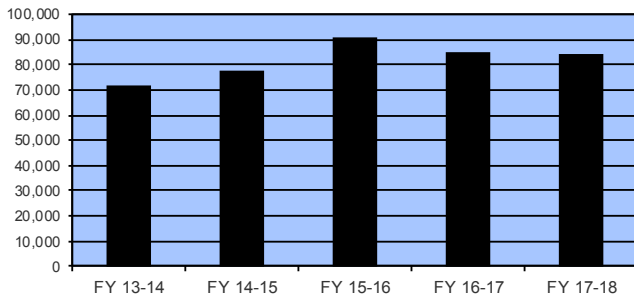
Agency Service Area



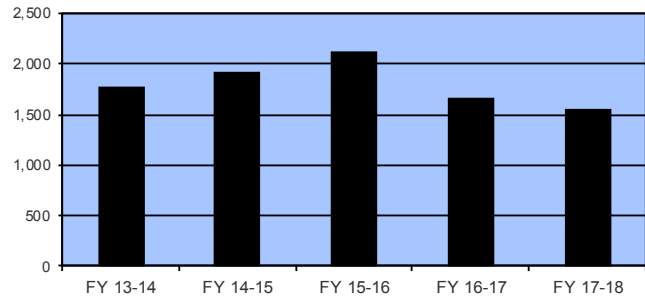
Shared-Ride Fare Recovery



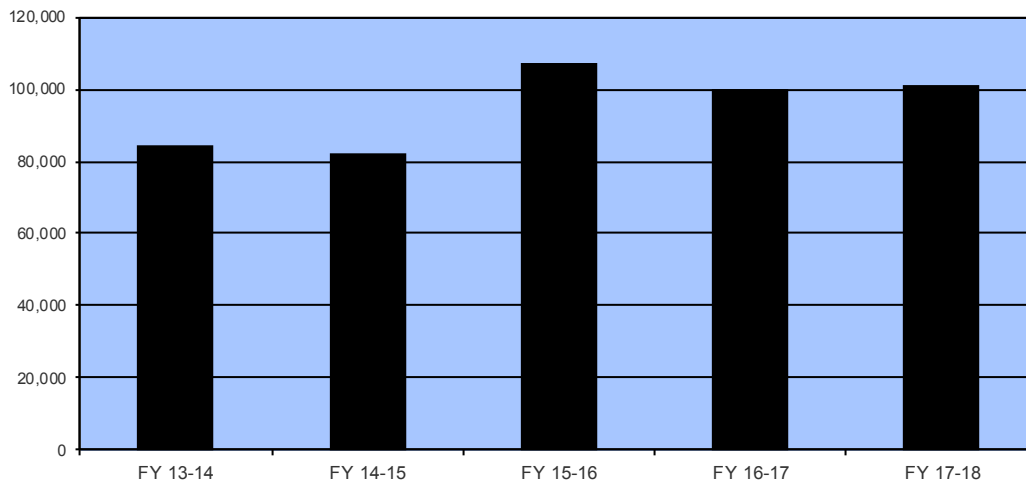
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Urban System



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



House District
 Lebanon: 101, 102, 104

Senate District
 Lebanon: 48



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 310,915
 Senior Passengers: 68,287
 Revenue Vehicle Miles: 515,154
 Revenue Vehicle Hours: 30,511



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,939,535
 Required Local Match: \$107,032

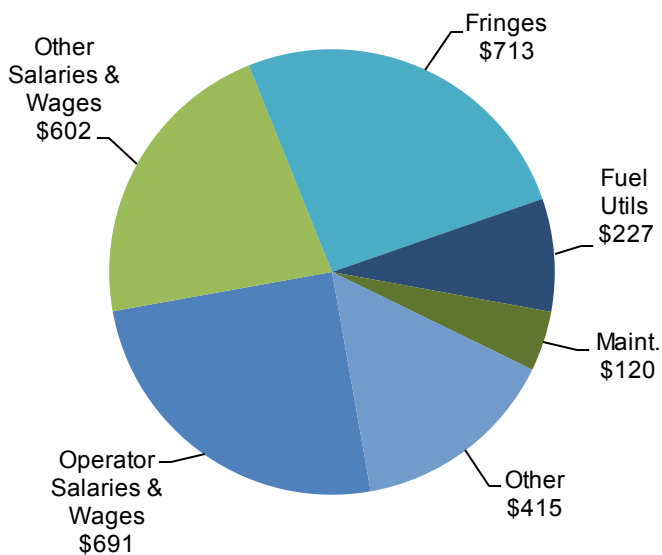


Current Fleet Size
 Diesel/Gasoline Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicle: 14
 System-Wide: 32

OPERATING PROFILES

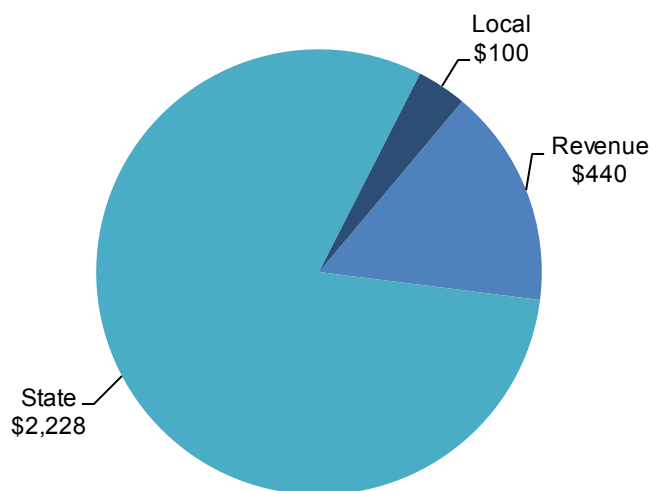
URBAN OPERATING BUDGET

Operating Expense (000's)
\$2,768



Expense includes ADA complementary expense.

Operating Funds (000's)
\$2,768



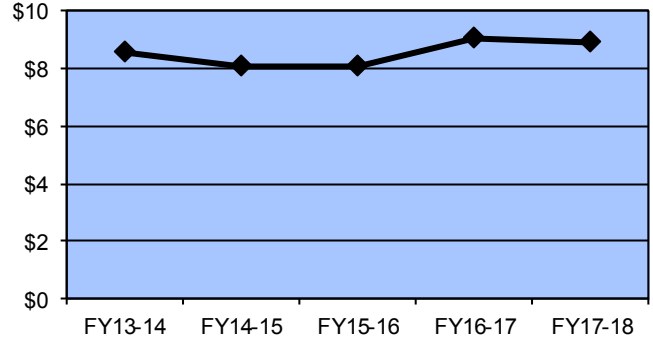
Revenue includes ADA complementary revenue.

(COLT/LT) County of Lebanon Transit Authority

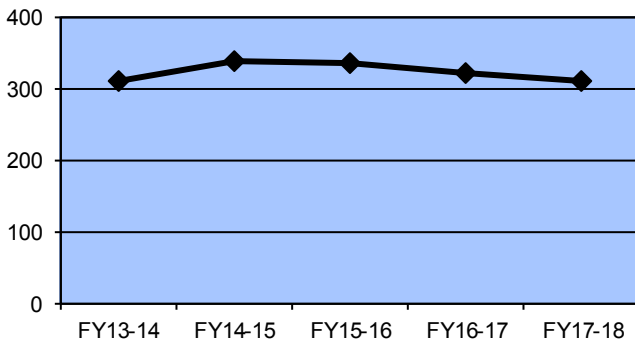
Agency Service Area



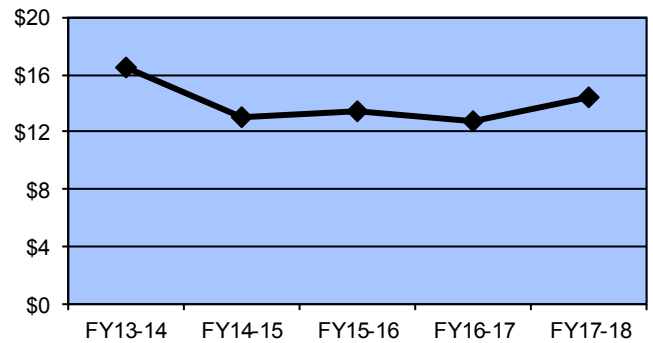
Operating Expense Per Passenger



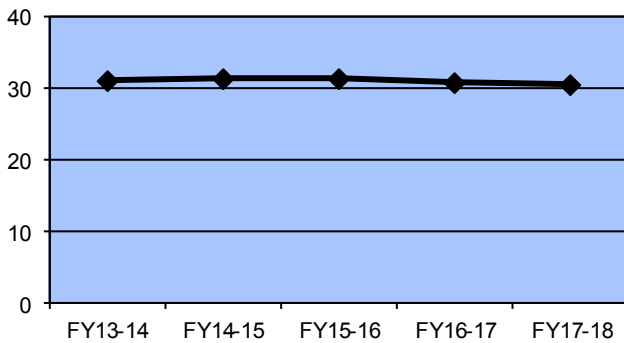
Total Passengers (000's)



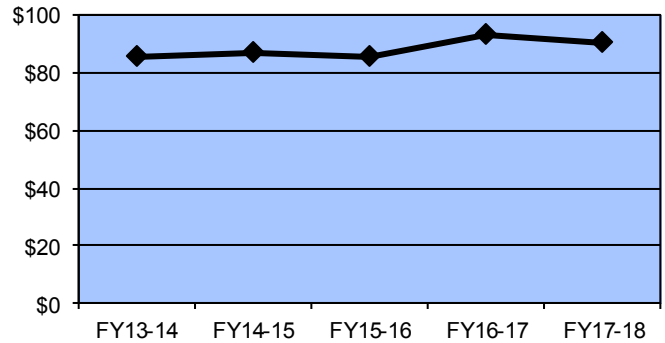
Operating Revenue Per Revenue Vehicle Hour



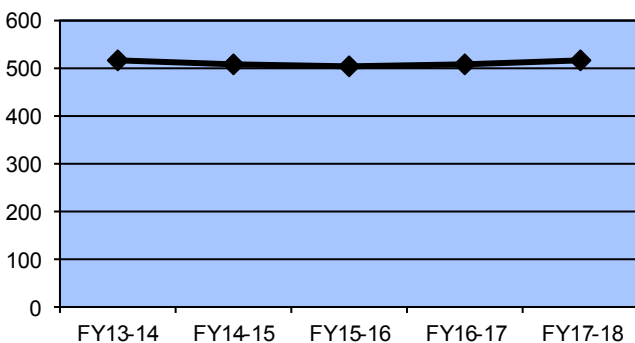
Revenue Vehicle Hours (000's)



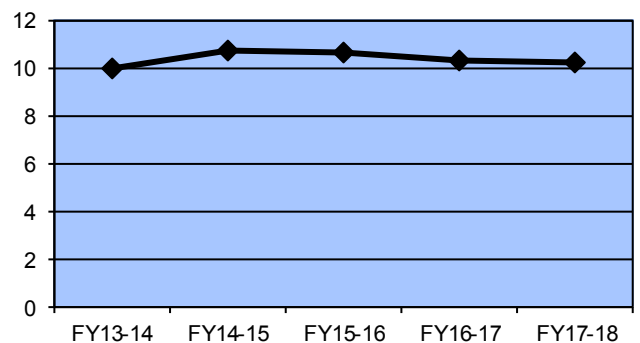
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Lebanon: 101, 102, 104
Senate District
 Lebanon: 48



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



Current Fare Information
 Average Shared-Ride Fare: \$20.90
 Average Shared-Ride Cost per Trip: \$27.58
 Fare Structure
 Implementation Date: July 2013



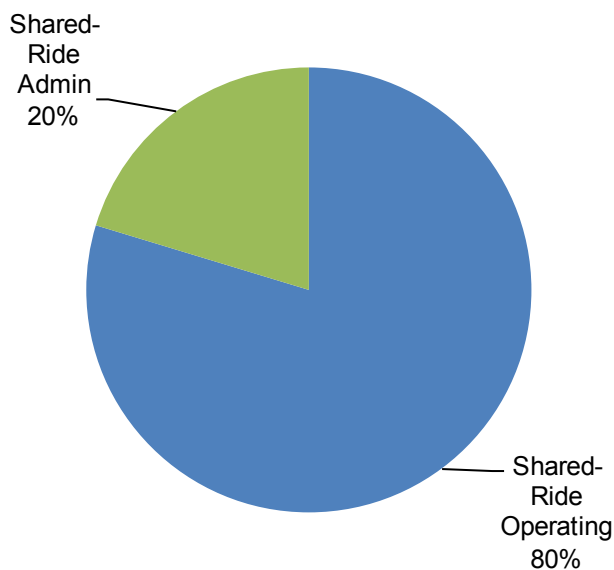
Trip Information
 65+ Trips: 26,477
 PwD Trips: 2,214
 Other Shared-Ride Trips: 15,759
 Total Shared-Ride Trips: 44,450
 Total Escorts: 0



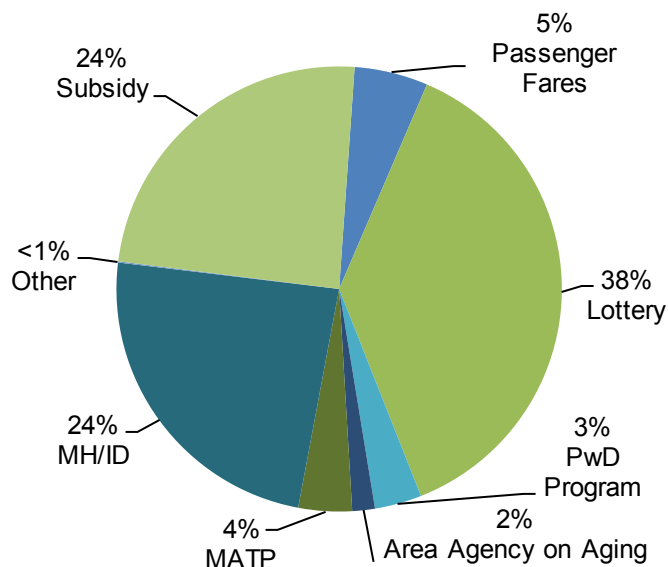
Vehicles Operated in Maximum Service
 Community Transportation: 12

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,226



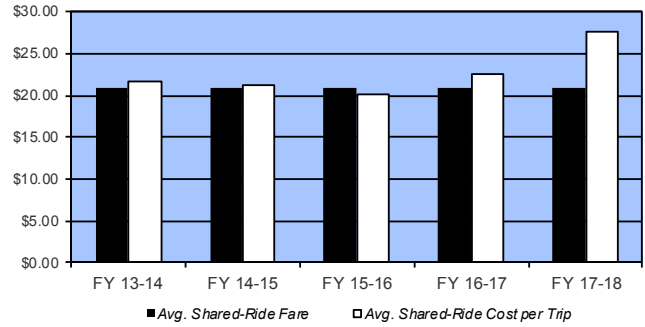
Operating Funds (000's)
\$1,226



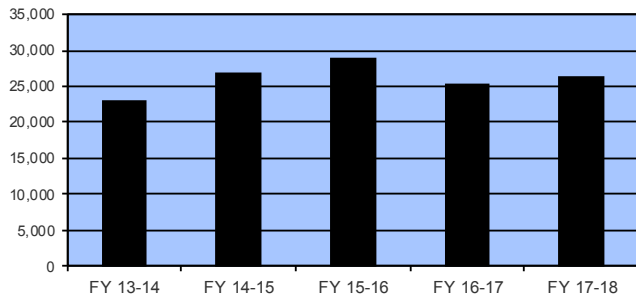
Agency Service Area



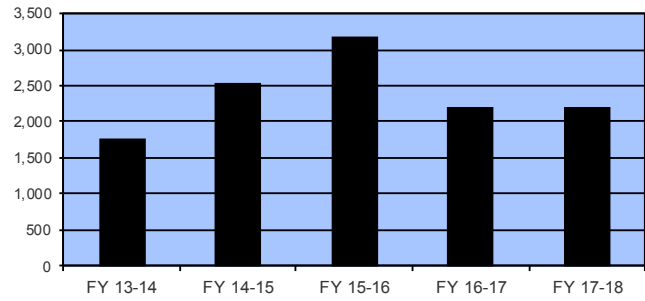
Shared-Ride Fare Recovery



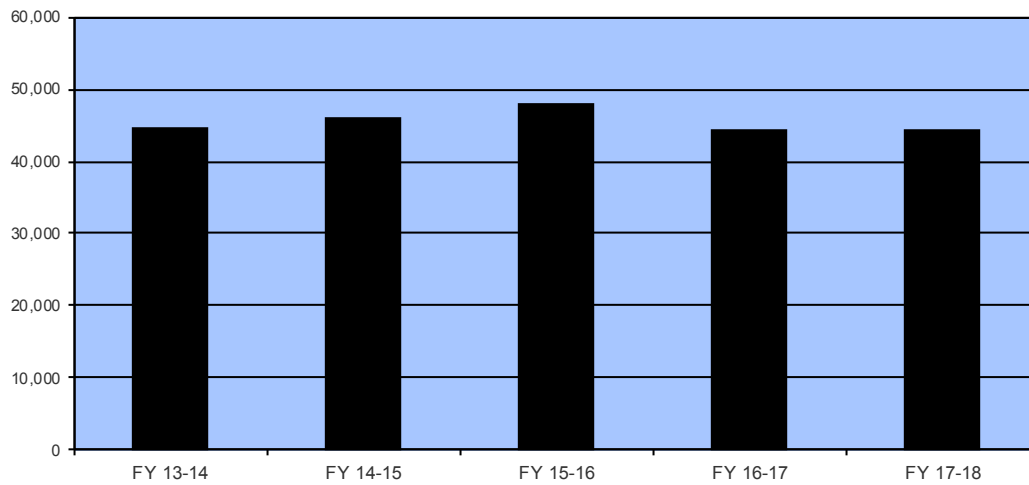
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Rural System



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



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

Senate District
 Crawford: 50
 Venango: 21



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 291,995
 Senior Passengers: 53,536
 Revenue Vehicle Miles: 474,970
 Revenue Vehicle Hours: 27,403



Current Employees

Agency Full-Time:	53
Agency Part-Time:	15
Contractor Full-Time:	0
Contractor Part-Time:	0
System-Wide:	68



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,322,524
 Required Local Match: \$67,821



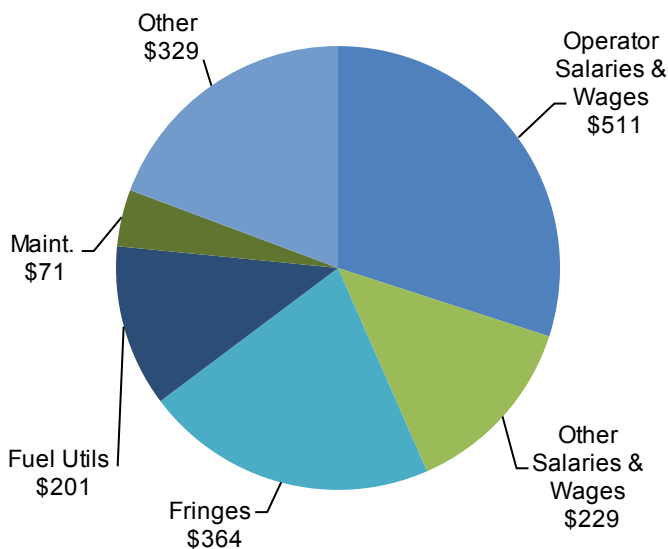
Current Fleet Size

Diesel/Gasoline Motor Bus:	14
CNG Bus:	3
Diesel/Gasoline Paratransit Vehicle:	48
System-wide:	65

OPERATING PROFILES

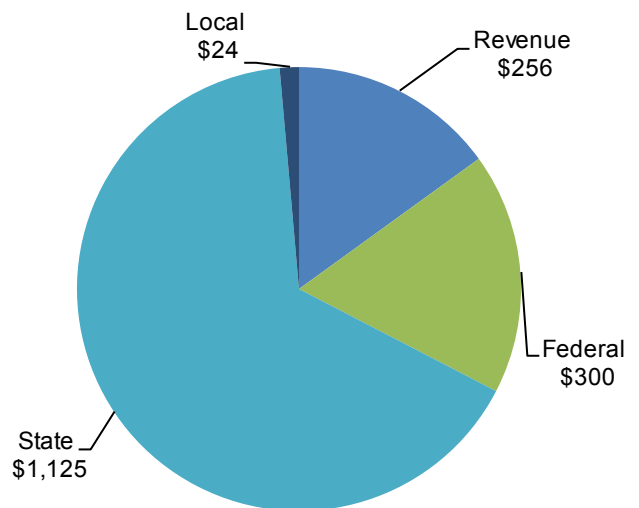
RURAL OPERATING BUDGET

Operating Expense (000's)
\$1,705



Expense includes ADA complementary expense.

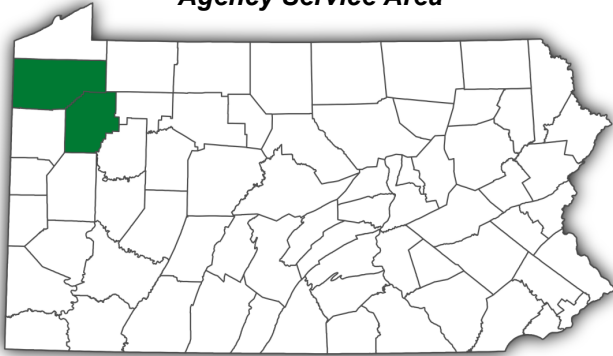
Operating Funds (000's)
\$1,705



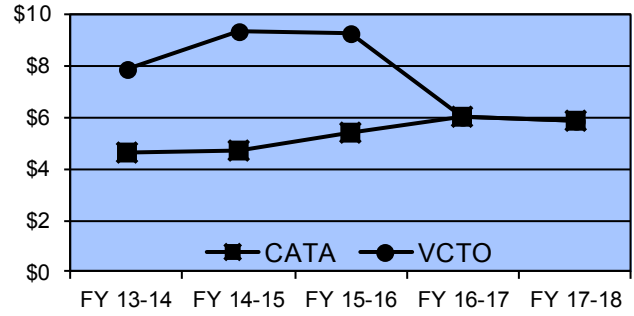
Revenue includes ADA complementary revenue.

(CATA) Crawford Area Transportation Authority

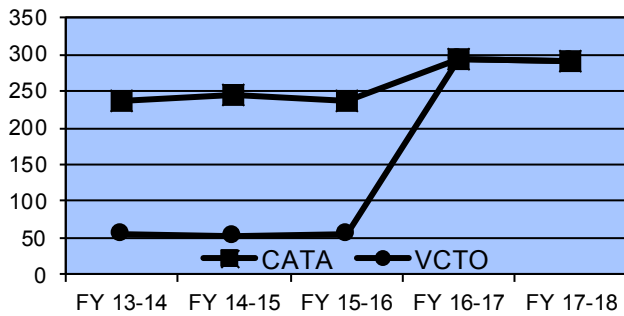
Agency Service Area



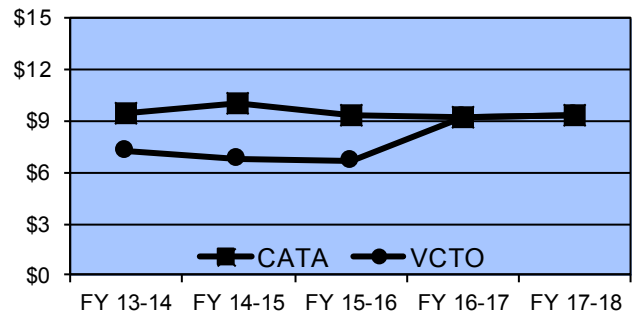
Operating Expense Per Passenger



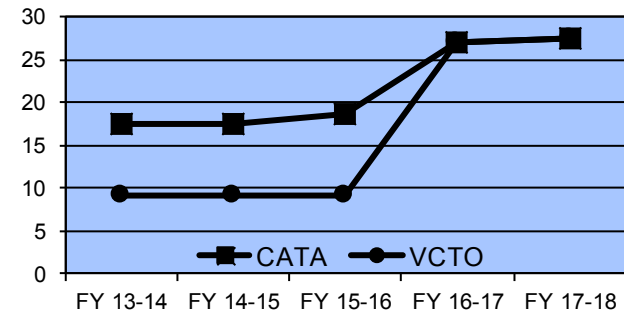
Total Passengers (000's)



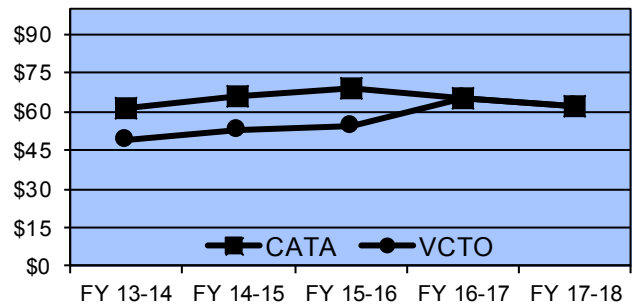
Operating Revenue Per Revenue Vehicle Hour



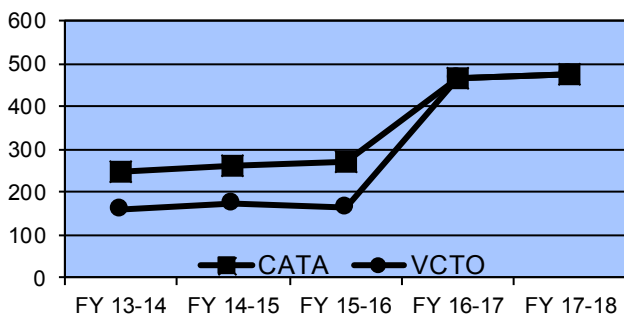
Revenue Vehicle Hours (000's)



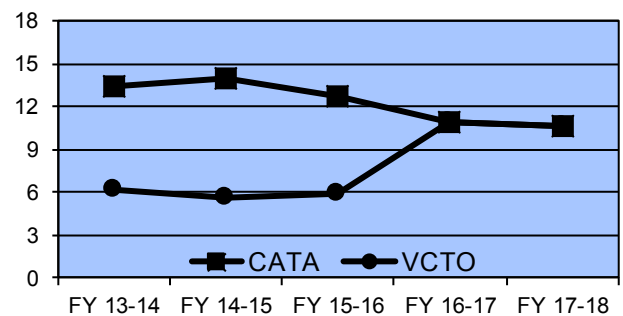
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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

Senate District
 Crawford: 50
 Venango: 21



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



Current Fare Information
 Average Shared-Ride Fare: \$17.48
 Average Shared-Ride Cost per Trip: \$25.59
 Fare Structure
 Implementation Date: July 2013



Trip Information
 65+ Trips: 43,396
 PwD Trips: 2,166
 Other Shared-Ride Trips: 36,893
 Total Shared-Ride Trips: 82,455
 Total Escorts: 10,336
 Non-Public Trips: 24,670

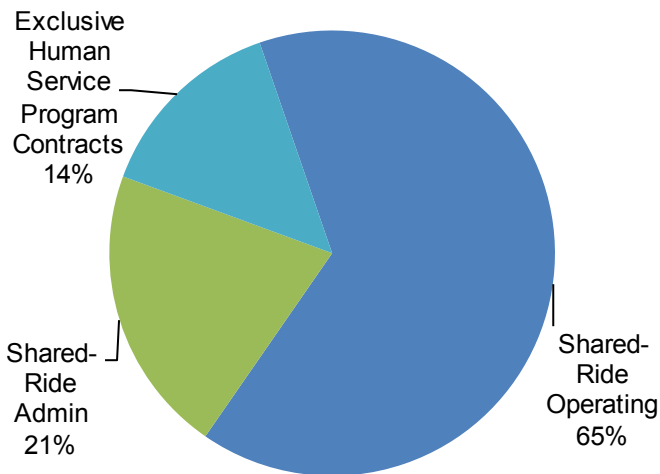


Vehicles Operated in Maximum Service
 Community Transportation: 29

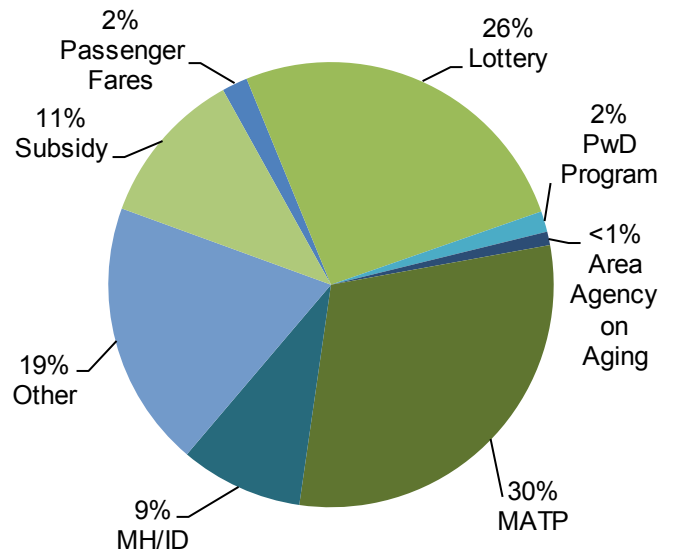
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

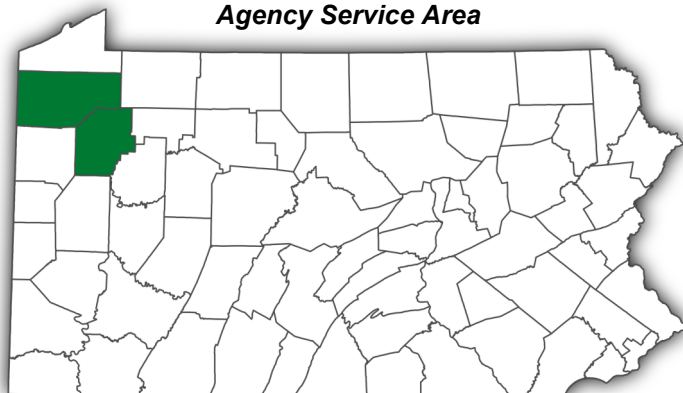
Operating Expense (000's)
\$2,457



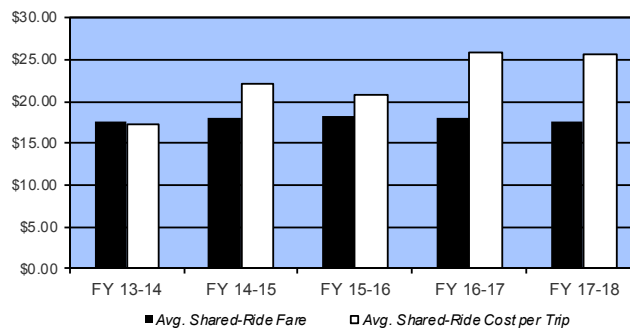
Operating Funds (000's)
\$2,499



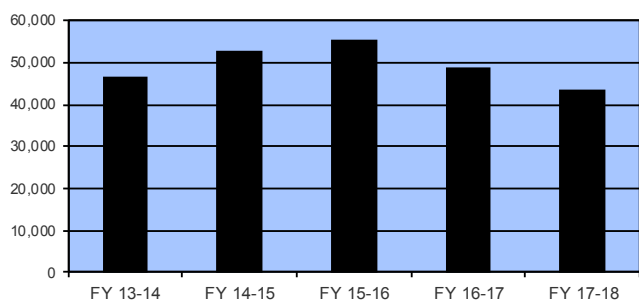
Agency Service Area



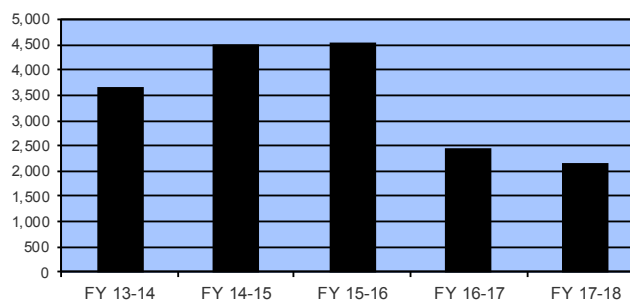
Shared-Ride Fare Recovery



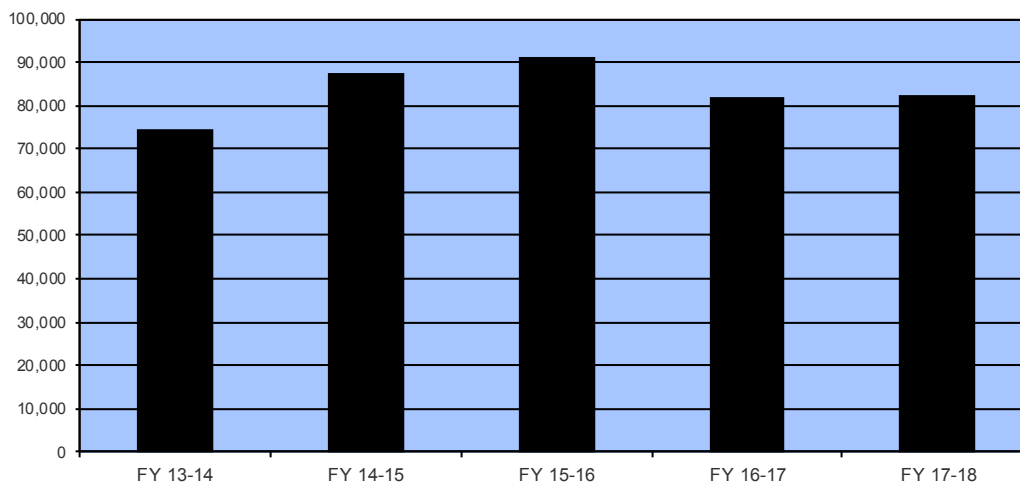
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Rural System



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



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

Senate District
 Bradford: 23
 Sullivan: 23
 Tioga: 25



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 114,840
 Senior Passengers: 12,606
 Revenue Vehicle Miles: 476,069
 Revenue Vehicle Hours: 21,422



Current Employees
 Agency Full-Time: 53
 Agency Part-Time: 20
 System-Wide: 73



Act 44 Operating Assistance
 Section 1513 Allocation: \$995,498
 Required Local Match: \$66,064

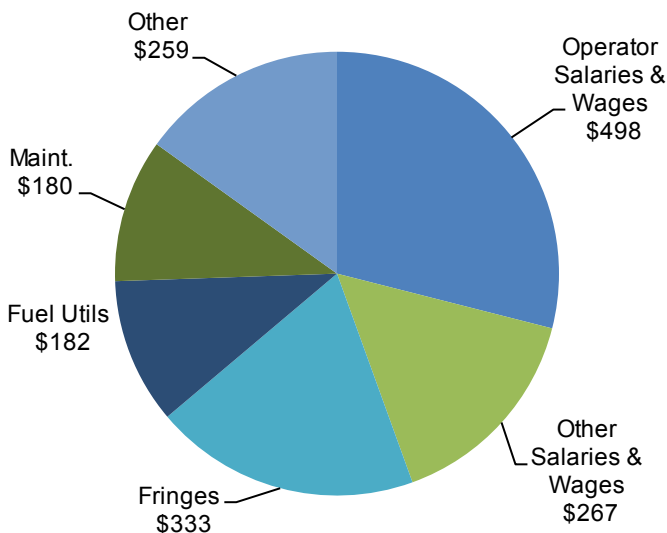


Current Fleet Size
 Diesel/Gasoline Motor Bus: 13
 Diesel/Gasoline Paratransit Vehicle: 52
 CNG Paratransit Vehicles: 1
 System-wide: 66

OPERATING PROFILES

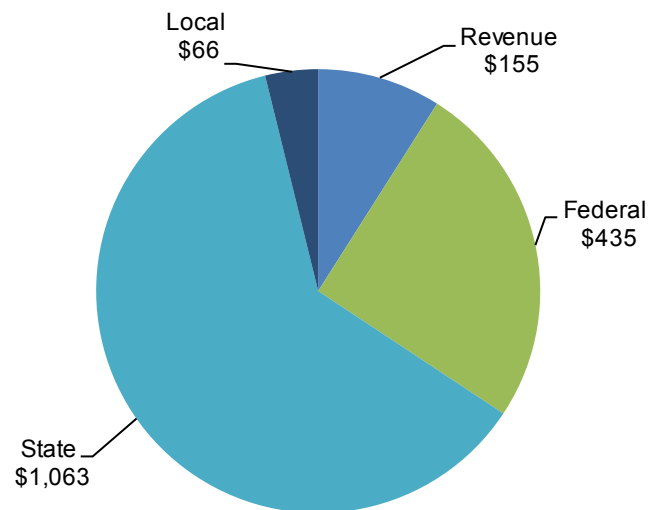
RURAL OPERATING BUDGET

Operating Expense (000's)
\$1,719



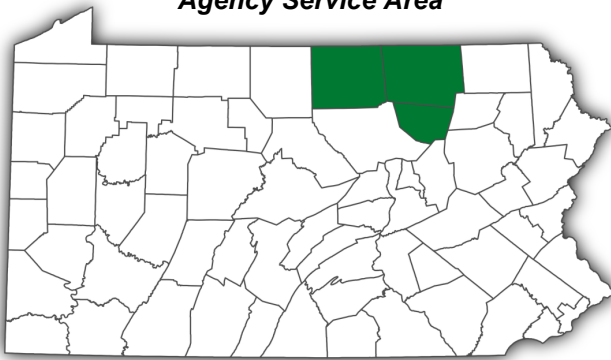
Expense includes ADA complementary expense.

Operating Funds (000's)
\$1,719

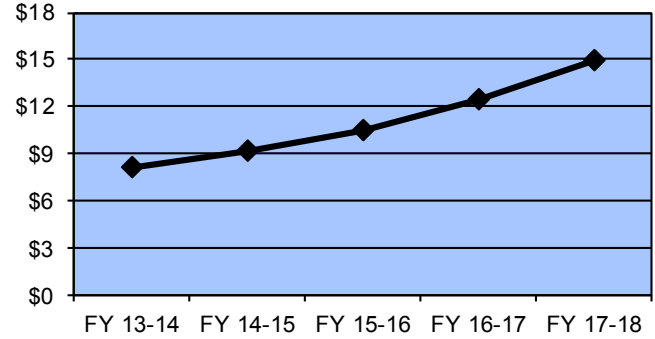


Revenue includes ADA complementary revenue.

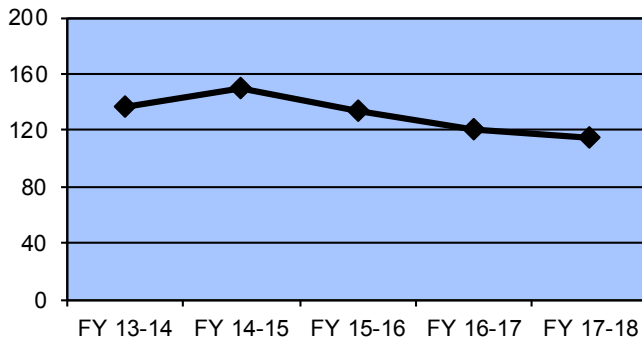
Agency Service Area



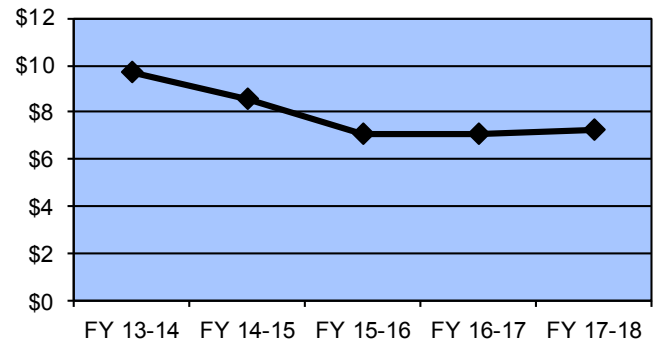
Operating Expense Per Passenger



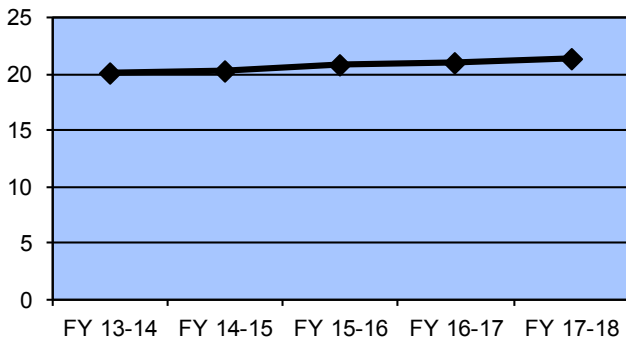
Total Passengers (000's)



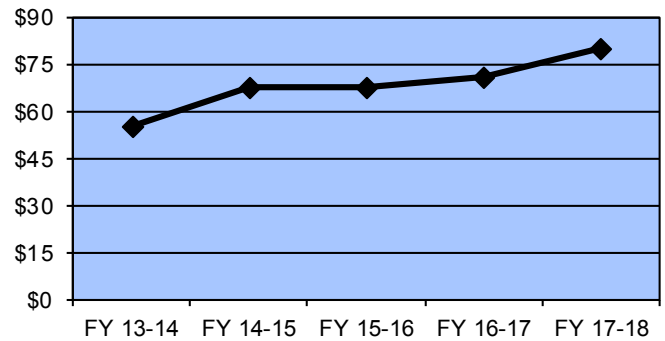
Operating Revenue Per Revenue Vehicle Hour



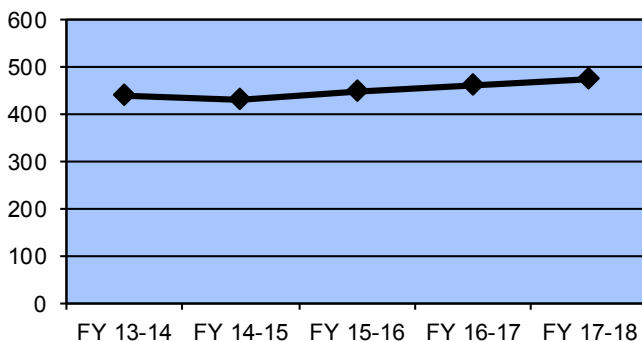
Revenue Vehicle Hours (000's)



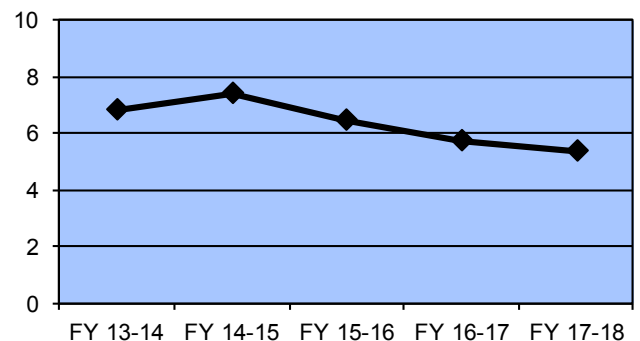
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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

Senate District
 Bradford: 23
 Sullivan: 23
 Tioga: 25



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



Current Fare Information
 Average Shared-Ride Fare: \$33.24
 Average Shared-Ride Cost per Trip: \$41.56
 Fare Structure
 Implementation Date: July 2015



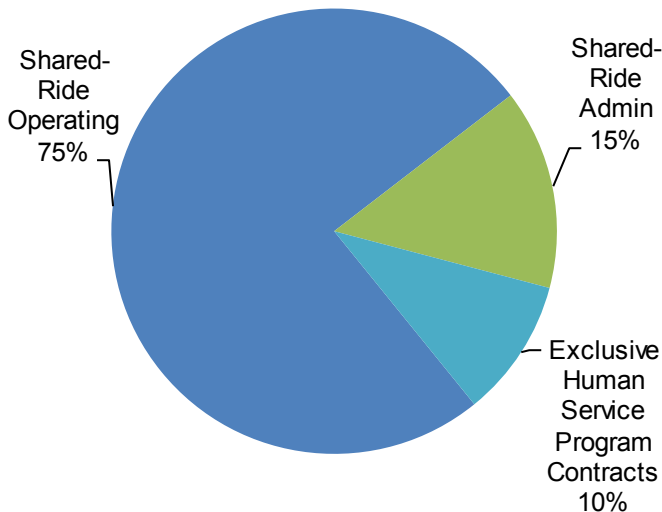
Trip Information
 65+ Trips: 31,746
 PwD Trips: 5,978
 Other Shared-Ride Trips: 33,267
 Total Shared-Ride Trips: 70,991
 Total Escorts: 0
 Non-Public Trips: 2,733



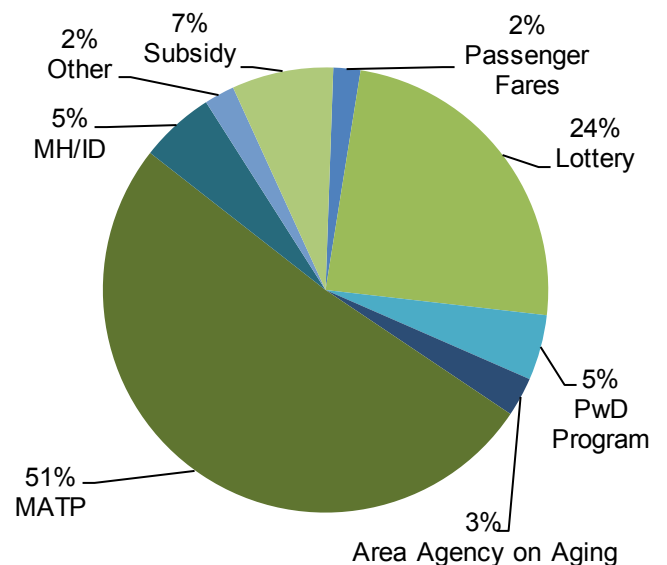
Vehicles Operated in Maximum Service
 Community Transportation: 35

COMMUNITY TRANSPORTATION OPERATING BUDGET

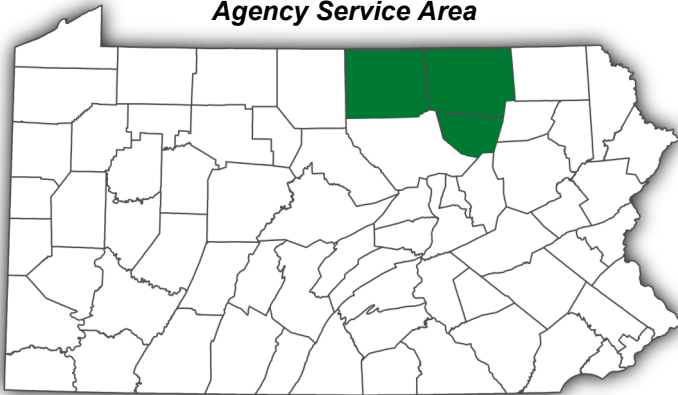
Operating Expense (000's)
\$3,543



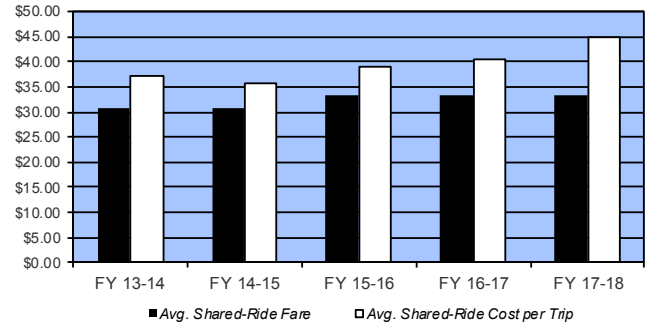
Operating Funds (000's)
\$3,543



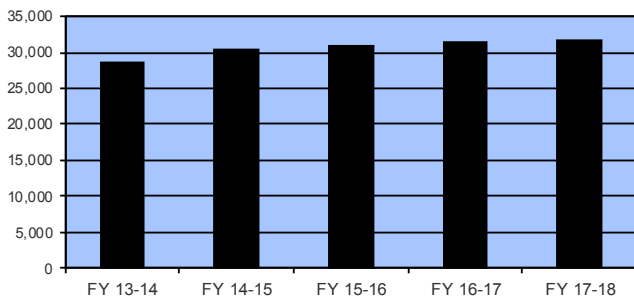
Agency Service Area



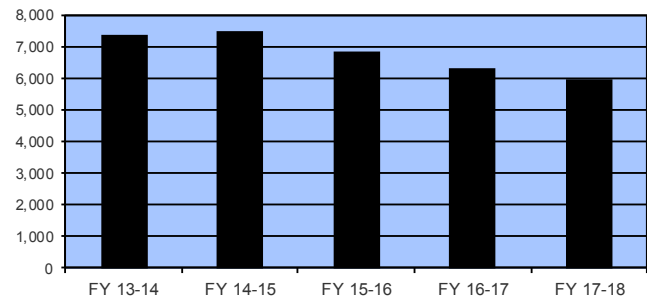
Shared-Ride Fare Recovery



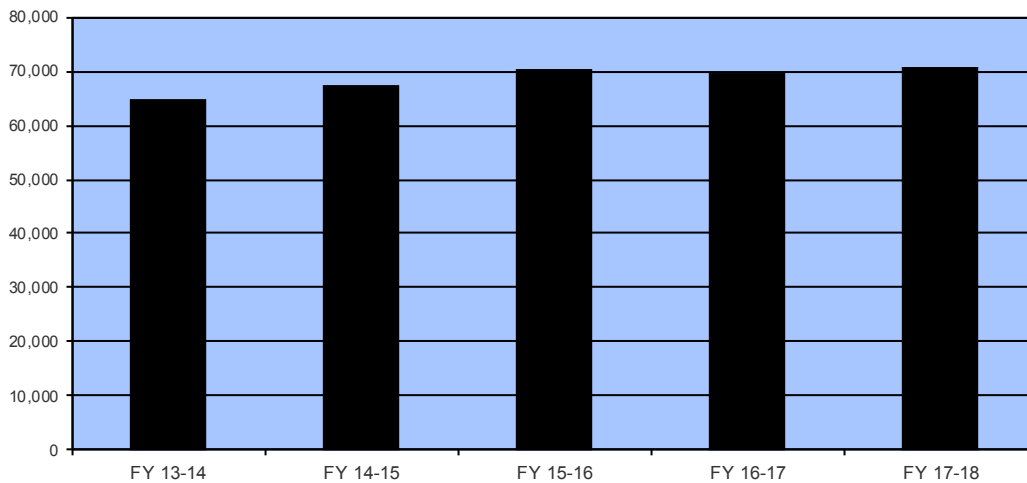
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban & Rural System



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



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

Senate District
 Erie: 49, 50



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



Current Fare Information
 Fixed Route Base: \$1.55
 Last Base Fare Increase: October 2017



Act 44 Fixed Route Distribution Factors
 Total Passengers: 2,620,524
 Senior Passengers: 182,336
 Revenue Vehicle Miles: 2,526,705
 Revenue Vehicle Hours: 183,104



Current Employees
 Agency Full-Time: 203
 Agency Part-Time: 29
 System-Wide: 232



Act 44 Operating Assistance
 Section 1513 Allocation: \$9,723,232
 Required Local Match: \$996,771



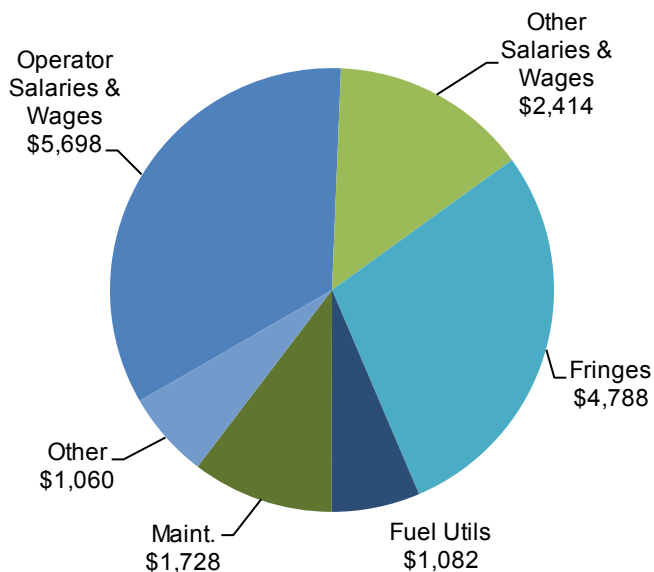
Current Fleet Size
 Diesel/Gasoline Motor Bus: 60
 CNG Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicle: 55
 System-Wide: 133

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

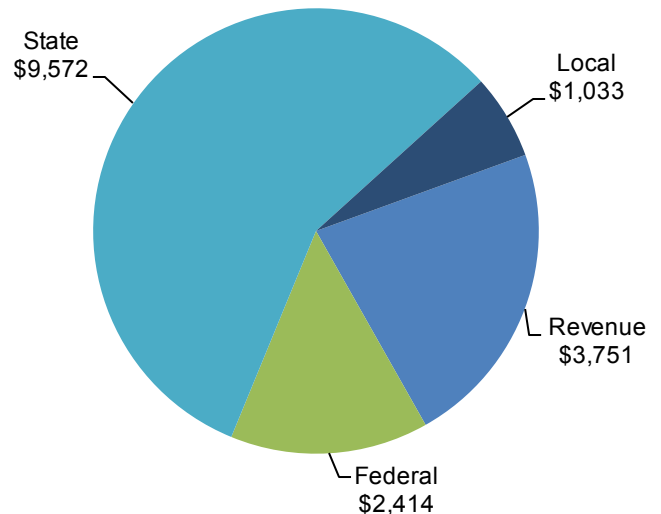
\$16,770



Expense includes ADA complementary expense.

Operating Funds (000's)

\$16,770

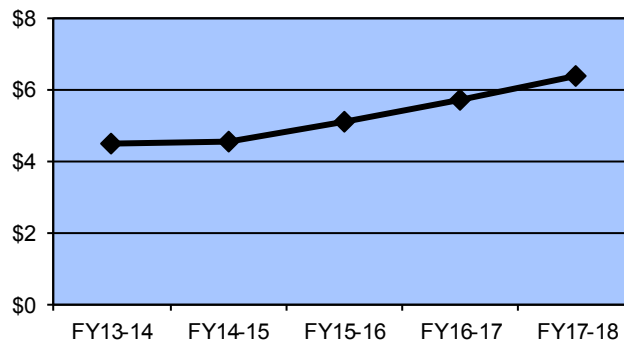


Revenue includes ADA complementary revenue.

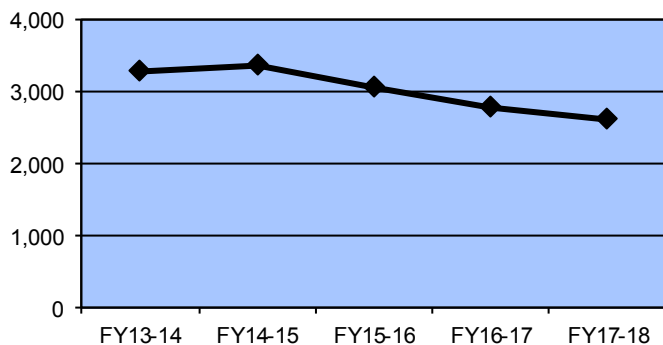
Agency Service Area



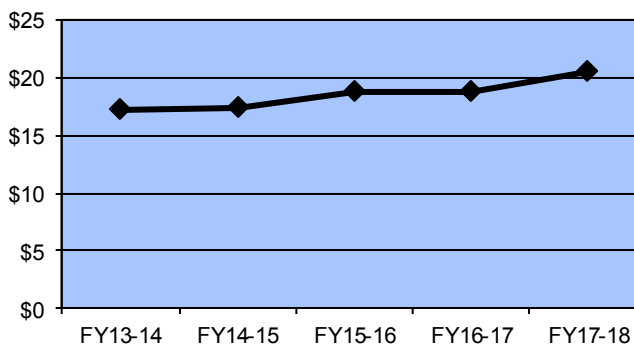
Operating Expense Per Passenger



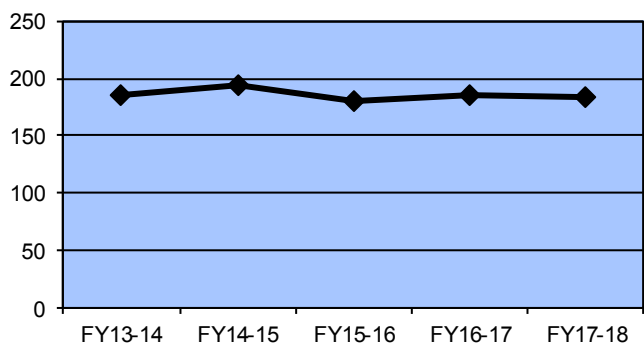
Total Passengers (000's)



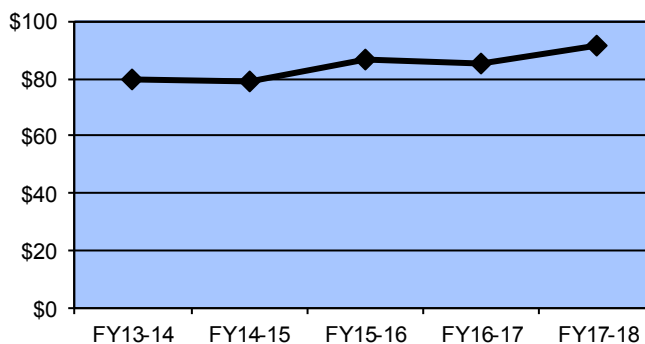
Operating Revenue Per Revenue Vehicle Hour



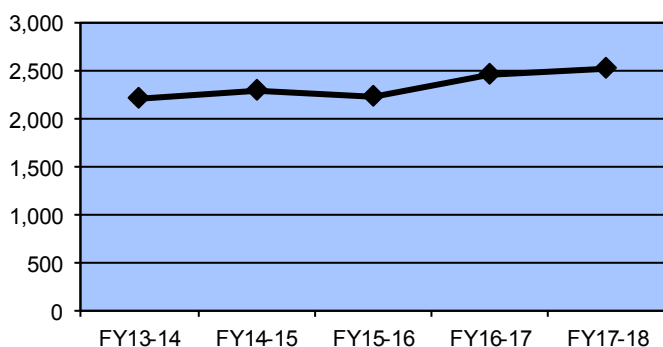
Revenue Vehicle Hours (000's)



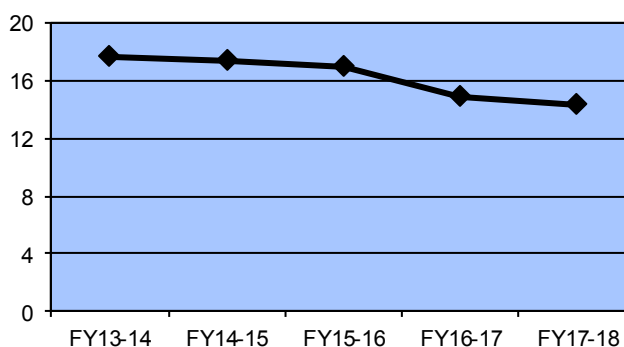
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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

Senate District
 Erie: 49, 50



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



Current Fare Information
 Average Shared-Ride Fare: \$18.53
 Average Shared-Ride Cost per Trip: \$27.49
 Fare Structure
 Implementation Date: December 2013



Trip Information
 65+ Trips: 58,421
 PwD Trips: 3,311
 Other Shared-Ride Trips: 64,434
 Total Shared-Ride Trips: 126,166
 Total Escorts: 11,389
 Non-Public Trips: 9,731

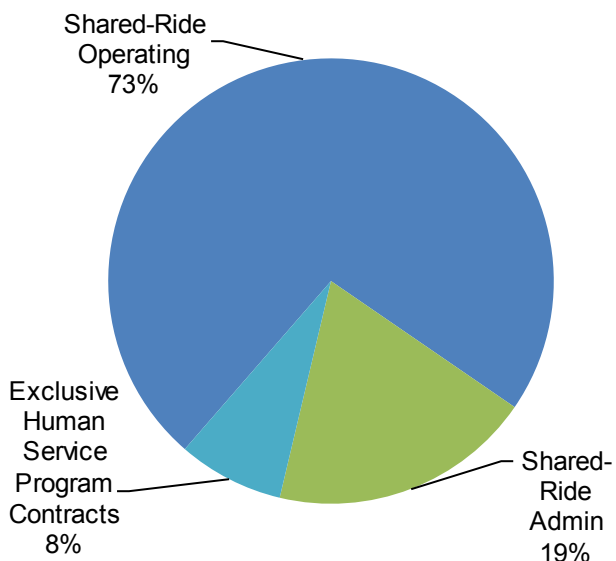


Vehicles Operated in Maximum Service Community Transportation: 47

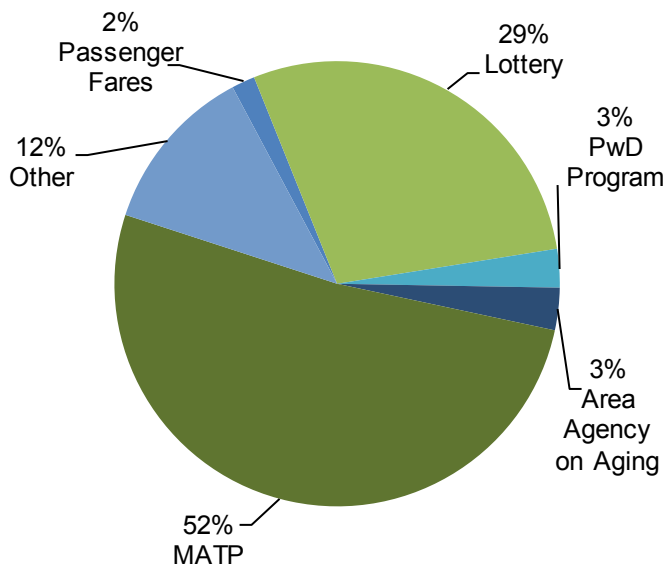
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

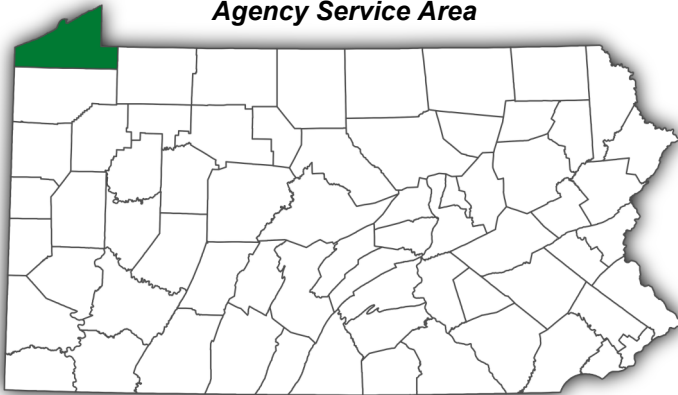
Operating Expense (000's)
\$3,757



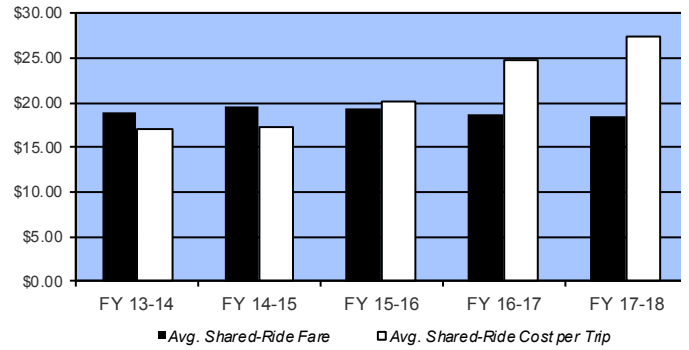
Operating Funds (000's)
\$2,978



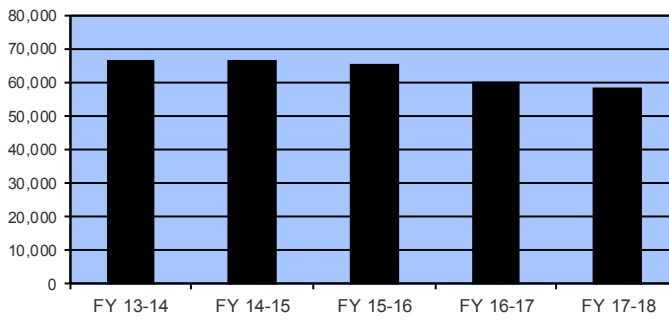
Agency Service Area



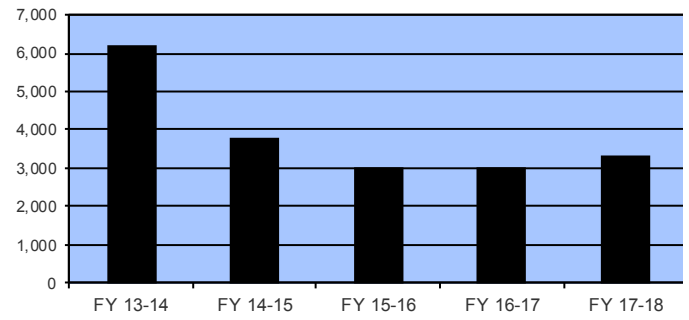
Shared-Ride Fare Recovery



65+ Shared-Ride Trips

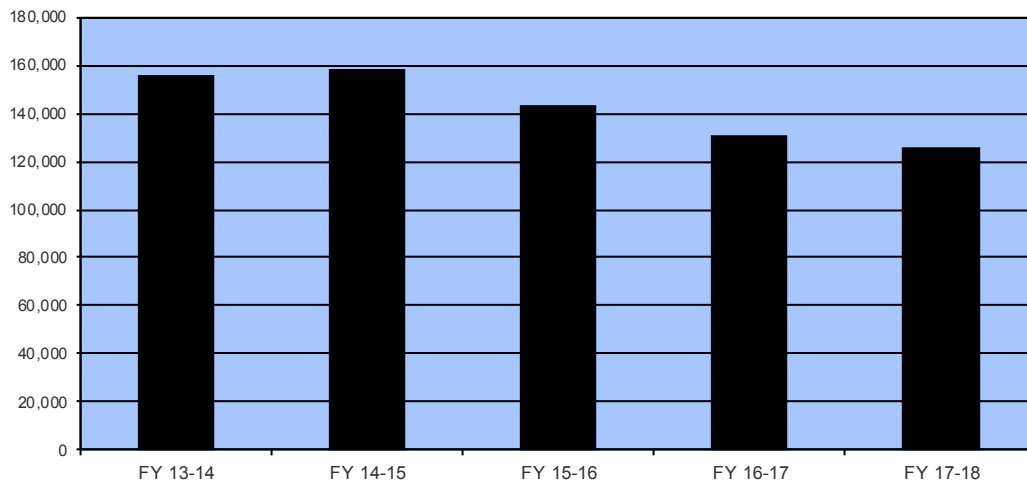


PwD Shared-Ride Trips



OPERATING PROFILES

Total Shared-Ride Trips



Fayette Area Coordinated Transportation (FACT)

Urban System



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



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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 150,515
 Senior Passengers: 26,875
 Revenue Vehicle Miles: 575,563
 Revenue Vehicle Hours: 30,613



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,120,266
 Required Local Match: \$168,040



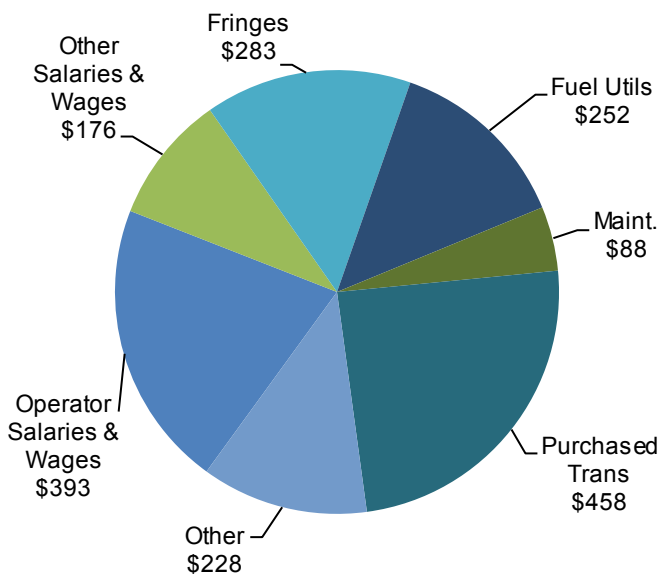
Current Fleet Size
 Diesel/Gasoline Motor Bus: 11
 Diesel/Gasoline Paratransit Vehicle: 30
 System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

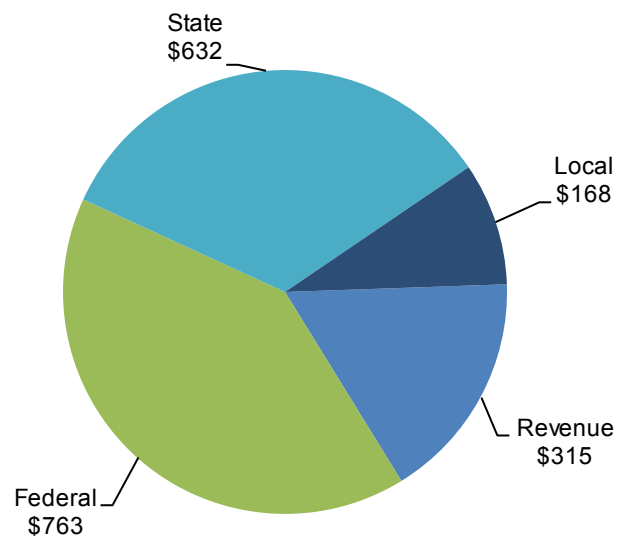
\$1,878



Expense includes ADA complementary expense.

