



pennsylvania
DEPARTMENT OF TRANSPORTATION



Public Transportation

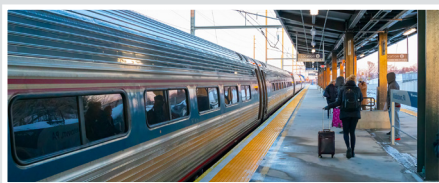
Annual Performance Report

Fiscal Year 2020-21

On the cover...



Berks Area Regional
Transportation Authority
(BARTA)



Middletown Amtrak Station



Red Rose Transit Authority
(RRTA)



Capital Area Transit
(CAT)

On the back cover...



Schuylkill Transportation System
(STS)



April 30, 2022

Dear Transportation Users and Stakeholders –

We are pleased to offer the Fiscal Year 2020-21 Pennsylvania Public Transportation Annual Performance Report, PennDOT's annual opportunity to showcase the work it is doing in partnership with public transit agencies to provide essential services to Pennsylvania's residents. During the year, the industry continued navigating the global coronavirus pandemic. While many Pennsylvanians were able to limit travel, transit agencies continued to provide critical transportation to essential services for others. After life-saving vaccines became available, public transportation formed a critical and equitable link expediting vaccine access to individuals and families who wanted them. Using federal, state, and local funding, many transit agencies provided free or reduced fare trips to vaccine appointments.

Although total ridership experienced historic low levels, the pandemic emphasized the necessity for public transportation as a life-line service, enabling many people to maintain access to employment and other life-sustaining functions. Some bus operators and other employees even served in additional capacities, engaging in friendly check-ins or delivering meals to elderly or disabled passengers who were riding less frequently.

While Pennsylvania's transit agencies maintained front-line service, PennDOT and its partners also looked toward the future. The department continued development and implementation of innovative technology projects, including the Fixed Route Information Systems Technology (FRITS) project, which will allow transit systems across the state to share real-time data with consumers, and a web-based eligibility application, which streamlines the process by which passengers can register for human service transportation that suits their needs. Additionally, we moved forward with construction of more transit facility projects than ever before. These new facilities will allow transit agencies to operate in modern, greener environments, which will lower operating costs and the environmental footprint. These projects are funded by Act 89 of 2013 and leverage millions of federal transportation dollars, spent right here in Pennsylvania.

In future reports, we look forward to reporting on progress made possible by the Infrastructure Investment and Jobs Act that will invest \$2.8 billion in the Commonwealth's transit operations over five years, as well as \$39 billion in grant funding for which we will compete.

This report details the investment we have made in our community connections and the impacts of that investment on individuals. While the financial and ridership data presented on the following pages shows the quantifiable value of public transportation, the true value, especially during the ongoing coronavirus pandemic, is the people served by employees who continued to work during difficult times.

Sincerely,

A handwritten signature in black ink, appearing to read "Yassmin Gramian".

Yassmin Gramian, P.E.
Secretary of Transportation

intentionally blank

Table of Contents

Table of Contents

Section I: Trends in Public Transportation	1
Section II: Public Transit Reference Information	9
Map of Urban Systems.....	10
Map of Rural Systems.....	11
Map of Community Transportation	12
Agencies by County	13
Section III: Section 1513 Distribution Factors	17
Act 44 Passenger Trips.....	18
Act 44 Senior Citizen Trips.....	19
Act 44 Revenue Vehicle Miles.....	20
Act 44 Revenue Vehicle Hours.....	21
Section IV: Capital Project Highlights	23
Pennsylvania Act 89 Capital Program	25
Statewide Highlight: Vehicle Replacements	26
Rail Highlight: Middletown Train Station.....	27
Agency Highlight: Southeastern Pennsylvania Transportation Authority (SEPTA).....	28
Agency Highlight: Port Authority of Allegheny County (PAAC)	29
Agency Highlight: Crawford Area Transportation Authority (CATA)	30
Agency Highlight: Monroe County Transportation Authority (MCTA)	31
Agency Highlight: Capital Area Transit (CAT).....	32
Agency Highlight: Washington County Transportation Authority (WCTA).....	33
Construction and Design.....	34
Section V: Agency Operating Profiles	37
Southeastern Pennsylvania Transportation Authority (SEPTA)	38
Port Authority of Allegheny County (PAAC).....	42
Allied Coordinated Transportation Services, Inc. (ACTS)/Lawrence County.....	46
Altoona Metro Transit (AMTRAN).....	48
Area Transportation Authority of North Central PA (ATA).....	50
Beaver County Transit Authority (BCTA).....	54
Blair Senior Services, Inc./Blair County	58
Borough of Mount Carmel (LATS)	60
Bucks County Transport, Inc.	62
Butler County (BART)	64
Butler Transit Authority (BTA).....	66
Call-A-Ride Service (CARS)/Mifflin and Juniata Counties	68

Table of Contents

Cambria County Transit Authority (CamTran).....	70
Capital Area Transit (CAT)	74
Carbon County Community Transit (CCCT).....	78
Central Pennsylvania Transportation Authority (CPTA)	82
Centre Area Transportation Authority (CATA).....	86
Centre County Office of Transportation	90
Clarion County Transportation.....	92
Community Transit of Delaware County	94
County of Lackawanna Transit System (COLTS)	96
County of Lebanon Transit Authority (COLT/LT).....	100
Crawford Area Transportation Authority (CATA).....	104
Endless Mountains Transportation Authority (EMTA)	108
Erie Metropolitan Transit Authority (EMTA)	112
Fayette Area Coordinated Transportation (FACT)	116
Forest County Transportation	120
Greene County Transportation Department.....	122
Hazleton Public Transit (HPT)	124
Huntingdon-Bedford-Fulton Area Agency on Aging	126
Indiana County Transit Authority (IndiGO).....	128
Lehigh and Northampton Transportation Authority (LANTA)	132
Luzerne County Transportation Authority (LCTA).....	136
Mercer County Regional Council of Governments (MCRCOG).....	140
Mid County Transit Authority (TACT).....	144
Mid Mon Valley Transit Authority (MMVTA)	148
Monroe County Transportation Authority (MCTA).....	150
New Castle Area Transit Authority (NCATA).....	154
Pike County Transportation Department.....	156
Pottstown Area Rapid Transit (PART)	158
ROVER Community Transportation/Chester County	160
Schuylkill Transportation System (STS).....	162
Somerset County Transportation System	166
South Central Transit Authority (SCTA).....	168
STEP, Inc./Lycoming and Clinton Counties	172
Suburban Transit Network, Inc. (TransNet)/Montgomery County.....	174
Susquehanna-Wyoming County Transportation	176
Transit Authority of Warren County (TAWC).....	178
Washington County Transportation Authority (WCTA).....	182
Wayne County Area Agency on Aging.....	186
Westmoreland County Transit Authority (WCTA).....	188
Williamsport River Valley Transit (Williamsport RVT).....	192

Table of Contents

Section VI: Intercity Bus 195
 The Fullington Auto Bus Company 198
 Greyhound Lines, Inc. 200

Section VII: Passenger Rail 203
 Keystone Corridor Service 204

Section VIII: Transit Agency Performance Review Executive Summaries 207
 Shenango Valley Shuttle Service (SVSS) 210
 Transit Authority of Warren County (TAWC)..... 216
 Hazleton Public Transit (HPT)..... 222
 Central Pennsylvania Transportation Authority (CPTA)..... 228
 Lower Anthracite Transit System (LATS) 234
 South Central Transit Authority (SCTA)..... 240
 River Valley Transit (RVT)..... 246

Section IX: Glossary of Terms 253

Section X: Index 257

Section I

Trends in Public Transportation



Changes in Public Transportation

Public transportation is a vital service across Pennsylvania, and transit providers continue to adapt to changing trends and conditions.



Changes in Ridership



Driver Shortages



Supply Chain Challenges

Post-Pandemic Recovery

The COVID-19 pandemic has significantly impacted all aspects of society and the economy in the United States. Transit agencies across the Commonwealth have been flexible and innovative in dealing with the many effects of the pandemic, pivoting to address short-term disruptions as well as planning for long-term impacts. Going forward, soliciting public input and developing updated transit development plans (TDPs) will be critical for transit agencies to adapt their services to a post-pandemic society.

The following are highlights of the top three pandemic-related issues facing public transportation providers in Pennsylvania and nationwide.



Changes in Ridership

During the first few months of the pandemic, the emergence of both required and voluntary work-from-home trends, job losses in the service and other sectors, and the closure of most public places caused transit ridership across Pennsylvania to plummet by 50 to 90%. Moving forward, teleworking, e-commerce and delivery, and perceptions of transit safety will likely continue to affect ridership.

Transit agencies are exploring strategies to retain and attract riders, such as:

➔ Discounted Pass Programs

➔ Incentives for Multimodal Travel

➔ Touchless Payments

➔ Emergency Car Rides Home



Driver Shortages

The economic upheaval resulting from the COVID-19 pandemic, combined with the chronic wage stagnation of past decades, has led to a significant labor shortage in many job sectors, including the transit industry. When millions of workers across the U.S. returned to the job market after being laid off in 2020, many set their sights on jobs with higher wages and a lower risk of layoffs. Meanwhile, many older workers and retirees working a second career exited the job market entirely due to the hazards of the pandemic and their increased susceptibility to COVID-19. The resulting scarcity of workers has put additional pressure on transit agencies, many of which laid off drivers during the pandemic or had more workers retire early.

Agencies have become more creative in how they reach potential applicants, such as cross-promoting applicants among agency departments or subcontractors—an applicant who is not a good fit for a fixed-route position may be referred to a shared-ride position.

Another approach has been to improve driver compensation to attract new drivers and retain current ones. This approach has included offering higher wages, hazard pay, more flexible vacation days, and cash incentives for employees to get a Commercial Driver License.

2022 PennDOT survey of transit agencies:

45% of respondents report a shortage of **fixed-route** drivers

51% of respondents report a shortage of **shared-ride** drivers

These shortages often result in reduced fixed-route service, fewer long-distance shared-ride trips, longer hours for current drivers, and poorer on-time performance.

“By offering hazard pay, drivers felt appreciated and acknowledged for their efforts to provide an always-challenging service during an extraordinarily challenging time.”

-Vanessa Lovlie, Allied Coordinated Transportation Services (ACTS) Director





Supply Chain Challenges



Middletown Train Station

When many countries went into lockdown in spring 2020, millions of workers were laid off, and many manufacturers scaled down production. Even a year after lockdowns were lifted, temporary layoffs in 2021 were still triple the pre-pandemic rate. The drastic contraction of the economy during that time caused ripple effects across the global supply chain.

For transit agencies, this has particularly impacted vehicle procurement. While heavy-duty fixed-route transit buses are still available, production delays and a shortage of semiconductor chips have significantly increased the build time for shared-ride vehicles. This has led to a substantial manufacturing backlog for new shared-ride vehicles, and transit agencies have had to wait months longer than usual to receive cutaway vehicle orders. It is anticipated that this shortage of vehicle manufacturing capacity will persist for some time.

Transit construction projects have experienced delays in the delivery of materials, especially with steel and manufactured products. Additionally, substantial increases in the costs of construction materials, as well as shorter vendor pricing windows, make procurement and project delivery in general more complex and costly for transit agencies.

Federal Funding

On November 6, 2021, the U.S. Congress passed the Infrastructure Investment and Jobs Act (IIJA), which promises the largest infusion of federal funds into the transit industry in a generation. In addition to providing funding for transportation research and rail programs, the IIJA also authorizes surface transportation programs through Federal Fiscal Year (FFY) 2026, including highways, mass transit, and rail, and lays out FFY 2022 spending levels on those programs.

What is the federal funding outlook for Pennsylvania multimodal transportation?

➔ **Pennsylvania is expected to receive approximately \$2.8 billion in formula funding over five years to improve statewide public transportation options.**

➔ **The state will also be eligible to compete for \$15 billion allocated in RAISE grants; \$8 billion in CRISI grants; \$8 billion in Capital Investment grants; \$5 billion in rail improvement and safety grants; and \$3 billion for grade-crossing safety improvements.**

➔ **At the regional level, an additional \$66 billion in rail funding will be allocated to address Amtrak's maintenance backlog and modernize the Northeast Corridor, making IIJA the largest investment in passenger rail since Amtrak was established.**

These additional funds will be critical for transit operators as supply chain shortages and inflation constrain capital improvements and operating budgets even further.



CamTran (Cambria County)

Climate Change

Climate change threatens Pennsylvania's residents and visitors with agricultural losses, more frequent and severe natural disasters, and worsened air quality. Because climate change is partly driven by carbon emissions from fuel consumption and energy production, the transportation sector will play a key role in combatting climate change. Public transit is an inherently more sustainable transportation choice compared to personal vehicles, and transit agencies in the Commonwealth are working to reduce their carbon footprints even further by strategies including the following.



Sustainability Commitment

SEPTA (Philadelphia) and PAAC (Pittsburgh) have joined the American Public Transportation Association (APTA) Sustainability Commitment initiative, which provides transit agencies with a framework to define, initiate, and advance sustainability in the public transportation industry.

Cleaner Fuels

More than 20 PA transit agencies have already begun switching their fleets from diesel to cleaner fuels such as compressed natural gas (CNG), biodiesel, diesel/electric hybrid, and electric batteries.

Efficient Facilities

Many transit agencies are reducing their emissions by building new facilities or retrofitting existing facilities for more sustainable operations.



Technology and Transit

The PennDOT Bureau of Public Transportation (BPT) continues to leverage recent technologies and digital programming, launching programs that streamline operations for transit agencies as well as technology platforms that connect riders to local transit options.

FRITS

The Fixed Route Intelligent Transit System (FRITS) program, launched in 2018, is a statewide technology implementation project that will provide 32 of Pennsylvania’s 34 fixed-route transit agencies with cutting-edge technology solutions.

FRITS’ powerful business intelligence tools offer enhanced data analysis and reporting capabilities for both transit agencies and PennDOT. The program allows all participating transit agencies to collect and report information consistently, standardizing the data elements PennDOT receives and housing the data in a statewide repository. This reporting platform allows transit agencies to evaluate data and make informed decisions to improve service, and provides unprecedented reporting capabilities for PennDOT, which greatly reduces the burden on agencies to provide data and reports to PennDOT. For transit users, this new software will allow riders to track the location of their bus, and it paves the way for app-based payment methods.

As of FY 2020-21, PennDOT has implemented FRITS in 11 of the planned 32 agencies.

Components of the system include:

<p>Computer-Aided Dispatch / Automatic Vehicle Location (CAD / AVL)</p>	<p>Automatic Passenger Counting</p>
<p>Captures and stores real-time bus data; Provides real-time bus information to riders via web and mobile apps</p>	<p>Captures the number of passenger boardings / alightings</p>
<p>Scheduling Software</p>	<p>Flexible Fare Payment System</p>
<p>Helps create and fine-tune routes</p>	<p>Allows for a variety of fare payment options in addition to cash</p>
<p>Vehicle Surveillance Systems</p>	<p>Transit Planning</p>
<p>Records onboard audio and video</p>	<p>Enables transit agencies to examine cost / benefit implications of adding new or modifying existing routes</p>

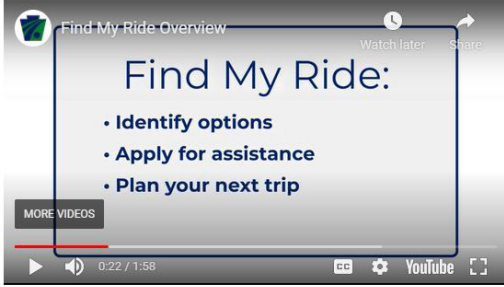
Find My Ride Service

The FindMyRidePA website, developed in 2016 with state and federal funding, helps Pennsylvanians plan for their transportation needs more seamlessly and intuitively.

FindMyRidePA is a “One-Click, One-Call” resource center that was developed to make it easy for individuals to find information about available transportation options and schedule trips using a computer or cell phone.

PennDOT has since expanded FindMyRidePA to create the Find My Ride Service, which provides additional functionality designed to help address longstanding barriers to accessing transportation.

Transportation for All




Public transportation services are available in every county in Pennsylvania, including:

- Shared ride service in all 67 counties
- Fixed route bus service in 49 counties
- Fixed route rail service in Philadelphia and Pittsburgh

Learn more about each type of transportation service below.

Transportation Services



[Shared Ride >](#) [Fixed Route >](#) [Other Options >](#)

Currently, Find My Ride has three loosely coupled modules:

Find My Ride Education

findmyride.penndot.pa.gov

Educates the public about transportation service options and assistance programs. The site went live in February 2022 and contains educational materials such as videos and guides.

Find My Ride Apply

apply.findmyride.penndot.pa.gov

Provides a registration platform for transportation programs (Free Transit Program, the senior shared-ride program, the Persons with Disabilities program, MATP, and ADA complementary paratransit). The Find My Ride Apply service is currently deployed in 64 of 67 counties (not including Philadelphia, Allegheny, and Pike), with the possibility of expanding into Philadelphia and Allegheny counties in 2023.

Find My Ride Schedule

findmyridepa.org

Allows individuals to arrange trips through local transportation providers. After testing the scheduling functionality of the website with rabbittransit (CPTA) and Community Transportation of Delaware County, PennDOT will roll it out to all transit agencies starting in mid-2022.

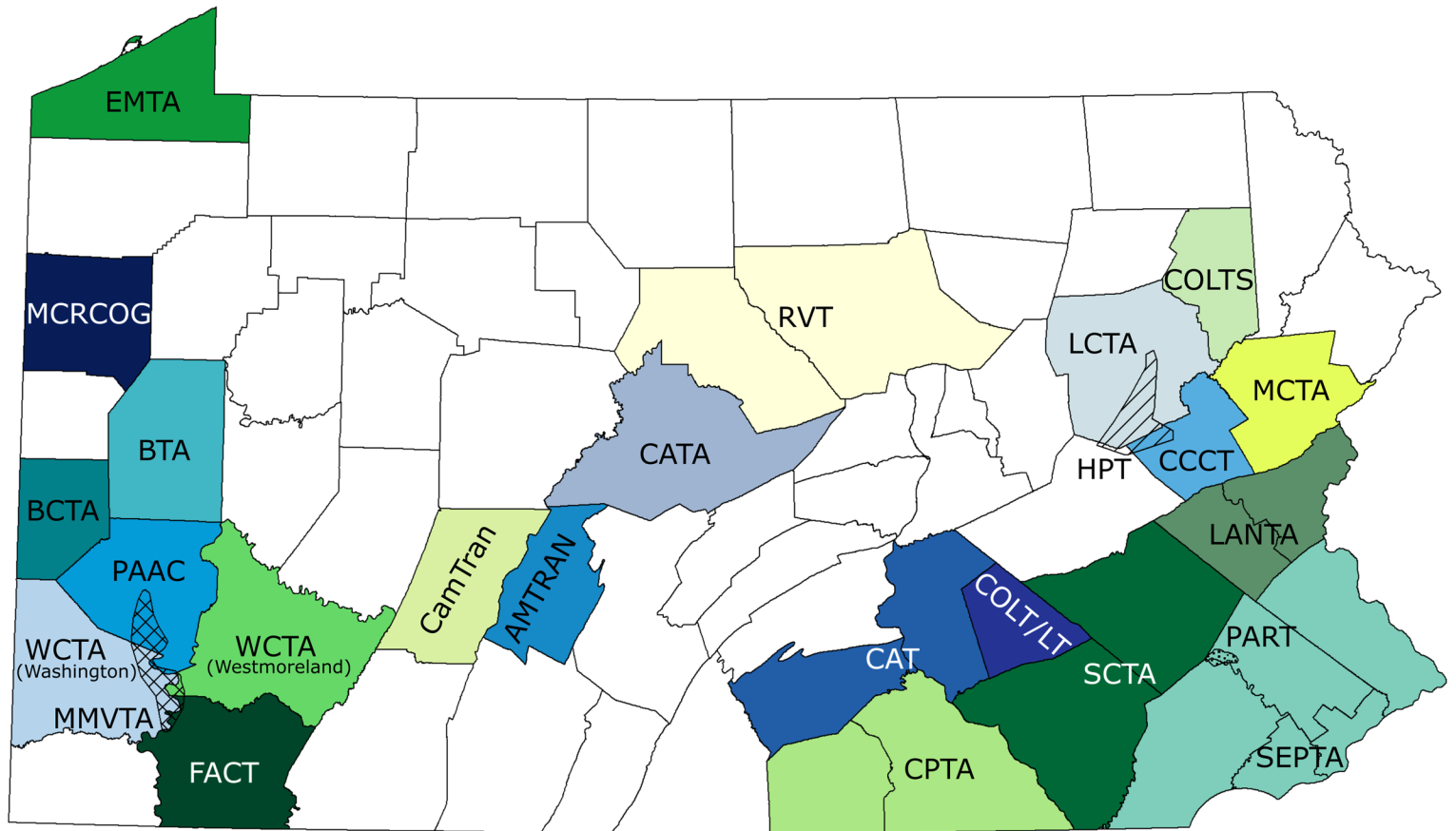
intentionally blank

Section II

Public Transit Reference Information

Urban Systems

REFERENCE INFORMATION



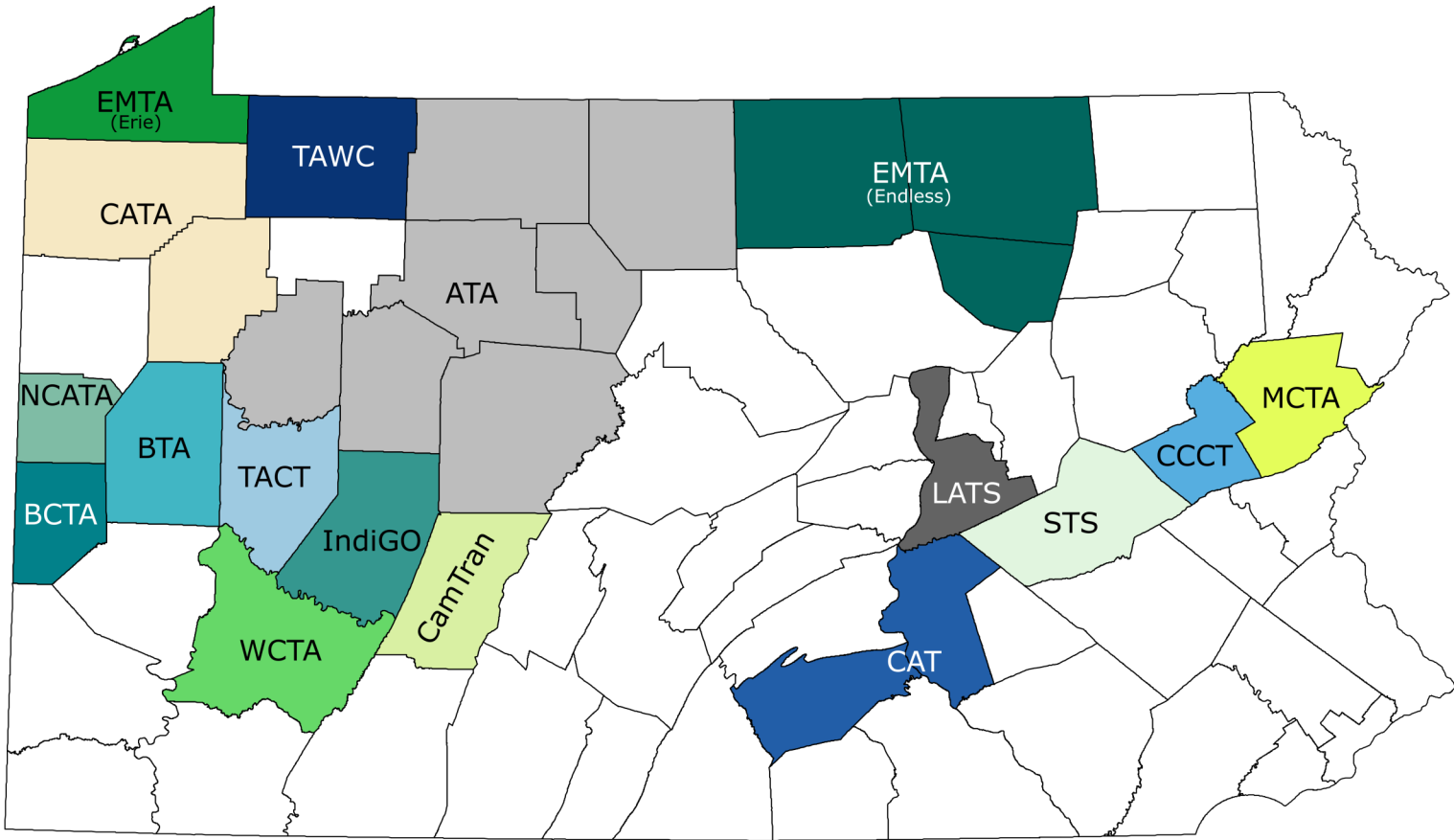
Agencies			
	Altoona Metro Transit (AMTRAN)		County of Lebanon Transit Authority (COLT/LT)
	Beaver County Transit Authority (BCTA)		Erie Metropolitan Transit Authority (EMTA)
	Butler Transit Authority (BTA)		Fayette Area Coordinated Transportation (FACT)
	Cambria County Transit Authority (CamTran)		Hazleton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

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

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

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

Rural Systems



REFERENCE INFORMATION

Agencies

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

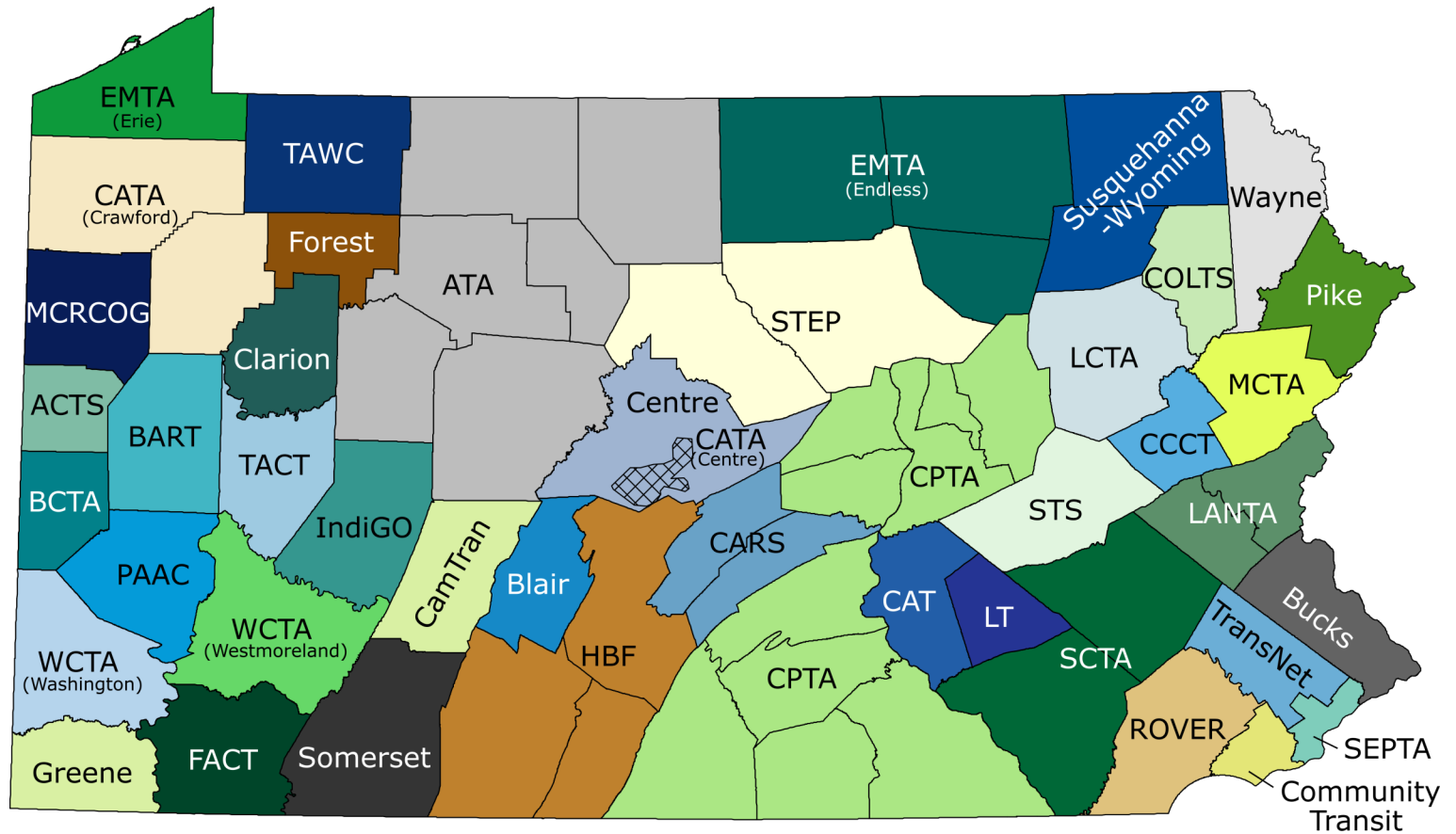
Public transportation agencies identified as Rural Systems are recipients of Federal Transit Administration Federal Grants for Rural Areas funds (Section 5311). The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in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

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

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

Community Transportation

REFERENCE INFORMATION



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

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)	84
Allegheny	Urban	Port Authority of Allegheny County (PAAC)	42
Allegheny	Community	Port Authority of Allegheny County (PAAC)	44
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)	168
Berks	Community	South Central Transit Authority (SCTA)	170
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.	172
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
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

Agencies by County

County	Service	Agency	Page
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)	168
Lancaster	Community	South Central Transit Authority (SCTA)	170
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.	172
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)	174
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
Schuylkill	Rural	Schuylkill Transportation System (STS)	162
Schuylkill	Community	Schuylkill Transportation System (STS)	164
Snyder	Community	Central Pennsylvania Transportation Authority (CPTA)	84
Somerset	Community	Somerset County Transportation System	166
Sullivan	Rural	Endless Mountains Transportation Authority (EMTA)	108
Sullivan	Community	Endless Mountains Transportation Authority (EMTA)	110
Susquehanna	Community	Susquehanna-Wyoming County Transportation	176

Agencies by County

County	Service	Agency	Page
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	176
York	Urban	Central Pennsylvania Transportation Authority (CPTA)	82
York	Community	Central Pennsylvania Transportation Authority (CPTA)	84

intentionally blank

Section III

Section 1513 Distribution Factors

Act 44 Passenger Trips

TABLE 1					
Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)					
Agency	2018-19	2019-20	Percent Change 18-19 to 19-20	2020-21	Percent Change 19-20 to 20-21
SEPTA	292,342,374	223,067,983	-23.7%	105,603,593	-52.7%
PAAC (Allegheny)	62,990,158	50,961,821	-19.1%	21,913,736	-57.0%
AMTRAN (Blair)	567,624	466,503	-17.8%	320,151	-31.4%
ATA (North Central)	425,898	361,545	-15.1%	253,399	-29.9%
BCTA (Beaver)	780,983	592,612	-24.1%	339,635	-42.7%
BMC (Mount Carmel)	32,821	33,520	2.1%	31,565	-5.8%
BTA (Butler)	187,529	173,724	-7.4%	141,819	-18.4%
CamTran (Cambria)	1,167,144	1,039,684	-10.9%	727,418	-30.0%
CAT (Cumberland, Dauphin)	2,025,283	1,757,612	-13.2%	981,539	-44.2%
CATA (Centre)	6,428,507	5,068,448	-21.2%	684,446	-86.5%
CATA (Crawford, Venango)	280,495	243,087	-13.3%	179,628	-26.1%
CCCT (Carbon)	10,520	7,505	-28.7%	5,748	-23.4%
COLT/LT (Lebanon)	316,024	250,592	-20.7%	179,196	-28.5%
COLTS (Lackawanna)	1,028,256	817,374	-20.5%	427,003	-47.8%
CPTA (York, Adams)	1,605,137	1,335,363	-16.8%	886,026	-33.6%
EMTA (Bradford, Sullivan, Tioga)	103,995	90,716	-12.8%	51,692	-43.0%
EMTA (Erie)	2,517,463	1,933,371	-23.2%	769,695	-60.2%
FACT (Fayette)	140,772	107,762	-23.4%	65,496	-39.2%
HPT (Hazleton)	200,671	169,639	-15.5%	130,183	-23.3%
IndiGo (Indiana)	406,304	285,667	-29.7%	118,555	-58.5%
LANTA (Lehigh, Northampton)	4,497,481	3,862,712	-14.1%	2,672,391	-30.8%
LCTA (Luzerne)	1,165,199	1,007,814	-13.5%	770,617	-23.5%
MCRCOG (Mercer)	88,617	68,801	-22.4%	45,161	-34.4%
MCTA (Monroe)	256,101	239,600	-6.4%	145,353	-39.3%
Mid County (Armstrong)	43,021	36,580	-15.0%	23,708	-35.2%
MMVTA (Mid Mon Valley)	288,328	238,545	-17.3%	153,820	-35.5%
NCATA (Lawrence)	577,092	478,126	-17.1%	307,934	-35.6%
PART (Pottstown)	247,557	182,086	-26.4%	133,932	-26.4%
SCTA (Berks, Lancaster)	4,450,830	3,888,302	-12.6%	2,822,706	-27.4%
STS (Schuylkill)	189,211	169,210	-10.6%	121,639	-28.1%
TAWC (Warren)	67,225	61,828	-8.0%	50,547	-18.2%
WCTA (Washington)	116,104	89,997	-22.5%	55,155	-38.7%
WCTA (Westmoreland)	421,732	305,200	-27.6%	122,636	-59.8%
Williamsport RVT (Clinton, Lycoming)	1,314,850	970,360	-26.2%	637,533	-34.3%
TOTAL	387,281,306	300,363,689	-22.4%	141,873,655	-52.8%

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

Act 44 Senior Citizen Trips

TABLE 2

Total Act 44 Senior Citizens Trip Statistics

Agency	2018-19	2019-20	Percent Change 18-19 to 19-20	2020-21	Percent Change 19-20 to 20-21
SEPTA	25,481,020	25,536,211	0.2%	20,517,203	-19.7%
PAAC (Allegheny)	4,566,567	4,654,689	1.9%	4,004,259	-14.0%
AMTRAN (Blair)	64,264	69,288	7.8%	68,646	-0.9%
ATA (North Central)	45,578	45,226	-0.8%	45,297	0.2%
BCTA (Beaver)	86,689	82,487	-4.8%	62,025	-24.8%
BMC (Mount Carmel)	13,654	13,910	1.9%	14,628	5.2%
BTA (Butler)	38,347	37,254	-2.9%	36,211	-2.8%
CamTran (Cambria)	173,899	172,332	-0.9%	141,008	-18.2%
CAT (Cumberland, Dauphin)	256,031	265,728	3.8%	249,558	-6.1%
CATA (Centre)	54,131	54,914	1.4%	43,122	-21.5%
CATA (Crawford, Venango)	53,536	54,523	1.8%	44,408	-18.6%
CCCT (Carbon)	3,556	4,073	14.5%	3,053	-25.0%
COLT/LT (Lebanon)	68,287	75,686	10.8%	59,246	-21.7%
COLTS (Lackawanna)	208,119	191,983	-7.8%	145,180	-24.4%
CPTA (York, Adams)	226,345	182,163	-19.5%	139,796	-23.3%
EMTA (Bradford, Sullivan, Tioga)	14,046	11,297	-19.6%	8,739	-22.6%
EMTA (Erie)	182,336	194,218	6.5%	171,503	-11.7%
FACT (Fayette)	26,867	26,412	-1.7%	18,463	-30.1%
HPT (Hazleton)	56,533	55,375	-2.0%	48,978	-11.6%
IndiGo (Indiana)	15,906	19,746	24.1%	17,597	-10.9%
LANTA (Lehigh, Northampton)	605,457	580,073	-4.2%	518,348	-10.6%
LCTA (Luzerne)	189,844	183,455	-3.4%	146,690	-20.0%
MCRCOG (Mercer)	12,482	12,671	1.5%	10,033	-20.8%
MCTA (Monroe)	25,882	23,836	-7.9%	21,959	-7.9%
Mid County (Armstrong)	11,387	13,096	15.0%	11,695	-10.7%
MMVTA (Mid Mon Valley)	36,061	35,397	-1.8%	29,905	-15.5%
NCATA (Lawrence)	84,560	84,340	-0.3%	70,168	-16.8%
PART (Pottstown)	44,767	44,206	-1.3%	31,601	-28.5%
SCTA (Berks, Lancaster)	702,311	714,481	1.7%	637,719	-10.7%
STS (Schuylkill)	52,868	56,030	6.0%	45,385	-19.0%
TAWC (Warren)	9,300	10,723	15.3%	11,027	2.8%
WCTA (Washington)	16,273	16,206	-0.4%	15,426	-4.8%
WCTA (Westmoreland)	60,814	56,152	-7.7%	47,002	-16.3%
Williamsport RVT (Clinton, Lycoming)	203,518	202,284	-0.6%	145,319	-28.2%
TOTAL	33,827,396	27,626,122	-18.3%	17,726,499	-35.8%

DISTRIBUTION FACTORS

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

Act 44 Revenue Vehicle Miles

TABLE 3

Total Act 44 Revenue Vehicle Miles Statistics

Agency	2018-19	2019-20	Percent Change 18-19 to 19-20	2020-21	Percent Change 19-20 to 20-21
SEPTA	88,786,580	78,962,646	-11.1%	72,744,673	-7.9%
PAAC (Allegheny)	25,759,087	23,730,198	-7.9%	21,933,621	-7.6%
AMTRAN (Blair)	620,437	567,046	-8.6%	555,881	-2.0%
ATA (North Central)	1,510,224	1,376,912	-8.8%	1,183,805	-14.0%
BCTA (Beaver)	896,316	805,827	-10.1%	728,181	-9.6%
BMC (Mount Carmel)	65,120	48,300	-25.8%	48,500	0.4%
BTA (Butler)	182,059	169,347	-7.0%	171,536	1.3%
CamTran (Cambria)	1,089,045	1,081,518	-0.7%	1,073,520	-0.7%
CAT (Cumberland, Dauphin)	2,000,818	2,013,652	0.6%	2,134,741	6.0%
CATA (Centre)	1,996,307	1,737,582	-13.0%	1,165,220	-32.9%
CATA (Crawford, Venango)	496,643	455,585	-8.3%	476,019	4.5%
CCCT (Carbon)	52,686	41,692	-20.9%	63,813	53.1%
COLT/LT (Lebanon)	531,873	499,416	-6.1%	451,827	-9.5%
COLTS (Lackawanna)	1,143,088	999,187	-12.6%	916,420	-8.3%
CPTA (York, Adams)	1,801,660	1,717,610	-4.7%	1,751,381	2.0%
EMTA (Bradford, Sullivan, Tioga)	453,506	478,366	5.5%	499,234	4.4%
EMTA (Erie)	2,459,195	2,154,304	-12.4%	1,482,415	-31.2%
FACT (Fayette)	583,053	545,519	-6.4%	463,442	-15.0%
HPT (Hazleton)	419,096	409,947	-2.2%	380,980	-7.1%
IndiGo (Indiana)	443,880	404,566	-8.9%	378,636	-6.4%
LANTA (Lehigh, Northampton)	3,940,411	3,698,194	-6.1%	3,497,390	-5.4%
LCTA (Luzerne)	1,365,304	1,350,932	-1.1%	1,349,164	-0.1%
MCRCOG (Mercer)	172,598	142,384	-17.5%	177,779	24.9%
MCTA (Monroe)	574,297	427,830	-25.5%	393,449	-8.0%
Mid County (Armstrong)	97,652	90,717	-7.1%	78,218	-13.8%
MMVTA (Mid Mon Valley)	771,999	750,377	-2.8%	708,088	-5.6%
NCATA (Lawrence)	1,103,207	995,734	-9.7%	869,352	-12.7%
PART (Pottstown)	275,759	286,801	4.0%	291,787	1.7%
SCTA (Berks, Lancaster)	3,425,576	3,310,427	-3.4%	3,362,491	1.6%
STS (Schuylkill)	322,507	343,328	6.5%	317,248	-7.6%
TAWC (Warren)	201,950	200,432	-0.8%	193,595	-3.4%
WCTA (Washington)	424,753	348,118	-18.0%	328,952	-5.5%
WCTA (Westmoreland)	1,066,079	956,574	-10.3%	901,933	-5.7%
Williamsport RVT (Clinton, Lycoming)	926,025	903,680	-2.4%	905,796	0.2%
TOTAL	145,958,790	132,004,748	-9.6%	121,979,087	-7.6%

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

Act 44 Revenue Vehicle Hours

TABLE 4

Total Act 44 Revenue Vehicle Hours Statistics

Agency	2018-19	2019-20	Percent Change 18-19 to 19-20	2020-21	Percent Change 19-20 to 20-21
SEPTA	7,122,690	6,472,163	-9.1%	6,092,658	-5.9%
PAAC (Allegheny)	1,977,552	1,823,848	-7.8%	1,761,650	-3.4%
AMTRAN (Blair)	47,343	47,742	0.8%	47,431	-0.7%
ATA (North Central)	117,267	107,852	-8.0%	101,792	-5.6%
BCTA (Beaver)	53,767	48,627	-9.6%	47,057	-3.2%
BMC (Mount Carmel)	5,900	4,584	-22.3%	4,900	6.9%
BTA (Butler)	15,650	15,223	-2.7%	15,547	2.1%
CamTran (Cambria)	82,999	82,398	-0.7%	81,654	-0.9%
CAT (Cumberland, Dauphin)	131,891	134,916	2.3%	162,293	20.3%
CATA (Centre)	161,985	136,452	-15.8%	104,842	-23.2%
CATA (Crawford, Venango)	28,941	28,316	-2.2%	26,900	-5.0%
CCCT (Carbon)	3,007	2,352	-21.8%	3,126	32.9%
COLT/LT (Lebanon)	30,870	28,992	-6.1%	27,436	-5.4%
COLTS (Lackawanna)	96,369	88,090	-8.6%	83,665	-5.0%
CPTA (York, Adams)	125,113	123,545	-1.3%	125,420	1.5%
EMTA (Bradford, Sullivan, Tioga)	20,916	21,755	4.0%	22,629	4.0%
EMTA (Erie)	179,630	155,483	-13.4%	104,151	-33.0%
FACT (Fayette)	31,322	29,759	-5.0%	25,370	-14.7%
HPT (Hazleton)	31,439	30,681	-2.4%	28,462	-7.2%
IndiGo (Indiana)	34,035	30,478	-10.5%	27,568	-9.5%
LANTA (Lehigh, Northampton)	296,963	280,202	-5.6%	268,097	-4.3%
LCTA (Luzerne)	94,199	95,232	1.1%	96,316	1.1%
MCRCOG (Mercer)	14,133	12,651	-10.5%	14,178	12.1%
MCTA (Monroe)	35,161	26,329	-25.1%	22,423	-14.8%
Mid County (Armstrong)	7,107	6,593	-7.2%	4,714	-28.5%
MMVTA (Mid Mon Valley)	42,995	42,334	-1.5%	42,358	0.1%
NCATA (Lawrence)	53,832	50,550	-6.1%	48,962	-3.1%
PART (Pottstown)	21,951	21,907	-0.2%	21,952	0.2%
SCTA (Berks, Lancaster)	264,165	256,030	-3.1%	258,325	0.9%
STS (Schuylkill)	19,696	20,676	5.0%	18,834	-8.9%
TAWC (Warren)	11,139	11,047	-0.8%	10,597	-4.1%
WCTA (Washington)	25,895	21,128	-18.4%	19,794	-6.3%
WCTA (Westmoreland)	53,211	49,062	-7.8%	42,597	-13.2%
Williamsport RVT (Clinton, Lycoming)	58,792	54,913	-6.6%	54,847	-0.1%
TOTAL	11,297,925	10,361,910	-8.3%	9,818,545	-5.2%

DISTRIBUTION FACTORS

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

intentionally blank

Section IV

Capital Project Highlights

Intentionally blank

Capital Project Highlights

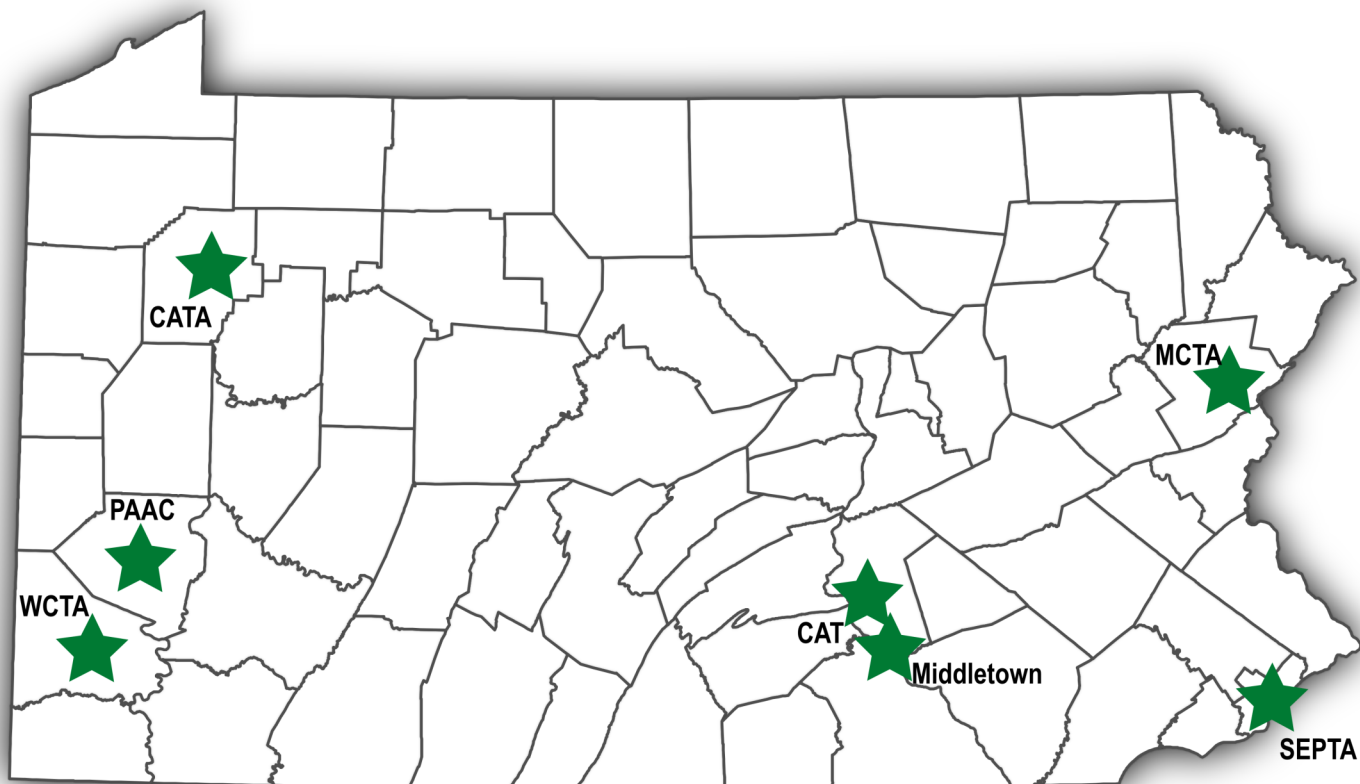
Capital Project Highlights in Pennsylvania Public Transportation

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

Act 89 benefits public transportation by strengthening funding for transit operations and creating nearly \$500 million in additional revenue to fund mass transit capital projects. 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 ten active or completed capital projects that were made possible using capital funding assistance provided by the Bureau of Public Transportation.

CAPITAL HIGHLIGHTS

FY2020-21 Capital Project Highlights



Vehicle Replacements

Statewide Highlight: Vehicle Replacements

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

During Fiscal Year 2020-21, PennDOT assisted in purchasing 330 new buses:

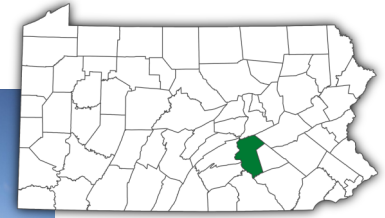
- 28 Compressed Natural Gas (CNG) Buses
- 6 Electric Buses
- 7 Hybrid Diesel Buses
- 51 Diesel Buses
- 226 Gasoline Buses
- 12 Propane Buses

The \$72.7 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.



Middletown Train Station

Rail Highlight: Middletown Train Station



As part of PennDOT's continued investment in the Amtrak Keystone Corridor between Harrisburg and Philadelphia, PennDOT and local collaborators officially opened a new Middletown train station on West Emaus Street at West Main Street. The \$49.5 million project is expected to promote transit-oriented development in downtown Middletown. The new station, the most significant portion of the project, broke ground in 2016 and opened to the public in January 2022.

PennDOT led extensive coordination with the Borough of Middletown, Capital Area Transit, and the Harrisburg International Airport to maximize multimodal connectivity, complement the Borough's downtown streetscape improvements, and align with the airport's master plan. The landmark station and parking project provides a pedestrian overpass to the ADA-accessible platform and elevator, on-site parking, and designated bus loading zones to improve multimodal connectivity.

CAPITAL HIGHLIGHTS



New Middletown Train Station



Southeastern Pennsylvania Transportation Authority (SEPTA)

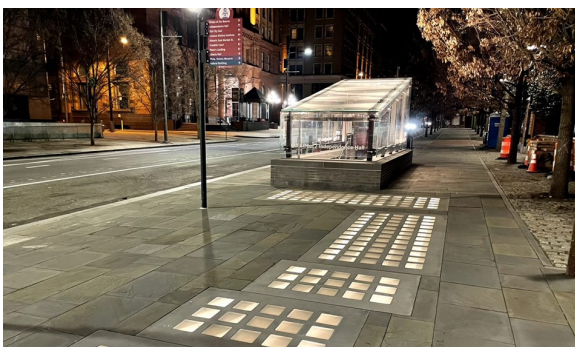
Agency Highlight: Southeastern Pennsylvania Transportation Authority (SEPTA)



CAPITAL HIGHLIGHTS

In June of 2021, SEPTA completed the \$27.5 million 5th Street/Independence Hall Station Reconstruction project. The station has been fully renovated, with improvements including mitigation of long-standing water infiltration issues, installation of new glass headhouses on the street level, new platforms, flooring, and wall tiles, and LED lighting. Specialized architectural treatments, such as bluestone pavers (common in the historical area) were also incorporated in the project. A stand-out feature of the new station is the installation “Portal to Discovery” by local artist Tom Judd as part of SEPTA’s Art in Transit Program.

Additionally, New Flyer of America delivered the final vehicle of a \$450 million order of 525 hybrid diesel-electric buses to SEPTA in May 2021. The delivery of these buses allowed the Authority to retire many of its aging diesel buses with new vehicles that have significantly reduced environmental impacts. SEPTA’s bus fleet is now over 90% hybrid vehicles. Procurement of these buses is an important transitional step toward SEPTA’s goal of operating a fully zero-emission fleet and will ensure that it sustains the fleet needed to implement its ambitious Bus Revolution initiative, which will comprehensively and coherently redesign its bus network and services to efficiently meet the transportation needs of the contemporary Philadelphia region.



Top: New platform at the 5th Street/Independence Hall Station
Bottom Left: Street view of new station
Bottom Right: New hybrid bus

Agency Highlight: Port Authority of Allegheny County (PAAC)



The Port Authority of Allegheny County is planning numerous upgrades to its Central Business District light rail tunnel (CBD Tunnel), which is integral to the efficient light rail service to Downtown Pittsburgh. In the fall of 2021, Port Authority completed a \$4.3 million lighting and conduit replacement within the CBD Tunnel between First Avenue and Gateway Stations. The project consisted of replacing electrical system components which had been in service for nearly 40 years and exceeded their service life. The new conduit, wiring, LED tunnel lighting fixtures, and other miscellaneous electrical components are a significant improvement for service operations and safety.

Another upgrade still in progress is a plinth rehabilitation project for the CBD Tunnel. The \$35 million project (funded over multiple fiscal years) will rehabilitate concrete plinths and replace direct fixation track tie plates which have been in service for nearly 40 years and exhibit significant levels of deterioration.



Top: New LED tunnel lighting in the CBD Tunnel
Bottom: Degrading concrete plinth to be rehabilitated in CBD Tunnel

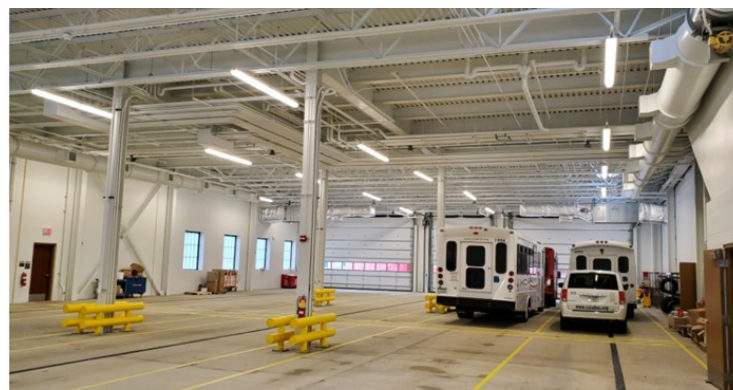
Crawford Area Transportation Authority (CATA)

Agency Highlight: Crawford Area Transportation Authority (CATA)



CAPITAL HIGHLIGHTS

In May 2021, Crawford Area Transportation Authority (CATA) completed its Operations and Maintenance Facility Project at its Oil City location on 285 Elm Street. The new facility consolidates their current operations including administration space, indoor vehicle fleet storage & maintenance, bus wash, and fixed route & paratransit customer service, from two locations into one. This project was a true partnership between Venango County, PennDOT District 1-0, and CATA. It included the demolition of a closed county-owned parking garage and the construction of a new surface parking lot with dedicated spaces for both the use of public transportation and PennDOT District 1-0 employees.



CATA's Oil City Operations and Maintenance Facility

Monroe County Transportation Authority (MCTA)

Agency Highlight: Monroe County Transportation Authority (MCTA)



In June 2021, Monroe County Transportation Authority (MCTA) completed a new bus wash at its Swiftwater facility on 134 MCTA Drive. The original bus wash system, built years ago, was operational but not functional. A new system was needed to maintain the MCTA's bus fleet in a state of good repair. The new bus wash system includes a state-of-the-art water recycling system and additional improvements that will prolong the useful life of MCTA's buses.

CAPITAL HIGHLIGHTS



MCTA's new bus wash facility

Capital Area Transit (CAT)

Agency Highlight: Capital Area Transit (CAT)



CAPITAL HIGHLIGHTS

In February 2021, Capital Area Transit (CAT) completed two important projects to improve public transportation in the Harrisburg region. The first project involved the rehabilitation of the dispatch and staff report areas at CAT's Herr Street Facility on 901 N. Cameron Street in Harrisburg. This project improved the work environment for all of CAT's bus operators and dispatch staff.

The second project, the rehabilitation of the Market Square Transfer Center in downtown Harrisburg, has a direct impact on thousands of bus riders each day. The project involved the installation of wheelchair-accessible elements to ensure all riders can use the facility and the improvement of the platform waiting area for riders, featuring new shelters, benches, and leaning rails. The project also featured significant safety enhancements across Market Street to better protect pedestrians crossing the street.



Top: Market Square rehabilitation
Left: Accessibility upgrades at Market Square Transfer Center
Right: Rehabilitation of transaction window at Herr Street Facility

Washington County Transportation Authority (WCTA)

Agency Highlight: Washington County Transportation Authority (WCTA)



Washington County Transportation Authority (WCTA) completed Phase 1 of its bus shelter project at the end of 2021 with the installation of five new bus shelters in the service area. All new shelters include glass facades with a bench and solar panel lighting. With fixed-route service operating into the evening hours, the addition of lighted bus shelters was a major highlight for riders. Two of the five new bus shelters are located at public housing facilities in the Washington and Canonsburg areas and introduce a covered bus stop with seating at those locations. Another two of the five bus shelters provide cover and seating at park-and-ride lots that connect commuters in Washington County to Downtown Pittsburgh.

This first phase of WCTA's bus shelter project provides a safe and comfortable spot for riders to wait at high-frequency pick-up and drop-off locations. Since the bus shelters have been in place, the shelters have been well utilized, especially during the cold winter days when a covered waiting area is much appreciated.



WCTA's covered bus shelters

Construction and Design

Statewide Highlight: Projects Moving into Construction and Design Phases

In addition to projects completed in FY20-21, PennDOT also funded numerous design and construction projects.

Projects under construction include:

- Schuylkill Transportation System (STS) - Maintenance and Operations Facility
- Indiana County Transit Authority (IndiGO) - Facility Expansion Project
- Hazleton Public Transit (HPT) - Maintenance and Storage Facility
- Butler Transit Authority (BTA) - Butler Park-and-Ride and Passenger Waiting Area Expansion
- Luzerne County Transportation Authority (LCTA) - Maintenance and Operations Facility
- Cambria County Transit Authority (CamTran) - Johnstown Incline Plane Rehabilitation Project; Bush Wash and Utility Connection Project
- Coatesville Train Station - Station Project

Projects in design include:

- Area Transportation Authority of North Central Pennsylvania (ATA) - DuBois Operations and Maintenance Facility
- Westmoreland County Transit Authority (WCTA) - Bus Storage Expansion Project
- County of Lackawanna Transportation Authority (COLTS) - Maintenance and Operations Facility
- New Castle Area Transportation Authority (NCATA) - Bus Storage Facility Project
- Downingtown Train Station - Station Project
- Lancaster Train Station - Access and Parking Project

CAPITAL HIGHLIGHTS



Top Left: HPT Maintenance and Storage Facility Groundbreaking

Top Right: Coatesville Station Groundbreaking

Bottom: LCTA Maintenance and Operations Facility Groundbreaking

Intentionally blank

Intentionally blank

Section V

Agency Operating Profiles

Southeastern Pennsylvania Transportation Authority (SEPTA)

Urban System



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



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: 836
 Population: 3,439,497



Act 44 Fixed Route Distribution Factors
 Total Passengers: 105,603,593
 Senior Passengers: 12,718,648
 Revenue Vehicle Miles: 72,744,673
 Revenue Vehicle Hours: 6,092,658



Act 44 Operating Assistance
 Section 1513 Allocation: \$714,416,750
 Required Local Match: \$107,156,889



Current Fleet Size
 Diesel Motor Bus: 1,430
 Commuter Rail Cars: 411
 Heavy Rail Cars: 363
 Street Car Rail/Light Rail: 159
 Trolley Bus: 38
 Gasoline Paratransit Vehicles: 460
 System-Wide: 2,861



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

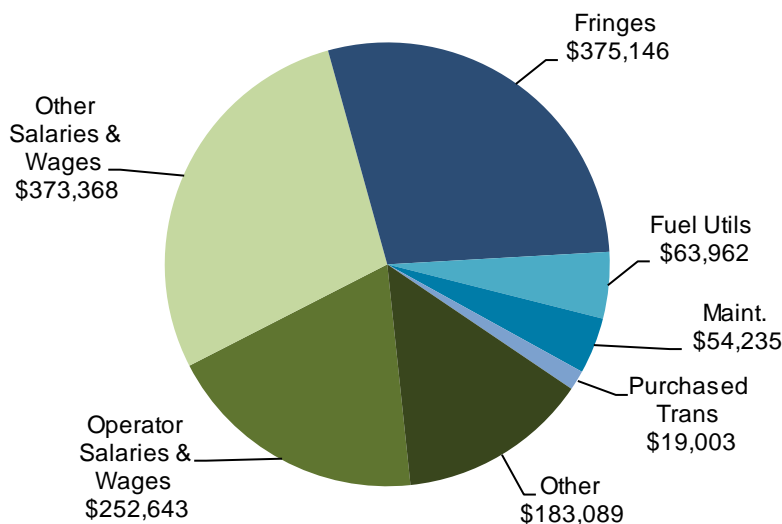


Current Employees
 Agency Full-Time: 9,101
 Agency Part-Time: 90
 Contractor Full-Time: 434
 System-Wide: 9,625

OPERATING PROFILES

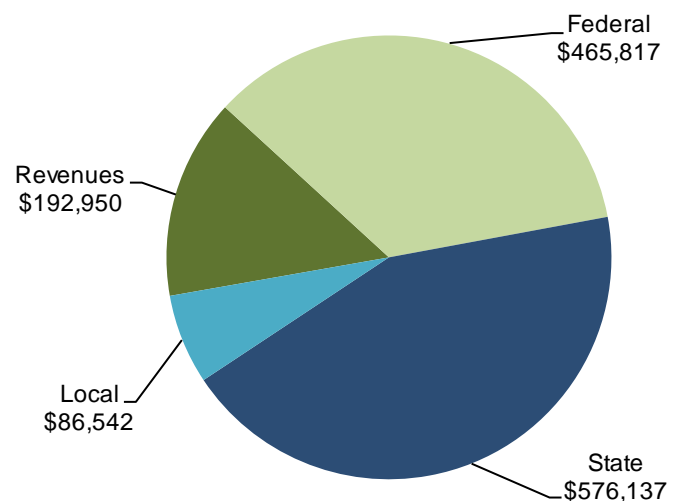
URBAN OPERATING BUDGET

Operating Expense (000's)
\$1,321,446



Expense includes ADA complementary expense.

Operating Funds (000's)
\$1,321,446

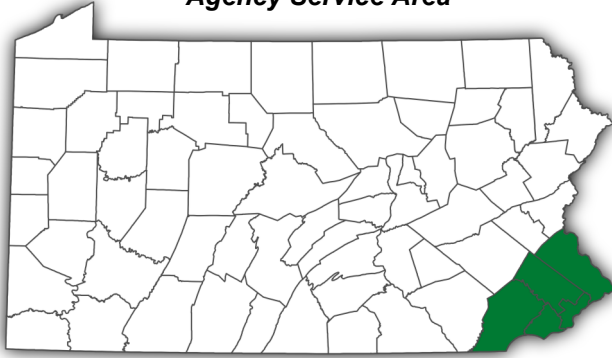


Revenue includes ADA complementary revenue.

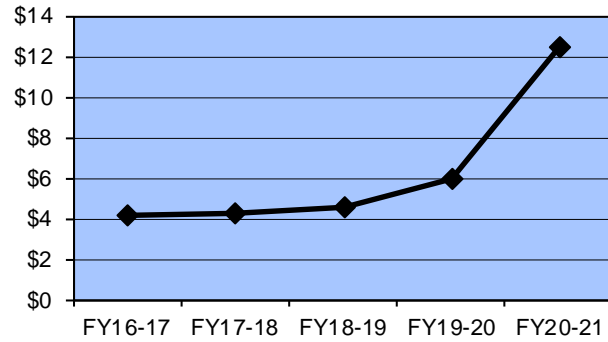
Southeastern Pennsylvania Transportation Authority (SEPTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

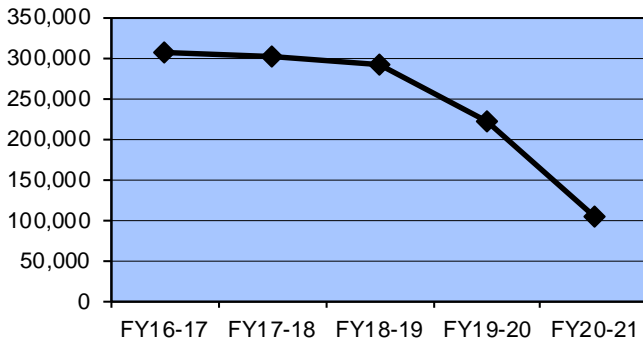
Agency Service Area



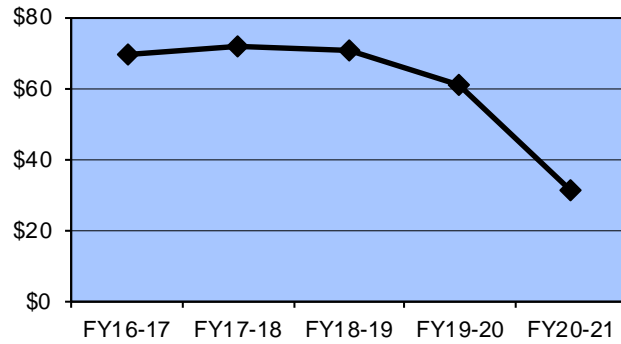
Operating Expense Per Passenger



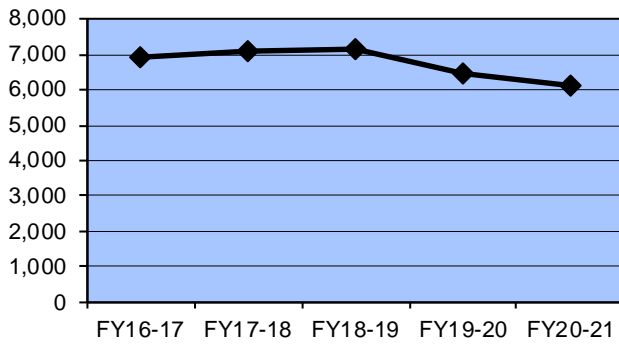
Total Passengers (000's)



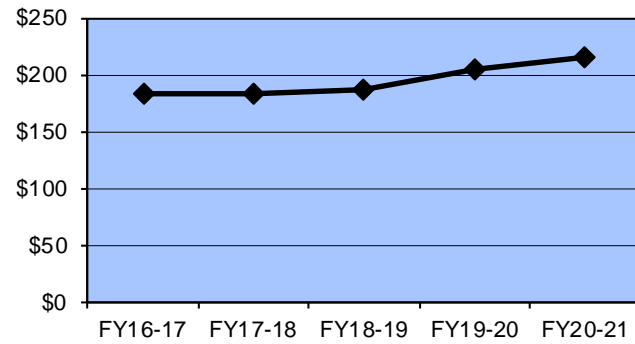
Operating Revenue Per Revenue Vehicle Hour



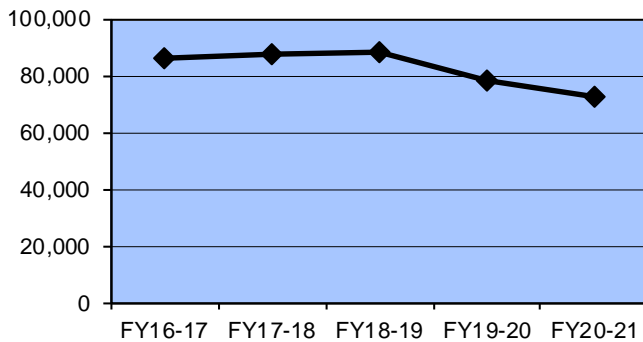
Revenue Vehicle Hours (000's)



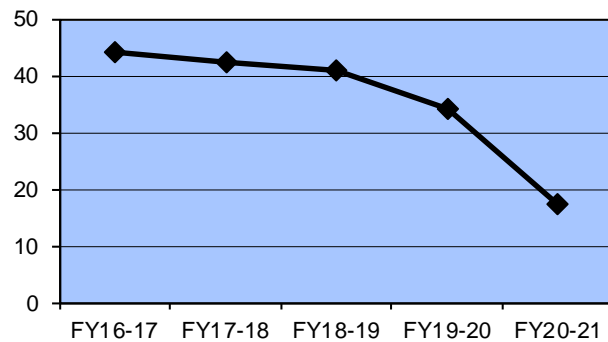
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Southeastern Pennsylvania Transportation Authority (SEPTA)

Community Transportation



Southeastern Pennsylvania Transportation Authority (SEPTA)
 1234 Market Street
 Philadelphia, PA 19107
 215-580-8280
 Ms. Leslie Richards, 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%

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



Trip Information
 65+ Trips: 197,500
 Total Shared-Ride Trips: 197,500
 Total Escorts: 10,968

Vehicles Operated in Maximum Service Community Transportation: 74



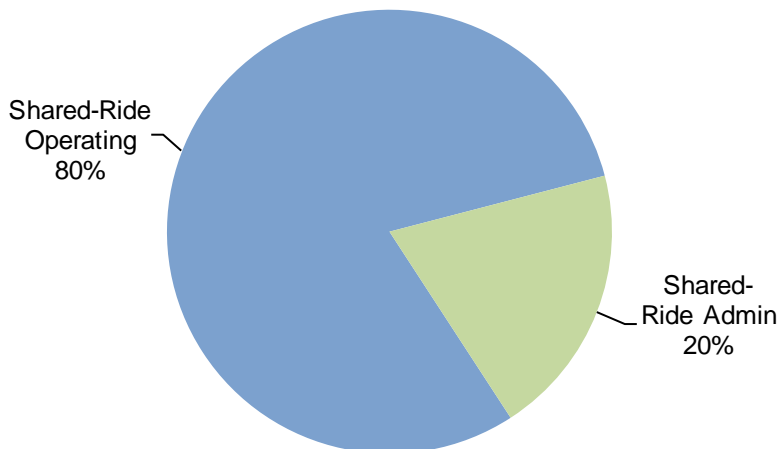
Current Fare Information
 Average Shared-Ride Fare: \$26.97
 Average Shared-Ride Cost per Trip: \$104.47
 Fare Structure Implementation Date: July 2017



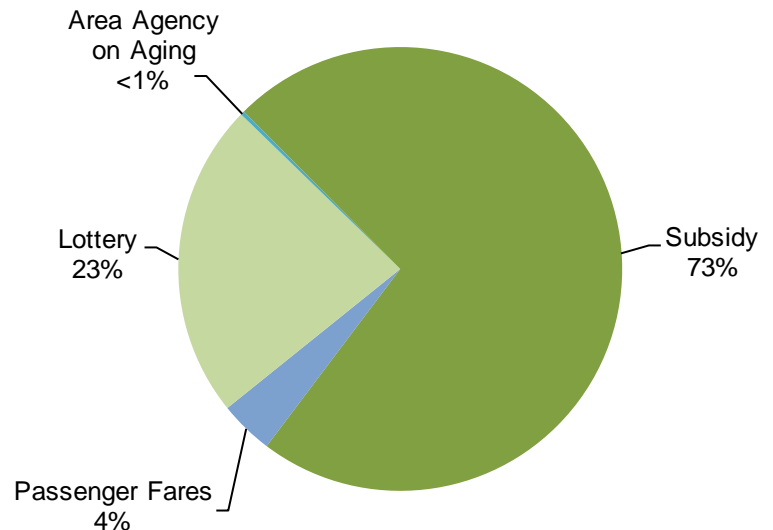
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$20,633

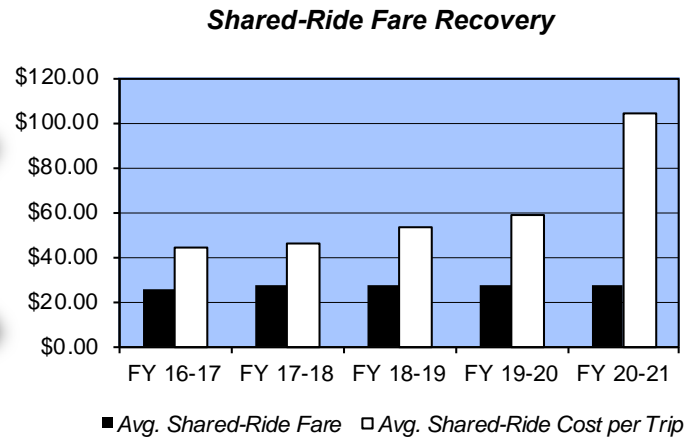
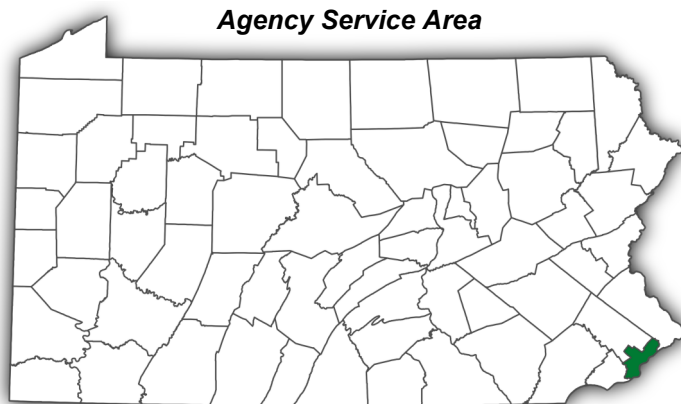


Operating Funds (000's)
\$20,633

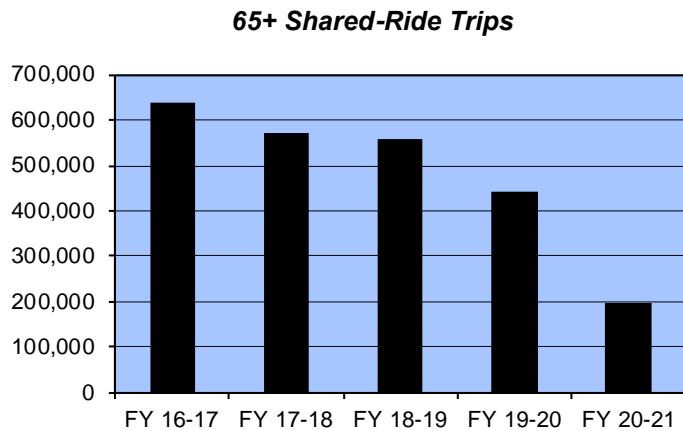


Southeastern Pennsylvania Transportation Authority (SEPTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

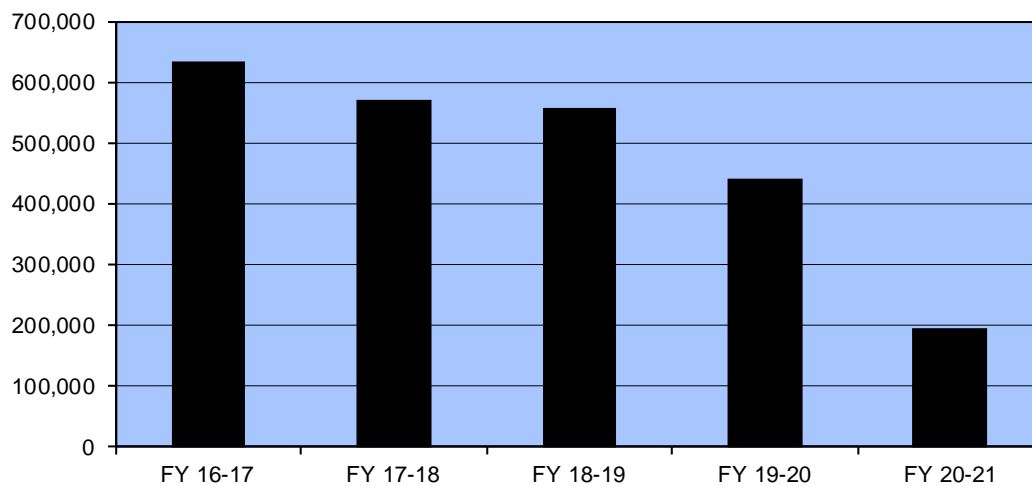


OPERATING PROFILES



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



Port Authority of Allegheny County (PAAC)

Urban System



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



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

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 21,913,736
 Senior Passengers: 2,761,855
 Revenue Vehicle Miles: 21,933,621
 Revenue Vehicle Hours: 1,761,650



Current Employees
 Agency Full-Time: 2,587
 Contractor Full-Time: 292
 Contractor Part-Time: 49
 System-Wide: 2,928



Act 44 Operating Assistance
 Section 1513 Allocation: \$244,850,155
 Required Local Match: \$36,727,523



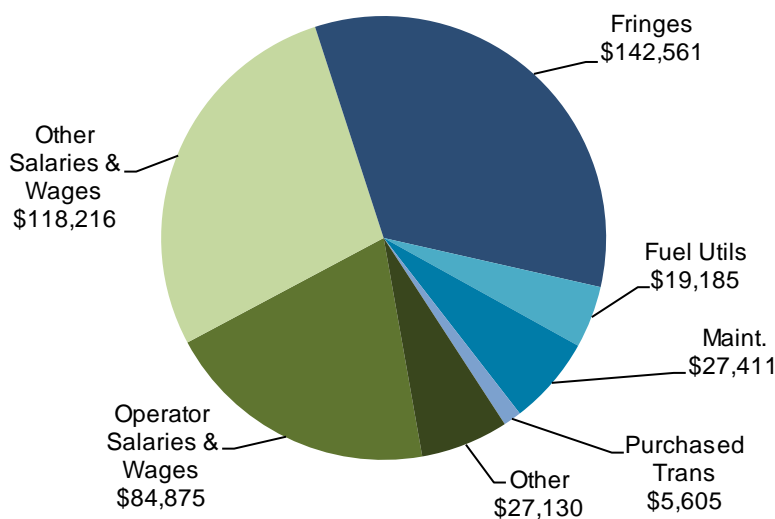
Current Fleet Size
 Diesel/Gasoline Motor Bus: 714
 Hybrid Diesel-Electric Bus: 15
 Electric Bus: 8
 Street Car Rail/Light Rail: 81
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicles: 298
 System-Wide: 1,118

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

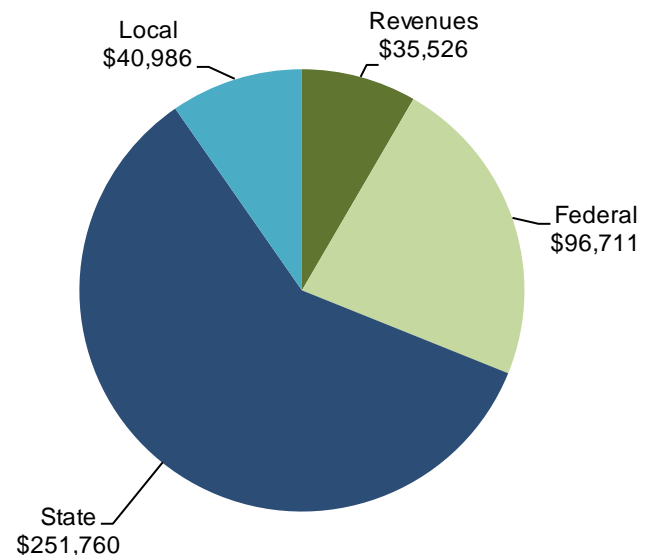
\$424,983



Expense includes ADA complementary and DAS expense.

Operating Funds (000's)

\$424,983

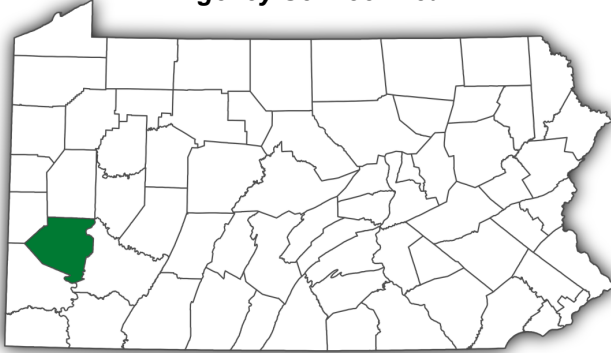


Revenue includes ADA complementary and DAS revenue.

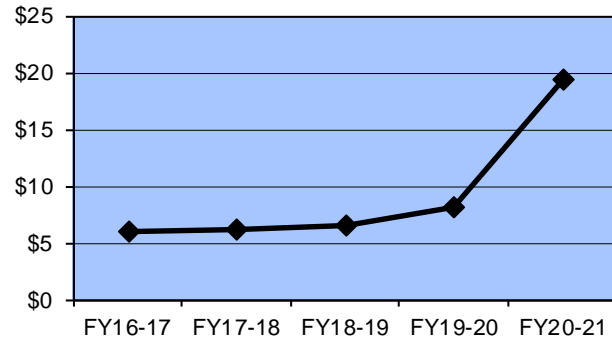
Port Authority of Allegheny County (PAAC)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

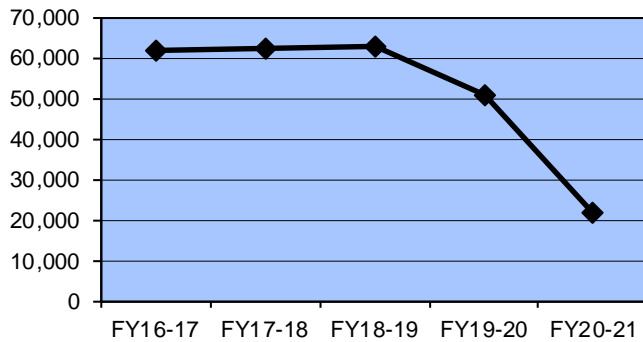
Agency Service Area



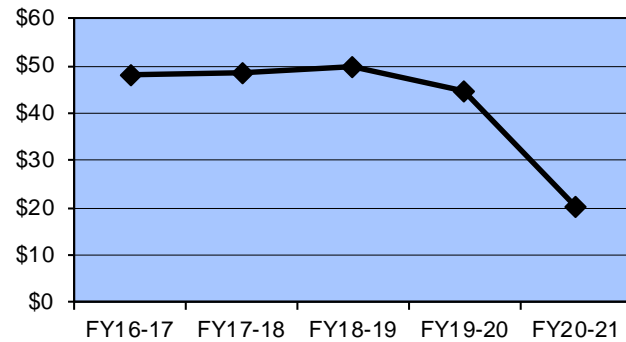
Operating Expense Per Passenger



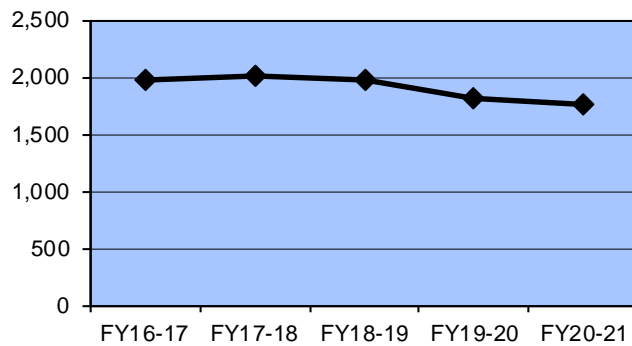
Total Passengers (000's)



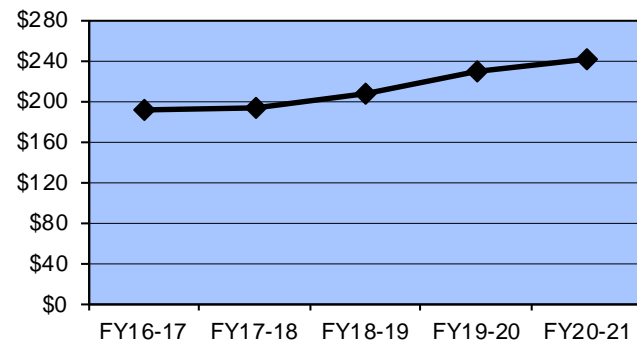
Operating Revenue Per Revenue Vehicle Hour



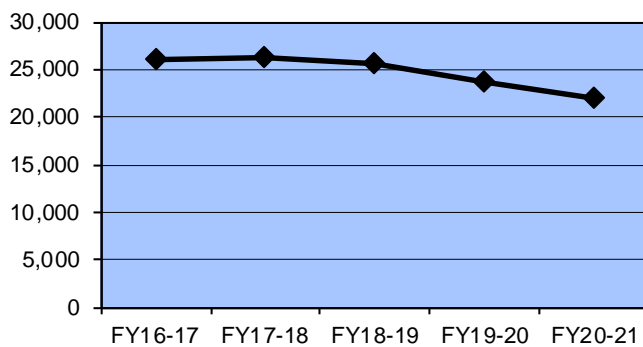
Revenue Vehicle Hours (000's)



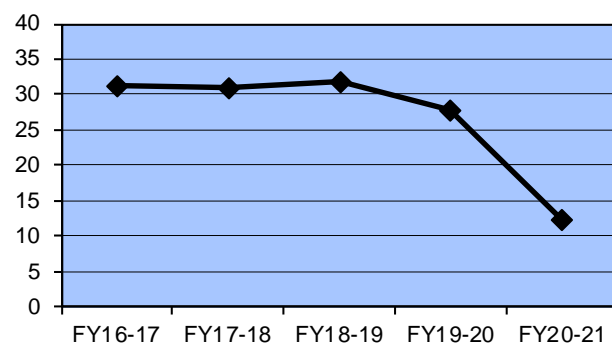
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary and DAS passengers.

OPERATING PROFILES

Port Authority of Allegheny County (PAAC)

Community Transportation



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



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: \$24.32
 Average Shared-Ride Cost per Trip: \$53.30
 Fare Structure
 Implementation Date: September 2019



Trip Information
 65+ Trips: 292,963
 PwD Trips: 19,303
 Other Shared-Ride Trips: 177,547
 Total Shared-Ride Trips: 489,813
 Total Escorts: 29,943
 Non-Public Trips: 5,807

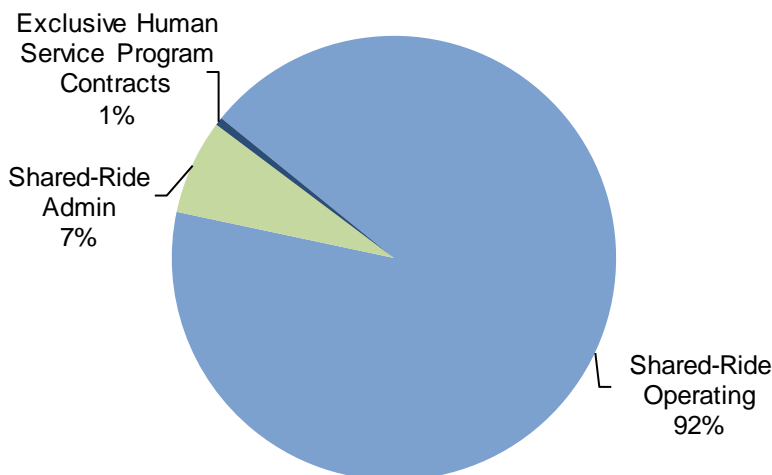


Vehicles Operated in Maximum Service
 Community Transportation: 132

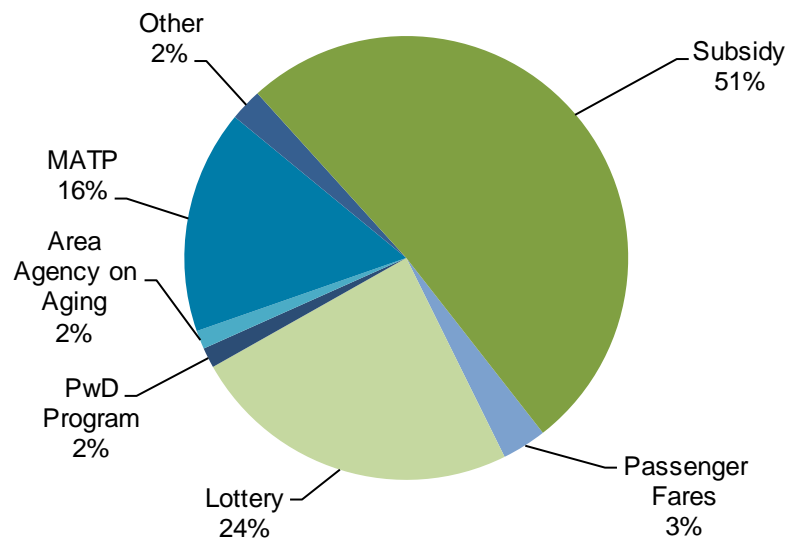
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$26,259

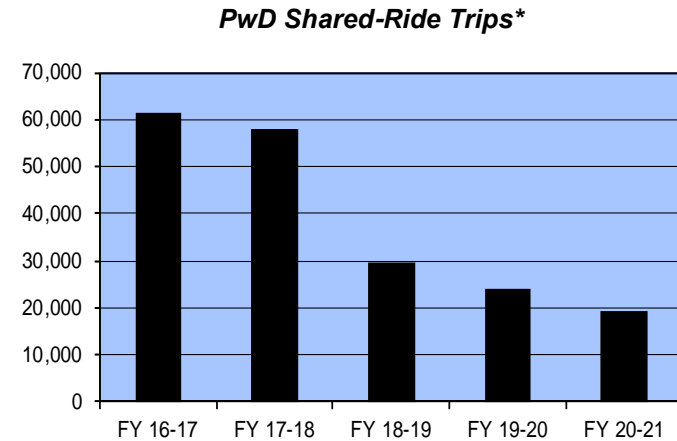
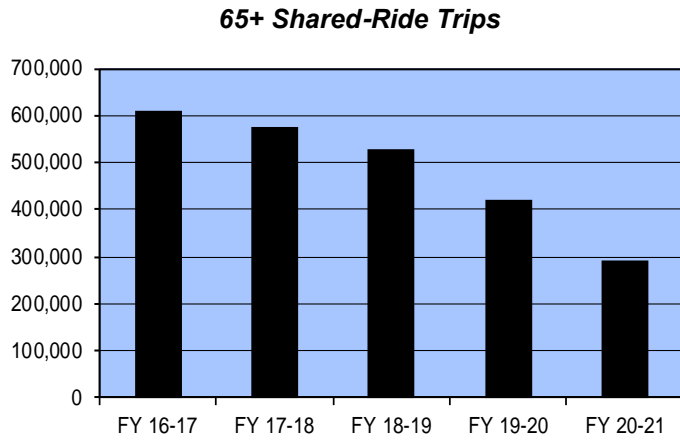
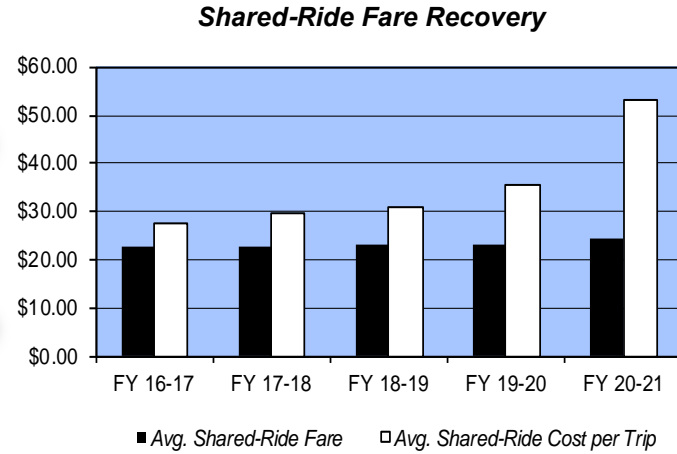


Operating Funds (000's)
\$26,259

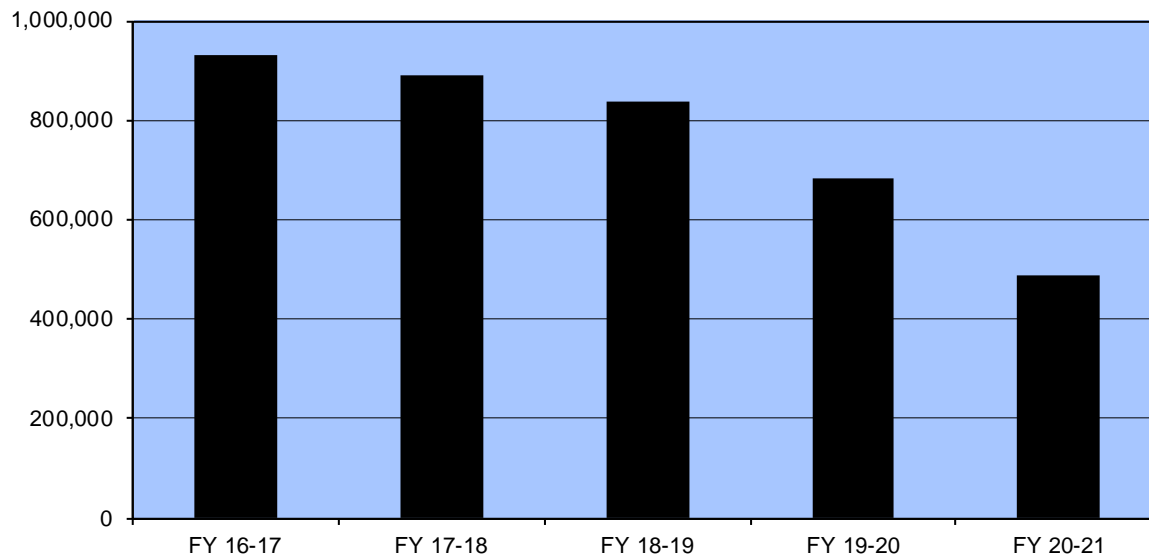


Port Authority of Allegheny County (PAAC)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



*The large decrease in PwD trips between FY17-18 and FY18-19 resulted from shifting some trips to the Community Health Choices program and other eligible funding sources.

OPERATING PROFILES

Allied Coordinated Transportation Services, Inc. (ACTS)

Community Transportation



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



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: \$16.18
 Average Shared-Ride Cost per Trip: \$22.24
 Fare Structure
 Implementation Date: January 2019



Trip Information
 65+ Trips: 15,323
 PwD Trips: 1,654
 Other Shared-Ride Trips: 35,209
 Total Shared-Ride Trips: 52,186
 Total Escorts: 3,418
 Non-Public Trips: 22,960

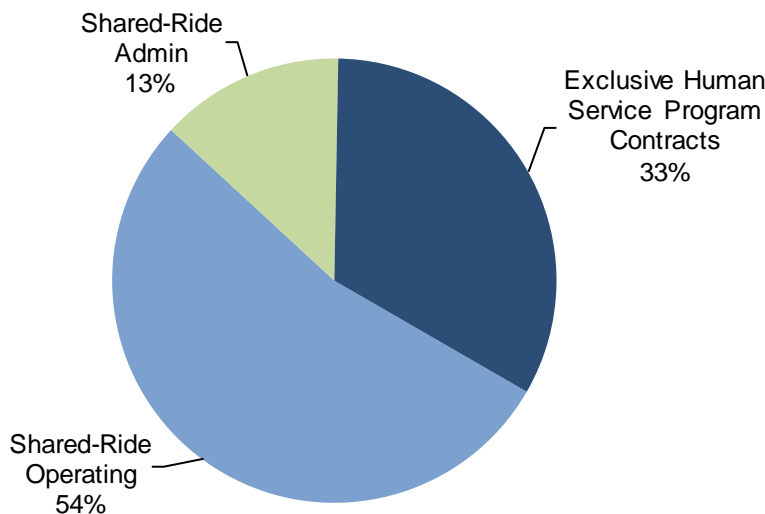


Vehicles Operated in Maximum Service
 Community Transportation: 28

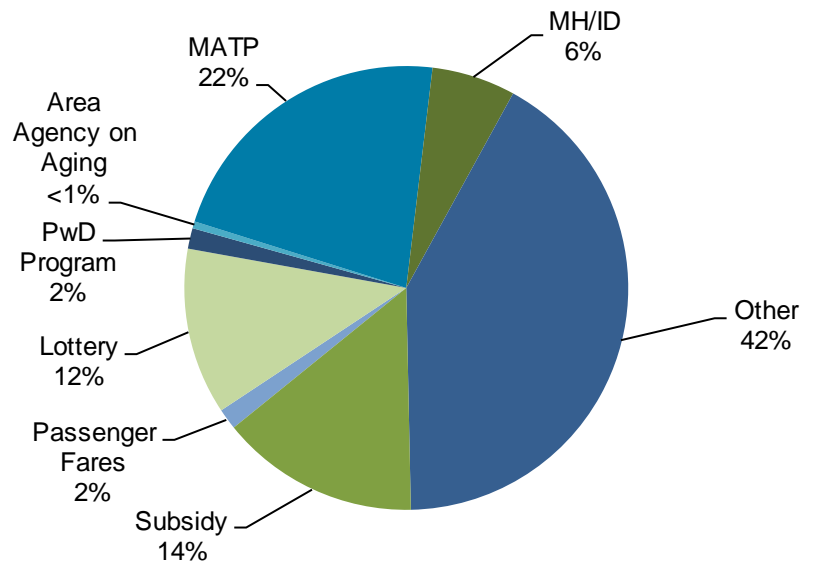
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,734



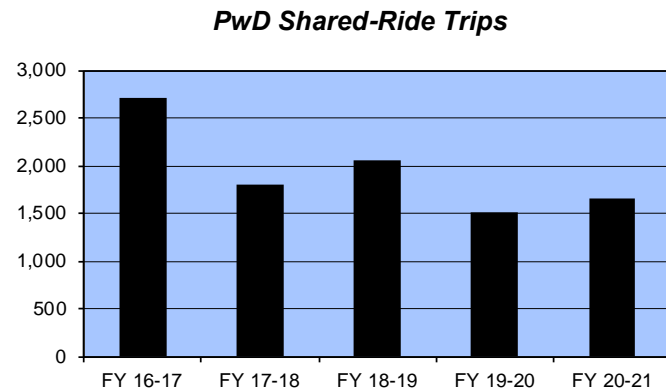
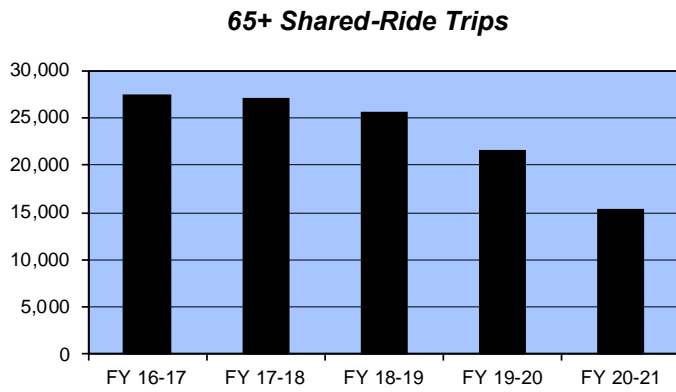
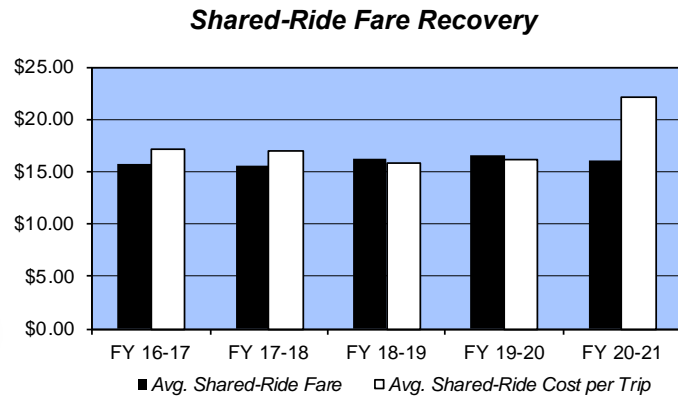
Operating Funds (000's)
\$1,660*



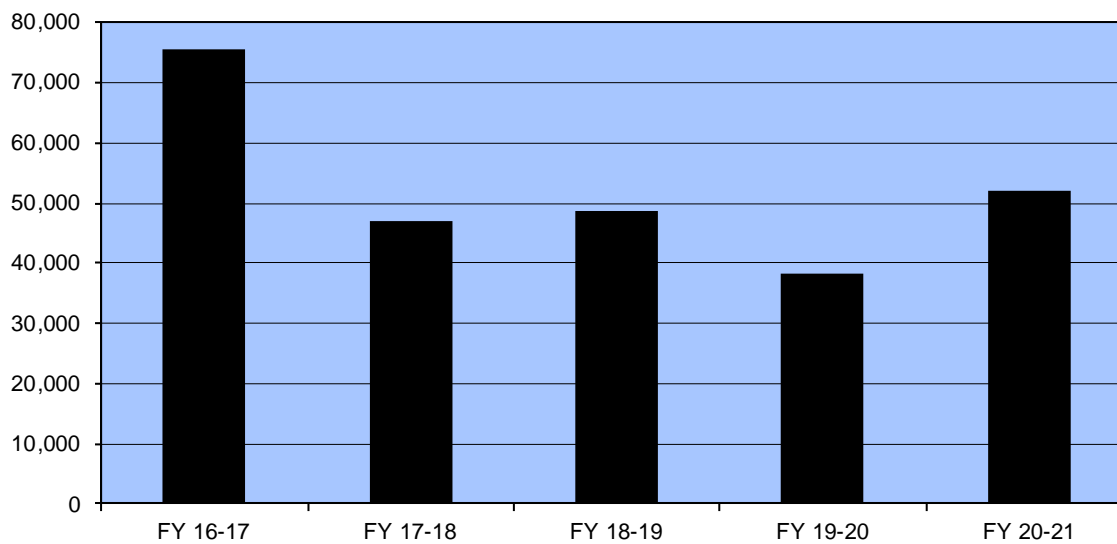
*Deficit will be covered by prior year retained earnings.

Allied Coordinated Transportation Services, Inc. (ACTS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



The large decrease in trips between FY16-17 and FY17-18 resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.

Altoona Metro Transit (AMTRAN)

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: \$1.75
 Last Base Fare Increase: July 2020



Act 44 Fixed Route Distribution Factors
 Total Passengers: 320,151
 Senior Passengers: 61,059
 Revenue Vehicle Miles: 55,881
 Revenue Vehicle Hours: 47,431



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,315,833
 Required Local Match: \$182,328



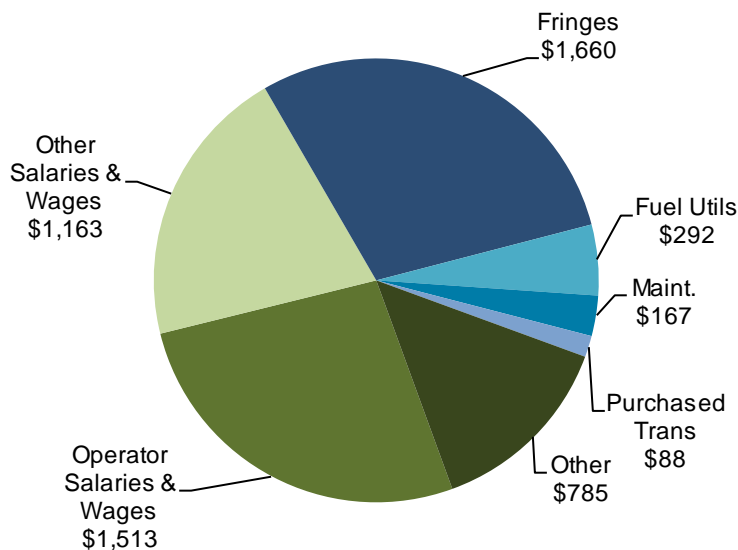
Current Fleet Size
 Diesel/Gasoline Motor Bus: 3
 CNG Motor Bus: 23
 Diesel/Gasoline Paratransit Vehicles: 1
 System-Wide: 27

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

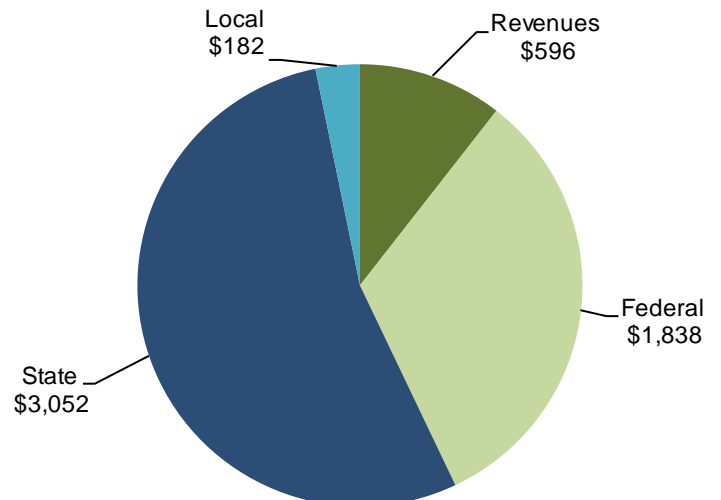
\$5,668



Expense includes ADA complementary expense.

Operating Funds (000's)

\$5,668



Revenue includes ADA complementary revenue.

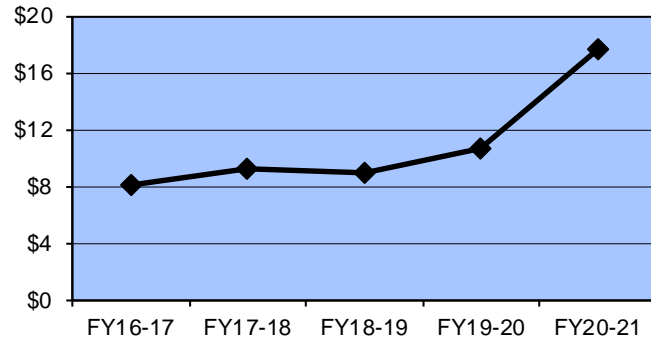
Altoona Metro Transit (AMTRAN)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

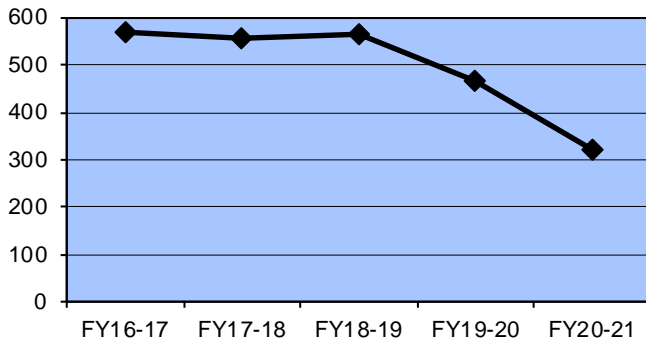
Agency Service Area



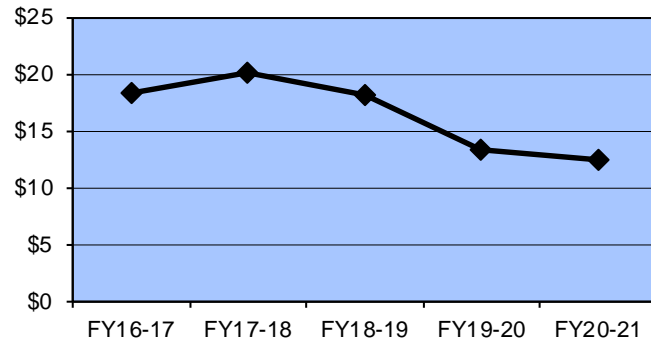
Operating Expense Per Passenger



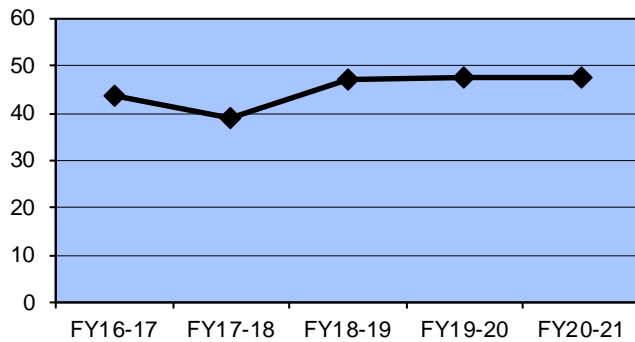
Total Passengers (000's)



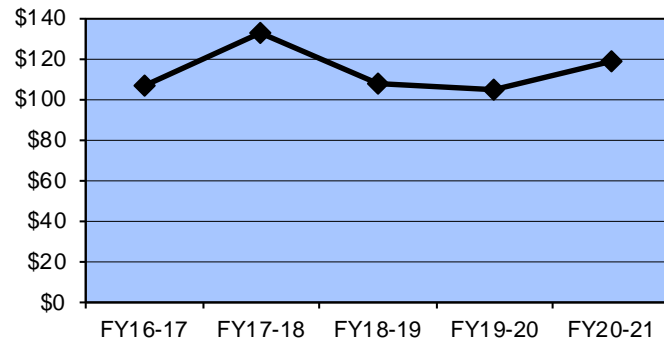
Operating Revenue Per Revenue Vehicle Hour



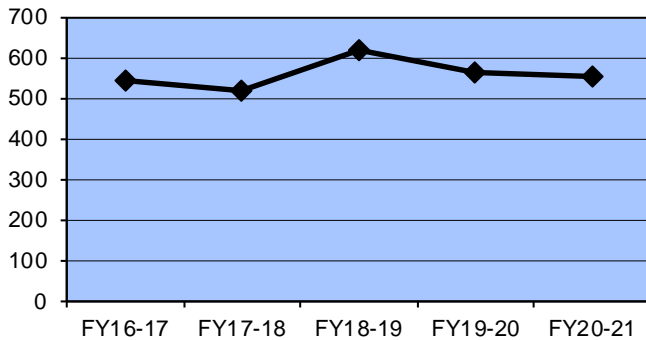
Revenue Vehicle Hours (000's)



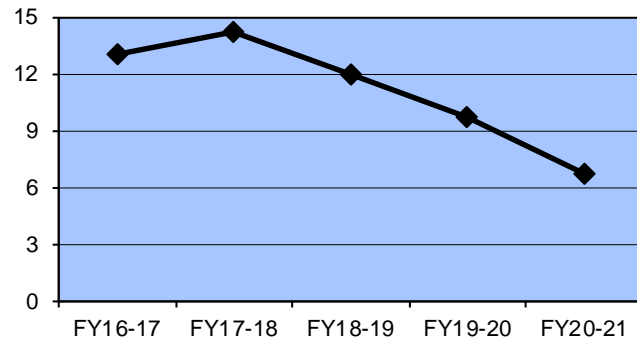
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Area Transportation Authority of North Central PA (ATA)

Rural System



Area Transportation Authority (ATA)

44 Transportation Center
Johnsonburg, PA 15845
866-282-4968
Mr. Michael Imbrogno, CEO
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: 5,693
Population: 264,768



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 253,399
Senior Passengers: 31,951
Revenue Vehicle Miles: 1,183,805
Revenue Vehicle Hours: 101,792



Current Employees

Agency Full-Time: 67
Agency Part-Time: 80
Contractor Full-Time: 2
Contractor Part-Time: 8
System-Wide: 157



Act 44 Operating Assistance

Section 1513 Allocation: \$6,000,665
Required Local Match: \$406,994



Current Fleet Size

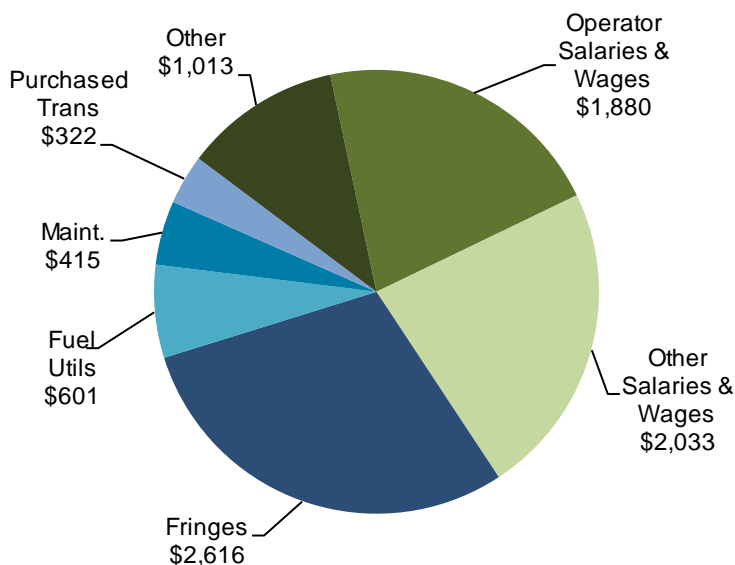
Diesel/Gasoline Motor Bus: 40
Hybrid Diesel/Electric Motor Bus: 1
Diesel/Gasoline Paratransit: 58
System-Wide: 99

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

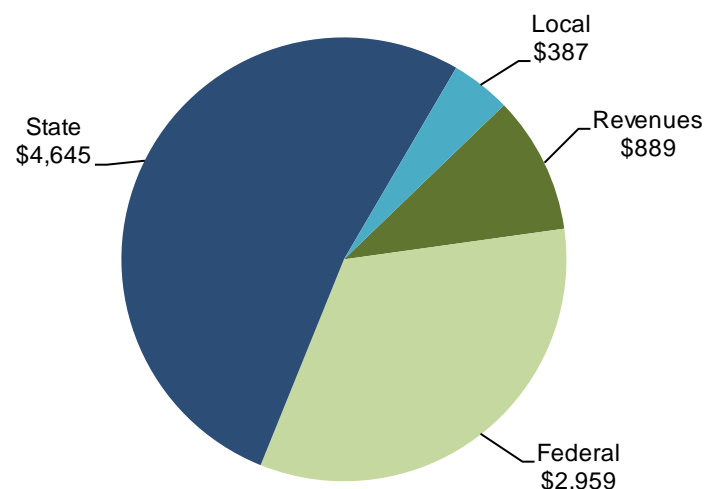
\$8,880



Expense includes DAS expense.

