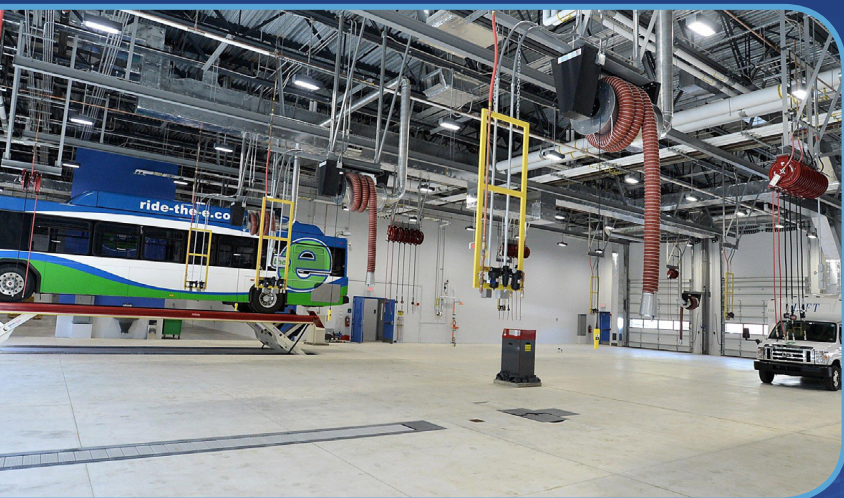


Pennsylvania Public Transportation Performance Report

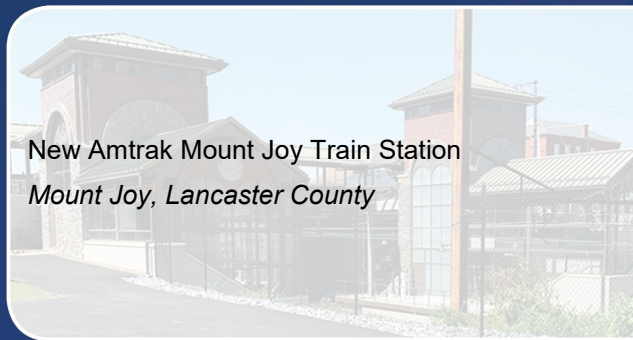
Fiscal Year 2018-19



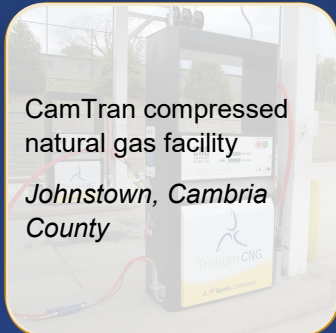
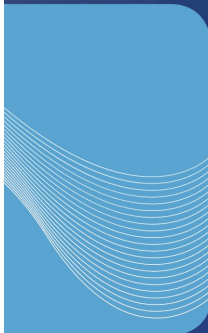
On the cover...



SEPTA Regional Rail
*Philadelphia,
Philadelphia County*



New Amtrak Mount Joy Train Station
Mount Joy, Lancaster County



CamTran compressed
natural gas facility
*Johnstown, Cambria
County*



Westmoreland County
Transit Authority fixed-
route boarding
*Greensburg,
Westmoreland County*



Crawford Area
Transportation
Authority bus in
service
*Meadville, Crawford
County*



Erie Metropolitan Transit Authority bus and
storage facility
Erie, Erie County



New Amtrak and SEPTA
Paoli Station platforms
Paoli, Chester County



Photos were provided by PennDOT, Michael Baker International, or Whitehouse Group.

PUBLIC TRANSPORTATION ANNUAL PERFORMANCE REPORT FY 2018-19



April 30, 2020

Dear Transportation Stakeholder –

I am honored to present the 2018-19 Pennsylvania Public Transportation Annual Performance Report. Although I am just a few months into my role as the Acting Secretary of Transportation, I have long understood the value that public transportation offers to the residents of Pennsylvania. Pennsylvanians rely on public transportation every day to get to work, buy groceries, and get to medical appointments. During 2018-19, over 386 million trips were taken on fixed route networks and 5.6 million trips were taken on demand response services throughout Pennsylvania.

Payments to PennDOT from the Pennsylvania Turnpike Commission as required by Act 89 of 2013 represent a significant portion of the annual public transportation budget. These payments were in jeopardy for most of the 2018-2019 state fiscal year due to a legal challenge from the trucking industry. The uncertainty from the legal challenge, along with delayed payments from the turnpike, meant that agencies did not receive funding in a timely manner and projects were put on hold or deferred.

Although the legal challenge has been resolved, and payments from the Pennsylvania Turnpike Commission (PTC) have resumed so that projects are progressing once again, the funding concern is not over. With PTC payments decreasing to \$50 million annually in July 2022, the need for a long-term, sustainable funding source is on the minds of transportation stakeholders throughout Pennsylvania. Without a sustainable funding source to meet existing and projected operational and capital needs, urban and rural areas alike could be greatly impacted.

The need for reliable funding for public transportation projects cannot be underestimated. Projects such as those listed below and others highlighted later in the report allow transit agencies in Pennsylvania to provide high quality, reliable public transportation to residents across the state.

- **Pennsylvania Compressed Natural Gas (CNG) Public-Private-Partnership (P3)** – In 2018-19, PennDOT worked towards the completion of the construction phase of the CNG P3 which will convert more than 20 transit agencies from diesel and gasoline fueling to CNG, a clean Pennsylvania-produced resource. To date, 15 fueling stations have been completed, with four in construction and two in design.
- **Replacement of 250 Fixed Route Transit Vehicles** – The new vehicles reduce operational costs, help improve the customer experience, and produce less emissions.
- **CamTran Ebensburg Improvements** – The Cambria County Transit Authority completed renovations of its rural transit facility in Ebensburg in October 2019. Upgrades to the facility's HVAC system to increase energy efficiency, a redesign of the operations center, improved space for drivers, along with numerous improvements to other key systems were made to ensure the health and safety of employees and the long-term presence of public transportation in Cambria County.
- **EMTA Transit Facility Phase II** – The Erie Metropolitan Transit Authority completed the construction of new bus storage, bus wash/fuel facilities, and administrative and operations areas in March 2019. The remainder of the project will be completed by summer of 2020.
- **Mount Joy Amtrak Station** – The newly constructed station opened in October 2019 and brought the station into ADA compliance with elevated platforms, enclosed stair/elevator towers, and improved passenger amenities that will serve the residents of Lancaster County for decades.

Pennsylvania continues to make investments in public transportation statewide to maximize operational efficiencies, deliver capital improvements, and implement technology advancements that benefit transit users. We are proud of the results of these investments and the value provided to the millions across the Commonwealth.

Sincerely,

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

Yassmin Gramian

Acting Secretary

Department of Transportation

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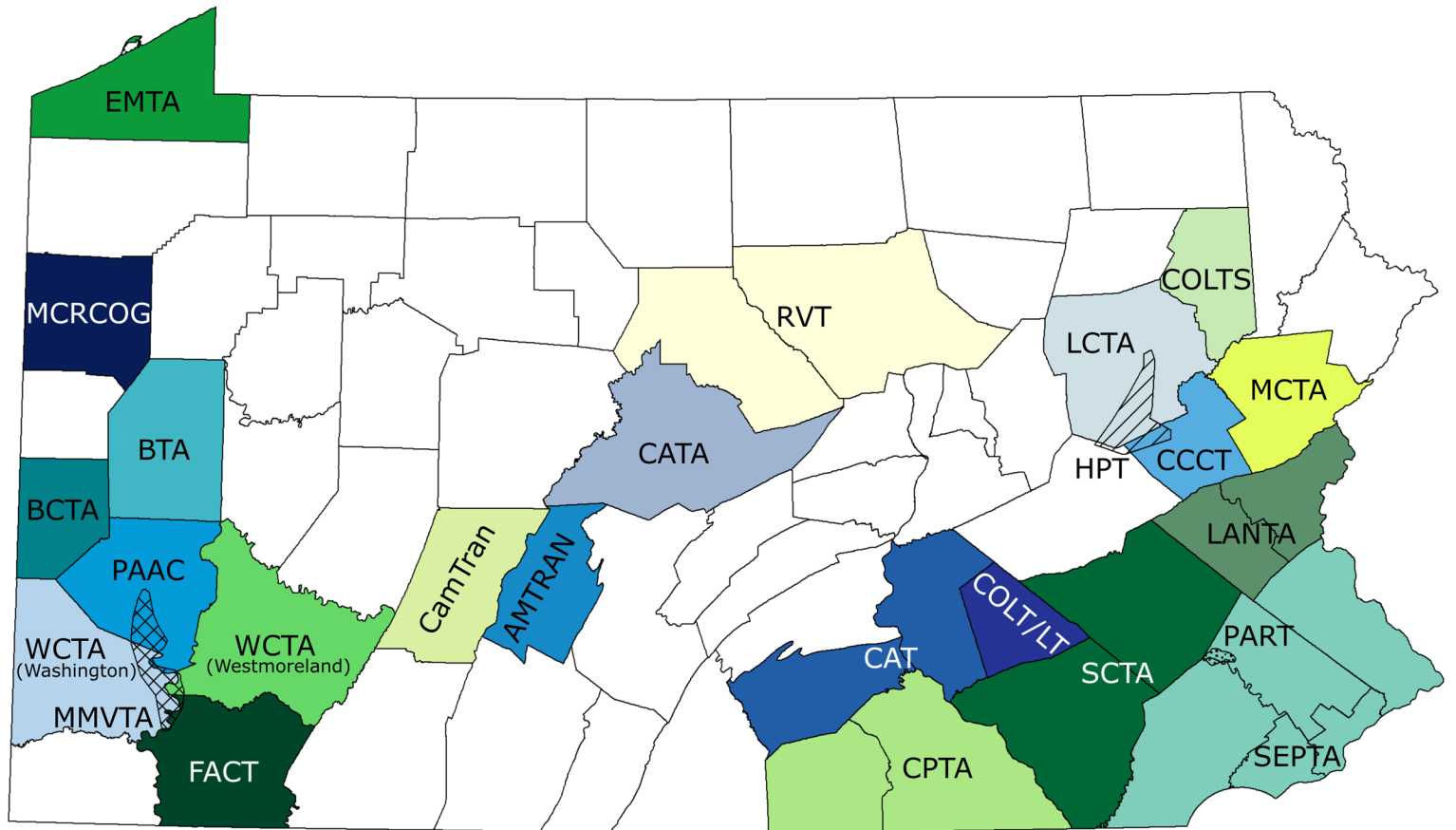
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Section I

Public Transit Reference Information

Urban Systems

REFERENCE INFORMATION



Agencies

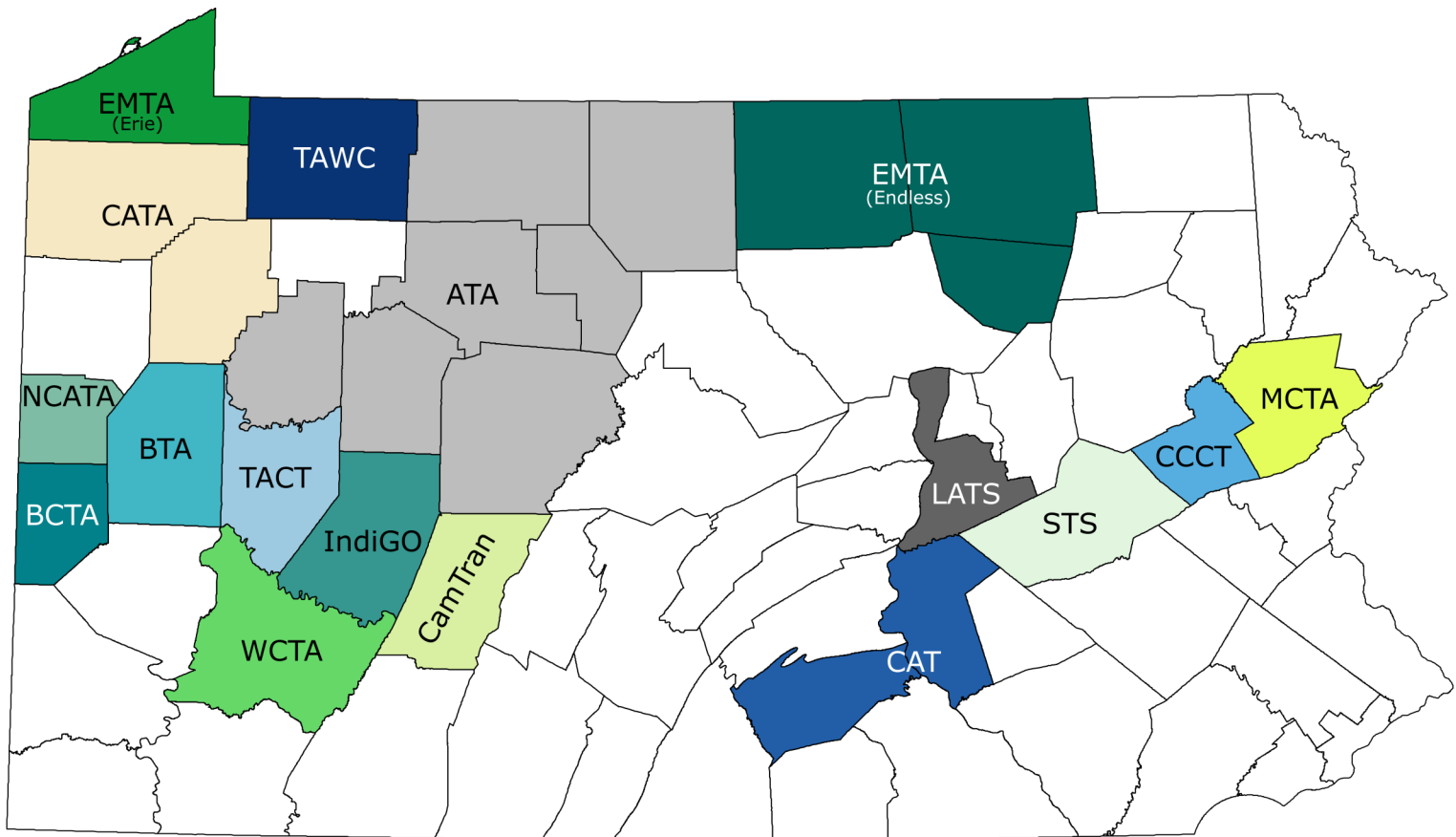
Altoona Metro Transit (AMTRAN)	County of Lebanon Transit Authority (COLT/LT)	Monroe County Transportation Authority (MCTA)
Beaver County Transit Authority (BCTA)	Erie Metropolitan Transit Authority (EMTA)	Port Authority of Allegheny County (PAAC)
Butler Transit Authority (BTA)	Fayette Area Coordinated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

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)	

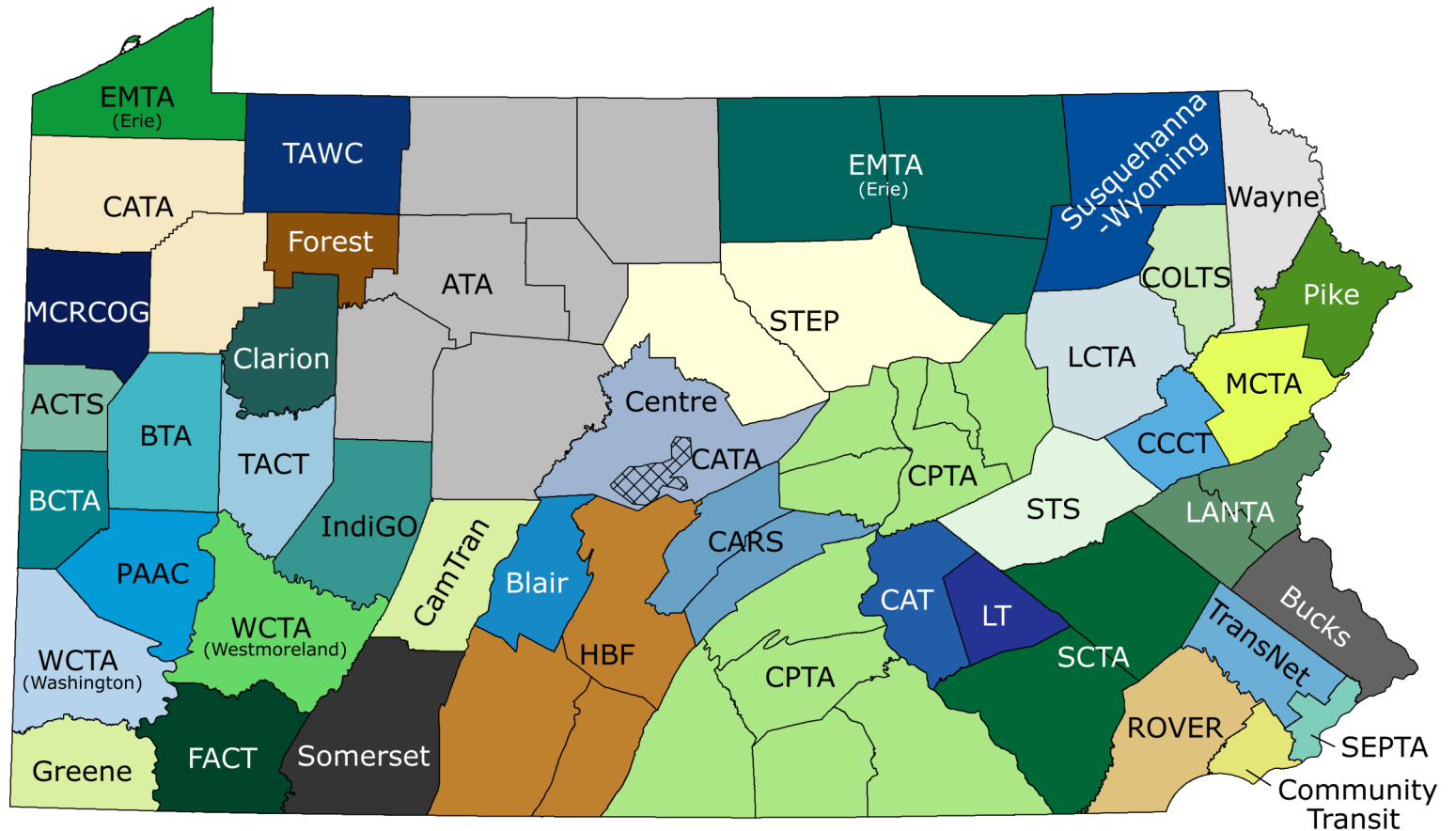
Public transportation agencies identified as Rural Systems are recipients of Federal Transit Administration Federal Grants for Rural Areas funds (Section 5311). The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in 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)	Port Authority of Allegheny County (PAAC)
Area Transportation Authority of North Central PA (ATA)	County of Lebanon Transit Authority (COLT/LT)	ROVER Community Transportation
Beaver County Transit Authority (BCTA)	Crawford Area Transportation Authority (CATA)	Schuylkill Transportation System (STS)
Blair Senior Services, Inc.	Endless Mountains Transportation Authority (EMTA)	Somerset County Transportation System
Bucks County Transport, Inc.	Erie Metropolitan Transit Authority (EMTA)	South Central Transit Authority (SCTA)
Butler County (BART)	Fayette Area Coordinated Transportation (FACT)	Southeastern Pennsylvania Transportation Authority (SEPTA)
Call-a-Ride Service (CARS)	Forest County Transportation	STEP, Inc.
Cambria County Transit Authority (CamTran)	Greene County Transportation Department	Suburban Transit Network, Inc. (TransNet)
Capital Area Transit (CAT)	Huntingdon-Bedford-Fulton Area Agency on Aging (HBF)	Susquehanna-Wyoming County Transportation
Carbon County Community Transportation (CCCT)	Indiana County Transit Authority (IndiGO)	Town and Country Transit/Mid County Transit Authority (TACT)
Central Pennsylvania Transportation Authority (CPTA)	Lehigh and Northampton Transportation Authority (LANTA)	Transit Authority of Warren County (TAWC)
Centre Area Transportation Authority (CATA)	Luzerne County Transportation Authority (LCTA)	Washington County Transportation Authority (WCTA)
Centre County Office of Transportation	Mercer County Regional Council of Governments (MCRCOG)	Wayne County Area Agency on Aging
Community Transit of Delaware County	Monroe County Transportation Authority (MCTA)	Westmoreland County Transit Authority (WCTA)
Clarion County Transportation	Pike County Transportation Department	

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)	72
Adams	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Allegheny	Urban	Port Authority of Allegheny County (PAAC)	32
Allegheny	Community	Port Authority of Allegheny County (PAAC)	34
Armstrong	Rural	Mid County Transit Authority	134
Armstrong	Community	Mid County Transit Authority	136
Beaver	Urban & Rural	Beaver County Transit Authority (BCTA)	44
Beaver	Community	Beaver County Transit Authority (BCTA)	46
Bedford	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	116
Berks	Urban	South Central Transit Authority (SCTA)	158
Berks	Community	South Central Transit Authority (SCTA)	160
Blair	Urban	Altoona Metro Transit (AMTRAN)	38
Blair	Community	Blair Senior Services, Inc.	48
Bradford	Rural	Endless Mountains Transportation Authority (EMTA)	98
Bradford	Community	Endless Mountains Transportation Authority (EMTA)	100
Bucks	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	28
Bucks	Community	Bucks County Transport, Inc	52
Butler	Urban & Rural	Butler Transit Authority (BTA)	56
Butler	Community	Butler County (BART)	54
Cambria	Urban & Rural	Cambria County Transit Authority (CamTran)	60
Cambria	Community	Cambria County Transit Authority (CamTran)	62
Cameron	Rural	Area Transportation Authority of North Central PA (ATA)	40
Cameron	Community	Area Transportation Authority of North Central PA (ATA)	42
Carbon	Urban & Rural	Carbon County Community Transit (CCCT)	68
Carbon	Community	Carbon County Community Transit (CCCT)	70
Centre	Urban	Centre Area Transportation Authority (CATA)	76
Centre	Community	Centre Area Transportation Authority (CATA)	78
Centre	Community	Centre County Office of Transportation	80
Chester	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	28
Chester	Community	ROVER Community Transportation	150
Clarion	Rural	Area Transportation Authority of North Central PA (ATA)	40
Clarion	Community	Clarion County Transportation	82
Clearfield	Rural	Area Transportation Authority of North Central PA (ATA)	40
Clearfield	Community	Area Transportation Authority of North Central PA (ATA)	42
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Clinton	Community	STEP, Inc.	162
Columbia	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Crawford	Rural	Crawford Area Transportation Authority (CATA)	94
Crawford	Community	Crawford Area Transportation Authority (CATA)	96
Cumberland	Urban & Rural	Capital Area Transit (CAT)	64
Cumberland	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Dauphin	Urban & Rural	Capital Area Transit (CAT)	64
Dauphin	Community	Capital Area Transit (CAT)	66
Delaware	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	28
Delaware	Community	Community Transit of Delaware County	84
Elk	Rural	Area Transportation Authority of North Central PA (ATA)	40
Elk	Community	Area Transportation Authority of North Central PA (ATA)	42
Erie	Urban & Rural	Erie Metropolitan Transit Authority (EMTA)	102
Erie	Community	Erie Metropolitan Transit Authority (EMTA)	104
Fayette	Urban	Fayette Area Coordinated Transportation (FACT)	106
Fayette	Community	Fayette Area Coordinated Transportation (FACT)	108

Agencies by County

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Franklin	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Fulton	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	116
Greene	Community	Greene County Transportation Department	112
Huntingdon	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	116
Indiana	Rural	Indiana County Transit Authority (IndiGO)	118
Indiana	Community	Indiana County Transit Authority (IndiGO)	120
Jefferson	Rural	Area Transportation Authority of North Central PA (ATA)	40
Jefferson	Community	Area Transportation Authority of North Central PA (ATA)	42
Juniata	Community	Call-A-Ride Service (CARS)	58
Lackawanna	Urban	County of Lackawanna Transit System (COLTS)	86
Lackawanna	Community	County of Lackawanna Transit System (COLTS)	88
Lancaster	Urban	South Central Transit Authority (SCTA)	158
Lancaster	Community	South Central Transit Authority (SCTA)	160
Lawrence	Rural	New Castle Area Transit Authority (NCATA)	144
Lawrence	Community	Allied Coordinated Transportation Services, Inc. (ACTS)	36
Lebanon	Urban	County of Lebanon Transit Authority (COLT/LT)	90
Lebanon	Community	County of Lebanon Transit Authority (COLT/LT)	92
Lehigh	Urban	Lehigh and Northampton Transportation Authority (LANTA)	122
Lehigh	Community	Lehigh and Northampton Transportation Authority (LANTA)	124
Luzerne	Urban	Hazleton Public Transit (HPT)	114
Luzerne	Urban	Luzerne County Transportation Authority (LCTA)	126
Luzerne	Community	Luzerne County Transportation Authority (LCTA)	128
Lycoming	Urban	Williamsport River Valley Transit (RVT)	182
Lycoming	Community	STEP, Inc.	162
McKean	Rural	Area Transportation Authority of North Central PA (ATA)	40
McKean	Community	Area Transportation Authority of North Central PA (ATA)	42
Mercer	Urban	Mercer County Regional Council of Governments (MCRCOG)	130
Mercer	Community	Mercer County Regional Council of Governments (MCRCOG)	132
Mifflin	Community	Call-A-Ride Service (CARS)	58
Monroe	Urban & Rural	Monroe County Transportation Authority (MCTA)	140
Monroe	Community	Monroe County Transportation Authority (MCTA)	142
Montgomery	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	28
Montgomery	Urban	Pottstown Area Rapid Transit (PART)	148
Montgomery	Community	Suburban Transit Network, Inc. (TransNet)	164
Montour	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Northampton	Urban	Lehigh and Northampton Transportation Authority (LANTA)	122
Northampton	Community	Lehigh and Northampton Transportation Authority (LANTA)	124
Northumberland	Rural	Borough of Mount Carmel (LATS)	50
Northumberland	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Perry	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Philadelphia	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	28
Philadelphia	Community	Southeastern Pennsylvania Transportation Authority (SEPTA)	30
Pike	Community	Pike County Transportation Department	146
Potter	Rural	Area Transportation Authority of North Central PA (ATA)	40
Potter	Community	Area Transportation Authority of North Central PA (ATA)	42
Schuylkill	Rural	Schuylkill Transportation System (STS)	152
Schuylkill	Community	Schuylkill Transportation System (STS)	154
Snyder	Community	Central Pennsylvania Transportation Authority (CPTA)	72
Somerset	Community	Somerset County Transportation System	156
Sullivan	Rural	Endless Mountains Transportation Authority (EMTA)	98
Sullivan	Community	Endless Mountains Transportation Authority (EMTA)	100
Susquehanna	Community	Susquehanna-Wyoming County Transportation	166

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County	Service	Agency	Page
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Tioga	Community	Endless Mountains Transportation Authority (EMTA)	100
Union	Community	Central Pennsylvania Transportation Authority (CPTA)	74
Venango	Rural	Crawford Area Transportation Authority (CATA)	94
Venango	Community	Crawford Area Transportation Authority (CATA)	96
Warren	Rural	Transit Authority of Warren County (TAWC)	168
Warren	Community	Transit Authority of Warren County (TAWC)	170
Washington	Urban	Mid Mon Valley Transit Authority (MMVTA)	138
Washington	Urban	Washington County Transportation Authority (WCTA)	172
Washington	Community	Washington County Transportation Authority (WCTA)	174
Wayne	Community	Wayne County Area Agency on Aging	176
Westmoreland	Urban	Mid Mon Valley Transit Authority (MMVTA)	138
Westmoreland	Urban & Rural	Westmoreland County Transit Authority (WCTA)	178
Westmoreland	Community	Westmoreland County Transit Authority (WCTA)	180
Wyoming	Community	Susquehanna-Wyoming County Transportation	166
York	Urban	Central Pennsylvania Transportation Authority (CPTA)	72
York	Community	Central Pennsylvania Transportation Authority (CPTA)	74

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Section II

Section 1513 Distribution Factors

Act 44 Passenger Trips

TABLE 1					
Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)					
Agency	2016-17	2017-18	Percent Change 16-17 to 17-18	2018-19	Percent Change 17-18 to 18-19
SEPTA	307,699,470	302,177,758	-1.8%	292,342,374	-3.3%
PAAC (Allegheny)	62,176,355	62,414,729	0.4%	62,990,158	0.9%
AMTRAN (Altoona)	570,176	557,190	-2.3%	567,624	1.9%
ATA (North Central)*	458,415	435,653	-5.0%	425,898	-2.2%
BCTA (Beaver)	871,404	818,633	-6.1%	780,983	-4.6%
BMC (Mount Carmel)	32,184	32,660	1.5%	32,821	0.5%
BTA (Butler)	198,271	202,000	1.9%	187,529	-7.2%
CamTran (Cambria)	1,138,570	1,094,703	-3.9%	1,167,144	6.6%
CAT (Cumberland, Dauphin, Harrisburg)	2,162,969	2,077,944	-3.9%	2,025,283	-2.5%
CATA (Centre)	6,932,214	6,522,077	-5.9%	6,428,507	-1.4%
CATA (Crawford, Venango)*	293,309	291,995	-0.4%	280,495	-3.9%
CCCT (Carbon)	8,814	8,832	0.2%	10,520	19.1%
COLT/LT (Lebanon)	320,245	310,915	-2.9%	316,024	1.6%
COLTS (Lackawanna)	1,022,801	1,073,314	4.9%	1,028,256	-4.2%
CPTA (York, Adams)	1,641,108	1,648,834	0.5%	1,605,137	-2.7%
EMTA (Bradford, Sullivan, Tioga)	120,745	114,969	-4.8%	103,995	-9.5%
EMTA (Erie)	2,785,845	2,620,524	-5.9%	2,517,463	-3.9%
FACT (Fayette)	155,603	150,515	-3.3%	140,772	-6.5%
HPT (Hazleton)	210,477	205,254	-2.5%	200,671	-2.2%
IndiGo (Indiana)	329,973	384,189	16.4%	406,304	5.8%
LANTA (Lehigh, Northampton)	4,776,693	4,617,519	-3.3%	4,497,481	-2.6%
LCTA (Luzerne)	1,193,947	1,183,327	-0.9%	1,165,199	-1.5%
MCRCOG (Mercer)	78,986	87,354	10.6%	88,617	1.4%
MCTA (Monroe)	255,859	248,457	-2.9%	256,101	3.1%
Mid County (Armstrong)	38,147	40,422	6.0%	43,021	6.4%
MMVTA (Mid Mon Valley)	299,827	283,560	-5.4%	288,328	1.7%
NCATA (New Castle)	582,563	579,120	-0.6%	577,092	-0.4%
PART (Pottstown)	264,344	269,320	1.9%	247,557	-8.1%
SCTA (Berks, Lancaster)	4,640,596	4,708,059	1.5%	4,450,830	-5.5%
STS (Schuylkill)	200,013	183,968	-8.0%	189,211	2.8%
TAWC (Warren)	58,496	64,912	11.0%	67,225	3.6%
WCTA (Washington)	100,229	103,775	3.5%	116,104	11.9%
WCTA (Westmoreland)	488,610	449,078	-8.1%	421,732	-6.1%
Williamsport RVT (Clinton, Lycoming)	1,283,843	1,293,028	0.7%	1,314,850	1.7%
TOTAL	403,391,101	397,254,587	-1.5%	387,281,306	-2.5%

*Agency underwent consolidation during this period.

Act 44 Senior Citizen Trips

TABLE 2

Total Act 44 Senior Citizens Trip Statistics

Agency	2016-17	2017-18	Percent Change 16-17 to 17-18	2018-19	Percent Change 17-18 to 18-19
SEPTA	25,056,329	25,481,020	1.7%	25,536,211	0.2%
PAAC (Allegheny)	4,781,784	4,566,567	-4.5%	4,654,689	1.9%
AMTRAN (Altoona)	69,831	64,264	-8.0%	69,288	7.8%
ATA (North Central)*	46,383	45,578	-1.7%	45,226	-0.8%
BCTA (Beaver)	86,165	86,689	0.6%	82,487	-4.8%
BMC (Mount Carmel)	13,500	13,654	1.1%	13,910	1.9%
BTA (Butler)	38,612	38,347	-0.7%	37,254	-2.9%
CamTran (Cambria)	176,906	173,899	-1.7%	172,332	-0.9%
CAT (Cumberland, Dauphin, Harrisburg)	242,332	256,031	5.7%	265,728	3.8%
CATA (Centre)	47,442	54,131	14.1%	54,914	1.4%
CATA (Crawford, Venango)*	51,339	53,536	4.3%	54,523	1.8%
CCCT (Carbon)	3,930	3,556	-9.5%	4,073	14.5%
COLT/LT (Lebanon)	71,551	68,287	-4.6%	75,686	10.8%
COLTS (Lackawanna)	175,061	208,119	18.9%	191,983	-7.8%
CPTA (York, Adams)	201,065	213,806	6.3%	226,345	5.9%
EMTA (Bradford, Sullivan, Tioga)	12,625	12,631	0.0%	14,046	11.2%
EMTA (Erie)	174,935	182,336	4.2%	194,218	6.5%
FACT (Fayette)	30,101	26,867	-10.7%	26,412	-1.7%
HPT (Hazleton)	57,331	56,533	-1.4%	55,375	-2.0%
IndiGo (Indiana)	12,284	15,906	29.5%	19,746	24.1%
LANTA (Lehigh, Northampton)	618,842	605,457	-2.2%	580,073	-4.2%
LCTA (Luzerne)	182,638	189,844	3.9%	183,455	-3.4%
MCRCOG (Mercer)	12,704	12,482	-1.7%	12,671	1.5%
MCTA (Monroe)	25,904	25,882	-0.1%	23,836	-7.9%
Mid County (Armstrong)	10,616	11,387	7.3%	13,096	15.0%
MMVTA (Mid Mon Valley)	35,845	36,061	0.6%	35,397	-1.8%
NCATA (New Castle)	87,289	84,560	-3.1%	84,340	-0.3%
PART (Pottstown)	42,937	44,767	4.3%	44,206	-1.3%
SCTA (Berks, Lancaster)	679,029	702,311	3.4%	714,481	1.7%
STS (Schuylkill)	58,641	52,868	-9.8%	56,030	6.0%
TAWC (Warren)	8,047	9,300	15.6%	10,723	15.3%
WCTA (Washington)	17,076	16,273	-4.7%	16,206	-0.4%
WCTA (Westmoreland)	71,393	60,814	-14.8%	56,152	-7.7%
Williamsport RVT (Clinton, Lycoming)	194,707	203,518	4.5%	202,284	-0.6%
TOTAL	33,395,174	33,677,281	0.8%	33,827,396	0.4%

DISTRIBUTION FACTORS

*Agency underwent consolidation during this period.

Act 44 Revenue Vehicle Miles

TABLE 3

Total Act 44 Revenue Vehicle Miles Statistics

Agency	2016-17	2017-18	Percent Change 16-17 to 17-18	2018-19	Percent Change 17-18 to 18-19
SEPTA	86,744,654	87,810,139	1.2%	88,786,580	1.1%
PAAC (Allegheny)	26,129,983	26,349,298	0.8%	25,759,087	-2.2%
AMTRAN (Altoona)	546,084	521,794	-4.4%	620,437	18.9%
ATA (North Central)*	1,526,731	1,523,264	-0.2%	1,510,224	-0.9%
BCTA (Beaver)	931,576	901,240	-3.3%	896,316	-0.5%
BMC (Mount Carmel)	64,080	64,650	0.9%	65,120	0.7%
BTA (Butler)	194,375	233,816	20.3%	182,059	-22.1%
CamTran (Cambria)	1,092,707	1,088,595	-0.4%	1,089,045	0.0%
CAT (Cumberland, Dauphin, Harrisburg)	2,044,267	2,020,396	-1.2%	2,000,818	-1.0%
CATA (Centre)	2,091,603	1,905,536	-8.9%	1,996,307	4.8%
CATA (Crawford, Venango)*	467,282	474,970	1.6%	496,643	4.6%
CCCT (Carbon)	49,321	47,749	-3.2%	52,686	10.3%
COLT/LT (Lebanon)	508,730	515,154	1.3%	531,873	3.2%
COLTS (Lackawanna)	1,182,977	1,235,016	4.4%	1,143,088	-7.4%
CPTA (York, Adams)	1,756,448	1,773,598	1.0%	1,801,660	1.6%
EMTA (Bradford, Sullivan, Tioga)	463,899	476,392	2.7%	453,506	-4.8%
EMTA (Erie)	2,467,837	2,526,705	2.4%	2,459,195	-2.7%
FACT (Fayette)	583,263	575,563	-1.3%	583,053	1.3%
HPT (Hazleton)	417,843	423,262	1.3%	419,096	-1.0%
IndiGo (Indiana)	417,471	481,537	15.3%	443,880	-7.8%
LANTA (Lehigh, Northampton)	3,976,844	4,139,645	4.1%	3,940,411	-4.4%
LCTA (Luzerne)	1,290,890	1,314,846	1.9%	1,365,304	3.8%
MCRCOG (Mercer)	167,235	173,722	3.9%	172,598	-0.6%
MCTA (Monroe)	579,610	570,972	-1.5%	574,297	0.6%
Mid County (Armstrong)	133,591	116,668	-12.7%	97,652	-16.3%
MMVTA (Mid Mon Valley)	771,294	773,135	0.2%	771,999	-0.1%
NCATA (New Castle)	1,103,093	1,104,873	0.2%	1,103,207	-0.2%
PART (Pottstown)	274,781	277,187	0.9%	275,759	-0.5%
SCTA (Berks, Lancaster)	3,344,046	3,404,745	1.8%	3,425,576	0.6%
STS (Schuylkill)	367,217	338,848	-7.7%	322,507	-4.8%
TAWC (Warren)	190,068	194,574	2.4%	201,950	3.8%
WCTA (Washington)	414,289	426,181	2.9%	424,753	-0.3%
WCTA (Westmoreland)	1,108,861	1,072,397	-3.3%	1,066,079	-0.6%
Williamsport RVT (Clinton, Lycoming)	869,740	875,694	0.7%	926,025	5.7%
TOTAL	144,272,690	145,732,161	1.0%	145,958,790	0.2%

*Agency underwent consolidation during this period.

Act 44 Revenue Vehicle Hours

TABLE 4

Total Act 44 Revenue Vehicle Hours Statistics

Agency	2016-17	2017-18	Percent Change 16-17 to 17-18	2018-19	Percent Change 17-18 to 18-19
SEPTA	6,926,933	7,090,546	2.4%	7,122,690	0.5%
PAAC (Allegheny)	1,982,527	2,012,014	1.5%	1,977,552	-1.7%
AMTRAN (Altoona)	43,583	39,006	-10.5%	47,343	21.4%
ATA (North Central)*	121,011	118,657	-1.9%	117,267	-1.2%
BCTA (Beaver)	54,534	52,481	-3.8%	53,767	2.5%
BMC (Mount Carmel)	5,544	5,725	3.3%	5,900	3.1%
BTA (Butler)	15,692	16,809	7.1%	15,650	-6.9%
CamTran (Cambria)	83,039	82,804	-0.3%	82,999	0.2%
CAT (Cumberland, Dauphin, Harrisburg)	143,323	134,030	-6.5%	131,891	-1.6%
CATA (Centre)	159,986	161,555	1.0%	161,985	0.3%
CATA (Crawford, Venango)*	26,960	27,403	1.6%	28,941	5.6%
CCCT (Carbon)	2,805	2,740	-2.3%	3,007	9.7%
COLT/LT (Lebanon)	31,019	30,511	-1.6%	30,870	1.2%
COLTS (Lackawanna)	90,042	100,575	11.7%	96,369	-4.2%
CPTA (York, Adams)	123,449	125,082	1.3%	125,113	0.0%
EMTA (Bradford, Sullivan, Tioga)	21,132	21,459	1.5%	20,916	-2.5%
EMTA (Erie)	186,182	183,104	-1.7%	179,630	-1.9%
FACT (Fayette)	28,875	30,613	6.0%	31,322	2.3%
HPT (Hazleton)	30,949	31,747	2.6%	31,439	-1.0%
IndiGo (Indiana)	34,201	36,457	6.6%	34,035	-6.6%
LANTA (Lehigh, Northampton)	304,324	293,907	-3.4%	296,963	1.0%
LCTA (Luzerne)	85,610	86,877	1.5%	94,199	8.4%
MCRCOG (Mercer)	12,745	13,357	4.8%	14,133	5.8%
MCTA (Monroe)	33,454	34,688	3.7%	35,161	1.4%
Mid County (Armstrong)	9,785	8,679	-11.3%	7,107	-18.1%
MMVTA (Mid Mon Valley)	43,457	42,950	-1.2%	42,995	0.1%
NCATA (New Castle)	54,143	53,996	-0.3%	53,832	-0.3%
PART (Pottstown)	21,912	22,004	0.4%	21,951	-0.2%
SCTA (Berks, Lancaster)	254,968	261,626	2.6%	264,165	1.0%
STS (Schuylkill)	21,659	20,261	-6.5%	19,696	-2.8%
TAWC (Warren)	10,602	10,610	0.1%	11,139	5.0%
WCTA (Washington)	26,098	26,603	1.9%	25,895	-2.7%
WCTA (Westmoreland)	55,113	53,098	-3.7%	53,211	0.2%
Williamsport RVT (Clinton, Lycoming)	57,246	57,842	1.0%	58,792	1.6%
TOTAL	11,102,902	11,289,816	1.7%	11,297,925	0.1%

DISTRIBUTION FACTORS

*Agency underwent consolidation during this period.

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Section III

Capital Project Highlights

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Capital Project Highlights

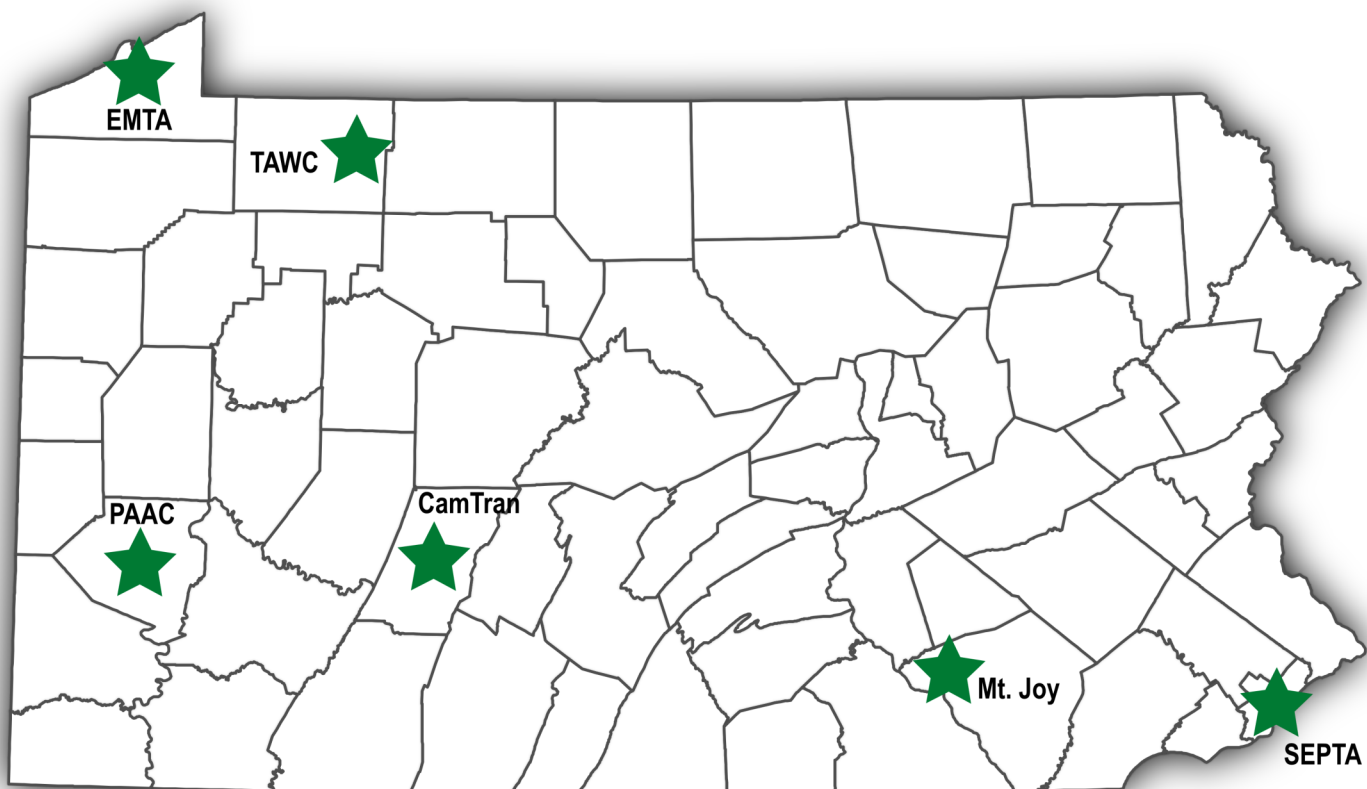
Capital Project Highlights in Pennsylvania Public Transportation

In 2013, Act 89 was passed as a one-time comprehensive transportation funding package to provide \$2.3 billion in additional funding over a five-year period 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 by FY 2017-18. Capital program funding accounts for approximately one-third of dedicated public transportation funding in Pennsylvania, and transit agencies are already experiencing measurable improvements as a result. The following pages highlight nine capital projects (including one statewide project) completed in FY 2018-19 that were made possible using capital funding assistance provided by the Bureau of Public Transportation.

CAPITAL HIGHLIGHTS

FY2018-19 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 2018-19, PennDOT assisted in purchasing 250 new fixed-route buses:

- 72 CNG Buses
- 101 Hybrid Diesel Buses
- 76 Diesel Buses
- 1 Gasoline Bus

The \$158 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.



Compressed Natural Gas

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

On March 28, 2016, PennDOT announced its partnership with Trillium to design, build, finance, operate, and maintain compressed natural gas (CNG) fueling stations through a 20-year, \$84.5 million public-private partnership (P3) agreement. The P3 procurement mechanism allows PennDOT to install the fueling stations faster than if a traditional procurement mechanism had been used for each individual site, resulting in significant capital cost savings of more than \$46 million. It is anticipated that 29 fueling stations will be built through this partnership, five of which will be accessible to the public. As of December 31, 2019, 15 CNG stations for transit agency fueling have been completed and are in service. At four of these locations, dispensers are also available for public usage.

Key 2019 Accomplishments:

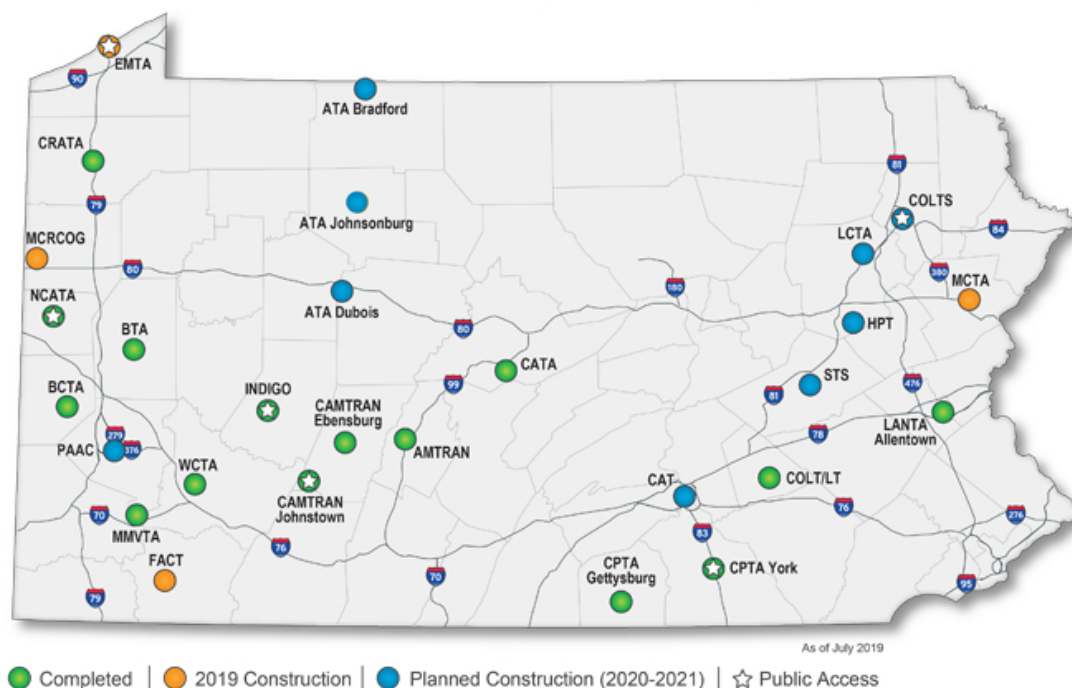
- Completed one transit agency-only CNG station (BTA-Butler).
- Approximately 2,480,000 Gas Gallon Equivalents (GGEs) were pumped for transit agency vehicles across 15 stations, resulting in a cost savings to transit agencies of \$1,736,000.
- 72 Additional CNG Vehicles were placed into service statewide.



BTA-Butler CNG
Compressor Compound
Completed

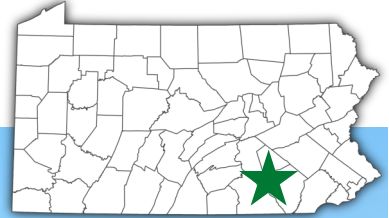
CAPITAL HIGHLIGHTS

Compressed Natural Gas (CNG) Transit Fueling Stations



Mount Joy Train Station

Rail Highlight: Mount Joy Train Station



As part of the Keystone Corridor Improvement Project, PennDOT constructed elevated platforms, enclosed stair/elevator towers, and a pedestrian overpass at the Mount Joy train stop. The renovated station opened to the public in October 2019.

The Mount Joy Train Station project along with other phases of station improvements address many needs that improve passenger experience:

- Improved wheelchair accessibility
- Station functionality
- Pedestrian safety
- Passenger amenities
- Improvements to 112 existing spaces
- Addition of 69 new parking spaces



Facility improvements included in the Mount Joy Station Project



(SEPTA) Southeastern Pennsylvania Transportation Authority

Agency Highlight: Southeastern Pennsylvania Transportation Authority (SEPTA)

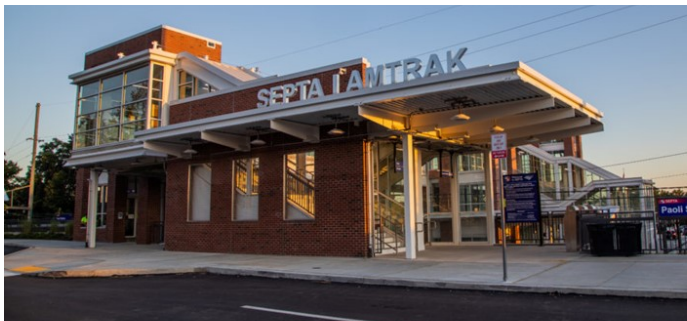


CAPITAL HIGHLIGHTS

SEPTA recently purchased 15 new electric locomotives which are fully compliant with all Federal standards, are outfitted with regenerative braking, and are equipped with SEPTA's Positive Train Control system. This \$151 million acquisition improves the quality and reliability of SEPTA regional rail service.

SEPTA further invested in its light rail infrastructure by expanding the Paoli rail station, which serves 1,100 SEPTA riders daily. This first phase of planned Paoli station improvements included a new center high level platform, elevators, ramps, a pedestrian overpass, parking lot improvements, bicycle parking, and improvements to the existing station building. This phase was a cooperative effort between SEPTA, Amtrak, the Federal Rail Administration, the Federal Transit Administration, and PennDOT with a combined budget of \$48.69 million.

SEPTA also completed extensive renovations of the Market-Frankford Line's 15th Street Station, which accommodates more than 32,000 passengers per weekday. The \$35 million initiative included the installation of five new elevators to the street level, upgrades to lighting and the



Top: New Electric Locomotive
Bottom Left: Expanded Paoli Station
Bottom Right: Renovated Platforms at 15th Street Station

Port Authority of Allegheny County (PAAC)

Agency Highlight: Port Authority of Allegheny County (PAAC)



In August 2019, the Port Authority of Allegheny County completed the replacement of the North Braddock Avenue Bridge. The bridge, originally constructed in 1904, carried two lanes of traffic of the East Busway over North Braddock Avenue in the Homewood area of the City of Pittsburgh. The bridge is integral to providing efficient bus service to the high-density population areas east of the city.

The \$2.7 million replacement used phased construction to maintain transit service. The replacement includes a new concrete deck and steel superstructure, along with modifications to the existing concrete substructure and wingwalls to accommodate new superstructure.