Operating Funds (000's)

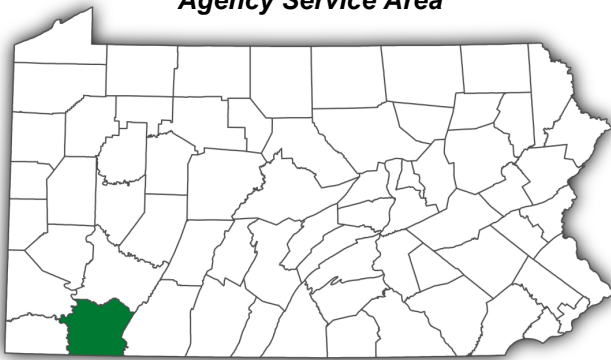
\$1,878



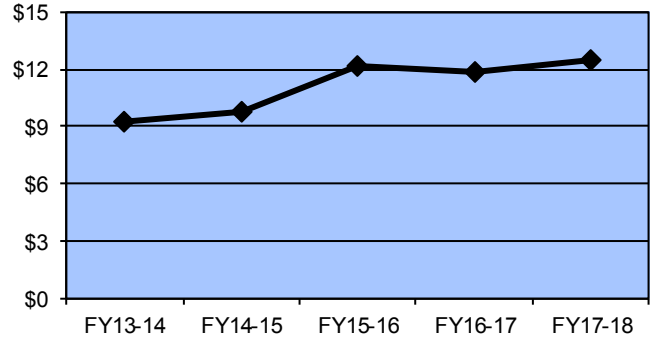
Revenue includes ADA complementary revenue.

(FACT) Fayette Area Coordinated Transportation

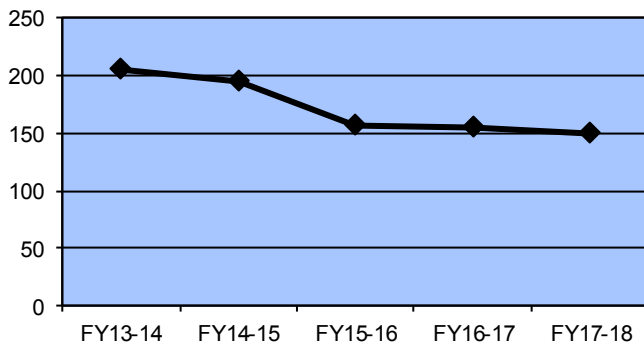
Agency Service Area



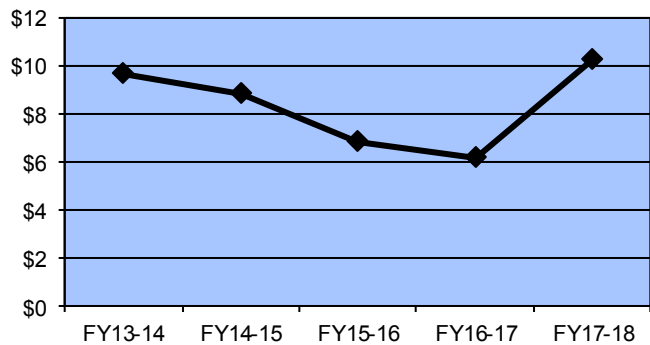
Operating Expense Per Passenger



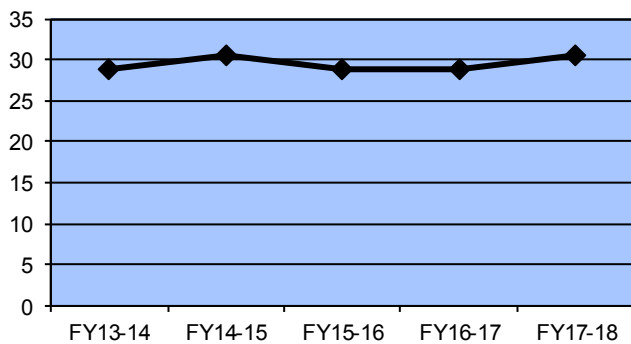
Total Passengers (000's)



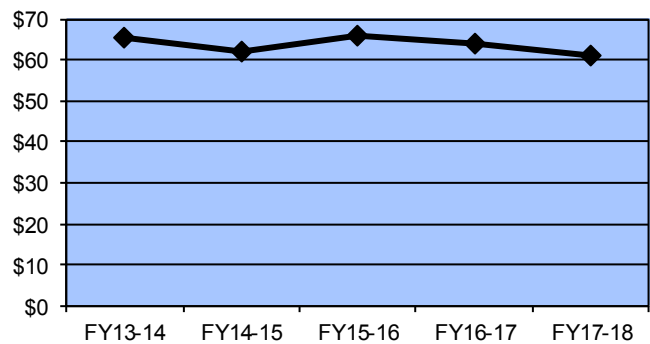
Operating Revenue Per Revenue Vehicle Hour



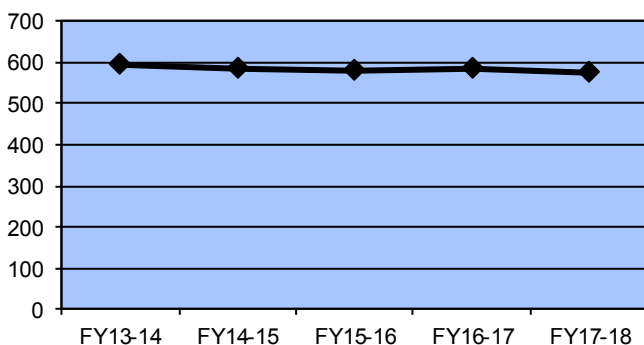
Revenue Vehicle Hours (000's)



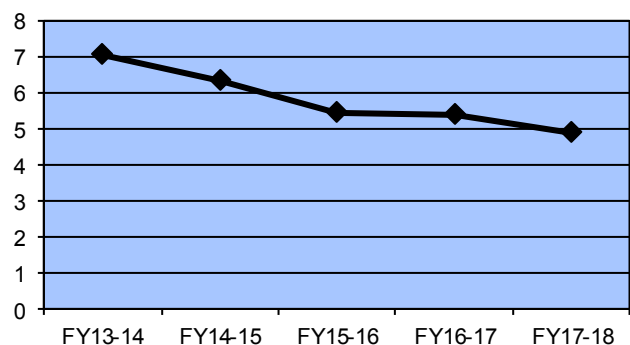
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$17.16
 Average Shared-Ride Cost per Trip: \$21.44
 Fare Structure
 Implementation Date: September 2016



Trip Information
 65+ Trips: 32,338
 PwD Trips: 6,757
 Other Shared-Ride Trips: 62,118
 Total Shared-Ride Trips: 101,213
 Total Escorts: 8,226
 Non-Public Trips: 420

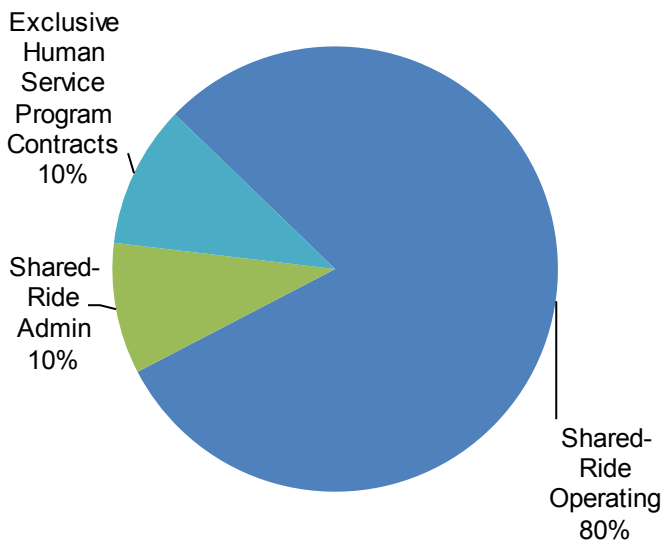


Vehicles Operated in Maximum Service
 Community Transportation: 20

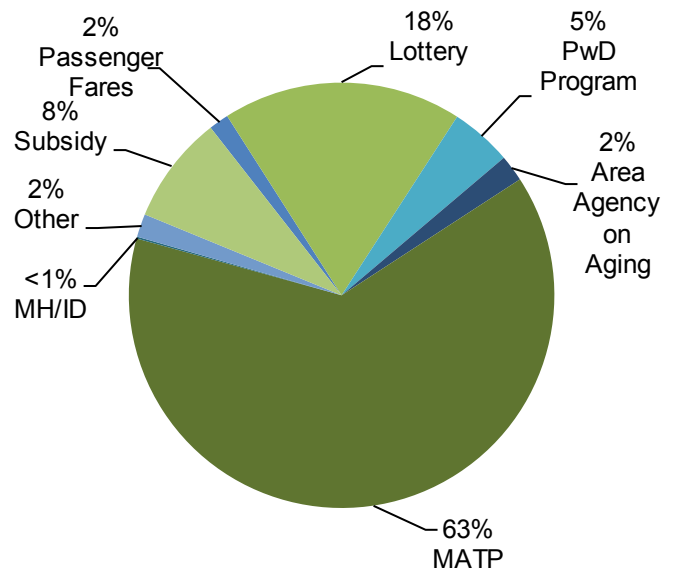
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$2,420

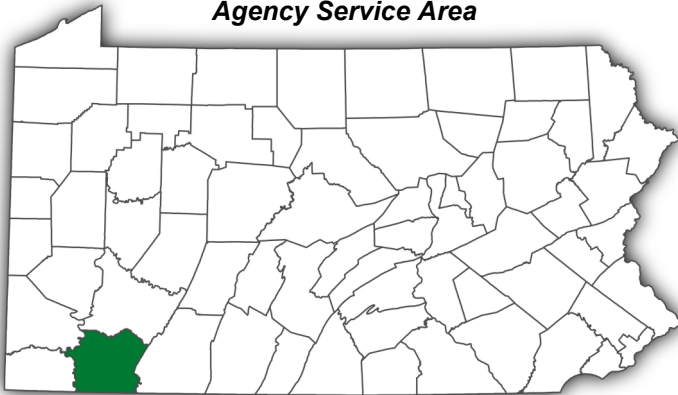


Operating Funds (000's)
\$2,420

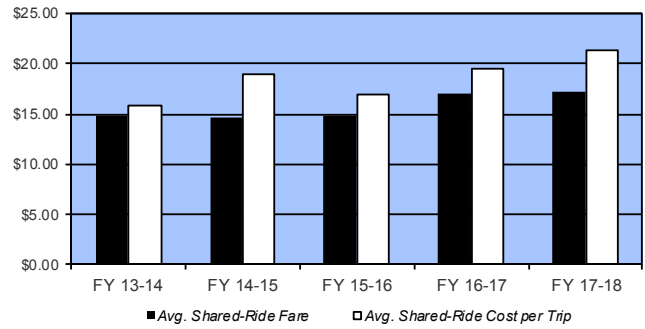


(FACT) Fayette Area Coordinated Transportation

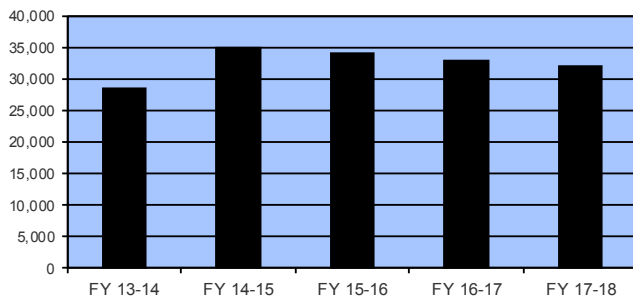
Agency Service Area



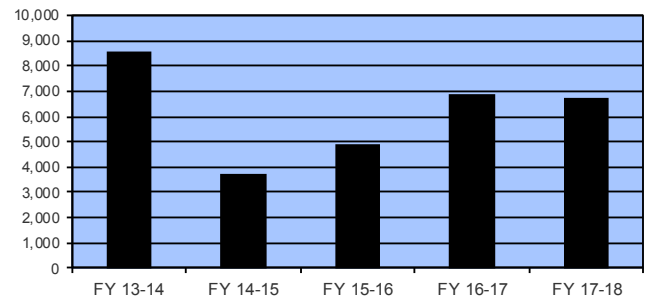
Shared-Ride Fare Recovery



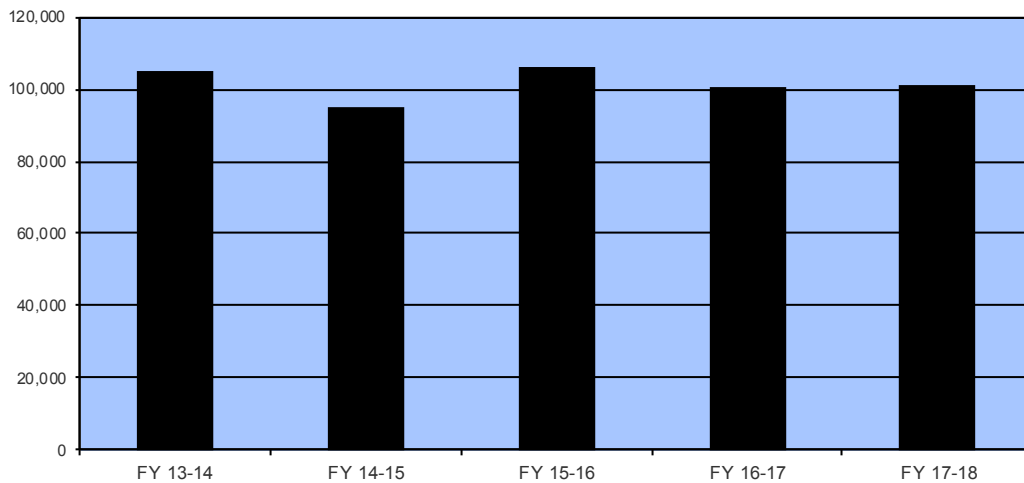
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



OPERATING PROFILES

Forest County Transportation

Community Transportation



Forest County Transportation

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



House District

Forest: 63, 65

Senate District

Forest: 21



Service Area Statistics (2010 Census)

Square Miles: 428
 Population: 5,216
 65+ Population: 1,356
 % of Population 65 and older: 26%



Current Fare Information

Average Shared-Ride Fare: \$26.25
 Average Shared-Ride Cost per Trip: \$25.80
 Fare Structure
 Implementation Date: January 2015



Trip Information

65+ Trips: 14,320
 PwD Trips: 1,271
 Other Shared-Ride Trips: 3,145
 Total Shared-Ride Trips: 18,736
 Total Escorts: 1,292
 Non-Public Trips: 296



Vehicles Operated in Maximum Service

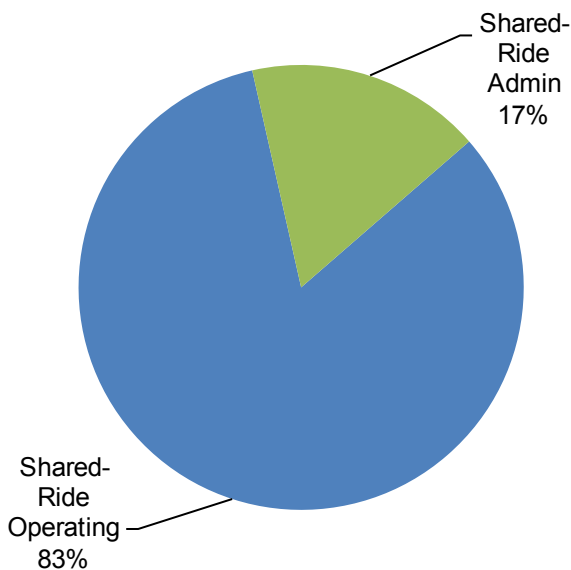
Community Transportation: 12

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

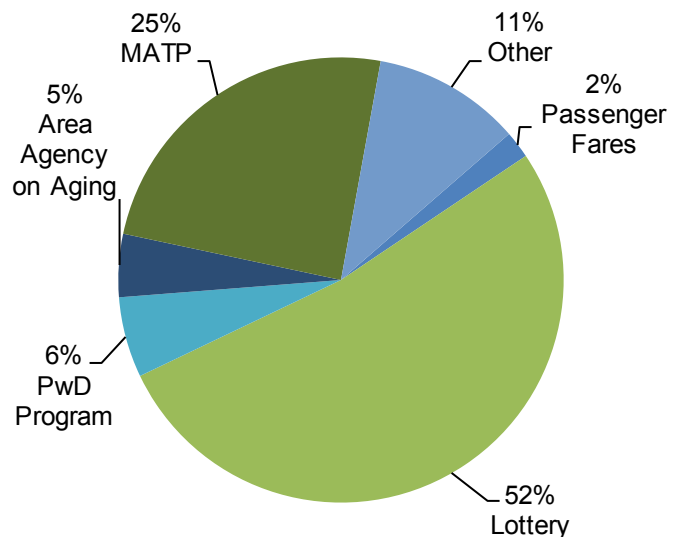
Operating Expense (000's)

\$522



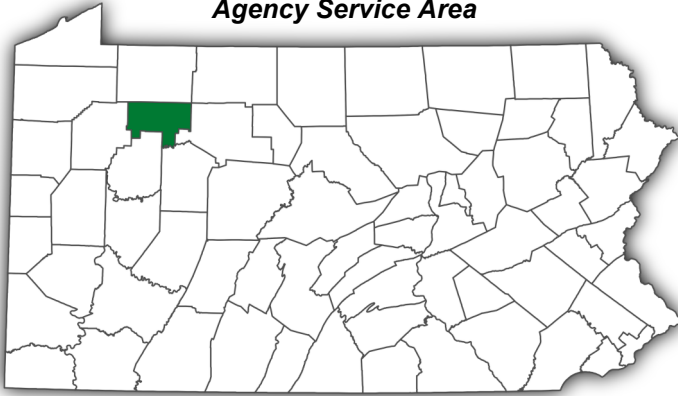
Operating Funds (000's)

\$551

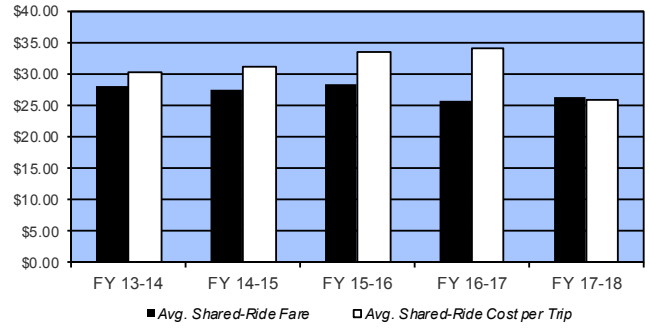


Forest County Transportation

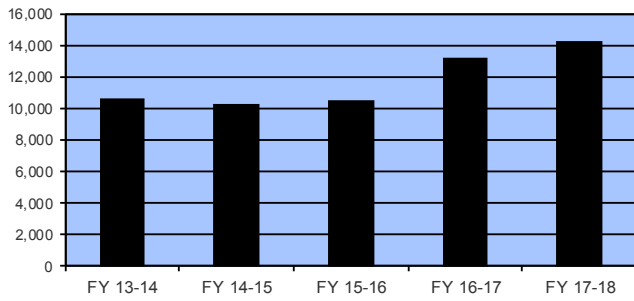
Agency Service Area



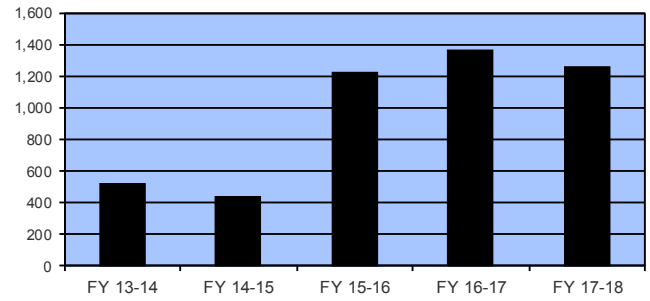
Shared-Ride Fare Recovery



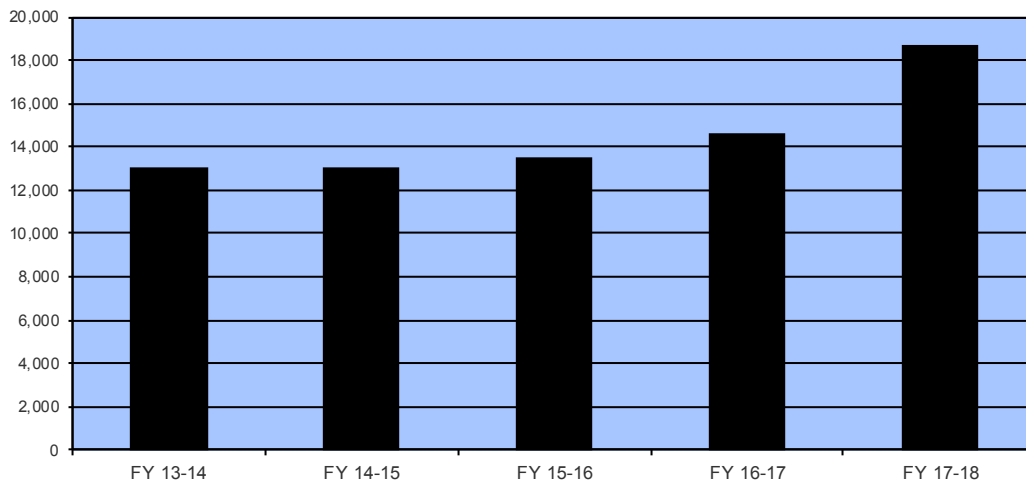
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



Greene County Transportation Department

190 Jefferson Road
Waynesburg, PA 15370
724-627-6778
Ms. Karen Bennett, Administrator



House District

Greene: 50

Senate District

Greene: 46



Service Area Statistics (2010 Census)

Square Miles:	576
Population:	38,686
65+ Population:	5,931
% of Population 65 and older:	15.3%



Current Fare Information

Average Shared-Ride Fare:	\$26.44
Average Shared-Ride Cost per Trip:	\$24.97
Fare Structure	
Implementation Date:	June 2015



Trip Information

65+ Trips:	13,438
PwD Trips:	3,199
Other Shared-Ride Trips:	25,651
Total Shared-Ride Trips:	42,288
Total Escorts:	2,003
Non-Public Trips:	778



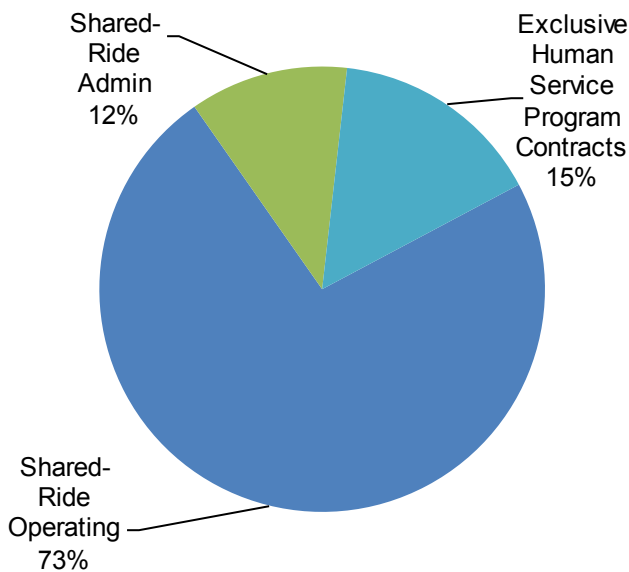
Vehicles Operated in Maximum Service

Community Transportation: 16

COMMUNITY TRANSPORTATION OPERATING BUDGET

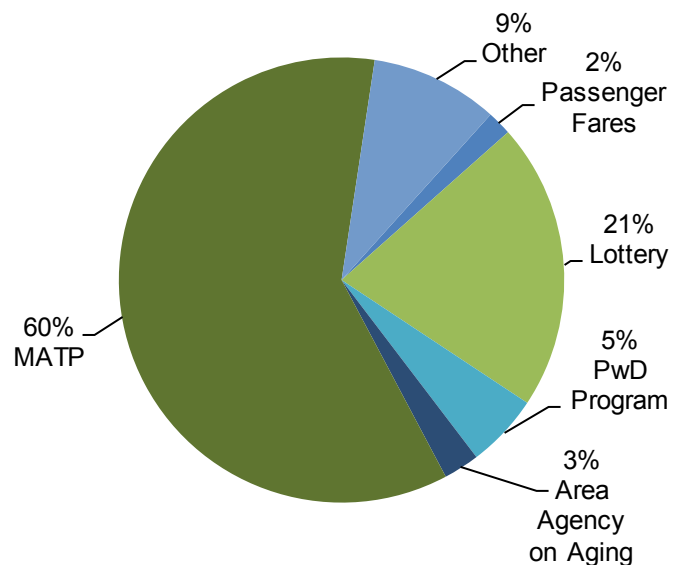
Operating Expense (000's)

\$1,249

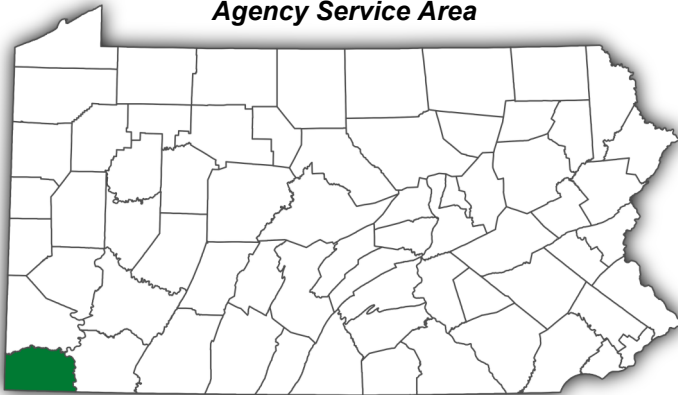


Operating Funds (000's)

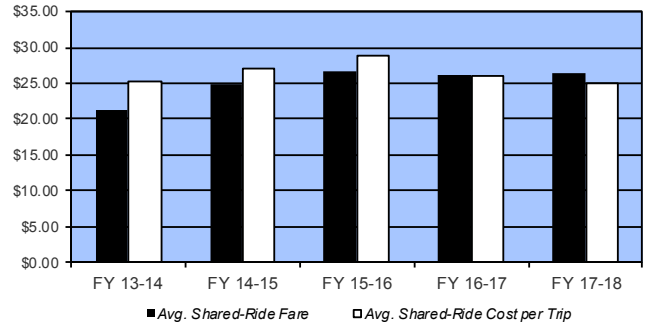
\$1,307



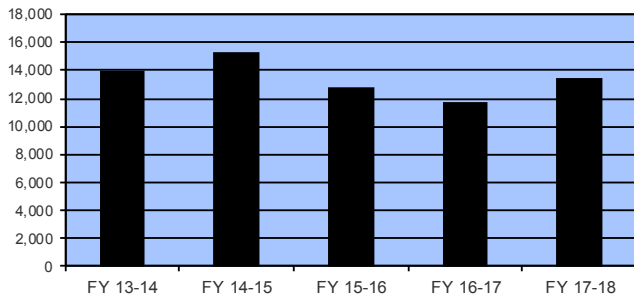
Agency Service Area



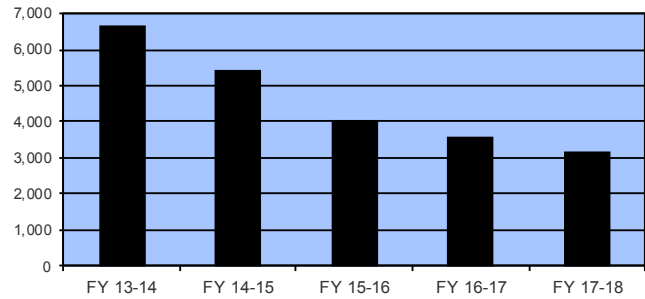
Shared-Ride Fare Recovery



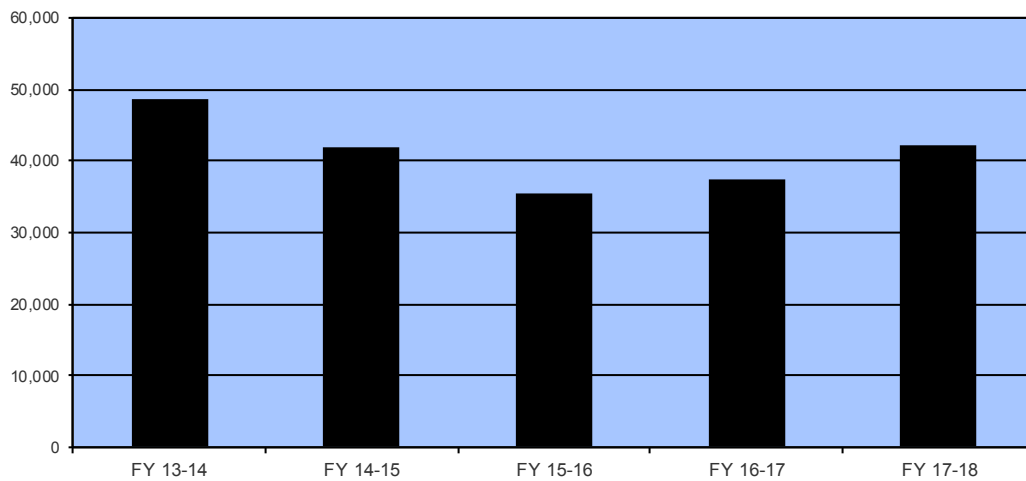
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Urban System



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



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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 205,254
 Senior Passengers: 56,533
 Revenue Vehicle Miles: 423,262
 Revenue Vehicle Hours: 31,747



Current Employees
 Agency Full-Time: 4
 Agency Part-Time: 12
 Contractor Part-Time: 4
 System-Wide: 20



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,984,617
 Required Local Match: \$155,522

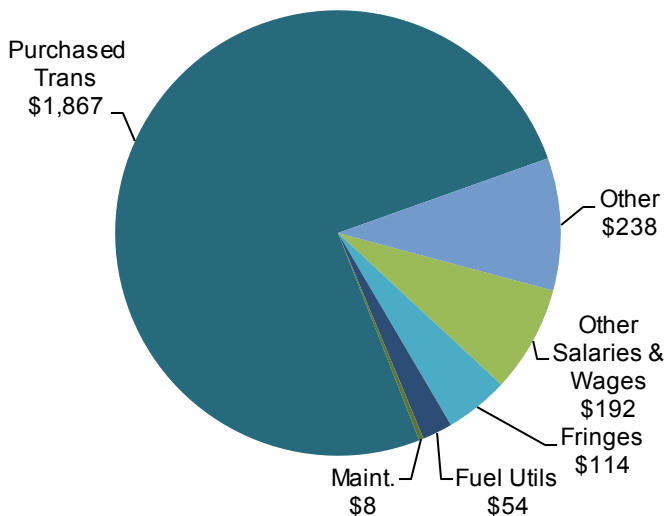


Current Fleet Size
 Diesel/Gasoline Motor Bus: 11
 Diesel/Gasoline Paratransit Vehicle: 4
 System-Wide: 15

OPERATING PROFILES

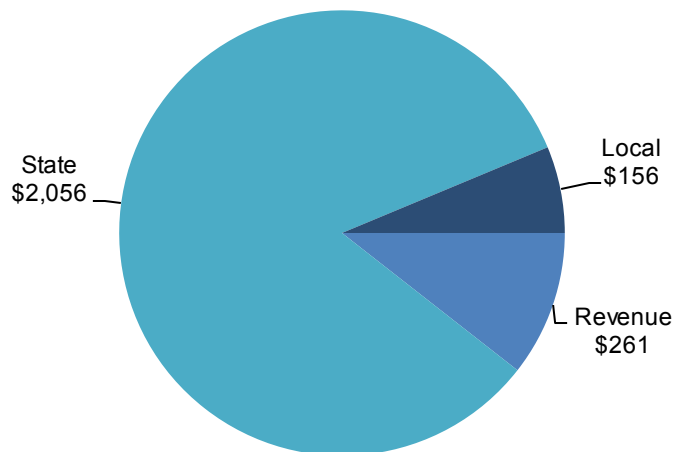
URBAN OPERATING BUDGET

Operating Expense (000's)
\$2,473



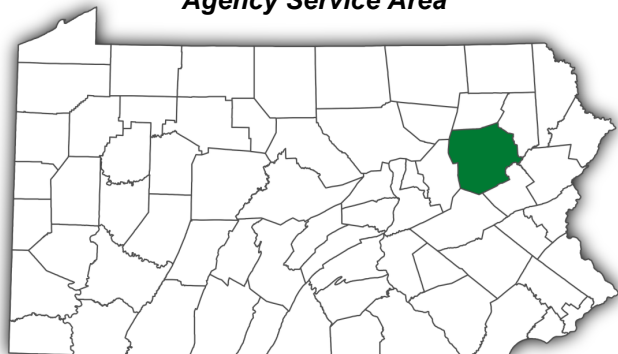
Expense includes ADA complementary expense.

Operating Funds (000's)
\$2,473

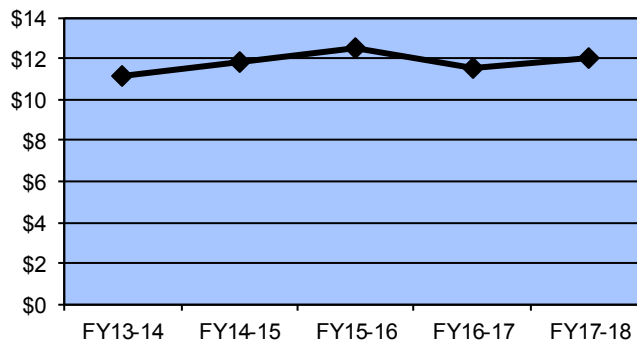


Revenue includes ADA complementary revenue.

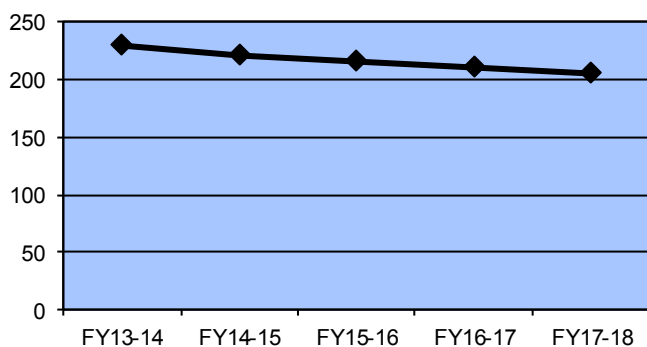
Agency Service Area



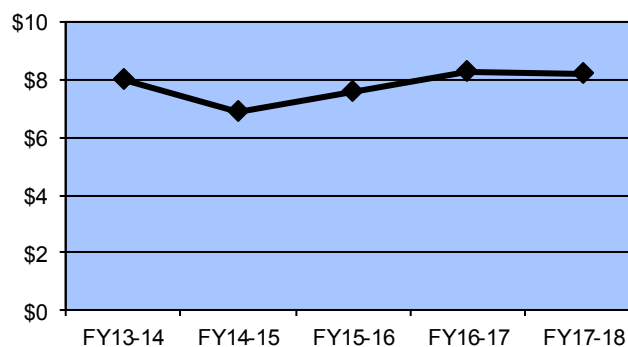
Operating Expense Per Passenger



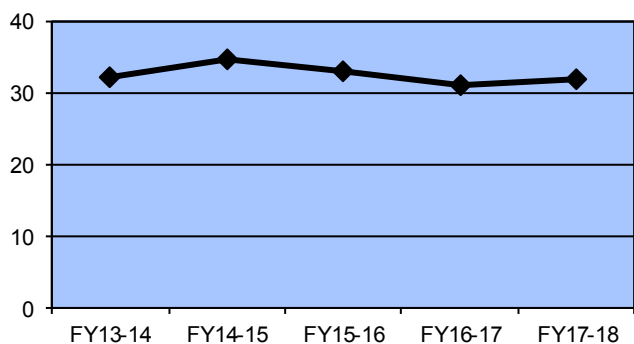
Total Passengers (000's)



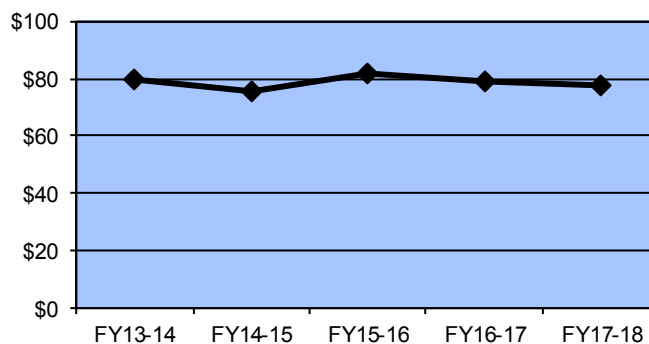
Operating Revenue Per Revenue Vehicle Hour



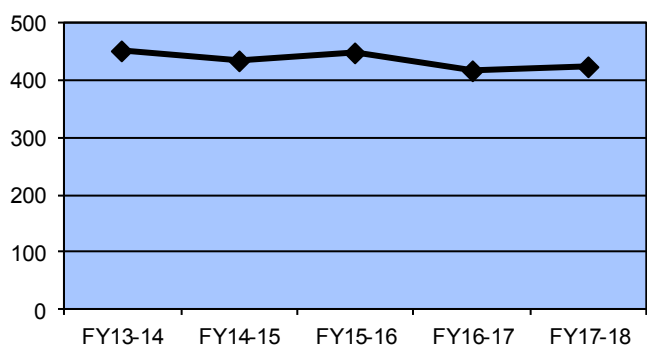
Revenue Vehicle Hours (000's)



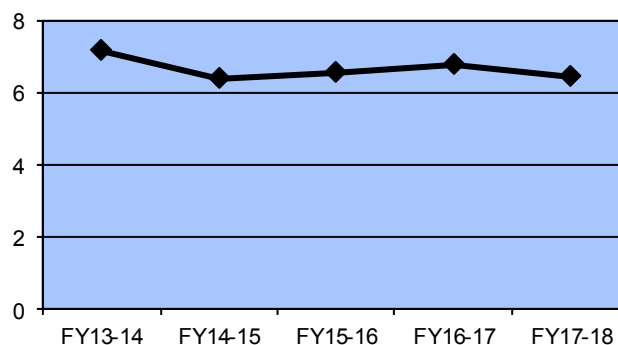
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Community Transportation



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



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

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



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



Current Fare Information
 Average Shared-Ride Fare: \$17.94
 Average Shared-Ride Cost per Trip: \$21.10
 Fare Structure
 Implementation Date: April 2018



Trip Information
 65+ Trips: 64,580
 PwD Trips: 6,829
 Other Shared-Ride Trips: 26,067
 Total Shared-Ride Trips: 97,476
 Total Escorts: 2,550

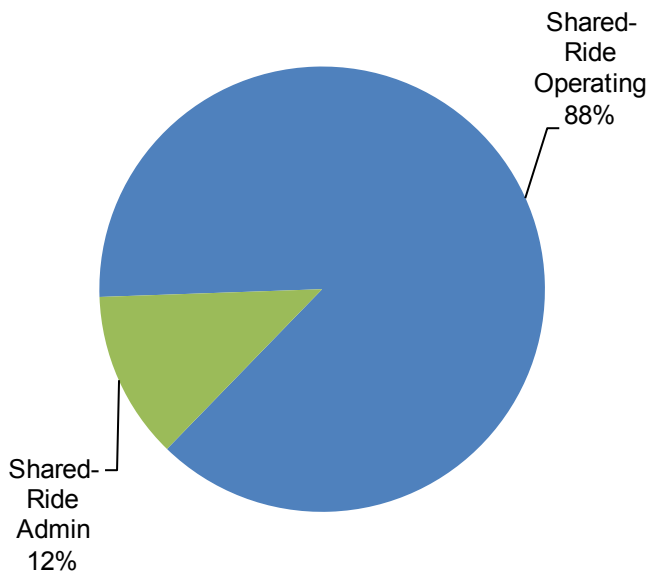


Vehicles Operated in Maximum Service
 Community Transportation: 34

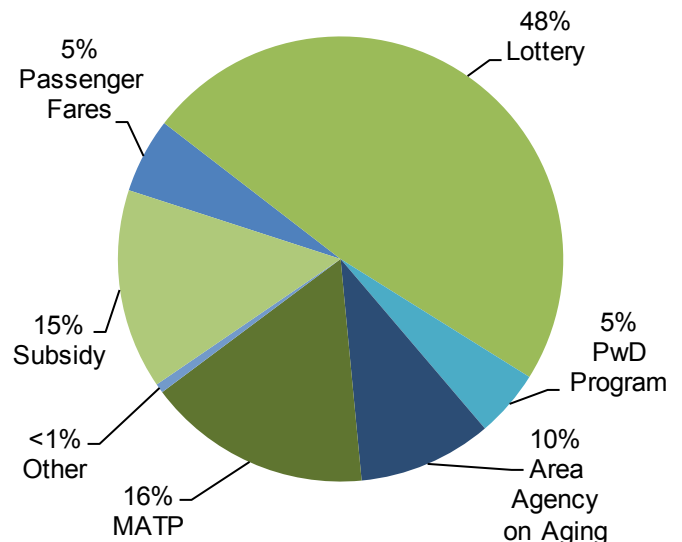
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

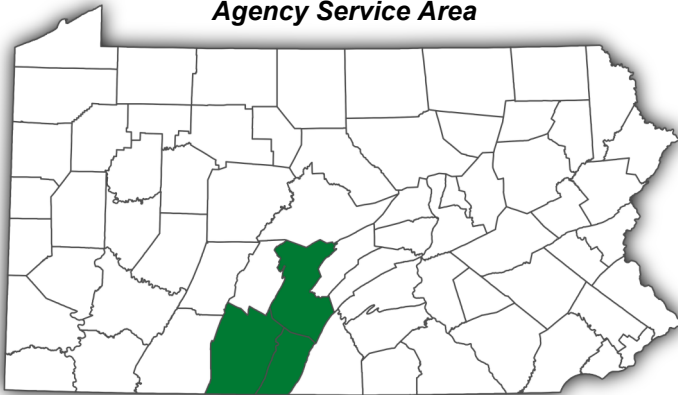
Operating Expense (000's)
\$2,057



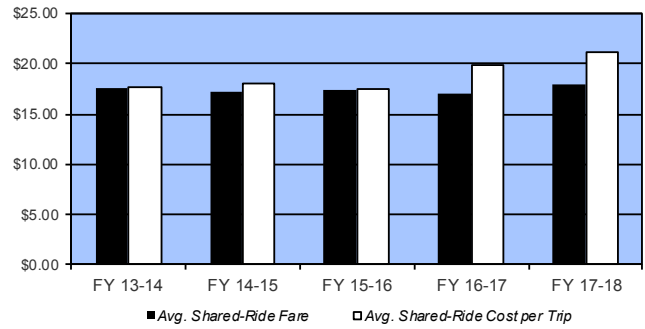
Operating Funds (000's)
\$2,057



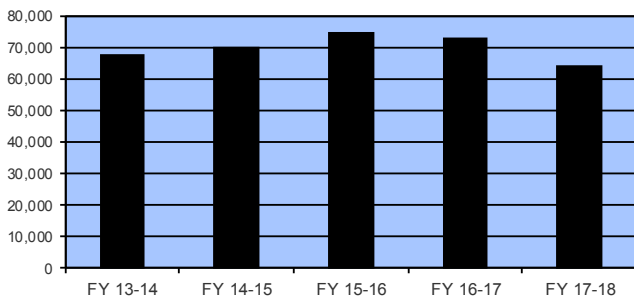
Agency Service Area



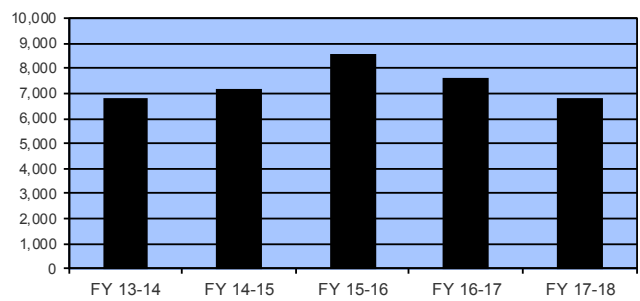
Shared-Ride Fare Recovery



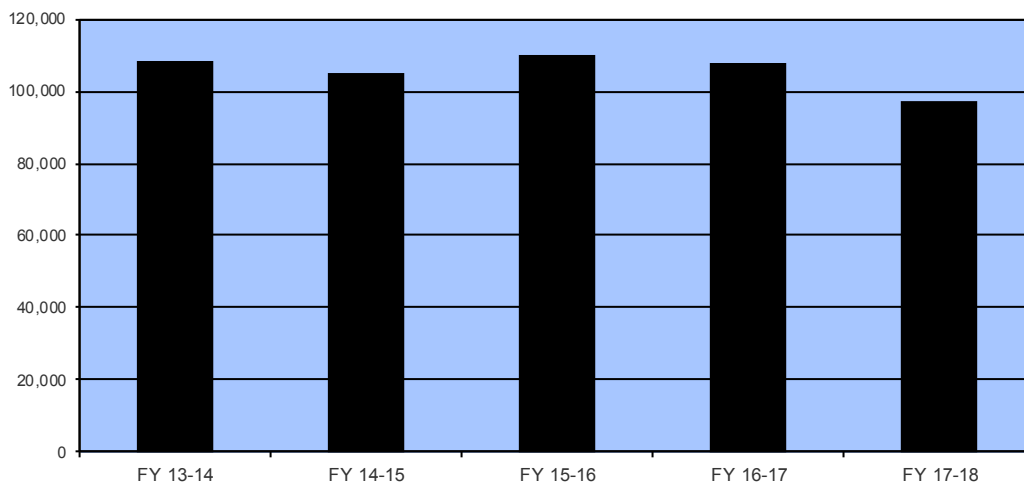
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



OPERATING PROFILES



Rural System



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



House District
 Indiana: 55, 60, 62, 66
Senate District
 Indiana: 41



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 384,189
 Senior Passengers: 15,906
 Revenue Vehicle Miles: 481,537
 Revenue Vehicle Hours: 36,457



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,652,169
 Required Local Match: \$63,005



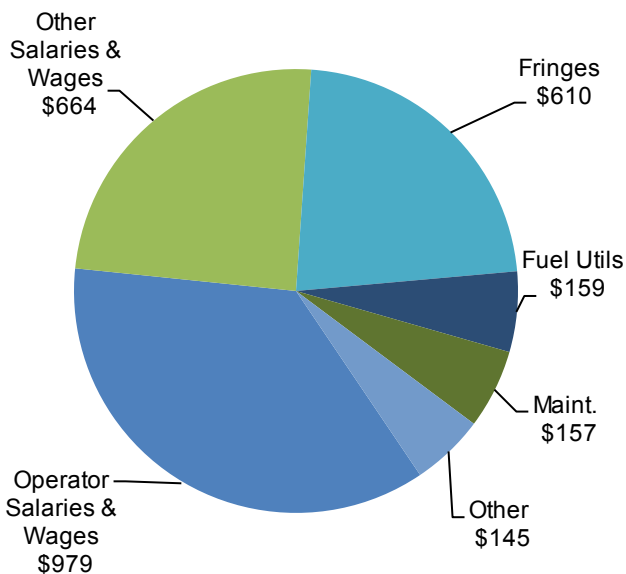
Current Fleet Size
 CNG Motor Bus: 16
 Diesel/Gasoline Paratransit Vehicle: 12
 System-wide: 28

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

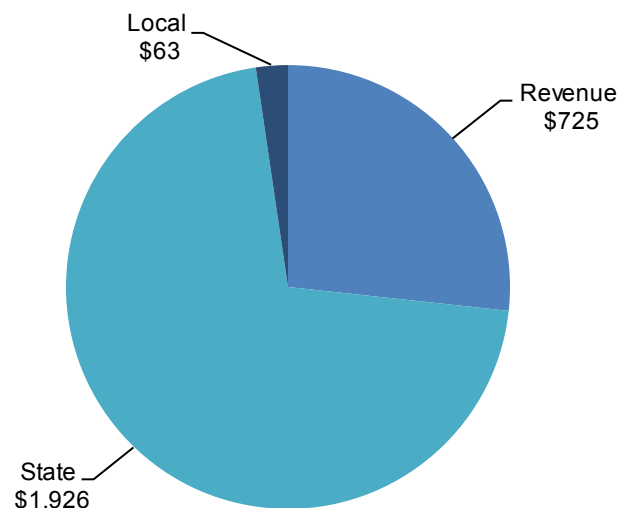
\$2,719



Expense includes ADA complementary expense.

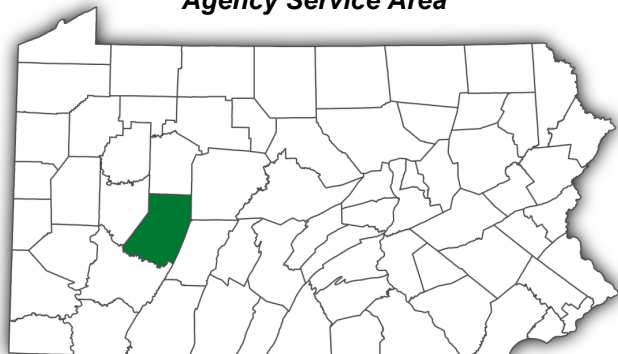
Operating Funds (000's)

\$2,719

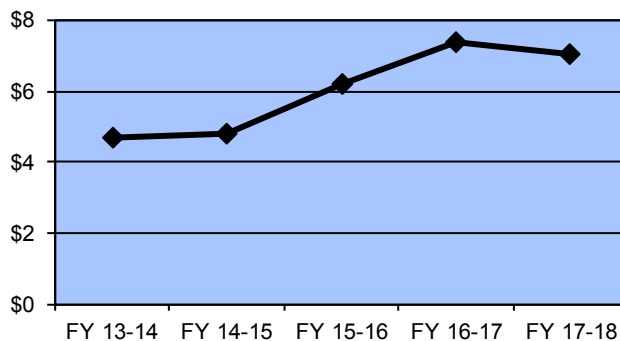


Revenue includes ADA complementary revenue.

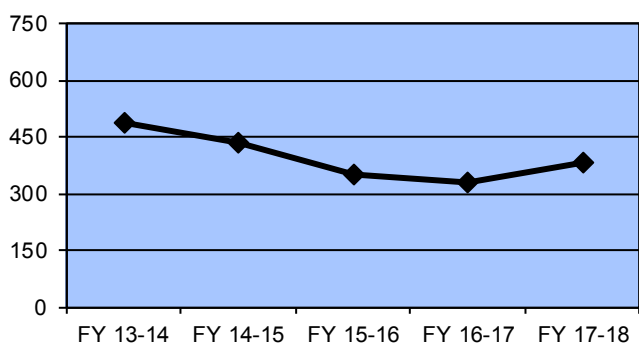
Agency Service Area



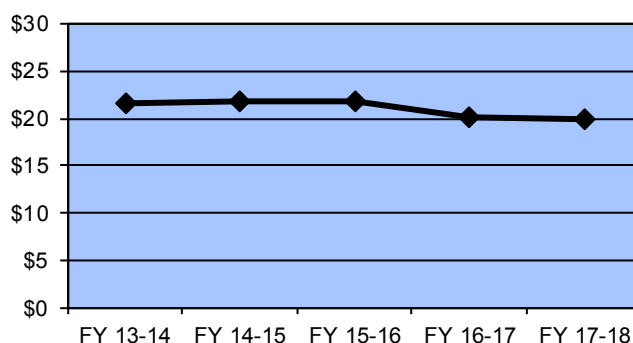
Operating Expense Per Passenger



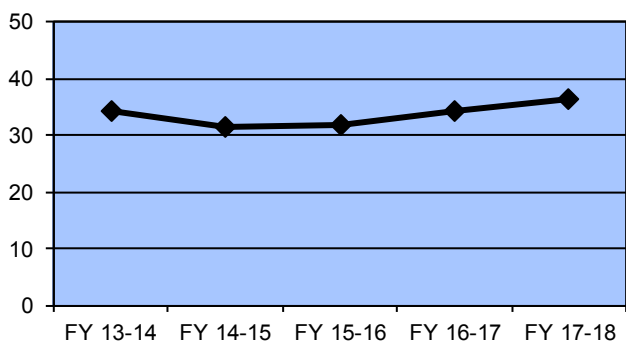
Total Passengers (000's)



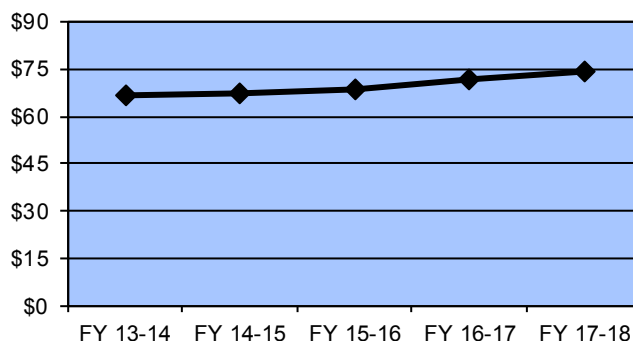
Operating Revenue Per Revenue Vehicle Hour



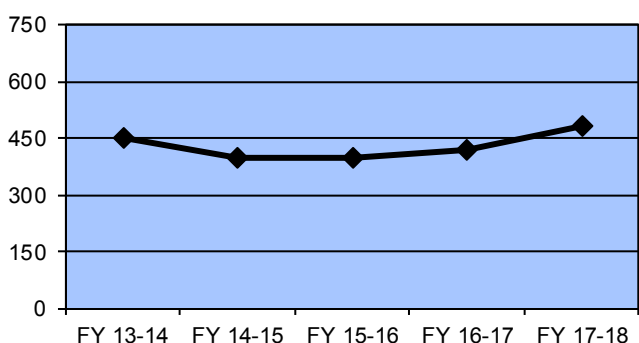
Revenue Vehicle Hours (000's)



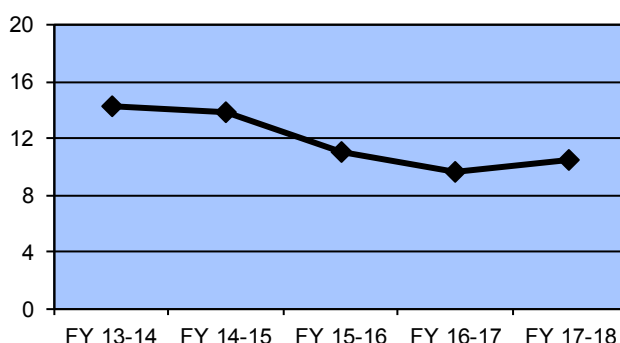
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Indiana: 55, 60, 62, 66
Senate District
 Indiana: 41



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



Current Fare Information
 Average Shared-Ride Fare: \$21.08
 Average Shared-Ride Cost per Trip: \$27.42
 Fare Structure
 Implementation Date: July 2015



Trip Information
 65+ Trips: 18,313
 PwD Trips: 702
 Other Shared-Ride Trips: 5,913
 Total Share-Ride Trips: 24,928
 Total Escorts: 758
 Non-Public Trips: 16,639

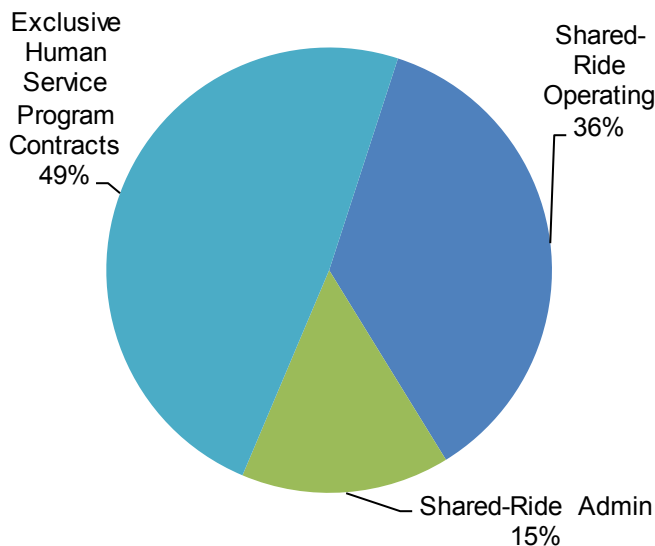


Vehicles Operated in Maximum Service
 Community Transportation: 11

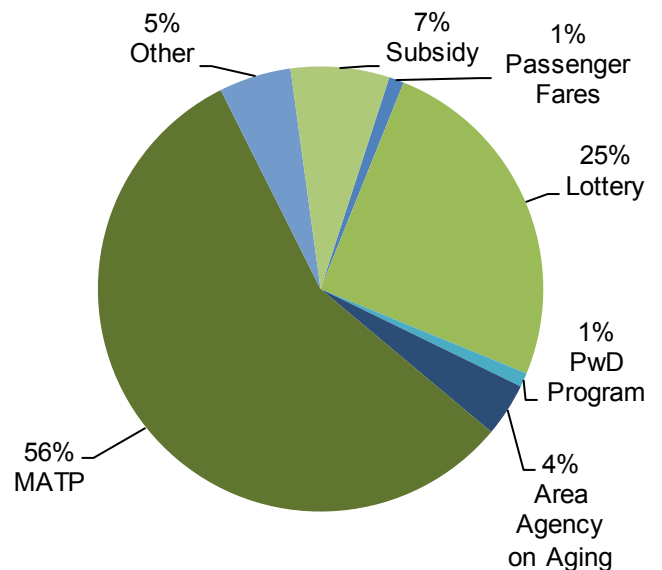
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,331

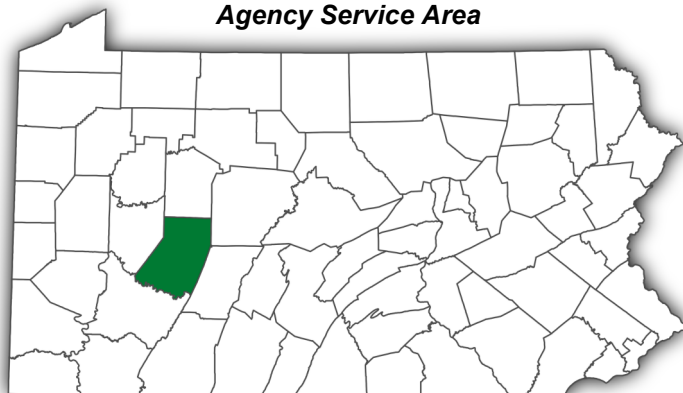


Operating Funds (000's)
\$1,265

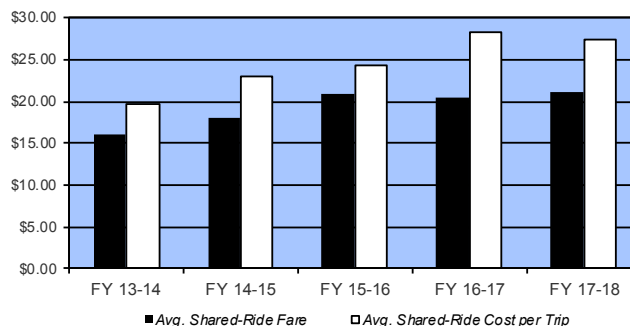


Budget deficit covered by retained earnings.

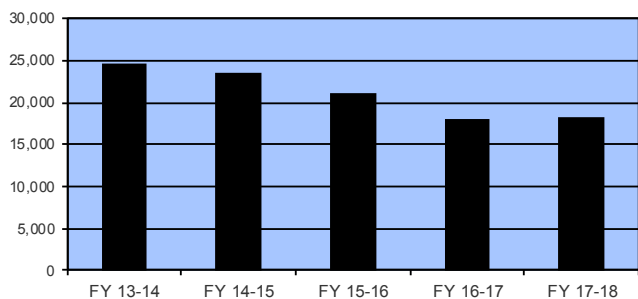
Agency Service Area



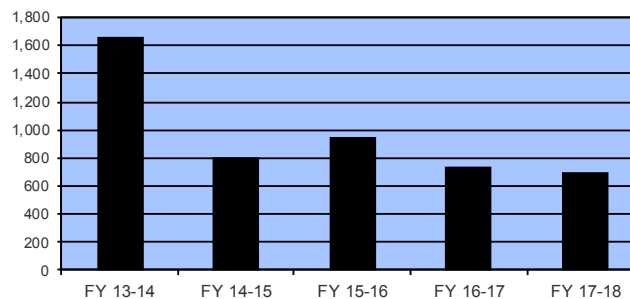
Shared-Ride Fare Recovery



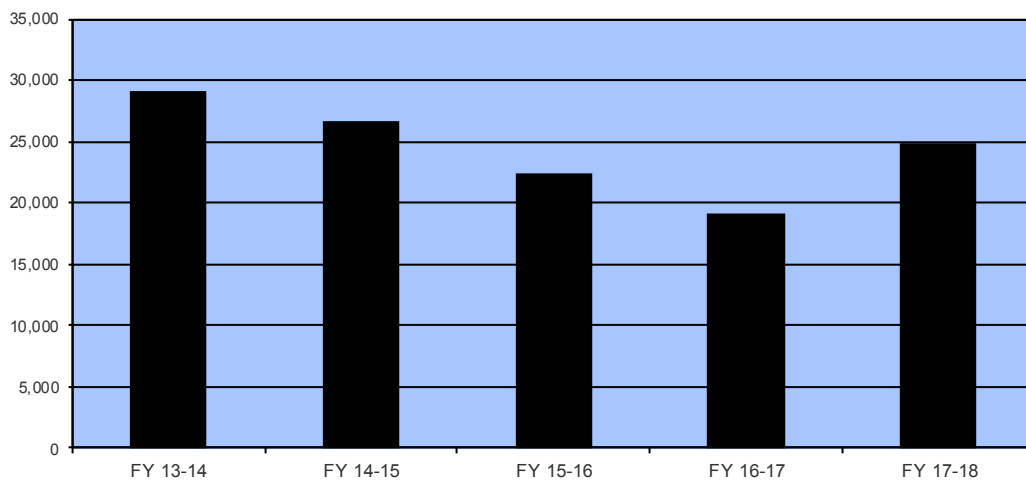
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Urban System



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



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 4,617,519
 Senior Passengers: 605,457
 Revenue Vehicle Miles: 4,139,645
 Revenue Vehicle Hours: 308,158



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$17,102,620
 Required Local Match: \$957,449



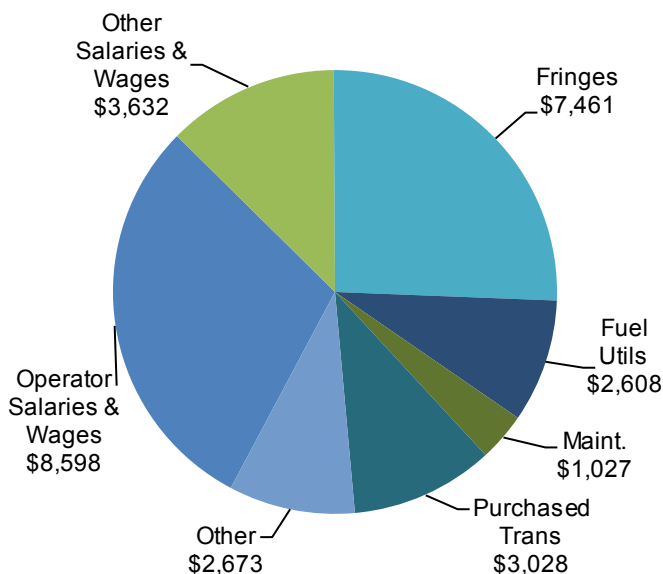
Current Fleet Size
 Diesel/Gasoline Motor Bus: 49
 CNG Motor Bus: 34
 Diesel/Gasoline Paratransit Vehicle: 85
 System-Wide: 168

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

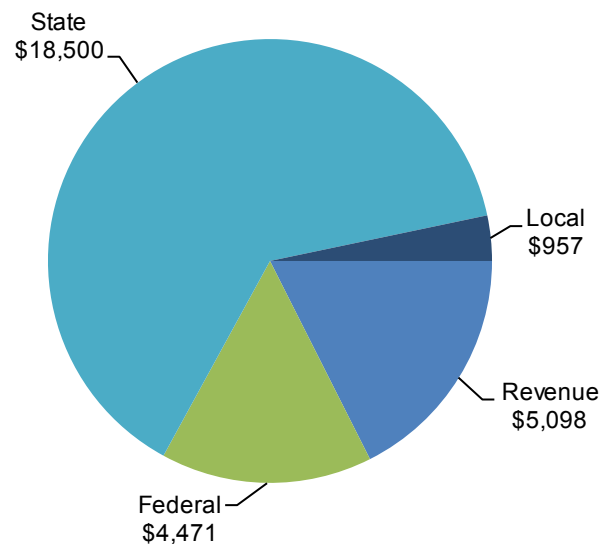
\$29,027



Expense includes ADA complementary expense.