Operating Funds (000's)

\$8,880

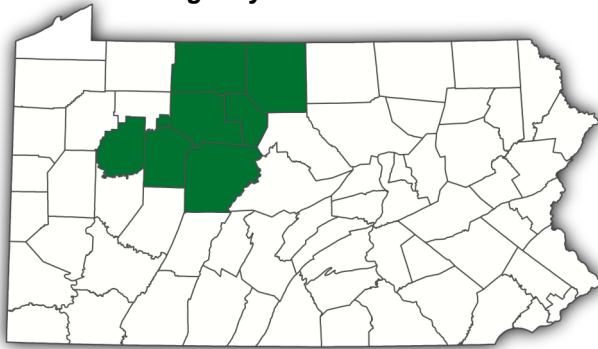


Revenue includes DAS revenue.

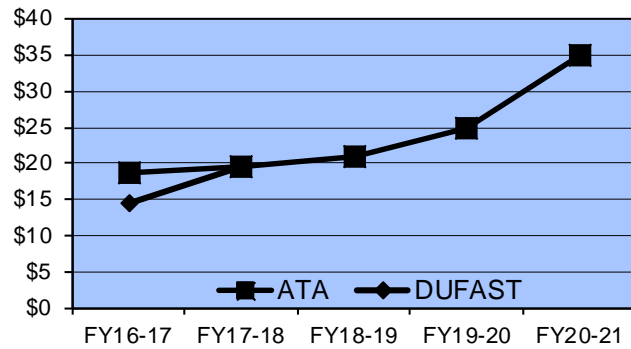
Area Transportation Authority of North Central PA (ATA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

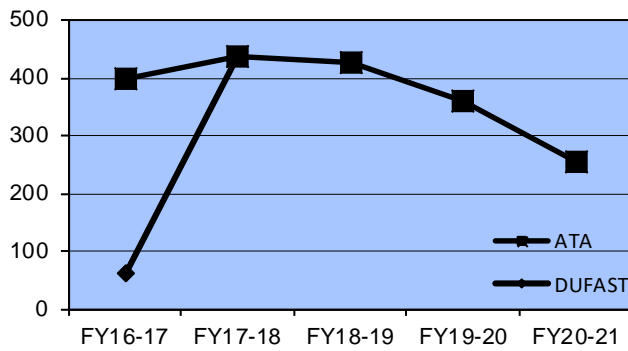
Agency Service Area



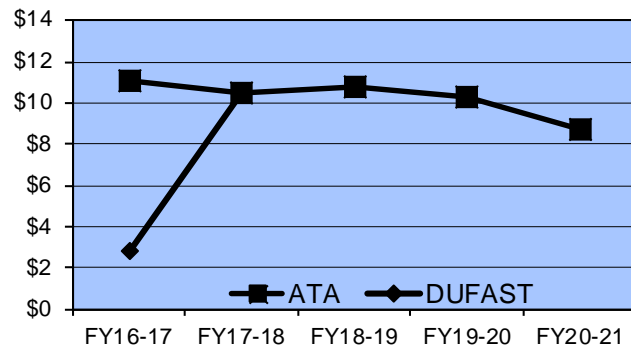
Operating Expense Per Passenger



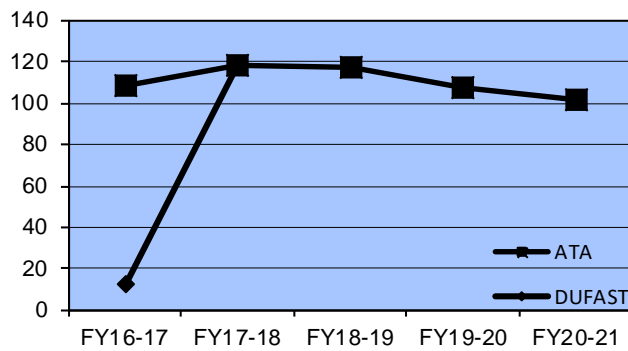
Total Passengers (000's)



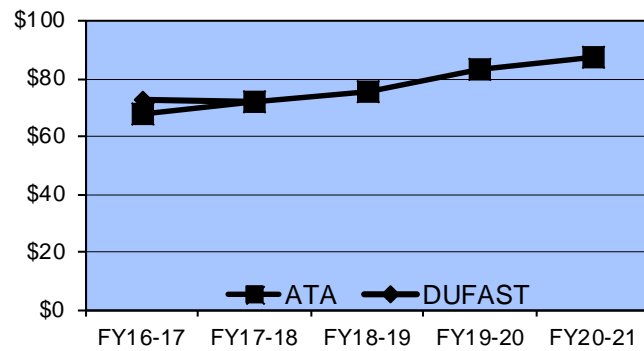
Operating Revenue Per Revenue Vehicle Hour



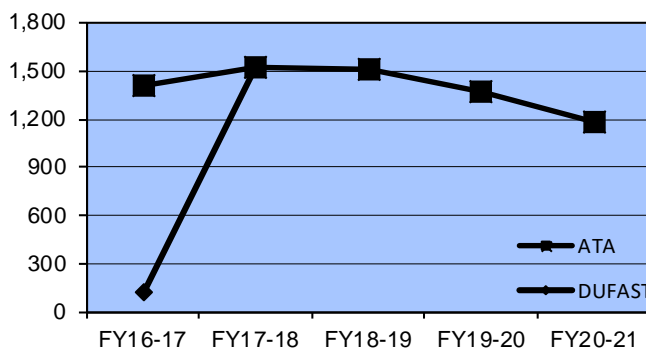
Revenue Vehicle Hours (000's)



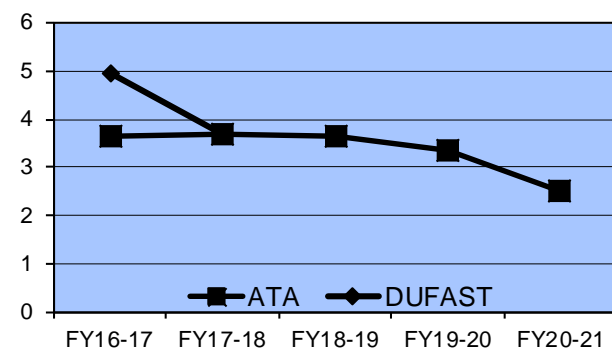
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include DAS passengers. Charts show data both before and after ATA and DUFAS consolidated in FY17-18.

Area Transportation Authority of North Central PA (ATA)

Community Transportation



Area Transportation Authority (ATA)

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



House District

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

Senate District

Cameron: 25 Clearfield: 25, 35 Elk: 25
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: \$5.72
Average Shared-Ride Cost per Trip: \$57.25
Fare Structure
Implementation Date: August 2017



Trip Information

65+ Trips: 29,781
PWD Trips: 17,689
Other Shared-Ride Trips: 38,098
Total Shared-Ride Trips: 85,568
Total Escorts: 5,578
Non-Public Trips: 9,561



Vehicles Operated in Maximum Service

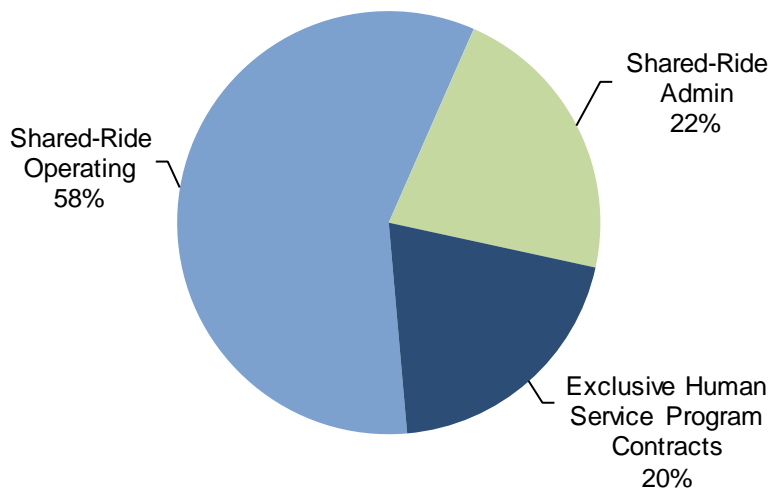
Community Transportation: 36

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

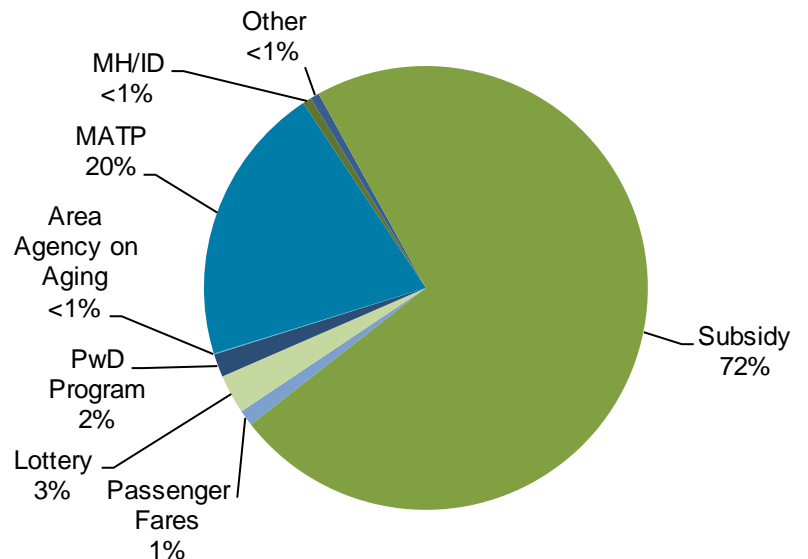
Operating Expense (000's)

\$6,139



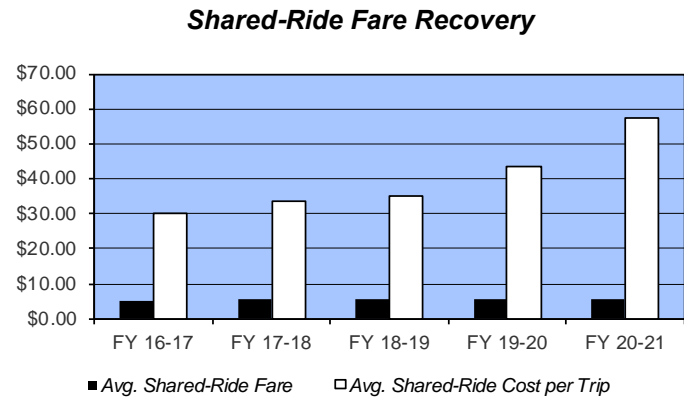
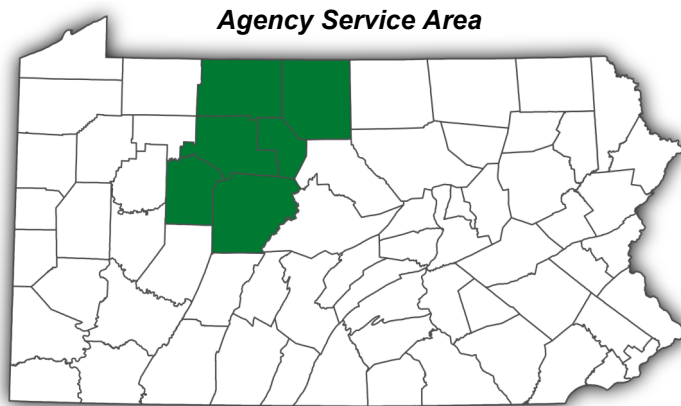
Operating Funds (000's)

\$6,155

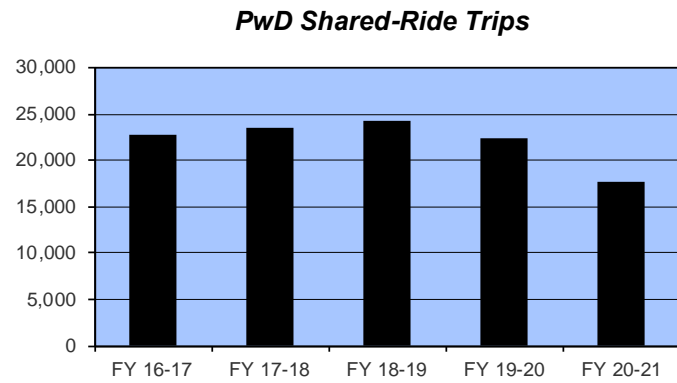
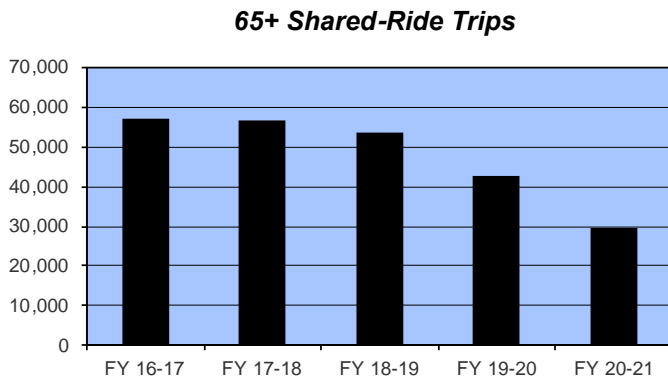


Area Transportation Authority of North Central PA (ATA)

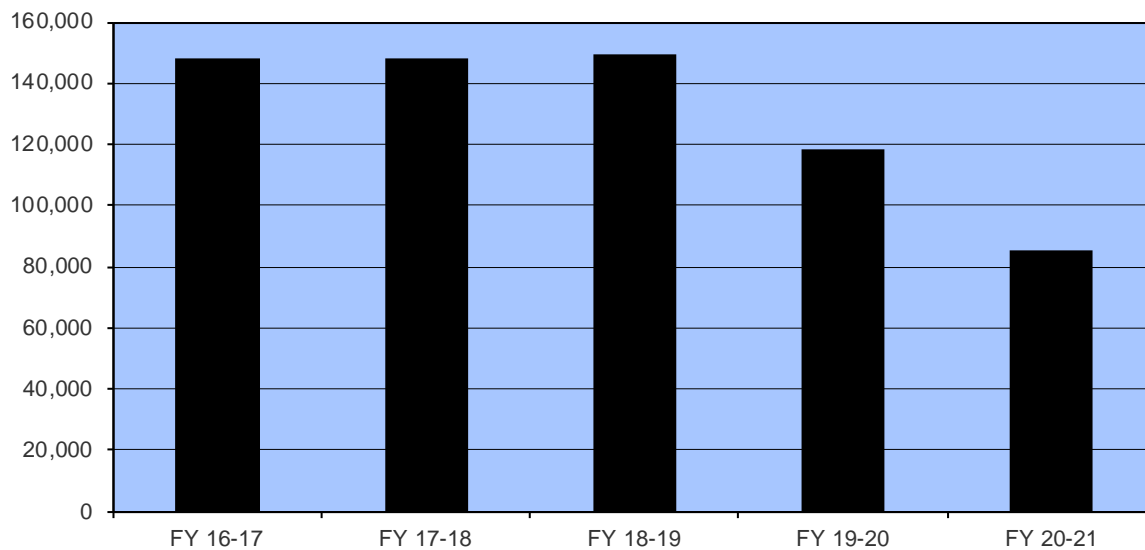
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



OPERATING PROFILES



Total Shared-Ride Trips



Beaver County Transit Authority (BCTA)

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: 339,635
 Senior Passengers: 42,569
 Revenue Vehicle Miles: 728,181
 Revenue Vehicle Hours: 47,057



Current Employees
 Agency Full-Time: 79
 System-Wide: 79



Act 44 Operating Assistance
 Section 1513 Allocation: \$4,194,810
 Required Local Match: \$629,222



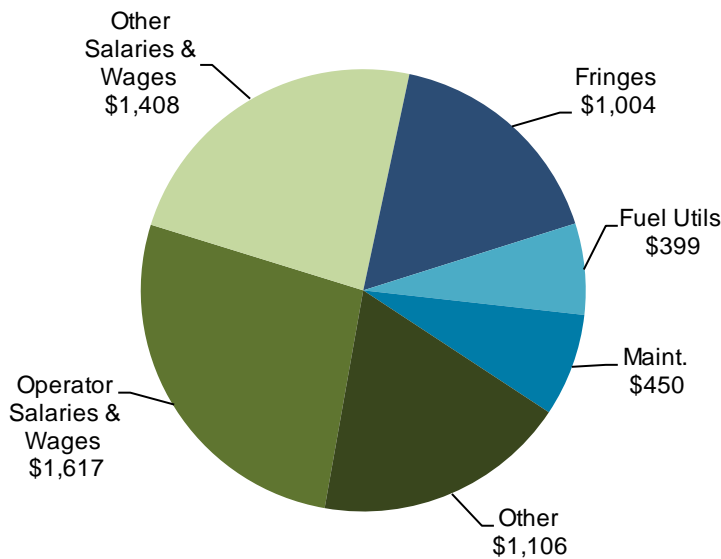
Current Fleet Size
 Diesel/Gasoline Motor Bus: 8
 CNG Motor Bus: 17
 Diesel/Gasoline Paratransit Vehicle: 20
 System-Wide: 45

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

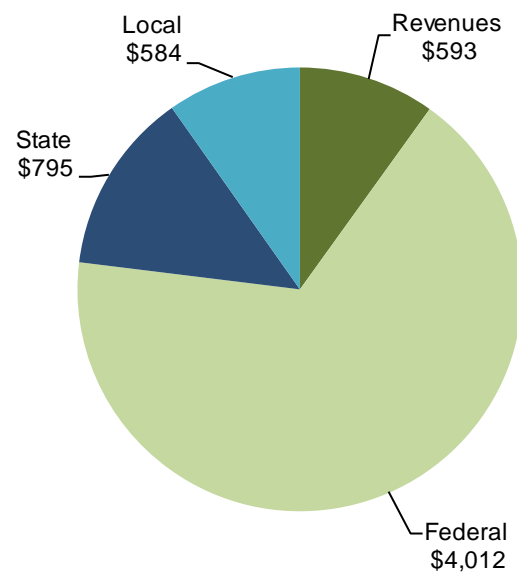
\$5,984



Expense includes DAS expense.

Operating Funds (000's)

\$5,984

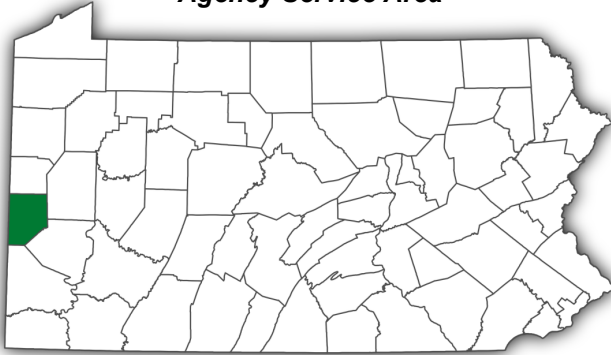


Revenue includes DAS revenue.

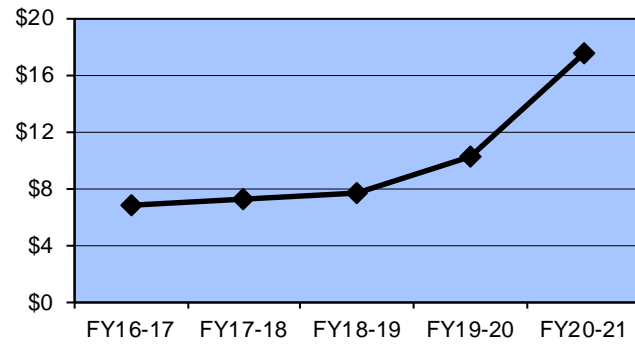
Beaver County Transit Authority (BCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

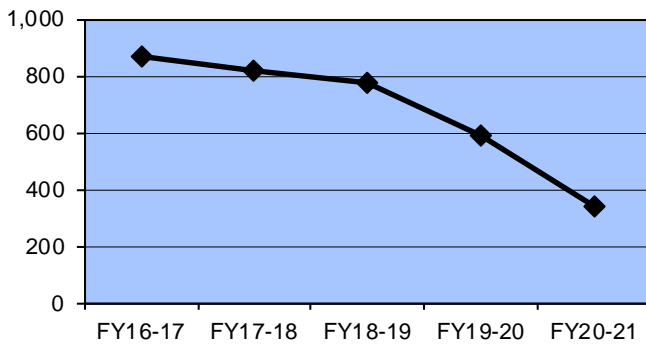
Agency Service Area



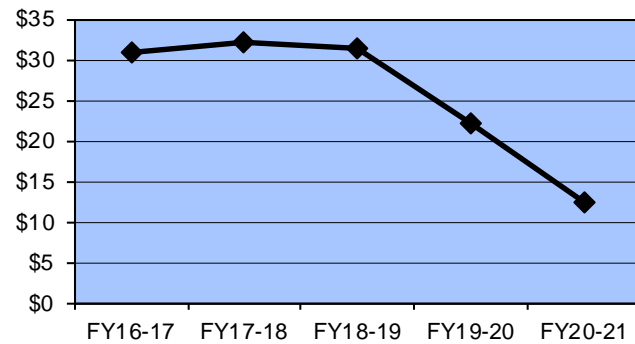
Operating Expense Per Passenger



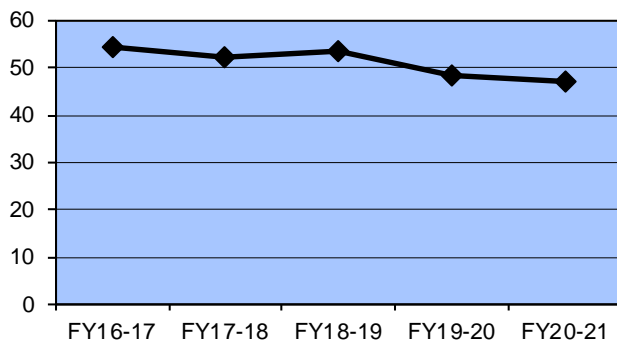
Total Passengers (000's)



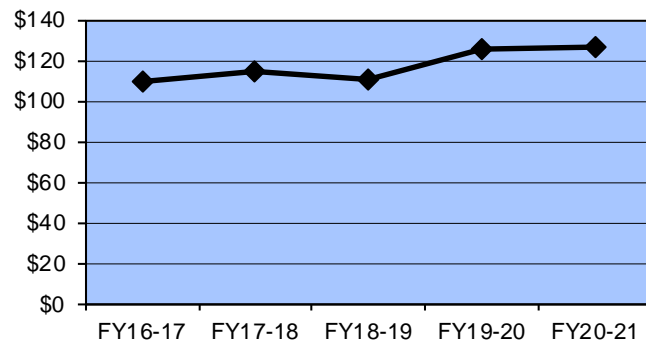
Operating Revenue Per Revenue Vehicle Hour



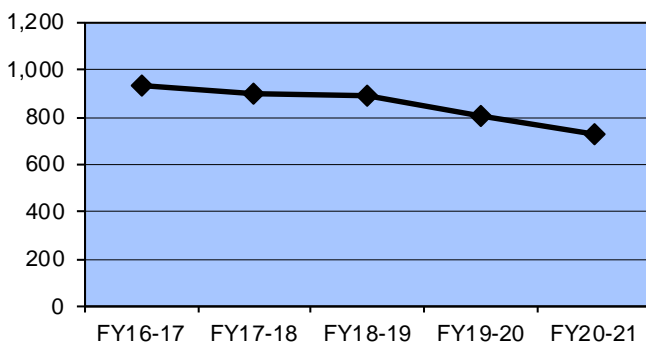
Revenue Vehicle Hours (000's)



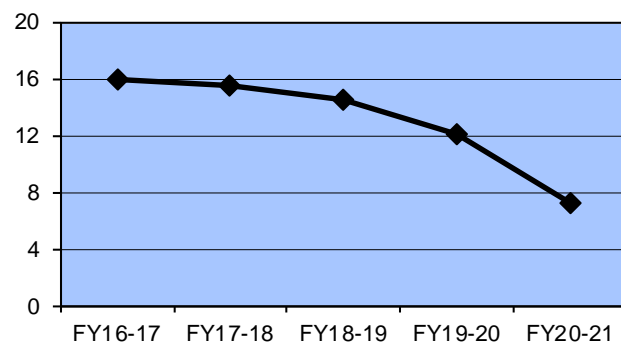
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include DAS passengers.

OPERATING PROFILES

Beaver County Transit Authority (BCTA)

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: \$22.50
 Average Shared-Ride Cost per Trip: \$43.28
 Fare Structure
 Implementation Date: July 2019



Trip Information
 65+ Trips: 19,024
 Other Shared-Ride Trips: 29,001
 Total Shared-Ride Trips: 48,025
 Total Escorts: 3,089
 Non-Public Trips: 39,429



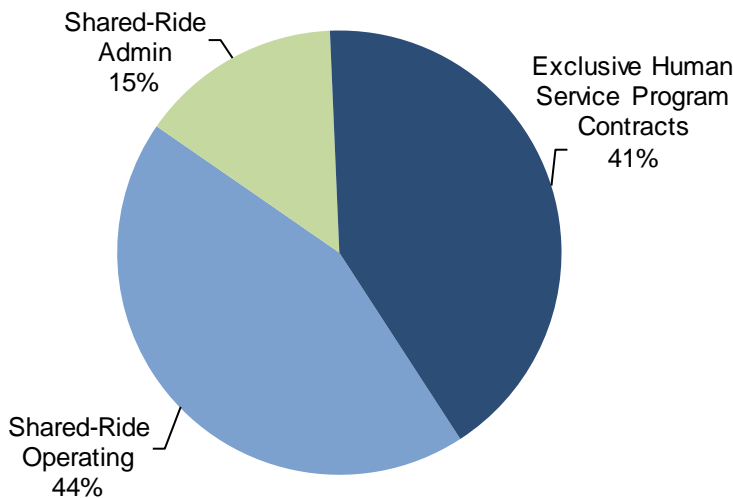
Vehicles Operated in Maximum Service
 Community Transportation: 19

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

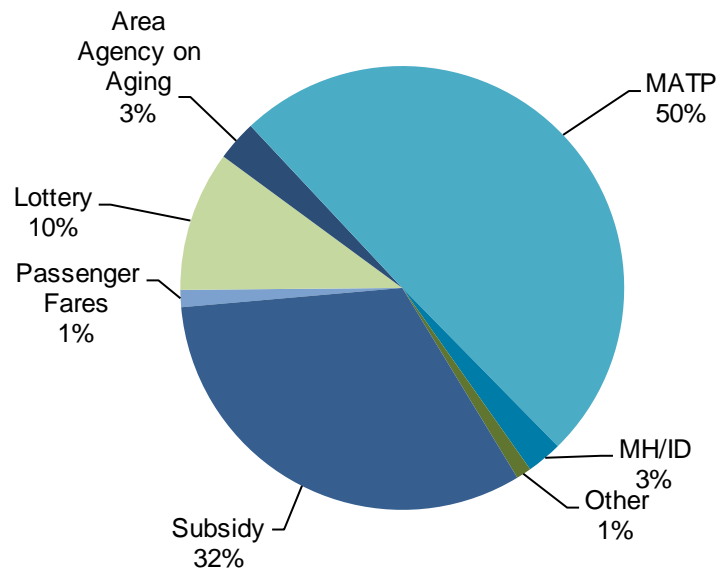
Operating Expense (000's)

\$3,554



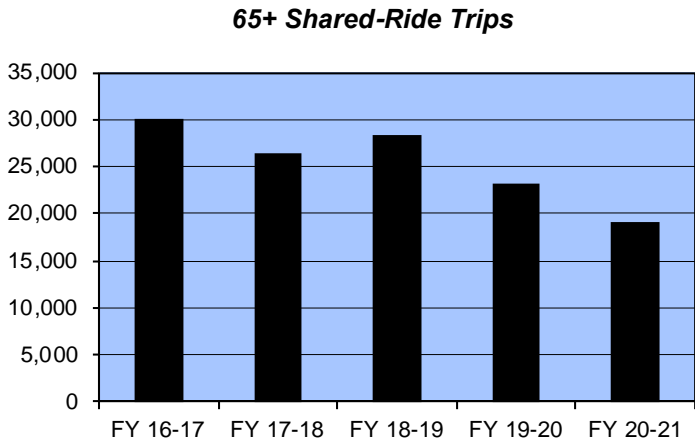
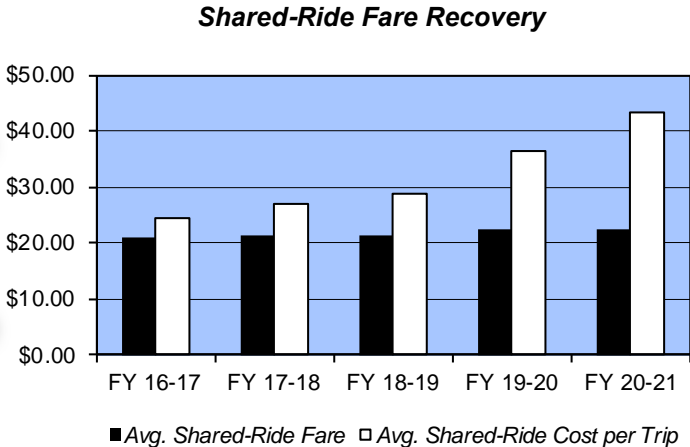
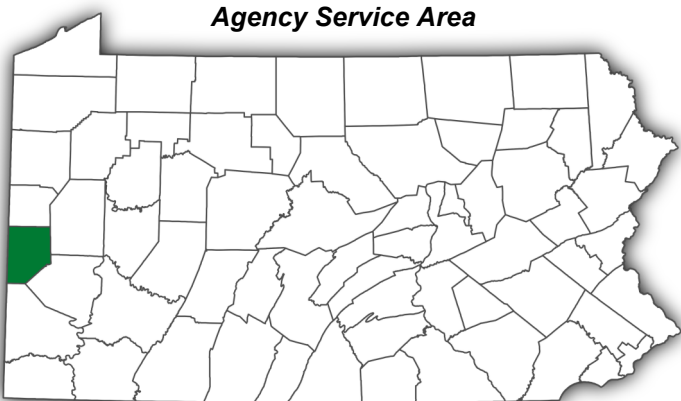
Operating Funds (000's)

\$3,554



Beaver County Transit Authority (BCTA)

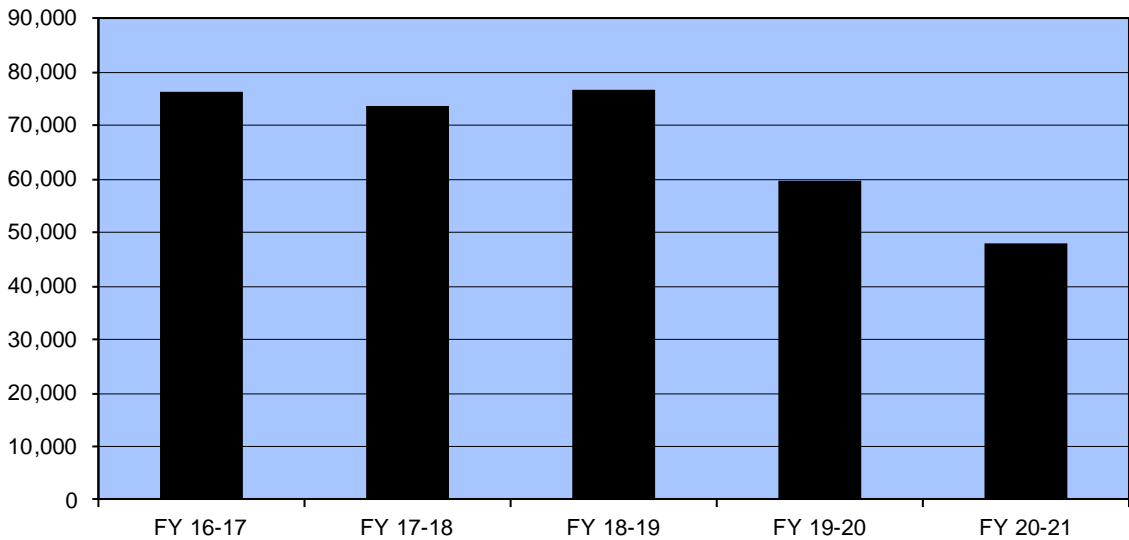
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



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.

PwD Shared-Ride Trips

Total Shared-Ride Trips



OPERATING PROFILES

Blair Senior Services, Inc.

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$17.50
 Average Shared-Ride Cost per Trip: \$29.26
 Fare Structure
 Implementation Date: September 2014



Trip Information
 65+ Trips: 40,758
 PwD Trips: 682
 Other Shared-Ride Trips: 28,548
 Total Shared-Ride Trips: 69,988
 Total Escorts: 2,094
 Non-Public Trips: 55

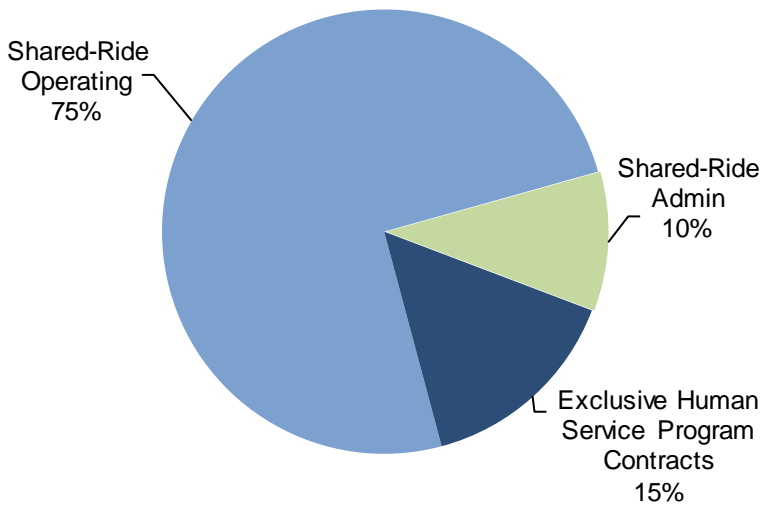


Vehicles Operated in Maximum Service
 Community Transportation: 26

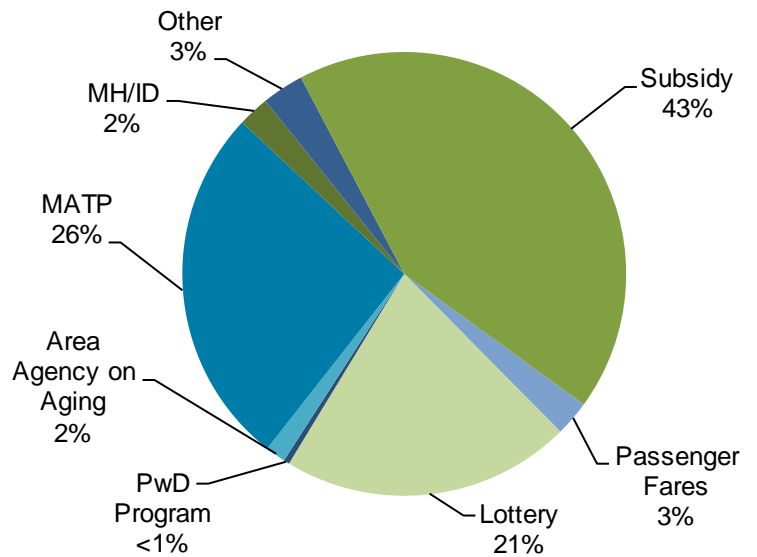
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$2,411

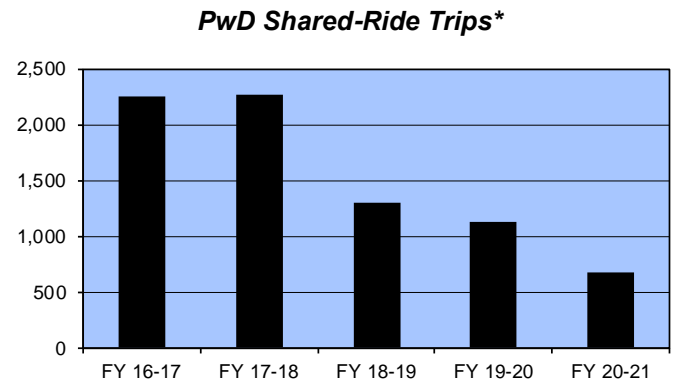
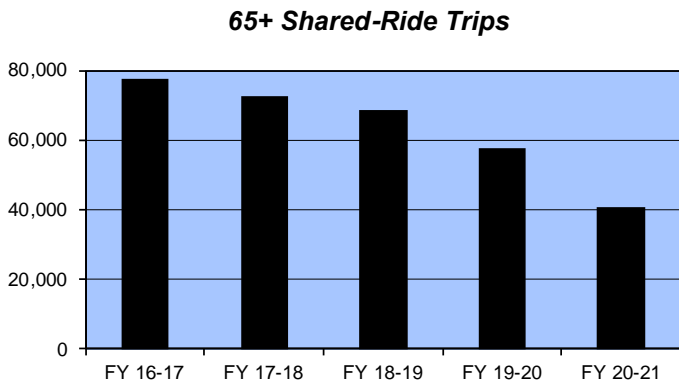
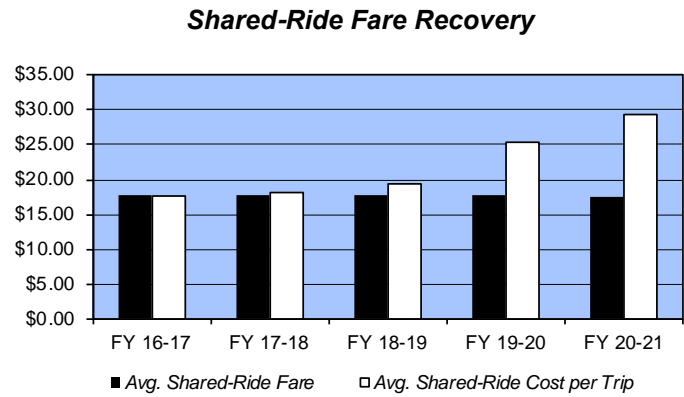


Operating Funds (000's)
\$2,820

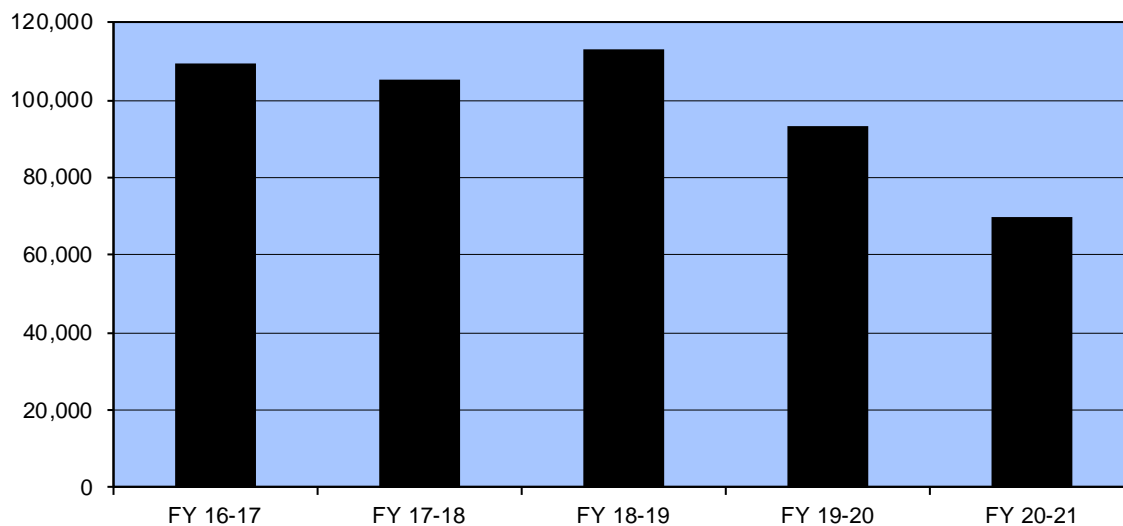


Blair Senior Services, Inc.

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



*Pre-pandemic decrease in PwD trips due to a decrease in activity from high-volume riders

OPERATING PROFILES

Borough of Mount Carmel (LATS)

Rural System



Borough of Mount Carmel/Lower Anthracite Transit System (LATS)
 50 West 3rd 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: 31,565
 Senior Passengers: 14,509
 Revenue Vehicle Miles: 48,500
 Revenue Vehicle Hours: 4,900



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$342,393
 Required Local Match: \$14,811



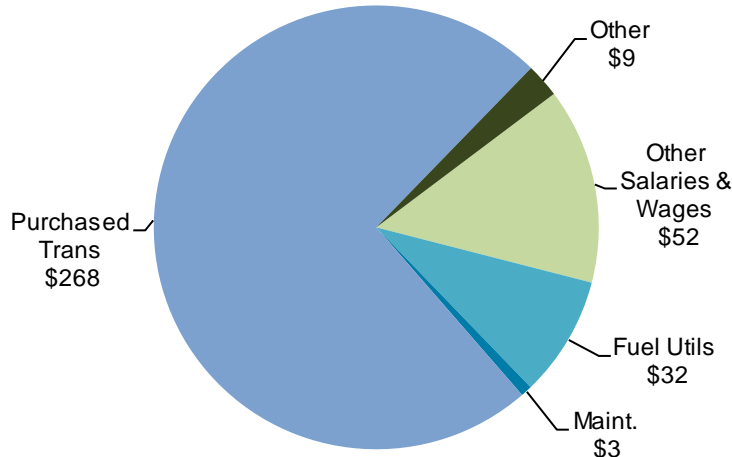
Current Fleet Size
 Diesel/Gasoline Motor Bus: 3
 System-Wide: 3

OPERATING PROFILES

RURAL OPERATING BUDGET

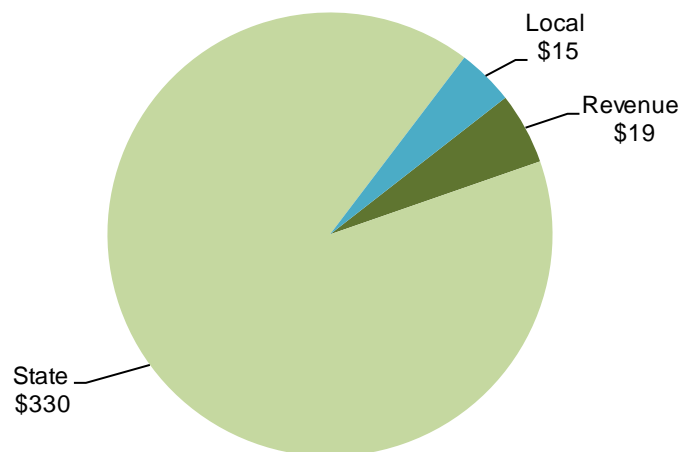
Operating Expense (000's)

\$364



Operating Funds (000's)

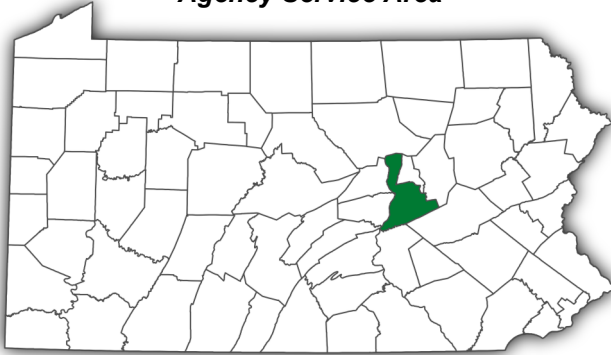
\$364



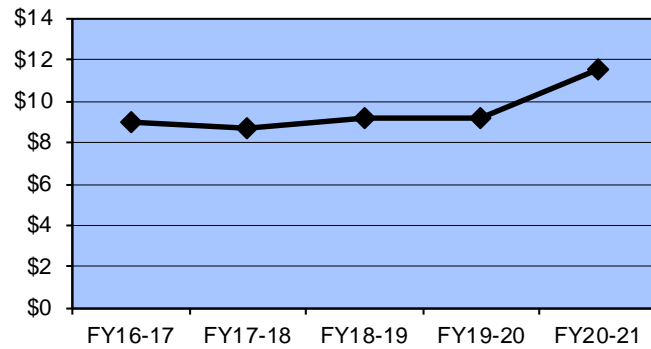
Borough of Mount Carmel (LATS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

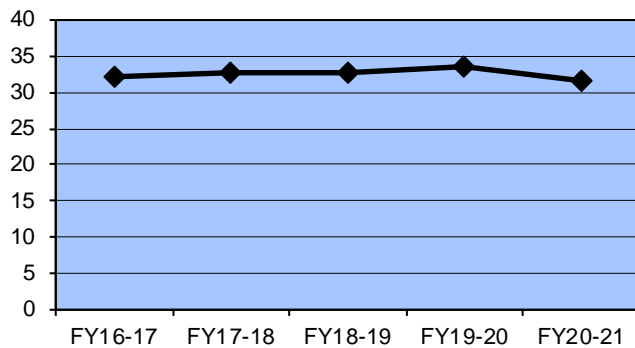
Agency Service Area



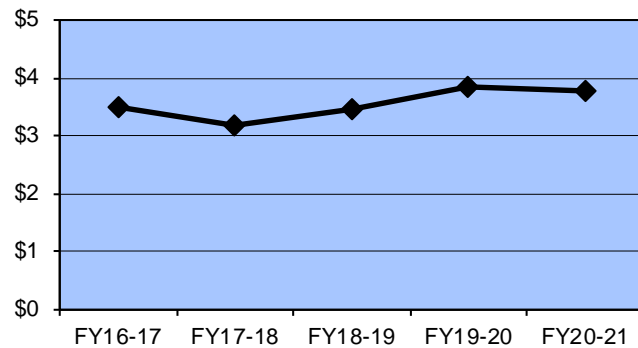
Operating Expense Per Passenger



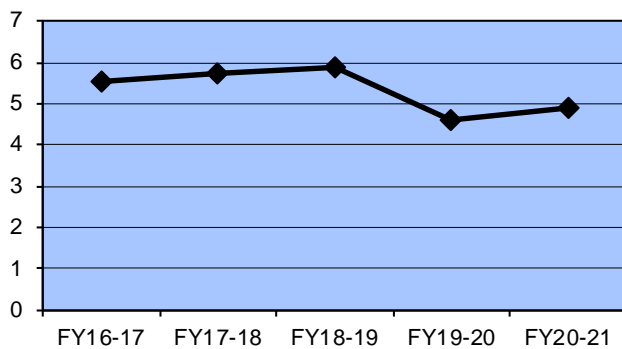
Total Passengers (000's)



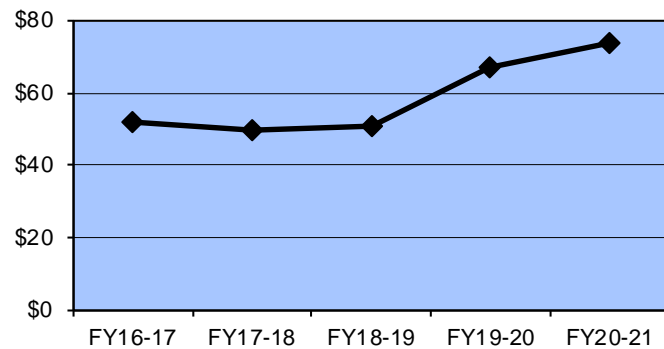
Operating Revenue Per Revenue Vehicle Hour



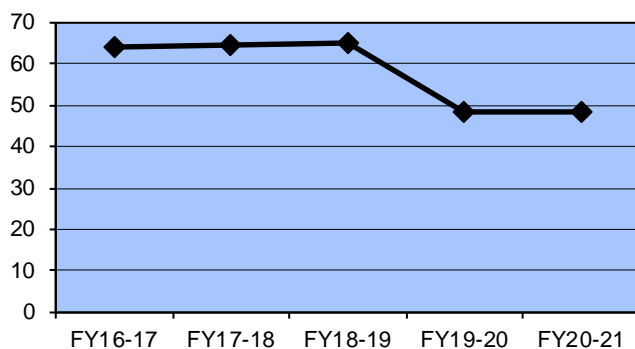
Revenue Vehicle Hours (000's)



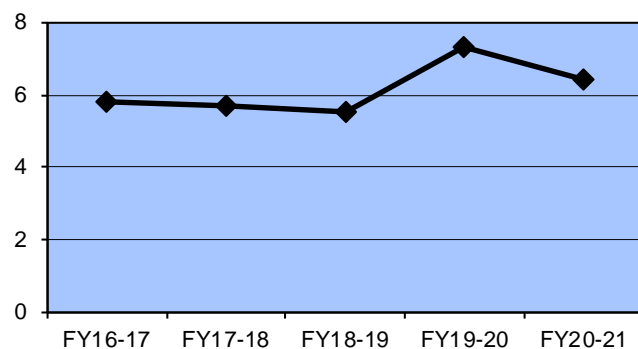
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Bucks County Transport, Inc.

Community Transportation



Bucks County Transport, Inc.

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



House District

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

Senate District

Bucks: 6, 10, 12, 24



Service Area Statistics (2010 Census)

Square Miles: 607
 Population: 625,249
 65+ Population: 91,219
 % of Population 65 and older: 14.6%



Current Fare Information

Average Shared-Ride Fare: \$25.12
 Average Shared-Ride Cost per Trip: \$48.61
 Fare Structure
 Implementation Date: September 2021



Trip Information

65+ Trips: 32,503
 PwD Trips: 12,377
 Other Shared-Ride Trips: 457
 Total Shared-Ride Trips: 45,337
 Total Escort Trips: 2,128
 Non-Public Trips: 130,754



Vehicles Operated in Maximum Service

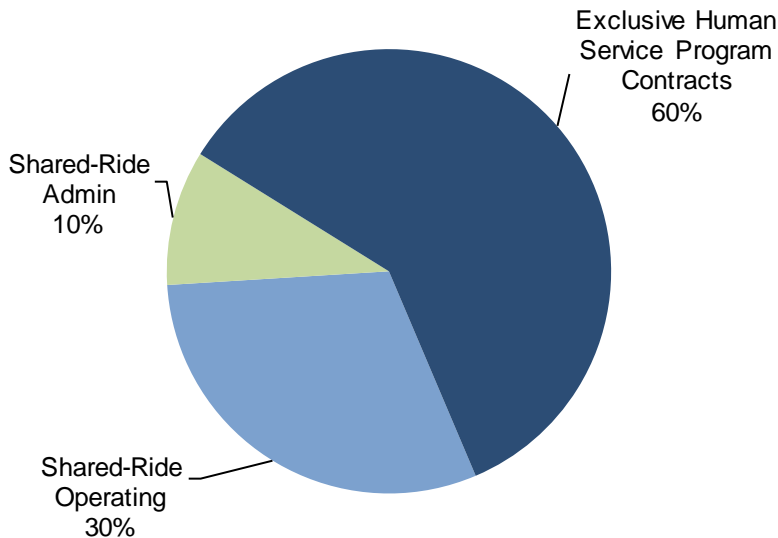
Community Transportation: 101

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

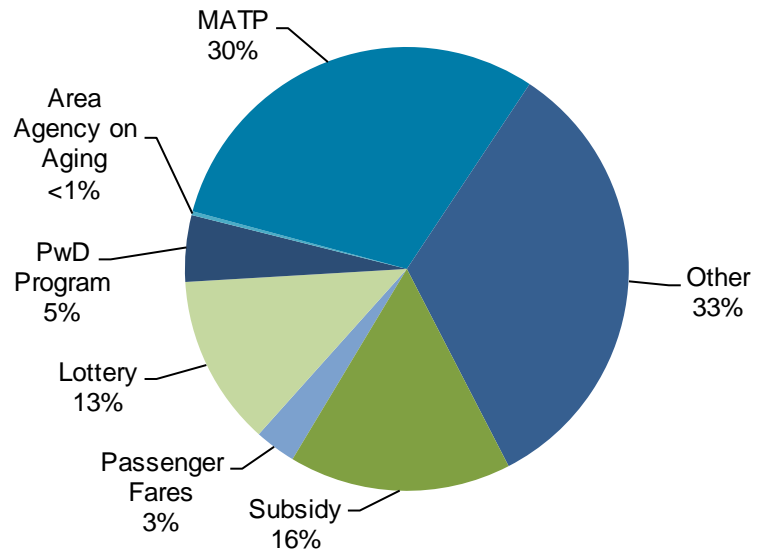
Operating Expense (000's)

\$5,476



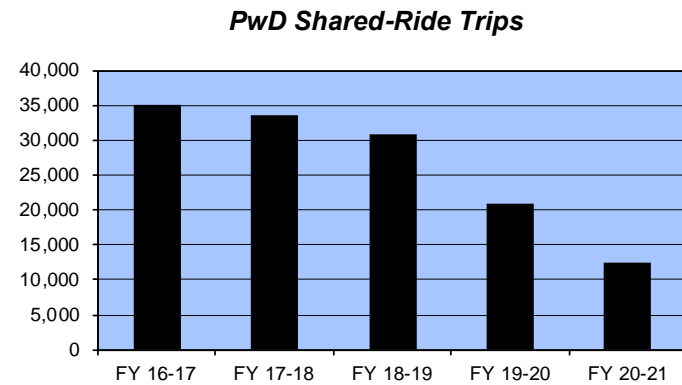
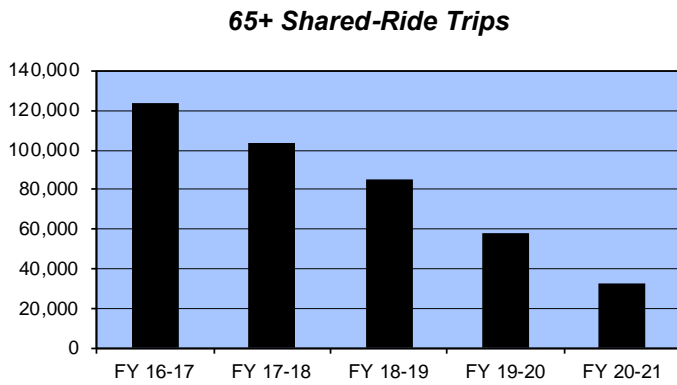
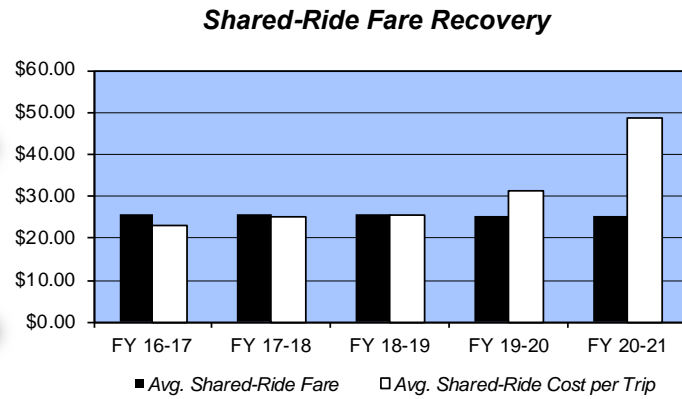
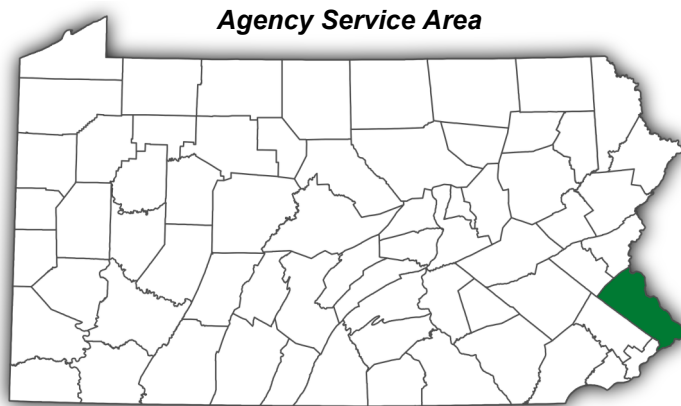
Operating Funds (000's)

\$5,476

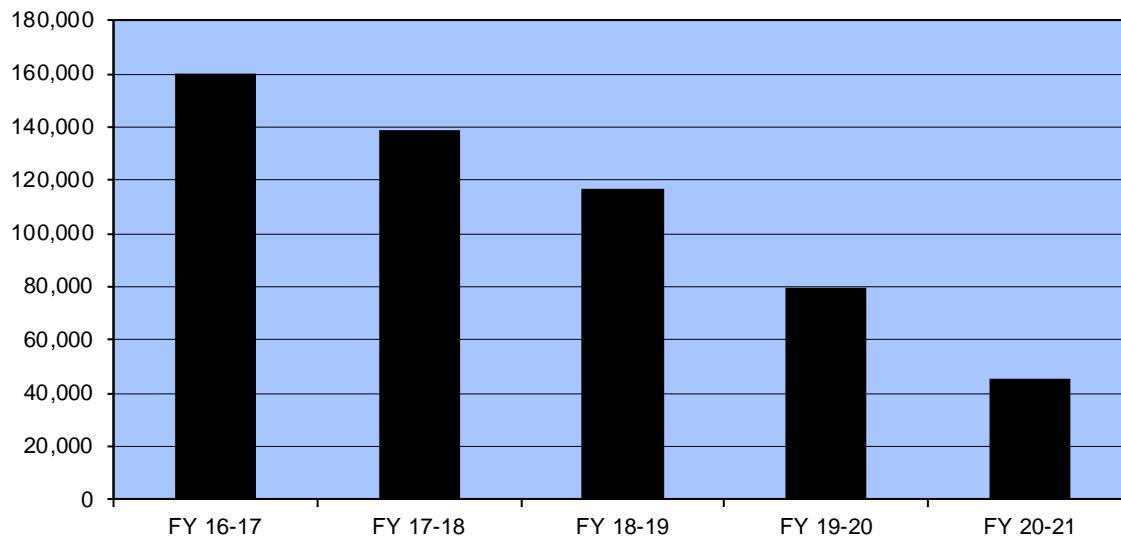


Bucks County Transport, Inc.

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



Butler County (BART)

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$13.47
 Average Shared-Ride Cost per Trip: \$26.14
 Fare Structure
 Implementation Date: July 2020



Trip Information
 65+ Trips: 7,706
 PwD Trips: 1,835
 Other Shared-Ride Trips: 8,514
 Total Shared-Ride Trips: 18,055

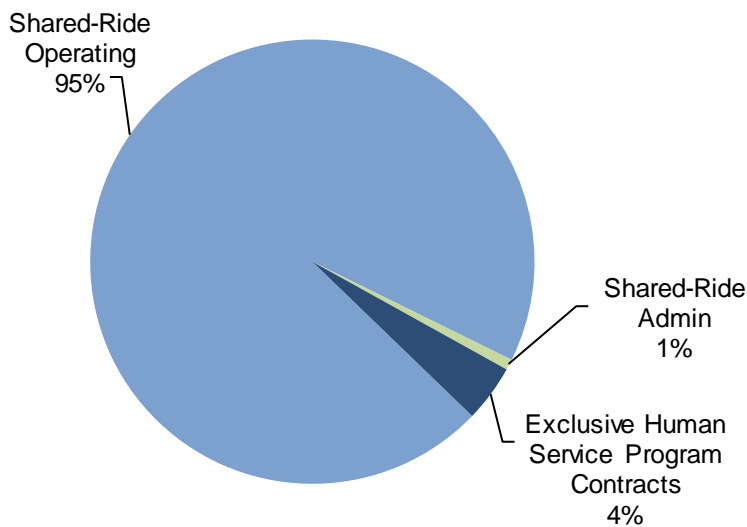


Vehicles Operated in Maximum Service
 Community Transportation: 12

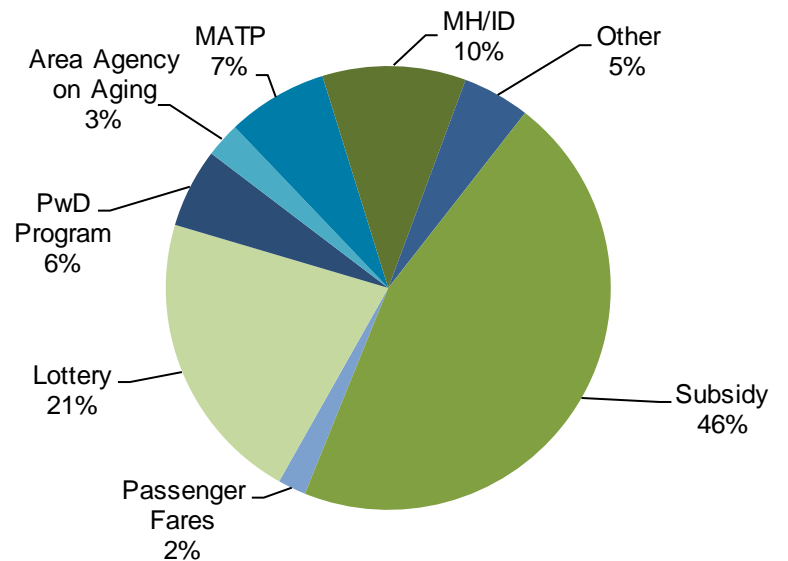
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$492

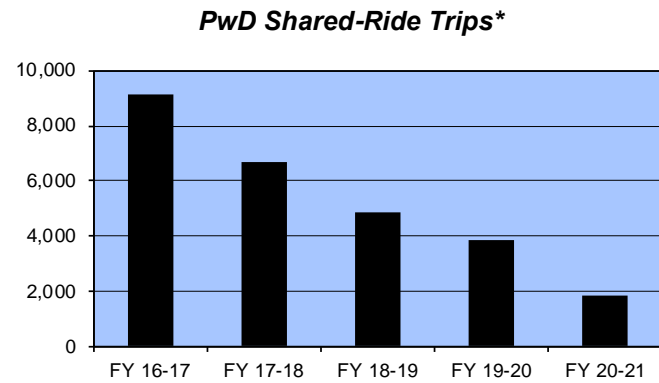
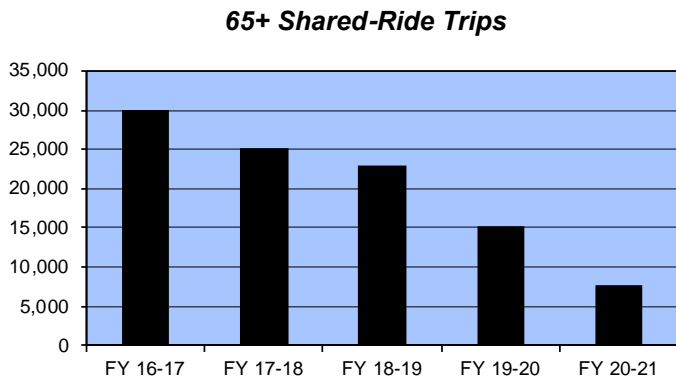
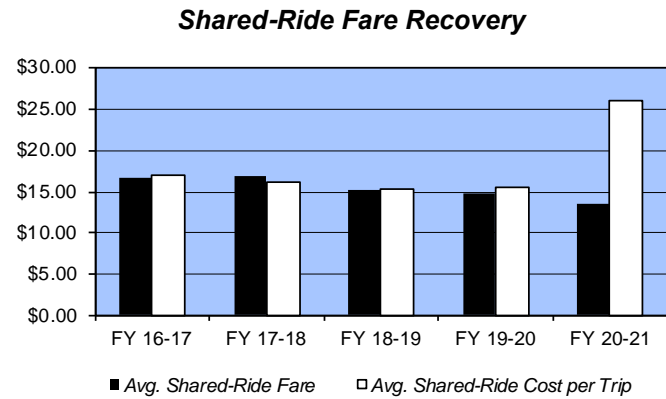
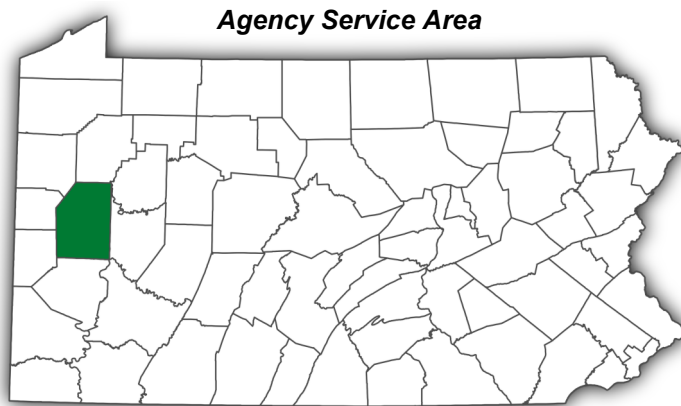


Operating Funds (000's)
\$492

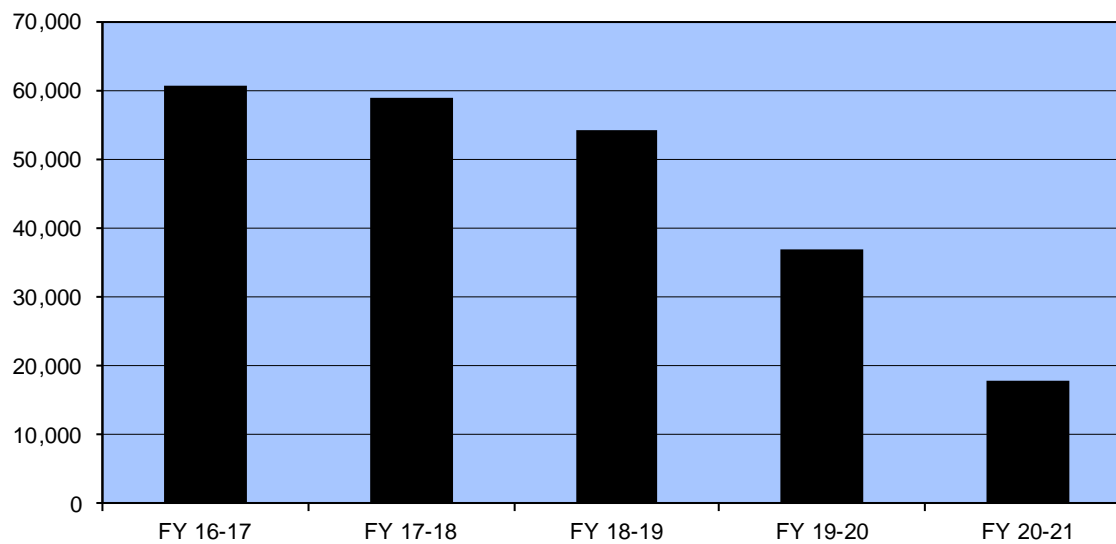


Butler County (BART)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



*Pre-pandemic decrease in PwD trips due to trips shifting to other eligible funding

Butler Transit Authority (BTA)

CNG

Urban & Rural System



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



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: 141,819
 Senior Passengers: 29,619
 Revenue Vehicle Miles: 171,536
 Revenue Vehicle Hours: 15,547



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,031,131
 Required Local Match: \$57,790



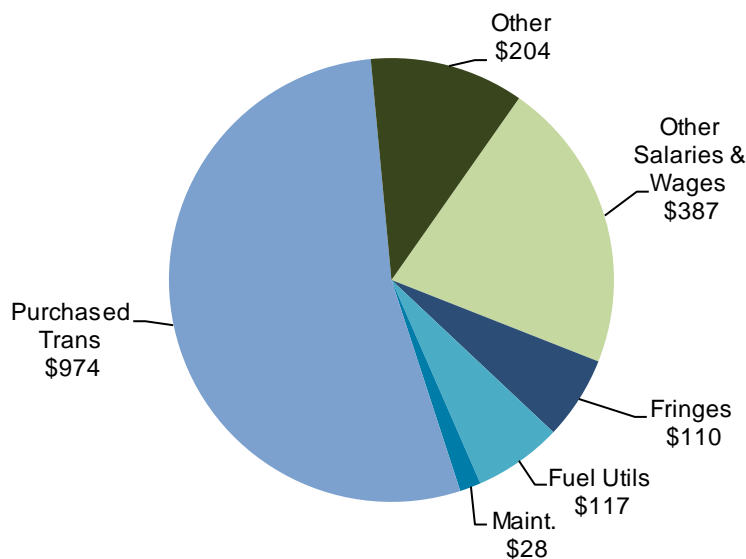
Current Fleet Size
 Diesel/Gasoline Motor Bus: 1
 CNG Bus: 11
 System-Wide: 12

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

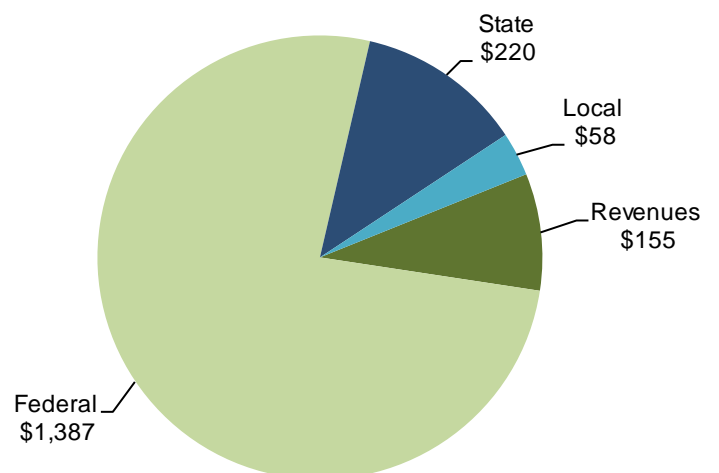
\$1,820



Expense includes ADA complementary expense.

Operating Funds (000's)

\$1,820

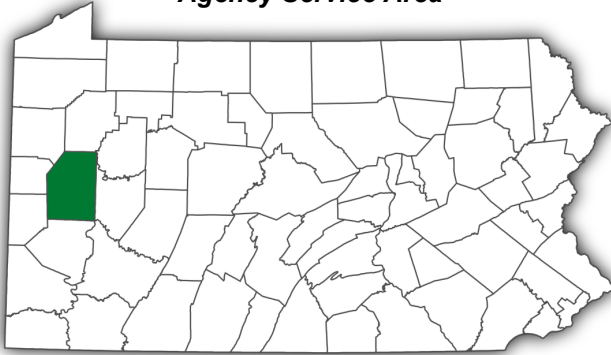


Revenue includes ADA complementary revenue.

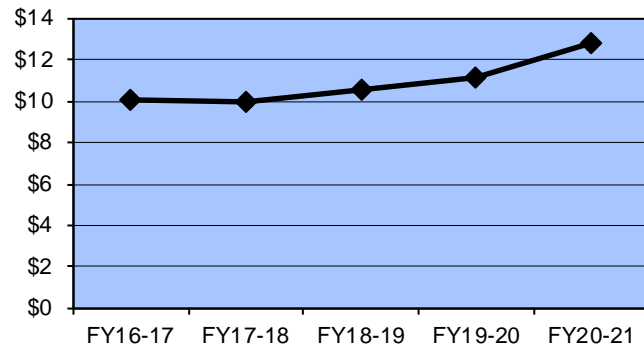
Butler Transit Authority (BTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

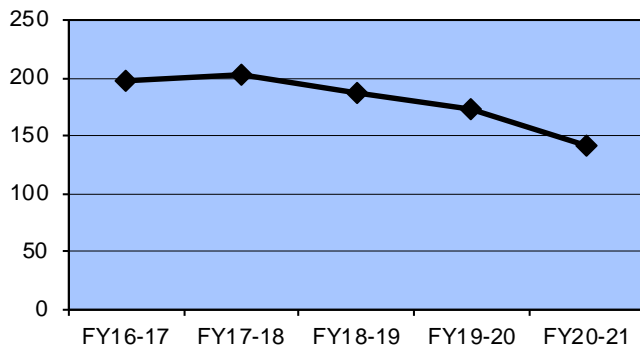
Agency Service Area



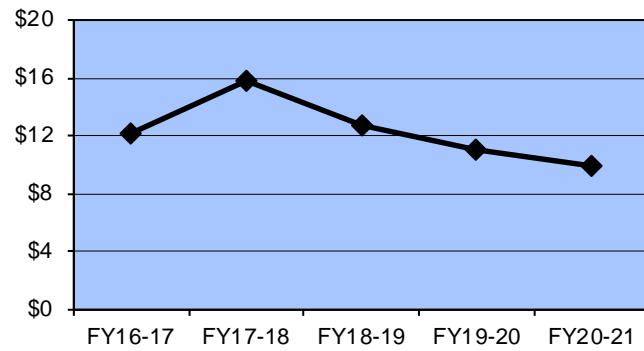
Operating Expense Per Passenger



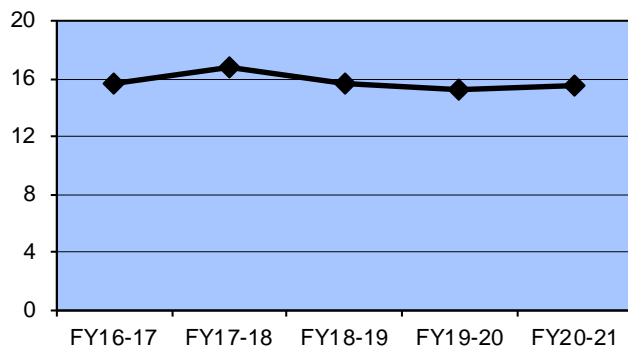
Total Passengers (000's)



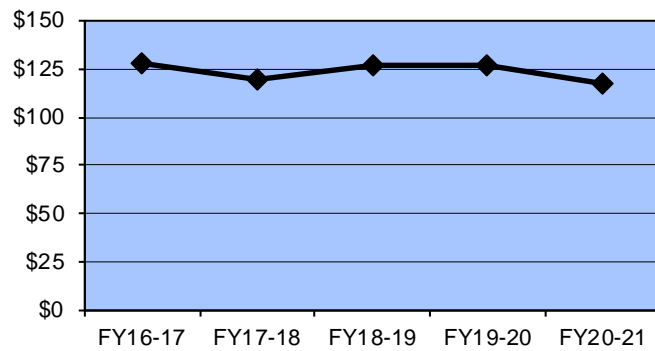
Operating Revenue Per Revenue Vehicle Hour



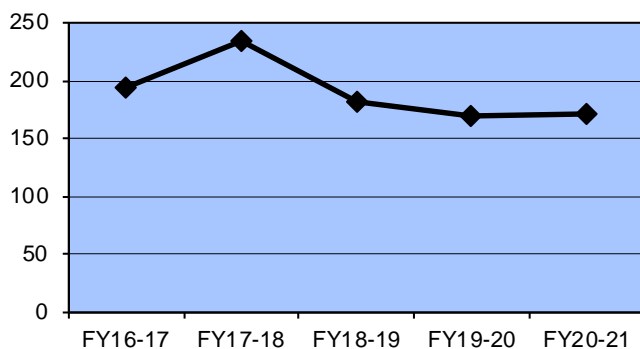
Revenue Vehicle Hours (000's)



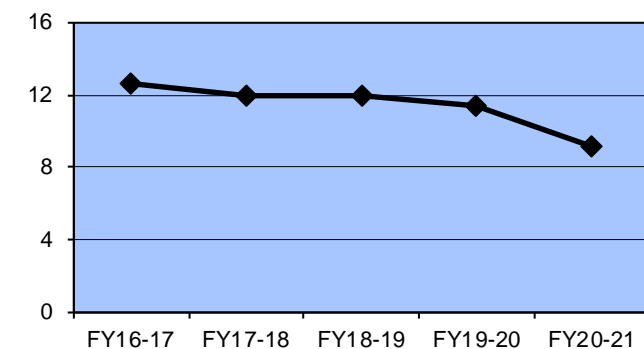
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

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

Call-A-Ride Service (CARS)

Community Transportation



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



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

Senate District
 Juniata: 34
 Mifflin: 34



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



Current Fare Information
 Average Shared-Ride Fare: \$23.70
 Average Shared-Ride Cost per Trip: \$34.22
 Fare Structure
 Implementation Date: May 2013



Trip Information
 65+ Trips: 12,959
 PwD Trips: 2,771
 Other Shared-Ride Trips: 12,013
 Total Shared-Ride Trips: 27,743
 Non-Public Trips: 143

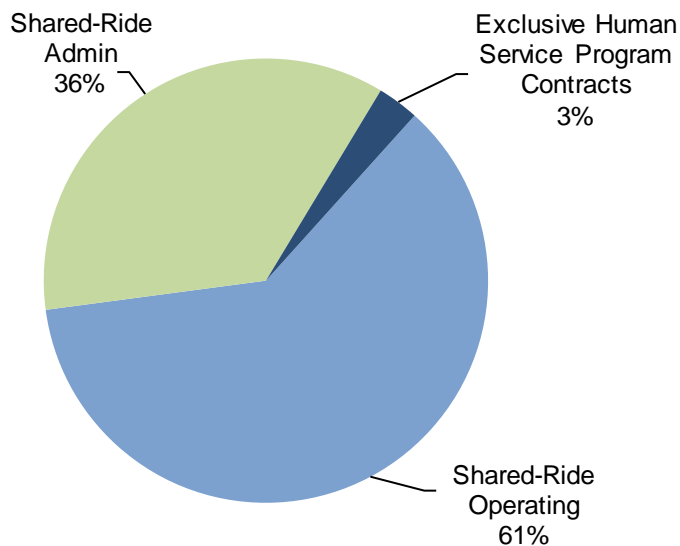


Vehicles Operated in Maximum Service
 Community Transportation: 10

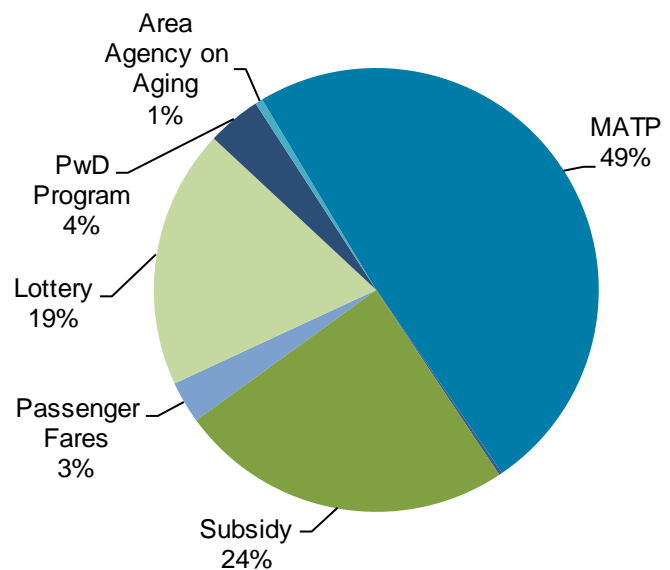
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$979

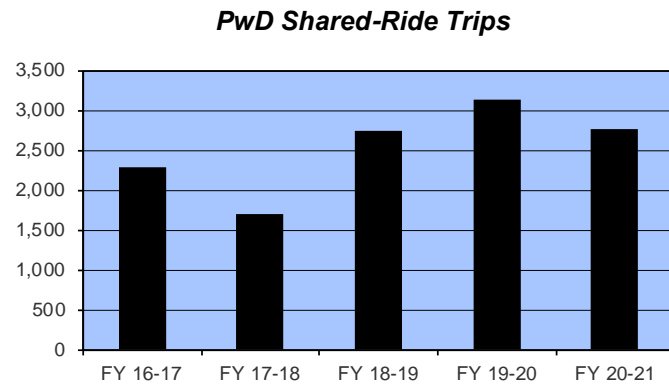
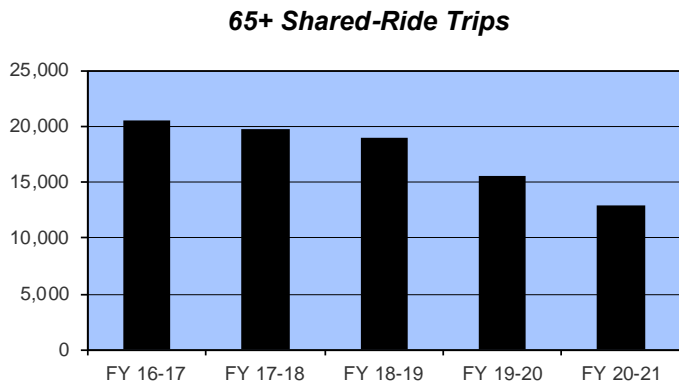
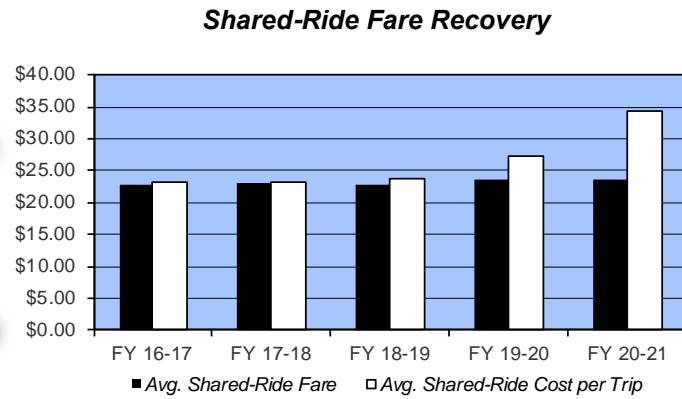


Operating Funds (000's)
\$1,193

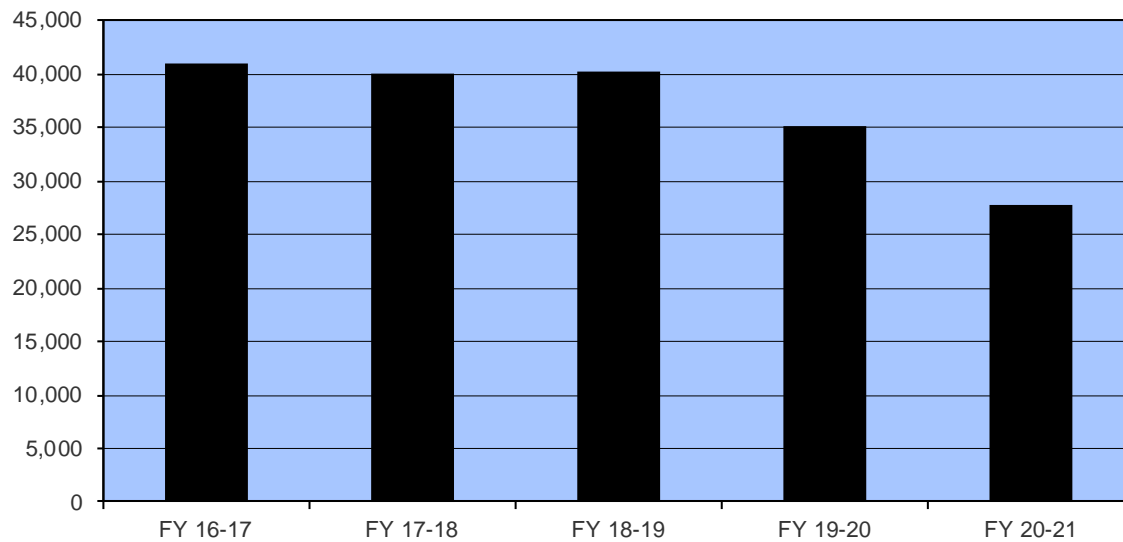


Call-A-Ride Service (CARS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Cambria County Transit Authority (CamTran)

CNG

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: \$1.75
 Last Base Fare Increase: January 2020



Act 44 Fixed Route Distribution Factors
 Total Passengers: 727,418
 Senior Passengers: 105,770
 Revenue Vehicle Miles: 1,073,520
 Revenue Vehicle Hours: 81,654



Current Employees
 Agency Full-Time: 108
 Agency Part-Time: 40
 System-Wide: 148



Act 44 Operating Assistance
 Section 1513 Allocation: \$7,526,648
 Required Local Match: \$934,728



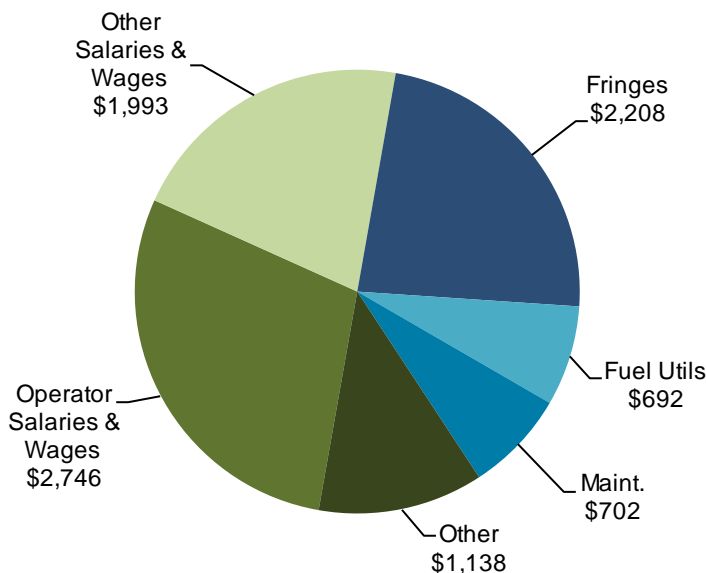
Current Fleet Size
 Diesel/Gasoline Motor Bus: 18
 CNG Motor Bus: 30
 Other Alternative Fuel Motor Bus: 1
 Inclined Plane Cars: 2
 Diesel/Gasoline Paratransit Vehicle: 19
 CNG Paratransit: 7
 System-Wide: 77

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

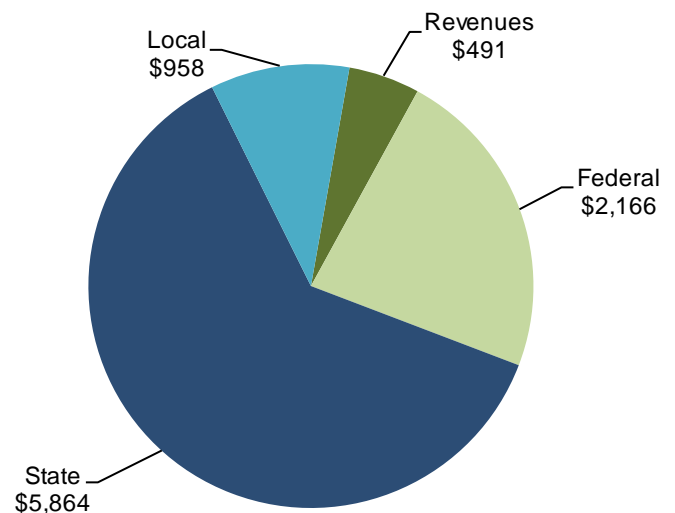
\$9,479*



Expense includes ADA complementary expense.

Operating Funds (000's)

\$9,479*



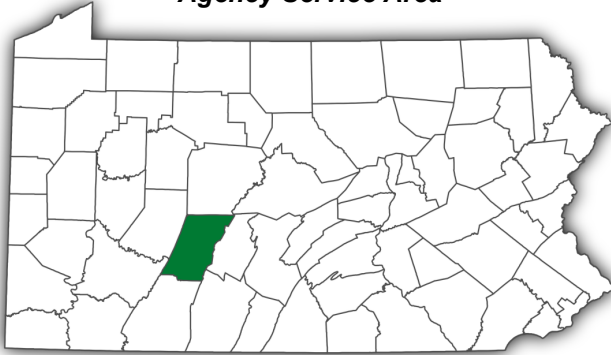
Revenue includes ADA complementary revenue.

*Unaudited financial data was provided at the time this report was published.

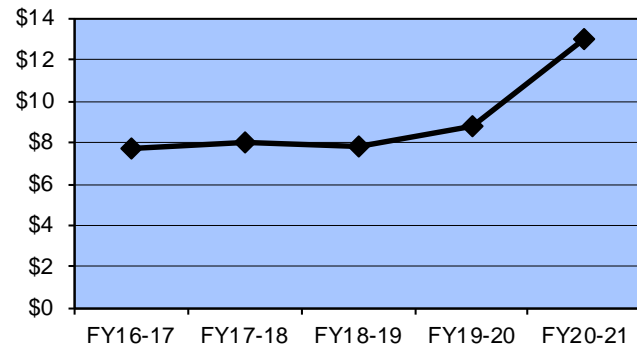
Cambria County Transit Authority (CamTran)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

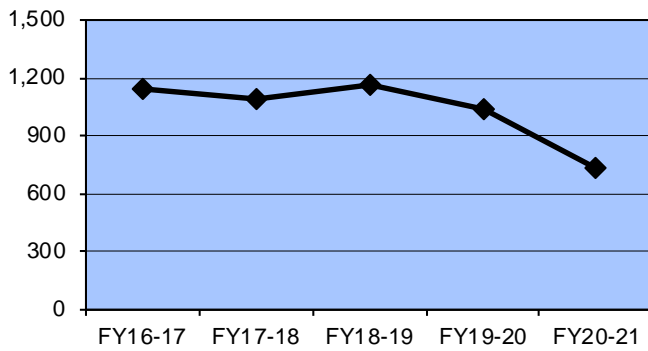
Agency Service Area



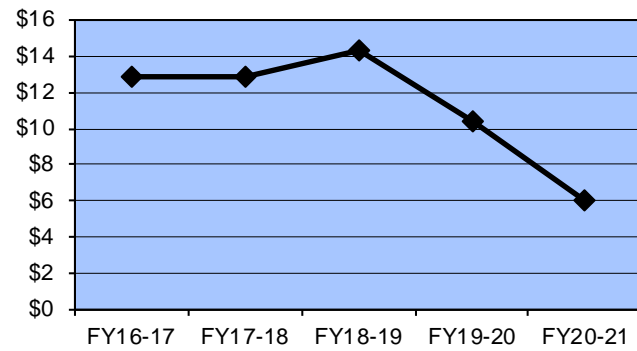
Operating Expense Per Passenger



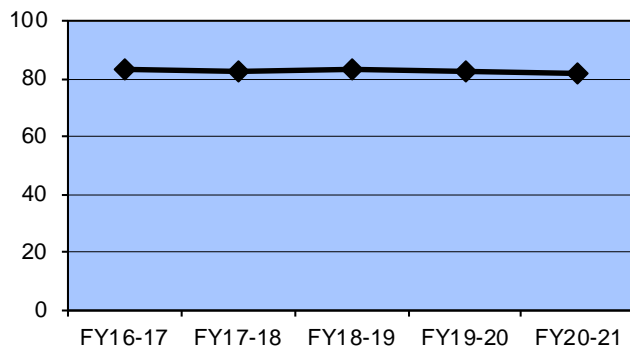
Total Passengers (000's)



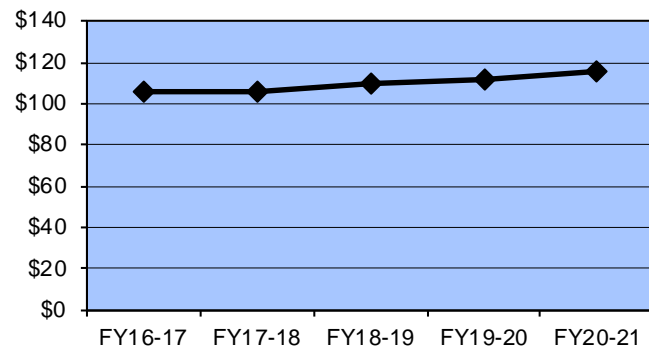
Operating Revenue Per Revenue Vehicle Hour



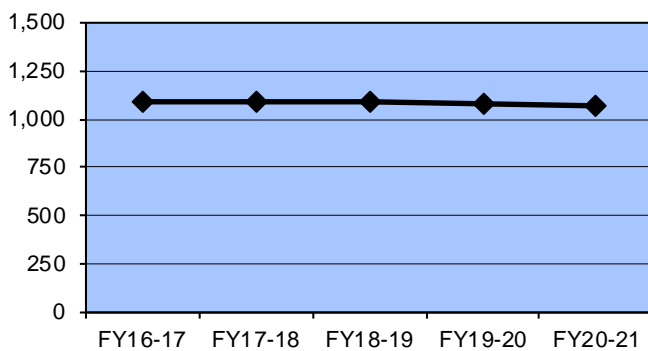
Revenue Vehicle Hours (000's)



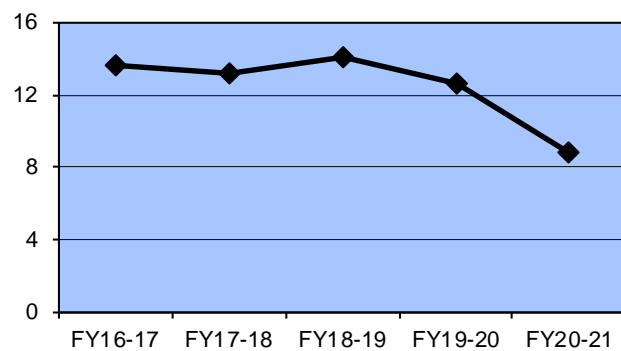
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Cambria County Transit Authority (CamTran)

CNG

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: \$19.41
 Average Shared-Ride Cost per Trip: \$53.57
 Fare Structure
 Implementation Date: January 2017



Trip Information
 65+ Trips: 20,660
 PwD Trips: 1,330
 Other Shared-Ride Trips: 594
 Total Shared-Ride Trips: 22,584
 Total Escorts: 565

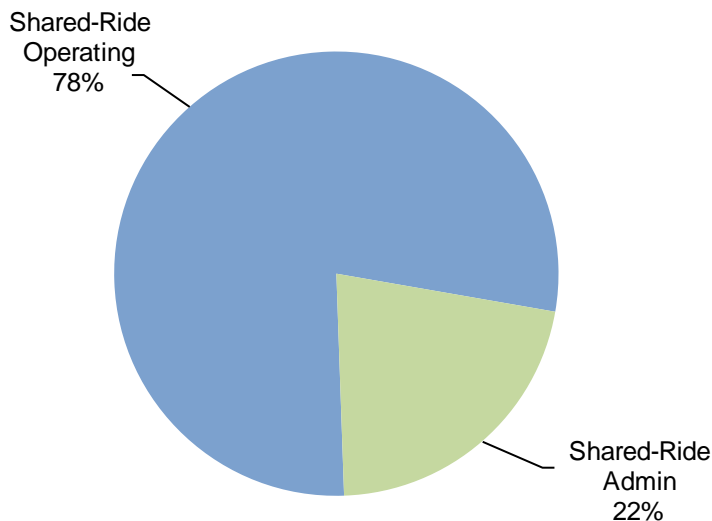


Vehicles Operated in Maximum Service
 Community Transportation: 17

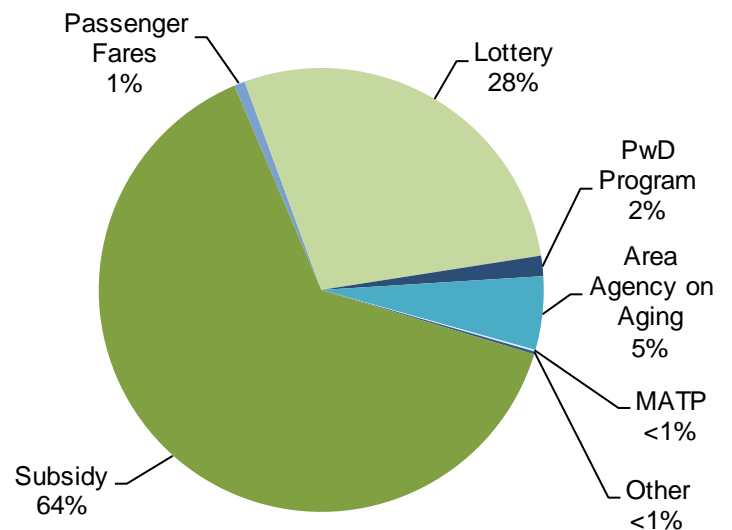
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,210*



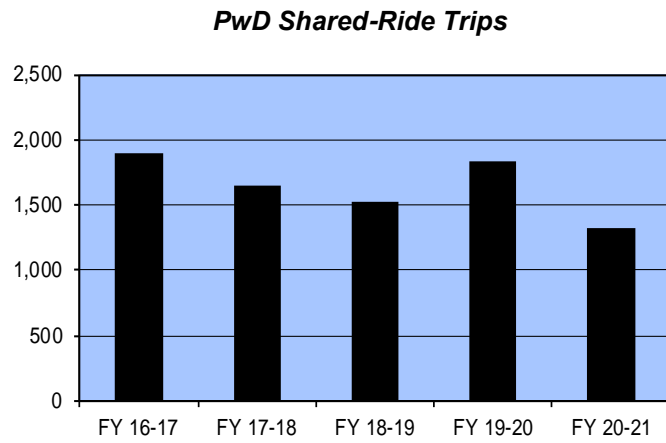
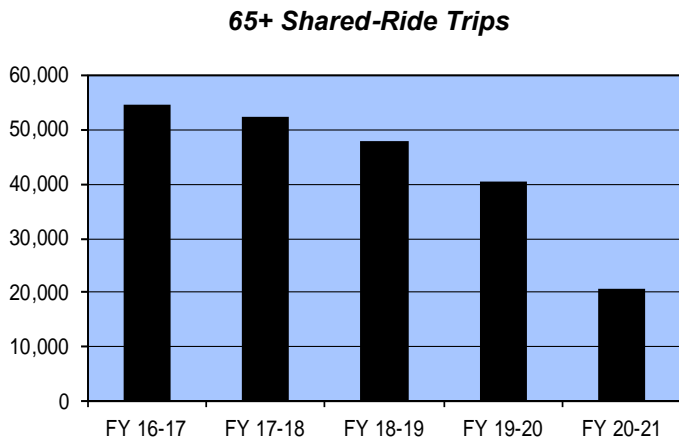
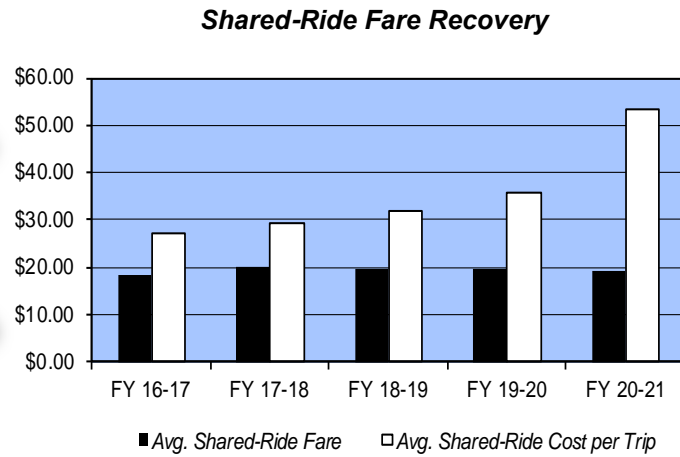
Operating Funds (000's)
\$1,210*



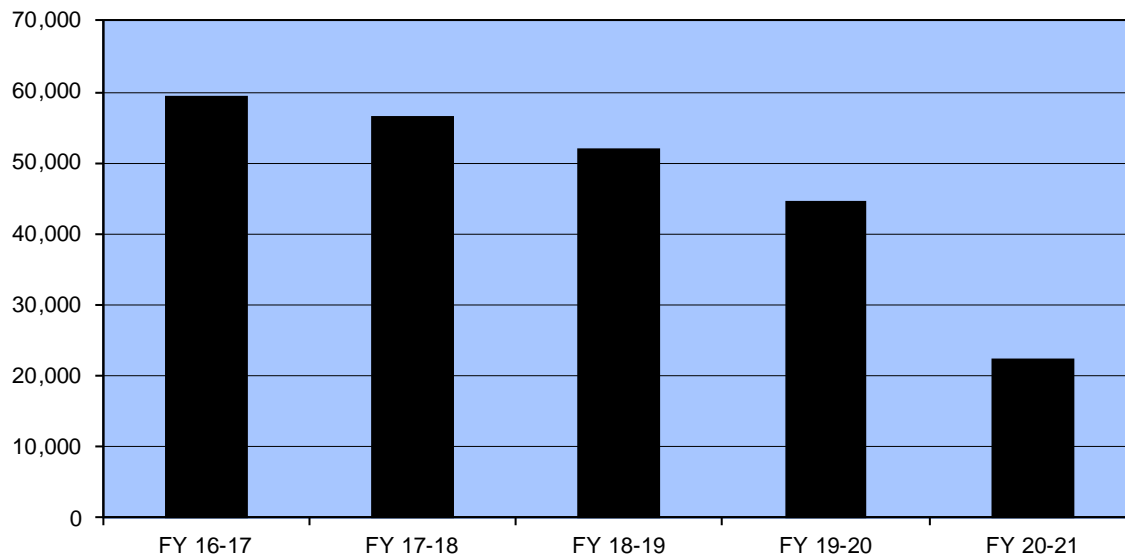
*Unaudited financial data was provided at the time this report was published.

Cambria County Transit Authority (CamTran)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Capital Area Transit (CAT)

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: \$1.80
 Last Base Fare Increase: November 2019



Act 44 Fixed Route Distribution Factors
 Total Passengers: 981,539
 Senior Passengers: 193,752
 Revenue Vehicle Miles: 2,134,741
 Revenue Vehicle Hours: 162,293



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$9,437,252
 Required Local Match: \$1,078,698



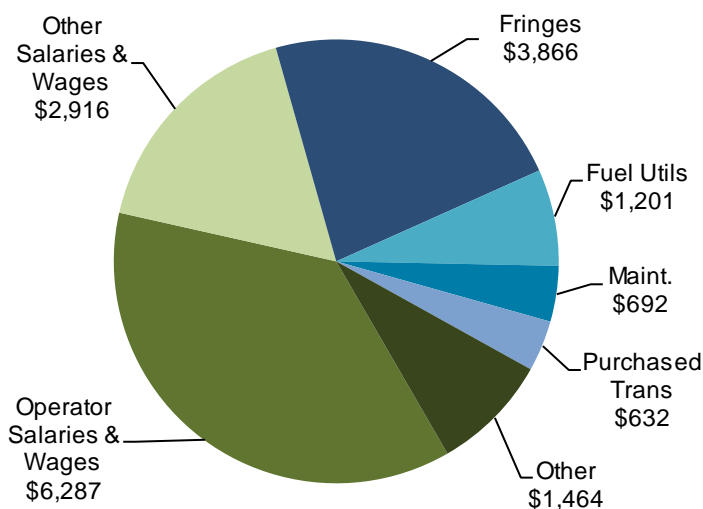
Current Fleet Size
 Diesel/Gasoline Motor Bus: 81
 Diesel/Gasoline Paratransit Vehicle: 50
 System-Wide: 131

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

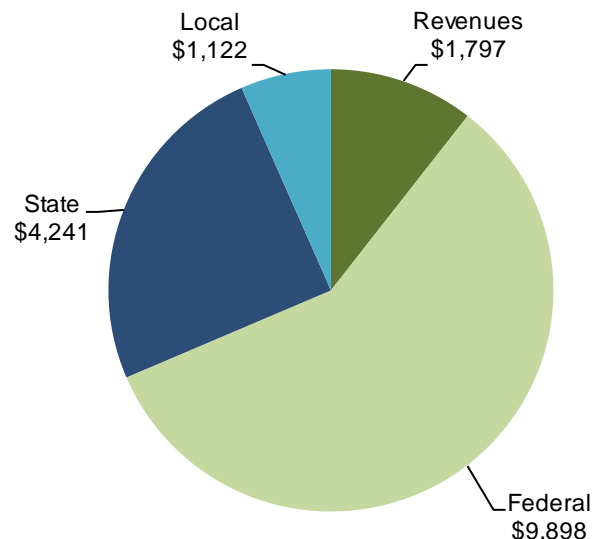
\$17,058



Expense includes ADA complementary expense.

Operating Funds (000's)

\$17,058

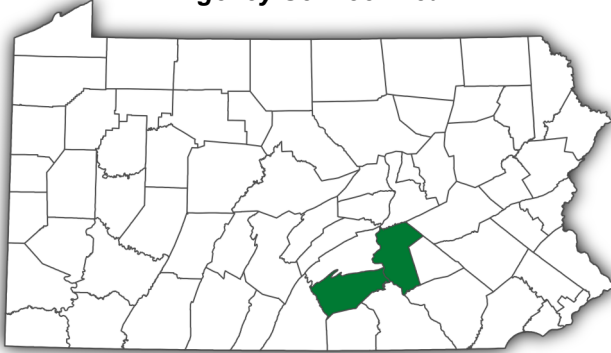


Revenue includes ADA complementary revenue.