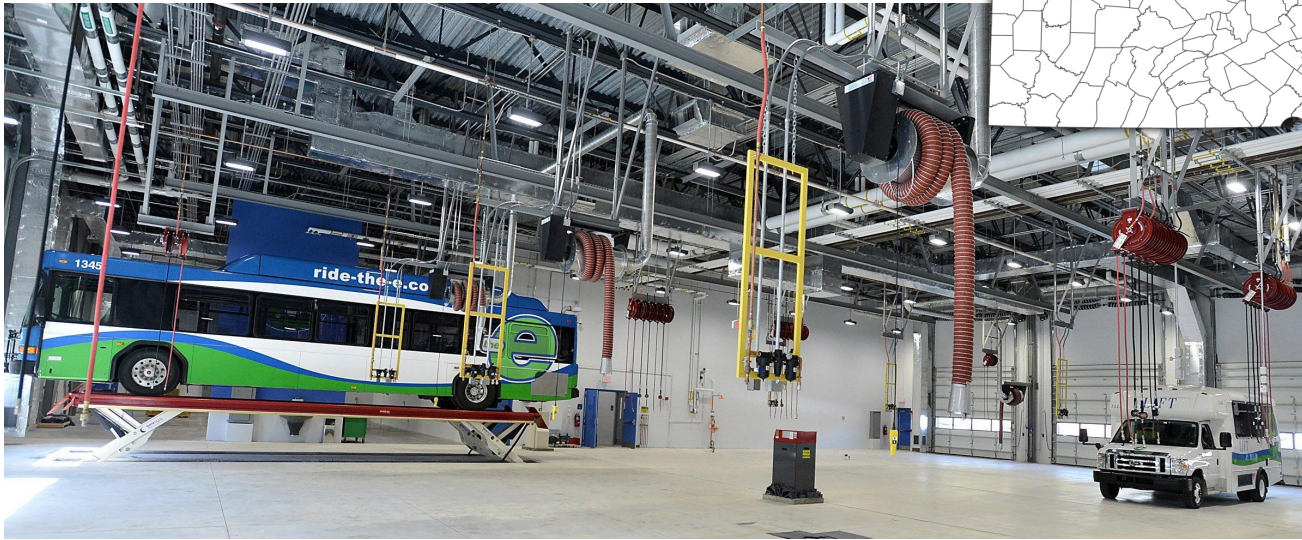
Port Authority is also in the process of completing a comprehensive bus lift replacement program at four locations: the East Liberty Garage, Ross Garage, Manchester Main Shop, and Collier Garage. The \$10 million project will replace aging hydraulic, platform, and scissor lifts that are used for vehicle maintenance and washing. These improvements have been ongoing over multiple fiscal years, and are expected to be completed in 2020.



Top: New Compact Mini Scissor Lifts
Bottom: North Braddock Avenue Bridge after replacement

(EMTA) Erie Metropolitan Transit Authority

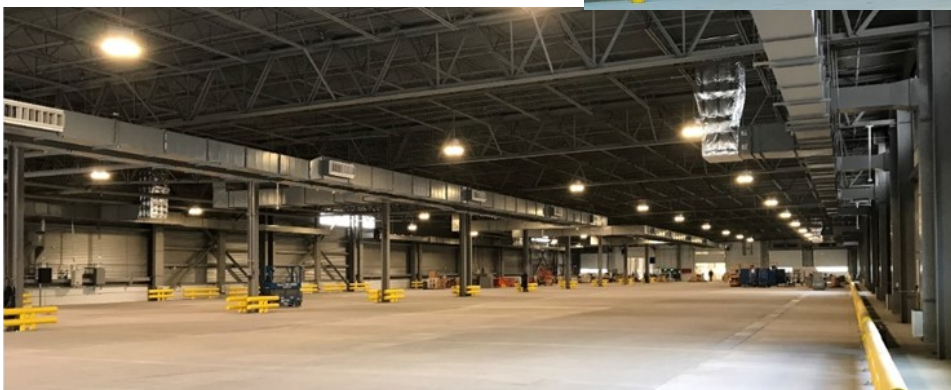
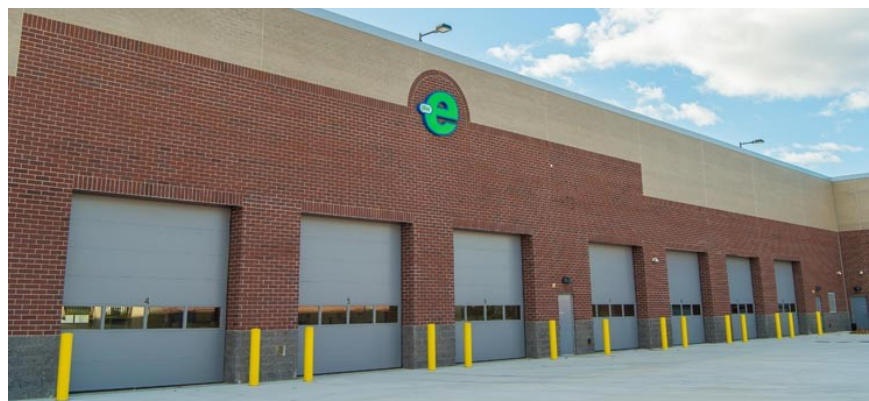
Agency Highlight: Erie Metropolitan Transportation Authority (EMTA)



The Erie Metropolitan Transit Authority (EMTA) Phase II Facility Project saw the construction of new administrative and operations areas, fixed-route bus storage, bus wash/fuel facilities, and employee/public parking garage with Transit Oriented Development features. These improvements were completed in March 2019.

The final phase of the facility project began in June 2019. This phase will include a ground-floor transit center with retail space and a public compressed natural gas fueling station.

CAPITAL HIGHLIGHTS



EMTA Phase II Facility after construction

Cambria County Transit Authority (CamTran)

Agency Highlight: Cambria County Transit Authority (CamTran)



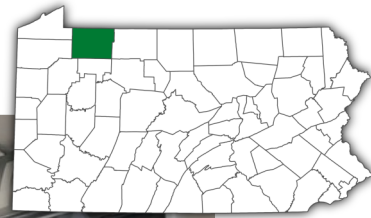
In October 2019, the Cambria County Transit Authority (CamTran) completed the renovation of its rural transit facility on North Center Street in Ebensburg, PA. The project featured upgrades to the facility's HVAC system to increase energy efficiency, a redesign of the operations center to reduce background noise during phone calls, and improved amenities for drivers.



From top to bottom: New windows in administration building, renovated dispatch office, and upgraded downspout.

Transit Authority of Warren County (TAWC)

Agency Highlight: Transit Authority of Warren County (TAWC)



In 2019 the Transportation Authority of Warren County (TAWC) completed a large-scale rehabilitation of its vehicle wash. This new state-of-the-art wash ensures TAWC's fleet is clean and maintained. Using a single-arm gantry, a reclaimed water system, and corrosion-resistant materials, this system is a cost-effective means of ensuring vehicles meet or exceed their useful lives. Additionally, sophisticated monitoring systems measure critical machinery components, which will facilitate preventive maintenance for the vehicle wash as it ages.

CAPITAL HIGHLIGHTS



Above: Vehicle wash after rehabilitation



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Section IV

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



Service Area Statistics (2010 Census)

Square Miles: 839
Population: 3,426,793



Act 44 Fixed Route Distribution Factors

Total Passengers: 292,342,374
Senior Passengers: 25,536,211
Revenue Vehicle Miles: 88,786,580
Revenue Vehicle Hours: 7,122,690



Act 44 Operating Assistance

Section 1513 Allocation: \$673,040,386
Required Local Match: \$100,956,058



Current Fleet Size

Diesel Motor Bus: 1,462
Commuter Rail Cars: 411
Heavy Rail Cars: 363
Street Car Rail/Light Rail: 159
Trolley Bus: 38
Gasoline Paratransit Vehicles: 459
System-wide: 2,892



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

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

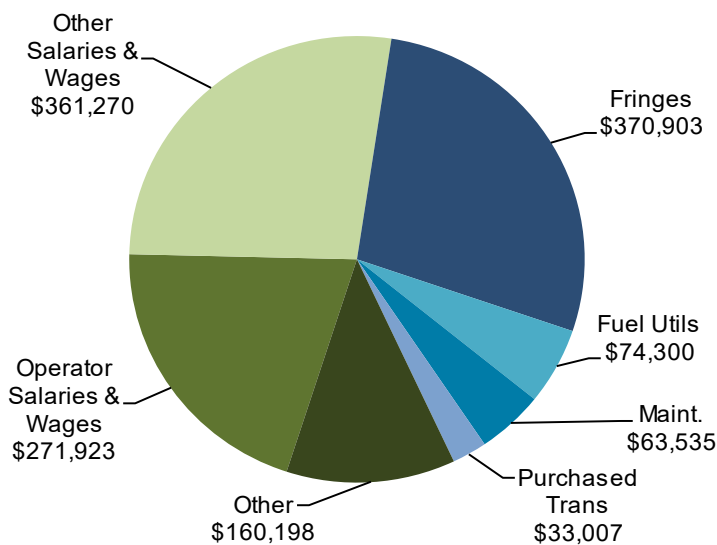
Agency Full-Time: 9,421
Agency Part-Time: 176
Contractor Full-Time: 590
System-Wide: 10,187

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

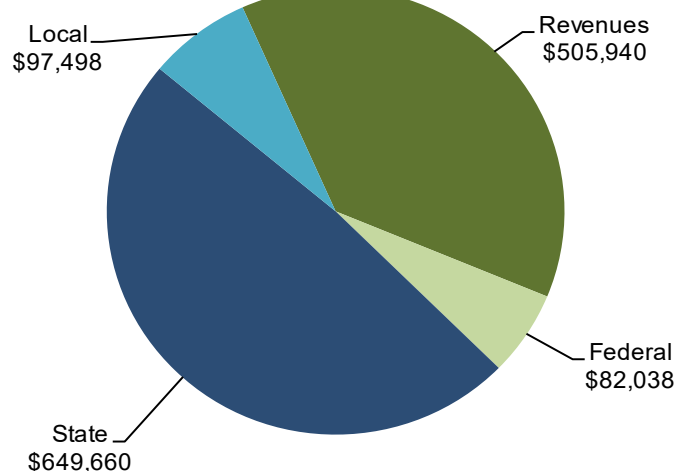
\$1,335,136



Expense includes ADA complementary expense.

Operating Funds (000's)

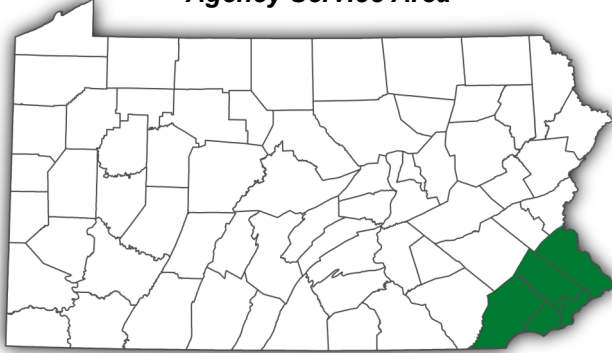
\$1,335,136



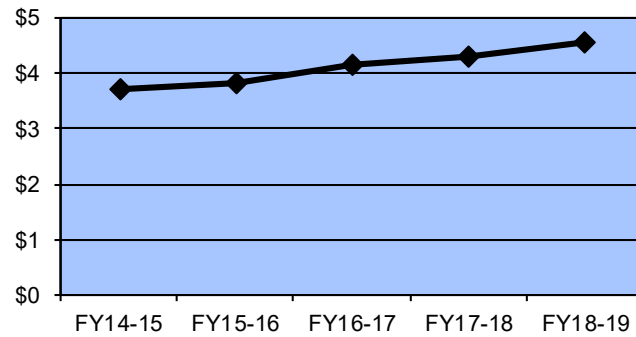
Revenue includes ADA complementary revenue.

(SEPTA) Southeastern Pennsylvania Transportation Authority

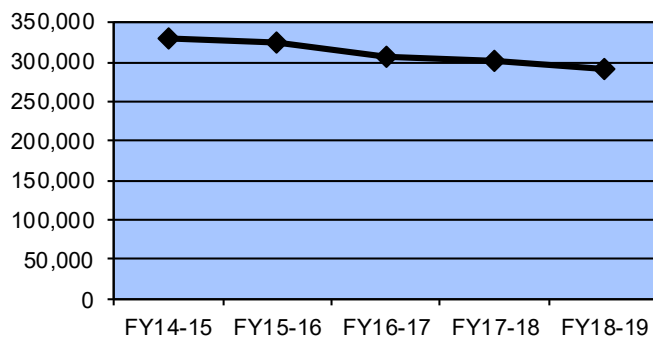
Agency Service Area



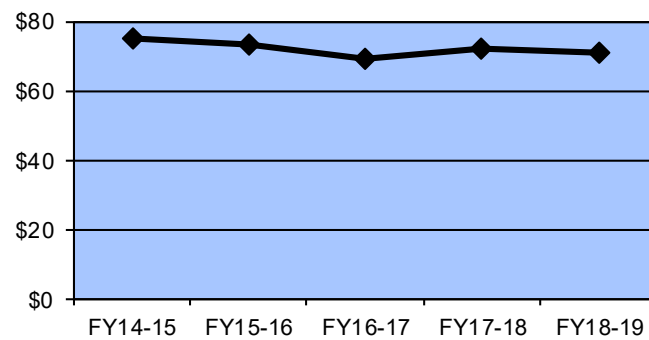
Operating Expense Per Passenger



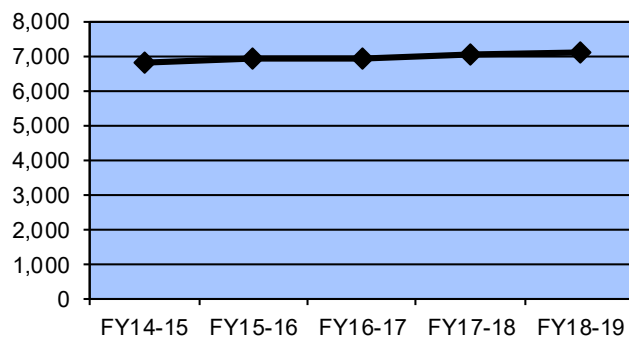
Total Passengers (000's)



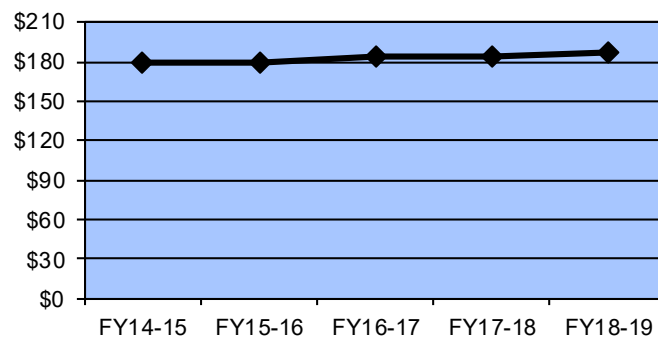
Operating Revenue Per Revenue Vehicle Hour



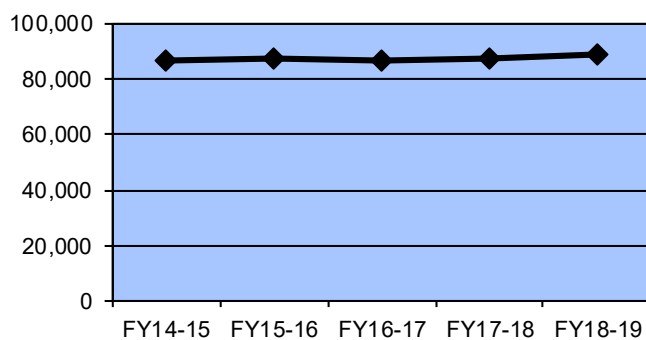
Revenue Vehicle Hours (000's)



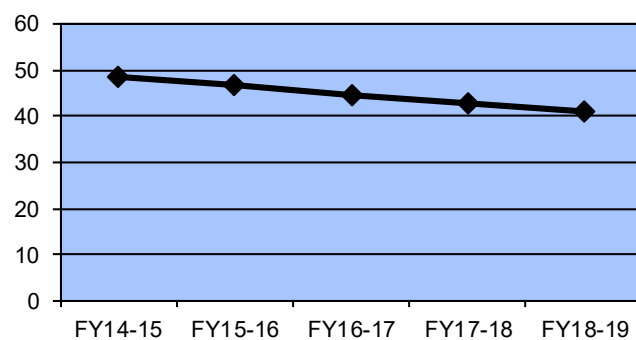
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

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%



Trip Information

65+ Trips: 560,605
Total Shared-Ride Trips: 560,605
Total Escorts: 31,835

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

Average Shared-Ride Fare: \$27.08
Average Shared-Ride Cost per Trip: \$53.35
Fare Structure Implementation Date: July 2017



Vehicles Operated in Maximum Service

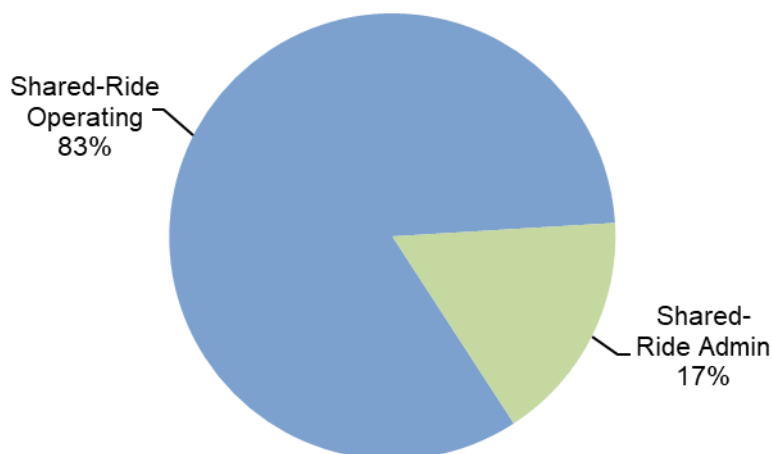
Community Transportation: 187

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

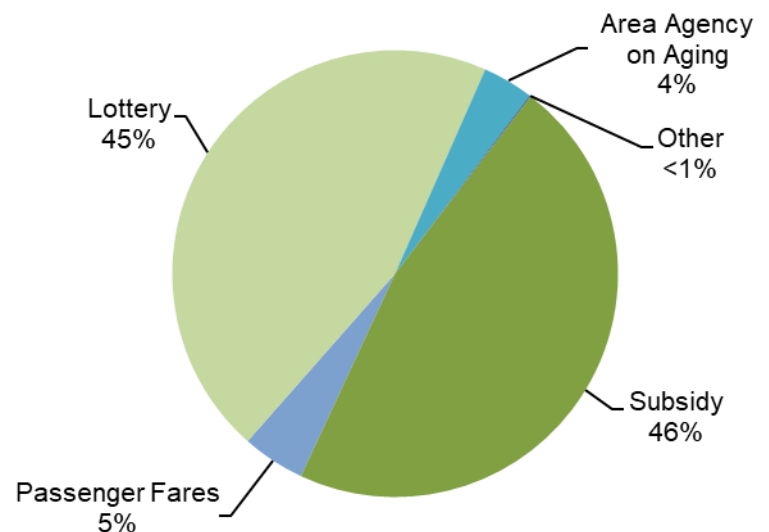
Operating Expense (000's)

\$29,909

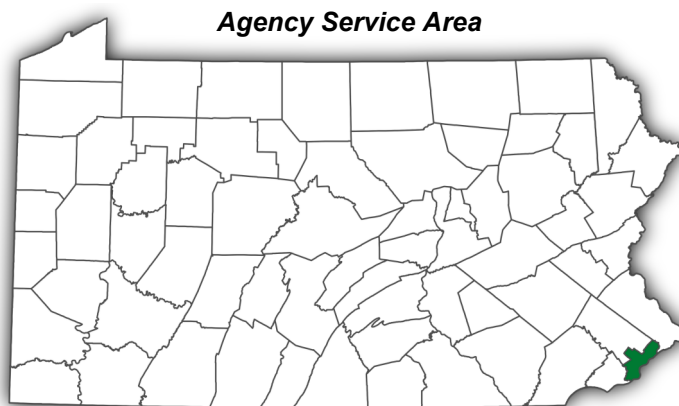


Operating Funds (000's)

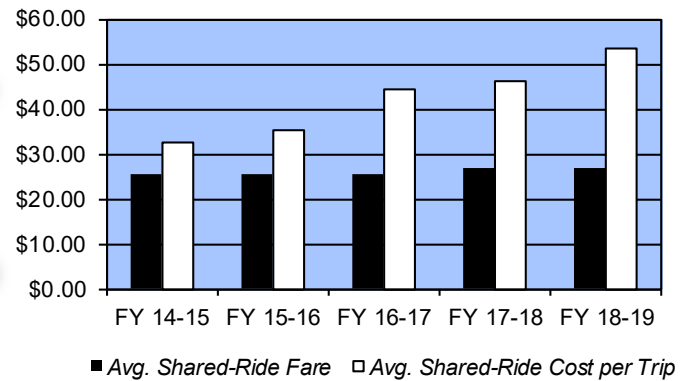
\$29,909



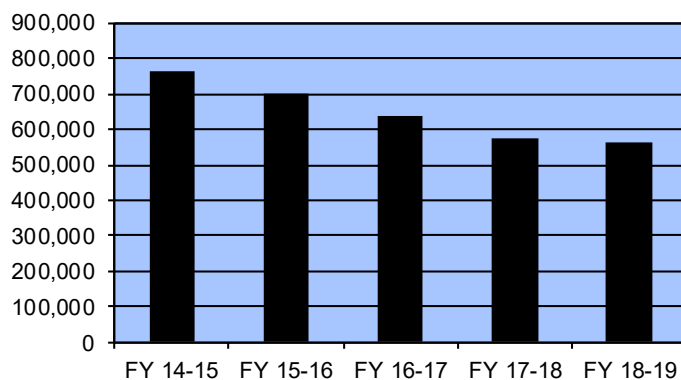
(SEPTA) Southeastern Pennsylvania Transportation Authority



Shared-Ride Fare Recovery



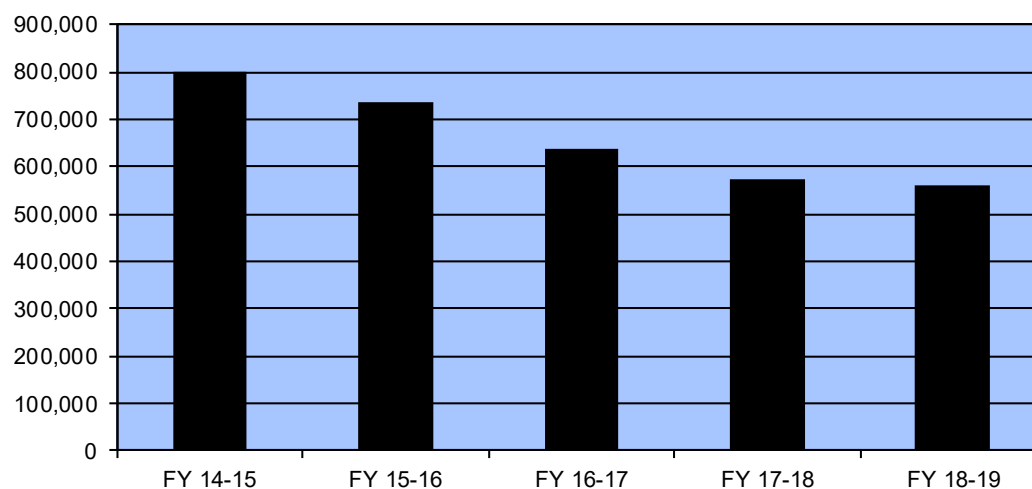
65+ Shared-Ride Trips



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



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: 62,990,158
Senior Passengers: 4,654,689
Revenue Vehicle Miles: 25,759,087
Revenue Vehicle Hours: 1,977,552



Current Employees
Agency Full-Time: 2,511
Contractor Full-Time: 292
Contractor Part-Time: 49
System-Wide: 2,852



Act 44 Operating Assistance
Section 1513 Allocation: \$235,098,508
Required Local Match: \$35,264,776

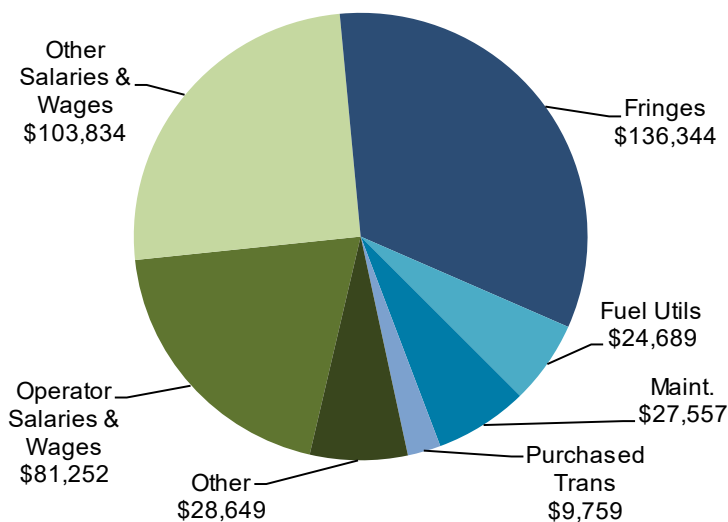


Current Fleet Size
Diesel/Gasoline Motor Bus: 693
CNG Motor Bus: 32
Street Car Rail/Light Rail: 81
Inclined Plane Cars: 2
Diesel/Gasoline Paratransit Vehicles: 333
System-Wide: 1,141

OPERATING PROFILES

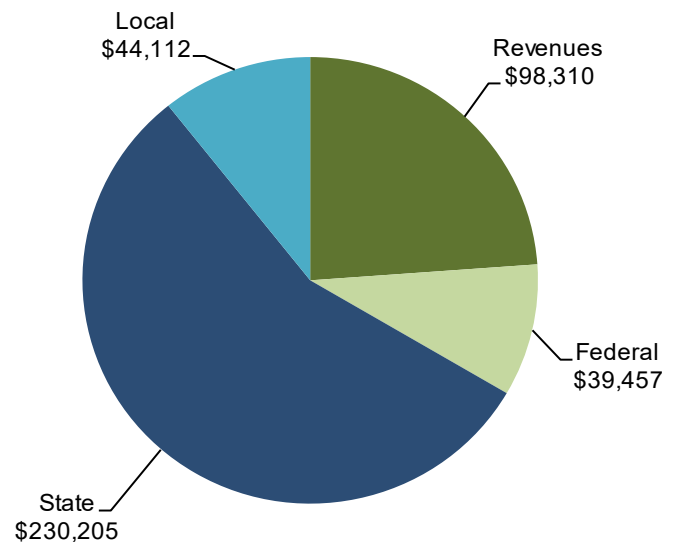
URBAN OPERATING BUDGET

Operating Expense (000's)
\$412,084



Expense includes ADA complementary and DAS expense.

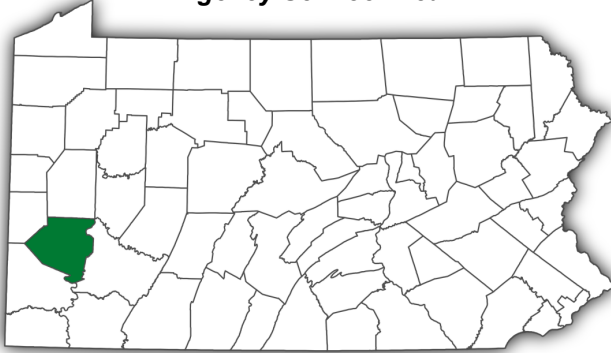
Operating Funds (000's)
\$412,084



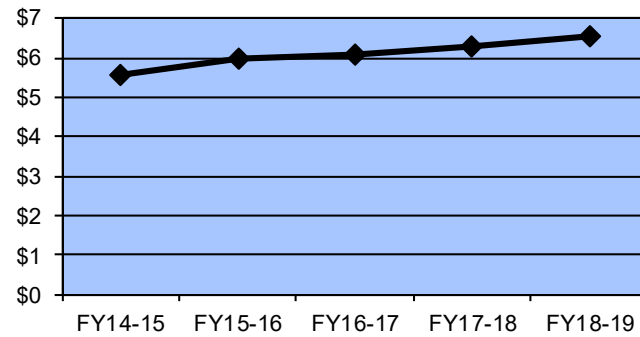
Revenue includes ADA complementary and DAS revenue.

(PAAC) Port Authority of Allegheny County

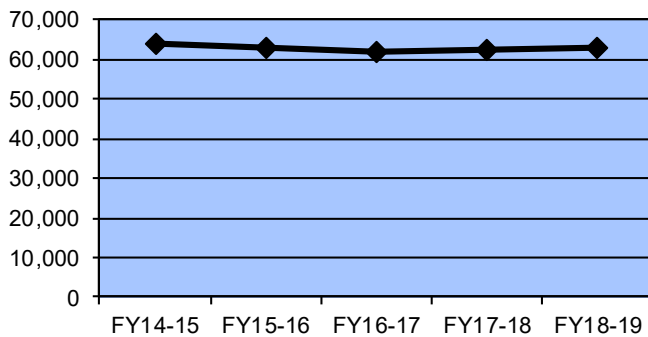
Agency Service Area



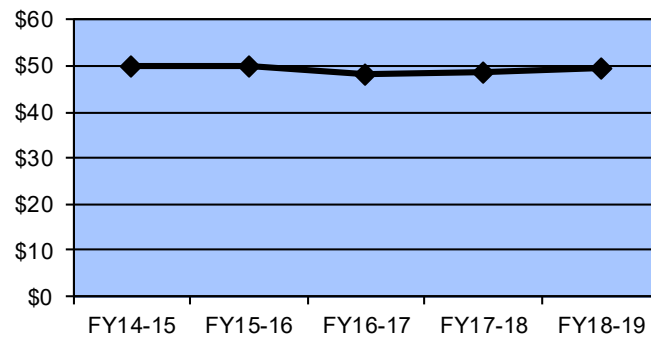
Operating Expense Per Passenger



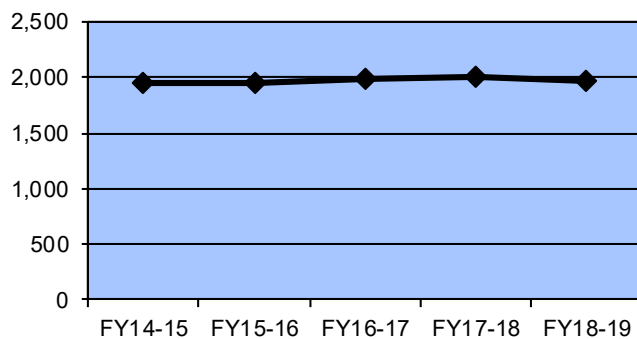
Total Passengers (000's)



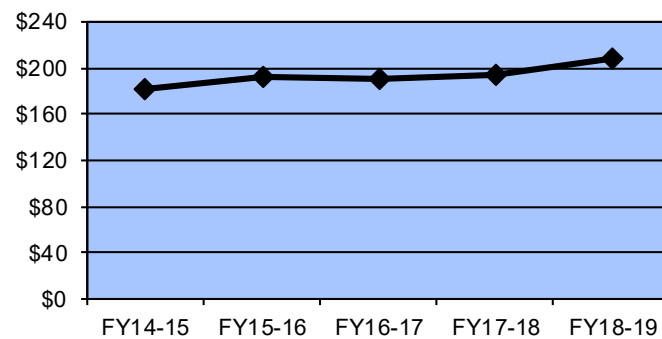
Operating Revenue Per Revenue Vehicle Hour



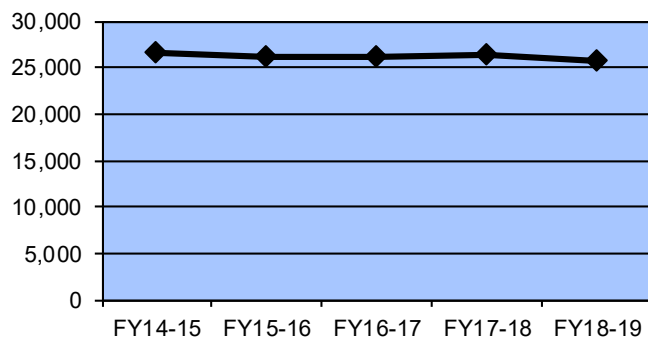
Revenue Vehicle Hours (000's)



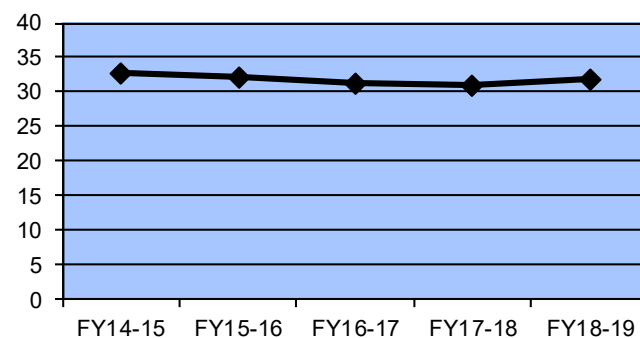
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary and DAS passengers.

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: \$23.18
Average Shared-Ride Cost per Trip: \$31.15
Fare Structure
Implementation Date: July 2018



Trip Information

65+ Trips: 528,050
PwD Trips: 29,813
Other Shared-Ride Trips: 281,607
Total Shared-Ride Trips: 839,470
Total Escorts: 56,343
Non-Public Trips: 50,581



Vehicles Operated in Maximum Service

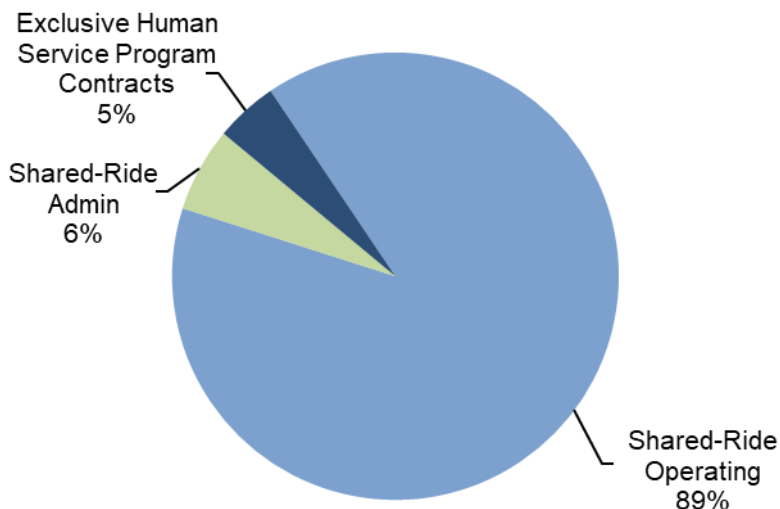
Community Transportation: 174

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

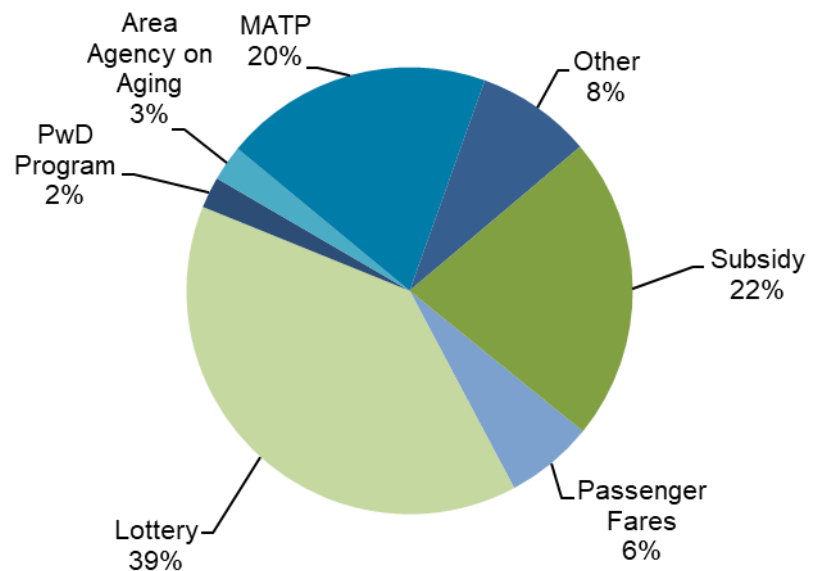
Operating Expense (000's)

\$27,391

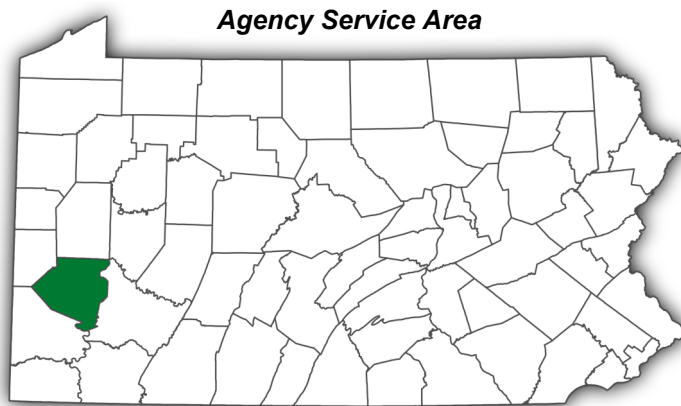


Operating Funds (000's)

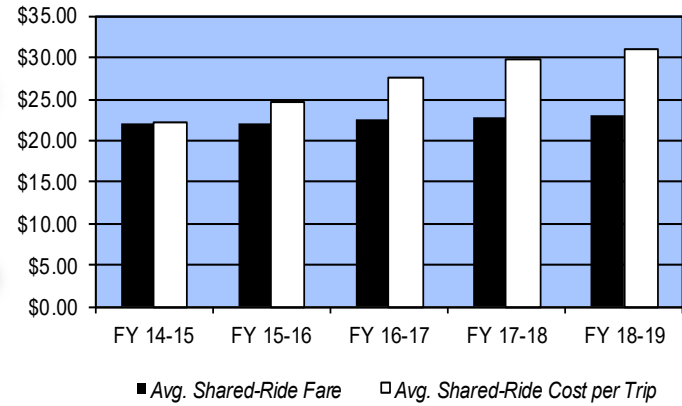
\$27,391



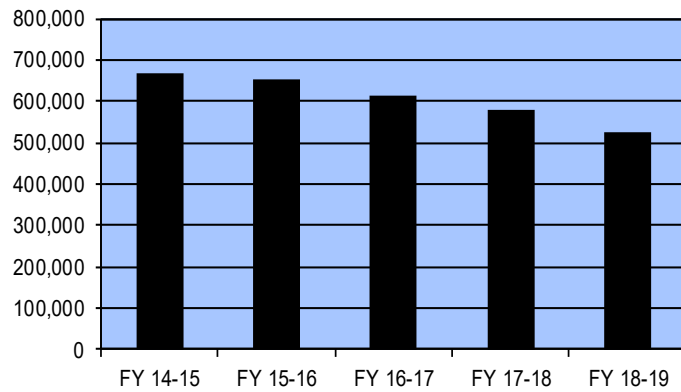
(PAAC) Port Authority of Allegheny County



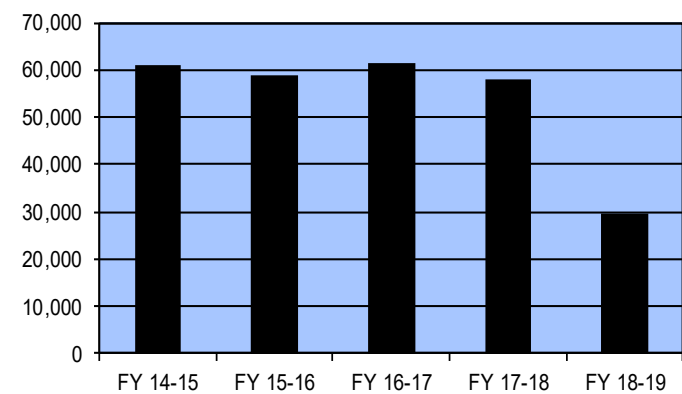
Shared-Ride Fare Recovery



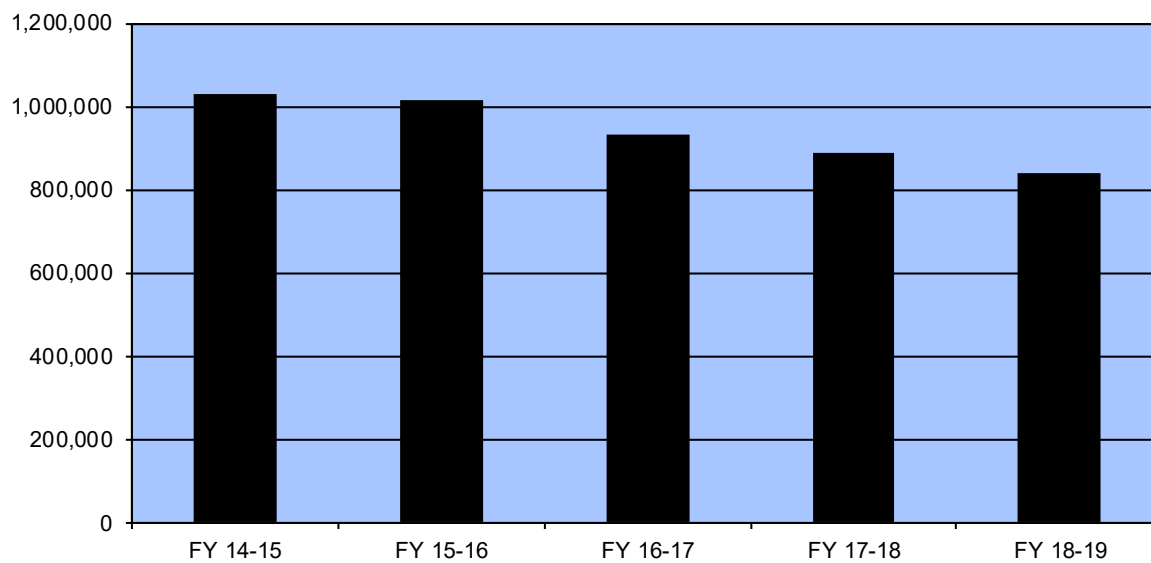
65+ Shared-Ride Trips



PwD Shared-Ride Trips*



Total Shared-Ride Trips



*Trips shifted to other eligible funding sources in FY18-19

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: \$16.21
Average Shared-Ride Cost per Trip: \$15.81
Fare Structure
Implementation Date: January 2019



Trip Information
65+ Trips: 25,707
PwD Trips: 2,065
Other Shared-Ride Trips: 20,849
Total Shared-Ride Trips: 48,621
Total Escorts: 2,394
Non-Public Trips: 32,208



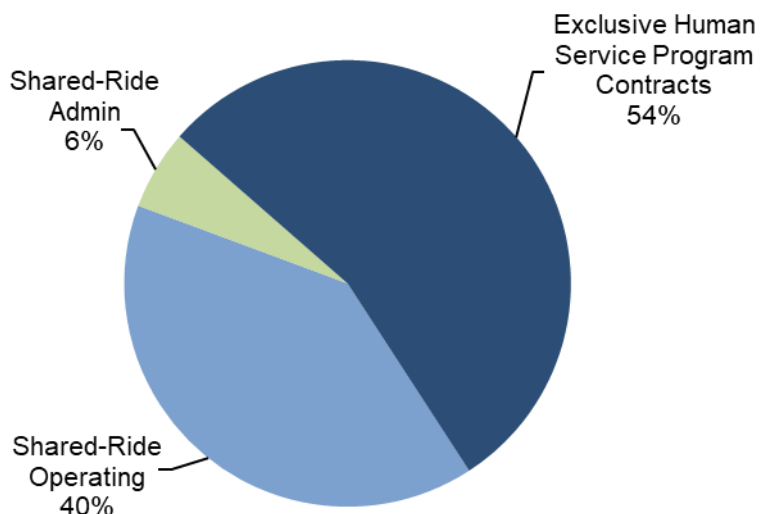
Vehicles Operated in Maximum Service
Community Transportation: 25

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

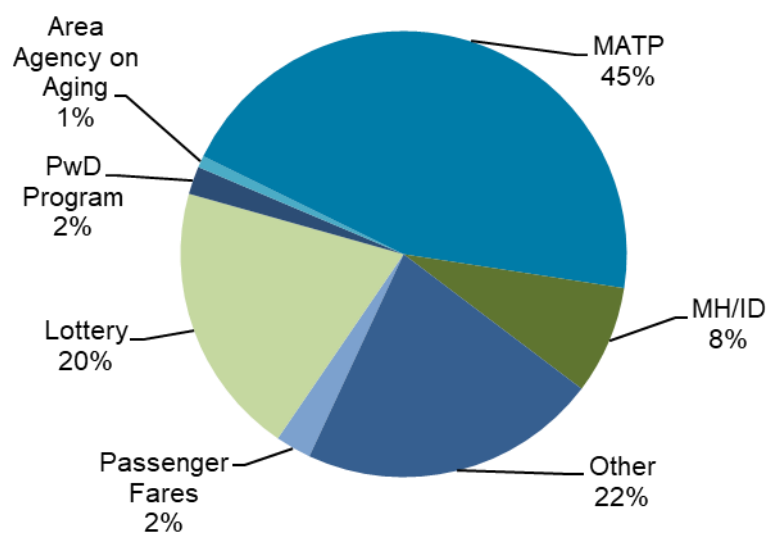
Operating Expense (000's)

\$1,686

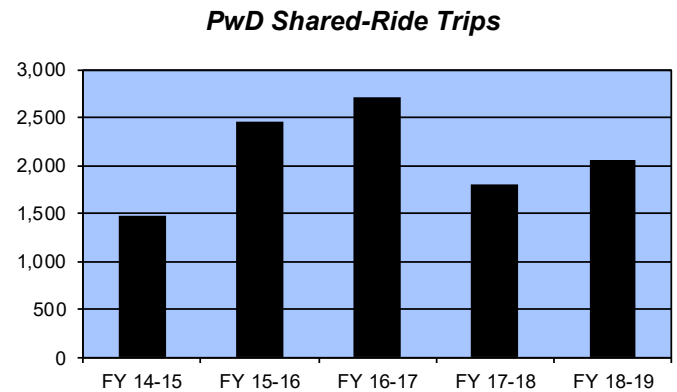
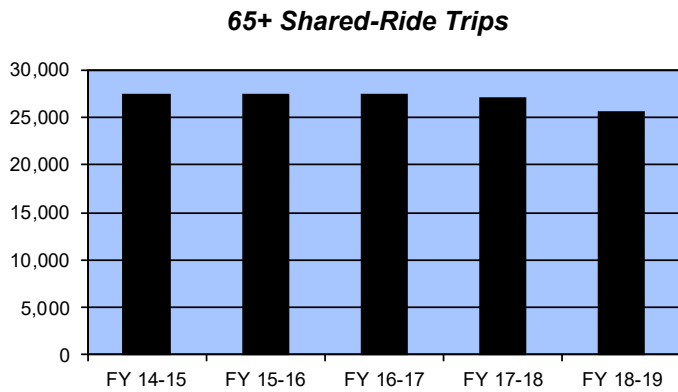
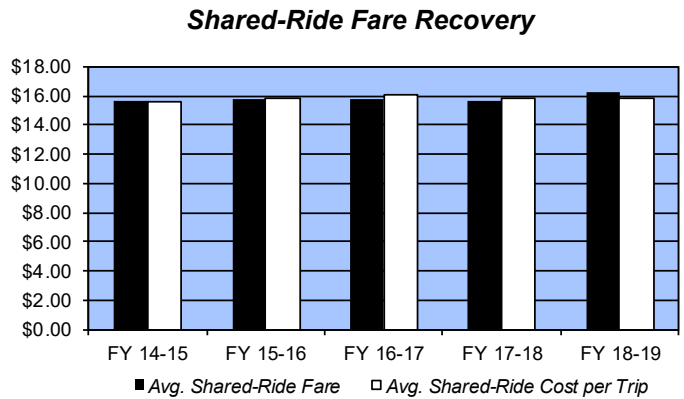
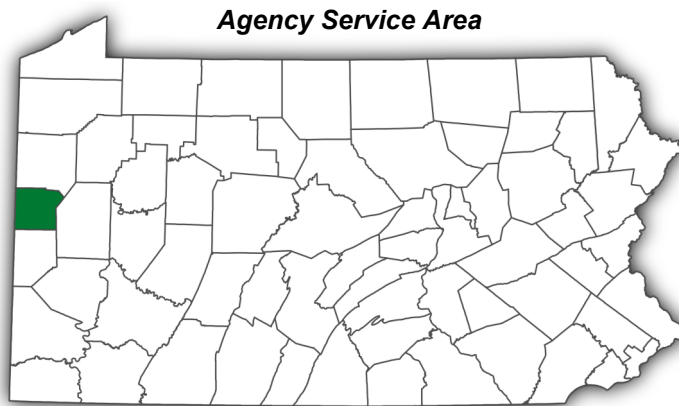


Operating Funds (000's)

\$1,722

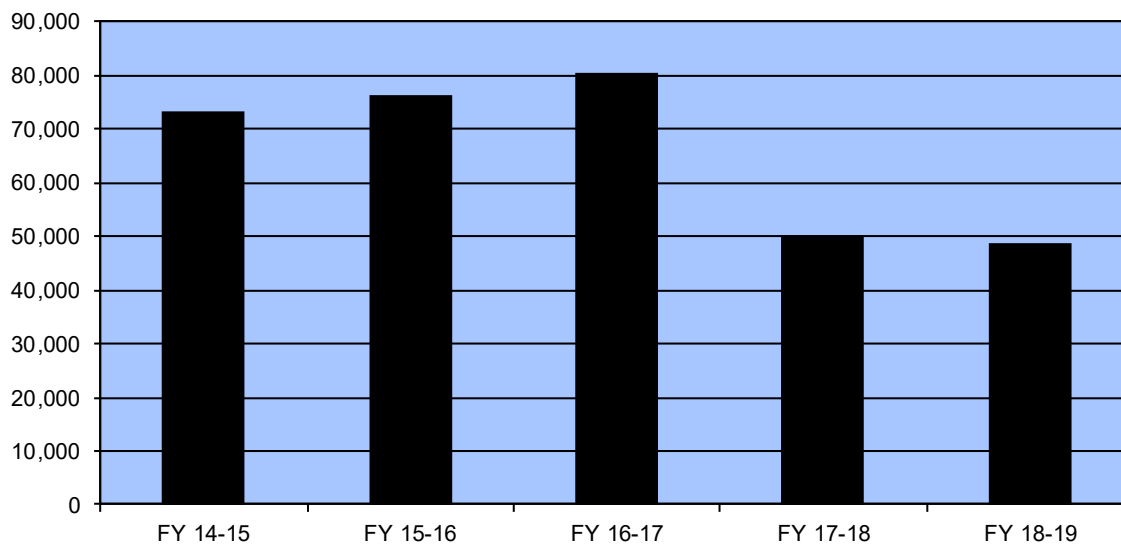


(ACTS) Allied Coordinated Transportation Services, Inc.



OPERATING PROFILES

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: \$1.70
Last Base Fare Increase: July 2019



Act 44 Fixed Route Distribution Factors

Total Passengers: 567,624
Senior Passengers: 69,288
Revenue Vehicle Miles: 620,437
Revenue Vehicle Hours: 47,343



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: \$3,136,851
Required Local Match: \$165,377



Current Fleet Size

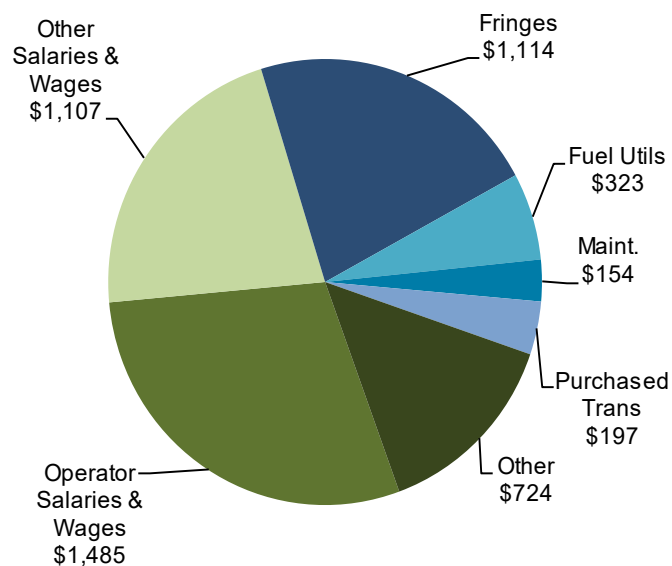
Diesel/Gasoline Motor Bus: 8
CNG Motor Bus: 16
Diesel/Gasoline Paratransit Vehicles: 2
System-Wide: 26

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

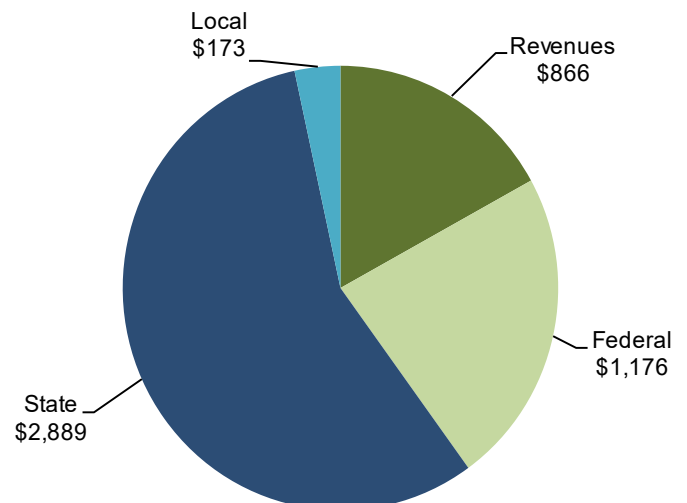
\$5,104



Expense includes ADA complementary expense.