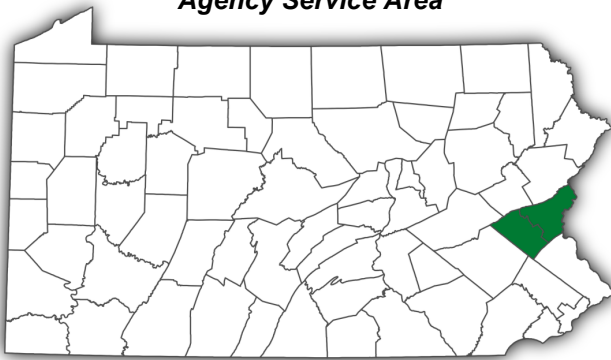
Operating Funds (000's)

\$29,027

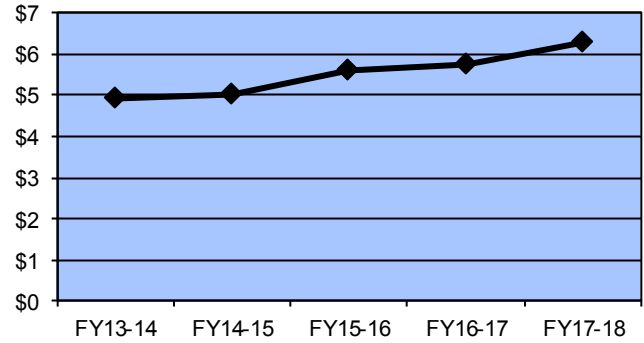


Revenue includes ADA complementary revenue.

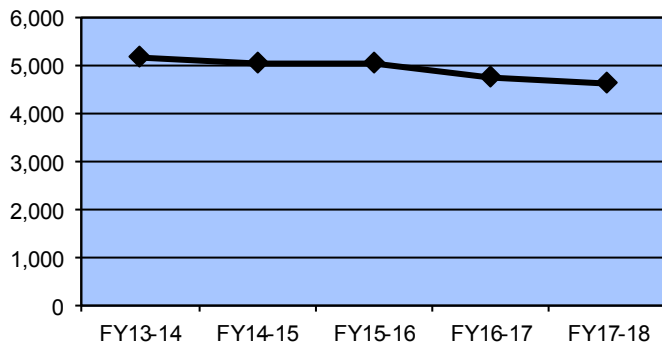
Agency Service Area



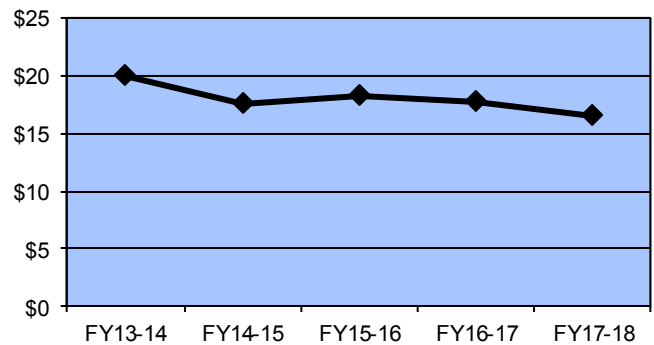
Operating Expense Per Passenger



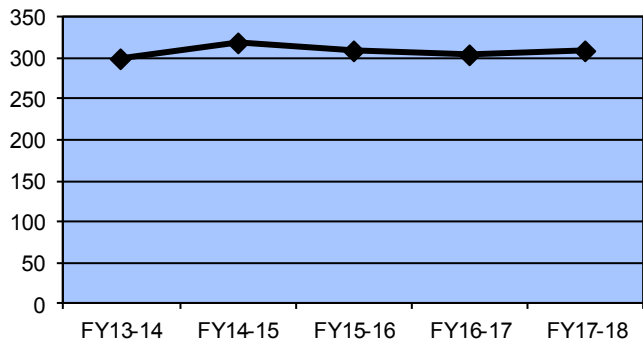
Total Passengers (000's)



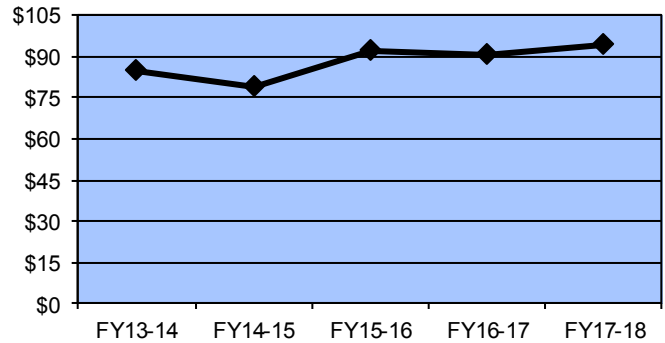
Operating Revenue Per Revenue Vehicle Hour



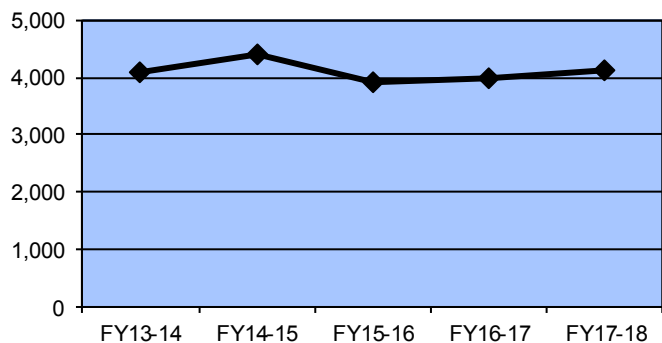
Revenue Vehicle Hours (000's)



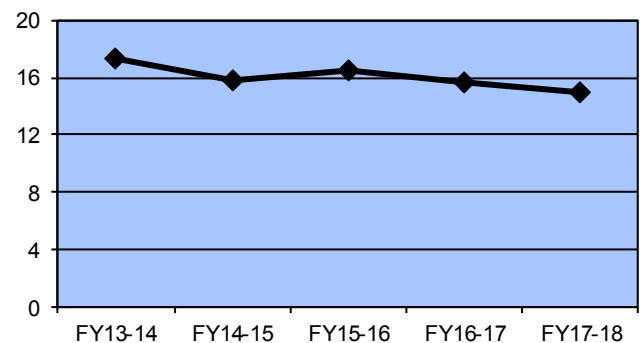
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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

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



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



Current Fare Information
 Average Shared-Ride Fare: \$25.36
 Average Shared-Ride Cost per Trip: \$23.08
 Fare Structure
 Implementation Date: October 2015



Trip Information
 65+ Trips: 133,056
 PwD Trips: 11,739
 Other Shared-Ride Trips: 11,456
 Total Shared-Ride Trips: 156,251
 Total Escorts: 16,789
 Non-Public Trips: 40,843

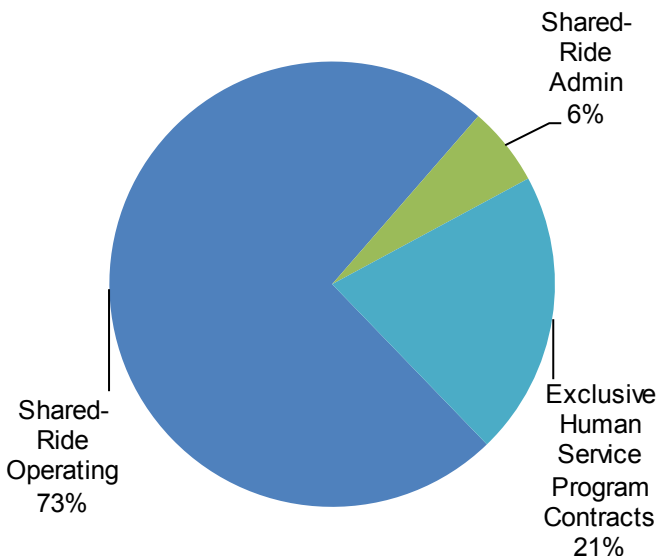


Vehicles Operated in Maximum Service
 Community Transportation: 106

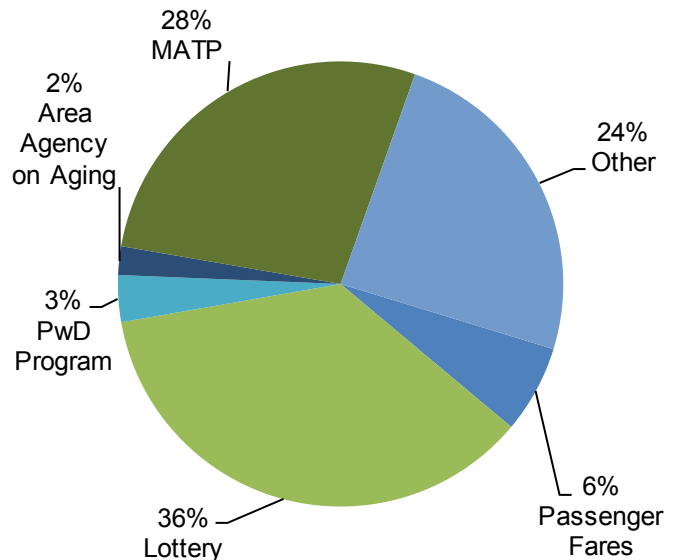
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

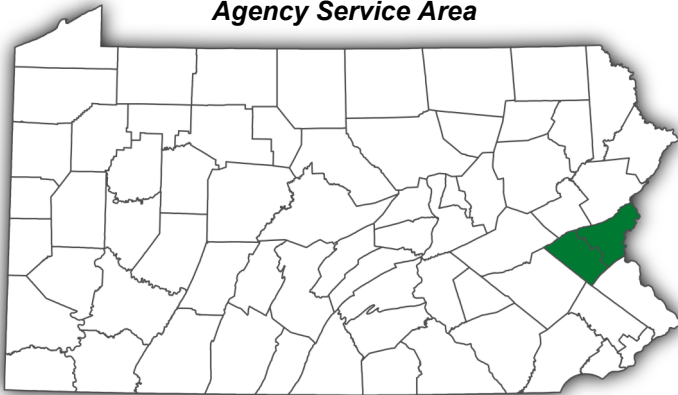
Operating Expense (000's)
\$7,498



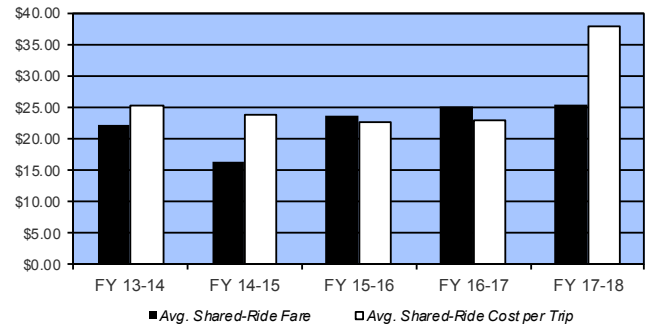
Operating Funds (000's)
\$7,785



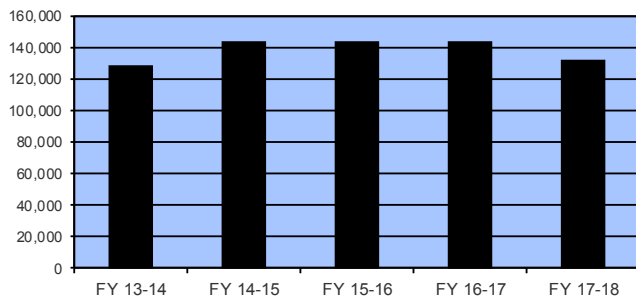
Agency Service Area



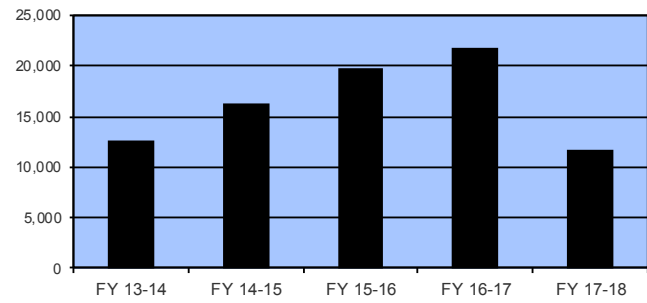
Shared-Ride Fare Recovery



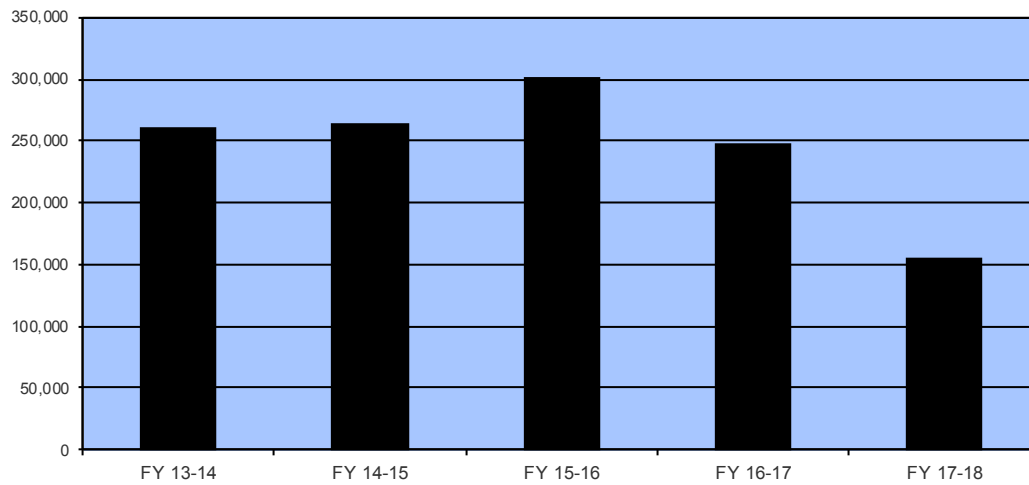
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips





Urban System



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



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

Senate District
 Luzerne: 14, 20, 22, 27



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,183,327
 Senior Passengers: 189,844
 Revenue Vehicle Miles: 1,314,846
 Revenue Vehicle Hours: 86,877



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$5,806,543
 Required Local Match: \$589,940



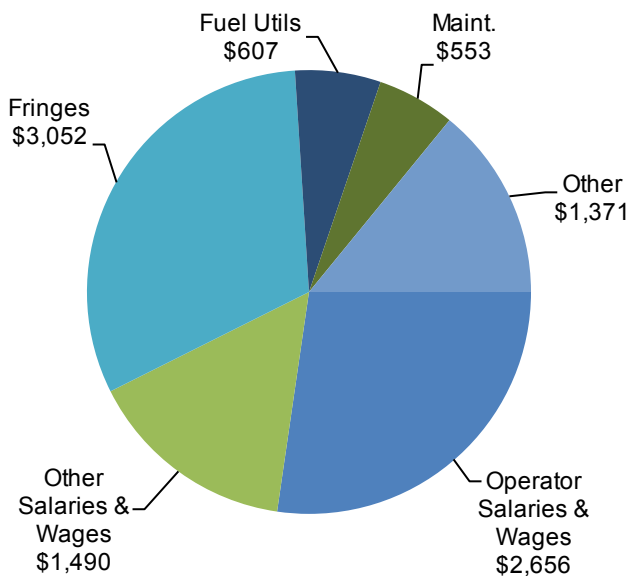
Current Fleet Size
 Diesel/Gasoline Motor Bus: 23
 Hybrid Diesel/Electric Motor Bus: 15
 CNG Motor Bus: 2
 Diesel/Gasoline Paratransit Vehicle: 51
 System-Wide: 91

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

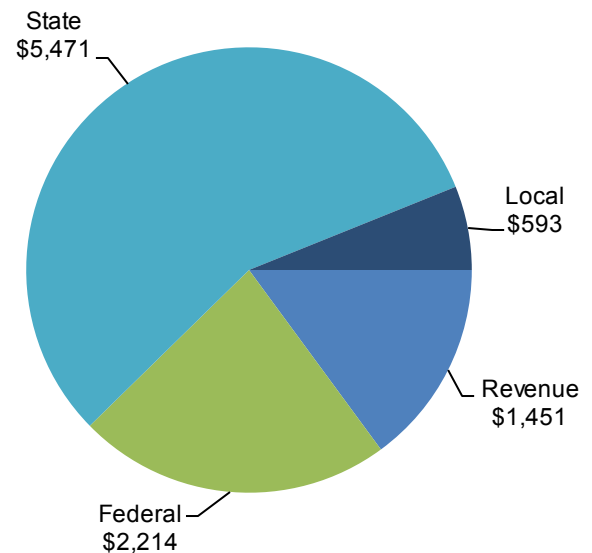
\$9,729



Expense includes ADA complementary expense.

Operating Funds (000's)

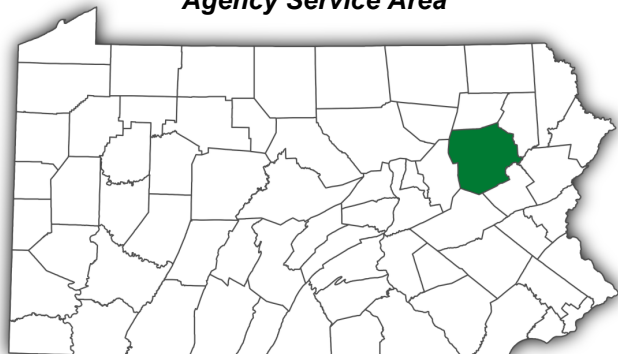
\$9,729



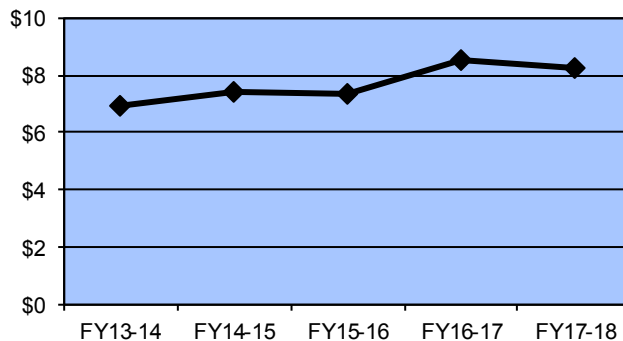
Revenue includes ADA complementary revenue.

(LCTA) Luzerne County Transportation Authority

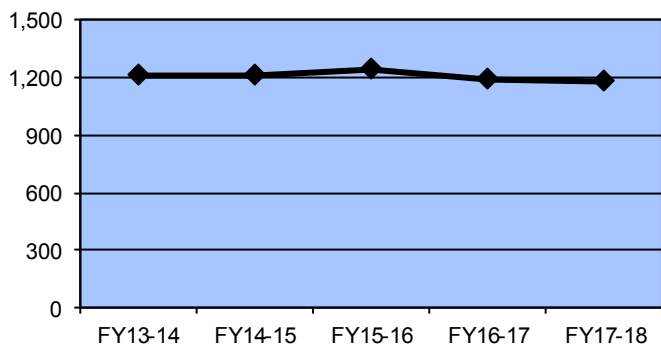
Agency Service Area



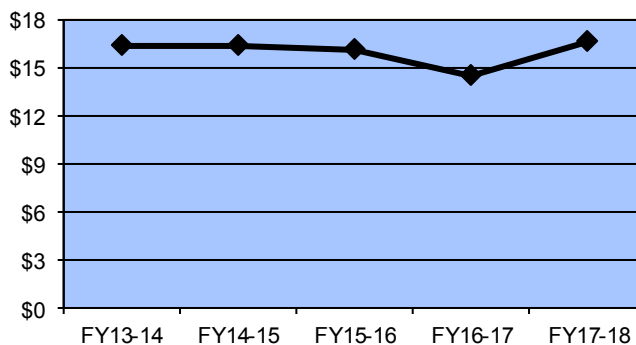
Operating Expense Per Passenger



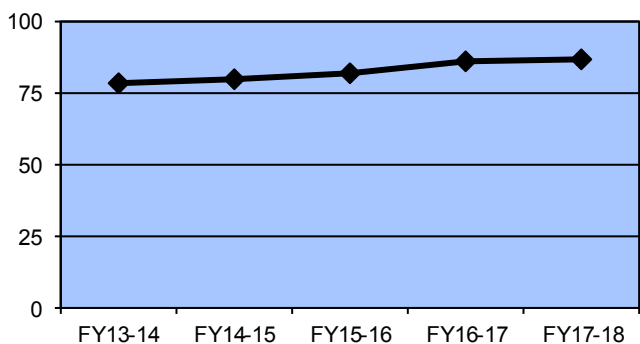
Total Passengers (000's)



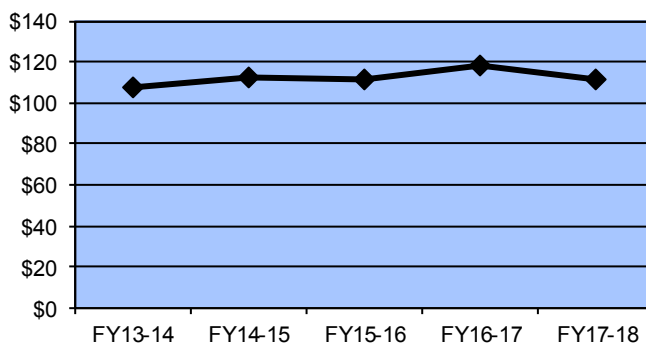
Operating Revenue Per Revenue Vehicle Hour



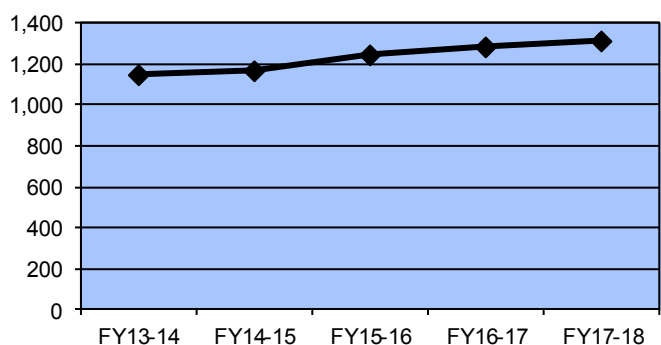
Revenue Vehicle Hours (000's)



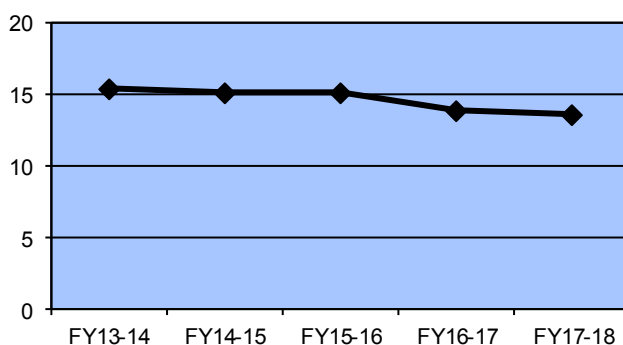
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Luzerne: 116, 117, 118, 119, 120, 121
Senate District
 Luzerne: 14, 20, 22, 27



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



Current Fare Information
 Average Shared-Ride Fare: \$18.91
 Average Shared-Ride Cost per Trip: \$26.51
 Fare Structure
 Implementation Date: March 2016



Trip Information
 65+ Trips: 38,870
 PwD Trips: 1,211
 Other Shared-Ride Trips: 67,891
 Total Shared-Ride Trips: 107,972
 Total Escorts: 4,665
 Non-Public Trips: 28,960

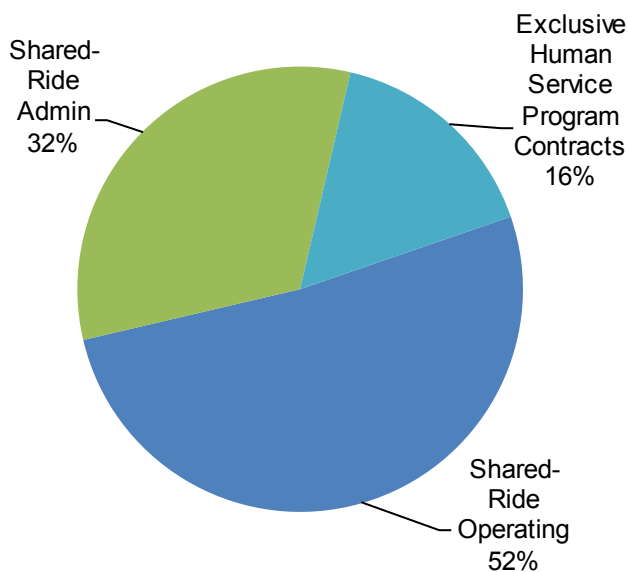


Vehicles Operated in Maximum Service
 Community Transportation: 45

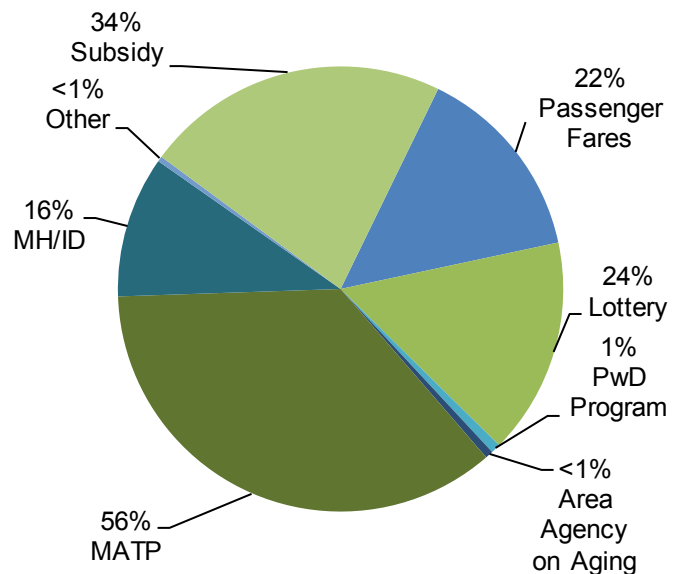
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

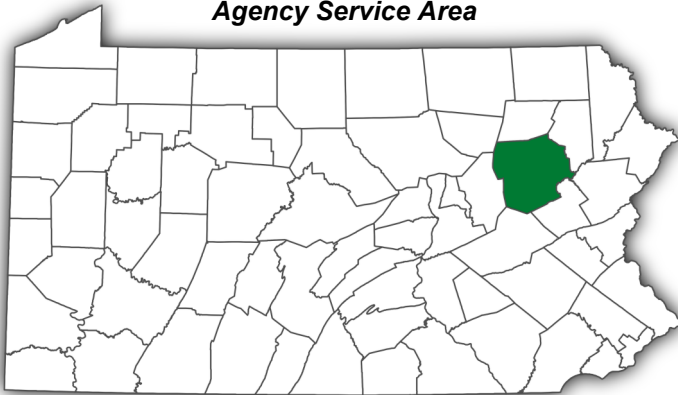
Operating Expense (000's)
\$3,411



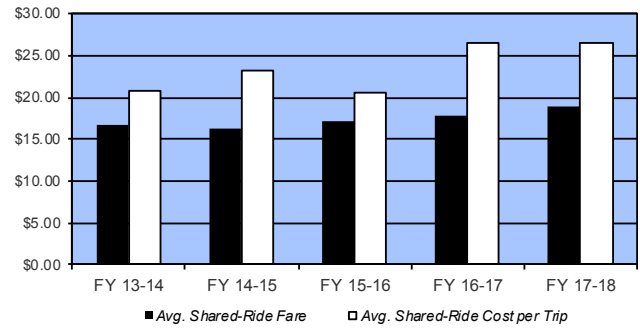
Operating Funds (000's)
\$2,446



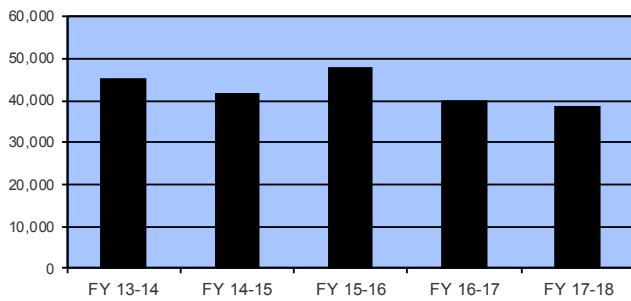
Agency Service Area



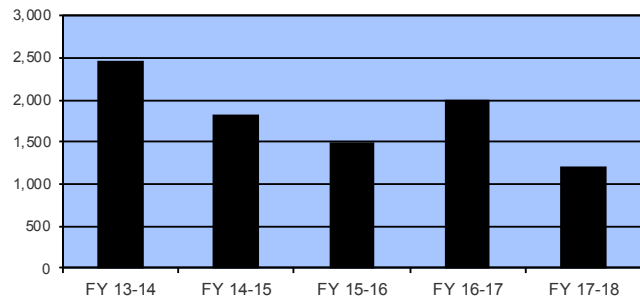
Shared-Ride Fare Recovery



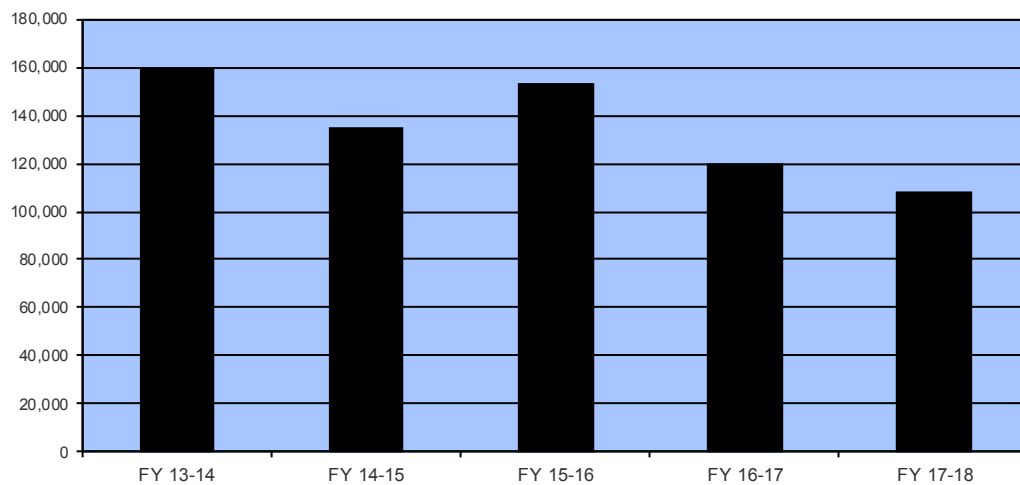
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Urban System



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



House District
 Mercer: 7, 8, 17

Senate District
 Mercer: 50



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 87,354
 Senior Passengers: 12,482
 Revenue Vehicle Miles: 173,722
 Revenue Vehicle Hours: 13,357



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$791,740
 Required Local Match: \$61,783



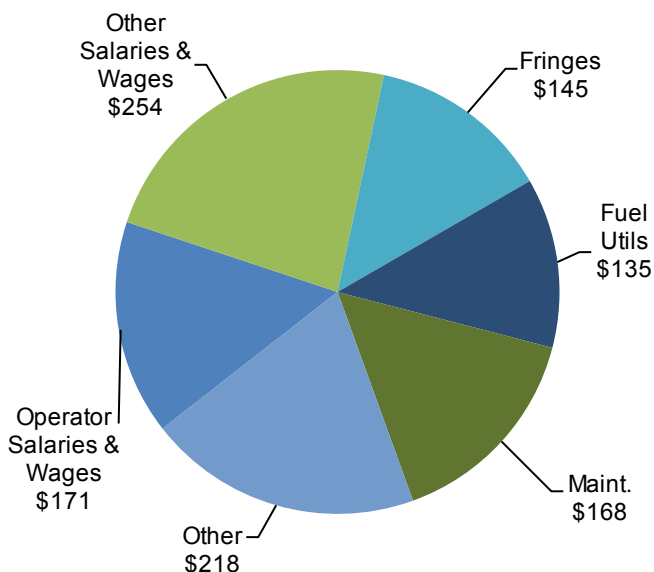
Current Fleet Size
 Diesel/Gasoline Motor Bus: 8
 Diesel/Gasoline Paratransit Vehicle: 26
 System-Wide: 34

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

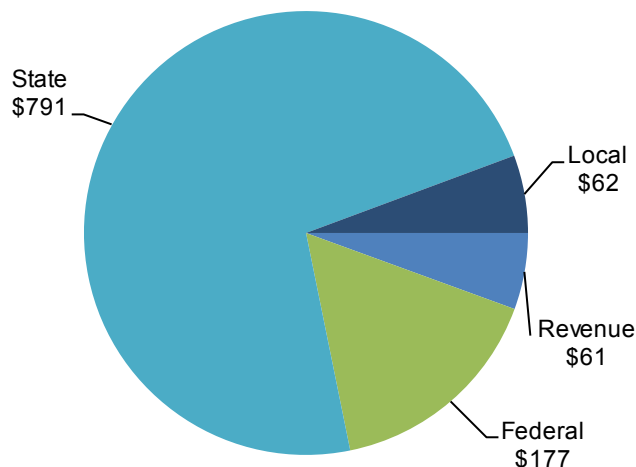
\$1,091



Expense includes ADA complementary expense.

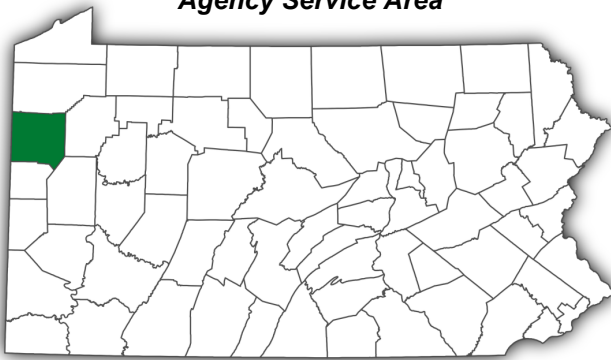
Operating Funds (000's)

\$1,091

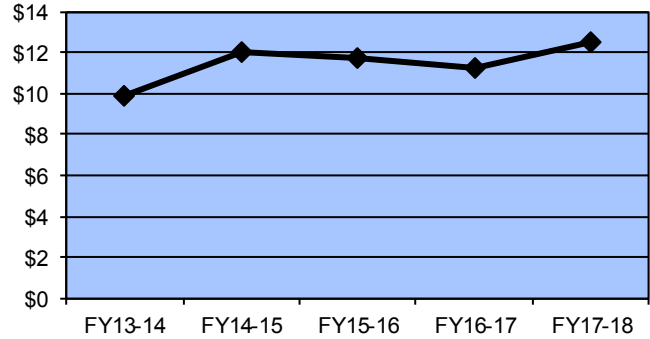


Revenue includes ADA complementary revenue.

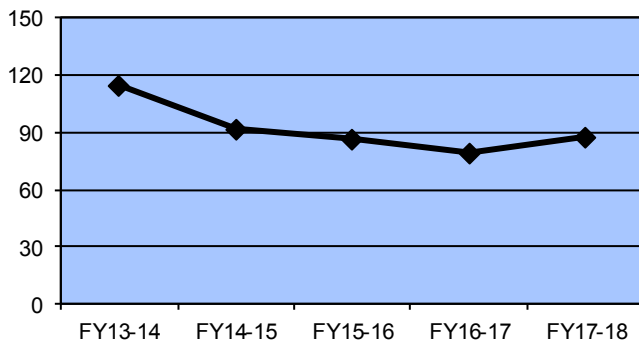
Agency Service Area



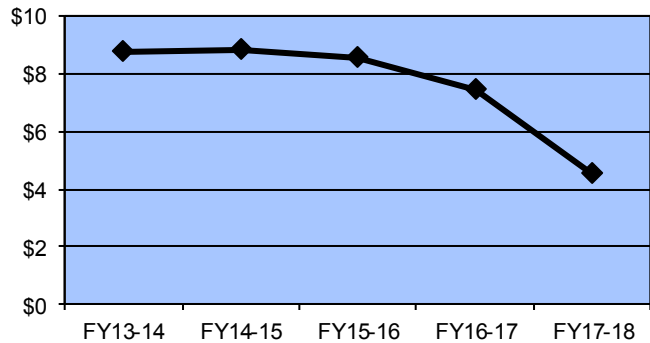
Operating Expense Per Passenger



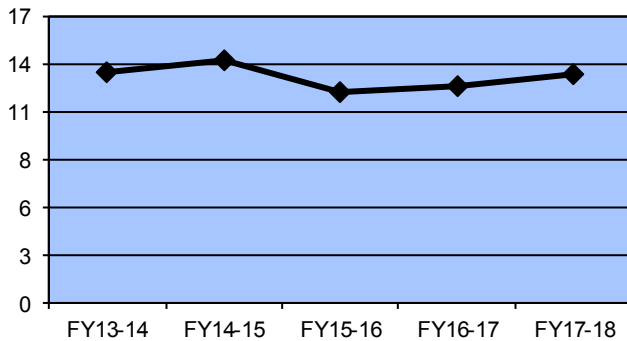
Total Passengers (000's)



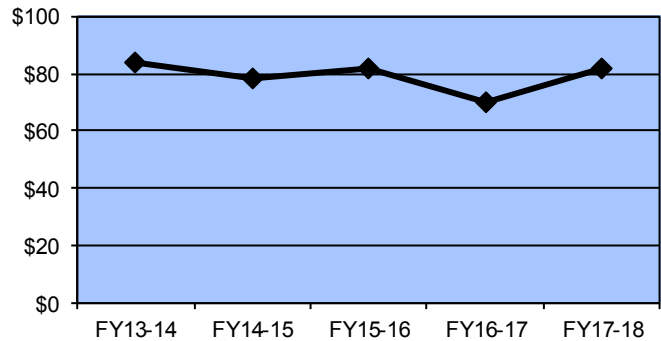
Operating Revenue Per Revenue Vehicle Hour



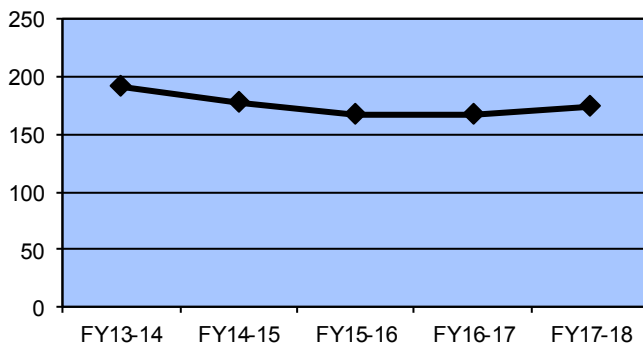
Revenue Vehicle Hours (000's)



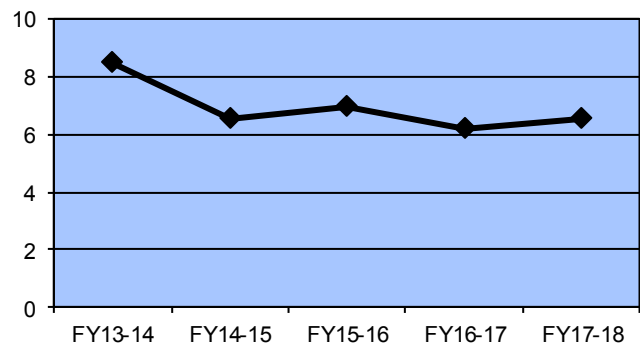
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Mercer: 7, 8, 17

Senate District
 Mercer: 50



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



Current Fare Information
 Average Shared-Ride Fare: \$20.02
 Average Shared-Ride Cost per Trip: \$20.27
 Fare Structure
 Implementation Date: August 2016



Trip Information
 65+ Trips: 39,177
 PwD Trips: 2,113
 Other Shared-Ride Trips: 36,672
 Total Shared-Ride Trips: 77,962
 Total Escorts: 5,303
 Non-Public Trips: 4,075

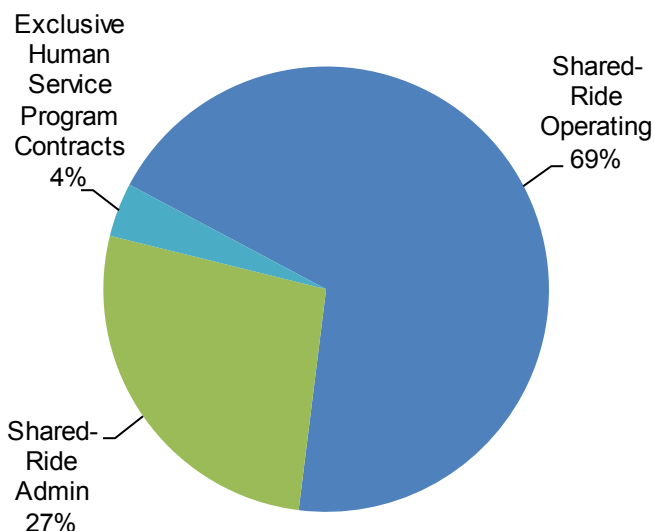


Vehicles Operated in Maximum Service
 Community Transportation: 20

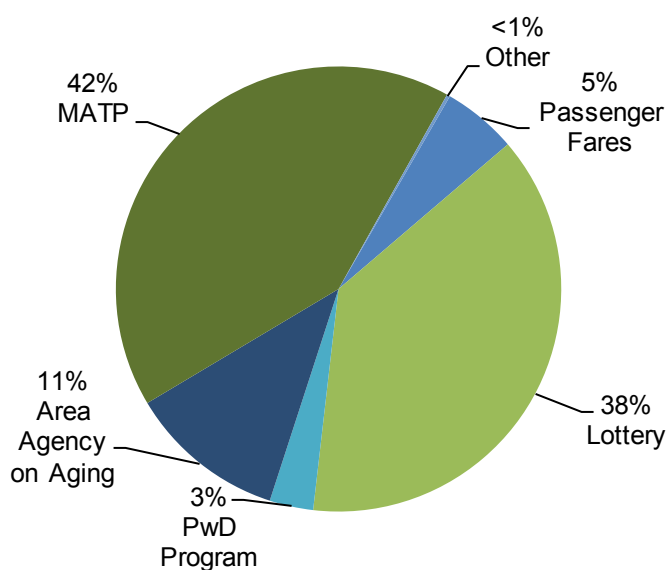
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

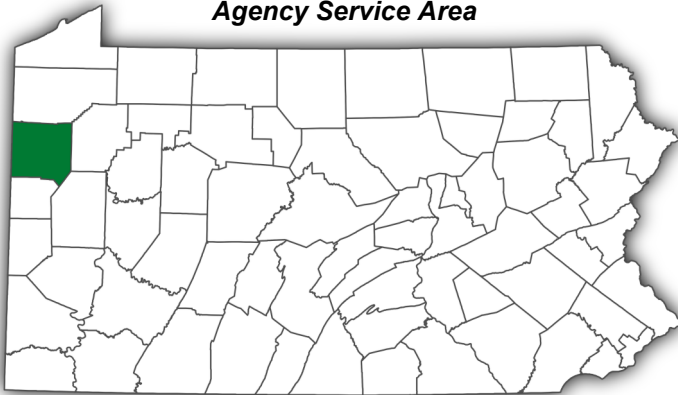
Operating Expense (000's)
\$1,645



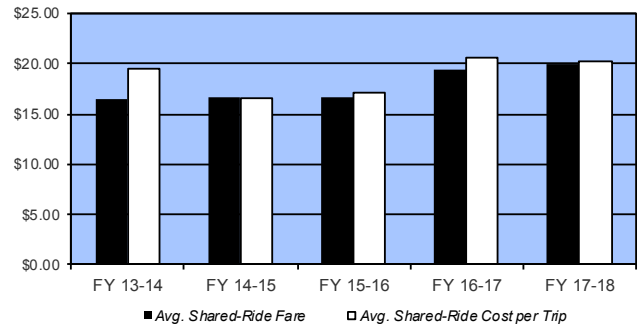
Operating Funds (000's)
\$1,713



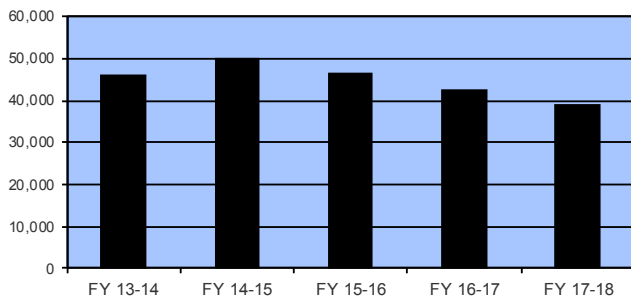
Agency Service Area



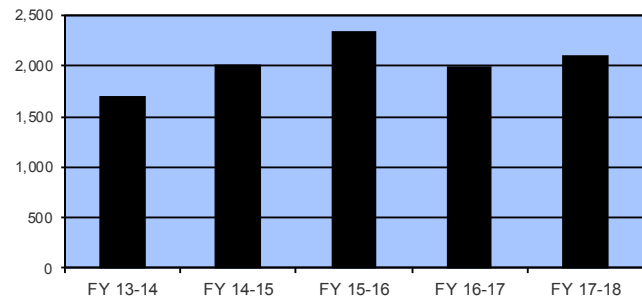
Shared-Ride Fare Recovery



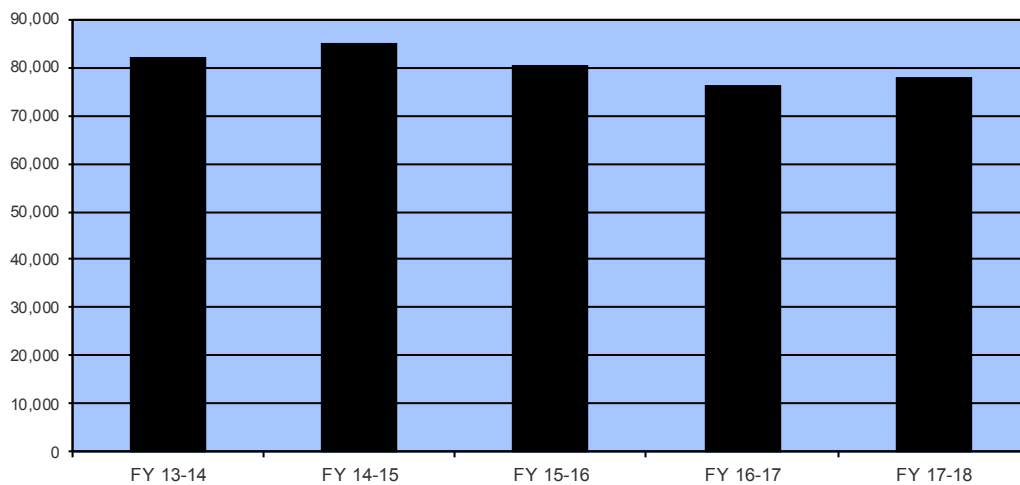
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



OPERATING PROFILES

Rural System



Mid County Transit Authority/Town & Country Transit (TACT)
 220 North Grant Avenue
 Kittanning, PA 16201
 724-548-8696
 Ms. Patti Lynn Baker Johnston, GM
www.tandctransit.com



House District
 Armstrong: 55, 60, 63
Senate District
 Armstrong: 41



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 40,422
 Senior Passengers: 11,387
 Revenue Vehicle Miles: 116,668
 Revenue Vehicle Hours: 8,679



Current Employees
 Agency Full-Time: 18
 Agency Part-Time: 8
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 26



Act 44 Operating Assistance
 Section 1513 Allocation: \$606,837
 Required Local Match: \$44,454

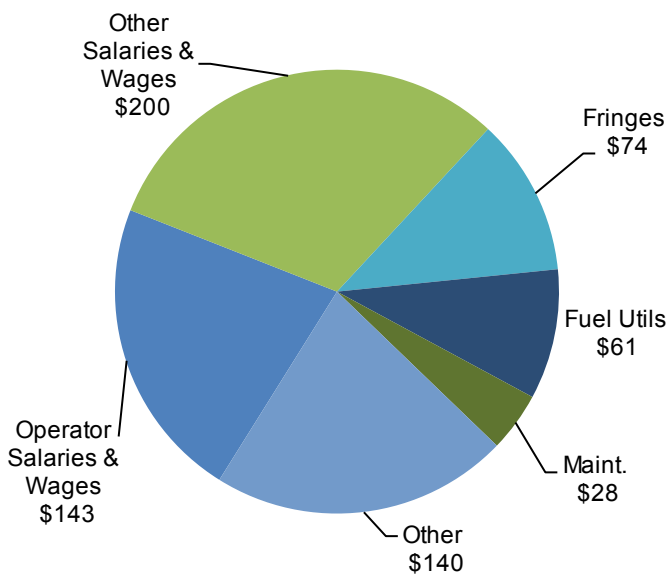


Current Fleet Size
 Diesel/Gasoline Motor Bus: 9
 Diesel/Gasoline Paratransit Vehicle: 11
 System-wide: 20

OPERATING PROFILES

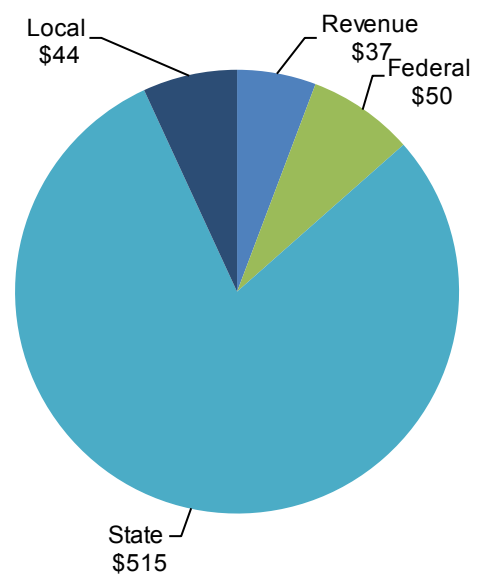
RURAL OPERATING BUDGET

Operating Expense (000's)
\$646



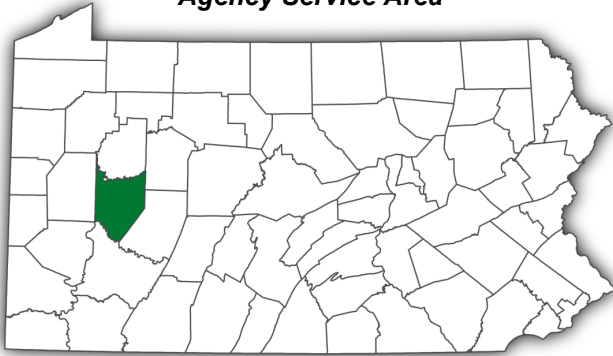
Expense includes ADA complementary expense.

Operating Funds (000's)
\$646

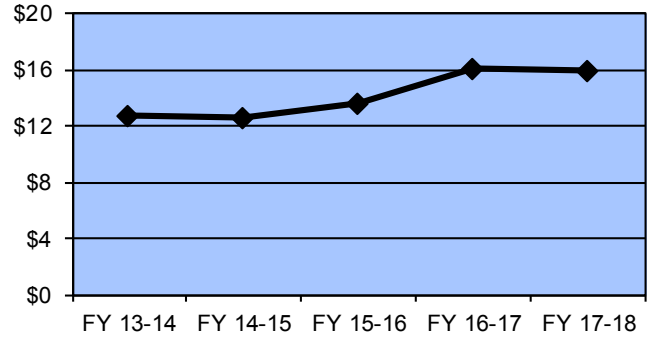


Revenue includes ADA complementary revenue.

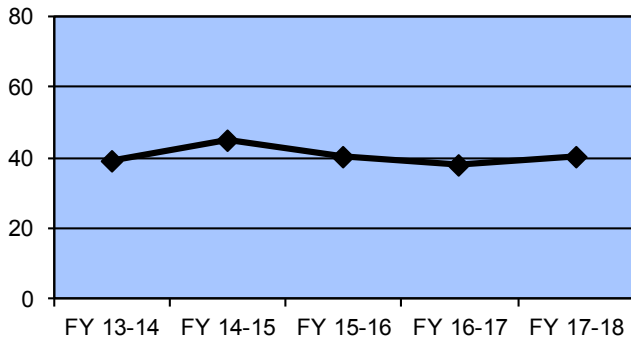
Agency Service Area



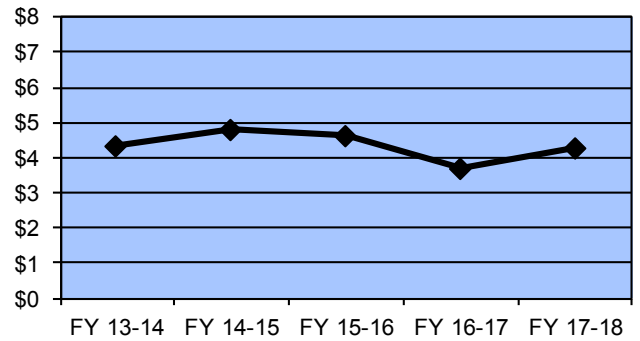
Operating Expense Per Passenger



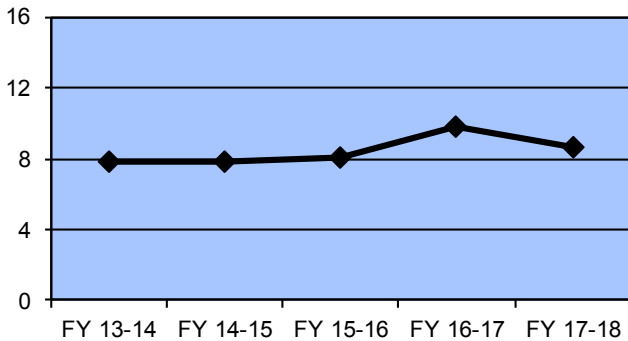
Total Passengers (000's)



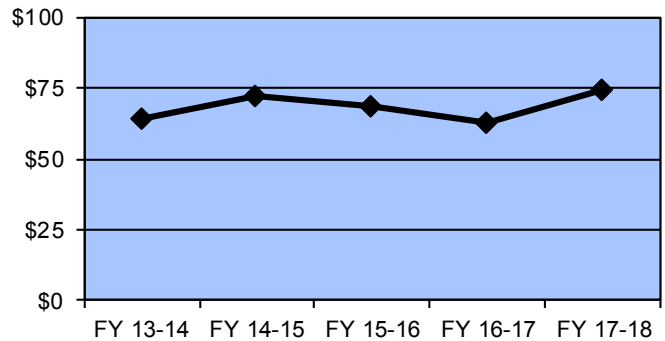
Operating Revenue Per Revenue Vehicle Hour



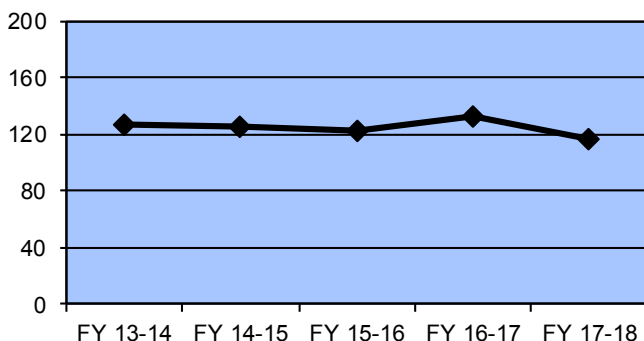
Revenue Vehicle Hours (000's)



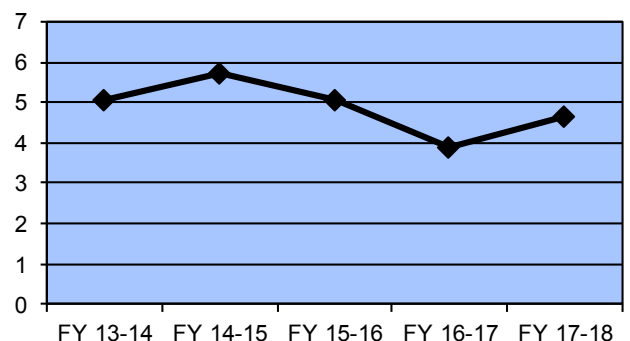
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



Mid County Transit Authority/Town & Country Transit (TACT)
 220 North Grant Avenue
 Kittanning, PA 16201
 724-548-8696
 Ms. Patti Lynn Baker Johnston, GM
www.tandctransit.com



House District
 Armstrong: 55, 60, 63
Senate District
 Armstrong: 41



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



Current Fare Information
 Average Shared-Ride Fare: \$19.22
 Average Shared-Ride Cost per Trip: \$31.12
 Fare Structure
 Implementation Date: July 2015



Trip Information
 65+ Trips: 17,889
 PwD Trips: 2,770
 Other Shared-Ride Trips: 4,683
 Total Shared-Ride Trips: 25,342
 Total Escorts: 806

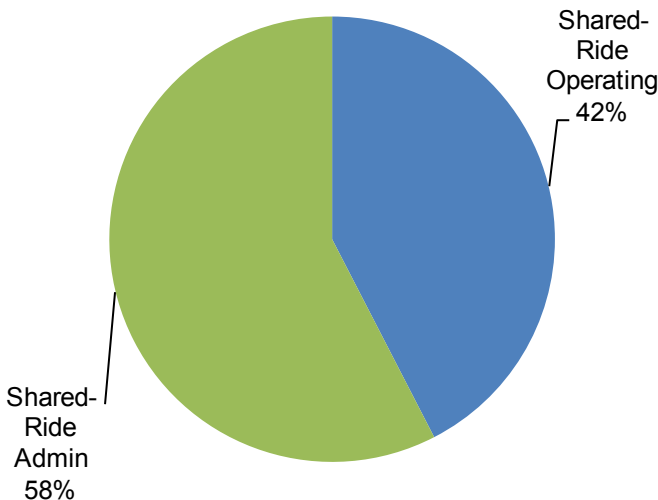


Vehicles Operated in Maximum Service
 Community Transportation: 10

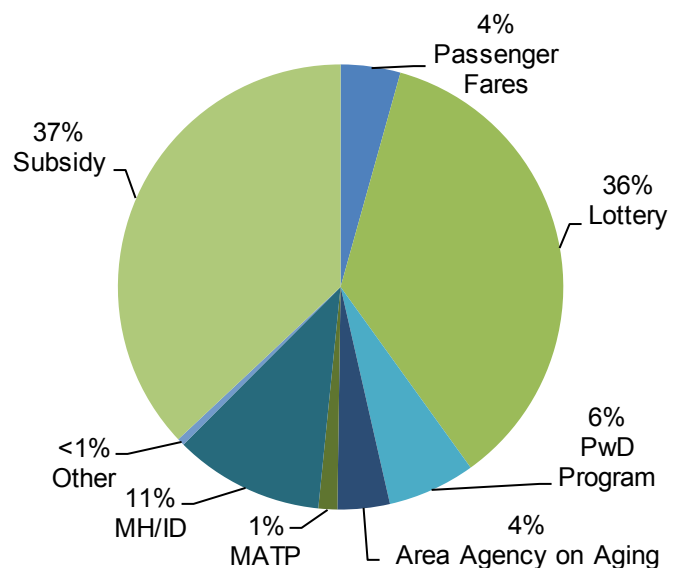
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

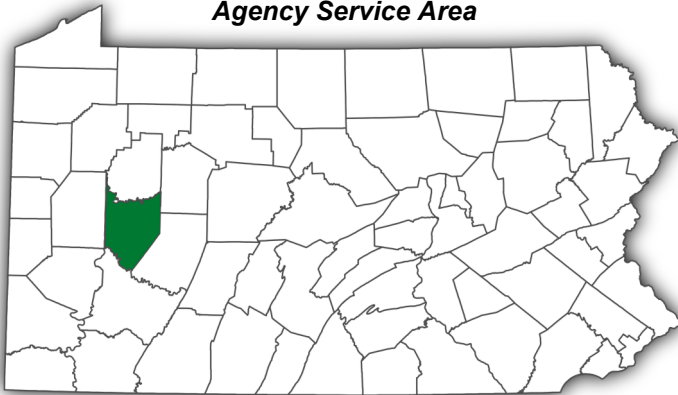
Operating Expense (000's)
\$789



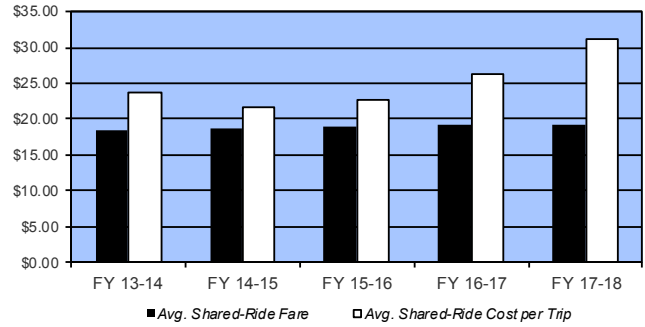
Operating Funds (000's)
\$789



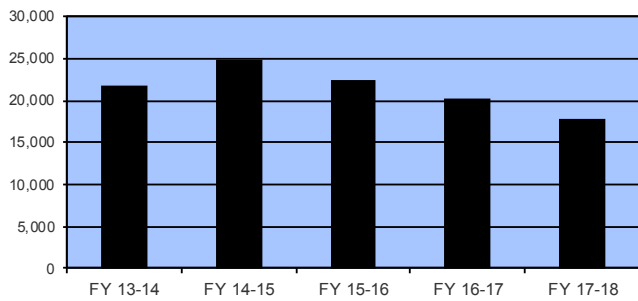
Agency Service Area



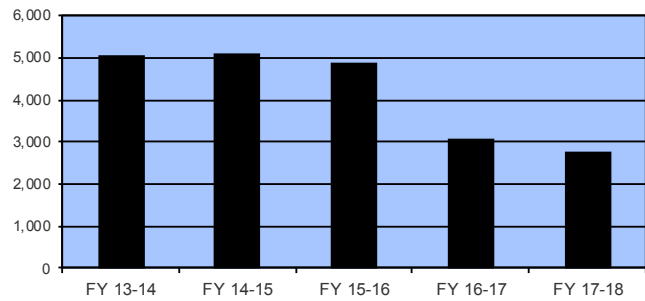
Shared-Ride Fare Recovery



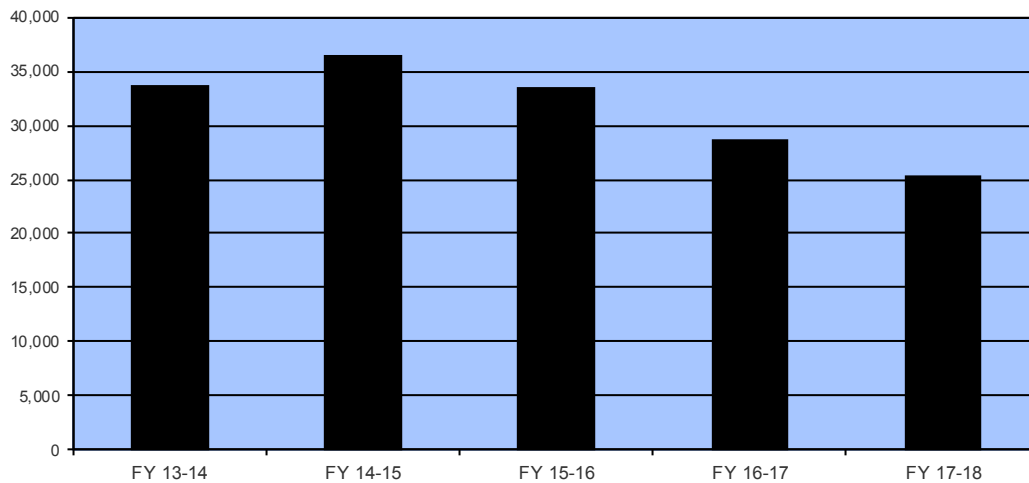
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban System



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



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

Senate District
 Washington: 46
 Westmoreland: 32



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 283,560
 Senior Passengers: 36,061
 Revenue Vehicle Miles: 773,135
 Revenue Vehicle Hours: 42,950



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,886,184
 Required Local Match: \$73,493

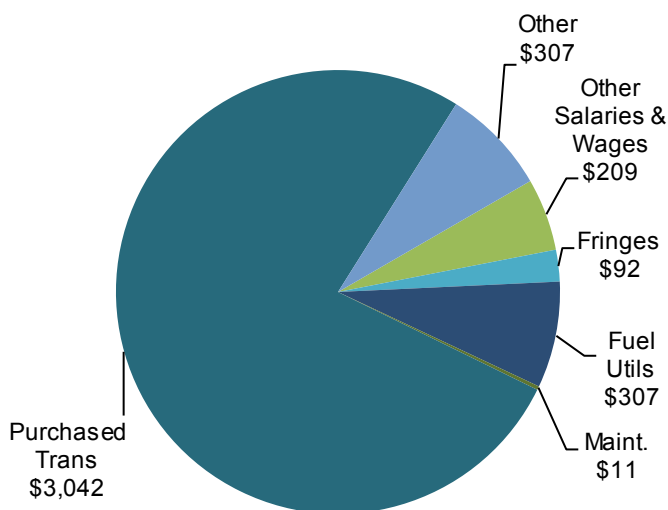


Current Fleet Size
 Diesel/Gasoline Motor Bus: 15
 CNG Motor Bus Vehicle: 15
 System-Wide: 30

OPERATING PROFILES

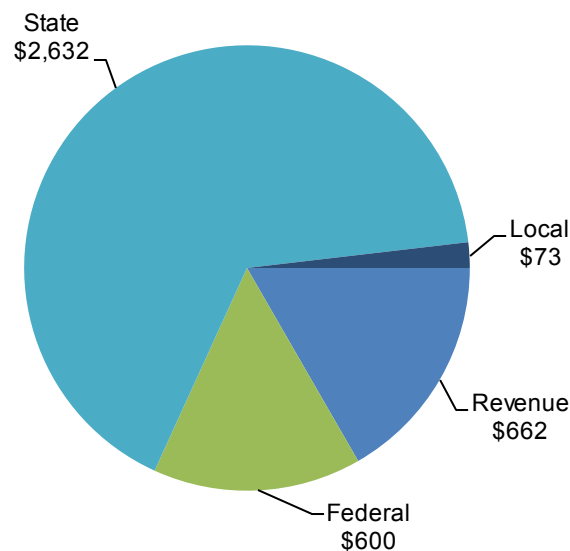
URBAN OPERATING BUDGET

Operating Expense (000's)
\$3,967



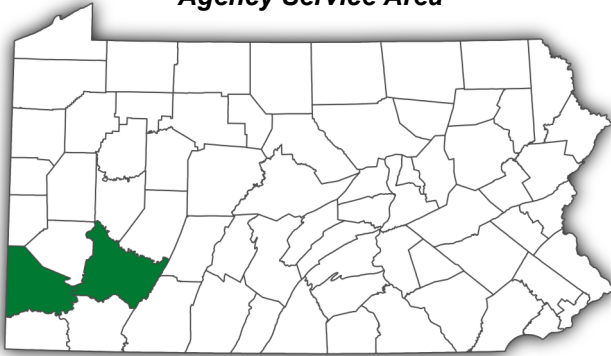
Expense includes ADA complementary expense.