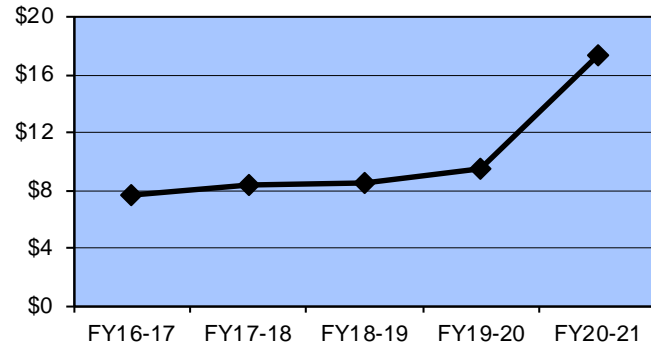
Capital Area Transit (CAT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

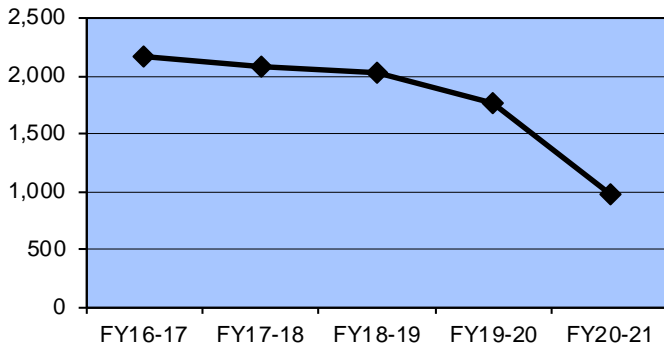
Agency Service Area



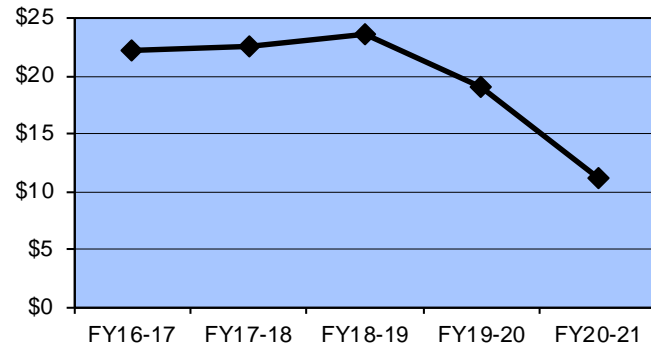
Operating Expense Per Passenger



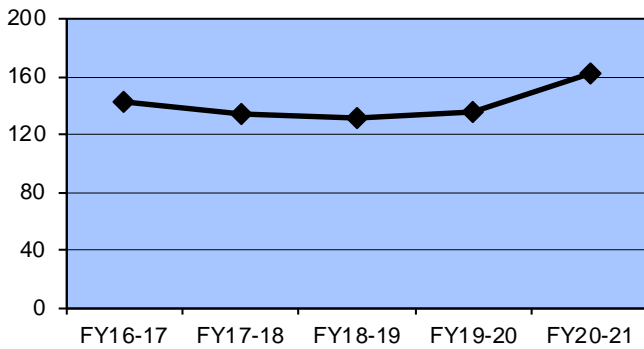
Total Passengers (000's)



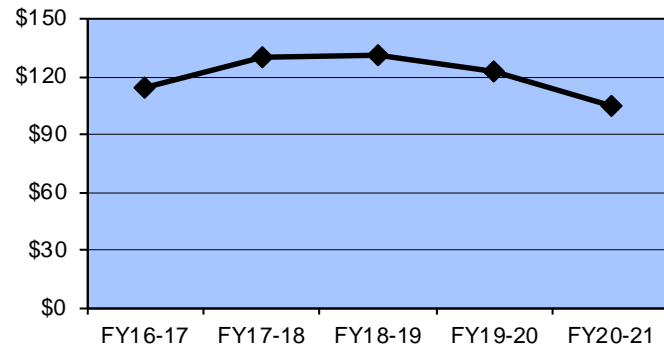
Operating Revenue Per Revenue Vehicle Hour



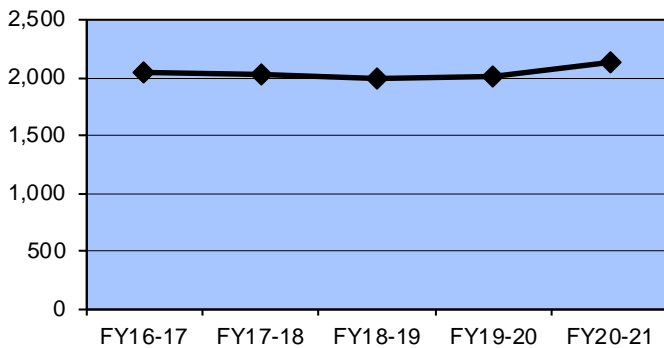
Revenue Vehicle Hours (000's)



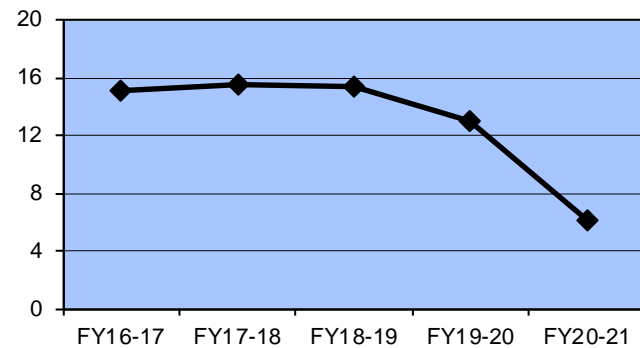
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Capital Area Transit (CAT)

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: \$24.64
 Average Shared-Ride Cost per Trip: \$41.64
 Fare Structure
 Implementation Date: November 2019



Trip Information
 65+ Trips: 35,834
 PwD Trips: 5,116
 Other Shared-Ride Trips: 48,009
 Total Shared-Ride Trips: 88,959
 Total Escorts: 19,271

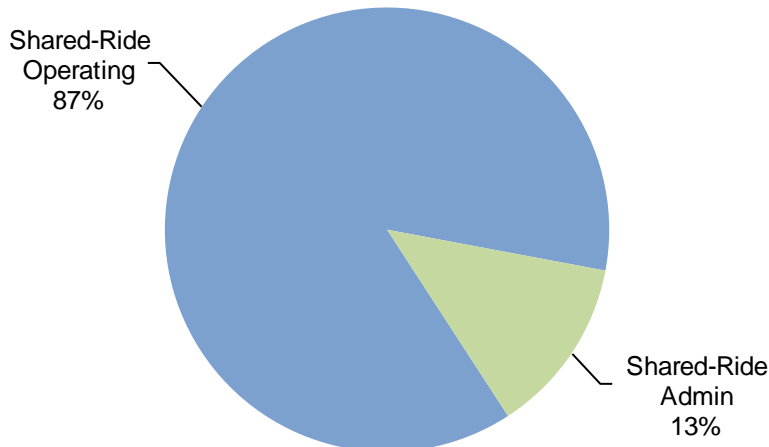


Vehicles Operated in Maximum Service
 Community Transportation: 44

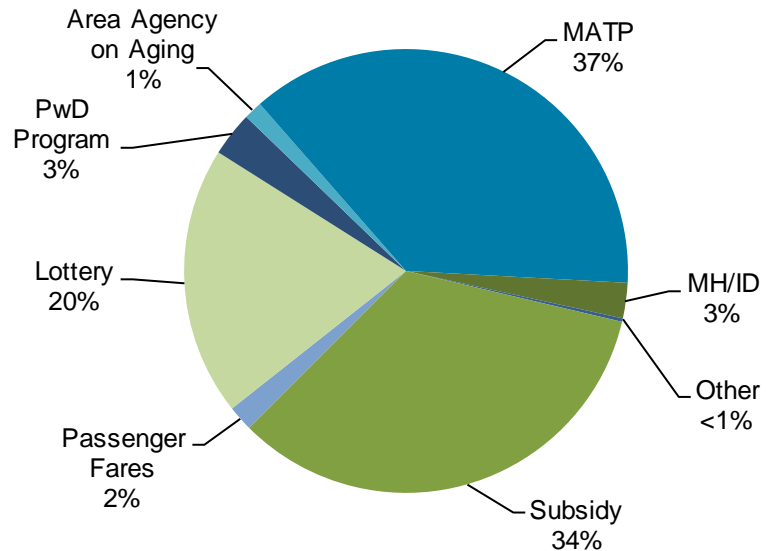
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$3,704



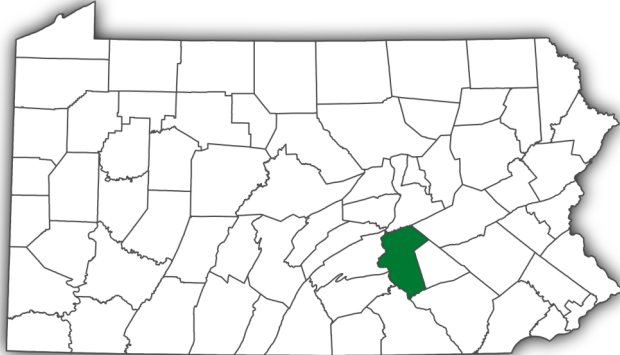
Operating Funds (000's)
\$3,704



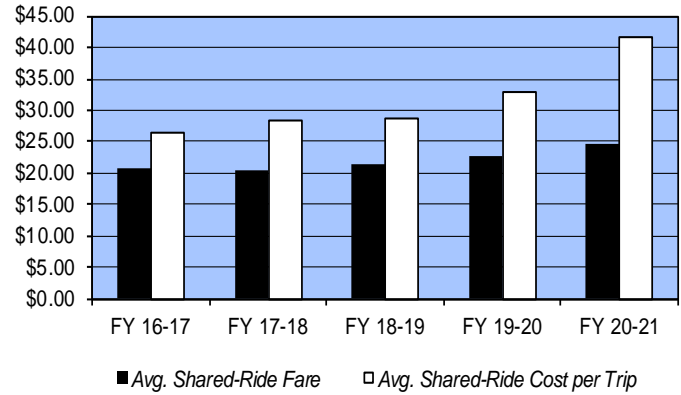
Capital Area Transit (CAT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

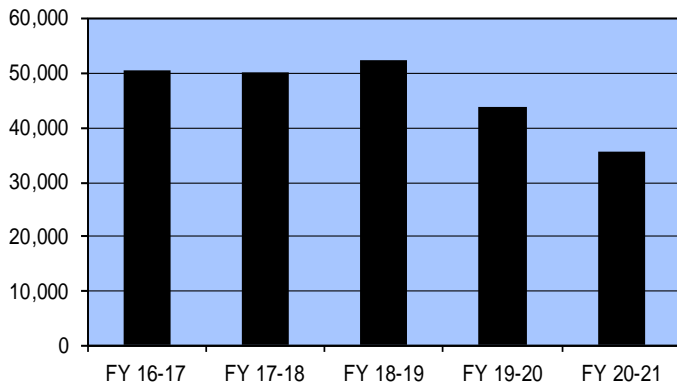
Agency Service Area



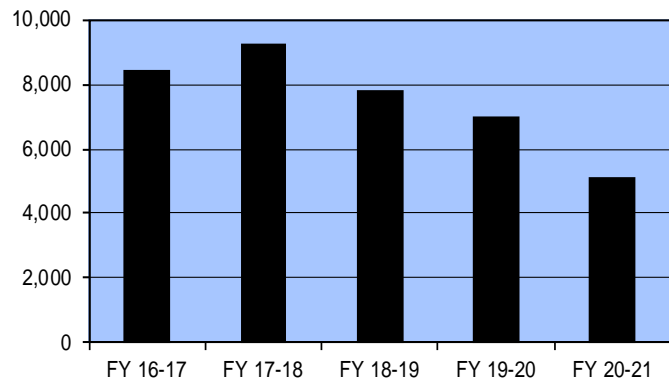
Shared-Ride Fare Recovery



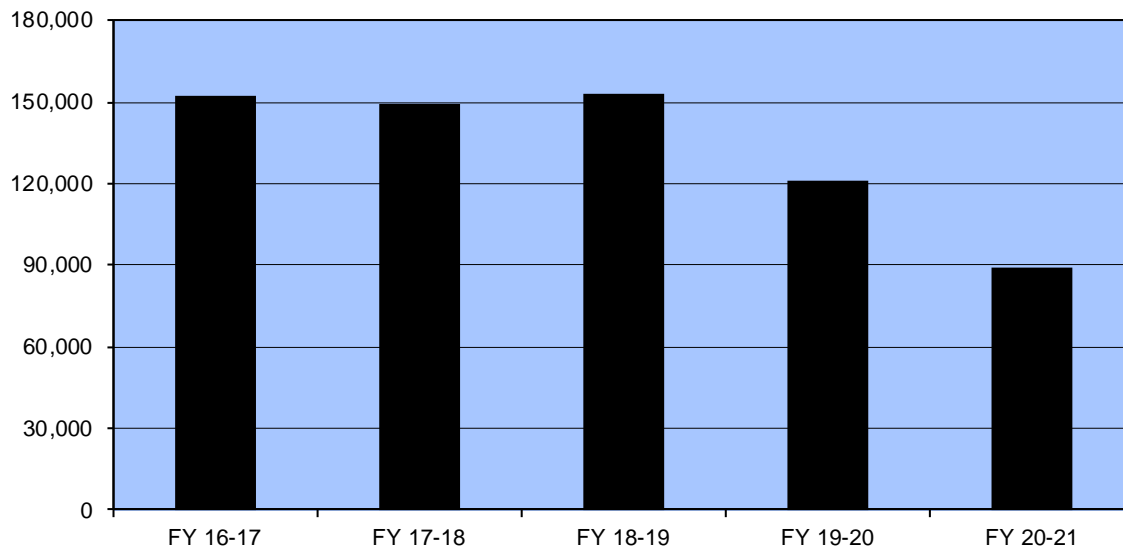
65+ Shared-Ride Trips



PwD Shared-Ride Trips



Total Shared-Ride Trips



OPERATING PROFILES

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: 5,748
 Senior Passengers: 2,520
 Revenue Vehicle Miles: 63,813
 Revenue Vehicle Hours: 3,126



Current Employees
 Agency Full-Time: 2
 Contractor Full-Time: 8
 Contractor Part-Time: 7
 System-Wide: 17



Act 44 Operating Assistance
 Section 1513 Allocation: \$273,126
 Required Local Match: \$40,969

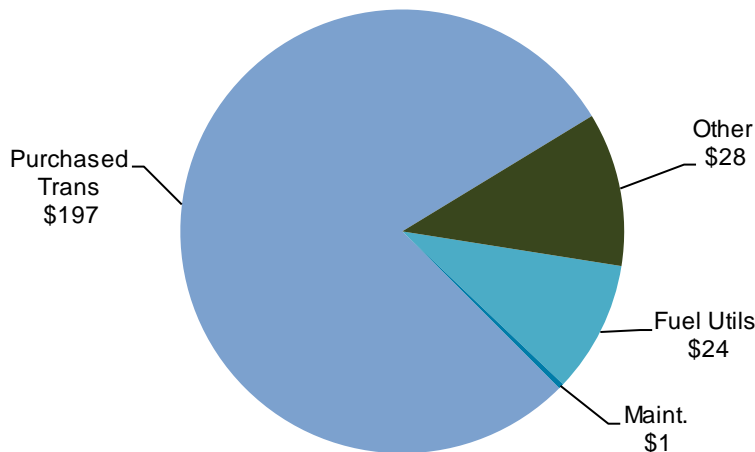


Current Fleet Size
 Diesel/Gasoline Paratransit Vehicle: 14
 System-Wide: 14

OPERATING PROFILES

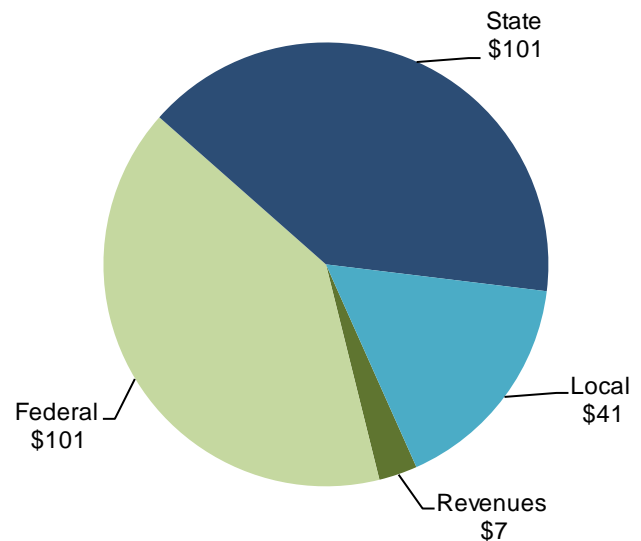
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$250



Expense includes ADA complementary expense.

Operating Funds (000's)
\$250

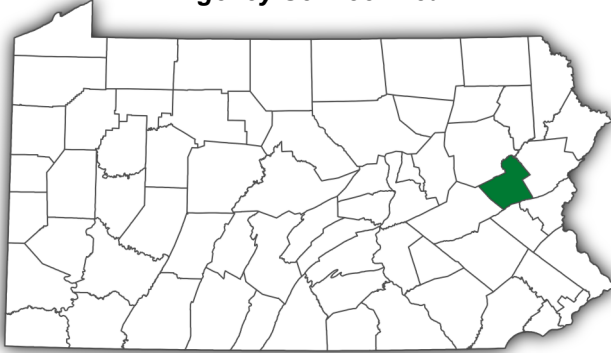


Revenue includes ADA complementary revenue.

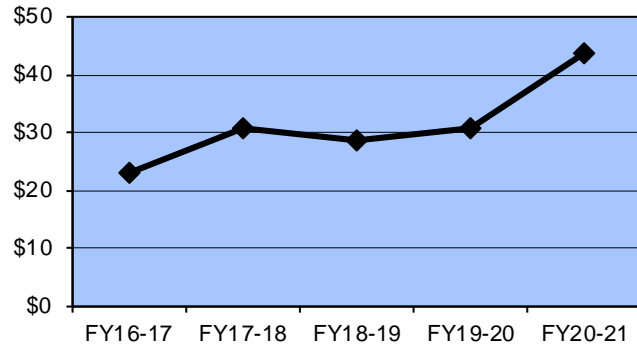
Carbon County Community Transit (CCCT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

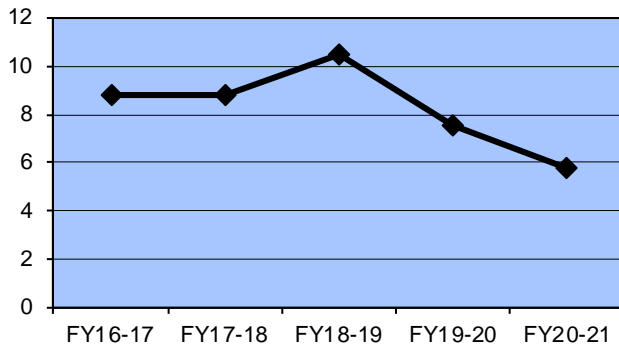
Agency Service Area



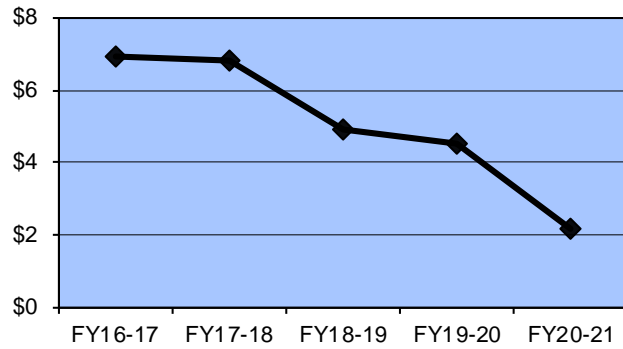
Operating Expense Per Passenger



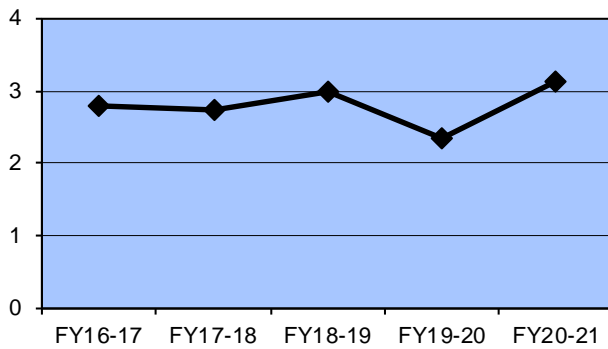
Total Passengers (000's)



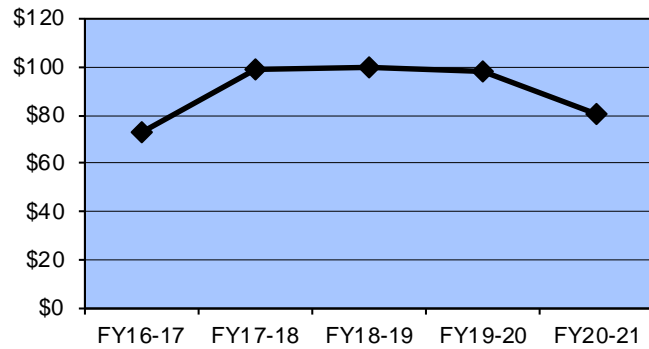
Operating Revenue Per Revenue Vehicle Hour



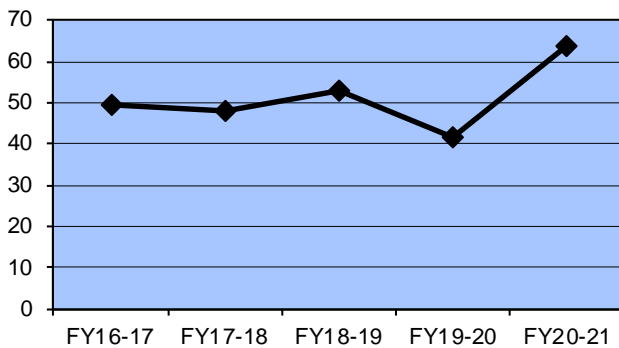
Revenue Vehicle Hours (000's)



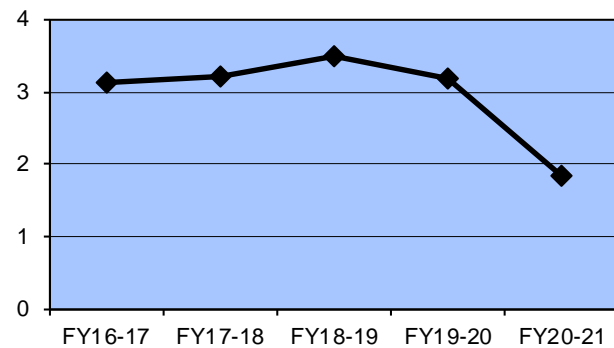
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Carbon County Community Transit (CCCT)

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: \$29.03
 Average Shared-Ride Cost per Trip: \$56.91
 Fare Structure
 Implementation Date: July 2020



Trip Information
 65+ Trips: 9,753
 PwD Trips: 695
 Other Shared-Ride Trips: 4,504
 Total Shared-Ride Trips: 14,952
 Total Escorts: 1,892

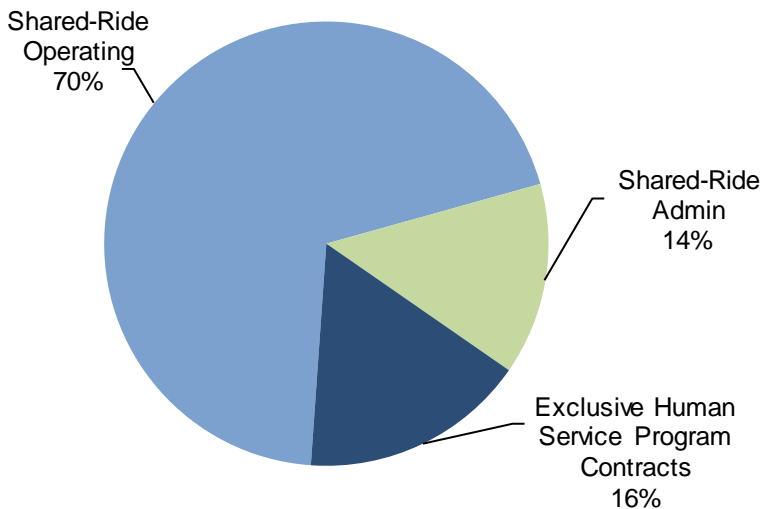


Vehicles Operated in Maximum Service
 Community Transportation: 9

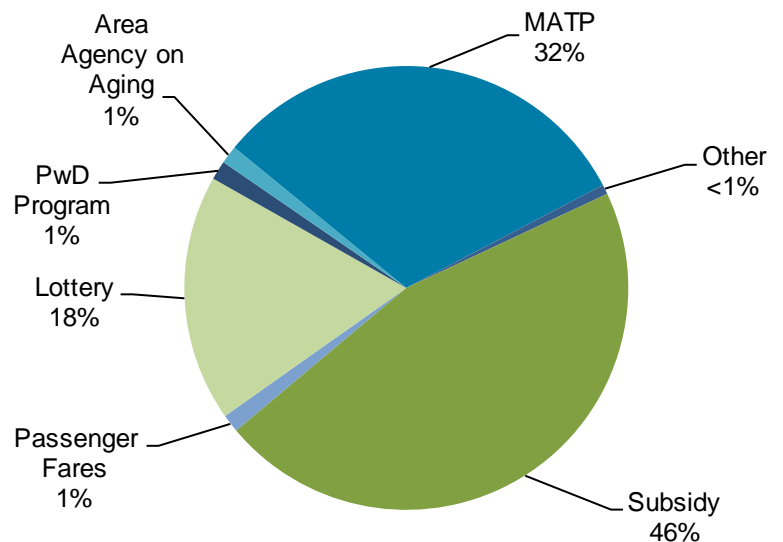
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,019

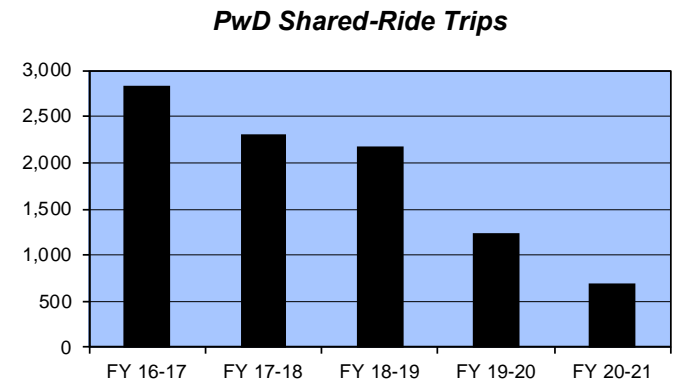
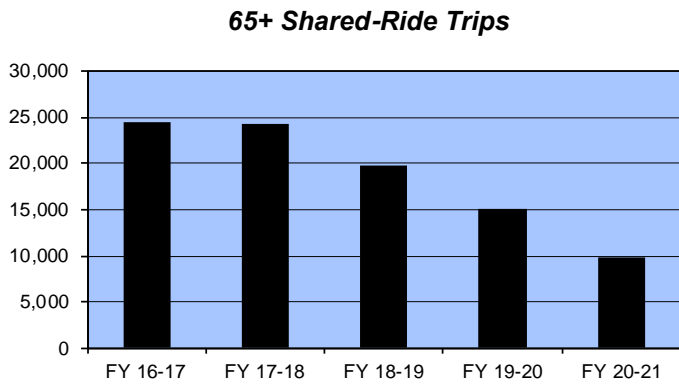
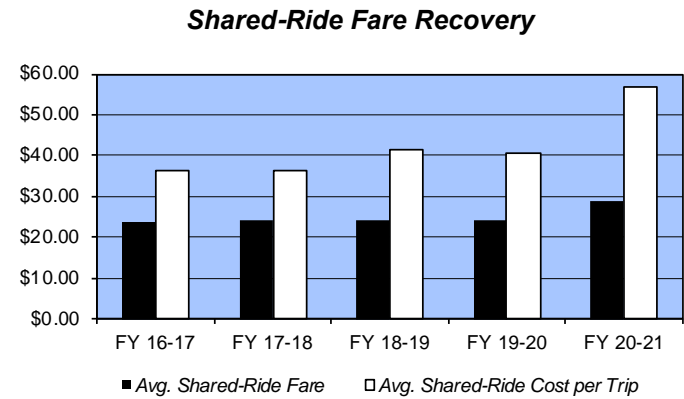
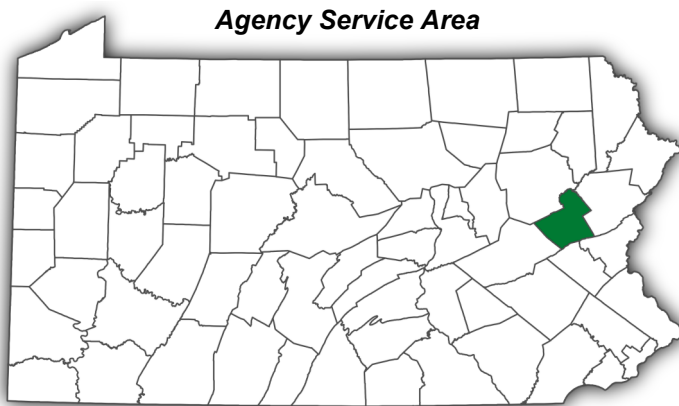


Operating Funds (000's)
\$1,349

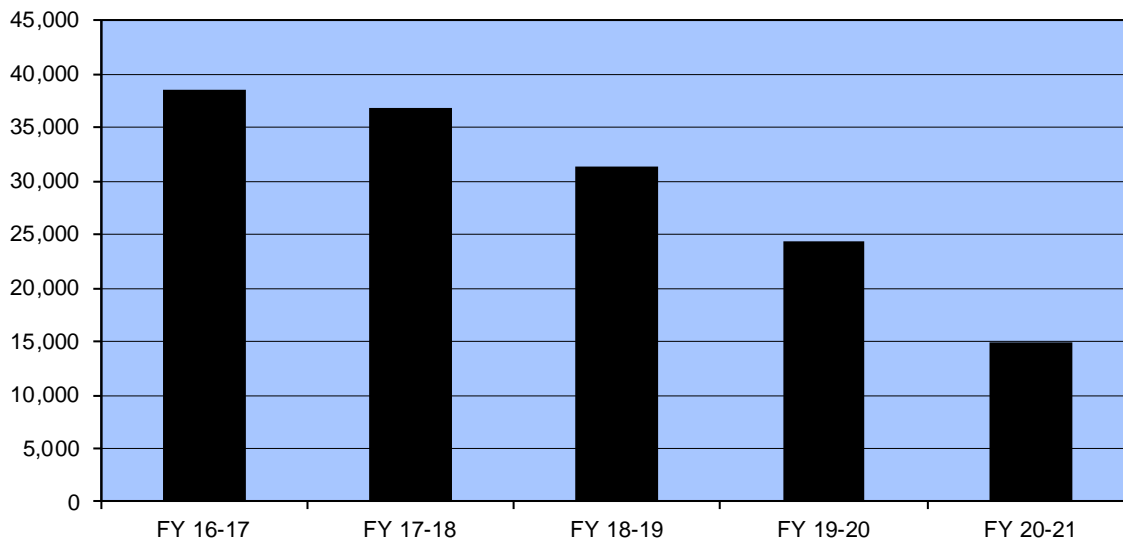


Carbon County Community Transit (CCCT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Central Pennsylvania Transportation Authority (CPTA)

CNG

Urban System



Central Pennsylvania Transportation Authority (CPTA)
 415 Zarfoss Drive
 York, PA 17404
 800-479-2626
 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: 886,026
 Senior Passengers: 139,796
 Revenue Vehicle Miles: 1,751,381
 Revenue Vehicle Hours: 125,420



Current Employees
 Agency Full-Time: 218
 Agency Part-Time: 215
 Contractor Full-Time: 4
 Contractor Part-Time: 4
 System-Wide: 441



Act 44 Operating Assistance
 Section 1513 Allocation: \$7,619,916
 Required Local Match: \$649,327



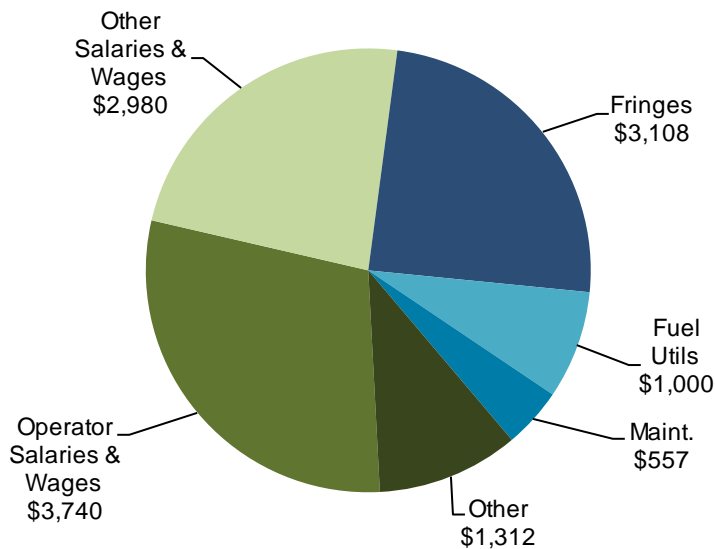
Current Fleet Size
 Diesel/Gasoline Motor Bus: 13
 CNG Motor Bus: 35
 Other Alternative Fuel Motor Bus: 3
 Diesel/Gasoline Paratransit Vehicle: 256
 System-Wide: 307

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

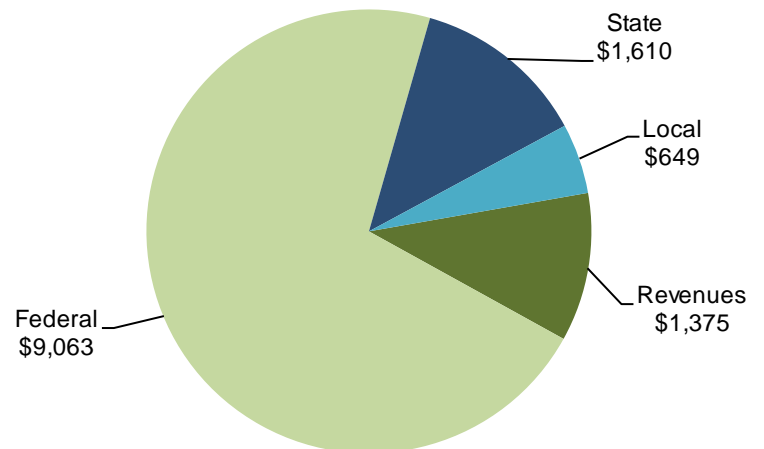
\$12,697



Expense includes ADA and DAS complementary expense.

Operating Funds (000's)

\$12,697

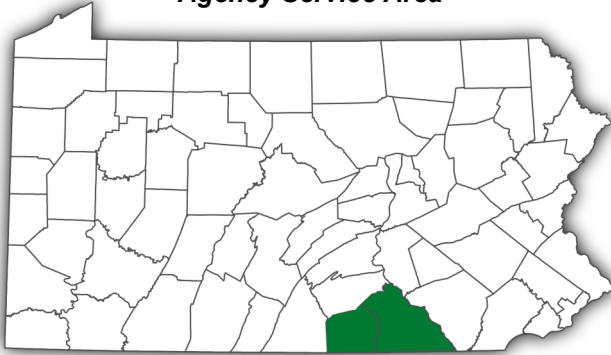


Revenue includes ADA and DAS complementary revenue.

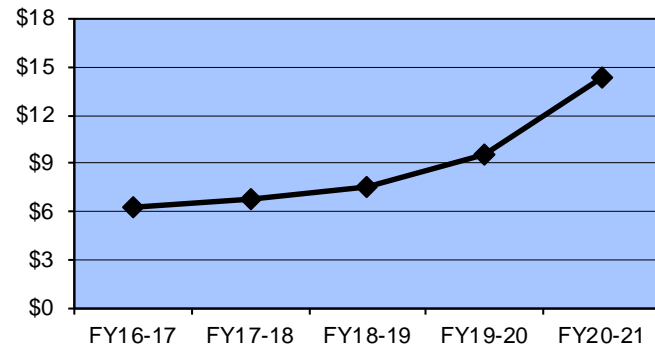
Central Pennsylvania Transportation Authority (CPTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

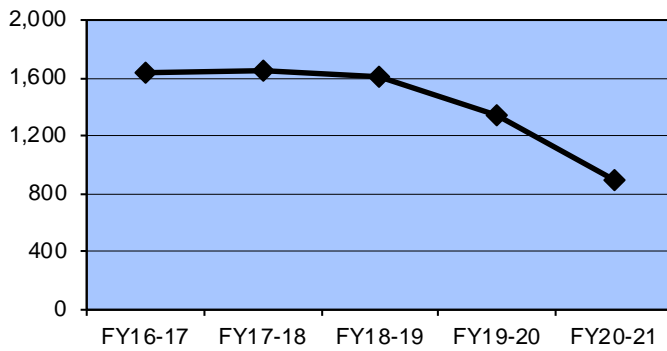
Agency Service Area



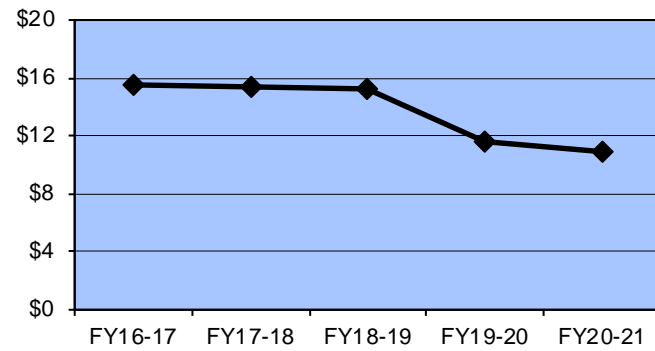
Operating Expense Per Passenger



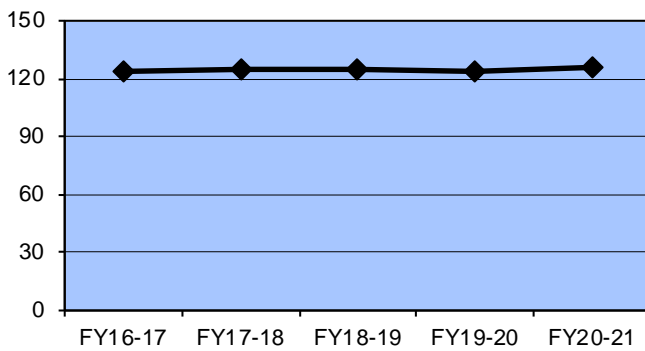
Total Passengers (000's)



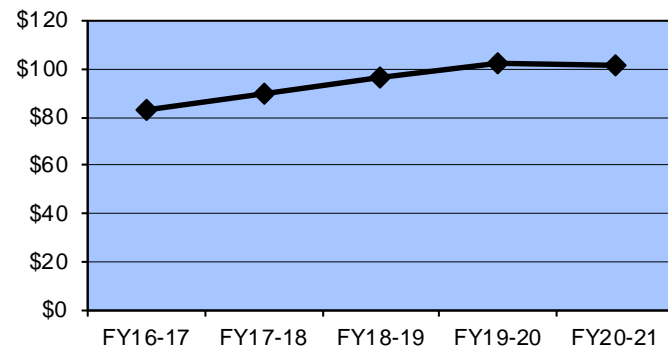
Operating Revenue Per Revenue Vehicle Hour



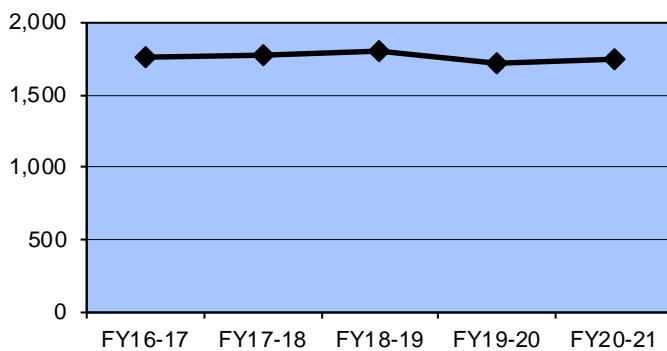
Revenue Vehicle Hours (000's)



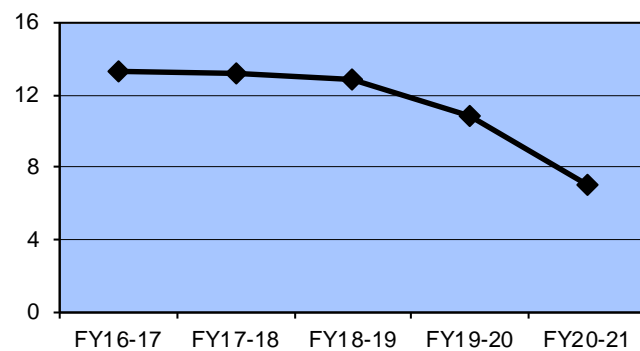
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Central Pennsylvania Transportation Authority (CPTA)

Community Transportation



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



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



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

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



Trip Information
 65+ Trips: 139,910
 PwD Trips: 30,957
 Other Shared-Ride Trips: 45,924
 Total Shared-Ride Trips: 216,791
 Total Escorts: 15,175
 Non-Public Trips: 124,098



Current Fare Information
 Average Shared-Ride Fare: \$20.03
 Average Shared-Ride Cost per Trip: \$31.06
 Fare Structure
 Implementation Date: July 2020

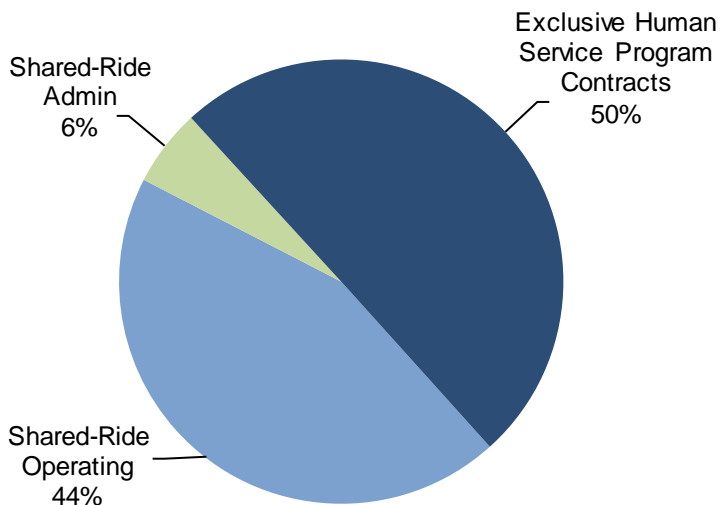


Vehicles Operated in Maximum Service
 Community Transportation: 179

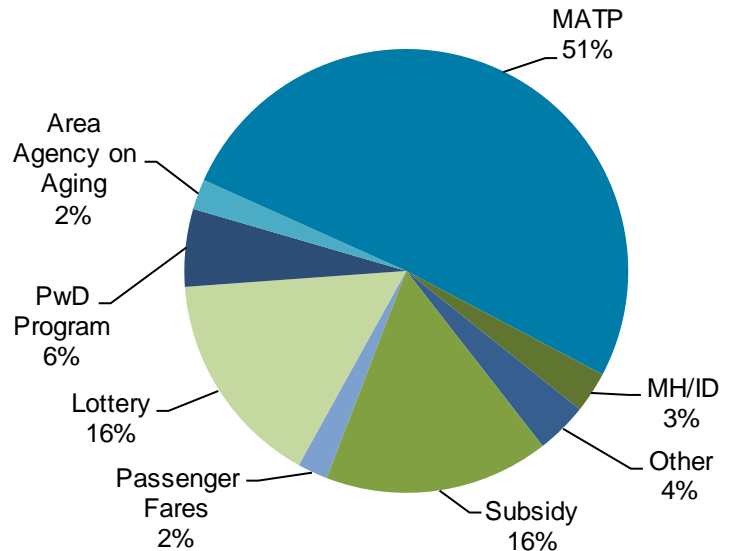
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$13,503

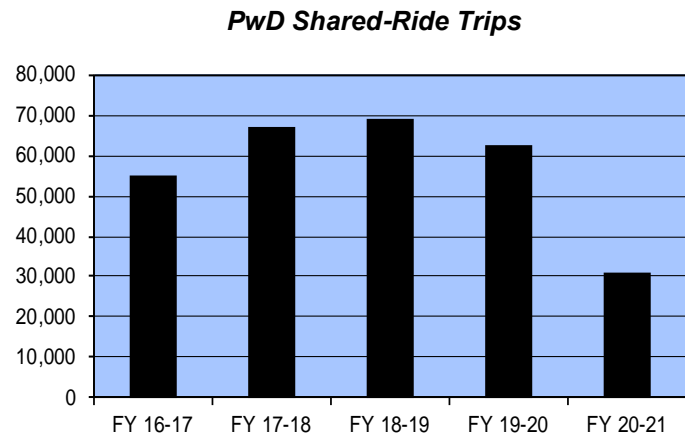
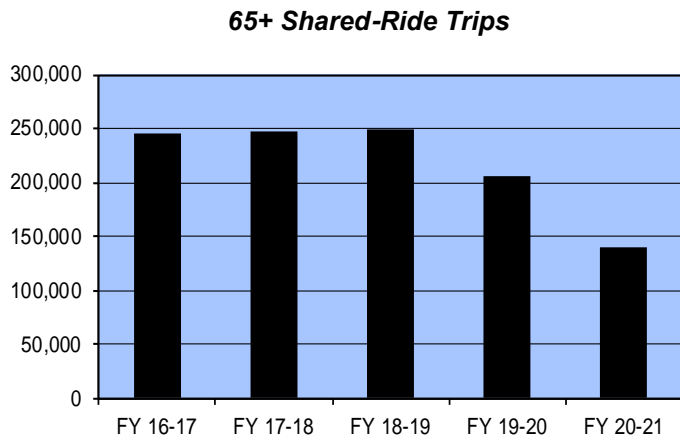
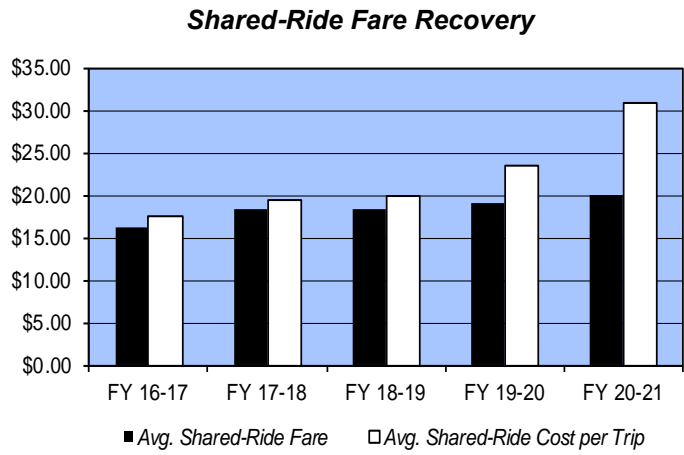
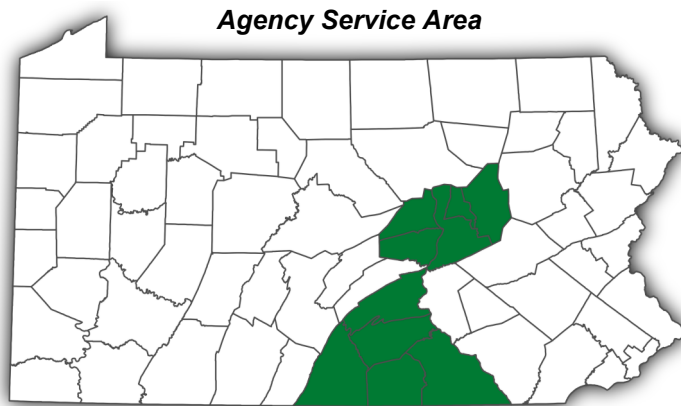


Operating Funds (000's)
\$14,503

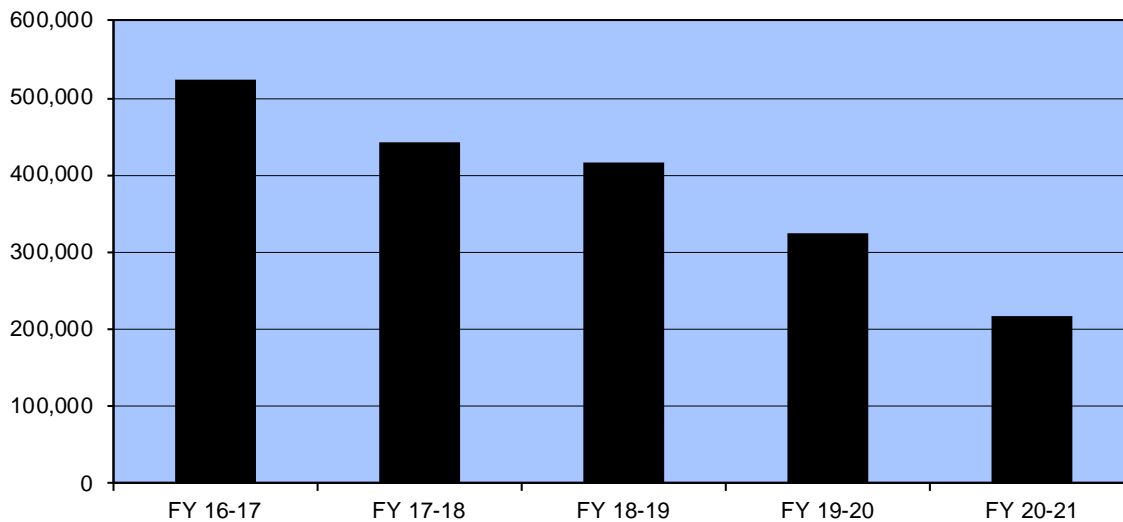


Central Pennsylvania Transportation Authority (CPTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Centre Area Transportation Authority (CATA)

CNG

Urban System



Centre Area Transportation Authority (CATA)
 2081 West Whitehall Road
 State College, PA 16801
 814-238-2282
 Ms. Louwana Oliva, Executive Director/CEO
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: \$2.20
 Last Base Fare Increase: July 2019



Act 44 Fixed Route Distribution Factors
 Total Passengers: 722,732
 Senior Passengers: 16,762
 Revenue Vehicle Miles: 1,457,940
 Revenue Vehicle Hours: 118,236



Current Employees
 Agency Full-Time: 161
 Agency Part-Time: 3
 Contractor Full-Time: 9
 Contractor Part-Time: 3
 System-Wide: 176



Act 44 Operating Assistance
 Section 1513 Allocation: \$7,630,856
 Required Local Match: \$669,108



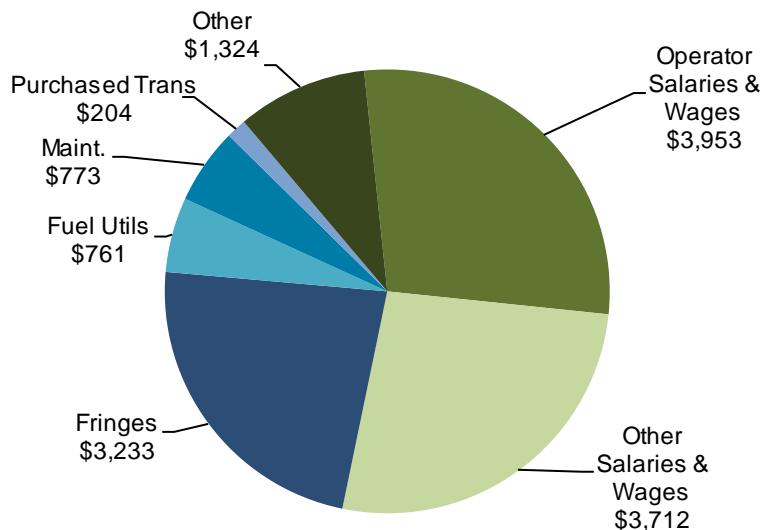
Current Fleet Size
 CNG Motor Bus: 80
 Diesel/Gasoline Paratransit Vehicle: 50
 System-Wide: 130

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

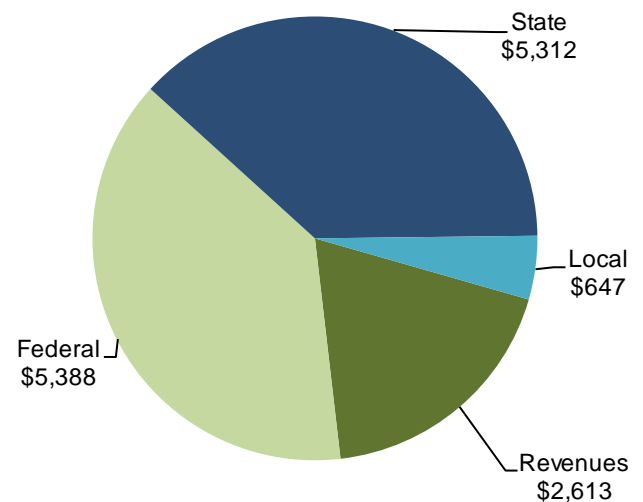
\$13,960



Expense includes ADA complementary and DAS expense.

Operating Funds (000's)

\$13,960

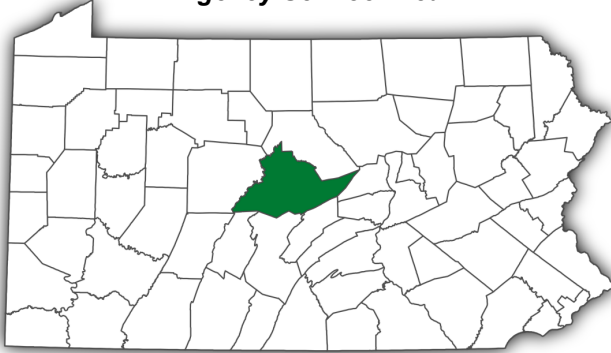


Revenue includes ADA complementary and DAS revenue.

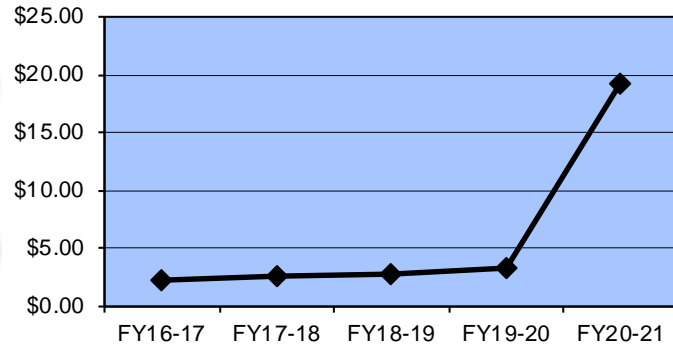
Centre Area Transportation Authority (CATA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

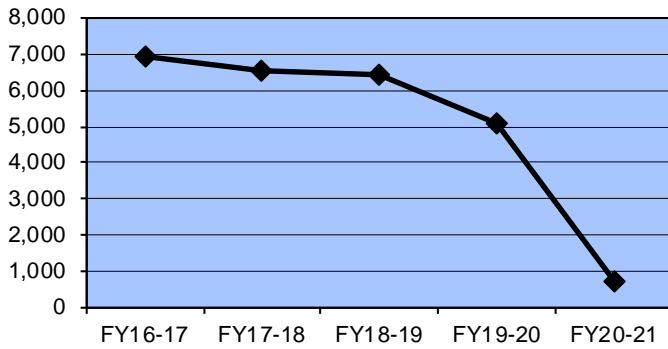
Agency Service Area



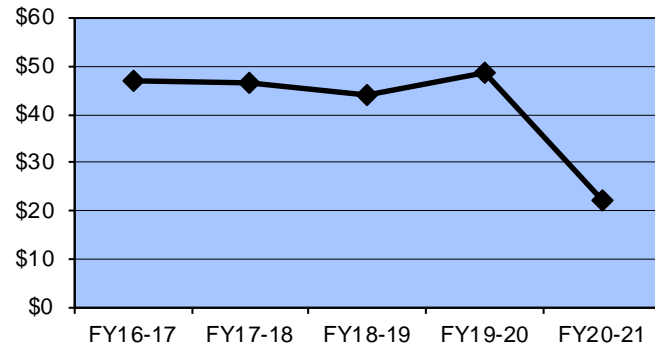
Operating Expense Per Passenger



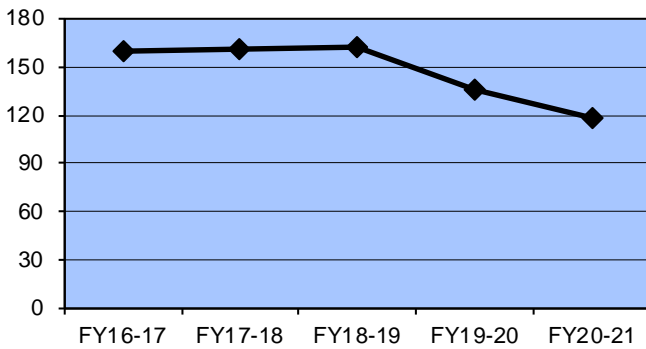
Total Passengers (000's)



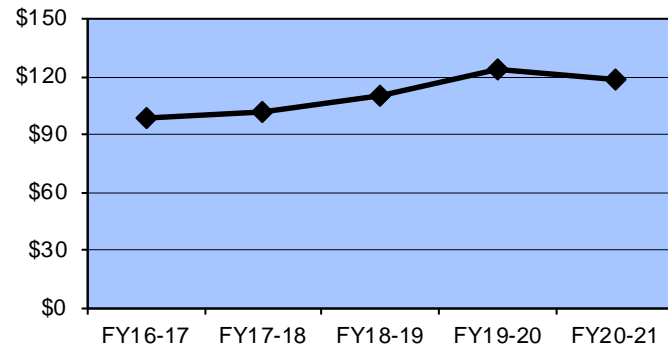
Operating Revenue Per Revenue Vehicle Hour



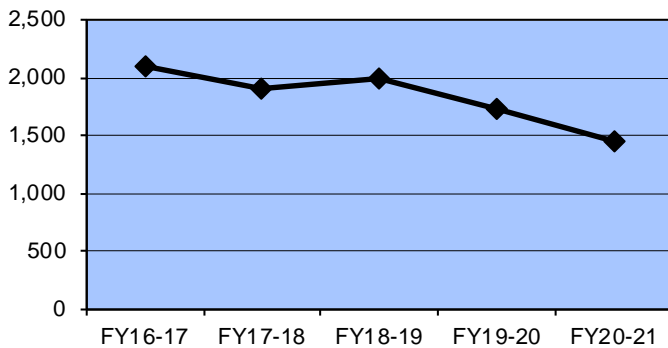
Revenue Vehicle Hours (000's)



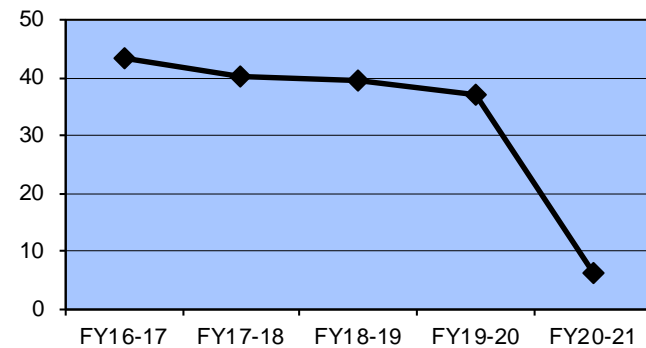
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary and DAS passengers.

OPERATING PROFILES

Centre Area Transportation Authority (CATA)

CNG

Community Transportation



Centre Area Transportation Authority (CATA)
 2081 West Whitehall Road
 State College, PA 16801
 814-238-2282
 Ms. Louwana Oliva, Executive Director/CEO
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: \$23.35
 Average Shared-Ride Cost per Trip: \$19.92
 Fare Structure
 Implementation Date: August 2021



Trip Information
 65+ Trips: 6,797
 PwD Trips: See: Centre County
 Other Shared-Ride Trips: 9
 Total Shared-Ride Trips: 6,806
 Total Escorts: 556



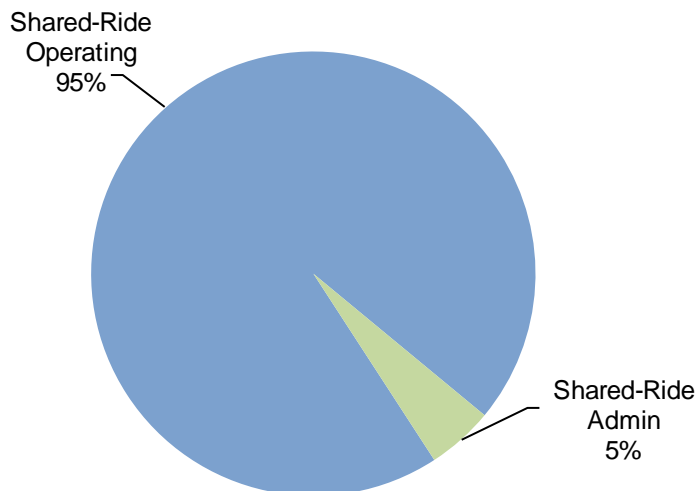
Vehicles Operated in Maximum Service
 Community Transportation: 11

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

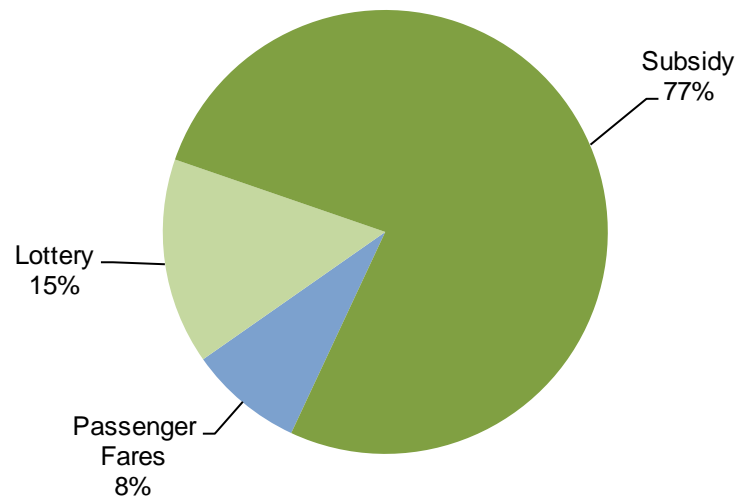
Operating Expense (000's)

\$898



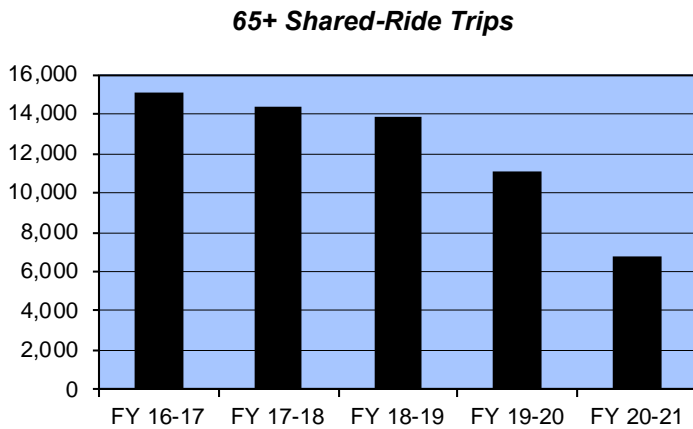
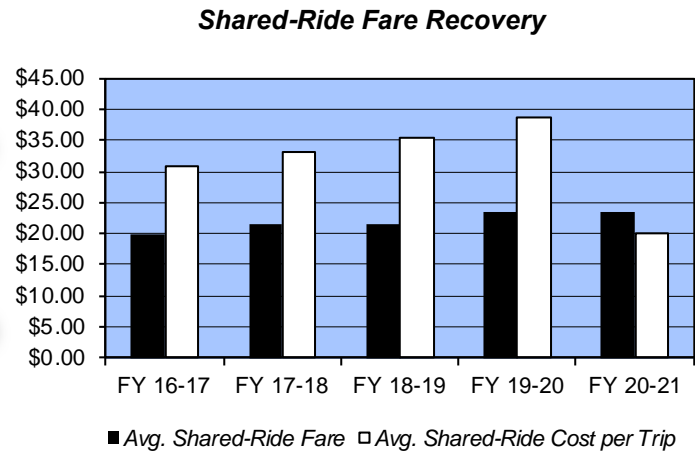
Operating Funds (000's)

\$898



Centre Area Transportation Authority (CATA)

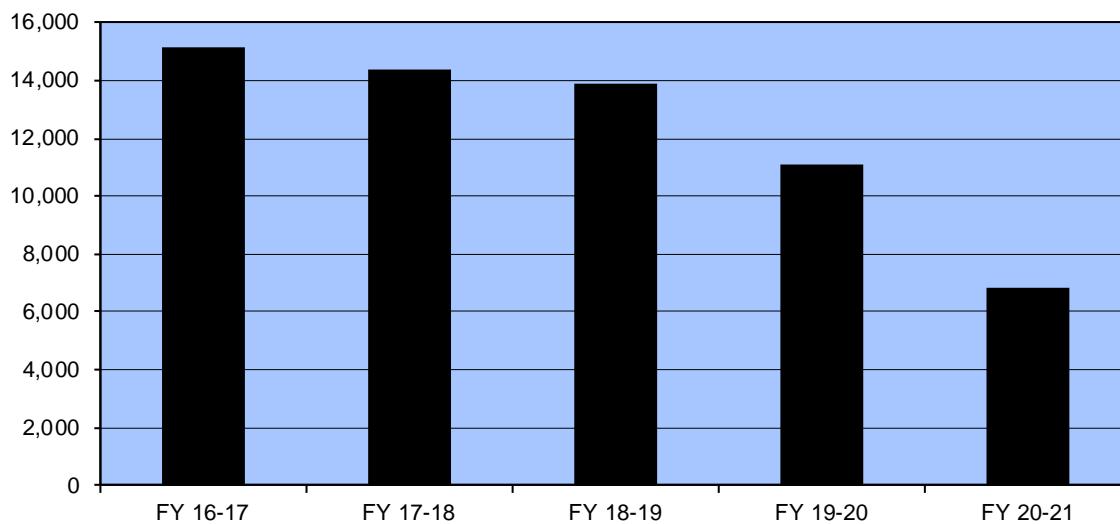
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



Centre County Office of Transportation

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: \$19.63
 Average Shared-Ride Cost per Trip: \$37.14
 Fare Structure
 Implementation Date: October 2021



Trip Information
 65+ Trips: 15,424
 PwD Trips: 2,387
 Other Shared-Ride Trips: 20,050
 Total Shared-Ride Trips: 37,861
 Total Escorts: 1,506
 Non-Public Trips: 2,226



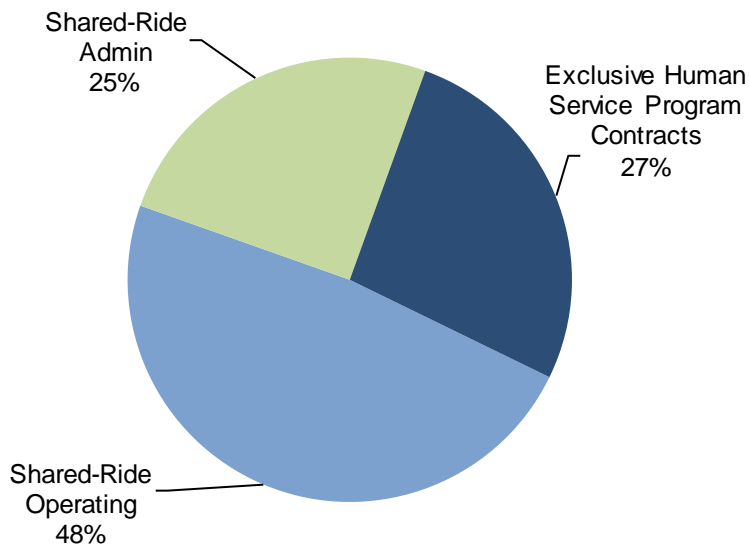
Vehicles Operated in Maximum Service
 Community Transportation: 13

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

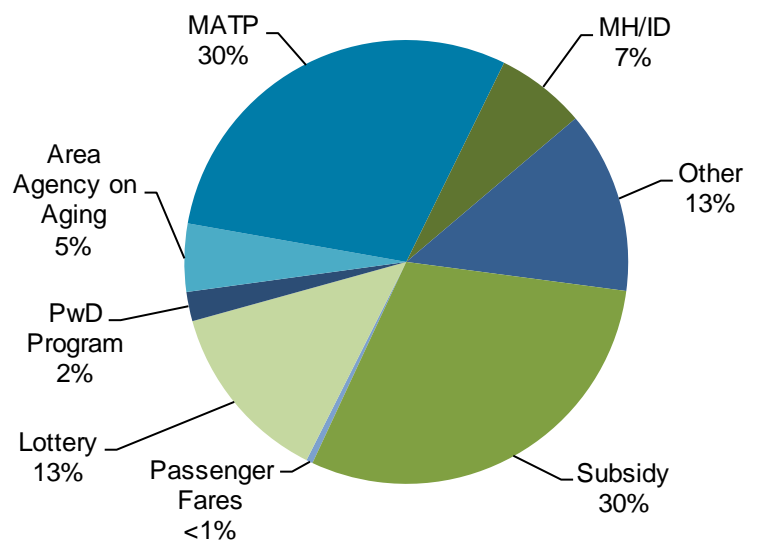
Operating Expense (000's)

\$1,918



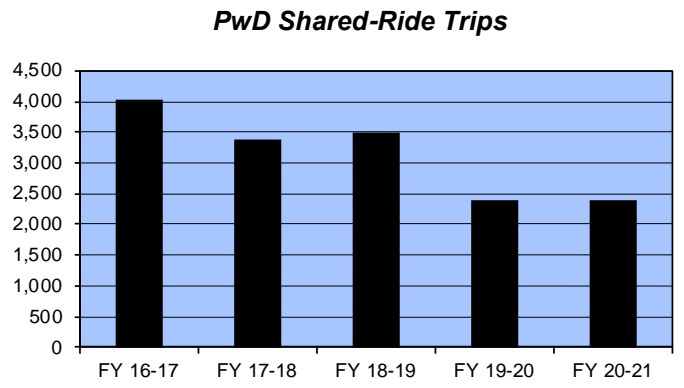
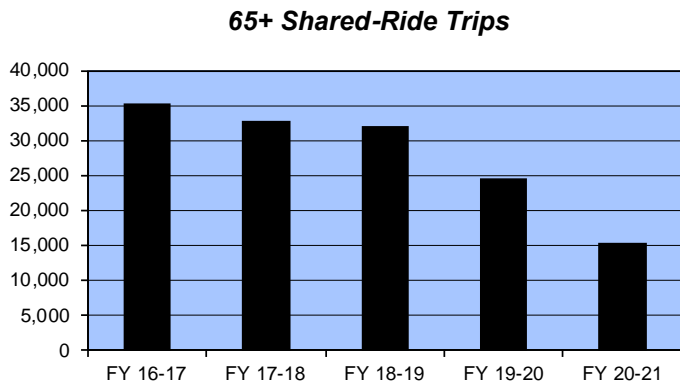
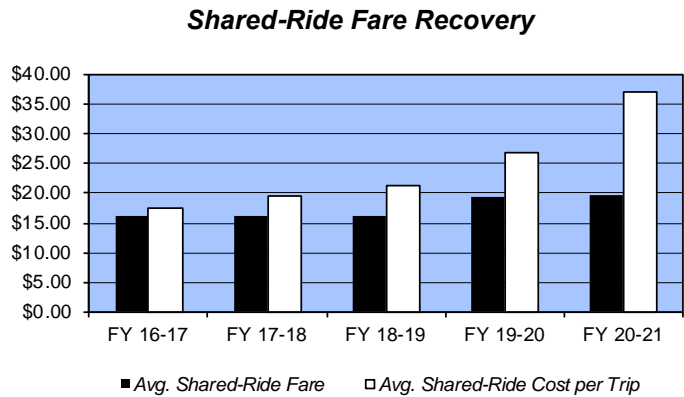
Operating Funds (000's)

\$1,918

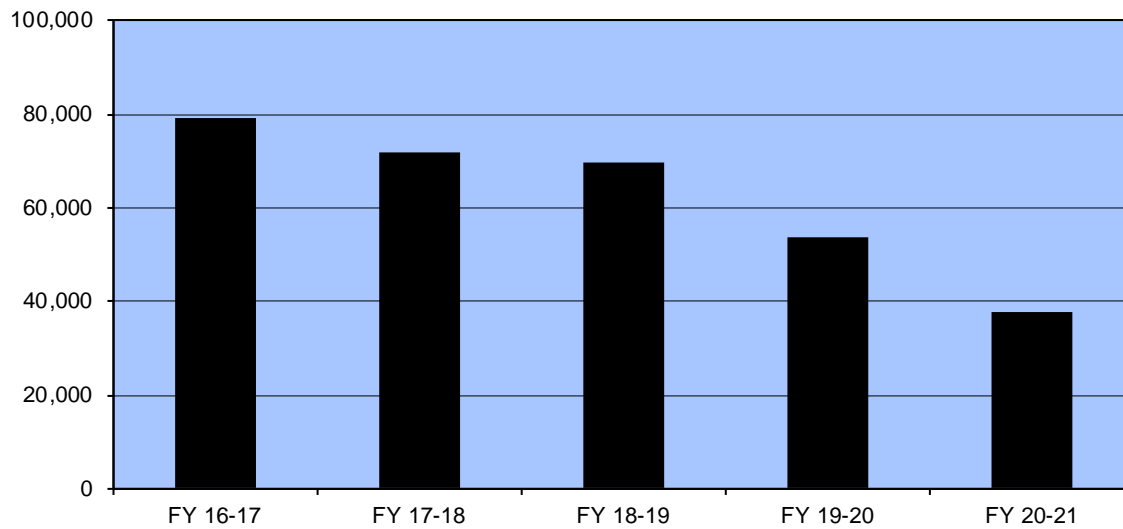


Centre County Office of Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Clarion County Transportation

Community Transportation



Clarion County Transportation
 338 Amsler Avenue, Suite 1
 Shippensburg, PA 16254
 814-226-4000
 Ms. Elizabeth Schmidt, 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: \$39.05
 Average Shared-Ride Cost per Trip: \$43.02
 Fare Structure
 Implementation Date: July 2020



Trip Information
 65+ Trips: 6,612
 PwD Trips: 1,146
 Other Shared-Ride Trips: 5,580
 Total Shared-Ride Trips: 13,338

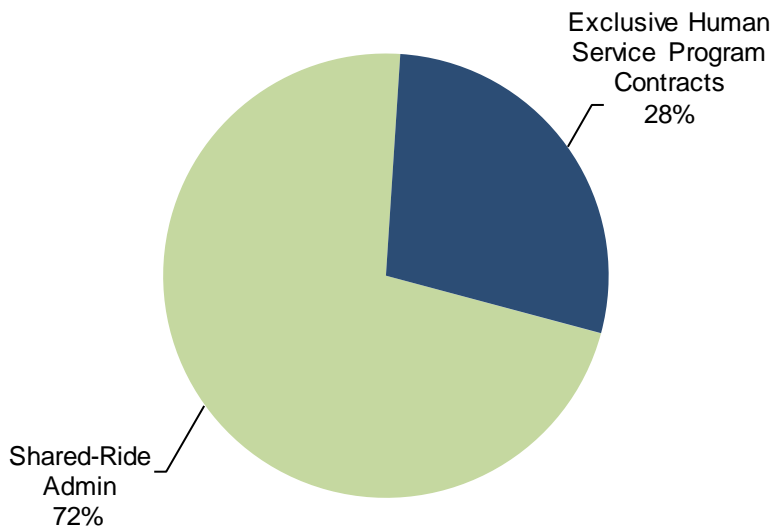


Vehicles Operated in Maximum Service
 Community Transportation: 12

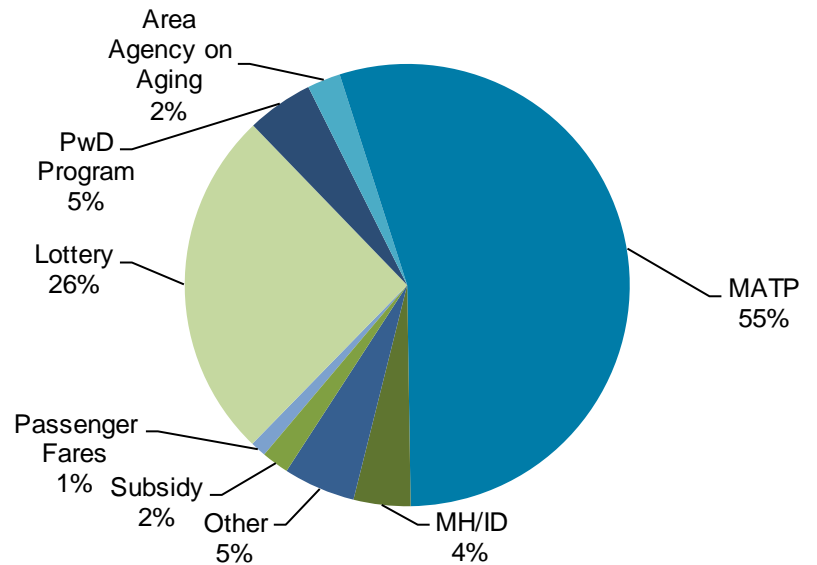
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$798

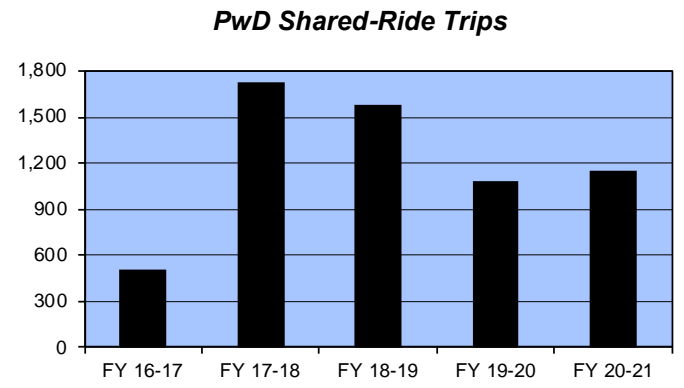
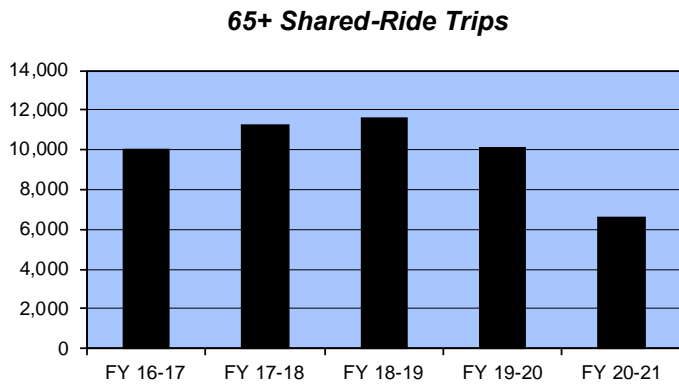
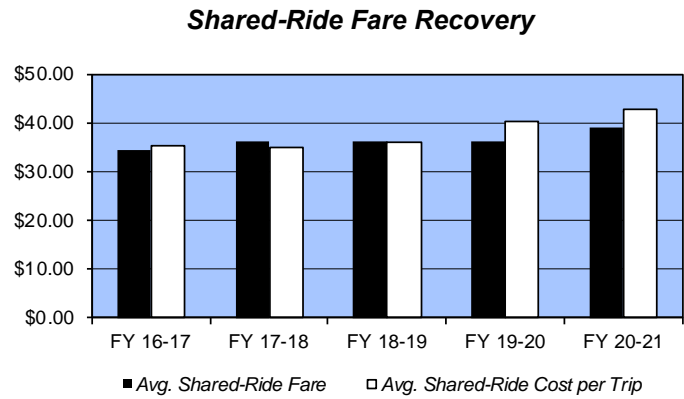
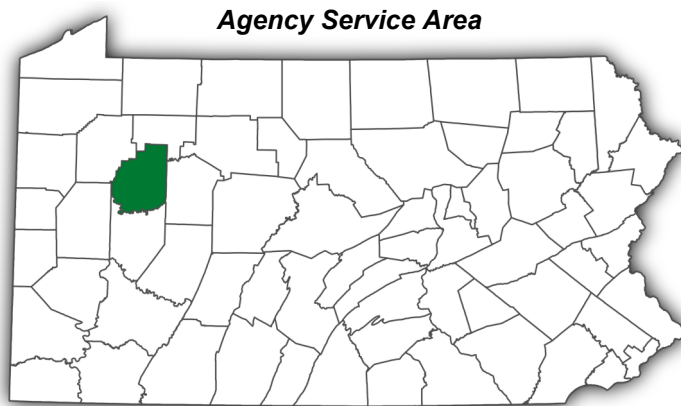


Operating Funds (000's)
\$828

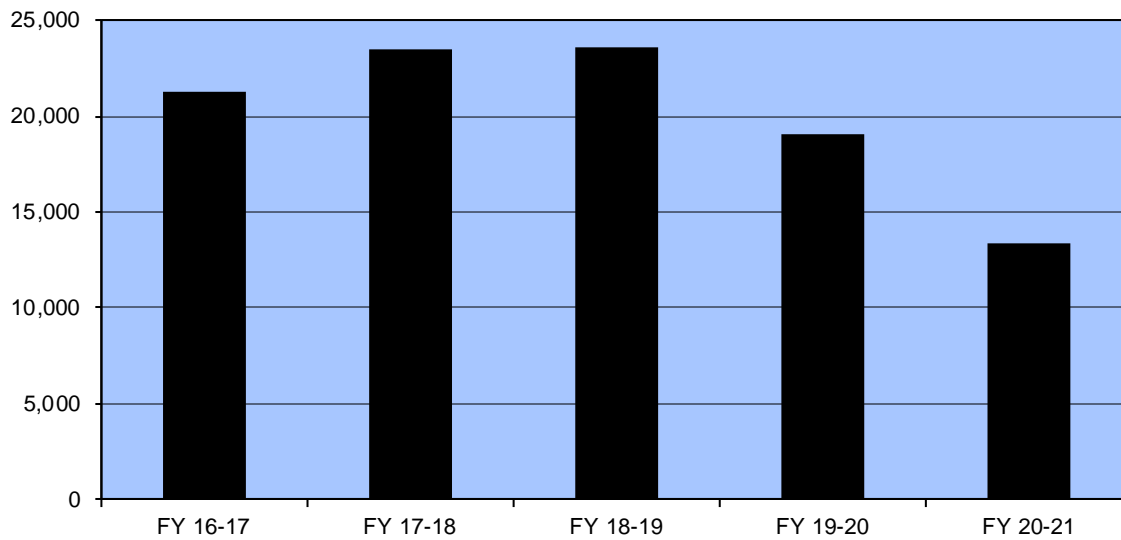


Clarion County Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Community Transit of Delaware County

Community Transportation



Community Transit of Delaware County
 2001 Industrial Highway
 Eddystone, PA 19022-1513
 610-490-3977
 Mr. Nicholas Miccarelli, Executive Director
www.ctdelco.org



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

Senate District
 Delaware: 8, 9, 17, 26



Service Area Statistics (2010 Census)

Square Miles:	184
Population:	558,979
65+ Population:	79,726
% of Population 65 and older:	14.3%



Current Fare Information

Average Shared-Ride Fare:	\$36.45
Average Shared-Ride Cost per Trip:	\$54.76
Fare Structure	
Implementation Date:	April 2018



Trip Information

65+ Trips:	36,691
PwD Trips:	325
Other Shared-Ride Trips:	36,534
Total Shared-Ride Trips:	73,550
Total Escorts:	2,476
Non-Public Trips:	146,566

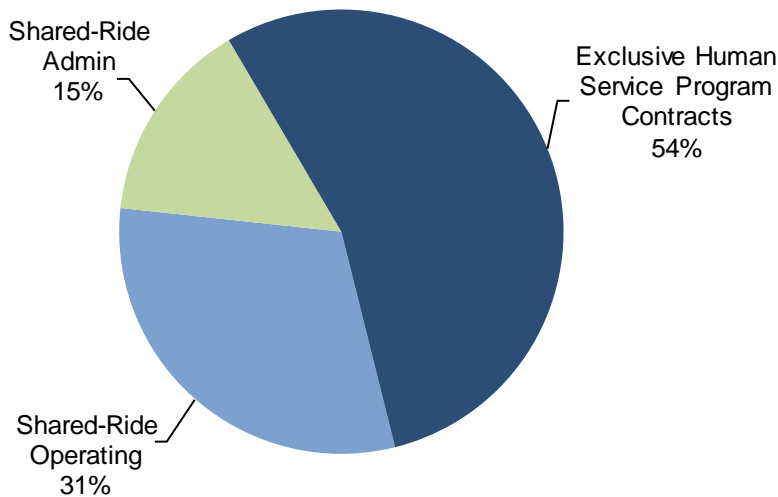


Vehicles Operated in Maximum Service
 Community Transportation: 29

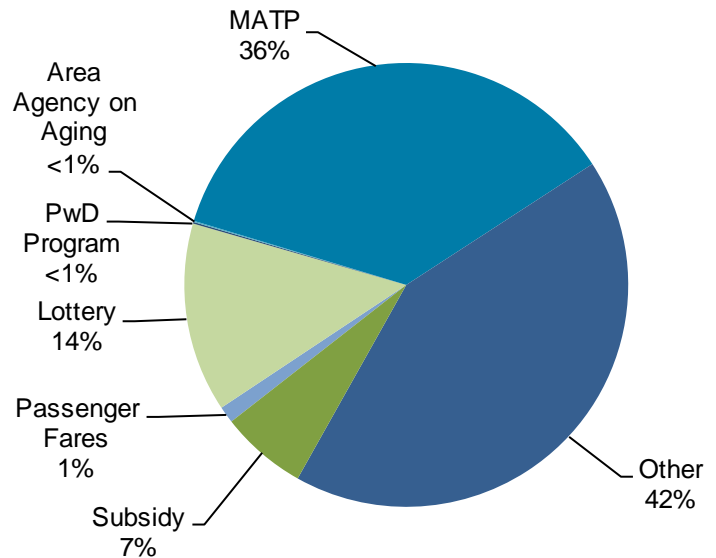
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$8,864



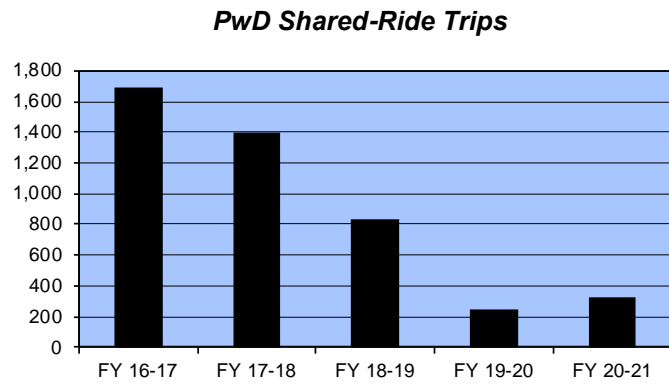
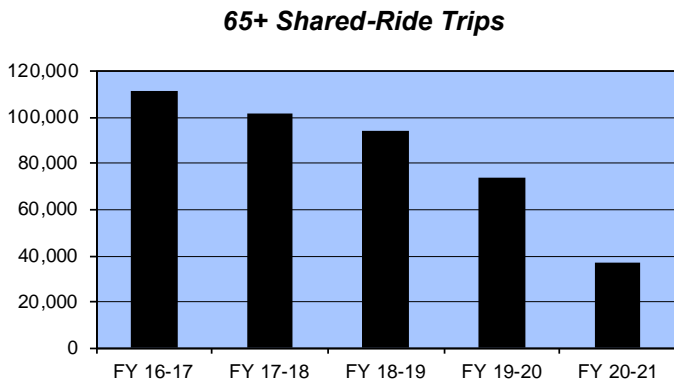
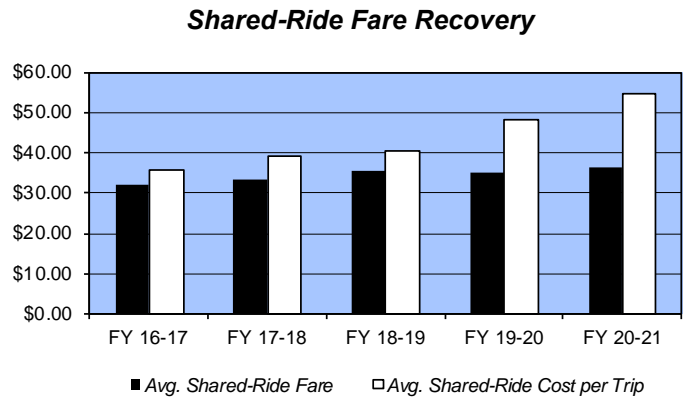
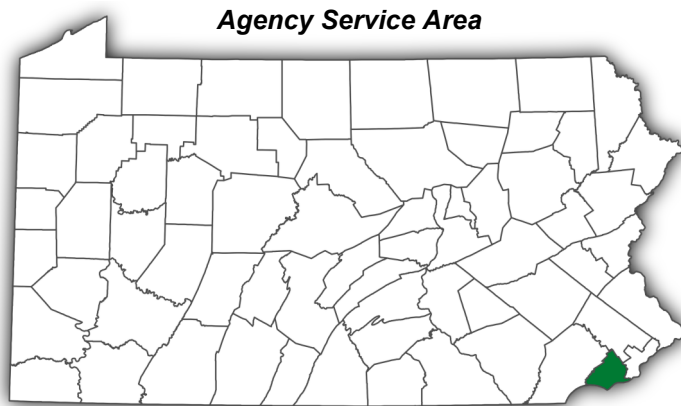
Operating Funds (000's)
\$7,963*



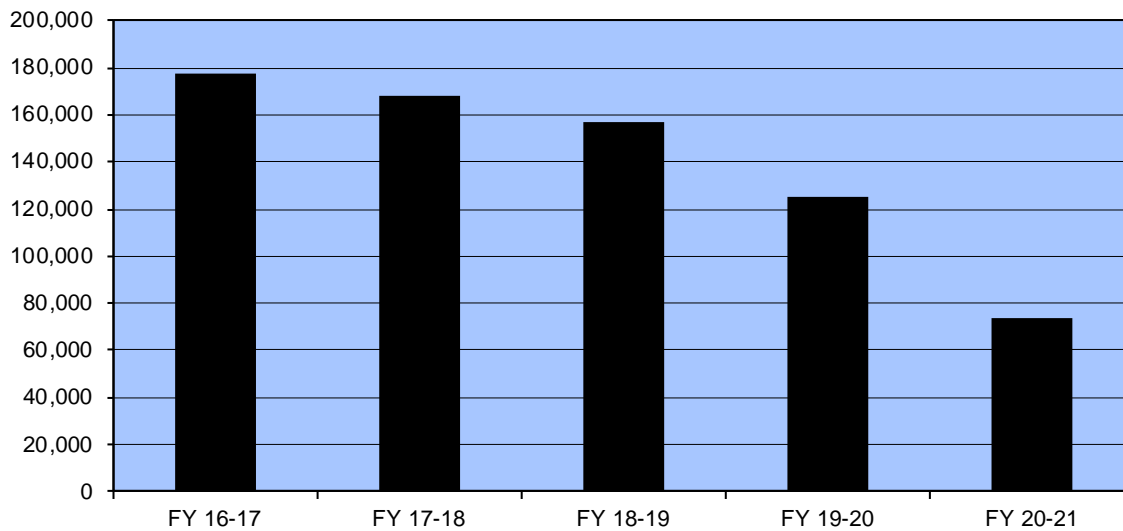
*Deficit will be covered by CARES Act and other supplemental COVID-19 appropriated funds beyond the end of the fiscal year

Community Transit of Delaware County

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

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. Tim McGrath, 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: 427,003
 Senior Passengers: 94,798
 Revenue Vehicle Miles: 916,420
 Revenue Vehicle Hours: 83,665



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$7,562,994
 Required Local Match: \$797,033



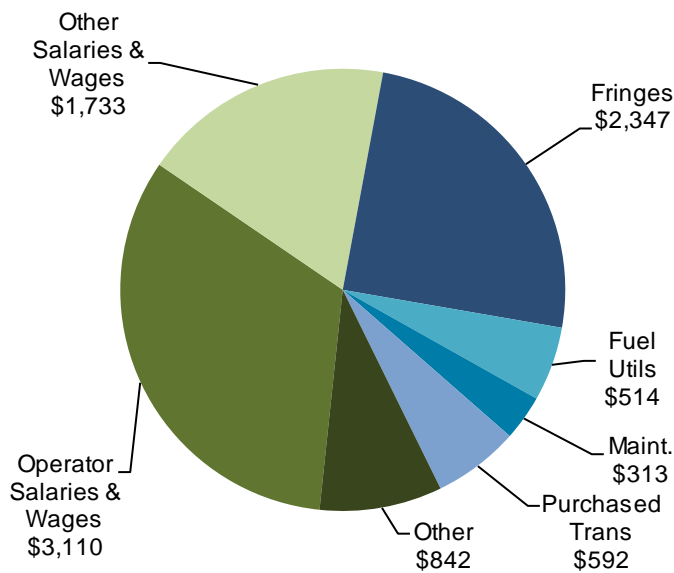
Current Fleet Size
 Diesel/Gasoline Motor Bus: 32
 Diesel/Gasoline Paratransit Vehicle: 31
 System-Wide: 63

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

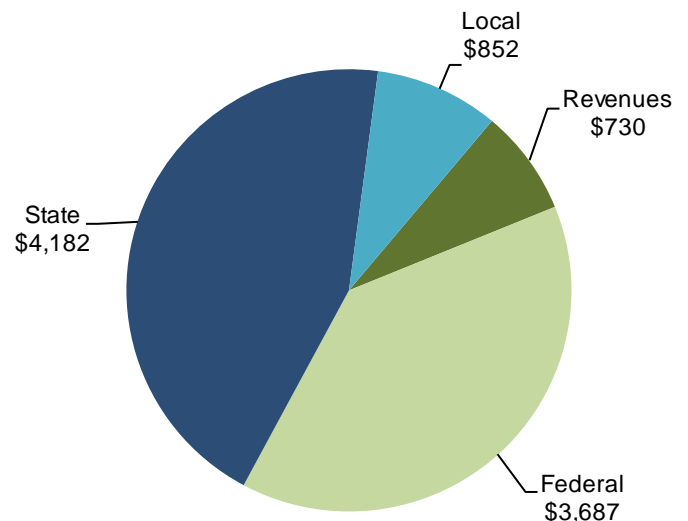
\$9,451



Expense includes ADA complementary expense.

Operating Funds (000's)

\$9,451

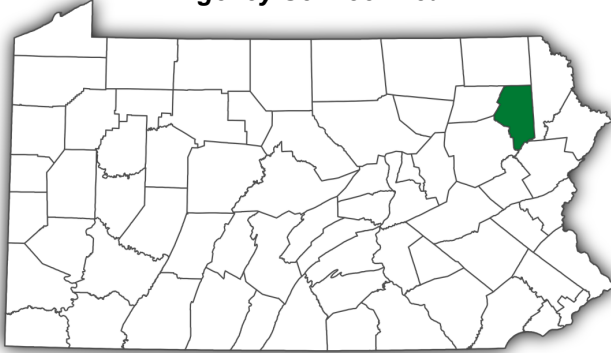


Revenue includes ADA complementary revenue.

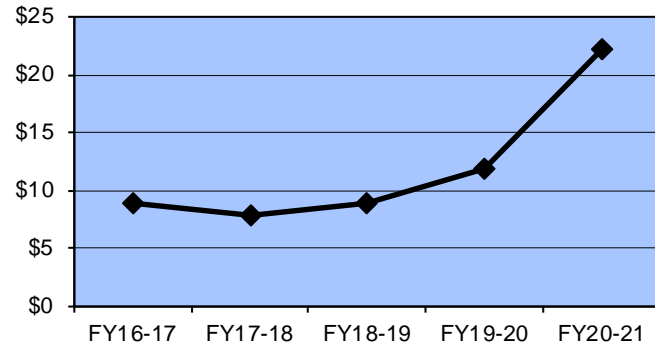
County of Lackawanna Transit System (COLTS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

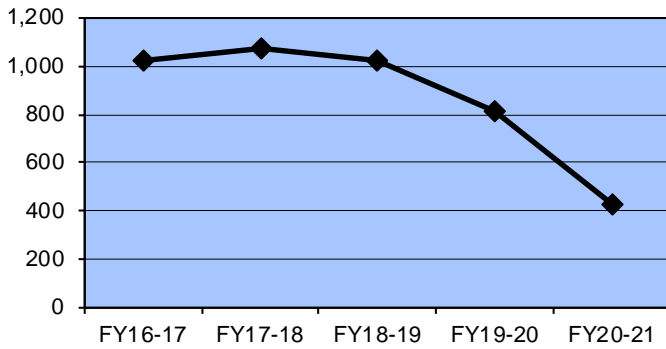
Agency Service Area



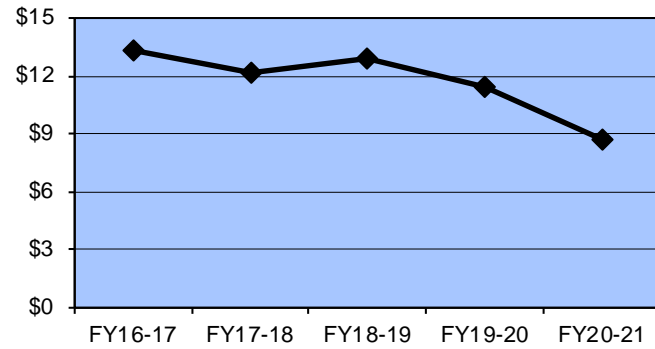
Operating Expense Per Passenger



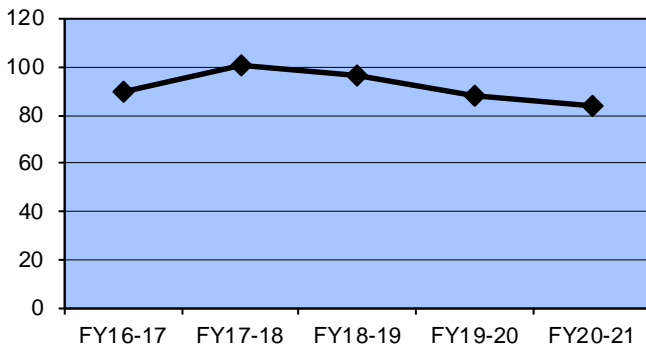
Total Passengers (000's)



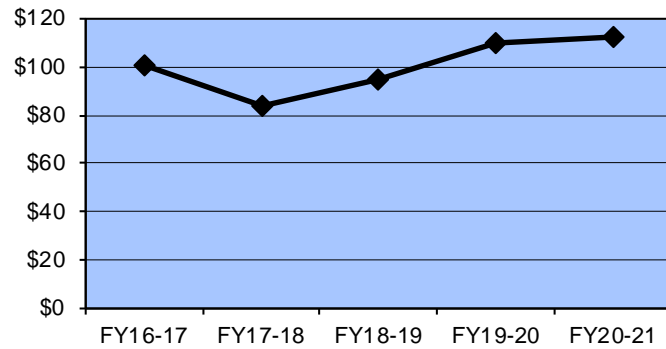
Operating Revenue Per Revenue Vehicle Hour



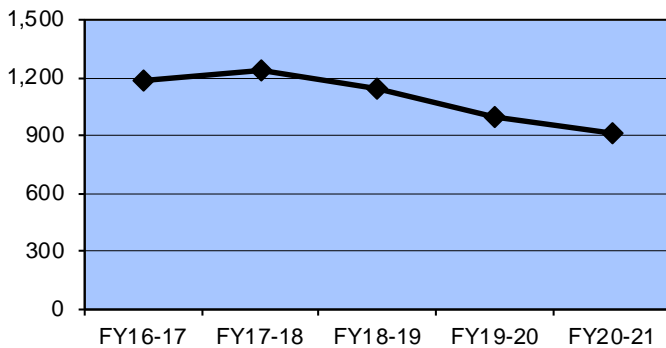
Revenue Vehicle Hours (000's)



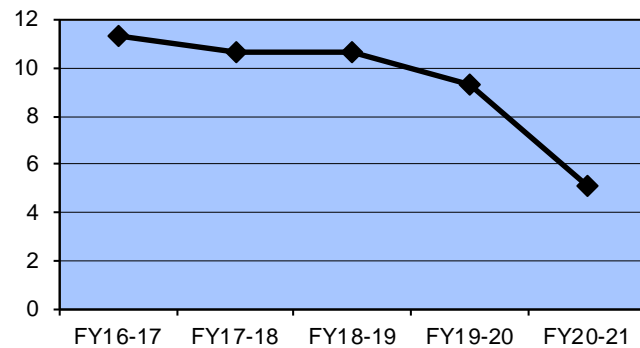
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

County of Lackawanna Transit System (COLTS)

Community Transportation



County of Lackawanna Transit System (COLTS)
 800 North South Road
 Scranton, PA 18504
 570-346-2061
 Mr. Tim McGrath, 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: \$25.99
 Average Shared-Ride Cost per Trip: \$59.99
 Fare Structure
 Implementation Date: February 2021



Trip Information
 65+ Trips: 47,436
 PwD Trips: 2,138
 Other Shared-Ride Trips: 13,532
 Total Shared-Ride Trips: 63,106
 Non-Public Trips: 11,913

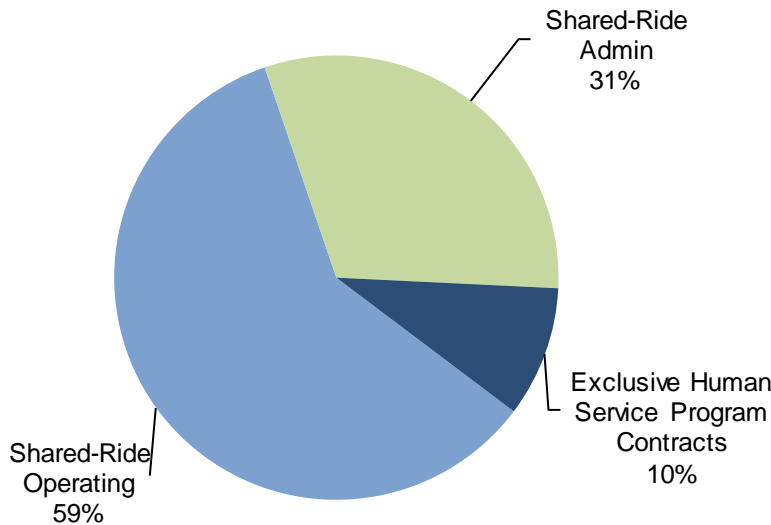


Vehicles Operated in Maximum Service
 Community Transportation: 42

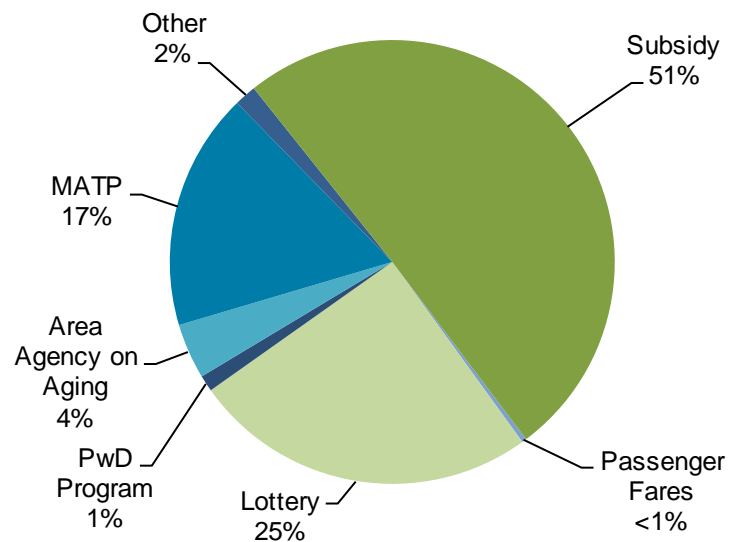
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$4,184

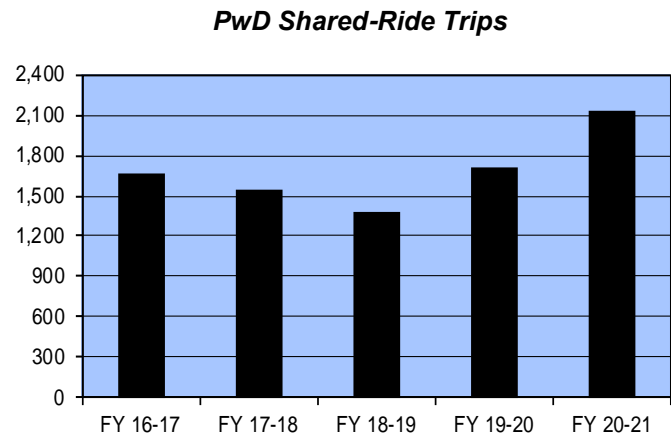
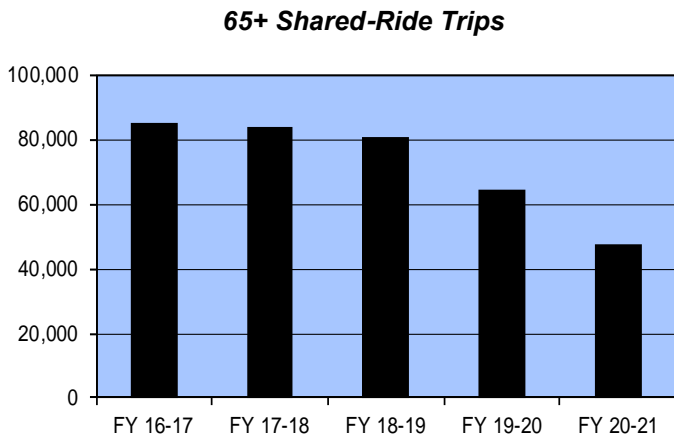
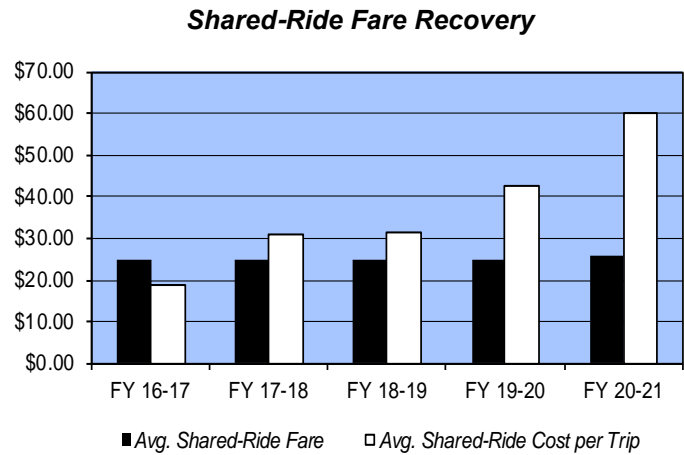
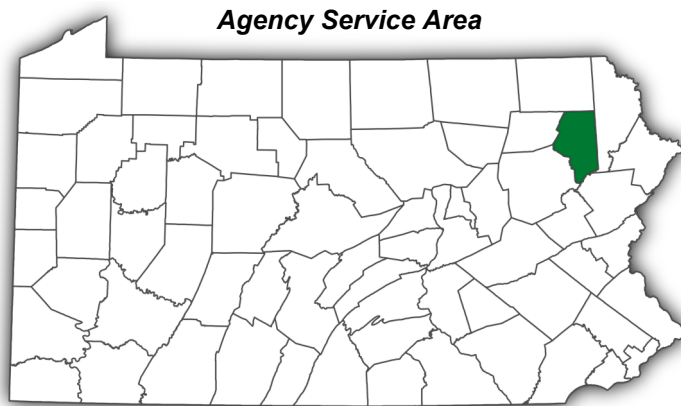


Operating Funds (000's)
\$4,247

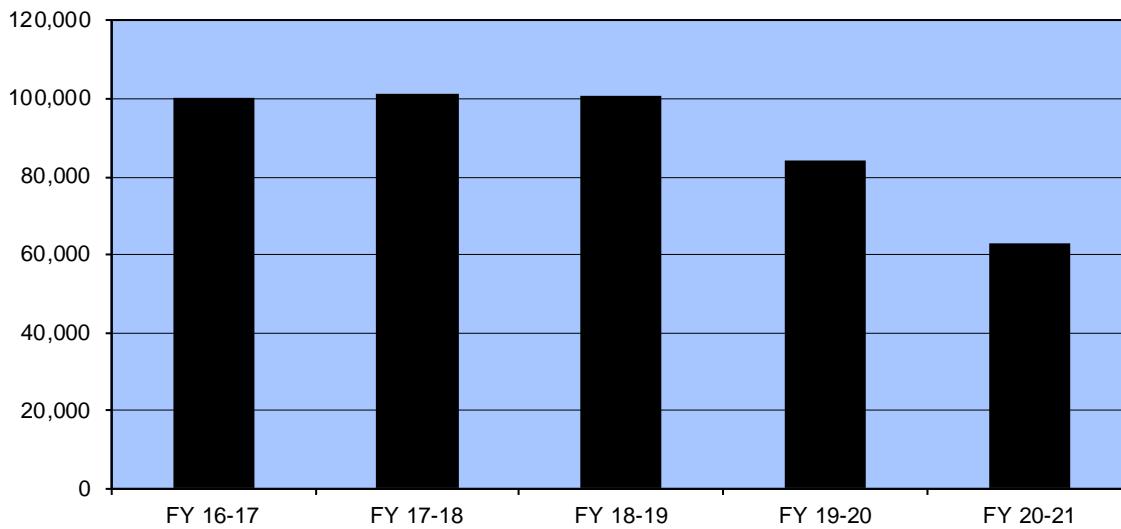


County of Lackawanna Transit System (COLTS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

County of Lebanon Transit Authority (COLT/LT)

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: 179,196
 Senior Passengers: 44,210
 Revenue Vehicle Miles: 451,827
 Revenue Vehicle Hours: 27,436



Current Employees
 Agency Full-Time: 44
 Agency Part-Time: 5
 System-Wide: 49



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,157,009
 Required Local Match: \$123,903



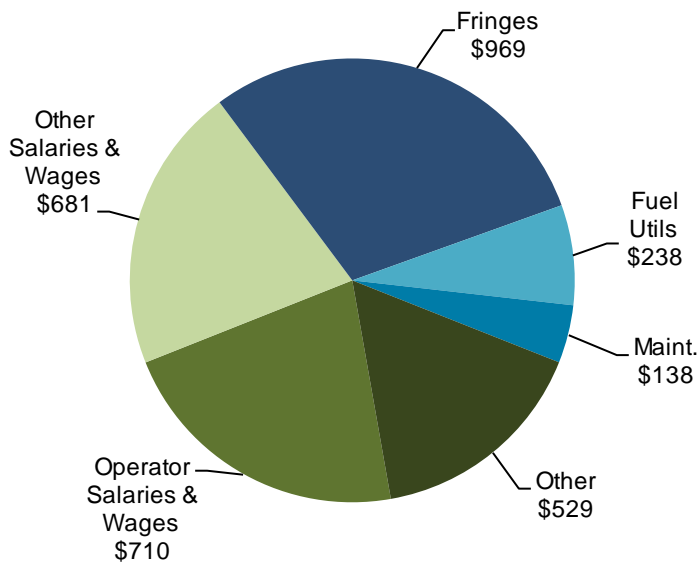
Current Fleet Size
 Diesel/Gasoline Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicle: 14
 System-Wide: 32

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

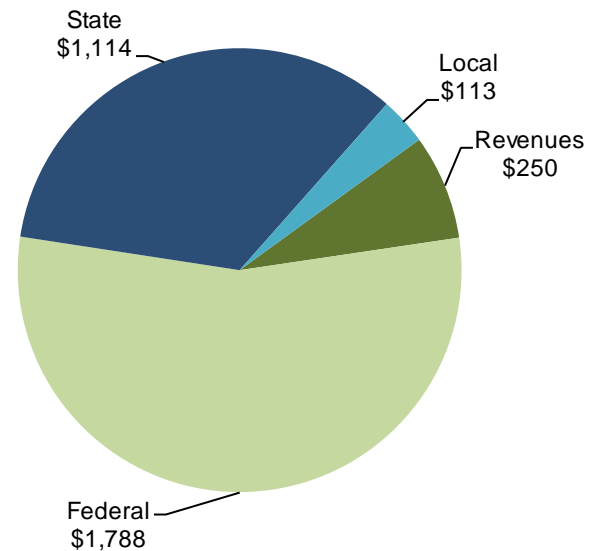
\$3,265



Expense includes ADA complementary expense.

Operating Funds (000's)

\$3,265



Revenue includes ADA complementary revenue.