Operating Funds (000's)

\$5,104



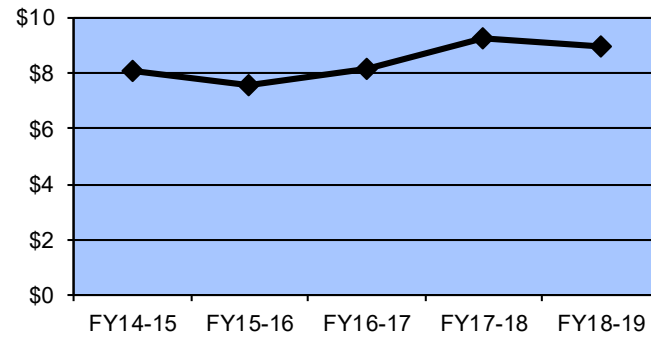
Revenue includes ADA complementary revenue.

(AMTRAN) Altoona Metro Transit

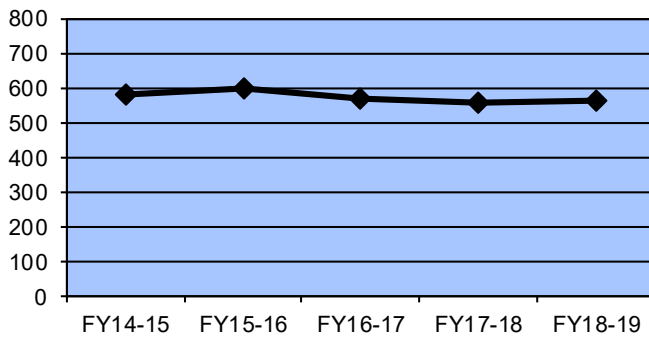
Agency Service Area



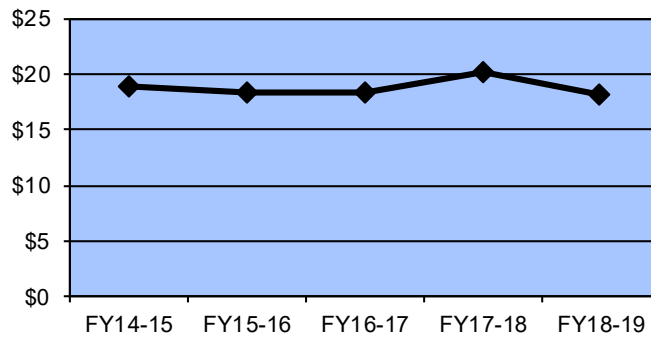
Operating Expense Per Passenger



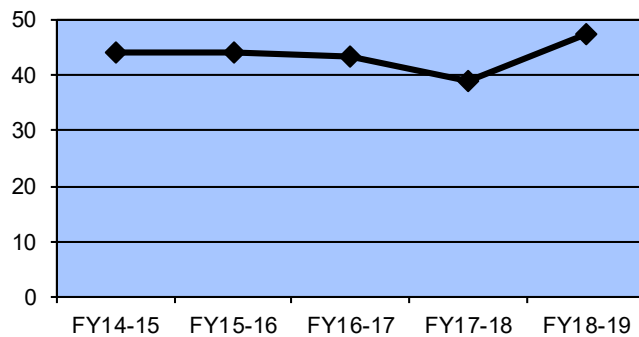
Total Passengers (000's)



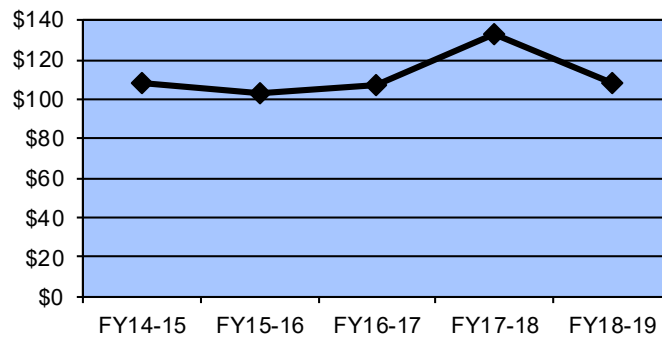
Operating Revenue Per Revenue Vehicle Hour



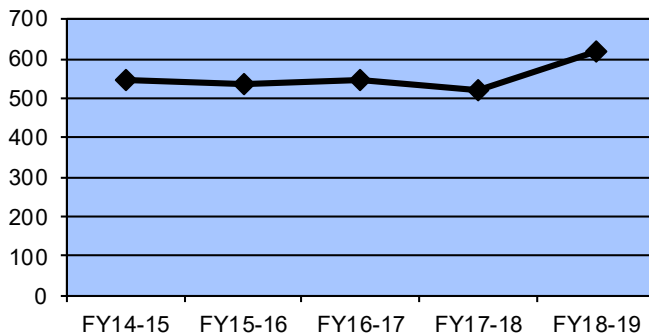
Revenue Vehicle Hours (000's)



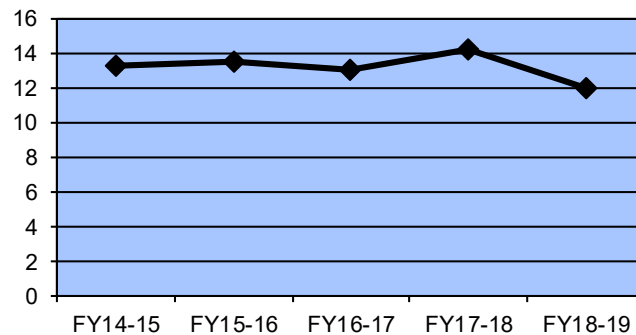
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: 5,092
Population: 224,780



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 425,898
Senior Passengers: 45,226
Revenue Vehicle Miles: 1,510,224
Revenue Vehicle Hours: 117,267



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$5,586,366
Required Local Match*: \$369,155



Current Fleet Size

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

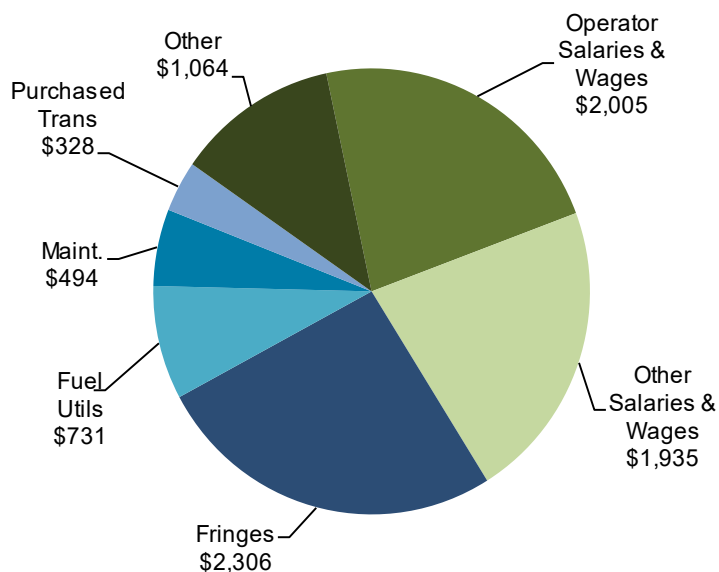
*ATA was approved for a partial local match waiver due to regional consolidation savings, thus required local match is reduced to \$318,026.

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

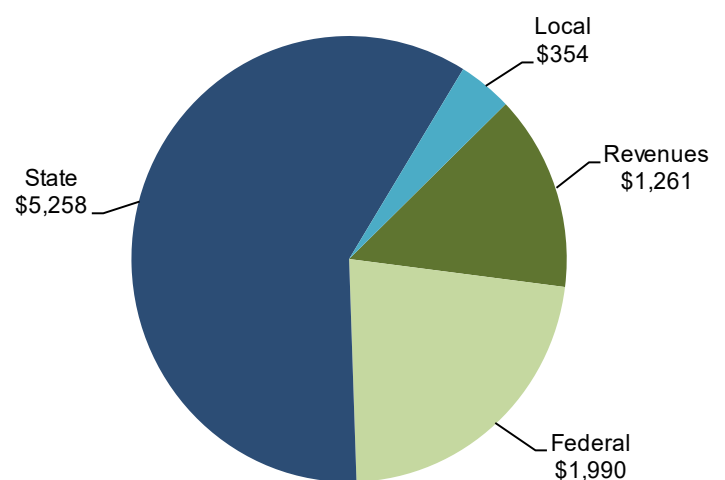
\$8,863



Expense includes DAS expense.

Operating Funds (000's)

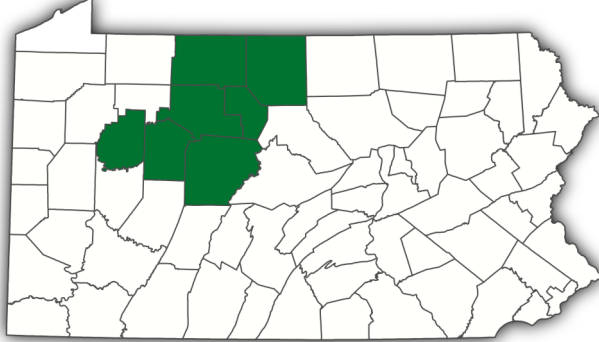
\$8,863



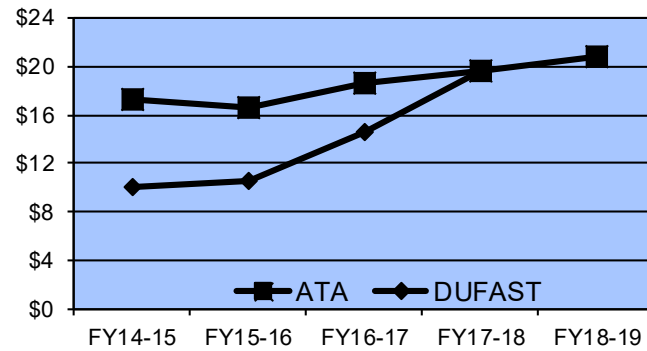
Revenue includes DAS revenue.

(ATA) Area Transportation Authority of North Central PA

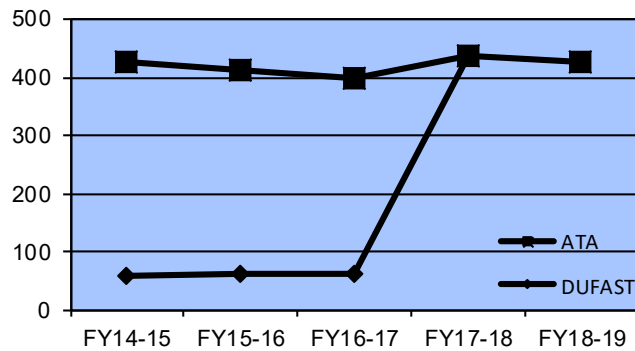
Agency Service Area



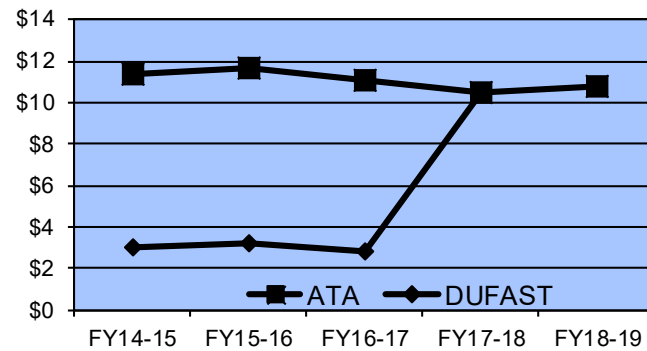
Operating Expense Per Passenger



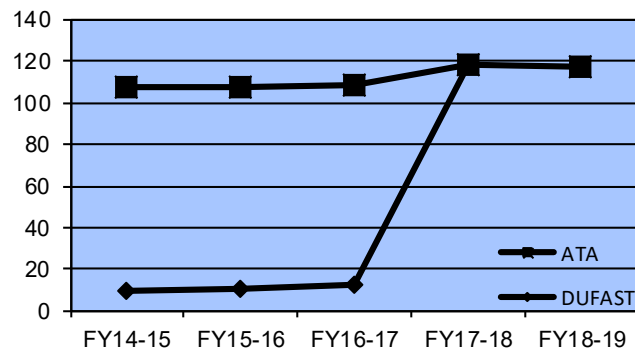
Total Passengers (000's)



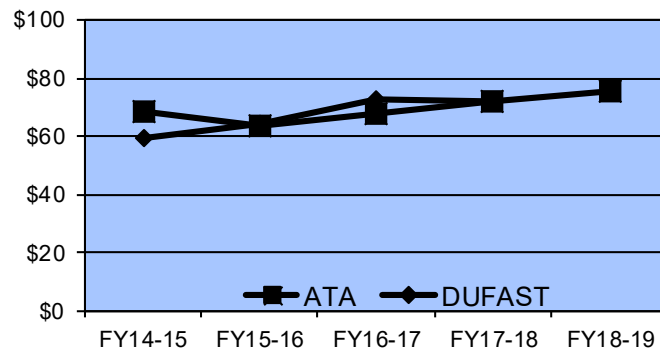
Operating Revenue Per Revenue Vehicle Hour



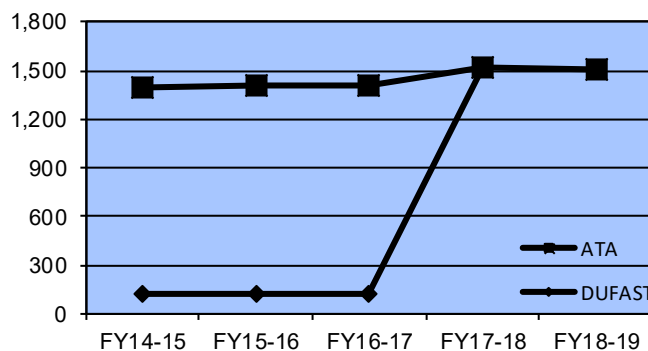
Revenue Vehicle Hours (000's)



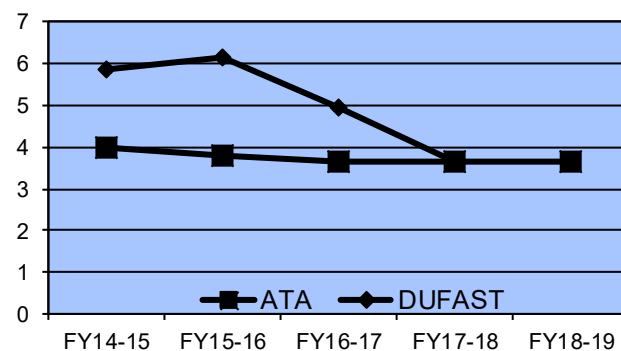
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include DAS passengers.

OPERATING PROFILES

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: \$5.38
Average Shared-Ride Cost per Trip: \$34.91
Fare Structure
Implementation Date: July 2009



Trip Information

65+ Trips: 53,553
PwD Trips: 24,269
Other Shared-Ride Trips: 71,320
Total Shared-Ride Trips: 149,142
Total Escorts: 11,128
Non-Public Trips: 16,700



Vehicles Operated in Maximum Service

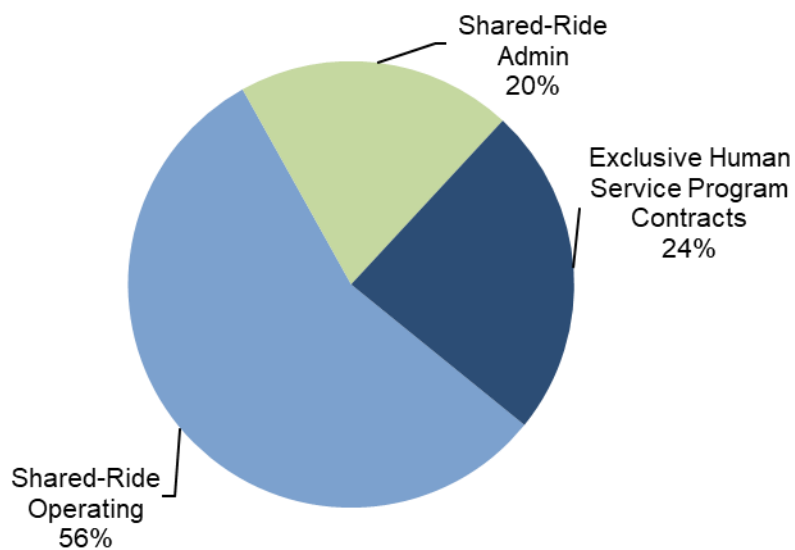
Community Transportation: 42

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

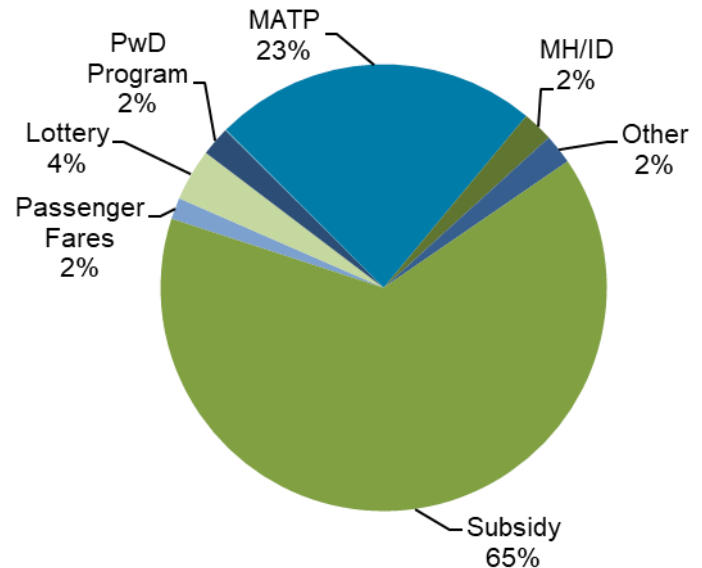
Operating Expense (000's)

\$6,845

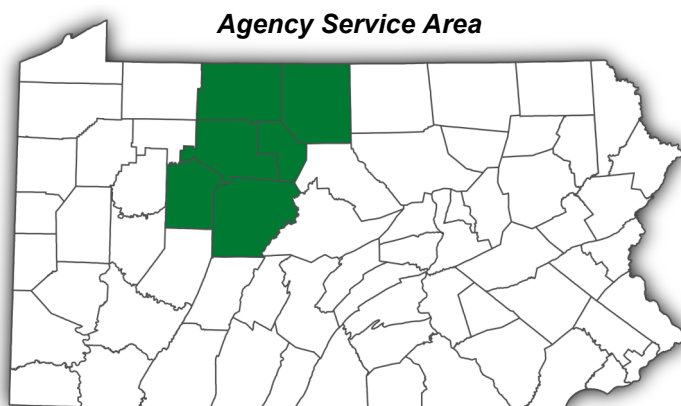


Operating Funds (000's)

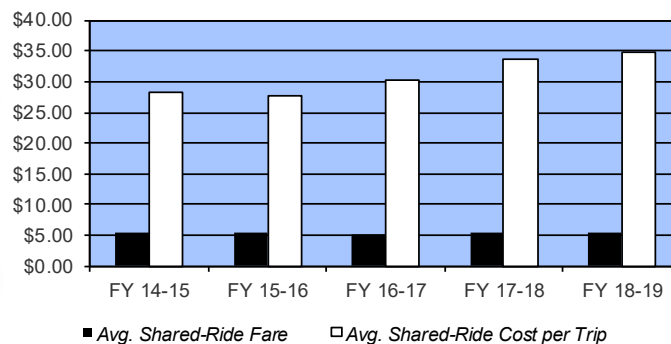
\$6,861



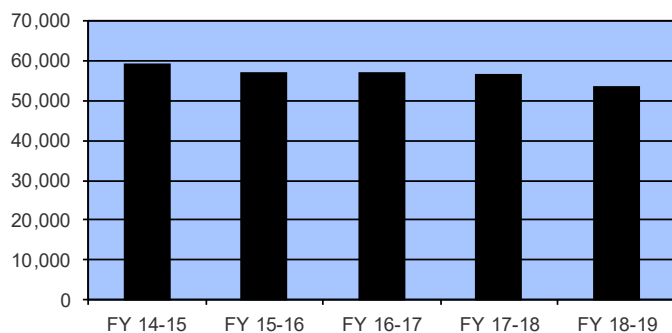
(ATA) Area Transportation Authority of North Central PA



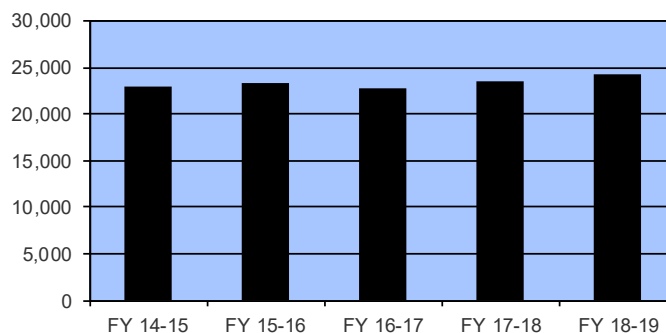
Shared-Ride Fare Recovery



65+ Shared-Ride Trips

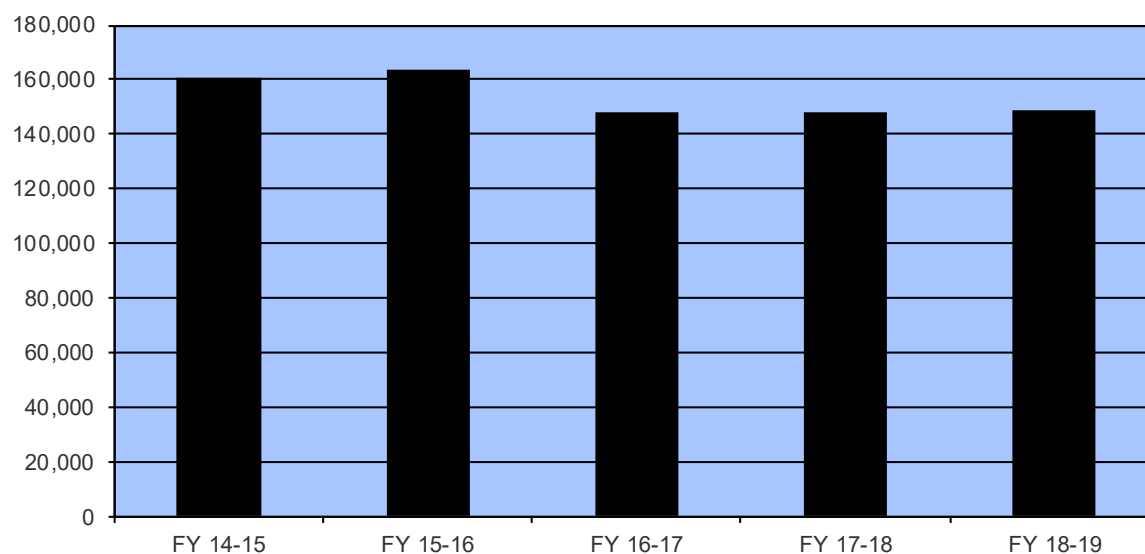


PwD Shared-Ride Trips



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: 780,983
Senior Passengers: 82,487
Revenue Vehicle Miles: 896,316
Revenue Vehicle Hours: 53,767



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



Act 44 Operating Assistance
Section 1513 Allocation: \$3,949,243
Required Local Match: \$592,386



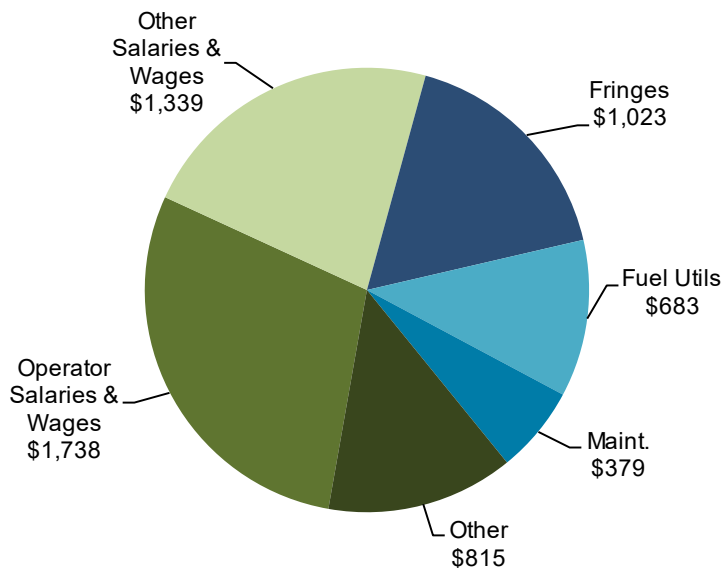
Current Fleet Size
Diesel/Gasoline Motor Bus: 6
CNG Motor Bus: 17
Diesel/Gasoline Paratransit Vehicle: 23
System-Wide: 46

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

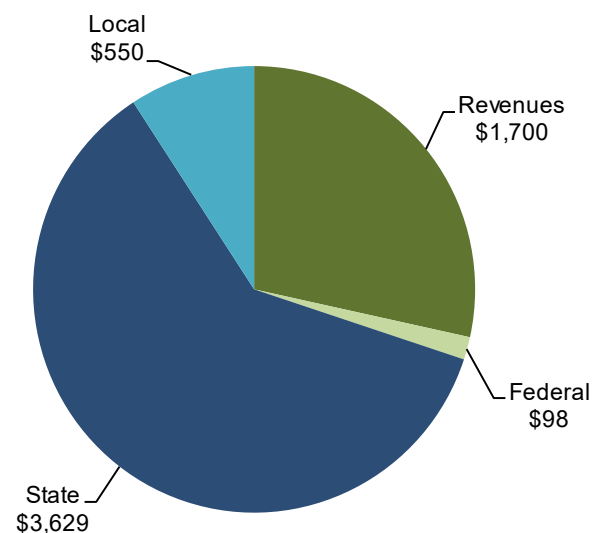
\$5,977



Expense includes DAS expense.

Operating Funds (000's)

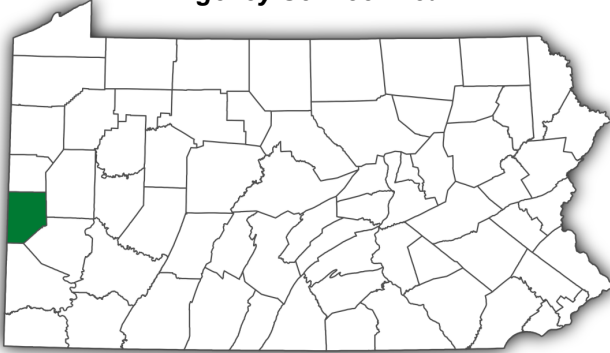
\$5,977



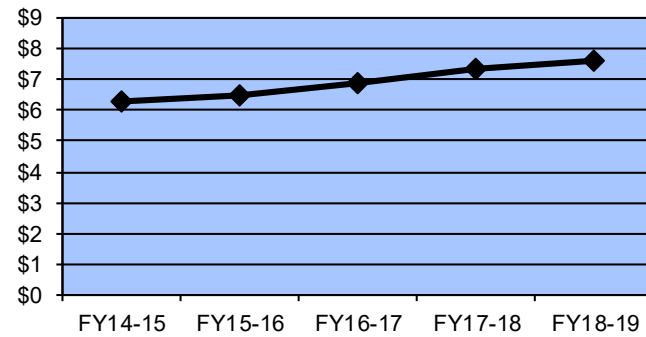
Revenue includes DAS revenue.

(BCTA) Beaver County Transit Authority

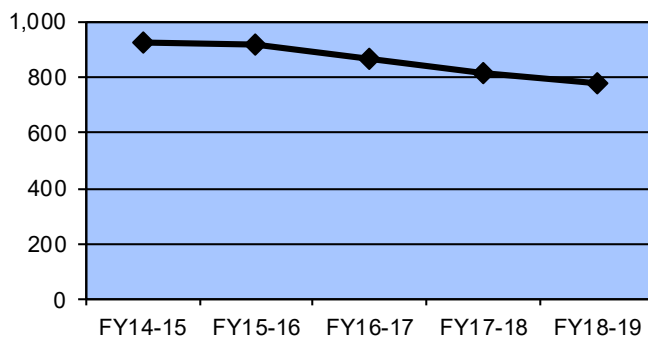
Agency Service Area



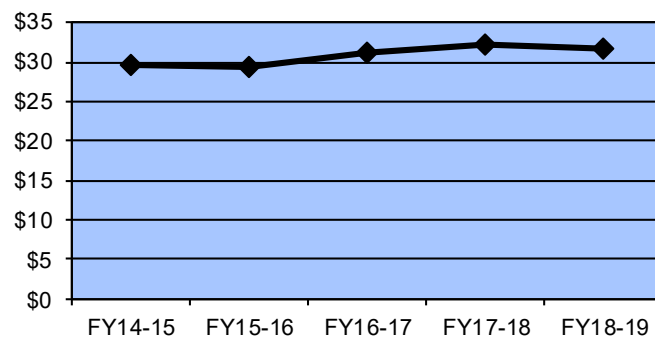
Operating Expense Per Passenger



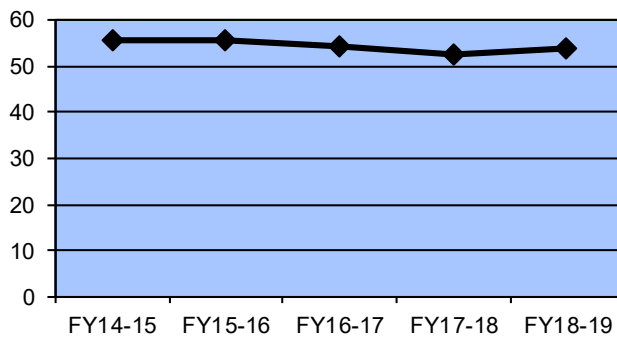
Total Passengers (000's)



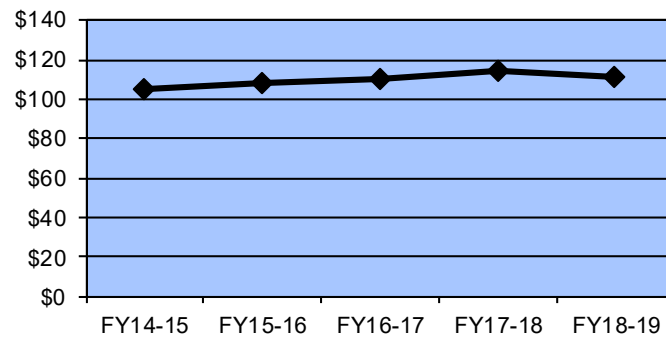
Operating Revenue Per Revenue Vehicle Hour



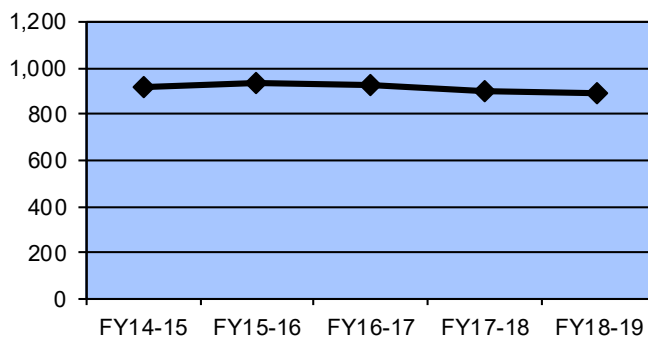
Revenue Vehicle Hours (000's)



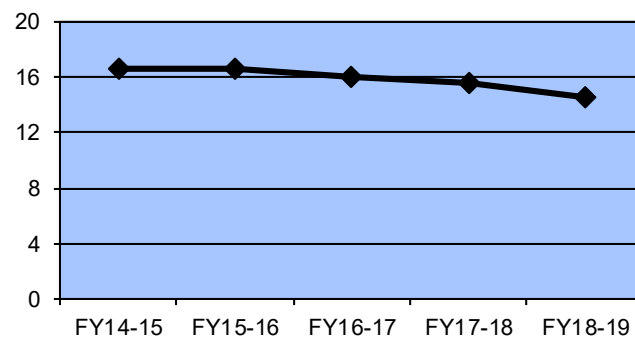
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$21.50
Average Shared-Ride Cost per Trip: \$28.96
Fare Structure
Implementation Date: July 2019



Trip Information

65+ Trips: 28,484
Other Shared-Ride Trips: 48,343
Total Shared-Ride Trips: 76,827
Total Escorts: 4,319
Non-Public Trips: 69,195



Vehicles Operated in Maximum Service

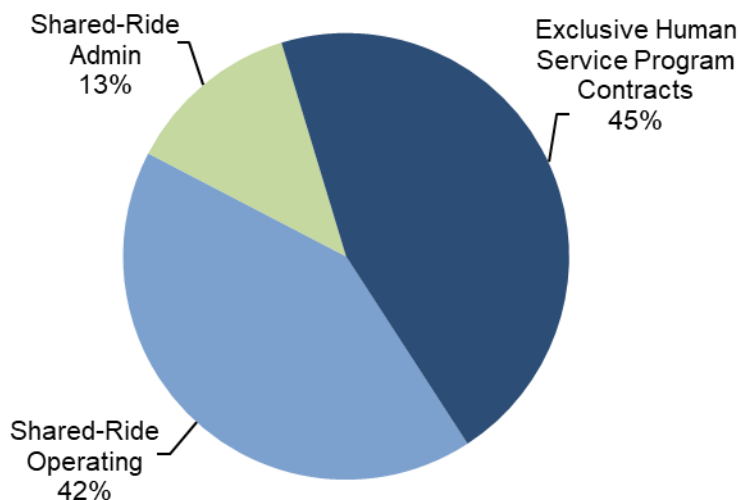
Community Transportation: 16

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

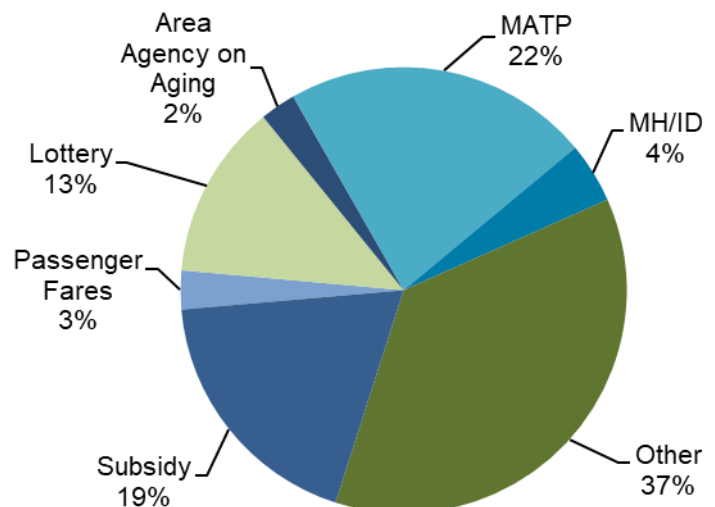
Operating Expense (000's)

\$4,083

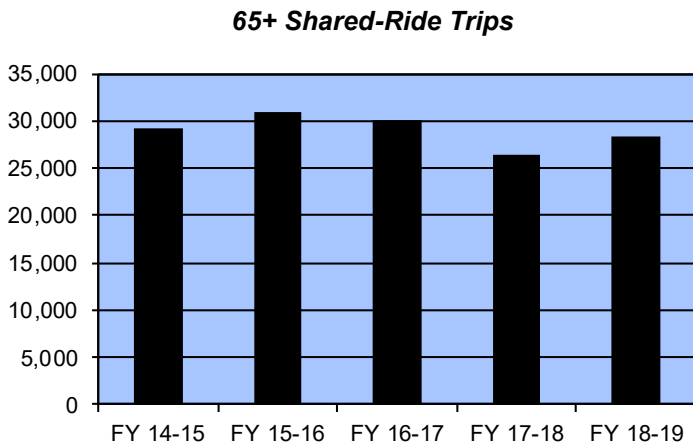
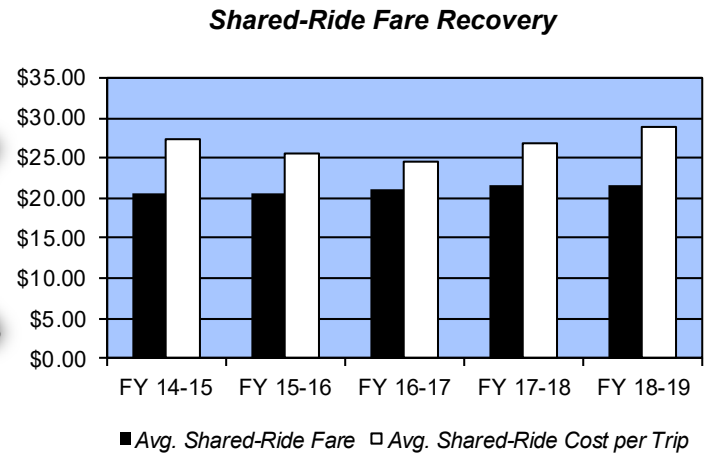
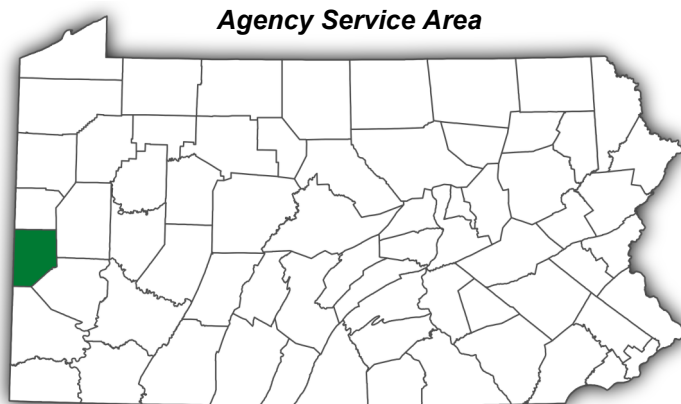


Operating Funds (000's)

\$4,081



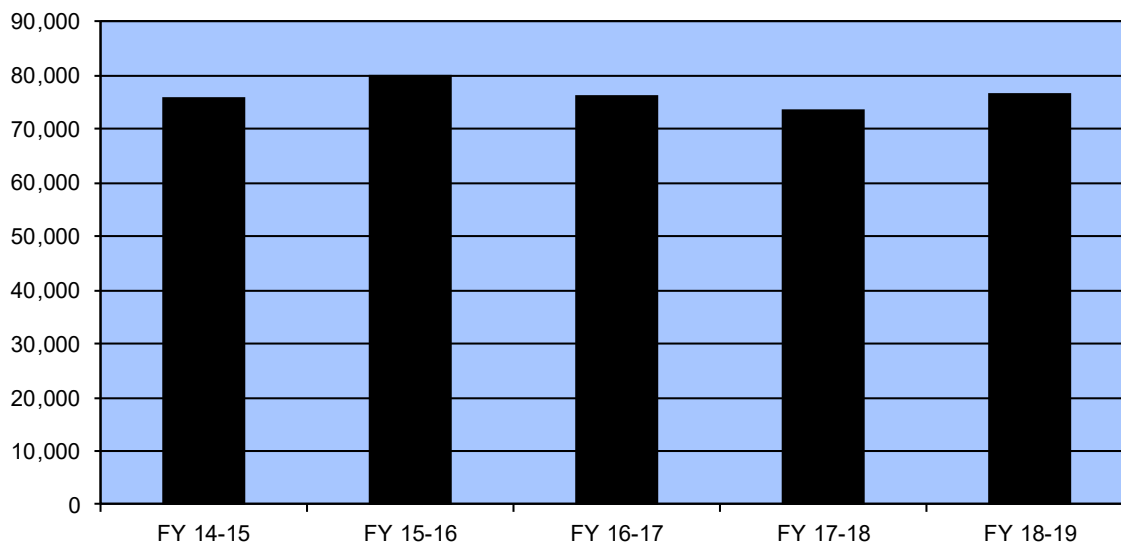
(BCTA) Beaver County Transit Authority



PwD Shared-Ride Trips

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

Total Shared-Ride Trips



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: \$17.73
Average Shared-Ride Cost per Trip: \$19.49
Fare Structure
Implementation Date: September 2014



Trip Information
65+ Trips: 68,854
PwD Trips: 1,300
Other Shared-Ride Trips: 42,791
Total Shared-Ride Trips: 112,945
Total Escorts: 2,763
Non-Public Trips: 262



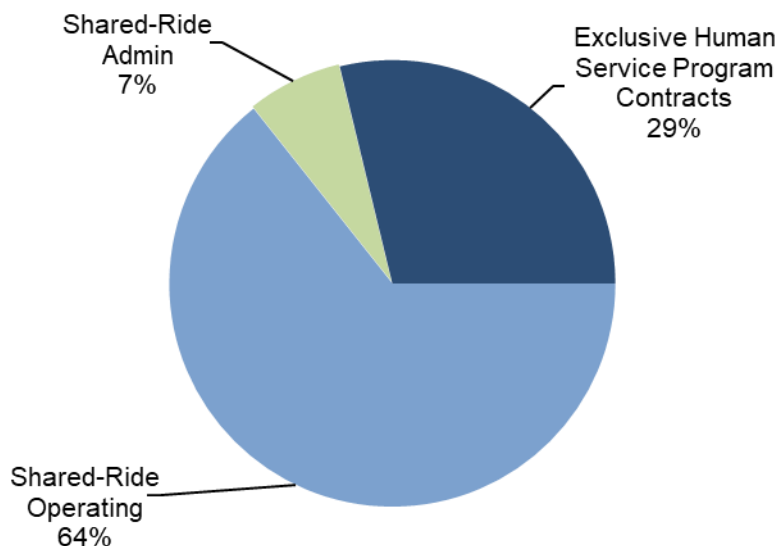
Vehicles Operated in Maximum Service
Community Transportation: 25

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

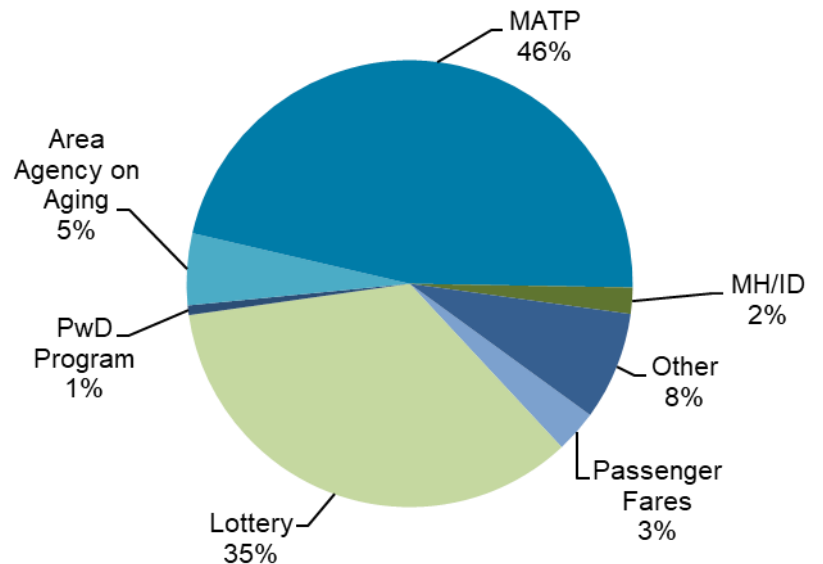
Operating Expense (000's)

\$3,092



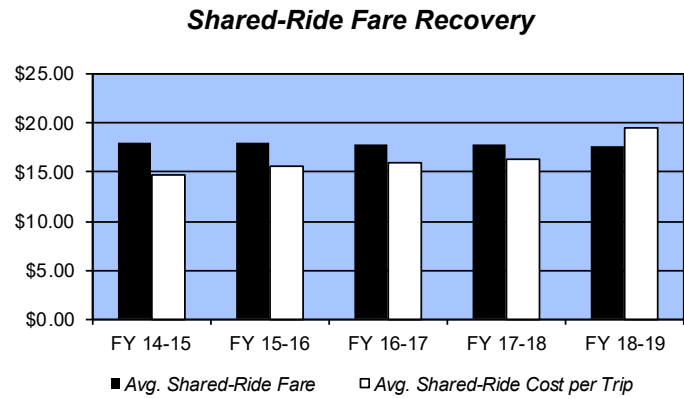
Operating Funds (000's)

\$2,959*

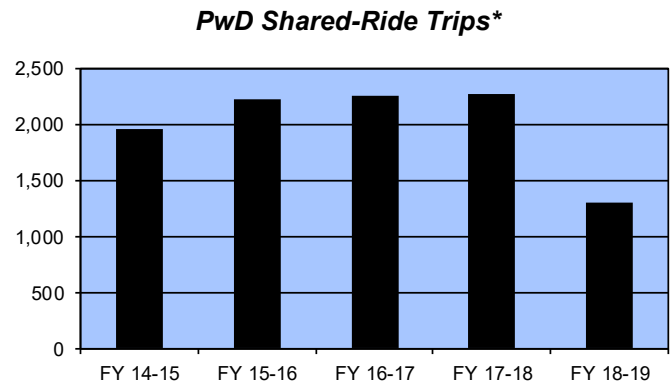
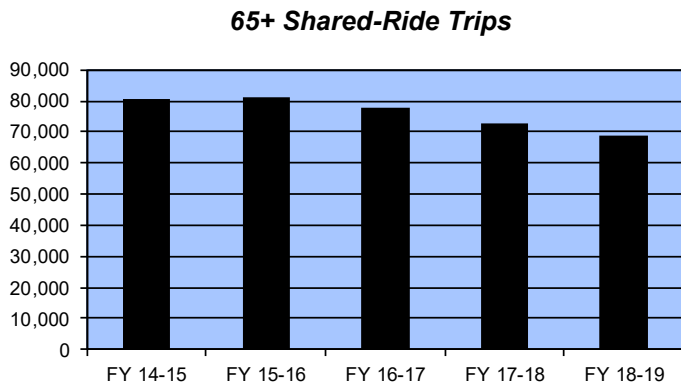


*Deficit will be covered by retained earnings

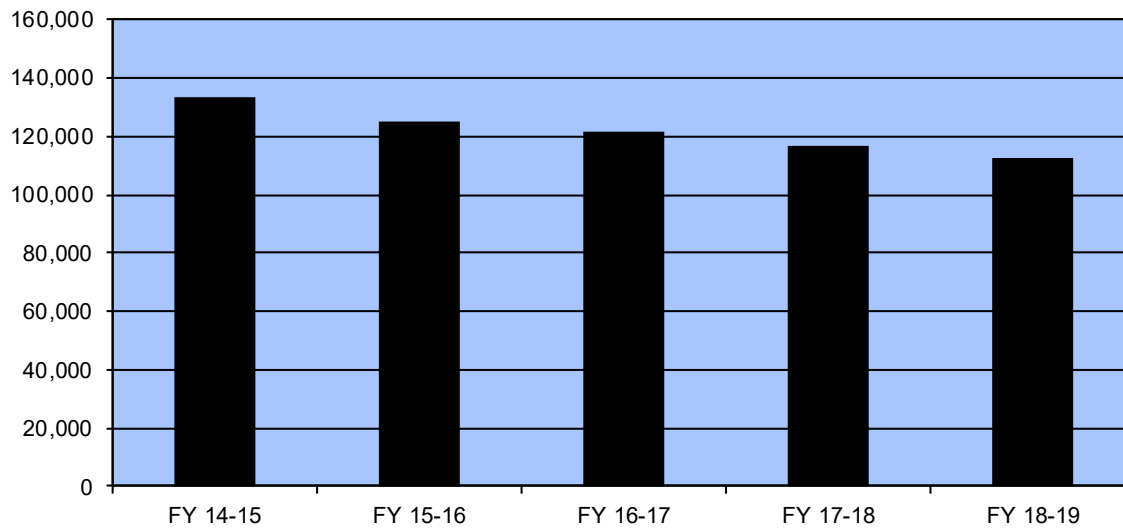
Blair Senior Services, Inc.