Operating Funds (000's)
\$3,967

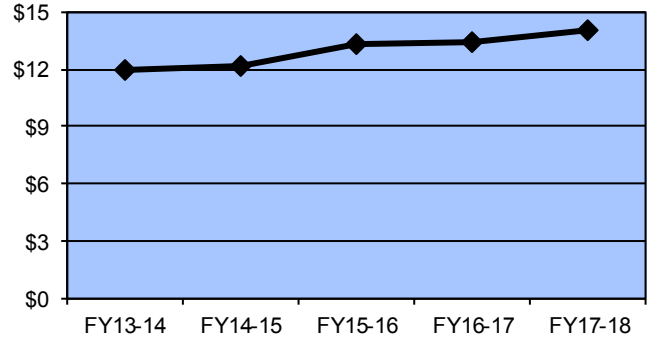


Revenue includes ADA complementary revenue.

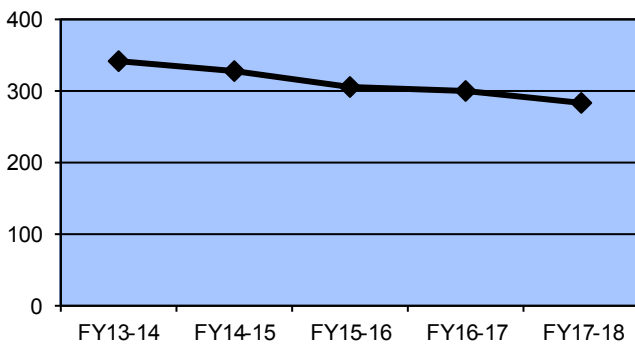
Agency Service Area



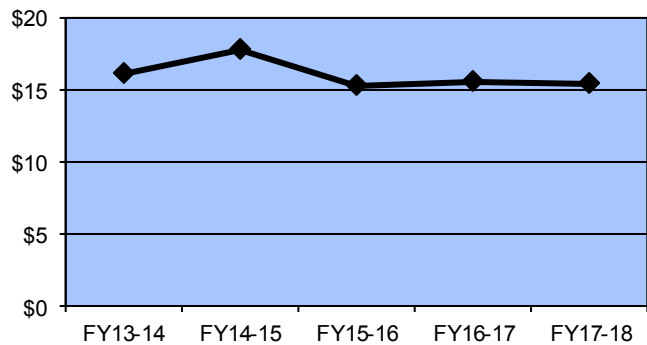
Operating Expense Per Passenger



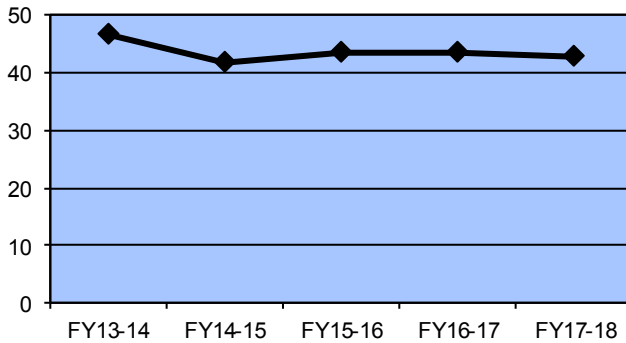
Total Passengers (000's)



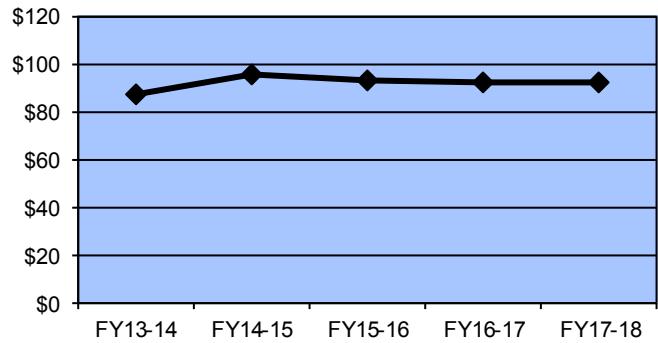
Operating Revenue Per Revenue Vehicle Hour



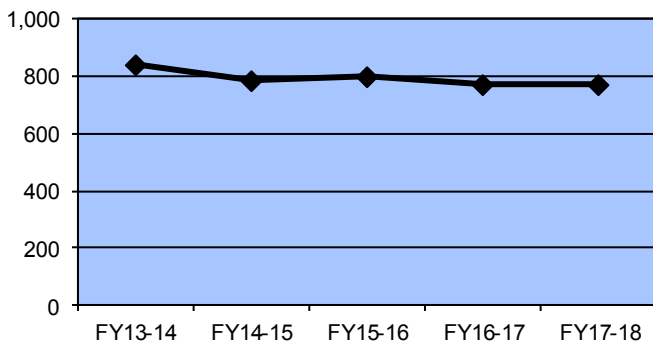
Revenue Vehicle Hours (000's)



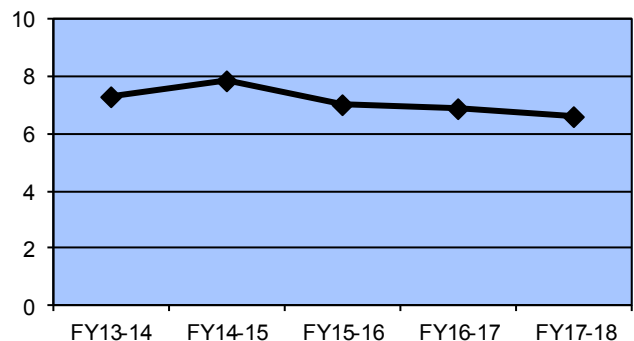
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Urban & Rural System



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



House District
 Monroe: 115, 176, 189
Senate District
 Monroe: 22, 40



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 248,457
 Senior Passengers: 25,882
 Revenue Vehicle Miles: 570,972
 Revenue Vehicle Hours: 34,688



Current Employees
 Agency Full-Time: 50
 Agency Part-Time: 34
 Contractor Full-Time: 0
 Contractor Part-Time: 0
 System-Wide: 84



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,010,651
 Required Local Match: \$163,169

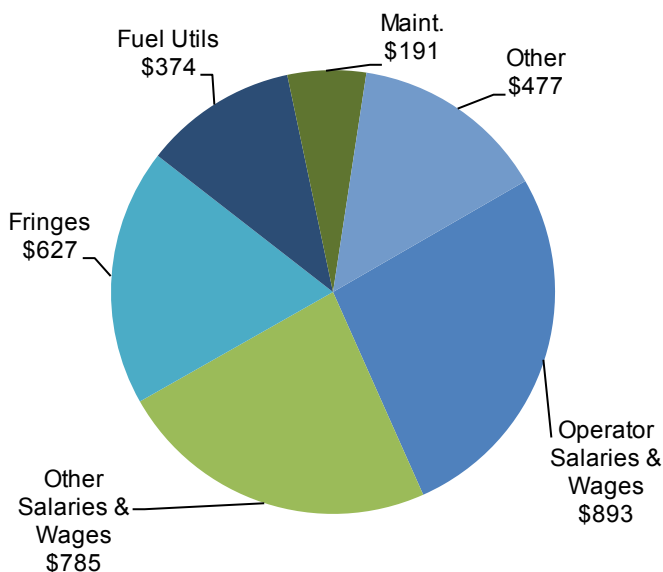


Current Fleet Size
 Diesel/Gasoline Motor Bus: 14
 Diesel/Gasoline Paratransit Vehicle: 40
 System-wide: 54

OPERATING PROFILES

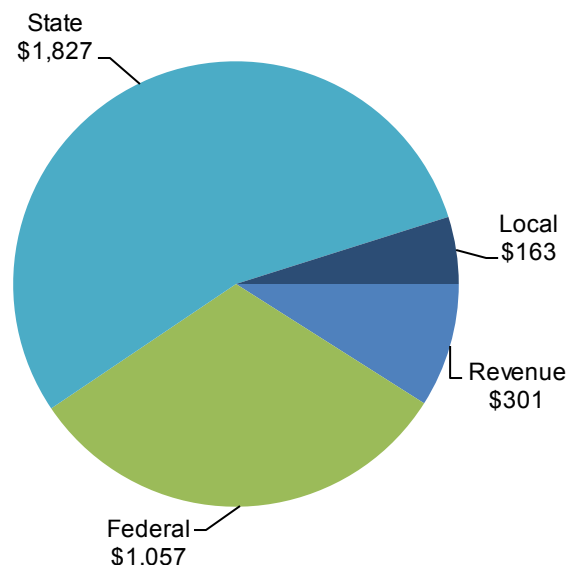
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$3,348



Expense includes ADA complementary expense.

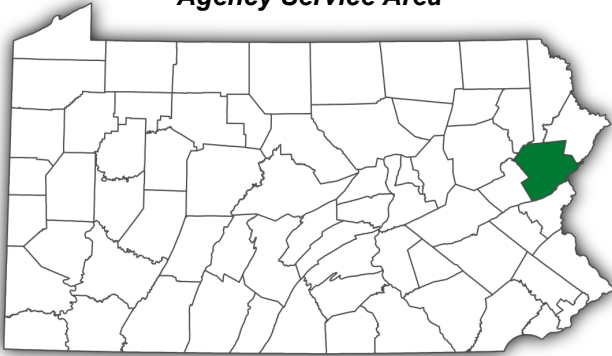
Operating Funds (000's)
\$3,348



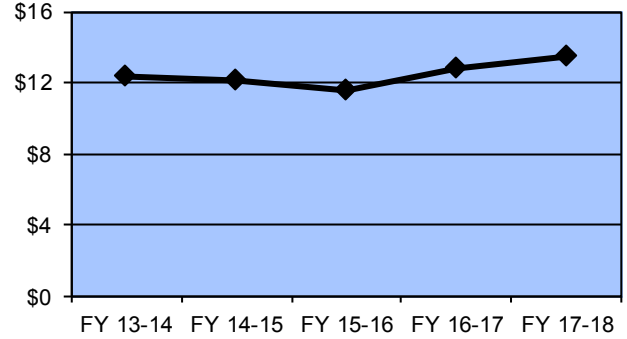
Revenue includes ADA complementary revenue.

(MCTA) Monroe County Transportation Authority

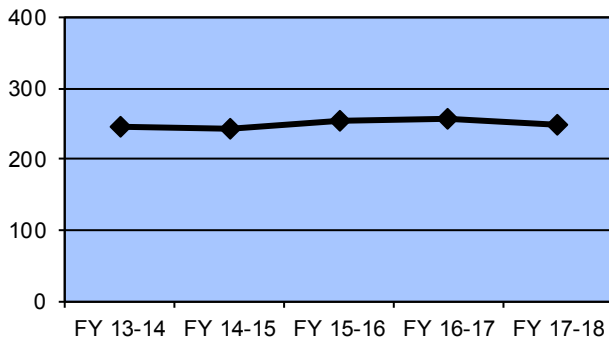
Agency Service Area



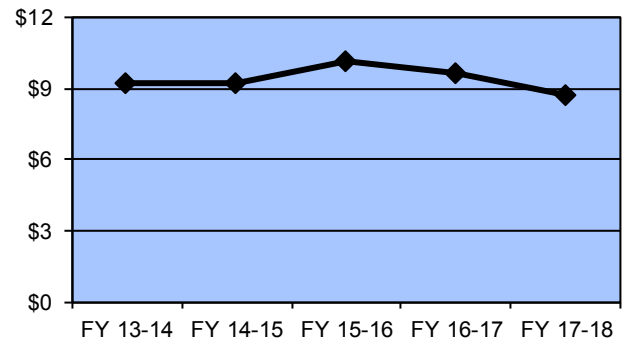
Operating Expense Per Passenger



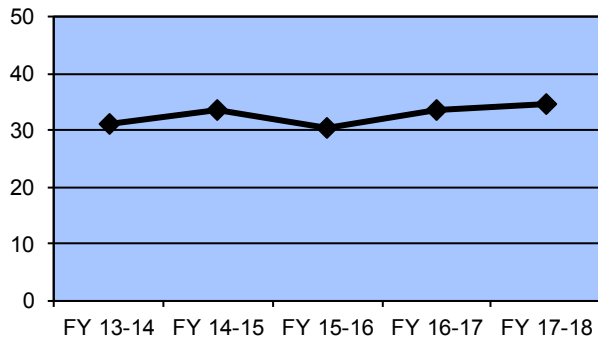
Total Passengers (000's)



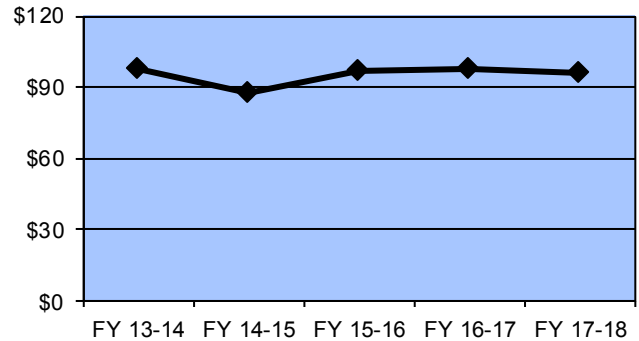
Operating Revenue Per Revenue Vehicle Hour



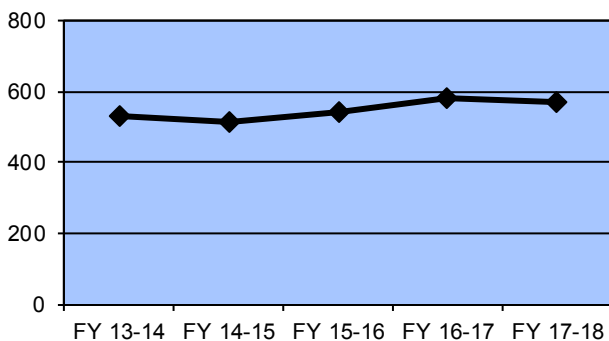
Revenue Vehicle Hours (000's)



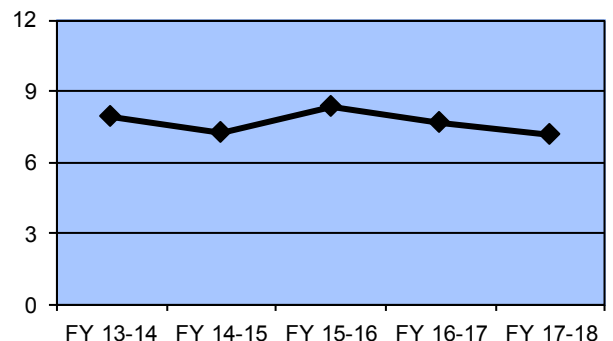
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Monroe: 115, 176, 189
Senate District
 Monroe: 22, 40



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



Current Fare Information
 Average Shared-Ride Fare: \$23.05
 Average Shared-Ride Cost per Trip: \$26.42
 Fare Structure
 Implementation Date: July 2014



Trip Information
 65+ Trips: 40,026
 PwD Trips: 14,676
 Other Shared-Ride Trips: 26,384
 Total Shared-Ride Trips: 81,086
 Total Escorts: 0
 Non-Public Trips: 22,882

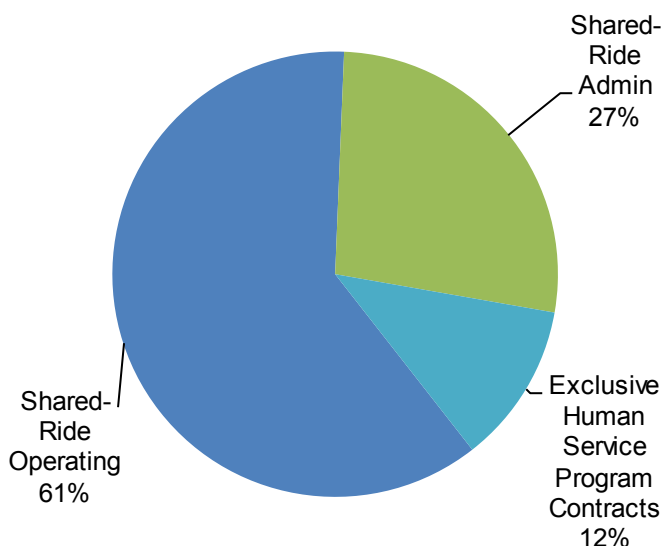


Vehicles Operated in Maximum Service
 Community Transportation: 29

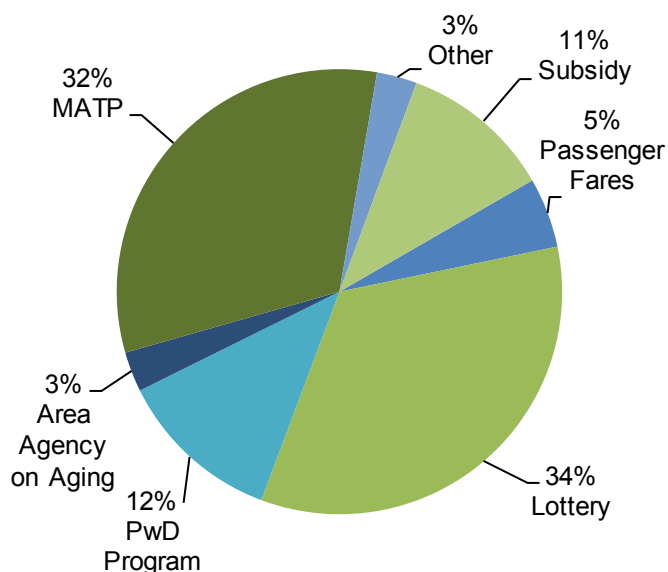
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

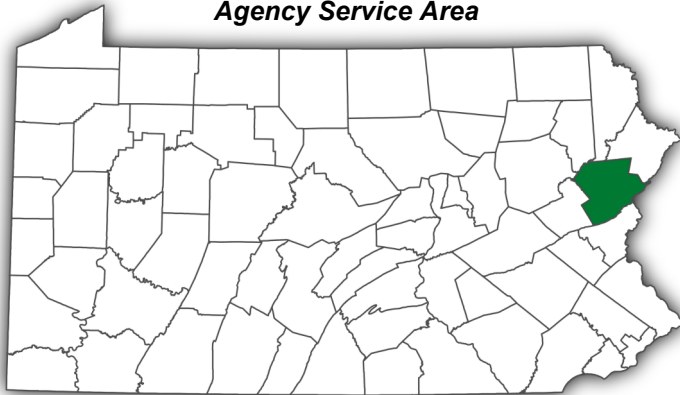
Operating Expense (000's)
\$2,426



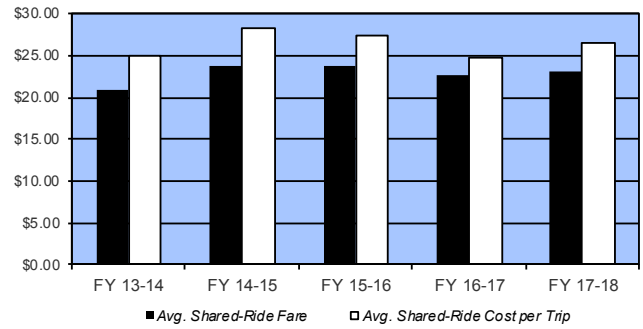
Operating Funds (000's)
\$2,426



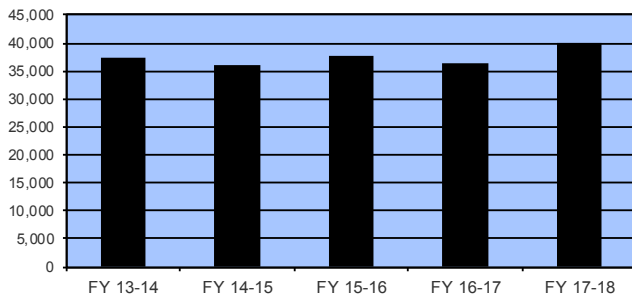
Agency Service Area



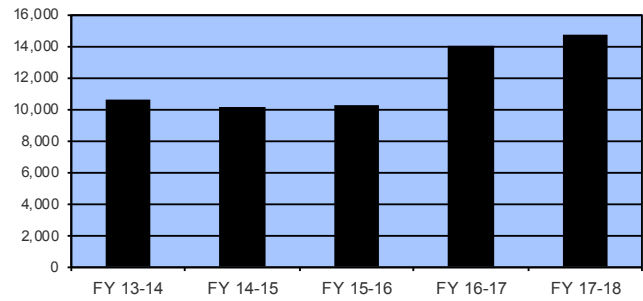
Shared-Ride Fare Recovery



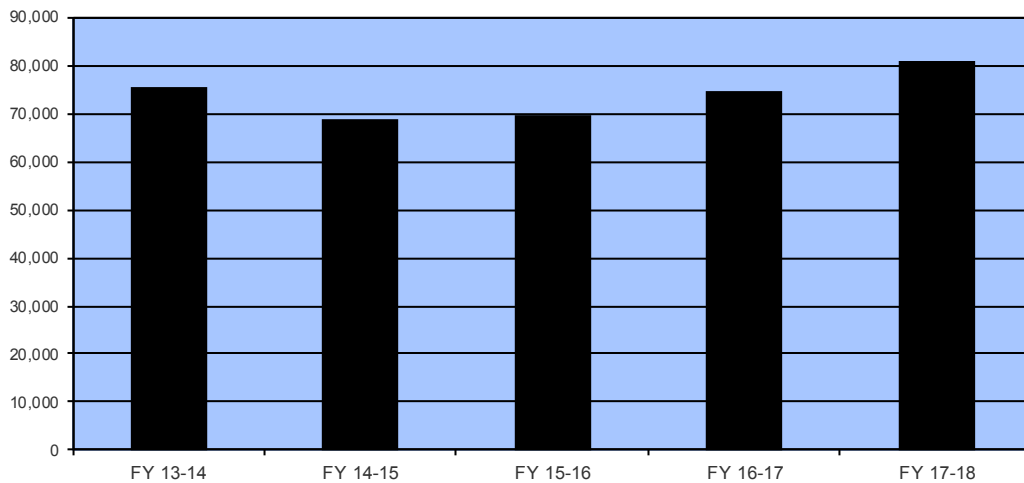
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Rural System



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



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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 579,120
 Senior Passengers: 84,560
 Revenue Vehicle Miles: 1,104,873
 Revenue Vehicle Hours: 53,996



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$4,375,550
 Required Local Match: \$221,492

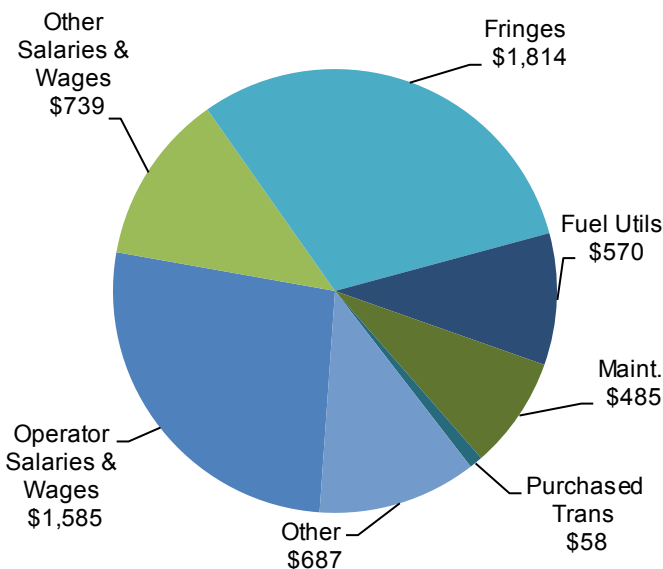


Current Fleet Size
 Diesel/Gasoline Motor Bus: 34
 System-wide: 34

RURAL OPERATING BUDGET

Operating Expense (000's)

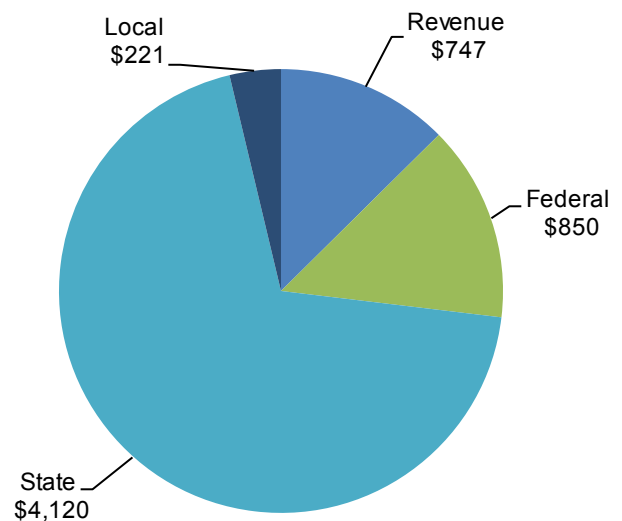
\$5,938



Expense includes ADA complementary expense.

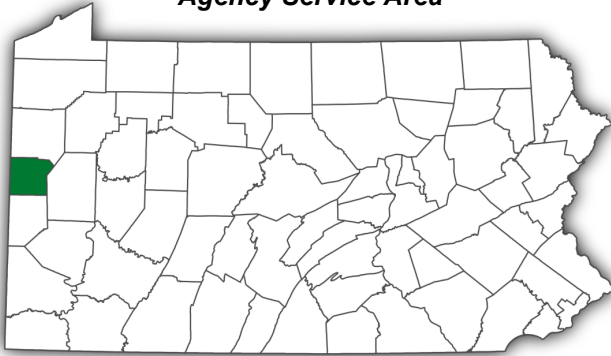
Operating Funds (000's)

\$5,938

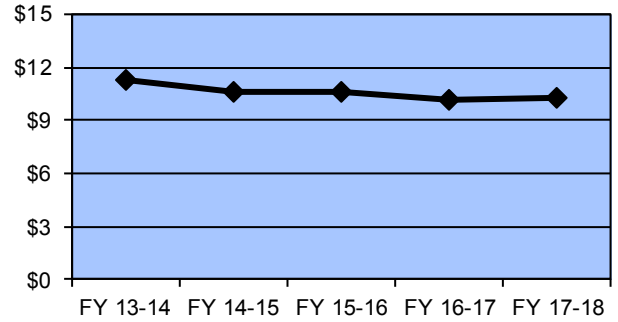


Revenue includes ADA complementary revenue.

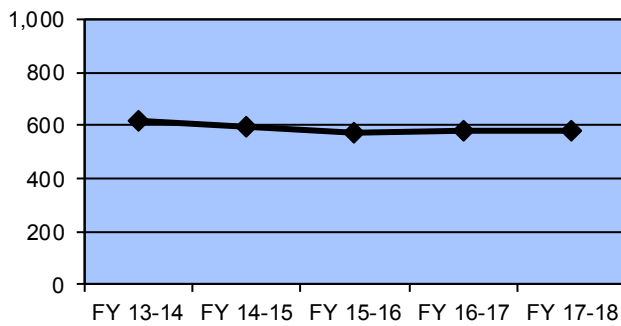
Agency Service Area



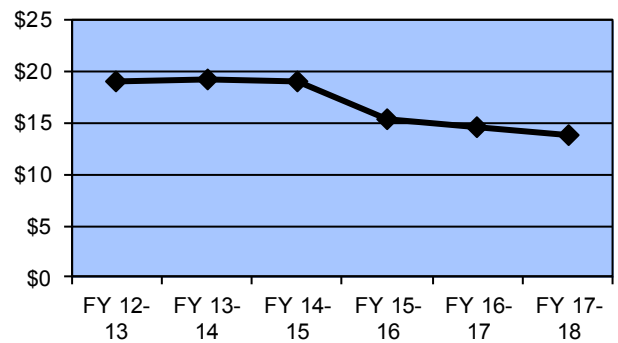
Operating Expense Per Passenger



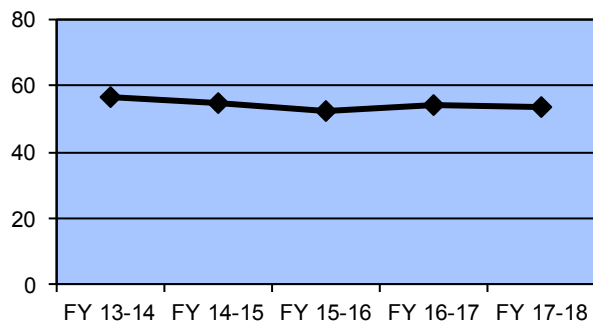
Total Passengers (000's)



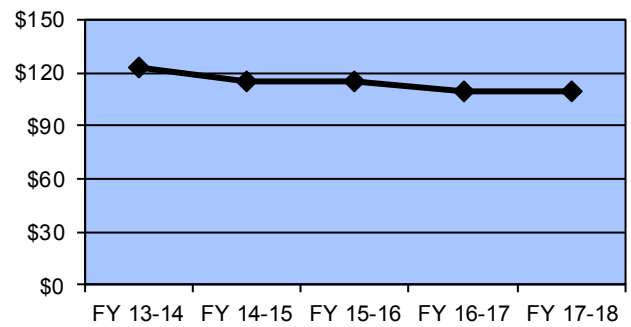
Operating Revenue Per Revenue Vehicle Hour



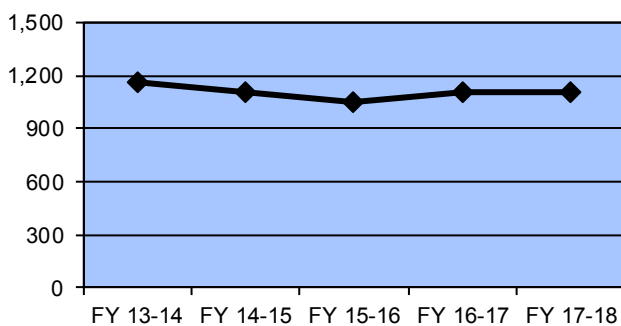
Revenue Vehicle Hours (000's)



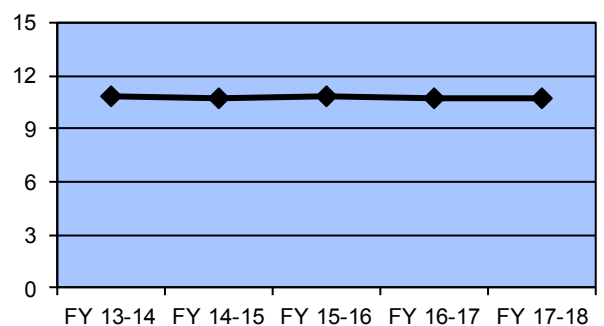
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



Pike County Transportation Department
 506 Broad Street
 Milford, PA 18337
 570-296-3408
 Mr. Robert Ruiz, Director



House District
 Pike: 139, 189

Senate District
 Pike: 20



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



Current Fare Information
 Average Shared-Ride Fare: \$21.20
 Average Shared-Ride Cost per Trip: \$47.89
 Fare Structure
 Implementation Date: July 2017



Trip Information
 65+ Trips: 18,374
 PwD Trips: 3,313
 Other Shared-Ride Trips: 29
 Total Shared-Ride Trips: 21,716
 Total Escorts: 1,096
 Non-Public Trips: 6,019

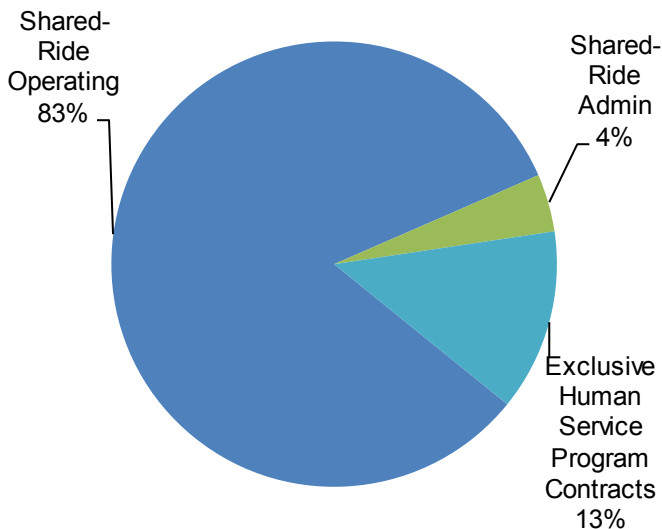


Vehicles Operated in Maximum Service
 Community Transportation: 27

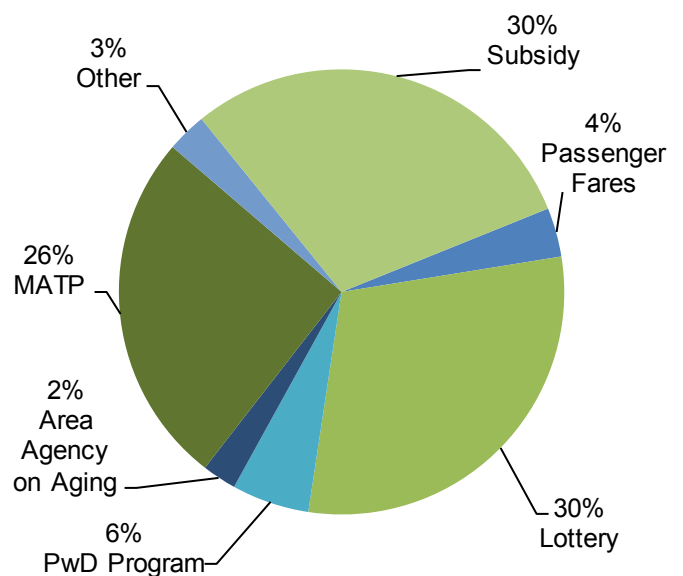
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

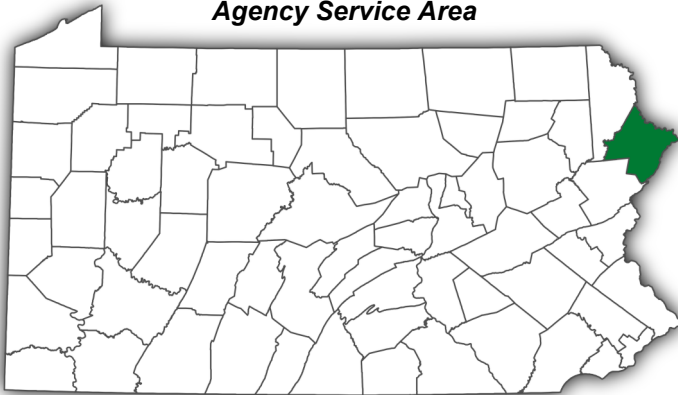
Operating Expense (000's)
\$1,198



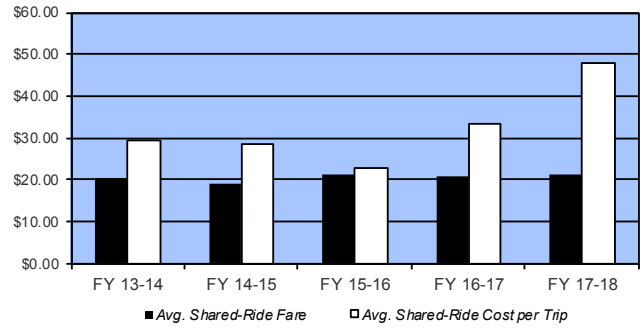
Operating Funds (000's)
\$1,040



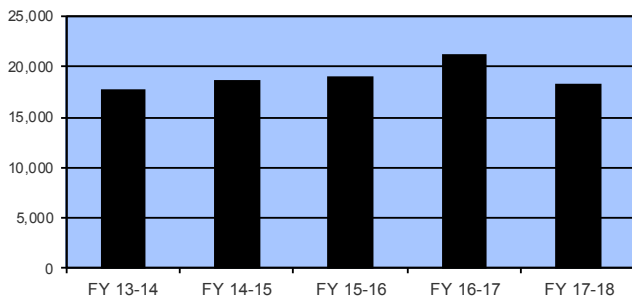
Agency Service Area



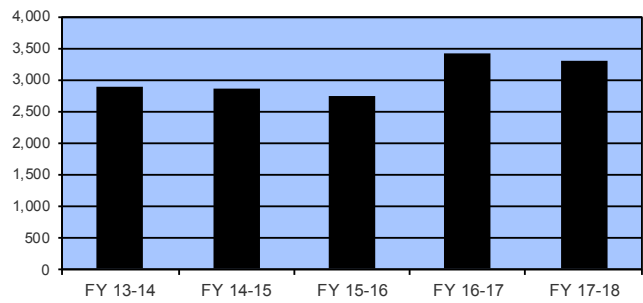
Shared-Ride Fare Recovery



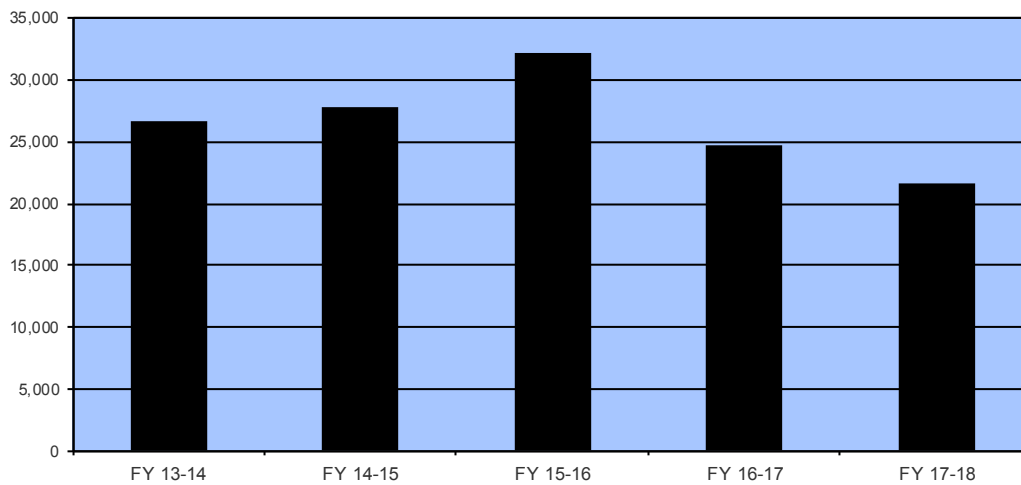
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Pottstown Area Rapid Transit (PART)

Urban System



Pottstown Area Rapid Transit (PART)

100 East High Street
Pottstown, PA 19464
610-970-6511
Mr. Justin Keller, Borough Manager
www.pottstownarearapidtransit.com



House District

Chester: 26
Montgomery: 26, 146, 147

Senate District

Chester: 44
Montgomery: 24, 44



Service Area Statistics (2010 Census)

Square Miles: 34
Population: 51,000



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 269,320
Senior Passengers: 44,767
Revenue Vehicle Miles: 277,187
Revenue Vehicle Hours: 22,004



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,269,254
Required Local Match: \$85,515



Current Fleet Size

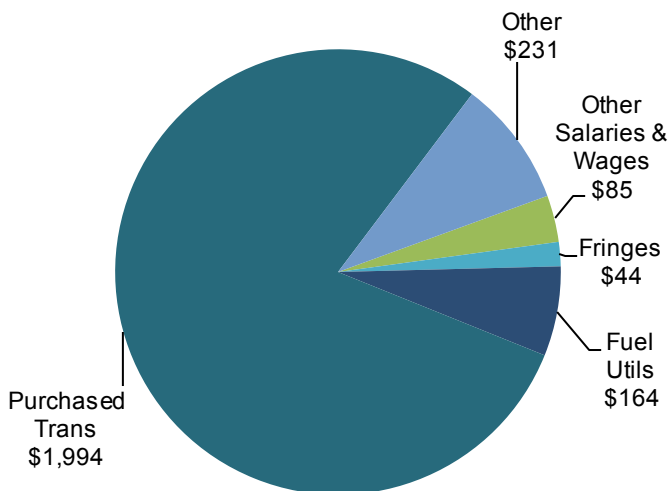
Diesel/Gasoline Motor Bus: 8
Diesel/Gasoline Paratransit Vehicle: 4
System-Wide: 12

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

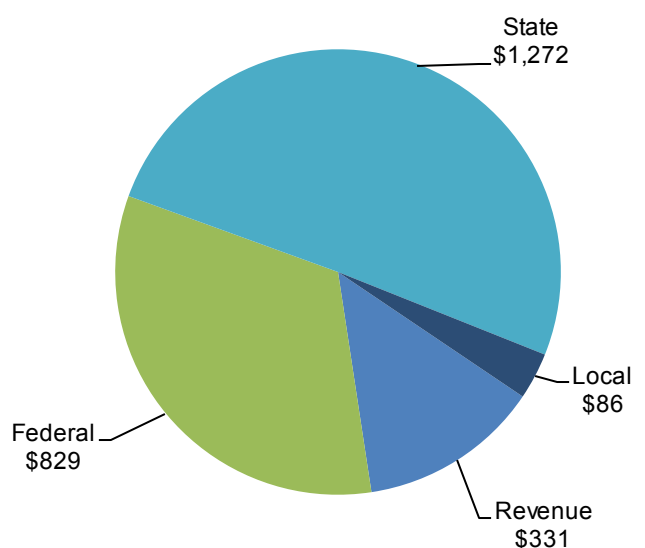
\$2,518



Expense includes ADA complementary expense.

Operating Funds (000's)

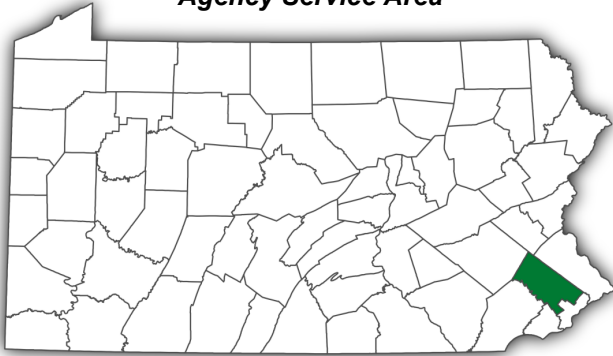
\$2,518



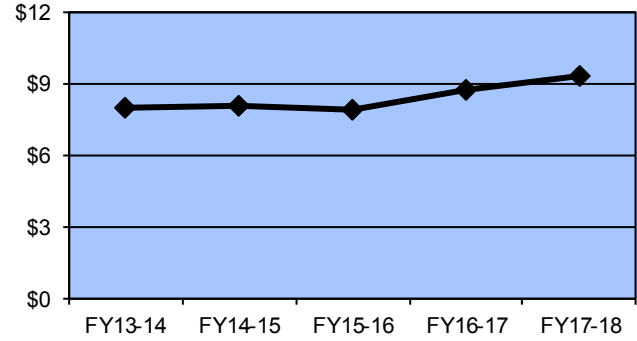
Revenue includes ADA complementary revenue.

(PART) Pottstown Area Rapid Transit

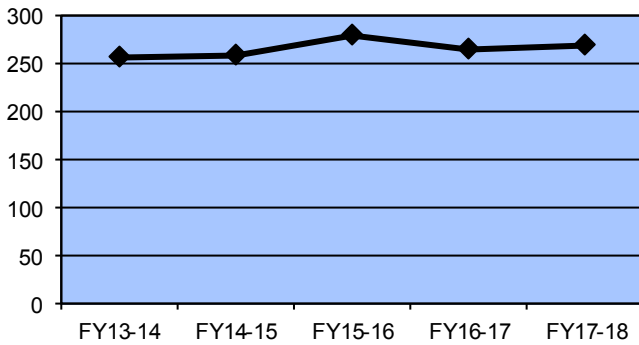
Agency Service Area



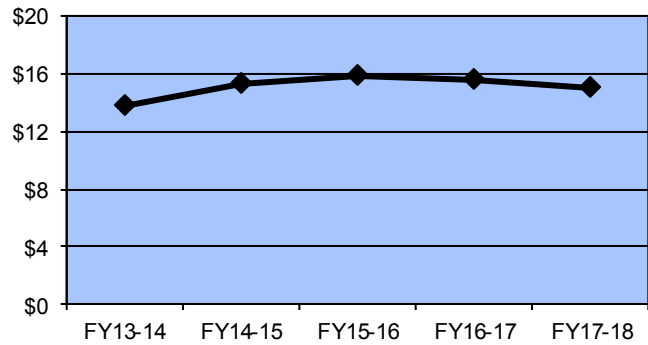
Operating Expense Per Passenger



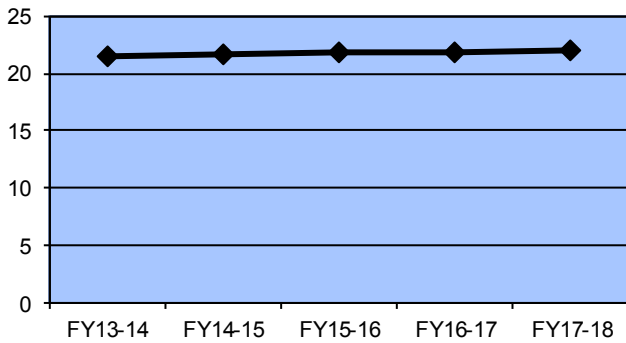
Total Passengers (000's)



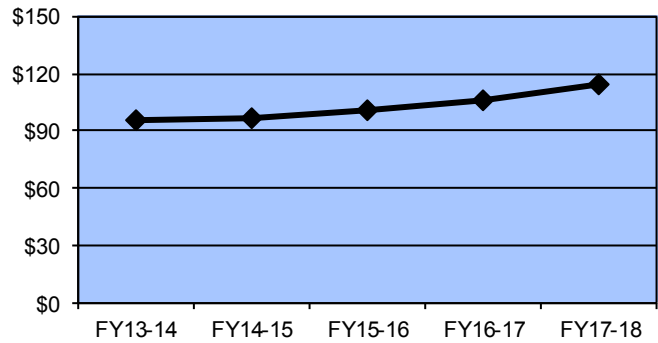
Operating Revenue Per Revenue Vehicle Hour



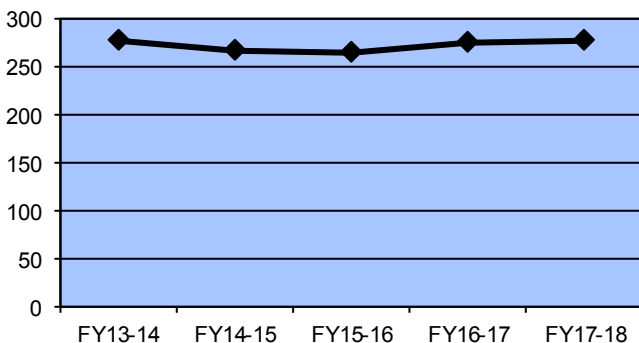
Revenue Vehicle Hours (000's)



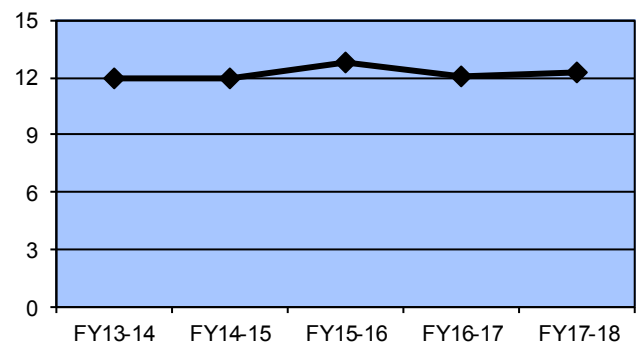
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



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

Senate District
 Chester: 9, 19, 26, 44



Service Area Statistics (2010 Census)

Square Miles:	756
Population:	498,886
65+ Population:	63,875
% of Population 65 and older:	12.8%



Current Fare Information

Average Shared-Ride Fare:	\$25.27
Average Shared-Ride Cost per Trip:	\$19.88
Fare Structure	
Implementation Date:	January 2016



Trip Information

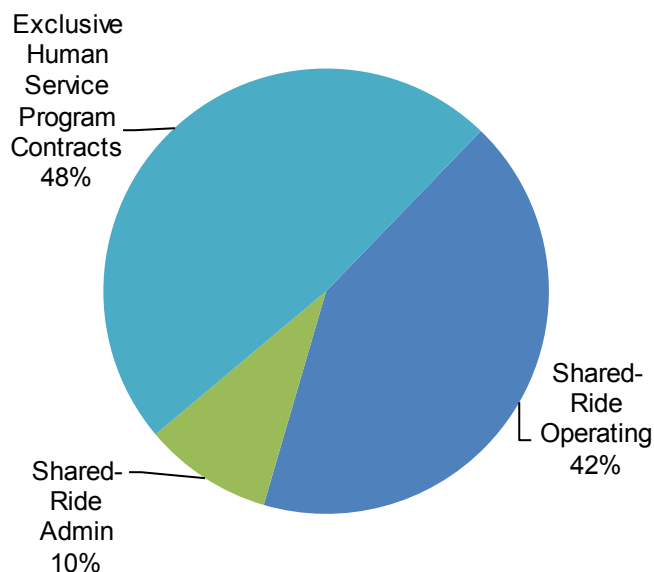
65+ Trips:	113,411
PwD Trips:	33,699
Other Shared-Ride Trips:	5,000
Total Shared-Ride Trips:	188,552
Total Escorts:	4,941
Non-Public Trips:	106,411



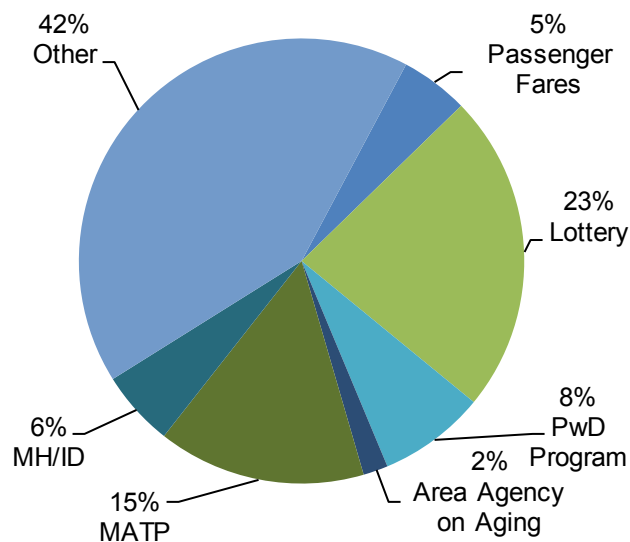
Vehicles Operated in Maximum Service
 Community Transportation: 64

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$8,880

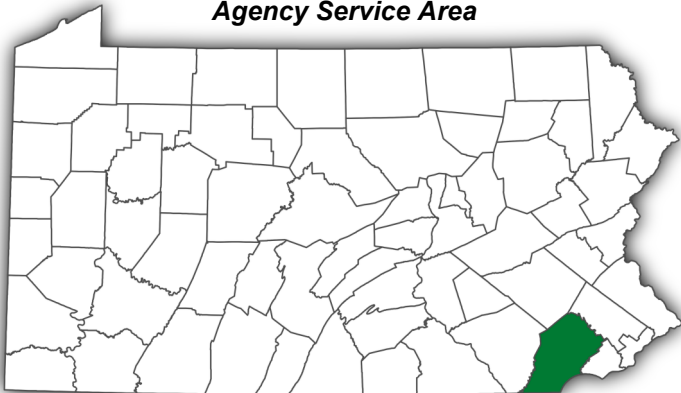


Operating Funds (000's)
\$9,130

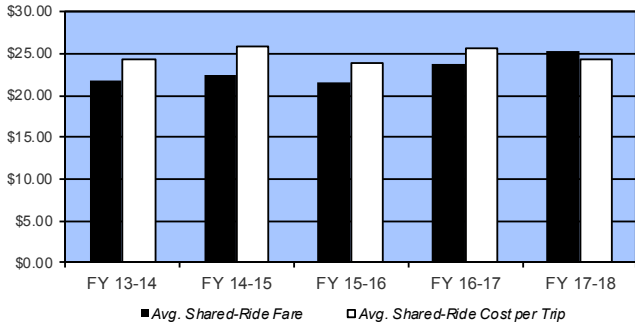


ROVER Community Transportation

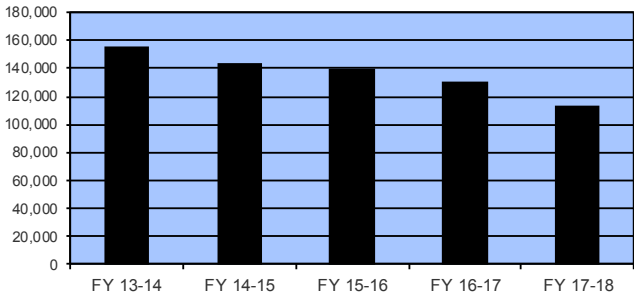
Agency Service Area



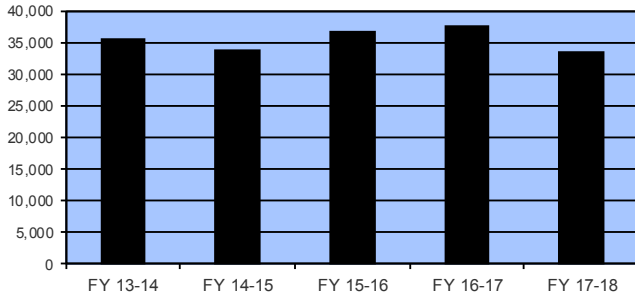
Shared-Ride Fare Recovery



65+ Shared-Ride Trips

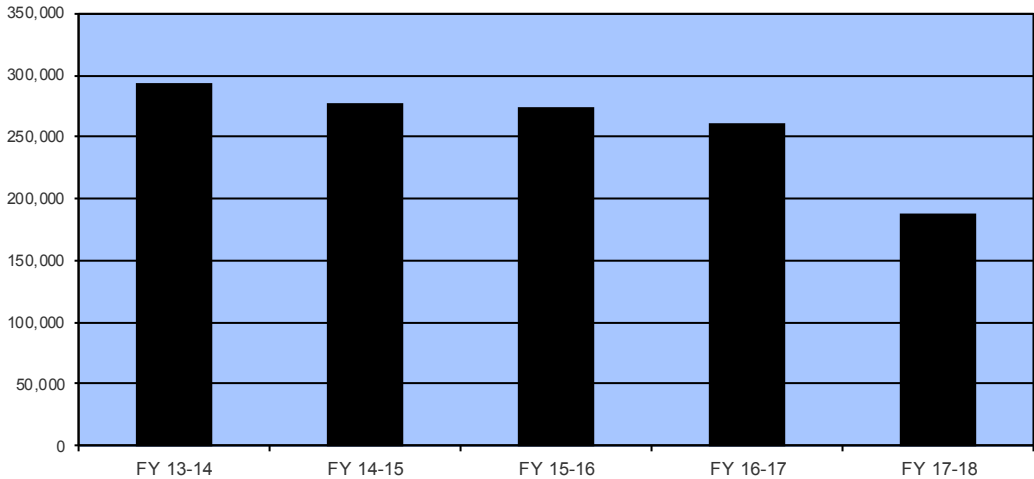


PwD Shared-Ride Trips



OPERATING PROFILES

Total Shared-Ride Trips



The large decrease in trips resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.

Schuylkill Transportation System (STS)

Rural System



Schuylkill Transportation System (STS)

252 Industrial Park Road
St. Clair, PA 17970
800-832-3322
Mr. David Bekisz, Executive Director
www.go-sts.com



House District

Schuylkill: 123, 124, 125

Senate District

Schuylkill: 29



Service Area Statistics (2010 Census)

Square Miles: 277
Population: 97,441



Current Fare Information

Fixed Route Base: \$1.50
Last Base Fare Increase: July 2017



Act 44 Fixed Route Distribution Factors

Total Passengers: 183,968
Senior Passengers: 52,868
Revenue Vehicle Miles: 338,848
Revenue Vehicle Hours: 20,261



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,601,861
Required Local Match: \$64,681



Current Fleet Size

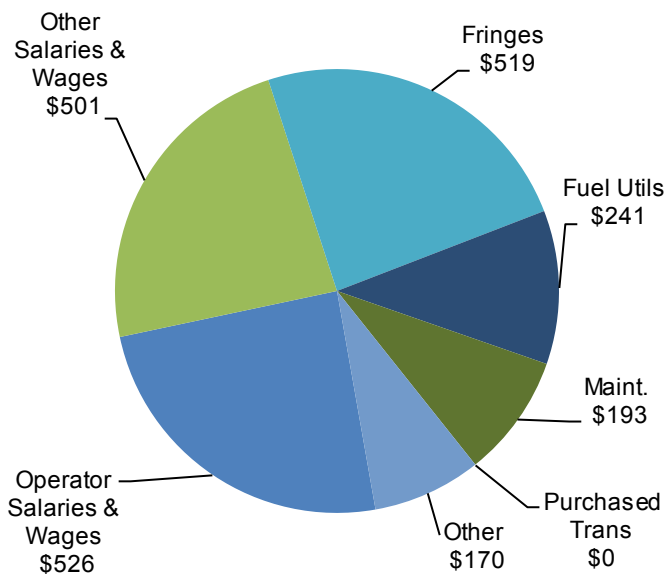
Diesel/Gasoline Motor Bus: 12
Diesel/Gasoline Paratransit Vehicle: 30
System-wide: 42

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

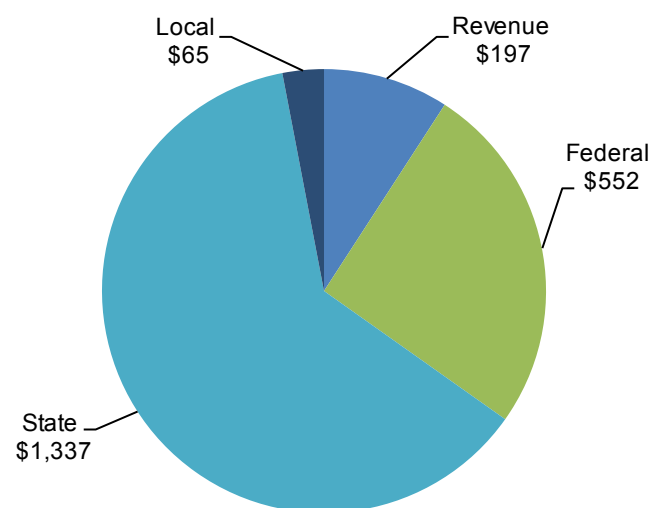
\$2,151



Expense includes ADA complementary expense.

Operating Funds (000's)

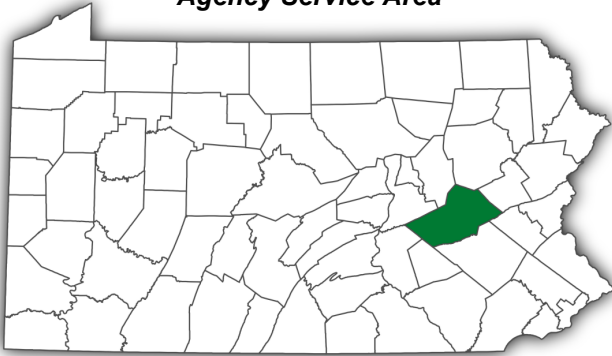
\$2,151



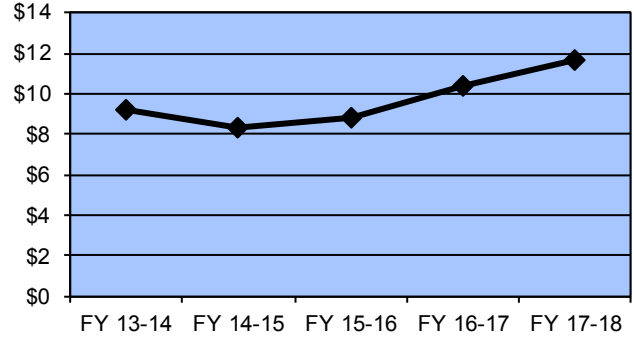
Revenue includes ADA complementary revenue.