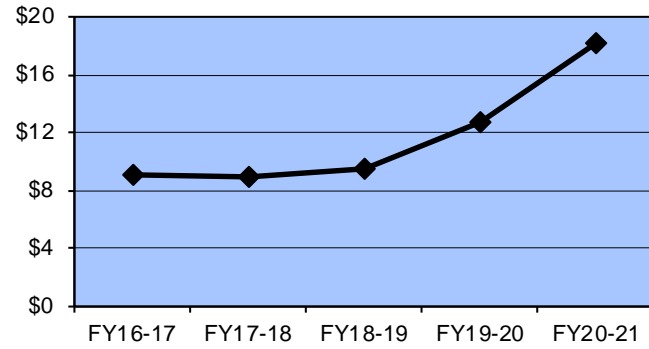
County of Lebanon Transit Authority (COLT/LT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

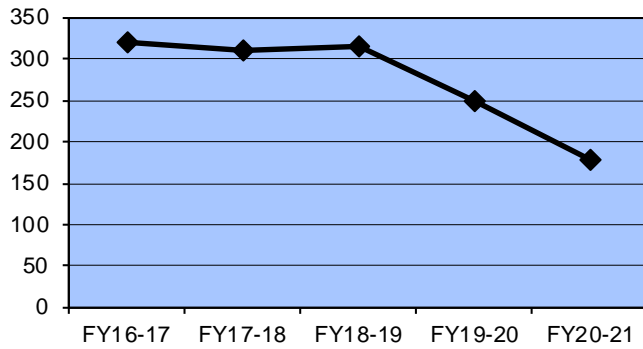
Agency Service Area



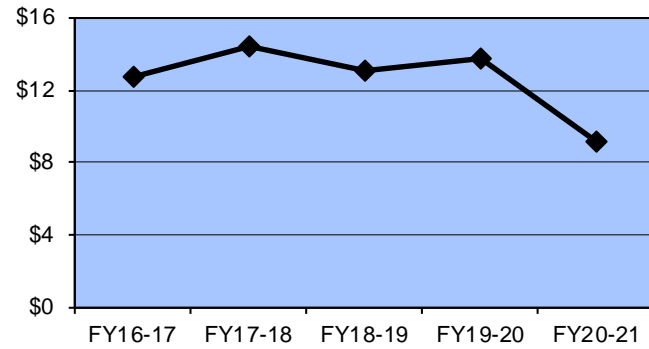
Operating Expense Per Passenger



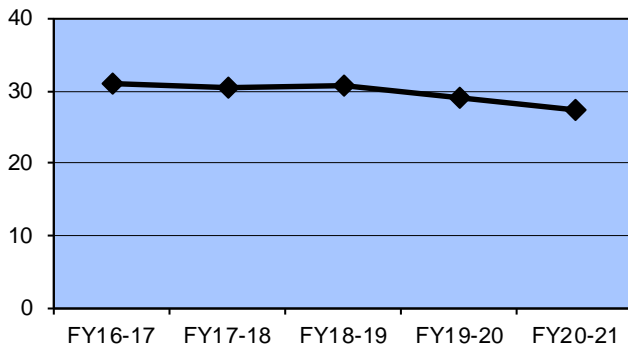
Total Passengers (000's)



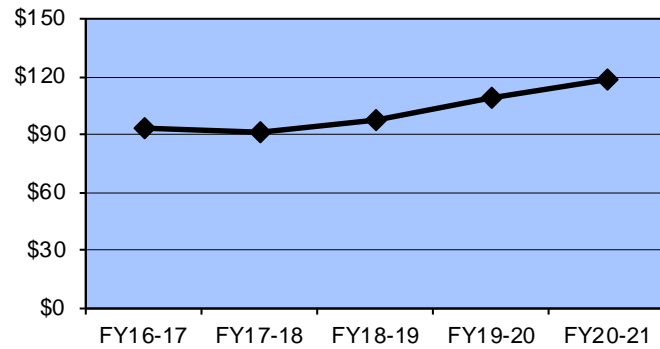
Operating Revenue Per Revenue Vehicle Hour



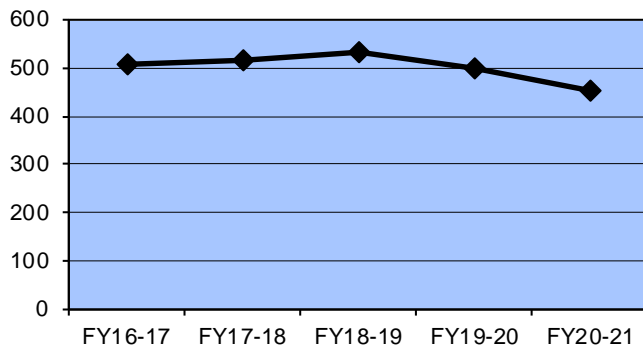
Revenue Vehicle Hours (000's)



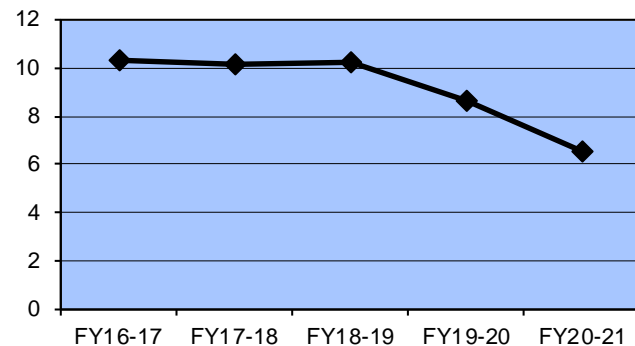
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

County of Lebanon Transit Authority (COLT/LT)

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: \$20.97
 Average Shared-Ride Cost per Trip: \$47.07
 Fare Structure
 Implementation Date: July 2013



Trip Information
 65+ Trips: 15,985
 PwD Trips: 3,536
 Other Shared-Ride Trips: 6,134
 Total Shared-Ride Trips: 25,655

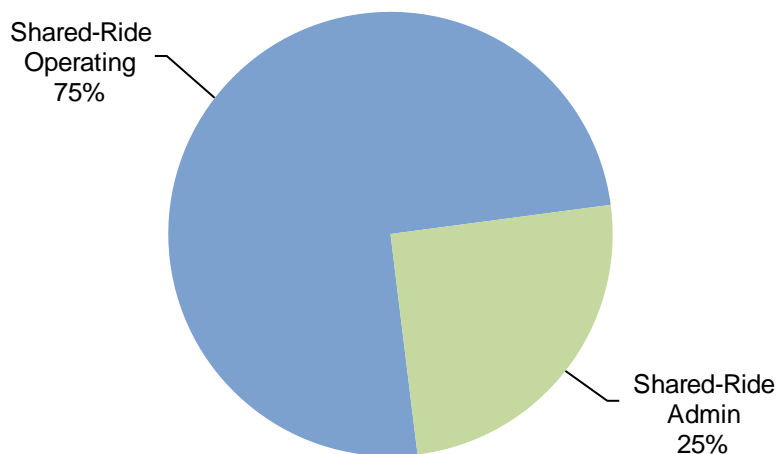


Vehicles Operated in Maximum Service
 Community Transportation: 11

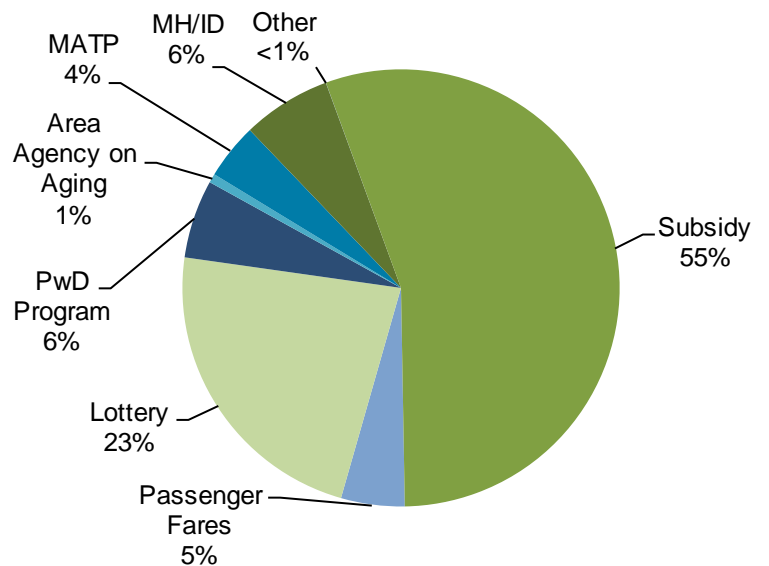
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,208

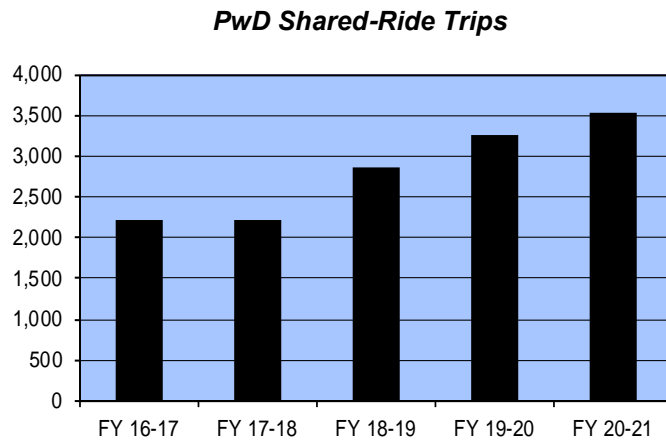
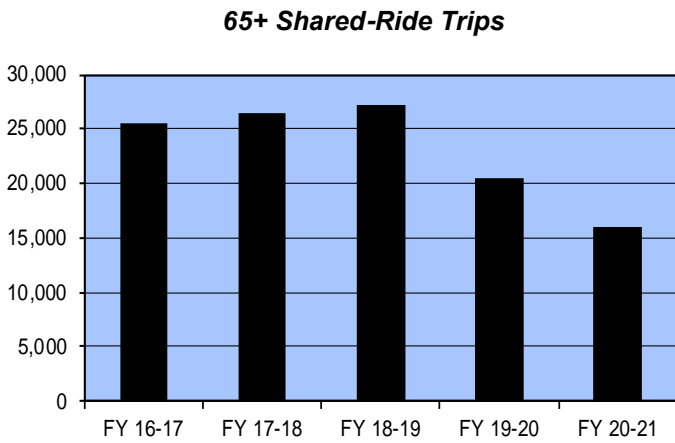
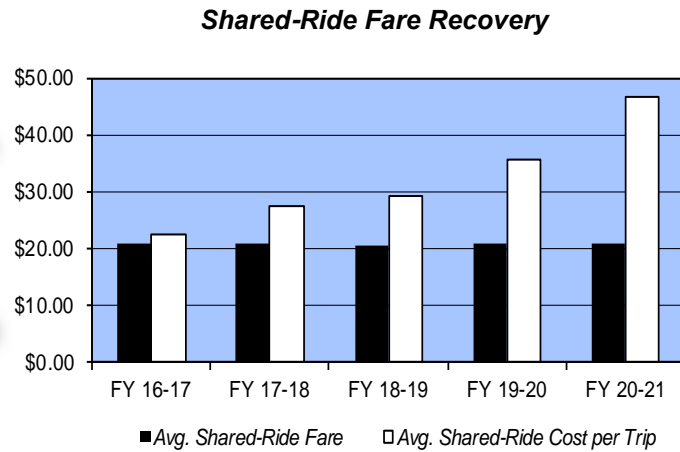


Operating Funds (000's)
\$1,208

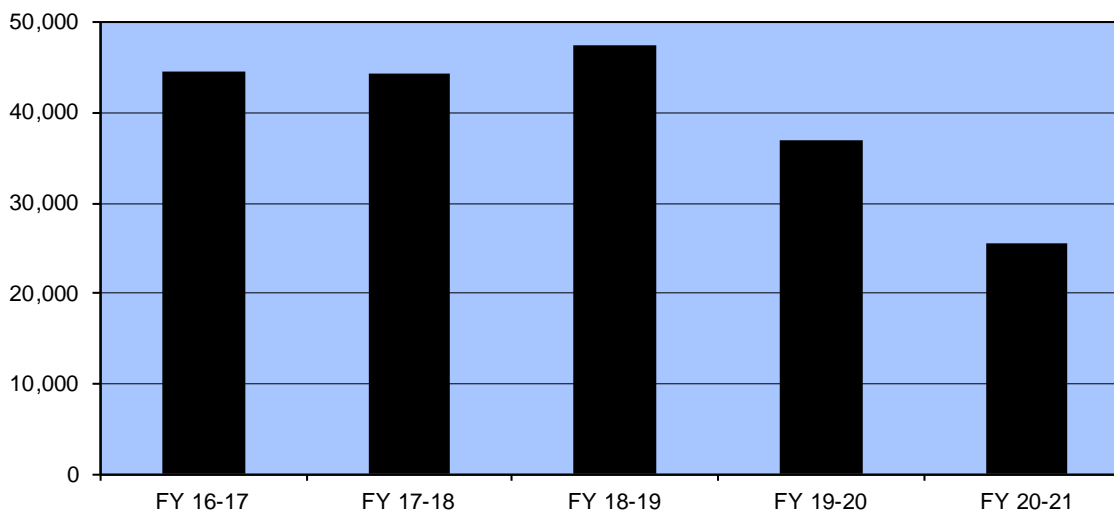


County of Lebanon Transit Authority (COLT/LT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Crawford Area Transportation Authority (CATA)

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: 179,628
 Senior Passengers: 31,529
 Revenue Vehicle Miles: 476,019
 Revenue Vehicle Hours: 26,900



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,517,925
 Required Local Match*: \$78,512



Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 CNG Bus: 6
 Diesel/Gasoline Paratransit Vehicle: 48
 System-Wide: 66

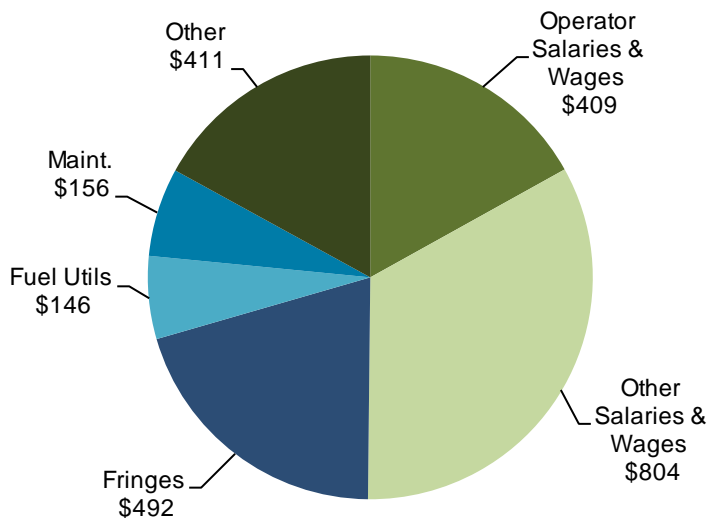
*CATA was approved for a local match waiver due to regional consolidation savings, reducing required local match to \$0.

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

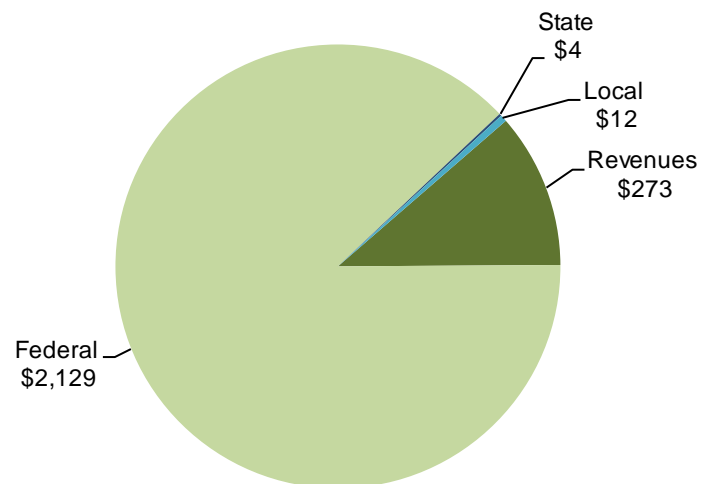
\$2,418



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,418

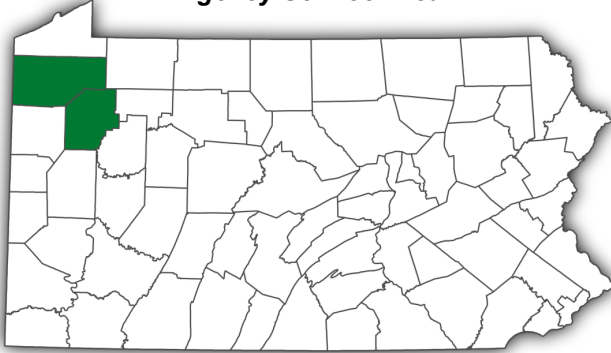


Revenue includes ADA complementary revenue.

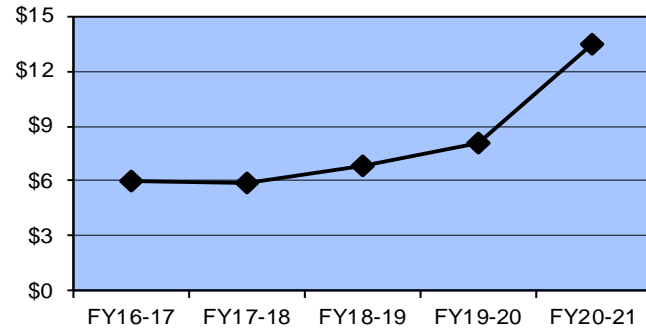
Crawford Area Transportation Authority (CATA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

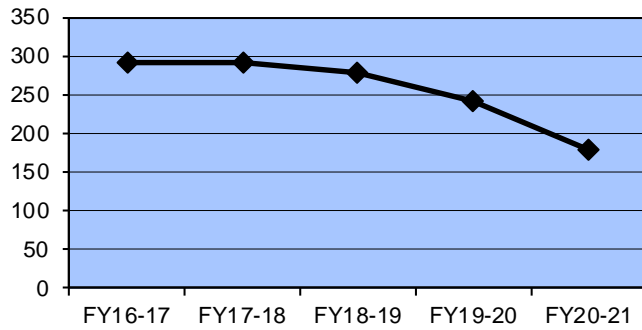
Agency Service Area



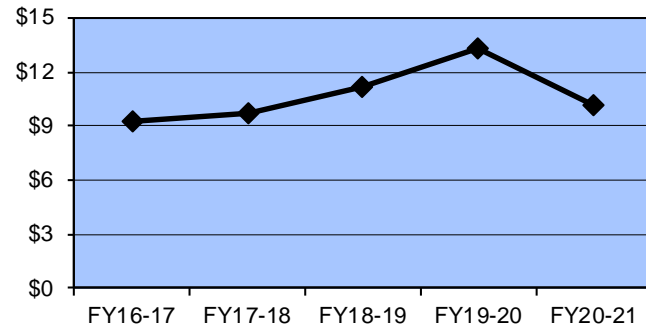
Operating Expense Per Passenger



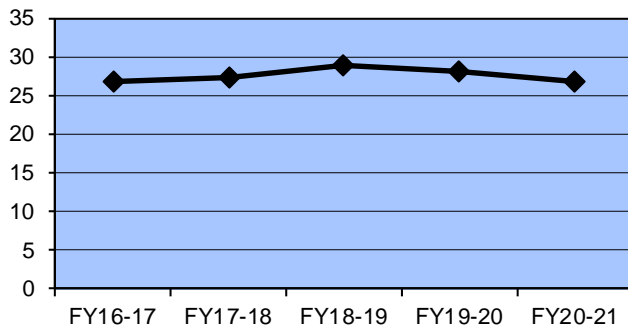
Total Passengers (000's)



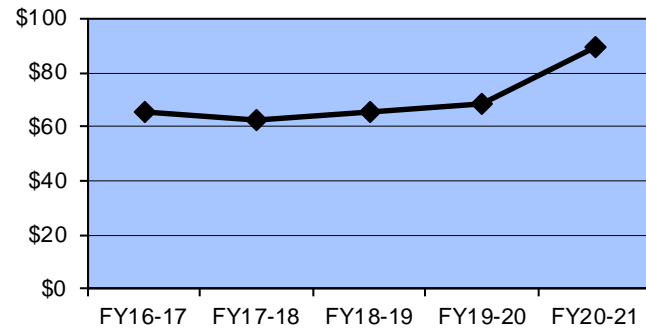
Operating Revenue Per Revenue Vehicle Hour



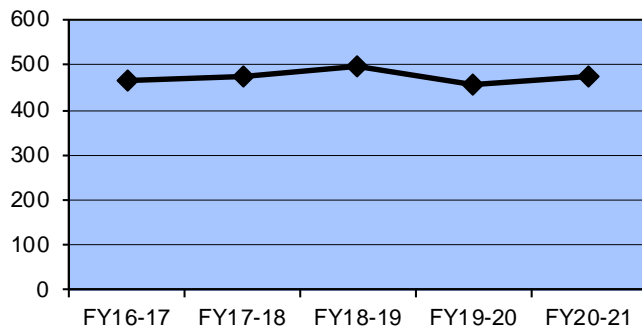
Revenue Vehicle Hours (000's)



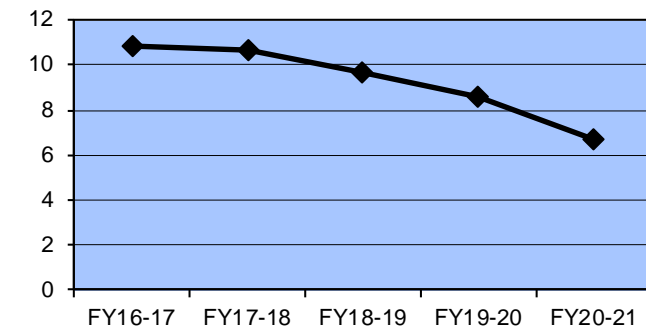
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers

OPERATING PROFILES

Crawford Area Transportation Authority (CATA)

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:	\$16.91
Average Shared-Ride Cost per Trip:	\$29.23
Fare Structure	
Implementation Date:	July 2018



Trip Information

65+ Trips:	24,624
PwD Trips:	1,398
Other Shared-Ride Trips:	19,908
Total Shared-Ride Trips:	45,930
Total Escorts:	4,120
Non-Public Trips:	22,081

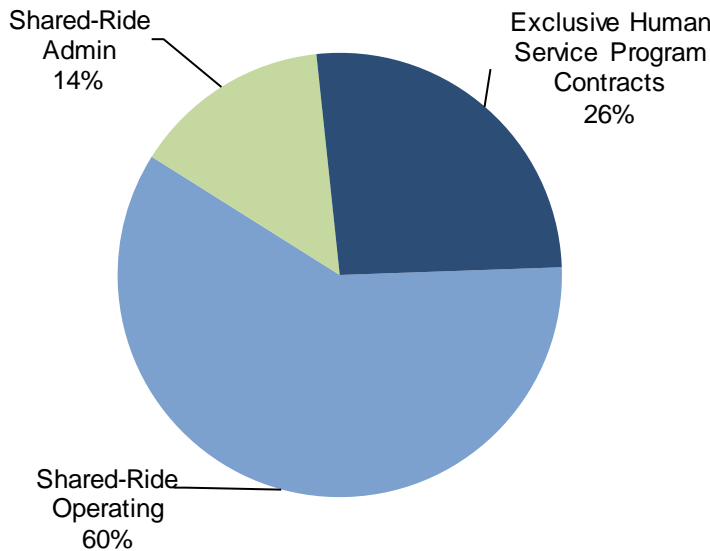


Vehicles Operated in Maximum Service
 Community Transportation: 24

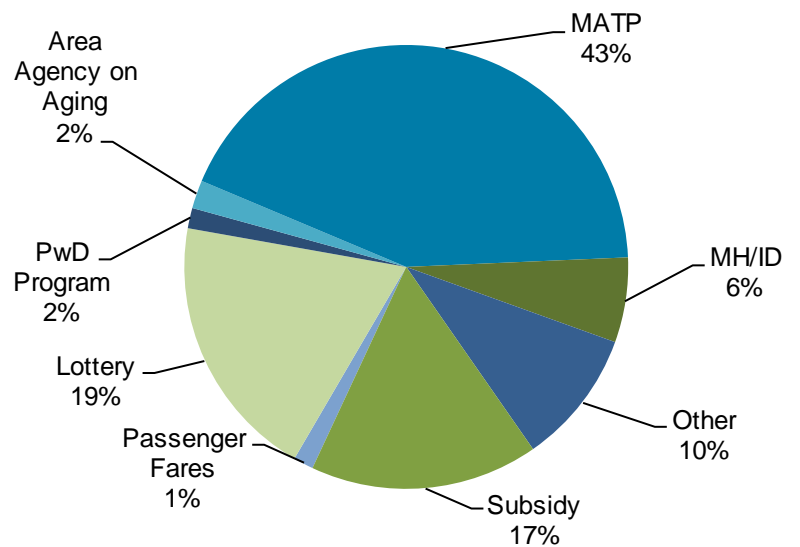
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,817

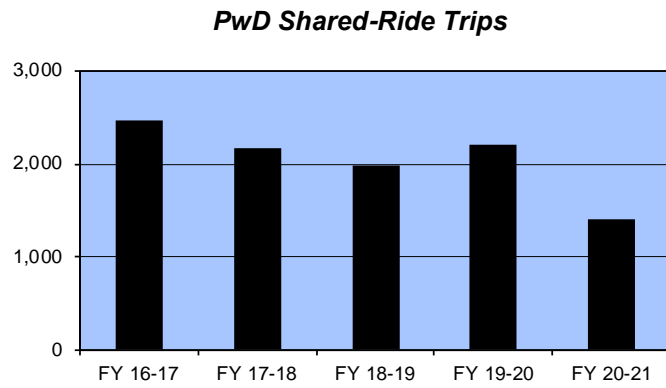
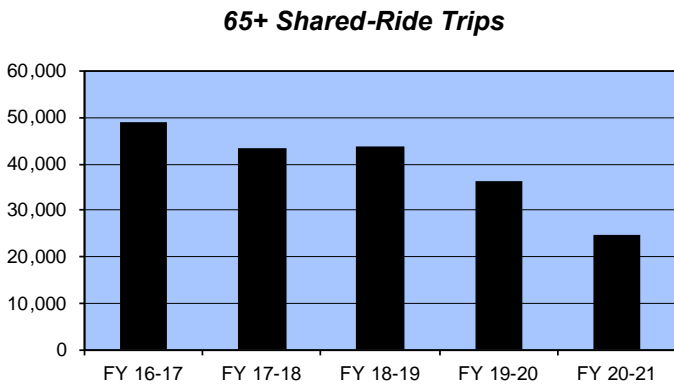
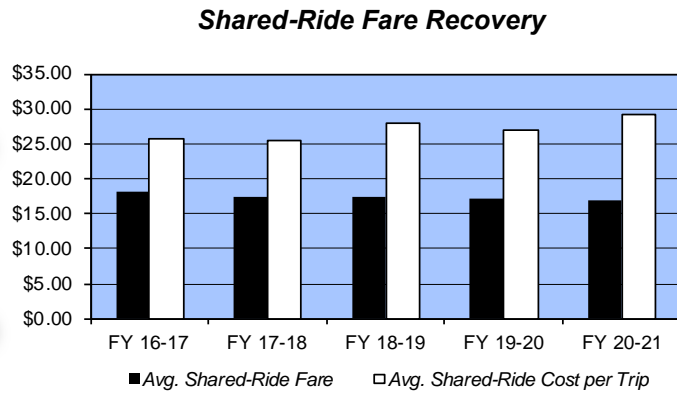
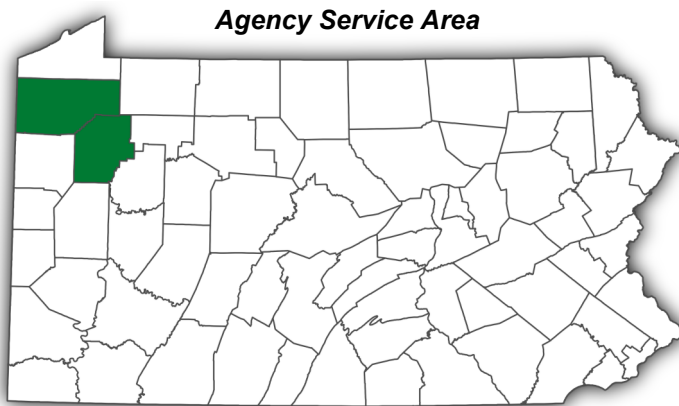


Operating Funds (000's)
\$1,817

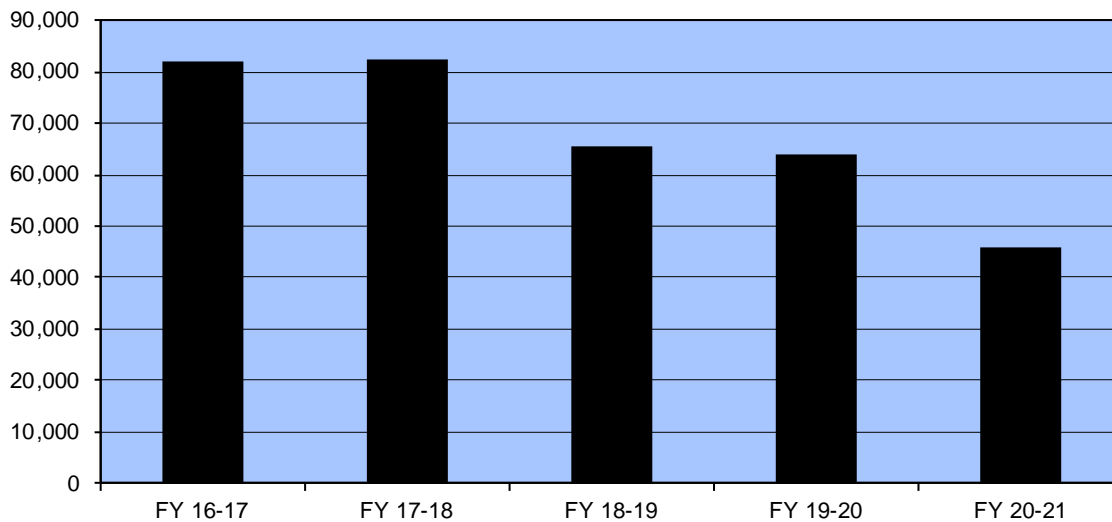


Crawford Area Transportation Authority (CATA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Endless Mountains Transportation Authority (EMTA)

CNG

Rural System



Endless Mountains Transportation Authority (EMTA)
 29800 Route 220
 Athens, PA 18810
 570-888-8713
 Mr. Adam Winder, 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: 51,692
 Senior Passengers: 8,739
 Revenue Vehicle Miles: 499,234
 Revenue Vehicle Hours: 22,629



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,148,978
 Required Local Match: \$76,477



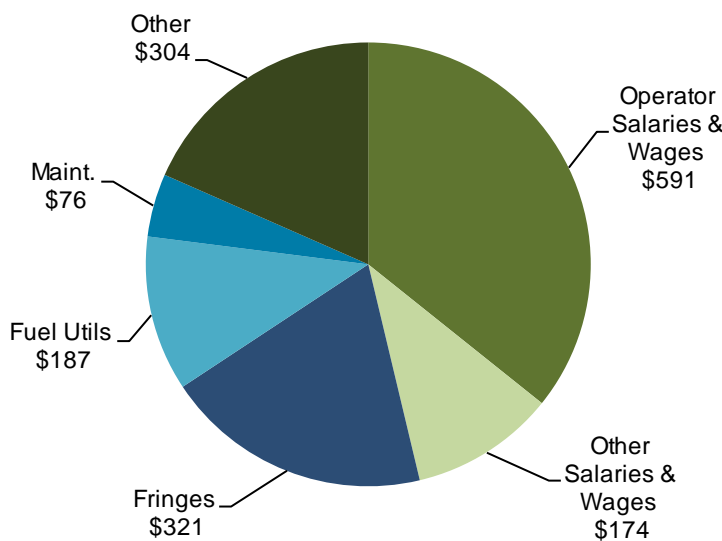
Current Fleet Size
 Diesel/Gasoline Motor Bus: 13
 Diesel/Gasoline Paratransit Vehicle: 52
 CNG Paratransit Vehicles: 1
 System-Wide: 66

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

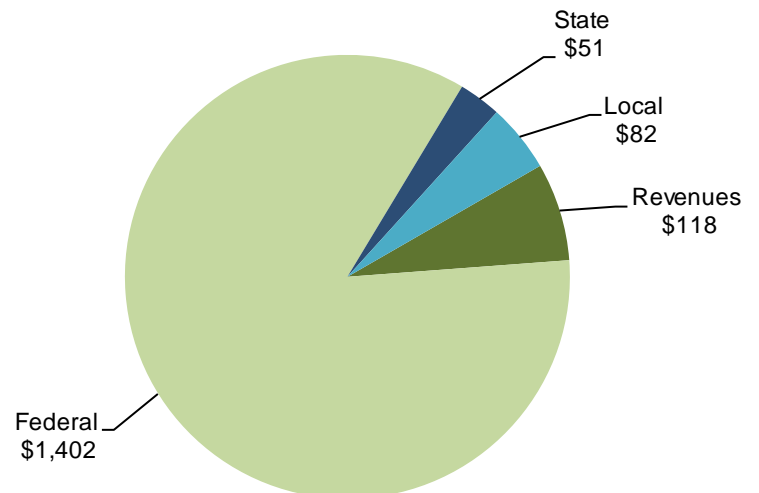
\$1,653



Expense includes ADA complementary expense.

Operating Funds (000's)

\$1,653

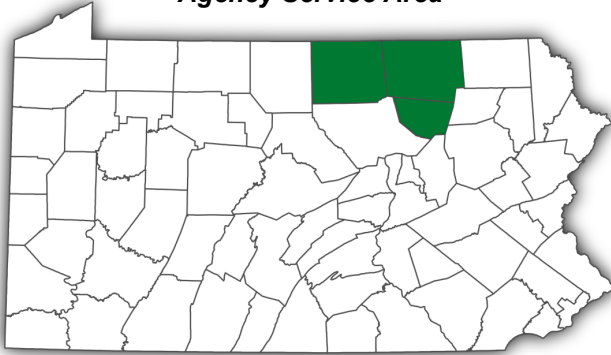


Revenue includes ADA complementary revenue.

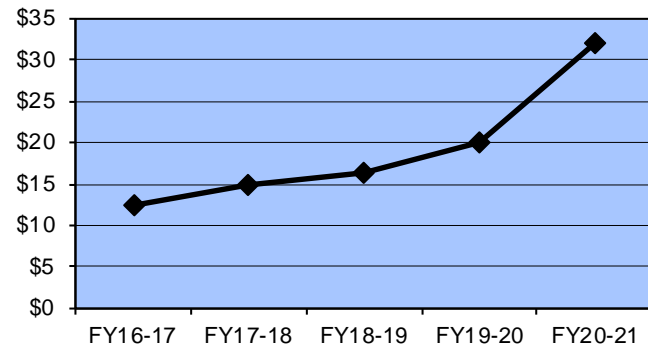
Endless Mountains Transportation Authority (EMTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

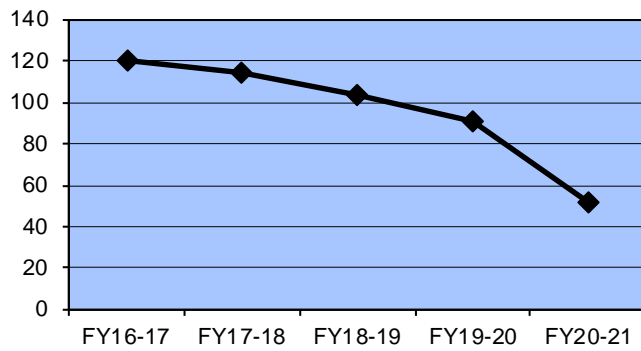
Agency Service Area



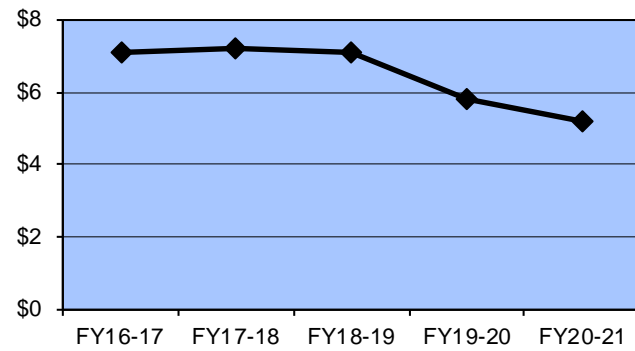
Operating Expense Per Passenger



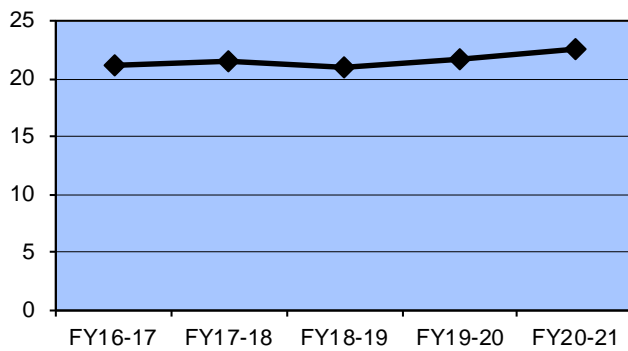
Total Passengers (000's)



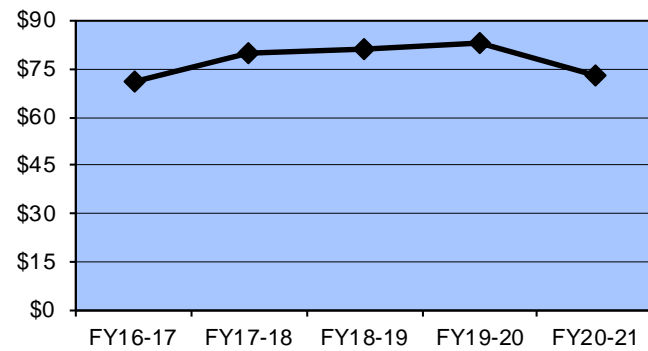
Operating Revenue Per Revenue Vehicle Hour



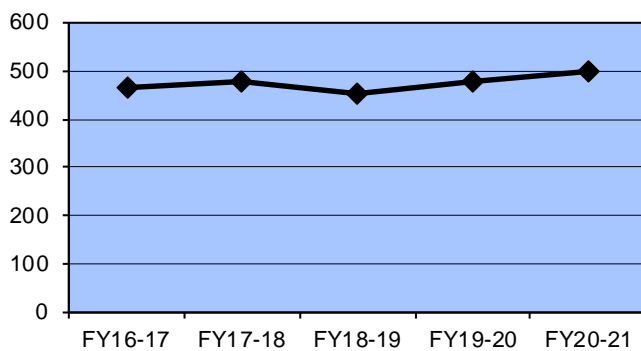
Revenue Vehicle Hours (000's)



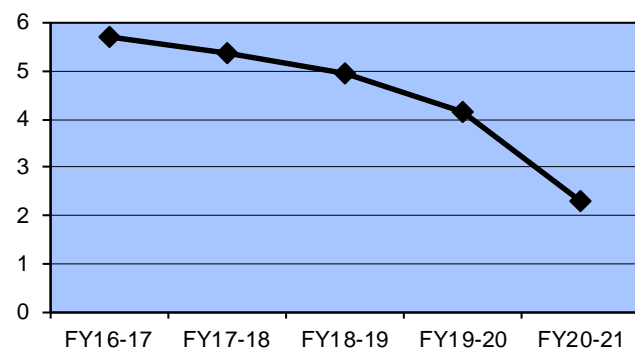
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Endless Mountains Transportation Authority (EMTA)

Community Transportation



Endless Mountains Transportation Authority (EMTA)
 27824 Route 220
 Athens, PA 18810
 570-888-8713
 Mr. Adam Winder, 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: \$34.00
 Average Shared-Ride Cost per Trip: \$67.63
 Fare Structure
 Implementation Date: February 2018



Trip Information
 65+ Trips: 19,738
 PwD Trips: 4,166
 Other Shared-Ride Trips: 20,076
 Total Shared-Ride Trips: 43,980
 Total Escorts: 8,859
 Non-Public Trips: 2,291

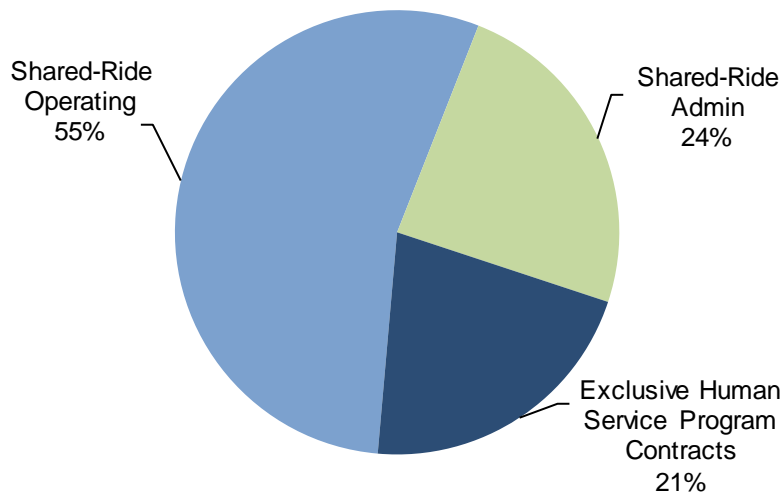


Vehicles Operated in Maximum Service
 Community Transportation: 39

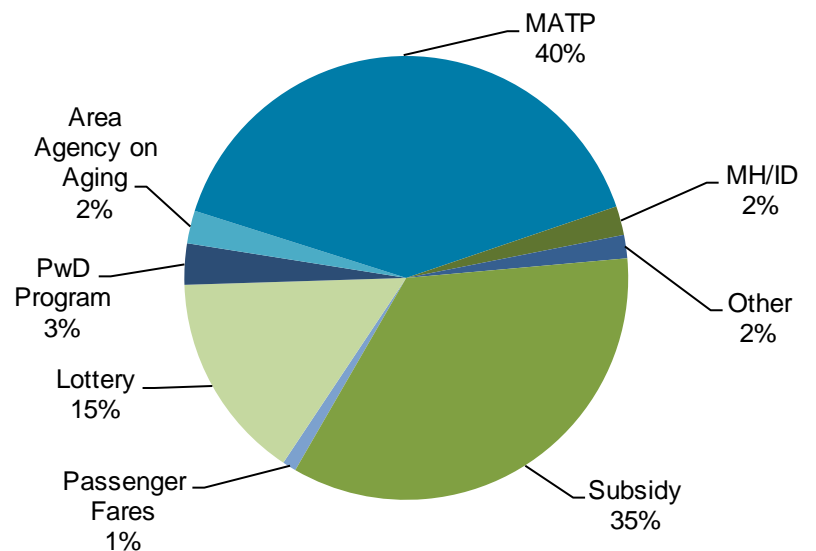
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$3,780

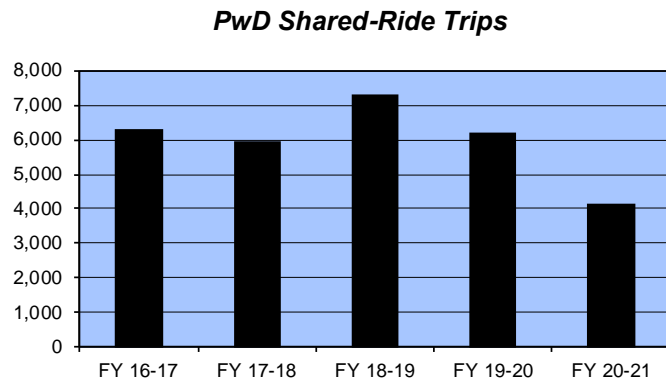
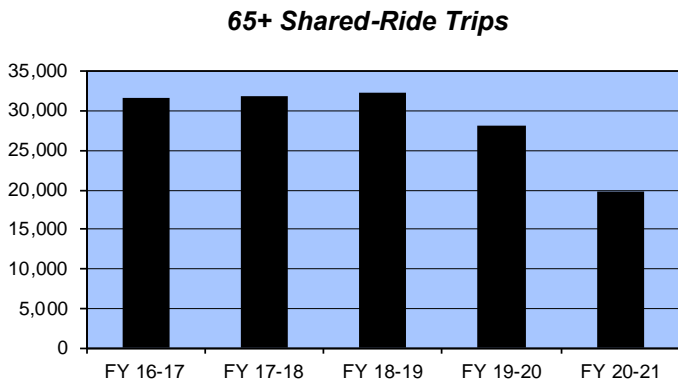
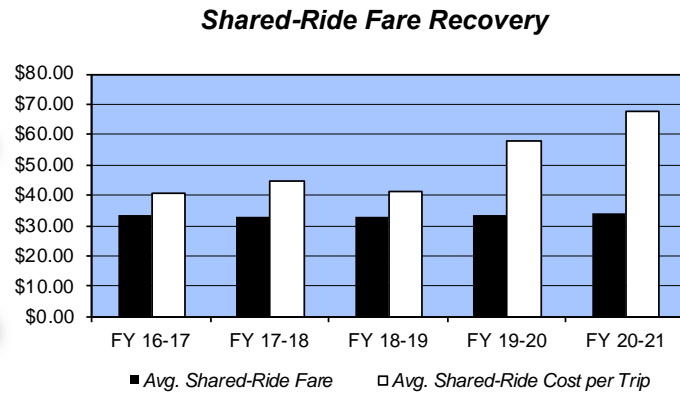
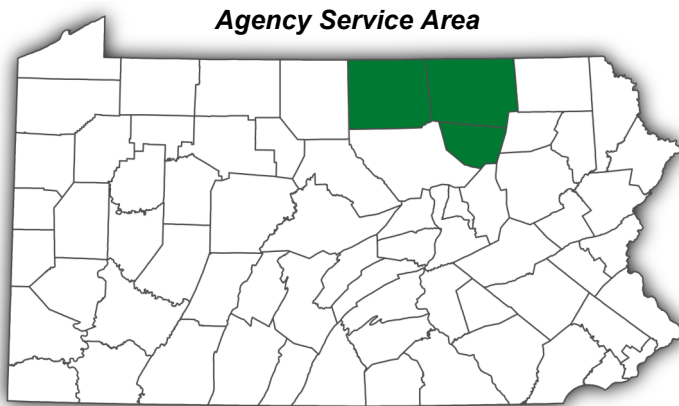


Operating Funds (000's)
\$3,780

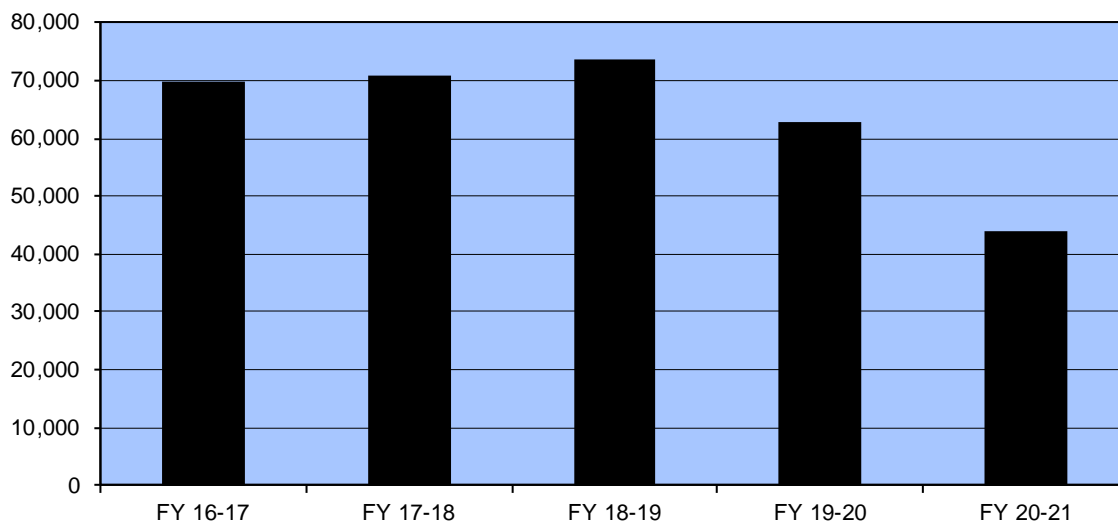


Endless Mountains Transportation Authority (EMTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Erie Metropolitan Transit Authority (EMTA)

CNG

Urban & Rural System



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



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: \$1.65
 Last Base Fare Increase: October 2018



Act 44 Fixed Route Distribution Factors
 Total Passengers: 769,695
 Senior Passengers: 105,212
 Revenue Vehicle Miles: 1,482,415
 Revenue Vehicle Hours: 104,151



Current Employees
 Agency Full-Time: 179
 Agency Part-Time: 11
 System-Wide: 190



Act 44 Operating Assistance
 Section 1513 Allocation: \$10,882,308
 Required Local Match: \$1,153,888



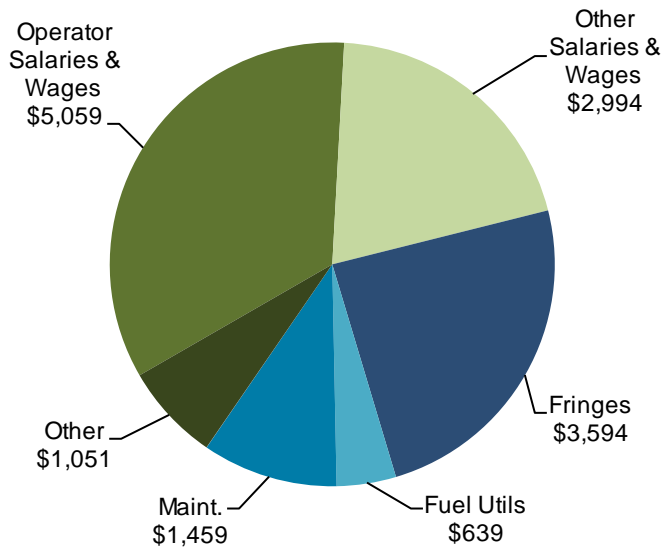
Current Fleet Size
 Diesel/Gasoline Motor Bus: 49
 CNG Motor Bus: 31
 Diesel/Gasoline Paratransit Vehicle: 45
 System-Wide: 125

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

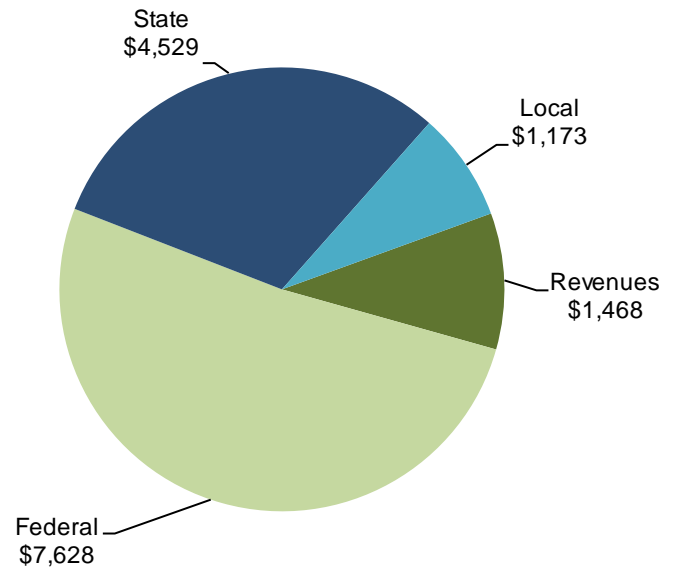
\$14,798



Expense includes ADA complementary expense.

Operating Funds (000's)

\$14,798

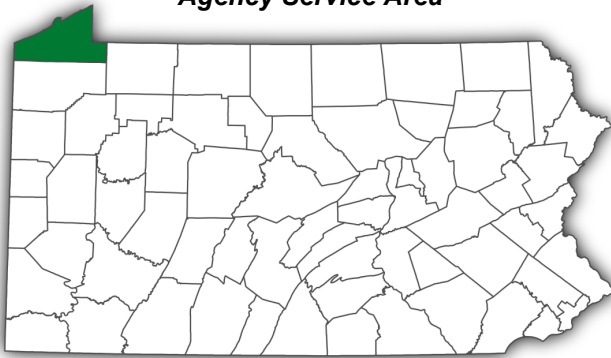


Revenue includes ADA complementary revenue.

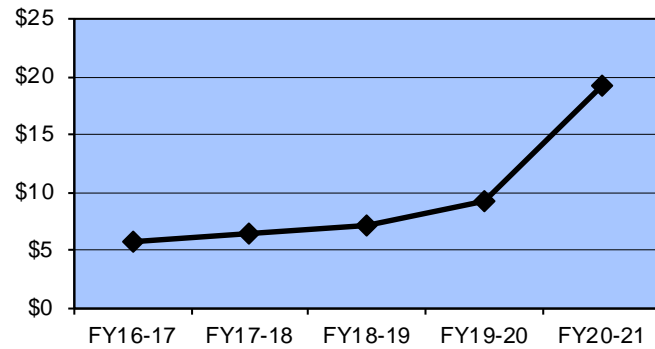
Erie Metropolitan Transit Authority (EMTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

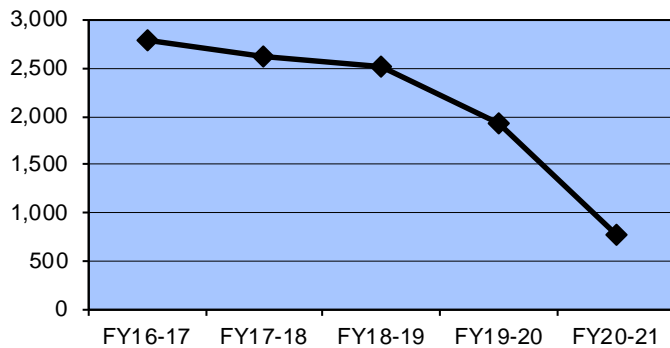
Agency Service Area



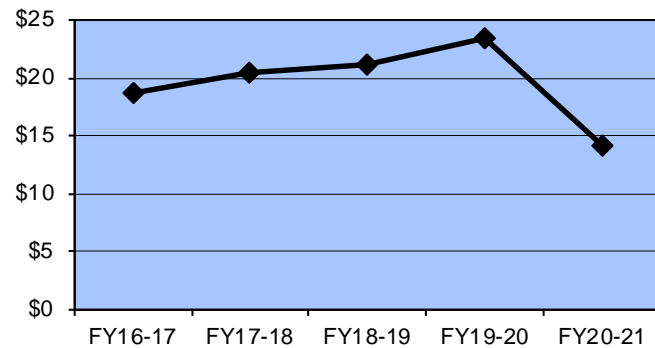
Operating Expense Per Passenger



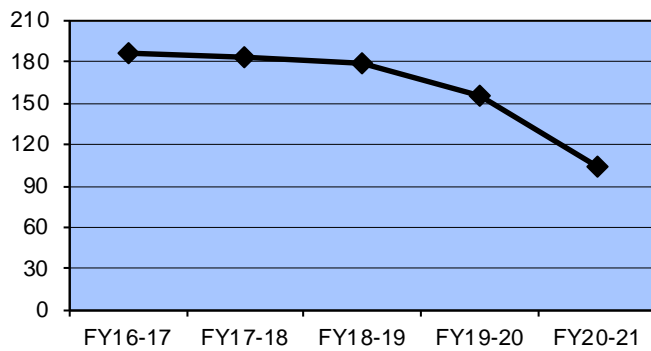
Total Passengers (000's)



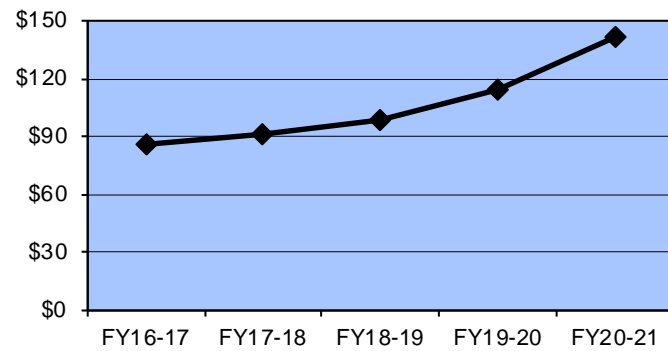
Operating Revenue Per Revenue Vehicle Hour



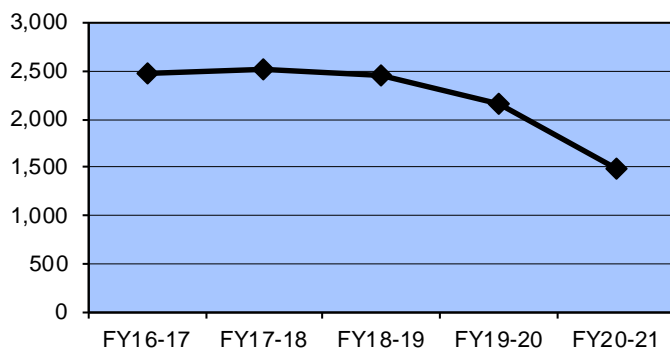
Revenue Vehicle Hours (000's)



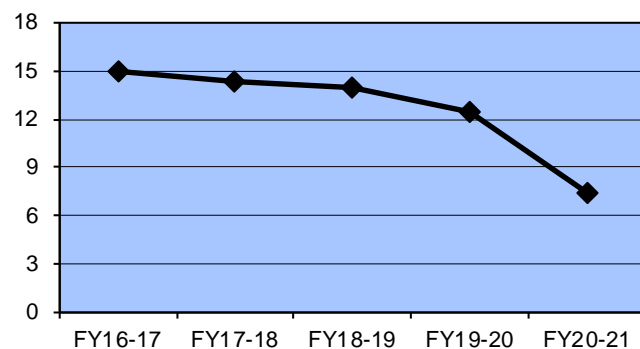
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Erie Metropolitan Transit Authority (EMTA)

Community Transportation



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



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: \$22.18
 Average Shared-Ride Cost per Trip: \$49.97
 Fare Structure
 Implementation Date: July 2018



Trip Information
 65+ Trips: 27,445
 PwD Trips: 858
 Other Shared-Ride Trips: 39,512
 Total Shared-Ride Trips: 67,815
 Total Escorts: 8,433
 Non-Public Trips: 2,763

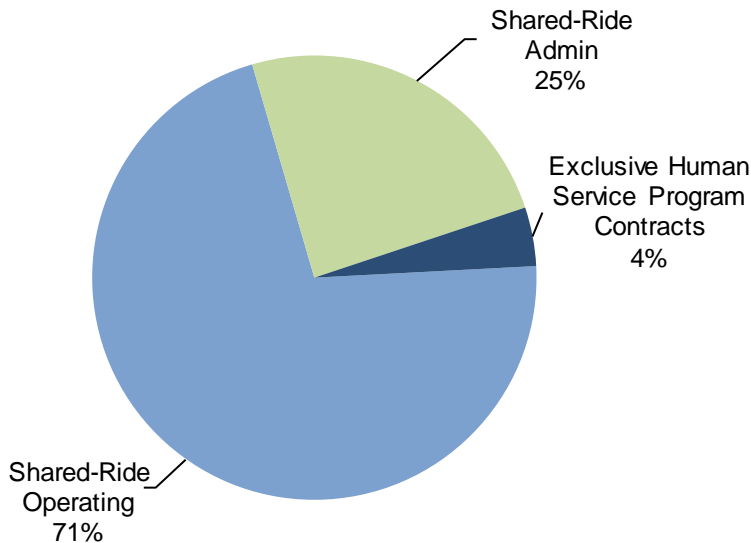


Vehicles Operated in Maximum Service
 Community Transportation: 42

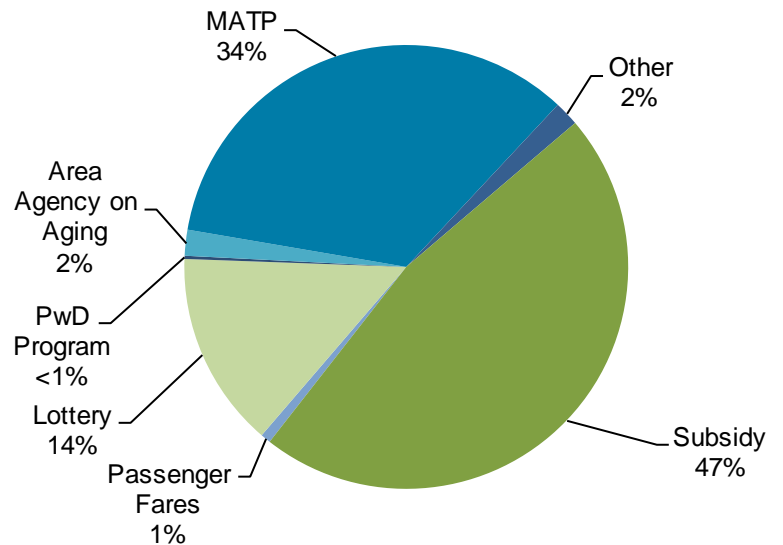
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$3,540

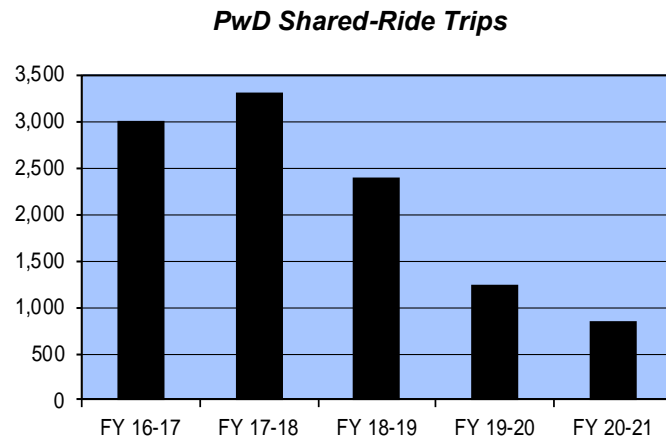
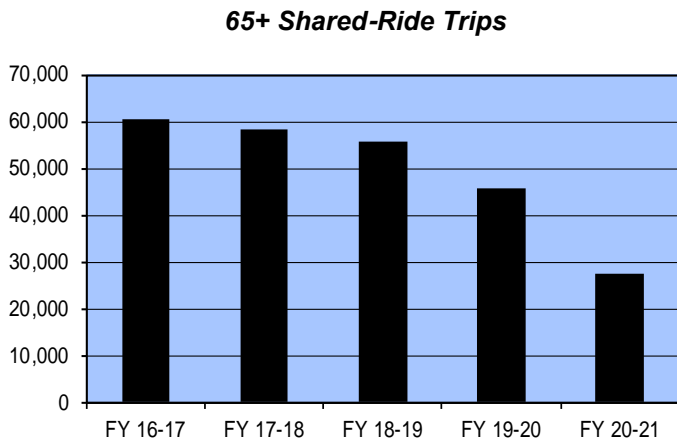
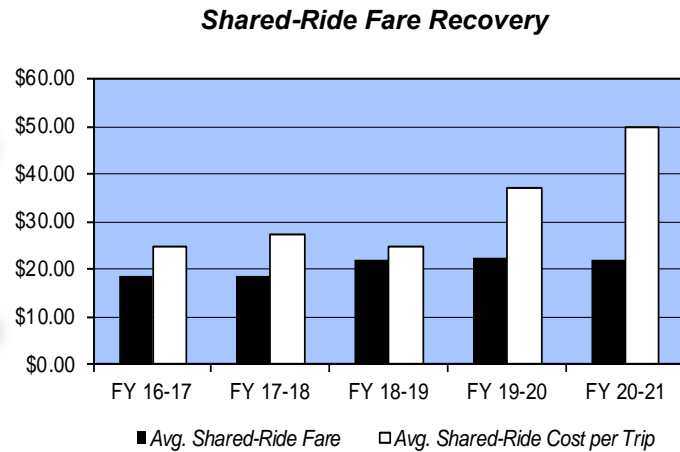
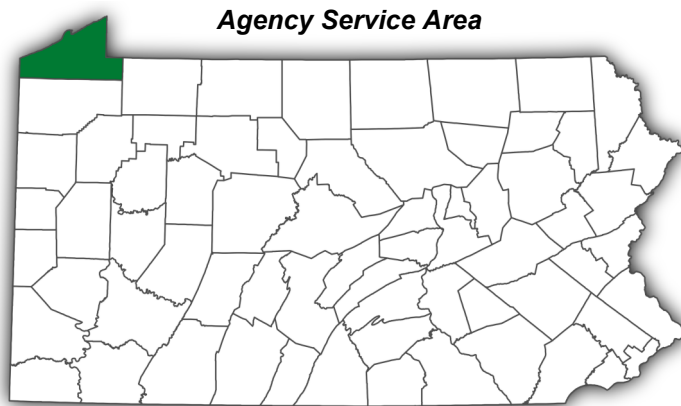


Operating Funds (000's)
\$3,540

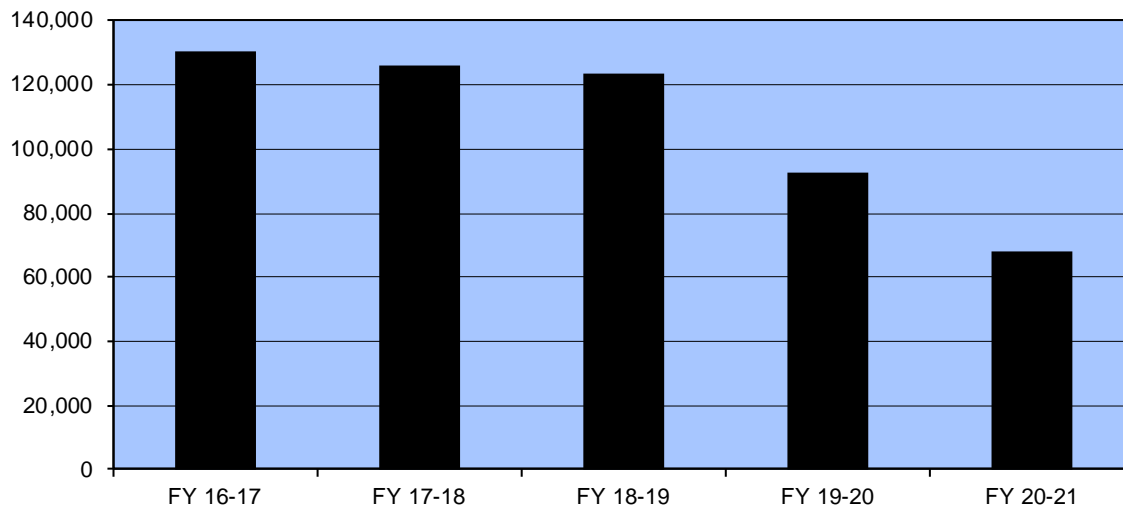


Erie Metropolitan Transit Authority (EMTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Fayette Area Coordinated Transportation (FACT)

CNG

Urban System



Fayette Area Coordinated Transportation (FACT)
 825 Airport Road
 Lemont Furnace, PA 15456
 724-628-7532
 Mr. Jimmie Lane, 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: 65,496
 Senior Passengers: 10,910
 Revenue Vehicle Miles: 463,442
 Revenue Vehicle Hours: 25,370



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: \$1,326,436
 Required Local Match: \$198,965



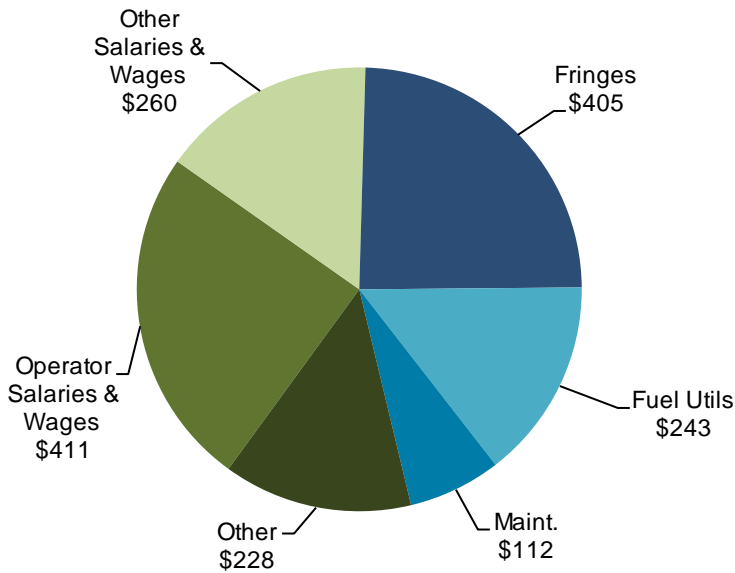
Current Fleet Size
 Diesel/Gasoline Motor Bus: 11
 Diesel/Gasoline Paratransit Vehicle: 30
 System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

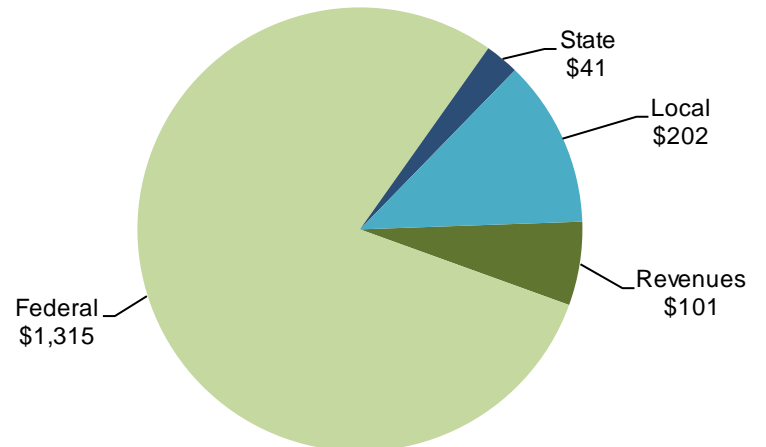
\$1,659



Expense includes ADA complementary expense.

Operating Funds (000's)

\$1,659

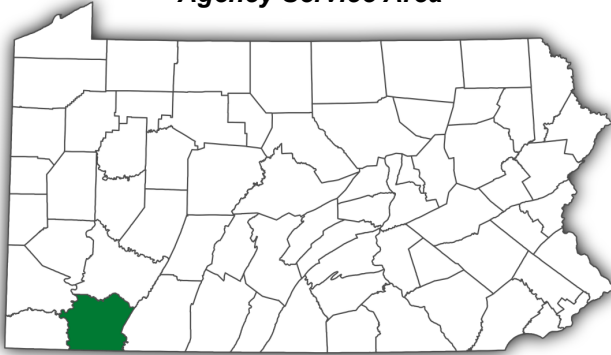


Revenue includes ADA complementary revenue.

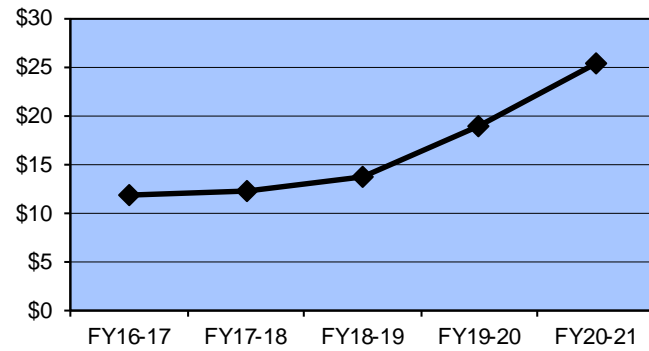
Fayette Area Coordinated Transportation (FACT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

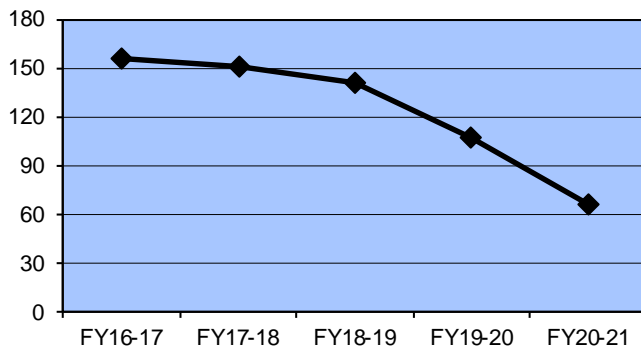
Agency Service Area



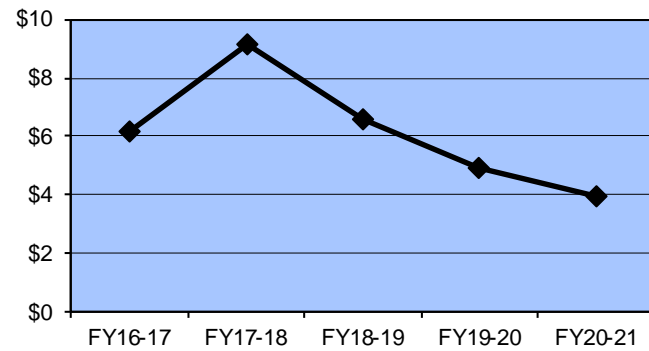
Operating Expense Per Passenger



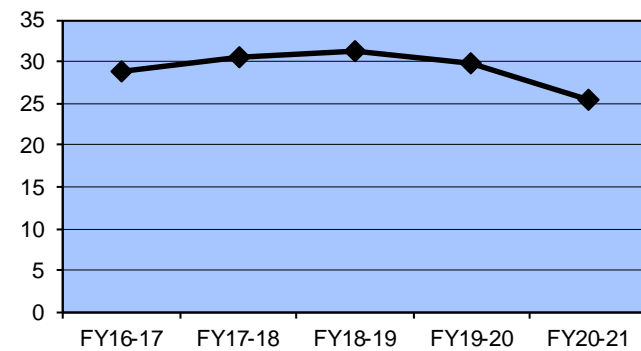
Total Passengers (000's)



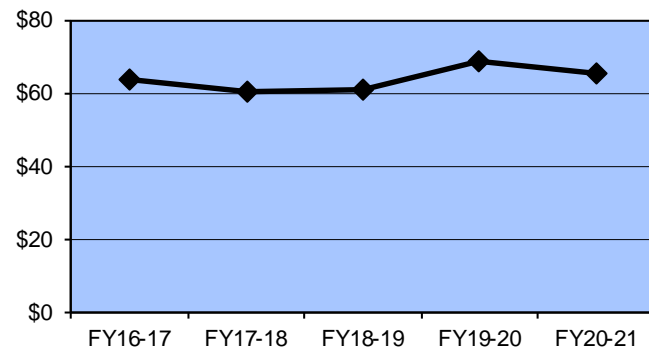
Operating Revenue Per Revenue Vehicle Hour



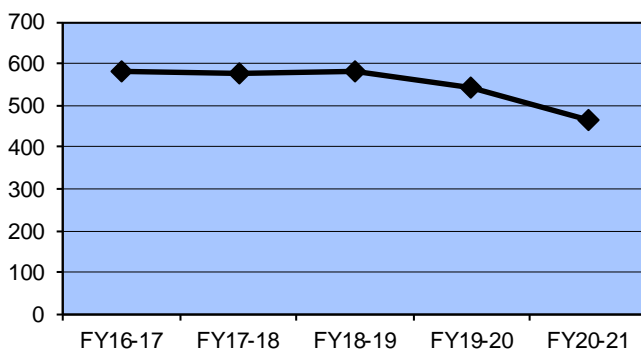
Revenue Vehicle Hours (000's)



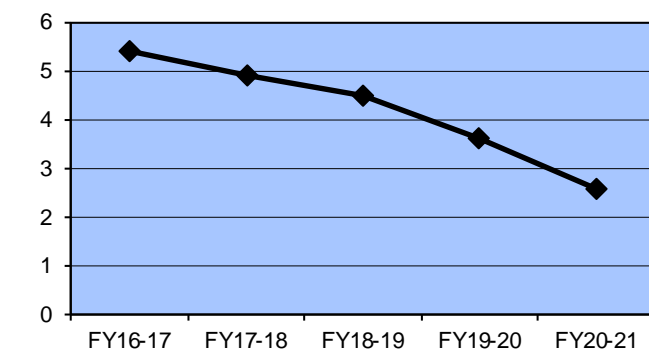
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Fayette Area Coordinated Transportation (FACT)

Community Transportation



Fayette Area Coordinated Transportation (FACT)
 825 Airport Road
 Lemont Furnace, PA 15456
 724-628-7532
 Mr. Jimmie Lane, 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: \$21.73
 Average Shared-Ride Cost per Trip: \$29.01
 Fare Structure
 Implementation Date: July 2020



Trip Information
 65+ Trips: 21,126
 PwD Trips: 3,531
 Other Shared-Ride Trips: 42,916
 Total Shared-Ride Trips: 67,573
 Total Escorts: 6,121
 Non-Public Trips: 44

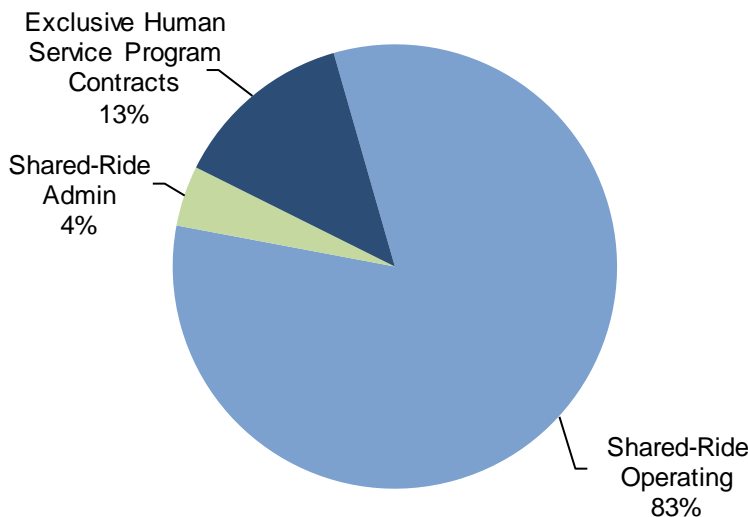


Vehicles Operated in Maximum Service
 Community Transportation: 15

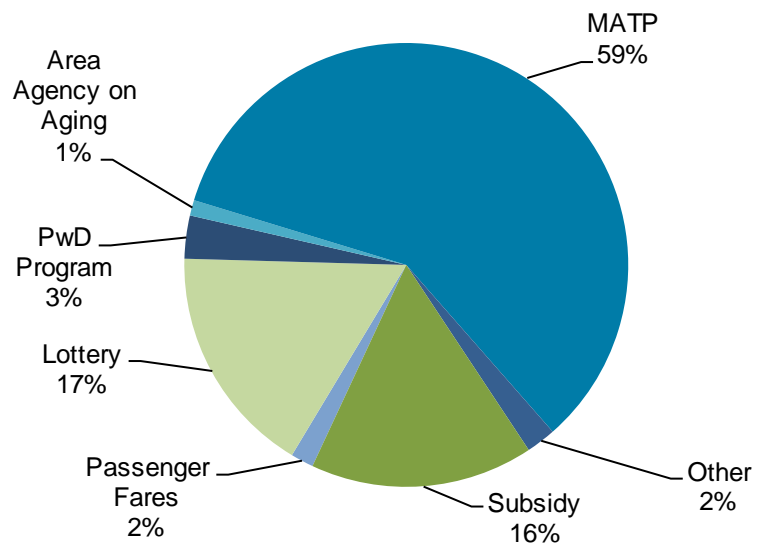
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$2,259

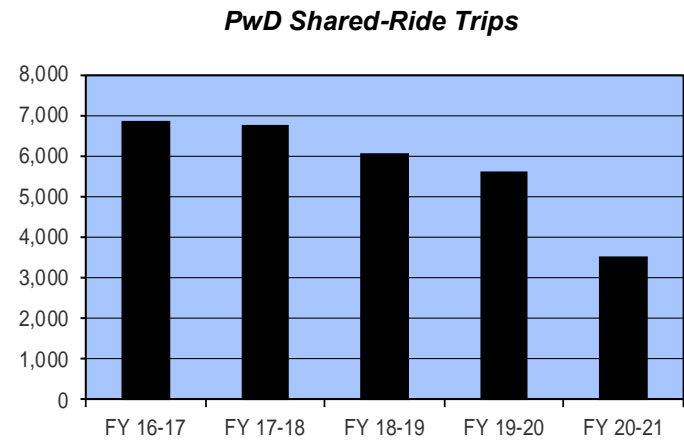
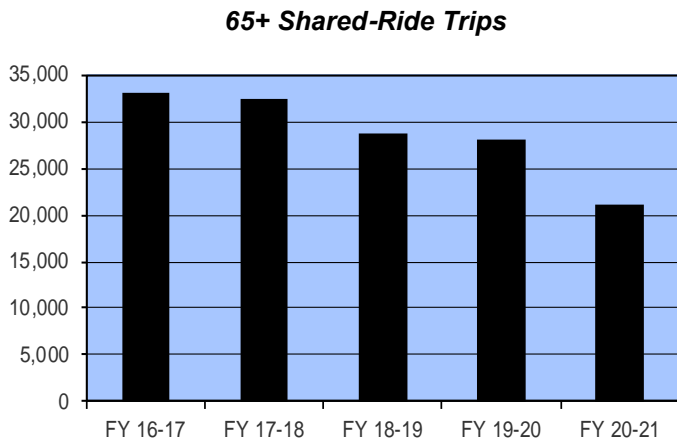
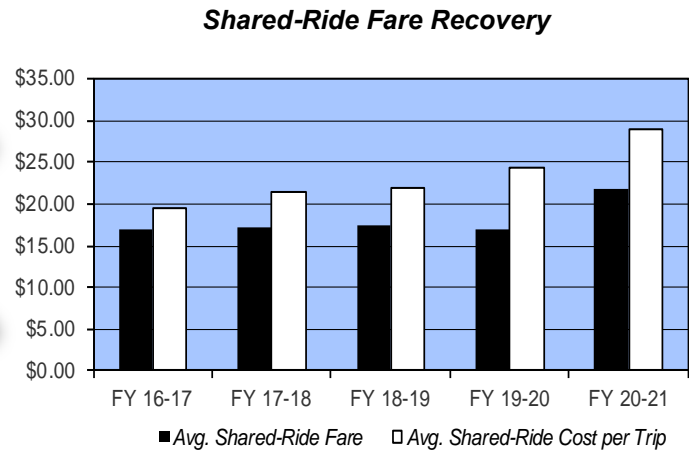
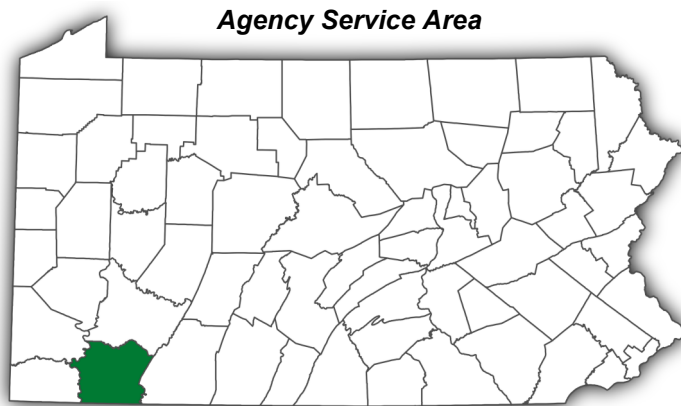


Operating Funds (000's)
\$2,259

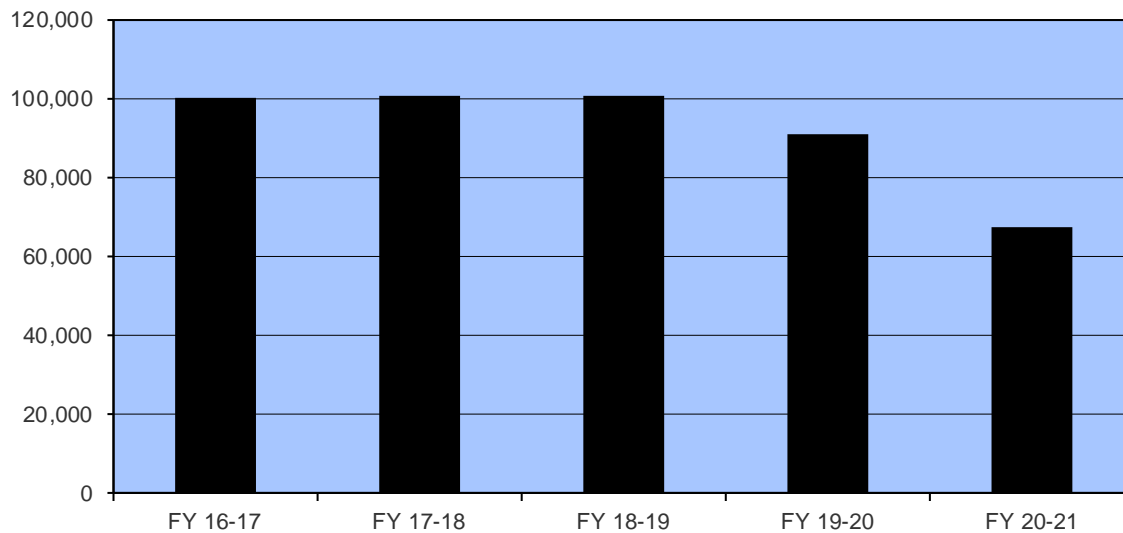


Fayette Area Coordinated Transportation (FACT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Forest County Transportation

Community Transportation



Forest County Transportation
 128 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: \$24.90
 Average Shared-Ride Cost per Trip: \$34.89
 Fare Structure
 Implementation Date: January 2015



Trip Information
 65+ Trips: 11,671
 PwD Trips: 947
 Other Shared-Ride Trips: 524
 Total Shared-Ride Trips: 13,142
 Total Escorts: 477
 Non-Public Trips: 2,070

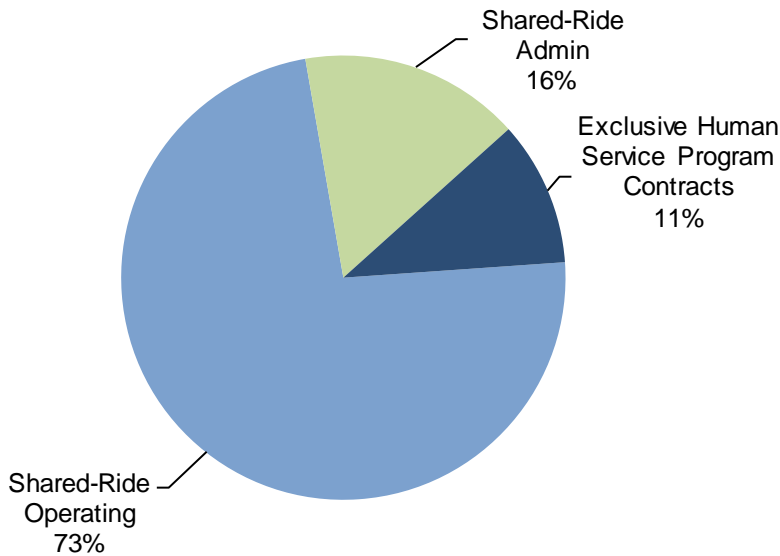


Vehicles Operated in Maximum Service
 Community Transportation: 15

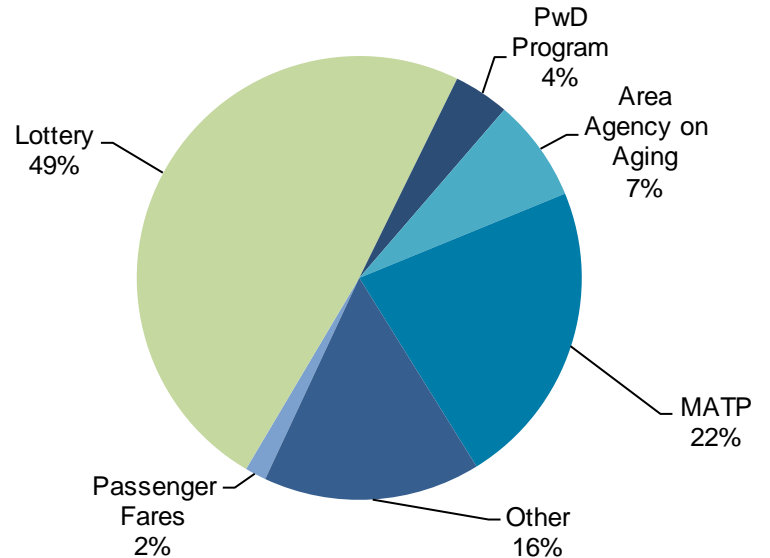
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$513



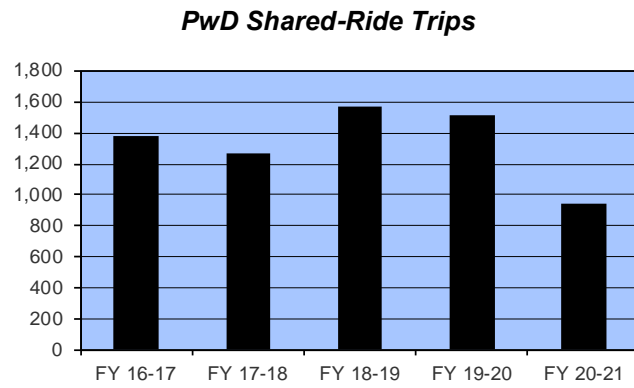
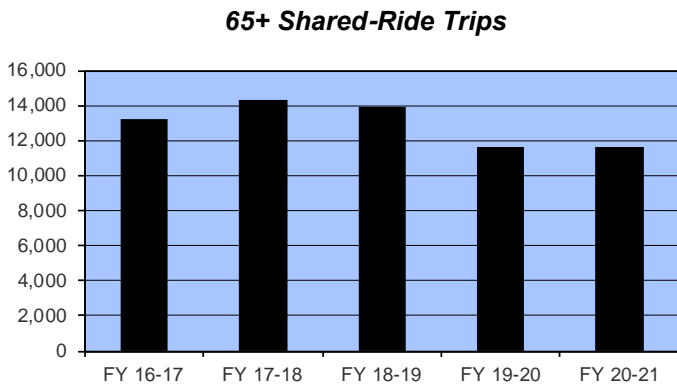
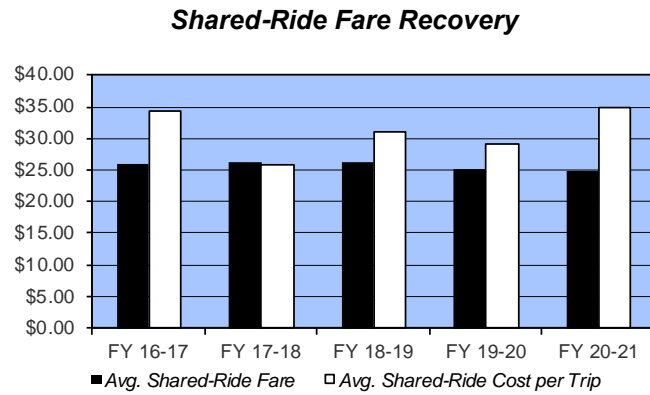
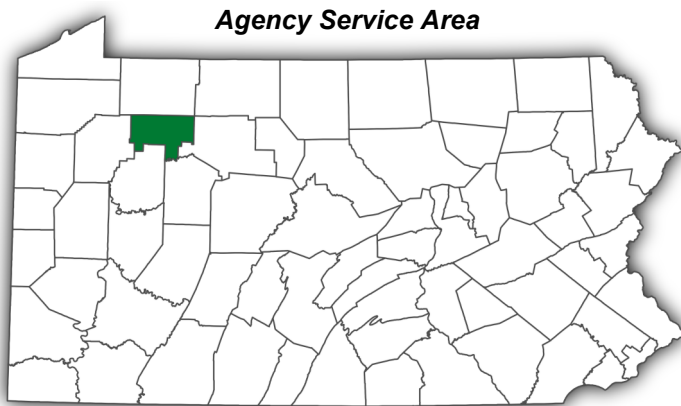
Operating Funds (000's)
\$483*



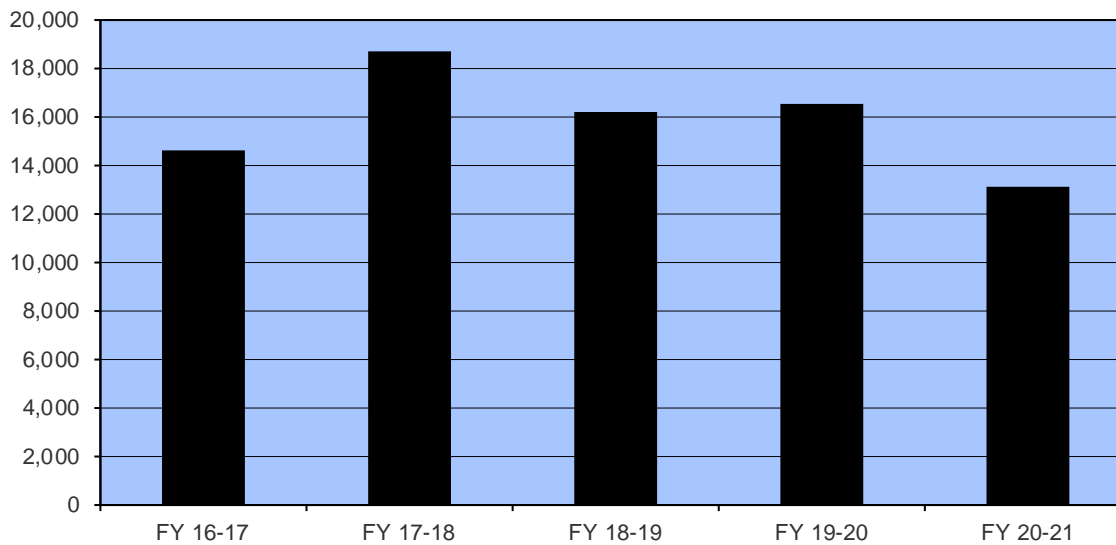
*Deficit will be partially covered by CARES Act funds applied in FY21-22

Forest County Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Greene County Transportation

Community Transportation



Greene County Transportation
 190 Jefferson Road
 Waynesburg, PA 15370
 724-627-6778
 Mr. Richard Blaker, Director of Transportation
www.co.greene.pa.us/departments-transportation-services



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: \$27.46
 Average Shared-Ride Cost per Trip: \$39.82
 Fare Structure
 Implementation Date: June 2015



Trip Information
 65+ Trips: 7,226
 PwD Trips: 2,830
 Other Shared-Ride Trips: 14,691
 Total Shared-Ride Trips: 24,747
 Total Escorts: 3,061
 Non-Public Trips: 414

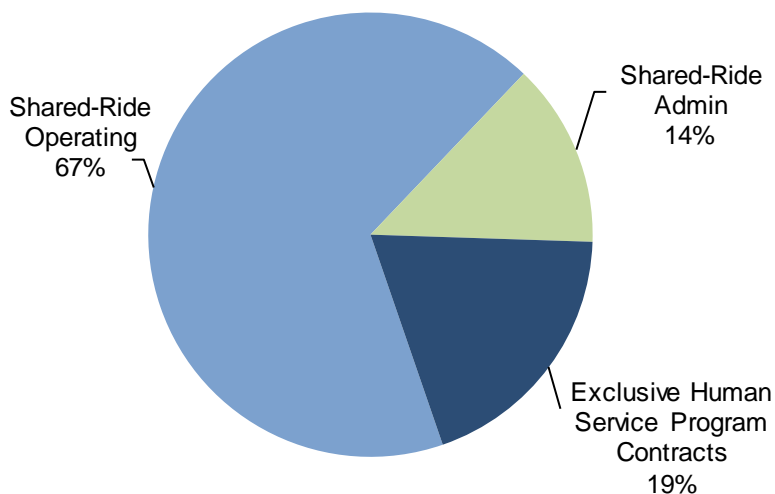


Vehicles Operated in Maximum Service
 Community Transportation: 11

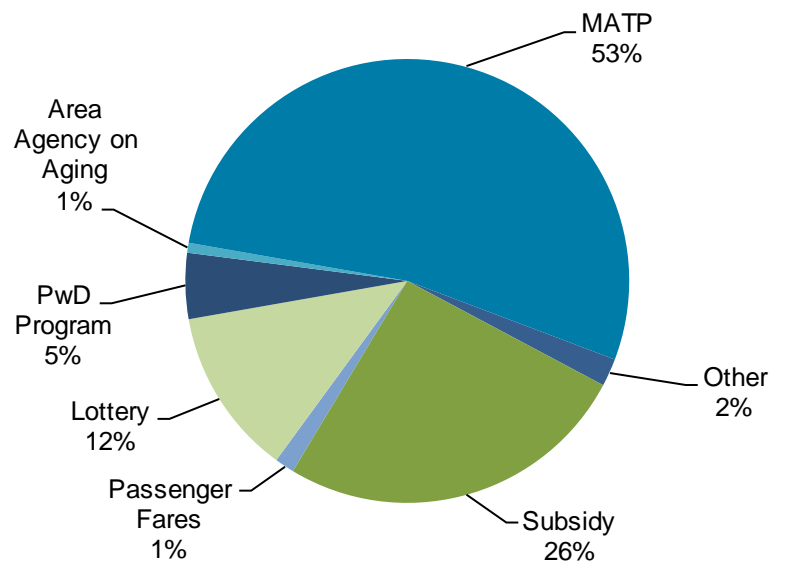
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
 \$1,220

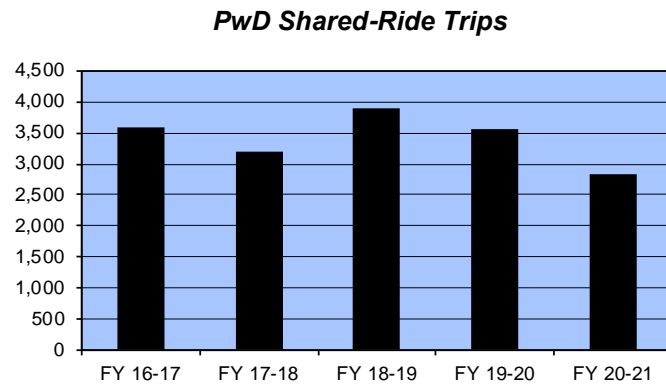
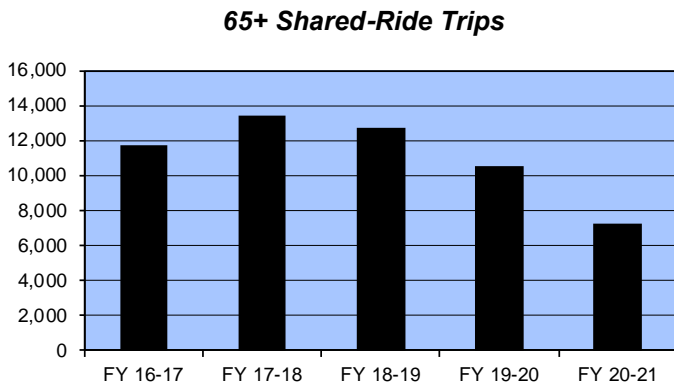
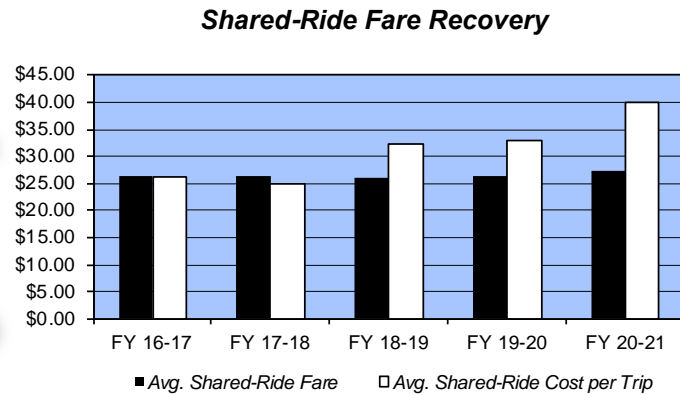
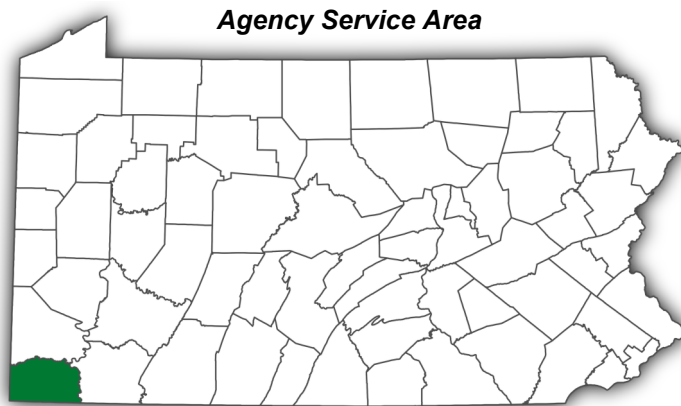


Operating Funds (000's)
 \$1,220

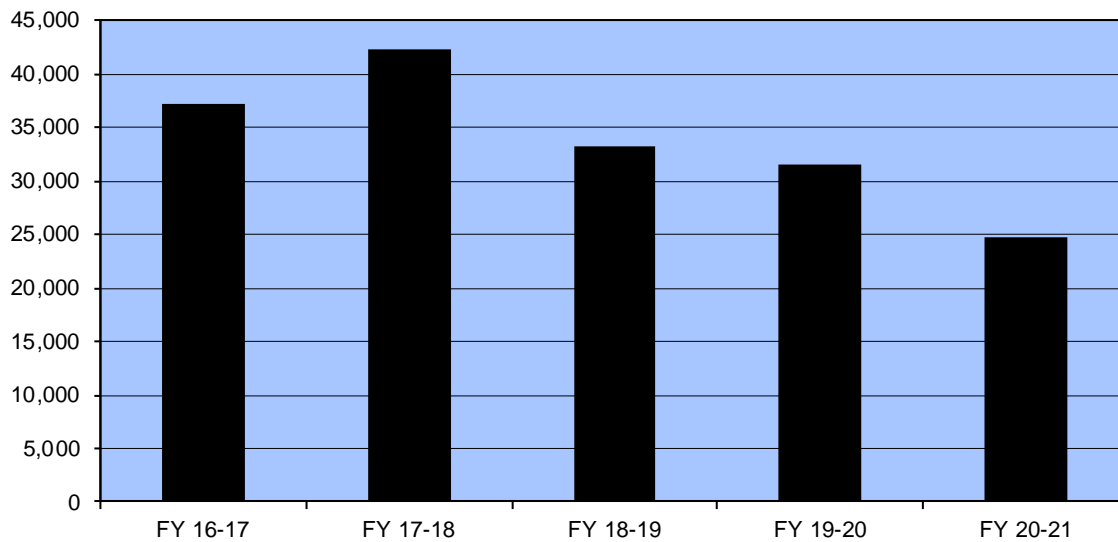


Greene County Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Hazleton Public Transit (HPT)

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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 130,183
 Senior Passengers: 41,403
 Revenue Vehicle Miles: 380,980
 Revenue Vehicle Hours: 28,462



Current Employees
 Agency Full-Time: 5
 Agency Part-Time: 0
 Contractor Full-Time: 17
 Contractor Part-Time: 5
 System-Wide: 27



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,174,972
 Required Local Match: \$180,036



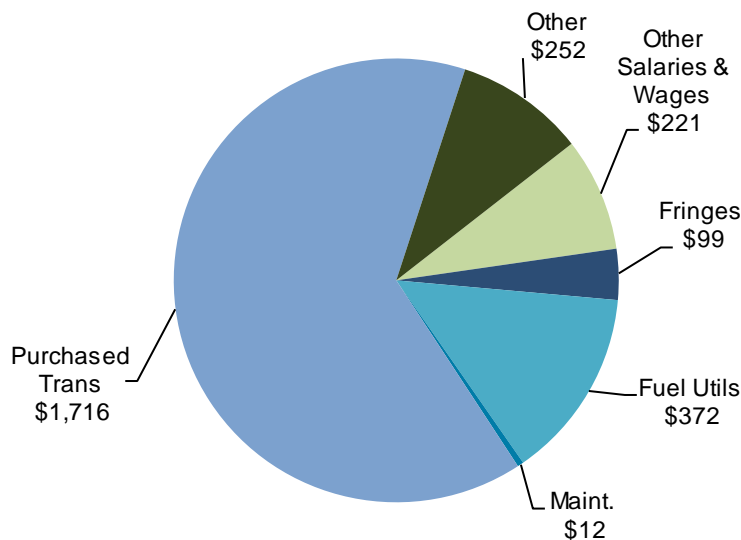
Current Fleet Size
 Diesel/Gasoline Motor Bus: 5
 Diesel/Gasoline Paratransit Vehicle: 3
 CNG Motor Bus: 7
 System-Wide: 15

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

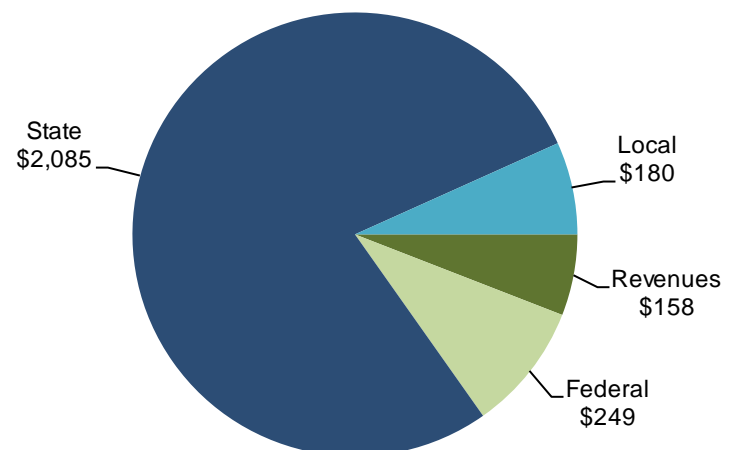
\$2,672



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,672

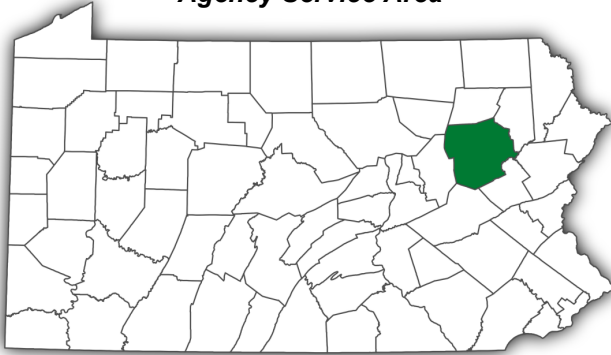


Revenue includes ADA complementary revenue.