OPERATING PROFILES



Total Shared-Ride Trips



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

Borough of Mount Carmel (LATS)

Rural System



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



House District
Northumberland: 107, 108
Senate District
Northumberland: 27



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



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



Act 44 Fixed Route Distribution Factors
Total Passengers: 32,821
Senior Passengers: 13,910
Revenue Vehicle Miles: 65,120
Revenue Vehicle Hours: 5,900



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



Act 44 Operating Assistance
Section 1513 Allocation: \$320,707
Required Local Match: \$13,434

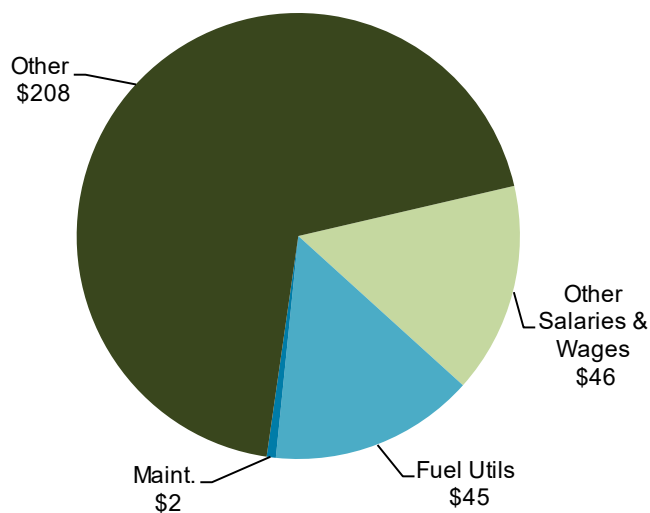


Current Fleet Size
Diesel/Gasoline Motor Bus: 3
System-Wide: 3

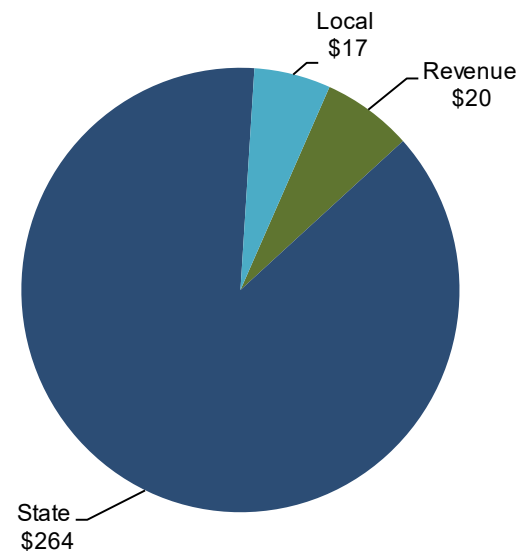
OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)
\$301



Operating Funds (000's)
\$301

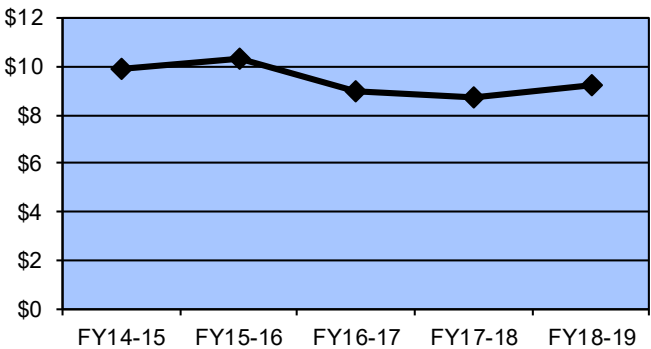


(LATS) Borough of Mount Carmel

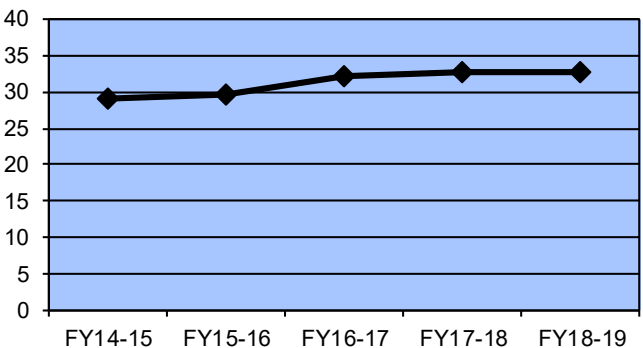
Agency Service Area



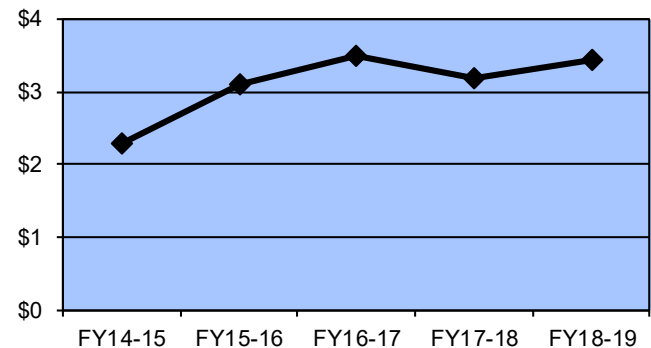
Operating Expense Per Passenger



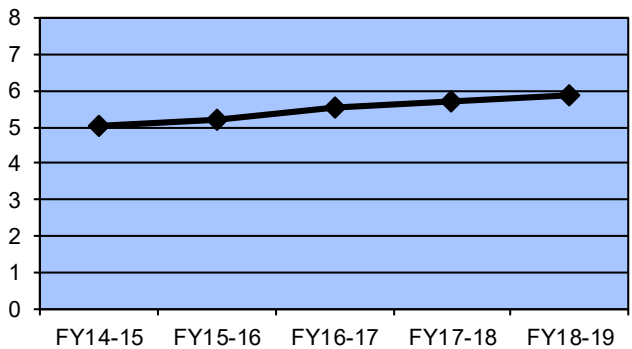
Total Passengers (000's)



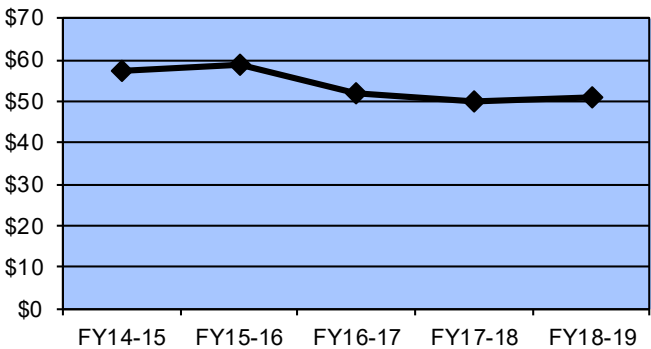
Operating Revenue Per Revenue Vehicle Hour



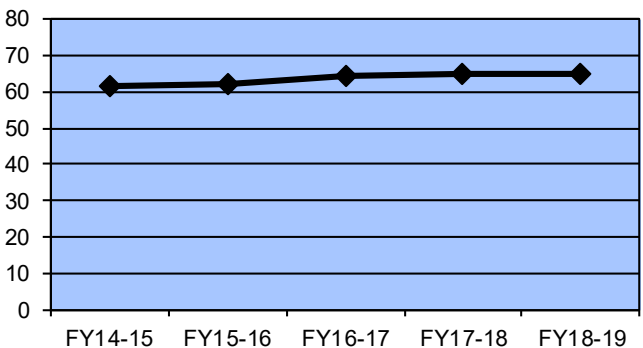
Revenue Vehicle Hours (000's)



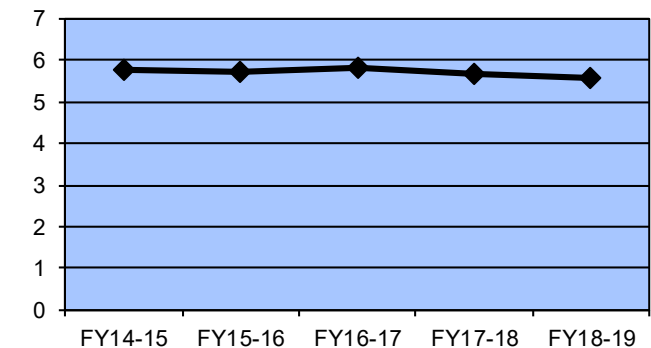
Operating Expense Per Revenue Vehicle Hour



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: \$25.64
Average Shared-Ride Cost per Trip: \$25.60
Fare Structure
Implementation Date: September 2015



Trip Information

65+ Trips: 84,797
PwD Trips: 30,896
Other Shared-Ride Trips: 1,136
Total Shared-Ride Trips: 116,829
Total Escort Trips: 4,296
Non-Public Trips: 347,422



Vehicles Operated in Maximum Service

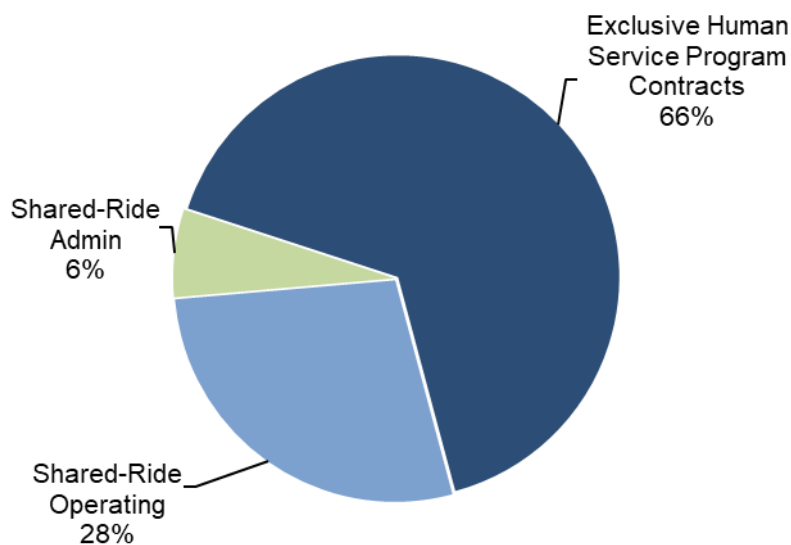
Community Transportation: 103

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

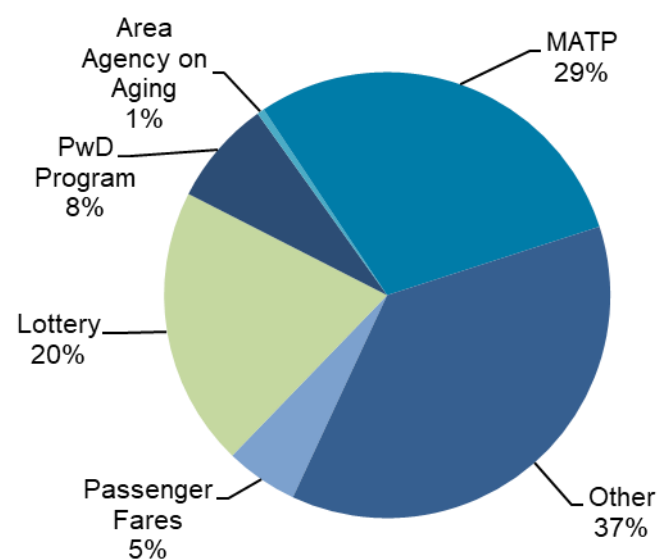
Operating Expense (000's)

\$8,751

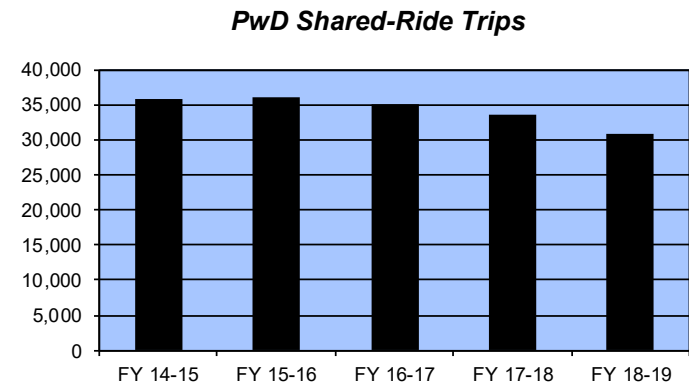
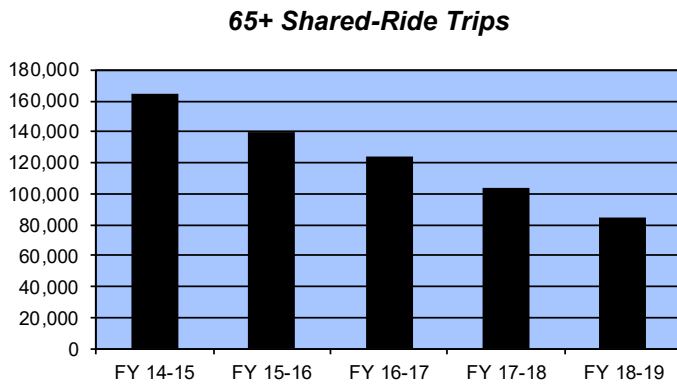
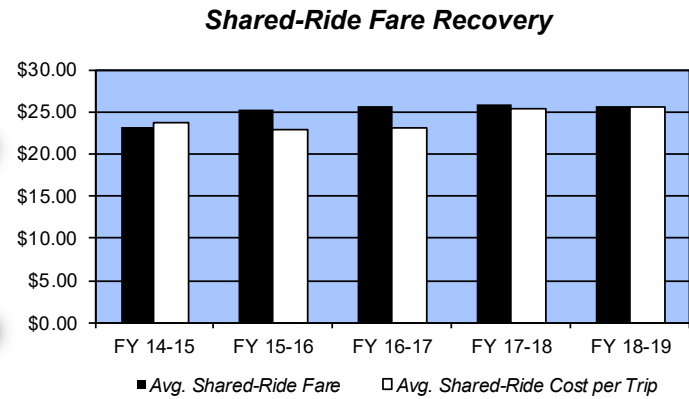
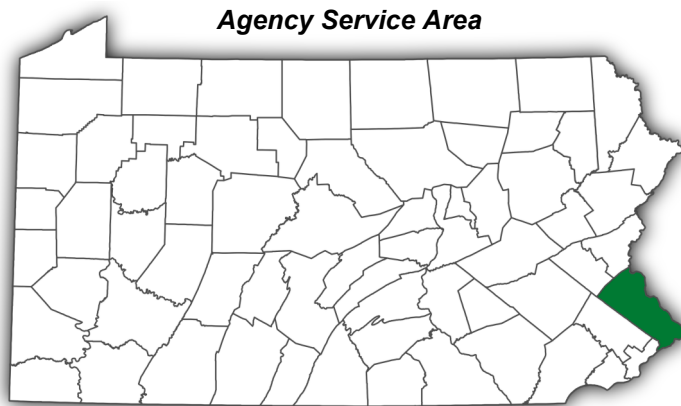


Operating Funds (000's)

\$8,953

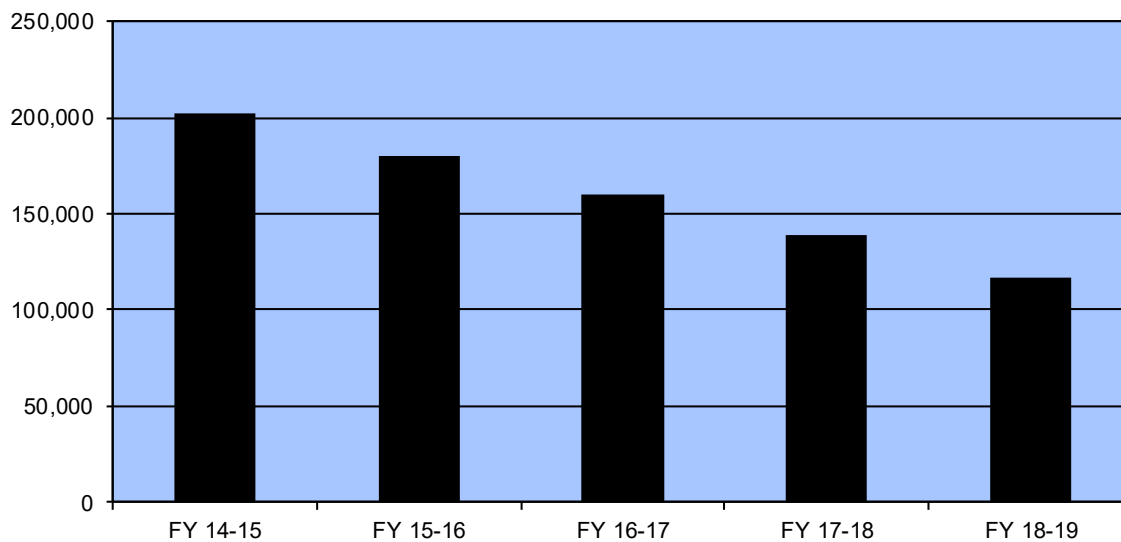


Bucks County Transport, Inc.



OPERATING PROFILES

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. Janine Kennedy, 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: \$15.15
Average Shared-Ride Cost per Trip: \$15.34
Fare Structure
Implementation Date: January 2013



Trip Information

65+ Trips: 22,840
PWD Trips: 4,868
Other Shared-Ride Trips: 26,780
Total Shared-Ride Trips: 54,488



Vehicles Operated in Maximum Service

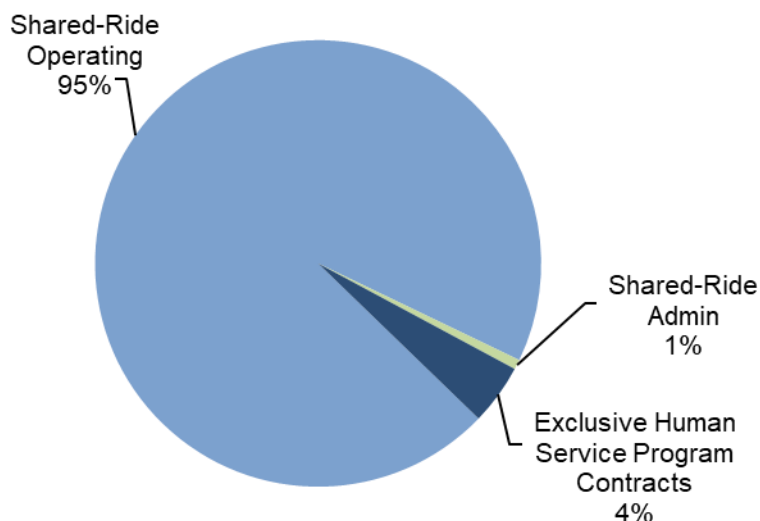
Community Transportation: 20

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

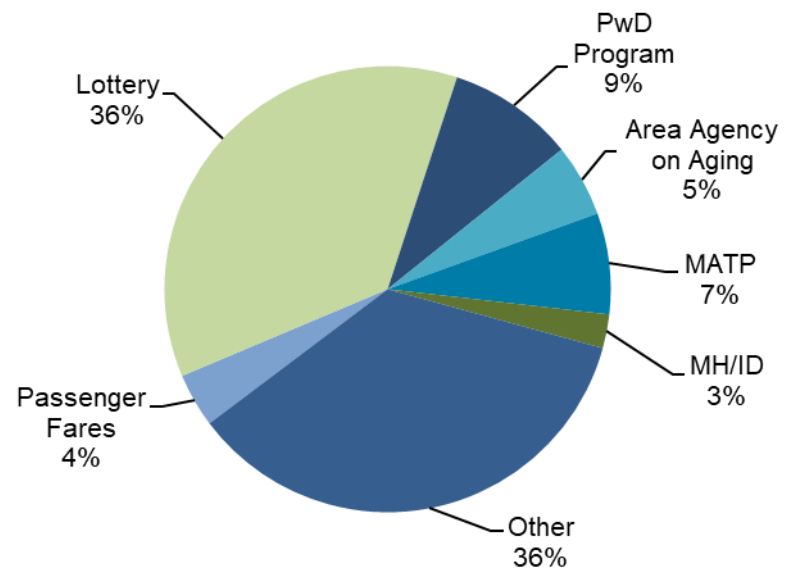
Operating Expense (000's)

\$874

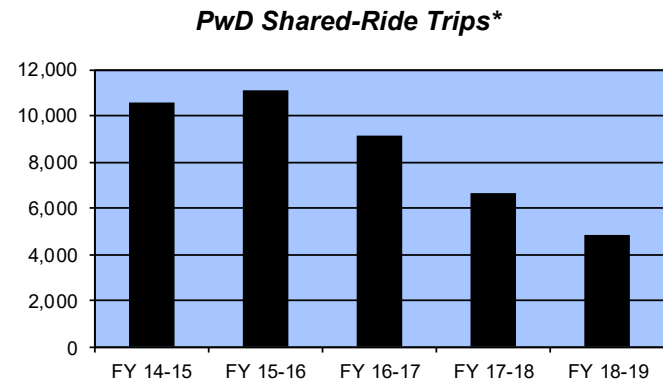
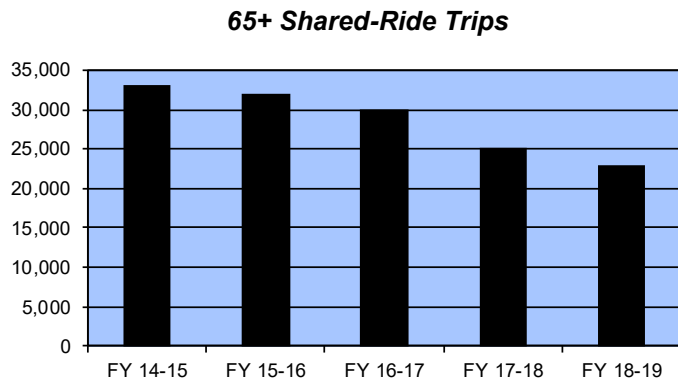
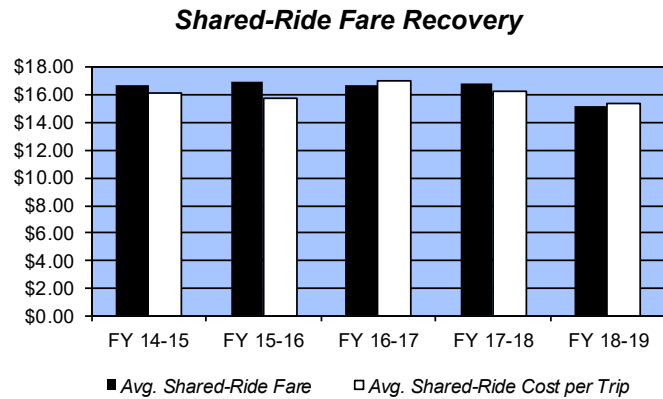
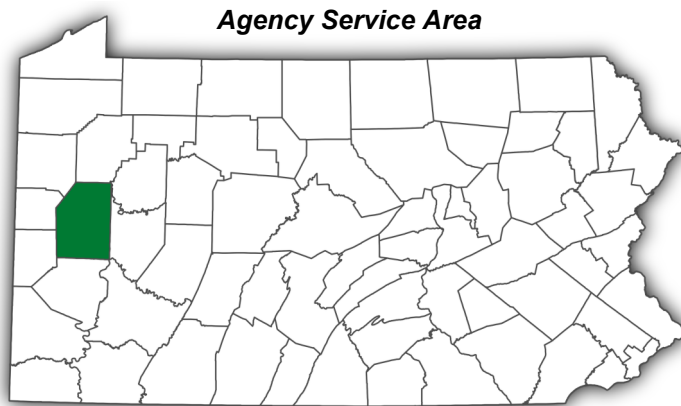


Operating Funds (000's)

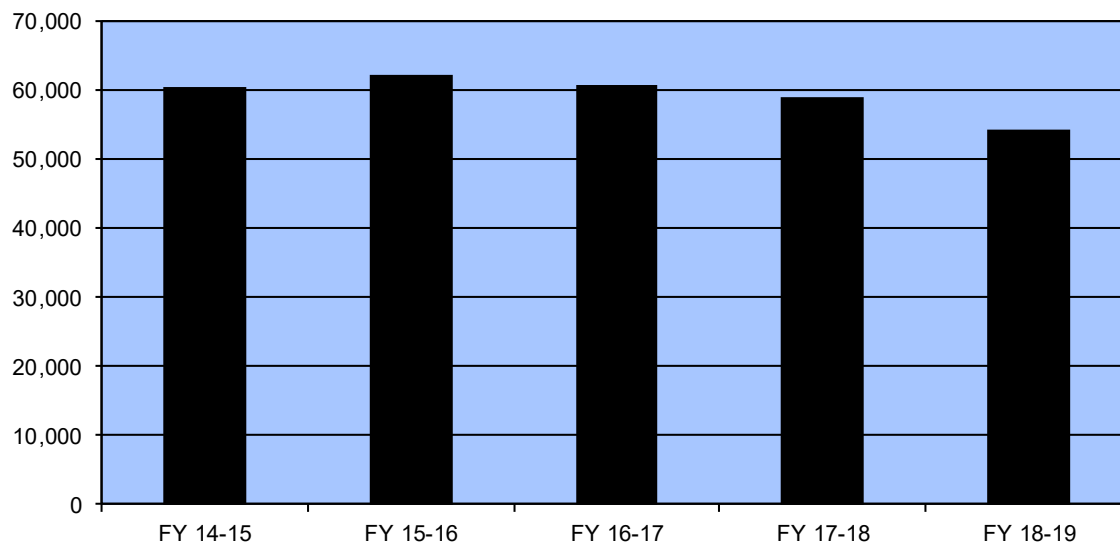
\$864



(BART) Butler County



Total Shared-Ride Trips



*Trips shifted to other eligible funding sources

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: 187,529
Senior Passengers: 37,254
Revenue Vehicle Miles: 182,059
Revenue Vehicle Hours: 15,650



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



Act 44 Operating Assistance
Section 1513 Allocation: \$964,388
Required Local Match: \$52,417

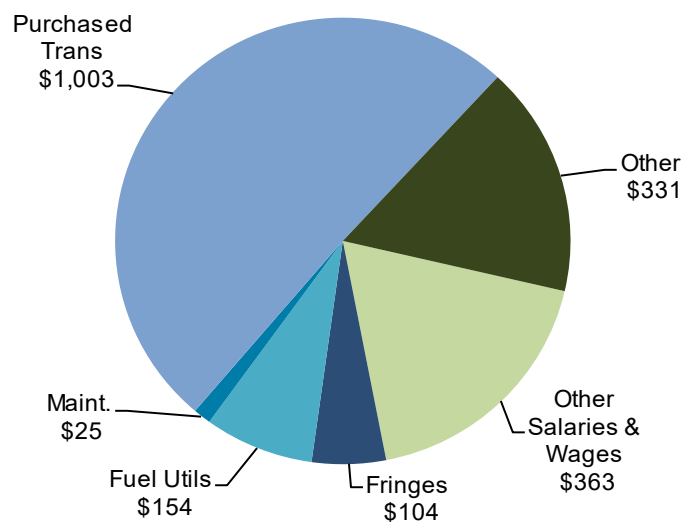


Current Fleet Size
Diesel/Gasoline Motor Bus: 1
CNG Bus: 11
System-wide: 12

OPERATING PROFILES

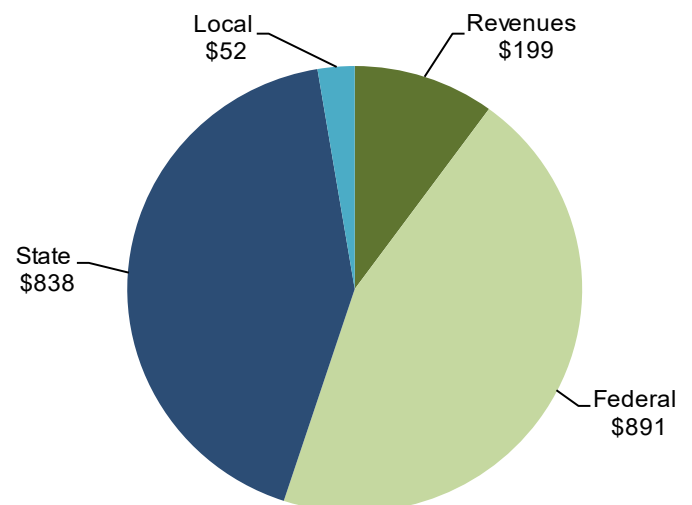
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$1,980



Expense includes ADA complementary expense.

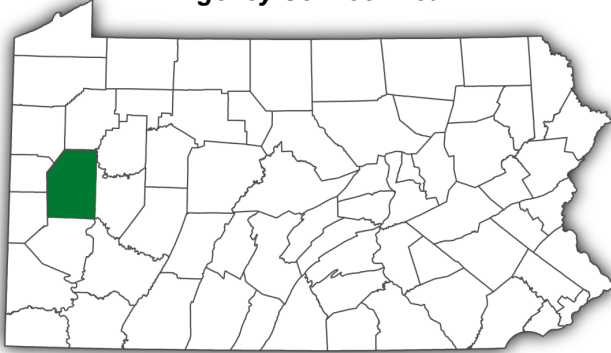
Operating Funds (000's)
\$1,980



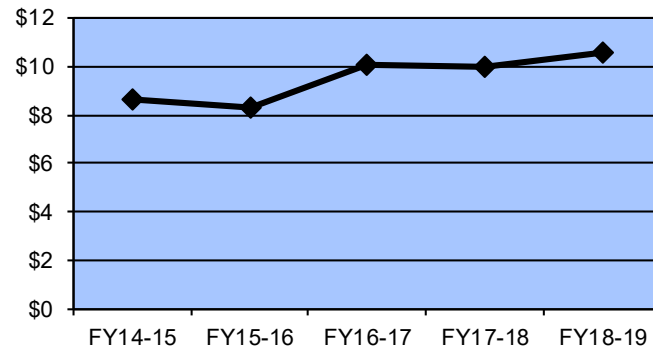
Revenue includes ADA complementary revenue.

(BTA) Butler Transit Authority

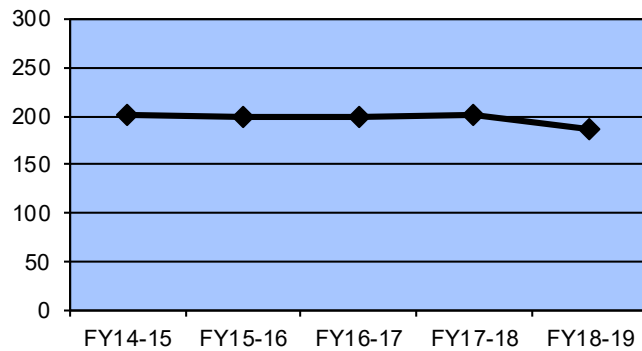
Agency Service Area



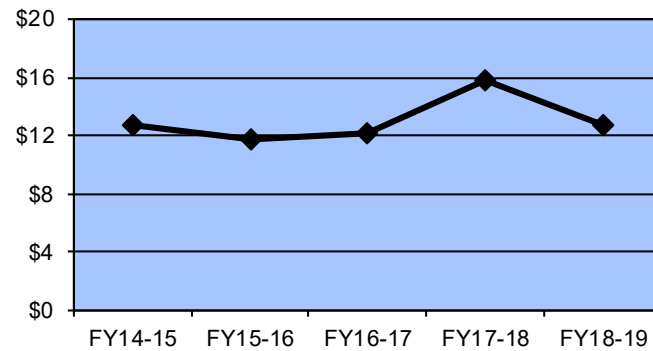
Operating Expense Per Passenger



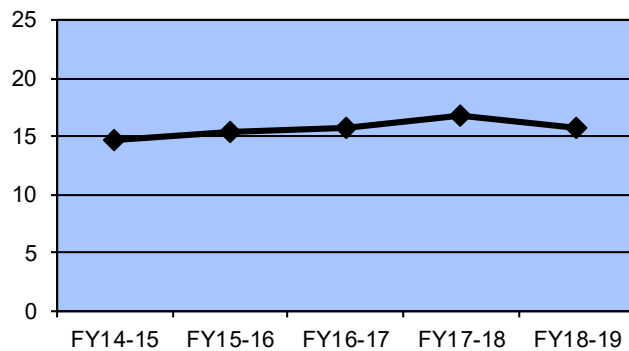
Total Passengers (000's)



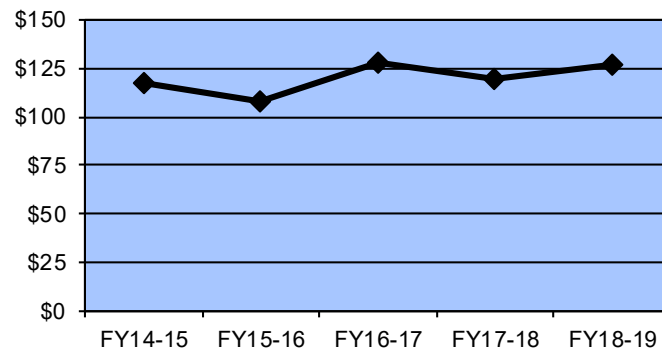
Operating Revenue Per Revenue Vehicle Hour



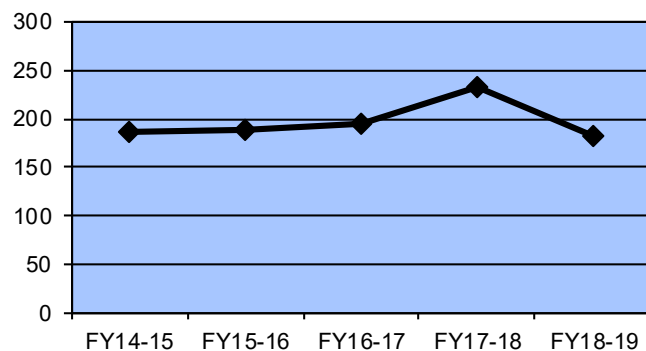
Revenue Vehicle Hours (000's)



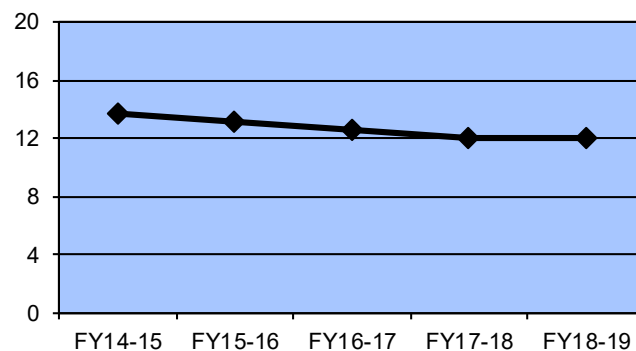
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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.

OPERATING PROFILES

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: \$22.88
Average Shared-Ride Cost per Trip: \$23.76
Fare Structure
Implementation Date: June 2016



Trip Information
65+ Trips: 19,003
PwD Trips: 2,738
Other Shared-Ride Trips: 18,604
Total Shared-Ride Trips: 40,345
Non-Public Trips: 338

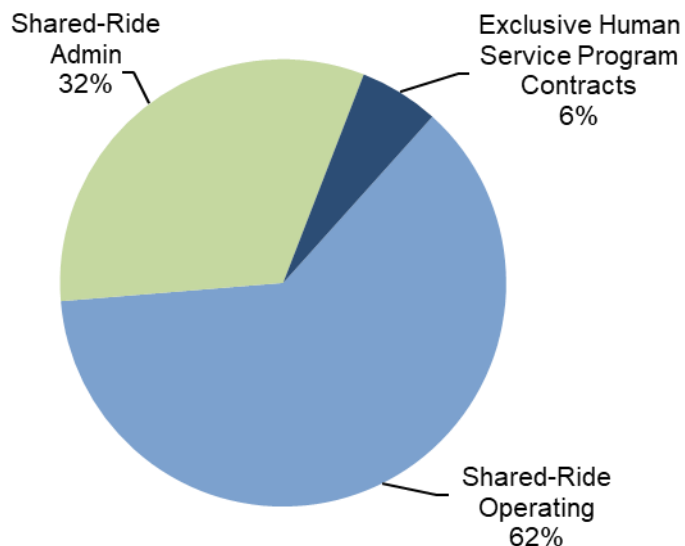


Vehicles Operated in Maximum Service
Community Transportation: 14

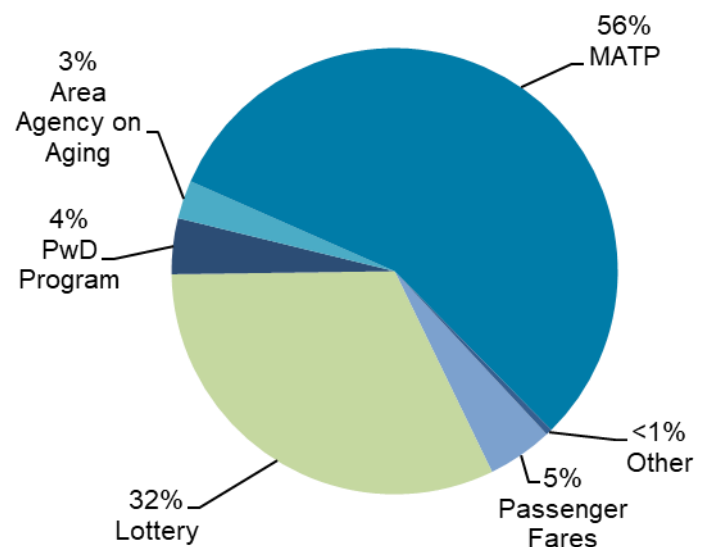
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

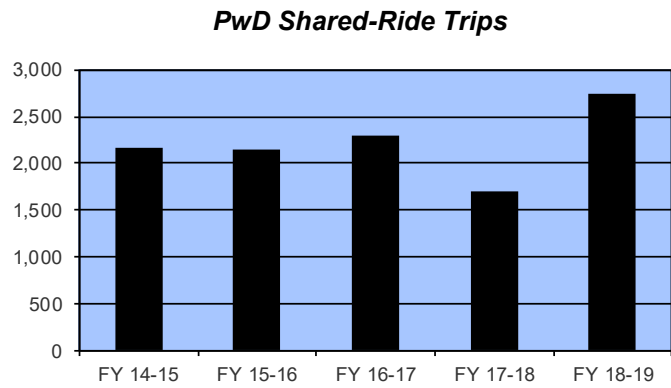
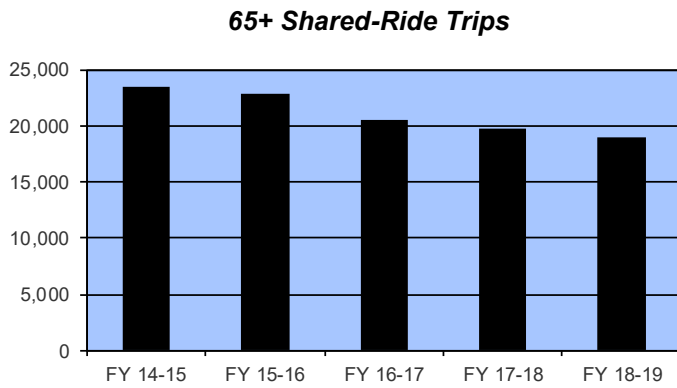
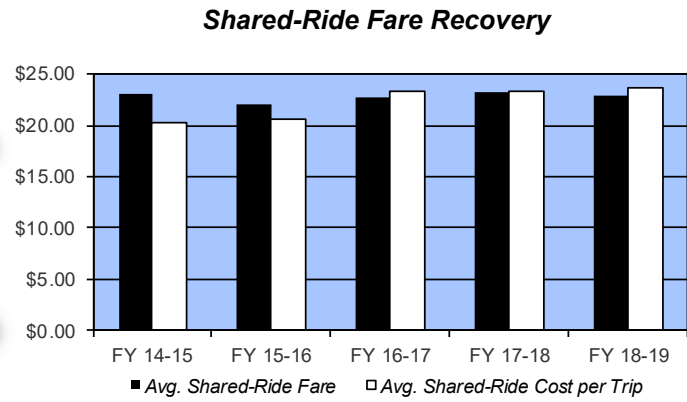
Operating Expense (000's)
\$1,017



Operating Funds (000's)
\$1,053

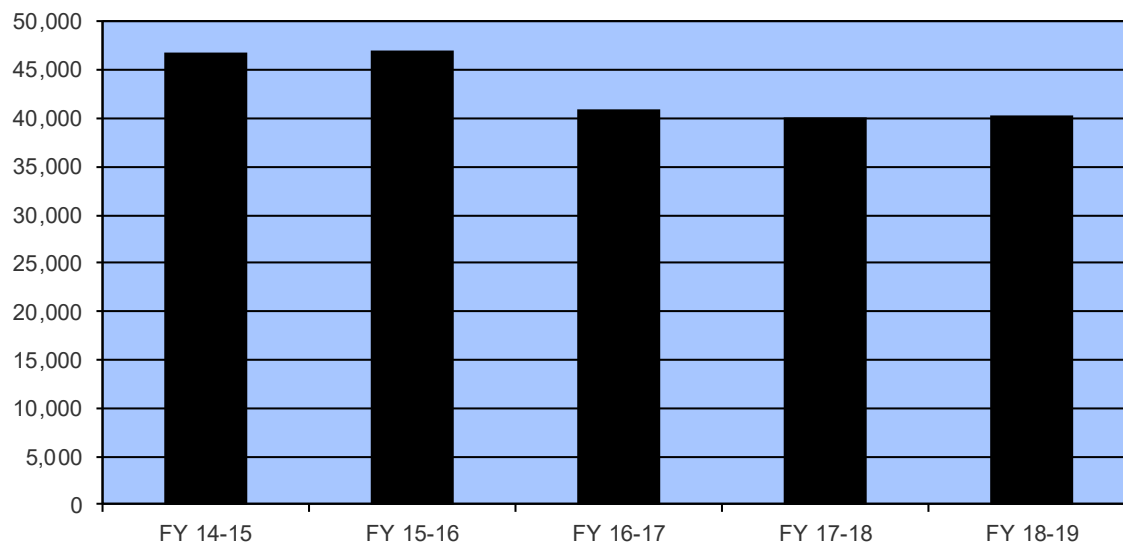


(CARS) Call-A-Ride Service



OPERATING PROFILES

Total Shared-Ride Trips



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: \$1.70
Last Base Fare Increase: January 2019



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,167,144
Senior Passengers: 172,332
Revenue Vehicle Miles: 1,089,045
Revenue Vehicle Hours: 83,000



Current Employees

Agency Full-Time: 110
Agency Part-Time: 37
System-Wide: 147



Act 44 Operating Assistance

Section 1513 Allocation: \$7,177,707
Required Local Match: \$847,826



Current Fleet Size

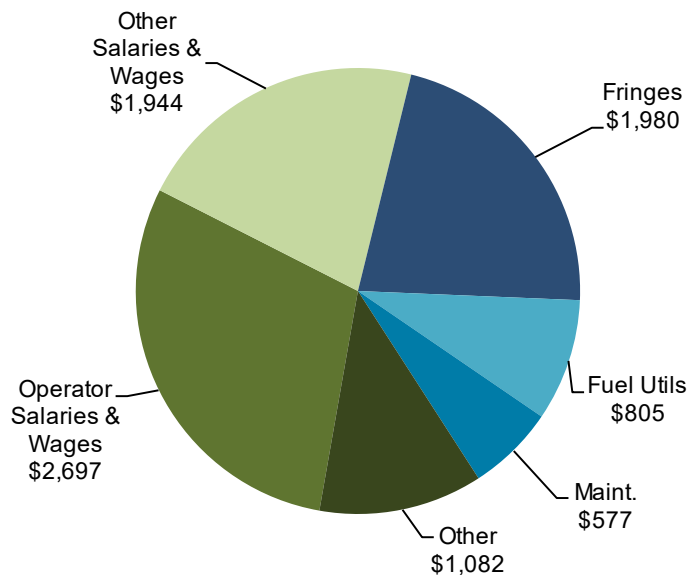
Diesel/Gasoline Motor Bus: 21
CNG Motor Bus: 24
Other Alternative Fuel Motor Bus: 1
Inclined Plane Cars: 2
Diesel/Gasoline Paratransit Vehicle: 24
CNG Paratransit: 7
System-Wide: 79

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

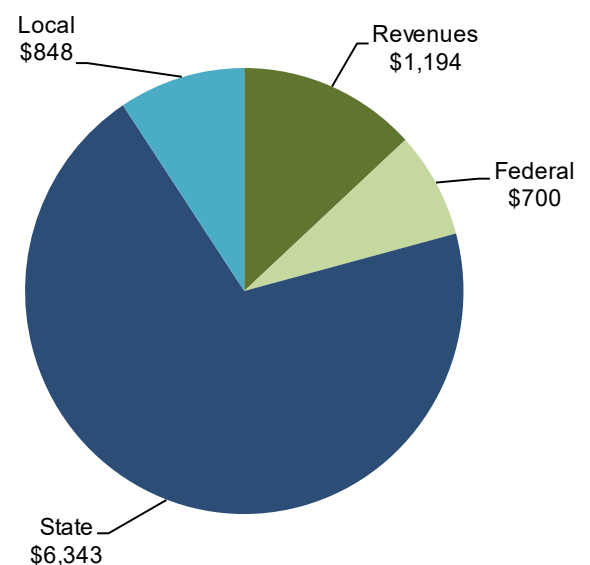
\$9,085



Expense includes ADA complementary expense.

Operating Funds (000's)

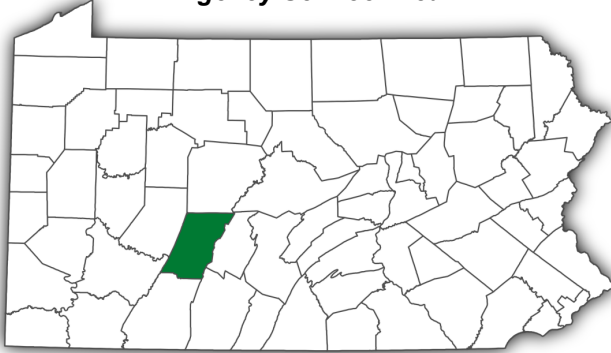
\$9,085



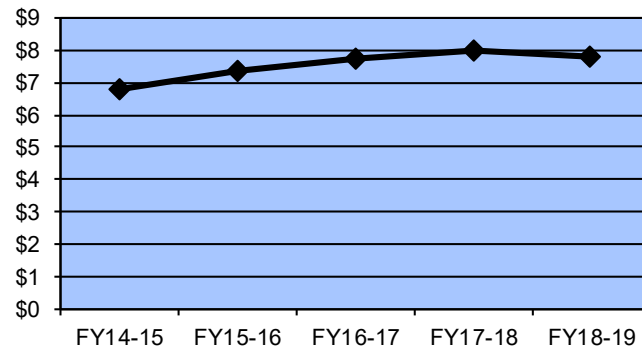
Revenue includes ADA complementary revenue.

(CamTran) Cambria County Transit Authority

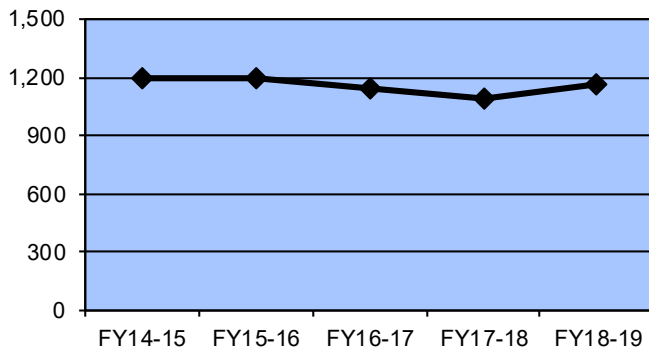
Agency Service Area



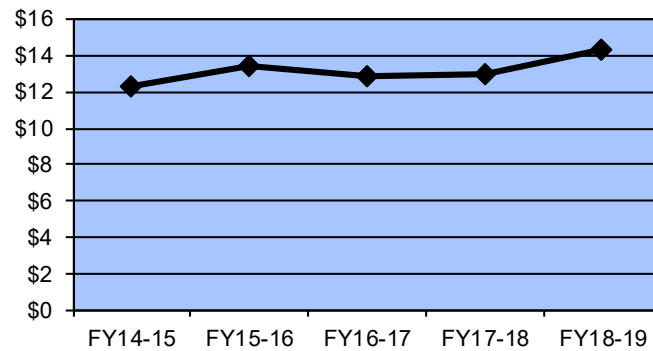
Operating Expense Per Passenger



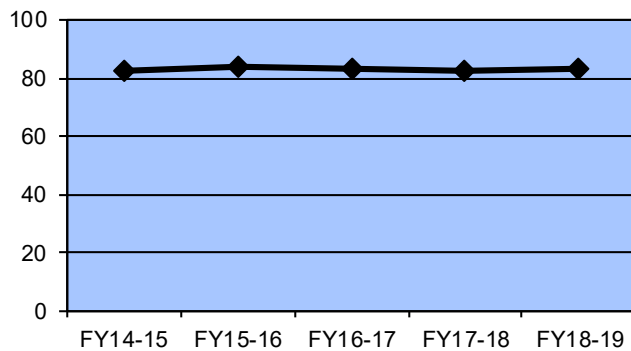
Total Passengers (000's)



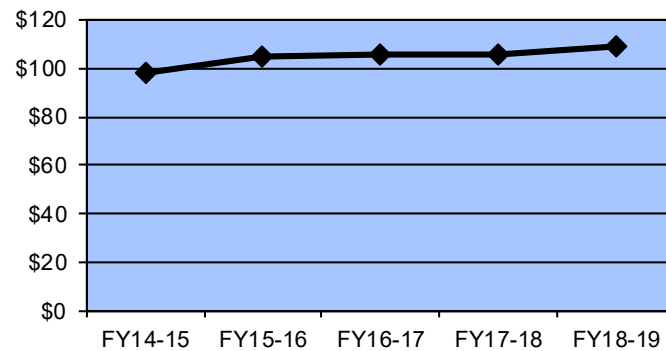
Operating Revenue Per Revenue Vehicle Hour



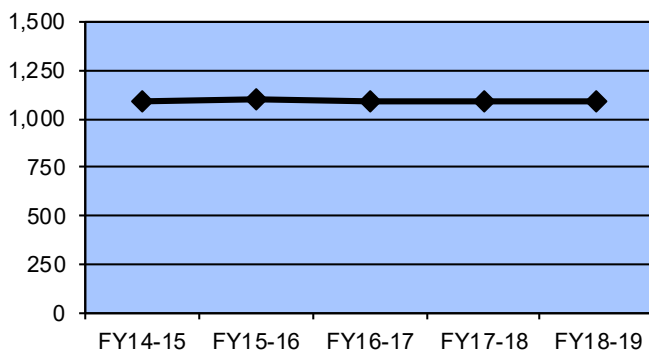
Revenue Vehicle Hours (000's)



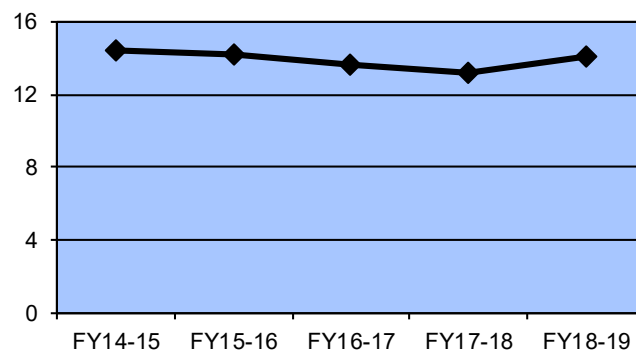
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$19.76
Average Shared-Ride Cost per Trip: \$32.06
Fare Structure
Implementation Date: January 2017



Trip Information
65+ Trips: 48,073
PwD Trips: 1,522
Other Shared-Ride Trips: 2,519
Total Shared-Ride Trips: 52,114
Total Escorts: 1,280

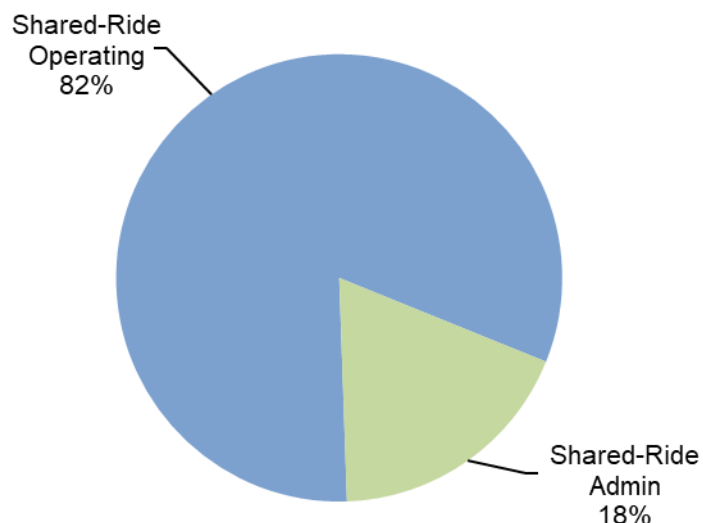


Vehicles Operated in Maximum Service
Community Transportation: 17

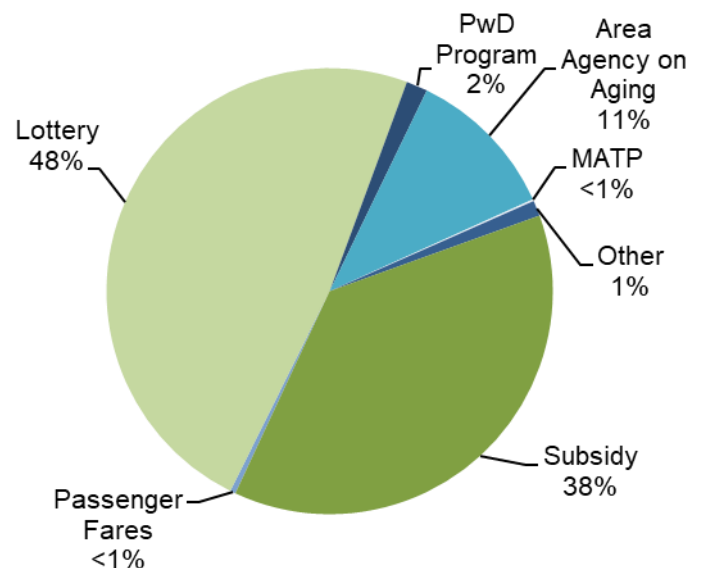
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

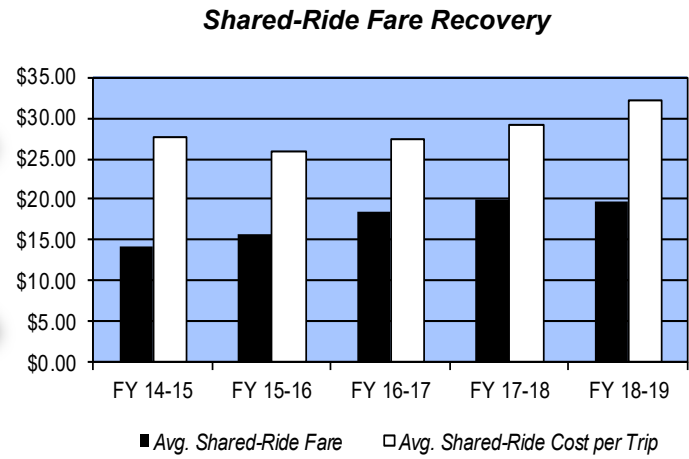
Operating Expense (000's)
\$1,671



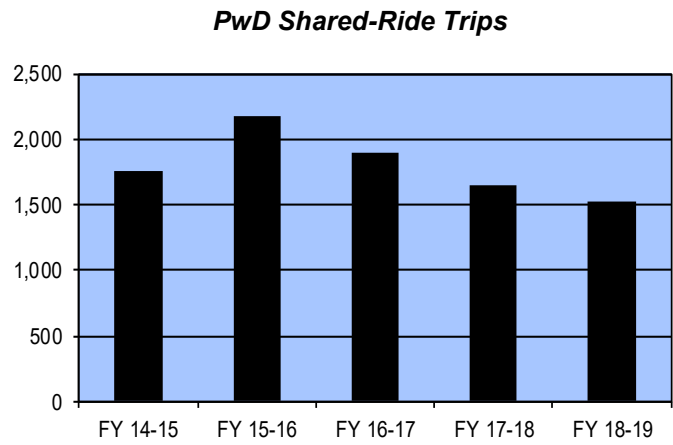
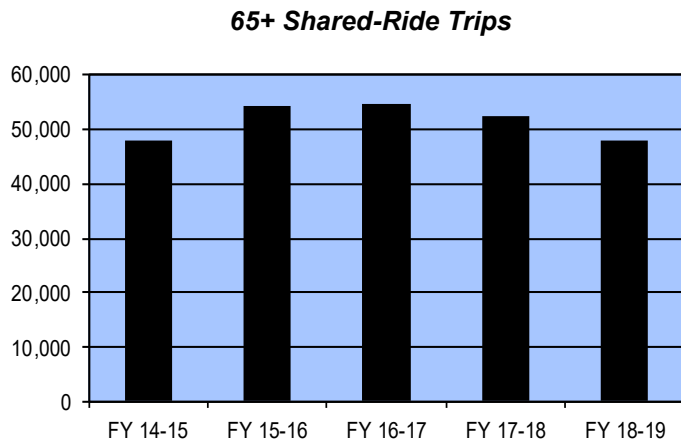
Operating Funds (000's)
\$1,671



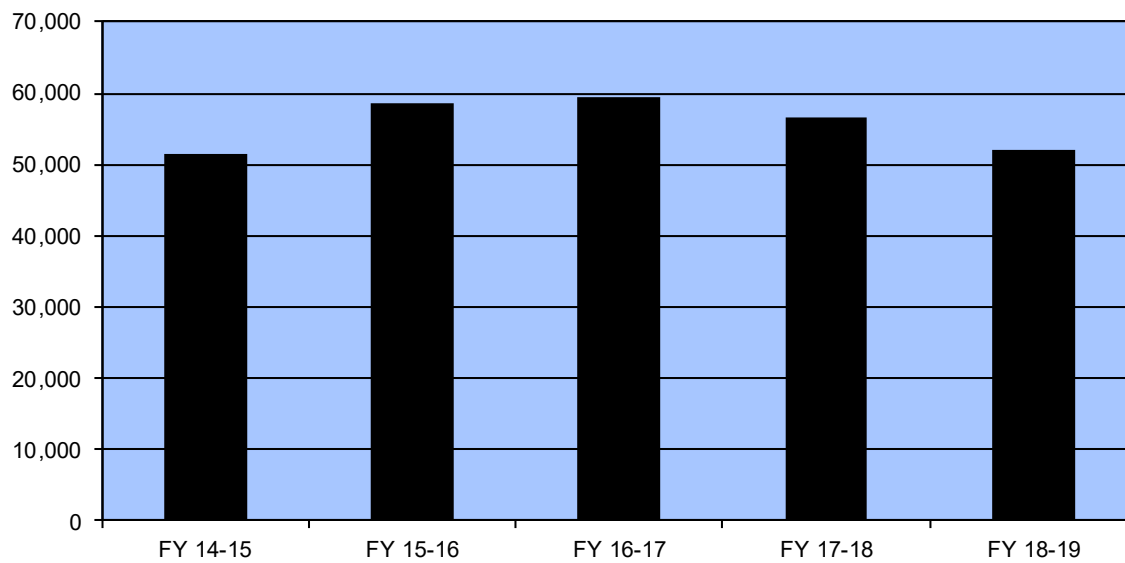
(CamTran) Cambria County Transit Authority



OPERATING PROFILES



Total Shared-Ride Trips



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: 2,025,283
Senior Passengers: 265,728
Revenue Vehicle Miles: 2,000,818
Revenue Vehicle Hours: 131,891



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: \$8,841,110
Required Local Match: \$978,410



Current Fleet Size

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

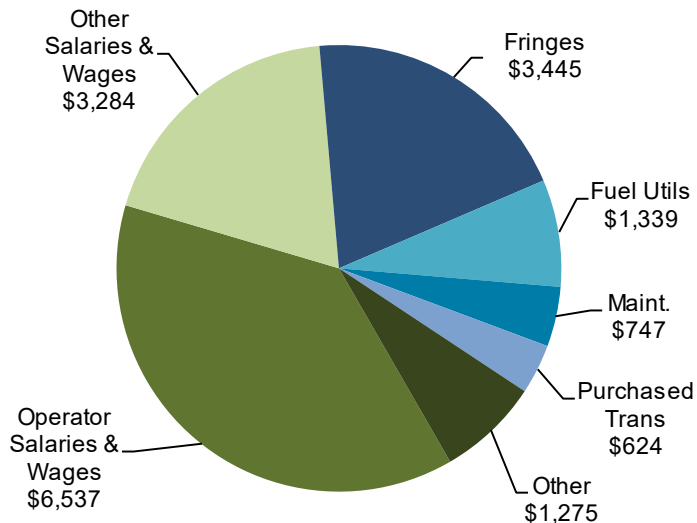
OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

*Operating Expenses and Operating Funds do not match because CAT operated at a deficit for FY 18-19.