(STS) Schuylkill Transportation System

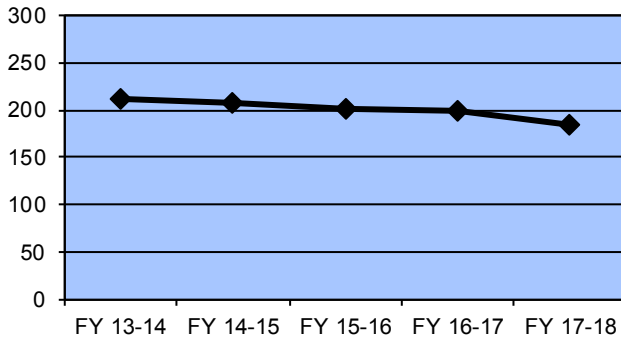
Agency Service Area



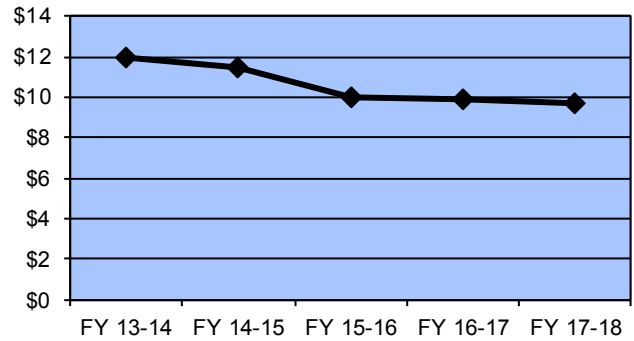
Operating Expense Per Passenger



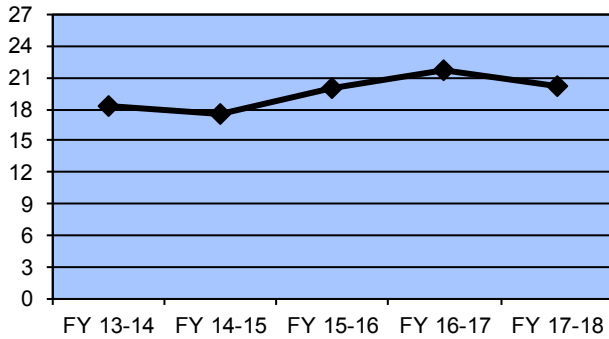
Total Passengers (000's)



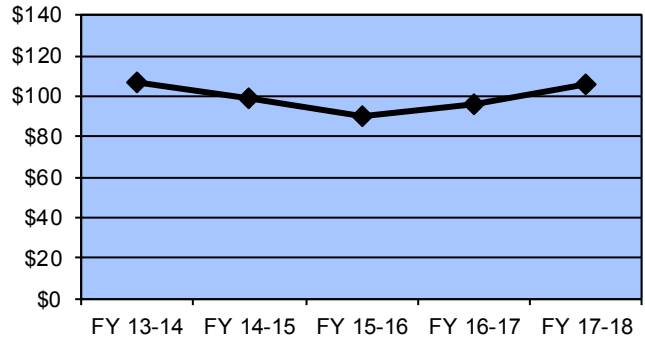
Operating Revenue Per Revenue Vehicle Hour



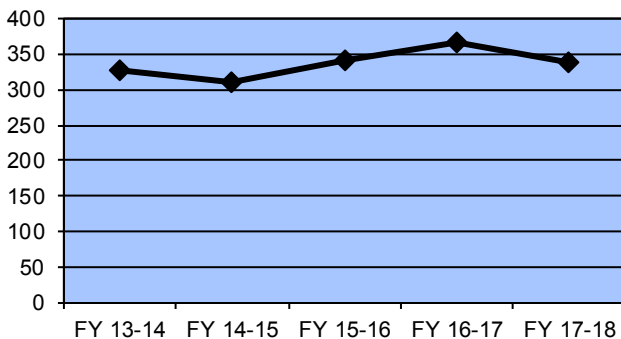
Revenue Vehicle Hours (000's)



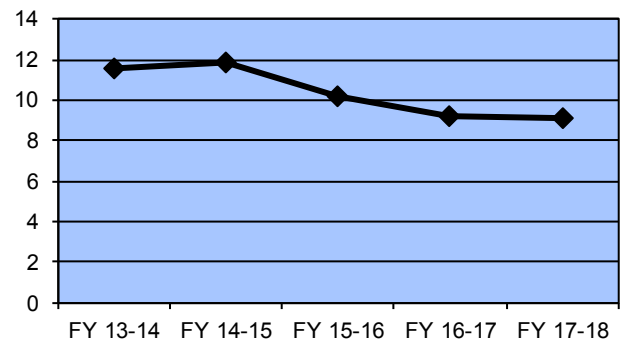
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



Schuylkill Transportation System (STS)

252 Industrial Park Road
St. Clair, PA 17970
800-832-3322
Mr. David Bekisz, Executive Director
www.go-sts.com



House District

Schuylkill: 123, 124, 125

Senate District

Schuylkill: 29



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare:	\$23.44
Average Shared-Ride Cost per Trip:	\$33.71
Fare Structure	
Implementation Date:	October 2017



Trip Information

65+ Trips:	39,356
PwD Trips:	4,815
Other Shared-Ride Trips:	18,538
Total Shared-Ride Trips:	62,709
Total Escorts:	5,377
Non-Public Trips:	7,046



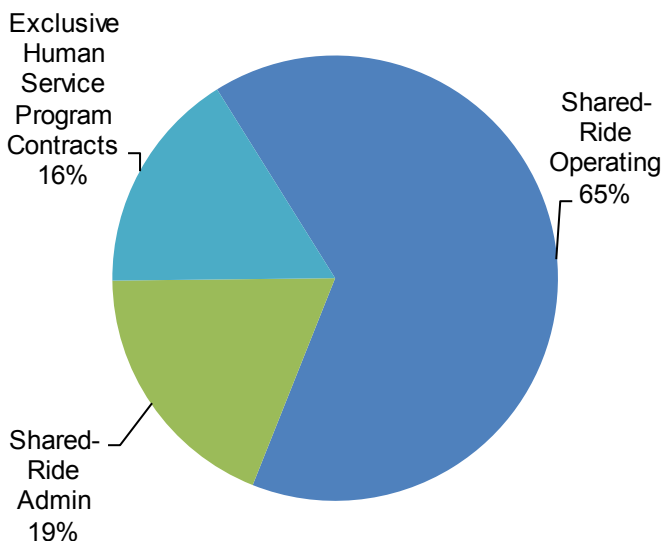
Vehicles Operated in Maximum Service

Community Transportation: 23

COMMUNITY TRANSPORTATION OPERATING BUDGET

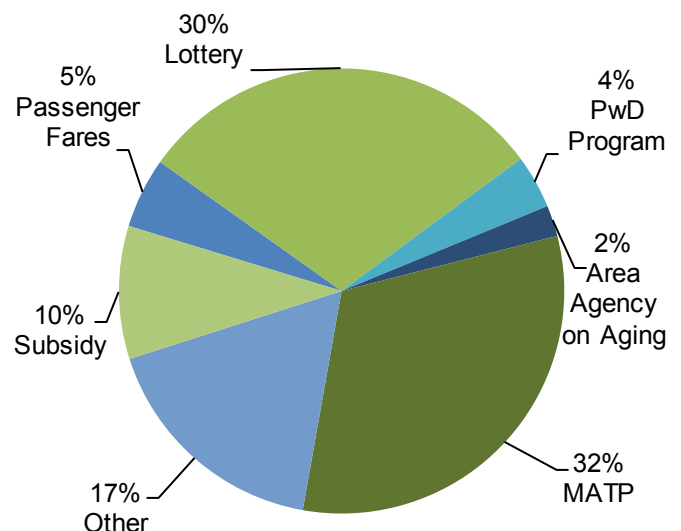
Operating Expense (000's)

\$2,533

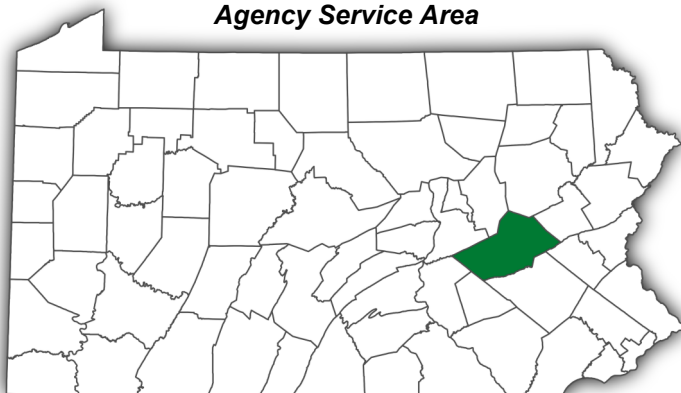


Operating Funds (000's)

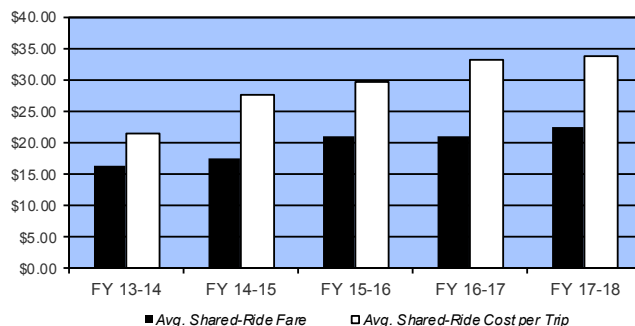
\$2,533



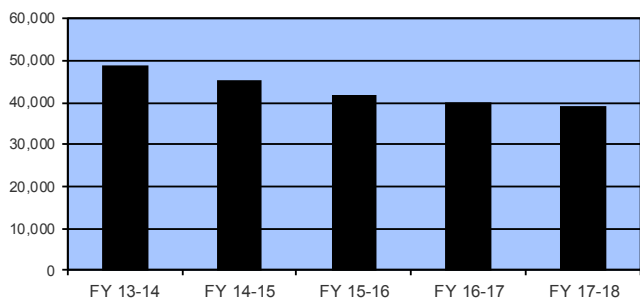
Agency Service Area



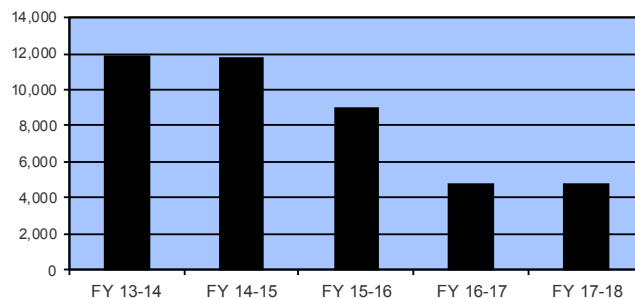
Shared-Ride Fare Recovery



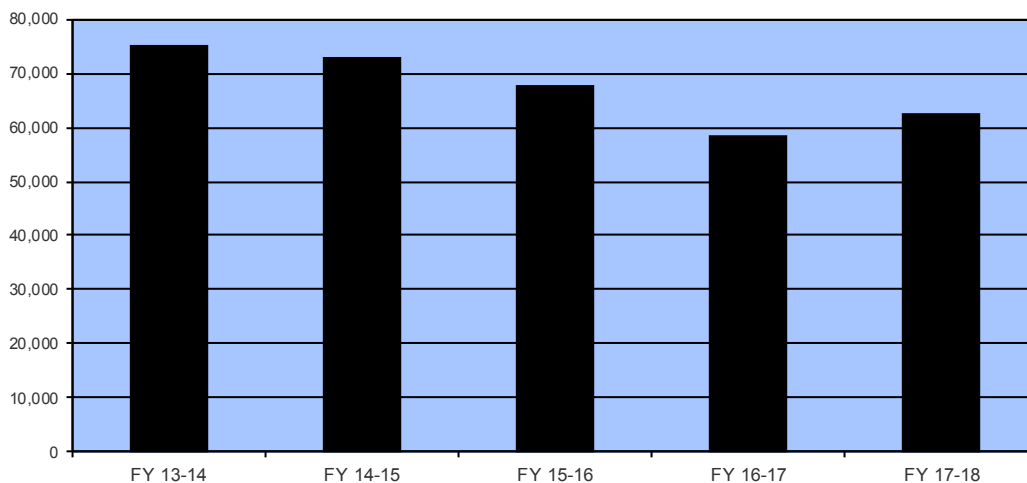
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



South Central Transit Authority (SCTA)

Urban System



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



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 4,708,059
 Senior Passengers: 702,311
 Revenue Vehicle Miles: 3,404,745
 Revenue Vehicle Hours: 261,626



Current Employees
 Agency Full-Time: 253
 Agency Part-Time: 24
 Contractor Full-Time: 107
 Contractor Part-Time: 19
 System-Wide: 403



Act 44 Operating Assistance
 Section 1513 Allocation: \$15,879,481
 Required Local Match: N/A

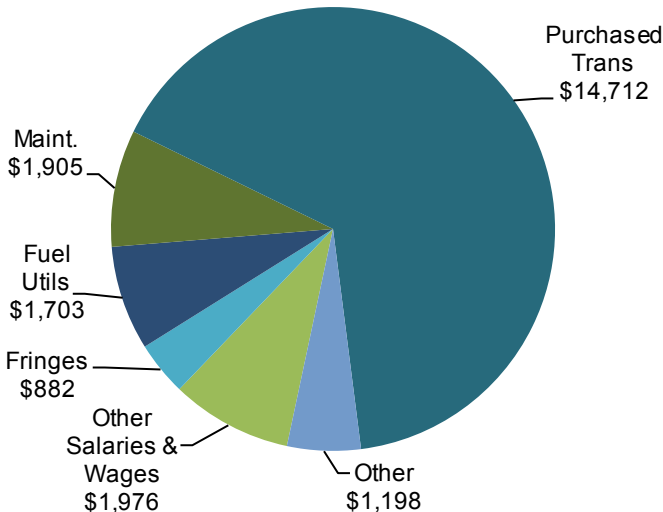


Current Fleet Size
 Diesel/Gasoline Motor Bus: 95
 Diesel/Gasoline Paratransit Vehicle: 130
 System-Wide: 225

OPERATING PROFILES

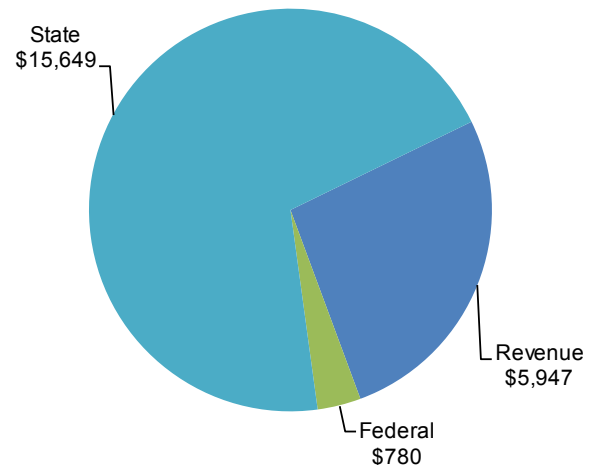
URBAN OPERATING BUDGET

Operating Expense (000's)
\$22,376



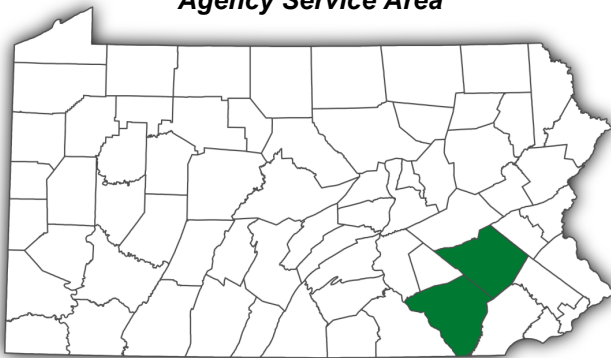
Expense includes ADA complementary expense.

Operating Funds (000's)
\$22,376

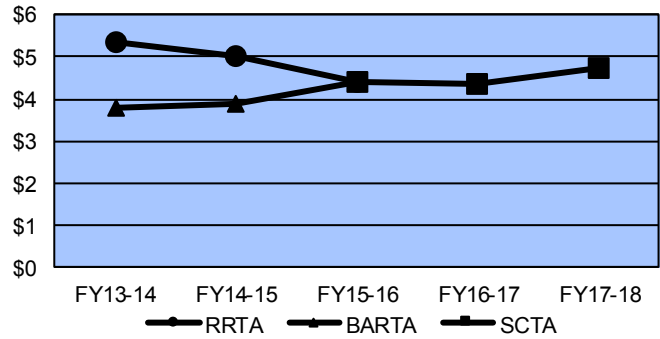


Revenue includes ADA complementary revenue.

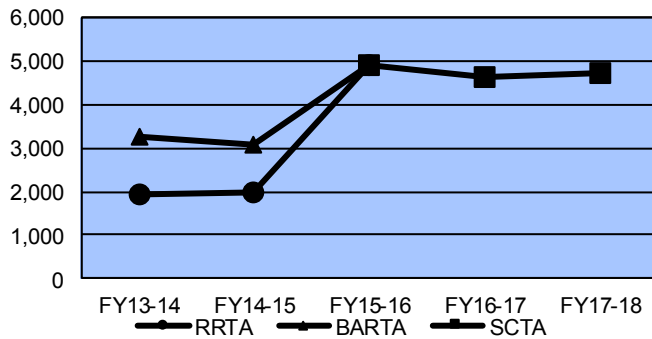
Agency Service Area



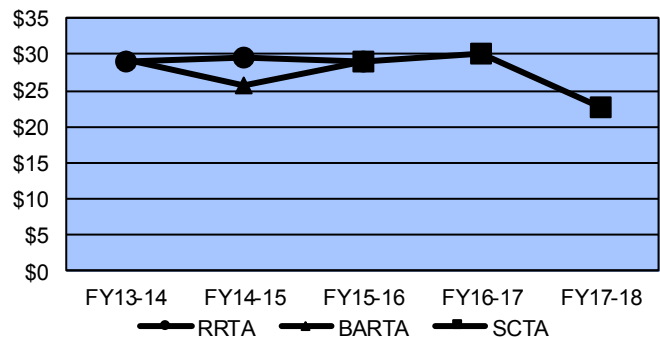
Operating Expense Per Passenger



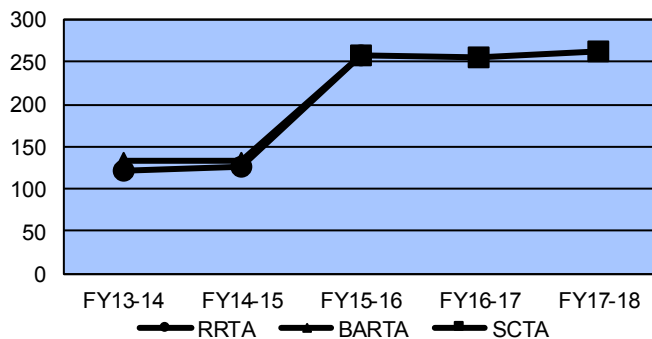
Total Passengers (000's)



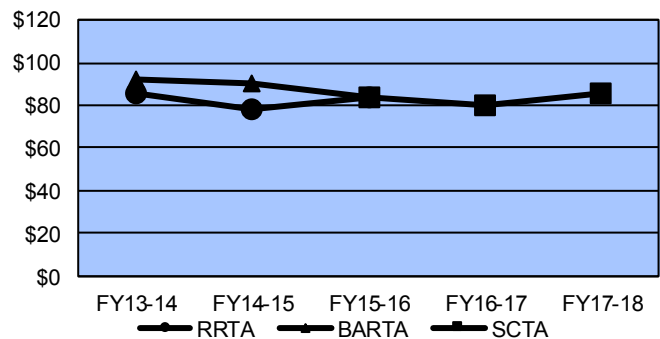
Operating Revenue Per Revenue Vehicle Hour



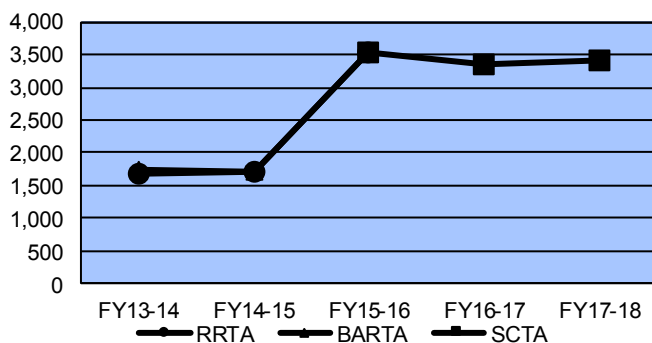
Revenue Vehicle Hours (000's)



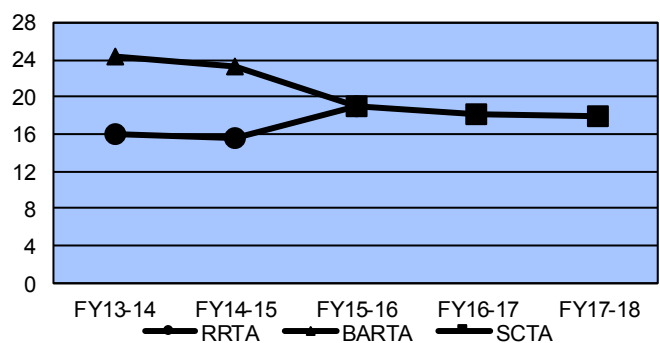
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

In FY 15-16, the Red Rose Transit Authority merged with Berks Area Regional Transportation Authority to form the South Central Transit Authority. Passengers include ADA complementary passengers.

Community Transportation



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



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

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



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



Current Fare Information
 Average Shared-Ride Fare: \$24.13
 Average Shared-Ride Cost per Trip: \$27.66
 Fare Structure
 Implementation Date: August 2016



Trip Information
 65+ Trips: 202,737
 PwD Trips: 11,667
 Other Shared-Ride Trips: 168,238
 Total Shared-Ride Trips: 382,642
 Total Escorts: 29,062
 Non-Public Trips: 60,297

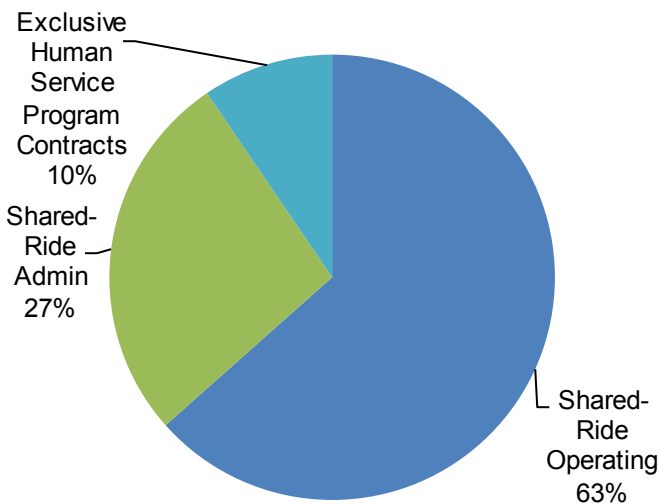


Vehicles Operated in Maximum Service
 Community Transportation: 93

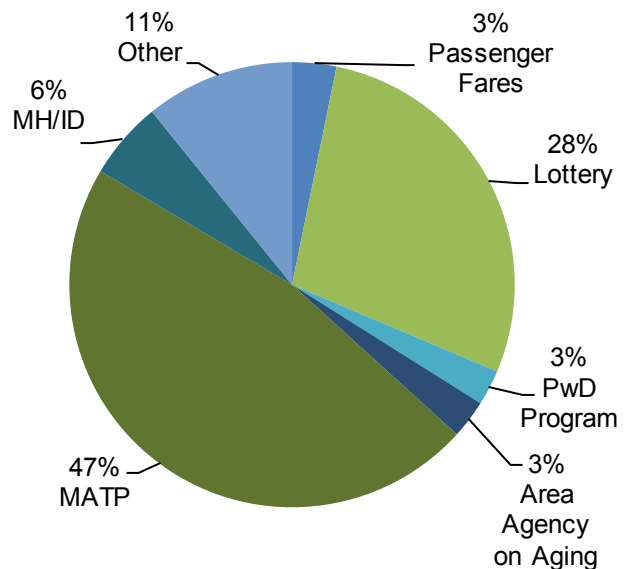
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

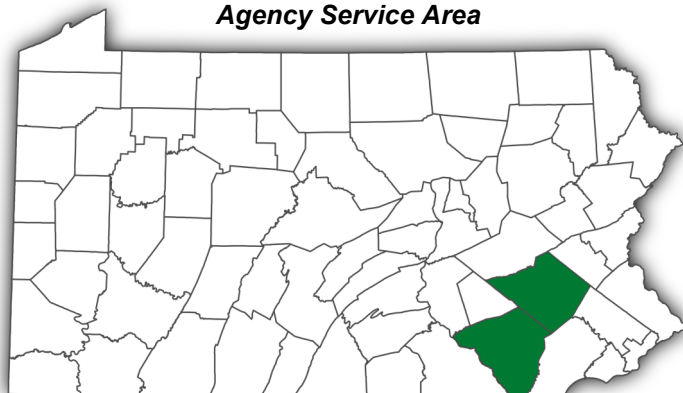
Operating Expense (000's)
\$11,695



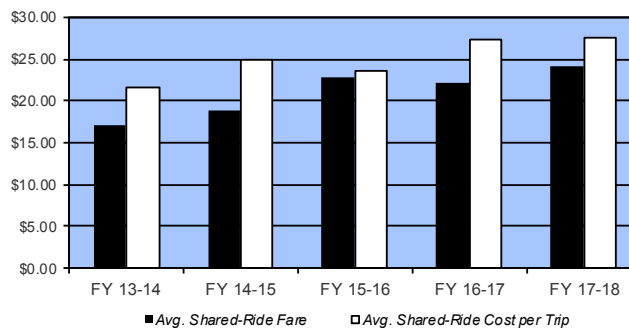
Operating Funds (000's)
\$13,131



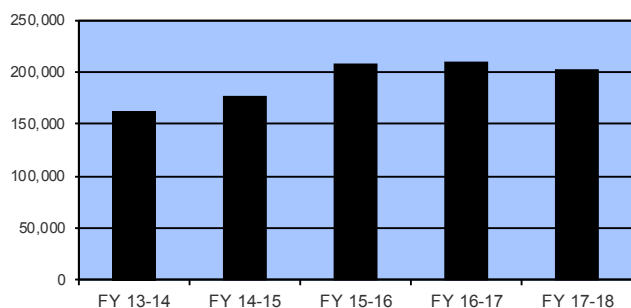
Agency Service Area



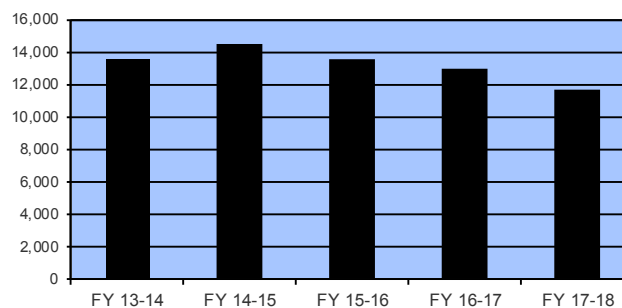
Shared-Ride Fare Recovery



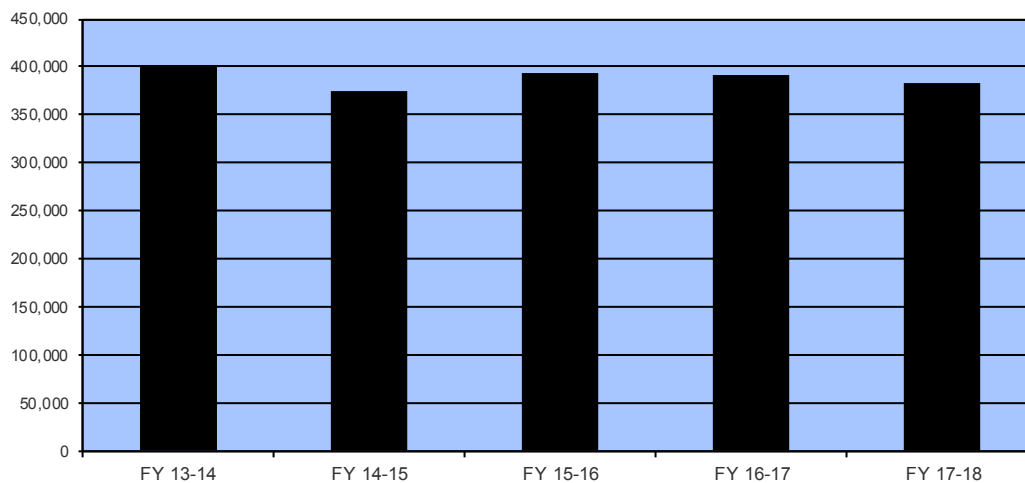
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



OPERATING PROFILES

Community Transportation



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



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

Senate District
 Clinton: 25
 Lycoming: 23



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



Current Fare Information
 Average Shared-Ride Fare: \$25.06
 Average Shared-Ride Cost per Trip: \$27.67
 Fare Structure
 Implementation Date: April 2015



Trip Information
 65+ Trips: 42,403
 PwD Trips: 7,949
 Other Shared-Ride Trips: 50,386
 Total Shared-Ride Trips: 100,738
 Total Escorts: 5,504
 Non-Public Trips: 18,971

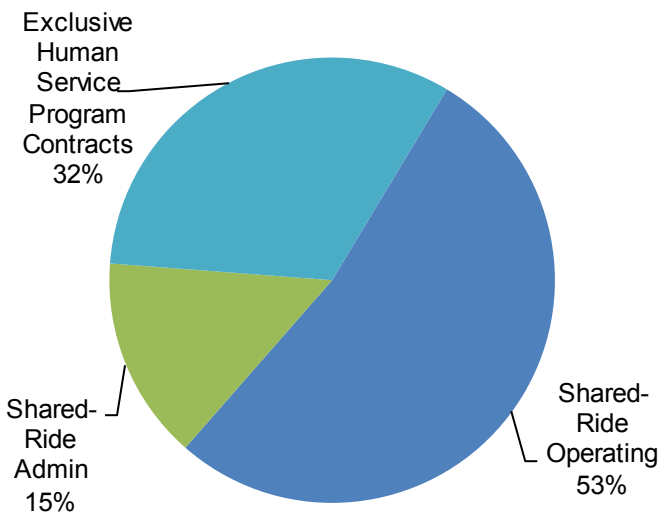


Vehicles Operated in Maximum Service
 Community Transportation: 48

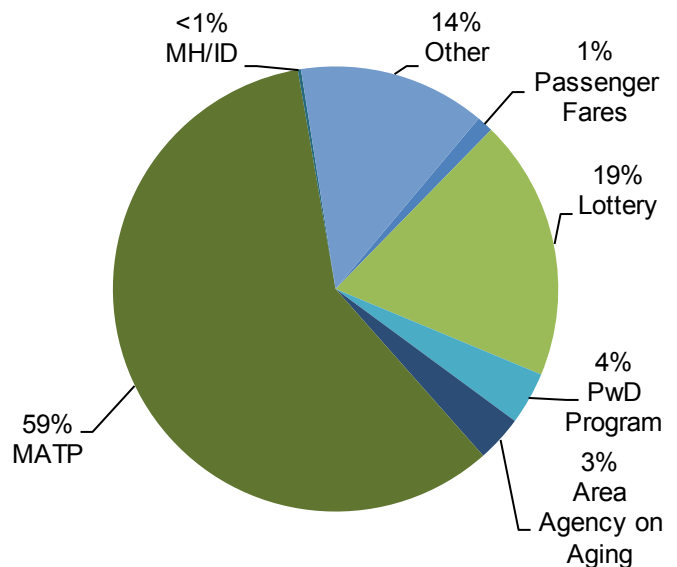
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

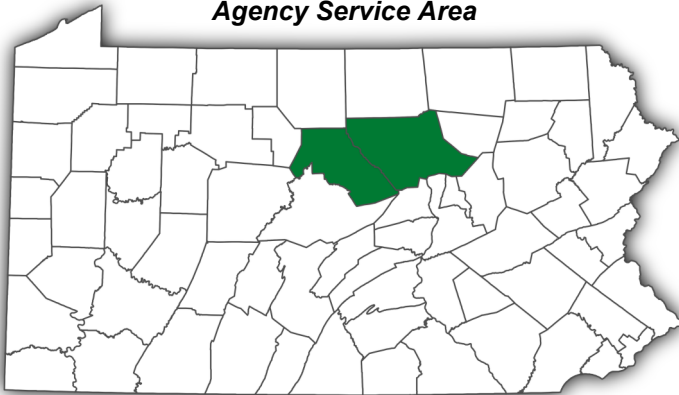
Operating Expense (000's)
\$4,125



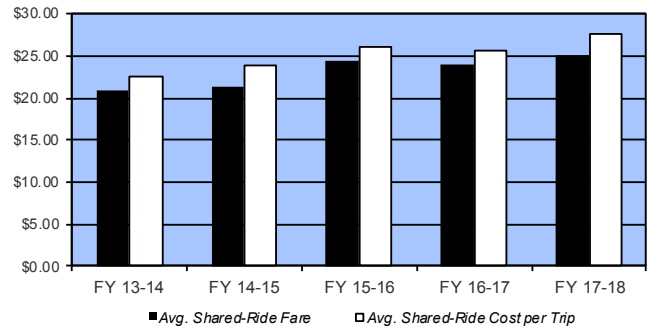
Operating Funds (000's)
\$4,260



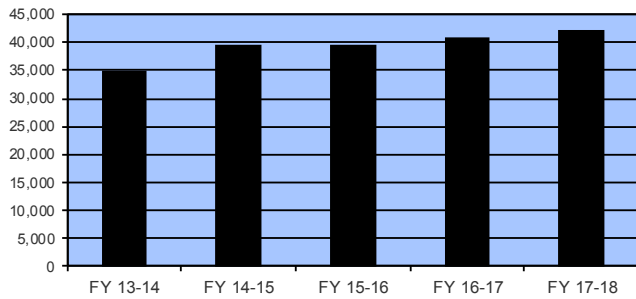
Agency Service Area



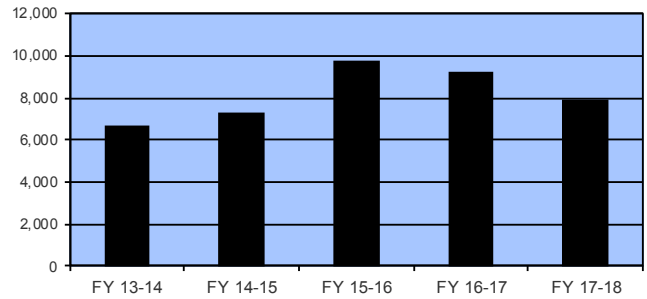
Shared-Ride Fare Recovery



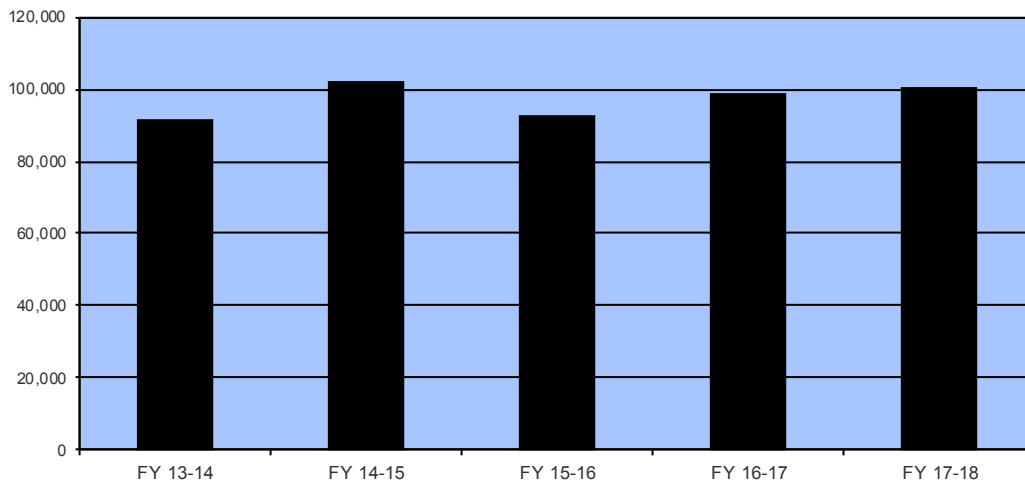
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



Suburban Transit Network, Inc. (TransNet)

980 Harvest Drive, Suite 100
Blue Bell, PA 19422
215-542-7433
Ms. Susan Kopystecki, Executive Director



House District

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

Senate District

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



Service Area Statistics (2010 Census)

Square Miles:	483
Population:	799,874
65+ Population:	120,727
% of Population 65 and older:	15.1%



Current Fare Information

Average Shared-Ride Fare:	\$30.20
Average Shared-Ride Cost per Trip:	\$38.07
Fare Structure	
Implementation Date:	August 2014



Trip Information

65+ Trips:	147,686
PwD Trips:	12,114
Other Shared-Ride Trips:	71,739
Total Shared-Ride Trips:	231,539
Total Escorts:	6,982
Non-Public Trips:	742,045



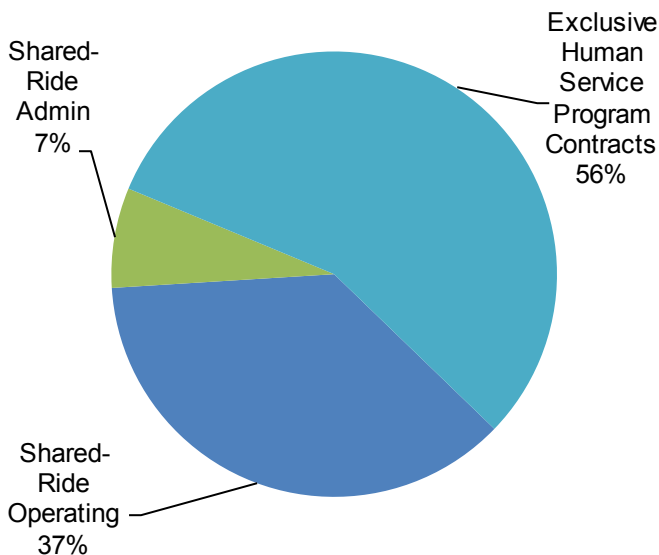
Vehicles Operated in Maximum Service

Community Transportation: 212

COMMUNITY TRANSPORTATION OPERATING BUDGET

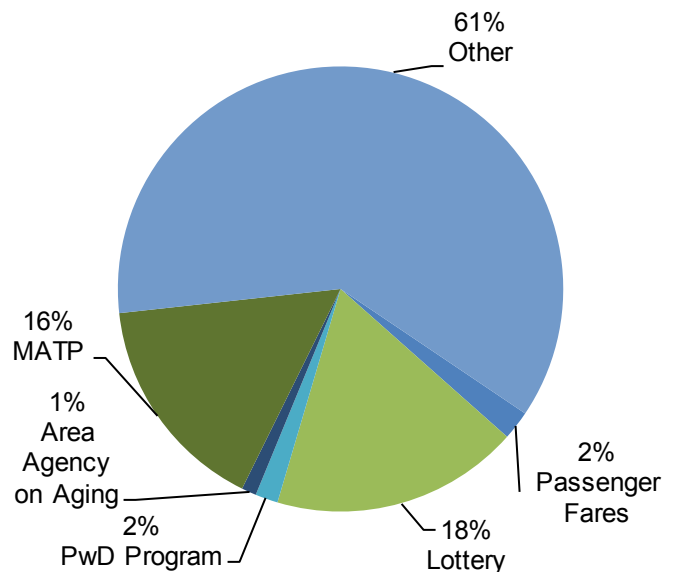
Operating Expense (000's)

\$20,008

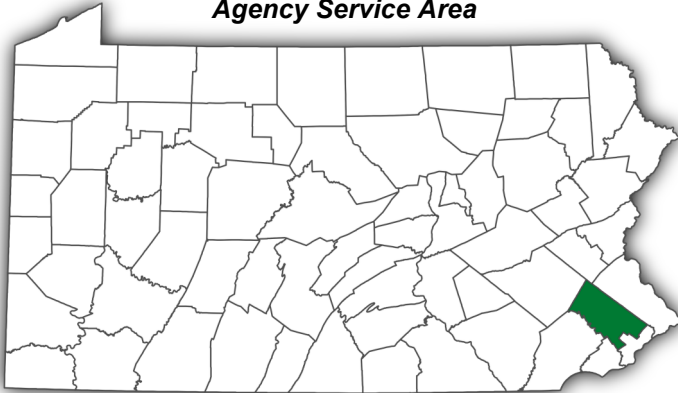


Operating Funds (000's)

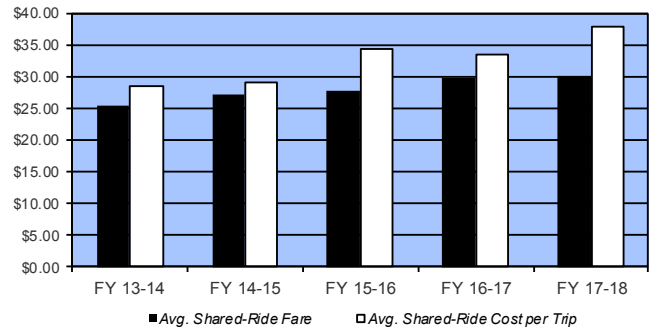
\$20,380



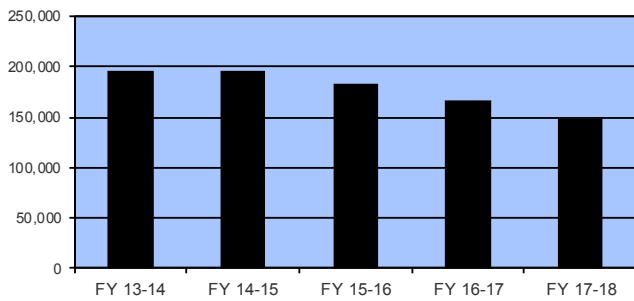
Agency Service Area



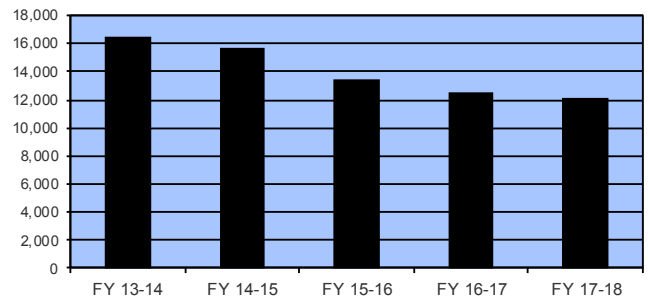
Shared-Ride Fare Recovery



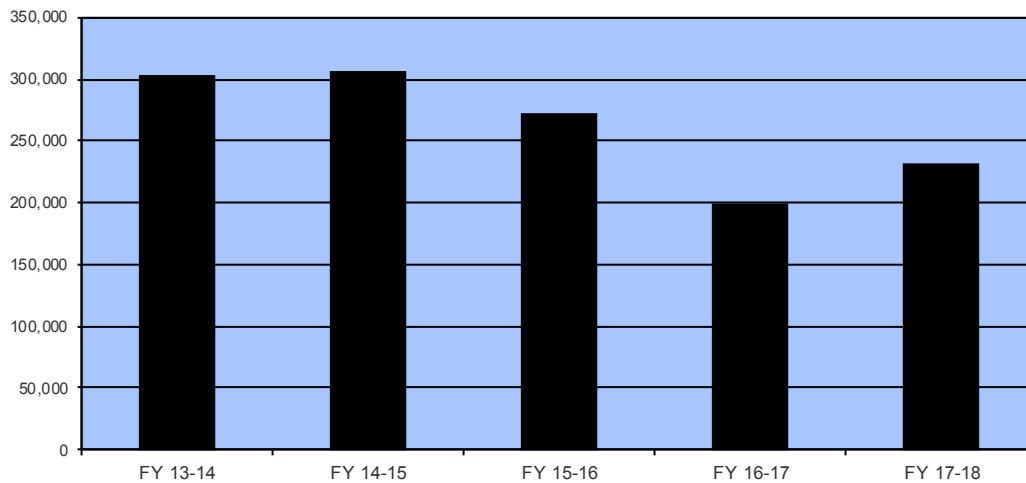
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



Susquehanna-Wyoming County Transportation
 81 Industrial Dr., P.O. Box 366
 Montrose, PA 18801
 570-278-6140
 Ms. Ronalyn Lewis, Program Director



House District
 Susquehanna: 110, 111
 Wyoming: 117

Senate District
 Susquehanna: 20, 23
 Wyoming: 20



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



Current Fare Information
 Average Shared-Ride Fare: \$29.35
 Average Shared-Ride Cost per Trip: \$38.45
 Fare Structure
 Implementation Date: March 2013



Trip Information
 65+ Trips: 22,389
 PwD Trips: 6,495
 Other Shared-Ride Trips: 13,774
 Total Shared-Ride Trips: 42,658
 Total Escorts: 0
 Non-Public Trips: 0

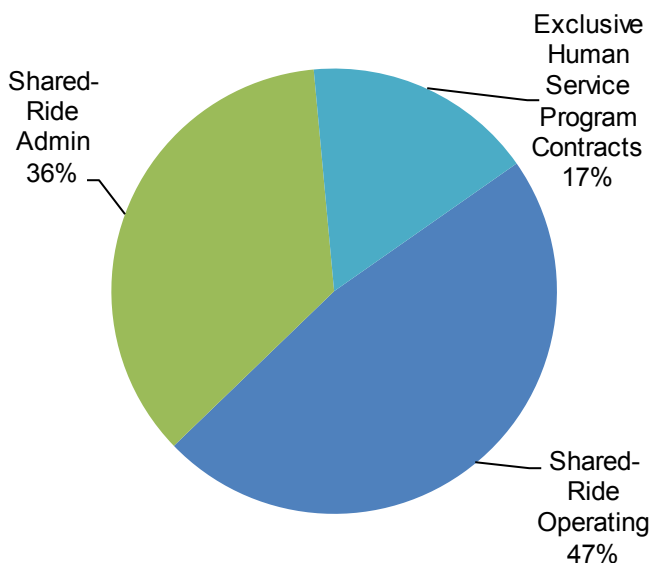


Vehicles Operated in Maximum Service
 Community Transportation: 28

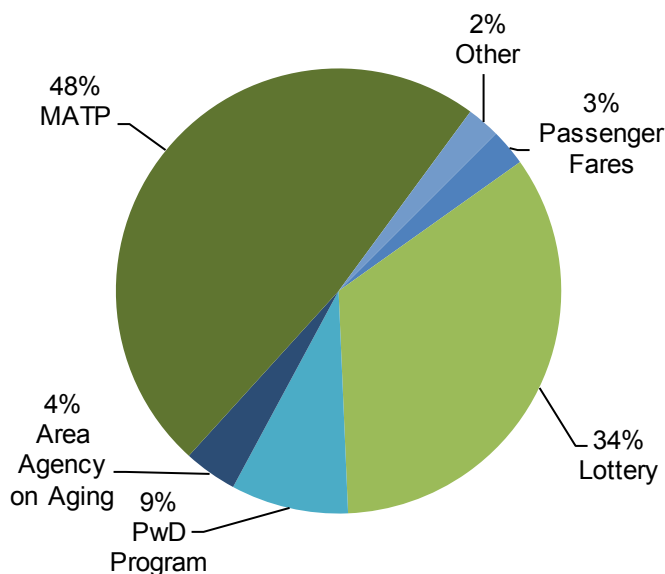
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,970

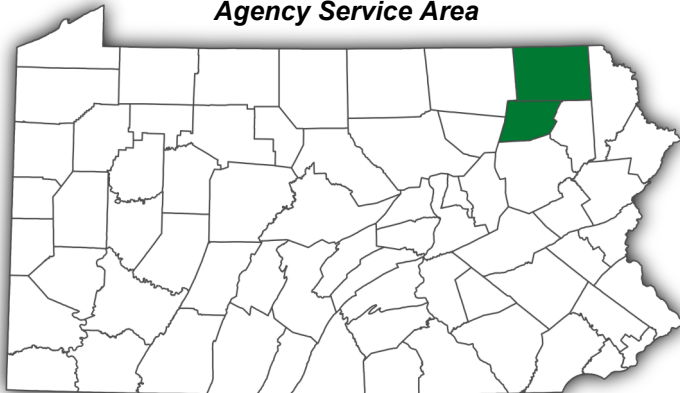


Operating Funds (000's)
\$1,592

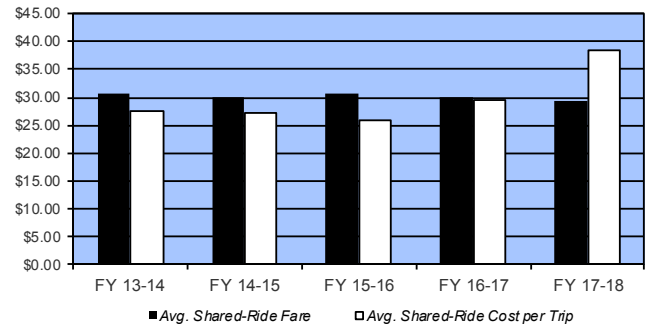


Susquehanna-Wyoming County Transportation

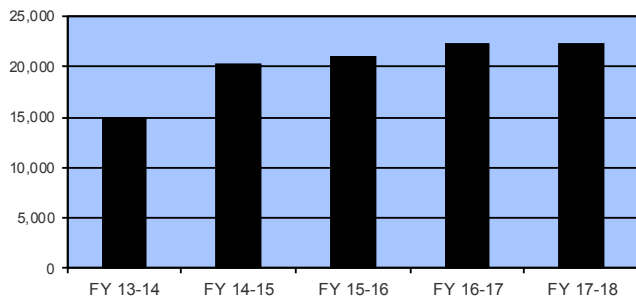
Agency Service Area



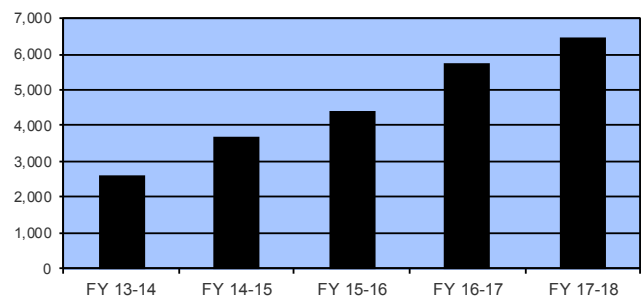
Shared-Ride Fare Recovery



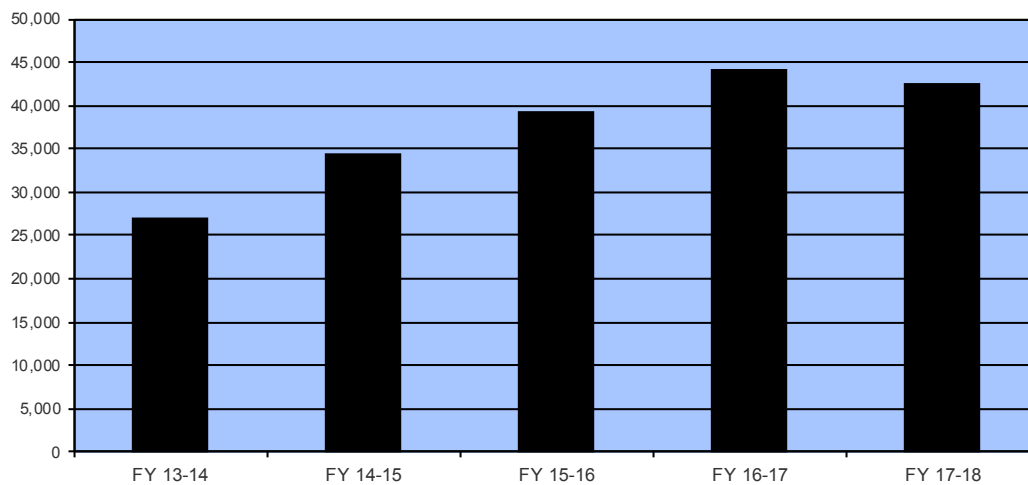
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



Tableland Services, Inc.
 535 East Main Street
 Somerset, PA 15501
 814-445-9628
 Mr. David Mrozowski, Executive Director



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



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



Current Fare Information
 Average Shared-Ride Fare: \$15.54
 Average Shared-Ride Cost per Trip: \$20.08
 Fare Structure
 Implementation Date: August 2017



Trip Information
 65+ Trips: 10,450
 PwD Trips: 2,674
 Other Shared-Ride Trips: 11,713
 Total Shared-Ride Trips: 24,837
 Non-Public Trips: 17,084

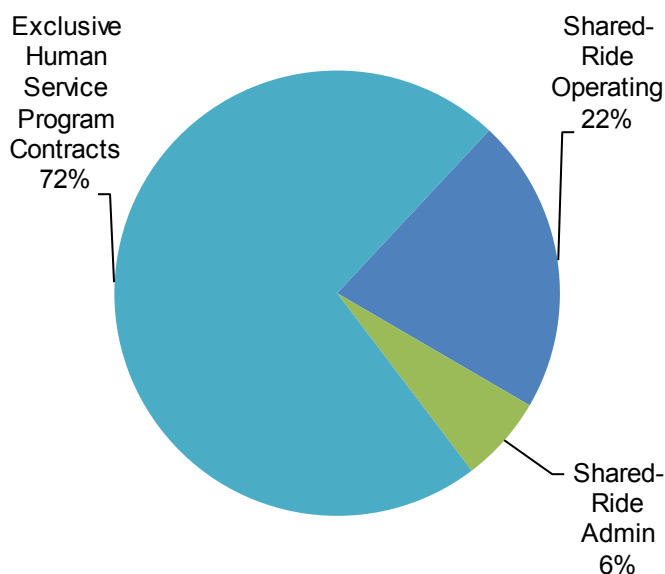


Vehicles Operated in Maximum Service
 Community Transportation: 10

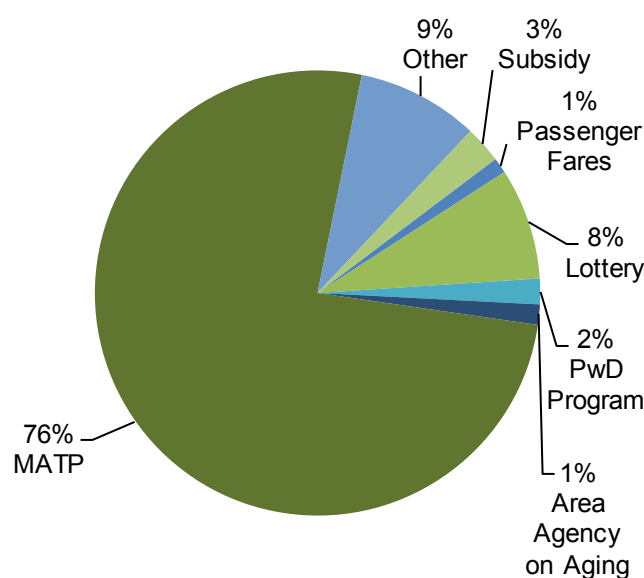
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

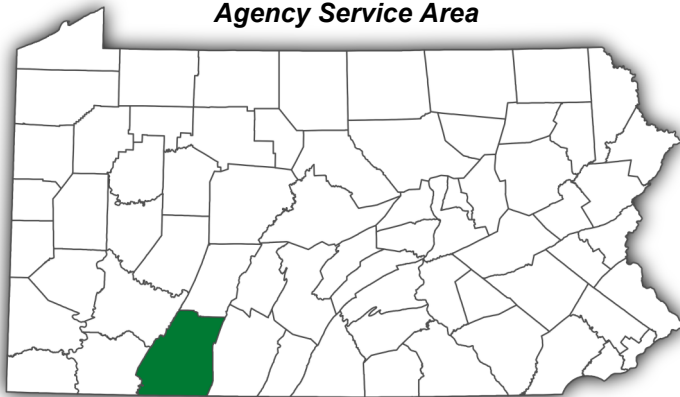
Operating Expense (000's)
\$1,799



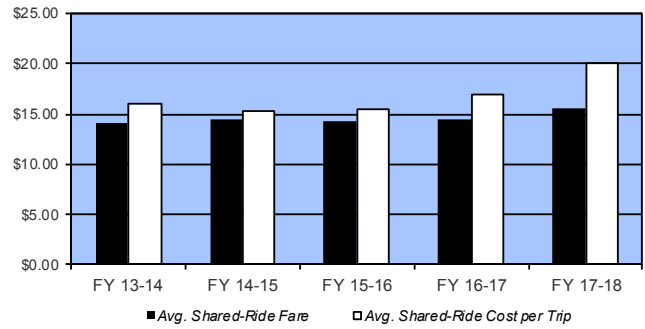
Operating Funds (000's)
\$1,868



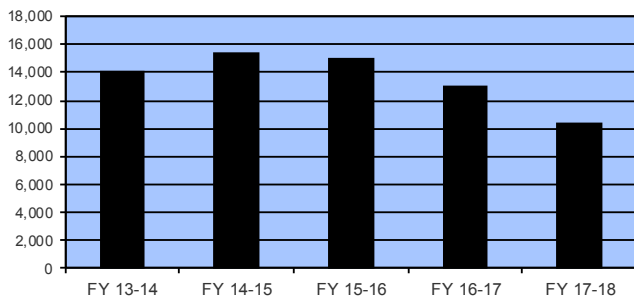
Agency Service Area



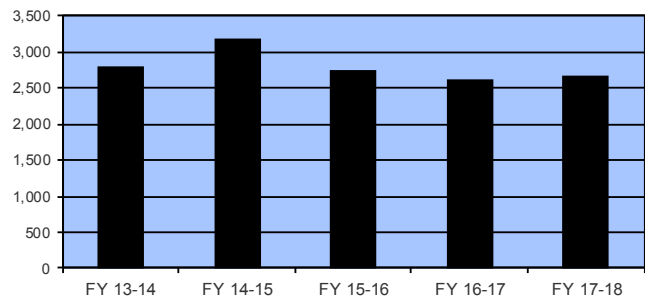
Shared-Ride Fare Recovery



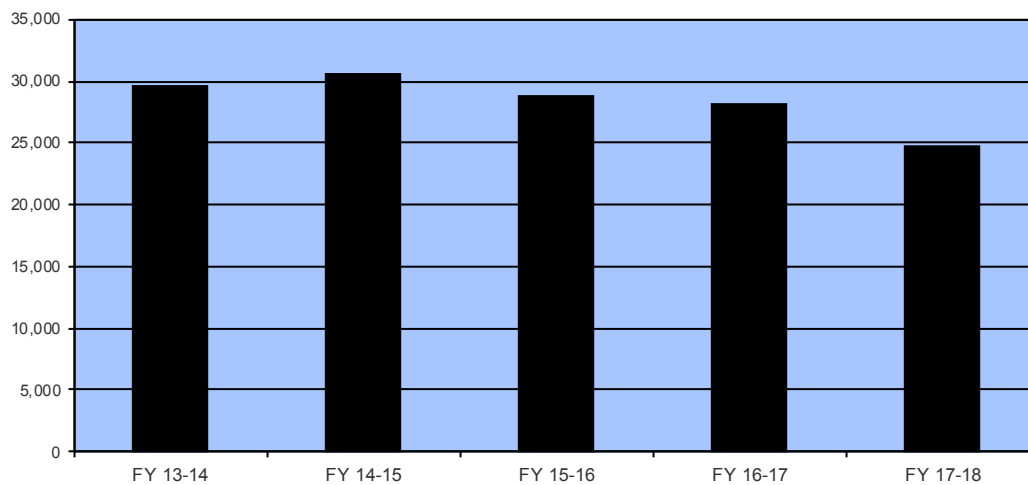
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Rural System



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



House District
 Warren: 65
Senate District
 Warren: 21, 50



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 64,912
 Senior Passengers: 9,300
 Revenue Vehicle Miles: 194,574
 Revenue Vehicle Hours: 10,610



Current Employees
 Agency Full-Time: 18
 Agency Part-Time: 11
 System-Wide: 29



Act 44 Operating Assistance
 Section 1513 Allocation: \$683,404
 Required Local Match: \$44,286

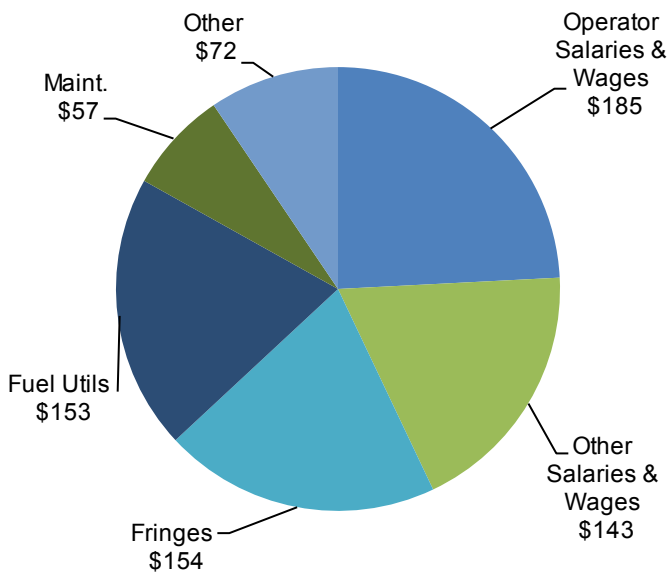


Current Fleet Size
 Diesel/Gasoline Motor Bus: 5
 Diesel/Gasoline Paratransit Vehicle: 11
 System-wide: 16

RURAL OPERATING BUDGET

Operating Expense (000's)

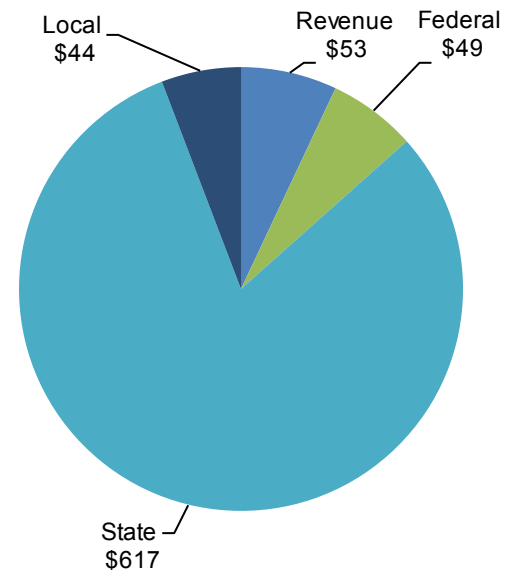
\$763



Expense includes ADA complementary expense.

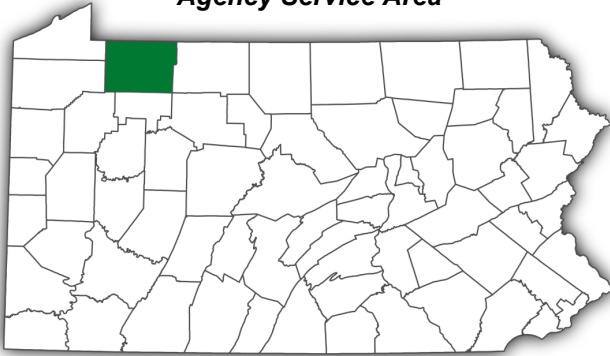
Operating Funds (000's)

\$763

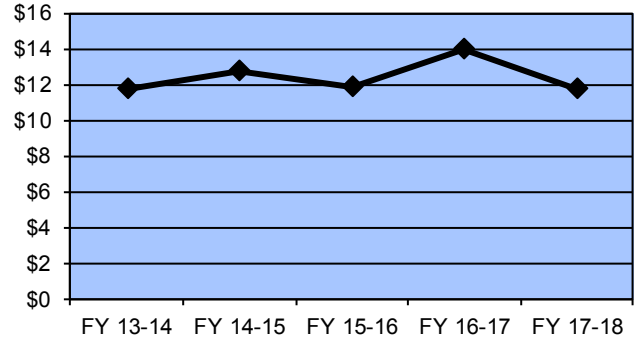


Revenue includes ADA complementary revenue.

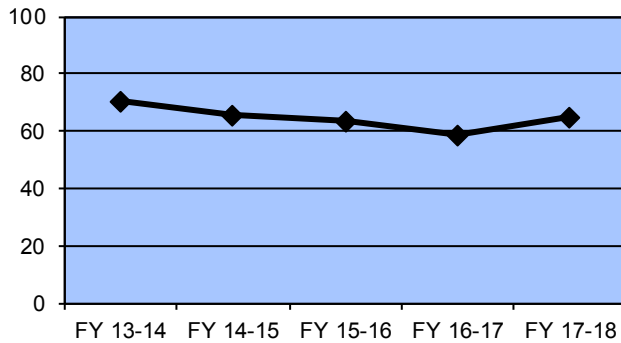
Agency Service Area



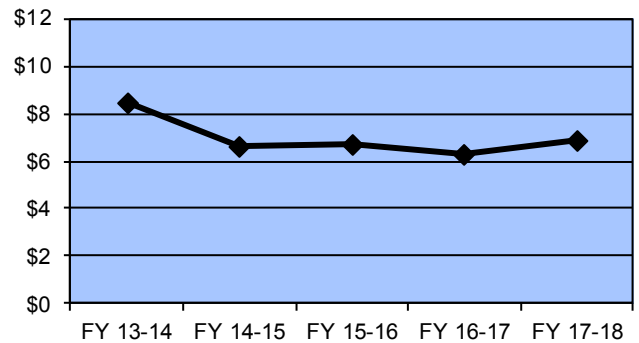
Operating Expense Per Passenger



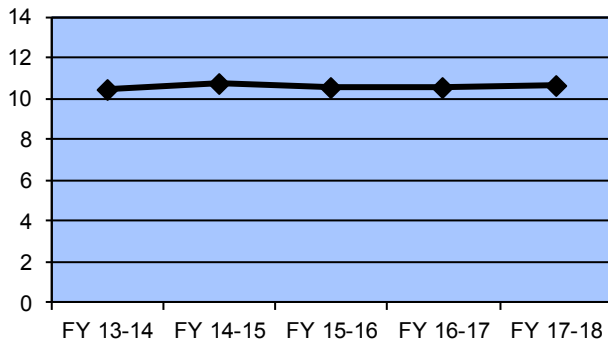
Total Passengers (000's)



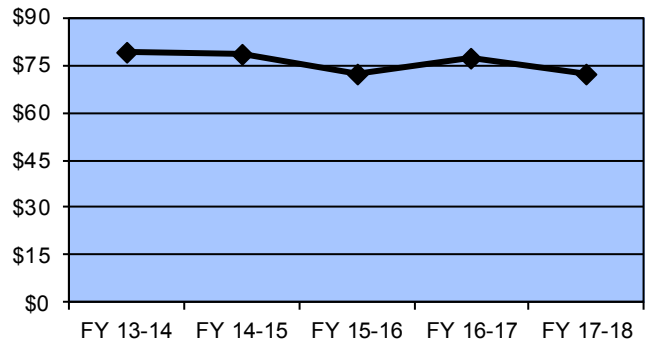
Operating Revenue Per Revenue Vehicle Hour



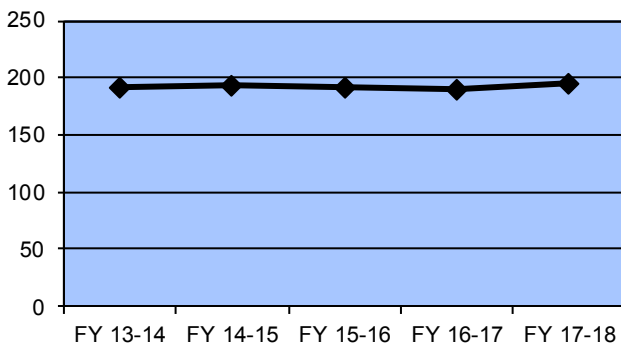
Revenue Vehicle Hours (000's)



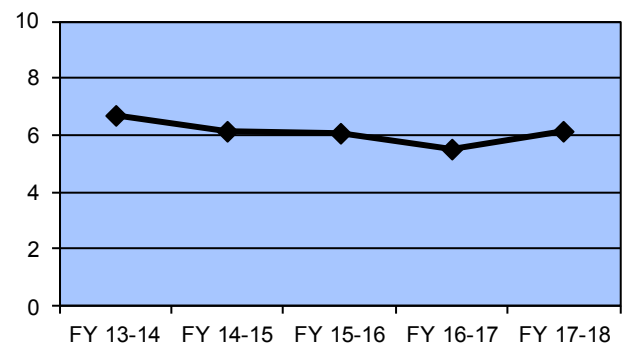
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Warren: 65
Senate District
 Warren: 21, 50



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



Current Fare Information
 Average Shared-Ride Fare: \$16.14
 Average Shared-Ride Cost per Trip: \$21.91
 Fare Structure
 Implementation Date: September 2010



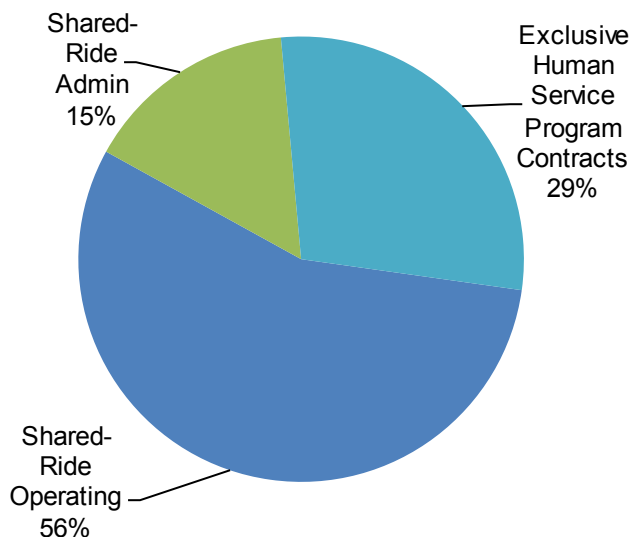
Trip Information
 65+ Trips: 26,566
 PwD Trips: 676
 Other Shared-Ride Trips: 5,685
 Total Shared-Ride Trips: 32,927
 Total Escorts: 1,940
 Non-Public Trips: 1,283



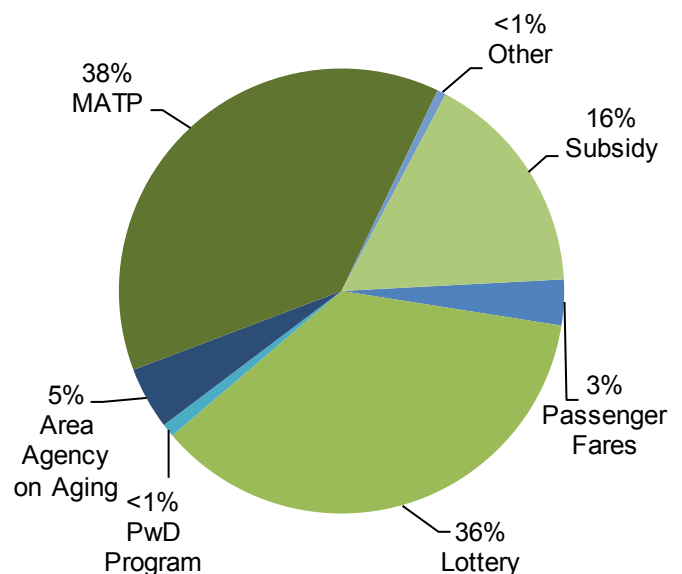
Vehicles Operated in Maximum Service
 Community Transportation: 8

COMMUNITY TRANSPORTATION OPERATING BUDGET

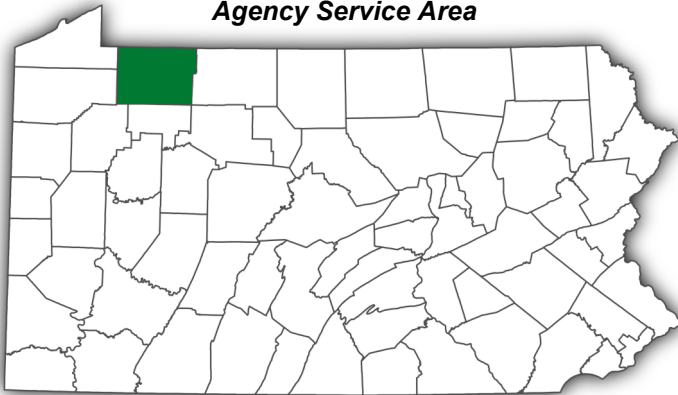
Operating Expense (000's)
\$1,012



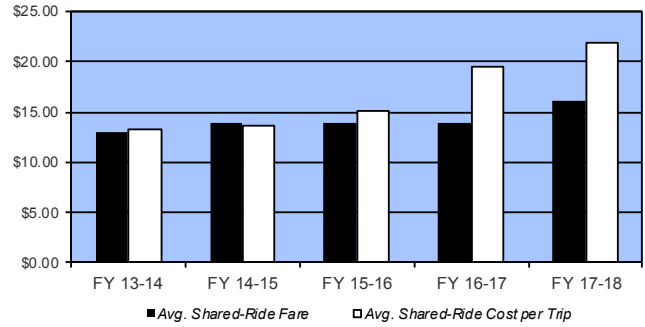
Operating Funds (000's)
\$1,010



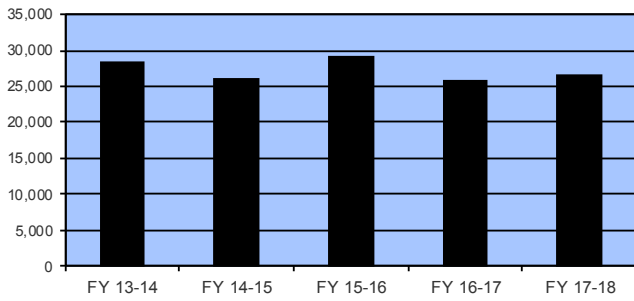
Agency Service Area



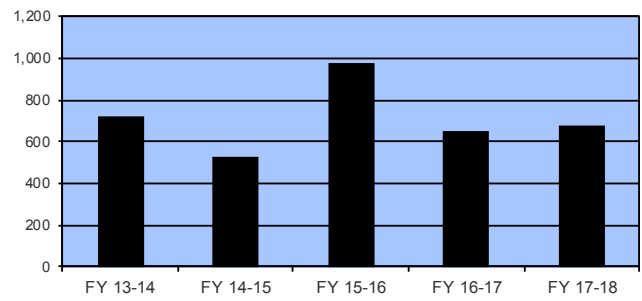
Shared-Ride Fare Recovery



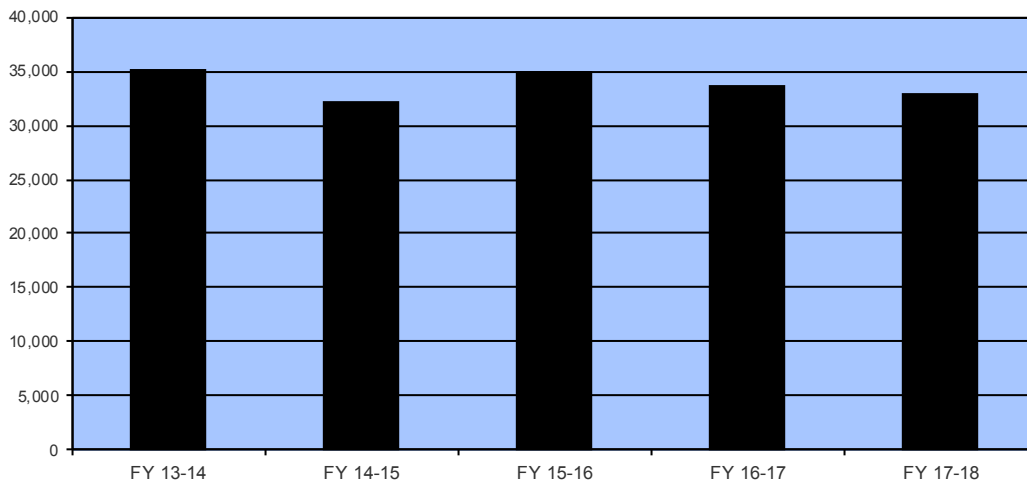
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Urban System



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



House District
 Washington: 15, 39, 40, 46, 48, 49, 50
Senate District
 Washington: 37, 46



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 103,775
 Senior Passengers: 16,273
 Revenue Vehicle Miles: 424,052
 Revenue Vehicle Hours: 26,603



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,479,147
 Required Local Match: \$217,839

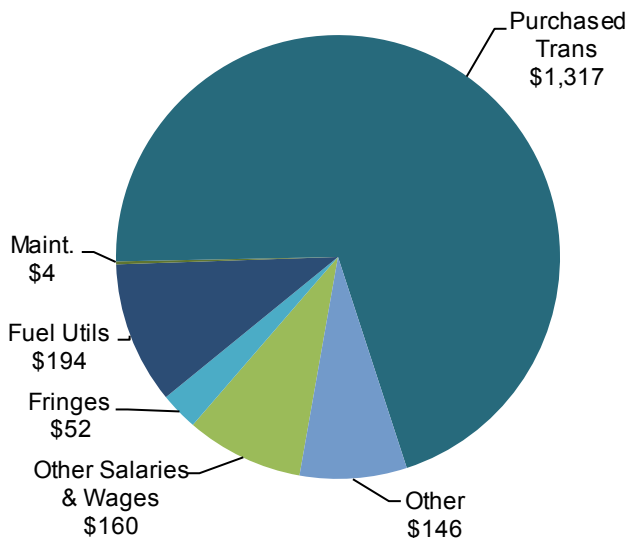


Current Fleet Size
 Diesel/Gasoline Motor Bus: 10
 Diesel/Gasoline Paratransit Vehicle: 78
 System-Wide: 88

OPERATING PROFILES

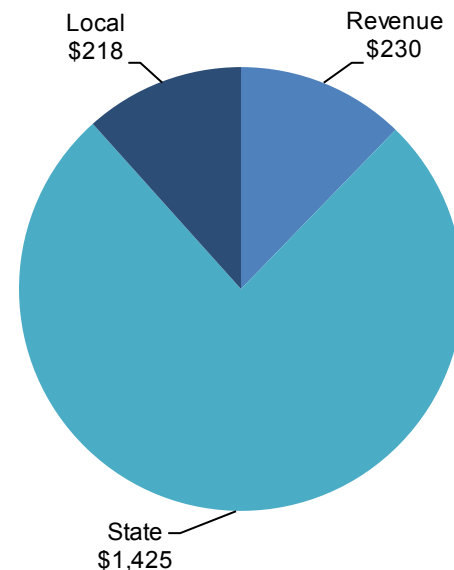
URBAN OPERATING BUDGET

Operating Expense (000's)
\$1,873



Expense includes ADA complementary expense.