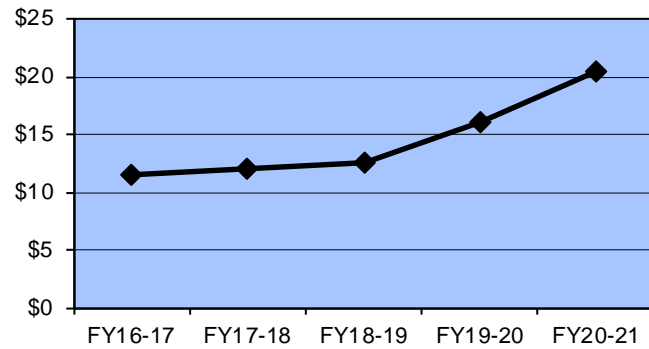
Hazleton Public Transit (HPT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

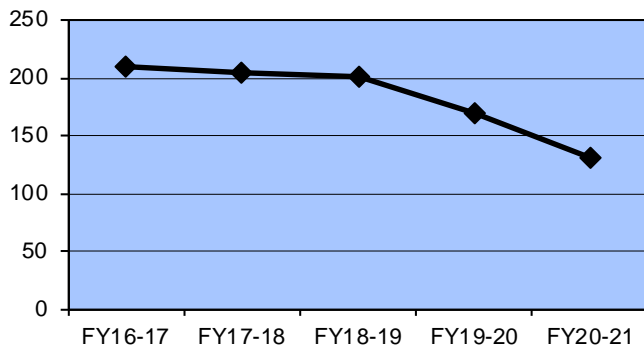
Agency Service Area



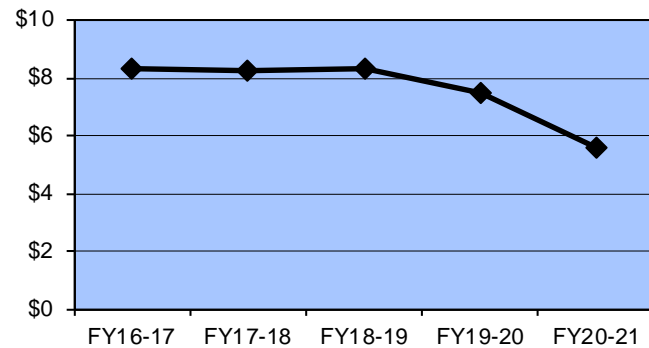
Operating Expense Per Passenger



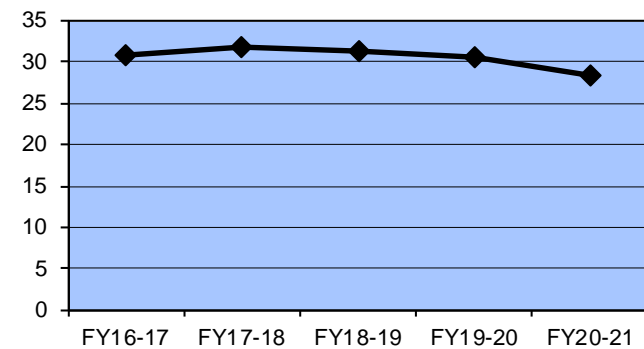
Total Passengers (000's)



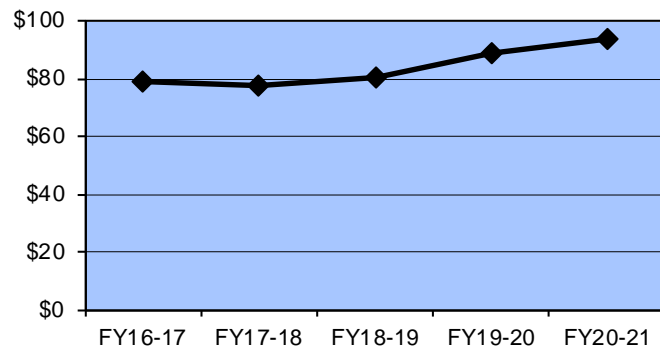
Operating Revenue Per Revenue Vehicle Hour



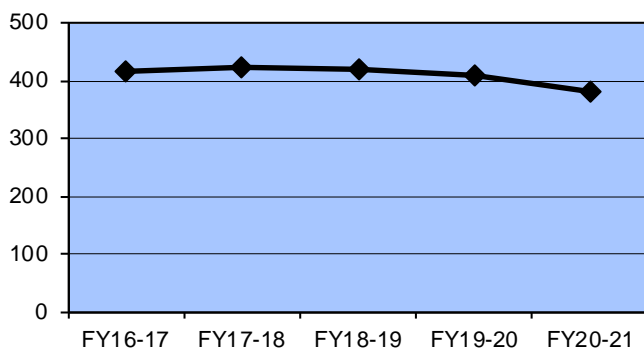
Revenue Vehicle Hours (000's)



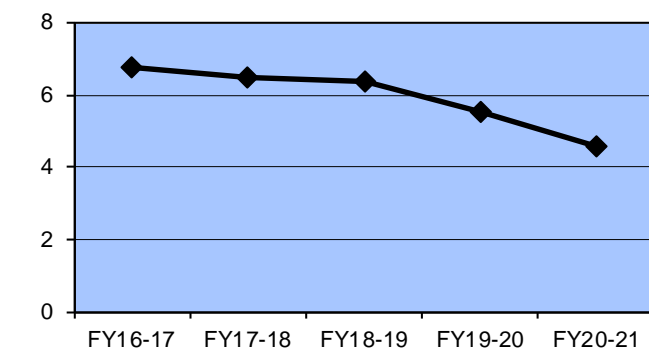
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Huntingdon-Bedford-Fulton Area Agency on Aging

Community Transportation



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



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

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



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



Current Fare Information
 Average Shared-Ride Fare: \$20.85
 Average Shared-Ride Cost per Trip: \$39.49
 Fare Structure
 Implementation Date: April 2018



Trip Information
 65+ Trips: 26,410
 PwD Trips: 4,297
 Other Shared-Ride Trips: 11,295
 Total Shared-Ride Trips: 42,002
 Total Escorts: 1,629

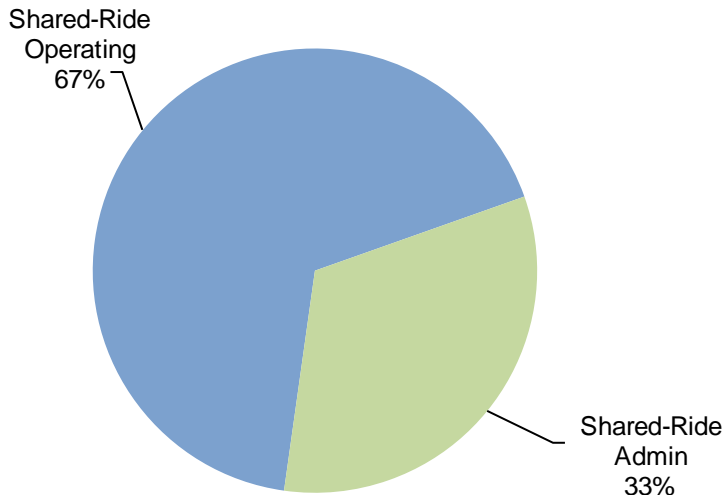


Vehicles Operated in Maximum Service
 Community Transportation: 23

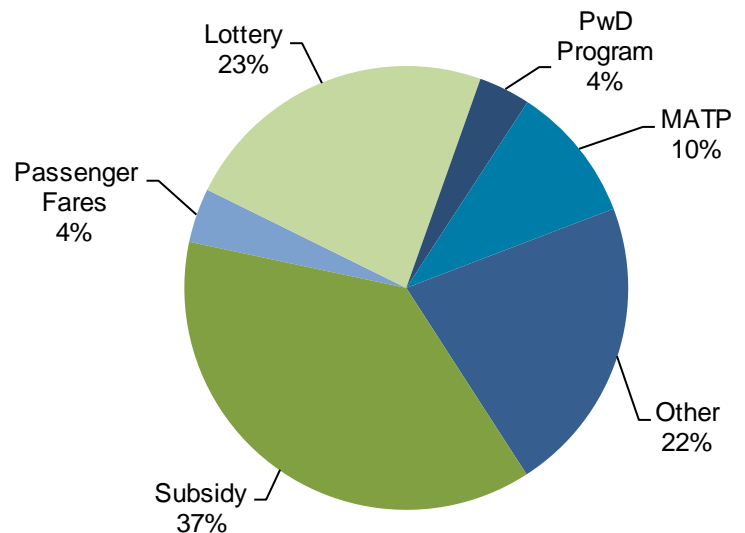
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,659

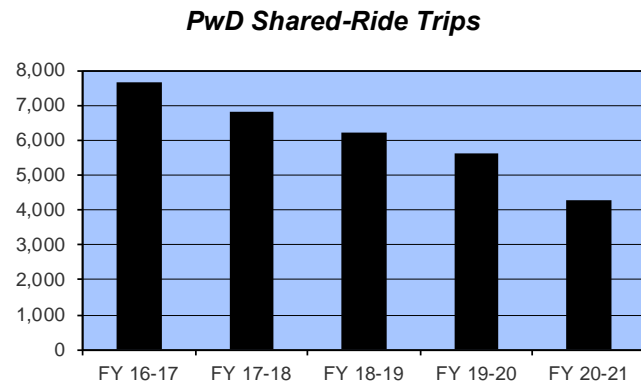
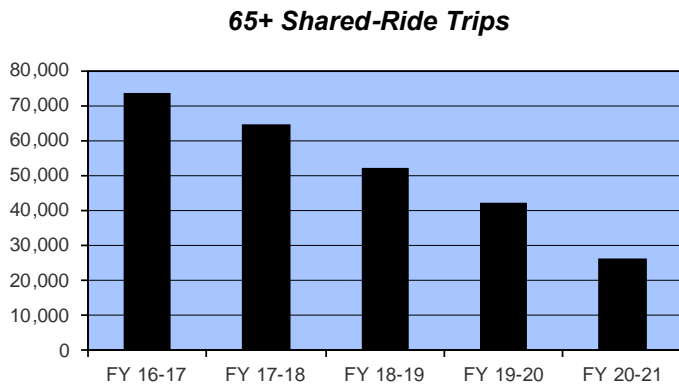
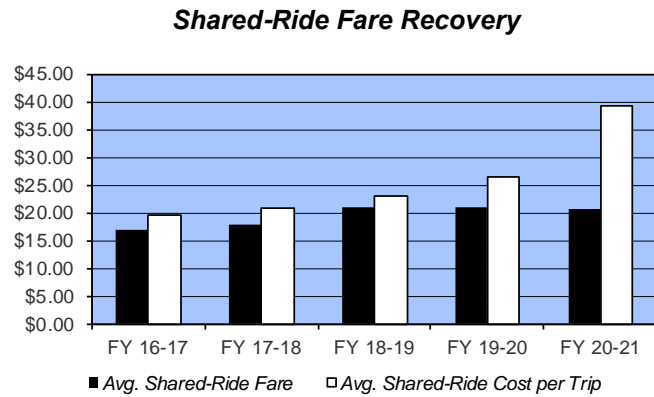
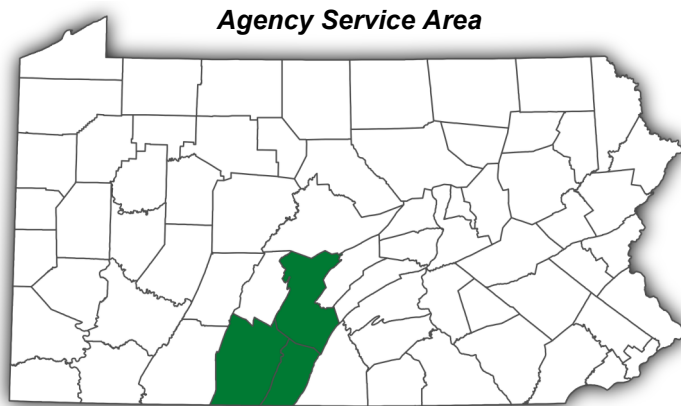


Operating Funds (000's)
\$1,659

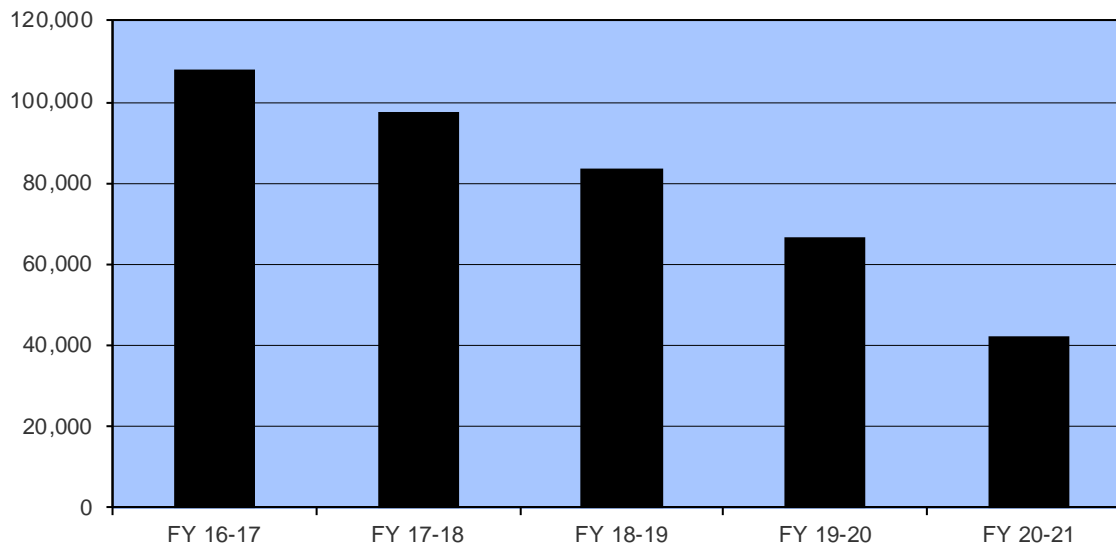


Huntingdon-Bedford-Fulton Area Agency on Aging

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Indiana County Transit Authority (IndiGO)

CNG

Rural System



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



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



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



Current Fare Information
 Fixed Route Base: \$1.50
 Last Base Fare Increase: July 2020



Act 44 Fixed Route Distribution Factors
 Total Passengers: 118,555
 Senior Passengers: 16,783
 Revenue Vehicle Miles: 378,636
 Revenue Vehicle Hours: 27,568



Current Employees
 Agency Full-Time: 47
 Agency Part-Time: 3
 System-Wide: 50



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,855,439
 Required Local Match: \$72,936



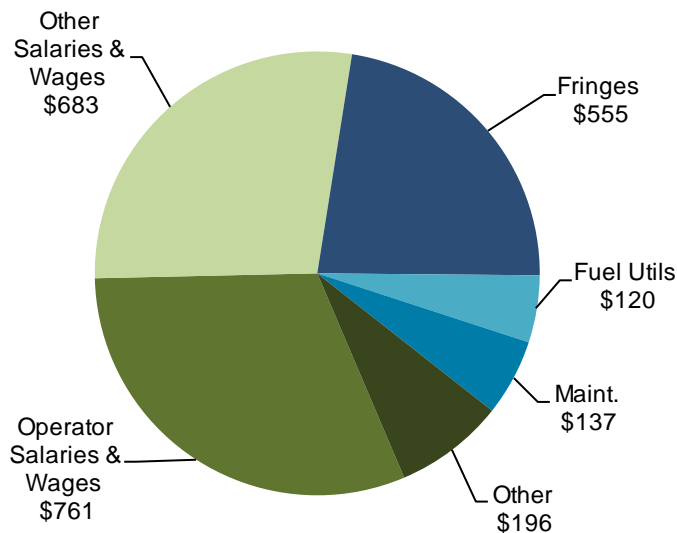
Current Fleet Size
 CNG Motor Bus: 16
 Diesel/Gasoline Paratransit Vehicle: 12
 System-Wide: 28

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

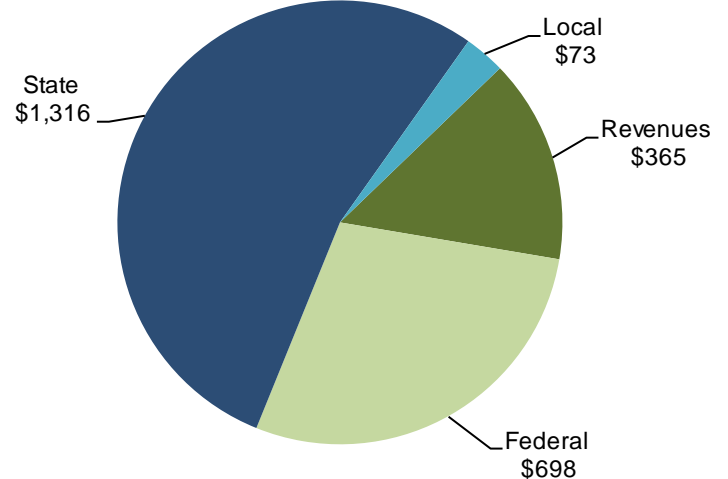
\$2,452



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,452

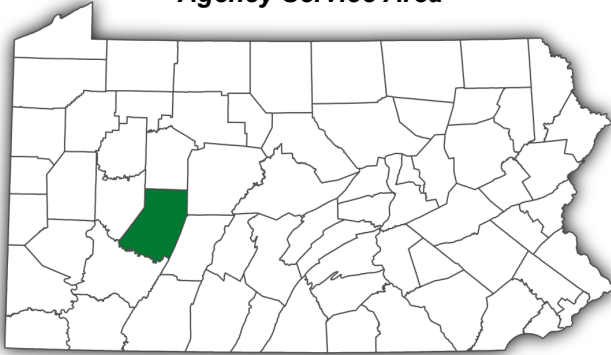


Revenue includes ADA complementary revenue.

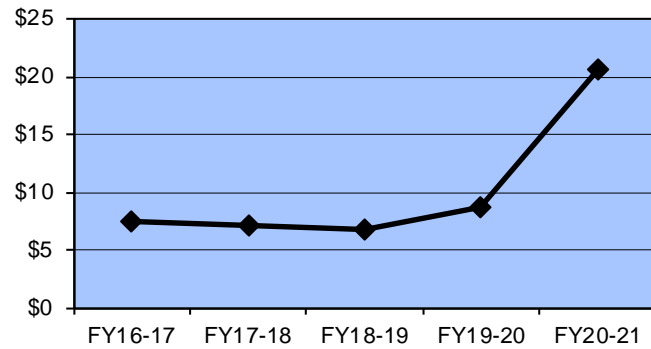
Indiana County Transit Authority (IndiGO)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

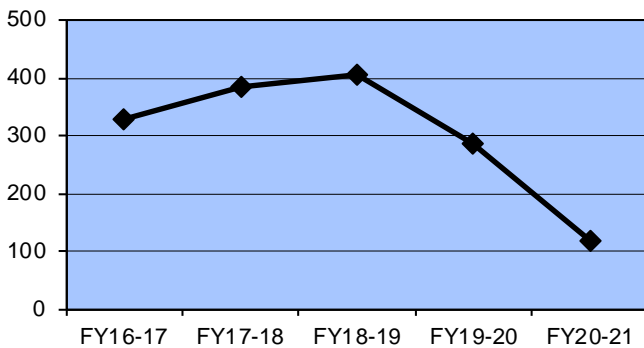
Agency Service Area



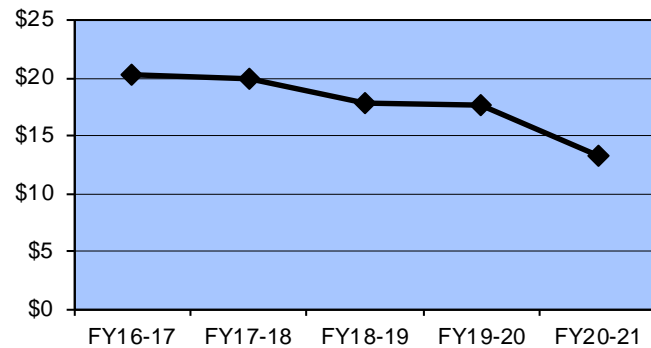
Operating Expense Per Passenger



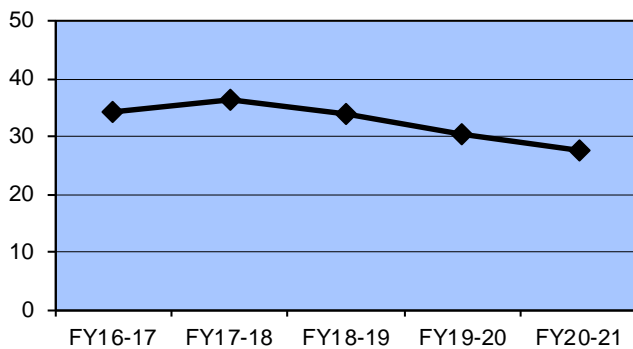
Total Passengers (000's)



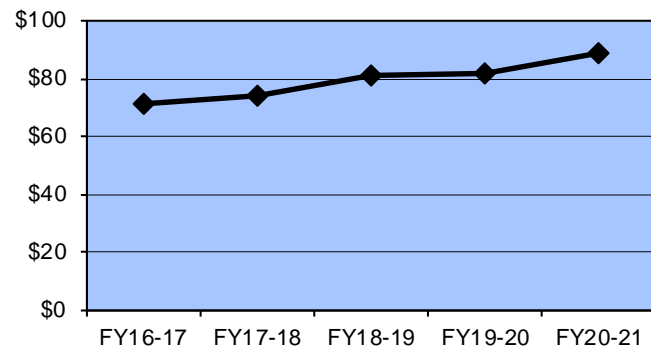
Operating Revenue Per Revenue Vehicle Hour



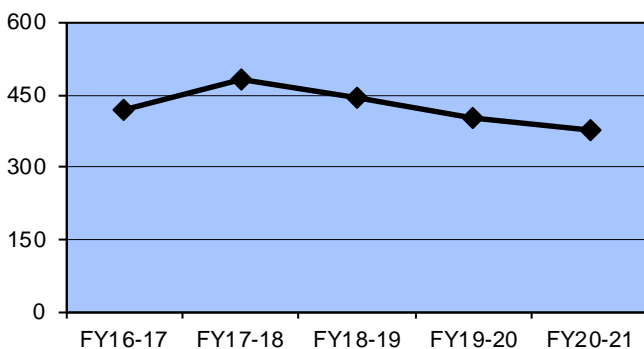
Revenue Vehicle Hours (000's)



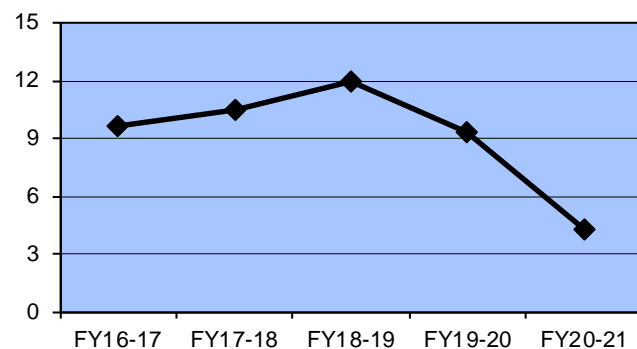
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Indiana County Transit Authority (IndiGO)

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$22.71
 Average Shared-Ride Cost per Trip: \$33.16
 Fare Structure
 Implementation Date: July 2021



Trip Information
 65+ Trips: 10,951
 PwD Trips: 1,073
 Other Shared-Ride Trips: 4,640
 Total Share-Ride Trips: 16,664
 Total Escorts: 669
 Non-Public Trips: 8,611



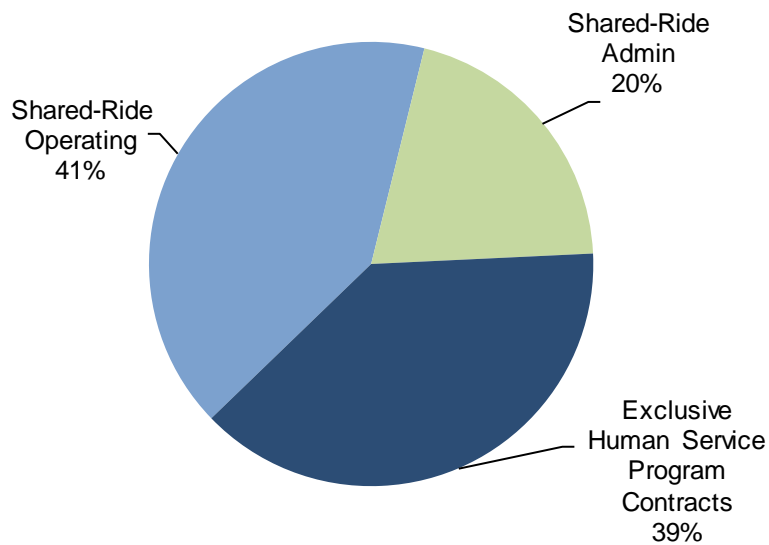
Vehicles Operated in Maximum Service
 Community Transportation: 6

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

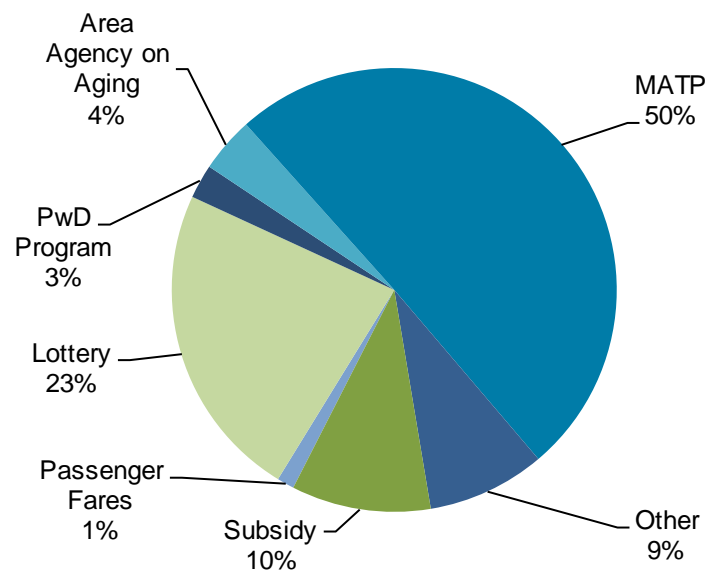
Operating Expense (000's)

\$899



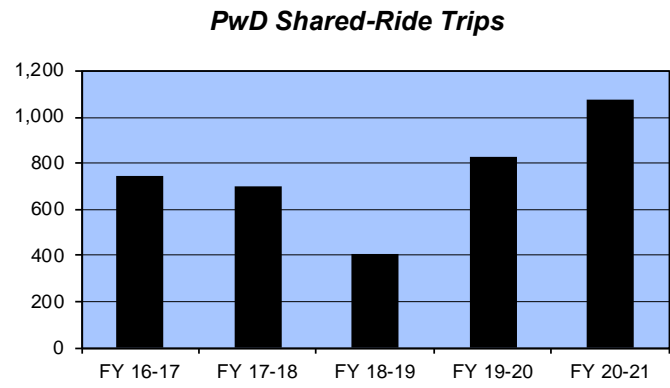
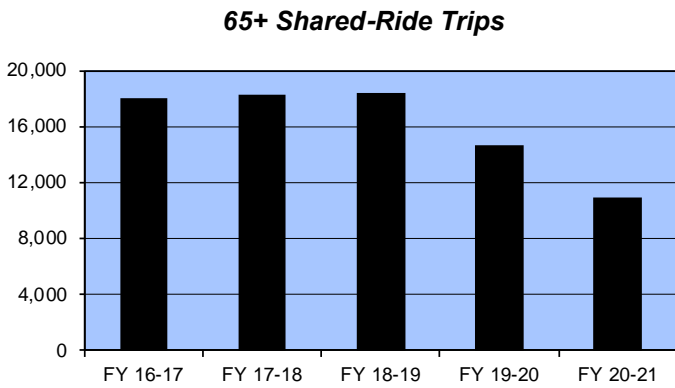
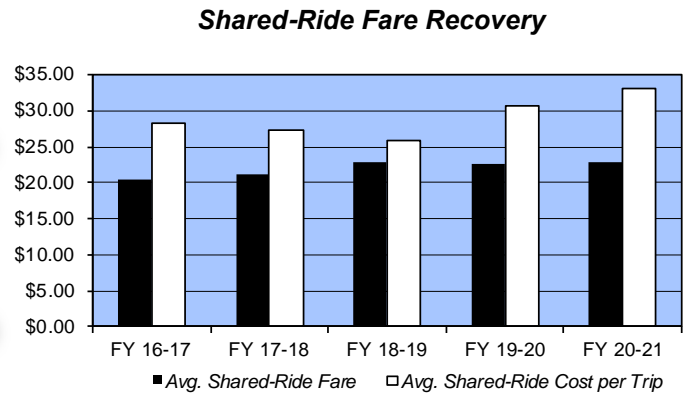
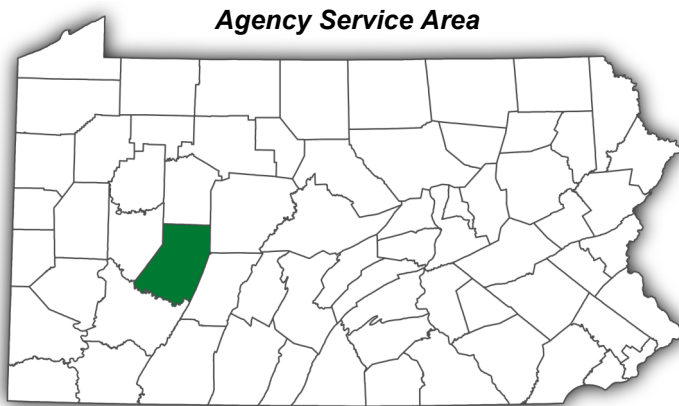
Operating Funds (000's)

\$914

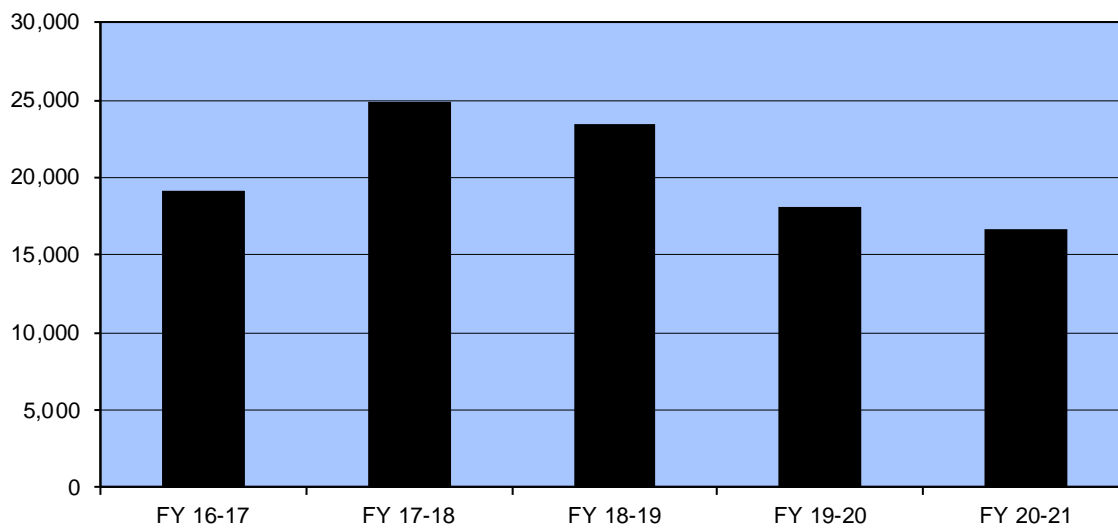


Indiana County Transit Authority (IndiGO)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



Lehigh and Northampton Transportation Authority (LANTA)

CNG

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: 533,100



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 2,672,391
 Senior Passengers: 380,335
 Revenue Vehicle Miles: 3,497,390
 Revenue Vehicle Hours: 268,097



Current Employees

Agency Full-Time:	231
Agency Part-Time:	2
Contractor Full-Time:	93
Contractor Part-Time:	18
System-Wide:	344



Act 44 Operating Assistance
 Section 1513 Allocation: \$19,084,811
 Required Local Match: \$1,108,366



Current Fleet Size

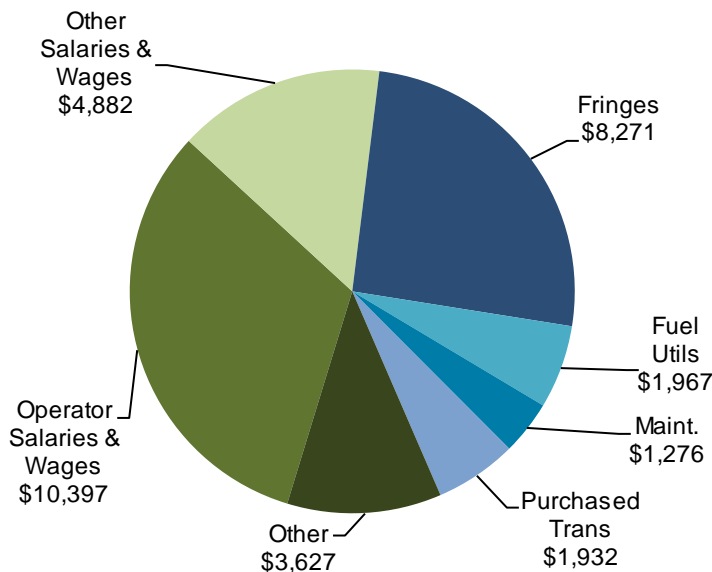
Diesel/Gasoline Motor Bus:	37
CNG Motor Bus:	47
Diesel/Gasoline Paratransit Vehicle:	90
System-Wide:	174

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

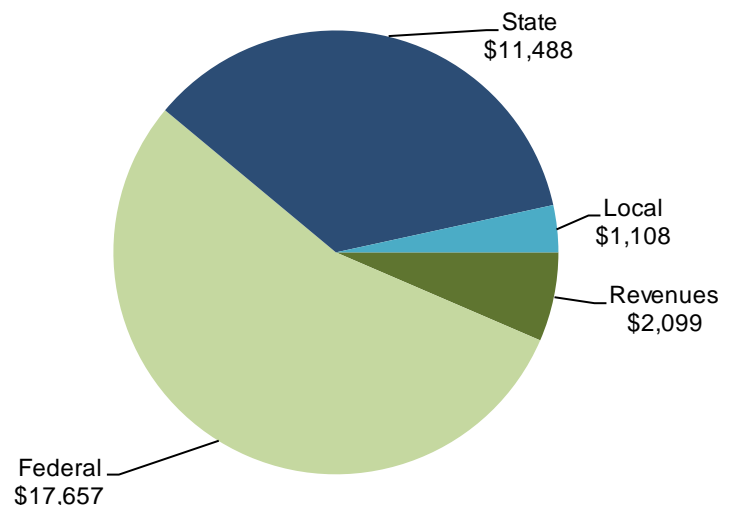
\$32,352



Expense includes DAS and ADA complementary expense.

Operating Funds (000's)

\$32,352

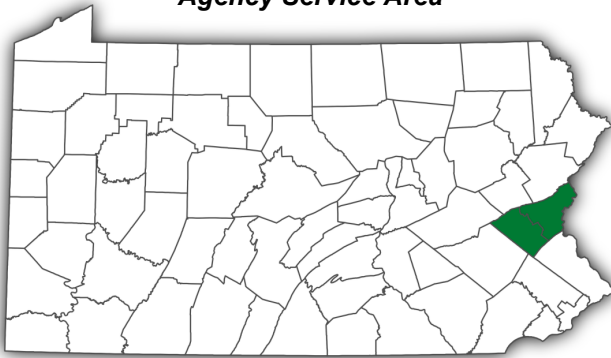


Revenue includes DAS and ADA complementary revenue.

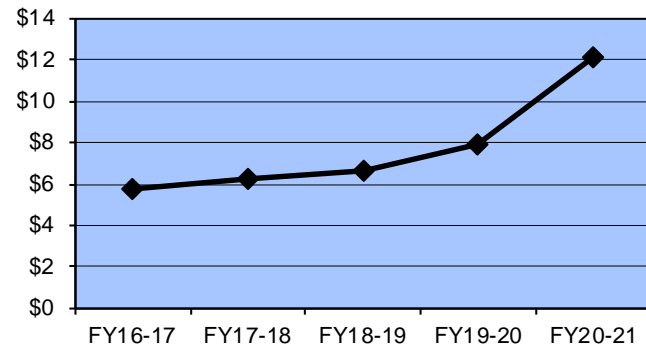
Lehigh and Northampton Transportation Authority (LANTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

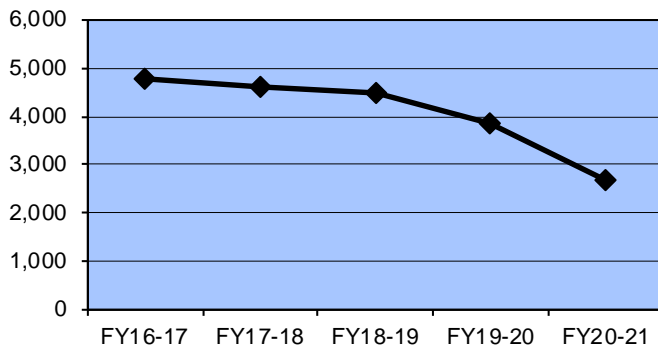
Agency Service Area



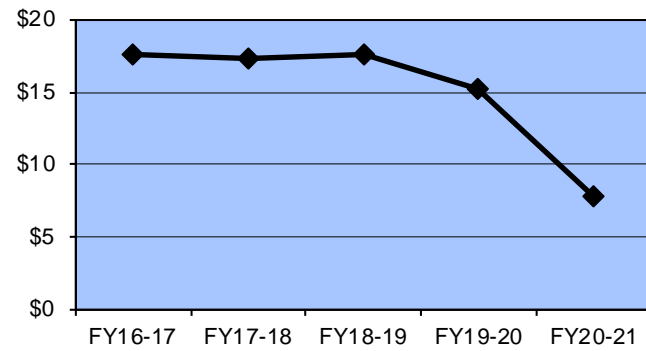
Operating Expense Per Passenger



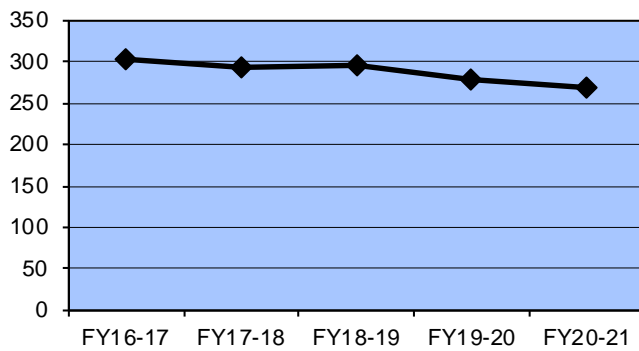
Total Passengers (000's)



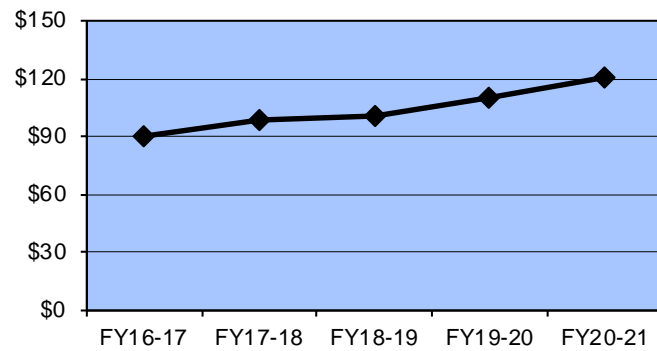
Operating Revenue Per Revenue Vehicle Hour



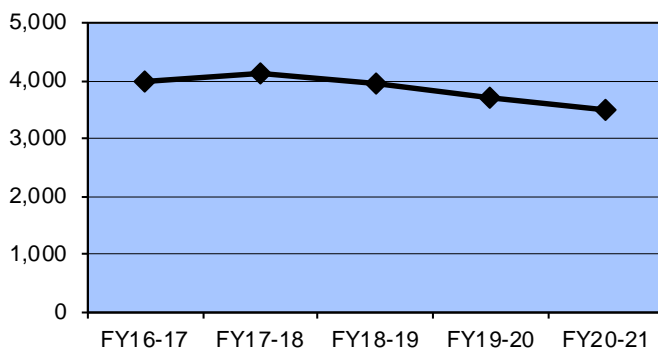
Revenue Vehicle Hours (000's)



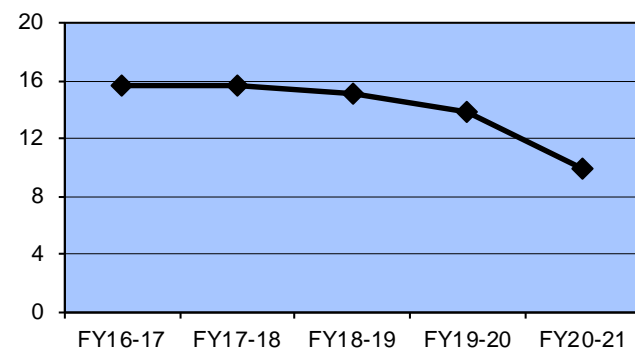
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include DAS and ADA complementary passengers.

OPERATING PROFILES

Lehigh and Northampton Transportation Authority (LANTA)

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: \$34.69
 Average Shared-Ride Cost per Trip: \$41.21
 Fare Structure
 Implementation Date: April 2020



Trip Information
 65+ Trips: 53,723
 PwD Trips: 4,754
 Other Shared-Ride Trips: 39,034
 Total Shared-Ride Trips: 97,511
 Total Escorts: 17,597



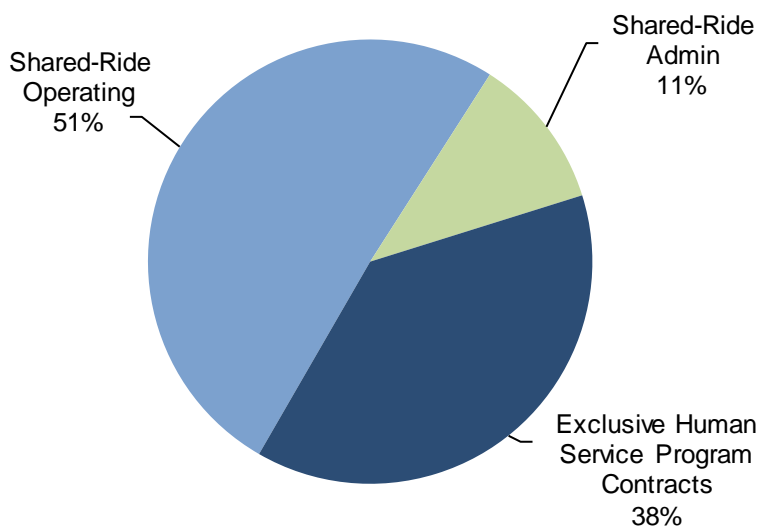
Vehicles Operated in Maximum Service
 Community Transportation: 8

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

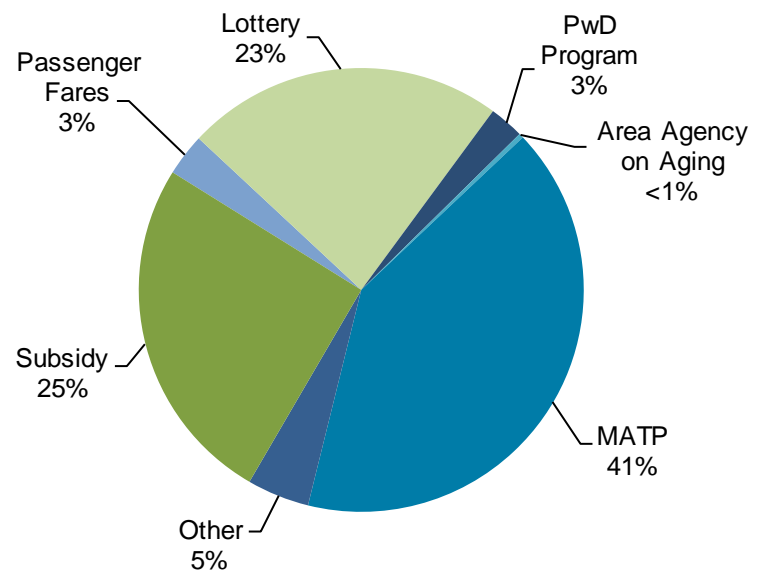
Operating Expense (000's)

\$6,499



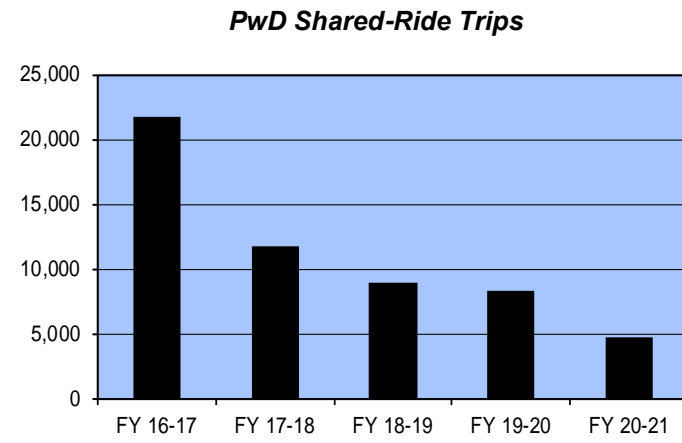
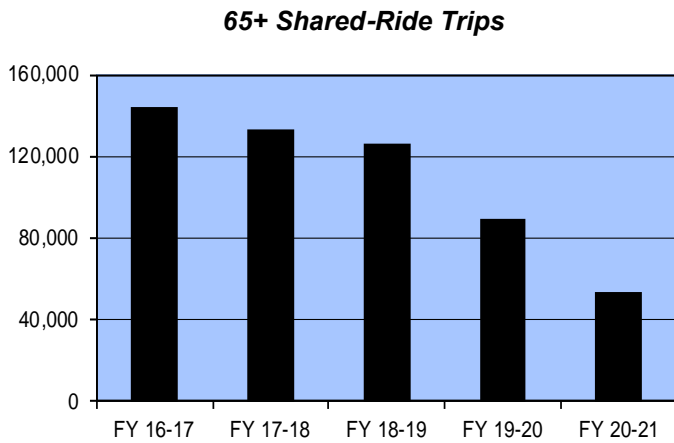
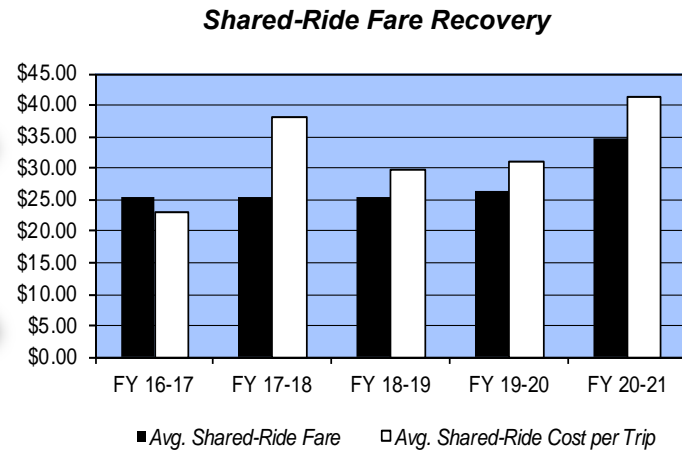
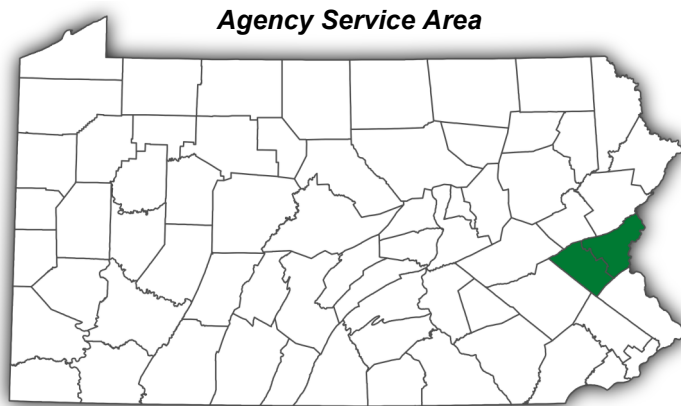
Operating Funds (000's)

\$6,499

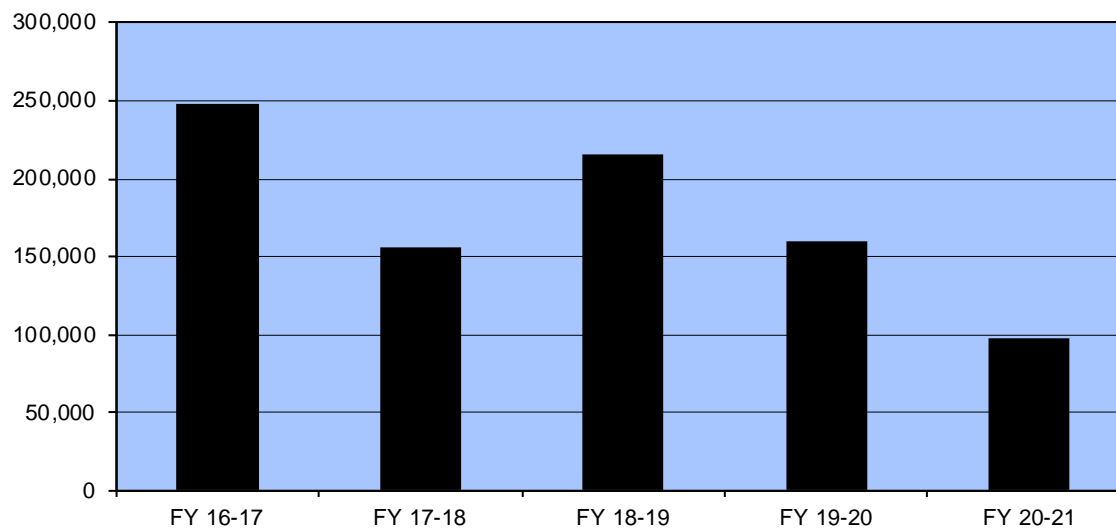


Lehigh and Northampton Transportation Authority (LANTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Luzerne County Transportation Authority (LCTA)

CNG

Urban System



Luzerne County Transportation Authority (LCTA)
 315 Northampton Street
 Kingston, PA 18704
 570-288-9356
 Mr. Robert Fiume, 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: 770,617
 Senior Passengers: 68,029
 Revenue Vehicle Miles: 1,349,164
 Revenue Vehicle Hours: 96,316



Current Employees
 Agency Full-Time: 123
 Agency Part-Time: 25
 System-Wide: 148



Act 44 Operating Assistance
 Section 1513 Allocation: \$6,411,756
 Required Local Match: \$682,929



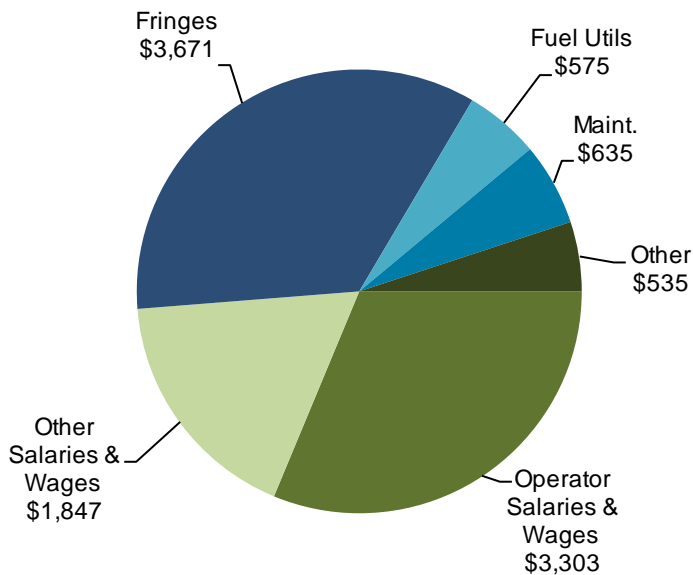
Current Fleet Size
 Diesel/Gasoline Motor Bus: 6
 Hybrid Diesel/Electric Motor Bus: 15
 CNG Motor Bus: 19
 Diesel/Gasoline Paratransit Vehicle: 51
 System-Wide: 91

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

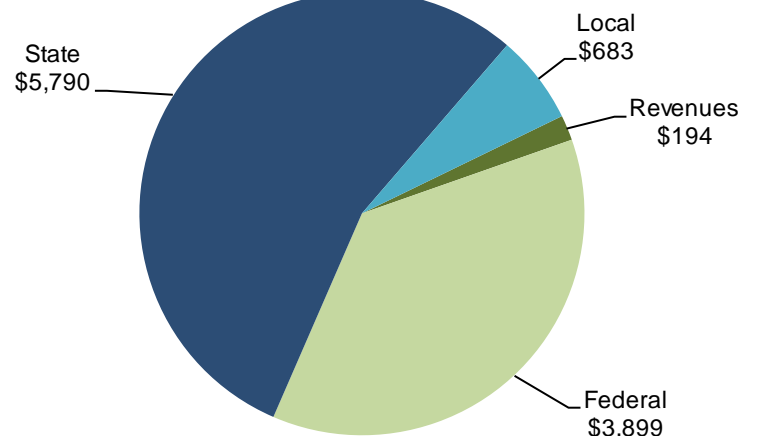
\$10,566



Expense includes ADA complementary expense.

Operating Funds (000's)

\$10,566

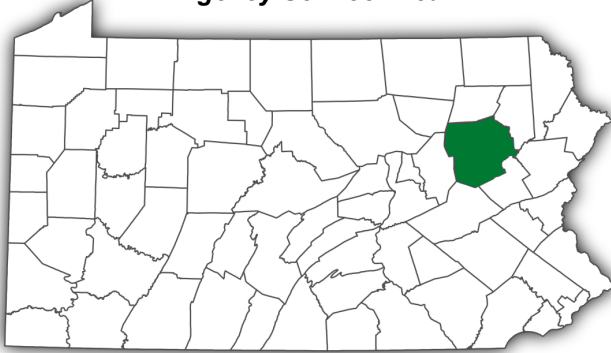


Revenue includes ADA complementary revenue.

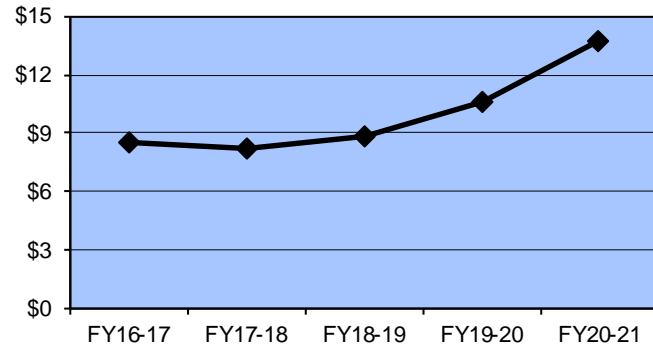
Luzerne County Transportation Authority (LCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

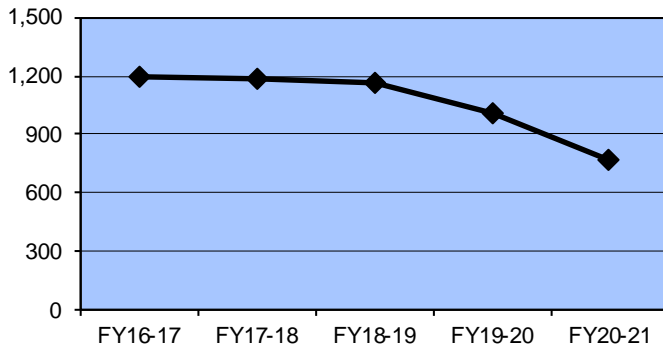
Agency Service Area



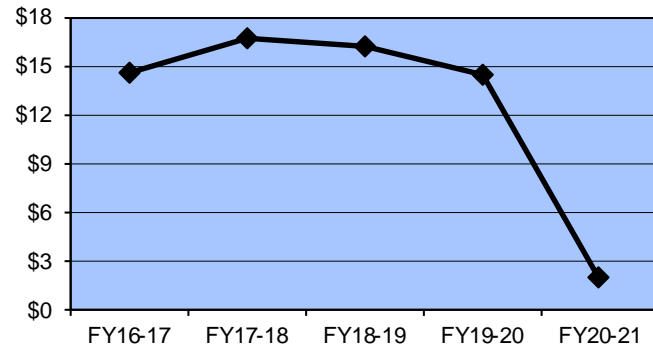
Operating Expense Per Passenger



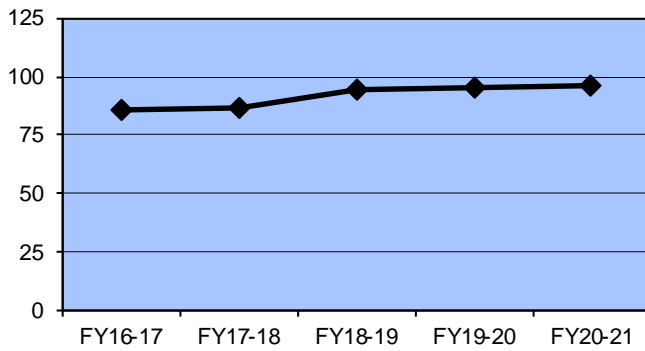
Total Passengers (000's)



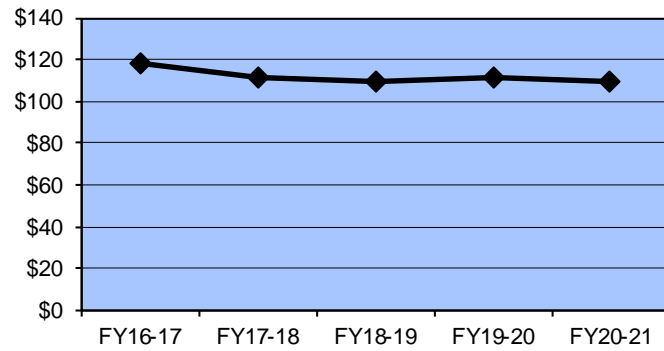
Operating Revenue Per Revenue Vehicle Hour



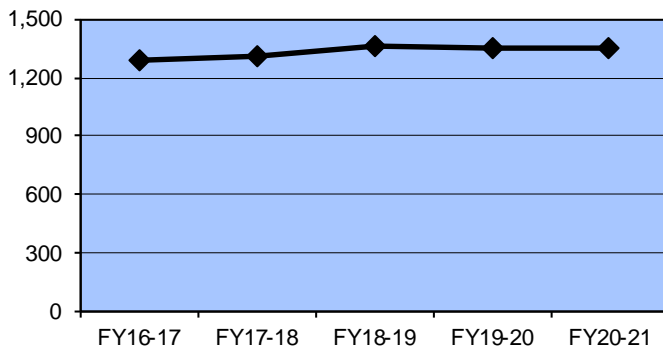
Revenue Vehicle Hours (000's)



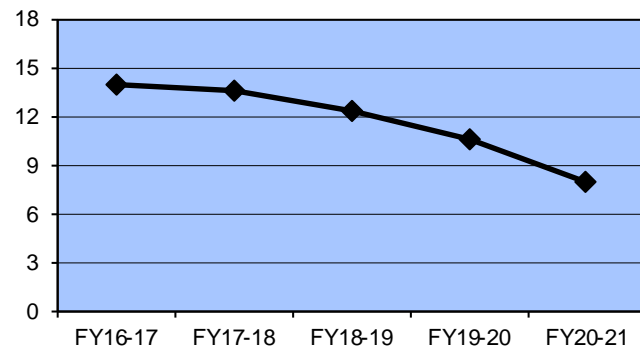
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Luzerne County Transportation Authority (LCTA)

Community Transportation



Luzerne County Transportation Authority (LCTA)
 315 Northampton Street
 Kingston, PA 18704
 570-288-9356
 Mr. Robert Fiume, 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: \$23.20
 Average Shared-Ride Cost per Trip: \$59.48
 Fare Structure
 Implementation Date: December 2018



Trip Information
 65+ Trips: 18,336
 PwD Trips: 790
 Other Shared-Ride Trips: 32,019
 Total Shared-Ride Trips: 51,145
 Total Escorts: 3,578
 Non-Public Trips: 10,114

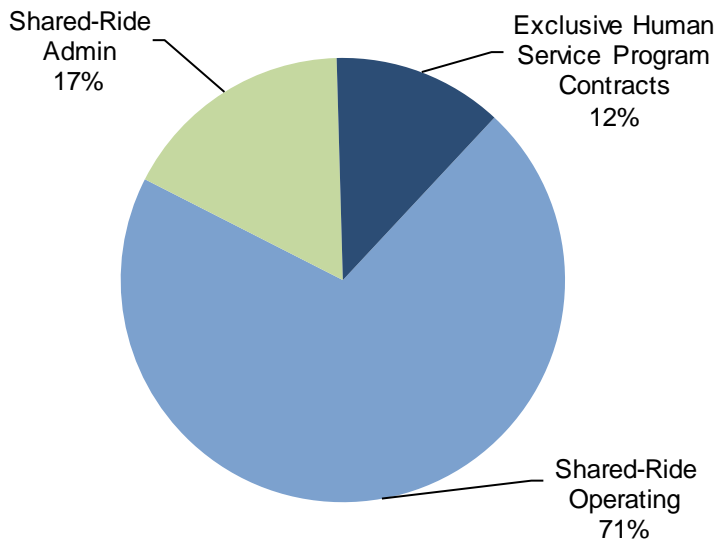


Vehicles Operated in Maximum Service
 Community Transportation: 45

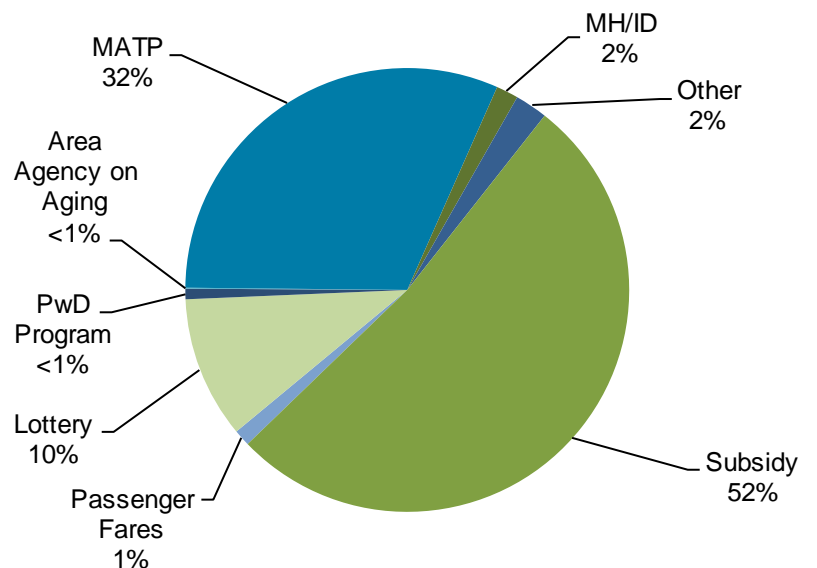
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$3,473

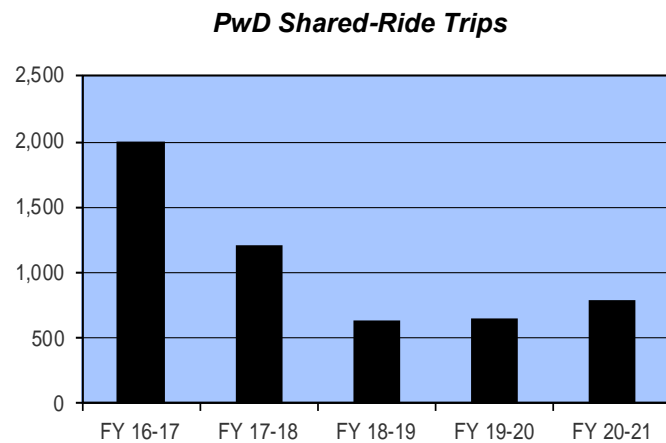
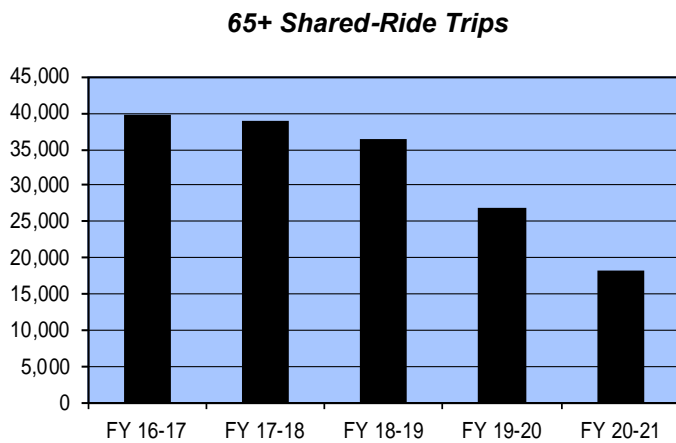
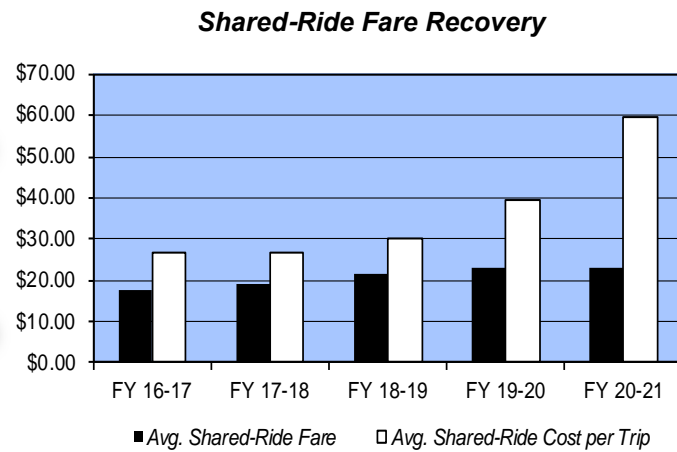
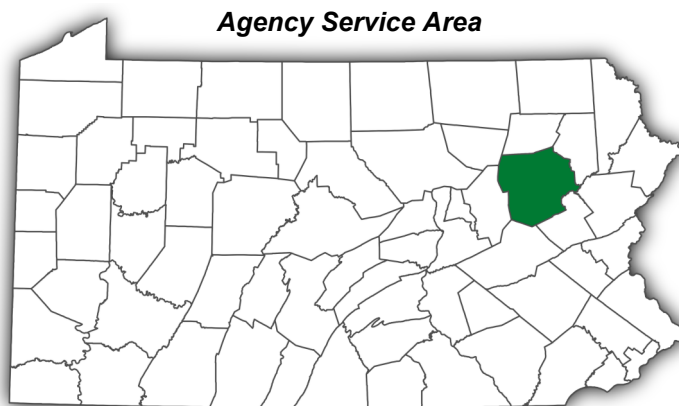


Operating Funds (000's)
\$3,473

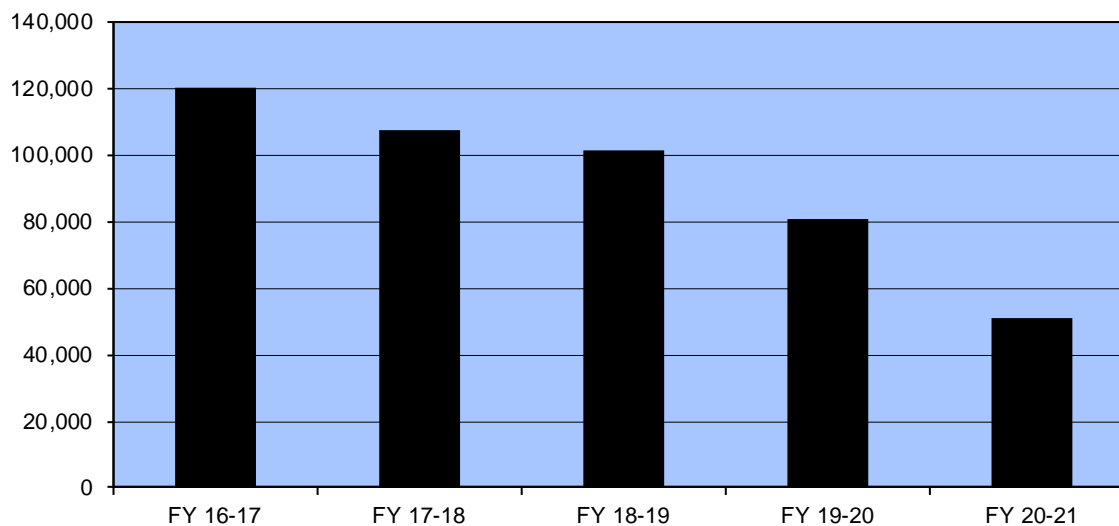


Luzerne County Transportation Authority (LCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Mercer County Regional Council of Governments (MRCOG)

CNG

Urban System



Mercer County Regional Council of Governments (MRCOG-SVSS/MCCT)
 2495 Highland Road
 Hermitage, PA 16148
 724-981-1561, ext. 3103
 Ms. Jill Boozer, 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: 45,161
 Senior Passengers: 7,692
 Revenue Vehicle Miles: 177,779
 Revenue Vehicle Hours: 14,178



Current Employees
 Agency Full-Time: 9
 Agency Part-Time: 6
 System-Wide: 15



Act 44 Operating Assistance
 Section 1513 Allocation: \$868,430
 Required Local Match: \$71,522



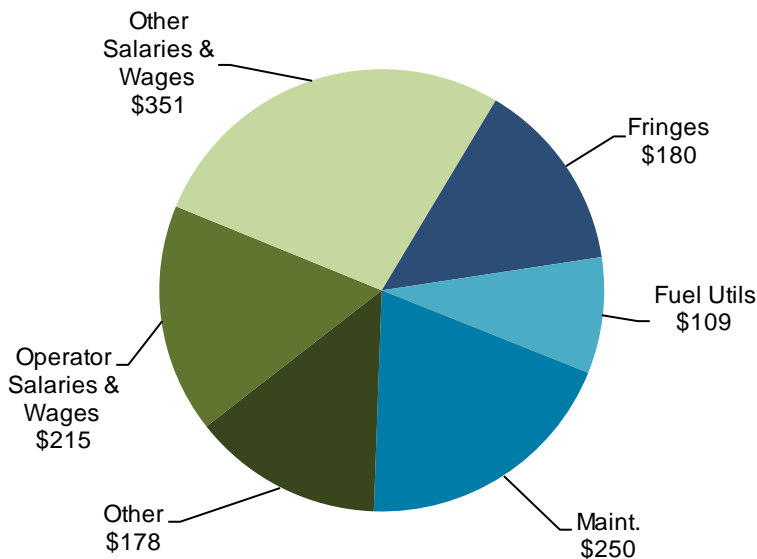
Current Fleet Size
 Diesel/Gasoline Motor Bus: 6
 CNG Motor Bus: 1
 Diesel/Gasoline Paratransit Vehicle: 26
 System-Wide: 33

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

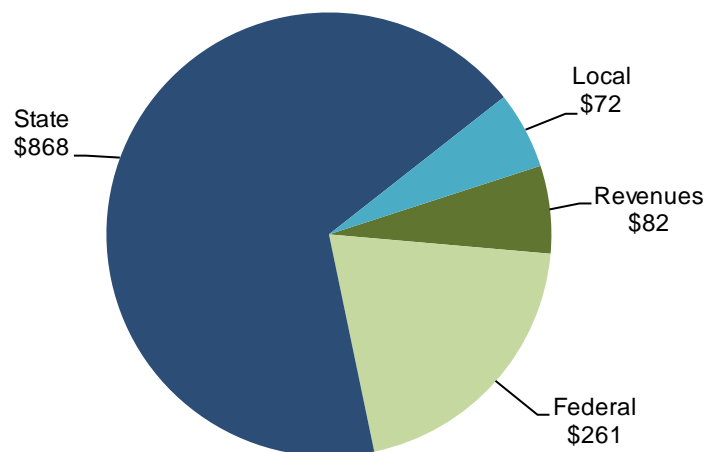
\$1,283



Expense includes ADA complementary expense.

Operating Funds (000's)

\$1,283

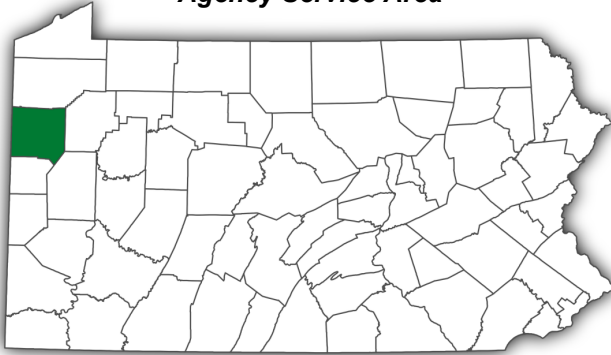


Revenue includes ADA complementary revenue.

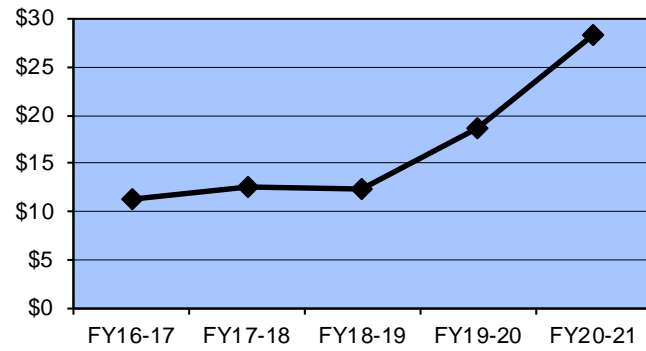
Mercer County Regional Council of Governments (MRCOG)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

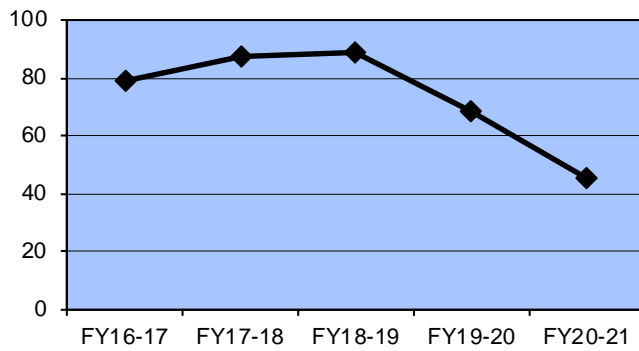
Agency Service Area



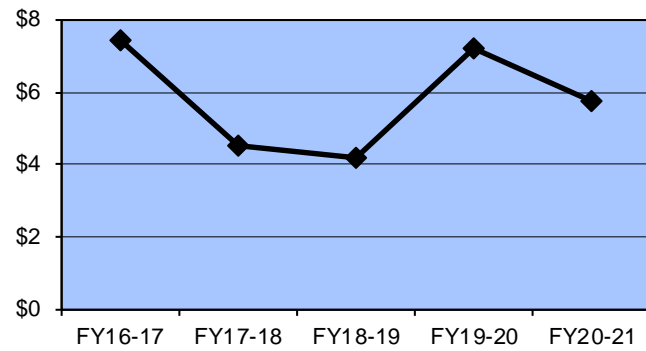
Operating Expense Per Passenger



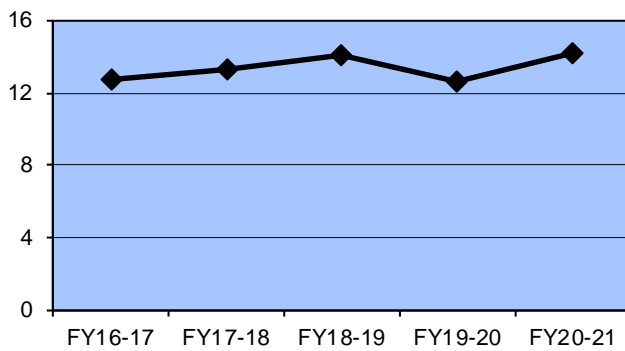
Total Passengers (000's)



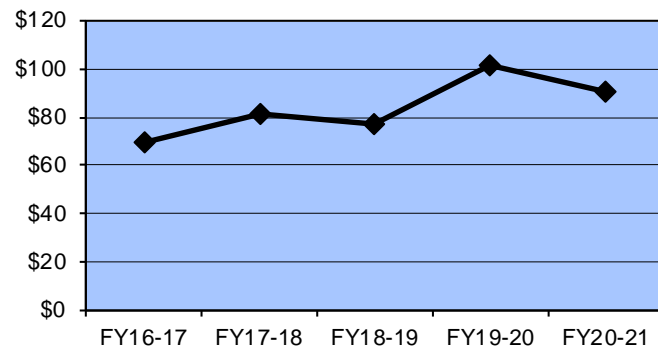
Operating Revenue Per Revenue Vehicle Hour



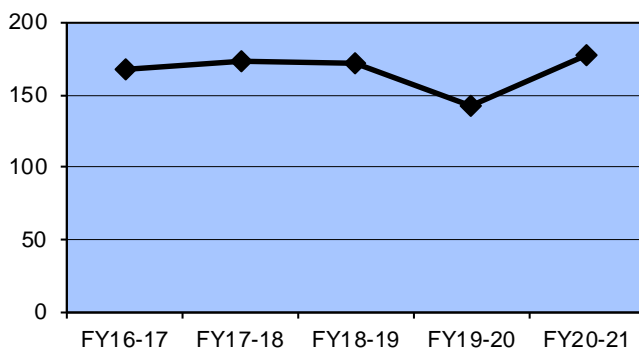
Revenue Vehicle Hours (000's)



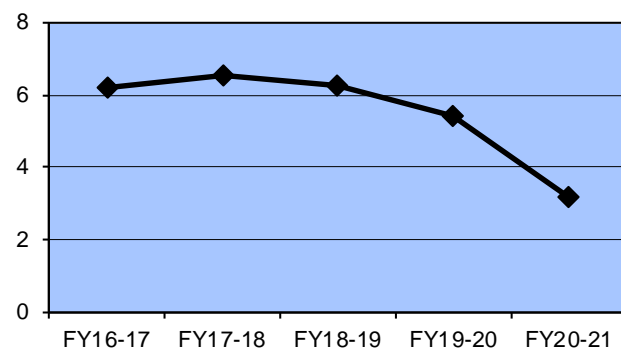
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Community Transportation



Mercer County Regional Council of Governments (MRCOG-SVSS/MCCT)
 2495 Highland Road
 Hermitage, PA 16148
 724-981-1561
 Ms. Jill Boozer, 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: \$20.80
 Average Shared-Ride Cost per Trip: \$29.46
 Fare Structure
 Implementation Date: July 2016



Trip Information
 65+ Trips: 24,680
 PwD Trips: 2,230
 Other Shared-Ride Trips: 26,400
 Total Shared-Ride Trips: 53,310
 Total Escorts: 3,126
 Non-Public Trips: 4,193

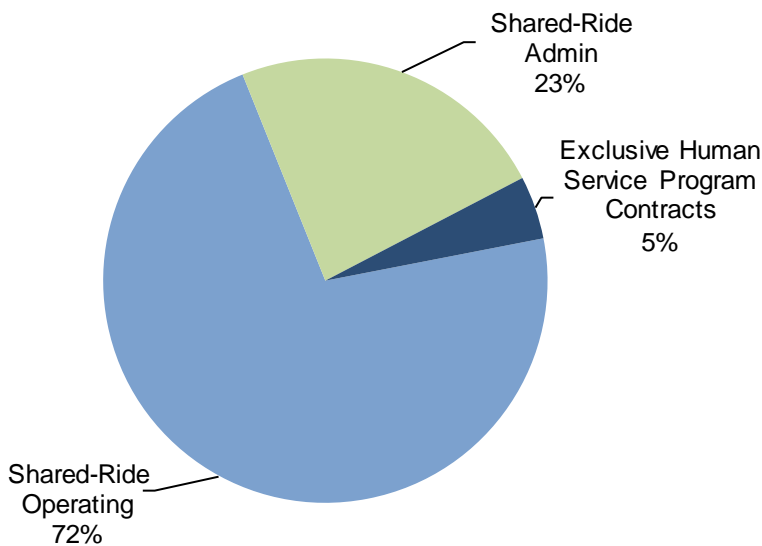


Vehicles Operated in Maximum Service
 Community Transportation: 27

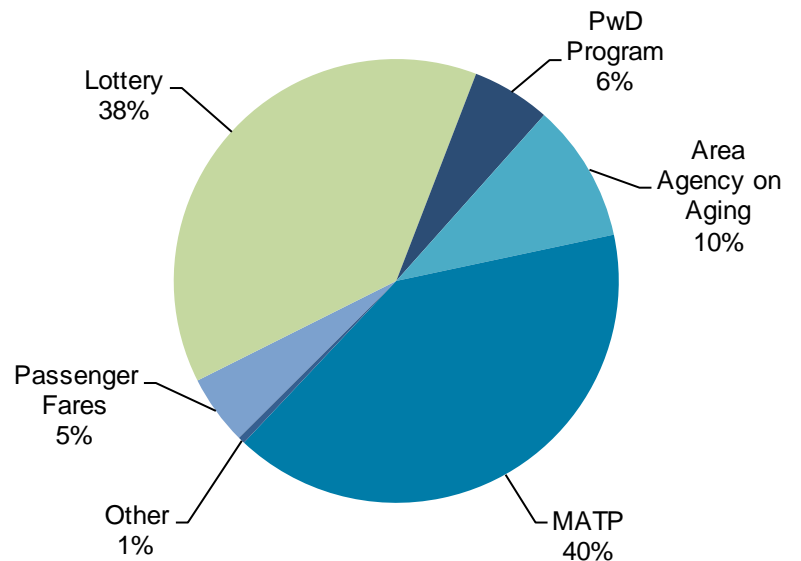
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,646



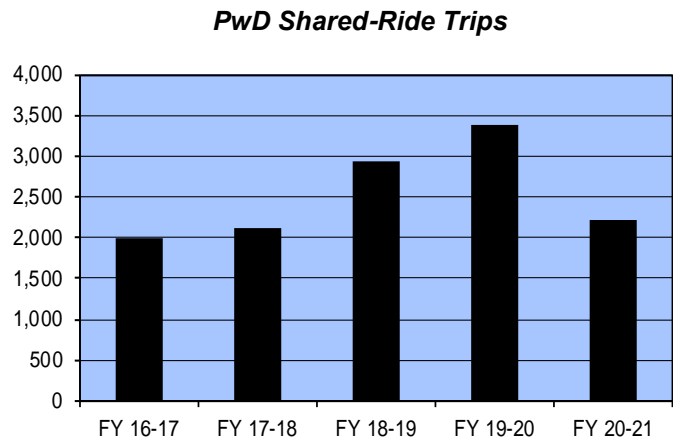
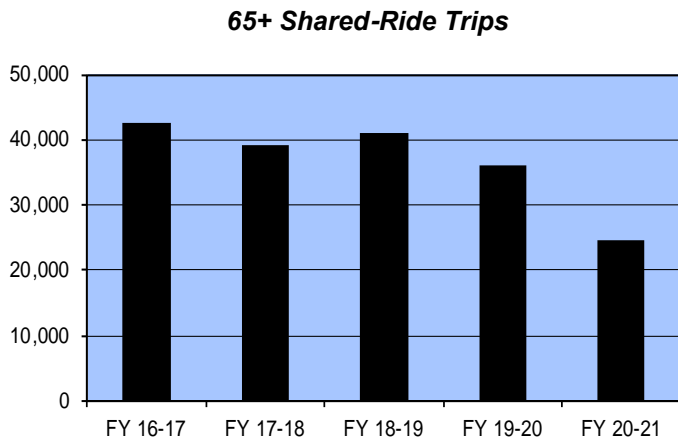
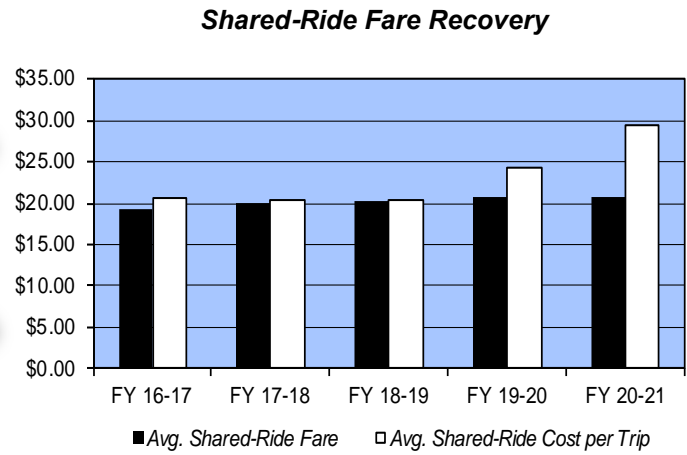
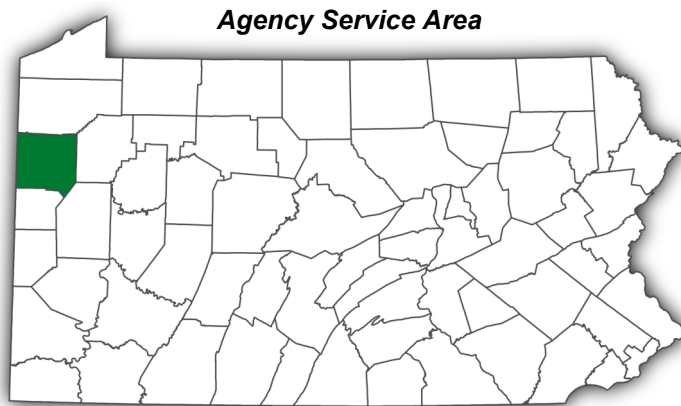
Operating Funds (000's)
\$1,150*



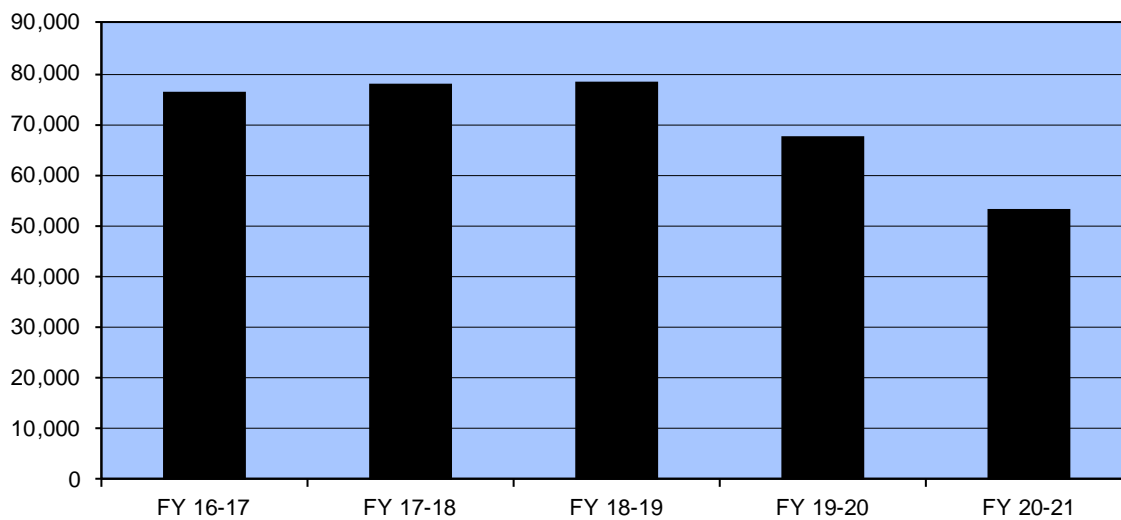
*Deficit will be covered by CARES Act funds beyond the end of the fiscal year

Mercer County Regional Council of Governments (MRCOG)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Mid County Transit Authority (TACT)

Rural System



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



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



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 23,708
 Senior Passengers: 6,723
 Revenue Vehicle Miles: 78,218
 Revenue Vehicle Hours: 4,714



Current Employees
 Agency Full-Time: 12
 Agency Part-Time: 3
 System-Wide: 15



Act 44 Operating Assistance
 Section 1513 Allocation: \$656,993
 Required Local Match: \$51,462



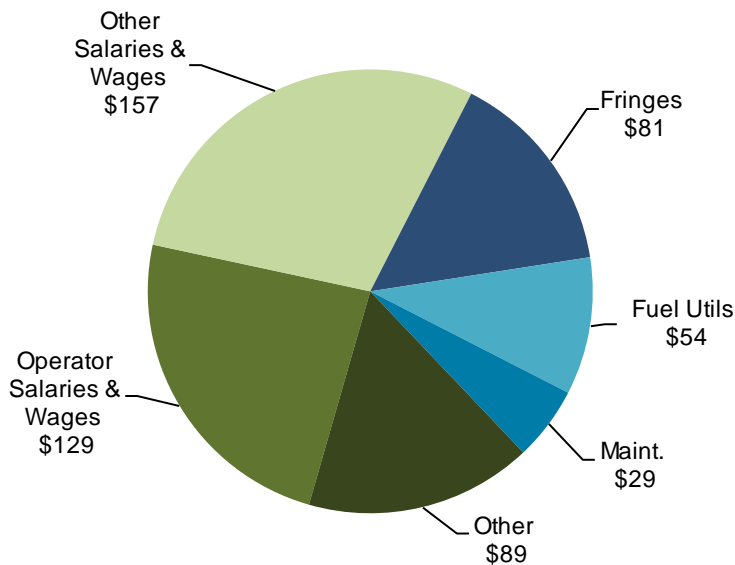
Current Fleet Size
 Diesel/Gasoline Motor Bus: 9
 Diesel/Gasoline Paratransit Vehicle: 13
 System-Wide: 22

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

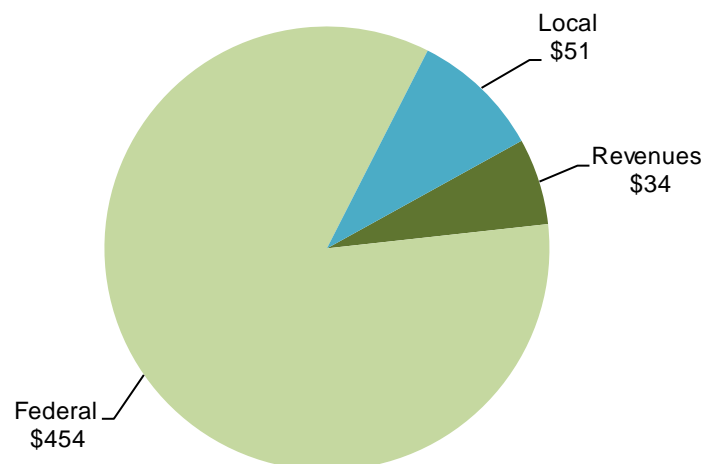
\$539



Expense includes ADA complementary expense.

Operating Funds (000's)

\$539

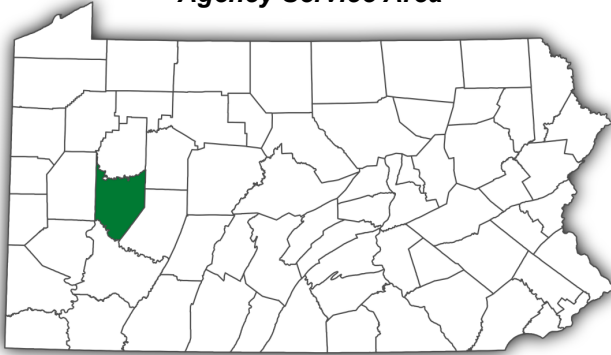


Revenue includes ADA complementary revenue.

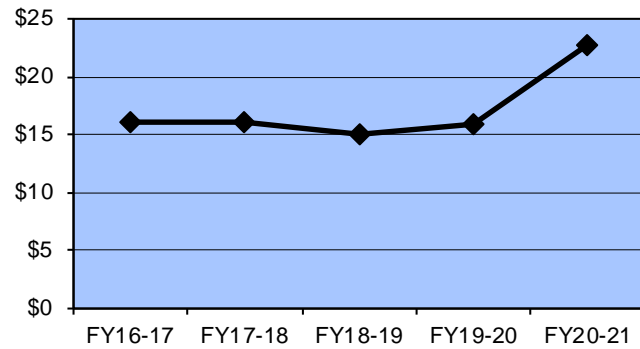
Mid County Transit Authority (TACT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

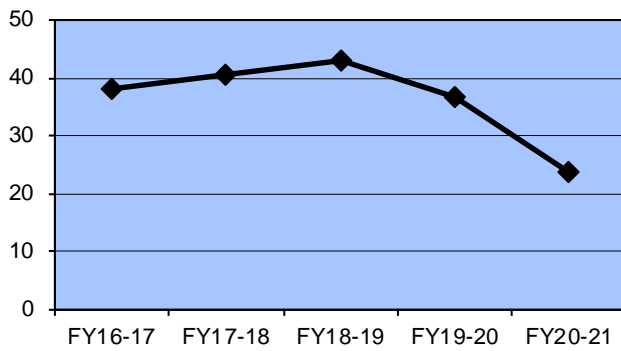
Agency Service Area



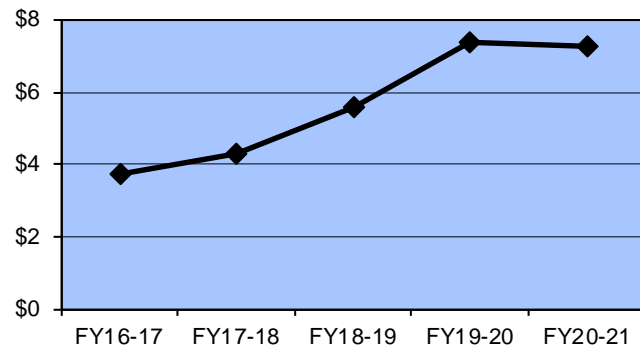
Operating Expense Per Passenger



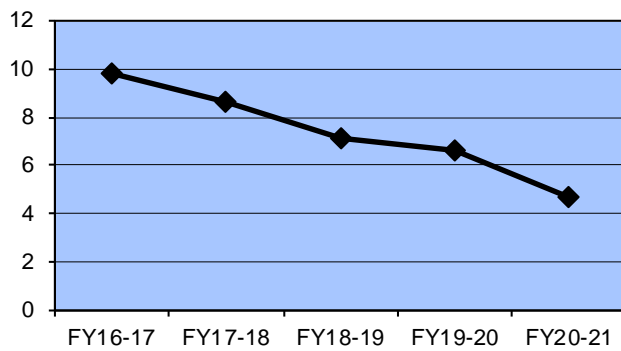
Total Passengers (000's)



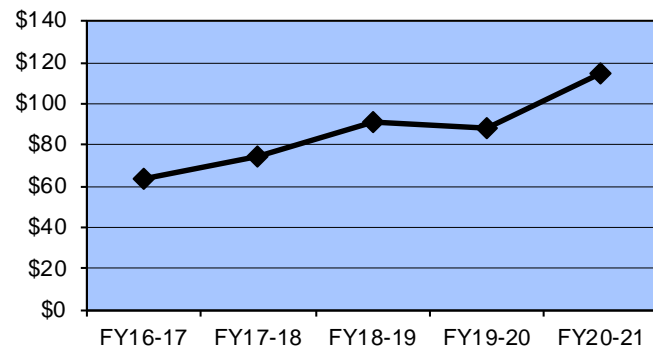
Operating Revenue Per Revenue Vehicle Hour



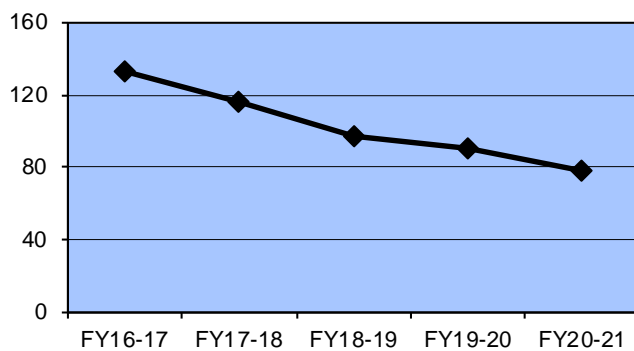
Revenue Vehicle Hours (000's)



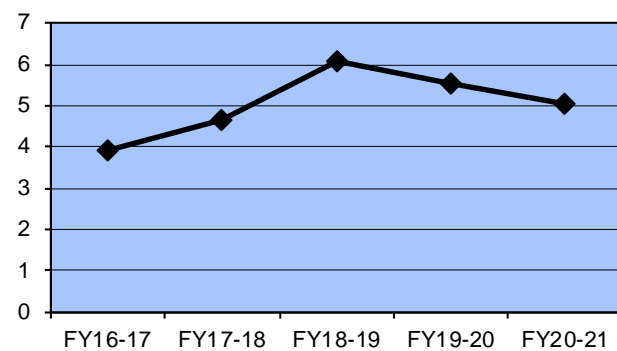
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Mid County Transit Authority (TACT)

Community Transportation



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



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: \$23.11
 Average Shared-Ride Cost per Trip: \$70.56
 Fare Structure
 Implementation Date: July 2019



Trip Information
 65+ Trips: 5,088
 PwD Trips: 899
 Other Shared-Ride Trips: 1,165
 Total Shared-Ride Trips: 7,152
 Total Escorts: 213

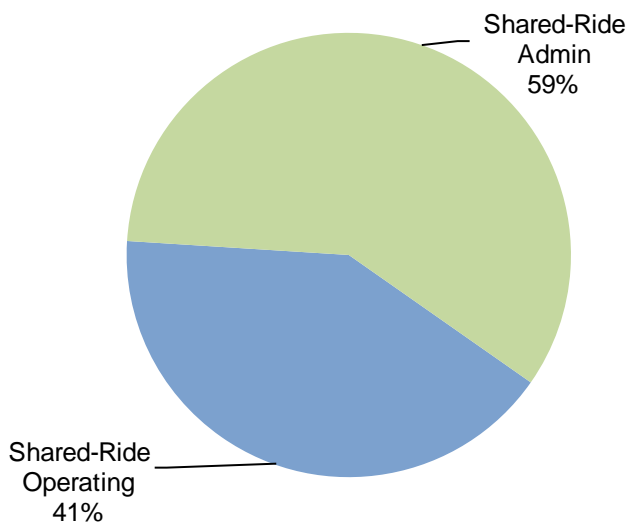


Vehicles Operated in Maximum Service
 Community Transportation: 8

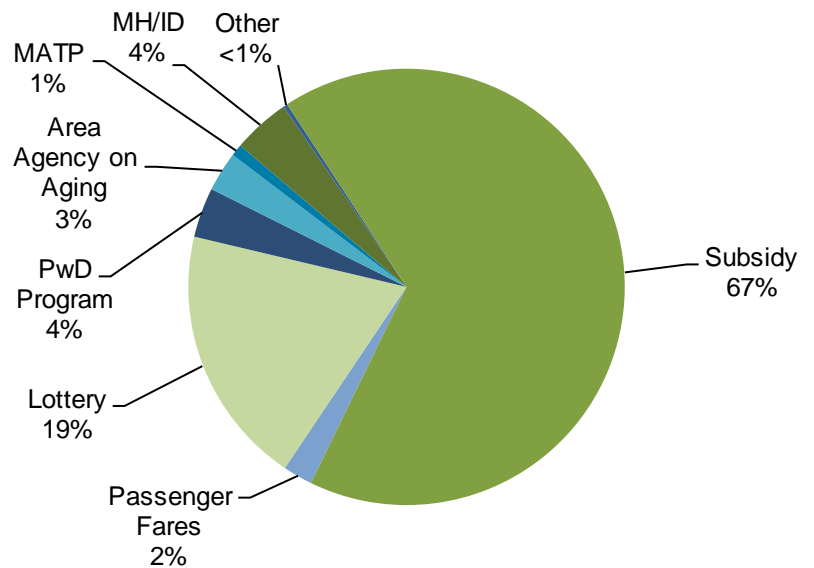
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$505

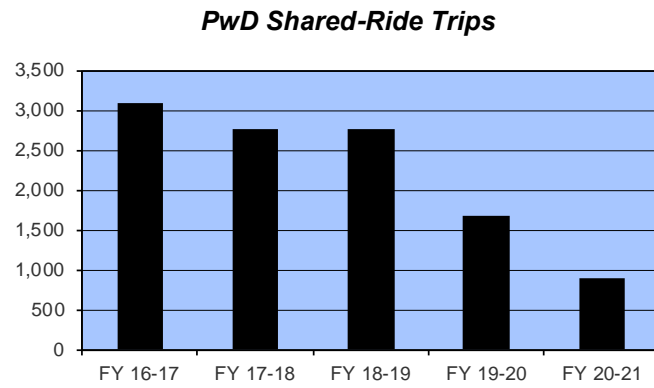
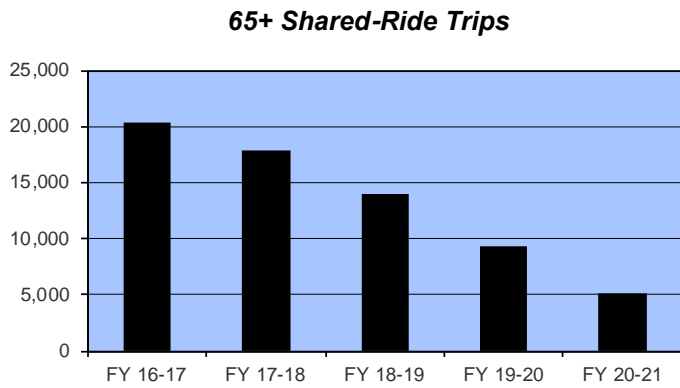
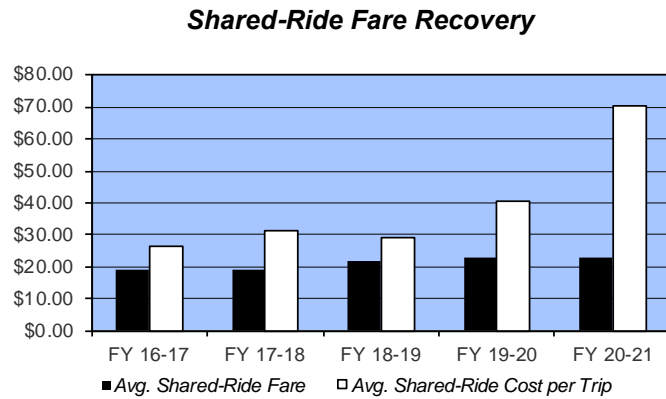
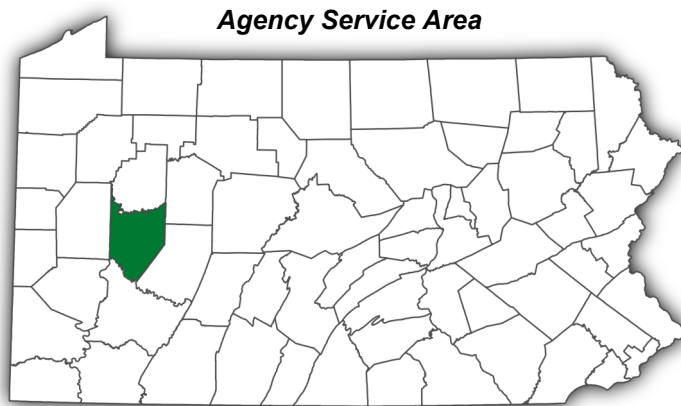


Operating Funds (000's)
\$505

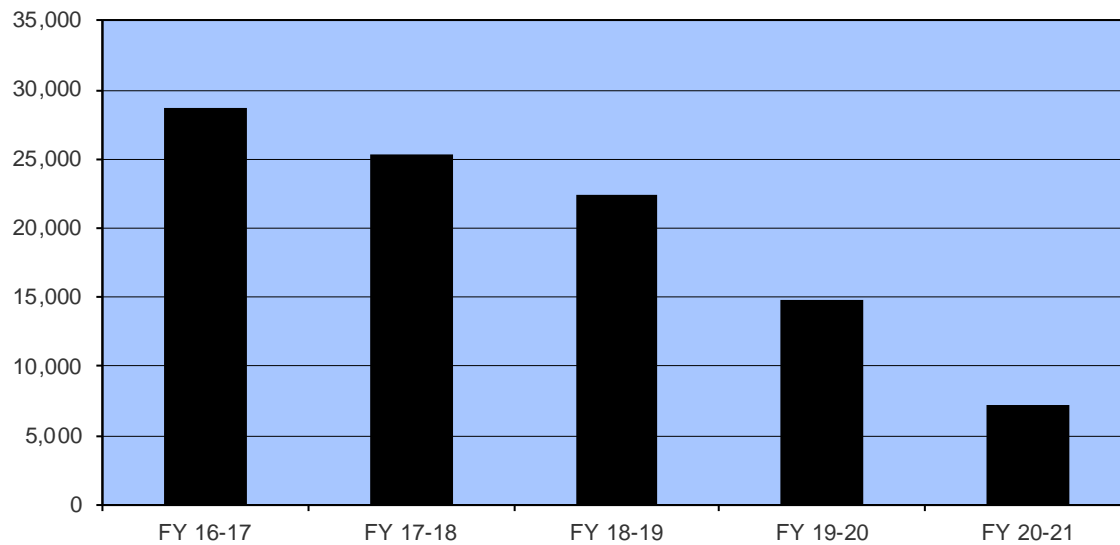


Mid County Transit Authority (TACT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Mid Mon Valley Transit Authority (MMVTA)

CNG

Urban System



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



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

Senate District
 Washington: 46
 Westmoreland: 32



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 153,820
 Senior Passengers: 21,183
 Revenue Vehicle Miles: 708,088
 Revenue Vehicle Hours: 42,358



Current Employees
 Agency Full-Time: 4
 Contractor Full-Time: 43
 Contractor Part-Time: 7
 System-Wide: 54



Act 44 Operating Assistance
 Section 1513 Allocation: \$3,173,216
 Required Local Match: \$85,077



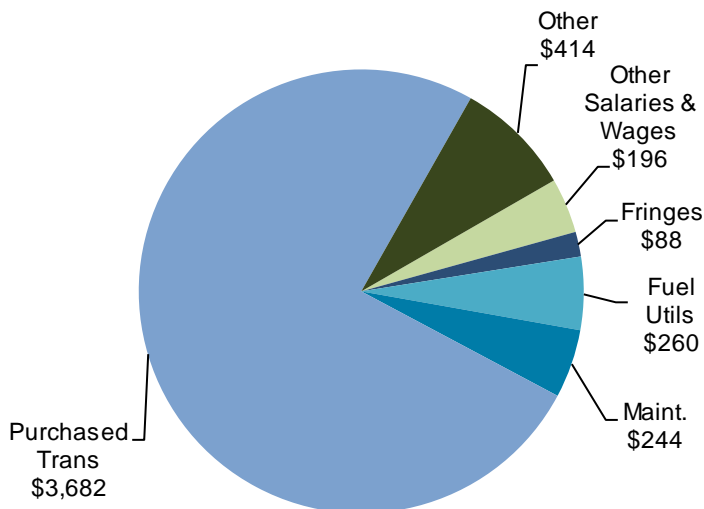
Current Fleet Size
 Diesel/Gasoline Motor Bus: 12
 CNG Motor Bus Vehicles: 18
 System-Wide: 30

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

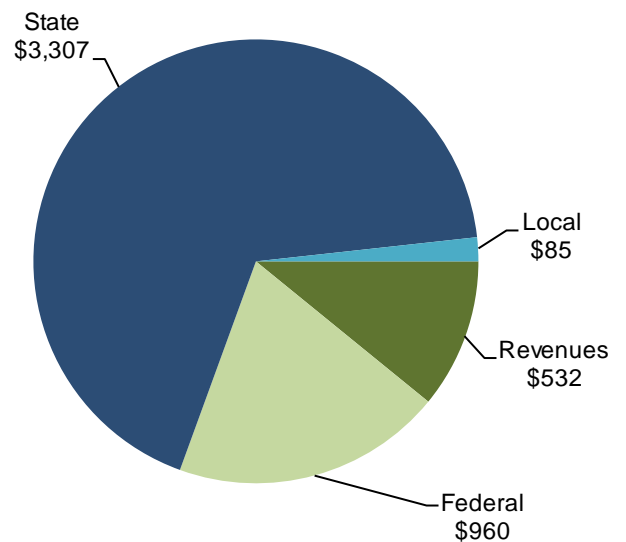
\$4,884



Expense includes ADA complementary expense.

Operating Funds (000's)

\$4,884

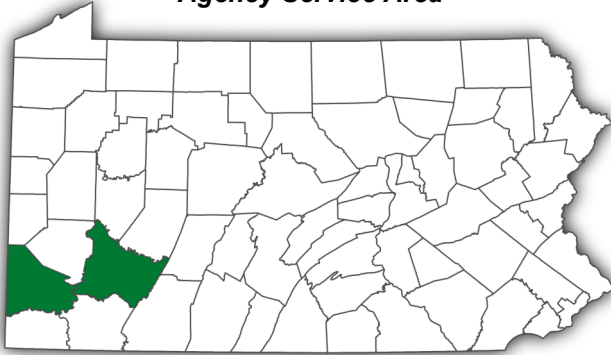


Revenue includes ADA complementary revenue.

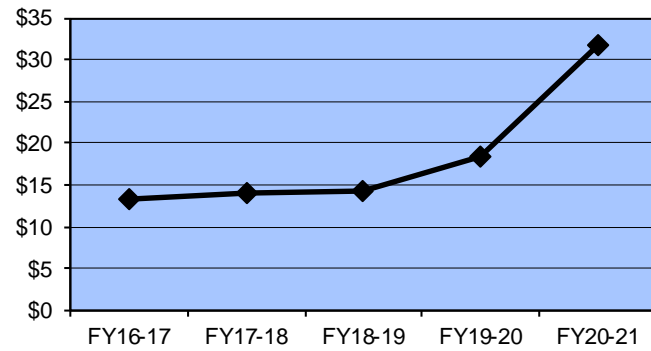
Mid Mon Valley Transit Authority (MMVTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

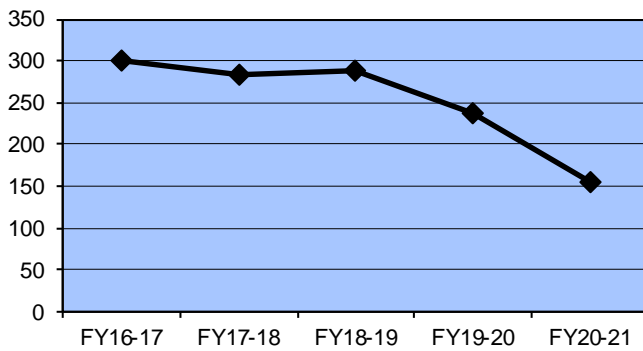
Agency Service Area



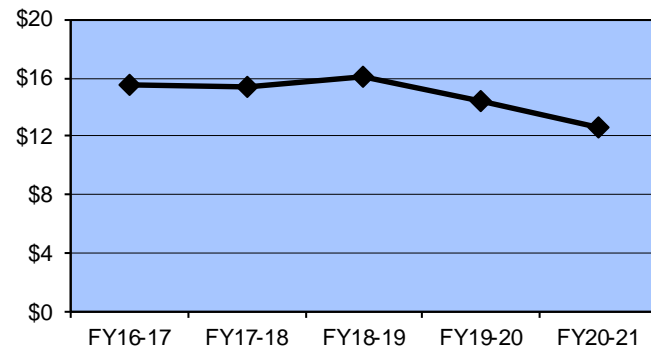
Operating Expense Per Passenger



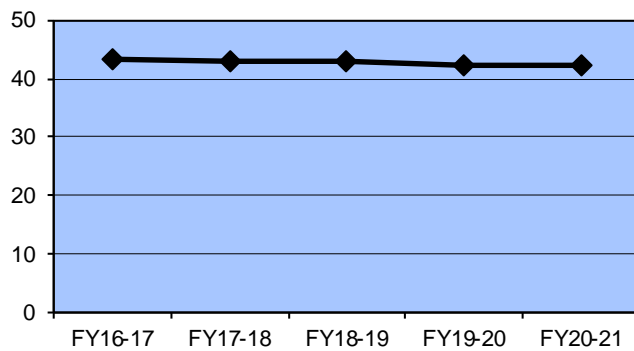
Total Passengers (000's)



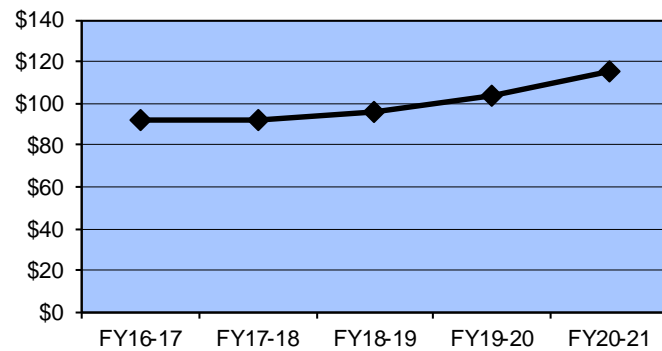
Operating Revenue Per Revenue Vehicle Hour



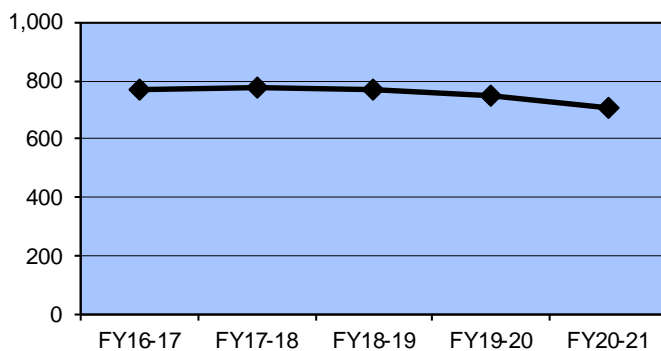
Revenue Vehicle Hours (000's)



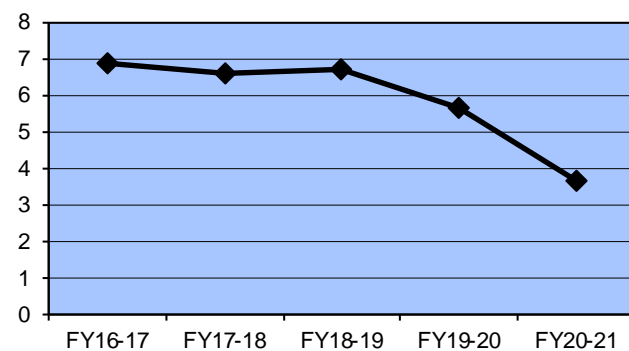
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Monroe County Transportation Authority (MCTA)

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: 145,353
 Senior Passengers: 19,296
 Revenue Vehicle Miles: 393,449
 Revenue Vehicle Hours: 22,423



Current Employees
 Agency Full-Time: 49
 Agency Part-Time: 23
 System-Wide: 72



Act 44 Operating Assistance
 Section 1513 Allocation: \$2,232,507
 Required Local Match: \$188,888



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

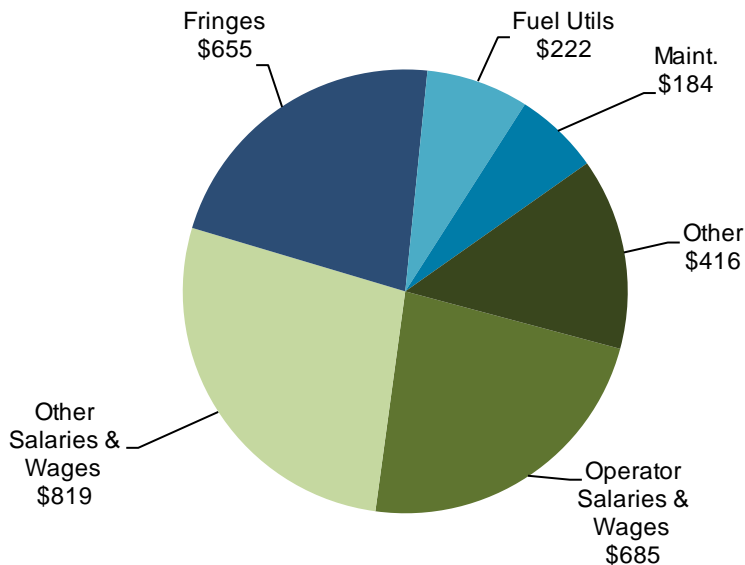
*Service area includes both fixed-route service and flex service.