Operating Expense (000's)

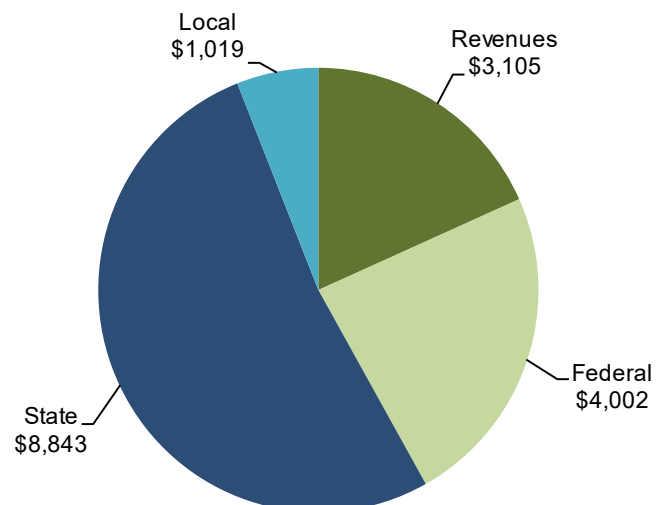
\$17,251



Expense includes ADA complementary expense.

Operating Funds (000's)

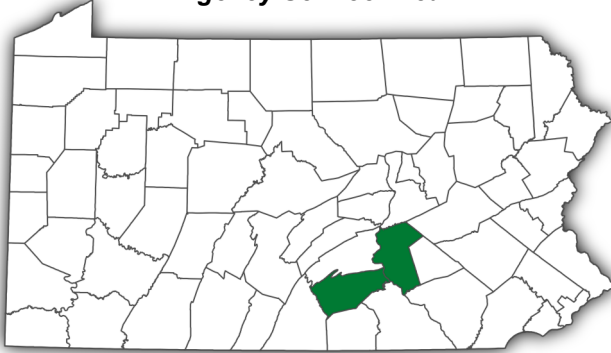
\$16,969



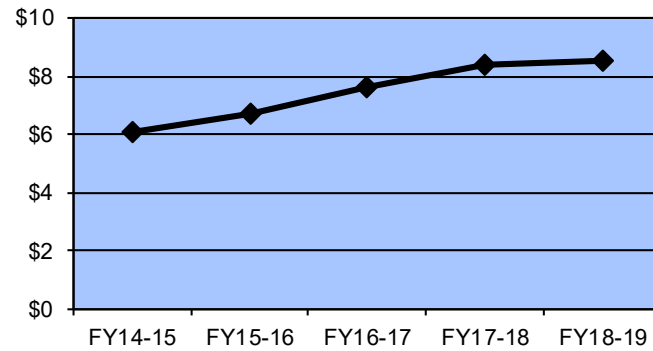
Revenue includes ADA complementary revenue.

(CAT) Capital Area Transit

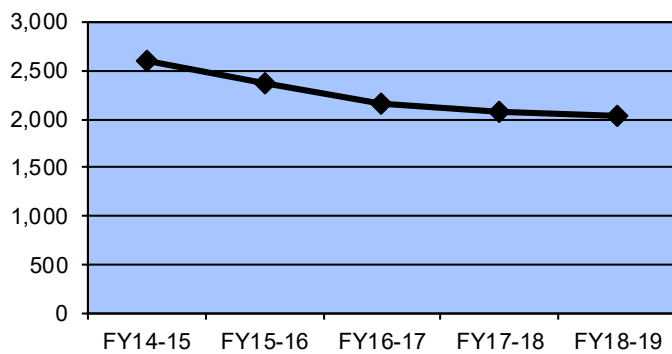
Agency Service Area



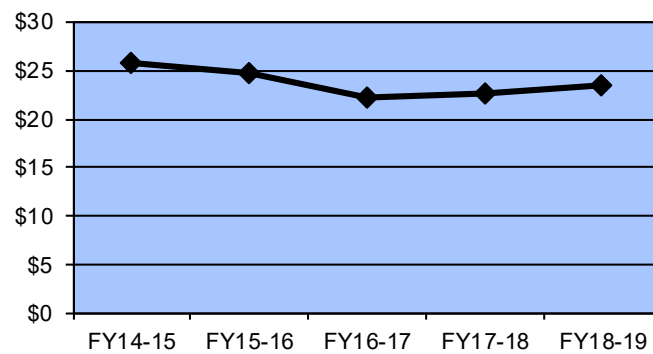
Operating Expense Per Passenger



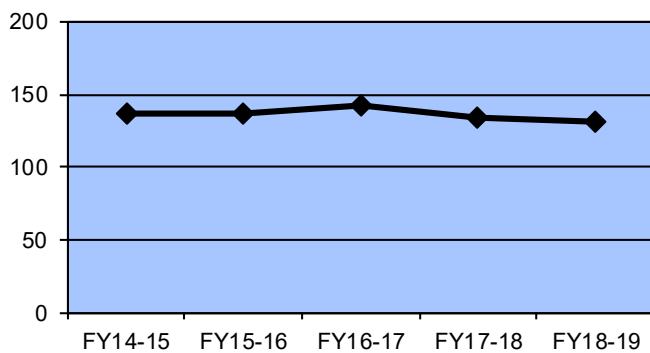
Total Passengers (000's)



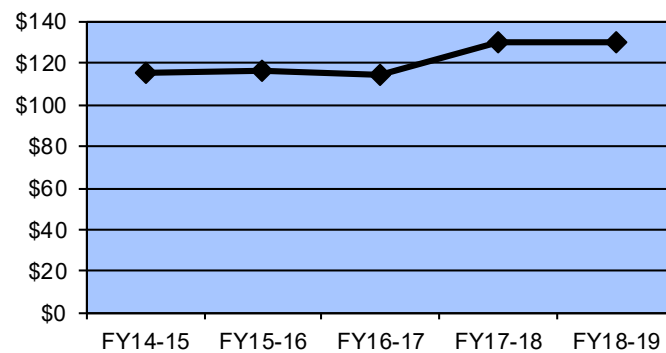
Operating Revenue Per Revenue Vehicle Hour



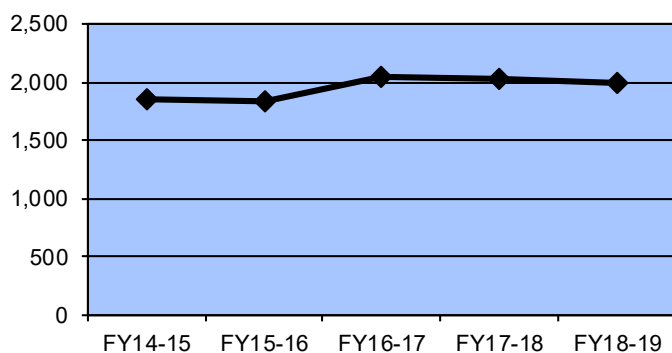
Revenue Vehicle Hours (000's)



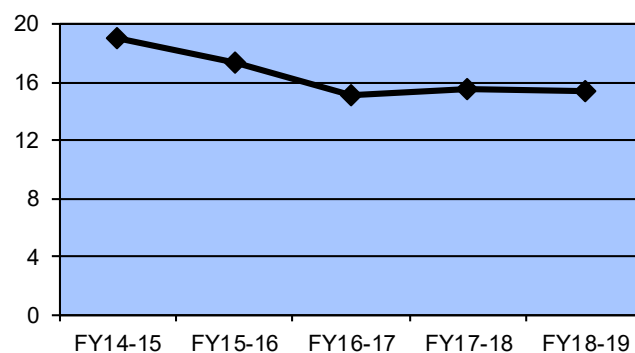
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$21.55
Average Shared-Ride Cost per Trip: \$28.80
Fare Structure
Implementation Date: November 2019



Trip Information

65+ Trips: 52,538
PwD Trips: 7,807
Other Shared-Ride Trips: 92,619
Total Shared-Ride Trips: 152,964
Total Escorts: 24,947



Vehicles Operated in Maximum Service

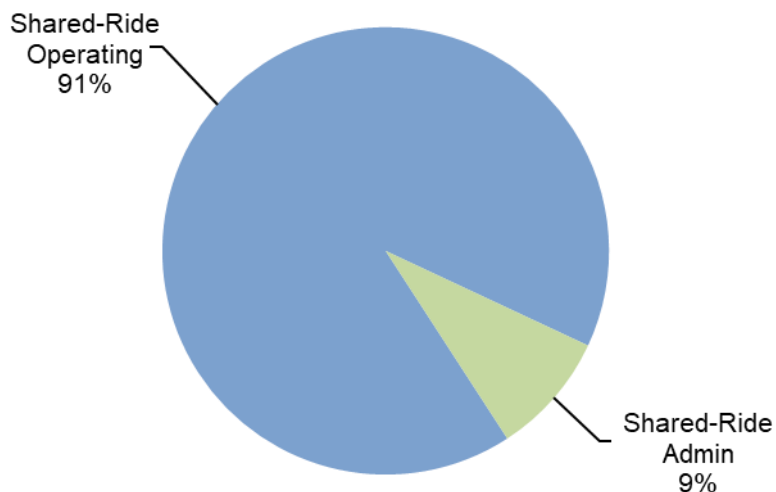
Community Transportation: 44

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

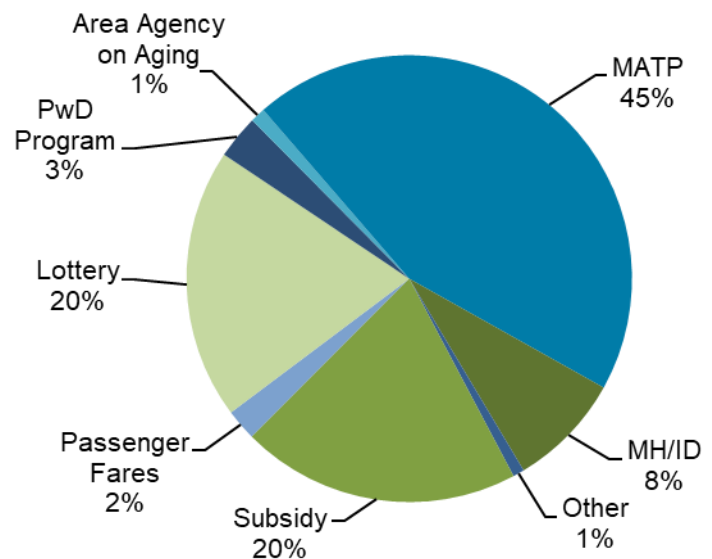
Operating Expense (000's)

\$4,405



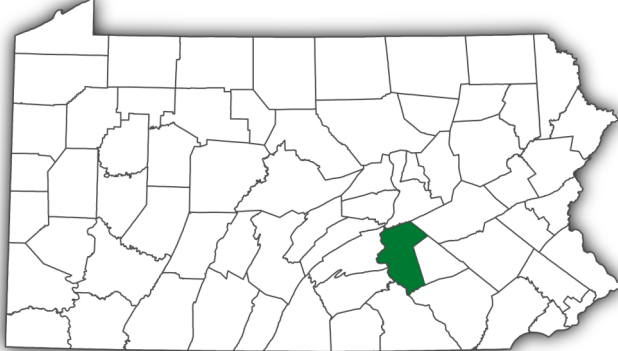
Operating Funds (000's)

\$4,405

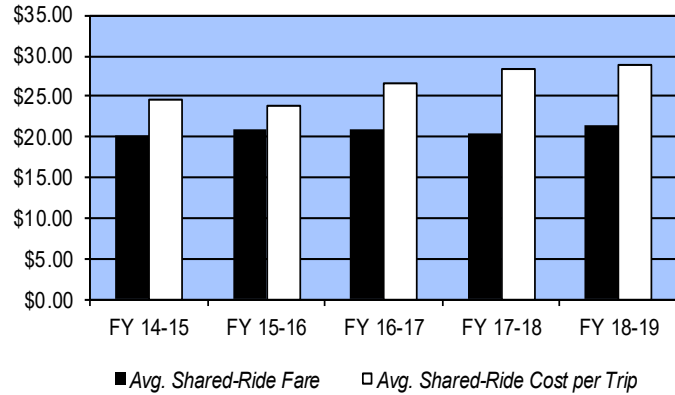


(CAT) Capital Area Transit

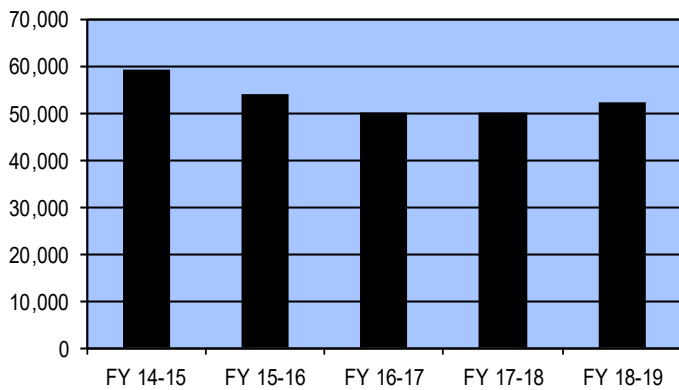
Agency Service Area



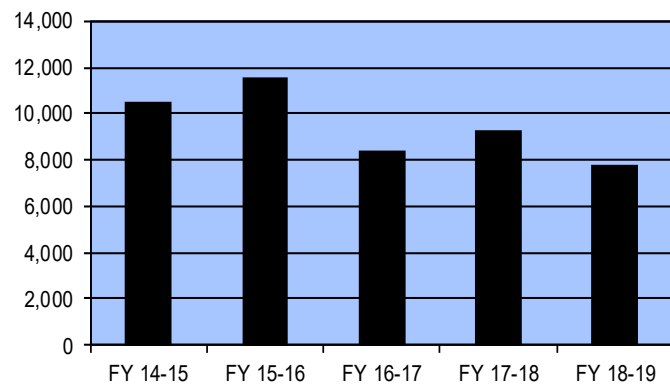
Shared-Ride Fare Recovery



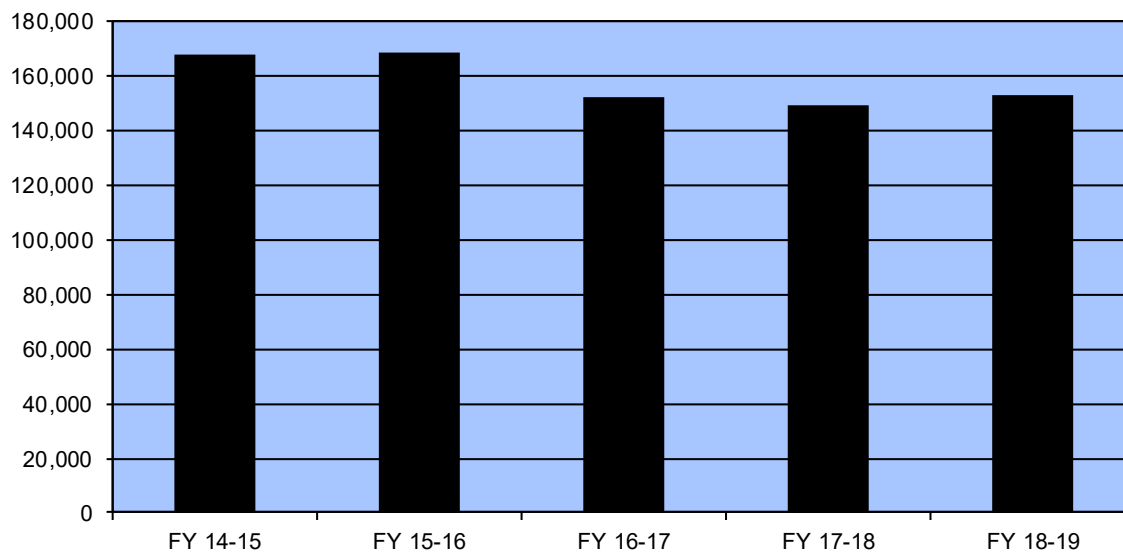
65+ Shared-Ride Trips



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: 10,520
Senior Passengers: 4,073
Revenue Vehicle Miles: 52,686
Revenue Vehicle Hours: 3,007



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$260,937
Required Local Match: \$39,141



Current Fleet Size

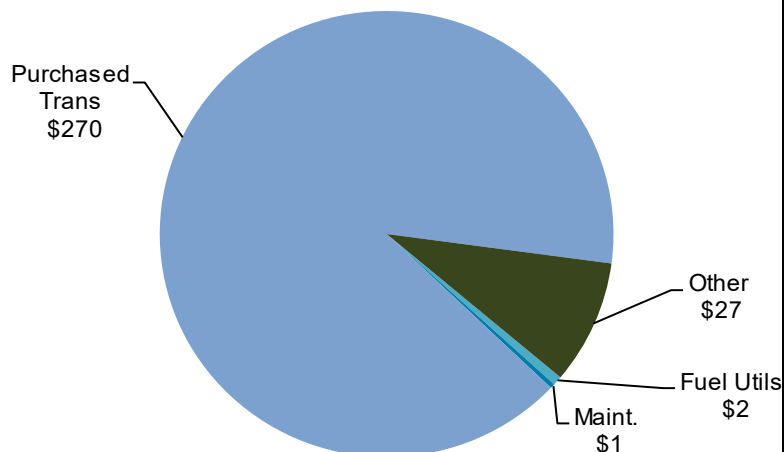
Diesel/Gasoline Paratransit Vehicle: 14
System-wide: 14

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

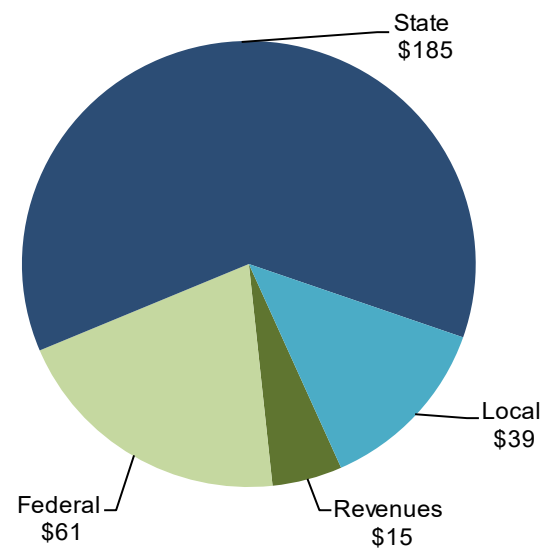
\$300



Expense includes ADA complementary expense.

Operating Funds (000's)

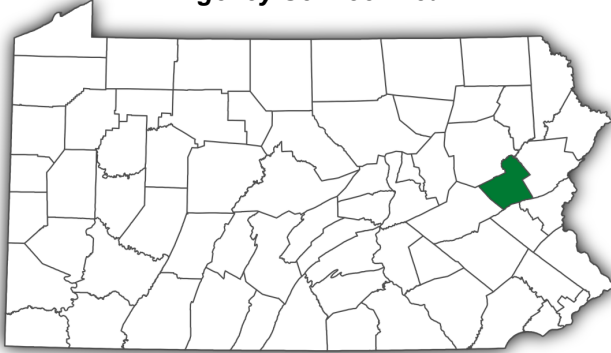
\$300



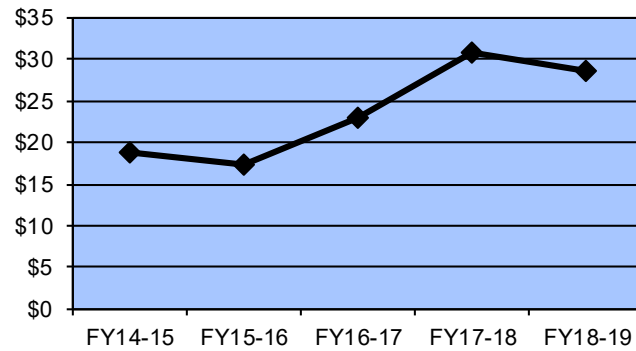
Revenue includes ADA complementary revenue.

(CCCT) Carbon County Community Transit

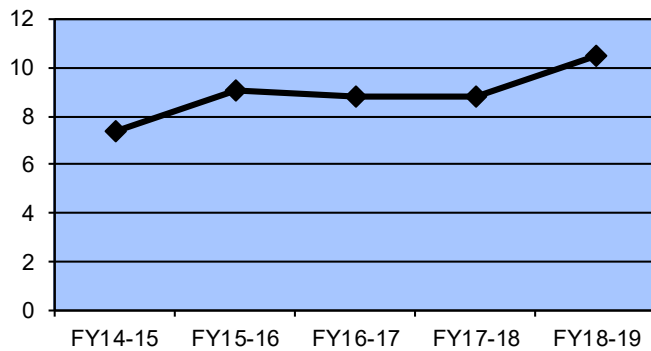
Agency Service Area



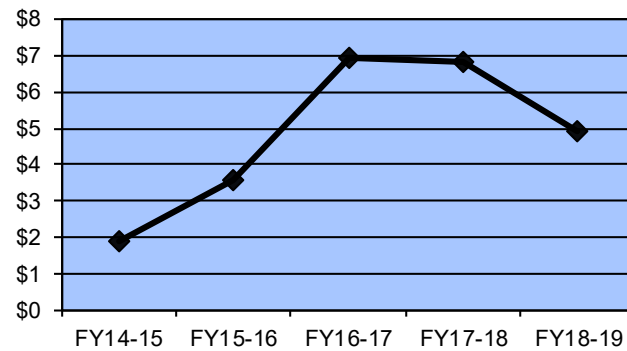
Operating Expense Per Passenger



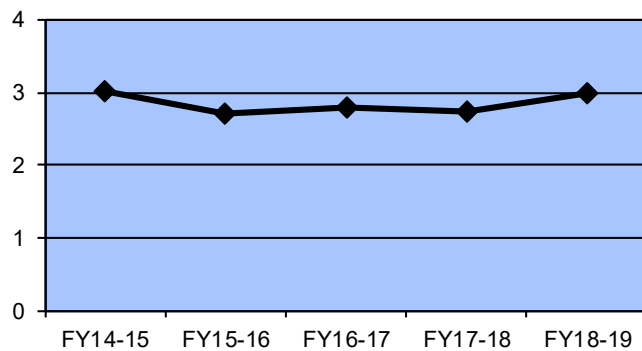
Total Passengers (000's)



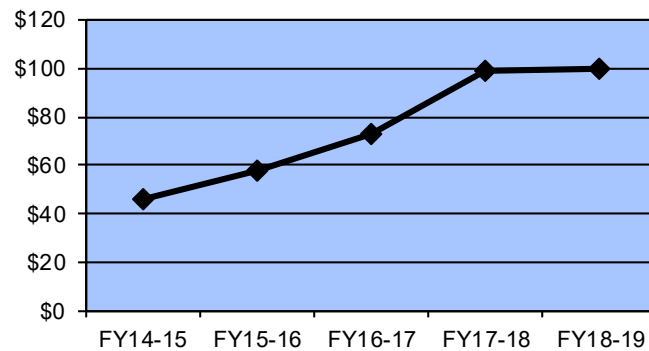
Operating Revenue Per Revenue Vehicle Hour



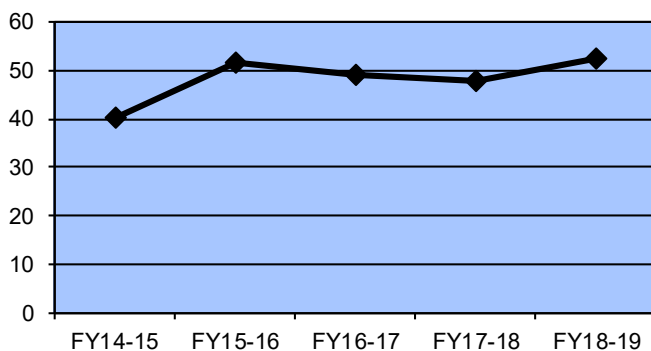
Revenue Vehicle Hours (000's)



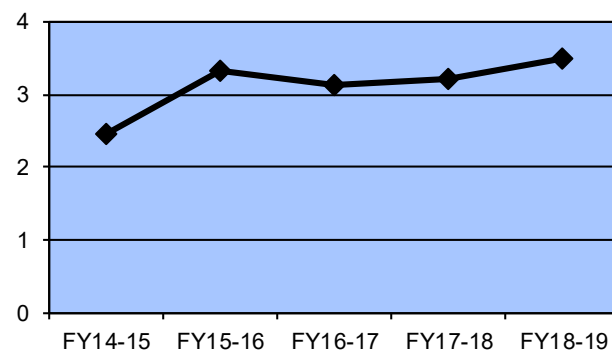
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

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: \$24.08
Average Shared-Ride Cost per Trip: \$41.59
Fare Structure
Implementation Date: March 2016



Trip Information

65+ Trips: 19,797
PwD Trips: 2,183
Other Shared-Ride Trips: 9,380
Total Shared-Ride Trips: 31,360
Total Escorts: 4,564



Vehicles Operated in Maximum Service

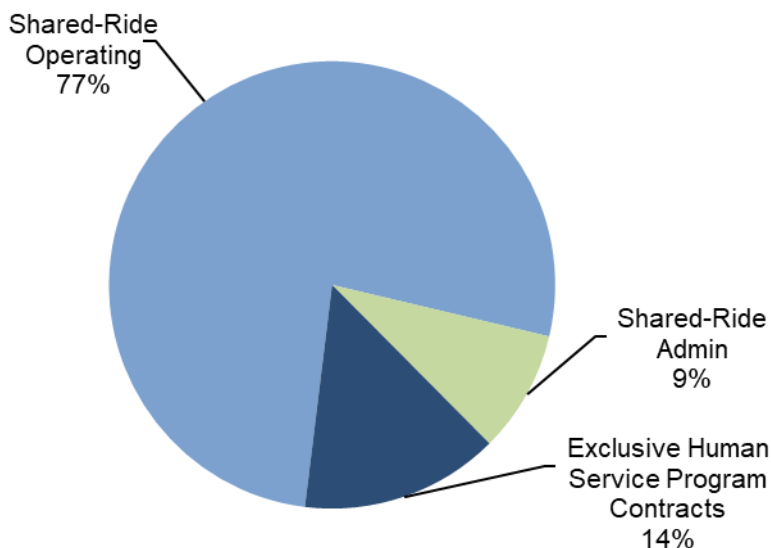
Community Transportation: 9

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

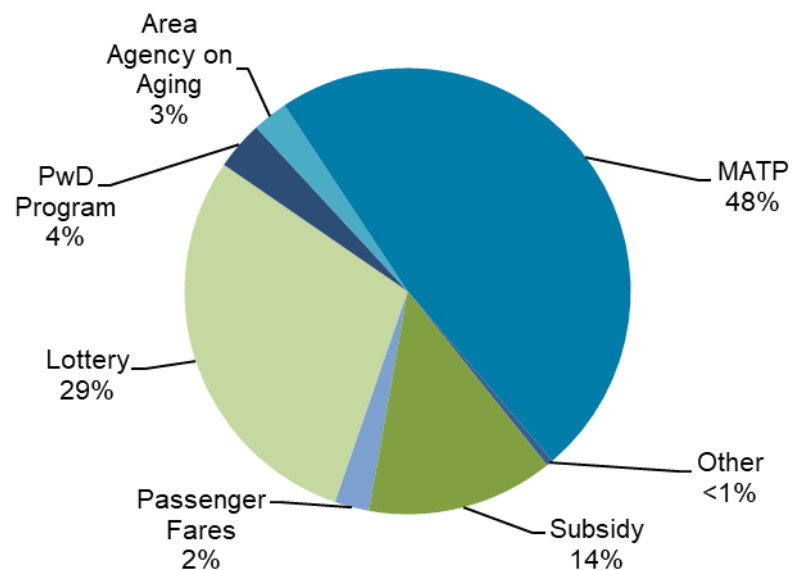
Operating Expense (000's)

\$1,524

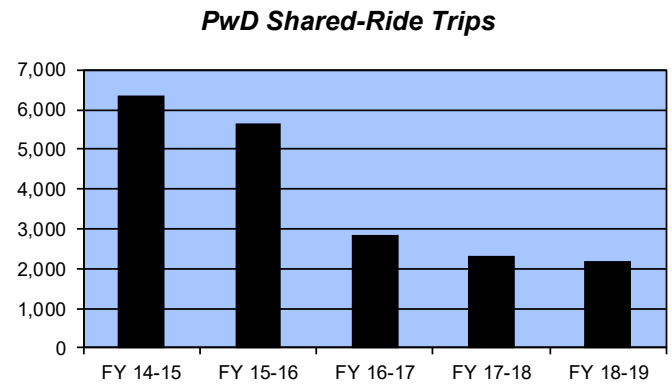
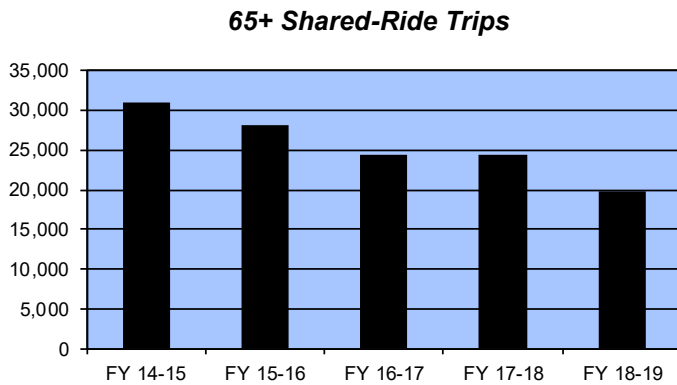
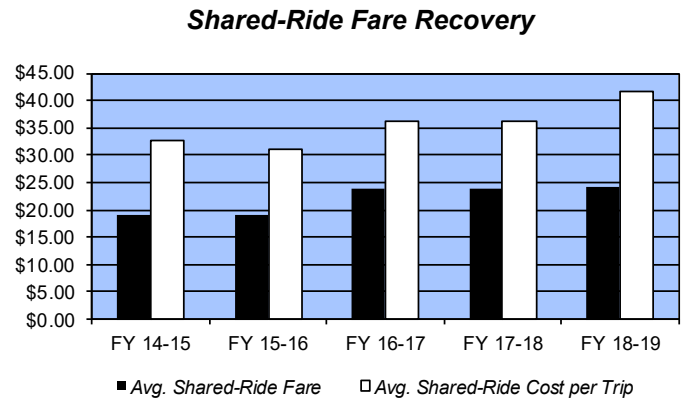
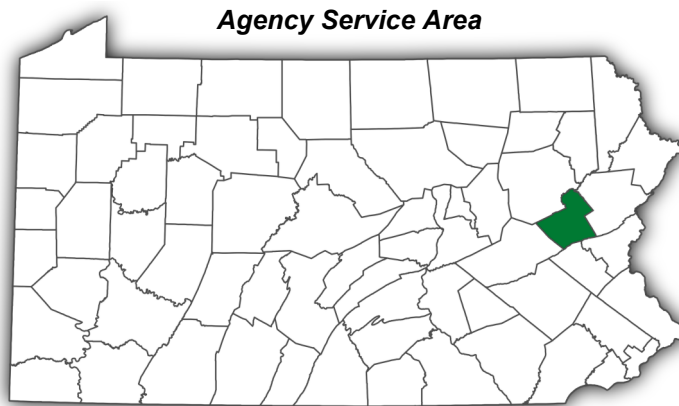


Operating Funds (000's)

\$1,365

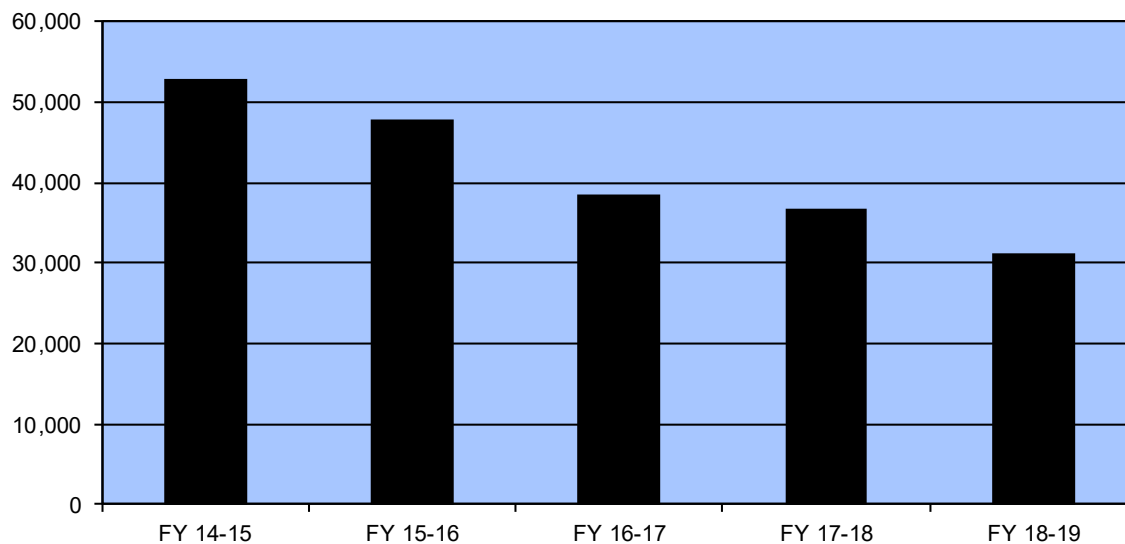


(CCCT) Carbon County Community Transit



OPERATING PROFILES

Total Shared-Ride Trips



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: 1,605,137
Senior Passengers: 226,345
Revenue Vehicle Miles: 1,801,660
Revenue Vehicle Hours: 125,113



Current Employees
Agency Full-Time: 212
Agency Part-Time: 218
Contractor Full-Time: 4
Contractor Part-Time: 25
System-Wide: 459



Act 44 Operating Assistance
Section 1513 Allocation: \$7,086,229
Required Local Match: \$588,959



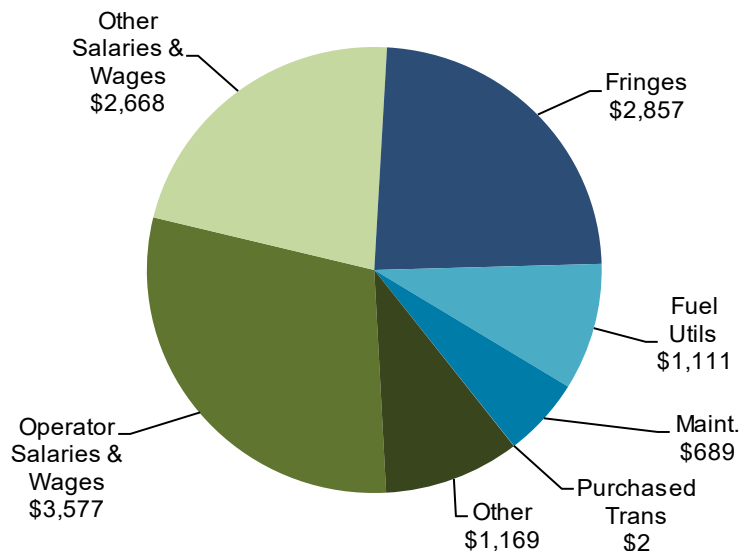
Current Fleet Size
Diesel/Gasoline Motor Bus: 13
CNG Motor Bus: 35
Other Alternative Fuel Motor Bus: 3
Diesel/Gasoline Paratransit Vehicle: 256
System-Wide: 307

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

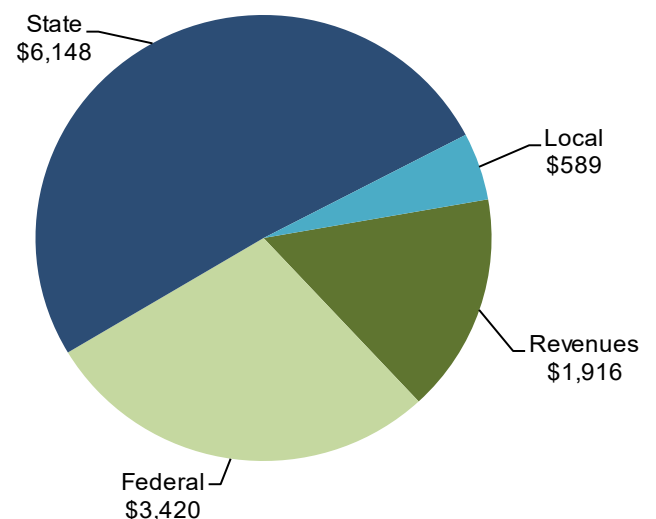
\$12,073



Expense includes ADA complementary expense.

Operating Funds (000's)

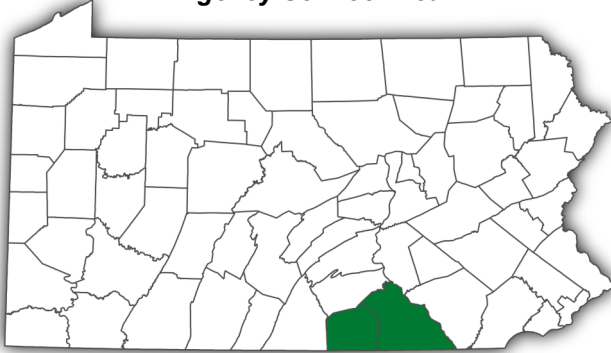
\$12,073



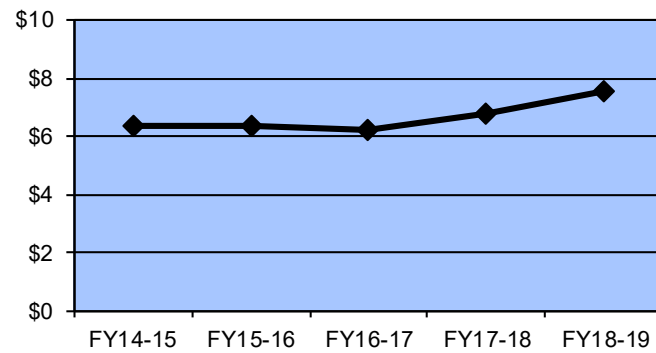
Revenue includes ADA complementary revenue.

(CPTA) Central Pennsylvania Transportation Authority

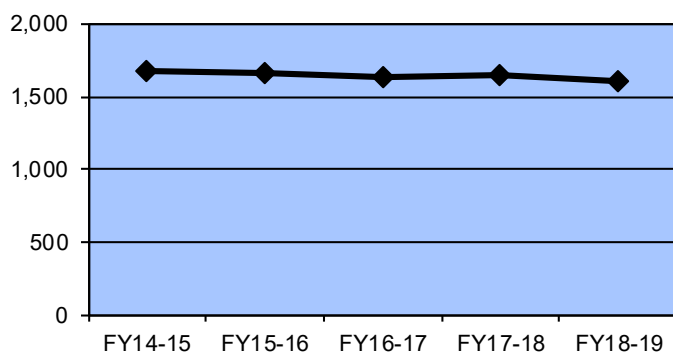
Agency Service Area



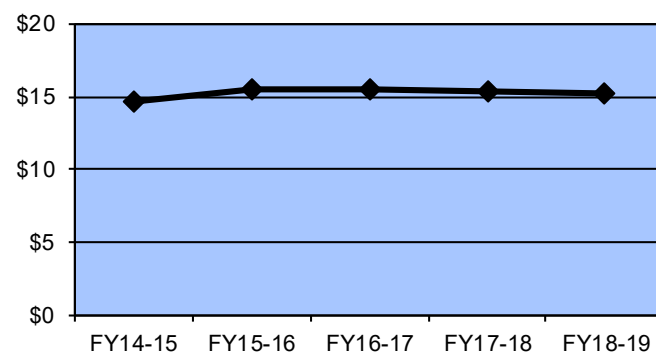
Operating Expense Per Passenger



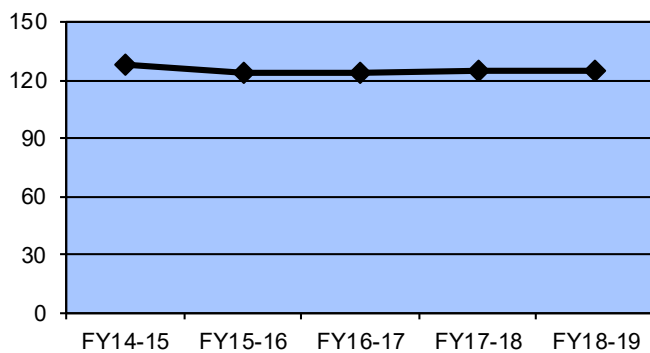
Total Passengers (000's)



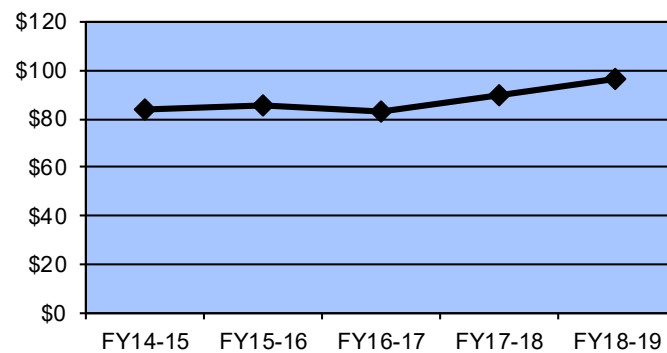
Operating Revenue Per Revenue Vehicle Hour



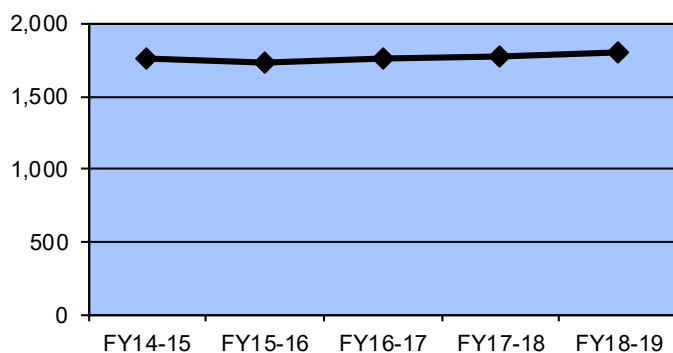
Revenue Vehicle Hours (000's)



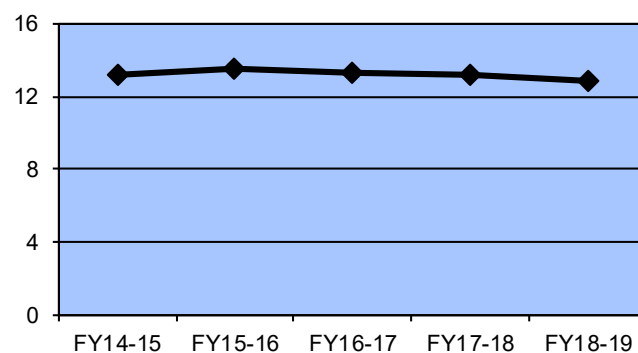
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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

Senate District

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



Service Area Statistics (2010 Census)

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



Trip Information

65+ Trips: 249,587
PwD Trips: 69,409
Other Shared-Ride Trips: 97,090
Total Shared-Ride Trips: 416,086
Total Escorts: 23,811
Non-Public Trips: 217,589



Current Fare Information

Average Shared-Ride Fare: \$18.47
Average Shared-Ride Cost per Trip: \$19.96
Fare Structure
Implementation Date: January 2020



Vehicles Operated in Maximum Service

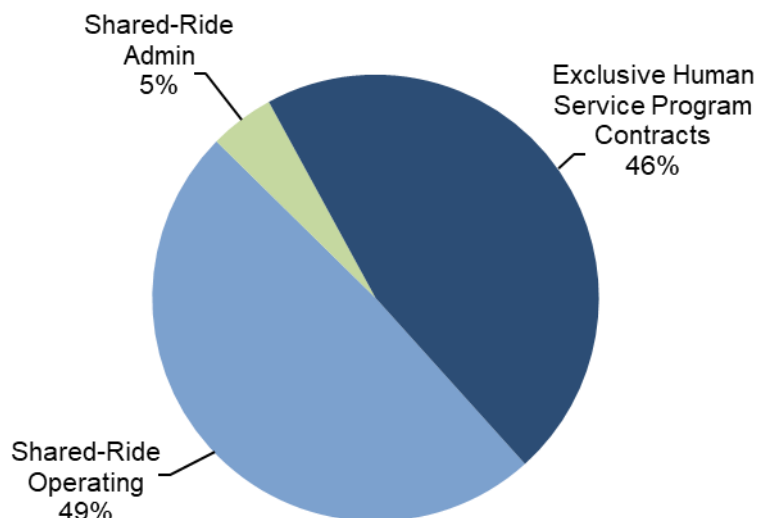
Community Transportation: 114

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

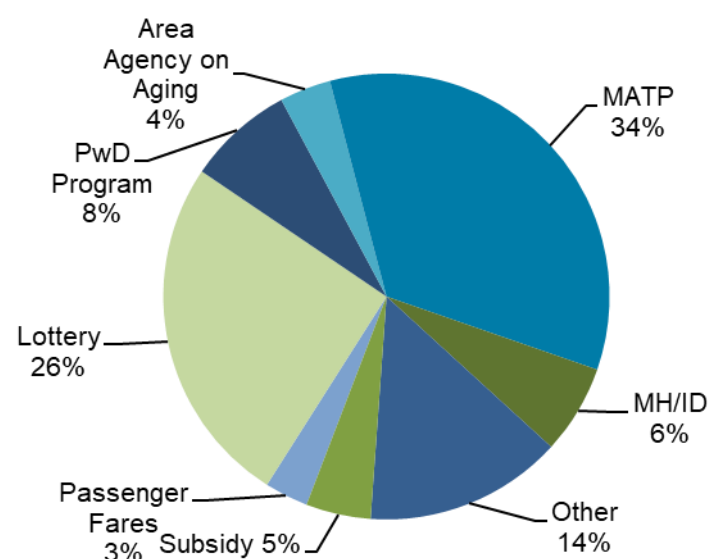
Operating Expense (000's)

\$15,458

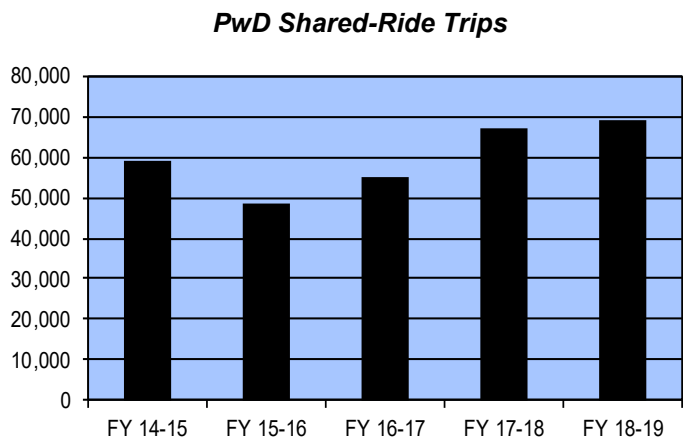
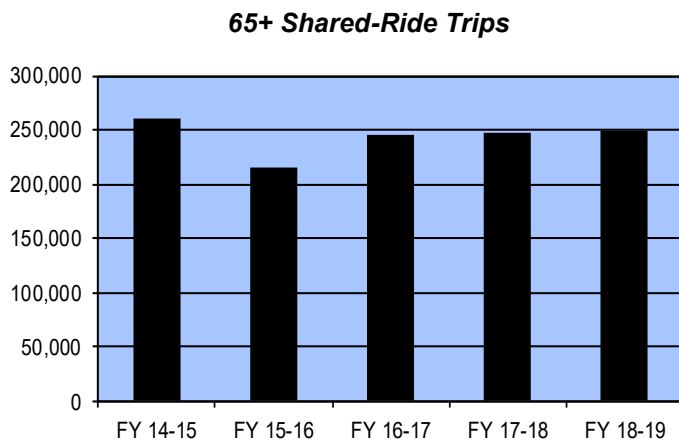
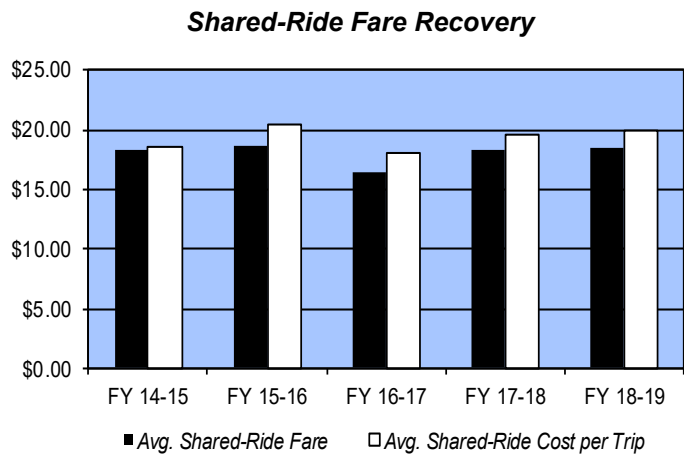
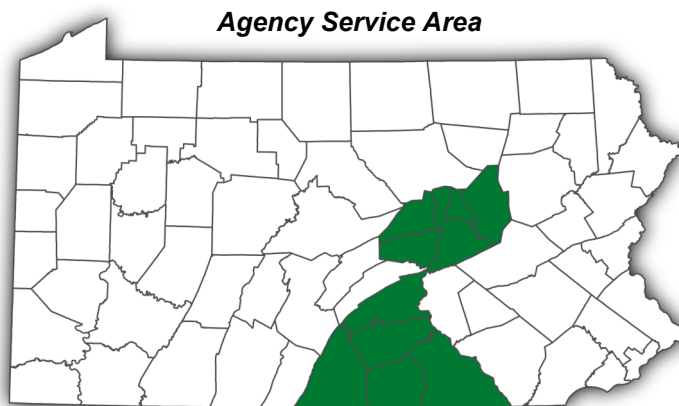


Operating Funds (000's)

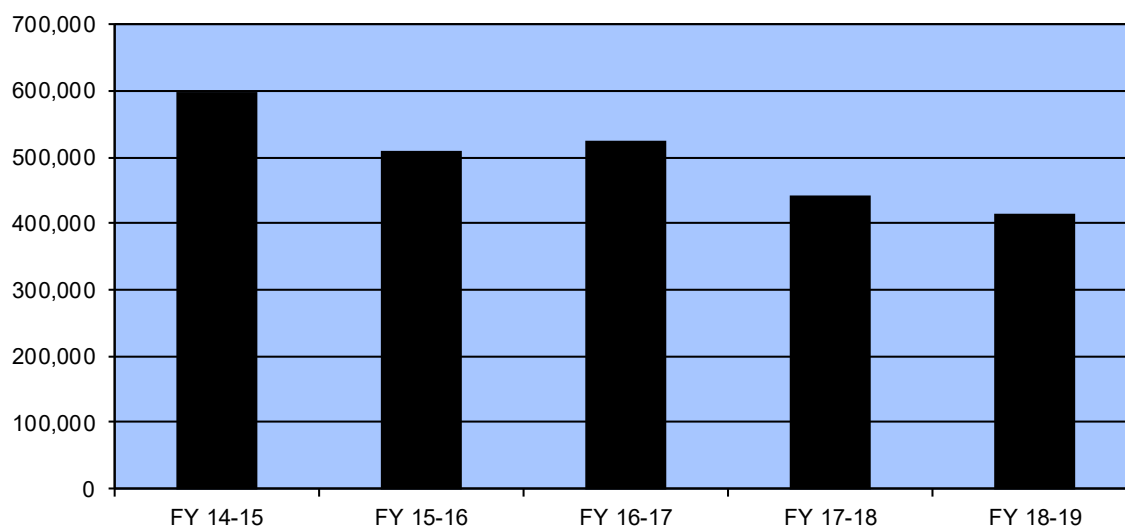
\$14,782



(CPTA) Central Pennsylvania Transportation Authority



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, 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: \$2.00
Last Base Fare Increase: August 2017



Act 44 Fixed Route Distribution Factors
Total Passengers: 6,428,507
Senior Passengers: 54,914
Revenue Vehicle Miles: 1,996,307
Revenue Vehicle Hours: 161,985



Current Employees
Agency Full-Time: 192
Agency Part-Time: 2
Contractor Full-Time: 7
Contractor Part-Time: 5
System-Wide: 206



Act 44 Operating Assistance
Section 1513 Allocation: \$6,861,590
Required Local Match: \$606,901



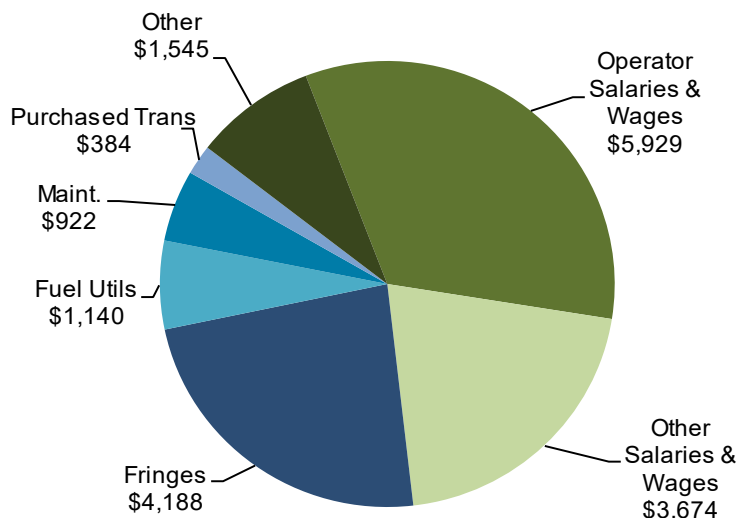
Current Fleet Size
CNG Motor Bus: 66
Diesel/Gasoline Paratransit Vehicle: 54
CNG Paratransit Vehicle: 5
System-Wide: 125

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

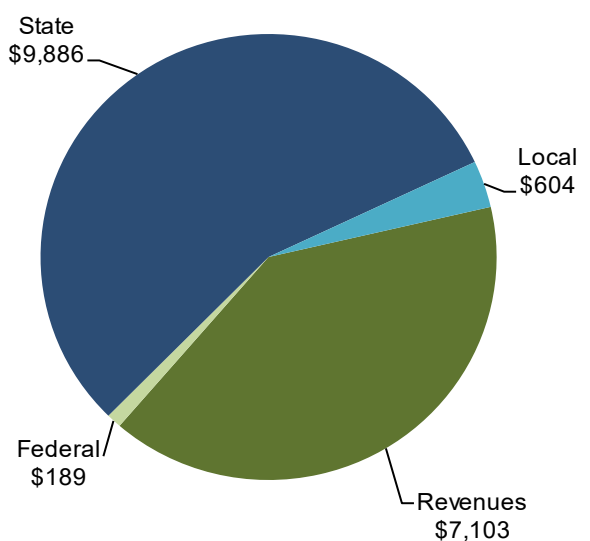
\$17,782



Expense includes ADA complementary expense.