Operating Funds (000's)
\$1,873

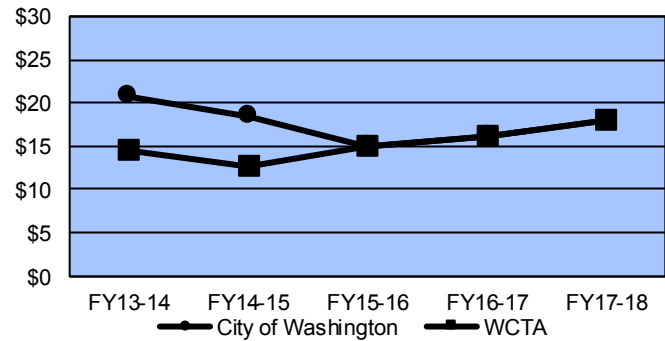


Revenue includes ADA complementary revenue.

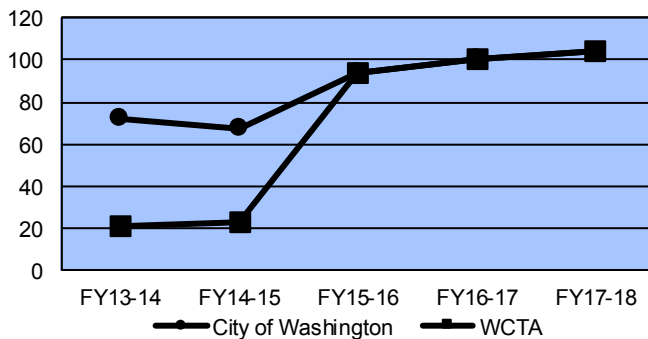
Agency Service Area



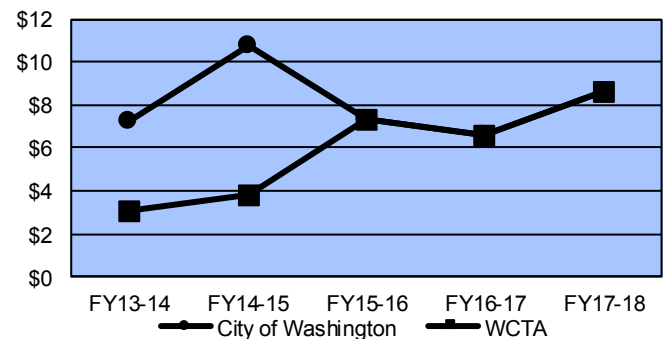
Operating Expense Per Passenger



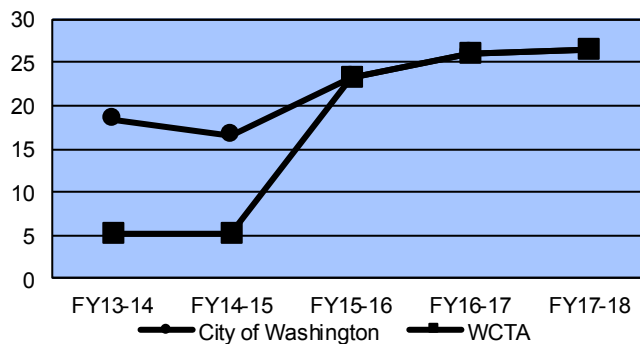
Total Passengers (000's)



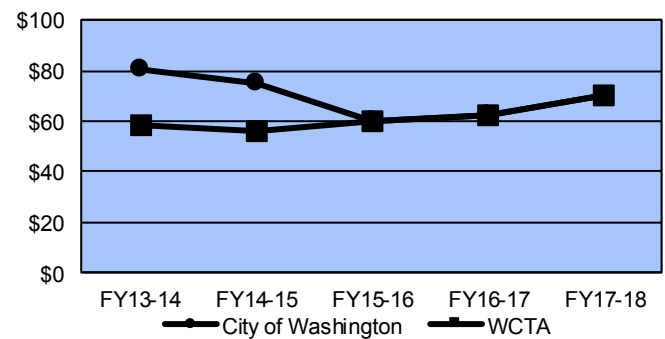
Operating Revenue Per Revenue Vehicle Hour



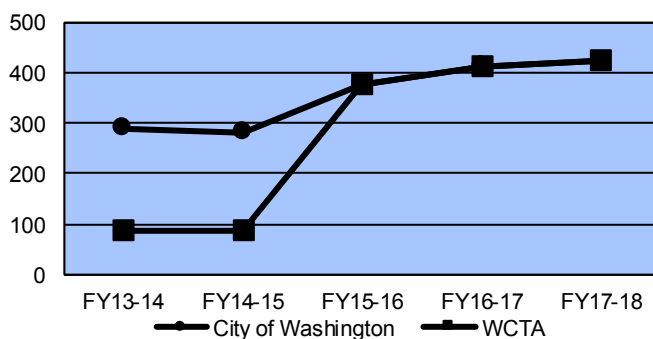
Revenue Vehicle Hours (000's)



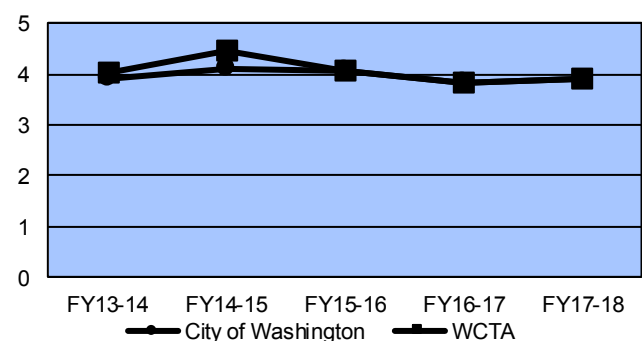
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Washington: 15, 39, 40, 46, 48, 49, 50
Senate District
 Washington: 37, 46



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



Current Fare Information
 Average Shared-Ride Fare: \$21.99
 Average Shared-Ride Cost per Trip: \$25.03
 Fare Structure
 Implementation Date: March 2016



Trip Information
 65+ Trips: 85,199
 PwD Trips: 20,168
 Other Shared-Ride Trips: 84,373
 Total Shared-Ride Trips: 189,740
 Total Escorts: 19,181
 Non-Public Trips: 2,207

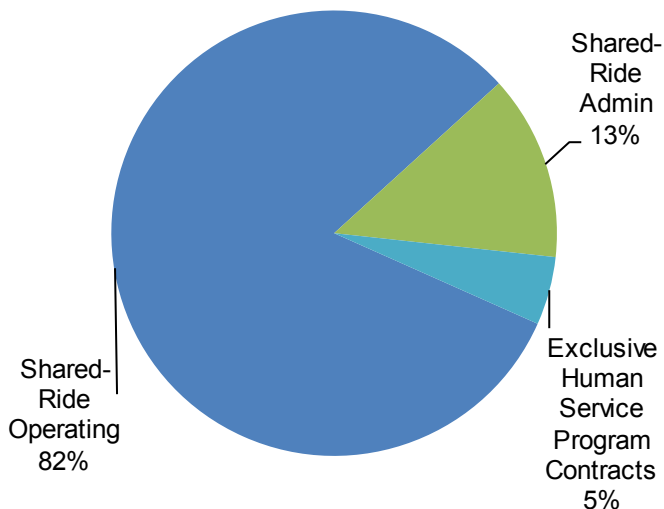


Vehicles Operated in Maximum Service
 Community Transportation: 60

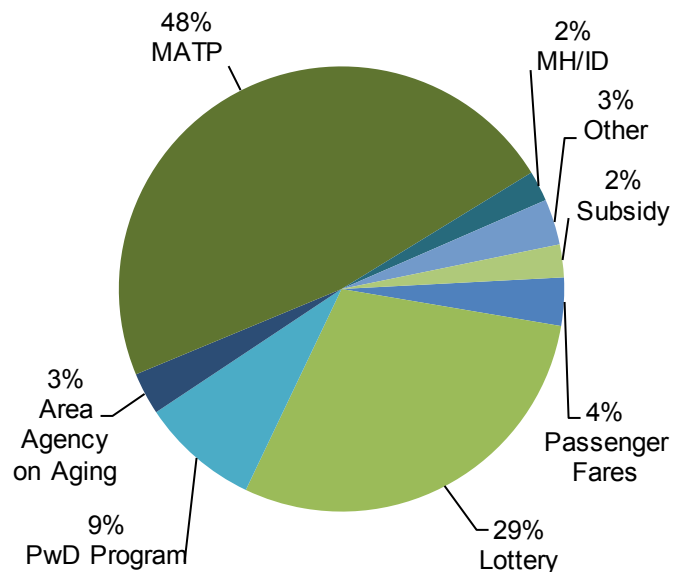
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

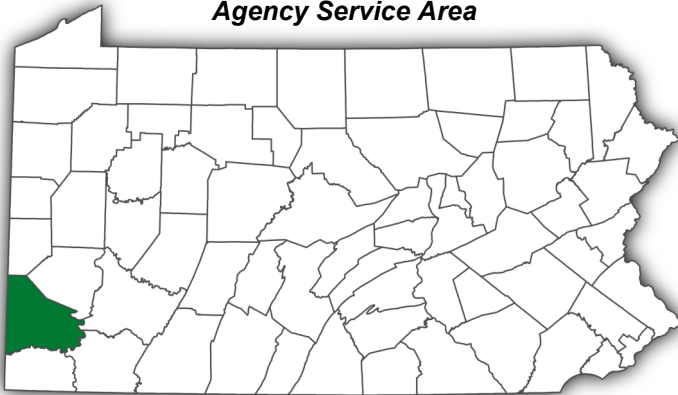
Operating Expense (000's)
\$4,996



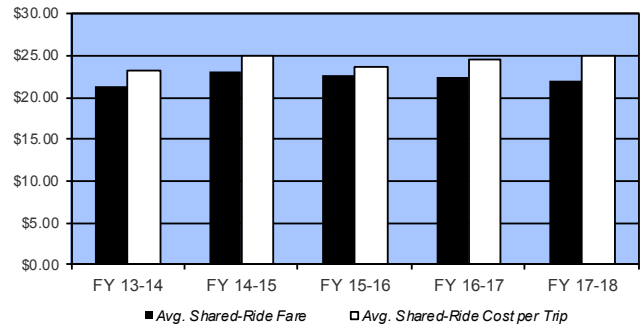
Operating Funds (000's)
\$4,998



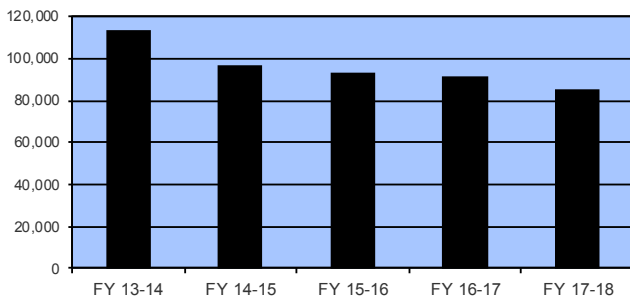
Agency Service Area



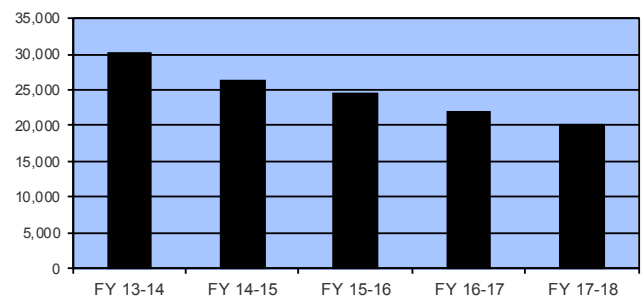
Shared-Ride Fare Recovery



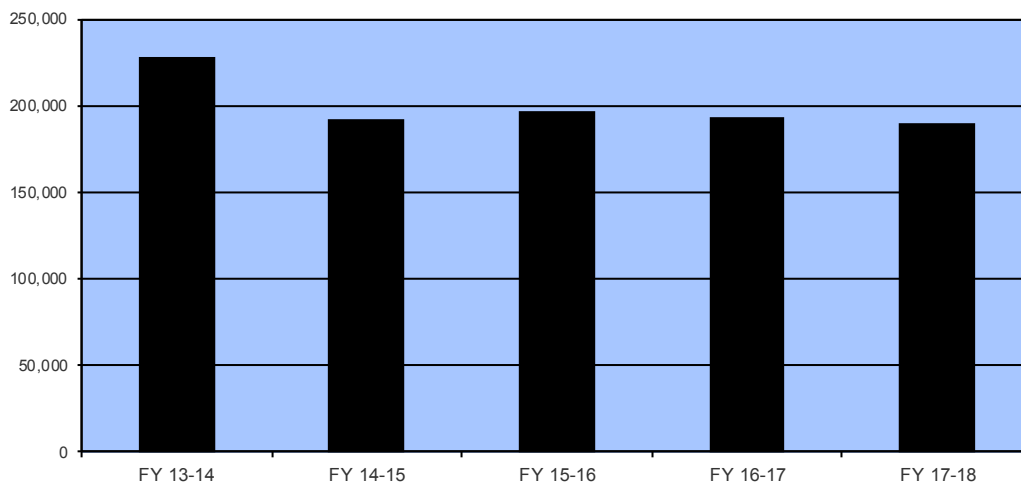
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



Community Transportation



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



House District
 Wayne: 111, 139
Senate District
 Wayne: 20



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



Current Fare Information
 Average Shared-Ride Fare: \$32.87
 Average Shared-Ride Cost per Trip: \$29.71
 Fare Structure
 Implementation Date: March 2016



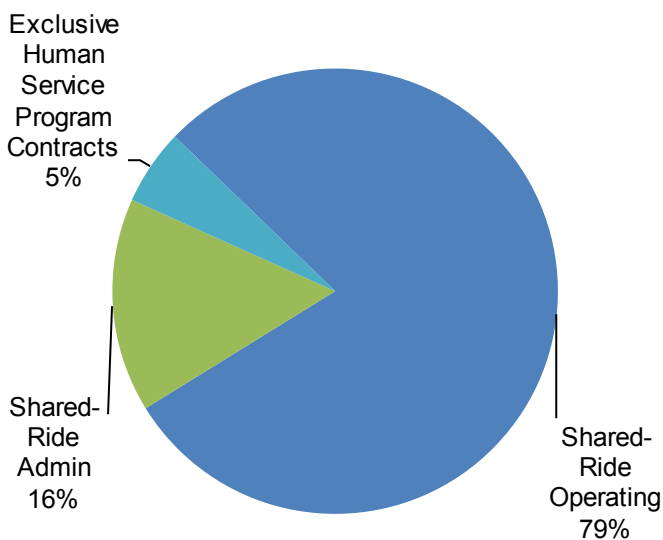
Trip Information
 65+ Trips: 33,598
 PwD Trips: 2,534
 Other Shared-Ride Trips: 19,060
 Total Shared-Ride Trips: 55,192
 Total Escorts: 5,820
 Non-Public Trips: 5,728



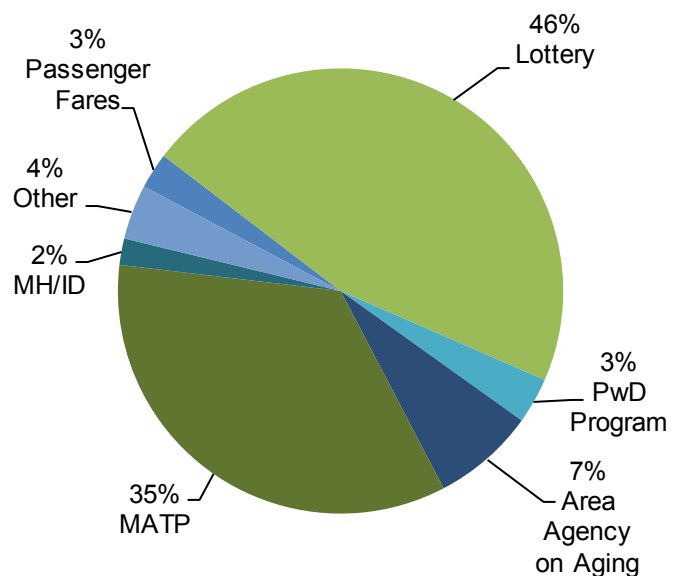
Vehicles Operated in Maximum Service
 Community Transportation: 31

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,735

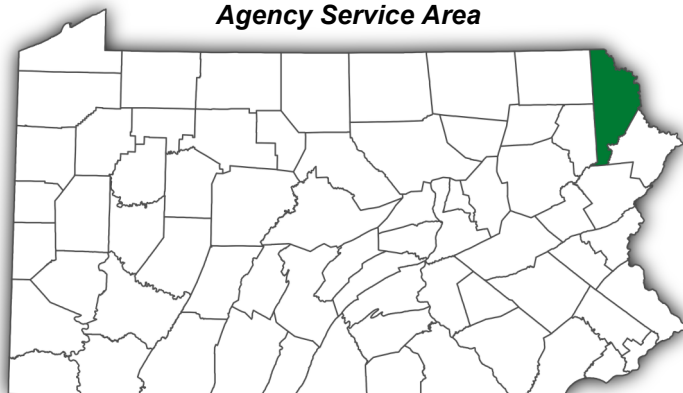


Operating Funds (000's)
\$1,911

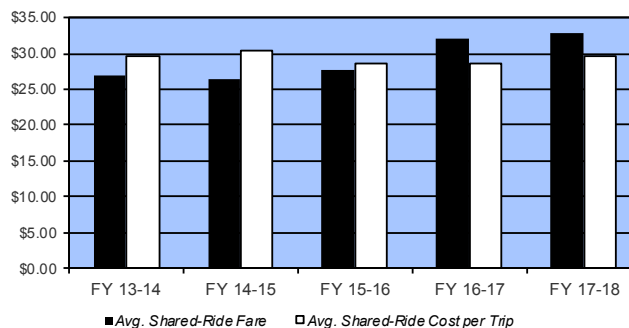


Wayne County Area Agency on Aging

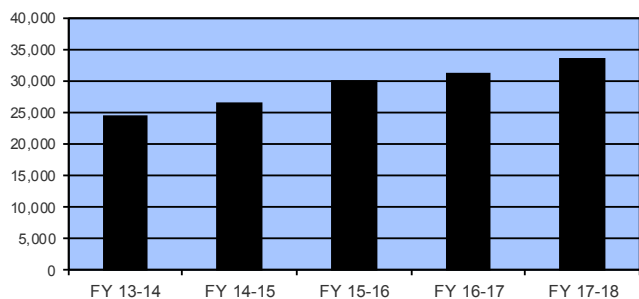
Agency Service Area



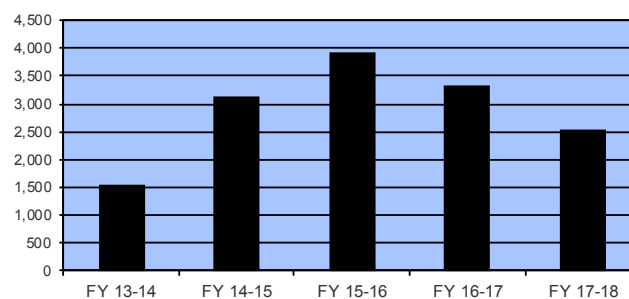
Shared-Ride Fare Recovery



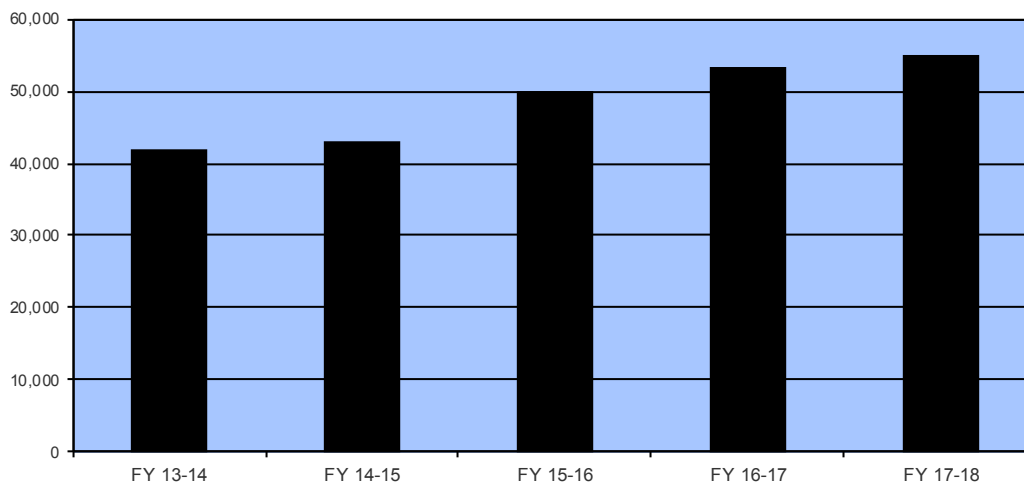
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban & Rural System



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



House District
 Westmoreland: 33, 52, 54, 55, 56, 57, 58, 59

Senate District
 Westmoreland: 32, 39, 41, 45



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 449,078
 Senior Passengers: 60,814
 Revenue Vehicle Miles: 1,072,397
 Revenue Vehicle Hours: 53,098



Current Employees

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



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,460,595
 Required Local Match: \$347,035



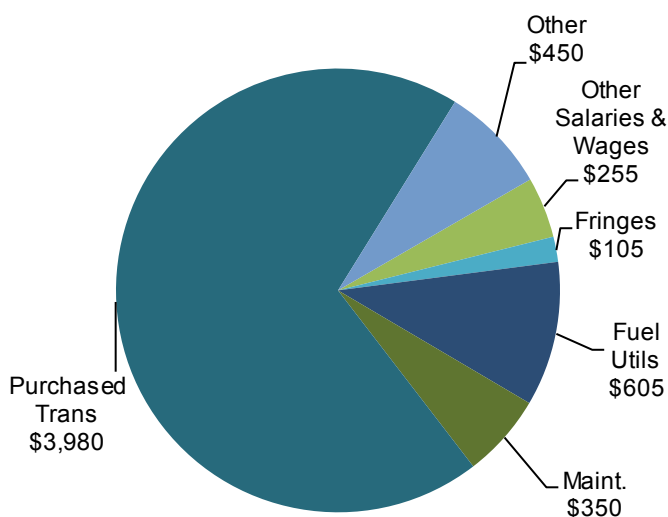
Current Fleet Size

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

OPERATING PROFILES

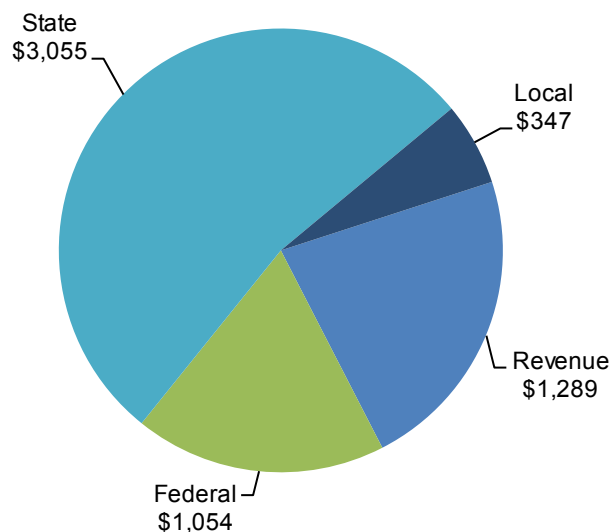
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$5,745



Expense includes ADA complementary expense.

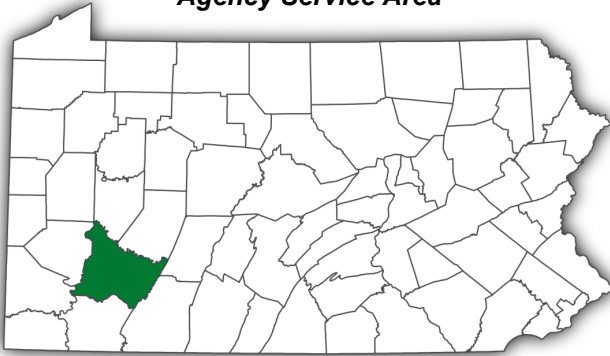
Operating Funds (000's)
\$5,745



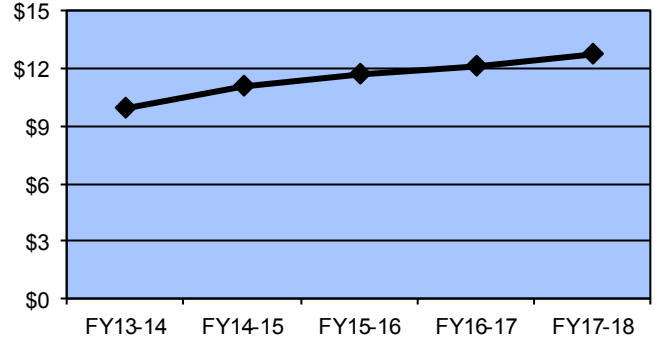
Revenue includes ADA complementary revenue.

(WCTA) Westmoreland County Transit Authority

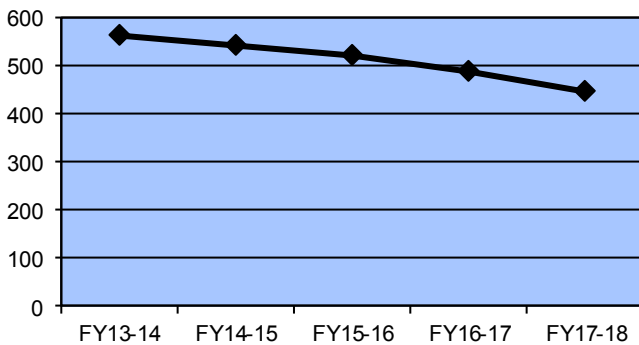
Agency Service Area



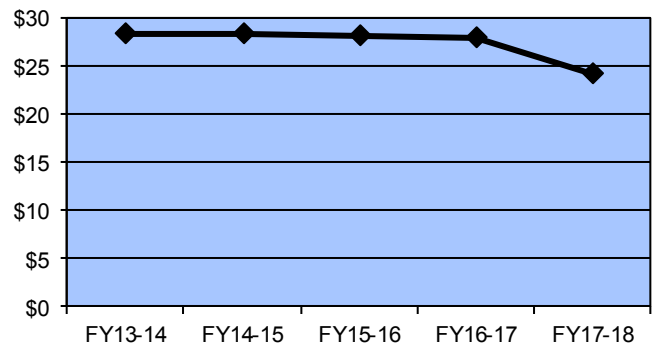
Operating Expense Per Passenger



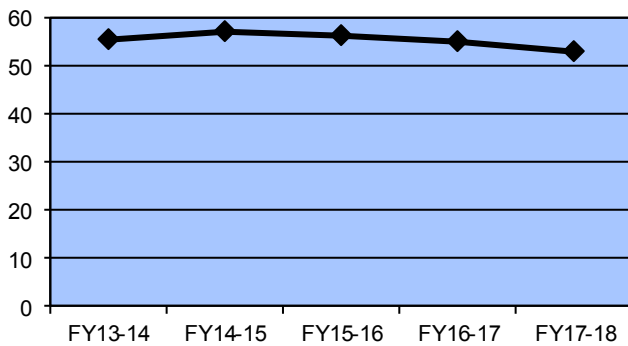
Total Passengers (000's)



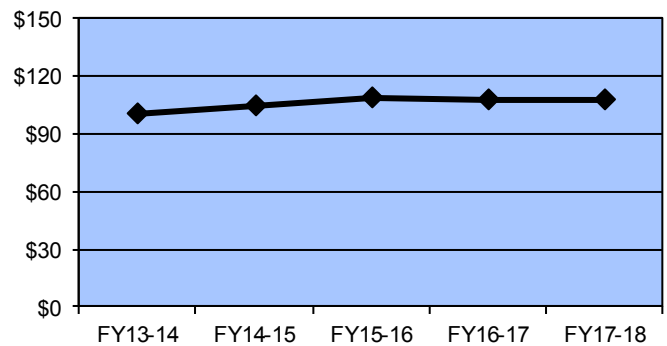
Operating Revenue Per Revenue Vehicle Hour



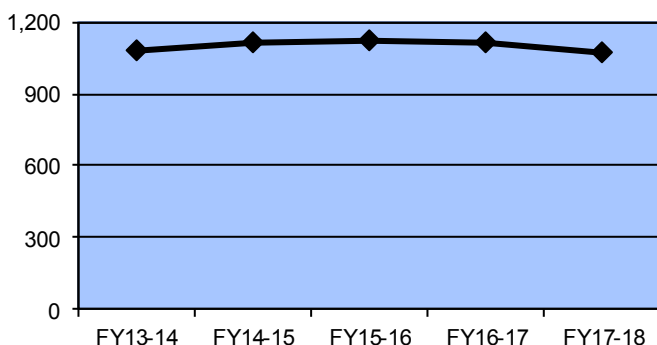
Revenue Vehicle Hours (000's)



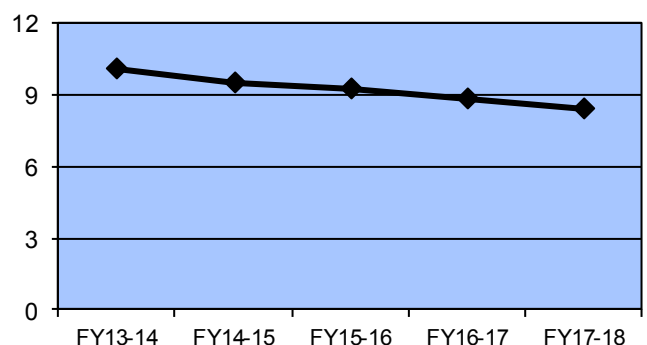
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

Community Transportation



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



House District
 Westmoreland: 33, 52, 54, 55, 56, 57, 58, 59
Senate District
 Westmoreland: 32, 39, 41, 45



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



Current Fare Information
 Average Shared-Ride Fare: \$26.02
 Average Shared-Ride Cost per Trip: \$25.57
 Fare Structure
 Implementation Date: July 2013



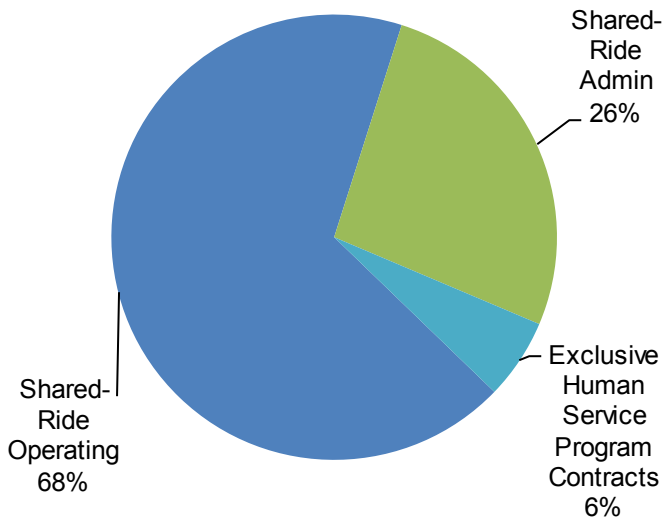
Trip Information
 65+ Trips: 67,967
 PwD Trips: 9,381
 Other Shared-Ride Trips: 96,123
 Total Shared-Ride Trips: 173,471
 Total Escorts: 7,533
 Non-Public Trips: 60,044



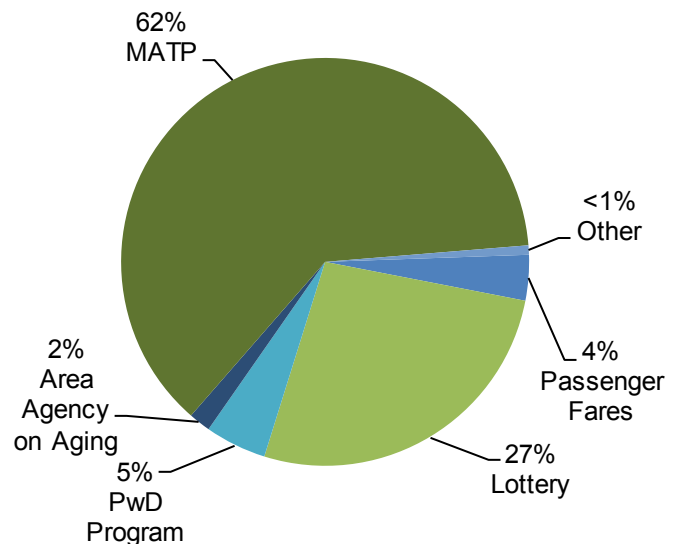
Vehicles Operated in Maximum Service
 Community Transportation: 54

COMMUNITY TRANSPORTATION OPERATING BUDGET

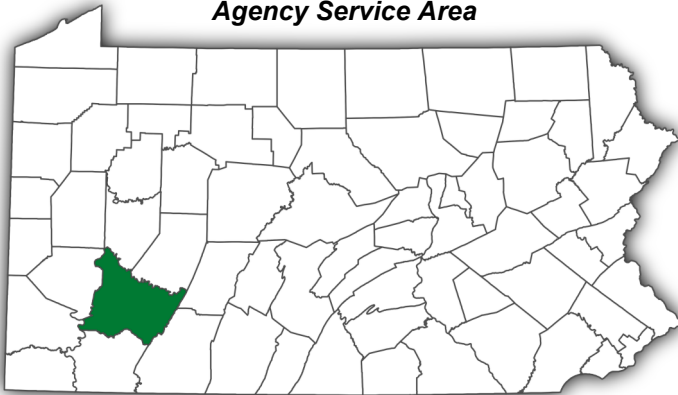
Operating Expense (000's)
\$4,710



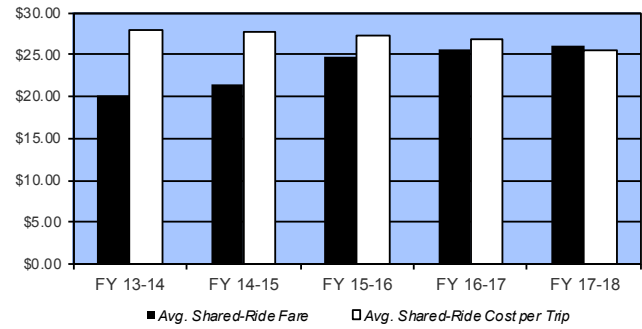
Operating Funds (000's)
\$4,987



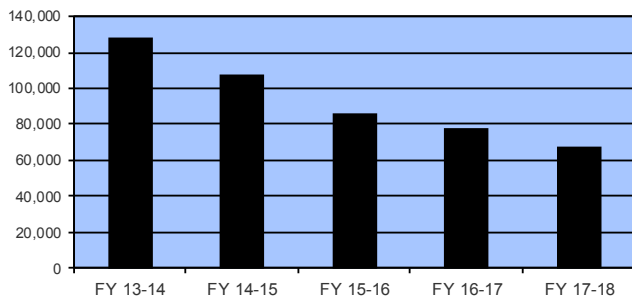
Agency Service Area



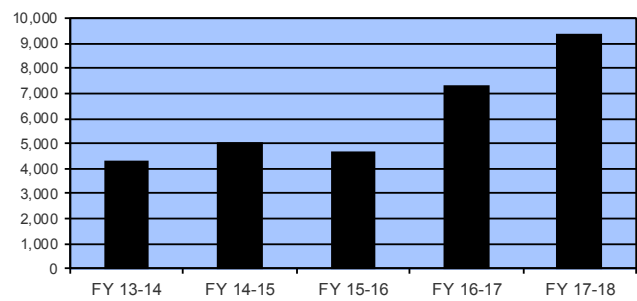
Shared-Ride Fare Recovery



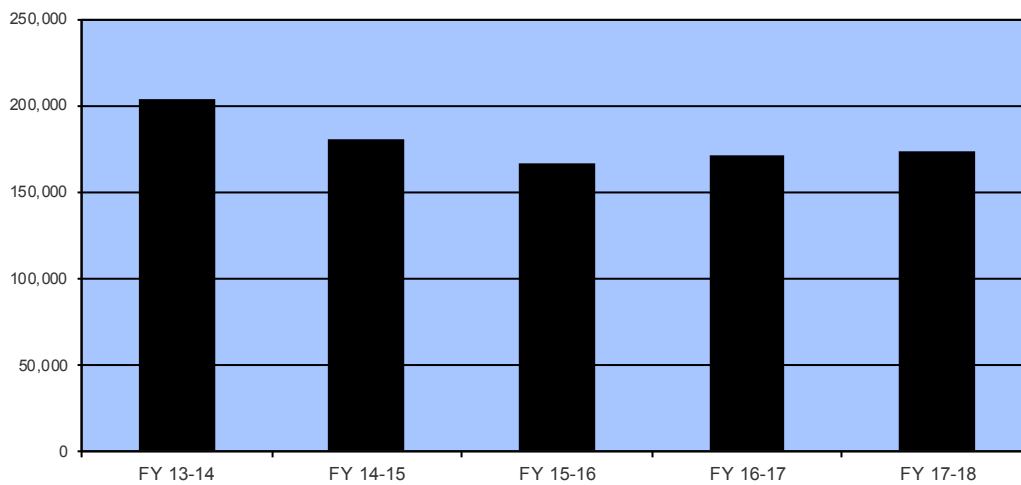
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



CNG

Urban System



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



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

Senate District
 Clinton: 25
 Lycoming: 23



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 1,293,028
 Senior Passengers: 203,518
 Revenue Vehicle Miles: 875,694
 Revenue Vehicle Hours: 57,842



Current Employees
 Agency Full-Time: 57
 Agency Part-Time: 6
 System-Wide: 63



Act 44 Operating Assistance
 Section 1513 Allocation: \$4,192,438
 Required Local Match: \$368,171



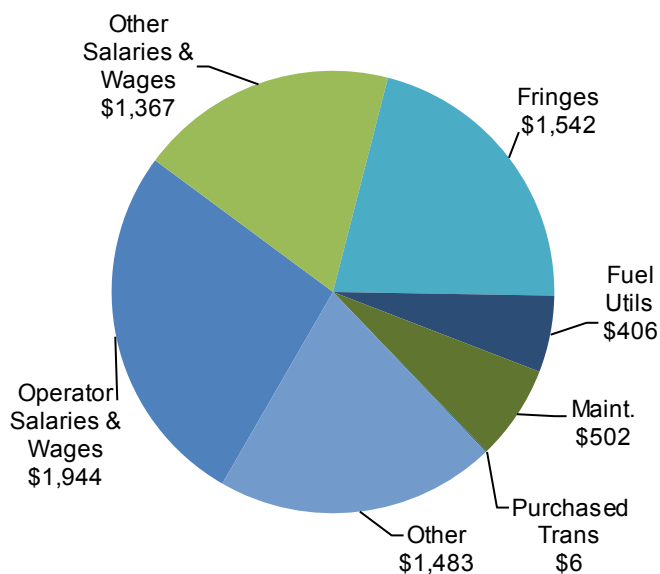
Current Fleet Size
 Diesel/Gasoline Motor Bus: 20
 CNG Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicles: 3
 System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

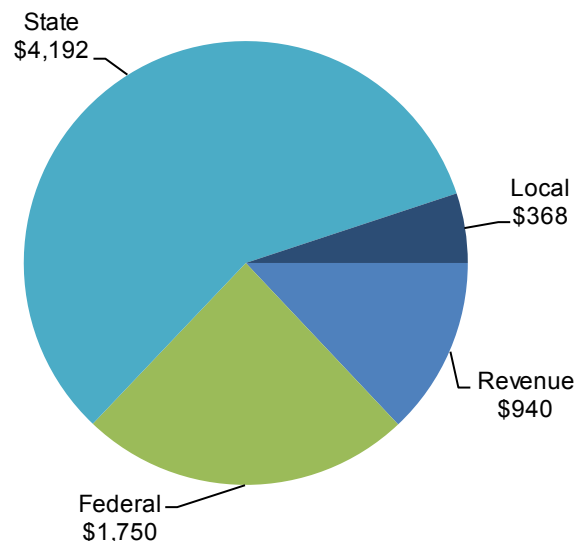
\$7,250



Expense includes ADA complementary expense.

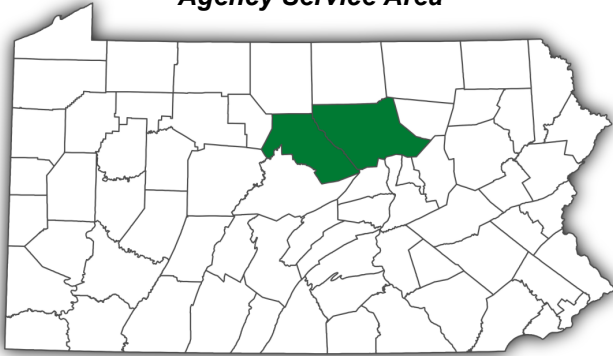
Operating Funds (000's)

\$7,250

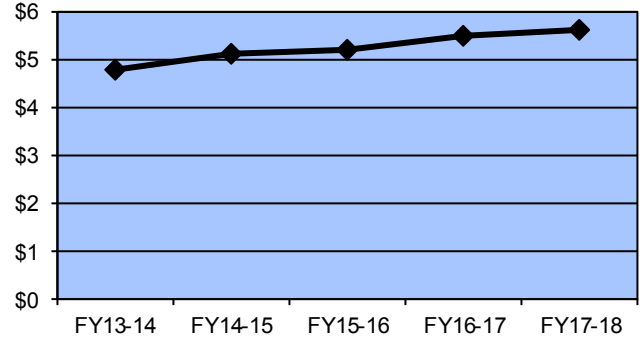


Revenue includes ADA complementary revenue.

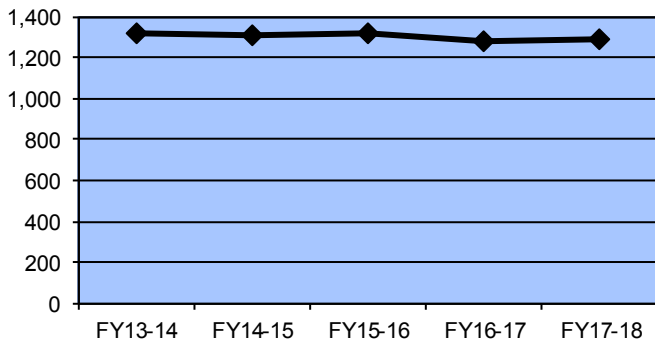
Agency Service Area



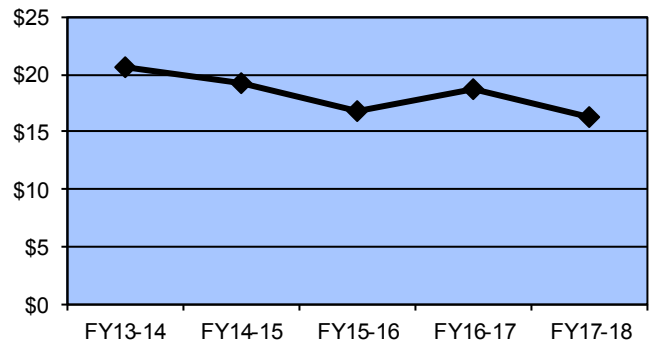
Operating Expense Per Passenger



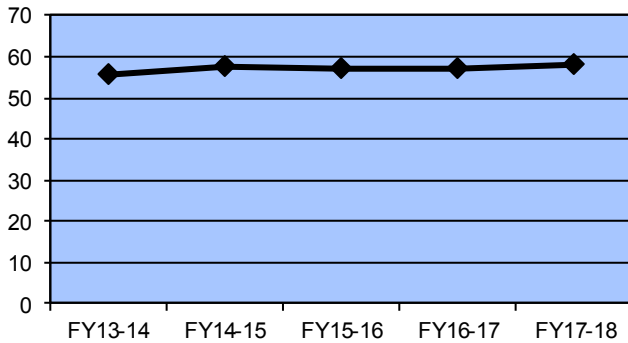
Total Passengers (000's)



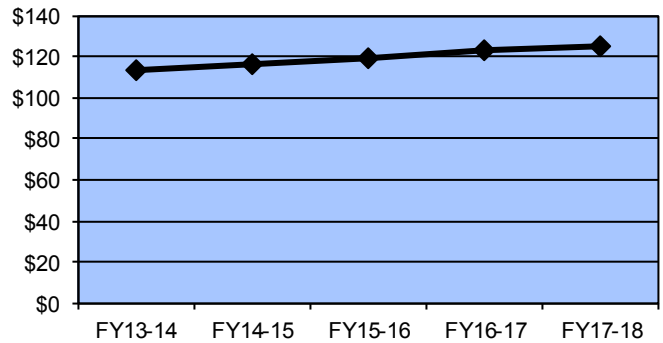
Operating Revenue Per Revenue Vehicle Hour



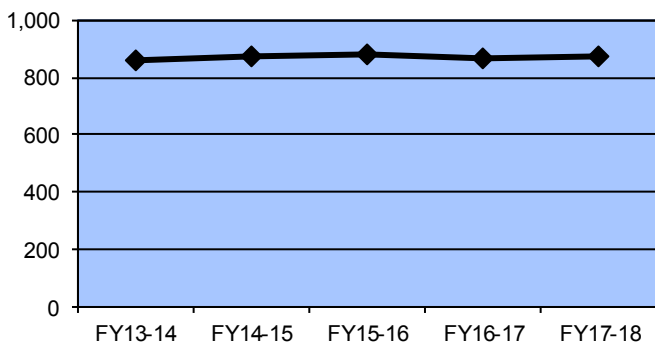
Revenue Vehicle Hours (000's)



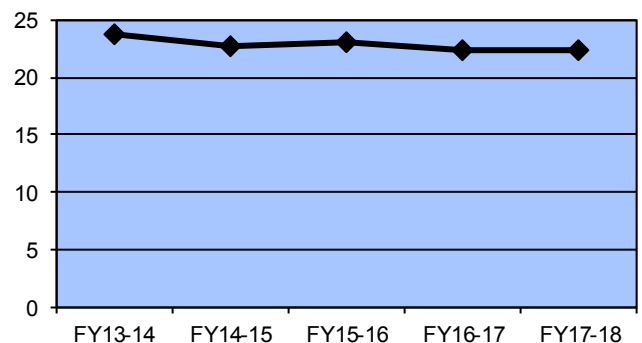
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

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Section VI

Consolidated Transit Agency Highlights

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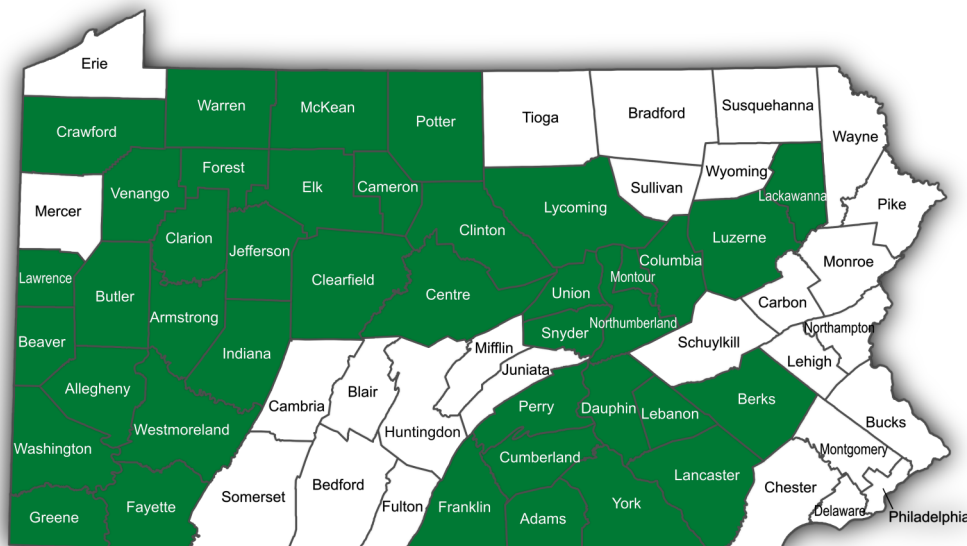
Consolidated Transit Agencies in Pennsylvania

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

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

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

To date, PennDOT has conducted consolidation studies covering 40 counties in Pennsylvania (shown below, in green).



CONSOLIDATED
TRANSIT AGENCIES

Consolidated Agency Highlights

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

- Lackawanna and Luzerne counties each consolidated their respective fixed route and shared-ride services in 2013. (Hazleton Public Transit remains separate.) Local officials continue to explore opportunities for consolidation into one bi-county agency.
- York and Adams counties merged fixed route and shared-ride operations to create the Central Pennsylvania Transportation Authority (CPTA). Since 2011, CPTA has assumed management of shared-ride services for Northumberland, Cumberland, Franklin, Columbia, Union, Snyder, Montour, and Perry counties. These management agreements have allowed all of the agencies to save costs through consolidated call centers and more efficient service delivery.
- Red Rose Transit Authority and the Berks Area Regional Transportation Authority (Lancaster and Berks Counties) came together as the South Central Transportation Authority in January 2015 and have taken advantage of the local match waiver for approximately \$780,000 annually.
- City of Washington Transit and Washington County Transit Authority (Washington Rides) consolidated in July 2015 to create a county-wide fixed route and shared-ride agency now doing business as Freedom Transit.
- Crawford Area Transportation Authority entered into a management agreement with Venango County effective July 1, 2016, to manage public transportation in Venango County and now operate as a single entity.
- DuBois, Falls Creek, Sandy Township Transit Authority (DuFAST) in Clearfield County consolidated with Area Transportation Authority of North Central Pennsylvania (ATA) effective July 1, 2017.

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

- Armstrong and Indiana counties are currently undergoing a consolidation feasibility study at the request of the respective county commissioners.
- The south central Pennsylvania region continues to pursue consolidation options to bring fixed route and shared-ride operations together.

The following pages provide a more detailed profile on successfully consolidated agencies through fiscal year 2017-18.



South Central Transit Authority (SCTA)

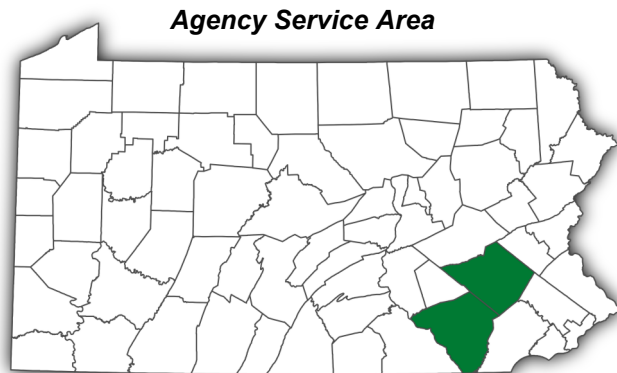
45 Erick Road
 Lancaster, PA 17601
 Mr. David Kilmer, Executive Director
 717-397-5613
www.sctapa.com

Date of Consolidation by County

Berks County: January 2015
 Lancaster County: January 2015

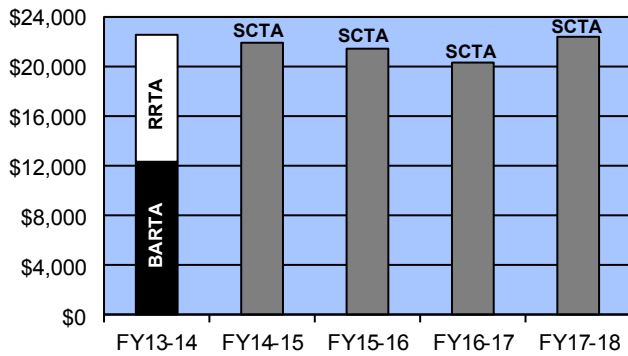
SCTA Consolidation Overview

The South Central Transit Authority was created to merge the administrative staff at Red Rose Transit Authority (RRTA) and Berks Area Regional Transit Authority (BARTA) to save money by sharing resources. This consolidation was the first of its kind in Pennsylvania. SCTA is the administrative authority that oversees both RRTA and BARTA and ensures existing services as seen by customers were unaffected by the consolidation.

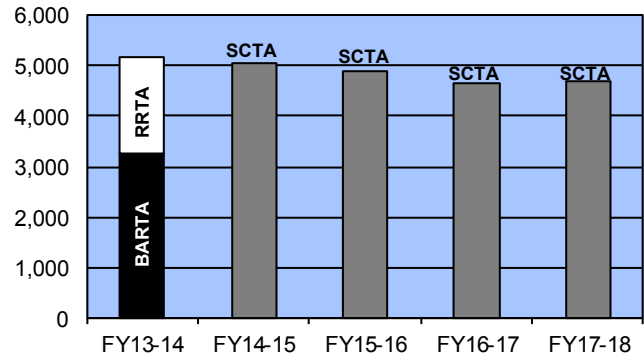


FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)

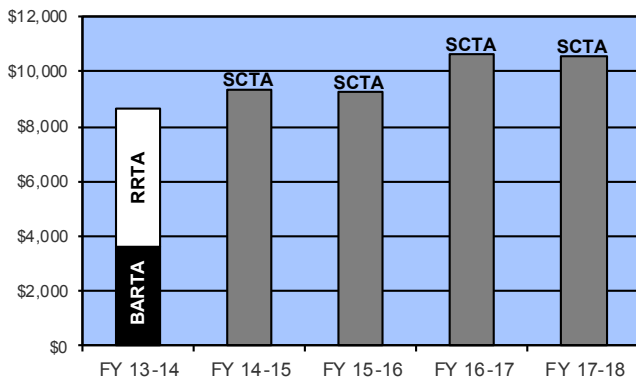


Passenger Trips (000's)

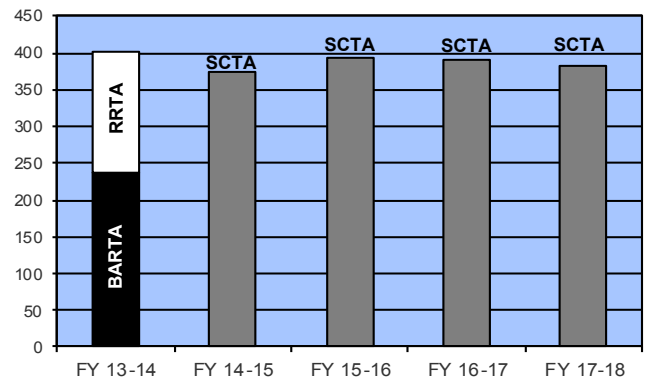


SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)

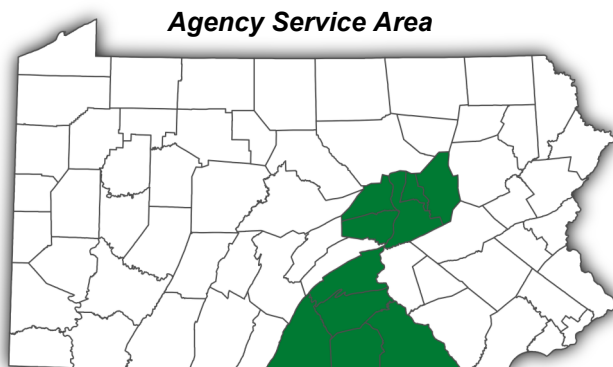


CONSOLIDATED TRANSIT AGENCIES



Central Pennsylvania Transportation Authority (CPTA)

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



Date of Consolidation by County

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

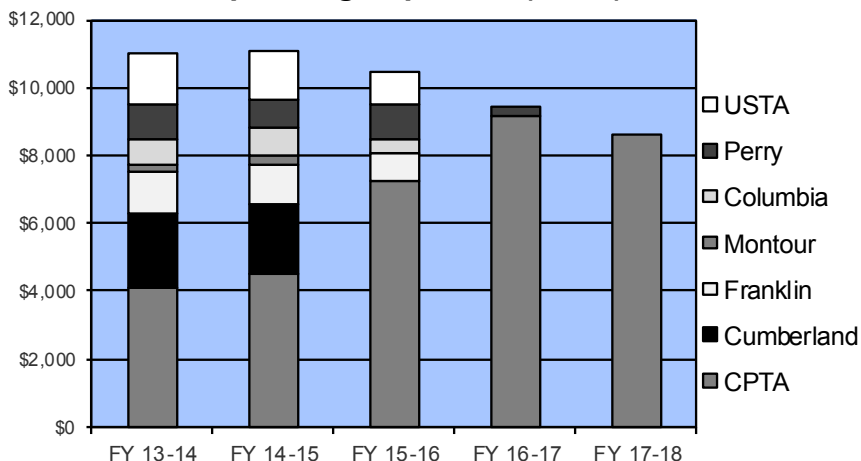
CPTA Consolidation Overview

Seeking increased efficiency and cost savings, the Central Pennsylvania Transportation Authority (dba rabbittransit) now provides shared-ride service in 10 counties in Pennsylvania. By crossing municipal lines, sharing resources across borders, and utilizing vehicles during layovers, rabbittransit has saved approximately \$700,000.

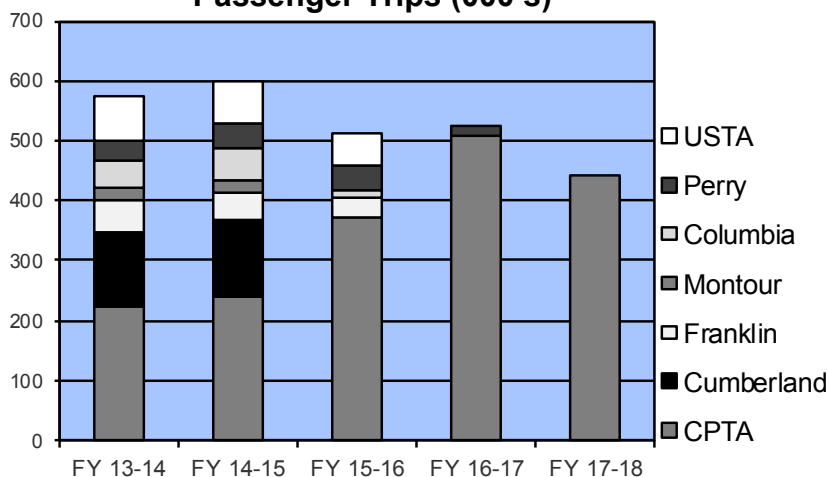
CONSOLIDATED TRANSIT AGENCIES

SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)





Washington County Transportation Authority (WCTA)

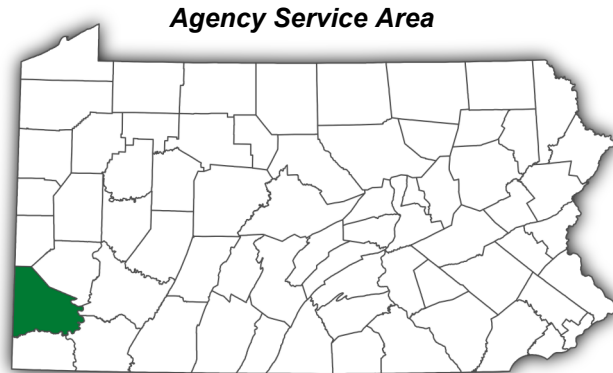
50 East Chestnut Street
 Washington, PA 15301
 Ms. Sheila Gombita, Executive Director
 724-223-8747
www.freedom-transit.org

Date of Consolidation by Agency

City of Washington: July 2015
 Washington County: July 2015

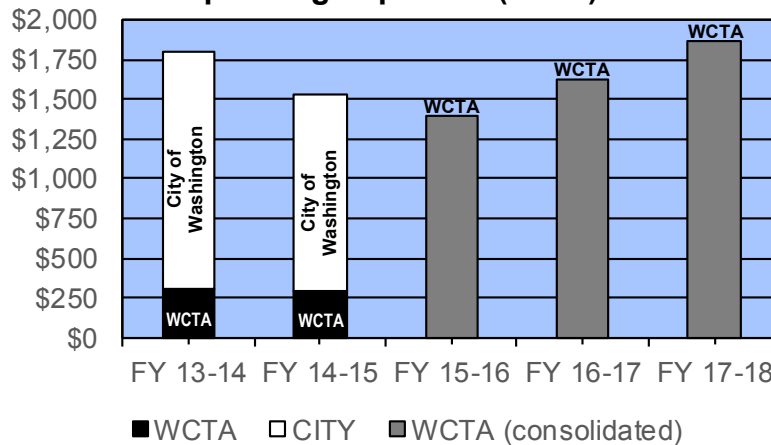
WCTA Consolidation Overview

As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Washington County Transportation Authority (formerly Washington Rides) consolidated with Washington City Transit, a fixed route transit system, on July 1, 2015. The combined transit agency now operates under the name Freedom Transit.