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

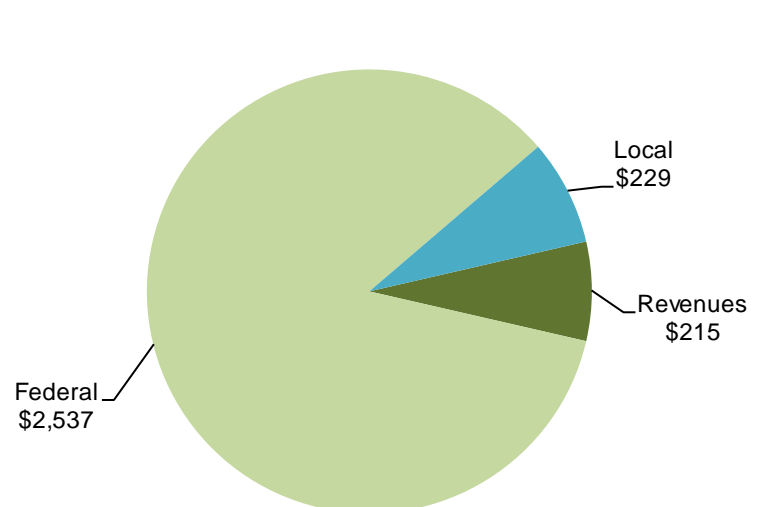
\$2,981



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,981

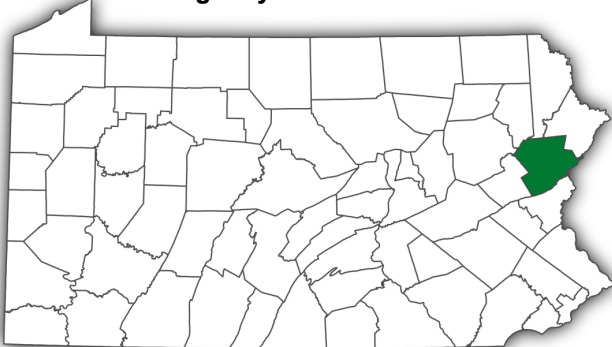


Revenue includes ADA complementary revenue.

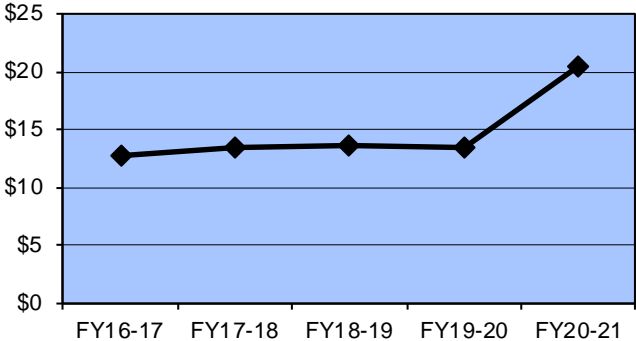
Monroe County Transportation Authority (MCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

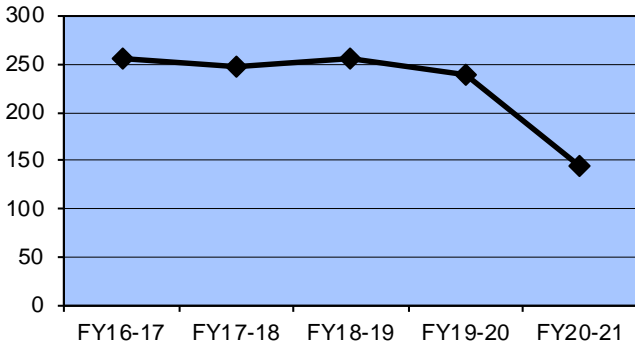
Agency Service Area



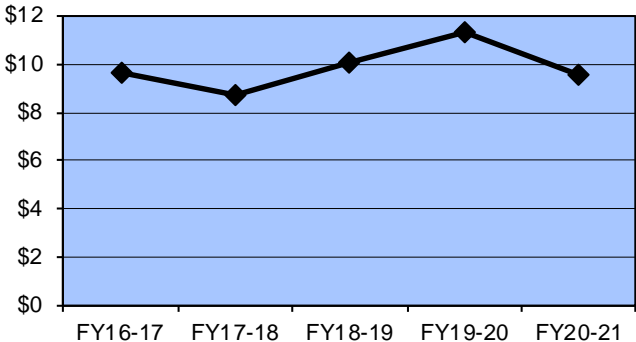
Operating Expense Per Passenger



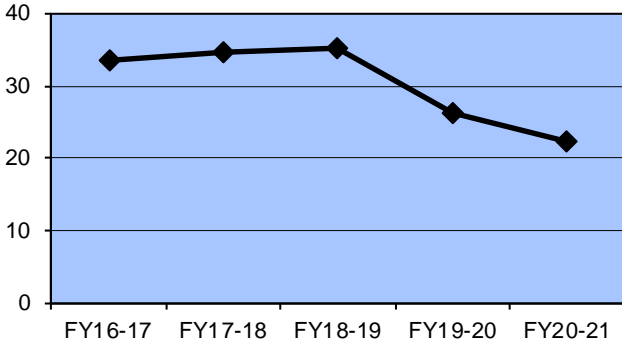
Total Passengers (000's)



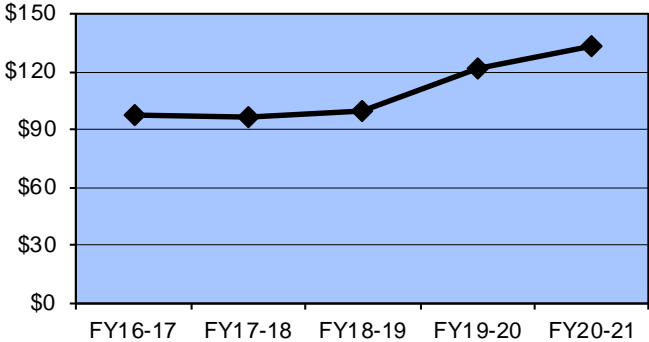
Operating Revenue Per Revenue Vehicle Hour



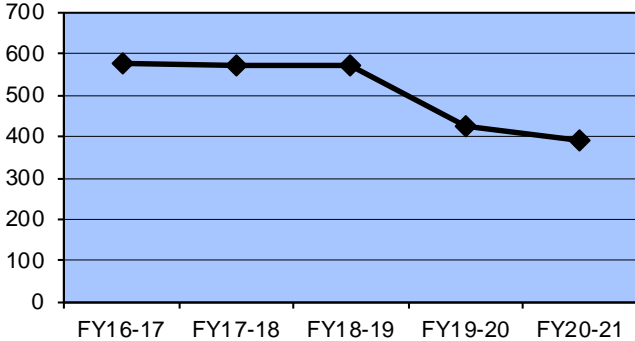
Revenue Vehicle Hours (000's)



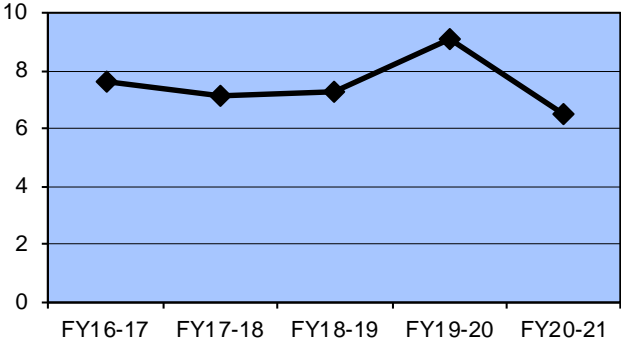
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Monroe County Transportation Authority (MCTA)

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: \$23.59
 Average Shared-Ride Cost per Trip: \$41.53
 Fare Structure
 Implementation Date: August 2018



Trip Information
 65+ Trips: 24,259
 PwD Trips: 10,739
 Other Shared-Ride Trips: 11,542
 Total Shared-Ride Trips: 46,540
 Total Escorts: 1,151
 Non-Public Trips: 9,526

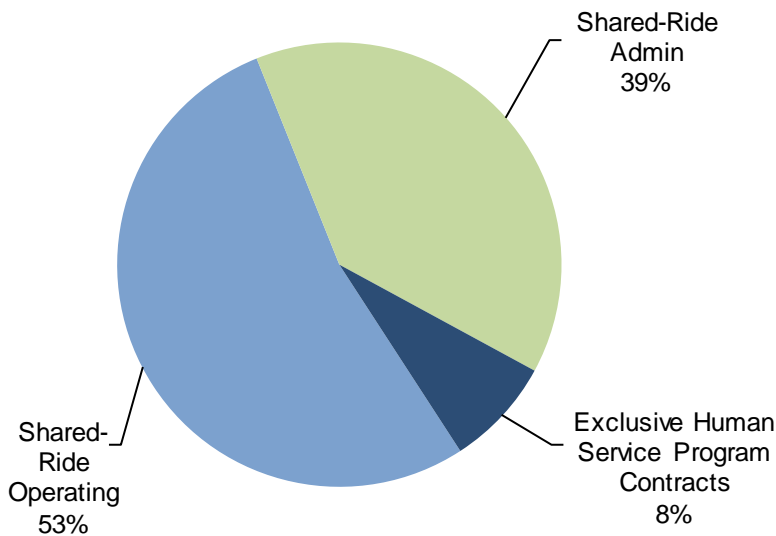


Vehicles Operated in Maximum Service
 Community Transportation: 18

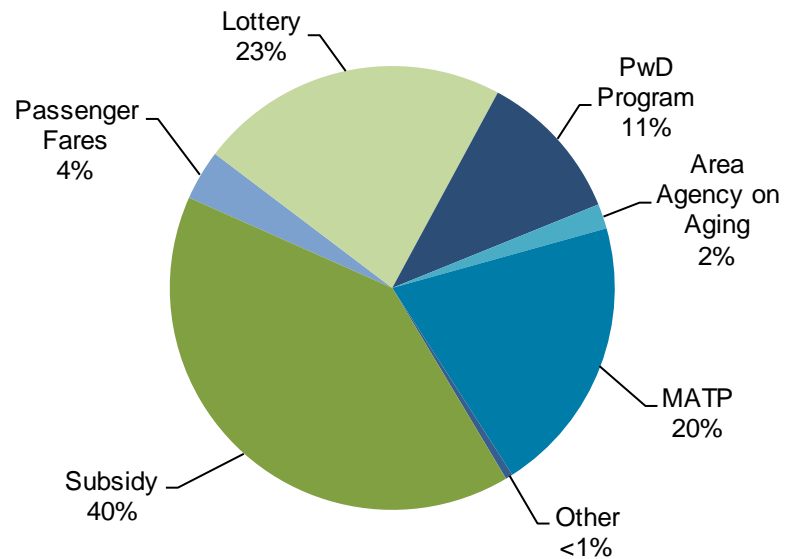
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$2,099

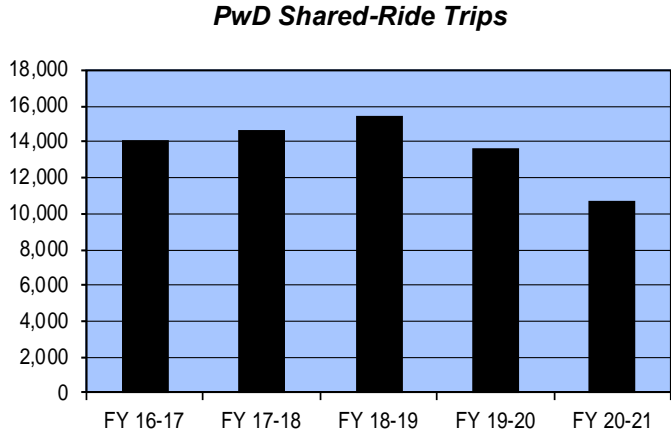
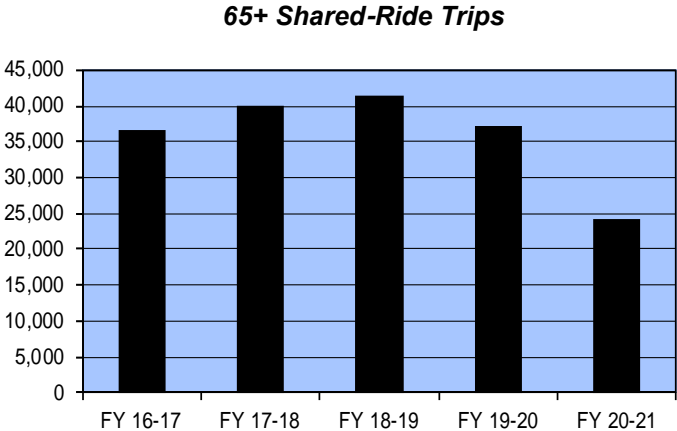
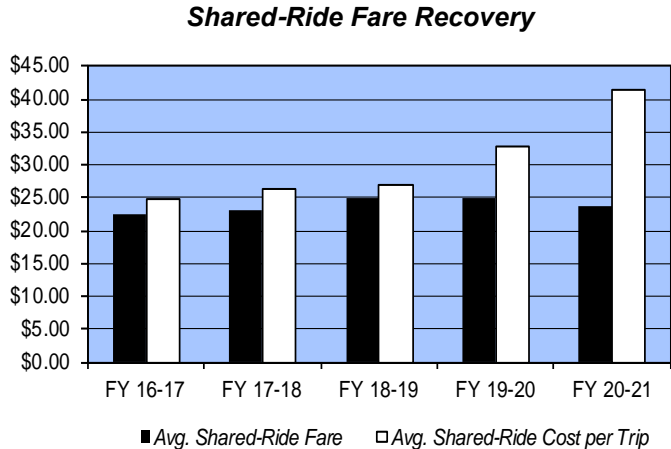
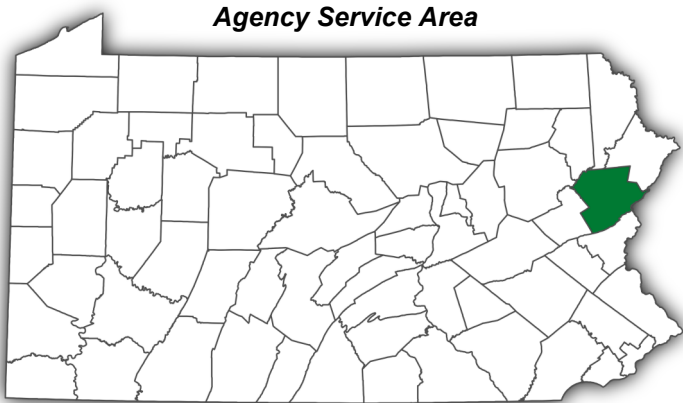


Operating Funds (000's)
\$2,099

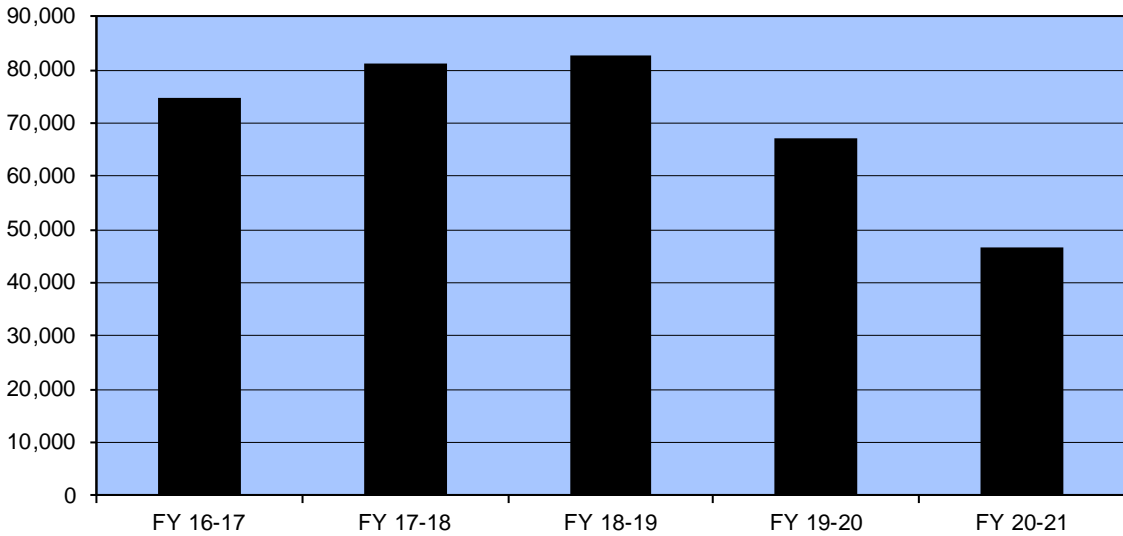


Monroe County Transportation Authority (MCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

New Castle Area Transit Authority (NCATA)

CNG

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: 307,934
 Senior Passengers: 50,266
 Revenue Vehicle Miles: 869,352
 Revenue Vehicle Hours: 48,962



Current Employees
 Agency Full-Time: 50
 Agency Part-Time: 6
 System-Wide: 56



Act 44 Operating Assistance
 Section 1513 Allocation: \$4,782,817
 Required Local Match: \$256,405



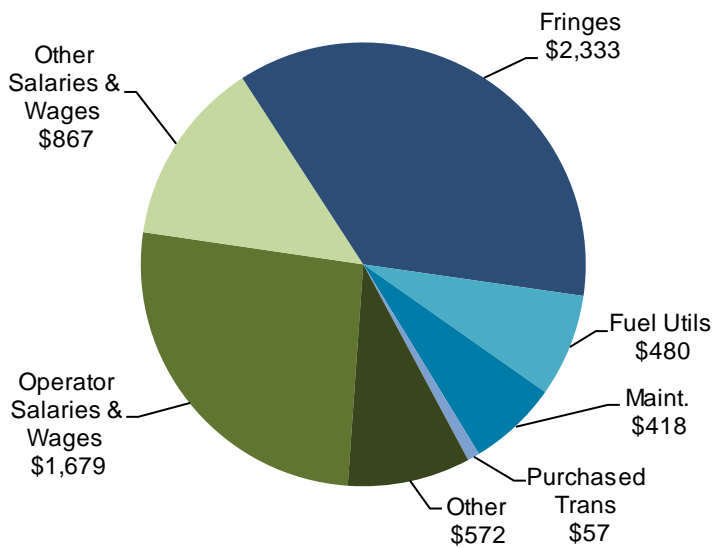
Current Fleet Size
 Diesel/Gasoline Motor Bus: 11
 Hybrid Diesel/Electric Motor Bus: 10
 CNG Motor Bus Vehicles: 13
 System-Wide: 34

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

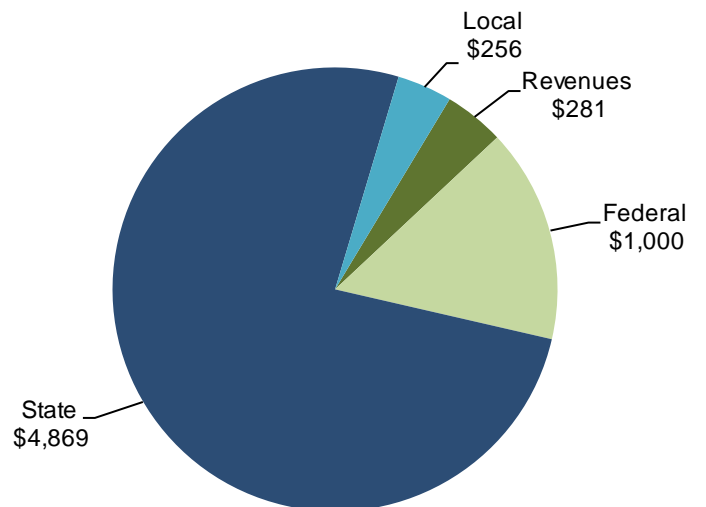
\$6,406



Expense includes ADA complementary expense.

Operating Funds (000's)

\$6,406

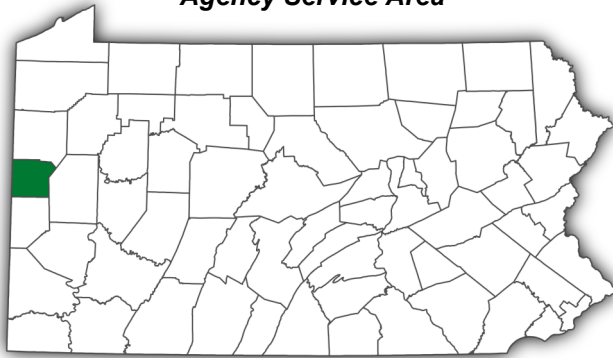


Revenue includes ADA complementary revenue.

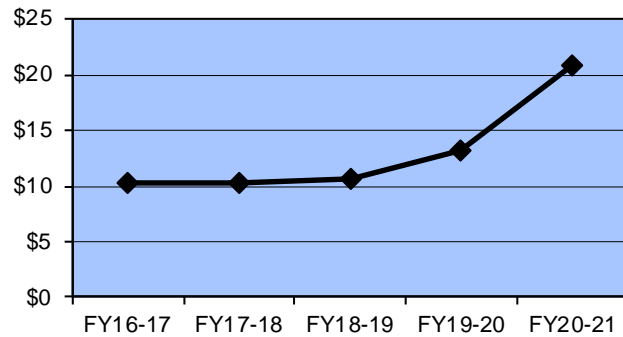
New Castle Area Transit Authority (NCATA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

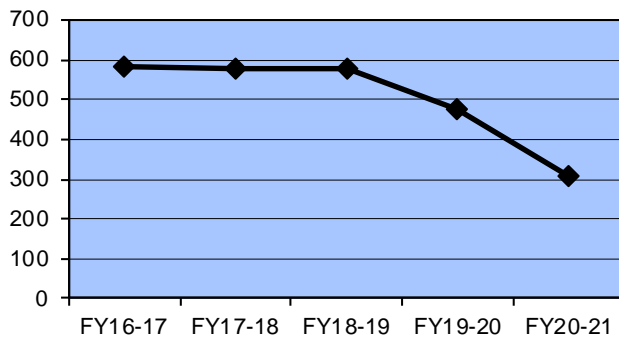
Agency Service Area



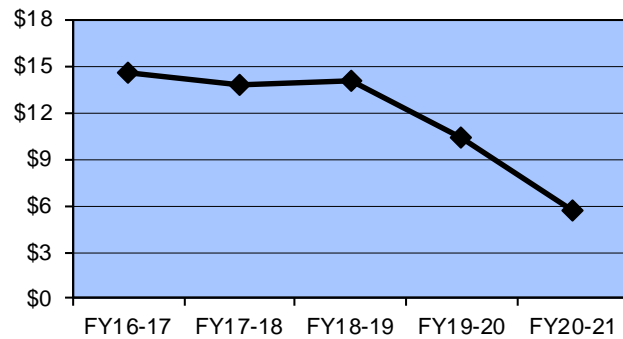
Operating Expense Per Passenger



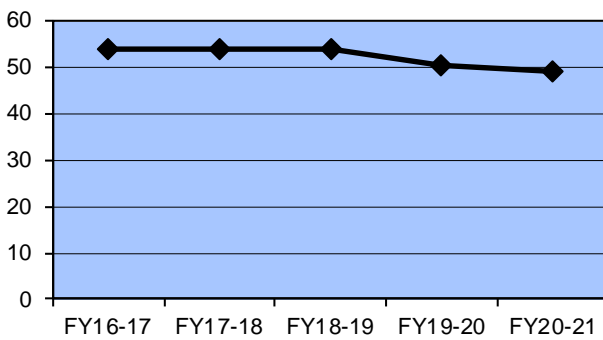
Total Passengers (000's)



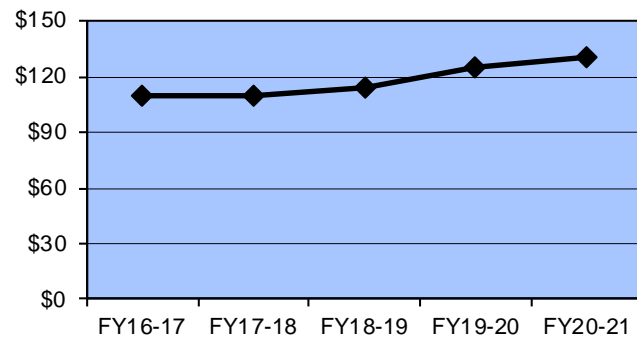
Operating Revenue Per Revenue Vehicle Hour



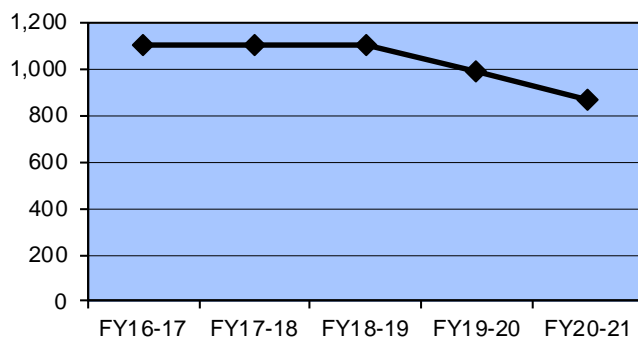
Revenue Vehicle Hours (000's)



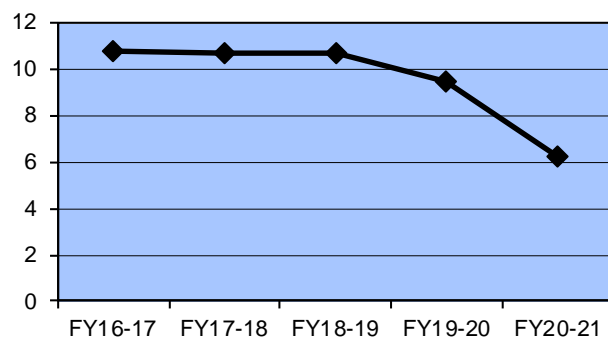
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Pike County Transportation Department

Community Transportation



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



House District
 Pike: 139, 189
Senate District
 Pike: 20



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



Current Fare Information
 Average Shared-Ride Fare: \$22.33
 Average Shared-Ride Cost per Trip: \$45.03
 Fare Structure
 Implementation Date: March 2016



Trip Information*
 65+ Trips: 11,183
 PwD Trips: 2,582
 Other Shared-Ride Trips: 2,671
 Total Shared-Ride Trips: 16,626
 Total Escorts: 879



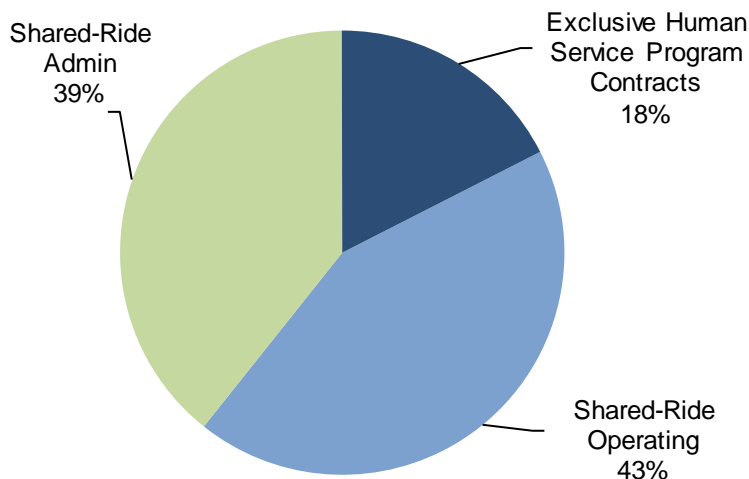
Vehicles Operated in Maximum Service
 Community Transportation: 15

*Unaudited statistical data was provided at the time this report was published.

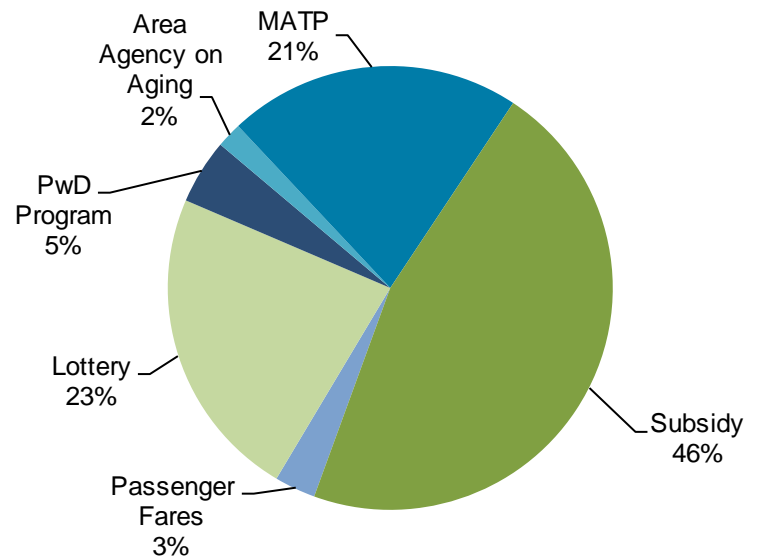
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$908

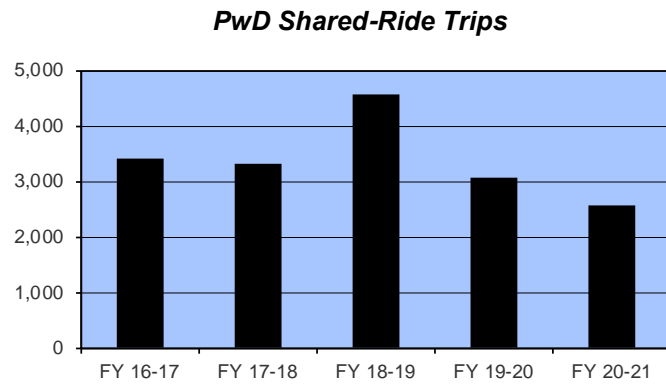
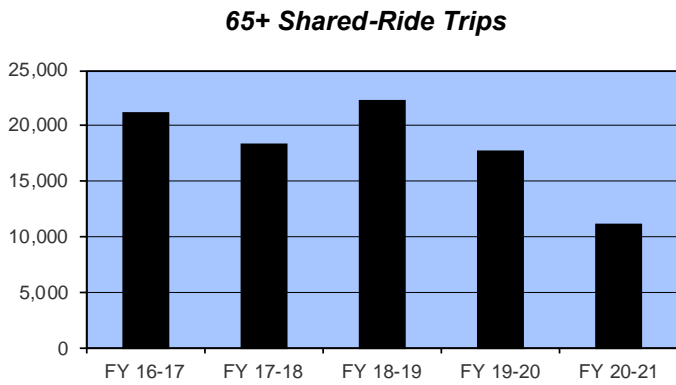
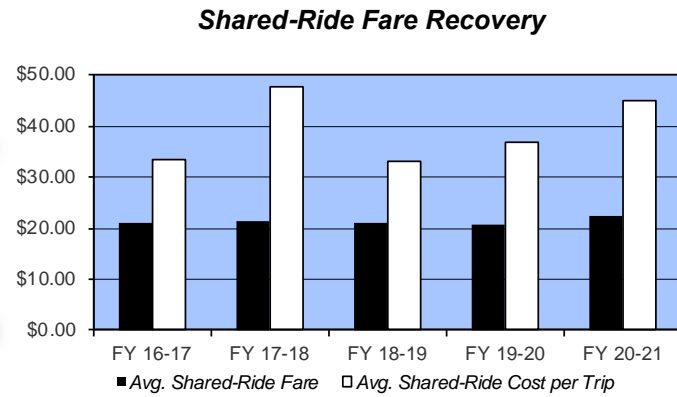
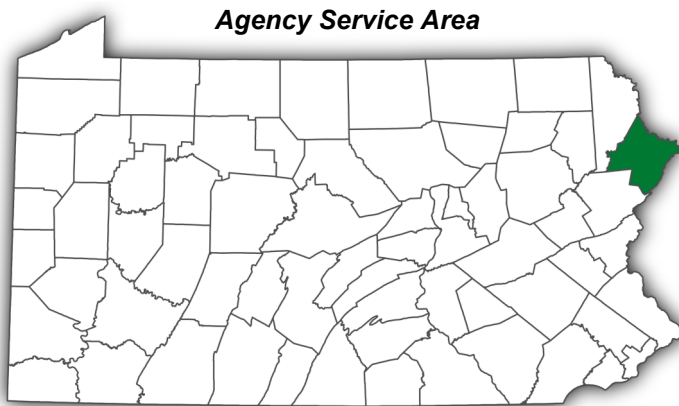


Operating Funds (000's)
\$908

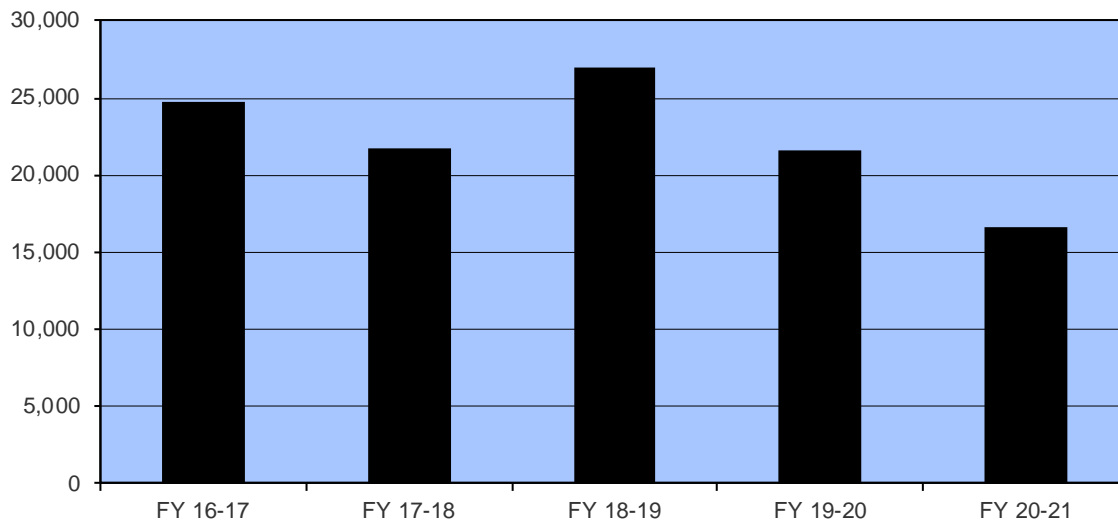


Pike County Transportation Department

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Pottstown Area Rapid Transit (PART)

Urban System



Pottstown Area Rapid Transit (PART)
 902 Farmington Avenue
 Pottstown, PA 19464
 610-970-6511
 Mr. Justin Keller, Borough Manager
www.pottstownarearapidtransit.com



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

Senate District
 Chester: 44
 Montgomery: 24, 44



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 133,932
 Senior Passengers: 23,515
 Revenue Vehicle Miles: 291,787
 Revenue Vehicle Hours: 21,952



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,406,875
 Required Local Match: \$98,995



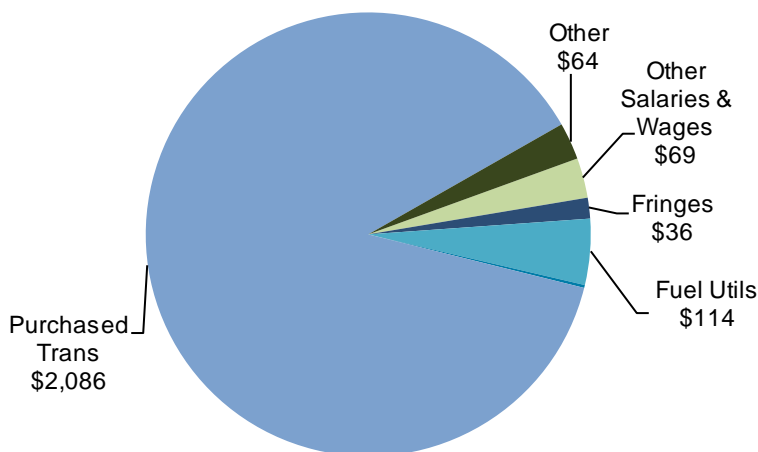
Current Fleet Size
 Diesel/Gasoline Motor Bus: 8
 Diesel/Gasoline Paratransit Vehicle: 2
 System-Wide: 10

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

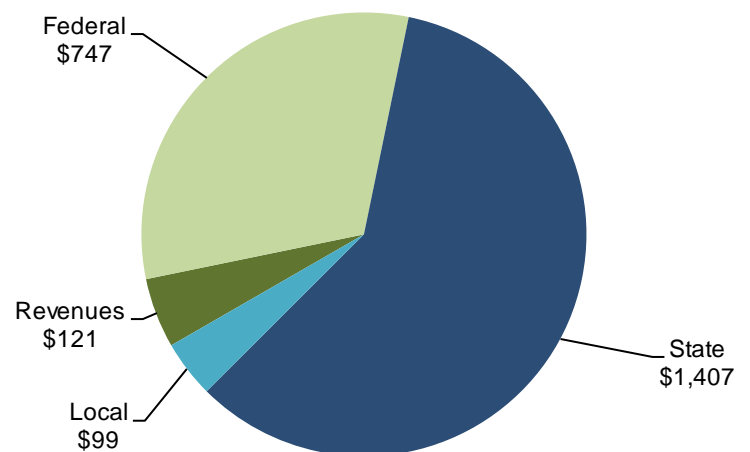
\$2,374



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,374

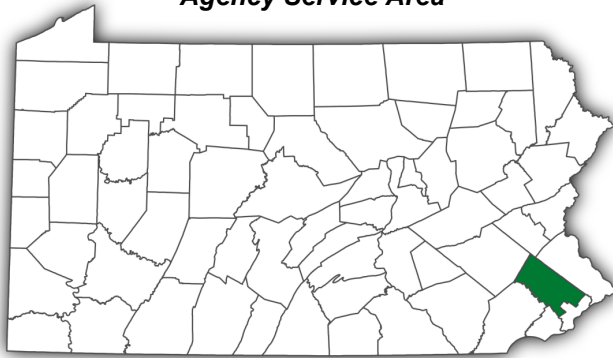


Revenue includes ADA complementary revenue.

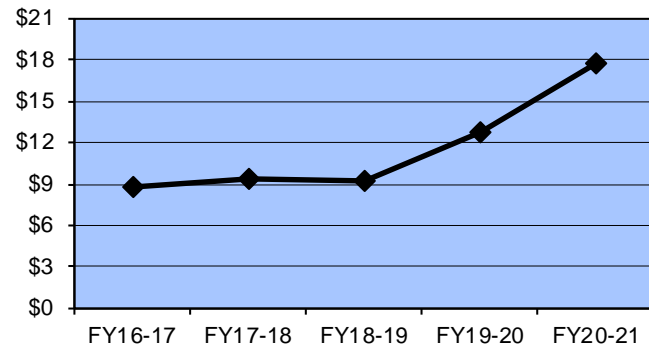
Pottstown Area Rapid Transit (PART)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

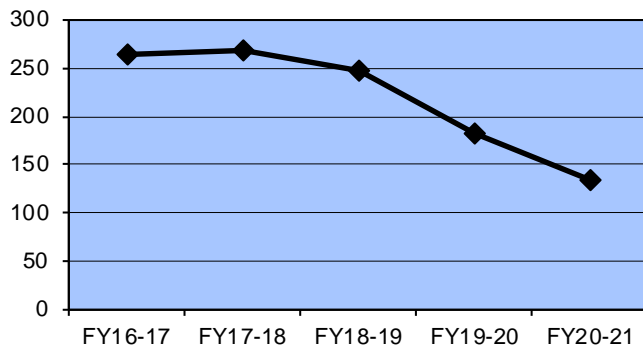
Agency Service Area



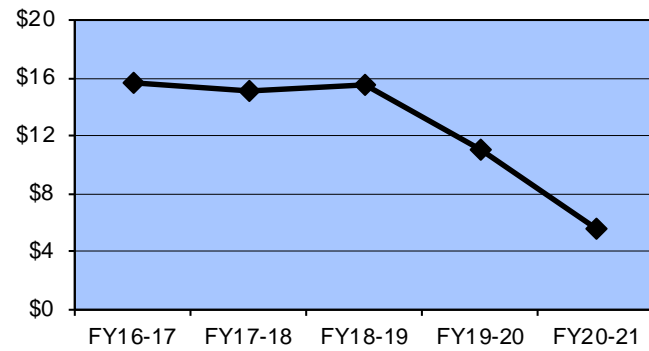
Operating Expense Per Passenger



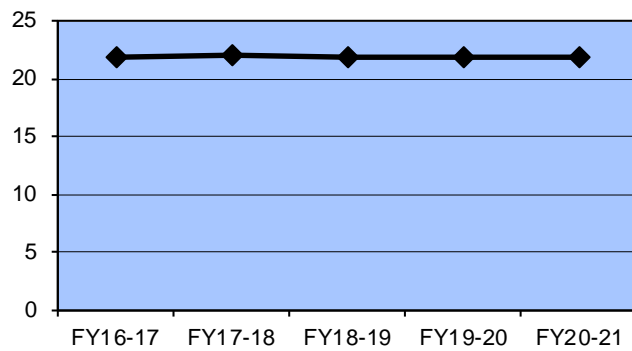
Total Passengers (000's)



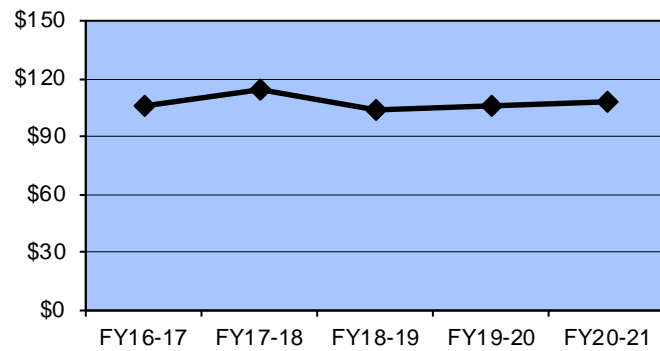
Operating Revenue Per Revenue Vehicle Hour



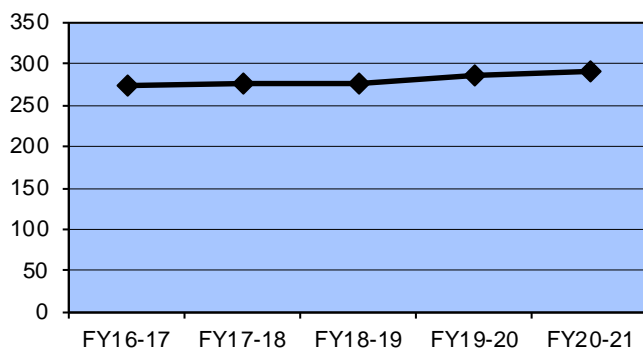
Revenue Vehicle Hours (000's)



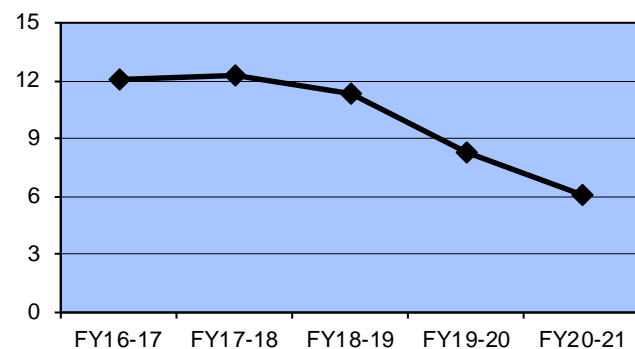
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

ROVER Community Transportation

Community Transportation



ROVER Community Transportation
 1002 South Chestnut Street
 Downingtown, PA 19335
 484-696-3854
 Mr. Martyn Bradbury, 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: \$23.61
 Average Shared-Ride Cost per Trip: \$30.15
 Fare Structure
 Implementation Date: January 2021



Trip Information
 65+ Trips: 38,831
 PwD Trips: 14,325
 Other Shared-Ride Trips: 14,987
 Total Shared-Ride Trips: 68,143
 Total Escorts: 707
 Non-Public Trips: 41,102

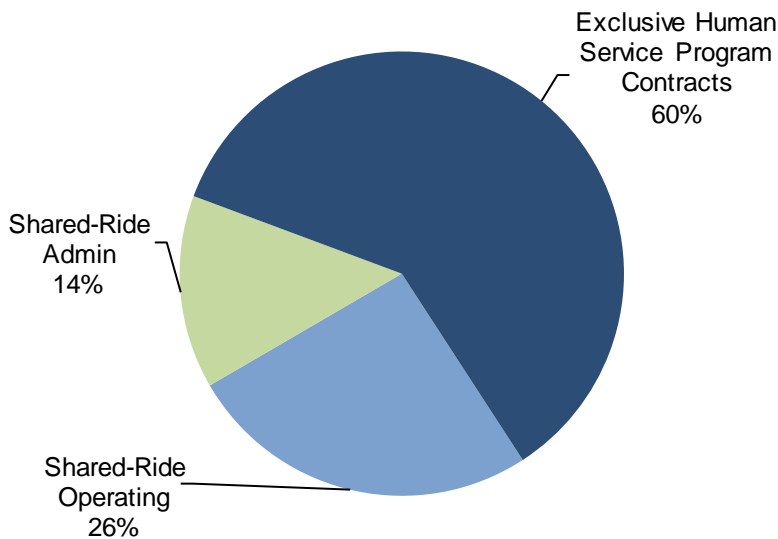


Vehicles Operated in Maximum Service
 Community Transportation: 28

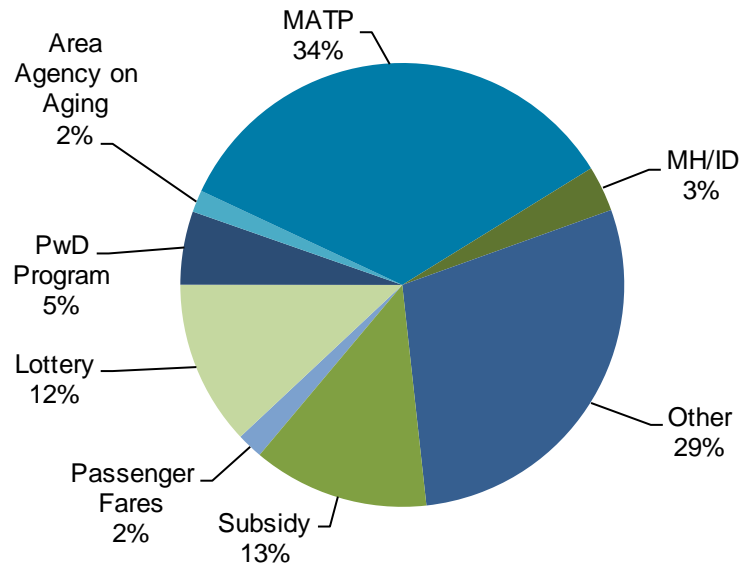
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$5,156

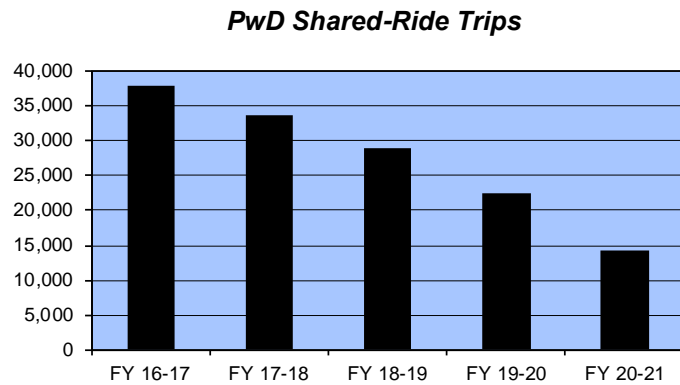
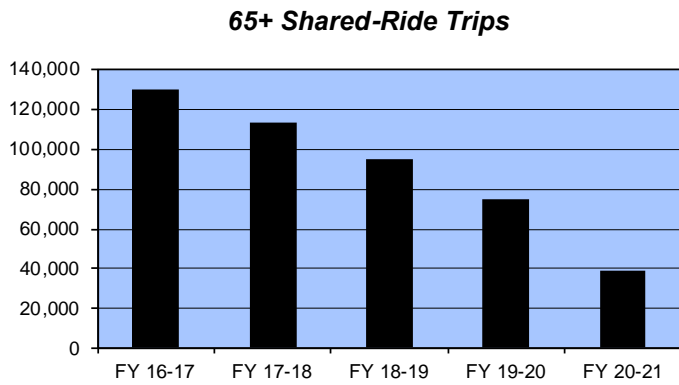
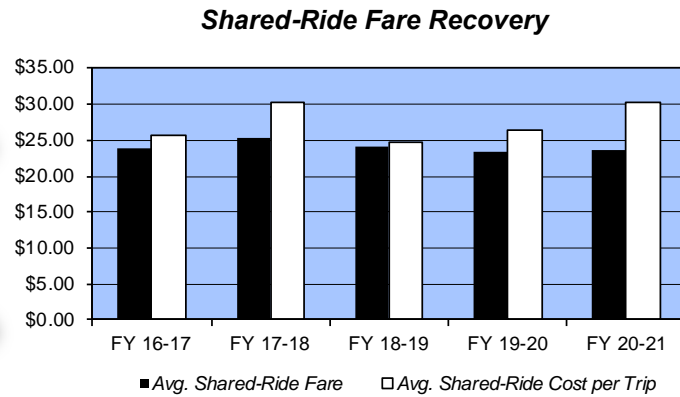
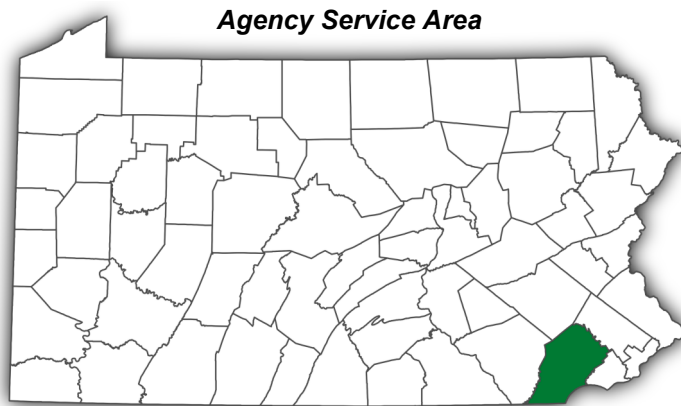


Operating Funds (000's)
\$5,766



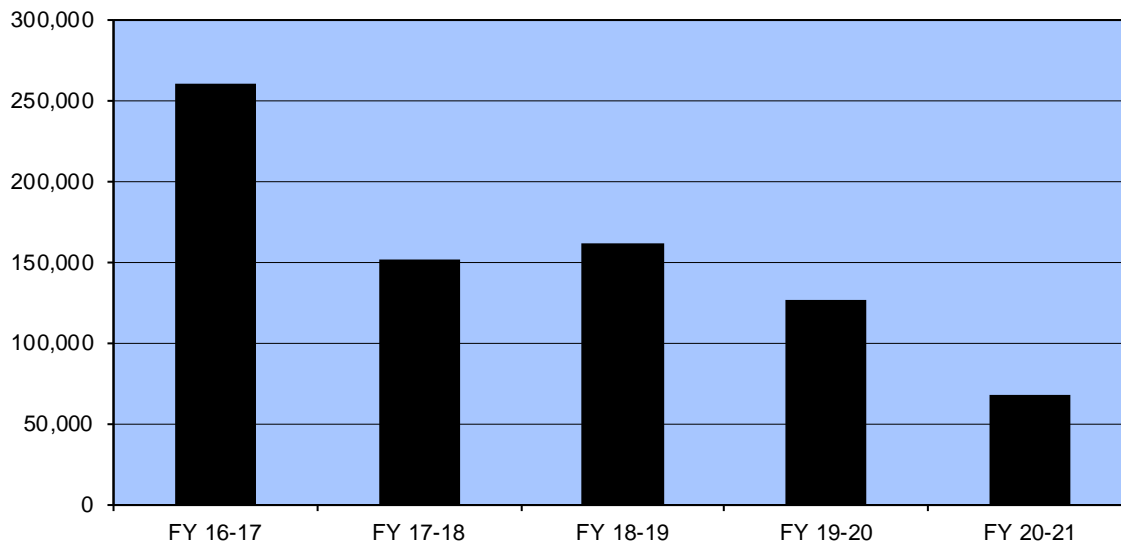
ROVER Community Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



OPERATING PROFILES

Total Shared-Ride Trips



The large decrease in trips between FY 16-17 and FY17-18 resulted from a reclassification of some non-PennDOT funded trips to non-public transportation.

Schuylkill Transportation System (STS)

Rural System



Schuylkill Transportation System (STS)
 252 Industrial Park Road
 St. Clair, PA 17970
 570-429-2701
 Mr. David Bekisz, Executive Director
www.go-sts.com



House District
 Schuylkill: 123, 124, 125

Senate District
 Schuylkill: 29



Service Area Statistics (2010 Census)
 Square Miles: 277
 Population: 97,441



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 121,639
 Senior Passengers: 32,936
 Revenue Vehicle Miles: 317,248
 Revenue Vehicle Hours: 18,834



Current Employees
 Agency Full-Time: 50
 Agency Part-Time: 12
 System-Wide: 62



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,747,300
 Required Local Match: \$74,877



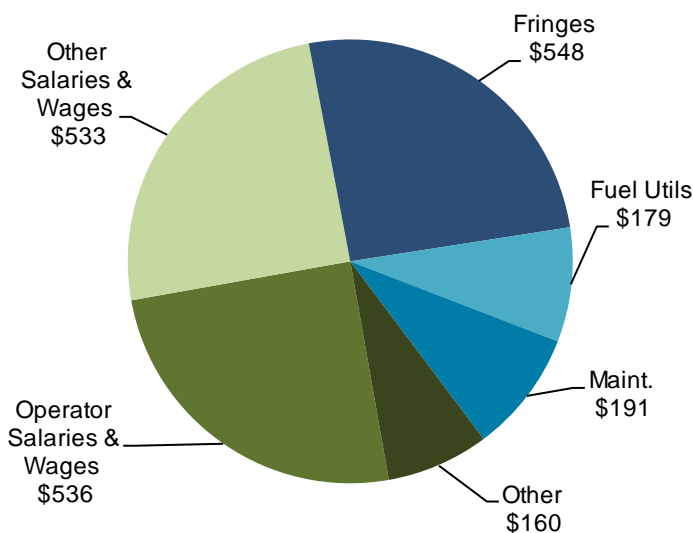
Current Fleet Size
 Diesel/Gasoline Motor Bus: 3
 CNG Motor Bus: 10
 Diesel/Gasoline Paratransit Vehicle: 2
 System-Wide: 15

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

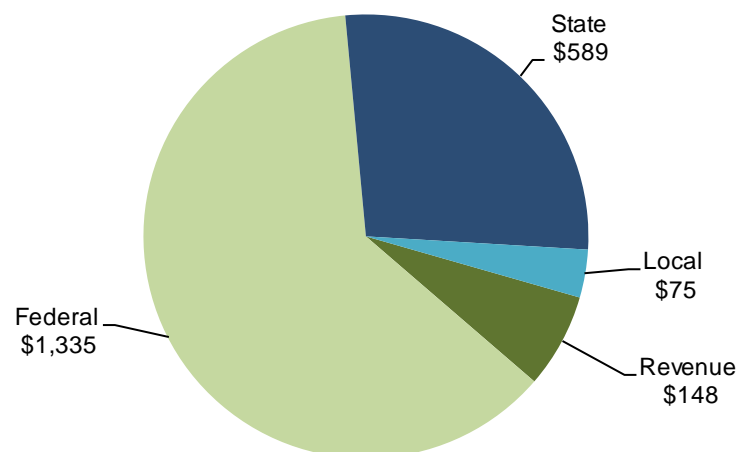
\$2,147



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,147

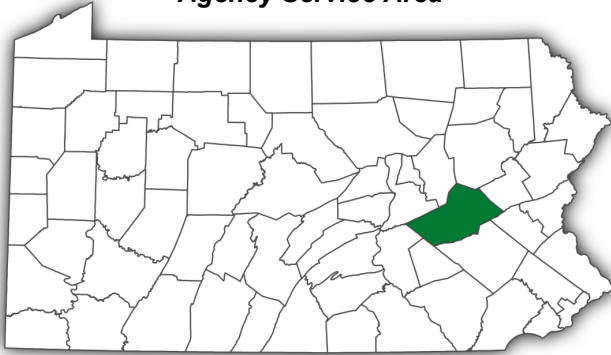


Revenue includes ADA complementary revenue.

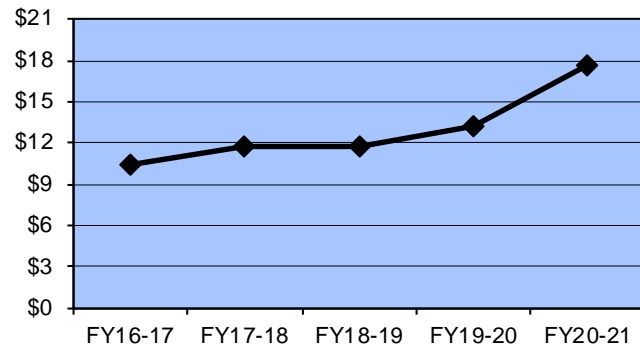
Schuylkill Transportation System (STS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

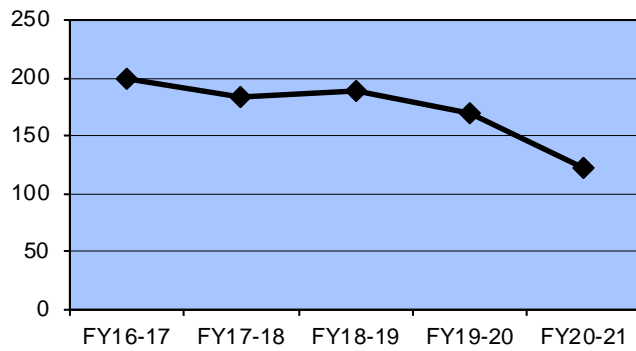
Agency Service Area



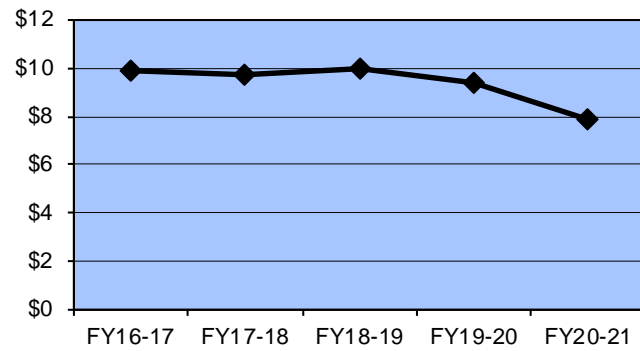
Operating Expense Per Passenger



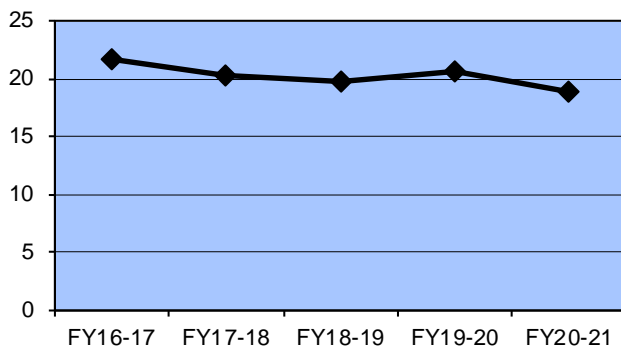
Total Passengers (000's)



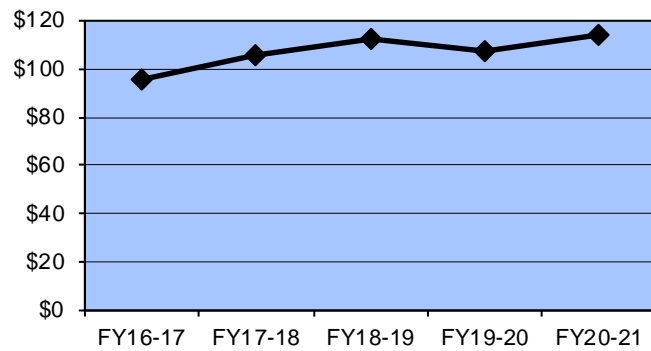
Operating Revenue Per Revenue Vehicle Hour



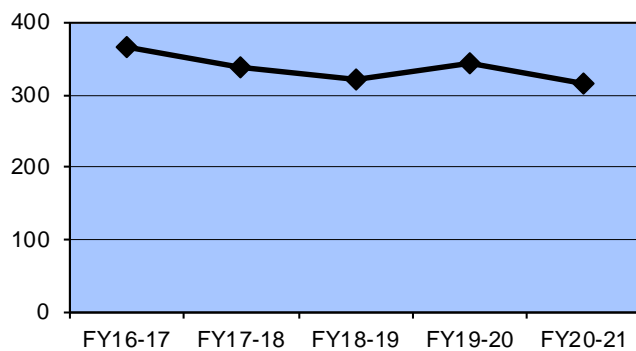
Revenue Vehicle Hours (000's)



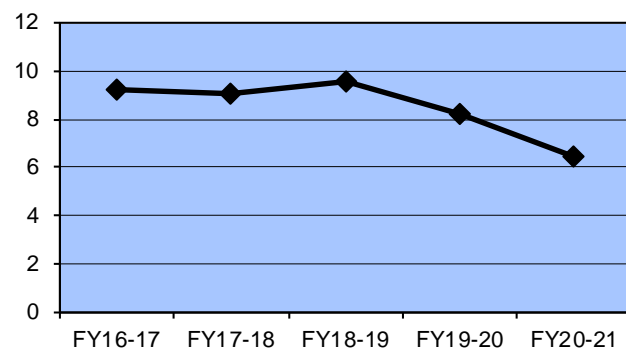
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Schuylkill Transportation System (STS)

Community Transportation



Schuylkill Transportation System (STS)

252 Industrial Park Road
St. Clair, PA 17970
570-429-2701
Mr. David Bekisz, Executive Director
www.go-sts.com



House District

Schuylkill: 123, 124, 125

Senate District

Schuylkill: 29



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$24.63
Average Shared-Ride Cost per Trip: \$50.63
Fare Structure
Implementation Date: October 2020



Trip Information

65+ Trips: 22,346
PwD Trips: 3,595
Other Shared-Ride Trips: 15,726
Total Shared-Ride Trips: 41,667
Total Escorts: 3,981
Non-Public Trips: 4,436



Vehicles Operated in Maximum Service

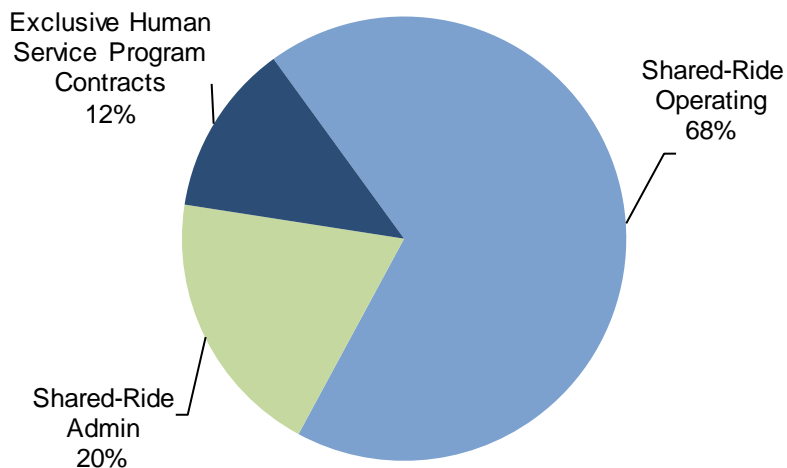
Community Transportation: 26

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

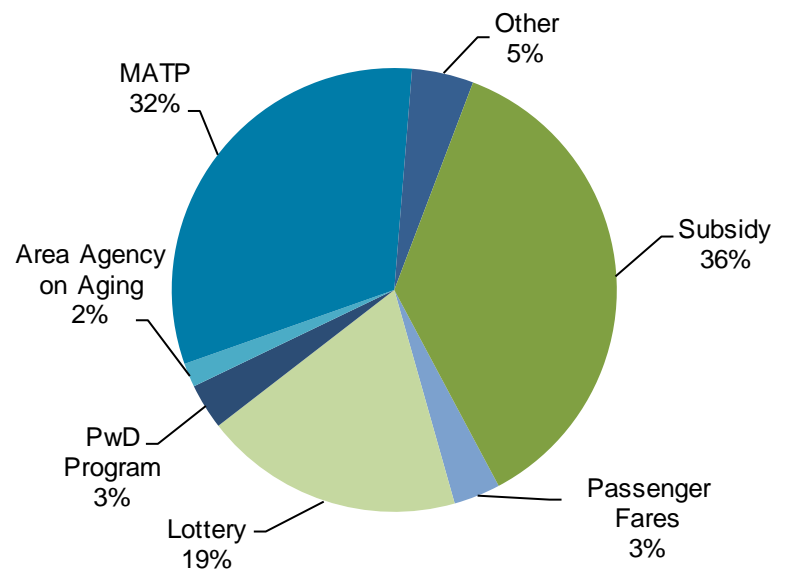
Operating Expense (000's)

\$2,412



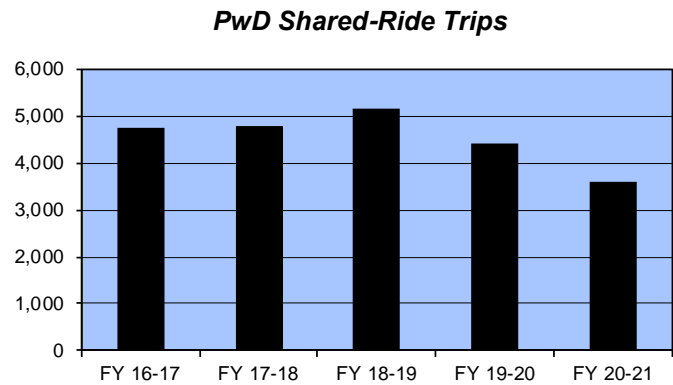
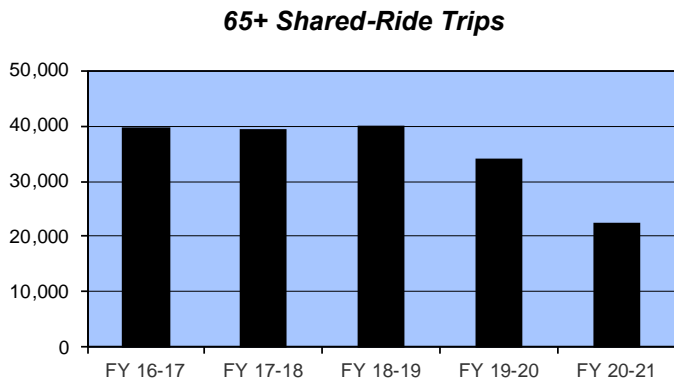
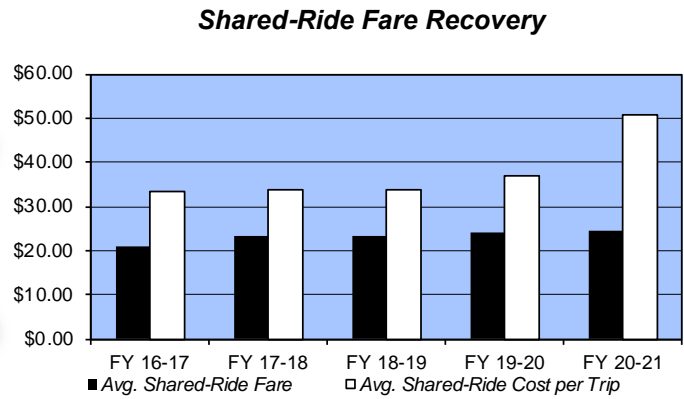
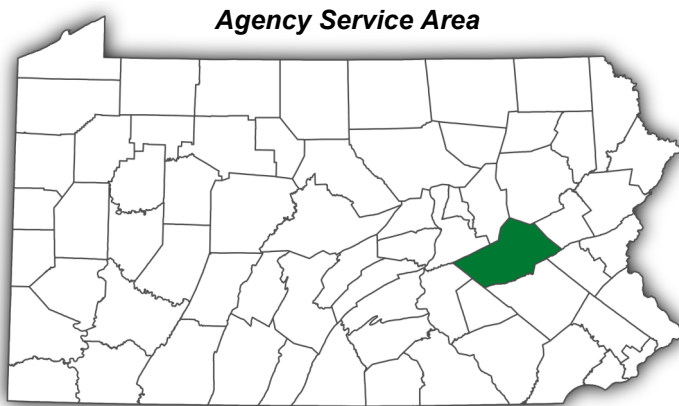
Operating Funds (000's)

\$2,412

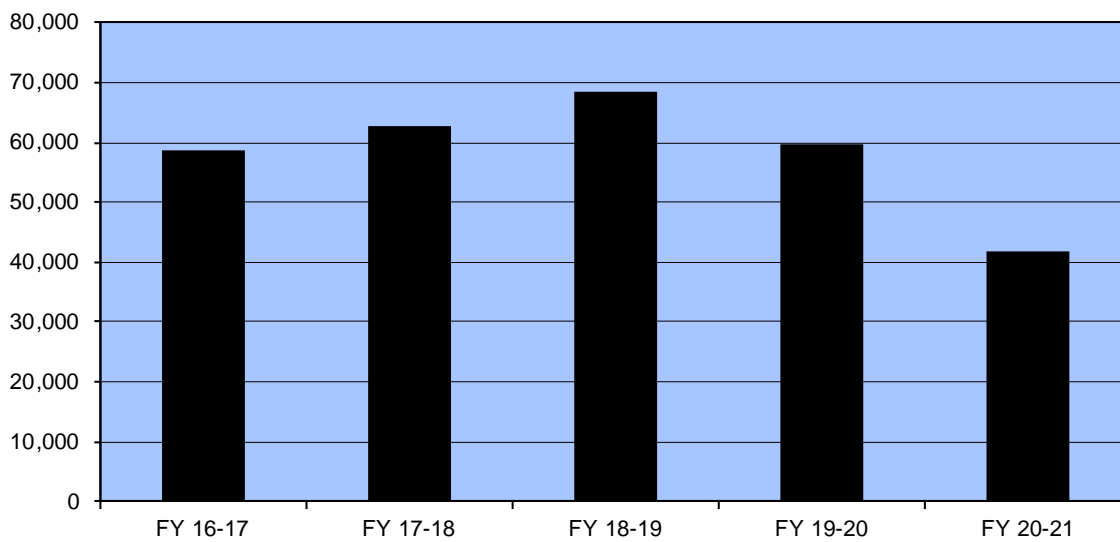


Schuylkill Transportation System (STS)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Somerset County Transportation System

Community Transportation



Somerset County Transportation System

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



House District

Somerset: 51, 59, 69, 71

Senate District

Somerset: 32



Service Area Statistics (2010 Census)

Square Miles: 1,075
Population: 77,742
65+ Population: 14,431
% of Population 65 and older: 18.6%



Current Fare Information

Average Shared-Ride Fare: \$15.71
Average Shared-Ride Cost per Trip: \$19.79
Fare Structure
Implementation Date: July 2017



Trip Information

65+ Trips: 7,644
PwD Trips: 2,869
Other Shared-Ride Trips: 9,892
Total Shared-Ride Trips: 20,405
Total Escorts: 1,166
Non-Public Trips: 3,333



Vehicles Operated in Maximum Service

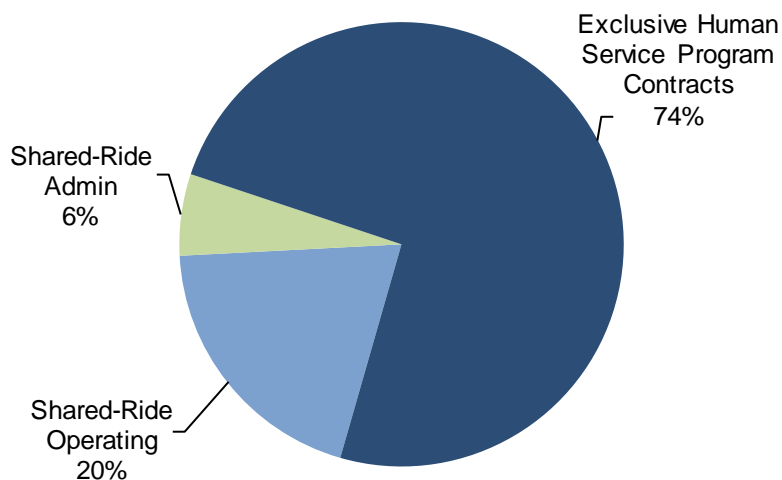
Community Transportation: 18

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

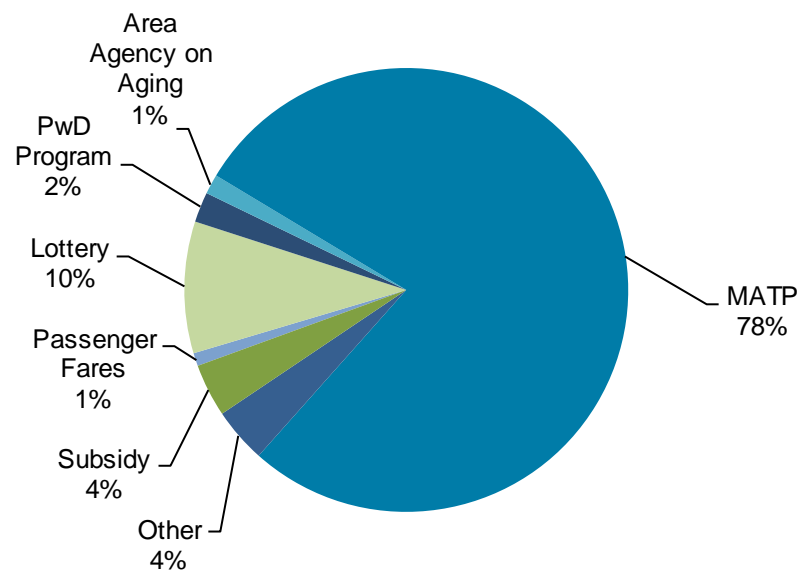
Operating Expense (000's)

\$1,573



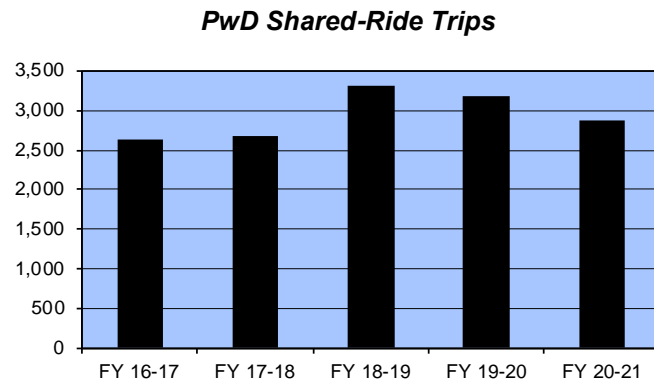
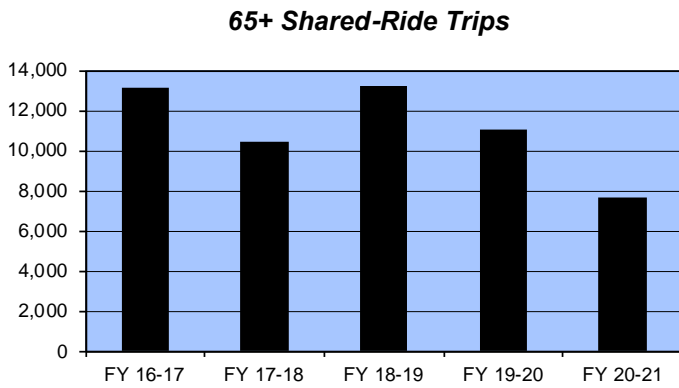
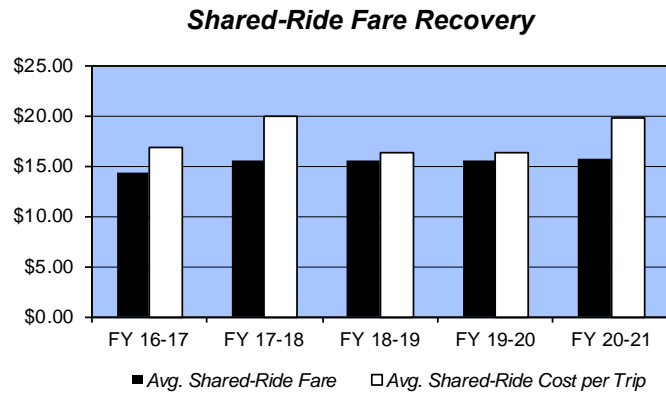
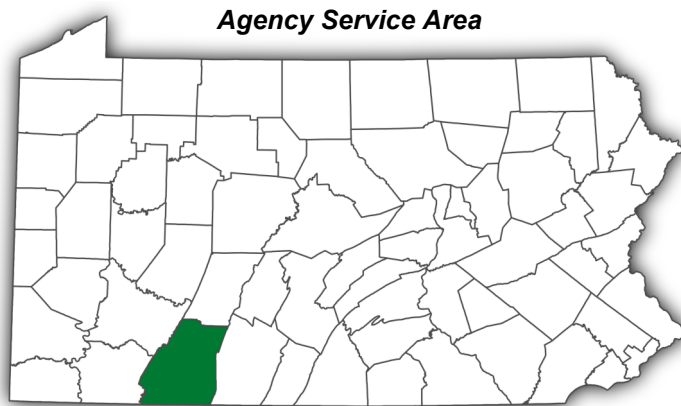
Operating Funds (000's)

\$1,787

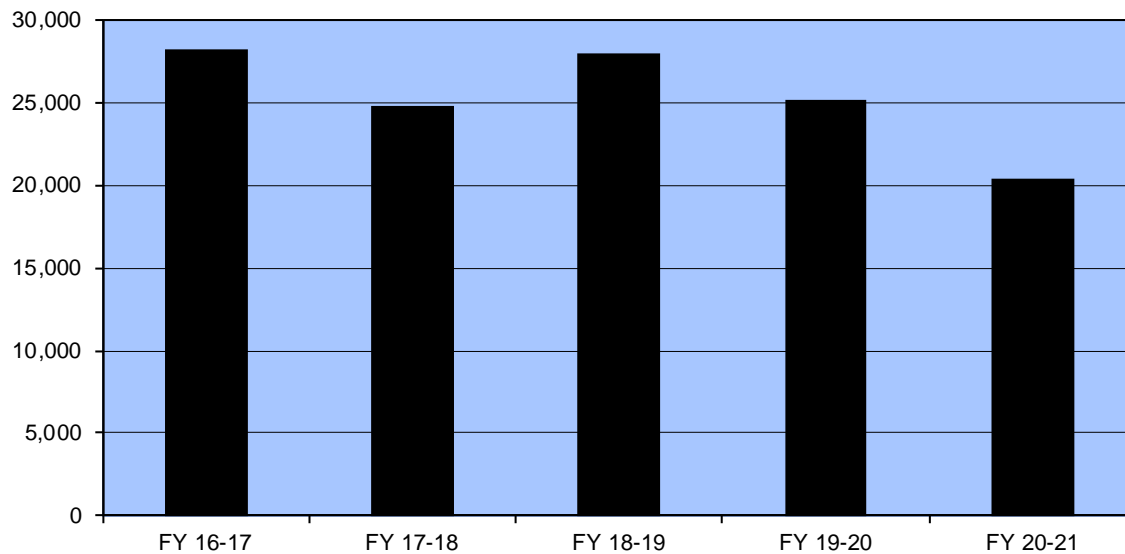


Somerset County Transportation System

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

South Central Transit Authority (SCTA)

Urban System



South Central Transit Authority (SCTA)
 45 Erick Road
 Lancaster, PA 17601
 717-397-5613
 Mr. Gregory C. Downing, Executive Director
www.sctapa.com



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

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



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



Current Fare Information
 Fixed Route Base: \$1.80
 Last Base Fare Increase: January 2021



Act 44 Fixed Route Distribution Factors
 Total Passengers: 2,822,706
 Senior Passengers: 479,055
 Revenue Vehicle Miles: 3,362,491
 Revenue Vehicle Hours: 258,325



Current Employees
 Agency Full-Time: 251
 Agency Part-Time: 23
 Contractor Full-Time: 140
 Contractor Part-Time: 34
 System-Wide: 448



Act 44 Operating Assistance
 Section 1513 Allocation: \$17,665,076
 Required Local Match: \$749,902

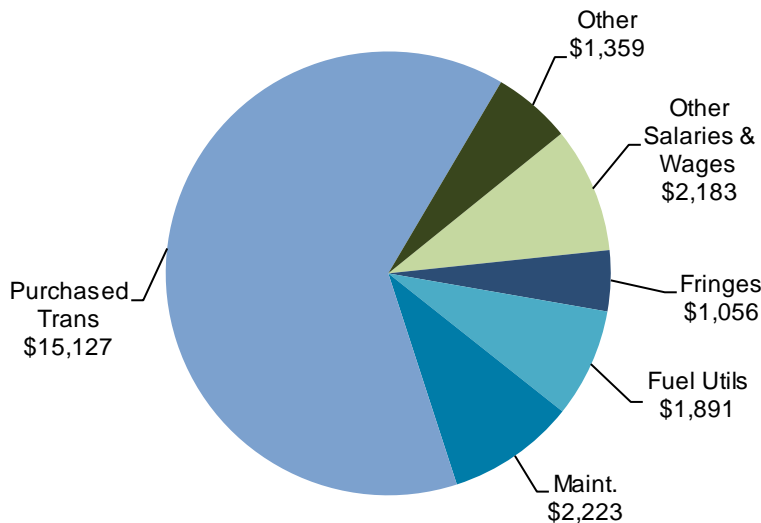


Current Fleet Size
 Diesel/Gasoline Motor Bus: 93
 Diesel/Gasoline Paratransit Vehicle: 126
 System-Wide: 219

OPERATING PROFILES

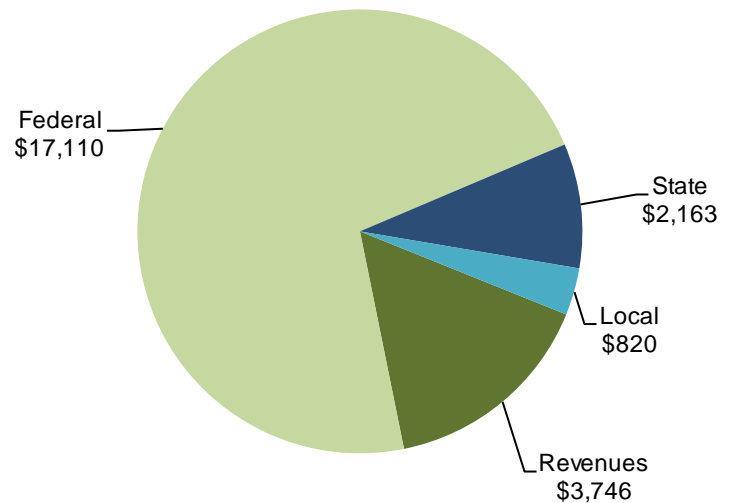
URBAN OPERATING BUDGET

Operating Expense (000's)
\$23,839



Expense includes ADA complementary expense.

Operating Funds (000's)
\$23,839

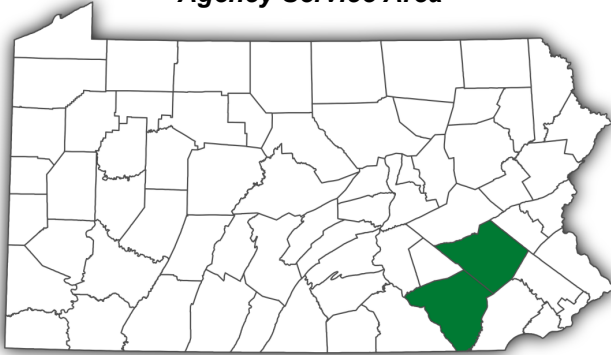


Revenue includes ADA complementary revenue.

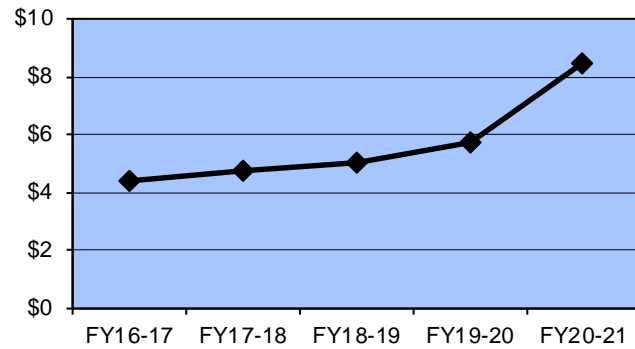
South Central Transit Authority (SCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

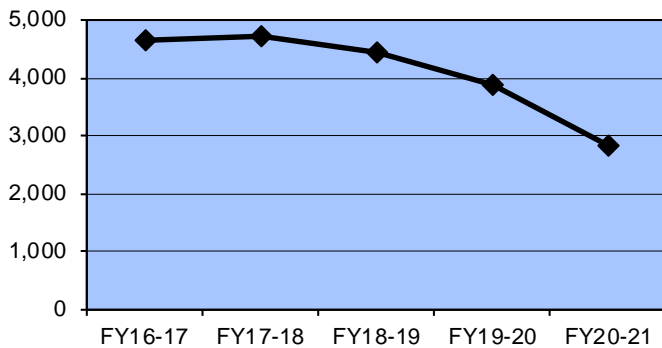
Agency Service Area



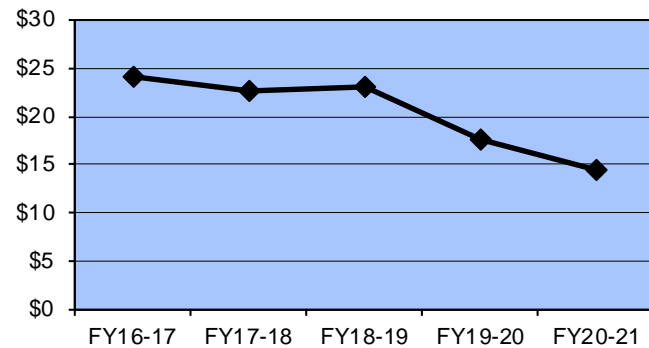
Operating Expense Per Passenger



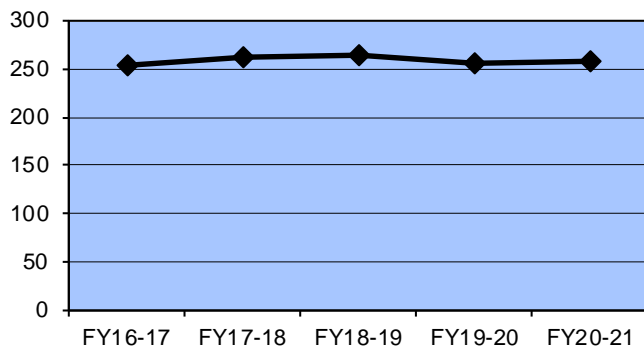
Total Passengers (000's)



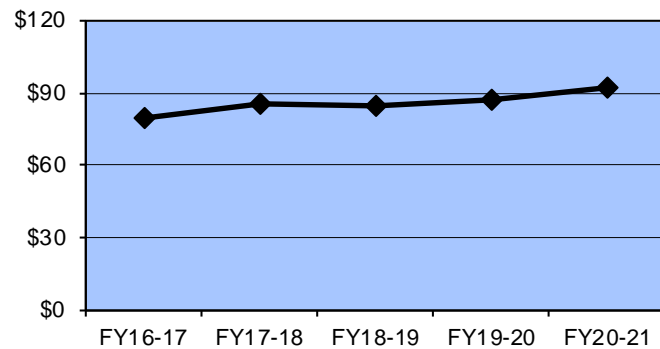
Operating Revenue Per Revenue Vehicle Hour



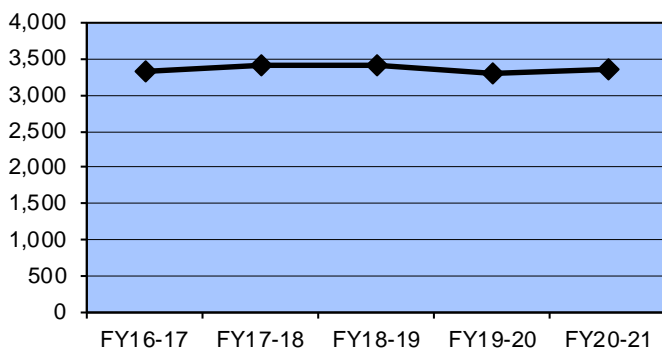
Revenue Vehicle Hours (000's)



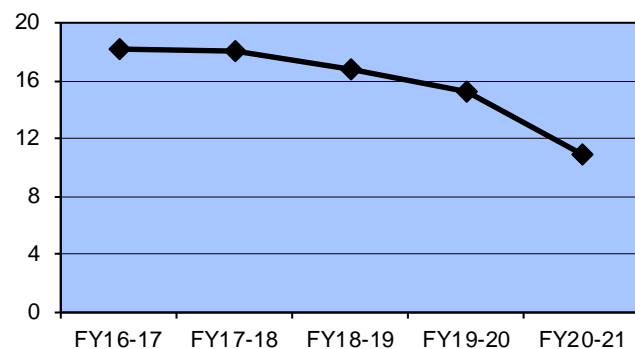
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

South Central Transit Authority (SCTA)

Community Transportation



South Central Transit Authority (SCTA)
 45 Erick Road
 Lancaster, PA 17601
 717-397-5613
 Mr. Gregory C. Downing, Executive Director
www.sctapa.com



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

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



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



Current Fare Information
 Average Shared-Ride Fare: \$23.92
 Average Shared-Ride Cost per Trip: \$40.62
 Fare Structure
 Implementation Date: July 2017



Trip Information
 65+ Trips: 87,043
 PwD Trips: 8,663
 Other Shared-Ride Trips: 96,147
 Total Shared-Ride Trips: 191,853
 Total Escorts: 22,312
 Non-Public Trips: 20,423

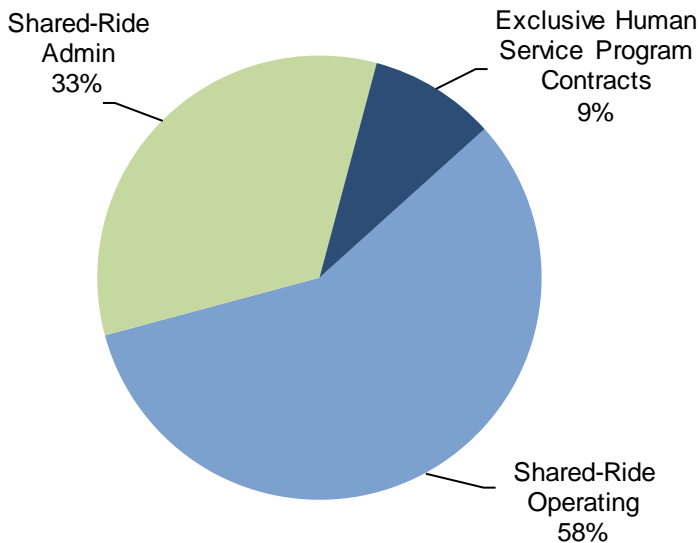


Vehicles Operated in Maximum Service
 Community Transportation: 66

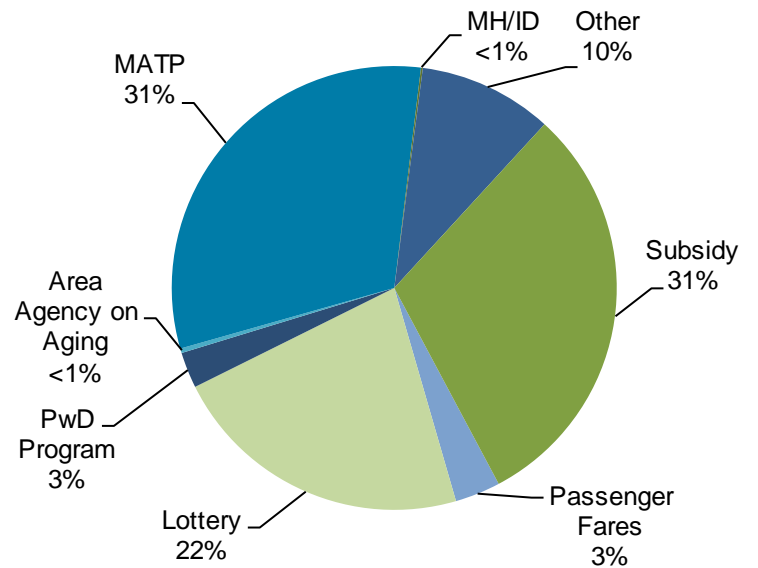
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$8,582



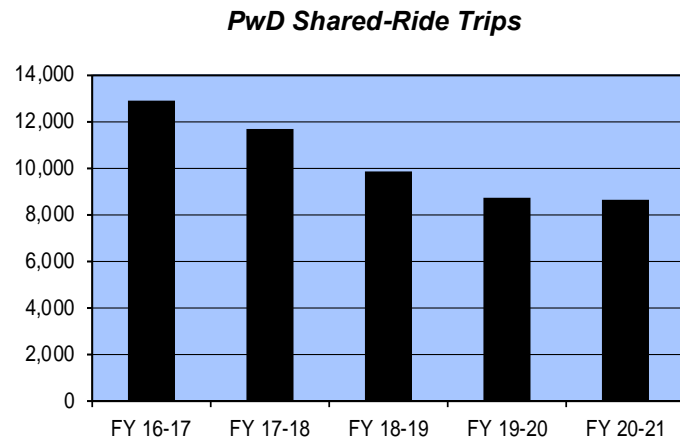
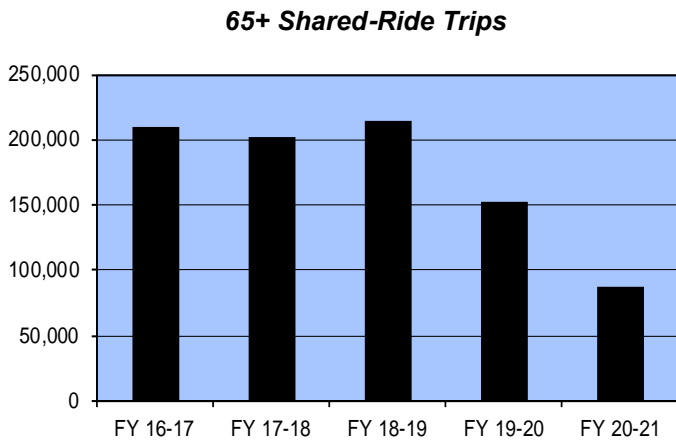
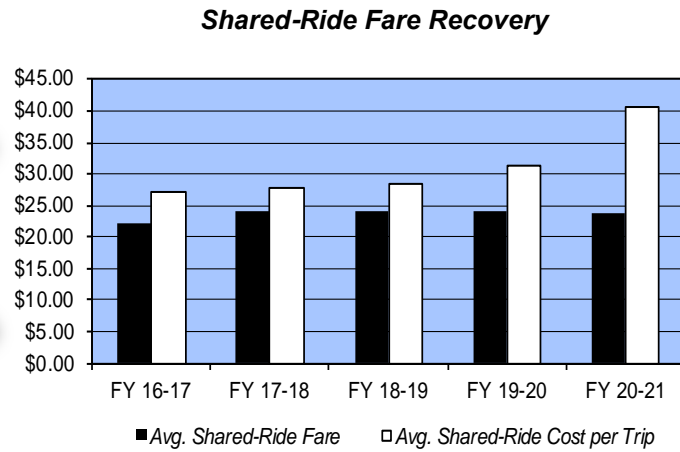
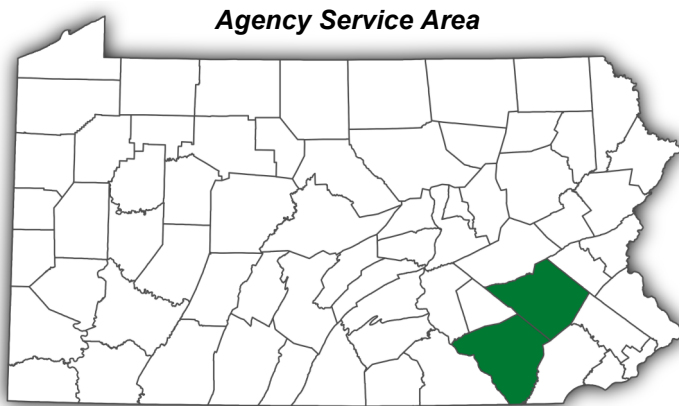
Operating Funds (000's)
\$8,532*



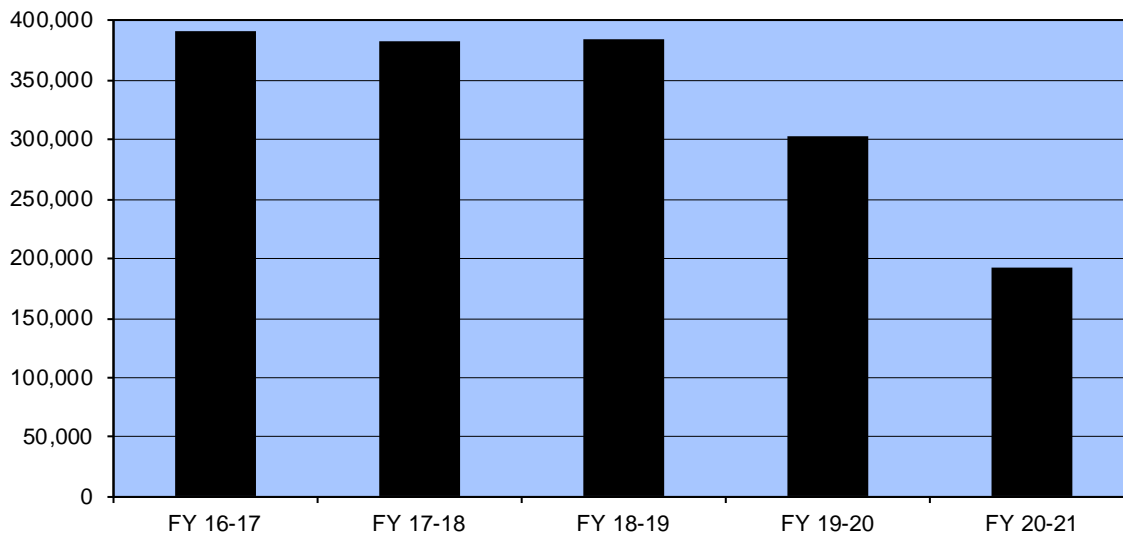
*Deficit will be covered by prior year retained earnings

South Central Transit Authority (SCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Community Transportation



STEP, Inc.
 2138 Lincoln Street
 Williamsport, PA 17701
 570-326-0587
 Mr. James 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: \$25.00
 Average Shared-Ride Cost per Trip: \$38.06
 Fare Structure
 Implementation Date: April 2015



Trip Information
 65+ Trips: 23,074
 PwD Trips: 4,338
 Other Shared-Ride Trips: 26,601
 Total Shared-Ride Trips: 54,013
 Non-Public Trips: 9,153



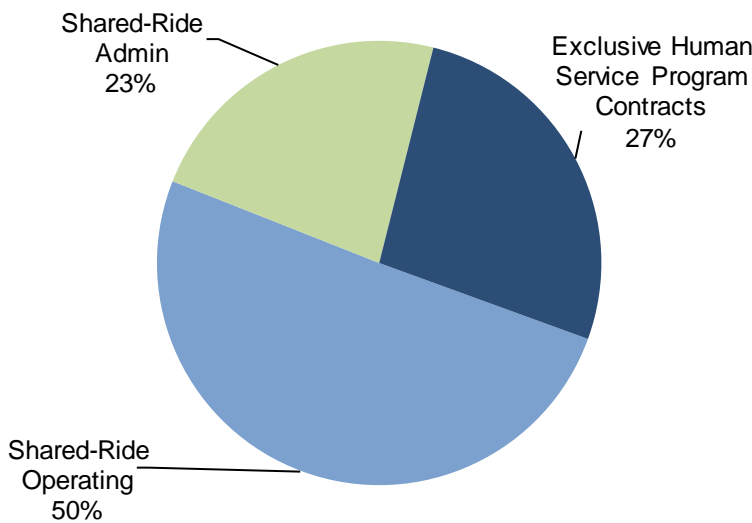
Vehicles Operated in Maximum Service
 Community Transportation: 37

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

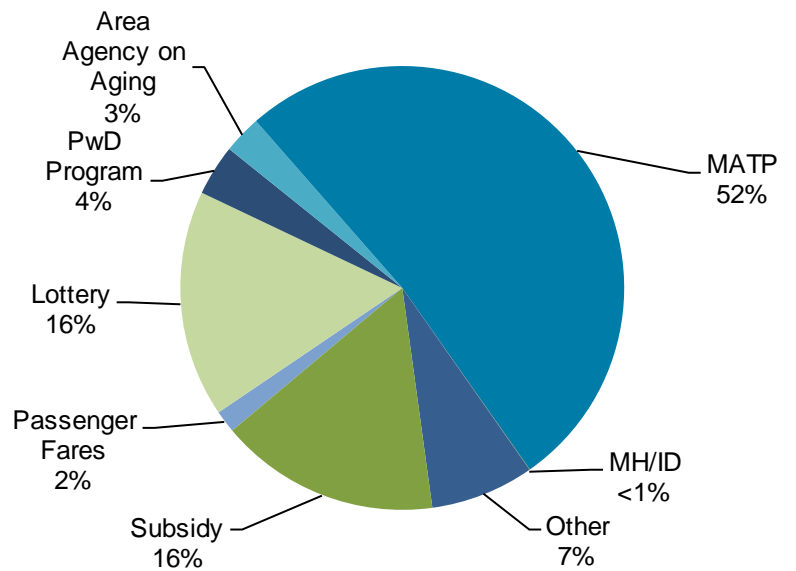
Operating Expense (000's)

\$2,802



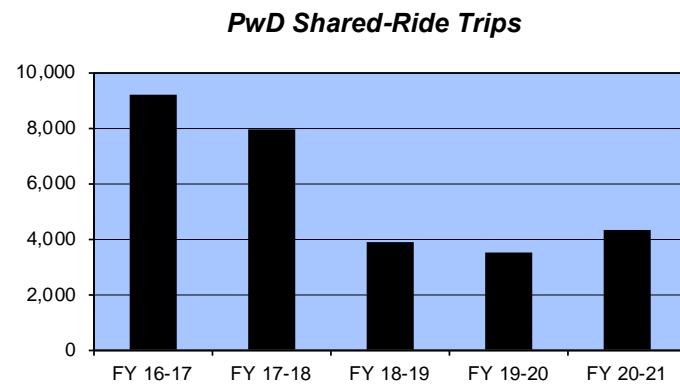
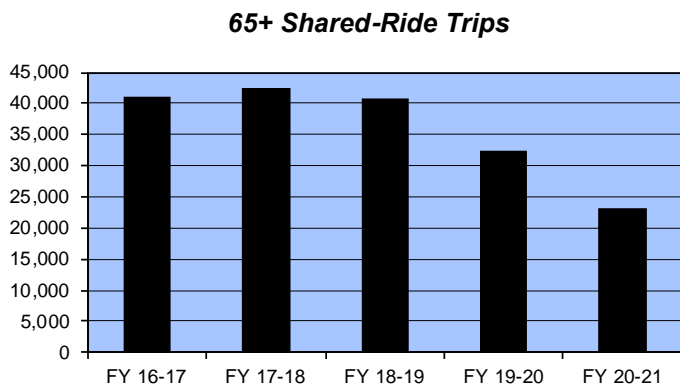
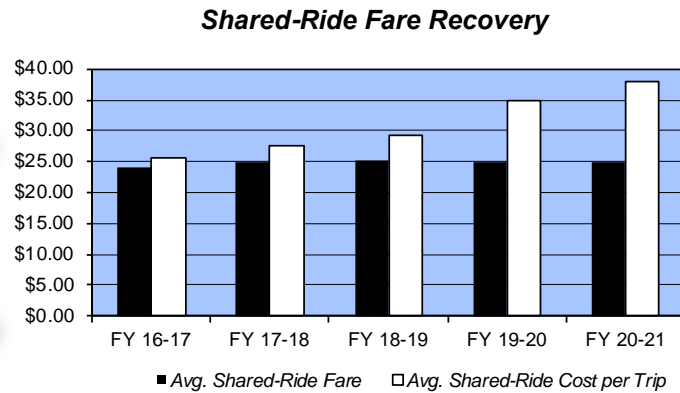
Operating Funds (000's)

\$2,795*

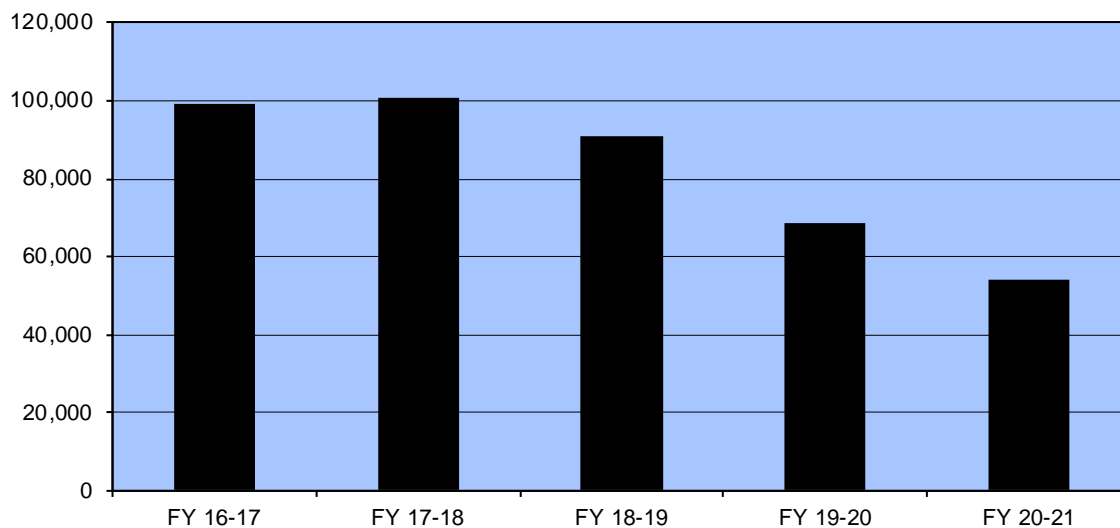


*Deficit will be covered by CARES Act funds beyond the end of the fiscal year

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



Suburban Transit Network, Inc. (TransNet)

Community Transportation



Suburban Transit Network, Inc. (TransNet)

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



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:	\$32.41
Average Shared-Ride Cost per Trip:	\$56.24
Fare Structure	
Implementation Date:	July 2021