Operating Funds (000's)

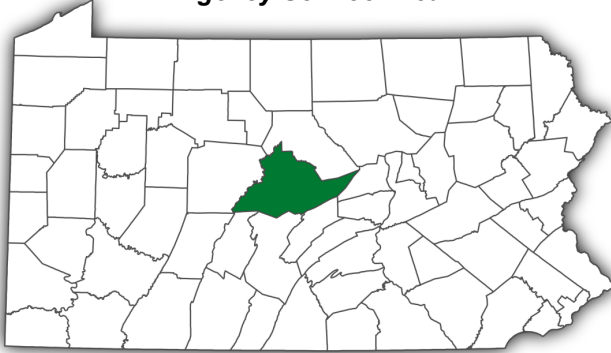
\$17,782



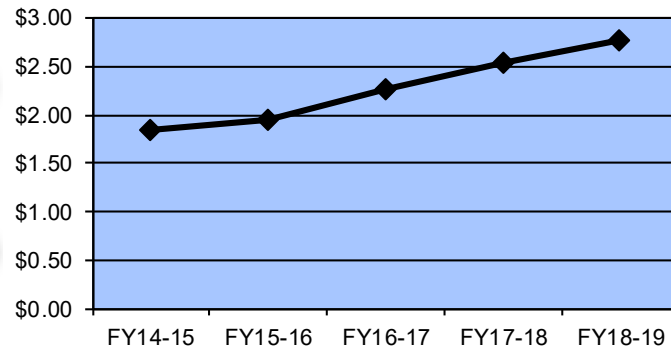
Revenue includes ADA complementary revenue.

(CATA) Centre Area Transportation Authority

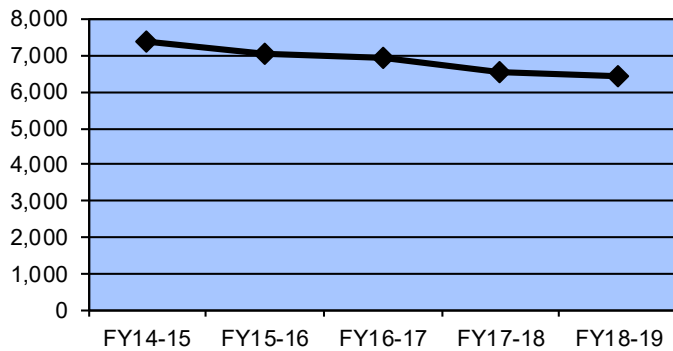
Agency Service Area



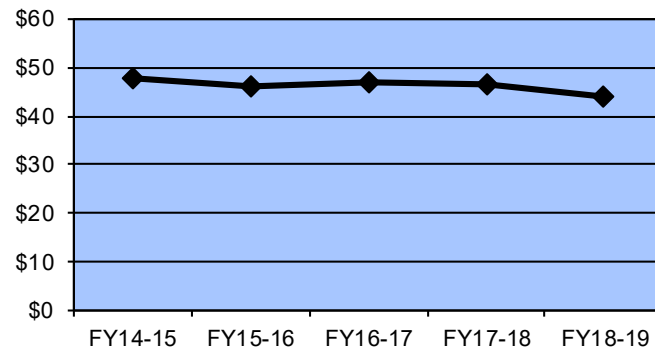
Operating Expense Per Passenger



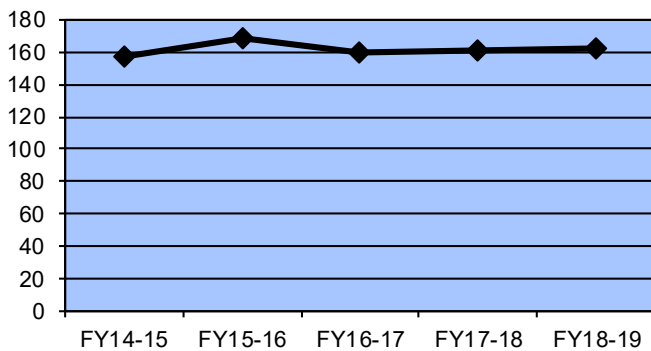
Total Passengers (000's)



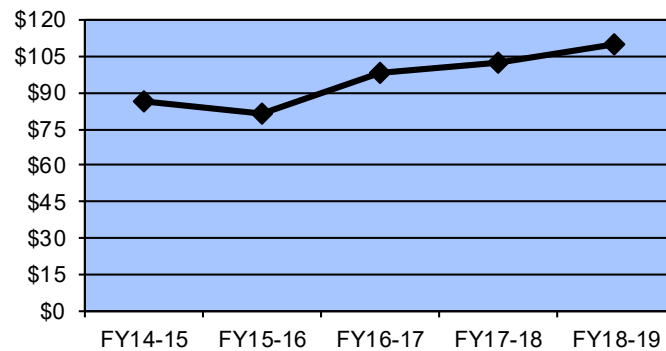
Operating Revenue Per Revenue Vehicle Hour



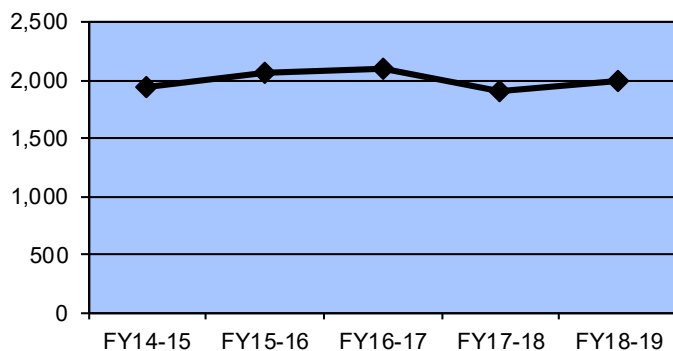
Revenue Vehicle Hours (000's)



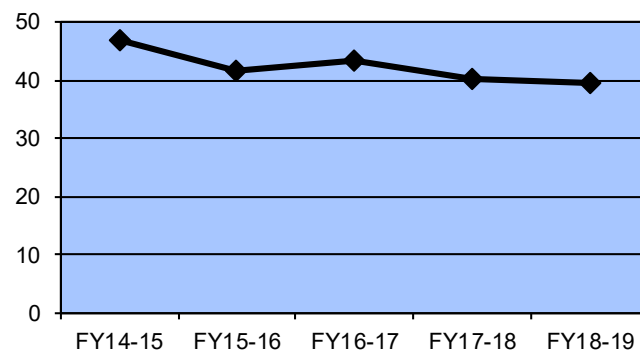
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary 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, General Manager
www.catabus.com



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



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



Current Fare Information
Average Shared-Ride Fare: \$21.65
Average Shared-Ride Cost per Trip: \$35.30
Fare Structure
Implementation Date: July 2019



Trip Information
65+ Trips: 13,908
PWD Trips: See: Centre County
Other Shared-Ride Trips: 17
Total Shared-Ride Trips: 13,925
Total Escorts: 926

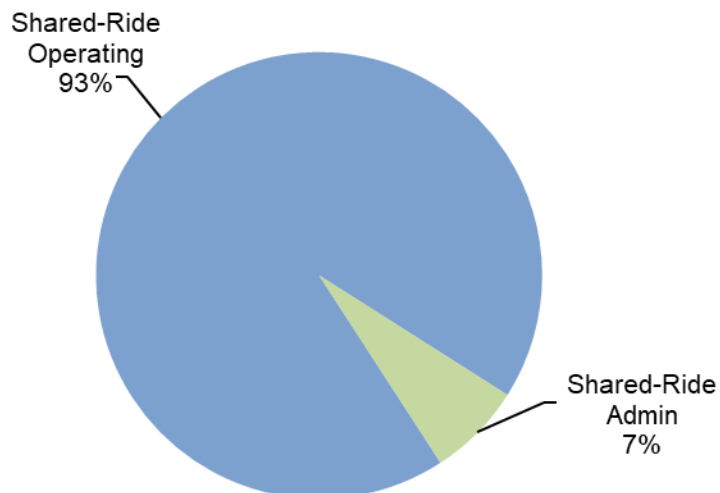


Vehicles Operated in Maximum Service
Community Transportation: 5

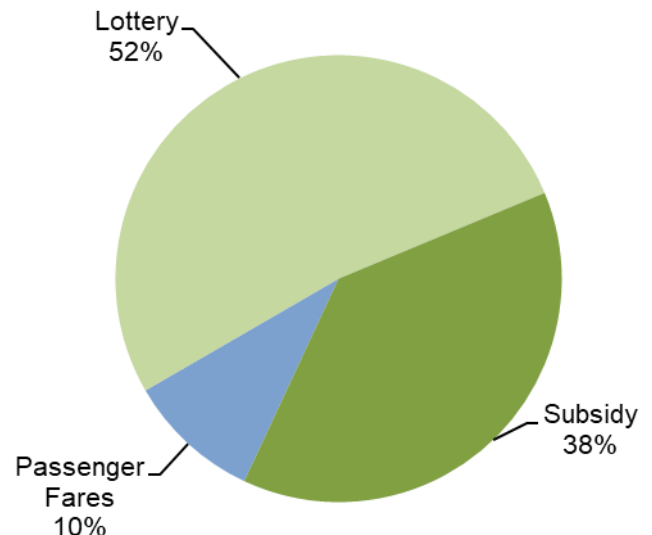
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

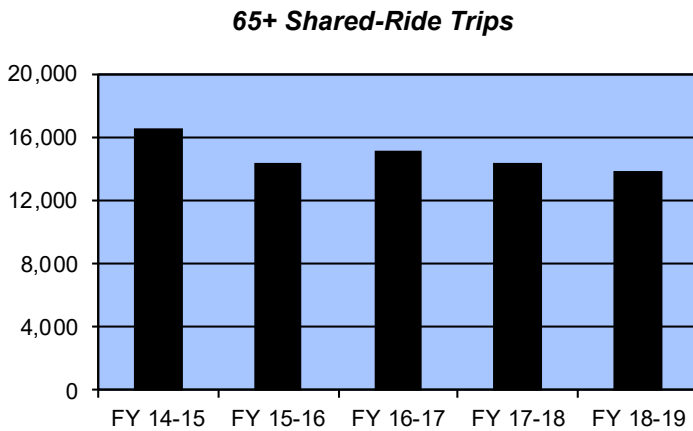
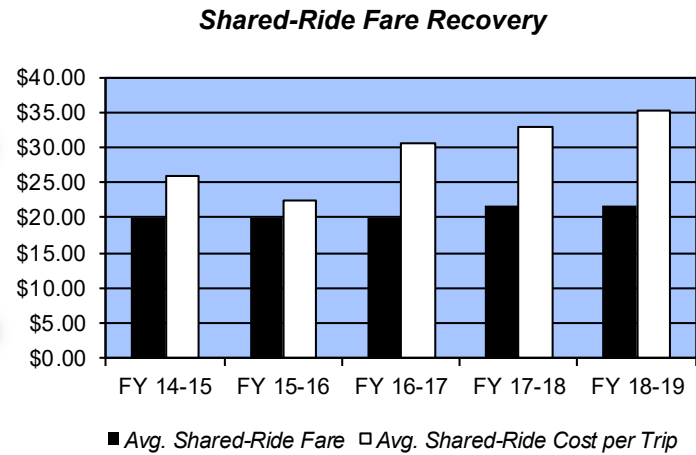
Operating Expense (000's)
\$492



Operating Funds (000's)
\$492



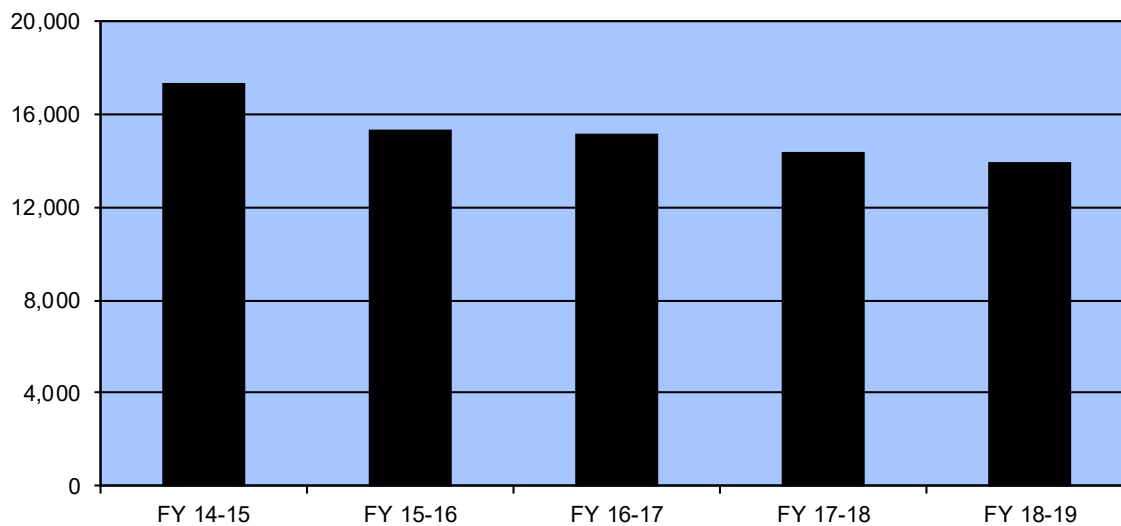
(CATA) Centre Area Transportation Authority



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: \$16.17
Average Shared-Ride Cost per Trip: \$21.31
Fare Structure
Implementation Date: August 2019



Trip Information

65+ Trips: 32,104
PwD Trips: 3,483
Other Shared-Ride Trips: 34,204
Total Shared-Ride Trips: 69,791
Non-Public Trips: 2,427



Vehicles Operated in Maximum Service

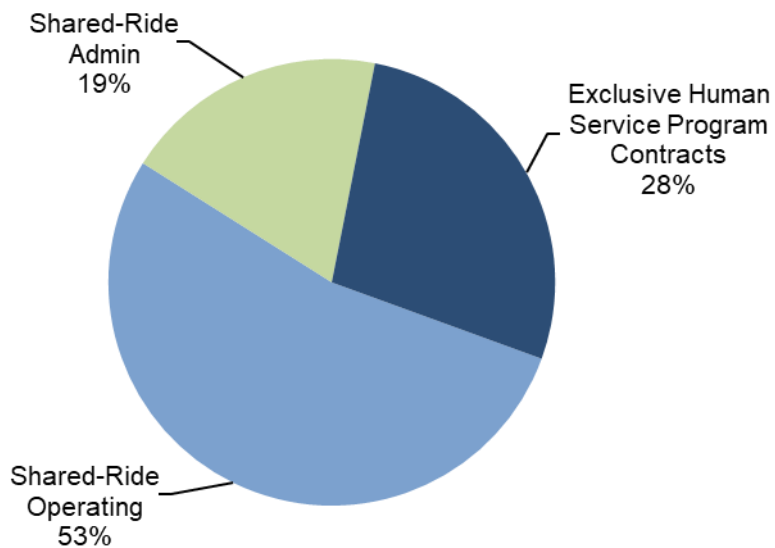
Community Transportation: 25

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

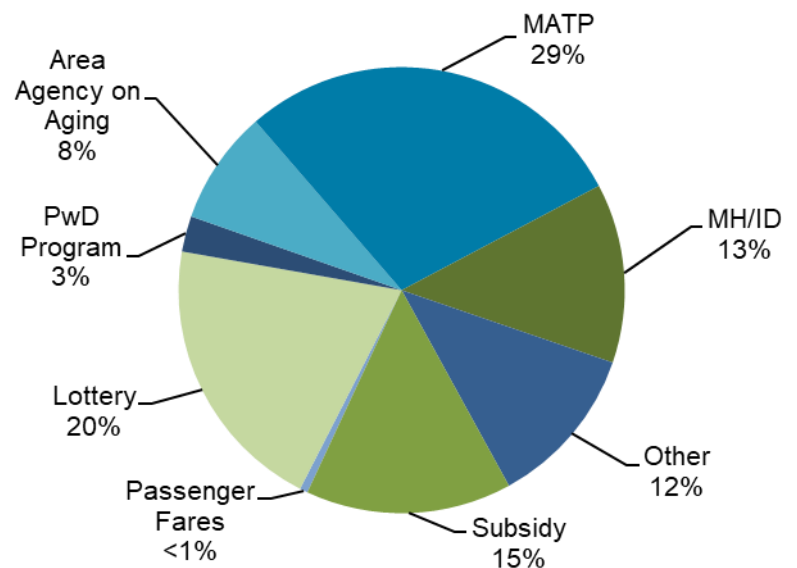
Operating Expense (000's)

\$2,050

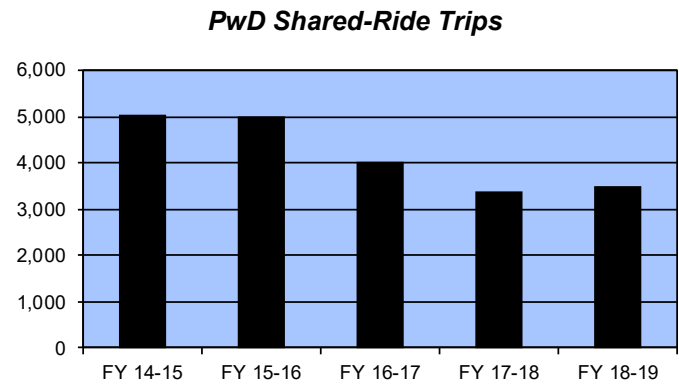
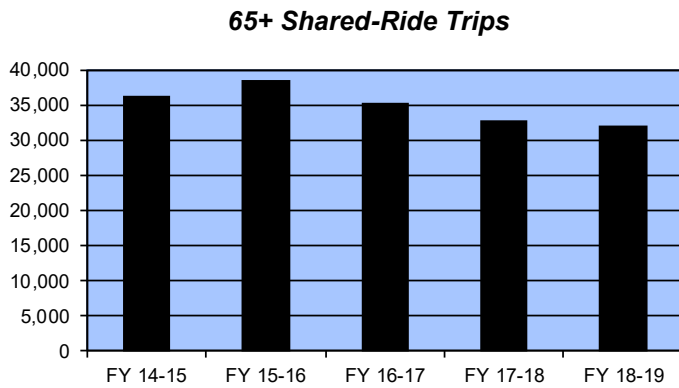
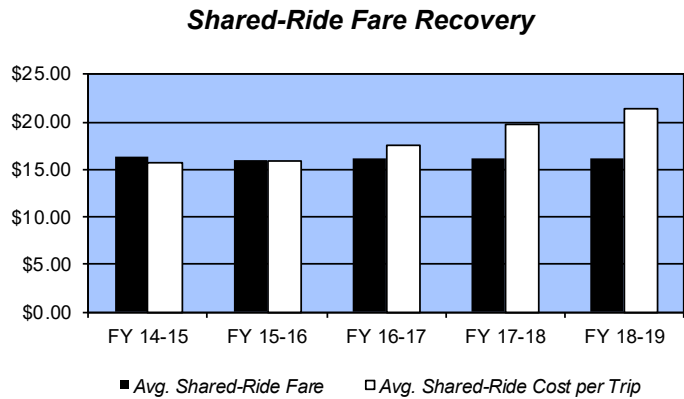


Operating Funds (000's)

\$2,004

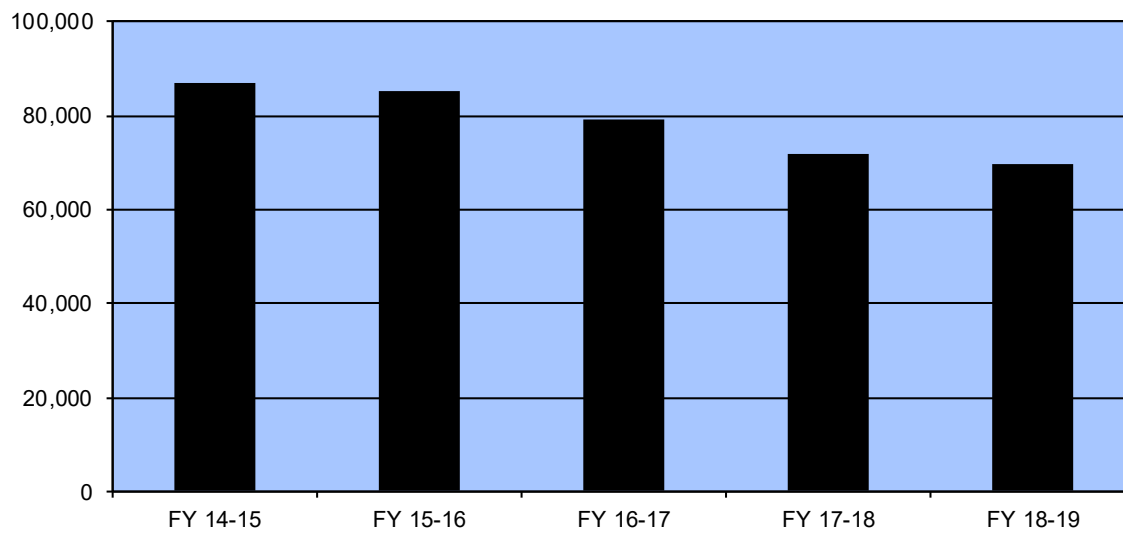


Centre County Office of Transportation



OPERATING PROFILES

Total Shared-Ride Trips



Clarion County Transportation

Community Transportation



Clarion County Transportation

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



House District

Clarion: 63

Senate District

Clarion: 21



Service Area Statistics (2010 Census)

Square Miles: 602
Population: 39,988
65+ Population: 6,566
% of Population 65 and older: 16.4%



Current Fare Information

Average Shared-Ride Fare: \$36.34
Average Shared-Ride Cost per Trip: \$34.59
Fare Structure
Implementation Date: July 2013



Trip Information

65+ Trips: 11,646
PwD Trips: 1,574
Other Shared-Ride Trips: 10,422
Total Shared-Ride Trips: 23,642
Non-Public Trips: 501



Vehicles Operated in Maximum Service

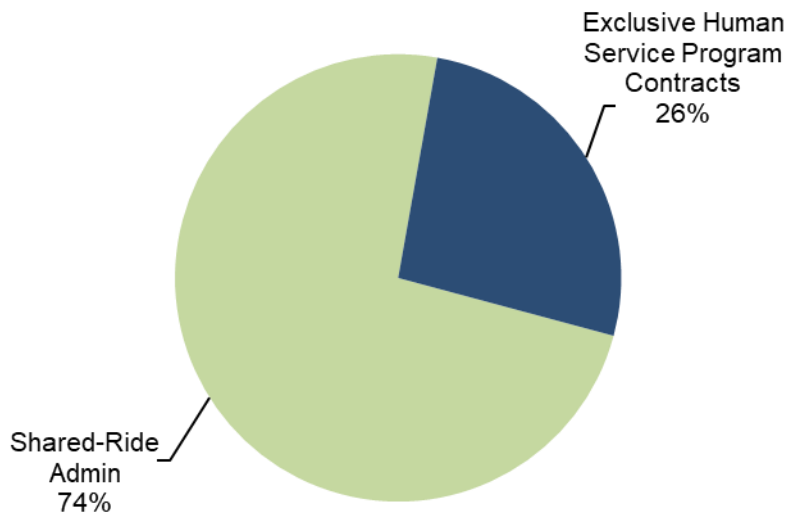
Community Transportation: 15

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

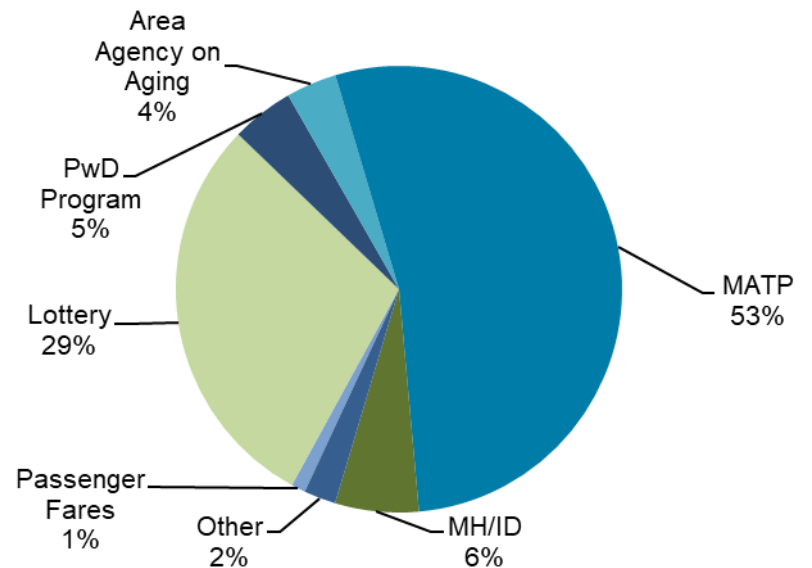
Operating Expense (000's)

\$1,164

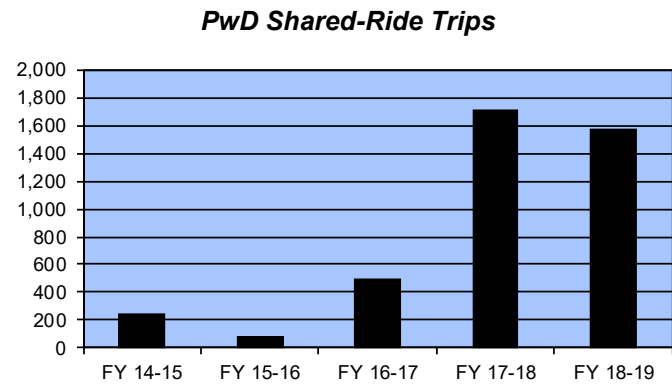
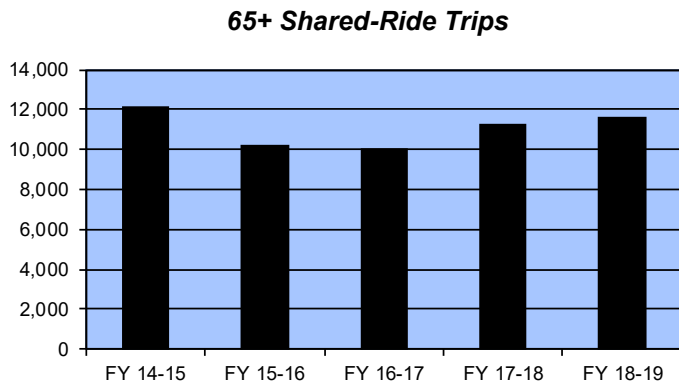
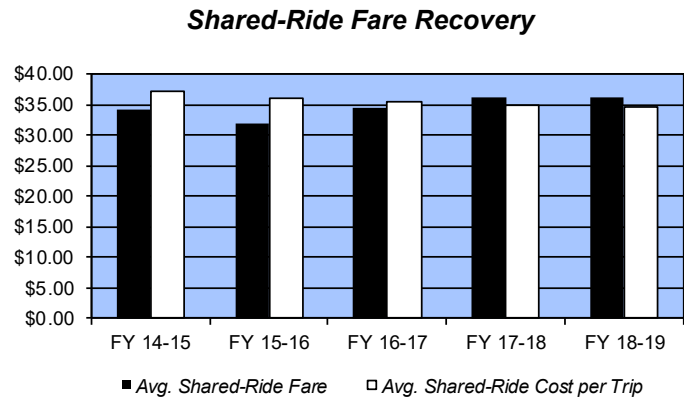
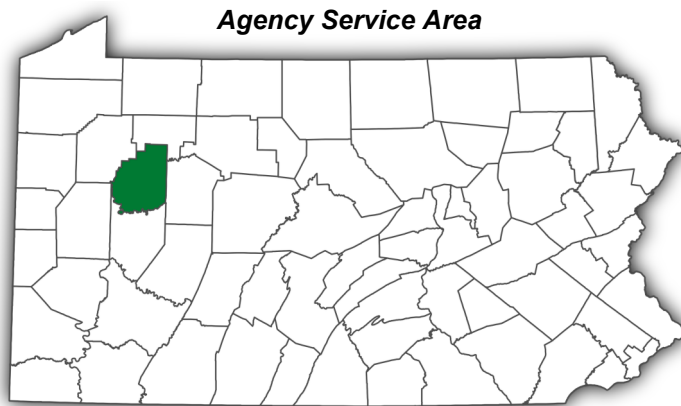


Operating Funds (000's)

\$1,172

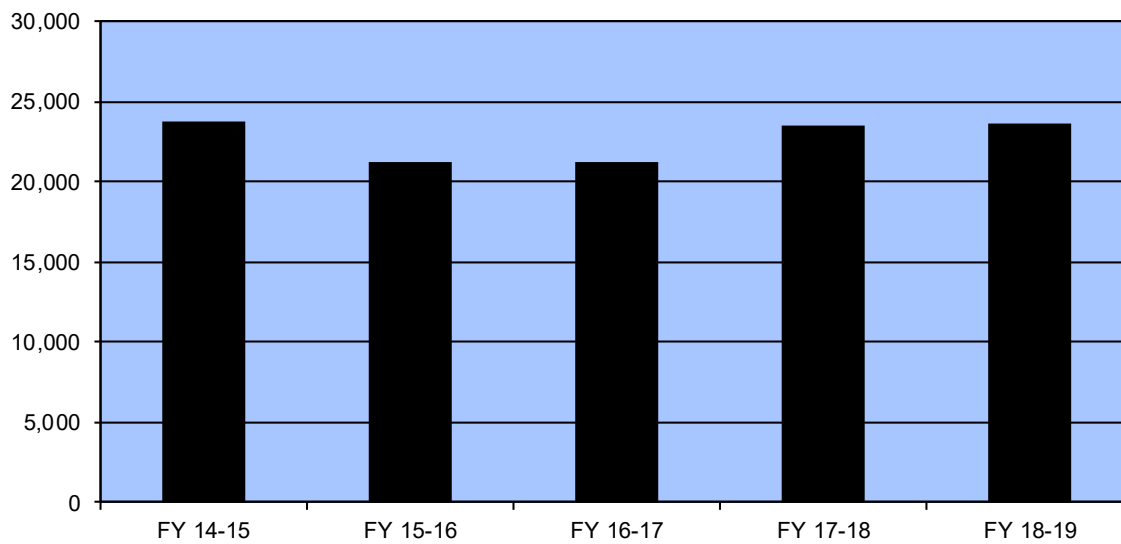


Clarion County Transportation



OPERATING PROFILES

Total Shared-Ride Trips



Community Transit of Delaware County

Community Transportation



Community Transit of Delaware County

206 Eddystone Avenue, Suite 200
Eddystone, PA 19022-1594
610-490-3977
Nick 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: \$35.73
Average Shared-Ride Cost per Trip: \$40.69
Fare Structure
Implementation Date: April 2018



Trip Information

65+ Trips: 94,151
PWD Trips: 830
Other Shared-Ride Trips: 62,358
Total Shared-Ride Trips: 157,339
Total Escorts: 14,851
Non-Public Trips: 198,199



Vehicles Operated in Maximum Service

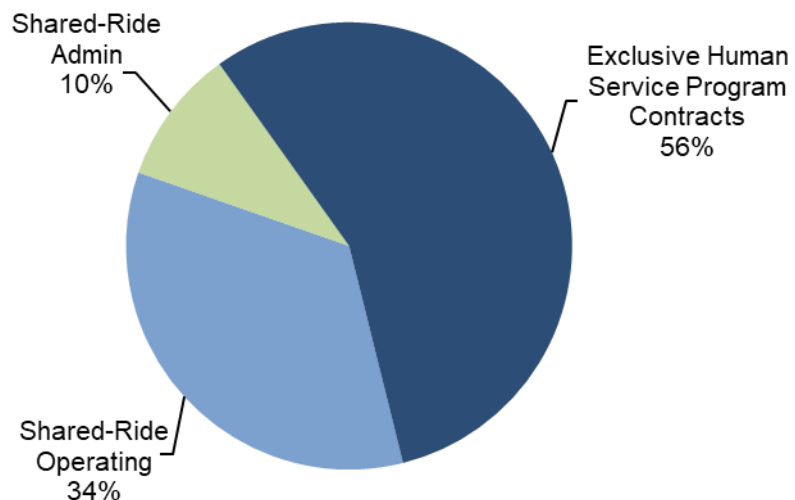
Community Transportation: 63

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

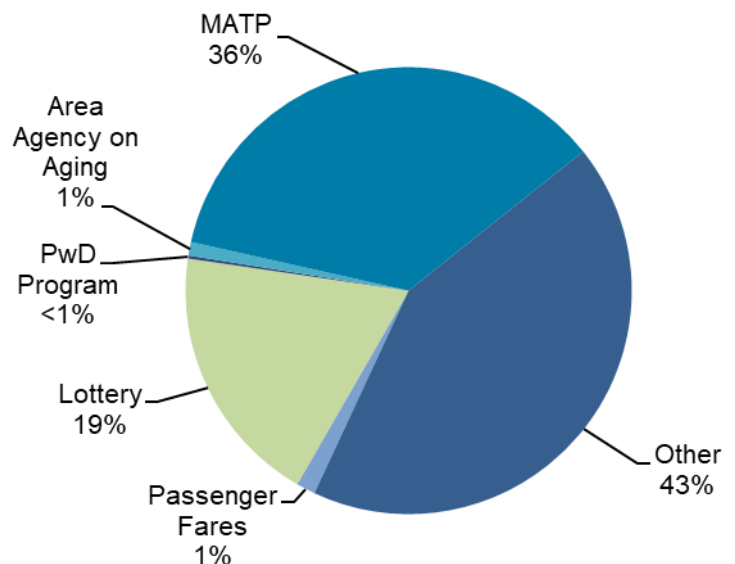
Operating Expense (000's)

\$14,548

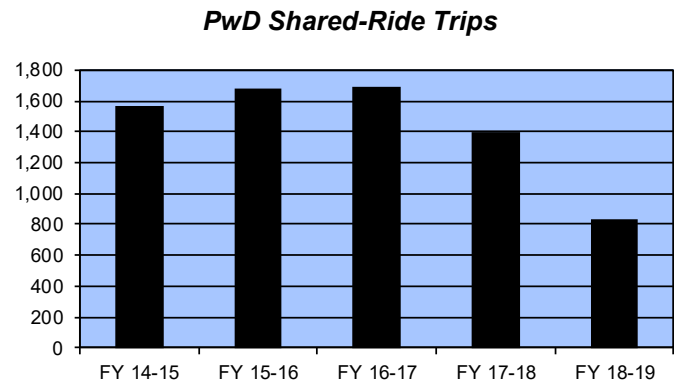
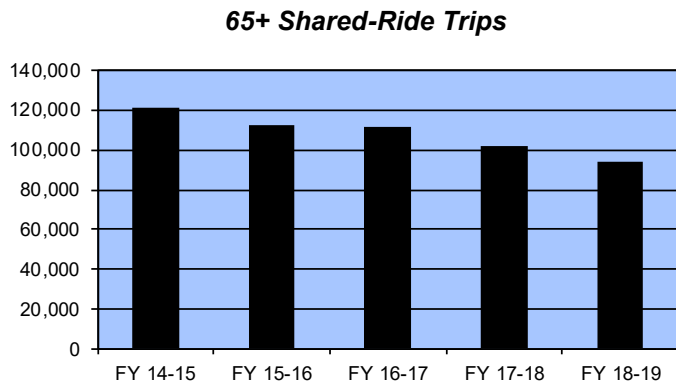
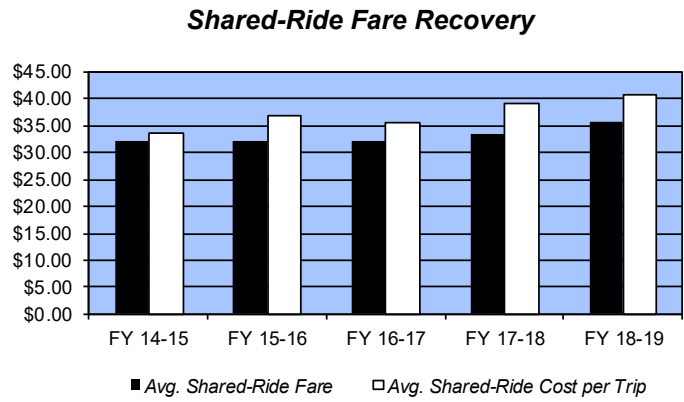
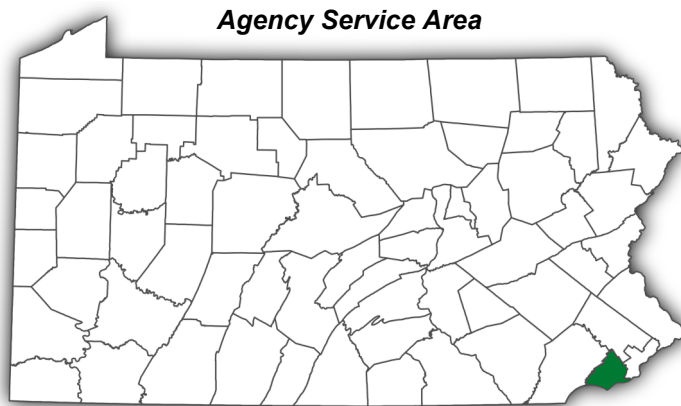


Operating Funds (000's)

\$14,283

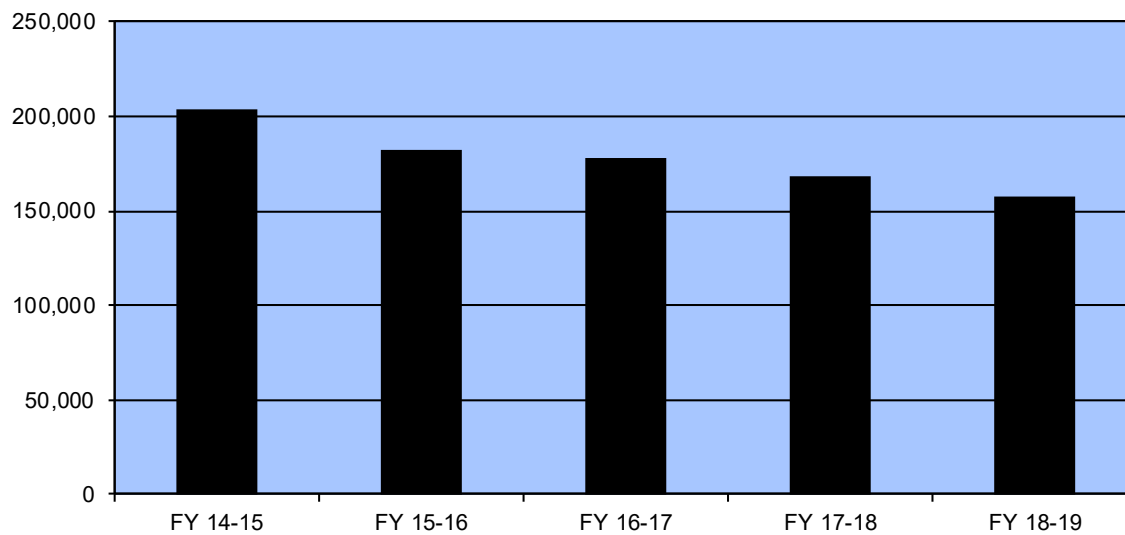


Community Transit of Delaware County



OPERATING PROFILES

Total Shared-Ride Trips



County of Lackawanna Transit System (COLTS)

Urban System



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



House District
Lackawanna: 112, 113, 114, 117, 118
Senate District
Lackawanna: 22



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



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



Act 44 Fixed Route Distribution Factors
Total Passengers: 1,028,256
Senior Passengers: 191,983
Revenue Vehicle Miles: 1,143,088
Revenue Vehicle Hours: 96,369



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



Act 44 Operating Assistance
Section 1513 Allocation: \$7,174,393
Required Local Match: \$722,932



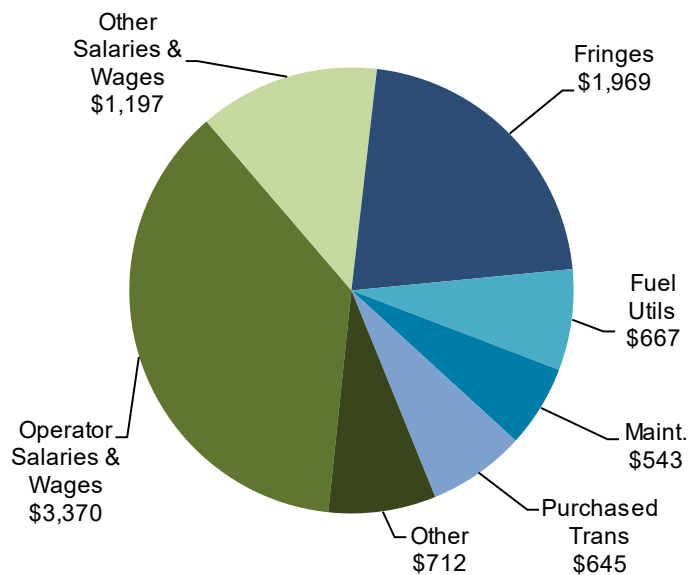
Current Fleet Size
Diesel/Gasoline Motor Bus: 32
Diesel/Gasoline Paratransit Vehicle: 31
System-Wide: 63

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

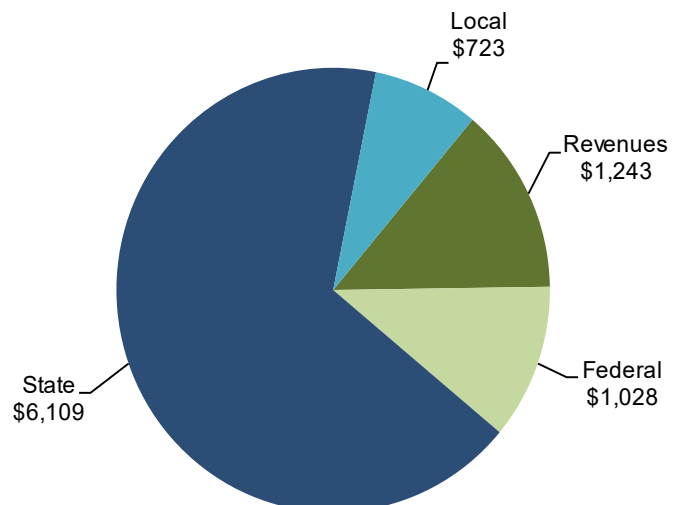
\$9,103



Expense includes ADA complementary expense.

Operating Funds (000's)

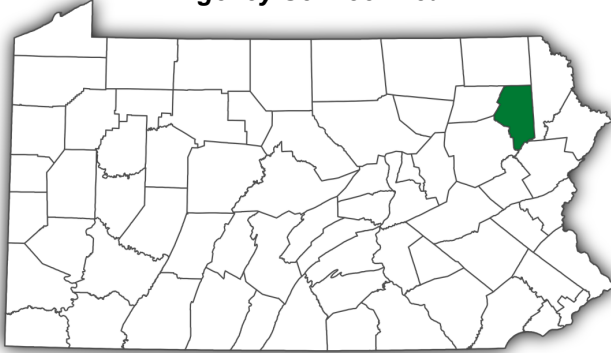
\$9,103



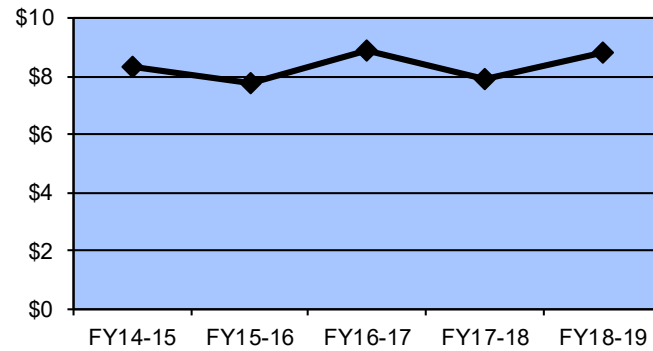
Revenue includes ADA complementary revenue.