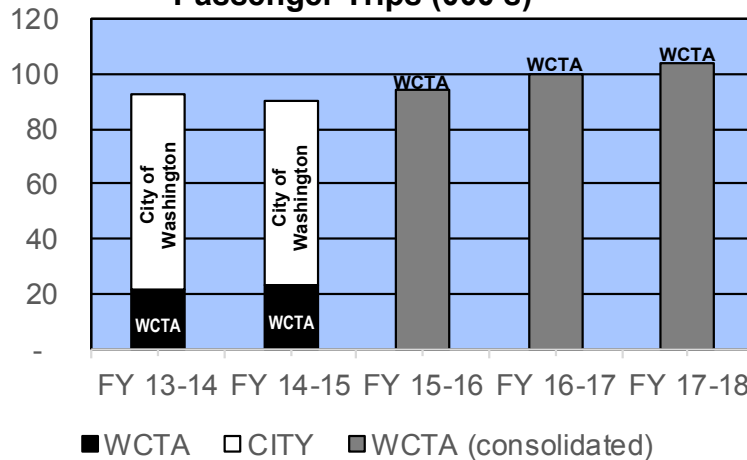


FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



CONSOLIDATED TRANSIT AGENCIES

Crawford Area Transportation Authority (CATA)



cata

**VENANGO
COUNTY
TRANSIT**

Crawford Area Transportation Authority (CATA)

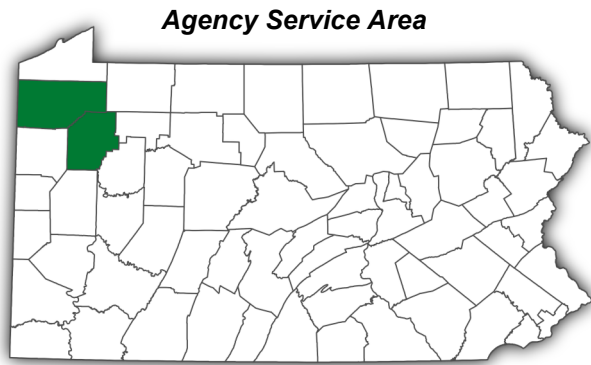
214 Pine Street
Meadville, PA 16335
814-336-5600
Mr. Timothy Geibel, General Manager
www.catabus.org

Date of Consolidation by Agency

Crawford County: July 2016
Venengo County: July 2016

CATA Consolidation Overview

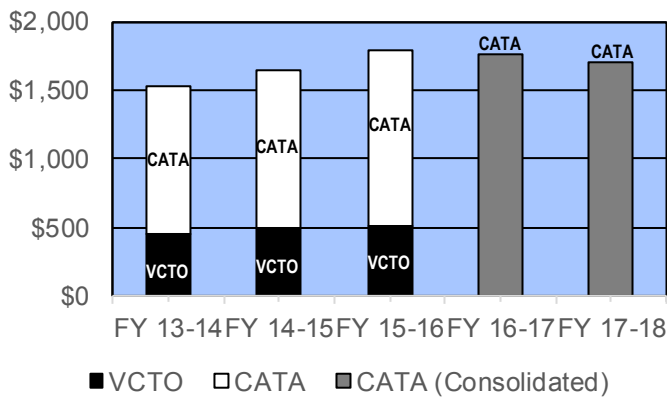
As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Crawford Area Transportation Authority entered into a management agreement with Venengo County effective July 1, 2016 to manage public transportation in Venengo County. The combined transit agency operates under the name Crawford Area Transportation Authority. Since consolidating, CATA has reduced its operating expenses by \$25,000.



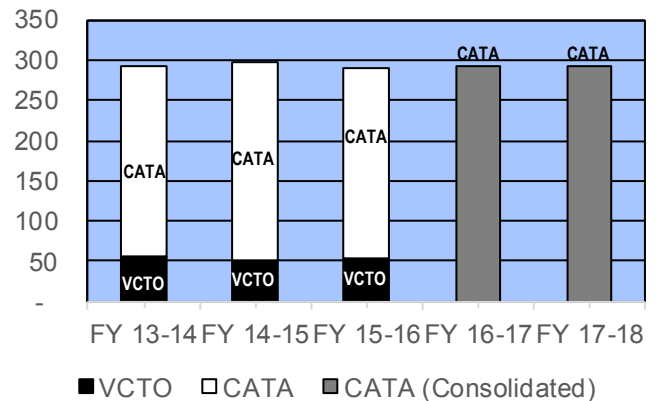
Agency Service Area

FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)

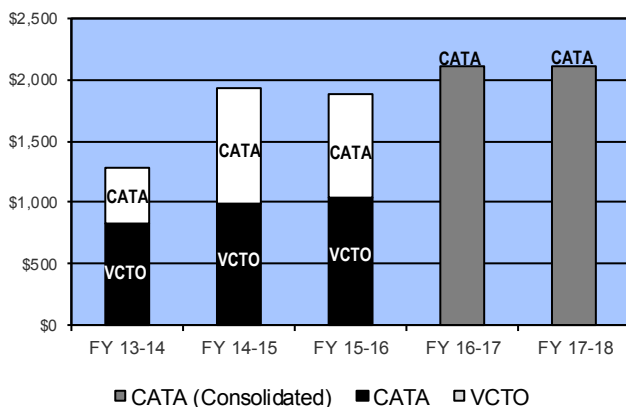


Passenger Trips (000's)

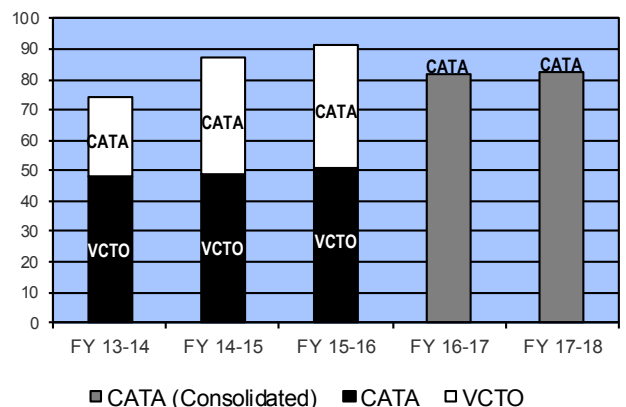


SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



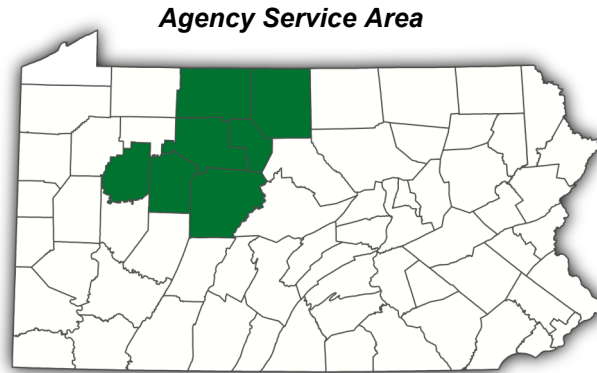
CONSOLIDATED TRANSIT AGENCIES



AREA TRANSPORTATION AUTHORITY OF NORTH CENTRAL PENNSYLVANIA
Cameron, Clearfield, Elk, Jefferson, McKean, Potter

Area Transportation Authority (ATA)

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



Date of Consolidation by Agency

ATA: July 2017
DuFast: July 2017

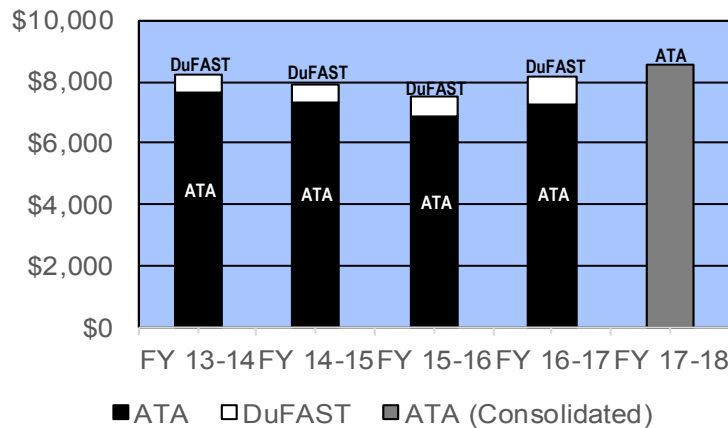
ATA Consolidation Overview

As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Area Transportation Authority of North Central Pennsylvania (ATA) consolidated with the DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFast) on July 1, 2016. The combined transit agency now operates under the name Area Transportation Authority of North Central Pennsylvania (ATA).

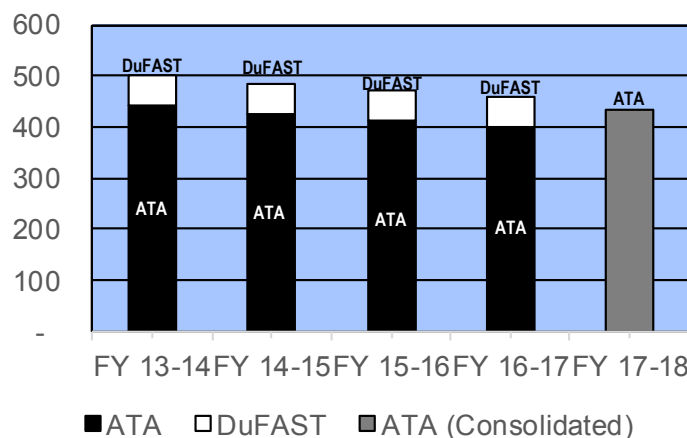
CONSOLIDATED TRANSIT AGENCIES

FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



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Section VII

Intercity Bus

Intercity Bus Program

Intercity Bus Program:

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

Total Passengers:	211,181
Total Bus Trips:	15,784
Total Revenue Vehicle Miles:	2,471,038
Operating Expense Per Passenger:	\$51.09
Operating Revenue Per Vehicle Mile:	\$1.54
Operating Expense Per Vehicle Mile:	\$4.37
Total Subsidy Per Vehicle Mile:	\$2.83
Average Fare:	\$18.14
Total Number of Vehicles:	38 coaches

Carriers and Subsidized Routes Served:

The Fullington Auto Bus Company:

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

Greyhound Lines, Inc.:

Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

Myers Coach Lines, Inc.:

Pittsburgh – Grove City

Susquehanna Transit Company:

Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira, NY

NOTES:

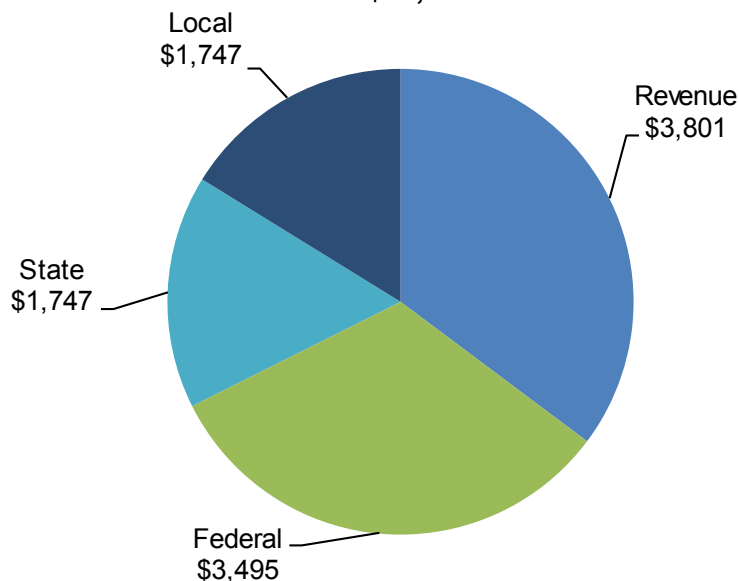
Myers Coach Lines, Inc. ended operations on December 15, 2017. Butler Transit Authority assumed responsibility for continuing service in this corridor on December 18, 2017.

Susquehanna Transit Co. ended service along subsidized routes on August 31, 2017. The Fullington Auto Bus Co. assumed responsibility for continuing service along these routes on September 1, 2017.

Carl R. Bieber, Inc. ended receiving subsidies and exited the Intercity Bus Program on July 1, 2016.

OPERATING FUNDS (000's)

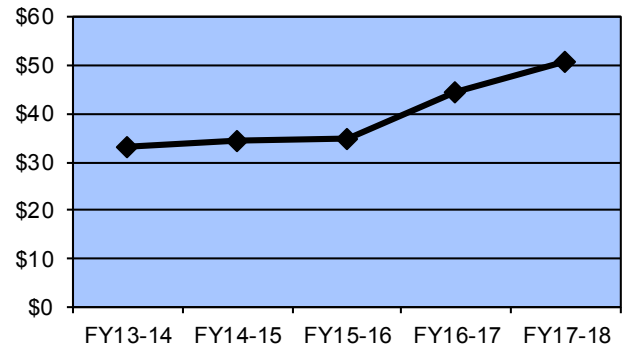
\$10,790



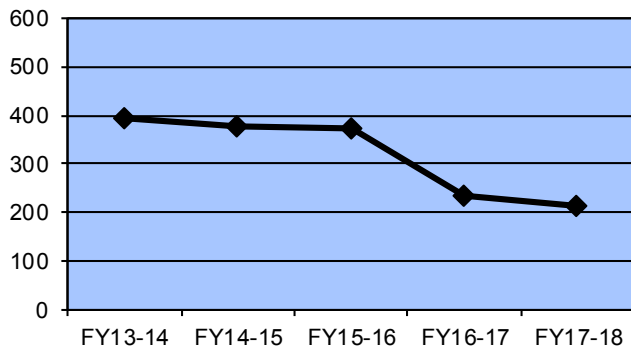
Intercity Bus Program



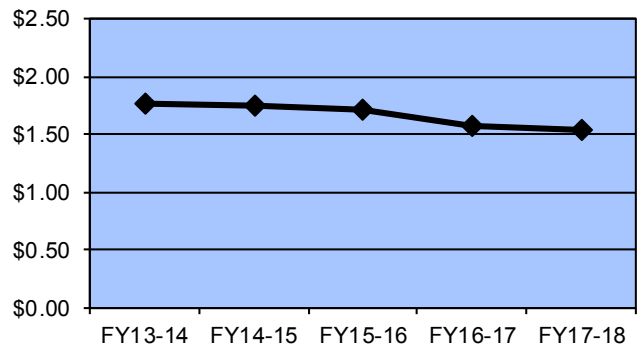
Operating Expense Per Passenger



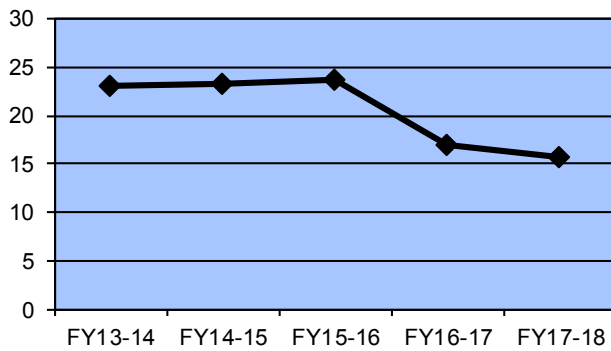
Total Passengers (000's)



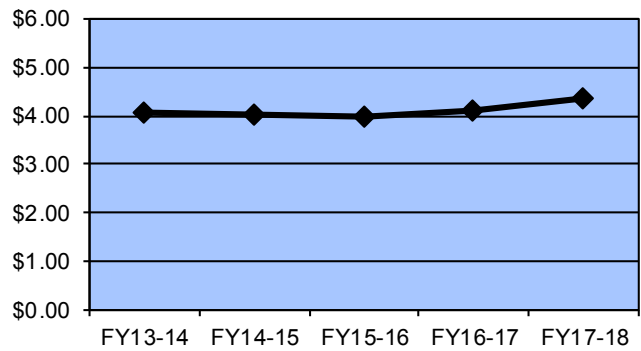
Operating Revenue Per Vehicle Mile



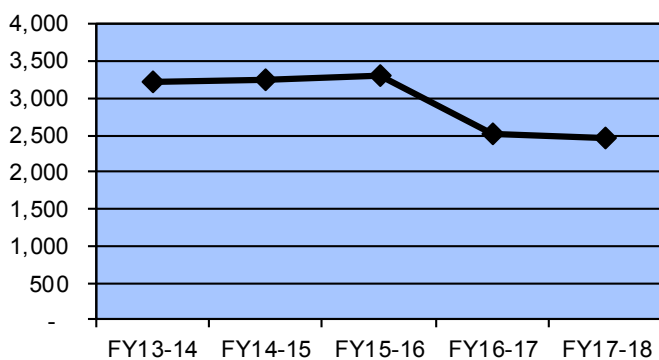
Total Bus Trips (000's)



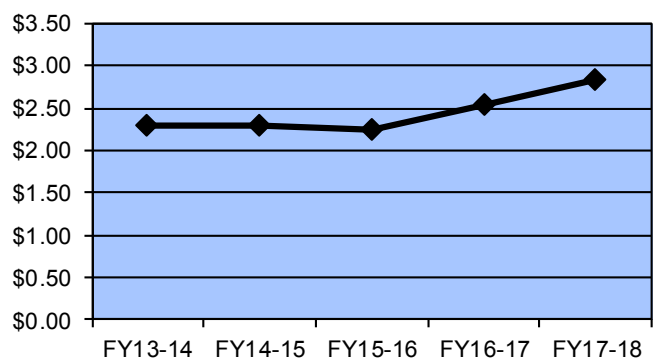
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

The Fullington Auto Bus Company

The Fullington Auto Bus Company

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

Intercity Bus Program:

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

Total Passengers:	118,980
Total Bus Trips:	9,544
Total Revenue Vehicle Miles:	1,459,868
Operating Expense Per Passenger:	\$50.81
Operating Revenue Per Vehicle Mile:	\$1.28
Operating Expense Per Vehicle Mile:	\$4.14
Total Subsidy Per Vehicle Mile:	\$2.86
Average Fare:	\$15.67
Total Number of Vehicles:	8 coaches

Subsidized Routes and Communities Served:

State College – Harrisburg:

State College, Lewistown, Mifflintown, Thompsontown, Millerstown, Newport, Duncannon, and Harrisburg

Pittsburgh – Bradford:

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

State College – Wilkes-Barre:

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

State College – Pittsburgh:

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

DuBois – Harrisburg:

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

Scranton – Harrisburg:

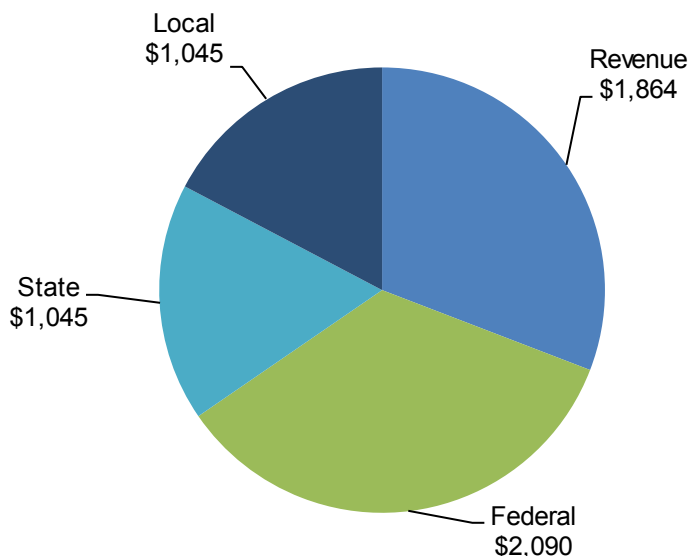
Scranton, Wilkes-Barre, Hazleton, Pottsville, and Harris-burg

For information on additional Subsidized Routes and Communities Served by The Fullington Auto Bus Co. following September 1, 2017, see Susquehanna Transit Co.

INTERCITY BUS

OPERATING FUNDS (000's)

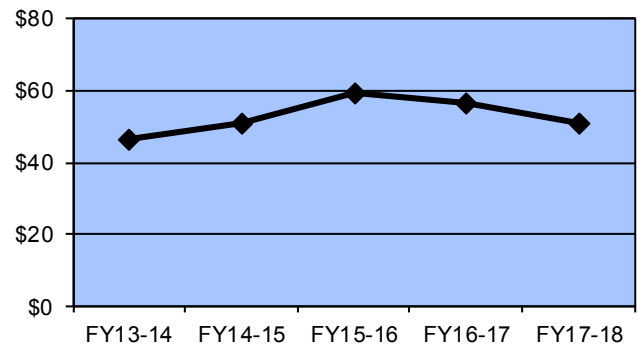
\$6,044



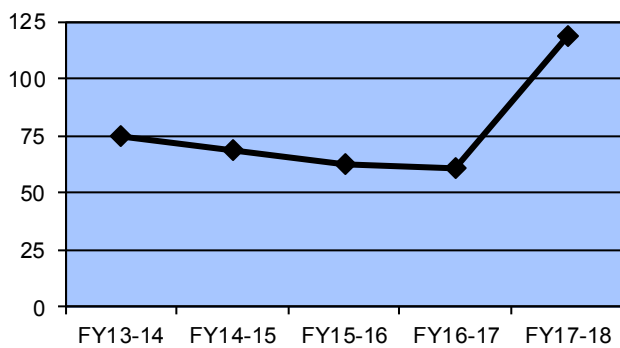
The Fullington Auto Bus Company



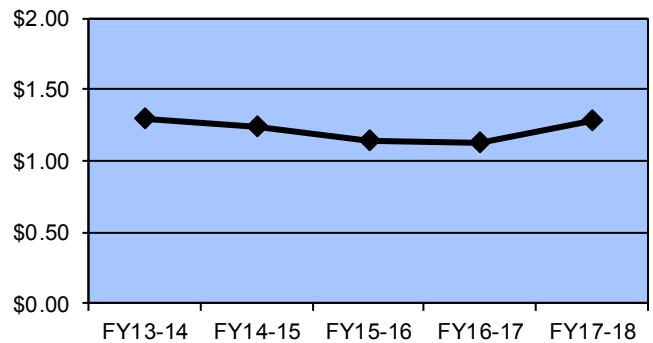
Operating Expense Per Passenger



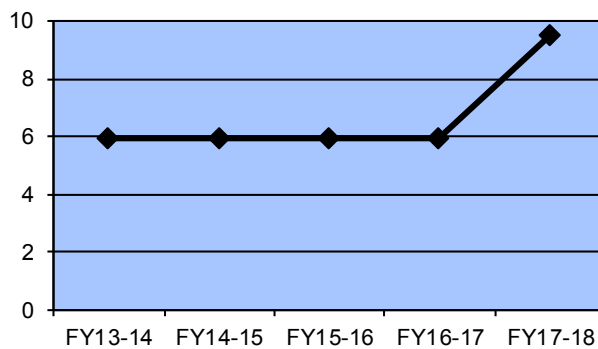
Total Passengers (000's)



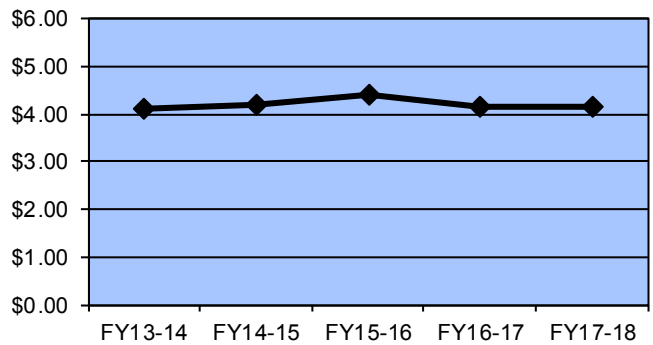
Operating Revenue Per Vehicle Mile



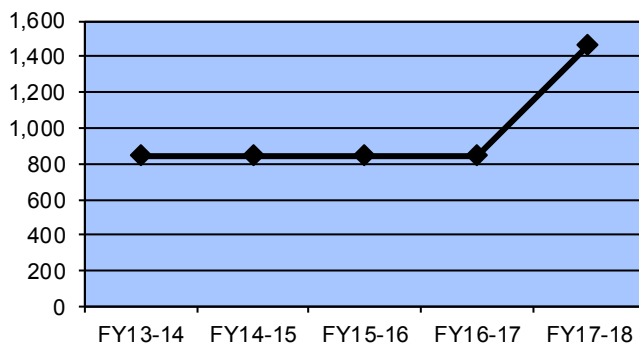
Total Bus Trips (000's)



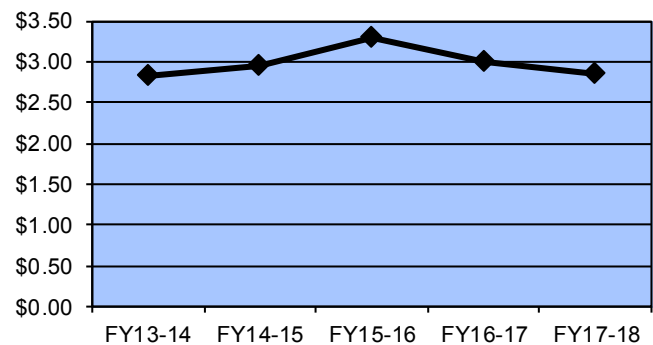
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

NOTE: Susquehanna Transit Co. ended service along subsidized routes on August 31, 2017. The Fullington Auto Bus Co. assumed responsibility for continuing service along these routes on September 1, 2017.

Greyhound Lines, Inc.

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

Intercity Bus Program:

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

Total Passengers:	63,682
Total Bus Trips:	4,296
Total Revenue Vehicle Miles:	809,152
Operating Expense Per Passenger:	\$64.43
Operating Revenue Per Vehicle Mile:	\$2.07
Operating Expense Per Vehicle Mile:	\$5.07
Total Subsidy Per Vehicle Mile:	\$3.00
Average Fare:	\$26.26
Total Number of Vehicles:	12 coaches

Subsidized Routes and Communities Served:

Philadelphia – Scranton:

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

Pittsburgh – Erie:

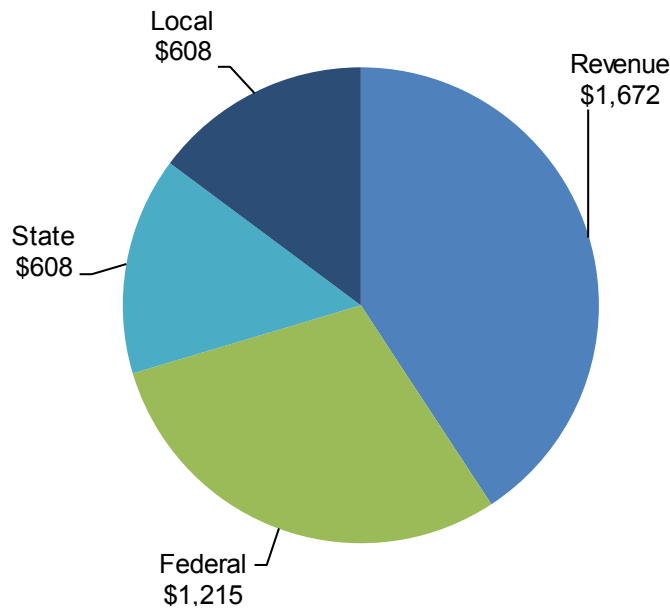
Pittsburgh, Zelienople, New Castle, Meadville, Edinboro
 University, and Erie

Harrisburg – Pittsburgh:

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

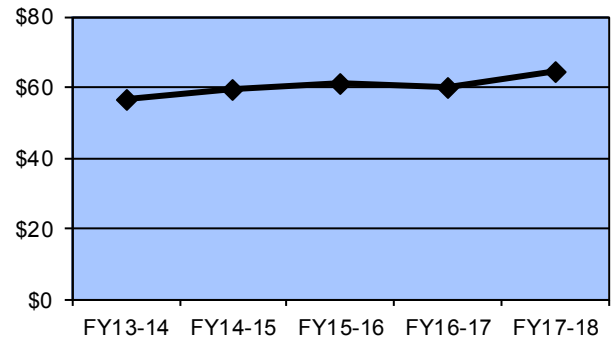
OPERATING FUNDS (000's)

\$4,103

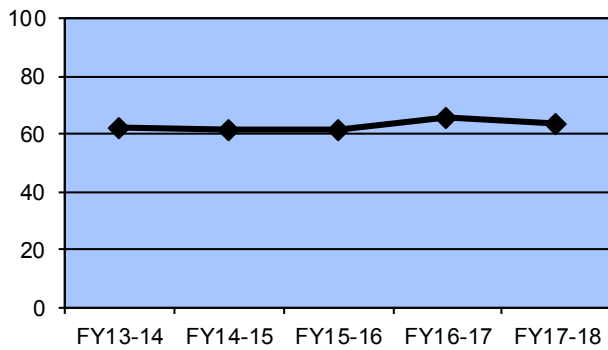




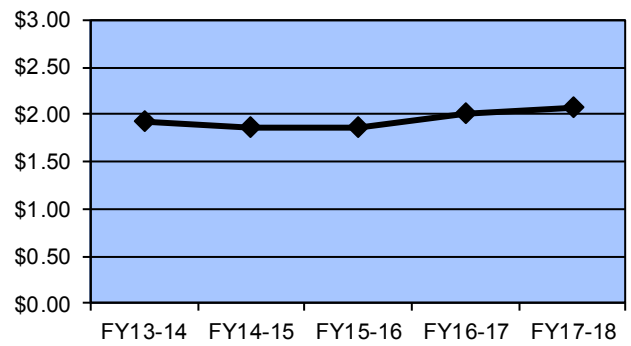
Operating Expense Per Passenger



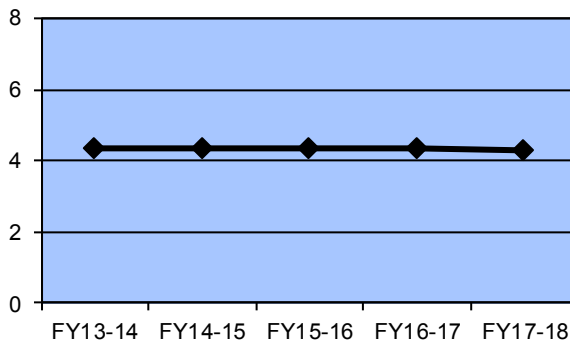
Total Passengers (000's)



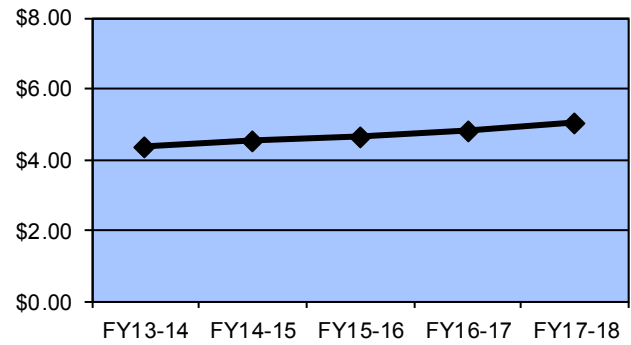
Operating Revenue Per Vehicle Mile



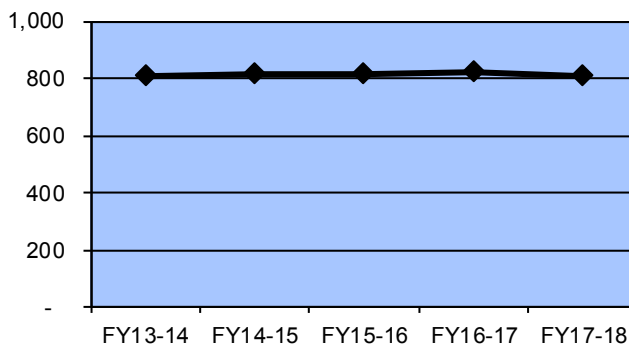
Total Bus Trips (000's)



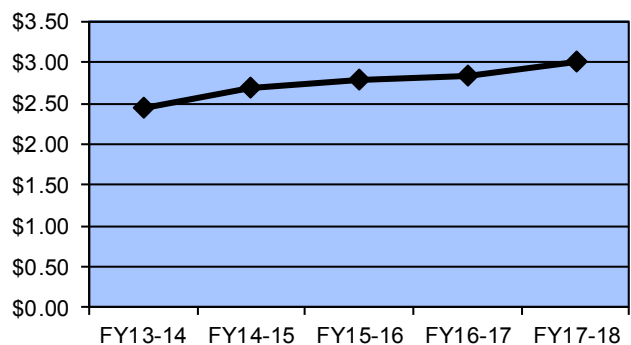
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

Myers Coach Lines, Inc.

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

Intercity Bus Program:

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

Total Passengers:	16,360
Total Bus Trips:	1,200
Total Revenue Vehicle Miles:	69,834
Operating Expense Per Passenger:	\$10.47
Operating Revenue Per Vehicle Mile:	\$0.81
Operating Expense Per Vehicle Mile:	\$2.45
Total Subsidy Per Vehicle Mile:	\$1.65
Average Fare:	\$3.84
Total Number of Vehicles:	2 coaches

Subsidized Routes and Communities Served:

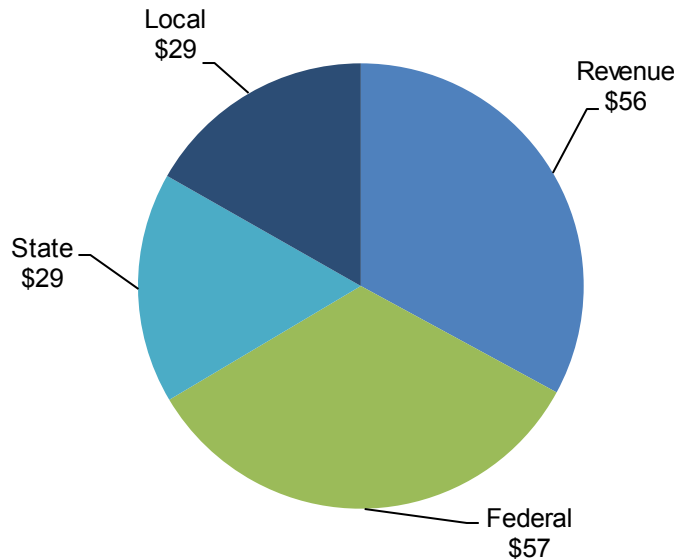
Pittsburgh – Grove City:

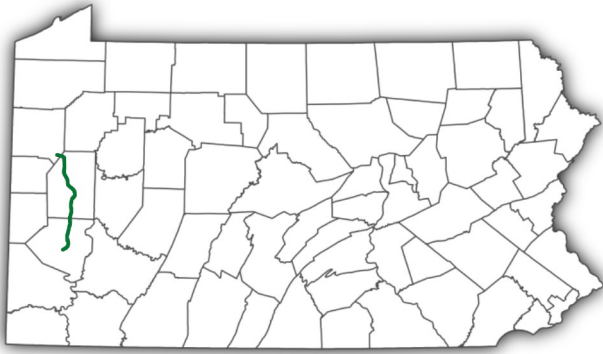
Pittsburgh, Etna, Glenshaw, Allison Park, Mt. Royal, Wildwood, Orchard Park, Bakerstown, Cooperstown, Plainview, Butler, Unionville, Stone House, Slippery Rock, and Grove City

INTERCITY BUS

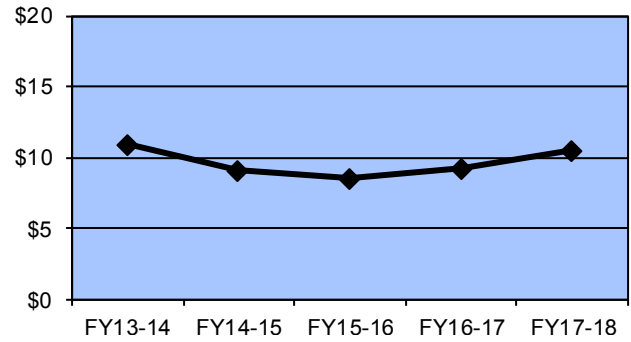
OPERATING FUNDS (000's)

\$171

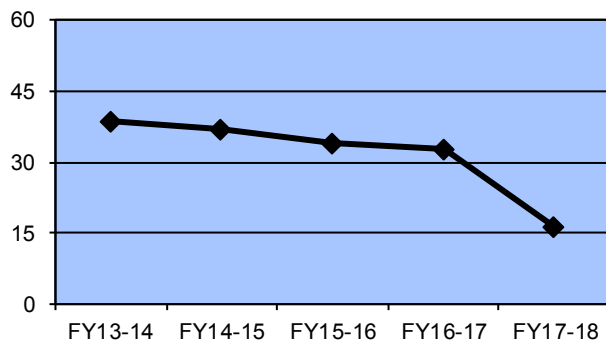




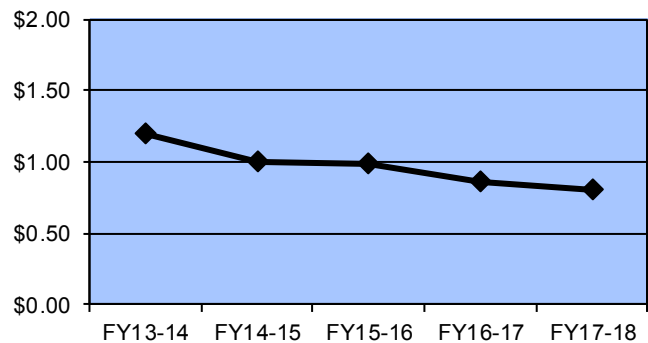
Operating Expense Per Passenger



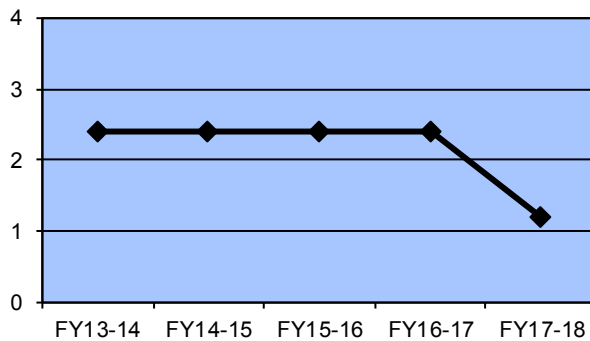
Total Passengers (000's)



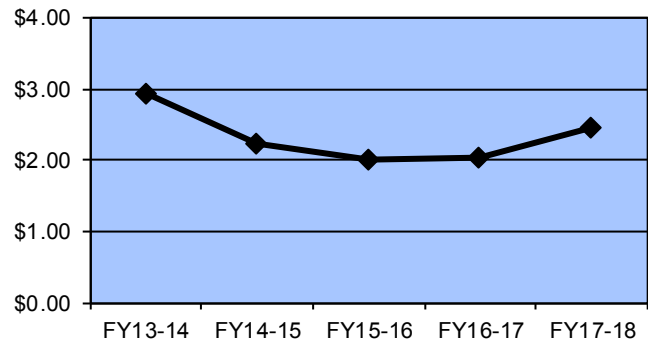
Operating Revenue Per Vehicle Mile



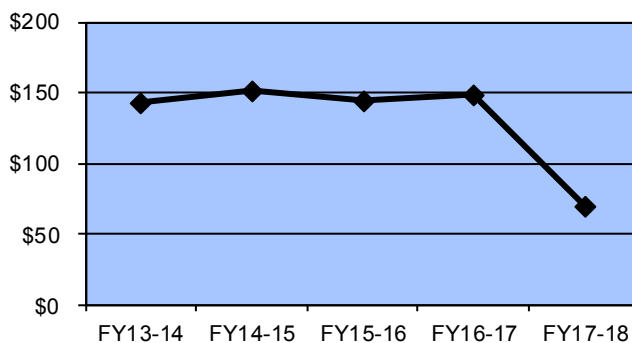
Total Bus Trips (000's)



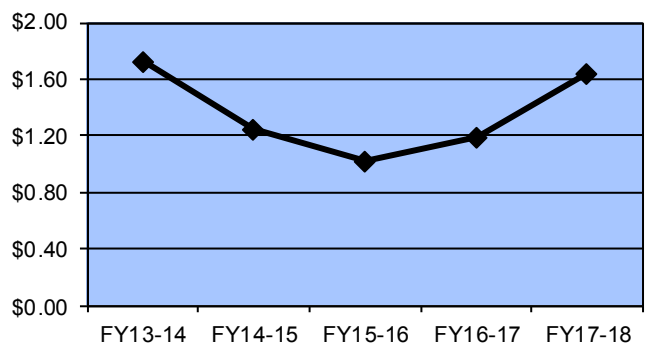
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

NOTE: Myers Coach Lines, Inc. ended operations on December 15, 2017. Butler Transit Authority assumed responsibility for continuing service in this corridor on December 18, 2017.

Susquehanna Transit Company

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

Intercity Bus Program:

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

Total Passengers:	12,159
Total Bus Trips:	744
Total Revenue Vehicle Miles:	132,184
Operating Expense Per Passenger:	\$38.71
Operating Revenue Per Vehicle Mile:	\$1.57
Operating Expense Per Vehicle Mile:	\$3.56
Total Subsidy Per Vehicle Mile:	\$1.99
Average Fare:	\$17.09
Total Number of Vehicles:	16 coaches

Subsidized Routes and Communities Served:

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

Williamsport – Easton:

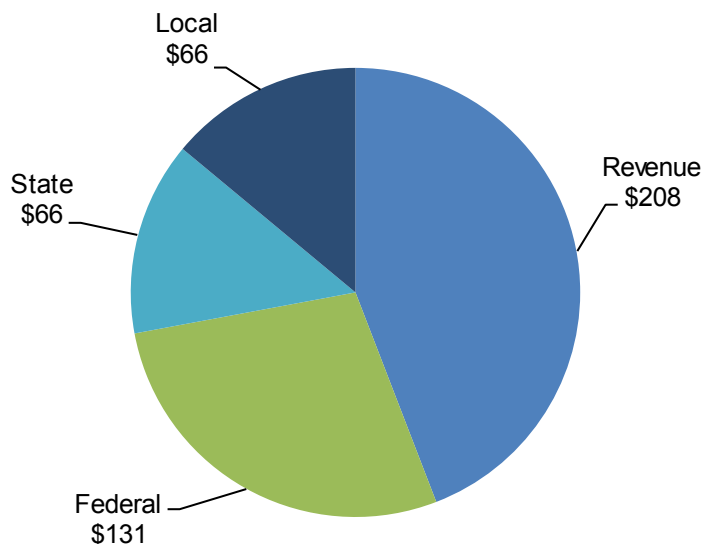
Williamsport, Mt. Carmel, Bloomsburg, Lehigh, Allentown, and Easton

Harrisburg – Elmira, NY:

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

OPERATING FUNDS (000's)

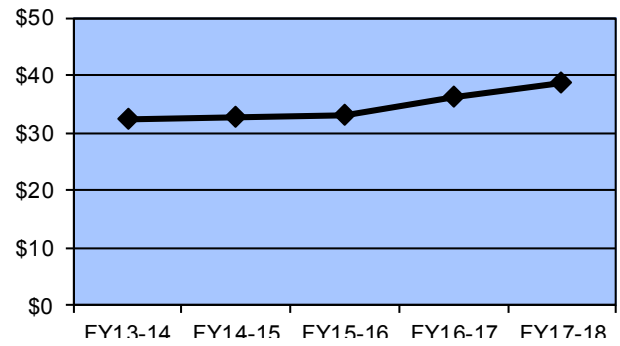
\$471



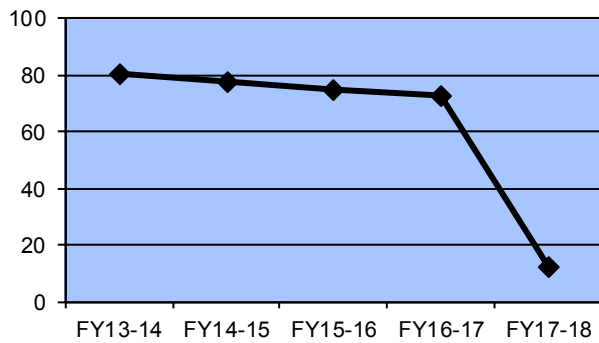
Susquehanna Transit Company



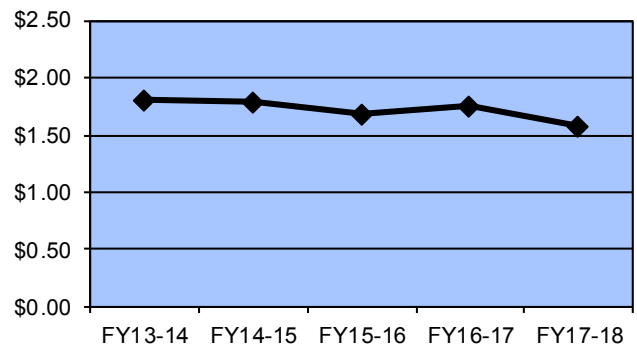
Operating Expense Per Passenger



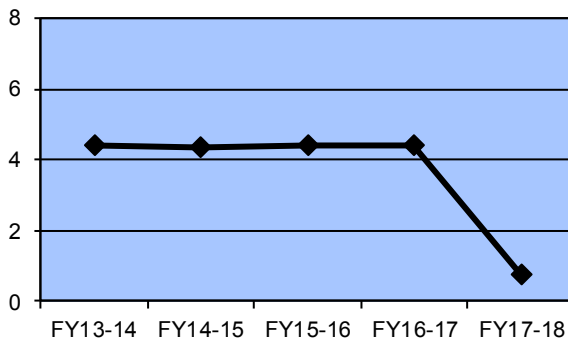
Total Passengers (000's)



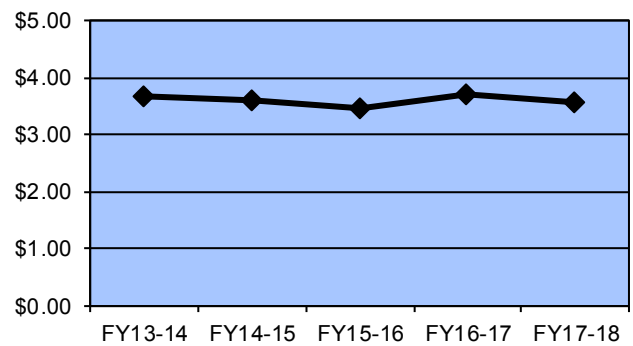
Operating Revenue Per Vehicle Mile



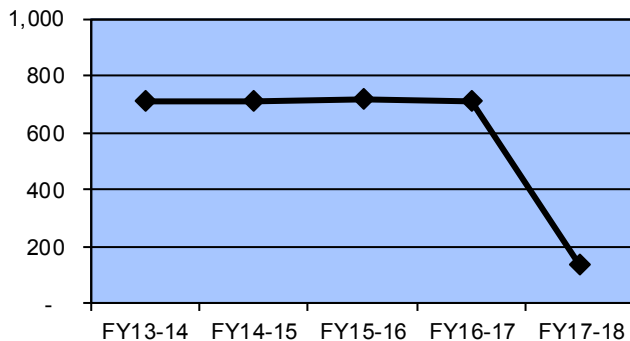
Total Bus Trips (000's)



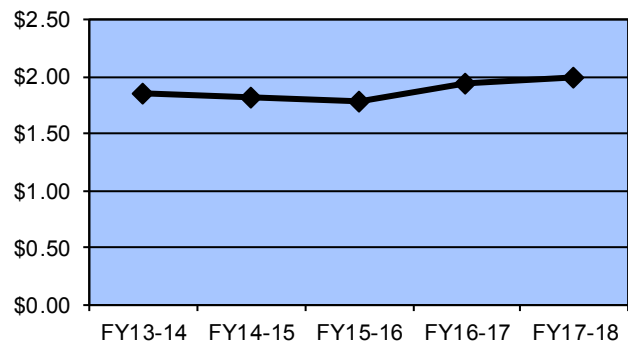
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

NOTE: Susquehanna Transit Co. ended service along subsidized routes on August 31, 2017. The Fullington Auto Bus Co. assumed responsibility for continuing service along these routes on September 1, 2017.

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Section VIII

Passenger Rail

Passenger Rail Program

Passenger Rail Program

Pennsylvania Department of Transportation
 Bureau of Public Transportation
 P.O. Box 3151
 Harrisburg, PA 17105-3151
 717-783-8025
www.penndot.gov

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

Keystone Corridor Service & Operations

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

Ridership and Revenue

- Keystone Passengers: 1,497,904
- Keystone Passenger Revenue: \$43,973,272

Fuel & Power

- Power Usage (kilowatt hours): 30,654,358
- Diesel Consumption (gallons): 1,398

Keystone Corridor Station Improvements

www.planthekeystone.com

Middletown Train Station

- Shift Norfolk Southern and Amtrak tracks (in progress)
- Construct level boarding passenger platforms and ADA access (design complete)

Mount Joy Train Station

- Construct level-boarding passenger platforms and covered walkway for parking access (in progress)

Coatesville Train Station

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

Paoli Train Station

- Construct level-boarding passenger platforms and ADA access (in progress)

Pennsylvanian Service & Operations

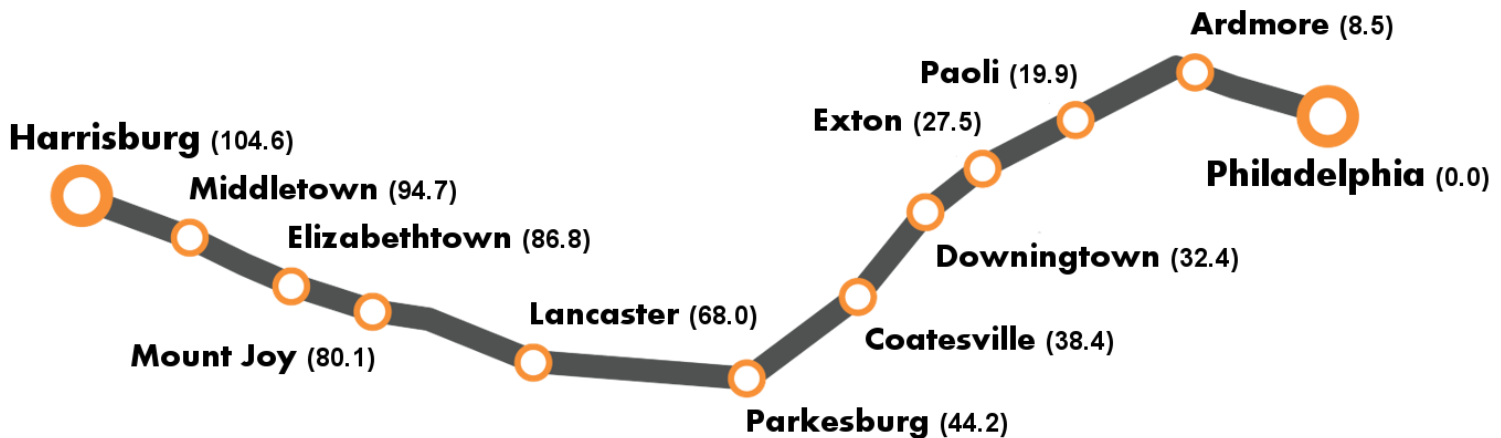
- Pennsylvanian corridor owned by Norfolk Southern from Pittsburgh, PA, to Harrisburg, PA, and by Amtrak from Harrisburg, PA, to Philadelphia, PA
- Two daily trains
- Pittsburgh – Philadelphia commute time = 5 hr 23 min

Ridership and Revenue

- Pennsylvanian Passengers: 215,607
- Pennsylvanian Passenger Revenue: \$11,837,886

PASSENGER RAIL

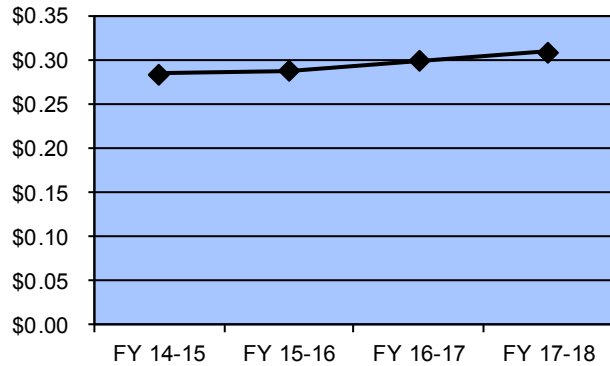
Keystone Corridor Harrisburg - Philadelphia



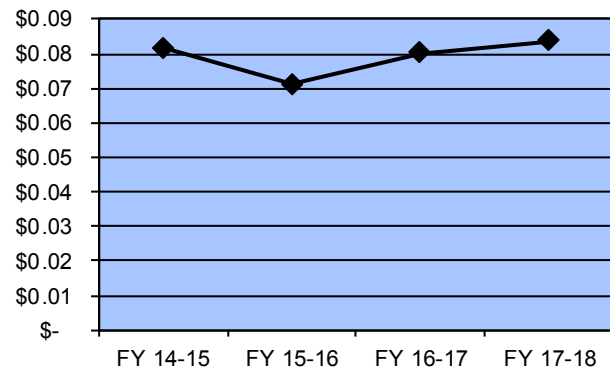
*Amtrak milepost shown in parentheses next to station name

Pennsylvania Intercity Passenger Rail		
Performance Data		
Factor	FY 16-17	FY 17-18
Total Passengers	1,760,512	1,713,511
Total Passenger Miles	186,303,699	180,245,278
Revenue per Passenger Mile	\$0.30	\$0.31
Subsidy per Passenger Mile	\$0.08	\$0.08
Total Revenue	\$55,892,448	\$55,811,158
Subsidy per Train Mile	\$21.41	\$21.65
Scheduled Train Miles	697,368	697,368
Expense per Train Mile	\$101.56	\$101.68
Average Passenger Fare	\$31.75	\$32.57
Revenue per Train Mile	\$80.15	\$80.03
Annual State Subsidy	\$14,933,039	\$15,094,976
Annual Passenger Revenue	\$55,892,448	\$55,811,158

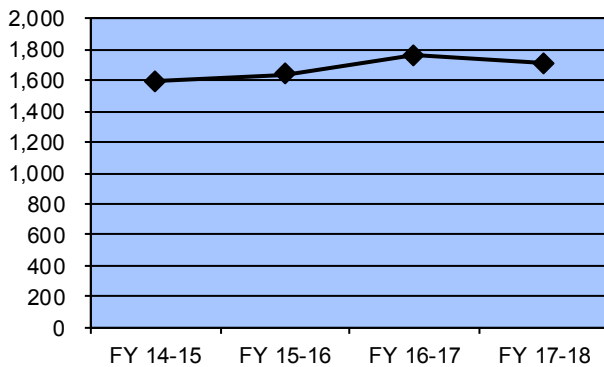
Revenue per Passenger Mile



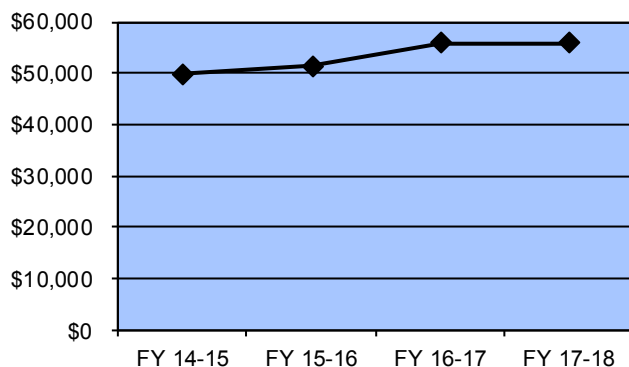
Subsidy per Passenger Mile



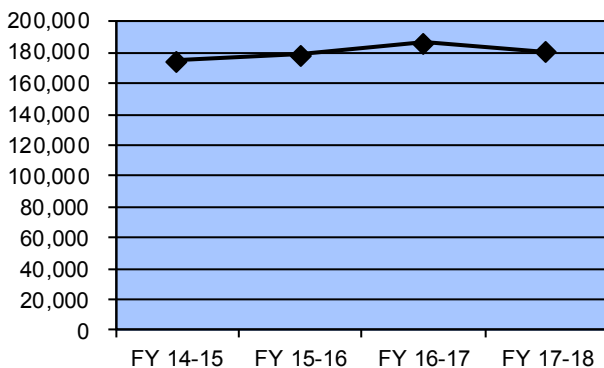
Total Passengers (000's)



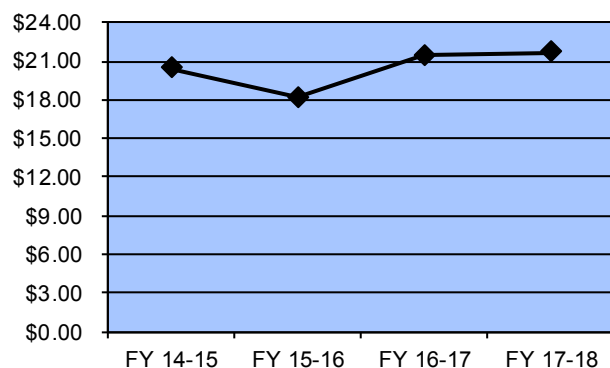
Total Revenue (000's)



Total Passenger Miles (000's)



Subsidy per Train Mile



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

PASSENGER RAIL

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Section IX

Transit Agency Performance Review Executive Summaries



Pennsylvania's Public Transportation Performance Review Program

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

Act 44 requires that the department conduct transit performance reviews on a five-year cycle. PennDOT concluded the first round of transit performance reviews in early 2016 and then began conducting second-round transit performance reviews. During the second round of performance reviews, PennDOT is focusing on the efforts made by each agency to control cost increases, increase productivity, increase revenue, and generally improve transportation management and performance over the preceding five years. Reports will continue to identify opportunities for improvement and best practices.

To date, the following Round Two reports have been published:

- New Castle Area Transit Authority (NCATA) - June 2018
- Beaver County Transit Authority (BCTA) - July 2018
- Mid County Transit Authority (Town & Country Transit) - July 2018
- Pottstown Area Rapid Transit (PART) - July 2018
- Altoona Metropolitan Transit (AMTRAN) - August 2018
- County of Lackawanna Transit System (COLTS) - August 2018
- Washington County Transportation Authority (Freedom Transit) - January 2019

New Castle Area Transit Authority (d.b.a. NCATA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	New Castle Area Transit Authority (d.b.a. NCATA)		
Year Founded	1959		
Reporting Fiscal Year End (FYE)	2016-2017		
Service Area (square miles)	60		
Service Area Population	80,508		
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (Shared Ride + ADA)	Total
Vehicles Operated in Maximum Service	25	6	31
Operating Cost	\$5,896,171	\$65,882	\$5,962,053
Operating Revenue	\$781,129	\$9,595	\$790,724
Total (Actual) Vehicle Miles	1,113,864	22,577	1,136,441
Revenue Miles of Service (RVM)	1,080,516	22,577	1,103,093
Total Vehicle Hours	52,476	2,701	55,177
Revenue Vehicle Hours (RVH)	51,442	2,701	54,143
Total Passenger Trips	577,553	5,010	582,563
Senior Passenger (Lottery) Trips	87,289	0	87,289
Act 44 Performance Statistics			
Passengers / RVH	11.23	1.85	10.76
Operating Cost / RVH	\$114.62	\$24.39	\$110.12
Operating Revenue / RVH	\$15.18	\$3.55	\$14.60
Operating Cost / Passenger	\$10.21	\$13.15	\$10.23
Other Performance Statistics			
Operating Revenue / Operating Cost	13.25%	14.56%	13.26%
Operating Cost / Total Vehicle Hours	\$112.36	\$24.39	\$108.05
Operating Cost / Total Vehicle Miles	\$5.29	\$2.92	\$5.25
Total Passengers / Total Vehicle Hours	11.01	1.85	10.56
Operating Cost / RVM	\$5.46	\$2.92	\$5.40
RVM / Total Vehicle Miles	97.01%	100.00%	97.07%
RVH / Total Vehicle Hours	98.03%	100.00%	98.13%
Operating Subsidy / Passenger Trip	\$8.86	\$11.23	\$8.88

*Source: dotGrants most recently available reporting (FYE 2017).

** ADA service only that is provided by Allied Coordinated Transportation Service of Lawrence County

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of New Castle Area Transit Authority (d.b.a. NCATA) in January 2013. Based on that review, PennDOT established five-year performance targets and agreed to NCATA's action plan to meet those targets. Information regarding reported ridership was found to be overstated for several years, and a static estimate of 682,076 passengers was used for all previous year calculations in the 2013 report. In April 2018, PennDOT conducted the five-year reassessment of NCATA to determine if NCATA successfully met its targets and what actions were taken to improve the agency's performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of New Castle Area Transit Authority (d.b.a. New Castle Area Transit Authority, NCATA) in June 2013. Since the 2013 report was finalized, the following external forces should be considered when comparing the 2013 performance report and five-year performance trends presented in this report:

1. **Overstated fixed-route ridership reporting** – During the development of the NCATA report in January 2013, it was determined that NCATA’s reported ridership was overstated (i.e., misreported) for several years. An audit of the NCATA farebox database suggested little change in actual ridership had occurred in the previous five years. Therefore, an independent estimate of 682,076 annual passengers was used for all calculations in the 2013 report. Since 2013, NCATA has taken several steps to ensure that operating statistics are accurately reported. This included the development of a data verification management program to strengthen agency oversight and improve monthly information reported to the Board.
2. **Decline in commuter service revenue** – NCATA commuter service stops at the River Casino in downtown Pittsburgh where riders receive a \$10 play voucher for taking the bus to the casino. The casino’s marketing strategy was originally intended to promote use of the commuter service by seniors by offsetting the cost of bus fare. In 2015, PennDOT required NCATA to stop charging a fare to senior passengers on the commuter service because the service is subsidized with 1513 funds which guarantee seniors free rides on bus service. As a result, NCATA lost approximately \$42,000 in fixed-route revenue from 10,560 seniors for FYE 2016 and \$48,000 from 12,032 seniors for FYE 2017.
3. **Change in reporting of insurance rebates** – From FYE 2011 to FYE 2015, NCATA received between \$98,000 and \$150,000 in annual revenue from SAFTI dividends (i.e., insurance rebates). The insurance rebates were treated as revenue when calculating NCATA’s future year performance targets in the prior performance report. Beginning in FYE 2016, NCATA was instructed to no longer report insurance dividends as revenue, but to offset (i.e., net) them against operating expenses. To account for this change in reporting, revenue has been adjusted to net insurance rebates from operating costs and previously established targets have been revised accordingly.
4. **Decline in service area population** – Lawrence County continues to follow a regional trend in western Pennsylvania of population decline. The NCATA service area population declined 4.2% between 2000 and 2010, going from 95,000 to 91,000 residents. Between 2010 and 2017 Lawrence County lost another 4,000 residents, a further 4.4% decline in population over the seven-year period.

2013 PERFORMANCE REVIEW DETERMINATION AND FINDINGS

The 2013 performance review compared NCATA with a group of peer agencies based on the four performance criteria required by Act 44. NCATA was found to be “In Compliance” for five performance criteria and “At Risk” for three.

Performance Criteria	FYE*	Determination	Rank (of 11)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2011	At Risk	10	Worse	11.78	18.28
	Trend	In Compliance	10	Worse	-1.95%	1.49%
Operating Cost / Revenue Vehicle Hour	2011	At Risk	11	Worse	\$115.14	\$89.99
	Trend	In Compliance	5	Better	4.19%	4.34%
Operating Revenue / Revenue Vehicle Hour	2011	In Compliance	6	Worse	\$15.09	\$17.11
	Trend	In Compliance	4	Better	8.85%	4.90%
Operating Cost / Passenger	2011	At Risk	11	Worse	\$9.78	\$5.19
	Trend	In Compliance	10	Worse	6.26%	2.95%

NCATA only performed better than its peer average in trends for operating costs and revenues. The following performance targets were established with NCATA:

- Increase passengers per revenue vehicle hour by at least 2.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 2.0% per year on average
- Contain operating cost per revenue vehicle hour increases to no more than 2.0% per year on average
- Contain operating cost per passenger increases to no more than 0% per year on average

NCATA developed an action plan to address opportunities for improvement identified in the 2013 performance review, which called for significant financial oversight. Among the major steps NCATA took to improve its performance included the following:

1. **Consolidated administrative positions** – NCATA assessed its 2013 staffing level for general administration, and determined there were opportunities for consolidation. The General Manager revised administrative job descriptions and consolidated four positions as a cost savings measure.
2. **Improved oversight in data reporting** – NCATA introduced a data verification program that brought much needed oversight following the discovery of misreported ridership:
 - a. Drivers are required to sign a management directive that guarantees ridership is accurately reported;
 - b. Four times per month a video review or a driver ride-a-long is conducted to verify reported ridership;
 - c. A schedule of driver ridership reviews is maintained by the General Manager;
 - d. Transfers are independently reviewed by the General Manager on a biweekly basis; and,
 - e. Ridership is reviewed by the General Manager for any potential variances by route and driver

NCATA Performance Review

3. **Partnership with local school district** – NCATA developed a pilot program with the New Castle Area School District to provide free transportation to students who live along NCATA routes. Under this program, student riders are tracked and NCATA is reimbursed by the school district each month. This partnership has helped cut costs for the school district by reducing their school bus service along NCATA routes, and serves as a boost to ridership for NCATA.

The 2017 targets presented in the table below, were developed based on five-year projections benchmarked from 2012 dotGrants reported values:

Performance Criteria	2017 Actual	2017 Target	2017 Adjust-	Met Target
Passengers / Revenue Vehicle Hour	11.23	13.26	13.26	No
Operating Cost / Revenue Vehicle Hour	\$114.62	\$135.62	\$133.69	Yes
Operating Revenue / Revenue Vehicle Hour	\$15.18	\$19.14	\$17.83	No
Operating Cost / Passenger	\$10.21	\$10.23	\$10.08	No

NCATA missed three out of four 2017 performance targets. From FYE 2011 to FYE 2015, reported annual revenue from SAFTI dividends (i.e., insurance rebates) were treated as revenue when developing the 2017 performance targets. Beginning in FYE 2016, NCATA was instructed to no longer report insurance dividends as revenue, but to offset (i.e., net) them against operating expenses. To account for this change in reporting, revenue has been adjusted to net insurance rebates from operating costs and previously established performance targets have been revised accordingly.

The greatest improvement NCATA achieved was cost containment. Management worked to reduce the size of general administration expenses by consolidating job functions and eliminating four positions. Management achieved additional cost savings by negotiating a 12-month freeze period for pension benefits for new hires under the collective bargaining agreement (CBA) to control fringe expenses. Although NCATA did not meet three out of four of its five-year performance targets, PennDOT concludes that NCATA did demonstrate a good faith effort to achieve its targets.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared NCATA with a group of peer agencies based on the four performance criteria outlined by law. NCATA was found to be “In Compliance” for seven performance measures and “At Risk” for one.

The 2018 performance review also identified actions that NCATA can take to improve overall agency performance including:

1. Continue to monitor costs and identify opportunities to reduce expenses.
2. Develop and implement a targeted marketing strategy to address the decline in ridership.
3. Develop a system-wide map that is accessible online and compatible with mobile phones.

Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for NCATA’s Board approved action plan.

Performance Criteria	FYE*	Determination	Rank (of 11)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2016	In Compliance	8	Worse	11.21	13.75
	Trend	In Compliance	6	Better	-1.12%	-2.13%
Operating Cost / Revenue Hour	2016	At Risk	12	Worse	\$118.30	\$99.14
	Trend	In Compliance	4	Better	0.53%	1.15%
Operating Revenue / Revenue Hour	2016	In Compliance	7	Better	\$15.84	\$15.78
	Trend	In Compliance	8	Better	0.66%	-0.75%
Operating Cost / Passenger	2016	In Compliance	11	Worse	\$10.55	\$7.87
	Trend	In Compliance	5	Better	1.66%	3.37%

2022 PERFORMANCE TARGETS

As required by Act 44, PennDOT and NCATA management developed new five-year performance targets. Performance targets are designed to be aggressive, yet achievable. NCATA should work to achieve these targets, shown in the following table, over the next five years to ensure continued eligibility for full Section 1513 funding.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2016 Actual	2017 Actual	2022 Target	
Passengers / Revenue Vehicle Hour	11.21	11.23	11.80	1.0%
Operating Cost / Revenue Vehicle Hour	\$115.08	\$114.62	\$126.55	2.0%
Operating Revenue / Revenue Vehicle Hour	\$16.63	\$15.18	\$15.96	1.0%
Operating Cost / Passenger	\$10.41	\$10.21	\$10.73	1.0%

FINANCIAL REVIEW

NCATA currently has a balanced operating budget. Operating cash reserves have increased since 2013. Noteworthy elements of NCATA's financial condition as of FYE 2017 are:

- NCATA had \$20,451 in carryover local funds and \$3,391,980 in carryover state funds
- Combined carryover subsidies amount to 57.2% of total operational funding
- NCATA received its full local match as required by Act 44
- NCATA maintains a balance of cash and restricted cash equal to 83.0% of total operating expenses
- NCATA operating budget decreased from \$7 million in FYE 2013 to \$6 million in FYE 2017
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- NCATA does not maintain a line of credit
- NCATA completed its final installment in operating subsidy payback in 2016

NCATA's financial health is greatly improved from cost containment measures that reduced the operating budget by approximately \$1 million from 2013 to 2017. Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve NCATA's overall financial health.