Trip Information

65+ Trips:	53,862
PwD Trips:	7,023
Other Shared-Ride Trips:	27,155
Total Shared-Ride Trips:	88,040
Total Escorts:	4,201
Non-Public Trips:	106,366



Vehicles Operated in Maximum Service

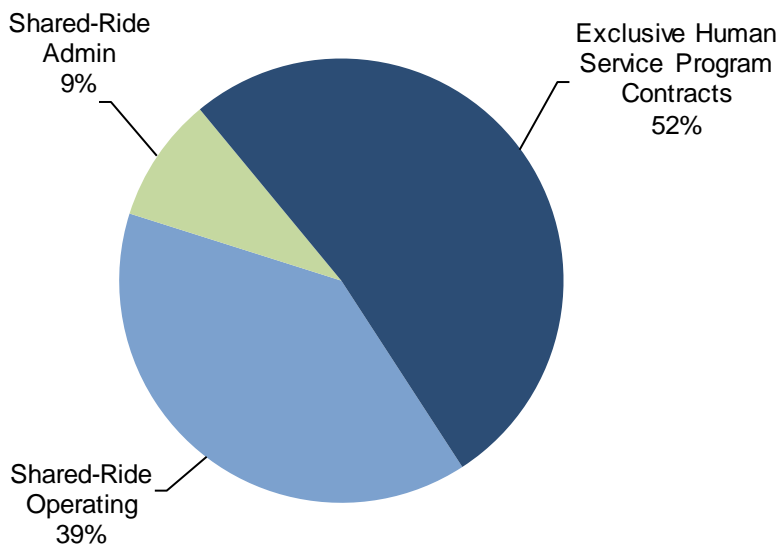
Community Transportation: 118

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

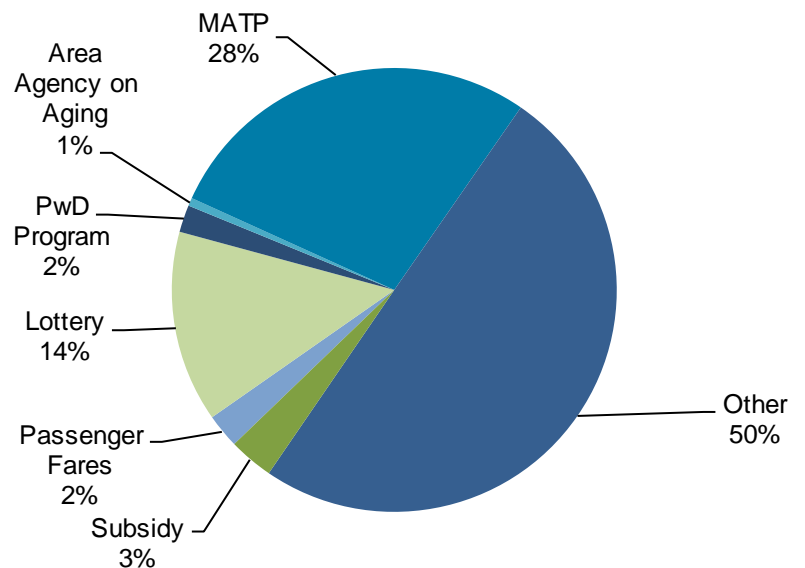
Operating Expense (000's)

\$10,276



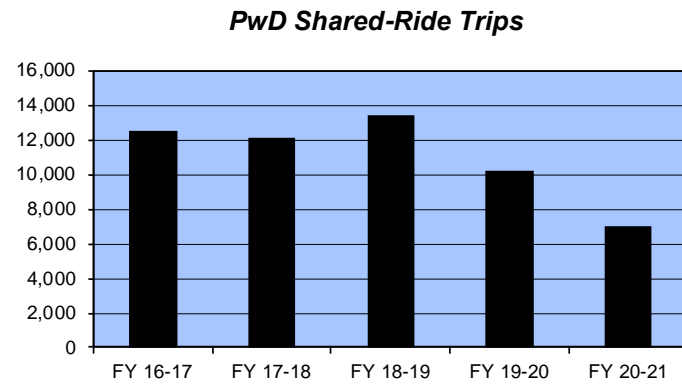
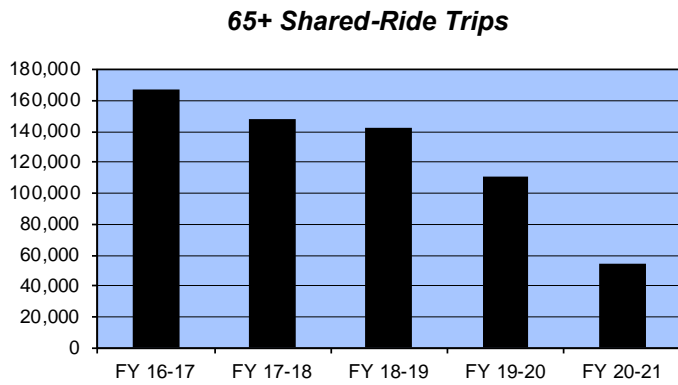
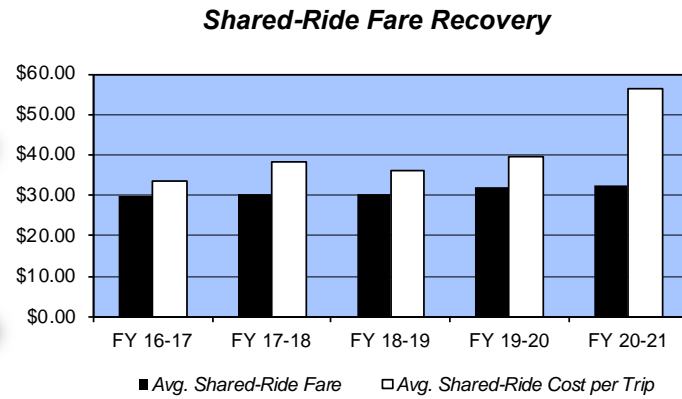
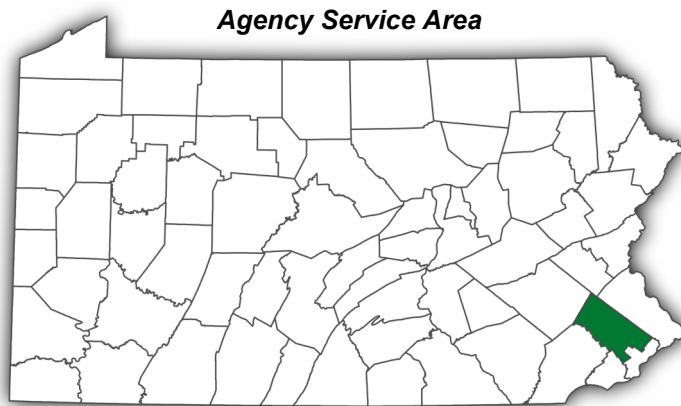
Operating Funds (000's)

\$10,367

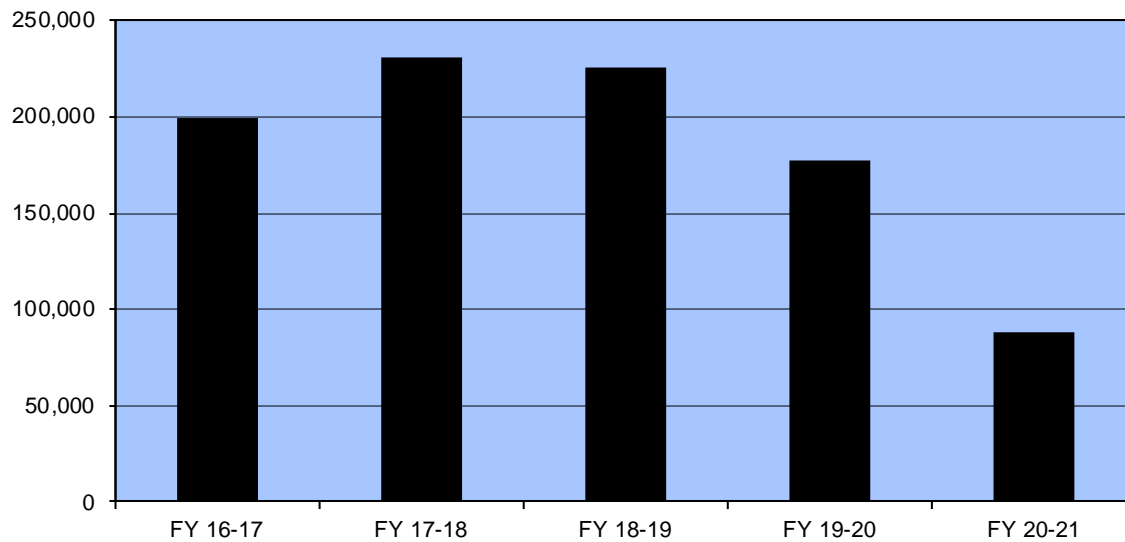


Suburban Transit Network, Inc. (TransNet)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Susquehanna-Wyoming County Transportation

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:	\$34.89
Average Shared-Ride Cost per Trip:	\$39.45
Fare Structure	
Implementation Date:	March 2019



Trip Information

65+ Trips:	13,054
PwD Trips:	4,643
Other Shared-Ride Trips:	7,538
Total Shared-Ride Trips:	25,235
Non-Public Trips:	10,569

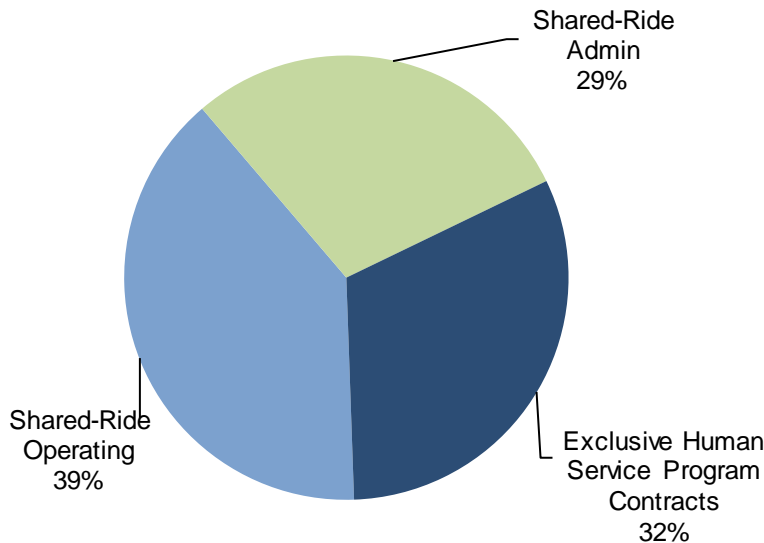


Vehicles Operated in Maximum Service
 Community Transportation: 24

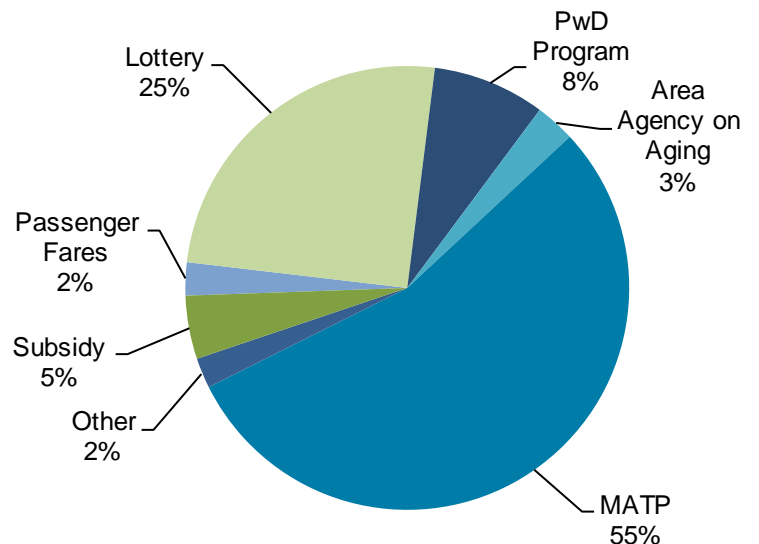
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,455

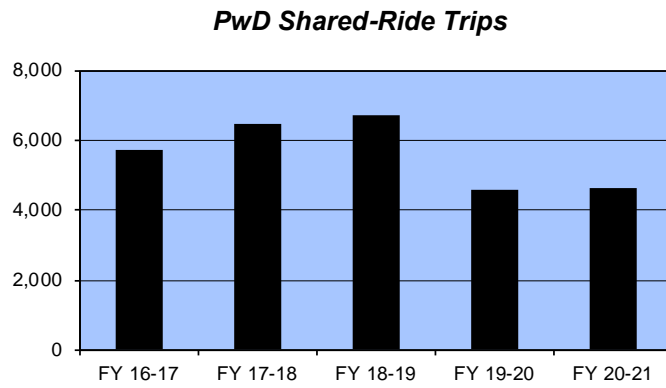
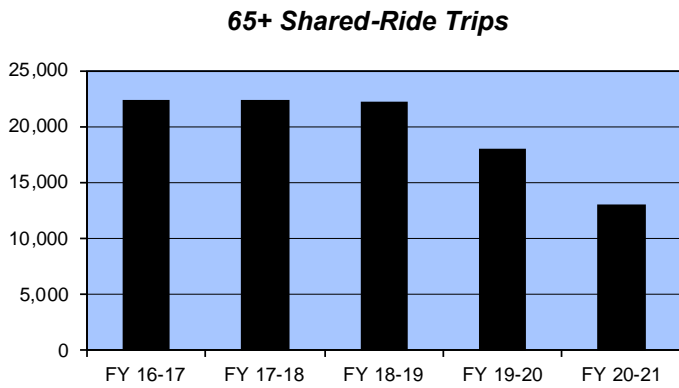
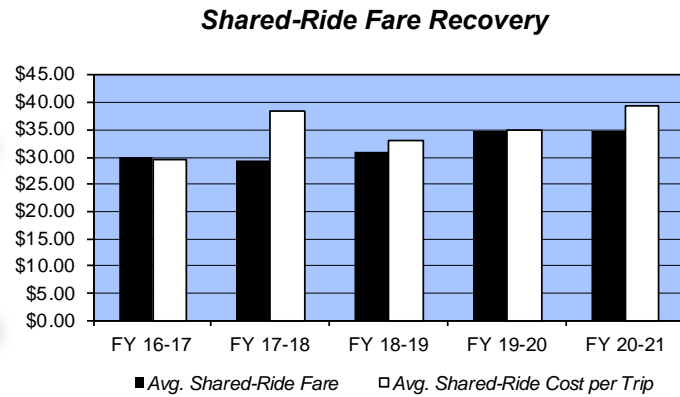
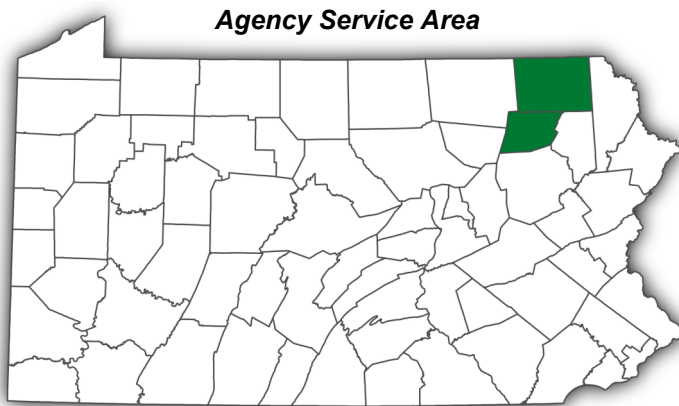


Operating Funds (000's)
\$1,455

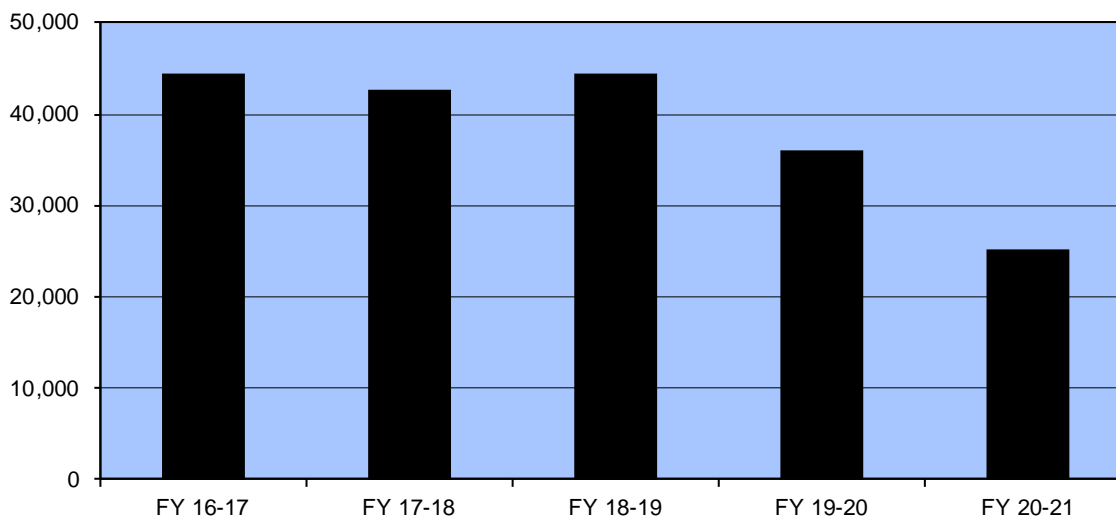


Susquehanna-Wyoming County Transportation

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Transit Authority of Warren County (TAWC)

Rural System



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



House District
 Warren: 65

Senate District
 Warren: 21, 50



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



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



Act 44 Fixed Route Distribution Factors
 Total Passengers: 50,547
 Senior Passengers: 8,265
 Revenue Vehicle Miles: 193,595
 Revenue Vehicle Hours: 10,597



Current Employees
 Agency Full-Time: 20
 Agency Part-Time: 8
 System-Wide: 28



Act 44 Operating Assistance
 Section 1513 Allocation: \$755,292
 Required Local Match: \$51,266



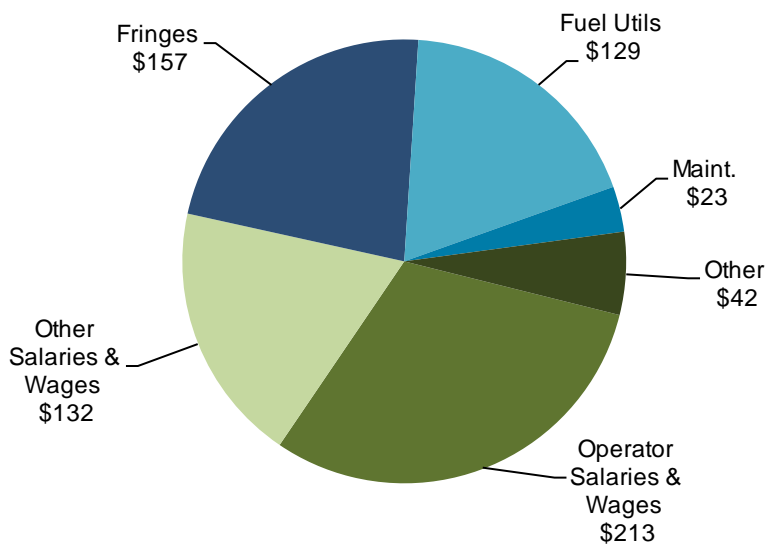
Current Fleet Size
 Diesel/Gasoline Motor Bus: 5
 Diesel/Gasoline Paratransit Vehicle: 12
 System-Wide: 17

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

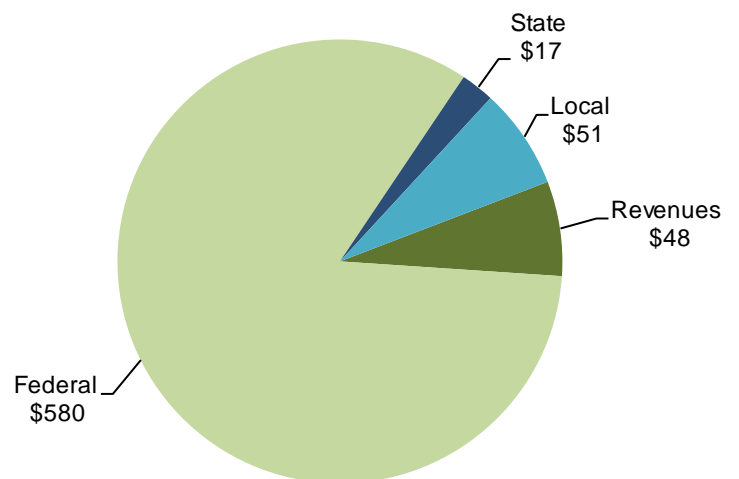
\$696



Expense includes ADA complementary expense.

Operating Funds (000's)

\$696

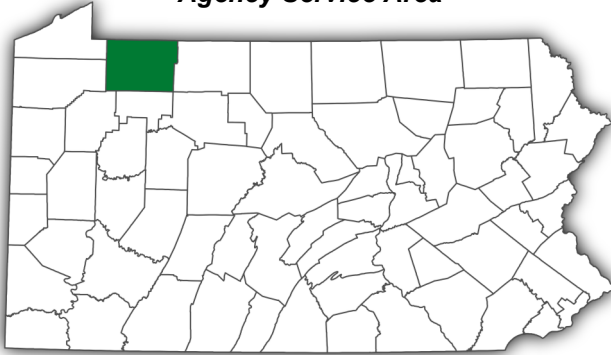


Revenue includes ADA complementary revenue.

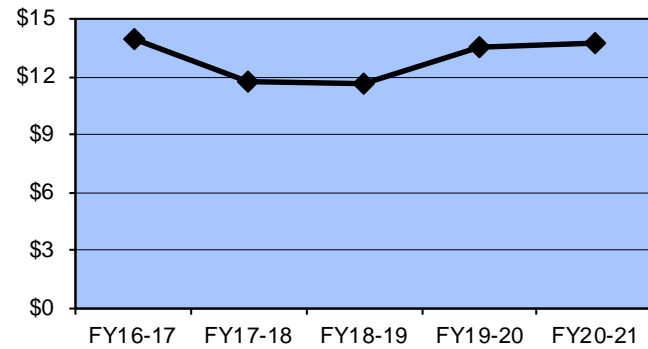
Transit Authority of Warren County (TAWC)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

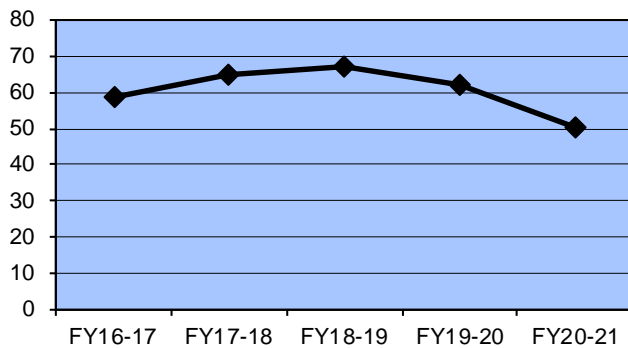
Agency Service Area



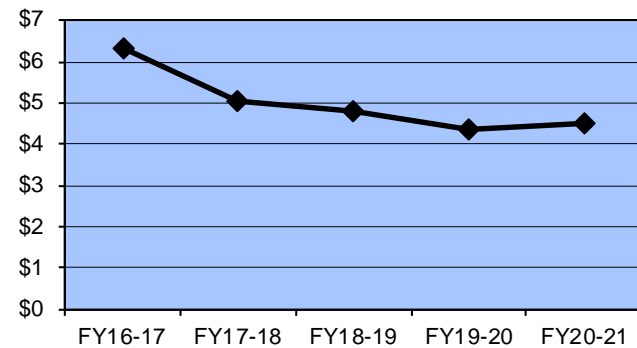
Operating Expense Per Passenger



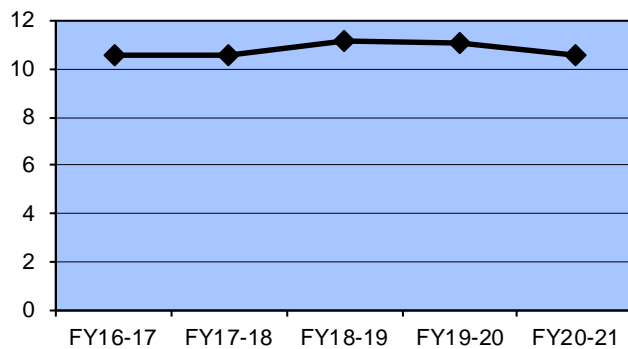
Total Passengers (000's)



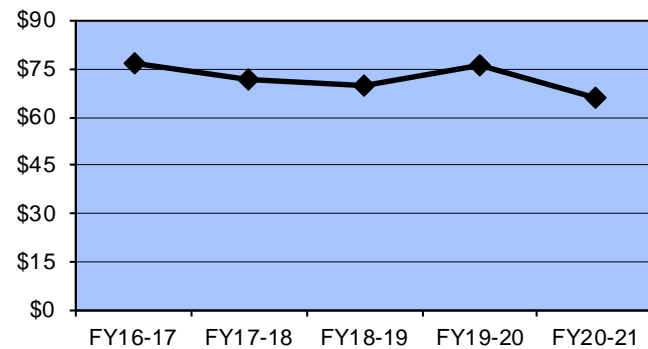
Operating Revenue Per Revenue Vehicle Hour



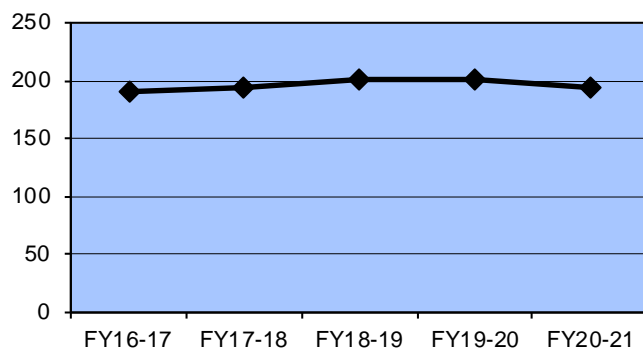
Revenue Vehicle Hours (000's)



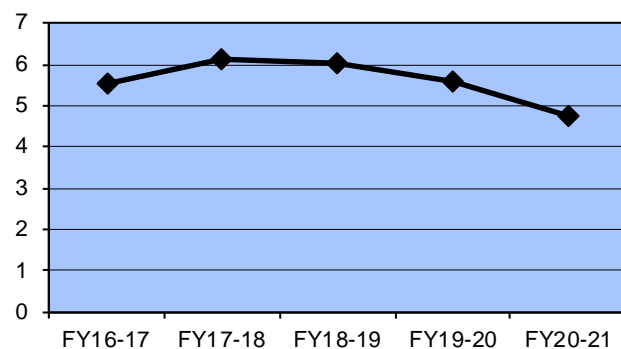
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

Transit Authority of Warren County (TAWC)

Community Transportation



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



House District
 Warren: 65

Senate District
 Warren: 21, 50



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



Current Fare Information
 Average Shared-Ride Fare: \$21.04
 Average Shared-Ride Cost per Trip: \$39.25
 Fare Structure
 Implementation Date: June 2018



Trip Information
 65+ Trips: 11,460
 PwD Trips: 701
 Other Shared-Ride Trips: 3,956
 Total Shared-Ride Trips: 16,117
 Total Escorts: 1,250
 Non-Public Trips: 925

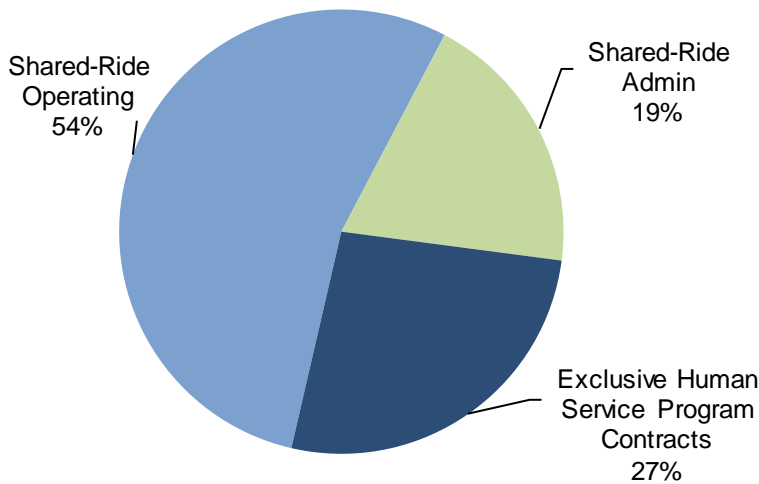


Vehicles Operated in Maximum Service
 Community Transportation: 10

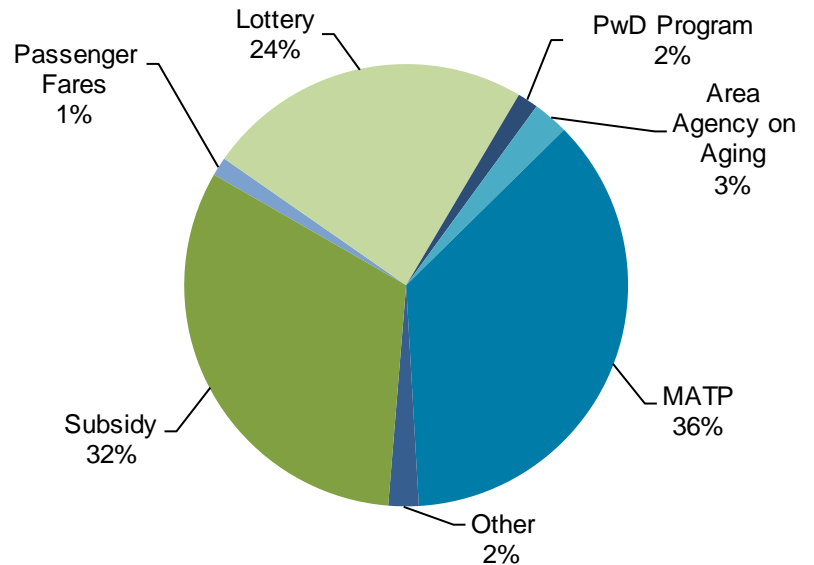
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$861

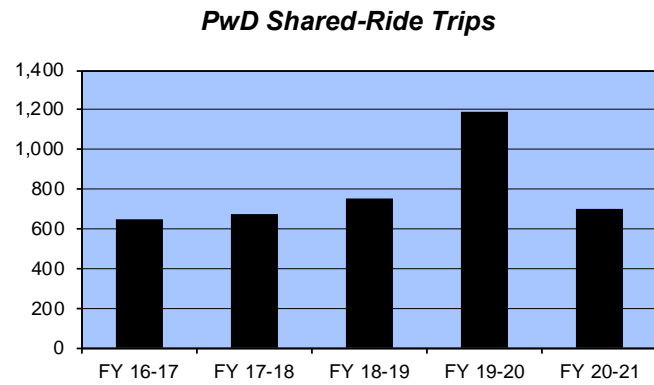
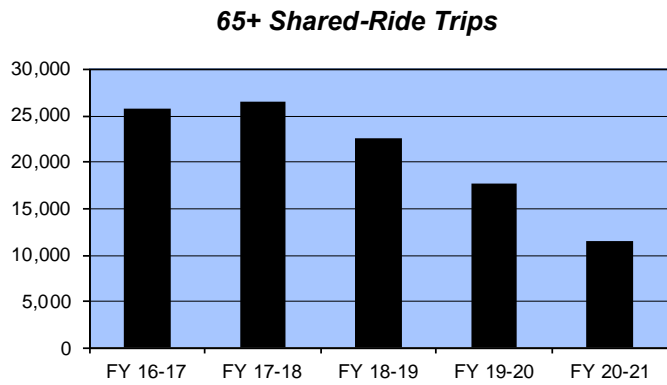
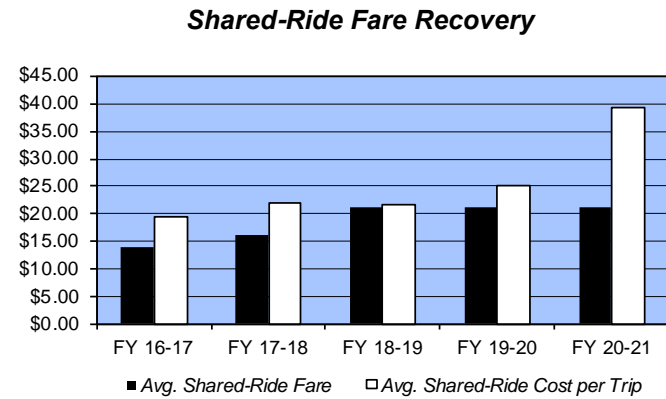
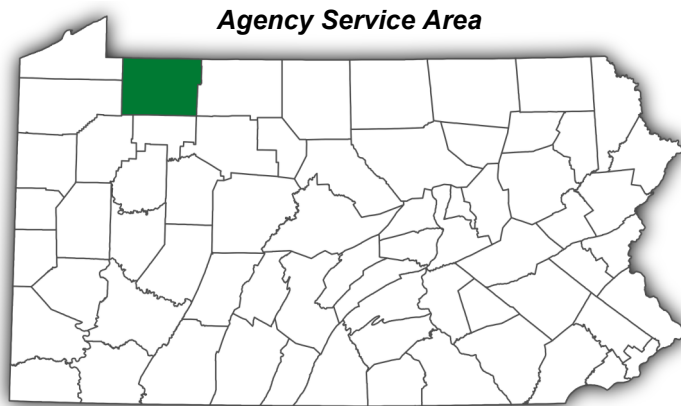


Operating Funds (000's)
\$861

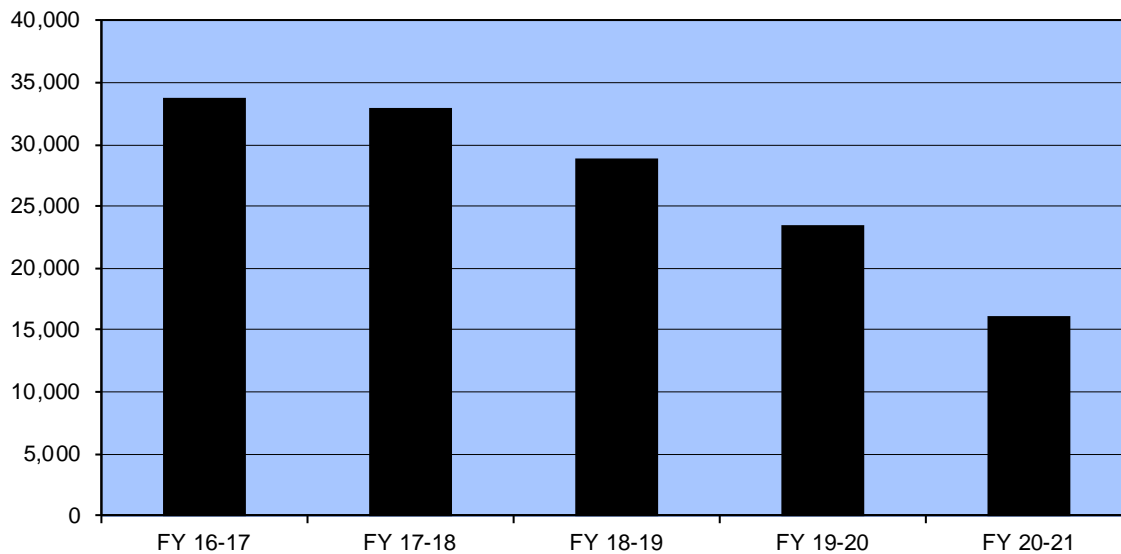


Transit Authority of Warren County (TAWC)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



Washington County Transportation Authority (WCTA)

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: 55,155
 Senior Passengers: 12,523
 Revenue Vehicle Miles: 328,952
 Revenue Vehicle Hours: 19,794



Current Employees
 Agency Full-Time: 12
 Agency Part-Time: 1
 Contractor Full-Time: 57
 Contractor Part-Time: 18
 System-Wide: 88



Act 44 Operating Assistance
 Section 1513 Allocation: \$1,639,384
 Required Local Match: \$245,908



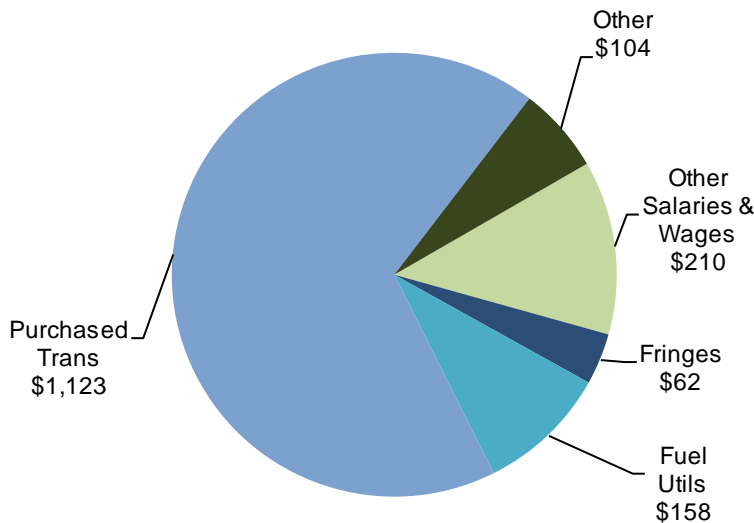
Current Fleet Size
 Diesel/Gasoline Motor Bus: 13
 Diesel/Gasoline Paratransit Vehicle: 78
 System-Wide: 90

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

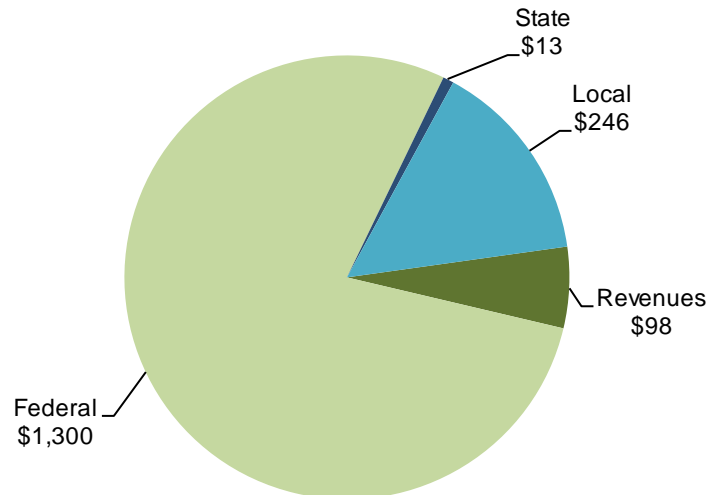
\$1,657



Expense includes ADA complementary expense.

Operating Funds (000's)

\$1,657

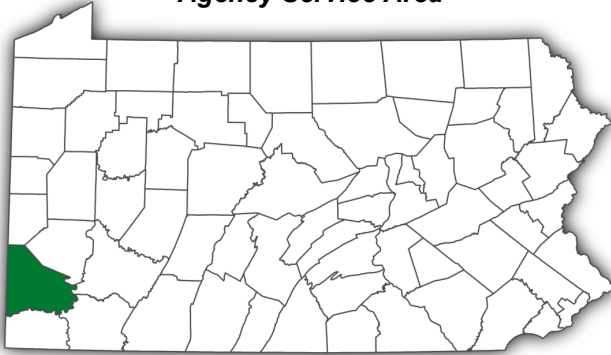


Revenue includes ADA complementary revenue.

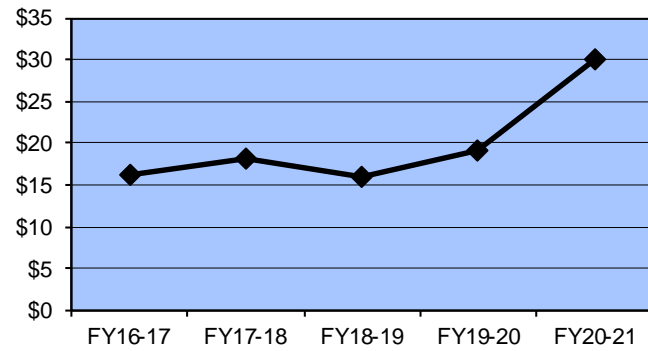
Washington County Transportation Authority (WCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

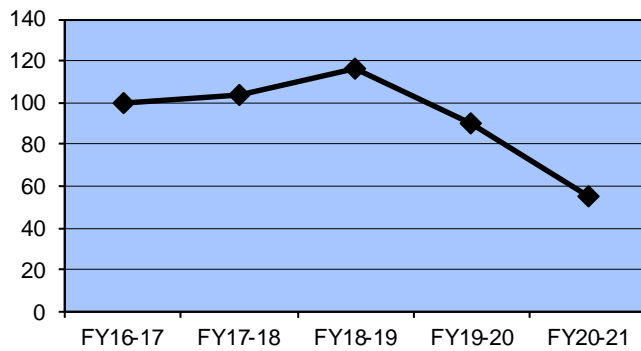
Agency Service Area



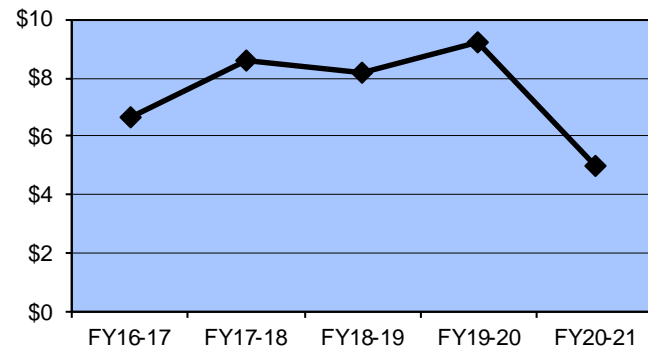
Operating Expense Per Passenger



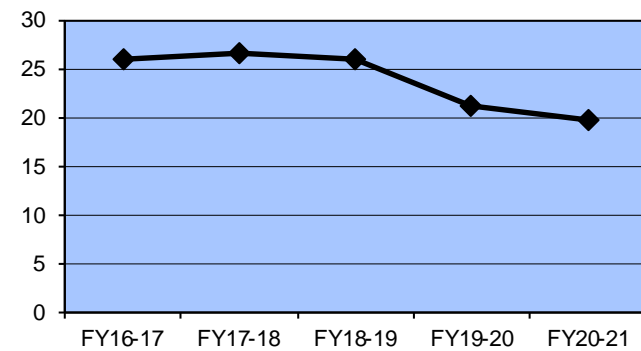
Total Passengers (000's)



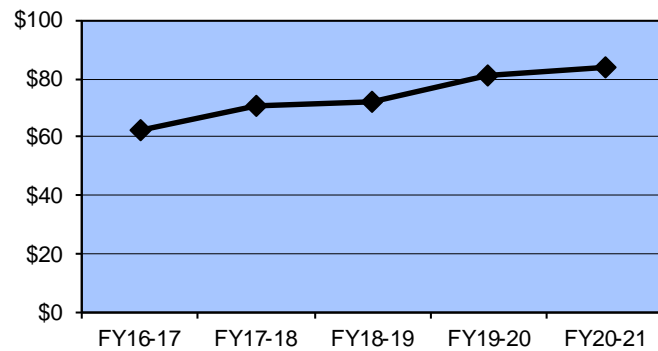
Operating Revenue Per Revenue Vehicle Hour



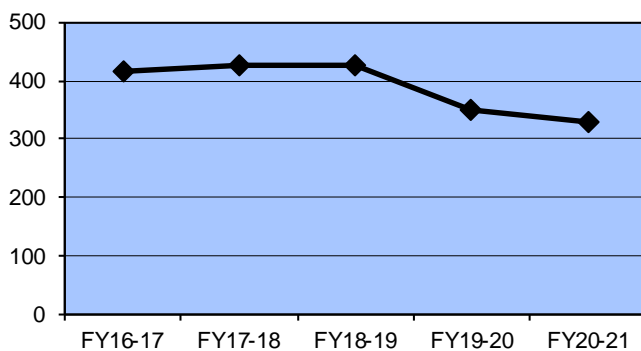
Revenue Vehicle Hours (000's)



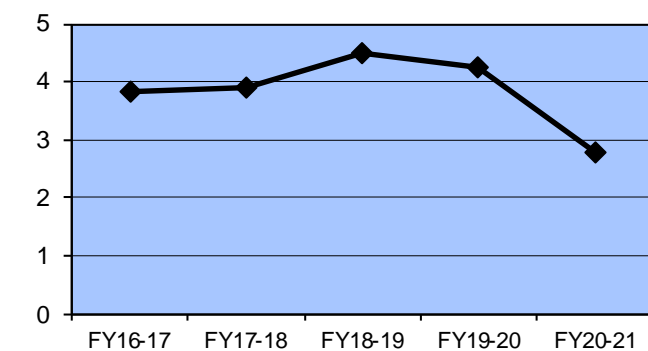
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Washington County Transportation Authority (WCTA)

Community Transportation



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



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



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



Current Fare Information
 Average Shared-Ride Fare: \$23.86
 Average Shared-Ride Cost per Trip: \$34.97
 Fare Structure
 Implementation Date: September 2018



Trip Information
 65+ Trips: 44,537
 PwD Trips: 11,758
 Other Shared-Ride Trips: 54,810
 Total Shared-Ride Trips: 111,105
 Total Escorts: 10,592
 Non-Public Trips: 2,734

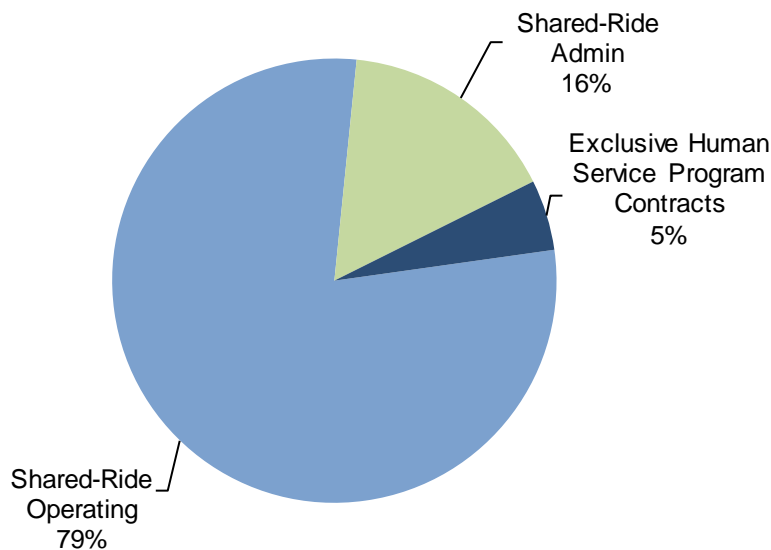


Vehicles Operated in Maximum Service
 Community Transportation: 38

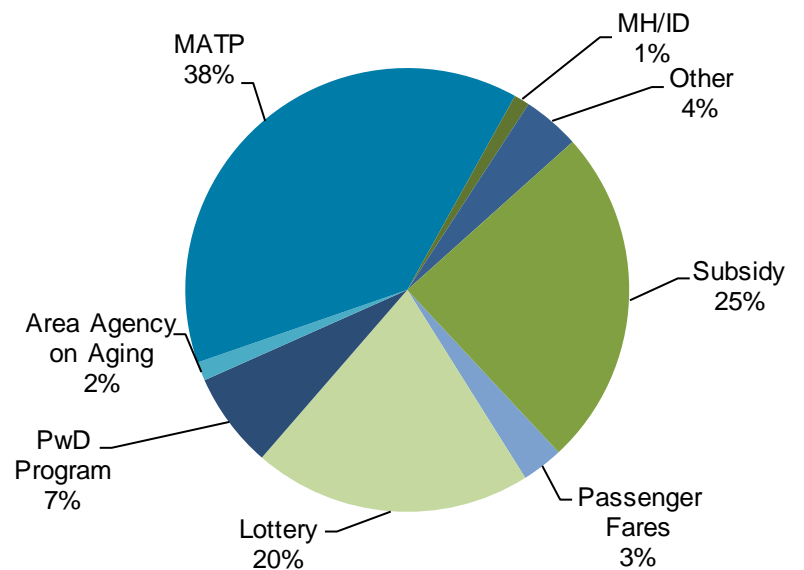
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$4,096

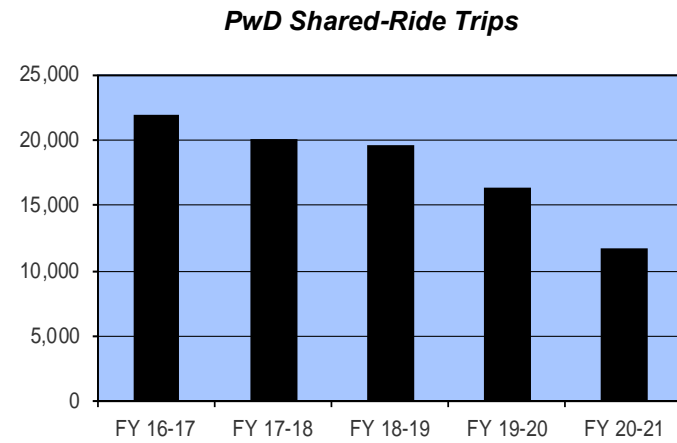
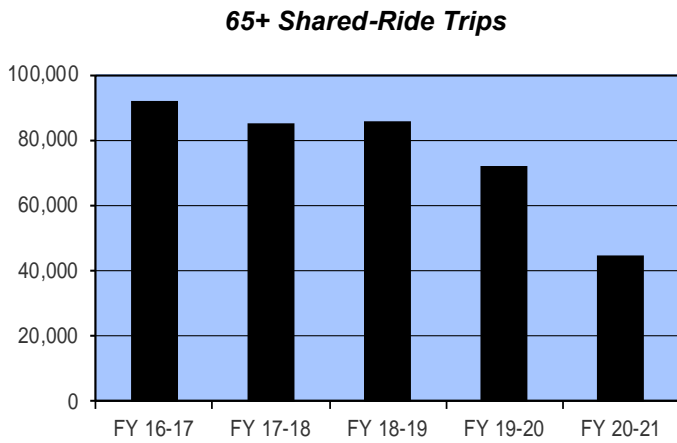
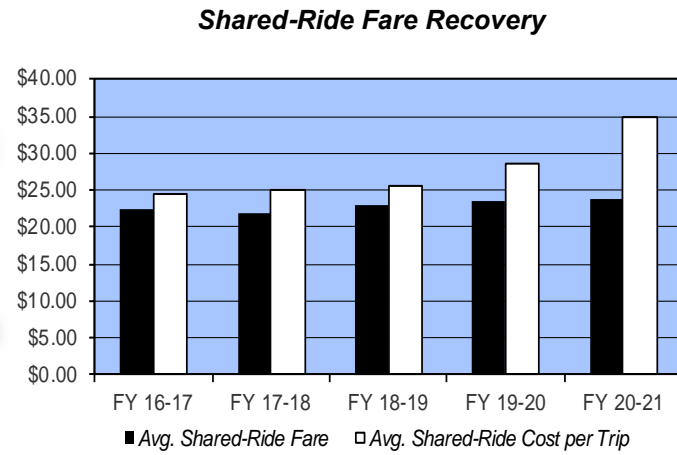
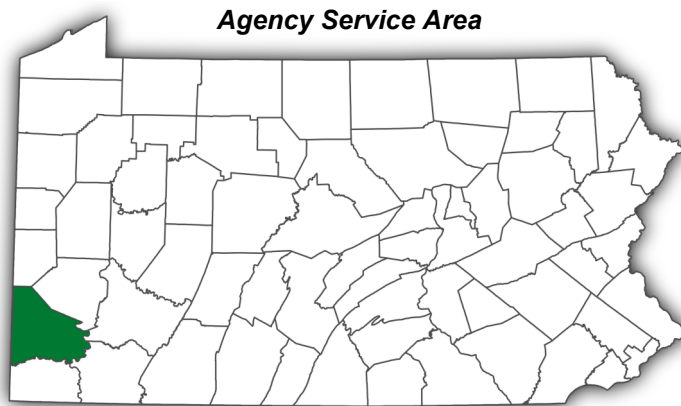


Operating Funds (000's)
\$4,124

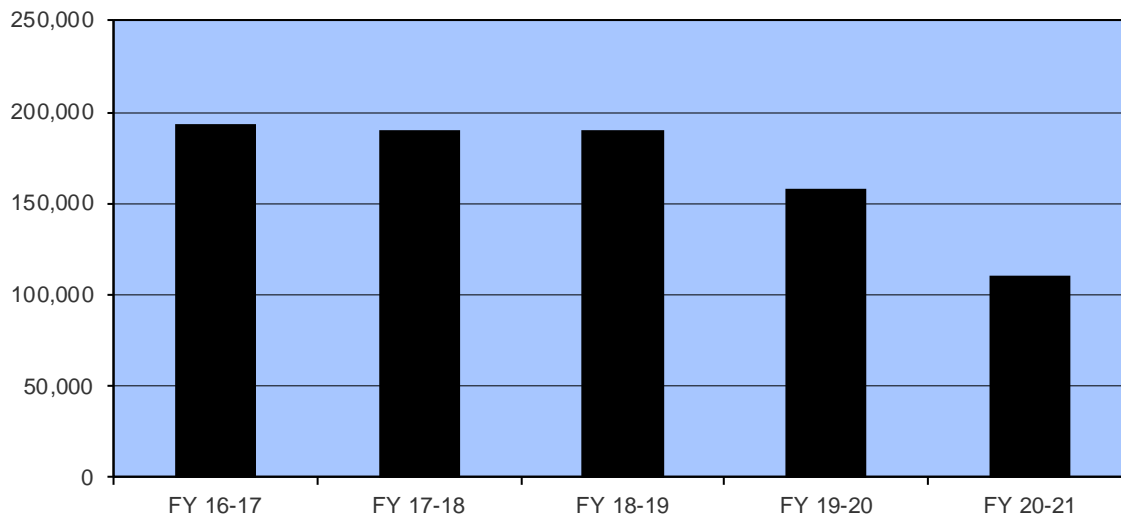


Washington County Transportation Authority (WCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Wayne County Area Agency on Aging

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: \$33.50
 Average Shared-Ride Cost per Trip: \$40.95
 Fare Structure
 Implementation Date: July 2021



Trip Information
 65+ Trips: 24,423
 PwD Trips: 3,659
 Other Shared-Ride Trips: 12,500
 Total Shared-Ride Trips: 40,582
 Total Escorts: 3,834
 Non-Public Trips: 6,032

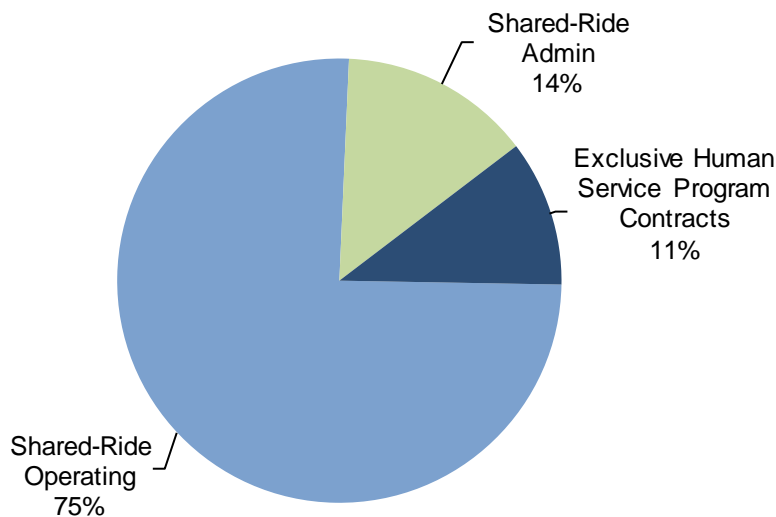


Vehicles Operated in Maximum Service
 Community Transportation: 35

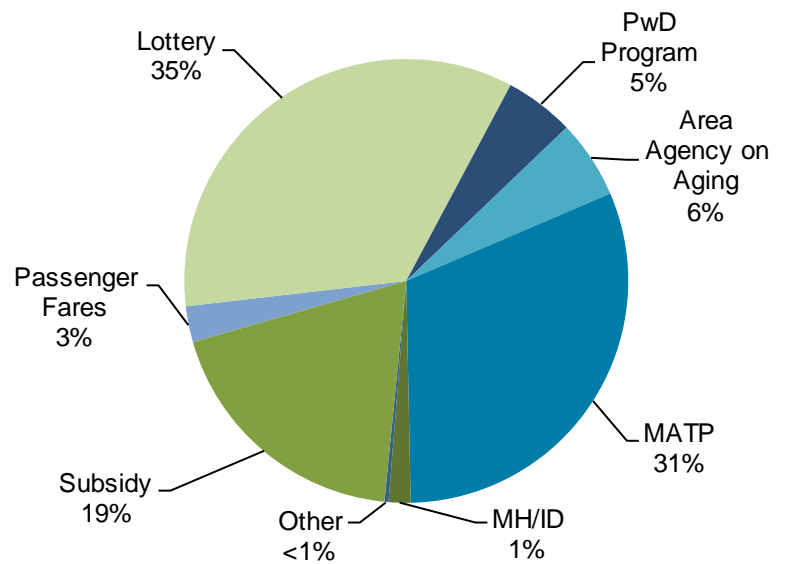
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$1,860

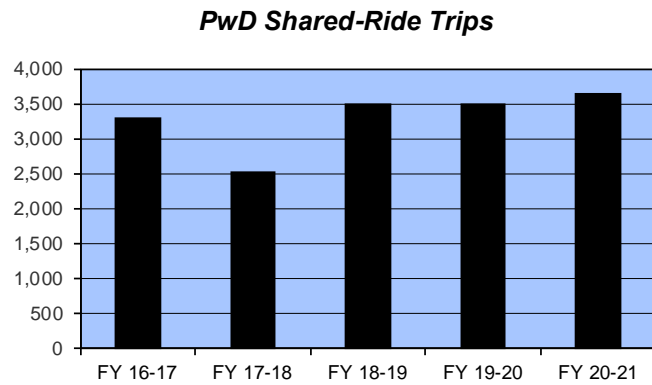
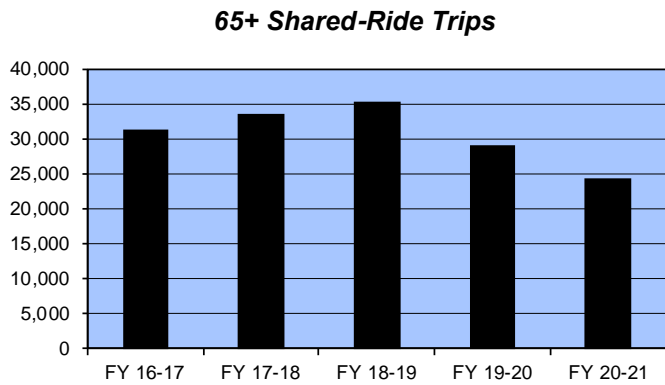
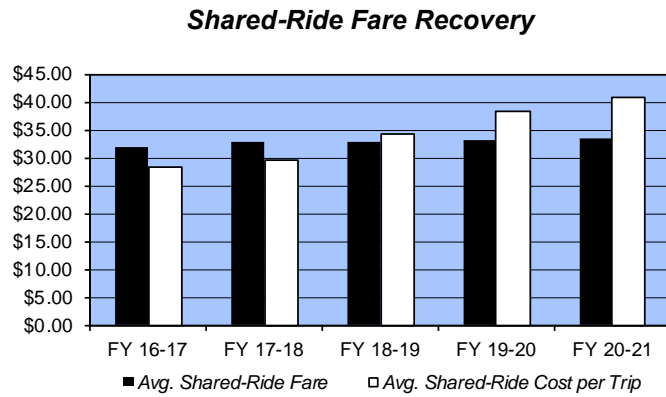


Operating Funds (000's)
\$1,926

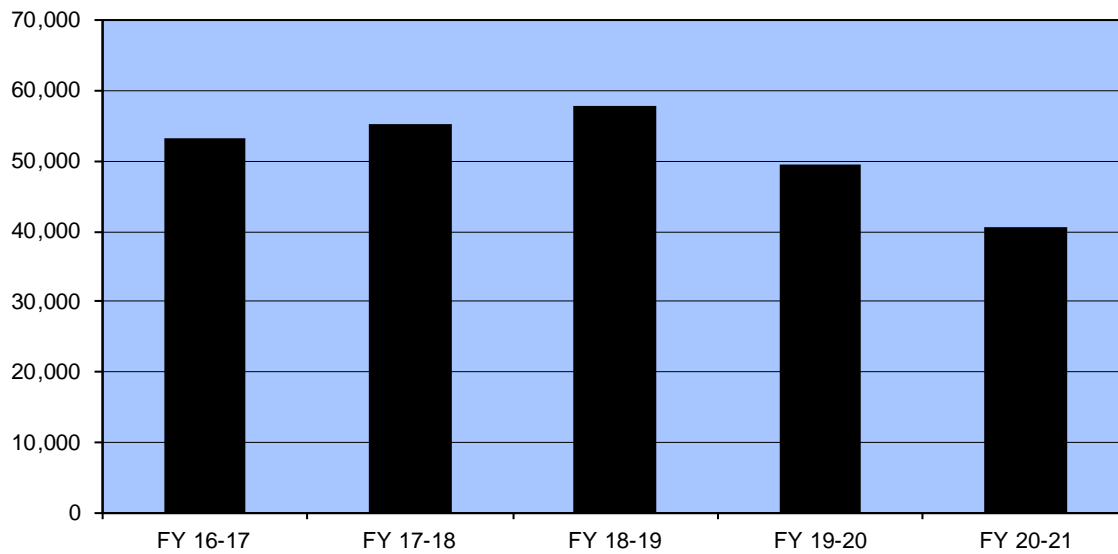


Wayne County Area Agency on Aging

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



Westmoreland County Transit Authority (WCTA)

CNG

Urban & Rural System



Westmoreland County Transit Authority (WCTA)
 41 Bell Way
 Greensburg, PA 15601
 724-832-2712
 Mr. Alan Blahovec, Executive Director
www.westmorelandtransit.com



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: 122,636
 Senior Passengers: 32,385
 Revenue Vehicle Miles: 901,933
 Revenue Vehicle Hours: 42,597



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: \$4,350,585
 Required Local Match: \$401,737



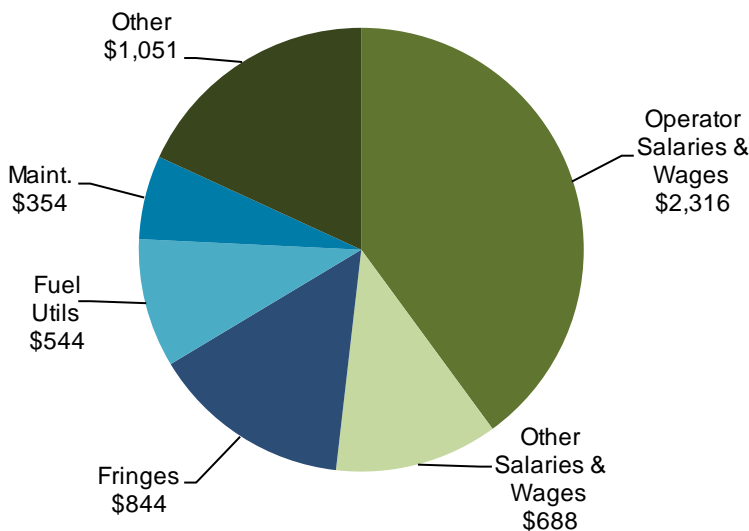
Current Fleet Size
 Diesel/Gasoline Motor Bus: 30
 CNG Motor Bus: 11
 Diesel/Gasoline Paratransit Vehicles: 48
 System-Wide: 89

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

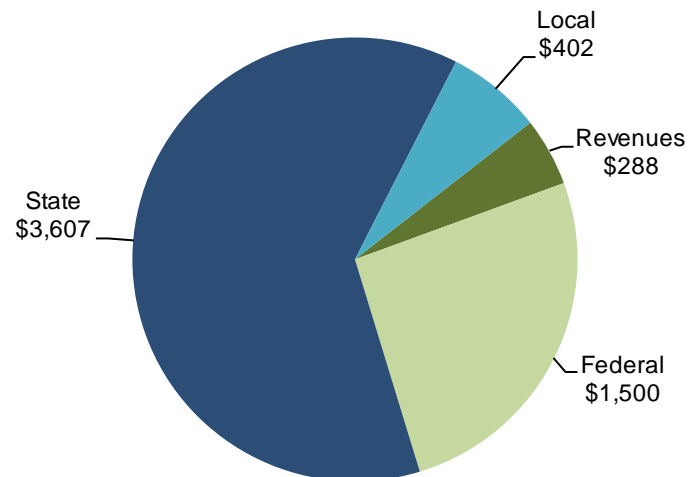
\$5,797



Expense includes ADA complementary expense.

Operating Funds (000's)

\$5,797

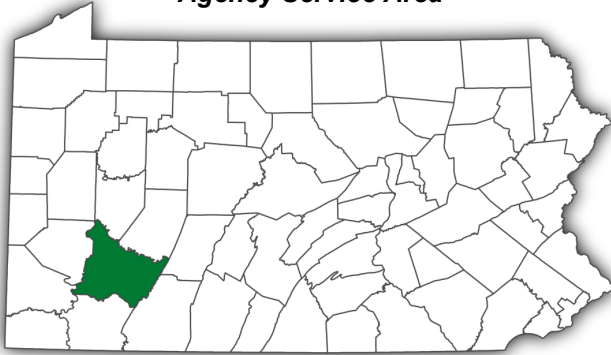


Revenue includes ADA complementary revenue.

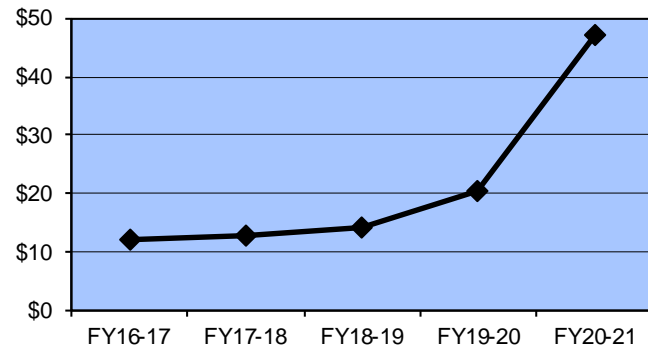
Westmoreland County Transit Authority (WCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

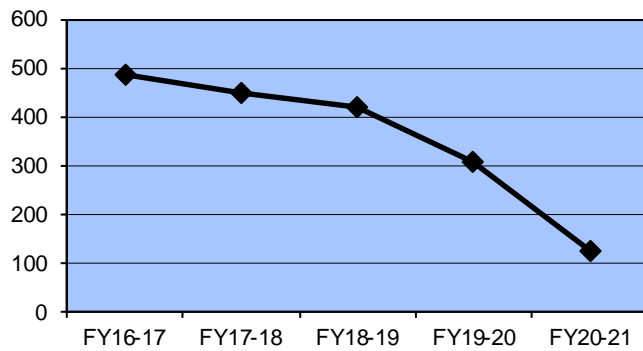
Agency Service Area



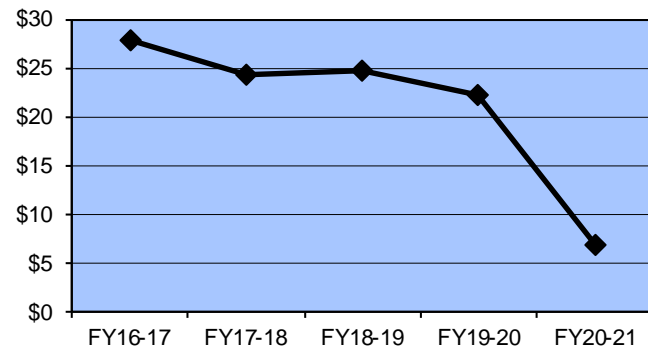
Operating Expense Per Passenger



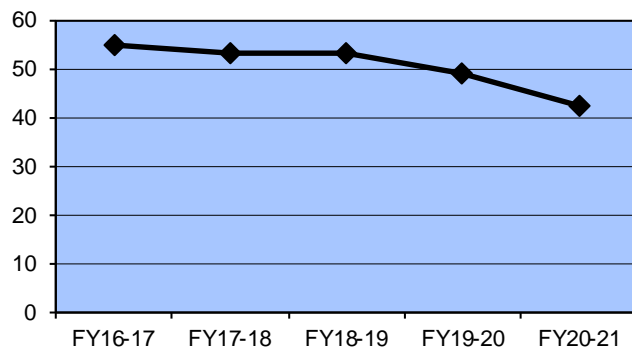
Total Passengers (000's)



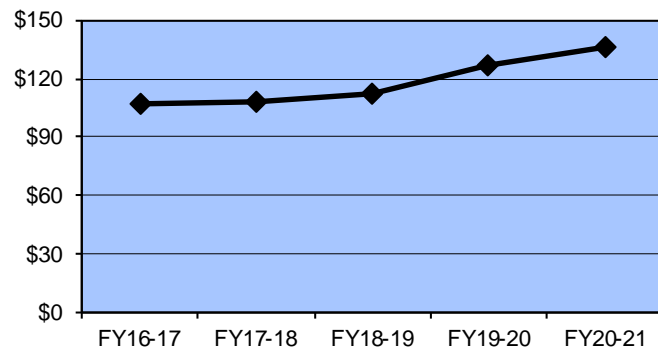
Operating Revenue Per Revenue Vehicle Hour



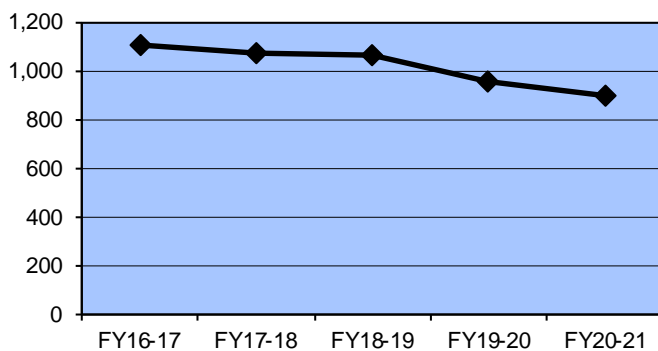
Revenue Vehicle Hours (000's)



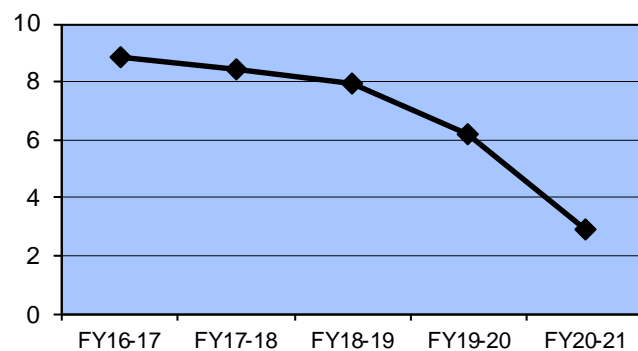
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Westmoreland County Transit Authority (WCTA)

Community Transportation



Westmoreland County Transit Authority (WCTA)
 41 Bell Way
 Greensburg, PA 15601
 724-832-2712
 Mr. Alan Blahovec, Executive Director
www.westmorelandtransit.com



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



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



Current Fare Information
 Average Shared-Ride Fare: \$24.37
 Average Shared-Ride Cost per Trip: \$39.65
 Fare Structure
 Implementation Date: September 2018



Trip Information
 65+ Trips: 38,202
 PwD Trips: 6,096
 Other Shared-Ride Trips: 59,555
 Total Shared-Ride Trips: 103,853
 Total Escorts: 5,052
 Non-Public Trips: 26,868

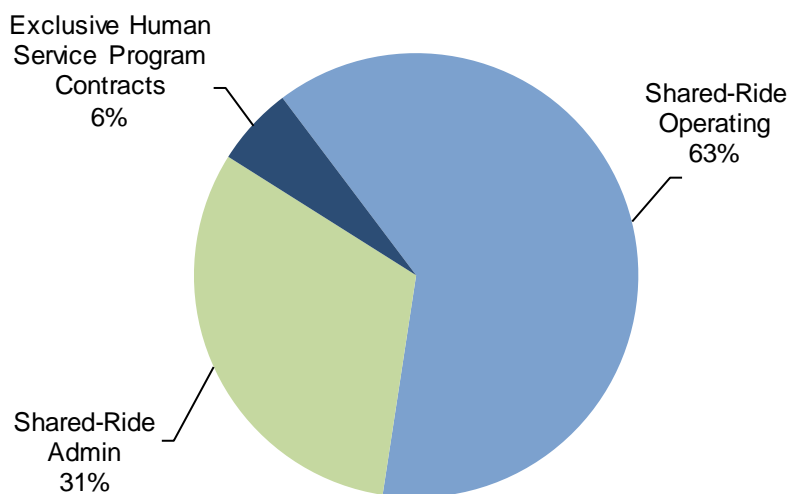


Vehicles Operated in Maximum Service
 Community Transportation: 38

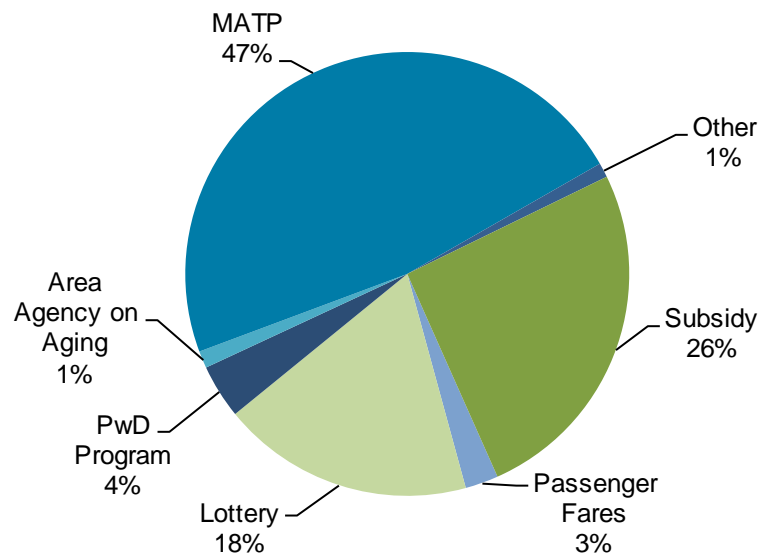
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

Operating Expense (000's)
\$4,370

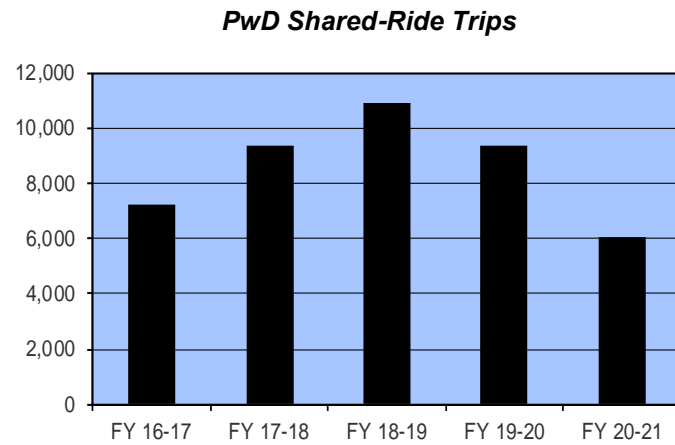
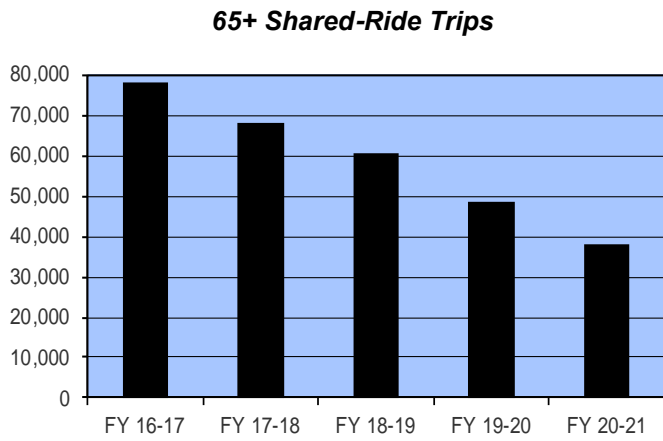
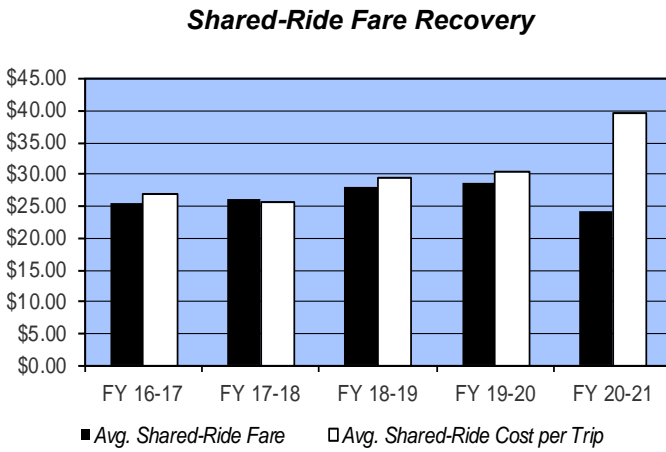


Operating Funds (000's)
\$4,370

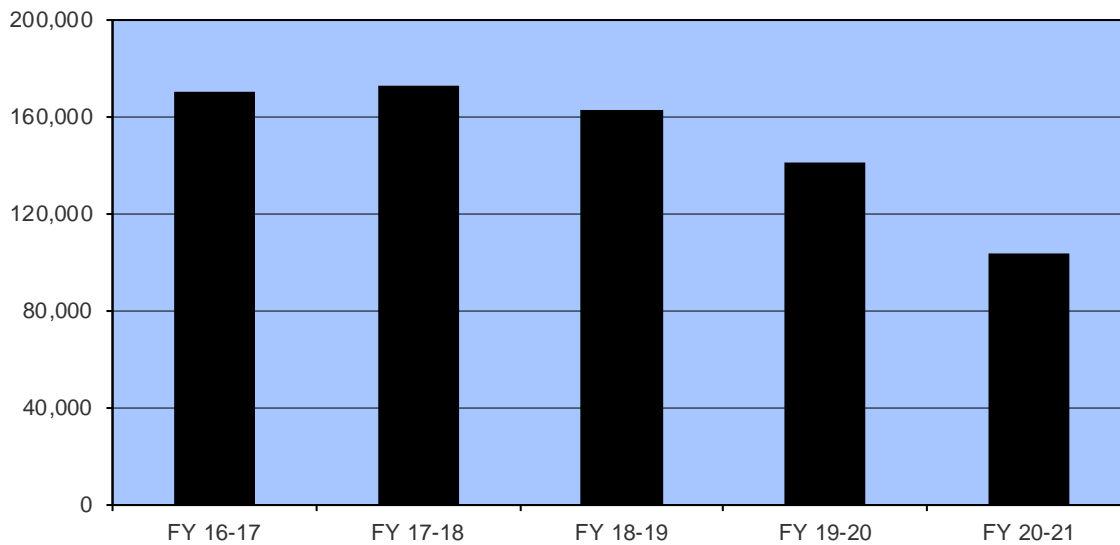


Westmoreland County Transit Authority (WCTA)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



Total Shared-Ride Trips



OPERATING PROFILES

Williamsport River Valley Transit (RVT)

CNG

Urban System



Williamsport River Valley Transit (RVT)
 1500 West Third Street
 Williamsport, PA 17701
 570-326-2500
 Mr. Adam Winder, 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: 637,533
 Senior Passengers: 116,834
 Revenue Vehicle Miles: 905,796
 Revenue Vehicle Hours: 54,847



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



Act 44 Operating Assistance
 Section 1513 Allocation: \$4,642,549
 Required Local Match: \$426,204



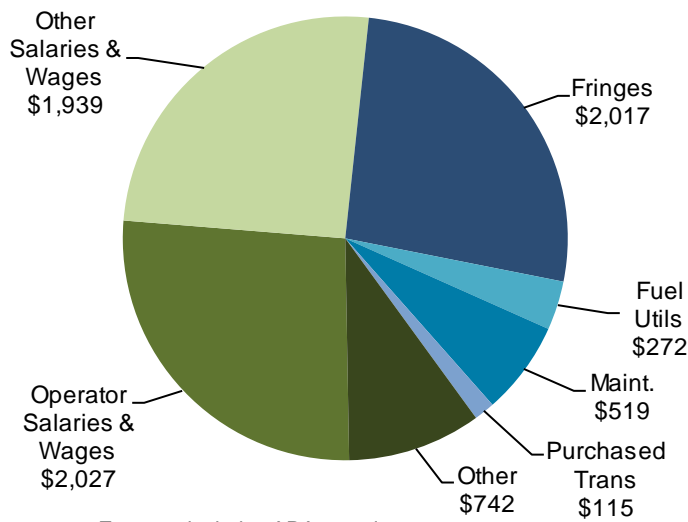
Current Fleet Size
 Diesel/Gasoline Motor Bus: 20
 CNG Motor Bus: 18
 Diesel/Gasoline Paratransit Vehicles: 3
 System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

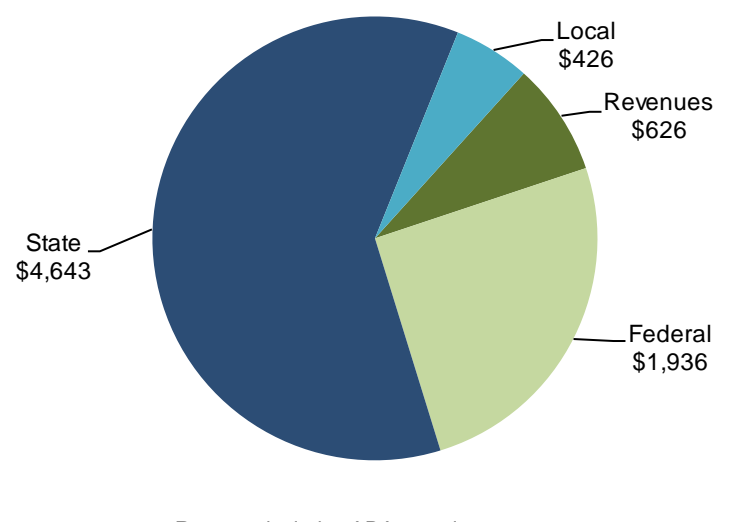
Operating Expense (000's)

\$7,631*



Operating Funds (000's)

\$7,631*

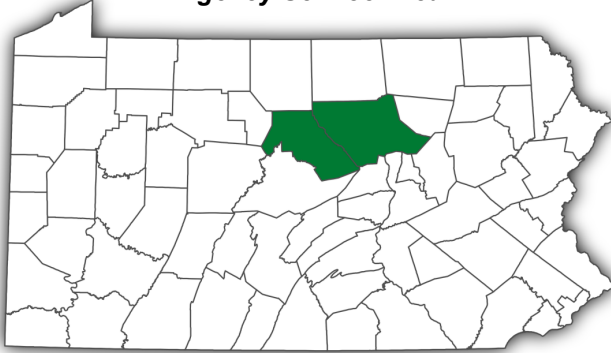


*Unaudited financial data was provided at the time this report was published.

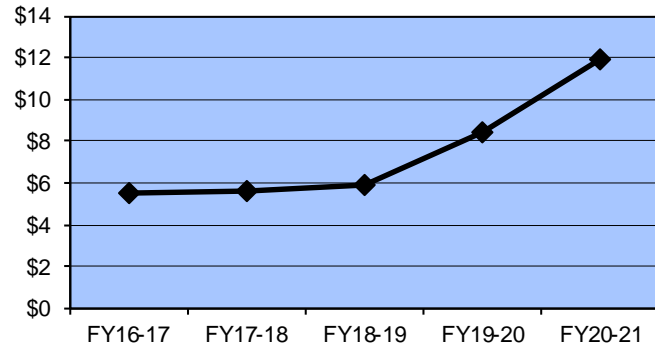
Williamsport River Valley Transit (RVT)

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

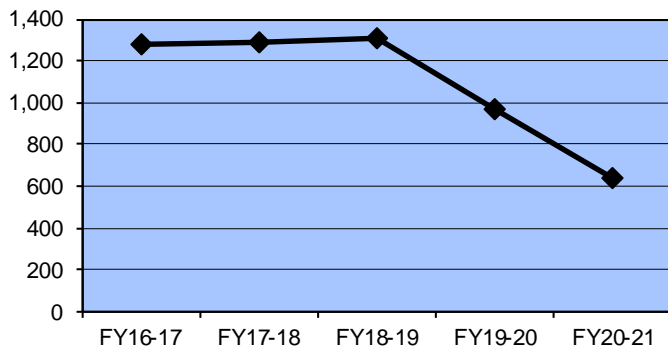
Agency Service Area



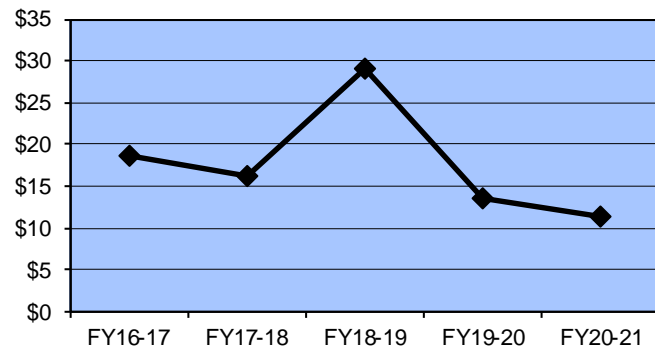
Operating Expense Per Passenger



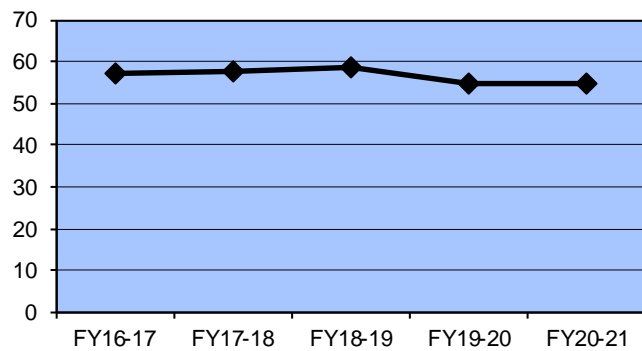
Total Passengers (000's)



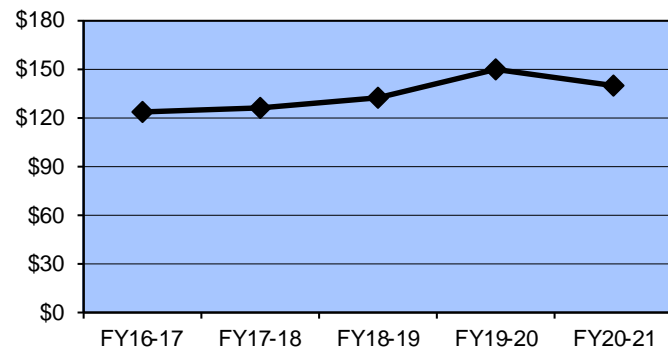
Operating Revenue Per Revenue Vehicle Hour



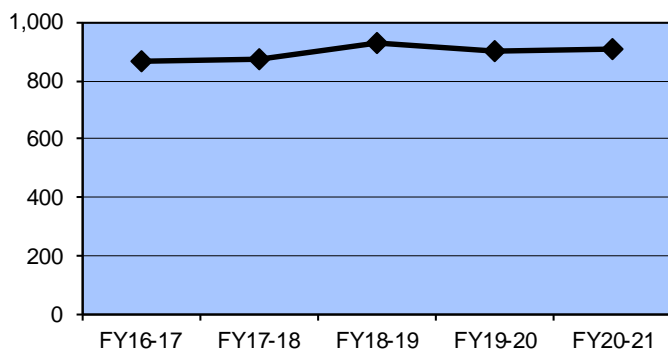
Revenue Vehicle Hours (000's)



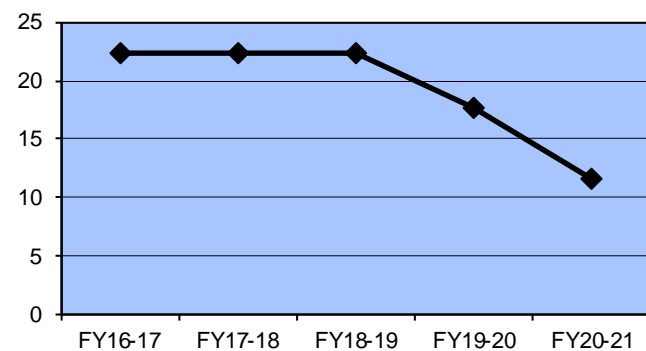
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

intentionally blank

Section VI

Intercity Bus

INTERCITY BUS

Intercity Bus Program

Intercity Bus Program:

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

Total Passengers:	64,582
Total Bus Trips:	6,732
Total Revenue Vehicle Miles:	1,225,291
Operating Expense Per Passenger:	\$167.26
Operating Revenue Per Vehicle Mile:	\$1.13
Operating Expense Per Vehicle Mile:	\$8.82
Total Subsidy Per Vehicle Mile:	\$7.69
Average Fare:	\$21.40
Total Number of Vehicles:	22 coaches

Carriers and Subsidized Routes Served:

The Fullington Auto Bus Company:

State College – Harrisburg
Pittsburgh – Bradford
State College – Wilkes-Barre
State College – Pittsburgh
DuBois – Harrisburg
Scranton – Harrisburg
Williamsport – Philadelphia
Williamsport – Easton
Harrisburg – Elmira, NY

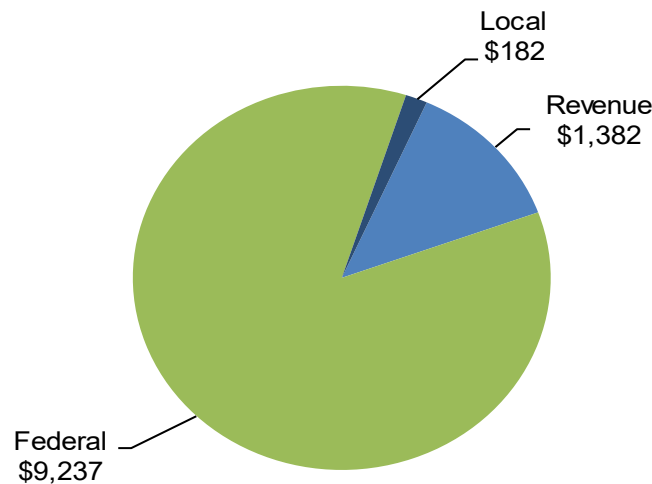
Greyhound Lines, Inc.:

Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

INTERCITY BUS

OPERATING FUNDS (000's)

\$10,802

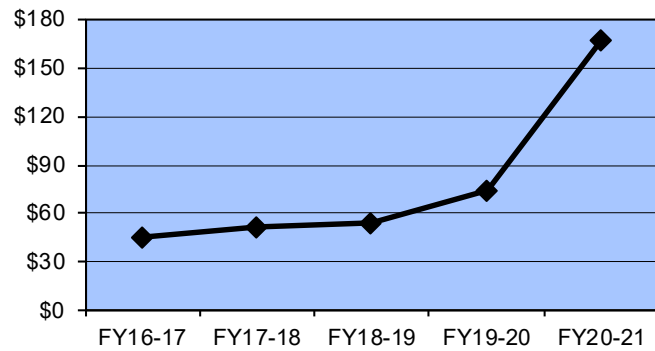


Intercity Bus Program

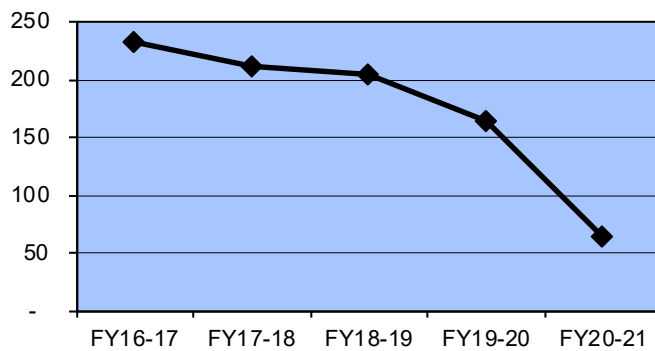
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



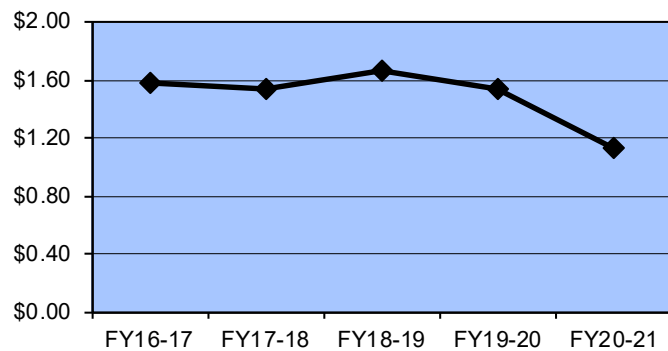
Operating Expense Per Passenger



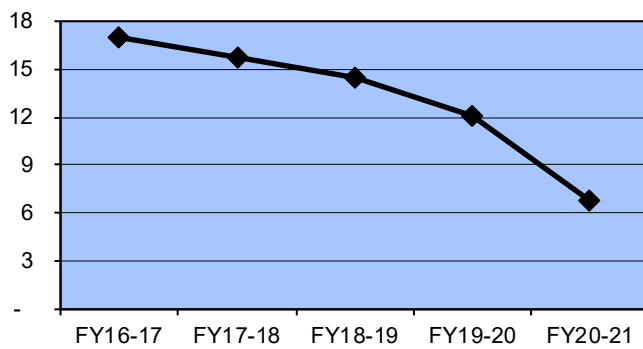
Total Passengers (000's)



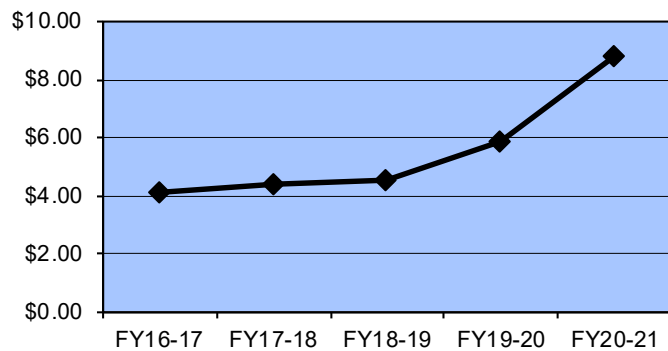
Operating Revenue Per Vehicle Mile



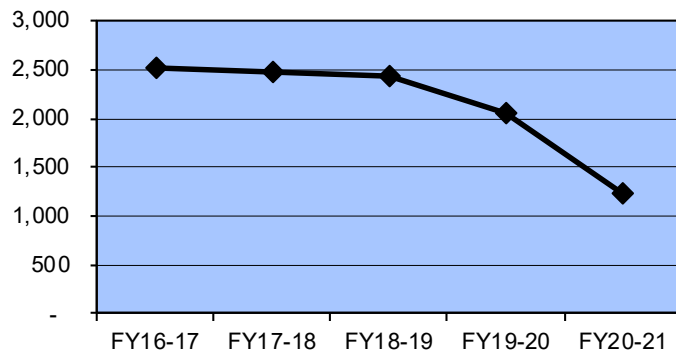
Total Bus Trips (000's)



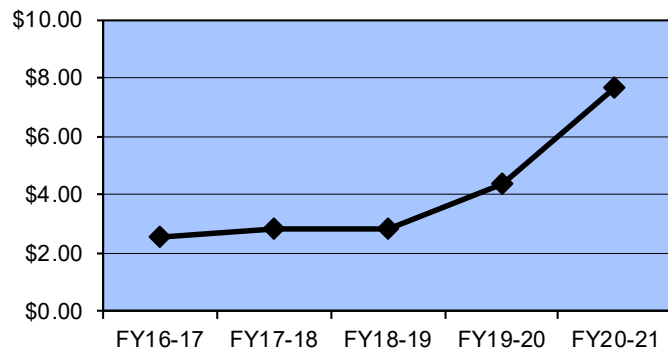
Operating Expense Per Vehicle Mile



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

Total Passengers:	18,570
Total Bus Trips:	2,758
Total Revenue Vehicle Miles:	434,612
Operating Expense Per Passenger:	\$267.69
Operating Revenue Per Vehicle Mile:	\$0.70
Operating Expense Per Vehicle Mile:	\$11.44
Total Subsidy Per Vehicle Mile:	\$10.74
Average Fare:	\$16.30
Total Number of Vehicles:	12 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, Lewistown, Mifflintown, and Harrisburg

Scranton – Harrisburg:

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

Williamsport – Philadelphia:

Williamsport, Lewisburg, Mt. Carmel, Bloomsburg, Hazleton, Jim Thorpe, Lehigh, Allentown, Quakertown, Doylestown, and Philadelphia

Williamsport – Easton:

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

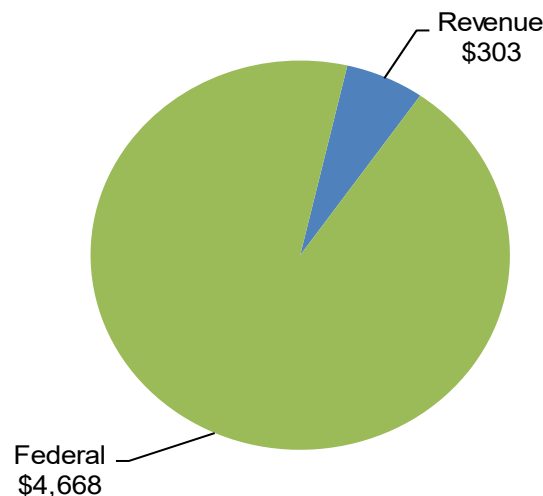
Harrisburg – Elmira, NY:

Harrisburg, Amity Hall, New Buffalo, Selinsgrove, Sunbury, Lewisburg, Allenwood, Williamsport, Lock Haven, and Gillet

INTERCITY BUS

OPERATING FUNDS (000's)

\$4,971

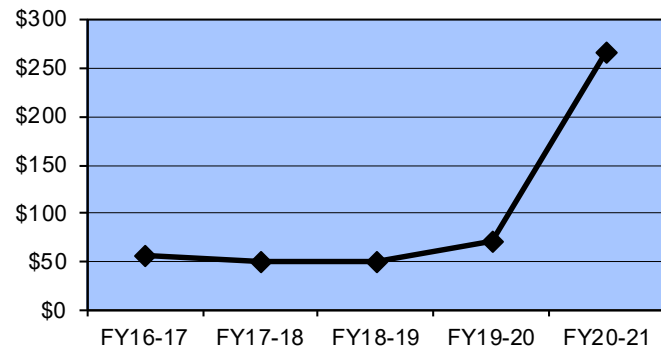


The Fullington Auto Bus Company

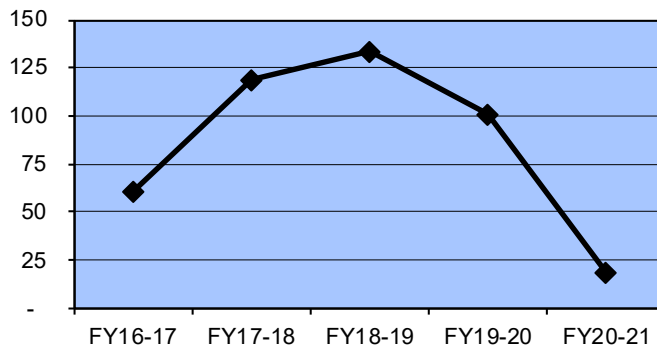
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



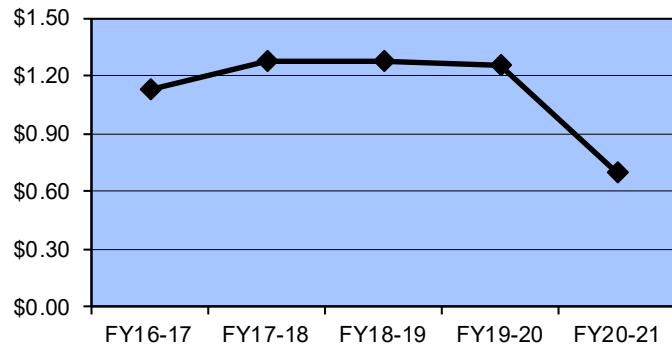
Operating Expense Per Passenger



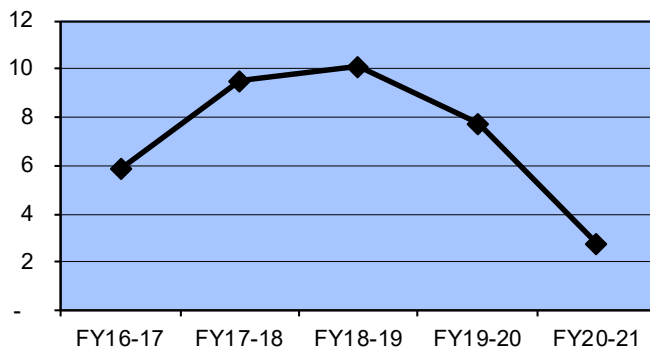
Total Passengers (000's)



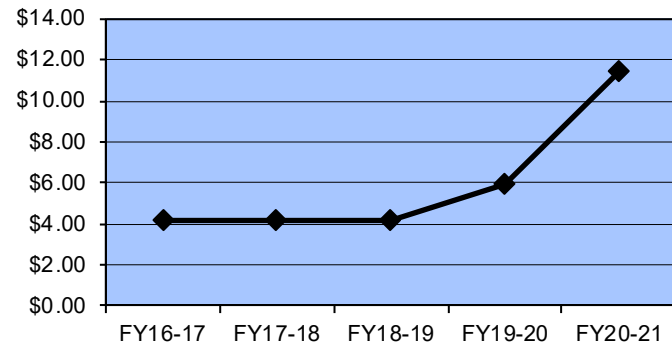
Operating Revenue Per Vehicle Mile



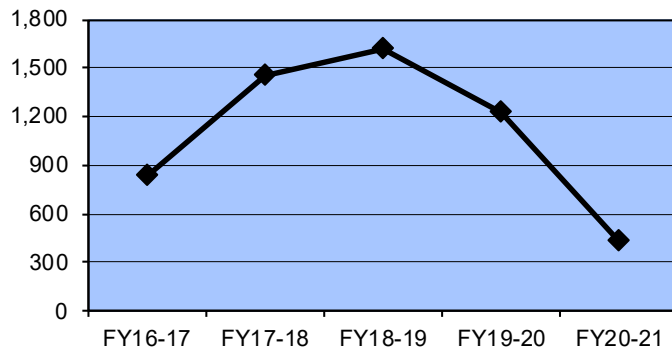
Total Bus Trips (000's)



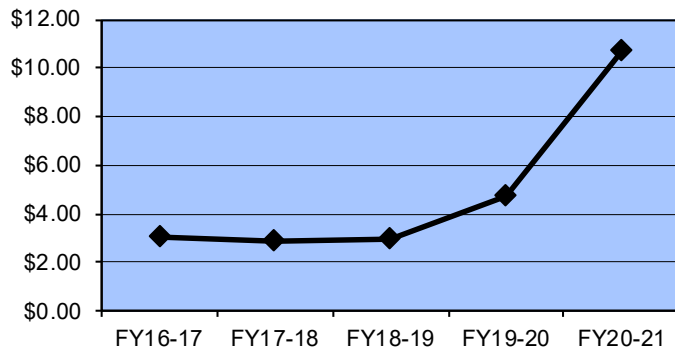
Operating Expense Per Vehicle Mile



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.

Greyhound Lines, Inc.

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

Intercity Bus Program:

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

Total Passengers:	46,012
Total Bus Trips:	3,974
Total Revenue Vehicle Miles:	790,679
Operating Expense Per Passenger:	\$126.72
Operating Revenue Per Vehicle Mile:	\$1.37
Operating Expense Per Vehicle Mile:	\$7.37
Total Subsidy Per Vehicle Mile:	\$6.01
Average Fare:	\$23.46
Total Number of Vehicles:	10 coaches

Subsidized Routes and Communities Served:

Philadelphia – Scranton:

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

Pittsburgh – Erie:

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

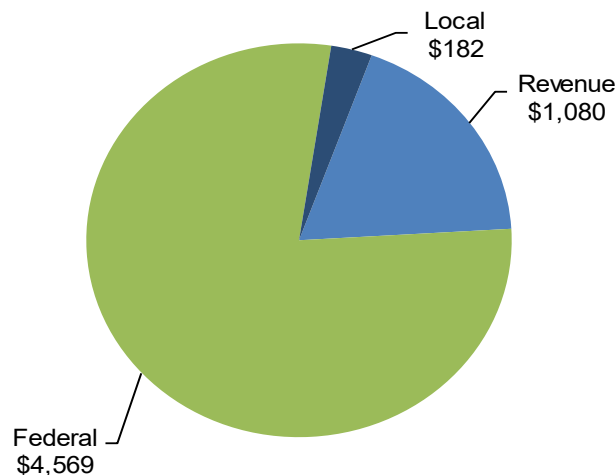
Harrisburg – Pittsburgh:

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

INTERCITY BUS

OPERATING FUNDS (000's)

\$5,831

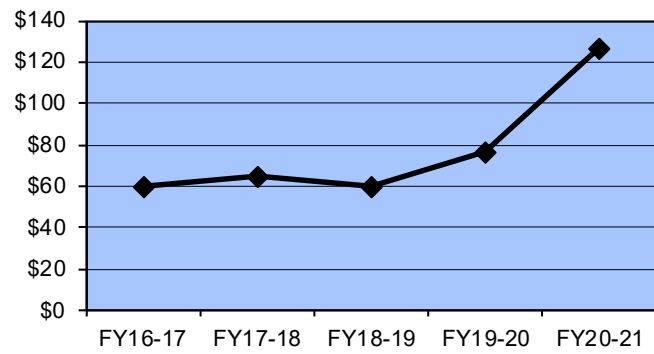


Greyhound Lines, Inc.

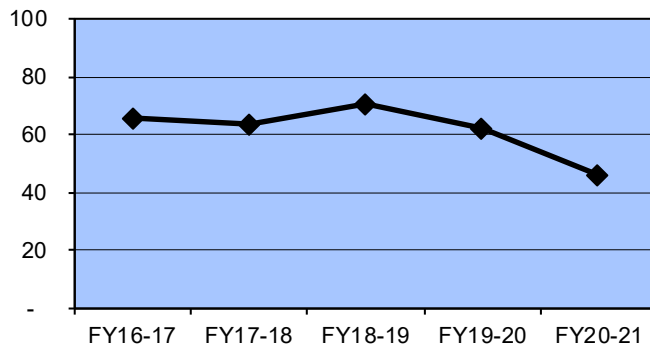
Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.