(COLTS) County of Lackawanna Transit System

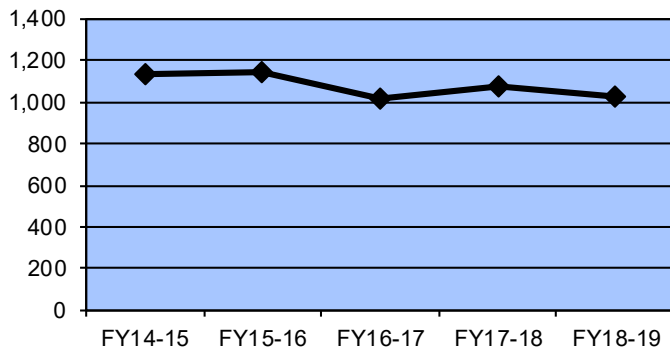
Agency Service Area



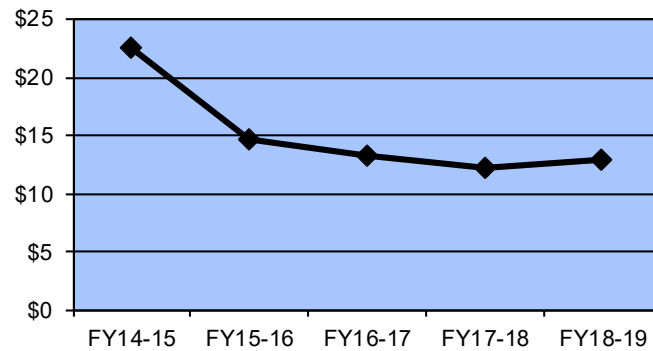
Operating Expense Per Passenger



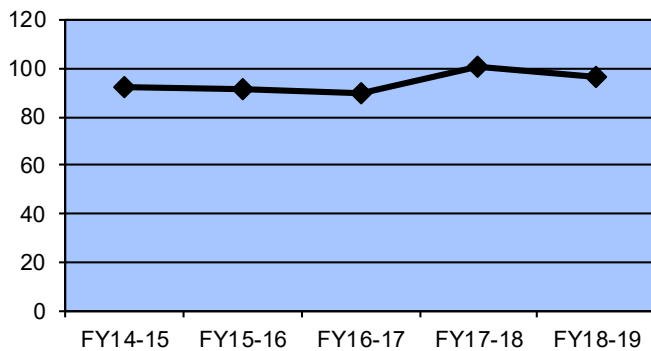
Total Passengers (000's)



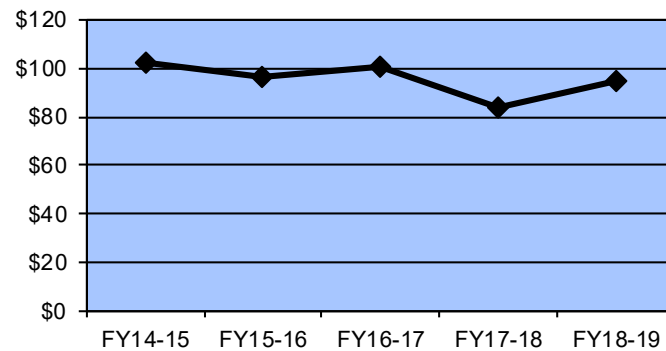
Operating Revenue Per Revenue Vehicle Hour



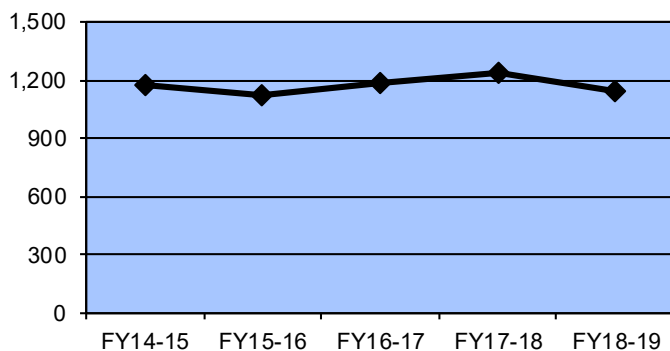
Revenue Vehicle Hours (000's)



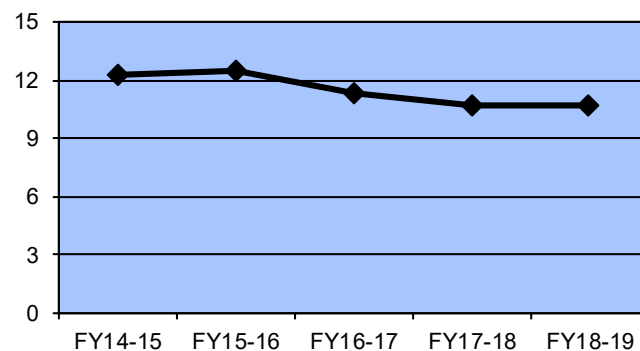
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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. Robert Fiume, Executive Director
www.coltsbus.com



House District

Lackawanna: 112, 113, 114, 117, 118

Senate District

Lackawanna: 22



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$25.00
Average Shared-Ride Cost per Trip: \$31.44
Fare Structure
Implementation Date: July 2015



Trip Information

65+ Trips: 80,279
PwD Trips: 1,652
Other Shared-Ride Trips: 13,768
Total Shared-Ride Trips: 108,043
Non-Public Trips: 15,464



Vehicles Operated in Maximum Service

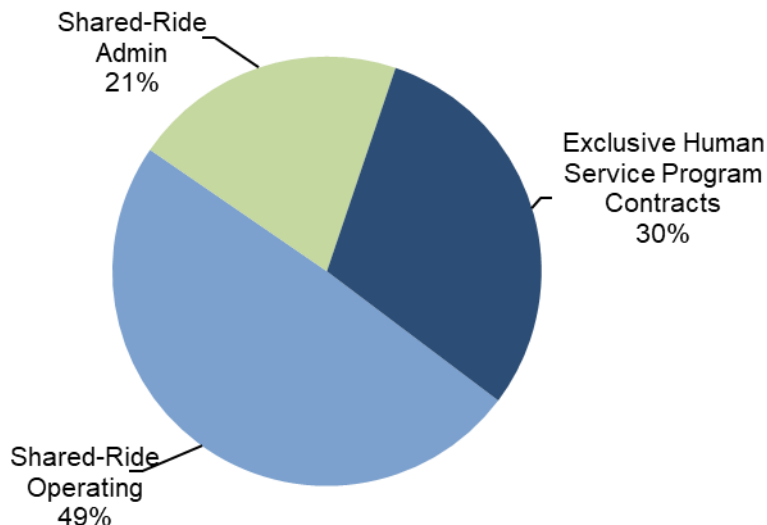
Community Transportation: 38

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

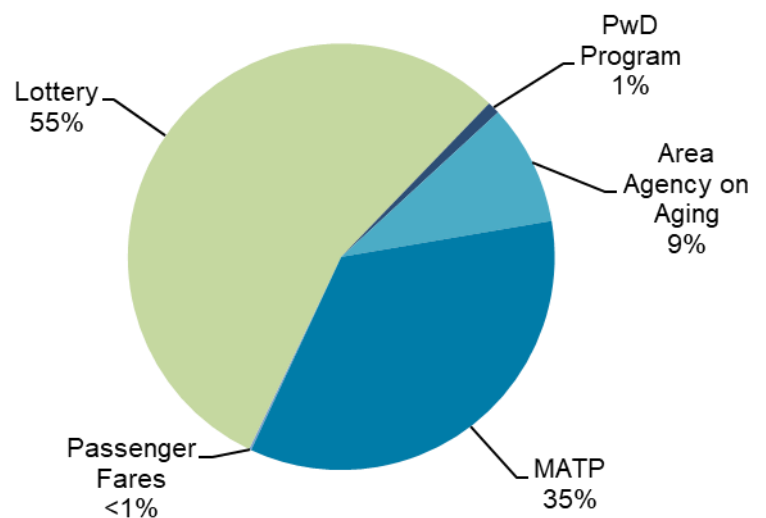
Operating Expense (000's)

\$4,588

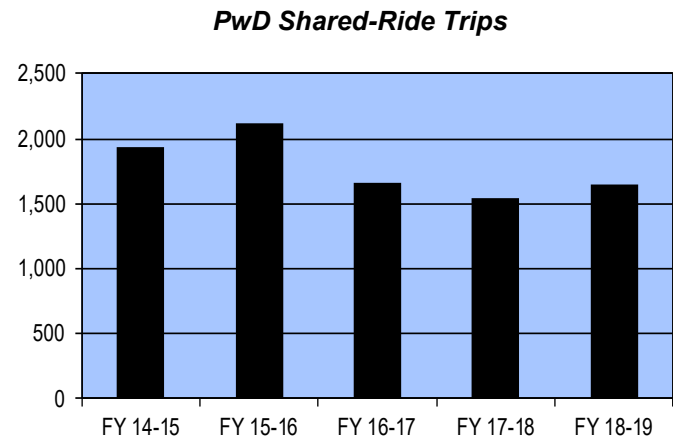
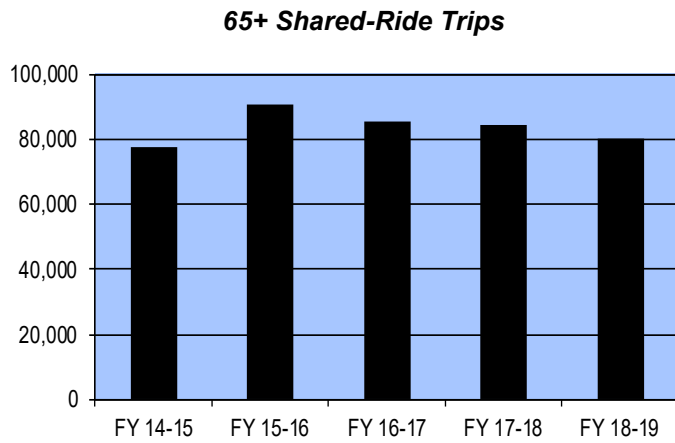
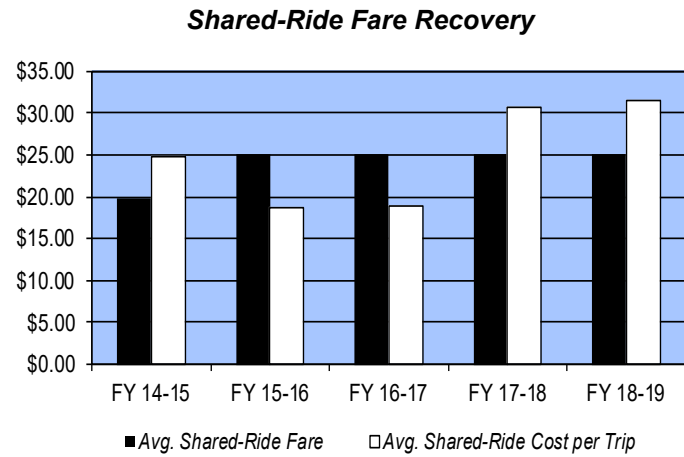
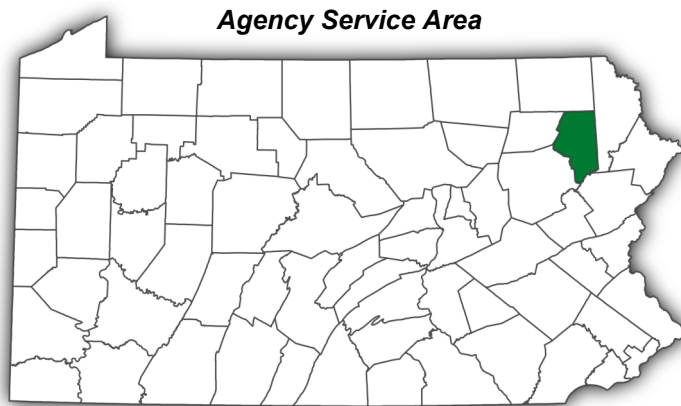


Operating Funds (000's)

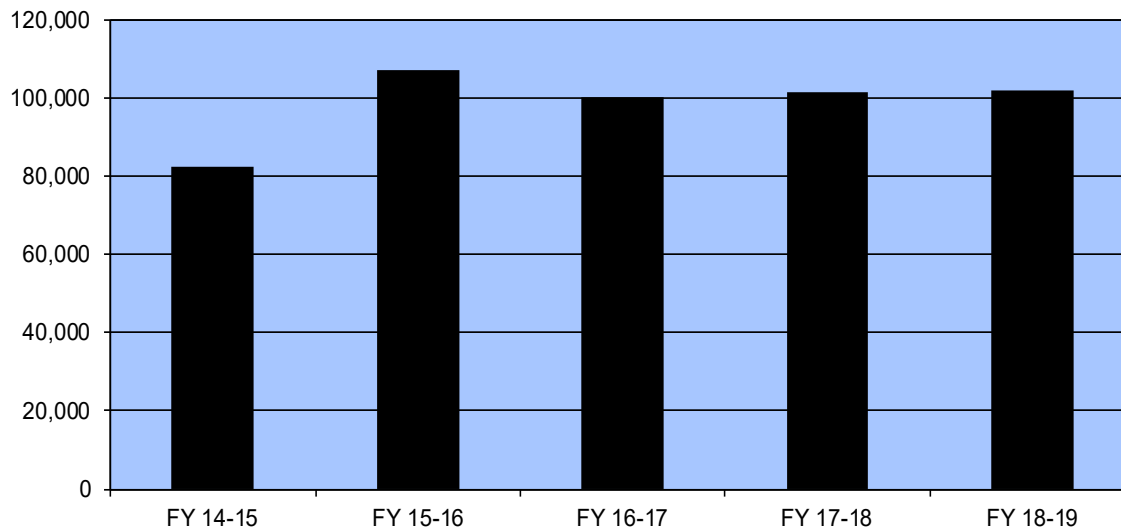
\$3,756



(COLTS) County of Lackawanna Transit System



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: 316,024
Senior Passengers: 75,686
Revenue Vehicle Miles: 531,873
Revenue Vehicle Hours: 30,870



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



Act 44 Operating Assistance
Section 1513 Allocation: \$2,015,866
Required Local Match: \$112,384

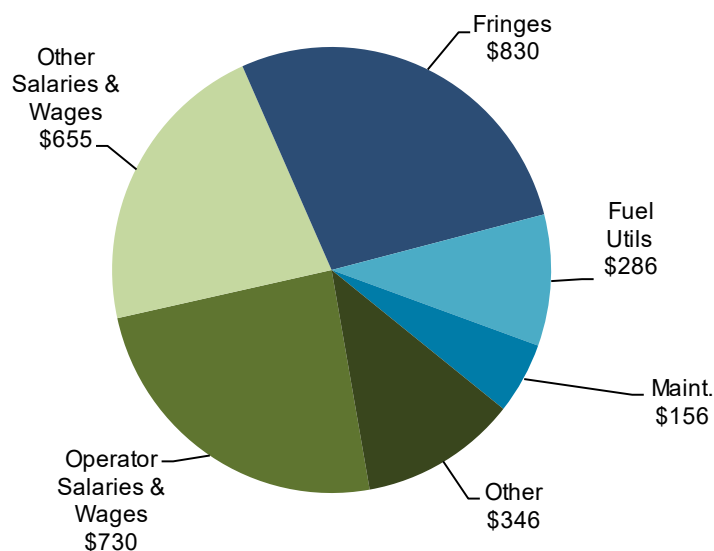


Current Fleet Size
Diesel/Gasoline Motor Bus: 18
Diesel/Gasoline Paratransit Vehicle: 14
System-Wide: 32

OPERATING PROFILES

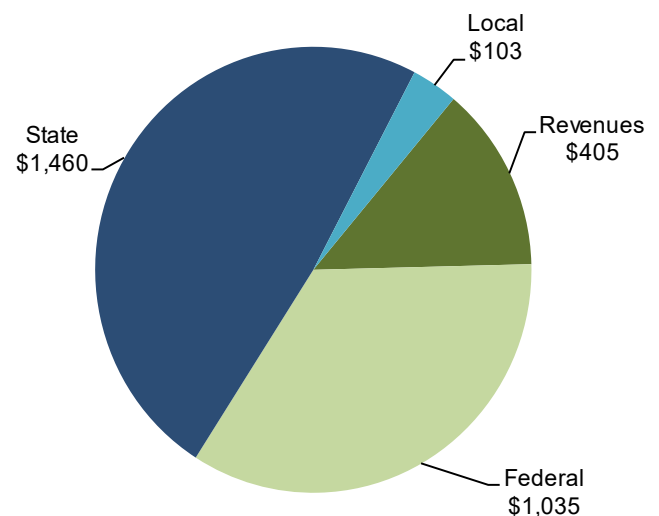
URBAN OPERATING BUDGET

Operating Expense (000's)
\$3,003



Expense includes ADA complementary expense.

Operating Funds (000's)
\$3,003



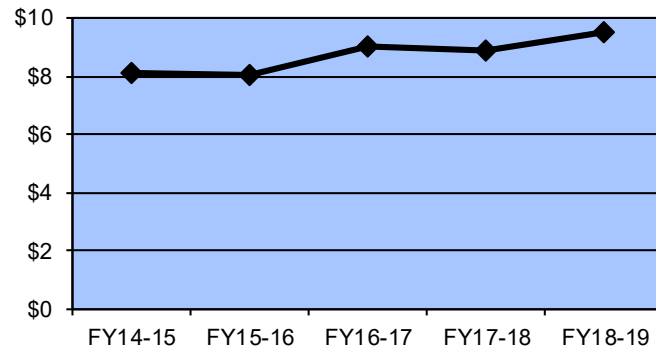
Revenue includes ADA complementary revenue.

(COLT/LT) County of Lebanon Transit Authority

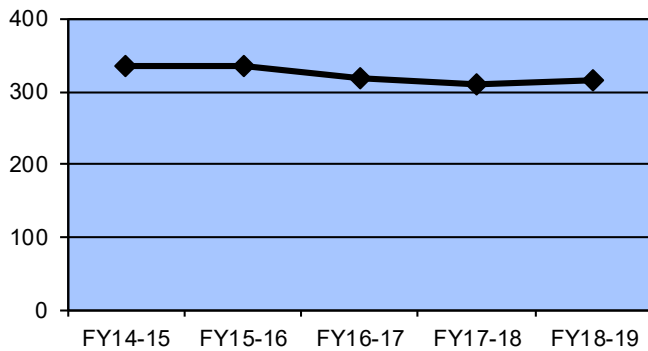
Agency Service Area



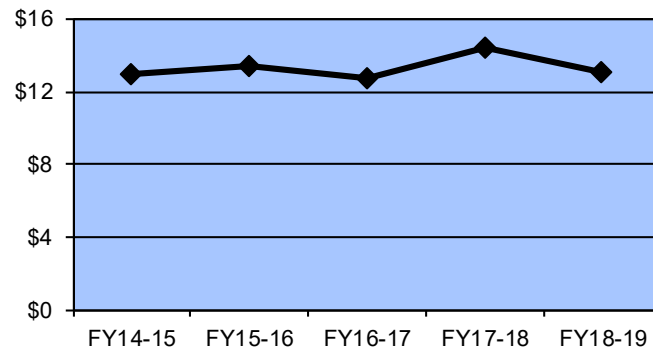
Operating Expense Per Passenger



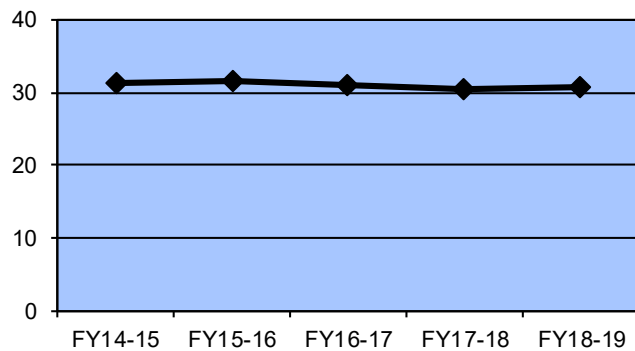
Total Passengers (000's)



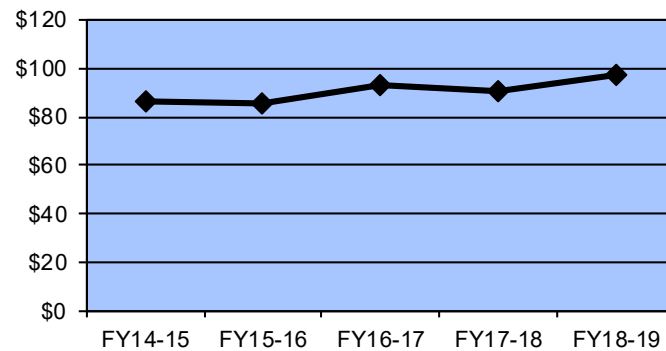
Operating Revenue Per Revenue Vehicle Hour



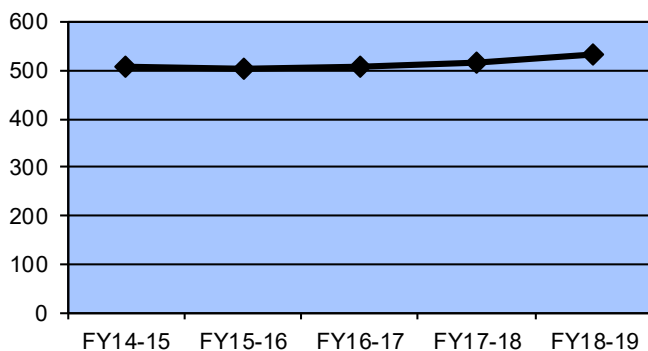
Revenue Vehicle Hours (000's)



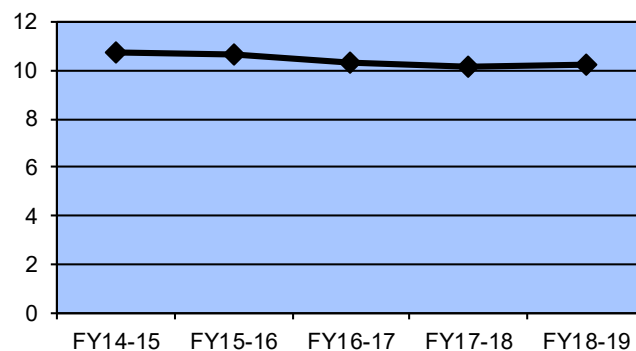
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$20.81
Average Shared-Ride Cost per Trip: \$29.33
Fare Structure
Implementation Date: July 2013



Trip Information
65+ Trips: 27,270
PwD Trips: 2,858
Other Shared-Ride Trips: 17,306
Total Shared-Ride Trips: 47,434

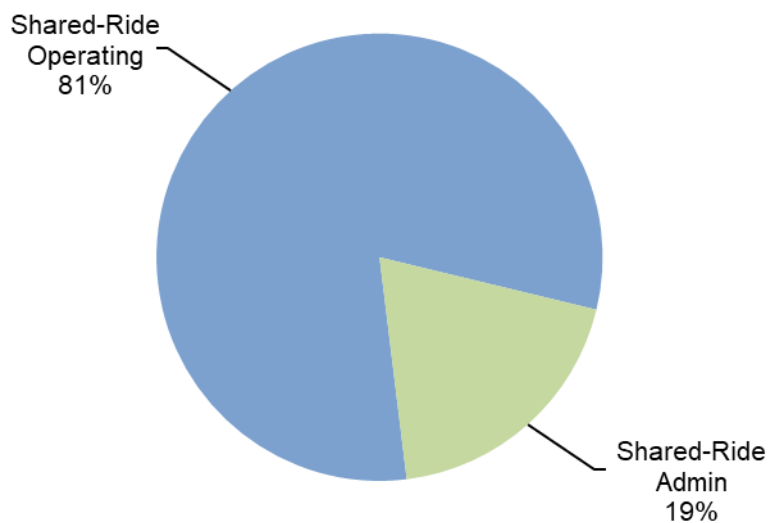


Vehicles Operated in Maximum Service
Community Transportation: 11

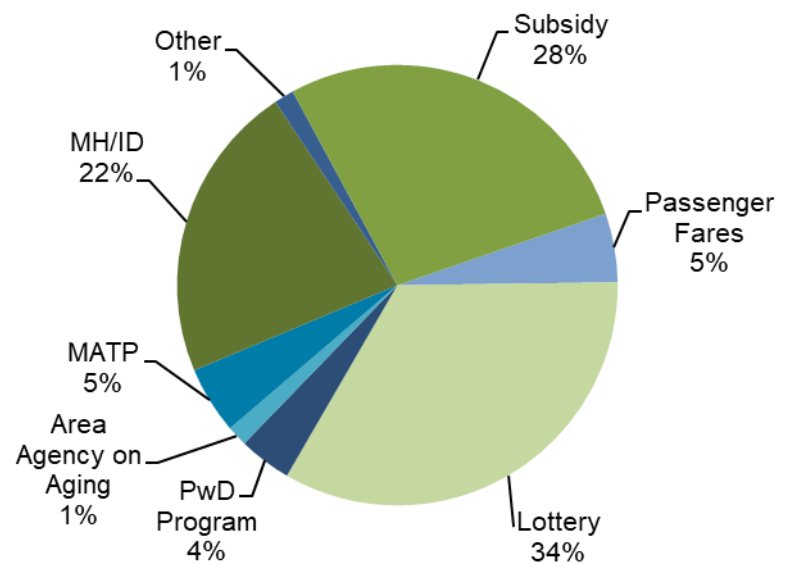
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

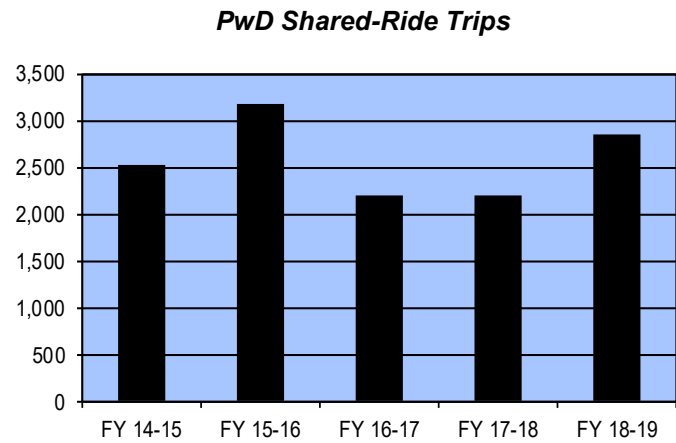
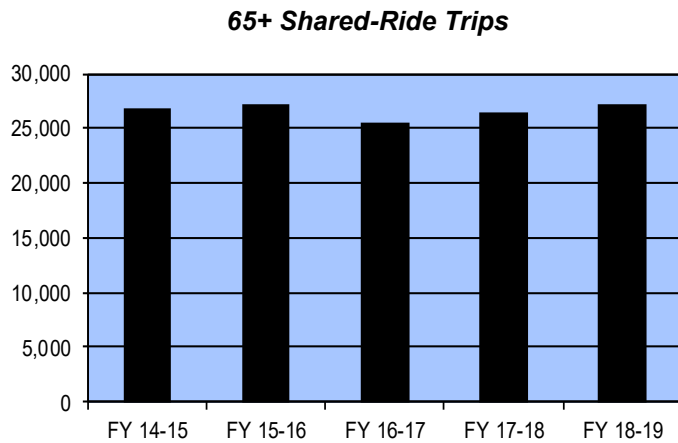
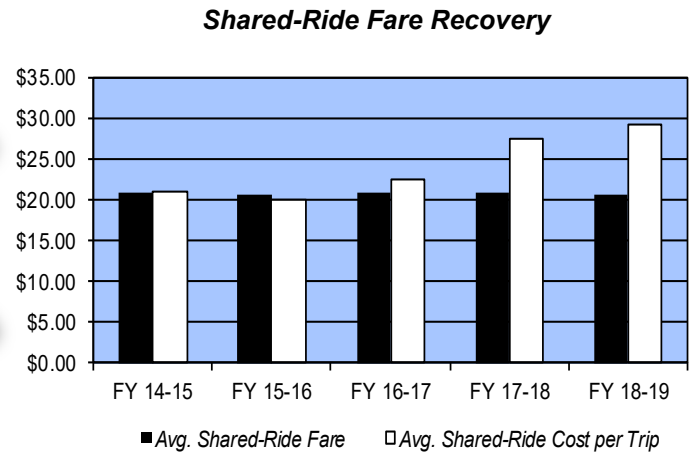
Operating Expense (000's)
\$1,391



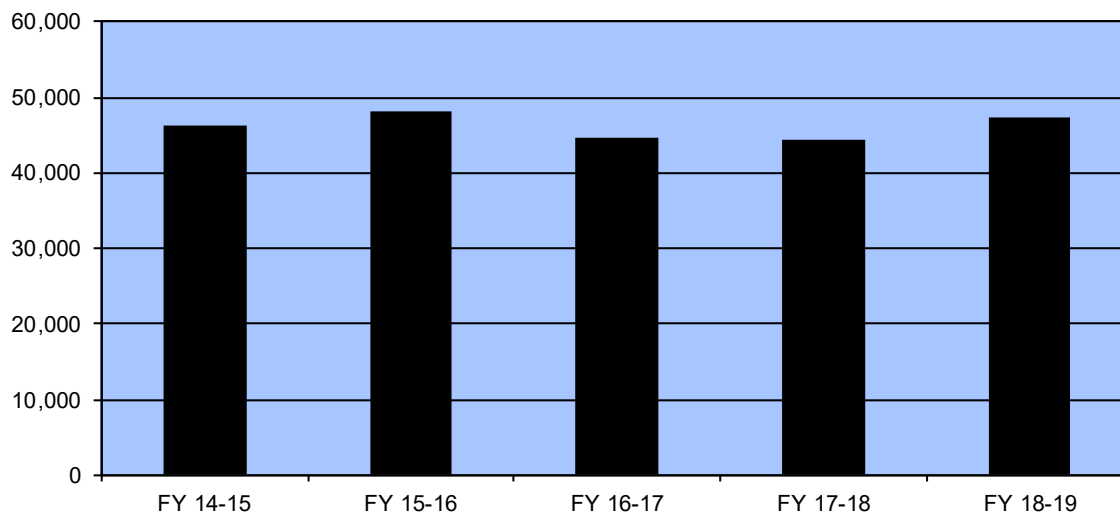
Operating Funds (000's)
\$1,391



(COLT/LT) County of Lebanon Transit Authority



Total Shared-Ride Trips



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: 280,495
Senior Passengers: 54,523
Revenue Vehicle Miles: 496,643
Revenue Vehicle Hours: 28,941



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



Act 44 Operating Assistance
Section 1513 Allocation: \$1,389,772
Required Local Match*: \$71,212



Current Fleet Size
Diesel/Gasoline Motor Bus: 14
CNG Bus: 4
Diesel/Gasoline Paratransit Vehicle: 48
System-wide: 66

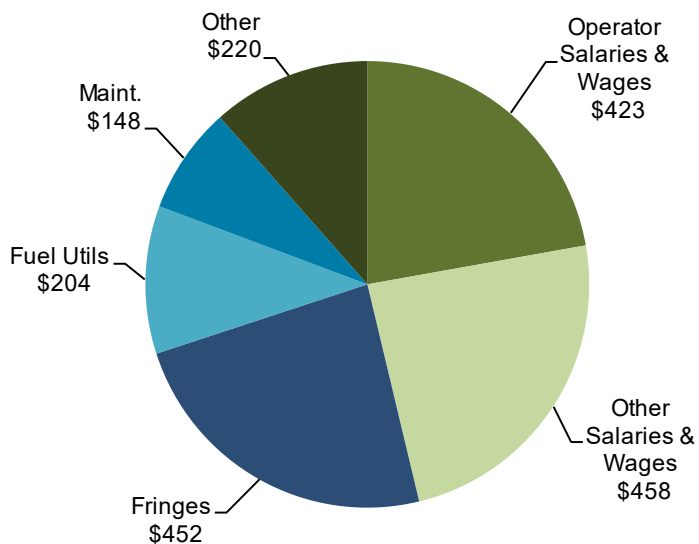
*CATA was approved for a local match waiver due to regional consolidation savings, thus required local match is reduced to \$0.

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

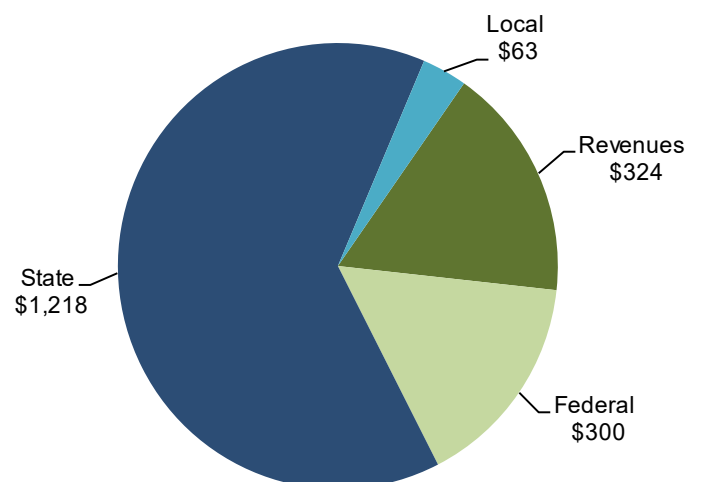
\$1,905



Expense includes ADA complementary expense.

Operating Funds (000's)

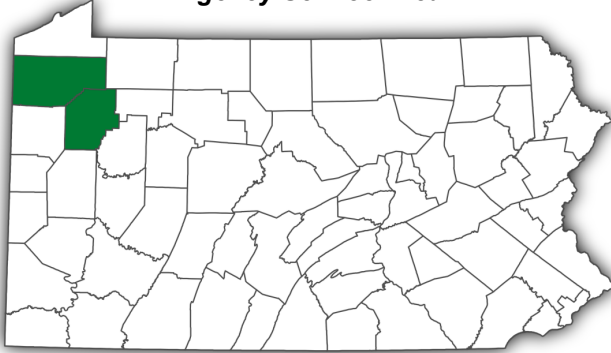
\$1,905



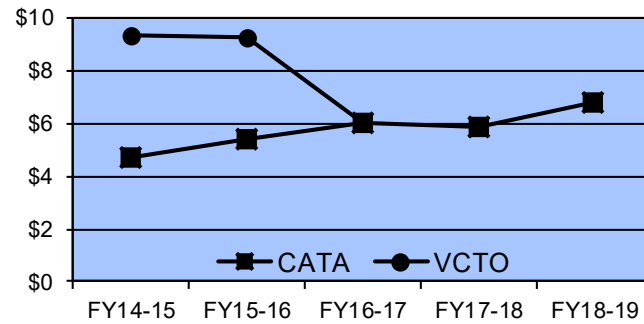
Revenue includes ADA complementary revenue.

(CATA) Crawford Area Transportation Authority

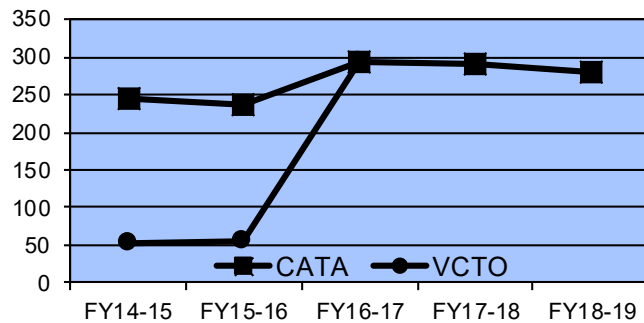
Agency Service Area



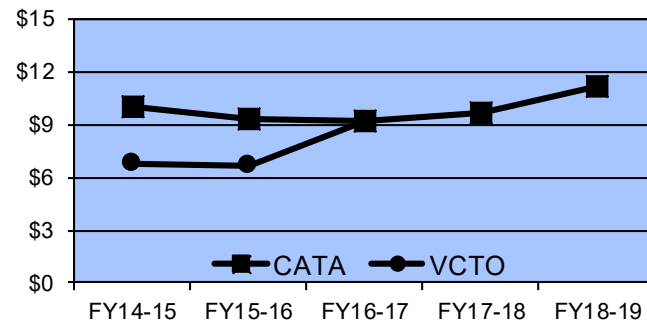
Operating Expense Per Passenger



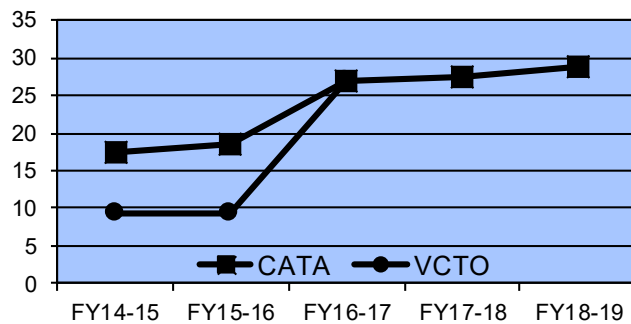
Total Passengers (000's)



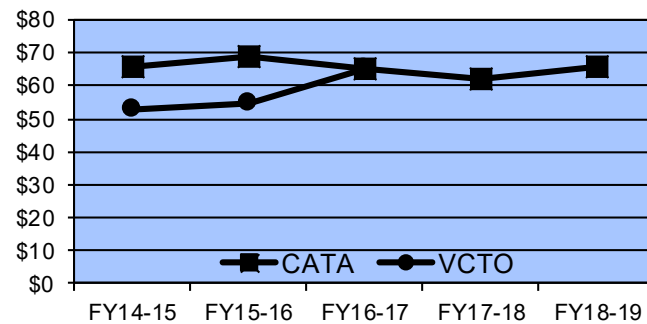
Operating Revenue Per Revenue Vehicle Hour



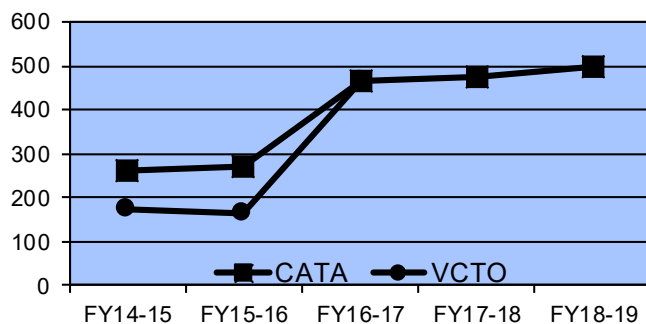
Revenue Vehicle Hours (000's)



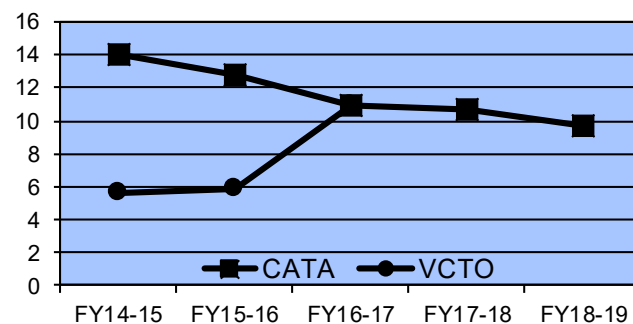
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$17.32
Average Shared-Ride Cost per Trip: \$27.96
Fare Structure
Implementation Date: March 2015



Trip Information
65+ Trips: 43,844
PwD Trips: 1,988
Other Shared-Ride Trips: 19,929
Total Shared-Ride Trips: 65,761
Total Escorts: 6,219
Non-Public Trips: 26,113

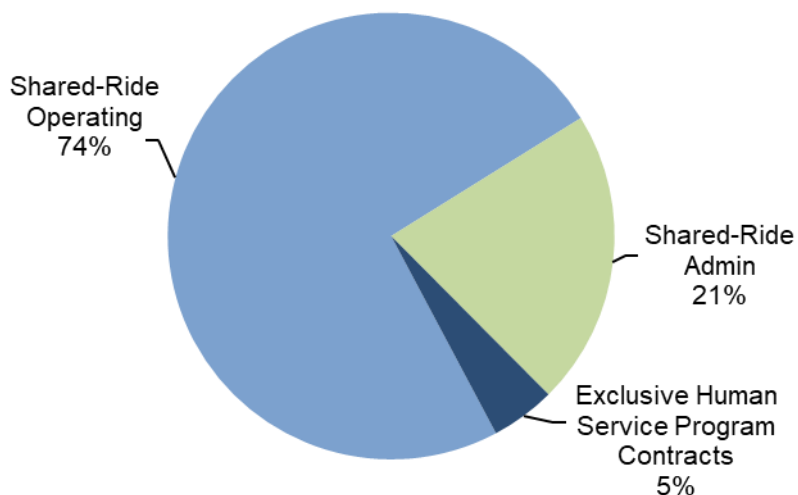


Vehicles Operated in Maximum Service
Community Transportation: 48

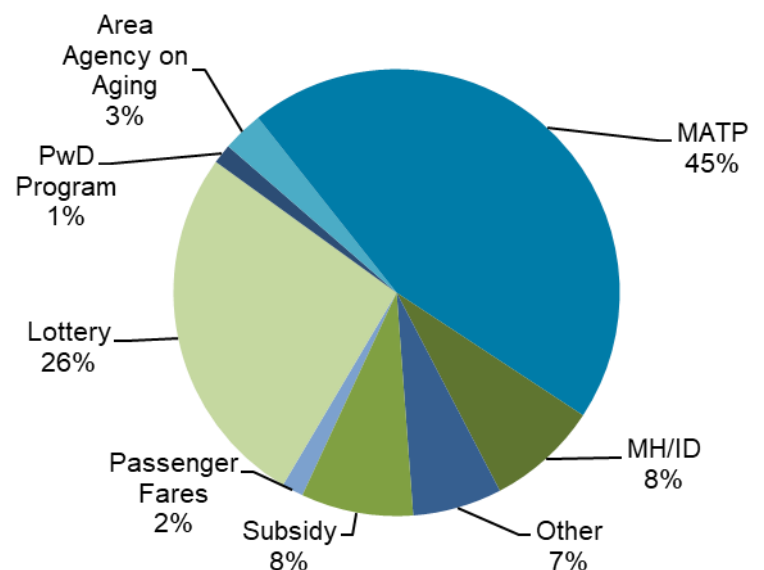
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

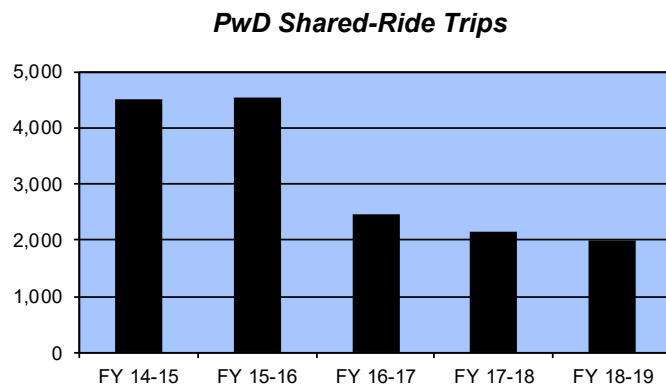
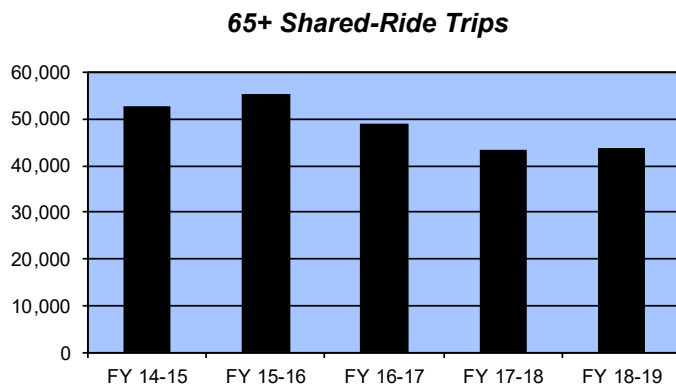
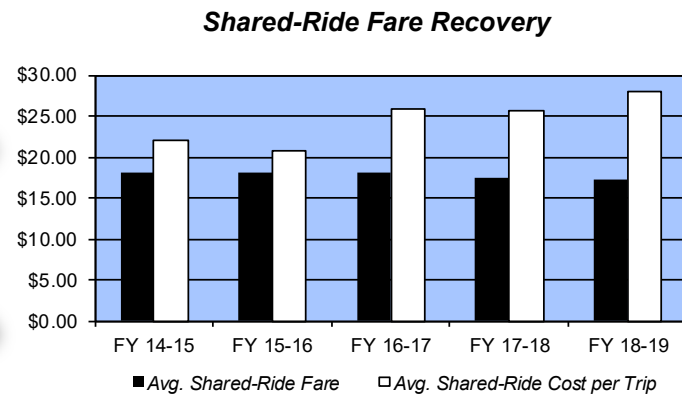
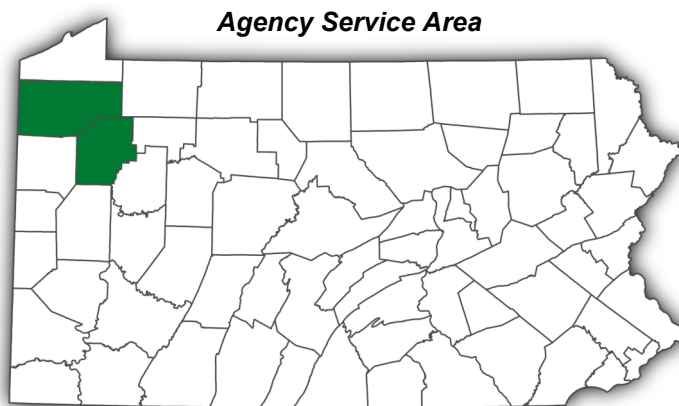
Operating Expense (000's)
\$2,304



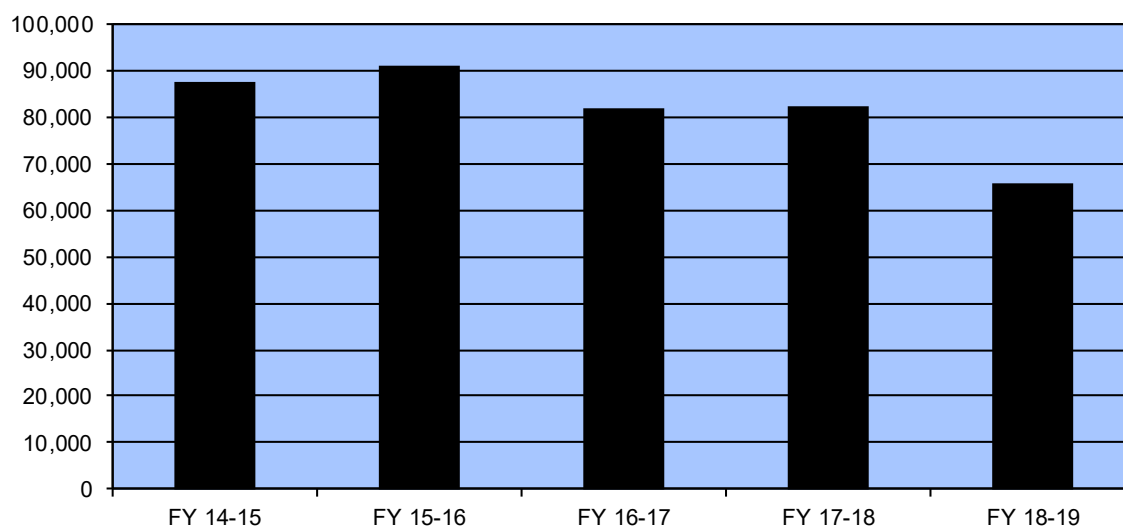
Operating Funds (000's)
\$2,459



(CATA) Crawford Area Transportation Authority



Total Shared-Ride Trips



Endless Mountains Transportation Authority (EMTA)

CNG

Rural System



Endless Mountains Transportation Authority (EMTA)

27824 Route 220
Athens, PA 18810
570-888-8713
Mr. Adam Winder, Interim 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: 103,995
Senior Passengers: 14,046
Revenue Vehicle Miles: 453,506
Revenue Vehicle Hours: 20,916



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,049,851
Required Local Match: \$69,367



Current Fleet Size

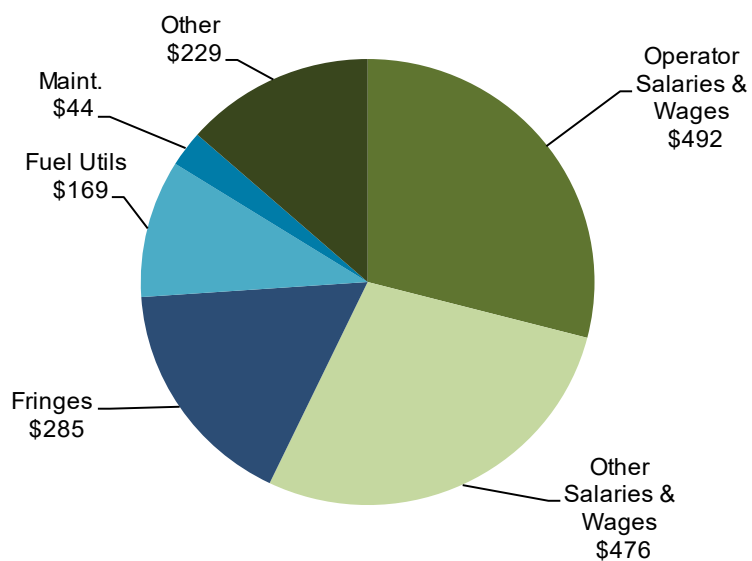
Diesel/Gasoline Motor Bus: 13
Diesel/Gasoline Paratransit Vehicle: 52
CNG Paratransit Vehicles: 1
System-wide: 66

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

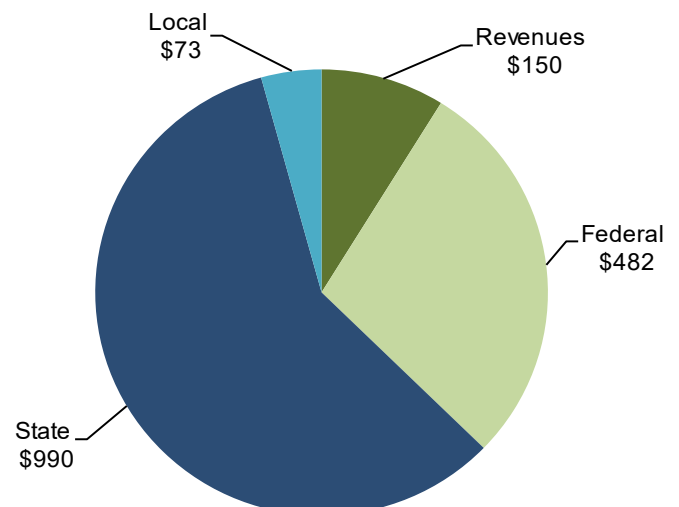
\$1,695



Expense includes ADA complementary expense.

Operating Funds (000's)

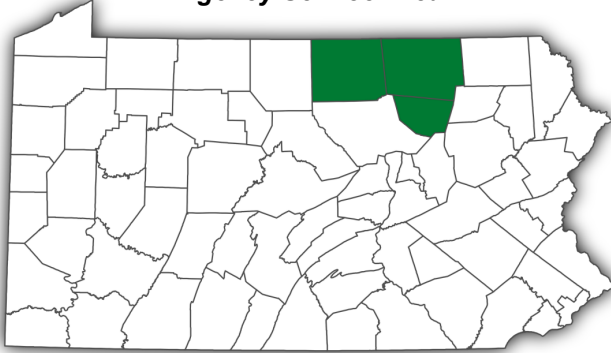
\$1,695



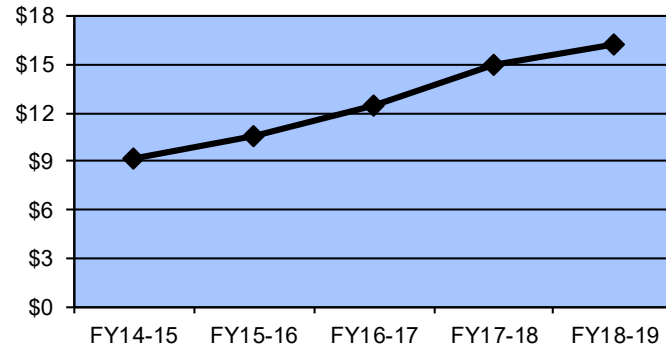
Revenue includes ADA complementary revenue.