NEXT STEPS

NCATA management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. NCATA's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets

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

Agency Profile

Agency Name	Beaver County Transit Authority (d.b.a. BCTA)		
Year Founded	1980		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	440		
Service Area Population	170,539		
Annual Operating Statistics*	Fixed-Route	Paratransit (DAS + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	20	18	38
Operating Cost	\$5,419,151	\$1,864,228	\$7,283,379
Operating Revenue	\$1,487,171	\$1,337,008	\$2,824,179
Total (Actual) Vehicle Miles	1,071,026	537,405	1,608,431
Revenue Miles of Service (RVM)	800,372	N/A	N/A
Total Vehicle Hours	53,822	33,609	87,431
Revenue Vehicle Hours (RVH)	46,628	N/A	N/A
Total Passenger Trips	851,517	79,227	930,744
Senior Passenger (Lottery) Trips	86,165	30,072	116,237
Act 44 Performance Statistics			
Passengers / RVH	18.26	N/A	N/A
Operating Cost / RVH	\$116.22	N/A	N/A
Operating Revenue / RVH	\$31.89	N/A	N/A
Operating Cost / Passenger	\$6.36	\$23.53	\$7.83
Other Performance Statistics			
Operating Revenue / Operating Cost	27.44%	71.72%	38.78%
Operating Cost / Total Vehicle Hours	\$100.69	\$55.47	\$83.30
Operating Cost / Total Vehicle Miles	\$5.06	\$3.47	\$4.53
Total Passengers / Total Vehicle Hours	15.82	1.66	8.78
Operating Cost / RVM	\$6.77	N/A	N/A
RVM / Total Vehicle Miles	74.73%	N/A	N/A
RVH / Total Vehicle Hours	86.63%	N/A	N/A
Operating Subsidy / Passenger Trip	\$4.62	\$6.65	\$4.79

*source: PennDOT dotGrants reporting

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of Beaver County Transit Authority (d.b.a. BCTA) in September 2011. Based on that review, PennDOT established five-year performance targets and agreed to BCTA’s action plan to meet those targets. In November 2017, PennDOT conducted the follow-up reassessment of BCTA to determine if BCTA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

BCTA Performance Review

IMPORTANT CHANGES SINCE THE 2011 PERFORMANCE REVIEW

PennDOT conducted the initial review of Beaver County Transit Authority (d.b.a. BCTA) in September 2011. Since the 2011 report was finalized, the following external forces should be considered when comparing the 2011 performance report and five-year performance trends presented in this report:

1. **Exceptionally high driver turnover** – BCTA experienced an increase driver turnover, with most turnover occurring for fixed-route drivers within their first two years. For example, the fixed-route driver turnover rate was approximately 26% in FY 13-14, which increased to approximately 38% in FY 14-15 and 69% in FY 15-16. As of FY 16-17, fixed-route driver turnover decreased slightly, but remained about 54%.
2. **High cost of fuel** – BCTA was previously locked into a fuel contract in 2014 when costs were at a record high, and was not able to take advantage of the sharp decline in price in subsequent years. Per the 2014 contract, BCTA paid about \$3.01 per gallon for diesel and \$3.14 per gallon for gasoline. In 2015, the market price of fuel dropped, but BCTA was contractually bound to pay an above market rate and reported approximately \$1 million in fuel related expenses for 2014 and 2015. BCTA renegotiated its fuel contract at the start of 2016 for a much lower rate at about \$1.47 for diesel and \$1.75 for gasoline, which reduced fuel related expenses to approximately \$790,000 for 2016 and \$550,000 for 2017.
3. **Decline in service area population** – Beaver County continues to follow a regional trend in population decline. From 2000 to 2010, the BCTA service area declined by approximately 6%. This trend continued from 2010 through 2016 with an additional 1.8% decline in population.

2011 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2011 performance review assessed BCTA with a group of peer agencies based on the four performance criteria required by Act 44. BCTA was found to be “In Compliance” for all eight performance criteria.

Performance Criteria	FYE*	Determination	Rank (of 12)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2009	In Compliance	8	Worse	15.69	18.19
	Trend	In Compliance	4	Better	4.71%	1.42%
Operating Cost / Revenue Vehicle Hour	2009	In Compliance	8	Worse	\$76.33	\$75.53
	Trend	In Compliance	1	Better	-0.11%	5.44%
Operating Revenue / Revenue Vehicle 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%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

The 2011 performance review reported that BCTA costs per revenue hour and per passenger were the lowest amongst the peer group for the trend years. However, BCTA performed worse than the peer group for the single year analysis. BCTA's ridership trend was better than the peer group, and revenues ranked 2nd for the single year analysis. The following performance targets were established with BCTA:

- Increase passengers per revenue vehicle hour by at least 2% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3% per year on average
- Contain operating cost per passenger increases to no more than 1% per year on average

BCTA developed an action plan to address opportunities for improvement identified in the 2011 performance review, which included a detailed assessment of budget items to more accurately identify cost drivers. BCTA identified opportunities to control costs that resulted in the following actions:

1. **Reduced impact of rising health premiums** – BCTA took proactive measures to control health insurance costs. Management first addressed non-bargaining unit employees by switching from an AETNA HMO to the Delaware Valley Health Insurance Trust in 2015, which reduced insurance premiums by 16.1%. In the following year, management addressed bargaining unit employees by switching from an AETNA HMO to the Teamsters Trust, which reduced insurance premium by 30.8%. Overall healthcare costs dropped from approximately \$440,000 in 2015 to \$428,000 in 2016, and continued to drop to \$370,000 in 2017.
2. **Updated workers compensation procedures** –After experiencing a 3.3% average annual increase in fringe expenses, from approximately \$1.1 million in 2012 to \$1.4 million in 2015, management pursued a proactive approach toward controlling liability expenses. This included improvements to the investigatory process for workers compensation and pursuing a more proactive claims management process. As a result, the share of fringe expenses related to total operating expenses dropped 6.4% in 2016, and by an additional 1.0% in 2017.

The 2016 targets presented in the table below, were developed based on five-year projections benchmarked from 2011 dotGrants reported values:

Performance Criteria	2011 Actual	2016 Target	2016 Actual	2017 Actual	Met Target
Passengers / Revenue Vehicle Hour	18.23	20.13	19.21	18.26	No
Operating Cost / Revenue Vehicle Hour	\$86.60	\$100.40	\$114.05	\$116.22	No
Operating Revenue / Revenue Vehicle Hour	\$27.58	\$31.72	\$30.65	\$31.89	No
Operating Cost / Passenger	\$4.75	\$4.99	\$5.94	\$6.36	No

BCTA narrowly missed its 2016 ridership and revenue based targets, however operating costs grew beyond the 3% anticipated annual increase. Management coordinated with PennDOT and reported on progress related to the 2011 Action Plan. Despite these efforts, external forces impacted BCTA's actions targeting ridership, revenue and cost containment. Based on actions taken by management in the 2011 Action Plan, BCTA demonstrated a good faith effort to achieve its previously established targets.

2017 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2017 performance review assessed BCTA with a group of peer agencies based on the four performance criteria outlined by law. BCTA was found to be “In Compliance” for all eight performance criteria.

Performance Criteria		Determination	Rank (of 11)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2016	In Compliance	3	Better	19.21	16.51
	Trend	In Compliance	4	Better	1.20%	0.07%
Operating Cost / Revenue Hour	2016	In Compliance	9	Worse	\$114.05	\$100.18
	Trend	In Compliance	10	Worse	5.66%	2.77%
Operating Revenue / Revenue Hour	2016	In Compliance	3	Better	\$30.65	\$18.53
	Trend	In Compliance	3	Better	2.13%	-43.17%
Operating Cost / Passenger	2016	In Compliance	5	Better	\$5.94	\$6.64
	Trend	In Compliance	9	Worse	4.41%	2.67%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2017 data.

The 2017 performance review examined additional steps, beyond those specified in the 2012 action plan, that BCTA has taken to improve performance. The most notable action is that BCTA is undergoing service adjustments to identify a more efficient route structure for its service area.

The 2017 performance review also identified actions that BCTA can take to improve overall agency performance including:

1. Continue to monitor operating costs, identify cost drivers and opportunities to reduce expenses, and take actions to control cost increases.
2. Identify and implement a long-term strategy to address exceptionally high driver turnover.
3. Continue to conduct employee exit interviews to identify the fundamental causes of driver turnover and take appropriate actions to address the causes.

Additional opportunities for improvement were also identified during the 2017 performance review. The complete list of opportunities for improvement will serve as the basis for BCTA’s Board approved action plan.

2017 PERFORMANCE TARGETS

As required by Act 44, PennDOT and BCTA management have agreed to performance targets for FYE 2022 identified in the table below. BCTA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2016 Actual	2017 Actual	2022 Target	
Passengers / Revenue Hour	19.21	18.26	19.19	1.0%
Operating Cost / Revenue Hour	\$114.05	\$116.22	\$134.73	3.0%
Operating Revenue / Revenue Vehicle Hour	\$30.65	\$31.89	\$35.21	2.0%
Operating Cost / Passenger	\$5.94	\$6.36	\$7.03	2.0%

FINANCIAL REVIEW

BCTA currently has a balanced operating budget. Operating cash reserves have remained relatively stable since 2013. Noteworthy elements of BCTA's financial condition are: • BCTA maintains 33.0% in total carryover subsidies to total annual operating cost as of FYE 2017 • BCTA maintains cash equivalent balance to 41.3% of total operating expenses as of FYE 2017 • Accounts payable and receivable amounts are negligible • BCTA maintains two \$500,000 lines of credit • There is no outstanding debt as of FYE 2017 Management should continue taking appropriate actions to manage costs, implement cost containment measures, achieve farebox recovery goals, and to maintain cash reserves to preserve BCTA's overall financial health.

NEXT STEPS

BCTA management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. BCTA's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.

Mid County Performance Review

Mid-County Transit Authority (d.b.a. Town and Country Transit, TACT) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Mid-County Transit Authority (d.b.a., Town and Country Transit, TACT)		
Year Founded	1975		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	24		
Service Area Population	11,837		
Annual Operating Statistics*	Fixed-Route	Paratransit (Shared Ride + ADA)	Total
Vehicles Operated in Maximum Service	4	12	16
Operating Cost	\$592,705	\$777,903	\$1,370,608
Operating Revenue	\$34,305	\$567,794	\$602,099
Operating Subsidies	\$558,400	\$210,109	\$768,509
Total (Actual) Vehicle Miles	139,021	338,712	477,733
Revenue Miles of Service (RVM)	129,117	N/A	N/A
Total Vehicle Hours	10,743	17,352	28,095
Revenue Vehicle Hours (RVH)	9,539	N/A	N/A
Total Passenger Trips	37,221	30,696	67,917
Senior Passenger (Lottery) Trips	10,616	20,336	30,952
Act 44 Performance Statistics			
Passengers / RVH	3.90	N/A	N/A
Operating Cost / RVH	\$62.13	N/A	N/A
Operating Revenue / RVH	\$3.60	N/A	N/A
Operating Cost / Passenger	\$15.92	\$25.34	\$20.18
Other Performance Statistics			
Operating Revenue / Operating Cost	5.79%	72.99%	43.93%
Operating Cost / Total Vehicle Hours	\$55.17	\$44.83	\$48.78
Operating Cost / Total Vehicle Miles	\$4.26	\$2.30	\$2.87
Total Passengers / Total Vehicle Hours	3.46	1.77	2.42
Operating Cost / RVM	\$4.59	N/A	N/A
RVM / Total Vehicle Miles	92.88%	N/A	N/A
RVH / Total Vehicle Hours	88.79%	N/A	N/A
Operating Subsidy / Passenger Trip	\$15.00	\$6.84	\$11.32

*Source: dotGrants most recently available reporting (FYE 2017)

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of Mid-County Transit Authority (d.b.a. Town and County Transit, TACT) in June 2011. Based on that review, PennDOT established five-year performance targets and agreed to TACT’s action plan to meet those targets. In March 2018, PennDOT conducted the five-year reassessment of TACT to determine if TACT successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings

Mid County Performance Review

IMPORTANT CHANGES SINCE THE 2011 PERFORMANCE REVIEW

PennDOT conducted the onsite review of Mid County Transit Authority (d.b.a. Town and Country Transit, TACT) in June 2011. However, due to an emergency shared-ride assessment, the performance review report was delayed until March 2013. Since the 2013 report was finalized, the following external forces should be considered when comparing the 2013 performance report and five-year performance trends presented in this report:

1. **Decline in service area population** – From 2000 to 2010, Armstrong County declined by approximately 4.8% from 72,392 to 68,941 residents. Senior population declined in this period by approximately 2.8%. This trend continued from 2010 to 2017 with an additional 4.8% decline in total population from 68,941 to 65,642 residents.
2. **Right-sized fleet** – In previous years, TACT operated fixed-route service with 35' buses. However, as ridership declined since 2011 (about 13.9% between 2011 and 2013), passenger demand did not require larger vehicles to meet ridership needs. TACT modified the fixedroute fleet by replacing 35' buses with body-on-chassis (BOCs) vehicles. This proved to be a cost savings measure by reducing overall operating and maintenance expenses, and helped combat the perception of empty buses.
3. **Brought paratransit operations in-house** – Following the 2011 performance review, and subsequent actions to address the shared-ride operating loss, TACT brought paratransit operations in-house in 2013. Based on the previous contract structure, TACT was not able to rely on revenues and subsidies to cover costs. The previous contract structure was too expensive, even after TACT restructured it. In 2014, TACT began directly operating their paratransit service as a cost saving measure.

2011 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2011 performance review compared TACT with a group of peer agencies based on the four performance criteria required by Act 44. TACT was found to be “In Compliance” for all 8 performance criteria.

*Note: The National Transit Database (NTD) information most current at the time of the peer review was used as the basis of the single year and trend peer comparisons.

Performance Criteria	FYE*	Determination	Rank (of 10)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2009	In Compliance	6	Worse	5.00	6.42
	Trend	In Compliance	5	Better	0.91%	-1.37%
Operating Cost / Revenue Vehicle Hour	2009	In Compliance	7	Worse	\$55.35	\$53.72
	Trend	In Compliance	8	Worse	4.28%	0.49%
Operating Revenue / Revenue Vehicle Hour	2009	In Compliance	8	Worse	\$2.59	\$4.40
	Trend	In Compliance	7	Worse	-10.89%	-10.20%
Operating Cost / Passenger	2009	In Compliance	9	Worse	\$11.06	\$9.08
	Trend	In Compliance	8	Worse	3.34%	2.10%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

Mid County Performance Review

The 2011 performance review reported that TACT was “In Compliance” for all eight measures. But in 2009 the agency performed worse than its peers for all five-year trend measures, except for the passenger / revenue vehicle hour trend. The following performance targets were established with TACT:

- Increase passengers per revenue vehicle hour by at least 2.5% per year on average
- Increase operating revenue per revenue vehicle hour by at least 5% per year on average
- Contain operating cost per revenue vehicle hour increases to no more than 3% per year on average
- Contain operating cost per passenger increases to no more than 1% per year on average

TACT developed an action plan to address opportunities for improvement identified in the 2011 performance review, which called for significant financial oversight. Among the major steps TACT took to improve its performance are the following:

1. Reduced total operating expenses –TACT reduced operating expenses by discontinuing costly rental contracts for maintenance equipment and uniforms, right-sizing the agency fleet from large buses to body-on-chassis vehicles (BOCs), and successfully negotiating a union contract that held wages steady for all represented employees for FYE 2012 and FYE 2013.
2. Developed a multi-year plan to retire all debt – In 2009, TACT was technically bankrupt from nearly \$900,000 in debt from outstanding accounts payable and two lines of credit. This was due to longstanding financial mismanagement and a lack of adequate ongoing financial oversight by the Board. Under a new general manager and with technical assistance from PennDOT, TACT addressed its outstanding debt. As part of the action plan, TACT was required to develop a multi-year financial plan to pay off all remaining debts. In FYE 2012, TACT owed \$132,756 to shared-ride vendors, \$88,579 on a line of credit, and a \$34,268 mortgage. Most debts were retired as of September 2013. Vendor debt was paid in full by February 2015.
3. Reduced headways on midday service runs – TACT targeted midday service (10:00 a.m. – 2:00 p.m.) for reduced headways to boost fixed-route ridership at its most popular stops. TACT added approximately 1,600 annual revenue vehicle hours beginning in July 2016 (FYE 2017) reducing headways from one hour to thirty minutes. This pilot service was eliminated in FYE 2018 because it was determined to be unproductive.

The 2016 targets presented in the table below, were developed based on five-year projections benchmarked from 2011 dotGrants reported values:

Performance Criteria	2016 Target	2016 Actual	Met Target	2017 Actual
Passengers / Revenue Hour	5.60	5.09	No	3.90
Operating Cost / Revenue Hour	\$68.28	\$69.04	No	\$62.13
Operating Revenue / Revenue Hour	\$3.84	\$4.66	Yes	\$3.60
Operating Cost / Passenger	\$12.51	\$13.56	No	\$15.92

*Note: The values for 2010 Actual presented in this table reflect those used at the time of the previous performance review. They do not account for any changes in reporting methods and the exclusion of Sanofi (charter) service.

TACT missed its 2016 ridership and cost-based targets. Ridership did not achieve the 2% annual growth target and costs outpaced the 3% containment target. In FYE 2017, TACT management tried increasing midday service frequency to improve agency performance. However, ridership did not increase meaningful-

Mid County Performance Review

ly. The result was a one-time decrease in all “per revenue hour” performance metrics reported in FYE 2017 (i.e., passengers, operating cost and operating revenue) and a large increase in operating cost per passenger. Midday service was restored to its pre-2017 service level in FYE 2018.

The largest single issue identified in the 2011 performance review was a history of fiscal mismanagement that threatened the agency with bankruptcy. Management worked with PennDOT to address outstanding debt and stabilize its finances through improved management strategies. These efforts were successful. Though it did not meet its five-year performance targets, PennDOT concludes that TACT did demonstrate a good faith effort to improve its performance.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared TACT with a group of peer agencies based on the four performance criteria outlined by law. TACT was found to be “In Compliance” for seven performance measures and “At Risk” for one.

Performance Criteria		Determination	Rank (of 9)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2016	In Compliance	8	Worse	5.09	8.00
	Trend	In Compliance	4	Better	0.56%	0.34%
Operating Cost / Revenue Vehicle Hour	2016	In Compliance	6	Worse	\$69.04	\$68.62
	Trend	In Compliance	4	Worse	2.51%	1.49%
Operating Revenue / Revenue Vehicle Hour	2016	In Compliance	4	Worse	\$4.66	\$5.69
	Trend	In Compliance	6	Worse	3.07%	6.13%
Operating Cost / Passenger	2016	At Risk	9	Worse	\$13.56	\$9.51
	Trend	In Compliance	4	Worse	1.93%	1.60%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2017 data.

The 2018 performance review also identified actions that TACT can take to improve overall agency performance including:

1. Raise community awareness of fixed-route and shared-ride services offered using targeted outreach to transit-dependent populations.
2. Assess fixed-route service productivity by time of day and route, and implement strategies to improve overall system productivity.
3. Develop board-approved policies for operating standards such as fixed-route ridership and shared-ride service cost recovery. Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for TACT’s Board-approved action plan.

2022 PERFORMANCE TARGETS

As required by Act 44, PennDOT and TACT management developed new five-year performance targets. Performance targets are designed to be aggressive, yet achievable. The standard approach is to base future year targets on the most recently available audited year data (i.e., FYE 2017). However, TACT increased service in FYE 2017 by approximately 1,600 revenue vehicle hours, and subsequently eliminated

Mid County Performance Review

this service at the start of FYE 2018. The result is that FYE 2017 performance metrics do not represent expected agency performance in coming years. Therefore, targets were developed based on FYE 2016 performance metrics projected forward six years to FYE 2022. This approach better reflects expected future-year service levels and agency performance. TACT should work to achieve these targets, shown in the following table, over the next five years to ensure continued eligibility for full Section 1513 funding.

Performance Criteria	2016 Actual	2017 Actual	2022 Target	Target Annual Increase
Passengers / Revenue Hour	5.09	3.90	5.41	1.00%
Operating Cost / Revenue Hour*	\$69.04	\$62.13	\$77.76	2.00%
Operating Revenue / Revenue Hour	\$4.66	\$3.60	\$4.94	1.00%
Operating Cost / Passenger	\$13.56	\$15.92	\$14.39	1.00%

*Targets are based on 2016 actuals due to pilot service that was introduced in 2017 and subsequently eliminated in 2018.

FINANCIAL REVIEW

TACT currently has a balanced operating budget. Operating cash reserves have increased since 2013. Noteworthy elements of TACT's financial condition as of FYE 2017 are:

- TACT had \$43,882 in carryover local funds and \$236,998 in carryover state funds
- Combined carryover subsidies amount to 20.5% of total operational funding
- TACT received its full local match as required by Act 44
- TACT maintains a cash equivalent balance equal to 19.5% of total operating expenses
- Current liabilities exceed current assets, though the amount has decreased over time
- Shared-ride operating subsidies jumped from \$125,837 in FYE 2016 to \$188,465 in FYE 2017
- Accounts payable and receivable amounts are negligible
- TACT maintains a \$100,000 line of credit

Compared to FYE 2011, TACT's financial health is greatly improved. However, growing losses in paratransit threaten the progress TACT made in recent years. TACT must develop a strategy to contain shared-ride operating losses. This will take Board direction, management effort and coordination with PennDOT. Once paratransit losses are contained, management should continue to contain operating costs, increase revenues, and ensure sufficient cash reserves to further improve TACT's overall financial health.

NEXT STEPS

TACT management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. TACT's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets. identified in the table below. MCTA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

PART Performance Review

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

Agency Profile

Agency Name	Borough of Pottstown - Pottstown Area Rapid Transit (d.b.a. PART)		
Year Founded	1974		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	34		
Service Area Population	51,000		
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (ADA)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	5	1	6
Operating Cost	\$2,131,943	\$185,387	\$2,317,330
Operating Revenue	\$317,587	\$24,237	\$341,824
Total (Actual) Vehicle Miles	261,232	13,549	274,781
Revenue Miles of Service (RVM)	261,232	13,549	274,781
Total Vehicle Hours	19,114	2,798	21,912
Revenue Vehicle Hours (RVH)	19,114	2,798	21,912
Total Passenger Trips	258,226	6,136	264,362
Senior Passenger (Lottery) Trips	42,937	0	42,937
Act 44 Performance Statistics			
Passengers / RVH	13.51	2.19	12.06
Operating Cost / RVH	\$111.54	\$66.26	\$105.76
Operating Revenue / RVH	\$16.62	\$8.66	\$15.60
Operating Cost / Passenger	\$8.26	\$30.21	\$8.77
Other Performance Statistics			
Operating Revenue / Operating Cost	14.90%	13.07%	14.75%
Operating Cost / Total Vehicle Hours	\$111.54	\$66.26	\$105.76
Operating Cost / Total Vehicle Miles	\$8.16	\$13.68	\$8.43
Total Passengers / Total Vehicle Hours	13.51	2.19	12.06
Operating Cost / RVM	\$8.16	\$13.68	\$8.43
RVM / Total Vehicle Miles	100.00%	100.00%	100.00%
RVH / Total Vehicle Hours	100.00%	100.00%	100.00%
Operating Subsidy / Passenger Trip	\$7.03	\$26.26	\$7.47

*Source: PennDOT dotGrants 2015 reporting

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of Pottstown Area Rapid Transit (d.b.a. PART) in December 2012. Based on that review, PennDOT established five-year performance targets and agreed to PART’s action plan to meet those targets. In March 2018, PennDOT conducted the five-year reassessment of PART to determine if PART successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings

PART Performance Review

IMPORTANT CHANGES SINCE THE 2012 PERFORMANCE REVIEW

PennDOT conducted the initial review of Pottstown Area Rapid Transit (d.b.a. PART) in December 2012. Since the previous report was finalized, the following changes and other factors impacted operations, finance and statistical reporting at PART, as well as performance targets which were established in 2012:

1. **Service contract overhaul** – In FYE 2015, PART issued a Request for Proposals (RFP) to procure fixed-route service. This was the first time in several decades that the contract was put out to bid. Under the old agreement, the Borough was charged for service based on costs incurred to the contractor less farebox revenue. This arrangement did not accurately capture the cost of service provided, or allow PART to monitor fixed-route farebox recovery since the amount invoiced was already offset by fares collected. In addition, FTA procurement rules require transit systems to competitively procure service contracts. The new RFP requires the contractor to charge for service based on units of service provided (i.e., cost per scheduled revenue hour multiplied by the total scheduled hours/trips operated each reporting month) less farebox revenue collected, and any applicable liquidated damages. Since the contractor is now responsible for tracking and reporting units of service provided, costs can be determined prior to farebox revenue offsetting contractor expenses. PART, Inc. was the only respondent to the RFP and was selected. Fixed-route operating costs increased overall as a result of the new RFP.
2. **Ridership loss from competitive local service** – In 2012, a non-profit health services center began offering free transportation to their facilities in Pottstown. These health facilities are located as stops along two of PART’s fixed-routes (i.e., High Street and Stowe). Management believes that due to competition from this free service, PART lost ridership along both routes from passengers that previously used PART to get to their medical appointments. Based on dotGrants reported information, ridership declined 9.4% between 2012 and 2013, and by an additional 1.4% decrease between 2013 and 2014.

2012 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2012 performance review compared PART to a group of peer agencies based on the four performance criteria required by Act 44. PART was found to be “In Compliance” for seven performance criteria and “At Risk” for one.

Performance Criteria	FYE*	Determination	Rank (of 12)	Relation 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%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

PART Performance Review

The 2012 performance review reported that PART was “In Compliance” for seven out of eight criteria and “At Risk” for one. PART performed better in passenger and revenue based criteria than the peer group, but worse for operating cost based criteria. The following performance targets were established with PART:

- Increase passengers per revenue vehicle hour by at least 2% per year on average
- Increase operating revenue per revenue vehicle hour by at least 2% per year on average
- Contain operating cost per revenue vehicle hour increases to no more than 2% per year on average
- No increase in average annual operating cost per passenger

PART developed an action plan to address opportunities for improvement identified in the 2012 performance review. Among the major steps PART took to improve its performance were:

1. Review and implement changes to contracted service practices – PART worked with a third-party consultant to develop a new RFP that completely restructured how purchased transportation is procured. Previously, PART contracted with PART, Inc. for over thirty years without a competitive bidding process. The new RFP was reviewed by FTA and PennDOT, and incorporated many of the recommendations (e.g., how contractor costs are billed, data is reported, performance monitoring standards, etc.) from the PART Action Plan. The new RFP went out to bid in FYE 2015, and PART, Inc. was selected as the vendor.
2. Contain operating cost increases – As a measure of contractor oversight, PART assigned staff to an internal transit committee to oversee cost containment. This included the committee’s recommendation to negotiate a contract performance target requiring operating costs not to exceed 2% in annually budgeted operating costs.
3. Develop a formal succession plan for PART, Inc. – The owner of PART, Inc. developed a succession plan that would delegate decision-making to a Board of Directors in the interim to handle staffing and operations. The Board consists of an attorney, an accountant, and other representatives with responsibilities related to public transportation operations.

As a result of the initial performance review, the following performance targets were established in consultation with PART. These performance targets were developed using the most accurate Act 44 performance variables available at that time.

Performance Criteria	2017 Target	2017 Actual	Met Target
Passengers / Revenue Vehicle Hour	16.83	13.51	No
Operating Cost / Revenue Vehicle Hour	\$113.37	\$111.54	Yes
Operating Revenue / Revenue Vehicle Hour	\$17.18	\$16.62	No
Operating Cost / Passenger	\$6.74	\$8.26	No

Ridership declined between 2012 and 2017, however PART increased fixed-route revenue from the sale of multi-ride passes to supplement passenger fares. PART managed to contain operating costs annually by 2% by incorporating this target within the RFP for fixed-route service. Although PART and PART, Inc. addressed nearly all the 2012 Action Plan recommendations, PART missed three out of four performance targets.

PART Performance Review

The most noteworthy action that was developed from the 2012 Action Plan was a complete overhaul of the RFP for contracted service. Costs increased as result of more accurately pricing service, but costs were contained within 2% growth per year. Ridership-based actions were unable to increase fixed-route passenger trips, which declined by 1.74% per year on average between 2012 and 2017. In 2012, a non-profit health services center began offering free scheduled trips to its facilities, and PART believes they are in direct competition with this service for passengers that previously used PART to get to their medical appointments. PART narrowly missed its revenue target despite an increase in income from the sale of multi-ride passes. Based on actions taken by management in the 2012 Action Plan, PART demonstrated a good faith effort to achieve its previously established targets.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review assessed PART with a group of peer agencies based on the four performance criteria outlined by law. PART was found to be “In Compliance” for four performance criteria and “At Risk” for one.

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2016	In Compliance	7	Better	14.33	13.60
	Trend	In Compliance	6	Better	-0.03%	-0.68%
Operating Cost / Revenue Hour	2016	At Risk	13	Worse	\$106.45	\$80.61
	Trend	In Compliance	7	Worse	1.36%	1.19%
Operating Revenue / Revenue Hour	2016	In Compliance	4	Better	\$17.03	\$13.42
	Trend	In Compliance	7	Better	2.06%	1.34%
Operating Cost / Passenger	2016	In Compliance	9	Worse	\$7.43	\$6.77
	Trend	In Compliance	6	Better	1.39%	2.05%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2016 data

In the 2012 performance review, PART was found to be “At Risk” for operating cost per revenue hour for the single year determination. The 2018 review found that PART to be “At Risk” for the same performance criteria, with \$106.45 per hour compared to the peer average of \$80.61 per hour. The five-year trend of 1.36% in cost growth compared to the 1.19% peer average demonstrates PART’s ability to contain costs over time. However, PART’s proximity to Philadelphia has likely contributed to an overall baseline for high costs as evidenced in the single year determination and prior 2012 review finding.

The 2018 performance review examined additional steps, beyond those specified in the 2012 action plan, that PART has taken to improve performance. The most notable action is the complete overhaul of its RPF for contracted service. The 2018 performance review also identified actions that PART can take to improve overall agency performance including:

1. Develop a targeted marketing strategy to guide outreach activities.
2. Continue cost containment measures that control the rate of escalation for future years.
3. Increase contractor oversight to monitor on-time performance and compliance with service standards outlined in the service contract.

Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for PART's Boardapproved action plan.

2018 PERFORMANCE TARGETS

As required by Act 44, PennDOT and PART management have agreed to performance targets for FYE 2022 identified in the table below. PART should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	2016 Actual	2017 Actual	2022 Target	Target Annual Increase
Passengers / Revenue Vehicle Hour	14.33	13.51	14.20	1.0%
Operating Cost / Revenue Vehicle Hour	\$106.45	\$111.54	\$129.30	3.0%
Operating Revenue / Revenue Vehicle Hour	\$17.03	\$16.62	\$17.46	1.0%
Operating Cost / Passenger	\$7.43	\$8.26	\$9.12	2.0%

FINANCIAL REVIEW

PART currently has a balanced operating budget. Operating cash reserves have steadily decreased since 2015. Noteworthy elements of PART's financial condition are:

- PART has \$18,275 in carryover local funds and \$608,581 in carryover state funds in FYE 2017
- Combined carryover subsidies amount to 27.1% of total operational funding
- PART received its full local match as required by Act 44
- Paratransit operating subsidies jumped from \$82,127 in FYE 2013 to \$161,150 in FYE 2017
- Accounts payable and receivable amounts are negligible
- PART does not maintain a line of credit

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve PART's overall financial health.

NEXT STEPS

PART management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. PART's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.

Altoona Metro Transit (AMTRAN) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Altoona Metro Transit (d.b.a., AMTRAN)		
Year Founded	1958		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	25		
Service Area Population	69,608		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA)	Total
Vehicles in Maximum Service (VOMS)	21	13	34
Operating Cost	\$4,425,704	\$227,868	\$4,653,572
Operating Revenue	\$766,033	\$38,683	\$804,716
Total (Actual) Vehicle Miles	511,645	63,218	574,863
Revenue Miles of Service (RVM)	495,313	N/A	N/A
Total Vehicle Hours	44,153	4,904	49,057
Revenue Vehicle Hours (RVH)	39,445	N/A	N/A
Total Passenger Trips	557,710	12,466	570,176
Senior Passenger (Lottery) Trips	69,831	0	69,831
Act 44 Performance Statistics			
Passengers / RVH	14.14	N/A	N/A
Operating Cost / RVH	\$112.20	N/A	N/A
Operating Revenue / RVH	\$19.42	N/A	N/A
Operating Cost / Passenger	\$7.94	\$18.28	\$8.16
Other Performance Statistics			
Operating Revenue / Operating Cost	17.31%	16.98%	17.29%
Operating Cost / Total Vehicle Hours	\$100.24	\$46.47	\$94.86
Operating Cost / Total Vehicle Miles	\$8.65	\$3.60	\$8.10
Total Passengers / Total Vehicle Hours	12.63	2.54	11.62
Operating Cost / RVM	\$8.94	N/A	N/A
RVM / Total Vehicle Miles	96.81%	N/A	N/A
RVH / Total Vehicle Hours	89.34%	N/A	N/A
Operating Subsidy / Passenger Trip	\$6.56	\$15.18	\$6.75

*Source: dotGrants most recently available reporting (FYE 2017).

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of Altoona Metro Transit (d.b.a. AMTRAN) in April 2012. Based on that review, PennDOT established five-year performance targets and agreed to AMTRAN’s action plan to meet those targets. In September 2017, PennDOT conducted the five-year reassessment of AMTRAN to determine if AMTRAN successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

AMTRAN Performance Review

IMPORTANT CHANGES SINCE THE 2012 PERFORMANCE REVIEW

PennDOT conducted the initial review of Altoona Metro Transit (d.b.a. AMTRAN) in April 2012. Since the previous report was finalized, AMTRAN's Act 44 targets were re-adjusted in 2014 to reflect the unexpected loss in passengers of AMTRAN's tripper service and declining enrollment at Penn State Altoona. These changes should be considered when comparing the previous performance report and five-year performance trends presented in this report:

1. Sharp decline in Tripper passengers – In FY 13-14, a state regulation requiring that all students be seated forced AMTRAN to reduce ridership of school tripper service by the number of available seats. This reduced ridership by 60% on those routes. The sharp reduction in student riders resulted in a re-adjustment of AMTRAN's Act 44 targets.
2. Renegotiated contract with Penn State Altoona – In FY 13-14, Penn State Altoona renegotiated its contract with AMTRAN due to university wide budget cuts. The new contract resulted in a service reduction and the loss of \$150,000 in annual revenue. The loss in revenue contributed to the re-adjustment to AMTRAN's Act 44 targets.

2012 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2012 performance review assessed AMTRAN with a group of peer agencies based on the four performance criteria required by Act 44. AMTRAN was found to be "In Compliance" for 7 performance criteria and "At Risk" for one.

Performance Criteria	FYE*	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%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

The 2012 performance review reported that AMTRAN's operating revenue per passenger ranked 2nd in its peer group and ridership gains grew at a faster rate than its peers. Management efforts to contain costs reduced the overall rate of increase, but AMTRAN remained at risk for operating costs in the single year determination. The following performance targets were established with AMTRAN:

- Increase passengers per revenue vehicle hour by at least 2% per year on average
- Increase operating revenue per revenue vehicle hour by at least 2% per year on average
- Contain operating cost per revenue vehicle hour increases to no more than 2% per year on average
- Contain operating cost per passenger increases to no more than 0% per year on average

AMTRAN Performance Review

AMTRAN developed an action plan to address opportunities for improvement identified in the 2012 performance review. Among the major steps AMTRAN took to improve its performance were:

1. Increased fixed-route revenue – AMTRAN Secured an 8% increase in payment from Penn State Altoona for the 2017-2018 academic year. This is the largest increase in fixed-route revenue from Penn State Altoona since the contract negotiations that reduced annual revenue by \$150,000.
2. Reduced maintenance expenses from aging fleet – AMTRAN advanced the vehicle overhaul program (VOH) of three 2005 Gillig Phantoms and purchased 6 new Gillig compressed natural gas (CNG) buses. This fleet upgrade should result in higher performance and reduce long-term maintenance related expenses.

AMTRAN reported progress to PennDOT on the implementation of the 2012 Action Plan. However, AMTRAN's performance targets revised in December of 2016 to account for the loss in ridership and revenue. Management worked alongside PennDOT to develop revised performance targets that were more closely aligned to anticipated revenue and ridership. The revised 2016 targets presented in the table below, show that AMTRAN successfully met three out of the four 2012 performance targets:

Performance Criteria	Original 2016 Target	Revised 2016 Target	2016 Actual	Met Target
Passengers / Revenue Vehicle Hour	19.74	14.66	14.92	Yes
Operating Cost / Revenue Vehicle Hour	\$105.24	\$115.41	\$109.23	Yes
Operating Revenue / Revenue Vehicle Hour	\$20.04	\$20.32	\$19.64	No
Operating Cost / Passenger	\$5.36	\$7.87	\$7.32	Yes

Management coordinated with PennDOT, reporting on progress related to the 2012 Action Plan, and revised targets in 2016 to account for external forces that impacted ridership and revenue. AMTRAN was unable to meet its target for operating revenue per revenue vehicle hour. Although fixed-route revenue is relatively stable, AMTRAN is subject to swings in university enrollment, student-based farebox revenue and lease revenues from the Trolleyworks property. Based on actions taken by management in the 2012 Action Plan, AMTRAN demonstrated a good faith effort to achieve its revised performance targets .

AMTRAN Performance Review

2017 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2017 performance review assessed AMTRAN with a group of peer agencies based on the four performance criteria outlined by law. AMTRAN was found to be “In Compliance” for four performance criteria and “At Risk” for four.

Performance Criteria	FYE*	Determination	Rank (of 10)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2015	In Compliance	6	Worse	14.37	15.35
	Trend	At Risk	13	Worse	-4.03%	1.33%
Operating Cost / Revenue Hour	2015	At Risk	13	Worse	\$113.15	\$81.19
	Trend	In Compliance	10	Worse	4.46%	2.65%
Operating Revenue / Revenue Hour	2015	In Compliance	2	Better	\$19.92	\$13.04
	Trend	In Compliance	6	Better	3.22%	2.28%
Operating Cost / Passenger	2015	At Risk	12	Worse	\$7.87	\$5.50
	Trend	At Risk	13	Worse	8.86%	1.38%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2016 data.

The 2017 performance review examined additional steps, beyond those specified in the 2012 action plan, that AMTRAN has taken to improve performance. The most notable action is that AMTRAN has diversified revenue streams through the development of the Trolleyworks Business Parks.

The 2017 performance review also identified actions that AMTRAN can take to improve overall agency performance including:

1. Continue to monitor operating costs and identify opportunities to reduce expenses.
2. Develop a strategic plan that builds upon existing strategic planning efforts to outline short and long-term agency goals with interim strategies and related performance measures.
3. Conduct a benefit/cost analysis to evaluate potential route guarantee arrangements for fixed-route service.

Additional opportunities for improvement were also identified during the 2017 performance review. The complete list of opportunities for improvement will serve as the basis for AMTRAN’s Board-approved action plan.

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and AMTRAN management have agreed to performance targets for FYE 2023 identified in the table below. AMTRAN should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	2017 Actual	2018 Unaudited*	2023 Target	Target Annual Increase
Passengers / Revenue Vehicle Hour	14.14	15.58	16.38	1.0%
Operating Cost / Revenue Vehicle Hour	\$112.20	\$141.68	\$164.25	3.0%
Operating Revenue / Revenue Vehicle Hour	\$19.42	\$21.07	\$22.15	1.0%
Operating Cost / Passenger	\$7.94	\$9.09	\$10.04	2.0%

*Unaudited 2018 values were used to provide AMTRAN with targets based off the most currently available data

FINANCIAL REVIEW

AMTRAN currently has a balanced operating budget. Operating cash reserves have steadily increased since 2012. Noteworthy elements of AMTRAN's financial condition are:

- AMTRAN has \$2,916,616 in carryover Section 1513 funds available in case of unexpected cost increases or service changes
- AMTRAN maintained a local fund carryover balance of \$595,227 as of FYE 2016
- AMTRAN maintains a combination of cash, investments and restricted cash equivalent to 86.2% of total operating expenses as of FYE 2016
- Accounts payable and receivable amounts are negligible
- AMTRAN does not maintain a line of credit

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve AMTRAN's overall financial health.

NEXT STEPS

AMTRAN management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. AMTRAN's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.

County of Lackawanna Transit System (COLTS) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	County of Lackawanna Transit System (d.b.a., COLTS)		
Year Founded	1972		
Reporting Fiscal Year End (FYE)	2016		
Service Area (square miles)	170		
Service Area Population	260,348		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride))	Total
Vehicles in Maximum Service (VOMS)	38	32	70
Operating Cost	\$8,619,460	\$2,255,095	\$10,874,555
Operating Revenue	\$1,312,315	\$2,624,356	\$3,936,671
Total (Actual) Vehicle Miles	1,149,487	792,744	1,942,231
Revenue Miles of Service (RVM)	1,047,832	N/A	N/A
Total Vehicle Hours	94,034	49,026	143,060
Revenue Vehicle Hours (RVH)	86,713	N/A	N/A
Total Passenger Trips	1,131,776	120,211	1,251,987
Senior Passenger (Lottery) Trips	202,663	90,783	293,446
Act 44 Performance Statistics			
Passengers / RVH	1305	N/A	N/A
Operating Cost / RVH	\$99.40	N/A	N/A
Operating Revenue / RVH	\$15.13	N/A	N/A
Operating Cost / Passenger	\$7.62	\$18.76	\$8.69
Other Performance Statistics			
Operating Revenue / Operating Cost	15.23%	116.37%	36.20%
Operating Cost / Total Vehicle Hours	\$91.66	\$46.00	\$76.01
Operating Cost / Total Vehicle Miles	\$7.50	\$2.84	\$5.60
Total Passengers / Total Vehicle Hours	12.04	2.45	8.75
Operating Cost / RVM	\$8.23	N/A	N/A
RVM / Total Vehicle Miles	91.16%	N/A	N/A
RVH / Total Vehicle Hours	92.21%	N/A	N/A
Operating Subsidy / Passenger Trip	\$6.46	-\$3.07	\$5.54

*Source: dotGrants reporting.

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets.

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted the initial review of County of Lackawanna Transit System (d.b.a. COLTS) in November 2011. Based on that review, PennDOT established five-year performance targets and agreed to COLTS’s action plan to meet those targets. After the development of the 2011 report, information regarding reported ridership was found to be overstated for several years. Thus, a revised report was issued in June 2014 with updated performance targets. In July 2017, PennDOT conducted the five-year reassessment of COLTS to determine if COLTS successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

IMPORTANT CHANGES SINCE THE PREVIOUS 2011 PERFORMANCE REVIEW

PennDOT conducted the initial review of County of Lackawanna Transit System (d.b.a. COLTS) in November 2011. Since the previous report was finalized, significant changes occurred that impact operations, finance and statistical reporting at COLTS, as well as performance targets that were established in 2011:

1. Overstated fixed-route ridership statistics – After the development of the COLTS report in November 2011, information regarding reported ridership was determined to be overstated for several years. Due to the correction in the reported passenger variable, the initial five-year performance standards listed in the report were erroneous. A revised report was issued in June 2014 that updated performance targets for COLTS. It is the revised 2010 statistics and updated 2016 performance targets that are used in this report. NTD-reported values for COLTS’ ridership are also erroneous through 2013 and have been adjusted to corrected values for peer agency trend comparisons.
2. Assumed control of shared-ride operations from Lackawanna County – COLTS began operating shared-ride paratransit services on behalf of Lackawanna County in 2011. This increased the size of the paratransit budget from about \$186,000 in FYE 2011 to approximately \$2 million in FYE 2012. In previous years, COLTS contracted out ADA paratransit service. By assuming control of shared-ride operations, COLTS inherited legacy labor costs related to operator wages and fringe benefits.
3. Delayed financial reporting – In FY 14-15, the Finance Director left COLTS without documentation related to how agency finances were conducted. COLTS had no succession planning related policies in place to inform the incoming Finance Director how to monitor cost drivers, identify opportunities for cost containment or prepare financial documents for the FYE audit.

2011 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2011 performance review assessed COLTS with a group of peer agencies based on the four performance criteria required by Act 44. COLTS was found to be “In Compliance” for all performance criteria and “At Risk” for none.

Performance Criteria	FYE*	Determination	Rank (of 12)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2009	In Compliance	8	Worse	12.82	14.20
	Trend	In Compliance	3	Better	2.06%	-0.22%
Operating Cost / Revenue Hour	2009	In Compliance	7	Better	\$73.62	\$76.53
	Trend	In Compliance	8	Worse	2.27%	2.18%
Operating Revenue / Revenue Hour	2009	In Compliance	9	Worse	\$12.13	\$14.12
	Trend	In Compliance	6	Better	2.08%	1.88%
Operating Cost / Passenger	2009	In Compliance	8	Worse	\$5.74	\$5.41
	Trend	In Compliance	3	Better	0.65%	2.45%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

COLTS Performance Review

Although the 2011 performance review reported that COLTS's revenues were within industry standards and operating costs were high compared to the peer group. The following performance targets were established with COLTS:

- Increase passengers per revenue vehicle hour by at least 2% per year
- Contain operating cost per revenue vehicle hour increases to no more than 3% per year
- Increase revenue per revenue vehicle hour by at least 3% per year
- Contain operating cost per passenger to no more than 1% per year

COLTS developed an action plan to address opportunities for improvement identified in the 2011 performance review. Among the major steps COLTS took to improve its performance were:

1. **Assigned Board members to oversee the implementation of the action plan** – This increased Board member participation and led to informed decision-making related to addressing action plan items.
2. **Reduced driver overtime expenses** – COLTS decreased its longest runs from 11 hours to nine hours to control overtime costs for fixed-route drivers.
3. **Performed a cost-benefit analysis on major maintenance work** – COLTS assessed the benefits and costs of performing preventative maintenance for transmissions serviced prior to manufacturers recommendations.

COLTS reported progress to PennDOT on the implementation of the 2011 Action Plan. However, performance targets were revised in June 2014 to account for previous years in overstated ridership. PennDOT presented revised performance targets for passenger based variables. The revised 2016 targets presented in the table below, show that COLTS successfully met three out of four performance targets:

Performance Criteria	Original 2016 Target	Revised 2016 Target	2016 Actual	Met Target
Passengers / Revenue Vehicle Hour	21.73	11.42	13.05	Yes
Operating Cost / Revenue Vehicle Hour	\$92.04	\$92.04	\$99.40	No
Operating Revenue / Revenue Vehicle Hour	\$13.49	\$13.49	\$15.13	Yes
Operating Cost / Passenger	\$4.24	\$8.07	\$7.62	Yes

Management coordinated with PennDOT, reporting on progress related to the 2011 Action Plan, and revised targets to account for previously overstated ridership. Based on actions taken by management listed in the Action Plan, COLTS demonstrated a good faith effort to achieve its revised performance targets.

COLTS Performance Review

2017 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2017 performance review assessed COLTS with a group of peer agencies based on the four performance criteria outlined by law. The 2017 review found that COLTS has three “At Risk” findings. Each finding determined to be “At Risk” was previously “In Compliance” for the 2011 review.

Performance Criteria	FYE*	Determination	Rank (of 10)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2015	At Risk	13	Worse	12.81	16.03
	Trend	In Compliance	4	Better	4.02%	1.75%
Operating Cost / Revenue Hour	2015	In Compliance	12	Worse	\$104.66	\$89.20
	Trend	At Risk	12	Worse	6.31%	2.47%
Operating Revenue / Revenue Hour	2015	In Compliance	5	Better	\$16.23	\$15.40
	Trend	In Compliance	1	Better	7.52%	2.17%
Operating Cost / Passenger	2015	At Risk	14	Worse	\$8.17	\$5.65
	Trend	In Compliance	10	Worse	2.20%	0.72%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2016 data

The 2017 performance review examined additional steps, beyond those specified in the 2011 action plan, that COLTS has taken to improve performance. The most notable action is that COLTS coordinates with Luzerne County Transportation Authority (LCTA) for the interoperability of fare media and a shared transfer location for ADA passengers. This improved the customer service experience for passengers that routinely travel between Wilkes-Barre and Scranton for destinations and services.

The 2016 performance review also identified actions that COLTS can take to improve overall agency performance including:

1. Develop a target for scheduled and unscheduled overtime to inform staffing decisions.
2. Develop a strategic plan to set a vision and direction for COLTS.
3. Develop job descriptions for essential functions of management positions.

Additional opportunities for improvement were also identified during the 2017 performance review. The complete list of opportunities for improvement will serve as the basis for COLTS’s Board-approved action plan.

2021 PERFORMANCE TARGETS

As required by Act 44, PennDOT and COLTS management have agreed to performance targets for FYE 2021 identified in the table below. COLTS should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	2015 Actual	2016 Actual	2021 Target	Target Annual Increase
Passengers / Revenue Vehicle Hour	12.81	13.05	12.41	2.0%
Operating Cost / Revenue Vehicle Hour	\$104.66	\$99.40	\$115.23	3.0%
Operating Revenue / Revenue Vehicle Hour	\$16.23	\$15.13	\$16.71	2.0%
Operating Cost / Passenger	\$8.17	\$7.62	\$8.00	1.0%

FINANCIAL REVIEW

COLTS currently has a balanced operating budget. Operating cash reserves have decreased steadily since 2012. Noteworthy elements of COLTS's financial condition are:

- COLTS has \$1,204,656 in carryover Section 1513 funds available in case of unexpected cost increases or service changes
- COLTS has \$1,937,217 in Act 3 and \$110,416 in Act 26 funds carried over as of FYE 2016
- COLTS maintained a local fund carryover balance of \$529,705 as of FYE 2016
- COLTS does not maintain a line of credit
- Accounts payable and receivable amounts are negligible
- COLTS completed its final installment in operating subsidy payback in 2017

COLTS had several financial reporting issues that contributed to the delayed the FYE 2015 audit. This included a lack of documentation, succession planning and a transition to explain longstanding agency practices related to cost allocation, financial reporting and preparation for the FYE audit. COLTS management will need to take several steps to prevent a recurrence:

- Maintain finance staff experienced in generally accepted accounting practices
- Ensure finance staff are well-trained in PennDOT and FTA reporting requirements
- Fully document all accounting practices
- Reconcile books monthly

Management should also continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve COLTS's overall financial health.

NEXT STEPS

COLTS management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. COLTS's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.

Washington County Transportation Authority (WCTA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Washington County Transportation Authority (WCTA, d.b.a. Freedom Transit)		
Year Founded	2015		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	861		
Service Area Population	207,820		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles in Maximum Service (VOMS)	8	63	71
Operating Cost	\$1,375,200	\$4,981,645	\$6,356,845
Operating Revenue	\$145,989	\$4,800,010	\$4,945,999
Total (Actual) Vehicle Miles	366,154	2,239,162	2,605,316
Revenue Miles of Service (RVM)	338,805	1,427,422	1,766,227
Total Vehicle Hours	22,459	124,091	146,550
Revenue Vehicle Hours (RVH)	19,710	61,207	80,917
Total Passenger Trips	83,665	225,843	309,508
Senior Passenger (Lottery) Trips	17,076	99,185	116,261
Act 44 Performance Statistics			
Passengers / RVH	4.24	3.69	3.83
Operating Cost / RVH	\$69.77	\$81.39	\$78.56
Operating Revenue / RVH	\$7.41	\$78.42	\$61.12
Operating Cost / Passenger	\$16.44	\$22.06	\$20.54
Other Performance Statistics			
Operating Revenue / Operating Cost	10.62%	96.35%	77.81%
Operating Cost / Total Vehicle Hours	\$61.23	\$40.15	\$43.38
Operating Cost / Total Vehicle Miles	\$3.76	\$2.22	\$2.44
Total Passengers / Total Vehicle Hours	3.73	1.82	2.11
Operating Cost / RVM	\$4.06	\$3.49	\$3.60
RVM / Total Vehicle Miles	92.53%	63.75%	67.79%
RVH / Total Vehicle Hours	87.76%	49.32%	55.21%
Operating Subsidy / Passenger Trip	\$14.69	\$0.80	\$4.56

*Source: dotGrants 2017 reporting

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

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

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

The reassessment at the end of each five-year cycle is to evaluate:

- Whether the organization achieved its performance targets set in the previous review; and
- The sufficiency and effectiveness of actions taken by the organization to improve performance and management practices in its efforts to meet performance targets

Act 44 regulations address PennDOT actions regarding performance reviews, failure to achieve performance targets and to determine if a financial penalty should be assessed if performance targets are not met in §427.12. Performance Reviews:

“(E) The application of funding adjustment will be as follows:

1. Operating fund reductions in Section 1513(G) of the Act (relating to operating program) may be implemented for grantees subject to this section that are not satisfying the minimum performance standards, considering all other provisions of Section 1513. A funding reduction may be assessed in cases when a local transportation organization fails to report progress of, or fails to implement the agreed upon strategic action plan, or both.”

PennDOT conducted a transit performance review for Washington City Transit (WCT) in December 2013. Based on that review, PennDOT established five-year performance targets and agreed to WCT’s action plan to meet those targets. In 2013, Washington County Transportation Authority (WCTA) introduced fixed-route service. As part of a statewide initiative to consolidate public transportation agencies, WCTA assumed responsibility of providing fixed-route service from WCT on July 1, 2015 and rebranded as Freedom Transit. The results of WCT’s review are presented in this report, however, WCTA was not previously assessed for performance under Act 44. This is WCTA’s first performance review and WCTA will not be held to the performance targets previously set in 2013 for WCT.

WCTA Performance Review

IMPORTANT CHANGES SINCE THE 2013 WASHINGTON CITY PERFORMANCE REVIEW

PennDOT conducted the initial review of WCT in December 2013. The 2013 performance review compared WCT with a group of peer agencies based on the four performance criteria required by Act 44. WCT was found to be “In Compliance” for five performance criteria and “At Risk” for three.

Performance Criteria	FYE*	Determination	Rank (of 13)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2011	At Risk	13	Worse	3.59	10.44
	Trend	At Risk	13	Worse	-3.71%	-0.21%
Operating Cost / Revenue Hour	2011	In Compliance	6	Better	\$74.59	\$76.27
	Trend	In Compliance	6	Worse	1.72%	1.11%
Operating Revenue / Revenue Hour	2011	In Compliance	10	Worse	\$5.65	\$7.82
	Trend	In Compliance	11	Worse	-7.62%	-2.36%
Operating Cost / Passenger	2011	At Risk	13	Worse	\$20.79	\$8.67
	Trend	In Compliance	11	Worse	5.64%	1.43%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons.

WCT performed better than its peer average in 2011 for operating costs. The following performance targets were established with WCT:

- Increase passengers per revenue vehicle hour by at least 3.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.0% per year on average
- Contain increases in operating cost per revenue vehicle hour to no more than 3.0% per year on average
- Contain increases in operating cost per passenger to no more than 0% per year on average

Performance Criteria	2010	2011	2012	2018 Target*	Target Annual Increase
Passengers / Revenue Vehicle Hour	3.53	3.59	3.56	4.26	3.0%
Operating Cost / Revenue Vehicle Hour	\$69.76	\$74.59	\$78.98	\$94.31	3.0%
Operating Revenue / Revenue Vehicle Hour	\$5.40	\$5.56	\$6.43	\$7.76	3.0%
Operating Cost / Passenger	\$19.74	\$20.79	\$22.16	\$22.16	0.0%

*2018 performance targets were set for the City of Washington and not the Washington County Transit Authority

Since the 2013 report was finalized, WCT worked to meet its performance targets and implement actions listed in the 2013 Action Plan. This included the installation of fixed-route stop signs, new policies for vehicle spare ratio, farebox recovery goal, fare adjustment, and required an operations supervisor to be available during hours of operation. Mid-way through the 2013 – 2018 performance period, WCT consolidated with WCTA and the City of Washington ceased the provision of public transportation services in the Greater Washington City area.

2015 CONSOLIDATION RESULTS

WCTA was established to manage human service transportation for Washington County in. In 2013, WCTA began operating a federally funded fixed-route known locally as the “Freedom Line.” This service partially operated within the existing fixed-route area served by WCT. Two public transportation agencies providing fixed-route service within the Greater Washington City area initiated the discussion for consolidation between Washington County and the City of Washington. On July 1, 2015, WCTA assumed responsibility for providing fixed-route service from WCT. The following changes occurred in the three years since consolidation:

1. **Rebranded as Freedom Transit** – WCTA was formed in 2001 to provide non-fixed-route transportation service in Washington County. Residents and customers knew WCTA as Washington Rides. WCT was the longstanding municipal transportation department for the City of Washington that provided local urban fixed-route service. Following consolidation, WCTA was rebranded to the public as Freedom Transit. WCTA would go on to hire its first dedicated marketing coordinator in 2018 to help build brand awareness and actively market Freedom Transit in Washington County.
2. **Eliminated use of multiple vendors for purchased transportation** – WCTA and WCT did not directly operate service. Both agencies purchased transportation operation services from private vendors (First Transit and MV Transportation) for purchased transportation. However, WCTA found it challenging with limited staff resources to provide adequate oversight over multiple contractors. This resulted in late trips, missed trips, and a practice of underreported maintenance issues. WCTA put out a single bid for operating fixed-route service and negotiated tougher oversight provisions like liquidated damages penalties into the contract. WCTA terminated its relationship with MV Transportation, and First Transit became the sole contractor for Freedom Transit in 2017.
3. **Service planning and strategic planning efforts** – WCTA began assessing former WCT fixed-routes. In 2017, the “hopper” service was replaced with directional service (north, south, east, west) divided into two routes with a transfer point at the agency headquarters. Initial operational improvements were further supported by the development of WCTA’s first transit development plan (TDP) in 2018. Later that year WCTA would develop its first strategic plan to reinforce elements of the 2013 WCT transit performance review that were still relevant to the former WCT service area and provide agency direction to help carry out the TDP.

At the time of WCT’s 2013 performance review, WCTA began operating a federally funded fixed-route and did not use PennDOT section 1513 funds. Thus, WCTA was not subject to an Act 44 transit performance review. Since assuming responsibility for fixed-route service from the City of Washington in 2015, WCTA receives annual section 1513 operating funds and is now subject to an Act 44 transit performance review. This 2018 review will establish WCTA’s first set of performance targets to be achieved by FYE 2023.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared Freedom Transit with a group of peer agencies based on the four performance criteria outlined by law. Freedom Transit was found to be “In Compliance” for five performance measures and “At Risk” for three.

Performance Criteria	FYE*	Determination	Rank	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Hour	2016	At Risk	12	Worse	4.26	10.73
	Trend	In Compliance	3	Better	2.00%	-0.45%
Operating Cost / Revenue Hour	2016	In Compliance	4	Better	\$64.43	\$80.21
	Trend	In Compliance	2	Better	-4.32%	0.57%
Operating Revenue / Revenue Hour	2016	At Risk	10	Worse	\$7.80	\$11.68
	Trend	In Compliance	4	Better	5.45%	2.88%
Operating Cost / Passenger	2016	At Risk	11	Worse	\$15.14	\$8.60
	Trend	In Compliance	1	Better	-6.20%	1.13%

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2017 data.

The 2018 performance review also identified actions that Freedom Transit can take to improve overall agency performance including:

1. Address service recommendations presented in the TDP to improve operational efficiency and potentially increase ridership.
2. Develop a system-wide map and route maps that are available online and in-print.

Additional opportunities for improvement were also identified during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for WCTA’s Board-approved action plan.

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and WCTA management developed new five-year performance targets. Performance targets are designed to be aggressive, yet achievable. WCTA should work to achieve these targets, shown in the following table, over the next five years to ensure continued eligibility for full Section 1513 funding¹.

Performance Criteria	2017 Actual	2018 Unaudited*	2023 Target	Target Annual Increase
Passengers / Revenue Vehicle Hour	4.24	4.34	4.56	1.0%
Operating Cost / Revenue Vehicle Hour	\$69.77	\$75.01	\$86.96	3.0%
Operating Revenue / Revenue Vehicle Hour	\$7.41	\$8.20	\$8.62	1.0%
Operating Cost / Passenger	\$16.44	\$17.28	\$19.08	2.0%

*2018 Unaudited values were used to provide WCTA with targets based off the most currently available data

FINANCIAL REVIEW

WCTA currently has a balanced operating budget. Noteworthy elements of WCTA's financial condition as of FYE 2017 are:

- WCTA had \$31,538 in carryover local funds and \$1,213,013 in carryover state funds
- Combined carryover subsidies amount to 19.5% of total operational funding
- WCTA received its full local match as required by Act 44
- WCTA maintains a cash balance equal to 18.3% of total operating expenses
- Operating budget decreased from \$7.1 million in FYE 2014 to \$6.4 million in FYE 2017
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible

WCTA maintains a \$500,000 line of credit. WCTA's current balance on the line of credit is \$0. WCTA's financial health is stable since assuming responsibility for fixed-route transportation from WCT.

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve WCTA's overall financial health.

NEXT STEPS

Freedom Transit management and Board will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in the performance review report. Some actions will be quickly implementable while others may take several discrete steps to achieve over a longer period. Freedom Transit's management must report to the Board and PennDOT quarterly on progress towards accomplishing the Action Plan and meeting its performance targets.

¹ From FYE 2017 to FYE 2018, WCTA's fixed-route operating cost increased 15.6% from \$1.4 million to \$1.6 million. This was due in part to a combination of operating cost increases: WCTA selected new a vendor for fixed-route service, which under a new rate increased purchased transportation from \$1.0 million to \$1.2 million; revenue service hours increased 3.8% from 19,710 to 20,451; and fuel expenses increased 17.3% from \$115,098 to \$135,049.

WCTA incurred \$97,693 in additional maintenance expenses for FYE 2018 from the contractor not correctly maintaining the agency fleet. As a result, WCTA withheld the final contractor payment of \$42,205 for FYE 2017 (to be paid in FY 17- 18) and received a \$25,000 settlement toward the \$55,488 balance. WCTA used operating funds for the remaining \$30,488. WCTA does not reasonably expect these expenses (and subsequent settlement revenue) to reoccur. Therefore, fixed-route operating costs adjusted by \$55,488, and fixed-route revenue was offset by \$25,000 for FYE 2018.

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Section X

Glossary of Terms

Urban and Rural Systems

Act 44: Pennsylvania Act 44 of 2007

Act 44 Fixed-Route Distribution Factors: Factors used to determine the amount of operating assistance available for distribution to local transportation organizations under Section 1513 of Act 44. Factors include total passengers, senior passengers, revenue vehicle hours, and revenue vehicle miles counted in fixed route public transportation service and ADA complementary paratransit service.

Act 89: Pennsylvania Act 89 of 2013

Fixed Route Public Transportation Service: Defined by Act 44 as regularly-scheduled general public transportation that is provided according to published schedules along designated routes, with specified stopping points for the taking on and discharging of passengers.

Operating Expenses: Defined by Act 44 as total expenses required to continue service to the public and to permit needed improvements in service which are not self-supporting and otherwise for any purpose in furtherance of public passenger transportation.

Operating Revenue: Defined by Act 44 as the total revenue earned by a local transportation organization through its transit operations. The term includes passenger fares, reimbursement in lieu of fares for senior passengers, charter revenue, school bus revenue, advertising revenue, and other miscellaneous revenue such as public and private route guarantee funds.

Paratransit Service: Defined by Act 44 as transit service operating on a non-fixed route basis in order to provide complementary transportation service to persons who are functionally unable to use fixed route public transportation service, as required by the Americans with Disabilities Act of 1990.

Revenue Vehicle Hours: Defined by Act 44 as the total amount of time calculated in hours during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead hours.

Revenue Vehicle Miles: Defined by Act 44 as the total amount of distance calculated in miles during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead miles.

Senior Passengers: Defined by Act 44 as senior citizens (persons who are at least 65 years of age) who ride on fixed route public transportation service.

Total Passengers: Defined by Act 44 as the total of all originating passengers plus transfer passengers carried on fixed route public transportation service and paratransit service.

Community Transportation

65+ (Senior Citizen) Passenger Trips: The number of one-way passenger trips reported for persons 65 years of age or older. Senior citizens are responsible for a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Average Shared-Ride Cost per Trip: The average expense of providing a one-way shared-ride trip, calculated by dividing the total expense associated with shared-ride service by total trips.

Average Shared-Ride Fare: The average amount collected from the passenger and/or a sponsoring agency for a one-way shared-ride trip, calculated by dividing the shared-ride fare structure revenue by total trips.

Department Approved Service (DAS): Shared-ride service data which, on the basis of prior written approval, may be included in Section 1513 data.

Exclusive Human Service Program Contracts: Service that is paid for by a Human Service program and is available exclusively to clients of that program. Service falls outside of the defined parameters for shared-ride fare structure.

Ecolane Schedule Software: A web-based, automated scheduling technology for paratransit service.

MATP: Medical Assistance Transportation Program (NEMT – non-emergency medical transportation) funded by the Pennsylvania Department of Human Services.

Non-Public Trips: Trips that are provided for an exclusive group of passengers at a negotiated rate. This service falls outside of the defined parameters of Shared-Ride transportation.

PwD: Rural Transportation Program for Persons with Disabilities. Persons with disabilities pay a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Shared-Ride: Demand-responsive transportation that is available to the general public, operates on a non-fixed-route basis, and charges a fare to riders. The publicized service operates within a defined geographic area and during pre-determined days and hours of service. The first fare-paying passenger to enter the vehicle may not refuse to share the vehicle with other passengers during a given trip. For reporting purposes, all service using the same shared-ride fare structure that is used for the general public is reported in the shared-ride statistics.

Shared-Ride Escorts: Individuals who accompany passengers on shared-ride trips to support the physical, cognitive, or social needs of those passengers who require assistance. Shared-Ride Escorts are not included in total shared-ride trip statistics.

Total Trips: The number of one-way passenger trips reported for general public shared-ride service. This includes passengers who are 65 years of age or older, as well as those under 65.

Passenger Rail

Train-Miles: The number of miles when a train is “in service” and available for public use.

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Section XI

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