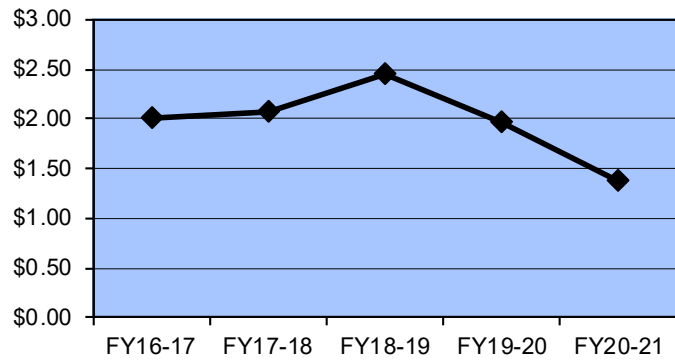
Operating Expense Per Passenger



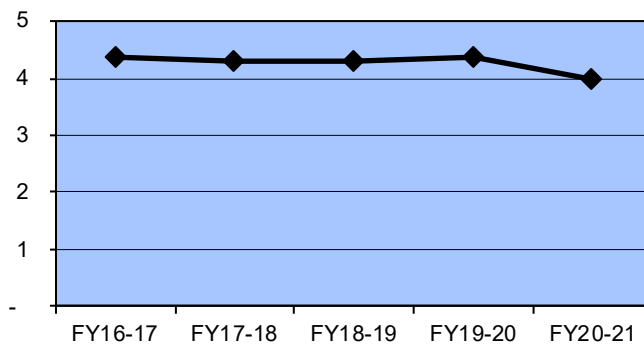
Total Passengers (000's)



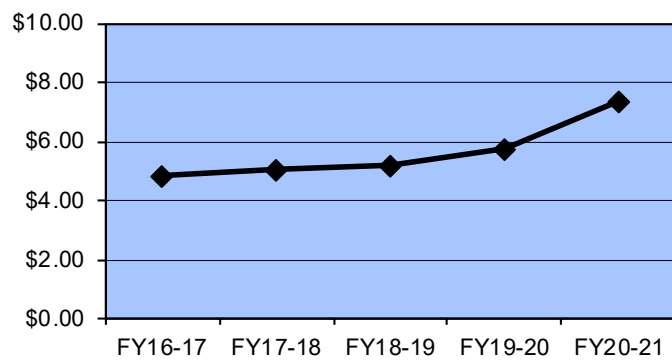
Operating Revenue Per Vehicle Mile



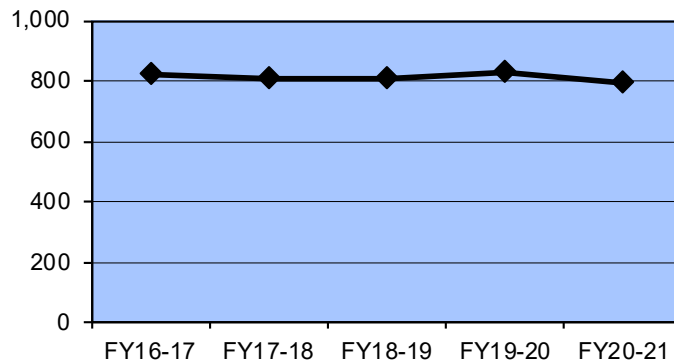
Total Bus Trips (000's)



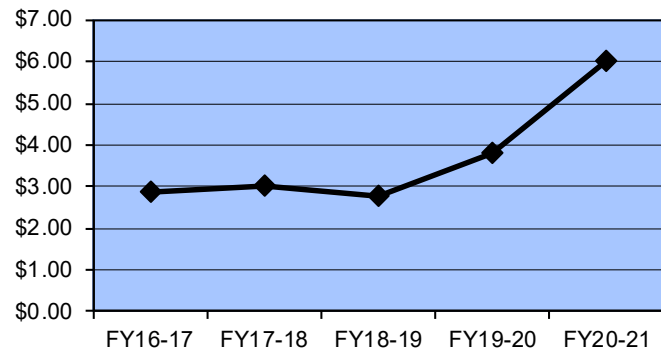
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

intentionally blank

Section VII

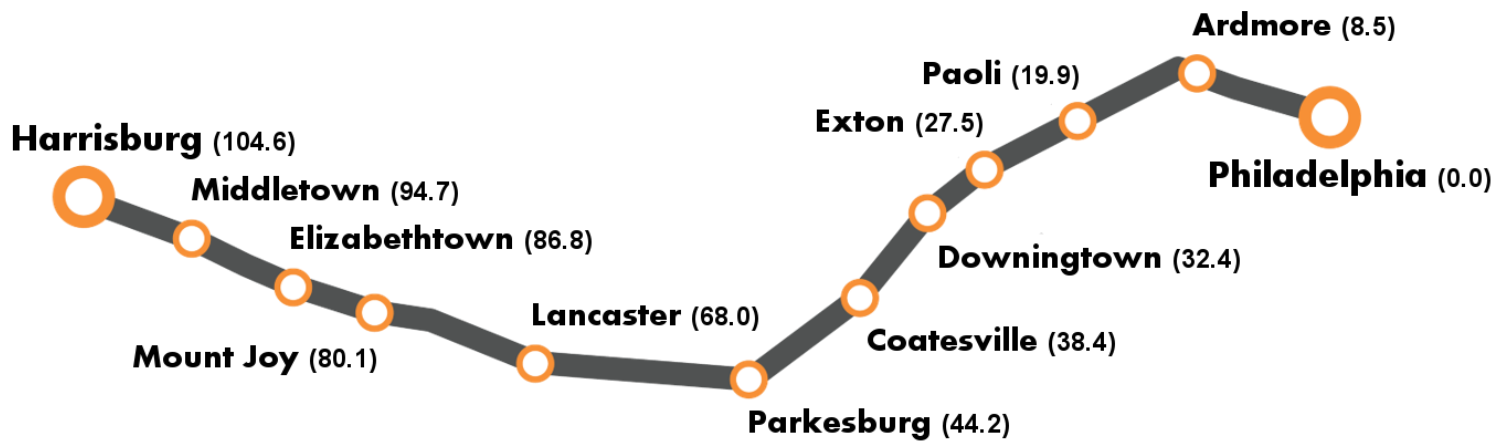
Passenger Rail

Passenger Rail Program

Passenger Rail Program Pennsylvania Department of Transportation Bureau of Rail, Freight, Ports, and Waterways 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 <ul style="list-style-type: none"> 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 		Keystone Corridor Station Improvements www.planthekeystone.com	
Ridership and Revenue <ul style="list-style-type: none"> Keystone Passengers: 295,467 Keystone Passenger Revenue: \$9,428,711 		Harrisburg Transportation Center <ul style="list-style-type: none"> Replace roof and rehabilitate observation room (planned construction, 2022-2023) Middletown Train Station <ul style="list-style-type: none"> Shift Norfolk Southern and Amtrak tracks (complete) Construct level boarding passenger platforms and ADA access (complete) Coatesville Train Station <ul style="list-style-type: none"> Construct level boarding passenger platforms and ADA access (under construction) 	
Fuel & Power <ul style="list-style-type: none"> Power Usage (kilowatt hours): 23,178,274 		Ridership and Revenue <ul style="list-style-type: none"> Pennsylvanian Passengers: 107,271 Pennsylvanian Passenger Revenue: \$6,378,505 	
Pennsylvanian Service & Operations <ul style="list-style-type: none"> 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 			

PASSENGER RAIL

Keystone Corridor Harrisburg - Philadelphia

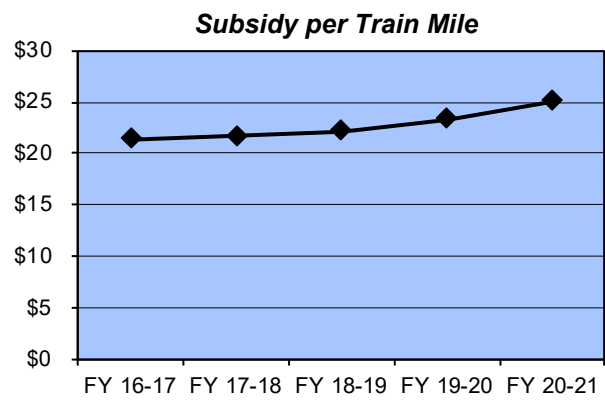
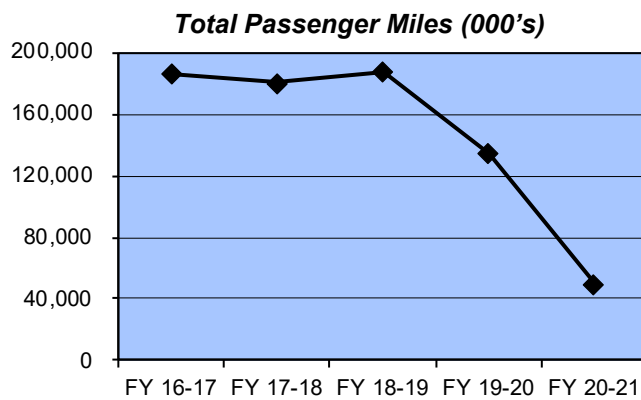
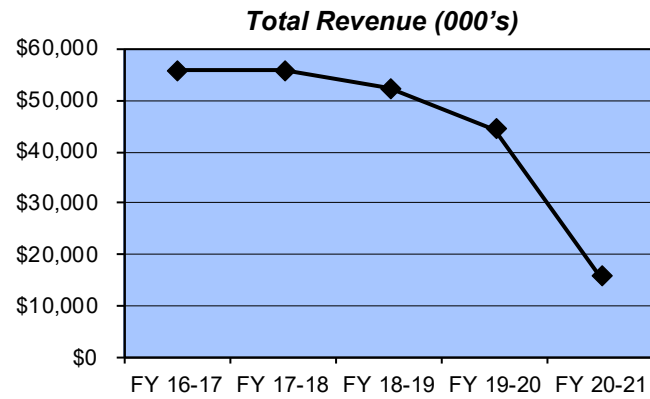
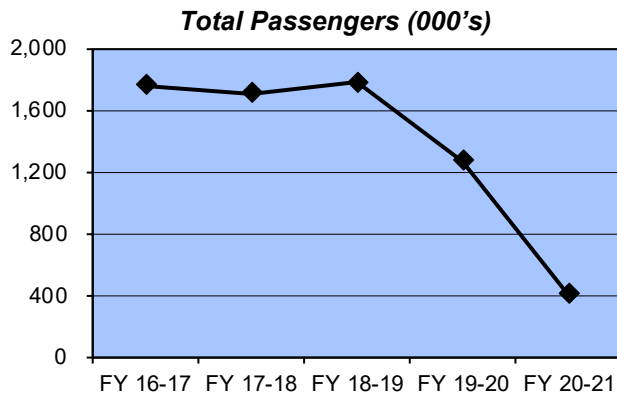
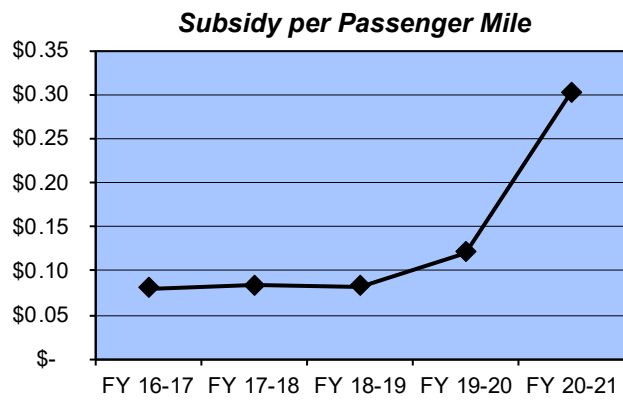
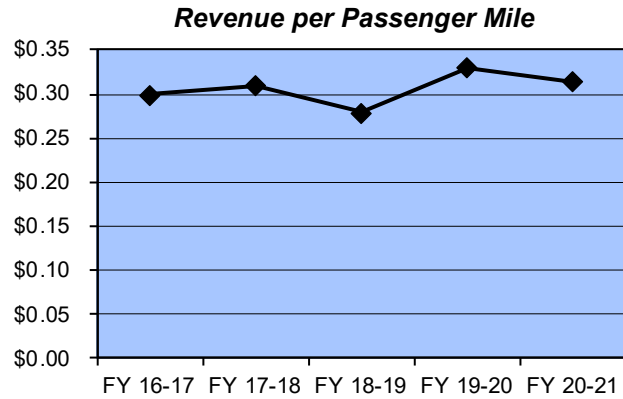


*Amtrak milepost shown in parentheses next to station name

Passenger Rail Program

Note: The effects of the COVID-19 pandemic can be seen beginning in the last quarter of FY19-20.

Pennsylvania Intercity Passenger Rail Performance Data		
Factor	FY 19-20	FY 20-21
Total Passengers	1,273,797	402,738
Total Passenger Miles	134,305,332	50,236,566
Revenue per Passenger Mile	\$0.33	\$0.31
Subsidy per Passenger Mile	\$0.12	\$0.30
Scheduled Train Miles	697,368	607,178
Expense per Train Mile	\$86.94	\$51.07
Subsidy per Train Mile	\$23.34	\$25.04
Average Passenger Fare	\$34.82	\$39.25
Revenue per Train Mile	\$63.61	\$26.03
Annual State Subsidy	\$16,273,783	\$15,202,287
Annual Passenger Revenue	\$44,358,484	\$15,807,216



PASSENGER RAIL

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

intentionally blank

Section VIII

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 regulations provide for a determination of whether 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.”

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.

PERFORMANCE REVIEWS

COVID-19 PANDEMIC

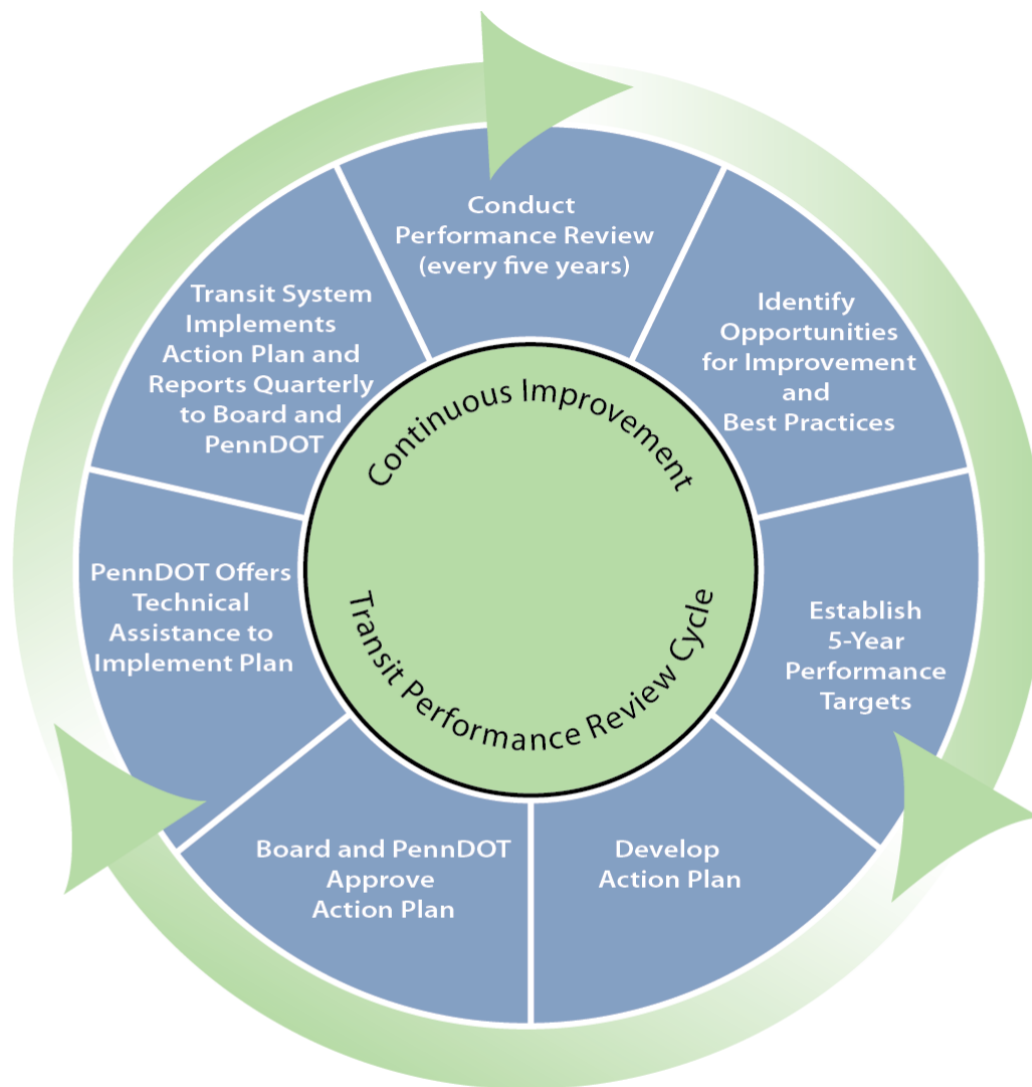
Beginning in the spring of 2020, COVID-19 caused significant social and economic disruptions as people sheltered in place to limit the spread of the disease. The health and unemployment effects of COVID-19 disproportionately impacted senior, disabled, and low-income populations.

Across the public transportation industry, ridership decreased by more than 90% at some agencies during April 2020. Revenues dropped as agencies opted to waive fares to limit possible disease transmission from the handling of tickets and currency. Agencies increased the frequency and extent of bus cleaning, causing higher operating costs. Some agencies furloughed drivers as they reduced service in response to plummeting passenger demand.

While transit agencies have begun to stabilize from the initial impacts of COVID-19, the long-term effects remain unknown. Ridership, revenue, and operating cost trends used to develop this transit performance review report, including five-year performance targets, rely on information that predates the pandemic. PennDOT will reassess the transit agency's five-year performance targets when the long-term effects of the epidemic become clear.

The following Round Two reports have been published recently:

- Shenango Valley Shuttle Service (SVSS) - December 2020
- Transit Authority of Warren County (TAWC) - January 2021
- Hazleton Public Transit (HPT) - January 2021
- Central Pennsylvania Transportation Authority (CPTA) - February 2021
- Lower Anthracite Transit System (LATS) - March 2021
- South Central Transit Authority (SCTA) - April 2021
- Williamsport Bureau of Transportation (d.b.a. River Valley Transit) - September 2021



SVSS Performance Review

Shenango Valley Shuttle Service (SVSS) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Mercer County Regional Council of Governments (d.b.a. MCRCOG, Shenango Valley Shuttle Service (SVSS), Mercer County Community Transit (MCCT))		
Year Founded	1971		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	173		
Service Area Population	96,432		
Annual Operating Statistics*	Fixed-Route Bus (SVSS)	Paratransit (Shared Ride + ADA) (MCCT)	Total
Vehicles Operated in Maximum Service	8	24	32
Operating Cost	\$893,136	\$1,704,843	\$2,597,979
Operating Revenue	\$42,673	\$1,482,899	\$1,525,572
Operating Subsidies	\$850,463	\$51,126	\$901,589
Total (Actual) Vehicle Miles	131,864	646,141	778,005
Revenue Vehicle Miles of Service (RVM)	124,015	N/A	N/A
Total Vehicle Hours	11,934	34,090	46,024
Revenue Vehicle Hours (RVH)	11,566	N/A	N/A
Total Passenger Trips	64,196	76,676	140,872
Senior Passenger (Lottery) Trips	10,033	38,134	48,167
Act 44 Performance Statistics			
Passengers / RVH	5.55	N/A	N/A
Operating Cost / RVH	\$77.22	N/A	N/A
Operating Revenue / RVH	\$3.69	N/A	N/A
Operating Cost / Passenger	\$13.91	\$22.23	\$18.44
Other Performance Statistics			
Operating Revenue / Operating Cost	4.78%	86.98%	58.72%
Operating Cost / Total Vehicle Hours	\$74.84	\$50.01	\$56.45
Operating Cost / Total Vehicle Miles	\$6.77	\$2.64	\$3.34
Total Passengers / Total Vehicle Hours	5.38	2.25	3.06
Operating Cost / RVM	\$7.20	N/A	N/A
RVM / Total Vehicle Miles	94.05%	N/A	N/A
RVH / Total Vehicle Hours	96.92%	N/A	N/A
Operating Subsidy / Passenger Trip	\$13.25	\$2.89	\$7.61

*Source: PennDOT dotGrants unaudited 2020 reporting

SVSS Performance Review

In May 2015, PennDOT conducted the initial transit performance review for the Shenango Valley Shuttle Service (d.b.a. SVSS), operated by the Mercer County Regional Council of Governments (d.b.a. MCRCOG). Based on that review, PennDOT developed a performance report in 2016 that established five-year performance targets for SVSS and agreed to MCRCOG's Action Plan to meet those targets. In September 2020, PennDOT reassessed MCRCOG to determine whether SVSS met its targets and what actions it took to improve performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

IMPORTANT CHANGES SINCE THE 2015 PERFORMANCE REVIEW

PennDOT conducted the initial review of MCRCOG in May 2015. Since finalizing the original MCRCOG performance report in April 2016, the following changes and other factors impacted operations, finance, and statistical reporting at SVSS, as well as the performance targets established in 2015:

1. **Reduction in MCRCOG Activities** - MCRCOG no longer manages the local animal shelter or the regional jail. MCRCOG's primary activity is public transportation, accounting for \$3.1 million, or 76% of the \$4.1 million FYE 2019 consolidated COG operating budget. MCRCOG still provides other municipal support services and manages recreational facilities such as the community pool and softball complex.
2. **Change in Rental Revenue Reporting** - MCRCOG counted rental income on Federal Transit Administration (FTA)-funded COG properties as operating revenue until FYE 2017. In FYE 2018, MCRCOG began allocating rental income to its reserve accounts. SVSS performance targets established in the 2016 performance report assumed MCRCOG would continue to report rental income as SVSS operating revenue. The change in rental income reporting, reduced total fixed-route revenues by 41%, from \$87,555 in FYE 2017 to \$51,416 as of FYE 2018.
3. **Revised Accounting Practices** – Since FYE 2015, MCRCOG adopted new cost allocation procedures to assign SVSS and MCCT shared costs. MCRCOG also changed its accounting practices by transitioning from a calendar year to a fiscal year reporting structure consistent with PennDOT reporting requirements. SVSS operating costs decreased 14% from FYE 2016 to FYE 2017, declining from approximately \$964,000 to \$825,000. However, operating costs increased in FYE 2018 and remained at about \$1 million through FYE 2019.

SVSS Performance Review

2015 PERFORMANCE REVIEW DETERMINATION AND FINDINGS

The 2015 performance review compared SVSS to a group of peer agencies based on the four performance criteria required by Act 44. SVSS was "In Compliance" for seven performance criteria and "At-Risk" for operating cost per revenue vehicle-hour in the single-year FYE 2013 determination.

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2013	In Compliance	2	Better	12.37	8.92
	Trend	In Compliance	4	Better	0.64%	-0.15%
Operating Cost / Revenue Vehicle Hour	2013	At-Risk	9	Worse	\$100.24	\$73.74
	Trend	In Compliance	5	Better	1.64%	2.29%
Operating Revenue / Revenue Vehicle Hour	2013	In Compliance	8	Worse	\$5.80	\$7.89
	Trend	In Compliance	4	Worse	3.38%	5.24%
Operating Cost / Passenger	2013	In Compliance	5	Better	\$8.10	\$8.76
	Trend	In Compliance	3	Better	1.00%	2.45%

*Note: Single-year and five-year trend peer comparisons are based on the latest-available National Transit Database (NTD) information at the time of the peer review.

MCRCOG developed an Action Plan to address opportunities for improvement identified in the 2016 performance review report. Among the steps MCRCOG took to improve its performance were:

1. Development of a cost allocation plan to assign shared costs between SVSS and MCCT more accurately.
2. Addressing of audit findings by moving MCRCOG to a modified accrual accounting basis, closing dormant bank accounts, and transitioning from calendar-year financial reporting to fiscal year reporting consistent with PennDOT requirements.
3. Determination of the legal separation between transportation (SVSS and MCCT) and other COG functions, such as recreational activities, that are insured independently of MCRCOG.

In consultation with COG management, PennDOT established the following performance targets that the agency was to attain before its next performance review:

- Increase passengers per revenue vehicle-hour by at least 3.0% per year on average;
- Contain increases in operating costs per revenue vehicle-hour to no more than 3.0% per year on average;
- Increase operating revenue per revenue vehicle-hour by at least 3.0% per year on average; and
- Maintain a flat rate of operating costs per passenger per year on average.

PennDOT established the following performance targets using the most accurate data available at the time. MCRCOG successfully met one out four performance targets set in 2015.

SVSS Performance Review

Performance Criteria	2018 Target	2018 Actual	Met Target
Passengers / Revenue Vehicle Hour	8.26	6.41	No
Operating Cost / Revenue Vehicle Hour	\$98.43	\$78.72	Yes
Operating Revenue / Revenue Vehicle Hour	\$11.06	\$3.79	No
Operating Cost / Passenger	\$11.92	\$12.28	No

Public transportation has become MCRCOG's primary focus since the 2016 performance report. To meet five-year performance target obligations, management acted by improving the accuracy of financial reporting, partnering with a regional health provider to raise awareness of SVSS and MCCT, and increasing service to the Mercer County Courthouse and the Grove City Premium Outlets mall. These efforts successfully increased total ridership, but passengers per revenue vehicle-hour (i.e., productivity) declined. With low farebox recovery, not reporting rental income, and a lack of supplemental revenue, MCRCOG did not meet targets for passengers per revenue vehicle-hour, operating revenue per revenue vehicle-hour, and operating cost per passenger.

2020 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2020 performance review compared SVSS with a group of peer agencies based on the four Act 44 performance criteria. SVSS was "In Compliance" with six performance measures and "At-Risk" for two—the five-year trend period determinations for passengers per revenue vehicle-hour and operating revenue per revenue vehicle-hour.

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2018	In Compliance	9	Worse	6.73	7.34
	Trend	At Risk	13	Worse	-11.48%	-3.99%
Operating Cost / Revenue Vehicle Hour	2018	In Compliance	10	Worse	\$83.00	\$73.79
	Trend	In Compliance	4	Better	-3.71%	0.02%
Operating Revenue / Revenue Vehicle Hour	2018	In Compliance	8	Worse	\$4.19	\$4.96
	Trend	At Risk	11	Worse	-9.59%	-1.57%
Operating Cost / Passenger	2018	In Compliance	9	Worse	\$12.34	\$11.33
	Trend	In Compliance	9	Worse	8.79%	4.38%

*Note: Single-year and five-year trend peer comparisons are based on the latest-available National Transit Database (NTD) information at the time of the peer review.

SVSS performed better than the peer group for containing operating costs for the five-year trend determination but performed worse than the peer group in all other metrics. Passengers per revenue vehicle-hour and operating revenue per revenue vehicle-hour declined significantly between FYE 2013 and FYE 2018, by 11.48% and 9.59%, respectively. It will be necessary for MCRCOG to take appropriate steps to increase the efficiency and effectiveness of service and accurately report rental income as operating revenue to address both "At Risk" findings.

SVSS Performance Review

The 2020 performance review identified steps that SVSS could take to improve overall agency performance, including:

1. Developing a strategic plan to guide MCRCOG decision-making and long-term planning efforts for prioritizing SVSS and MCCT in addition to other COG activities.
2. Including a transit development plan (TDP) element as part of the strategic planning process to assess potential scenarios that optimize coverage and frequency to improve SVSS ridership.
3. Accurately reporting rental income earned from federally funded properties as SVSS operating revenue.

PennDOT also identified additional opportunities for improvement during the 2020 performance review. The complete list of opportunities for improvement will serve as the basis for STS's Board-approved Action Plan.

2025 PERFORMANCE TARGETS

As required by Act 44, PennDOT and MCRCOG management developed new five-year performance targets. Performance targets are designed to be aggressive yet achievable. MCRCOG should achieve the following table's 2025 targets to ensure continued eligibility for full Section 1513 funding.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual	2020 Unaudited	2025 Target	
Passengers / Revenue Vehicle Hour	6.41	5.55	5.69	0.5%
Operating Cost / Revenue Vehicle Hour	\$78.72	\$77.22	\$89.52	3.0%
Operating Revenue / Revenue Vehicle Hour	\$3.79	\$3.69	\$4.28	3.0%
Operating Cost / Passenger	\$12.28	\$13.91	\$15.74	2.5%

FINANCIAL REVIEW

MCRCOG's public transportation program currently has a balanced operating budget. A review of FYE 2019 audit reports revealed the misreporting of ADA federal subsidies as fare revenue, misreporting of operating revenue as capital reserves, and misreporting carryover subsidies as unrestricted funds. The net cash equivalent balance has decreased since 2015. Noteworthy elements of STS's financial condition as of FYE 2019 are:

- MCRCOG maintains separate accounts for SVSS and MCCT operational activities and SVSS and MCCT reserves. MCRCOG reported \$281,500 in total public transportation reserves.
- Reported public transportation reserves were equal to 10.4% of total public transportation operational funding.
- MCRCOG reported a cash balance of available and restricted cash equal to 36.1% of total annual public transportation operating expenses.
- Current assets exceeded current liabilities.
- MCRCOG allocates operating income from rents to SVSS reserve accounts.
- SVSS had a 4.7% fixed-route farebox recovery ratio, well below industry standards for a small urban system.

SVSS Performance Review

- MCRCOG's practice of reporting audit results by operating fund (i.e., SVSS and MCCT) makes it difficult to interpret the net position for public transportation activities comprehensively.

Based on financial misreporting and MCRGOG's inability to provide AP/AR reports for review, a thorough review of MCRCOG's financial practices by PennDOT is warranted. In particular, a detailed assessment of the sources and uses of funds in all reserve accounts will help accurately determine actual 1513 carryover balances and eligible uses of any remaining funds.

Management should continue to take appropriate actions to manage costs (i.e., containing cost growth within 3.0% annually), achieve farebox recovery goals, and maintain cash reserves to preserve and improve the public transportation program's overall financial health. MCRCOG should take additional steps to diversify income streams for SVSS to ensure fixed-route revenues keep pace with annual increases in operating costs.

NEXT STEPS

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

TAWC Performance Review

Transit Authority of Warren County (TAWC) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Transit Authority of Warren County (d.b.a. TAWC)		
Year Founded	1980		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	899		
Service Area Population	39,659		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride)	Total
Vehicles Operated in Maximum Service	3	8	11
Operating Cost	\$756,112	\$670,581	\$1,426,693
Operating Revenues	\$44,233	\$509,746	\$553,979
Operating Subsidies	\$711,879	\$160,835	\$872,714
Total (Actual) Vehicle Miles	189,208	239,572	428,780
Revenue Vehicle Miles of Service (RVM)	188,744	N/A	N/A
Total Vehicle Hours	10,419	14,850	25,269
Revenue Vehicle Hours (RVH)	10,319	N/A	N/A
Total Passenger Trips	59,850	27,021	86,871
Senior Passenger (Lottery) Trips	11,027	18,652	29,679
Act 44 Performance Statistics			
Passengers / RVH	5.80	N/A	N/A
Operating Cost / RVH	\$73.27	N/A	N/A
Operating Revenue / RVH	\$4.29	N/A	N/A
Operating Cost / Passenger	\$12.63	\$24.82	\$16.42
Other Performance Statistics			
Operating Revenue / Operating Cost	5.85%	76.02%	38.83%
Operating Cost / Total Vehicle Hours	\$72.57	\$45.16	\$56.46
Operating Cost / Total Vehicle Miles	\$4.00	\$2.80	\$3.33
Total Passengers / Total Vehicle Hours	5.74	1.82	3.44
Operating Cost / RVM	\$4.01	N/A	N/A
RVM / Total Vehicle Miles	99.75%	N/A	N/A
RVH / Total Vehicle Hours	99.04%	N/A	N/A
Operating Subsidy / Passenger Trip	\$11.89	\$5.95	\$10.05

*Source: PennDOT dotGrants 2020 reporting

TAWC Performance Review

PennDOT conducted a transit performance review for TAWC in June 2015. Based on that review, PennDOT developed a performance report in 2016 that established five-year performance targets and agreed to TAWC's Action Plan to meet those targets. In October 2020, PennDOT reassessed TAWC to determine whether TAWC 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 2015 PERFORMANCE REVIEW

PennDOT conducted the initial review of TAWC in 2015. Since finalizing the original TAWC performance report in 2016, the following changes and other factors impacted operations, finance, and statistical reporting at TAWC, as well as the performance targets established in 2015:

- 1. Reduced Rental Income** – In FYE 2015 through FYE 2017, TAWC received \$20,000 in rental income from space on the second floor of its transit center leased to the Allegheny Community Center (ACC). Rental income contributed to 31% of TAWC's total fixed-route operating revenue in FYE 2017. However, in FYE 2018, ACC faced budget constraints and signed a new lease for a smaller square footage. TAWC's rental income decreased by 75%. TAWC has since signed new leases with other human service agencies and organizations to fill the space vacated by ACC, but rental income is still not at FYE 2015 to FYE 2017 levels. TAWC received \$11,238 in total rental revenue in FYE 2019—56% of the total rent received each year from FYE 2015 through FYE 2017.
- 2. Appropriately Allocating Utilities** – TAWC has taken steps to improve how the authority allocates utility expenses for its geothermal heating system between TAWC and its tenants, as well as how shared expenses are allocated between TAWC's fixed-route and demand-response programs. In previous years, TAWC incurred the total utility costs for the transit center despite occupying only the building's ground level. Since 2018, TAWC has included a provision in its leases that assigns a percentage of utility costs to tenants based on square footage, which has reduced TAWC's net utility expenses.

2015 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2015 performance review compared TAWC with a group of peer agencies based on the four performance criteria required by Act 44. TAWC was found to be "In Compliance" with six performance criteria and "At Risk" for the five-year trend period determination for the operating revenue per revenue-hour and for the operating cost per passenger for the single-year FYE 2013 period. TAWC performed better than the peer group for the five-year trend period determinations for passengers per revenue-hour and operating revenue per revenue-hour but worse in all other metrics.

TAWC Performance Review

Performance Criteria	FYE*	Determination	Rank (of 9)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2013	In Compliance	6	Worse	7.14	8.99
	Trend	In Compliance	2	Better	3.31%	-0.53%
Operating Cost / Revenue Vehicle Hour	2013	In Compliance	7	Worse	\$77.78	\$66.26
	Trend	At Risk	9	Worse	6.90%	1.59%
Operating Revenue / Revenue Vehicle Hour	2013	In Compliance	7	Worse	\$5.15	\$7.67
	Trend	In Compliance	2	Better	8.71%	5.41%
Operating Cost / Passenger	2013	At Risk	8	Worse	\$10.89	\$8.11
	Trend	In Compliance	5	Worse	3.47%	2.30%

*Note: Single-year and five-year trend peer comparisons are based on the latest-available NTD information at the time of the peer review.

TAWC developed an Action Plan to address opportunities for improvement identified in the 2016 performance review report. Among the efforts TAWC undertook to improve its performance were:

1. Including a provision for utility payments as part of leasing contracts with transit center tenants.
2. Developing a formal cost allocation methodology for direct and indirect costs between fixed-route and shared-ride programs.
3. Developing a preventative maintenance policy to ensure the fleet's state of good repair.

PennDOT, in consultation with TAWC management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle-hour annually by 1.0%;
- Contain yearly increases in operating costs per revenue vehicle-hour by 3.0%;
- Increase annual operating revenue per revenue vehicle-hour by 1.0%; and
- Restrict growth in the share of operating costs per passenger by 2.0% per year.

The following performance targets were established using the most accurate data available at the time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	7.10	6.31	No
Operating Cost / Revenue Vehicle Hour	\$88.22	\$71.59	Yes
Operating Revenue / Revenue Vehicle Hour	\$5.39	\$4.73	No
Operating Cost / Passenger	\$12.44	\$11.34	Yes

TAWC worked to meet its performance targets and implement actions listed in the 2016 Action Plan. These actions included appropriately allocating utilities to all tenants, ensuring vehicles are properly maintained, and creating new partnerships with human services organizations that would drive traffic to the authority and increase rental income. TAWC successfully met its performance targets for operating cost per revenue vehicle-hour and operating cost per passenger. Despite not meeting its passengers per revenue-hour

TAWC Performance Review

target, TAWC ridership remained relatively stable with an average of about six passengers per revenue vehicle-hour from FYE 2014 through FYE 2019. Although TAWC has found new tenants to increase lease revenue, the authority's supplemental rental income has not returned to FYE 2015–FYE 2017 levels. Management should continue seeking opportunities to expand ridership, increase revenue, and control operating costs.

2020 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2020 performance review compared TAWC with a group of peer agencies based on the four Act 44 performance criteria. TAWC was found to be “In Compliance” with eight performance measures and “At Risk” for none.

Performance Criteria	FYE*	Determination	Rank (of 11)	Relation to Peer Avg.	Value	Peer Average
Passengers/ Revenue Vehicle Hour	2018	In Compliance	9	Worse	6.20	7.85
	Trend	In Compliance	5	Better	-2.78%	-3.63%
Operating Cost / Revenue Vehicle Hour	2018	In Compliance	4	Better	\$72.51	\$75.00
	Trend	In Compliance	4	Better	-1.39%	0.33%
Operating Revenue / Revenue Vehicle Hour	2018	In Compliance	3	Better	\$4.94	\$4.75
	Trend	In Compliance	6	Better	-0.83%	-1.59%
Operating Cost / Passenger	2018	In Compliance	8	Worse	\$11.69	\$10.11
	Trend	In Compliance	5	Better	1.43%	4.29%

*Note: Single-year and five-year trend peer comparisons are based on the latest-available NTD information at the time of the peer review.

In 2020, TAWC performed better than the peer group for most metrics but worse for passengers per revenue-hour and operating cost per passenger for the single-year FYE 2018 period. TAWC sustained its passengers per revenue vehicle-hour since FYE 2013 and took steps to manage operating costs. As a result, TAWC brought its 2015 "At Risk" findings (operating cost per revenue vehicle-hour and operating cost per passenger) into compliance for the 2020 performance assessment.

The 2020 performance review also identified steps that TAWC can take to improve overall agency performance, including:

1. Develop a strategic plan that establishes a vision for transit in Warren County.
2. Create a dashboard report to brief Board members on operational performance.
3. Address prior audit findings and improve financial recordkeeping.

PennDOT also identified additional opportunities for improvement during the 2020 performance review. The complete list of opportunities for improvement will serve as the basis for TAWC's Board-approved Action Plan.

2025 PERFORMANCE TARGETS

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

TAWC Performance Review

next five years.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual	2020 Actual	2025 Target	
Passengers / Revenue Vehicle Hour	6.31	5.80	6.51	0.5%
Operating Cost / Revenue Vehicle Hour	\$71.59	\$73.27	\$85.48	3.0%
Operating Revenue / Revenue Vehicle Hour	\$4.73	\$4.29	\$5.65	3.0%
Operating Cost / Passenger	\$11.34	\$12.63	\$13.15	2.5%

FINANCIAL REVIEW

TAWC currently has a balanced operating budget. The total operating budget has been between \$1.3 million and \$1.4 million during the last five years. Noteworthy elements of TAWC's financial condition as of FYE 2020 are:

- TAWC had \$0 in local and \$210,083 in state carryover funds.
- Combined carryover subsidies were equal to 14.7% of total operational funding, lower than the 25% target.
- The local match fund received was 100.0% of the required amount.
- TAWC had a balance of restricted cash equal to 20.4% of total annual operating expenses.
- Current assets exceeded current liabilities.
- TAWC had a \$300,000 revolving line of credit and no outstanding debt.
- Fixed-route direct passenger fares represented 4.9% of total operating funding.

Management should take appropriate actions to manage costs (i.e., containing cost growth within 3.0% annually), achieve farebox recovery goals, and improve cash reserves to improve TAWC's overall financial health. TAWC should work to build total carryover subsidies to a level of 25% of annual operating costs and address prior audit findings. Furthermore, TAWC should address material weaknesses in financial reporting as described in its FYE 2020 audit.

NEXT STEPS

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

intentionally blank

HPT Performance Review

Hazleton Public Transit (HPT) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	City of Hazleton—Hazleton Public Transit (d.b.a. HPT)		
Year Founded	1982		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	47		
Service Area Population	57,482		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	8	3	11
Operating Cost	\$2,267,762	\$223,493	\$2,491,255
Operating Revenue	\$212,969	\$16,852	\$229,821
Operating Subsidies	\$2,054,793	\$206,641	\$2,261,434
Total (Actual) Vehicle Miles	387,435	41,132	428,567
Revenue Vehicle Miles of Service (RVM)	374,561	35,386	409,947
Total Vehicle Hours	28,310	4,632	32,942
Revenue Vehicle Hours (RVH)	26,489	4,192	30,681
Total Passenger Trips	163,712	5,927	169,639
Senior Passenger (Lottery) Trips	48,978	0	48,978
Act 44 Performance Statistics			
Passengers / RVH	6.18	1.41	5.53
Operating Cost / RVH	\$85.61	\$53.31	\$81.20
Operating Revenue / RVH	\$8.04	\$4.02	\$7.49
Operating Cost / Passenger	\$13.85	\$37.71	\$14.69
Other Performance Statistics			
Operating Revenue / Operating Cost	9.39%	7.54%	9.23%
Operating Cost / Total Vehicle Hours	\$80.10	\$48.25	\$75.63
Operating Cost / Total Vehicle Miles	\$5.85	\$5.43	\$5.81
Total Passengers / Total Vehicle Hours	5.78	1.28	5.15
Operating Cost / RVM	\$6.05	\$6.32	\$6.08
RVM / Total Vehicle Miles	96.68%	86.03%	95.66%
RVH / Total Vehicle Hours	93.57%	90.50%	93.14%
Operating Subsidy / Passenger Trip	\$12.55	\$34.86	\$13.33

*Source: unaudited dotGrants 2020 reporting

Note: Luzerne County Transportation Authority provides shared-ride trips within HPT's service area.

HPT Performance Review

PennDOT conducted a transit performance review for Hazleton Public Transit (HPT) in September 2015. Based on that review, PennDOT developed a performance report in March 2016 that established five-year performance targets and agreed to HPT's Action Plan to meet those targets. In November 2020, PennDOT reassessed HPT to determine whether HPT met its targets and to evaluate the actions 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 2015 PERFORMANCE REVIEW

PennDOT conducted the initial review of HPT in January 2015. Since finalizing HPT's 2016 report, the following factors impacted HPT's operations and finances:

- 1. Improved Contract Management** – HPT previously contracted with two private transportation providers, where HPT was responsible for 75% of the fair market cost of bus repairs. The contracts did not have sufficient oversight requirement for maintenance. Therefore, HPT was unable to ensure contractors were adhering to preventative maintenance (PM) schedules. It was difficult to review contractor records because both companies used paper-based systems. The 2015 performance review recommended that HPT improve contract management to control maintenance costs that are incurred due to weak PM adherence. Since 2015, HPT re-bid its service and awarded it to one contractor instead of two. HPT improved oversight methods to include weekly data reports on maintenance performance statistics and review of electronic records to ensure PM schedule adherence. HPT incorporated vehicle maintenance as a performance standard to ensure the contractor performs PM according to schedule and negotiated a provision for liquidated damages if HPT determines the contractor to be non-compliant.
- 2. Cross-County Service** – HPT provides weekday and Saturday service to Wilkes-Barre via Mountain Top. Previously, the HPT route ended at Mountain Top, where passengers would transfer to LCTA for service to Wilkes-Barre. However, LCTA discontinued this coordinated service in 2015, and HPT assumed responsibility for the full route to Wilkes-Barre. Despite this extended service, HPT has not reported an increase in overall fixed-route ridership.
- 3. Decline in Penn State–Hazleton Enrollment** – HPT provides weekday service between Penn State–Hazleton and downtown Hazleton, with stops at Walmart and the Laurel Mall. Since 2015, enrollment declined at Penn State–Hazleton by approximately 19%, from 831 full-time students in 2015 to 676 full-time students in 2019.

HPT Performance Review

2015 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2015 performance review compared HPT to 13 peer agencies based on the four performance criteria required by Act 44. HPT was found to be “In Compliance” for three criteria and “At Risk” for five.

Performance Criteria	FYE*	Determination	Rank (of 14)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2013	At Risk	13	Worse	7.53	12.25
	Trend	At Risk	13	Worse	-3.10%	1.52%
Operating Cost / Revenue Vehicle Hour	2013	In Compliance	12	Worse	\$76.39	\$63.55
	Trend	At Risk	13	Worse	5.47%	2.49%
Operating Revenue / Revenue Vehicle Hour	2013	In Compliance	10	Worse	\$7.23	\$10.80
	Trend	In Compliance	3	Better	7.80%	1.74%
Operating Cost / Passenger	2013	At Risk	14	Worse	\$10.15	\$5.55
	Trend	At Risk	14	Worse	8.85%	1.08%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

HPT developed an Action Plan to address opportunities for improvement identified in the 2015 performance review and took the following steps to improve performance:

1. Began developing a transit development plan (TDP) to address the decline in ridership;
2. Developed a strategic marketing plan to capture existing market conditions, identify target markets, determine marketing objectives, and develop strategies and tactics to promote ridership among target markets.
3. Incorporated routine status reports covering ridership, farebox recovery, changes in operational costs, and customer service as part of the monthly Board reports.

PennDOT, in consultation with HPT’s management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle hour by at least 3.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.0% per year on average
- Contain increases in operating cost per revenue vehicle hour to no more than 3.0% per year on average
- Prevent increases in operating cost per passenger per year on average

The performance targets were established using the most accurate data available at the time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	8.74	7.20	No
Operating Cost / Revenue Vehicle Hour	\$88.21	\$84.27	Yes
Operating Revenue / Revenue Vehicle Hour	\$8.89	\$9.00	Yes
Operating Cost / Passenger	\$10.10	\$11.71	No

HPT Performance Review

HPT successfully met its five-year performance targets for operating cost per revenue vehicle-hour and operating revenue per revenue vehicle-hour due to improved contract management and diversified revenue streams. HPT re-bid its service from two contracts to one contract and increased oversight of maintenance to ensure PM schedule is adhered to and repairs are completed in a timely manner. Sales from HPT's advertising program, along with rental income, helped supplement revenue from passenger fares. Although HPT failed to achieve its target for passengers per revenue vehicle-hour, fixed-route ridership remained stable at about 7.2 passengers per revenue-vehicle hour.

2020 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2020 performance review compared HPT with 14 peer agencies based on the four Act 44 performance criteria. HPT was "In Compliance" with all performance measures.

Performance Criteria	FYE*	Determination	Rank (of 15)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2018	In Compliance	12	Worse	7.41	9.60
	Trend	In Compliance	3	Better	-0.30%	-4.37%
Operating Cost / Revenue Vehicle Hour	2018	In Compliance	11	Worse	\$82.39	\$82.07
	Trend	In Compliance	4	Better	1.52%	4.14%
Operating Revenue / Revenue Vehicle Hour	2018	In Compliance	9	Better	\$8.97	\$8.72
	Trend	In Compliance	4	Better	4.39%	-2.80%
Operating Cost / Passenger	2018	In Compliance	13	Worse	\$11.12	\$9.46
	Trend	In Compliance	4	Better	1.83%	9.24%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

The criteria with the largest improvements in peer rank included:

- The five-year trend for passengers per revenue-hour (from 13 to 3);
- The five-year trend for operating cost per revenue-hour (from 13 to 4); and
- The five-year trend for operating cost per passenger (from 14 to 4).

Although the group of peer agencies varied between the 2015 and 2020 reviews, the rankings indicate significant improvement in HPT operations.

HPT outperformed the peer group average in:

- The five-year trend for passengers per revenue-hour;
- The five-year trend for operating cost per revenue-hour;
- The single-year FYE 2018 determination for operating revenue per revenue-hour;
- The five-year trend for operating revenue per revenue-hour; and
- The five-year trend for operating cost per passenger.

HPT Performance Review

HPT underperformed the peer group average in:

- The single-year FYE 2018 determination for passengers per revenue-hour;
- The single-year FYE 2018 determination for operating cost per revenue-hour; and
- The single-year FYE 2018 determination for operating cost per passenger.

The 2020 performance review also identified steps that HPT could take to improve overall agency performance and will serve as the basis for HPT's Board-approved Action Plan:

1. Update service standards to consider passenger-miles as a factor for evaluating route productivity;
2. Reach out to neighboring transit systems that have successfully established revenue agreements to support enhanced service to industrial parks; and
3. Assess the potential impact of increased utilities on existing budgets and determine a sustainable price point for future contracts that ensures operating costs for the new facility are fully recovered.

2025 PERFORMANCE TARGETS

As required by Act 44, PennDOT and HPT management developed new five-year performance targets. The performance targets are intended to be aggressive yet achievable. This performance report uses the last full audited financial year (i.e., FYE 2019) before the impacts of the COVID-19 pandemic for developing five-year performance targets. HPT should achieve these targets, shown in the following table, to ensure continued eligibility for full Section 1513 funding.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual	2020 Actual	2025 Target	
Passengers / Revenue Vehicle Hour	7.20	6.18	7.41	0.5%
Operating Cost / Revenue Vehicle Hour	\$84.27	\$94.07	\$100.62	3.0%
Operating Revenue / Revenue Vehicle Hour	\$9.00	\$8.02	\$10.75	3.0%
Operating Cost / Passenger	\$11.71	\$15.22	\$13.58	2.5%

FINANCIAL REVIEW

As of FYE 2020, HPT had a balanced operating budget. Its cash equivalent balance decreased between 2016 and 2020. Important elements of HPT's FYE 2020 financial condition are:

- HPT had \$3,076,868 in state and \$377,352 in local carryover funds.
- Combined carryover subsidies were equal to 126.3% of total operational funding.
- HPT had a cash balance equal to 130.9% of total annual operating expenses.
- HPT had no Accounts Payable or Accounts Receivable over 90 days.
- Current assets exceeded current liabilities.
- HPT had no long-term debt and no credit line.

Management should continue taking appropriate actions to manage costs (i.e., containing annual operating cost increases to 3.0% or less), achieve farebox recovery goals, and maintain cash reserves to preserve HPT's overall financial health. As they develop future year budgets, HPT should account for the cost increases due to the new facility.

HPT Performance Review

NEXT STEPS

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

CPTA Performance Review

Central Pennsylvania Transportation Authority (CPTA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Central Pennsylvania Transportation Authority (d.b.a. CPTA, rabbittransit)		
Year Founded	1974		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	1,433		
Service Area Population	537,169		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles in Maximum Service (VOMS)	43	145	188
Operating Cost	\$12,462,867	\$5,550,833	\$18,013,700
Operating Revenue	\$1,378,894	\$6,234,806	\$7,613,700
Operating Subsidies	\$11,081,653	\$1,706,018	\$12,787,671
Total (Actual) Vehicle Miles	1,763,742	4,130,736	5,894,478
Revenue Vehicle Miles of Service (RVM)	1,608,263	N/A	N/A
Total Vehicle Hours	129,032	215,055	344,087
Revenue Vehicle Hours (RVH)	117,453	N/A	N/A
Total Passenger Trips	1,318,485	363,542	1,682,027
Senior Passenger (Lottery) Trips	182,163	223,895	406,058
Act 44 Performance Statistics			
Passengers / RVH	11.23	N/A	N/A
Operating Cost / RVH	\$106.11	N/A	N/A
Operating Revenue / RVH	\$11.74	N/A	N/A
Operating Cost / Passenger	\$9.45	\$15.27	\$10.71
Other Performance Statistics			
Operating Revenue / Operating Cost	11.06%	112.32%	42.27%
Operating Cost / Total Vehicle Hours	\$96.59	\$25.81	\$52.35
Operating Cost / Total Vehicle Miles	\$7.07	\$1.34	\$3.06
Total Passengers / Total Vehicle Hours	10.22	1.69	4.89
Operating Cost / RVM	\$7.75	N/A	N/A
RVM / Total Vehicle Miles	91.18%	N/A	N/A
RVH / Total Vehicle Hours	91.03%	N/A	N/A
Operating Subsidy / Passenger Trip	\$8.41	-\$1.88	\$6.18

*Source: PennDOT dotGrants 2020 reporting.

CPTA Performance Review

PennDOT conducted a transit performance review for the York-Adams Transportation Authority (d.b.a. YATA) in January 2015. Based on that review, PennDOT developed a performance report in August 2015 that established five-year performance targets and agreed to YATA's Action Plan to meet those targets. YATA was renamed the Central Pennsylvania Transportation Authority (d.b.a. CPTA) in December 2015. In October 2020, PennDOT reassessed CPTA to determine whether CPTA met its targets and evaluated the actions it took 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 2015 PERFORMANCE REVIEW

PennDOT conducted the initial review of CPTA in January 2015. Since finalizing CPTA's 2015 report, the following factors impacted CPTA's operations and finances:

- 1. Increased Mobility Initiatives** – Consistent with the authority's strategic plan, CPTA launched several new mobility initiatives like new fixed-route service as part of the job-access E3S pilot project on Route 33 and the "Stop Hopper" micro-transit in East York, Red Lion, and parts of Dallastown. CPTA also created a pilot program for patient transportation to hospitals within the Geisinger Health Network and 3P Ride; a nonprofit partner organization focused on expanding transportation options for seniors, persons with disabilities, veterans, and vulnerable families. Most mobility initiatives expanded demand-response options. CPTA's fixed-route ridership has remained relatively stable since the 2015 performance review, at approximately 1.6 million total annual passenger trips, despite a 3% decrease in total revenue vehicle-hours between FYE 2015 and FYE 2019. CPTA cut unproductive service hours in Hanover and on the early morning inbound commuter service to Harrisburg that had no significant impact on total fixed-route ridership.
- 2. New Utility Expenses from the Zarfoss Facility** – In 2016, CPTA moved into its new headquarters facility on Zarfoss Drive in York. The building increased the square footage for administrative functions and the maintenance garage and added indoor vehicle storage capacity. CPTA anticipated that the HVAC demands of the facility would increase CPTA's utility costs. As expected, utility costs increased from \$315,782 in FYE 2015 to \$510,008 in FYE 2019.
- 3. Significant Growth in Overall Agency Operations** – Since the 2015 performance review, CPTA dramatically expanded its geographic footprint. CPTA provides shared-ride service in Cumberland, Columbia, Franklin, Montour, Perry, Snyder, and Union counties; Medical Assistance Transportation Program (MATP) administration for Indiana County; micro-transit in York County; and management services for Harrisburg's Capital Area Transit (d.b.a. CAT). Total agency operating expenses increased by about 7.6% per year, rising from \$15.2 million in FYE 2015 to \$20.4 million in FYE 2019.

CPTA Performance Review

2015 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2015 performance review compared CPTA with a group of peer agencies based on the four performance criteria required by Act 44. CPTA was "In Compliance" for seven performance criteria and "At Risk" for one. CPTA performed better than the peer group for operating revenue per revenue vehicle-hour for the trend and single-year determinations.

Performance Criteria	FYE*	Determination	Rank (of 15)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2013	At Risk	15	Worse	13.76	17.92
	Trend	In Compliance	12	Worse	-1.09%	0.11%
Operating Cost / Revenue Vehicle Hour	2013	In Compliance	5	Better	\$78.81	\$91.68
	Trend	In Compliance	12	Worse	3.16%	1.37%
Operating Revenue / Revenue Vehicle Hour	2013	In Compliance	11	Worse	\$14.64	\$18.96
	Trend	In Compliance	14	Worse	-0.25%	2.37%
Operating Cost / Passenger	2013	In Compliance	12	Worse	\$5.73	\$5.19
	Trend	In Compliance	12	Worse	4.30%	1.36%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

CPTA developed an Action Plan to address opportunities for improvement identified in the 2015 performance review report. CPTA accomplished the following to improve its performance:

1. Improved on-time performance by adjusting time points contributing to late departures and addressing driver issues that led to early departures.
2. Incorporated maintenance performance statistics as part of monthly Board reports, including on-time preventative maintenance and the total number of breakdowns.
3. Developed a marketing plan with goals, objectives, and activities by mode and service area, including a budget and performance targets to measure success.

In consultation with CPTA's management, PennDOT established the following performance targets that the agency was to attain before its next performance review:

- Increase passengers per revenue vehicle-hour by at least 1.0% per year on average;
- Increase operating revenue per revenue vehicle-hour by at least 1.0% per year on average;
- Contain increases in operating cost per revenue vehicle-hour to no more than 3.0% per year on average; and
- Contain increases in operating cost per passenger to no more than 2.0% per year on average.

PennDOT established the following performance targets using the most accurate data available at the time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	14.09	13.39	No
Operating Cost / Revenue Vehicle Hour	\$95.73	\$99.90	No
Operating Revenue / Revenue Vehicle Hour	\$15.22	\$15.68	Yes
Operating Cost / Passenger	\$6.79	\$7.46	No

CPTA narrowly missed its targets for passengers per revenue vehicle-hour, operating cost per revenue vehicle-hour, and operating cost per passenger. Management has taken steps to stabilize ridership, control

CPTA Performance Review

for operating costs, and diversify revenue streams. Despite only meeting one out of four performance targets, CPTA performed well compared to other transit systems in Pennsylvania in meeting its Act 44 targets. The authority expanded mobility options by successfully implementing alternative service models to meet existing customer needs and assumed a greater role in providing transportation in its 10-county service area through expanded shared-ride service. CPTA also provided management services for CAT, which has a total operating budget approximately 6% larger than CPTA—\$21.6 million in FYE 2019.

2020 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2020 performance review compared CPTA with a group of peer agencies based on the four Act 44 performance criteria. CPTA was "In Compliance" with all performance measures.

Performance Criteria	FYE*	Determination	Rank (of 9)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2018	In Compliance	10	Worse	13.82	14.74
	Trend	In Compliance	1	Better	-1.06%	-4.31%
Operating Cost / Revenue Vehicle Hour	2018	In Compliance	5	Better	\$93.01	\$99.73
	Trend	In Compliance	11	Worse	2.18%	1.96%
Operating Revenue / Revenue Vehicle Hour	2018	In Compliance	11	Worse	\$15.73	\$17.08
	Trend	In Compliance	7	Better	-1.37%	-2.79%
Operating Cost / Passenger	2018	In Compliance	8	Better	\$6.73	\$7.39
	Trend	In Compliance	4	Better	3.27%	6.63%

*Note: NTD information most current at the time of the peer review is the basis of the single year, and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which use FYE 2019 data.

CPTA performed best out of the peer group in passengers per revenue vehicle-hour for the five-year trend period, despite performing worse than the peer group in the single-year FYE 2018 determination. CPTA performed better than the peer group for operating revenue per revenue vehicle hour and operating cost per passenger in the five-year trend period. CPTA performed better than the peer group in the single-year FYE 2018 determination for operating cost per revenue vehicle hour but worse than the peer group average over the five-year trend.

The 2020 performance review also identified steps that CPTA could take to improve overall agency performance, including:

1. Assess alternative transportation options for southern York County as part of the next Transit Development Plan (TDP) update;
2. Identify cost savings and ensure long-term financial sustainability as part of a consolidated CPTA/CAT management authority; and,
3. Develop a strategic information technology (IT) plan that defines IT architecture requirements to support planning and budgeting for potential investments.

PennDOT also identified additional opportunities for improvement during the 2020 performance review. The complete list will serve as the basis for CPTA's Board-approved action plan.

CPTA Performance Review

2025 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CPTA management developed new five-year performance targets. PennDOT designs the performance targets to be aggressive yet achievable¹. This performance report uses the last full audited financial year (i.e., FYE 2019) before the impacts of the COVID-19 pandemic for developing five-year performance targets. CPTA should work to achieve these targets, shown in the following table, to ensure continued eligibility for full Section 1513 funding.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual	2020 Unaudited	2025 Target	
Passengers / Revenue Vehicle Hour	13.39	11.23	13.79	0.5%
Operating Cost / Revenue Vehicle Hour	\$99.90	\$106.11	\$119.29	3.0%
Operating Revenue / Revenue Vehicle Hour	\$15.68	\$11.74	\$18.72	3.0%
Operating Cost / Passenger	\$7.46	\$9.45	\$8.65	2.5%

FINANCIAL REVIEW

CPTA currently has a balanced operating budget. Its cash equivalent balance has increased since 2015. Important elements of CPTA's FYE 2020 financial condition are:

- CPTA had \$9,779,459 in state and \$664,807 in local carryover funds.
- Combined carryover subsidies were equal to 58.0% of total operational funding.
- CPTA had a cash balance equal to 35.1% of total annual operating expenses.
- CPTA's accounts receivable aging (AR) over 90 days was equal to 0.2% of total operating costs.
- Accounts payable aging amounts over 90 days (AP) were negligible.
- Current assets exceeded current liabilities.
- CPTA had no long-term debt and no balance on its \$1.5 million revolving line of credit.

Management should continue taking appropriate actions to manage costs (i.e., containing annual operating cost increases to 3.0% or less), achieve farebox recovery goals, and maintain cash reserves to preserve CPTA's overall financial health. Financial planning should also address the potential impacts of consolidation of CPTA and CAT under a new management authority.

NEXT STEPS

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

¹CPTA requested a flat (0.0%) target for passengers per revenue vehicle-hour to manage fixed-route ridership that has declined in recent years and was negatively impacted by the COVID-19 pandemic. CPTA's target for passenger per revenue vehicle-hour will remain at a 0.5% annual increase to encourage improved performance. PennDOT will revisit targets mid-cycle after the impacts of COVID-19 are better understood.

intentionally blank

LATS Performance Review

Lower Anthracite Transit System (LATS) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Lower Anthracite Transit System (d.b.a. LATS)
Year Founded	1982
Reporting Fiscal Year End (FYE)	2020
Service Area (square miles)	50
Service Area Population	29,713
Annual Operating Statistics*	Fixed-Route
Vehicles Operated in Maximum Service	3
Operating Cost	\$351,567
Operating Revenues	\$13,800
Operating Subsidies	\$337,767
Total (Actual) Vehicle Miles	57,228
Revenue Vehicle Miles of Service (RVM)	48,300
Total Vehicle Hours	5,208
Revenue Vehicle Hours (RVH)	4,584
Total Passenger Trips	26,800
Senior Passenger (Lottery) Trips	13,600
Act 44 Performance Statistics	
Passengers / RVH	5.85
Operating Cost / RVH	\$76.69
Operating Revenue / RVH	\$3.01
Operating Cost / Passenger	\$13.12
Other Performance Statistics	
Operating Revenue / Operating Cost	3.93%
Operating Cost / Total Vehicle Hours	\$67.51
Operating Cost / Total Vehicle Miles	\$6.14
Total Passengers / Total Vehicle Hours	5.15
Operating Cost / RVM	\$7.28
RVM / Total Vehicle Miles**	84.40%
RVH / Total Vehicle Hours	88.02%
Operating Subsidy / Passenger Trip	\$12.60

*Source: unaudited dotGrants 2020 reporting

LATS Performance Review

PennDOT conducted a transit performance review for Lower Anthracite Transit System (LATS) in August 2015. Based on that review, PennDOT finalized a performance report in February 2016 that established five-year performance targets and agreed to LATS's Action Plan to meet those targets. In December 2020, PennDOT reassessed LATS to determine whether LATS met its targets and evaluated the actions 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 2015 PERFORMANCE REVIEW

PennDOT conducted the initial review of LATS in August 2015. Since finalizing the 2016 performance report, the following factors impacted LATS's operations and finances:

1. **Management Turnover at the Borough of Mount Carmel** – The Borough has had two different Borough Managers within the last five years. The LATS Executive Director has split his time between LATS and other Borough responsibilities, which has reduced his time available to oversee LATS.
2. **Lack of Operational Oversight** – LATS has an Executive Director, but the Borough of Mount Carmel manages agency finances. A lack of internal controls for management and financial oversight contributed to several unaddressed audit findings and the previous contractor's misreported ridership. Without a Borough Manager, there is little independent oversight of LATS aside from the Borough Council. Furthermore, this lack of oversight has enabled the contractor to operate the service despite violating state and federal requirements that would otherwise make LATS eligible for federal funds.
3. **Lack of Eligibility for 5311 Funds** – Currently, LATS is ineligible for Section 5311 federal funds due to several unaddressed findings that have been documented over the years. For example, LATS does not offer ADA service despite operating a fixed-route bus service. As of 2018, the Borough did not hold the contractor accountable for drug and alcohol testing, maintenance, and Title VI. LATS has additional 5311 Compliance Review findings related to financial management, procurement and DBE participation, and maintenance.

LATS Performance Review

2015 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2015 performance review compared LATS to six peer agencies based on the four performance criteria required by Act 44. The analysis determined that LATS was "In Compliance" for all eight metrics and "At Risk" for none.

Performance Criteria	FYE*	Determination	Rank (of 7)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2013	In Compliance	4	Worse	4.81	5.01
	Trend	In Compliance	1	Better	2.58%	-3.06%
Operating Cost / Revenue Vehicle Hour	2013	In Compliance	2	Better	\$51.85	\$65.15
	Trend	In Compliance	1	Better	-10.49%	0.43%
Operating Revenue / Revenue Vehicle Hour	2013	In Compliance	6	Worse	\$2.65	\$5.35
	Trend	In Compliance	2	Better	9.09%	3.60%
Operating Cost / Passenger	2013	In Compliance	3	Better	\$10.77	\$14.76
	Trend	In Compliance	1	Better	-12.75%	4.12%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single year, and five-year trend peer comparisons.

LATS developed an Action Plan to address opportunities for improvement identified during the 2015 performance review and took the following steps to improve performance:

1. Developing a marketing strategy that targets local senior centers and high-rise apartment buildings and fostered a relationship with local human services agencies.
2. Re-bidding the service contract in early 2018.
3. Including a provision in the service contract to notify the Borough of any service interruptions.

LATS has several actions from the 2015 Action Plan that are incomplete. These actions are still relevant opportunities to improve ridership, increase revenue, and control operating costs. This performance review recommends that LATS address incomplete action items as part of its 2020 Action Plan.

PennDOT, in consultation with LATS management, established the following performance targets in 2015 that the agency was to attain before its next performance review:

- Increase passengers per revenue vehicle-hour annually by 2.0%;
- Contain yearly increases in operating costs per revenue vehicle-hour by 3.0%;
- Increase annual operating revenue per revenue vehicle-hour by 2.0%; and
- Restrict growth in the share of operating costs per passenger by 1.1% per year.

The performance targets were established using the most accurate data available at the time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	6.25	5.56	No
Operating Cost / Revenue Vehicle Hour	\$64.61	\$51.12	Yes
Operating Revenue / Revenue Vehicle Hour	\$2.48	\$3.45	Yes
Operating Cost / Passenger	\$10.35	\$9.19	Yes

LATS Performance Review

LATS successfully met three out of four performance targets, including operating cost per revenue vehicle-hour, operating revenue per revenue vehicle-hour, and operating cost per passenger. Although LATS did not meet its 2.0% annual target increase for passengers per revenue vehicle-hour, overall ridership has remained relatively stable since the 2015 performance review with no significant declines. Passengers per revenue vehicle-hour remained at about 5.7 between FYE 2014 and FYE 2019.

2020 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2020 performance review compared LATS with six peer agencies based on the four Act 44 performance criteria. LATS was "In Compliance" with all eight performance metrics.

Performance Criteria	FYE*	Determination	Rank (of 7)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2018	In Compliance	4	Better	5.70	5.21
	Trend	In Compliance	2	Better	3.46%	-2.14%
Operating Cost / Revenue Vehicle Hour	2018	In Compliance	1	Better	\$49.84	\$71.65
	Trend	In Compliance	3	Better	-0.79%	1.35%
Operating Revenue / Revenue Vehicle Hour	2018	In Compliance	5	Worse	\$3.15	\$3.96
	Trend	In Compliance	4	Better	3.49%	1.21%
Operating Cost / Passenger	2018	In Compliance	2	Better	\$8.74	\$17.11
	Trend	In Compliance	1	Better	-4.11%	3.85%

LATS performed better than the peer group in all metrics except for the FYE 2018 single-year determination for operating revenue per revenue vehicle-hour. LATS had the lowest operating cost per revenue hour of the peer group. Despite not meeting the performance target for passengers per revenue vehicle-hour, LATS increased passengers per revenue-vehicle hour on average by 3.46% between FYE 2013 and FYE 2018, compared to the metric for the peer group, which declined 2.14% annually.

The 2020 performance review also identified steps that LATS could take to improve overall agency performance, including:

1. Participate in available Pennsylvania Public Transportation Association (PPTA) marketing committee meetings to identify applicable best practices and brainstorm marketing solutions;
2. Updating the vehicle maintenance policy to include adherence with recommended manufacturer specifications and on-time performance goals; and
3. Working with PennDOT to develop a plan to become compliant with FTA Section 5311 requirements so that it will be eligible to receive federal funding.

PennDOT also identified additional opportunities for improvement during the 2020 performance review. The complete list will serve as the basis for LATS's Board-approved action plan.

2025 PERFORMANCE TARGETS

As required by Act 44, PennDOT and LATS management developed new five-year performance targets. PennDOT designs the performance targets to be aggressive yet achievable. PennDOT based LATS's

LATS Performance Review

performance targets on data from the most recent audited financial year before the impacts of the COVID-19 pandemic (FYE 2019). To ensure full Section 1513 funding, LATS should achieve the targets shown in the table below.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual	2020 Actual	2025 Target	
Passengers / Revenue Vehicle Hour	5.56	5.85	5.73	0.5%
Operating Cost / Revenue Vehicle Hour	\$51.12	\$76.69	\$61.04	3.0%
Operating Revenue / Revenue Vehicle Hour	\$3.45	\$3.01	\$4.12	3.0%
Operating Cost / Passenger	\$9.19	\$13.12	\$10.66	2.5%

FINANCIAL REVIEW

LATS currently has a balanced operating budget. Its net current cash equivalent balance has increased since 2015. Important elements of LATS's FYE 2019 financial condition are:

- LATS had \$316,608 in state funds and \$4,690 in local carryover funds.
- Combined carryover subsidies were equal to 106.5% of total operational funding.
- LATS had a cash balance equal to 102.8% of total annual operating expenses.
- Current liabilities exceeded assets by \$22,090 since 2015. LATS should work with PennDOT to eliminate this liability as part of the five-year action plan.
- LATS had no long-term debt and no credit line as of FYE 2019.

Management should continue taking appropriate actions to manage costs (i.e., containing annual operating cost increases to 3.0% or less), achieve farebox recovery goals, and maintain cash reserves to preserve LATS's overall financial health.

NEXT STEPS

LATS management and the Borough Council will develop an Action Plan in response to the complete list of "Opportunities for Improvement" identified in this performance review report. Some actions will be quickly implementable, while others may take several discrete steps to achieve over a more extended period. LATS management must report to the Borough Council and PennDOT quarterly on progress toward accomplishing the Action Plan and meeting its performance targets.

intentionally blank

SCTA Performance Review

South Central Transit Authority (SCTA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	South Central Transit Authority (SCTA, d.b.a. BARTA, RRTA)		
Year Founded	2014 SCTA, 1973 BARTA, 1973 RRTA		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	1848		
Service Area Population	949,401		
Annual Operating Statistics*	Fixed-Route	Paratransit (Shared Ride + ADA)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	75	93	168
Operating Cost	\$21,254,488	\$10,607,149	\$31,861,637
Operating Revenues	\$4,384,199	\$9,226,184	\$13,610,383
Operating Subsidies	\$16,870,289	\$1,012,557	\$17,882,846
Total (Actual) Vehicle Miles	3,198,735	2,780,973	5,979,708
Revenue Vehicle Miles of Service (RVM)	3,061,992	2,251,024	5,313,016
Total Vehicle Hours	252,000	181,835	433,835
Revenue Vehicle Hours (RVH)	239,829	147,168	386,997
Total Passenger Trips	3,847,187	372,529	4,219,716
Senior Passenger (Lottery) Trips	637,719	158,684	796,403
Act 44 Performance Statistics			
Passengers / RVH	16.04	2.53	10.90
Operating Cost / RVH	\$88.62	\$72.08	\$82.33
Operating Revenue / RVH	\$18.28	\$62.69	\$35.17
Operating Cost / Passenger	\$5.52	\$28.47	\$7.55
Other Performance Statistics			
Operating Revenue / Operating Cost	20.63%	86.98%	42.72%
Operating Cost / Total Vehicle Hours	\$84.34	\$58.33	\$73.44
Operating Cost / Total Vehicle Miles	\$6.64	\$3.81	\$5.33
Total Passengers / Total Vehicle Hours	15.27	2.05	9.73
Operating Cost / RVM	\$6.94	\$4.71	\$6.00
RVM / Total Vehicle Miles	95.73%	80.94%	88.85%
RVH / Total Vehicle Hours	95.17%	80.93%	89.20%
Operating Subsidy / Passenger Trip	\$4.39	\$3.71	\$4.33

*Source: PennDOT dotGrants 2020 reporting

SCTA Performance Review

PennDOT conducted transit performance reviews for the Berks Area Regional Transportation Authority (d.b.a. BARTA) in 2014 and the Red Rose Transit Authority (d.b.a. RRTA) in 2016. Following the 2014 BARTA report, the BARTA and RRTA Board members voted to consolidate management functions for both agencies under a new entity, the South Central Transit Authority (SCTA). PennDOT established five-year performance targets for SCTA in the 2016 RRTA report and agreed to SCTA's Action Plan to meet those targets. In February 2021, PennDOT reassessed SCTA to determine whether SCTA 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 2016 PERFORMANCE REVIEW

PennDOT conducted the initial review of RRTA/SCTA in 2016. Since finalizing the original SCTA performance report in June 2016, the following changes and other factors impacted operations, finance, and statistical reporting at SCTA, as well as the performance targets established in 2016:

1. **Service Expansions** – SCTA expanded fixed-route service. Examples include restoring Sunday service in Reading, adding service to the employment centers in Lancaster County (e.g., The Shoppes at Belmont and the Urban Outfitters Distribution Center), and increasing frequency along the Route 61 corridor to Hamburg in Berks County. SCTA increased total revenue vehicle-hours by 6.2%, from 231,198 revenue vehicle-hours in FYE 2015 to 245,563 revenue vehicle-hours in FYE 2019.
2. **Farebox Recovery** – SCTA adopted a fixed-route service fare policy in 2015 to provide equitable fares throughout its service area and generate sufficient revenues to maintain financial sustainability. SCTA reduced operating costs per revenue vehicle-hour by 1.2% annually between FYE 2014 and FYE 2019, from \$91.68 to \$86.48. However, passenger fares and organization-paid fares declined 7% during this period, from \$5.3 million to \$4.9 million, reducing SCTA's farebox recovery ratio from 25.9% to 23.3%. BARTA and RRTA fixed-route fares had not increased since 2011. In 2021, SCTA eliminated zone-based fares and increased the adult cash fare from \$1.70 to \$1.80. SCTA also increased the price of half-fares, student fares, daily passes, and monthly passes and raised parking rates at the Queen Street parking garage in Lancaster, which had not changed since 2012

2016 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review for BARTA and the 2016 performance review for RRTA compared the SCTA Reading and Lancaster divisions separately to a group of peer agencies based on the four performance criteria required by Act 44. Both BARTA and RRTA were "In Compliance" for all eight performance criteria. Compared to their peer groups, BARTA outperformed RRTA for passengers per revenue vehicle hour in both metrics and operating revenue per revenue vehicle-hour in the five-year trend. RRTA outperformed BARTA for the five-year trend in operating cost per revenue vehicle-hour.

SCTA Performance Review

SCTA Reading Division: BARTA Act 44 Peer Comparison Analysis

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2014	In Compliance	3	Better	25.82	21.54
	Trend	In Compliance	5	Better	1.72%	-0.05%
Operating Cost / Revenue Vehicle Hour	2014	In Compliance	5	Better	\$88.53	\$98.64
	Trend	In Compliance	8	Worse	3.19%	2.88%
Operating Revenue / Revenue Vehicle Hour	2014	In Compliance	3	Better	\$28.75	\$21.06
	Trend	In Compliance	3	Better	6.33%	0.46%
Operating Cost / Passenger	2014	In Compliance	2	Better	\$3.43	\$4.66
	Trend	In Compliance	7	Better	1.45%	3.05%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

SCTA Lancaster Division: RRTA Act 44 Peer Comparison Analysis

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2014	In Compliance	7	Worse	17.42	18.05
	Trend	In Compliance	12	Worse	-1.62%	0.80%
Operating Cost / Revenue Vehicle Hour	2014	In Compliance	2	Better	\$82.45	\$97.15
	Trend	In Compliance	5	Better	1.09%	2.18%
Operating Revenue / Revenue Vehicle Hour	2014	In Compliance	4	Better	\$26.51	\$20.77
	Trend	In Compliance	10	Worse	3.72%	5.17%
Operating Cost / Passenger	2014	In Compliance	4	Better	\$4.73	\$5.57
	Trend	In Compliance	10	Worse	2.75%	1.46%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year, and five-year trend peer comparisons.

SCTA developed action plans for BARTA and RRTA to address improvement opportunities identified in their performance review reports. Many of the actions in the 2014 BARTA report recommended that SCTA improve standard operating procedures at BARTA such as:

1. Developing performance targets for all key agency functions.
2. Formalizing marketing efforts by developing a budget and a marketing plan.
3. Introducing policies for increasing fares and farebox recovery for fixed-route and shared-ride operations.
4. Addressing inherent conflicts of interest in BARTA's collective bargaining agreement.
5. Improving integration between fixed-route and paratransit operations.

SCTA Performance Review

The 2016 RRTA Action Plan identified opportunities for SCTA to facilitate the consolidation of executive, management, and support services of BARTA and RRTA. Among the steps SCTA took to improve its performance were:

1. Evaluating the feasibility of revising road supervision hours to cover all hours of operation.
2. Developing a succession plan for the Executive Director position with involvement by the Board's Personnel Committee and the current Executive Director.
3. Reviewing existing policies for consistency between the Lancaster and Reading divisions and consolidating policies under SCTA.

PennDOT, in consultation with SCTA management, established the following performance targets that the agency should attain before its next performance review:

- Increase passengers per revenue vehicle-hour annually by 2.0%;
- Contain yearly increases in operating costs per revenue vehicle-hour by 3.0%;
- Increase annual operating revenue per revenue vehicle-hour by 2.0%; and
- Restrict growth in the share of operating costs per passenger by 1.0% per year.

These performance targets were established using the most accurate data available at that time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	23.23	18.47	No
Operating Cost / Revenue Vehicle Hour	\$97.05	\$86.48	Yes
Operating Revenue / Revenue Vehicle Hour	\$31.83	\$24.16	No
Operating Cost / Passenger	\$4.18	\$4.68	No

SCTA met the target for operating cost per revenue vehicle-hour but missed its target for operating cost per passenger. SCTA also fell below the 2.0% annual increase for passengers per revenue vehicle-hour and operating revenue per revenue vehicle-hour. SCTA completed its 2016 Action Plan and took additional steps to improve performance.

In 2018, SCTA created the authority's first transit development plan (TDP) since the management consolidation. The TDP surveyed BARTA and RRTA customers, provided scenarios for improving fixed-route service, and explored alternative modes for addressing service coverage gaps in the rural areas of Berks and Lancaster counties. SCTA assumed management of BARTA's two downtown Reading parking garages from the Reading Parking Authority and leased the Franklin Street Station building to a restaurant and taproom to increase the revenue-earning potential of BARTA properties. In 2019, SCTA established partnerships with Four Seasons Produce and High Concrete Group to pilot service for workforce transportation from Lancaster City to northern Lancaster County. SCTA transitioned the BARTA and RRTA fixed-route fleets to hybrid diesel-electric buses and reduced operations and maintenance costs, including labor, parts, and fuel.

2021 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

SCTA began reporting consolidated operating statistics for BARTA and RRTA to dotGrants and NTD in 2017. The 2021 performance review compared SCTA with a group of peer agencies based on the four Act 44 performance criteria. SCTA was found to be "In Compliance" with eight performance measures and "At Risk" for none.

SCTA Performance Review

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2019	In Compliance	2	Better	18.47	15.35
	Trend	In Compliance	6	Better	-4.02%	-4.69%
Operating Cost / Revenue Vehicle Hour	2019	In Compliance	3	Better	\$86.48	\$105.95
	Trend	In Compliance	1	Better	-1.16%	1.88%
Operating Revenue / Revenue Vehicle Hour	2019	In Compliance	3	Better	\$24.16	\$18.02
	Trend	In Compliance	12	Worse	-5.31%	-1.46%
Operating Cost / Passenger	2019	In Compliance	2	Better	\$4.68	\$7.19
	Trend	In Compliance	2	Better	2.98%	6.98%

*Note: NTD information most current at the time of the peer review is the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2020 data.

The 2021 review rankings indicate a significant improvement in SCTA operations. Of the 13 peer systems, SCTA performed better than the peer group average in all metrics except the five-year trend for operating revenue per revenue vehicle-hour. Although SCTA ranked third in the FYE 2019 single-year determination for operating revenue per revenue vehicle-hour, operating revenue per revenue vehicle-hour declined on average by 5.31% annually compared to the peer average of 1.46%. Most of this decline is attributable to a loss of rents collected by BARTA that had peaked in 2014 and 2015. SCTA performed best out of the peer group in the same period for operating cost per revenue vehicle-hour.

The 2021 performance review examined additional steps beyond those specified in the 2016 Action Plan that SCTA has taken to improve performance. The most important action was restructuring fixed-route fares at BARTA and RRTA, which resulted in the first fixed-route fare increase in nearly ten years. The 2021 performance review also identified steps that SCTA can take to improve overall agency performance, including:

1. Develop a strategic plan that incorporates the goals and objectives of the TDP, assigns roles and responsibilities for oversight, and reports progress as part of the SCTA annual report.
2. Update cost allocation methodologies to include a sub-allocation of paratransit expenses to passenger trip reimbursement program types (e.g., ADA, shared-ride, non-public MATP, etc.).
3. Encourage renewal of the BARTA and RRTA articles of incorporation before the 2023 expiration dates.

PennDOT also identified additional opportunities for improvement during the 2021 performance review. The complete list of opportunities for improvement will serve as the basis for SCTA's Board-approved action plan.

2025 PERFORMANCE TARGETS

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

SCTA Performance Review

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2019 Actual*	2020 Actual	2025 Target	
Passengers / Revenue Vehicle Hour	18.47	16.04	16.45	0.5%
Operating Cost / Revenue Vehicle Hour	\$86.48	\$88.62	\$102.74	3.0%
Operating Revenue / Revenue Vehicle Hour	\$24.16	\$18.28	\$21.19	3.0%
Operating Cost / Passenger	\$4.68	\$5.52	\$6.25	2.5%

*Note: FYE 2025 performance targets are based on FYE 2020 financial information.

FINANCIAL REVIEW

SCTA currently has a balanced operating budget. Its net cash equivalent balance has increased since 2015. Noteworthy elements of SCTA's financial condition as of FYE 2019 are:

- SCTA had \$24,485,773 in state carryover funds (cash reserves).
- Combined carryover subsidies were equal to 76.9% of total operational funding.
- SCTA had a cash balance of available and restricted cash equal to 68.6% of total annual operating expenses.
- Current assets exceeded current liabilities.
- Accounts payable and receivable amounts were negligible.
- SCTA has no credit line as of FYE 2020.
- SCTA had a 16.6% fixed-route farebox recovery ratio, and passenger fares and other local revenues covered 20.6% of total fixed-route operating expenses.

SCTA's total carryover subsidies increased substantially due to the federal CARES Act and ARPA funding. These funds will offset operating losses resulting from the decreased revenues received and higher costs incurred in response to the COVID-19 pandemic. Management should continue taking appropriate actions to manage costs (i.e., containing cost growth within 3.0% annually), achieve farebox recovery goals, and maintain cash reserves to preserve SCTA's overall financial health.

NEXT STEPS

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

RVT Performance Review

River Valley Transit (RVT) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	City of Williamsport (d.b.a. River Valley Transit, RVT)		
Year Founded	1969		
Reporting Fiscal Year End (FYE)	2020		
Service Area (square miles)	92		
Service Area Population	69,764		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA)	Total (Fixed-Route + Paratransit)
Vehicles in Maximum Service (VOMS)	23	2	25
Operating Cost	\$8,305,637	\$131,430	\$8,437,067
Operating Revenue	\$915,007	\$19,248	\$934,255
Operating Subsidies	\$7,318,894	\$112,182	\$7,431,076
Total (Actual) Vehicle Miles	886,517	69,738	956,255
Revenue Vehicle Miles of Service (RVM)	843,491	60,189	903,680
Total Vehicle Hours	62,942	2,874	65,816
Revenue Vehicle Hours (RVH)	52,455	2,458	54,913
Total Passenger Trips	965,590	4,770	970,360
Senior Passenger (Lottery) Trips	145,319	0	145,319
Act 44 Performance Statistics			
Passengers / RVH	18.41	1.94	17.67
Operating Cost / RVH	\$158.34	\$53.47	\$153.64
Operating Revenue / RVH	\$17.44	\$7.83	\$17.01
Operating Cost / Passenger	\$8.60	\$27.55	\$8.69
Other Performance Statistics			
Operating Revenue / Operating Cost	11.02%	14.65%	11.07%
Operating Cost / Total Vehicle Hours	\$131.96	\$45.73	\$128.19
Operating Cost / Total Vehicle Miles	\$9.37	\$1.88	\$8.82
Total Passengers / Total Vehicle Hours	15.34	1.66	14.74
Operating Cost / RVM	\$9.85	\$2.18	\$9.34
RVM / Total Vehicle Miles	95.15%	86.31%	94.50%
RVH / Total Vehicle Hours	83.34%	85.53%	83.43%
Operating Subsidy / Passenger Trip	\$7.65	\$23.52	\$7.73

*Source: PennDOT dotGrants 2020 reporting

RVT Performance Review

PennDOT conducted the initial transit performance review for the Williamsport Bureau of Transportation (d.b.a. River Valley Transit, RVT) in September 2014. PennDOT finalized the performance report in 2016 after completion of a 2015 cost allocation review. PennDOT established five-year performance targets for RVT in the 2016 report and agreed to RVT's Action Plan to meet those targets. In April 2021, PennDOT reassessed RVT to determine whether RVT met its targets and what actions were taken to improve the agency's performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

IMPORTANT CHANGES SINCE THE 2014 PERFORMANCE REVIEW

PennDOT conducted its initial review of RVT in 2014. Since finalizing the original RVT performance report in July 2016, the following changes and other factors impacted operations, finance, and statistical reporting at RVT, as well as the performance targets established in 2016:

1. **Pilot Service in Clinton County** – In 2018 RVT launched the Clinton County Express—a demonstration project to provide fixed-route service within Clinton County with stops in Wayne Township, Lock Haven, Bald Eagle Township, and Jersey Shore Borough. Despite the initial success of the service in contributing to the overall increase in ridership for RVT, from 1.2 million total passenger trips to 1.3 million total trips between 2018 and 2019, the service did not meet its performance factor of 100 riders per day and subsequently was eliminated in December 2020.
2. **High Operating Costs** – RVT has experienced significant growth in operating expenses since its 2014 performance review. Operating costs increased at an average rate of 3.36% per year, from \$6.3 million in FYE 2014 to \$7.7 million in FYE 2019. For FYE 2020, RVT had the third-highest operating cost per revenue vehicle-hour in Pennsylvania, at \$157.37.
3. **Misreported Financials** – In 2020, a review of RVT's finances determined that reported operating costs and revenues included ineligible activities, such as the use of state and federal transit operating subsidies for purposes other than transit operations. The misreporting was not detected due to the complex financial relationship between the City of Williamsport and RVT, which is a city department. RVT reported transit operating expenses that should have been charged to other activities managed by RVT (e.g., capital debt, Williamsport Parking Authority, Hiawatha Paddlewheel Riverboat, Peter Herdic Transportation Museum, etc.). RVT is working with a new auditor to report all financial data correctly.

2014 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review for RVT compared RVT to a group of peer agencies based on the four performance criteria required by Act 44. RVT was "In Compliance" for six of the eight performance criteria. RVT outperformed the peer group average for passengers per revenue vehicle-hour, operating revenue per revenue vehicle-hour, and operating cost per passenger. RVT was "At Risk" for the cost trend metrics for operating cost per revenue vehicle-hour and operating cost per passenger.

RVT Performance Review

Performance Criteria	FYE*	Determination	Rank (of 7)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2012	In Compliance	2	Better	25.60	21.85
	Trend	In Compliance	7	Worse	1.72%	2.15%
Operating Cost / Revenue Vehicle Hour	2012	In Compliance	10	Worse	\$100.60	\$86.09
	Trend	At Risk	10	Worse	5.98%	3.53%
Operating Revenue / Revenue Vehicle Hour	2012	In Compliance	3	Better	\$18.82	\$14.02
	Trend	In Compliance	5	Better	5.23%	2.37%
Operating Cost / Passenger	2012	In Compliance	7	Better	\$3.93	\$4.01
	Trend	At Risk	11	Worse	4.19%	1.38%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year and trend peer comparisons.

RVT developed an action plan to address improvement opportunities identified in the 2016 performance review report. Among the steps RVT took to improve its performance were:

1. Reducing the number of road calls and maintenance labor hours through farebox improvements.
2. Reporting on-time performance using AVL technology.
3. Periodically assessing discount fare media pricing policies.

PennDOT, in consultation with RVT management, established the following performance targets that the agency was to attain before its next performance review:

- Increase passengers per revenue vehicle-hour annually by 2.0%;
- Contain yearly increases in operating costs per revenue vehicle-hour to 3.0%;
- Increase annual operating revenue per revenue vehicle-hour by 2.0%; and
- Restrict growth in the share of operating costs per passenger to 1.0% per year.

The following performance targets were established using the most accurate data available at that time.

Performance Criteria	2019 Target	2019 Actual	Met Target
Passengers / Revenue Vehicle Hour	4.59	3.85	No
Operating Cost / Revenue Vehicle Hour	\$68.25	\$92.80	No
Operating Revenue / Revenue Vehicle Hour	\$1.05	\$2.04	Yes
Operating Cost / Passenger	\$14.77	\$24.13	No

RVT met—and significantly exceeded—its target for operating revenue per revenue vehicle-hour. The exceptional revenue performance is attributable to \$670,251 reported as Other Income from Out of Service Area (OOSA) medical assistance transportation program (MATP) trips provided for Endless Mountains Transportation Authority (EMTA), now BeST Transit. RVT reported revenue earned from OOSA MATP trips inconsistently over the years, and FYE 2019 is an outlier from past year revenue trends. Typically, this source of revenue should be reported as a reconciling item against operating expenses. RVT fell below the target 2.0% annual increase for passengers per revenue vehicle-hour and failed to control growth in annual operating costs to within 3.0% per revenue vehicle-hour and 1.0% per passenger. RVT completed many of its actions from the 2016 Action Plan and took additional steps to improve performance, such as establishing the Jersey Shore Connector and the Clinton County Express demonstration project that ran from 2018 to 2020.

RVT Performance Review

In 2020, an analysis of RVT's financial reporting concluded that operating costs and revenues had been misreported for several years. It is likely that RVT's Act 44 performance targets were initially based on incorrect data with overstated operating costs and revenues reported by the previous administration.

2021 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2021 performance review compared RVT with a group of peer agencies based on the four Act 44 performance criteria. RVT was found to be "In Compliance" with seven performance measures and "At Risk" for the single-year FYE 2019 determination for operating cost per revenue vehicle-hour.

Performance Criteria	FYE*	Determination	Rank (of 14)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2019	In Compliance	3	Better	23.03	16.49
	Trend	In Compliance	3	Better	-0.72%	-4.61%
Operating Cost / Revenue Vehicle Hour	2019	At Risk	13	Worse	\$134.46	\$100.78
	Trend	In Compliance	11	Worse	3.36%	1.89%
Operating Revenue / Revenue Vehicle Hour	2019	In Compliance	2	Better	\$29.67	\$16.03
	Trend	In Compliance	2	Better	7.50%	-0.27%
Operating Cost / Passenger	2019	In Compliance	6	Better	\$5.84	\$6.62
	Trend	In Compliance	5	Better	4.10%	7.03%

*Note: Single-year and five-year trend peer comparisons are based on NTD information that was current at the time of peer review. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2020 data.

RVT performed better than the peer group average in all metrics except operating cost per revenue vehicle-hour for the single year. Passengers per revenue vehicle-hour remained stable, with a negligible 0.72% decline compared to the peer group average decline of 4.61% per year. RVT ranked second out of the peer group for operating revenue per revenue vehicle-hour, performing better than the peer average with a 7.50% increase in income compared to the peer group's 0.27% decline. RVT had an "At Risk" finding for operating cost per revenue vehicle-hour in the single-year determination. Operating costs per revenue vehicle-hour increased 3.36% per year since FYE 2014. Although RVT maintained a high rate of passengers per revenue vehicle-hour, operating costs per passenger increased by 4.10% per year, from \$4.78 to \$5.84 between FYE 2014 and FYE 2019.

The 2021 performance review examined additional steps beyond those specified in the 2016 Action Plan that RVT has taken to improve performance. The most important action was installing an external reboot switch accessible to drivers that significantly reduced the number of road calls for farebox failures and reduced maintenance labor hours. The 2021 performance review identified steps that RVT can take to improve overall agency performance, including:

1. Identify an optimal price point for fixed-route fares and discounted fare media to improve farebox recovery.
2. Develop a long-term financial strategy to reduce operating expenses and improve financial sustainability.
3. Consider establishing an independent oversight committee or a routine governance structure that monitors RVT finances and reports to the mayor and Williamsport City Council.

RVT Performance Review

PennDOT also identified additional opportunities for improvement during the 2021 performance review. The complete list of opportunities for improvement serves as the basis for RVT’s Board-approved Action Plan.

2025 PERFORMANCE TARGETS

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

Ridership, revenue, and operating cost trends used to develop this transit performance review report, including five-year performance targets, rely on information that predates the pandemic. PennDOT will continue to monitor the impacts of COVID-19 and reassess the transit agency’s five-year performance targets when the long-term effects of the pandemic become known. If the performance targets are revised, they will be published as an addendum to this report.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2018 Actual	2019 Actual	2024 Target	
Passengers / Revenue Vehicle Hour	23.03	18.41	18.87	0.50%
Operating Cost / Revenue Vehicle Hour	\$134.46	\$158.34	\$166.42	1.00%
Operating Revenue / Revenue Vehicle Hour	\$29.67	\$17.44	\$18.33	1.00%
Operating Cost / Passenger	\$5.84	\$8.60	\$8.82	0.50%

FINANCIAL REVIEW

RVT currently has a balanced operating budget. Its net cash equivalent balance has decreased since 2015. Noteworthy elements of RVT’s financial condition as of FYE 2019 and FYE 2020 are:

- RVT had \$676,092 in state carryover funds (cash reserves) as of FYE 2019.
- Carryover subsidies were equal to 8.7% of total operational funding in FYE 2019.
- RVT received Federal CARES Act and ARPA grants totaling approximately \$9.7 million to offset revenue losses and expenses incurred in response to the COVID-19 pandemic.
- RVT had a cash balance of available and restricted cash equal to 16.5% of total annual operating expenses as of FYE 2019.
- Legacy financial reporting was erroneous but practices will improve with a new auditor and rigorous staff training.
- Current assets exceeded current liabilities as of FYE 2019.
- Accounts payable were negligible as of FYE 2020.
- RVT had significant accounts receivables in arrears over 90 days, equal to 4.0% of FY 2019-20 operating budget as of May 2021.
- RVT had no credit line as of FYE 2020.
- RVT had a 7.6% fixed-route farebox recovery ratio in FYE 2020, and passenger fares and other local revenues covered 11.1% of total fixed-route operating expenses.

RVT Performance Review

As RVT more accurately reports its finances, the true cost and revenues associated with public transportation will become more apparent and provide management with better data to develop future budgets. The City of Williamsport and RVT need to implement robust financial oversight measures to ensure RVT's long-term financial sustainability and to minimize the risk of misappropriation. While efforts to rectify RVT's financials are ongoing, management should take appropriate actions to contain costs (i.e., containing cost growth within 1.0% annually), achieve farebox recovery goals, and maintain cash reserves to preserve RVT's overall financial health.

NEXT STEPS

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

intentionally blank

Section IX

Glossary of Terms

Glossary

Urban and Rural Systems

Act 44: Pennsylvania Act 44 of 2007

Act 44 Fixed-Route Distribution Factors: Factors used to determine the amount of operating assistance available for distribution to local transportation organizations under Section 1513 of Act 44. Factors include total passengers, senior passengers, revenue vehicle hours, and revenue vehicle miles counted in fixed route public transportation service and ADA complementary paratransit service.

Act 89: Pennsylvania Act 89 of 2013

Fixed Route Public Transportation Service: Defined by Act 44 as regularly-scheduled general public transportation that is provided according to published schedules along designated routes, with specified stopping points for the taking on and discharging of passengers.

Operating Expenses: Defined by Act 44 as total expenses required to continue service to the public and to permit needed improvements in service which are not self-supporting and otherwise for any purpose in furtherance of public passenger transportation.

Operating Revenue: Defined by Act 44 as the total revenue earned by a local transportation organization through its transit operations. The term includes passenger fares, reimbursement in lieu of fares for senior passengers, charter revenue, school bus revenue, advertising revenue, and other miscellaneous revenue such as public and private route guarantee funds.

Paratransit Service: Defined by Act 44 as transit service operating on a non-fixed route basis in order to provide complementary transportation service to persons who are functionally unable to use fixed route public transportation service, as required by the Americans with Disabilities Act of 1990.

Revenue Vehicle Hours: Defined by Act 44 as the total amount of time calculated in hours during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead hours.

Revenue Vehicle Miles: Defined by Act 44 as the total amount of distance calculated in miles during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead miles.

Senior Passengers: Defined by Act 44 as senior citizens (persons who are at least 65 years of age) who ride on fixed route public transportation service.

Total Passengers: Defined by Act 44 as the total of all originating passengers plus transfer passengers carried on fixed route public transportation service and paratransit service.

Community Transportation

65+ (Senior Citizen) Passenger Trips: The number of one-way passenger trips reported for persons 65 years of age or older. Senior citizens are responsible for a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The state reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Average Shared-Ride Cost per Trip: The average expense of providing a one-way shared-ride trip, calculated by dividing the total expense associated with shared-ride service by total trips.

Average Shared-Ride Fare: The average amount collected from the passenger and/or a sponsoring agency for a one-way shared-ride trip, calculated by dividing the shared-ride fare structure revenue by total trips.

Department Approved Service (DAS): Shared-ride service data which, on the basis of prior written approval, may be included in Section 1513 data.

Exclusive Human Service Program Contracts: Service that is paid for by a Human Service program and is available exclusively to clients of that program. Service falls outside of the defined parameters for shared-ride fare structure.

Ecolane Schedule Software: A web-based, automated scheduling technology for paratransit service.

MATP: Medical Assistance Transportation Program (NEMT – non-emergency medical transportation) funded by the Pennsylvania Department of Human Services.

Non-Public Trips: Trips that are provided for an exclusive group of passengers at a negotiated rate. This service falls outside of the defined parameters of Shared-Ride transportation.

PwD: Rural Transportation Program for Persons with Disabilities. Persons with disabilities pay a portion (approximately 15%) of the general public fare for Community Transportation (shared-ride) service. The Commonwealth reimburses the Community Transportation provider the difference between the passenger portion and full fare.

Shared-Ride: Demand-responsive transportation that is available to the general public, operates on a non-fixed-route basis, and charges a fare to riders. The publicized service operates within a defined geographic area and during pre-determined days and hours of service. The first fare-paying passenger to enter the vehicle may not refuse to share the vehicle with other passengers during a given trip. For reporting purposes, all service using the same shared-ride fare structure that is used for the general public is reported in the shared-ride statistics.

Shared-Ride Escorts: Individuals who accompany passengers on shared-ride trips to support the physical, cognitive, or social needs of those passengers who require assistance. Shared-Ride Escorts are not included in total shared-ride trip statistics.

Total Trips: The number of one-way passenger trips reported for general public shared-ride service. This includes passengers who are 65 years of age or older, as well as those under 65.

Passenger Rail

Train-Miles: The number of miles when a train is “in service” and available for public use.

intentionally blank

Section X

Index

Index

ACCESS	See Port Authority of Allegheny County (PAAC)
ACTS (Allied Coordinated Transportation Services, Inc.)	12, 46-47
Agency Highlights (Capital)	23-35
Allied Coordinated Transportation Service, Inc. (ACTS)	12, 46-47
Altoona Metro Transit (AMTRAN)	10, 18-21, 48-49
Amtrak	4, 27, 34, 203-204
AMTRAN (Altoona Metro Transit)	10, 18-21, 48-49
Area Agency on Aging (Huntingdon-Bedford-Fulton)	See Huntingdon-Bedford-Fulton Area Agency on Aging
Area Agency on Aging (Wayne County)	See Wayne County Area Agency on Aging
Area Transportation Authority of North Central PA (ATA)	11-12, 18-21, 34, 50-53
ATA (Area Transportation Authority of North Central PA)	11-12, 18-21, 34, 50-53
BART	See Butler County (BART)
BARTA	See South Central Transit Authority (SCTA)
BCT (Bucks)	See Bucks County Transport, Inc.
BCTA (Beaver County Transit Authority)	10-12, 18-21, 54-57
Beaver County Transit Authority (BCTA)	10-12, 18-21, 54-57
Berks Area Regional Transportation Authority	See South Central Transit Authority (SCTA)
BeST Transit	See Endless Mountains Transportation Authority (EMTA)
Blair Senior Services, Inc.	12, 58-59
BMC (Borough of Mount Carmel)	11, 18-21, 60-61, 234-239
Borough of Mount Carmel (BMC)	11, 18-21, 60-61, 234-239
BTA (Butler Transit Authority)	10-11, 18-21, 34, 66-67
Bucks County Transport, Inc.	12, 62-63
Butler Area Rural Transit	See Butler County (BART)
Butler County (BART)	12, 64-65
Butler Transit Authority (BTA)	10-11, 18-21, 34, 66-67
Call-A-Ride Service (CARS)	12, 68-69
Cambria County Transit Authority (CamTran)	10-12, 18-21, 34, 70-73
CamTran (Cambria County Transit Authority)	10-12, 18-21, 34, 70-73
Capital Area Transit (CAT)	10-12, 18-21, 25, 27, 32, 74-77
Capital Project Highlights	23-35
Carbon County Community Transit (CCCT)	10-12, 18-21, 78-81
CARS (Call-A-Ride Service)	12, 68-69
CART	See Huntingdon, Bedford, and Fulton Counties
CAT (Capital Area Transit)	10-12, 18-21, 25, 27, 32, 74-77
CAT (Clarion Area Transit)	See Area Transportation Authority of North Central PA (ATA)
CATA (Centre Area Transportation Authority)	10, 12, 18-21, 86-89
CATA (Crawford Area Transportation Authority)	11-12, 18-21, 25, 30, 104-107
CCCT (Carbon County Community Transit)	10-12, 18-21, 78-81
CCT Connect	See Southeastern Pennsylvania Transportation Authority (SEPTA)
Central Pennsylvania Transportation Authority (CPTA)	10, 12, 18-21, 82-85, 228-233
Centre Area Transportation Authority (CATA)	10, 12, 18-21, 86-89
Centre County Office of Transportation	12, 90-91
Chester County	See ROVER Community Transportation
Clarion Area Transit	See Area Transportation Authority of North Central PA (ATA)
Clarion County Transportation	12, 92-93
CNG (Compressed Natural Gas)	5, 26
COLT/LT (County of Lebanon Transit Authority)	10, 12, 18-21, 100-103

COLTS (County of Lackawanna Transit System)	10, 12, 18-21, 34, 96-99
Columbia County (Community Transportation)	See Central Pennsylvania Transportation Authority (CPTA)
Community Transit of Delaware County	12, 94-95
Community Transportation	12
Compressed Natural Gas (CNG).....	5, 26
County of Lackawanna Transit System (COLTS)	10, 12, 18-21, 34, 96-99
County of Lebanon Transit Authority (COLT/LT).....	10, 12, 18-21, 100-103
CPTA (Central Pennsylvania Transportation Authority)	10, 12, 18-21, 82-85, 228-233
Crawford Area Transportation Authority (CATA).....	11-12, 18-21, 25, 30, 104-107
Cumberland-Dauphin-Harrisburg Transportation Authority	See Capital Area Transit (CAT)
DART (Demand and Response Transit)	See Beaver County Transit Authority (BCTA)
Delaware County (Community Transportation)	See Community Transit of Delaware County
Distribution Factors.....	17-21
DuBois, Falls Creek, Sandy Township Joint Transportation Authority (DuFAST)	See Area Transportation Authority of North Central PA (ATA)
DuFAST (DuBois, Falls Creek, Sandy Township Joint Transportation Authority)	See Area Transportation Authority of North Central PA (ATA)
EMTA (Endless Mountains Transportation Authority)	11-12, 18-21, 108-111
EMTA (Erie Metropolitan Transit Authority).....	10-12, 18-21, 112-115
Endless Mountains Transportation Authority (EMTA)	11-12, 18-21, 108-111
Erie Metropolitan Transit Authority (EMTA).....	10-12, 18-21, 112-115
FACT (Fayette Area Coordinated Transportation)	10, 12, 18-21, 116-119
Fayette Area Coordinated Transportation (FACT)	10, 12, 18-21, 116-119
Forest County Transportation	12, 120-121
Formula Factors.....	See Distribution Factors
Franklin County (Community Transportation)	See Central Pennsylvania Transportation Authority (CPTA)
Freedom Transit (Adams).....	See Central Pennsylvania Transportation Authority (CPTA)
Freedom Transit (Washington).....	See Washington County Transportation Authority (WCTA)
Fullington Auto Bus Company	196-199
Greene County Transportation Department	12, 122-123
Greyhound Lines, Inc.	196, 200-201
Hazleton Public Transit (HPT).....	10, 18-21, 34, 124-125, 222-227
HPT (Hazleton Public Transit).....	10, 18-21, 34, 124-125, 222-227
Huntingdon, Bedford, and Fulton Area Agency on Aging	12, 126-127
Indiana County Transit Authority (IndiGO)	11-12, 18-21, 34, 128-131
IndiGO (Indiana County Transit Authority)	11-12, 18-21, 34, 128-131
Intercity Bus	11, 195-202
Keystone Corridor Service (Amtrak).....	27, 34, 204-205
LANTA (Lehigh and Northampton Transportation Authority)	10, 12, 18-21, 132-135
LATS	See Borough of Mount Carmel (BMC)
LCTA (Luzerne County Transportation Authority)	10, 12, 18-21, 34, 136-139
Lebanon Transit.....	See County of Lebanon Transit Authority (COLT/LT)
Lehigh and Northampton Transportation Authority (LANTA)	10, 12, 18-21, 132-135
Lower Anthracite Transit System.....	See Borough of Mount Carmel (BMC)
LT	See County of Lebanon Transit Authority (COLT/LT)
Luzerne County Transportation Authority (LCTA)	10, 12, 18-21, 34, 136-139
Lycoming and Clinton Counties/STEP, Inc.	See STEP, Inc.
Lynx	See Carbon County Community Transit (CCCT)
MCRCOG (Mercer County Regional Council of Governments)	10, 12, 18-21, 140-143, 210-215

Index

MCTA (Mid County)	See Mid County Transit Authority (TACT)
MCTA (Monroe County Transportation Authority)	10-12, 18-21, 25, 31, 150-153
Mercer County Regional Council of Governments (MCRCOG)	10, 12, 18-21, 140-143, 210-215
Mid County Transit Authority (TACT)	11-12, 18-21, 144-147
Mid Mon Valley Transit Authority (MMVTA)	10, 18-21, 148-149
Mifflin and Juniata Counties (CARS)	See Call-A-Ride Service (CARS)
MMVTA (Mid Mon Valley Transit Authority)	10, 18-21, 148-149
Monroe County Transportation Authority (MCTA)	10-12, 18-21, 25, 31, 150-153
Montgomery County/Suburban Transit	See Suburban Transit Network, Inc. (TransNet)
Montour County Transit	See Central Pennsylvania Transportation Authority (CPTA)
Mount Carmel, Borough of (BMC)	See Borough of Mount Carmel (BMC)
NCATA (New Castle Area Transit Authority)	11, 18-21, 34, 154-155
New Castle Area Transit Authority (NCATA)	11, 18-21, 34, 154-155
PAAC (Port Authority of Allegheny County)	10, 12, 18-21, 25, 29, 42-45
Paratransit	See Community Transportation
PART (Pottstown Area Rapid Transit)	10, 18-21, 158-159
Passenger Rail	25, 27, 34, 203-204
PAT	See Port Authority of Allegheny County (PAAC)
PCTA (Perry County Transportation Authority)	See Central Pennsylvania Transportation Authority (CPTA)
Performance Factors	See Distribution Factors
Performance Review Executive Summaries	207-252
Perry County Transportation Authority (PCTA)	See Central Pennsylvania Transportation Authority (CPTA)
Pike County Transportation Department	12, 156-157
Pocono Pony	See Monroe County Transportation Authority (MCTA)
Port Authority of Allegheny County (PAAC)	10, 12, 18-21, 25, 29, 42-45
Pottstown Area Rapid Transit (PART)	10, 18-21, 150-151
RabbitTransit	See Central Pennsylvania Transportation Authority (CPTA)
Red Rose Transit Authority	See South Central Transit Authority (SCTA)
River Valley Transit	See Williamsport River Valley Transit (RVT)
ROVER Community Transportation	12, 160-161
RRTA	See South Central Transit Authority (SCTA)
Rural Systems	11
RVT (Williamsport River Valley Transit)	18-21, 192-193
Schuylkill Transportation System (STS)	11-12, 18-21, 34, 162-165
SCTA (South Central Transit Authority)	10, 12, 18-21, 168-171, 240-245
SCTS (Somerset County Transportation System)	See Tableland Services, Inc.
Section 1513 Distribution Factors	17-21
SEPTA (Southeastern Pennsylvania Transportation Authority)	10, 12, 18-21, 25, 28, 38-41
Shared Ride	See Community Transportation
Shenango Valley Shuttle Service	See Mercer County Regional Council of Governments (MCRCOG)
Somerset County Transportation System (SCTS)/Tableland Services, Inc.	12, 166-167
South Central Transit Authority (SCTA)	10, 12, 18-21, 168-171, 240-245
Southeastern Pennsylvania Transportation Authority (SEPTA)	10, 12, 18-21, 25, 28, 38-41
STEP, Inc./Lycoming and Clinton Counties	12, 172-173
STS (Schuylkill Transportation System)	11-12, 18-21, 34, 162-165
Suburban Transit Network, Inc. (TransNet)	12, 174-175
Susquehanna-Wyoming County Transportation (SWCT)	12, 176-177
SVSS	See Mercer County Regional Council of Governments (MCRCOG)

SWCT (Susquehanna-Wyoming County Transportation)	12, 176-177
Tableland Service, Inc./Somerset County Transportation System (SCTS)	12, 166-167 See Mid County Transit Authority
TAWC (Transit Authority of Warren County)	11-12, 18-21, 178-181, 216-221
TheBUS	See Butler Transit Authority (BTA)
Town & Country Transit	See Mid County Transit Authority
Trailways (Fullington)	See Fullington Auto Bus Company
Transit Authority of Warren County (TAWC)	11-12, 18-21, 178-181, 216-221
TransNet (Suburban Transit Network, Inc.)	12, 174-175
Union Snyder Transportation Alliance (USTA)	See Central Pennsylvania Transportation Authority (CPTA)
Urban Systems	10
USTA (Union Snyder Transportation Alliance)	See Central Pennsylvania Transportation Authority (CPTA)
VCTO (Venango County Transportation Office)	See Crawford Area Transportation Authority (CATA)
VenanGo Bus	See Crawford Area Transportation Authority (CATA)
Venango County Transportation Office	See Crawford Area Transportation Authority (CATA)
Warren County, Transit Authority of (TAWC)	See Transit Authority of Warren County (TAWC)
Washington City Transit	See Washington County Transportation Authority (WCTA)
Washington County Transportation Authority (WCTA)	10, 12, 18-21, 25, 33, 182-185
Washington Rides	See Washington County Transportation Authority (WCTA)
Wayne County Area Agency on Aging	12, 178-179
WCTA (Washington County Transportation Authority)	10, 12, 18-21, 25, 33, 182-185
WCTA (Westmoreland County Transit Authority)	10-12, 18-21, 34, 188-191
Westmoreland County Transit Authority (WCTA)	10-12, 18-21, 34, 188-191
Westmoreland Transit	See Westmoreland County Transit Authority (WCTA)
Williamsport River Valley Transit (RVT)	10, 18-21, 192-193, 246-251
WT	See Westmoreland County Transit Authority (WCTA)
York Adams Transportation Authority (YATA)	See Central Pennsylvania Transportation Authority (CPTA)
York County Transportation Authority (YCTA)	See Central Pennsylvania Transportation Authority (CPTA)

intentionally blank



Pennsylvania Department of Transportation
Bureau of Public Transportation
717-783-8025