(EMTA) Endless Mountains Transportation Authority

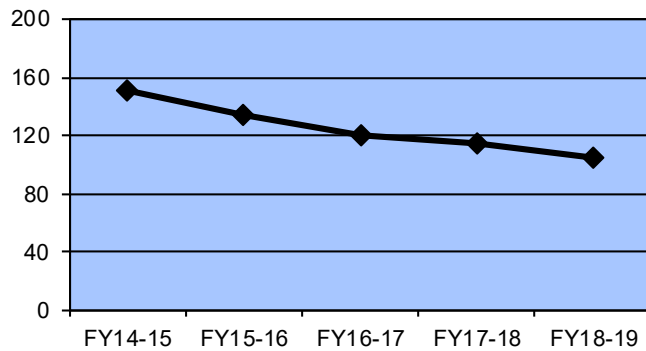
Agency Service Area



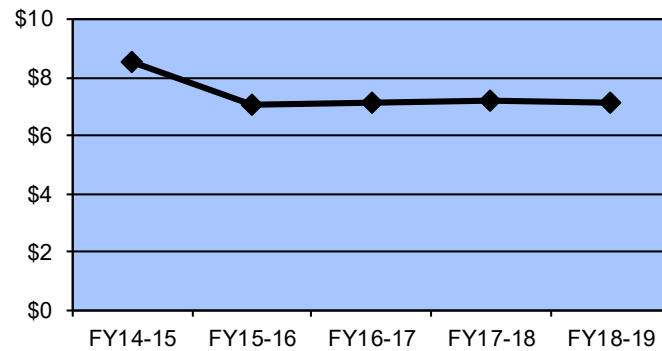
Operating Expense Per Passenger



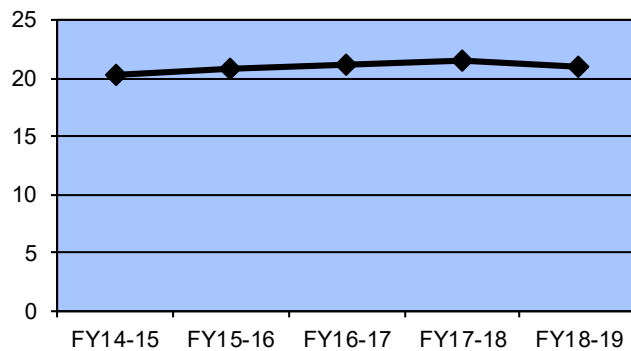
Total Passengers (000's)



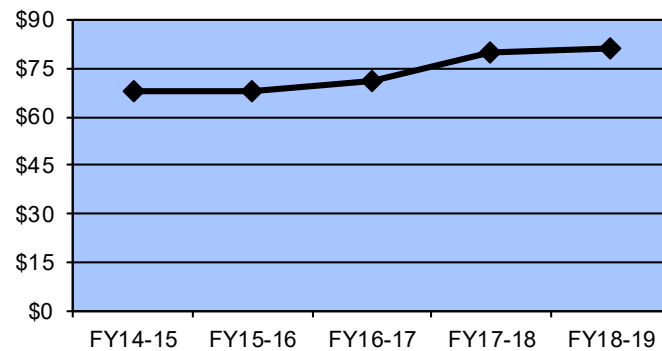
Operating Revenue Per Revenue Vehicle Hour



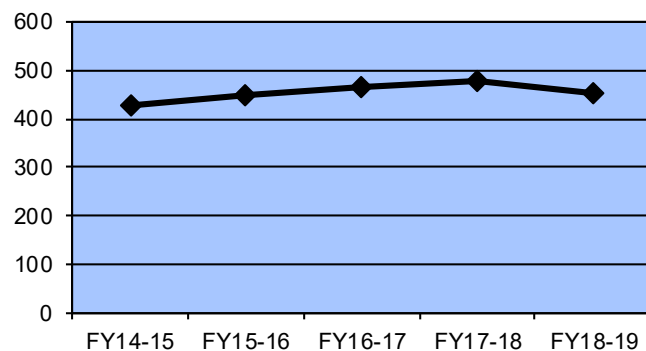
Revenue Vehicle Hours (000's)



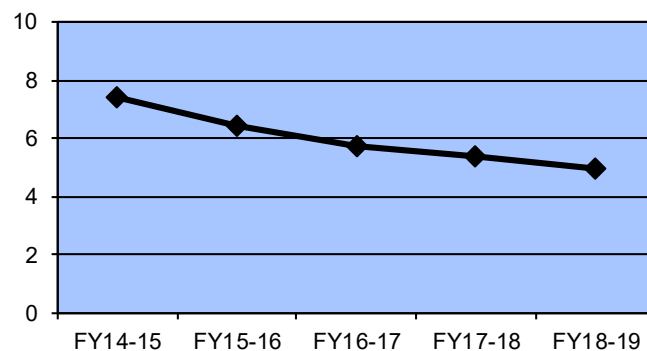
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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, Interim 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: \$32.45
Average Shared-Ride Cost per Trip: \$41.18
Fare Structure
Implementation Date: February 2018



Trip Information

65+ Trips: 32,315
PwD Trips: 7,323
Other Shared-Ride Trips: 34,212
Total Shared-Ride Trips: 73,850
Total Escorts: 9,456
Non-Public Trips: 4,824



Vehicles Operated in Maximum Service

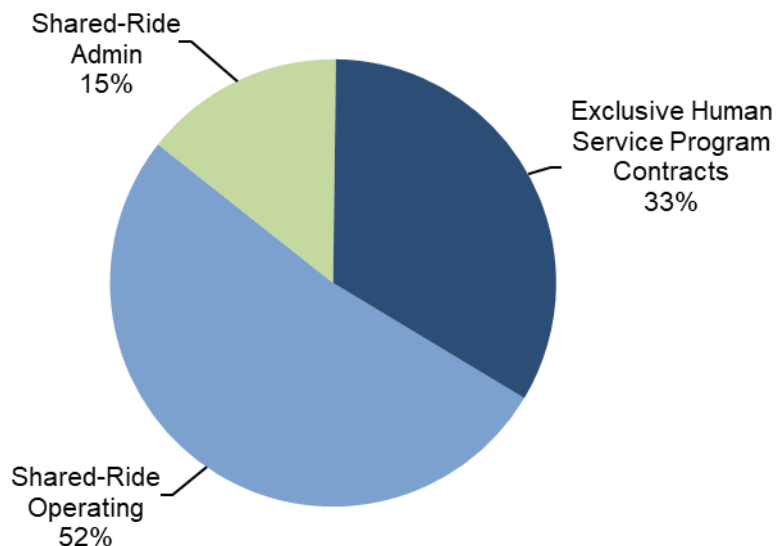
Community Transportation: 47

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

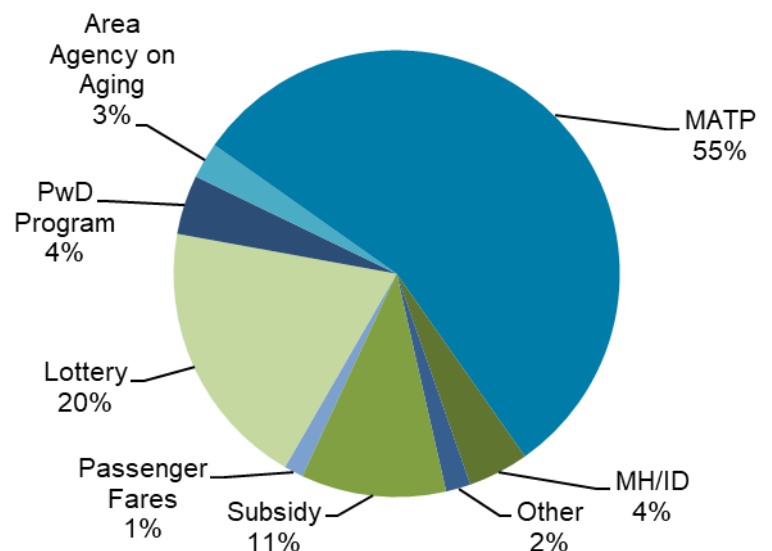
Operating Expense (000's)

\$4,567

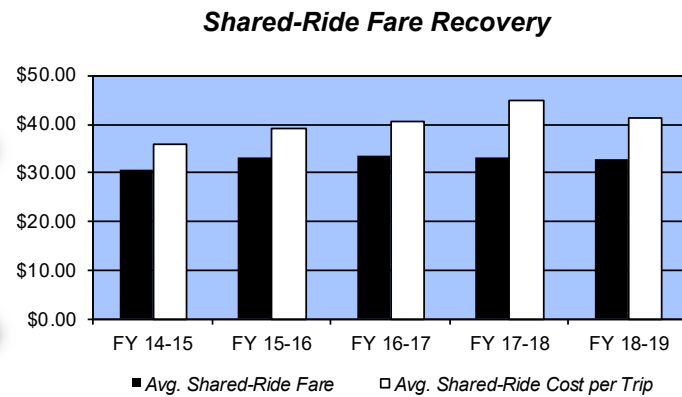
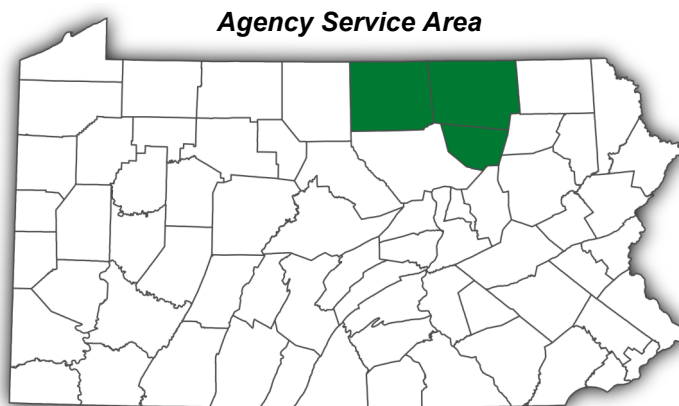


Operating Funds (000's)

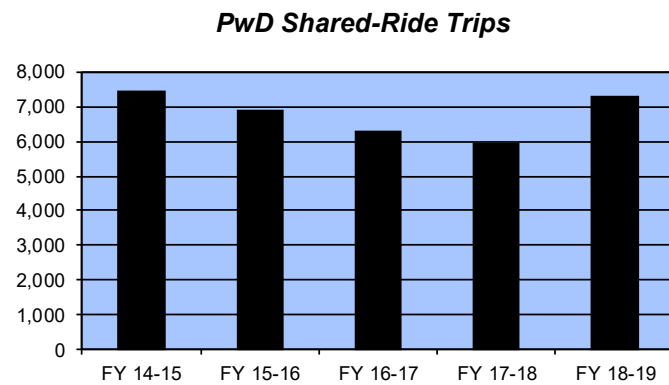
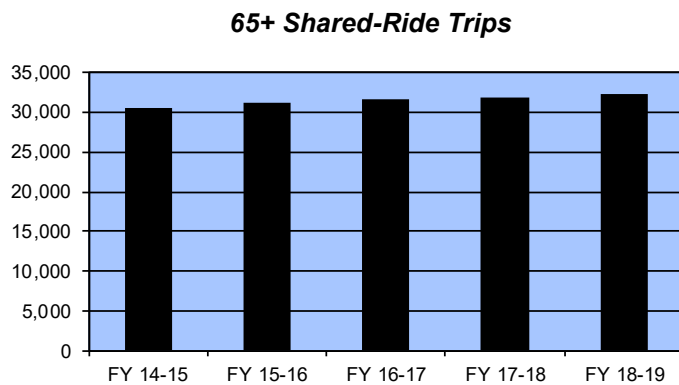
\$4,567



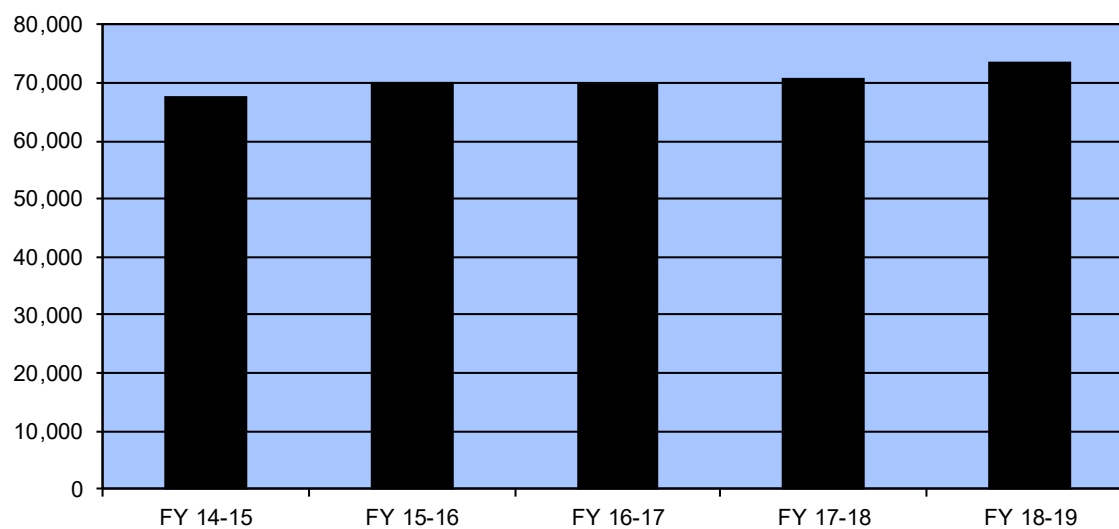
(EMTA) Endless Mountains Transportation Authority



OPERATING PROFILES



Total Shared-Ride Trips



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: 2,517,463
Senior Passengers: 194,218
Revenue Vehicle Miles: 2,459,195
Revenue Vehicle Hours: 179,630



Current Employees
Agency Full-Time: 203
Agency Part-Time: 26
System-Wide: 229



Act 44 Operating Assistance
Section 1513 Allocation: \$10,136,346
Required Local Match: \$1,046,610



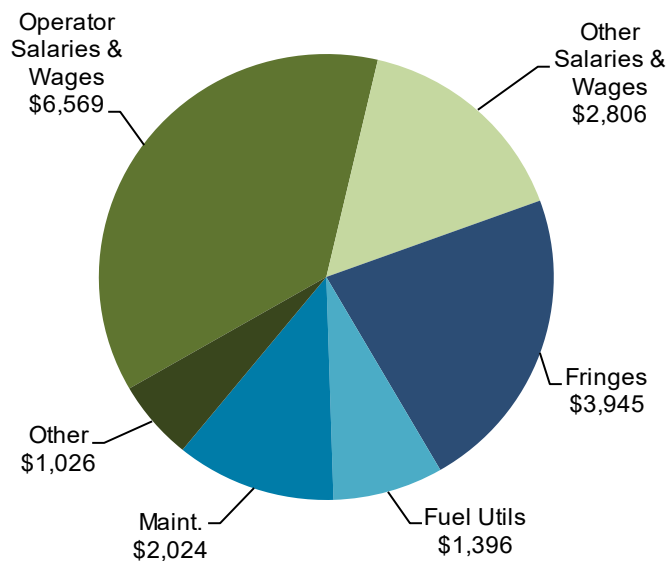
Current Fleet Size
Diesel/Gasoline Motor Bus: 58
CNG Motor Bus: 19
Diesel/Gasoline Paratransit Vehicle: 53
System-Wide: 130

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

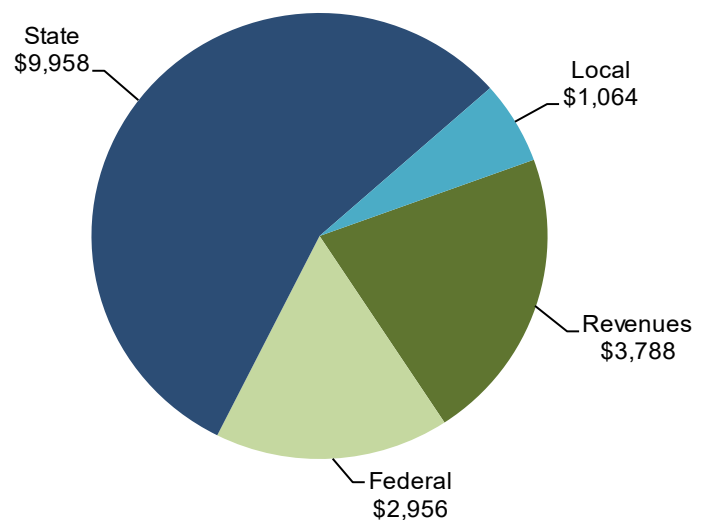
\$17,766



Expense includes ADA complementary expense.

Operating Funds (000's)

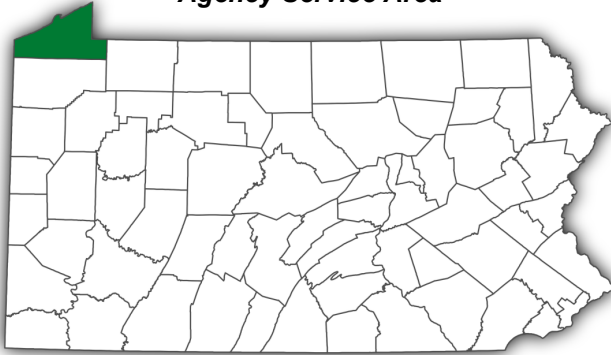
\$17,766



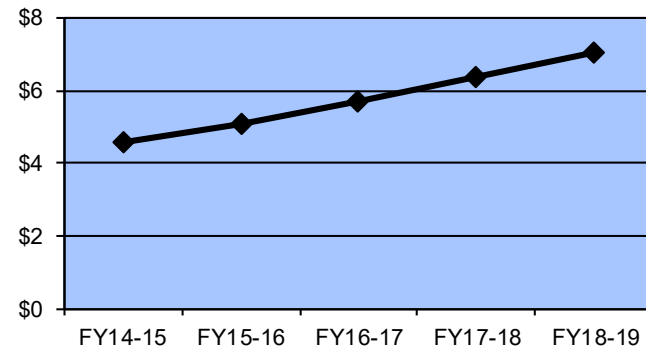
Revenue includes ADA complementary revenue.

(EMTA) Erie Metropolitan Transit Authority

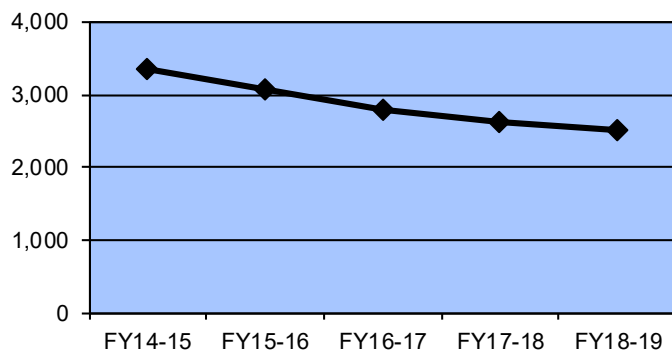
Agency Service Area



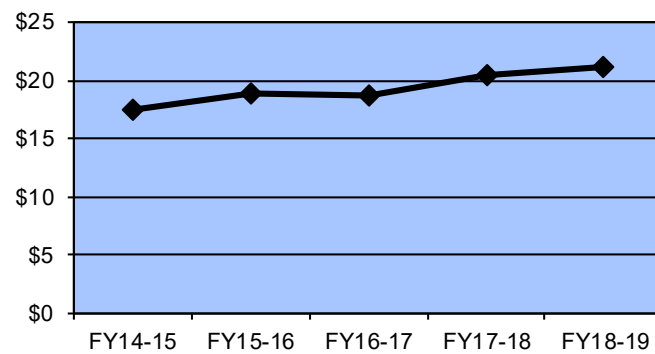
Operating Expense Per Passenger



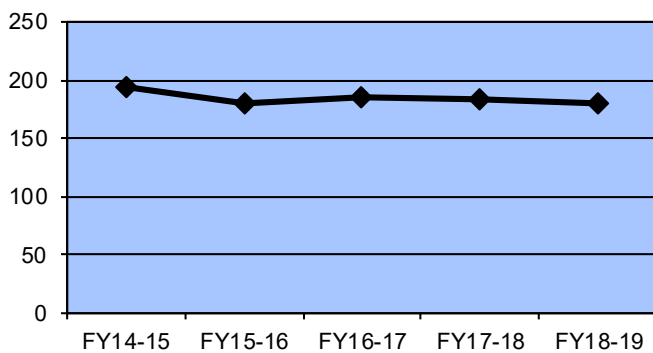
Total Passengers (000's)



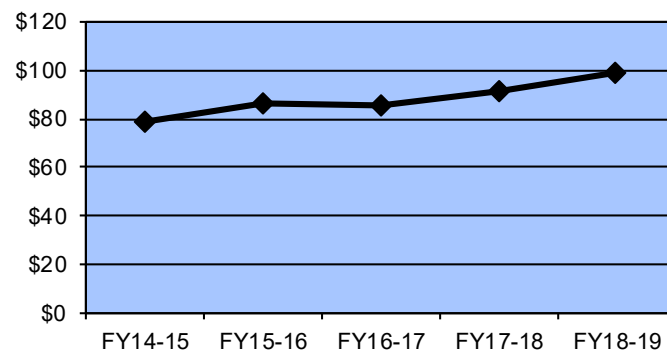
Operating Revenue Per Revenue Vehicle Hour



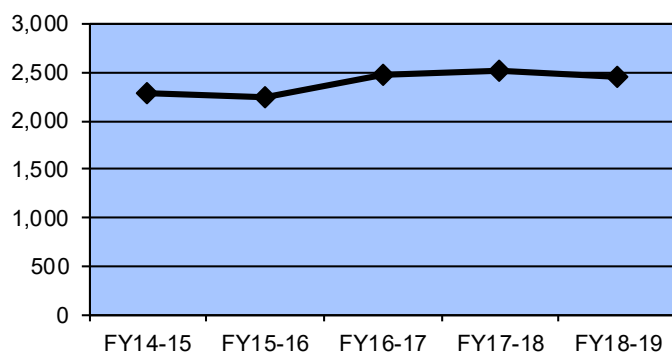
Revenue Vehicle Hours (000's)



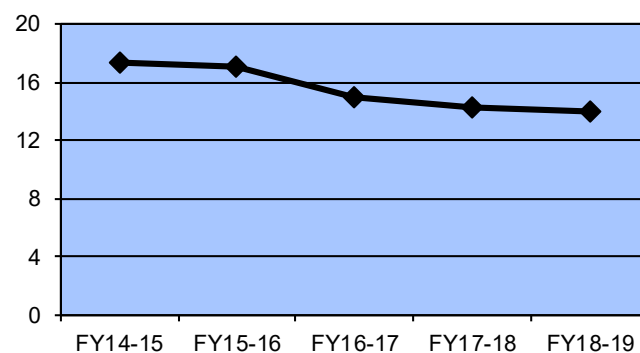
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$22.19
Average Shared-Ride Cost per Trip: \$24.81
Fare Structure
Implementation Date: July 2018



Trip Information
65+ Trips: 55,519
PwD Trips: 2,389
Other Shared-Ride Trips: 65,460
Total Shared-Ride Trips: 123,368
Total Escorts: 12,415
Non-Public Trips: 9,412

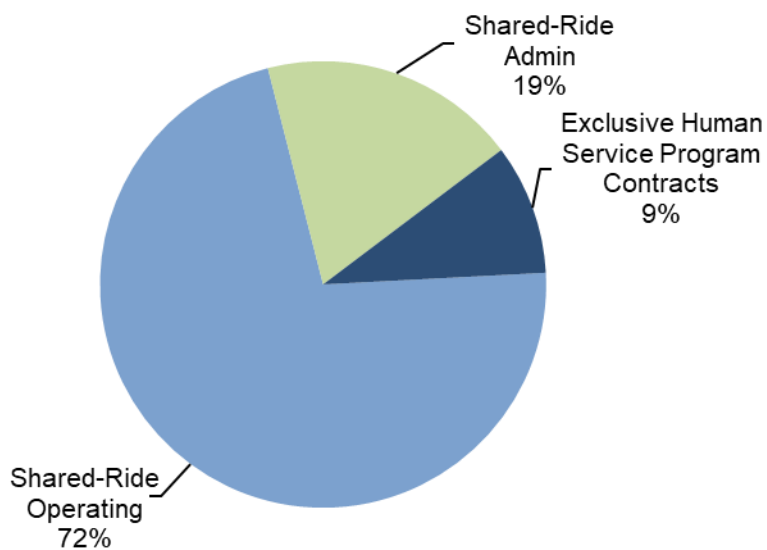


Vehicles Operated in Maximum Service
Community Transportation: 44

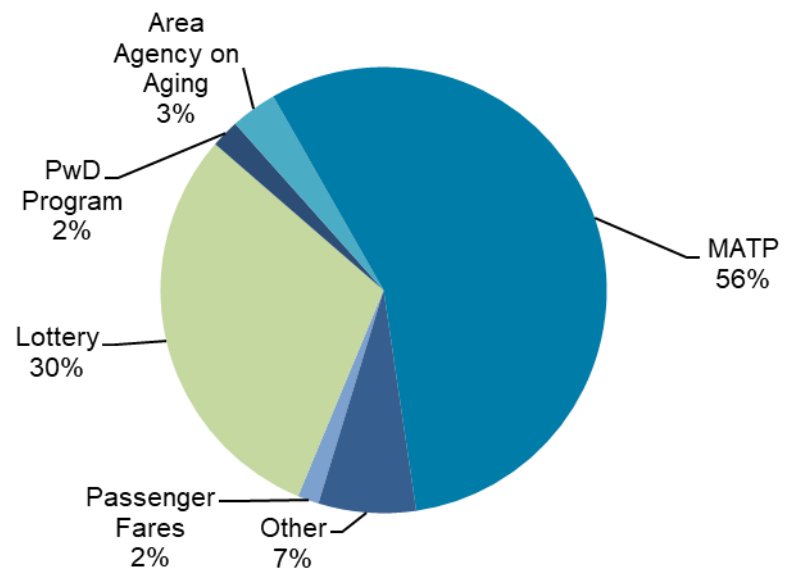
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

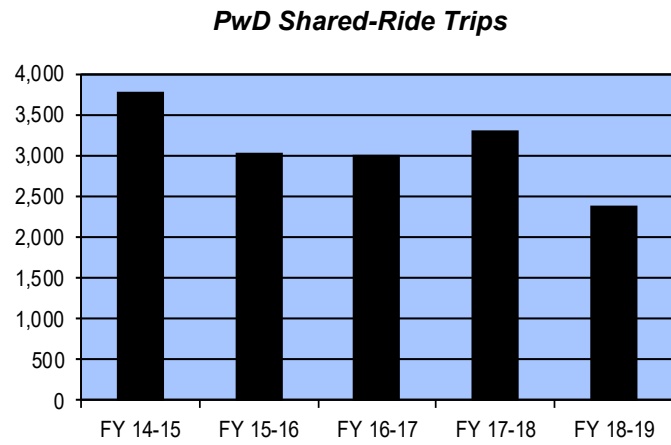
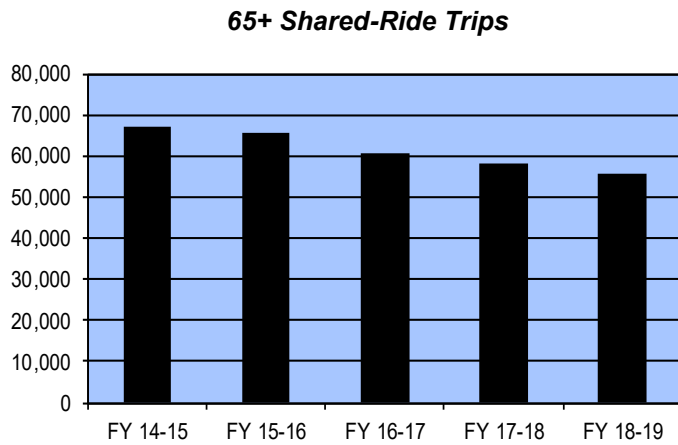
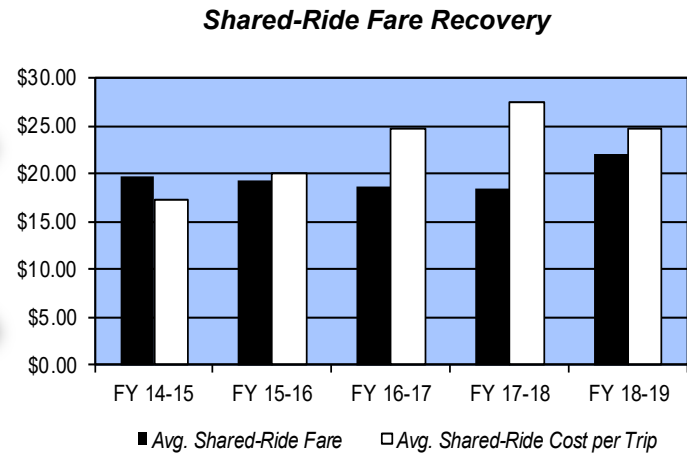
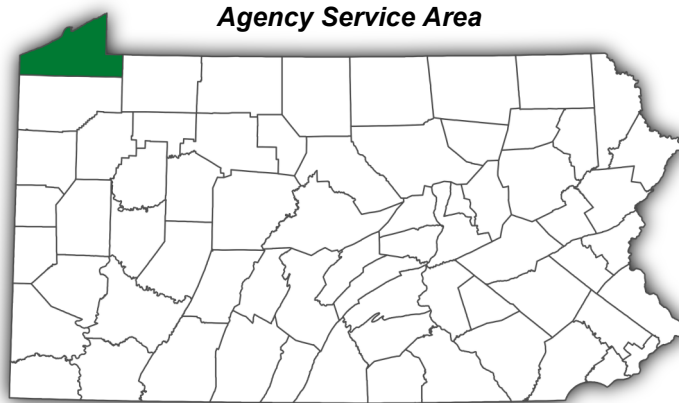
Operating Expense (000's)
\$3,379



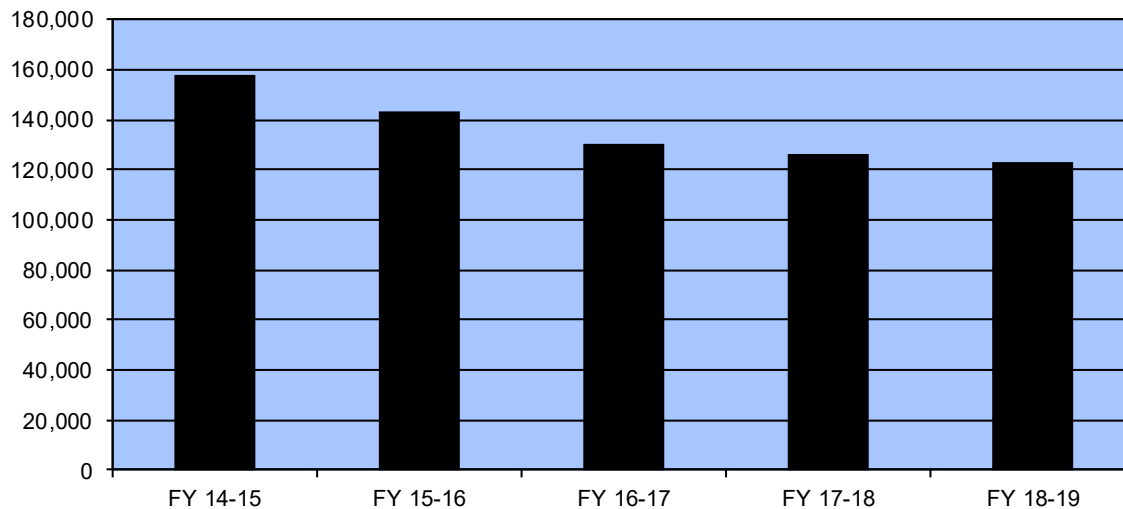
Operating Funds (000's)
\$3,288



(EMTA) Erie Metropolitan Transit Authority



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
Ms. Lori Groover-Smith, Director
www.factbus.com



House District

Fayette: 49, 50, 51, 52

Senate District

Fayette: 32



Service Area Statistics (2010 Census)

Square Miles: 790
Population: 136,606



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 140,772
Senior Passengers: 26,412
Revenue Vehicle Miles: 583,053
Revenue Vehicle Hours: 31,322



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: \$1,192,270
Required Local Match: \$178,841



Current Fleet Size

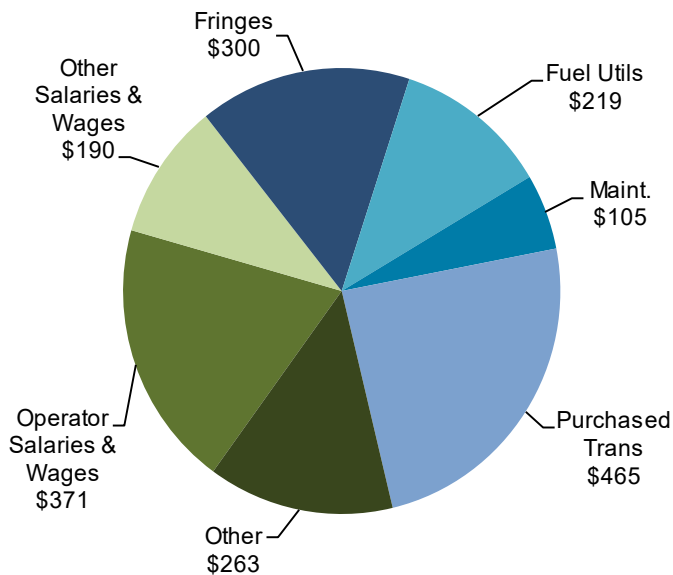
Diesel/Gasoline Motor Bus: 11
Diesel/Gasoline Paratransit Vehicle: 30
System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

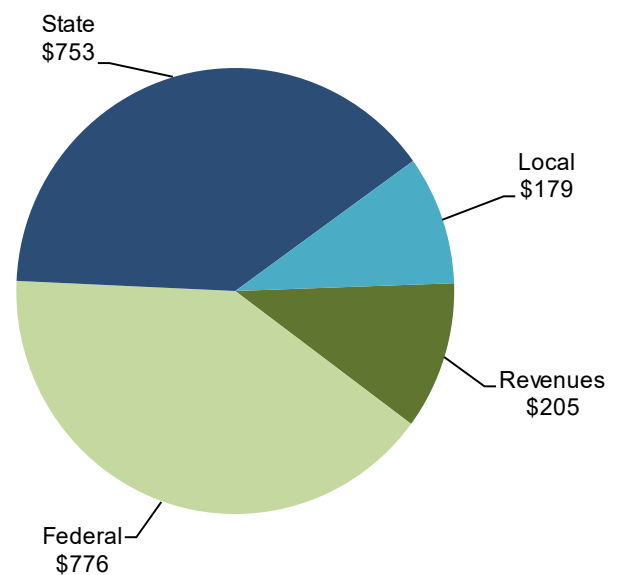
\$1,913



Expense includes ADA complementary expense.

Operating Funds (000's)

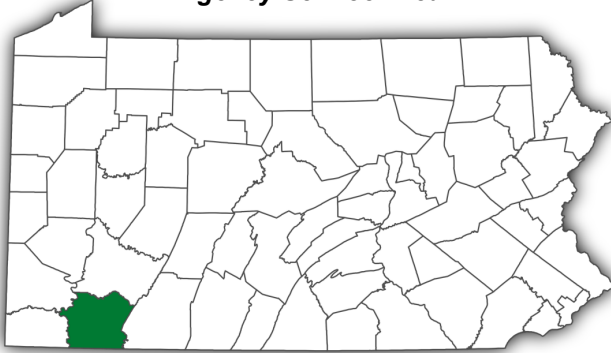
\$1,913



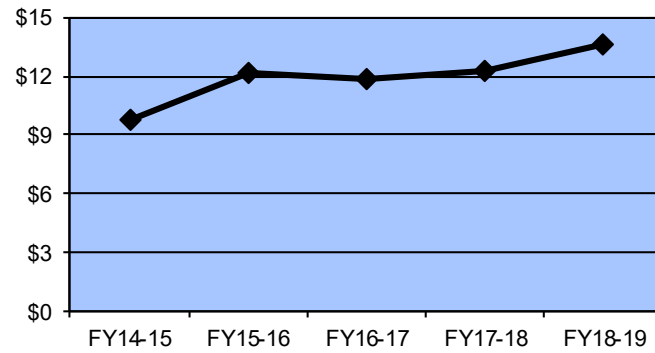
Revenue includes ADA complementary revenue.

(FACT) Fayette Area Coordinated Transportation

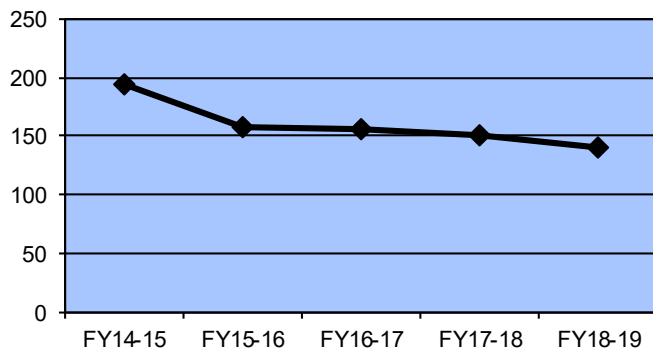
Agency Service Area



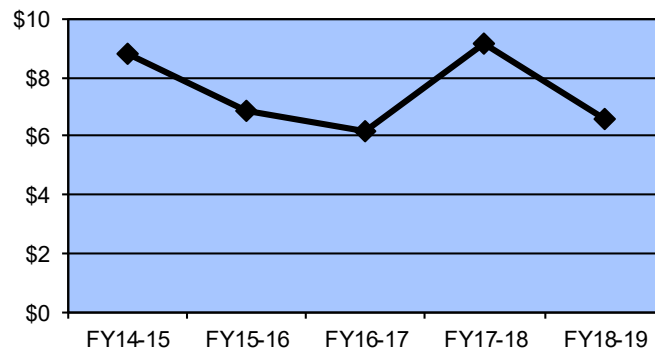
Operating Expense Per Passenger



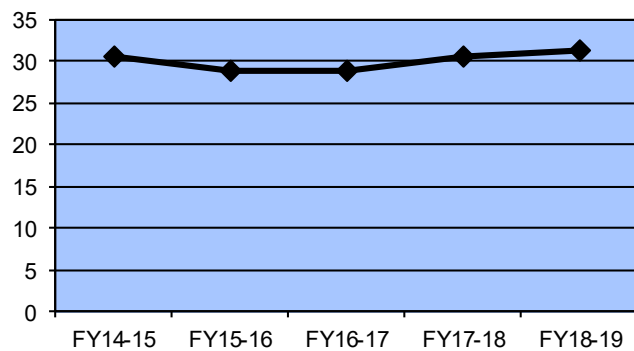
Total Passengers (000's)



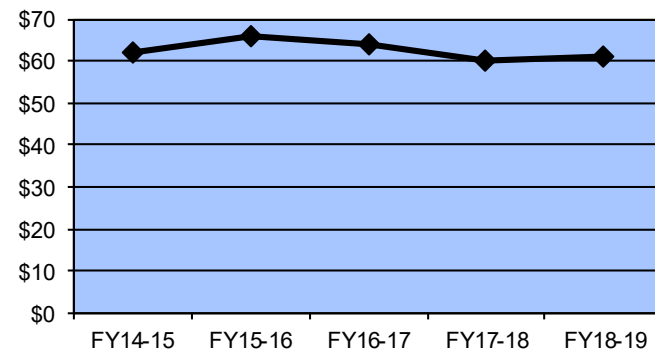
Operating Revenue Per Revenue Vehicle Hour



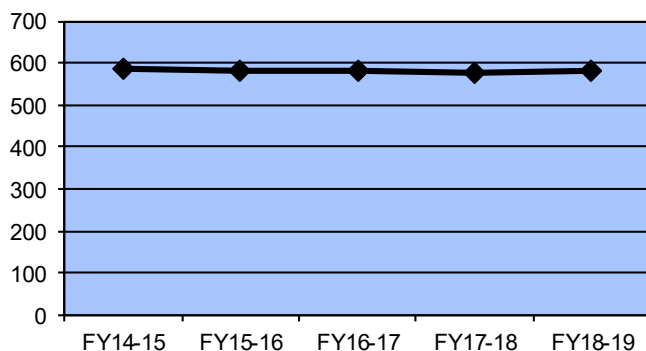
Revenue Vehicle Hours (000's)



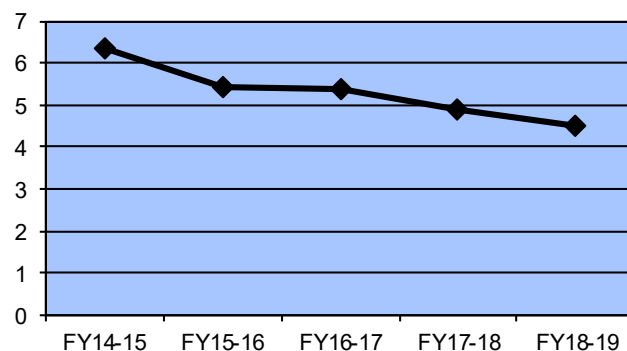
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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
Ms. Lori Groover-Smith, Director
www.factbus.com



House District

Fayette: 49, 50, 51, 52

Senate District

Fayette: 32



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$17.45
Average Shared-Ride Cost per Trip: \$21.93
Fare Structure
Implementation Date: September 2016



Trip Information

65+ Trips: 28,734
PwD Trips: 6,076
Other Shared-Ride Trips: 66,141
Total Shared-Ride Trips: 100,951
Total Escorts: 9,193
Non-Public Trips: 319



Vehicles Operated in Maximum Service

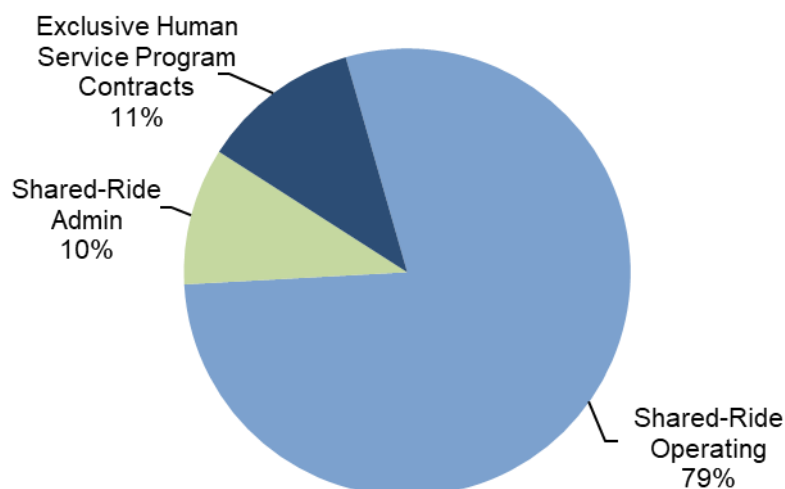
Community Transportation: 20

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

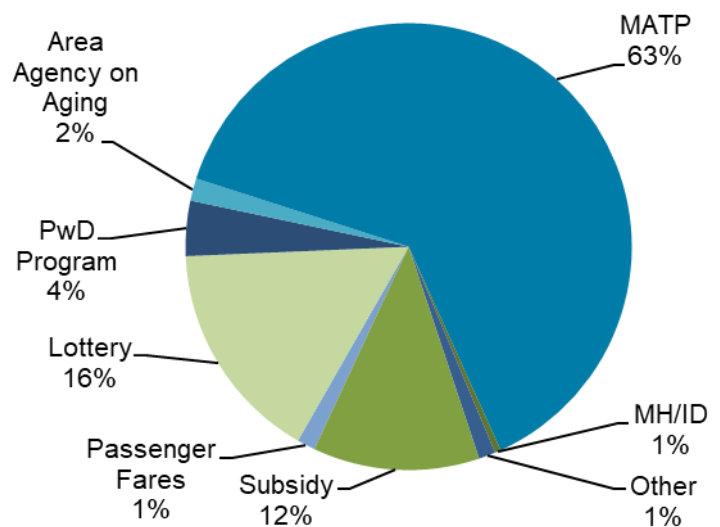
Operating Expense (000's)

\$2,502

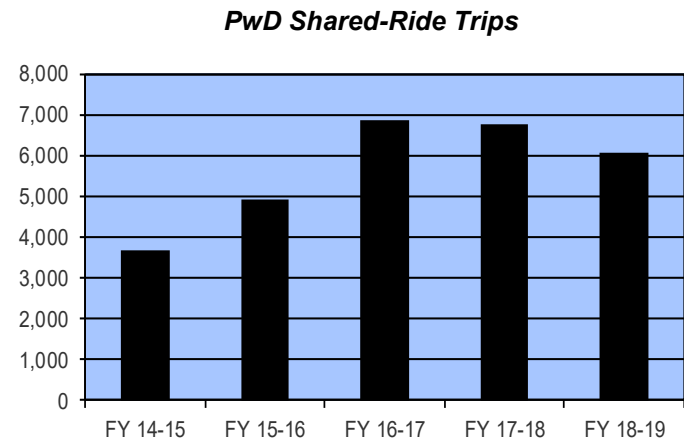
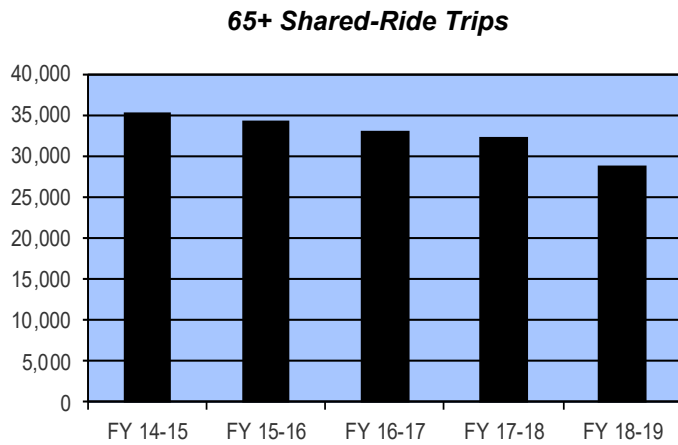
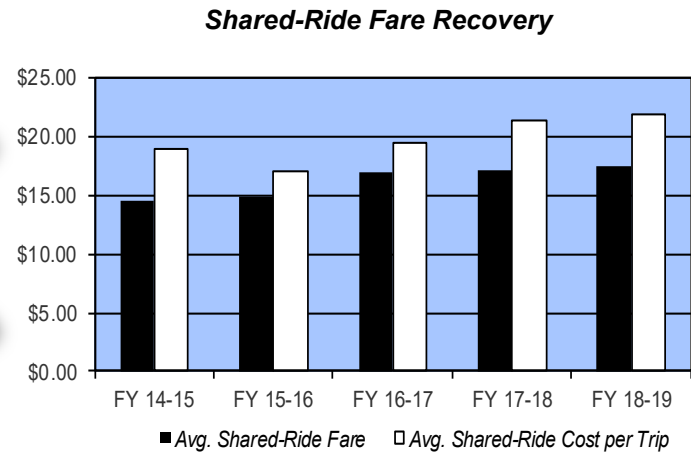
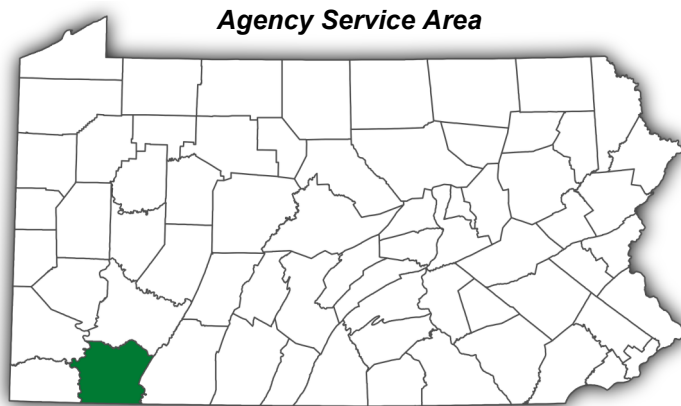


Operating Funds (000's)

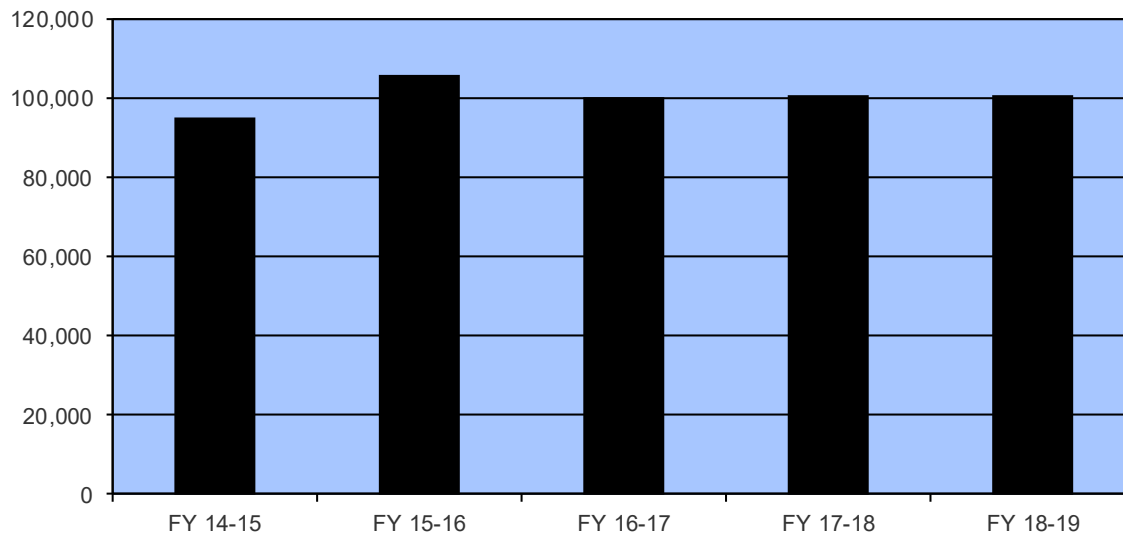
\$2,502



(FACT) Fayette Area Coordinated Transportation



Total Shared-Ride Trips



OPERATING PROFILES

Forest County Transportation

Community Transportation



Forest County Transportation

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



House District

Forest: 63, 65

Senate District

Forest: 21



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare: \$26.26
Average Shared-Ride Cost per Trip: \$30.94
Fare Structure
Implementation Date: January 2015



Trip Information

65+ Trips: 13,954
PwD Trips: 1,572
Other Shared-Ride Trips: 744
Total Shared-Ride Trips: 16,270
Total Escorts: 735
Non-Public Trips: 3,058



Vehicles Operated in Maximum Service

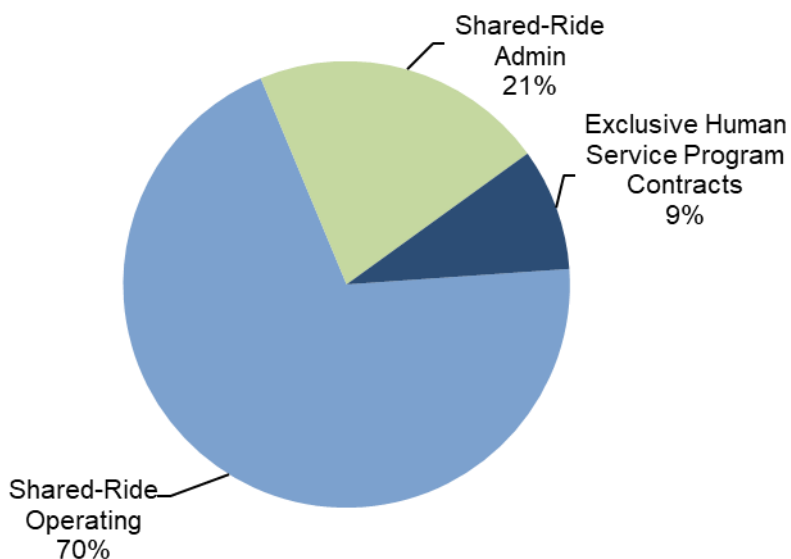
Community Transportation: 14

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

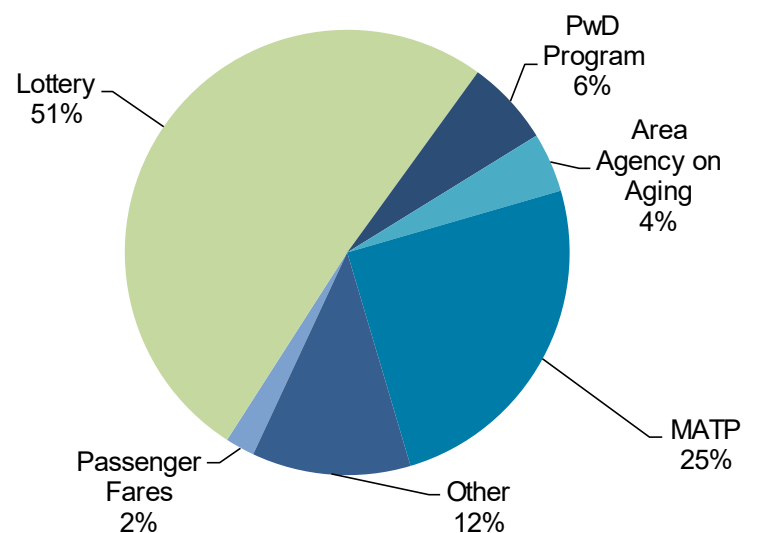
Operating Expense (000's)

\$522

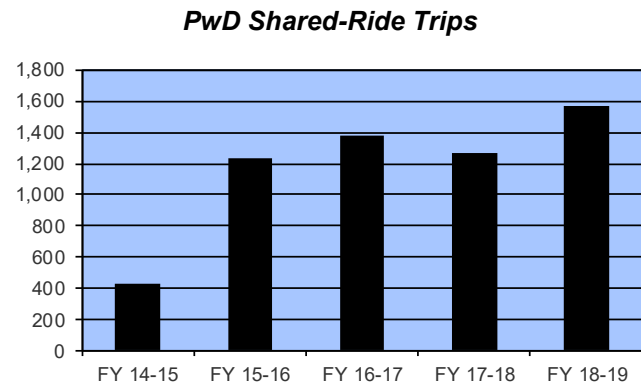
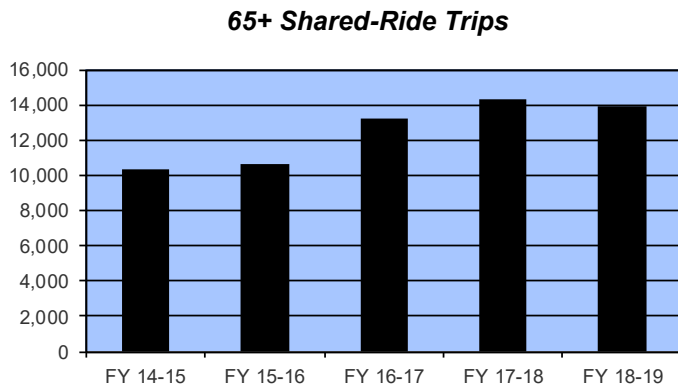
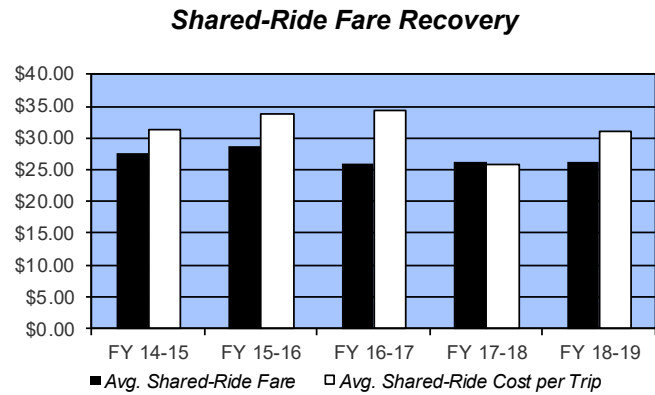
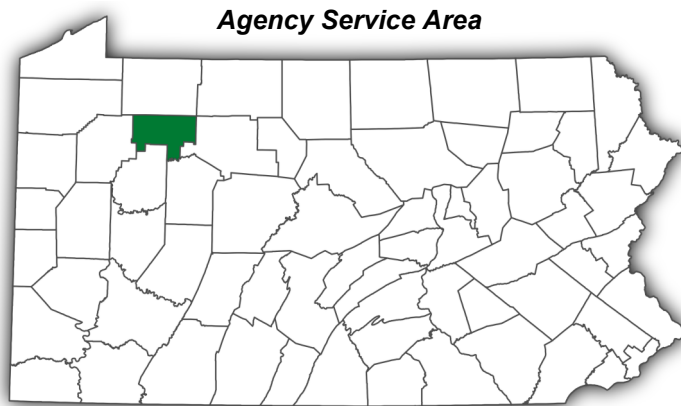


Operating Funds (000's)

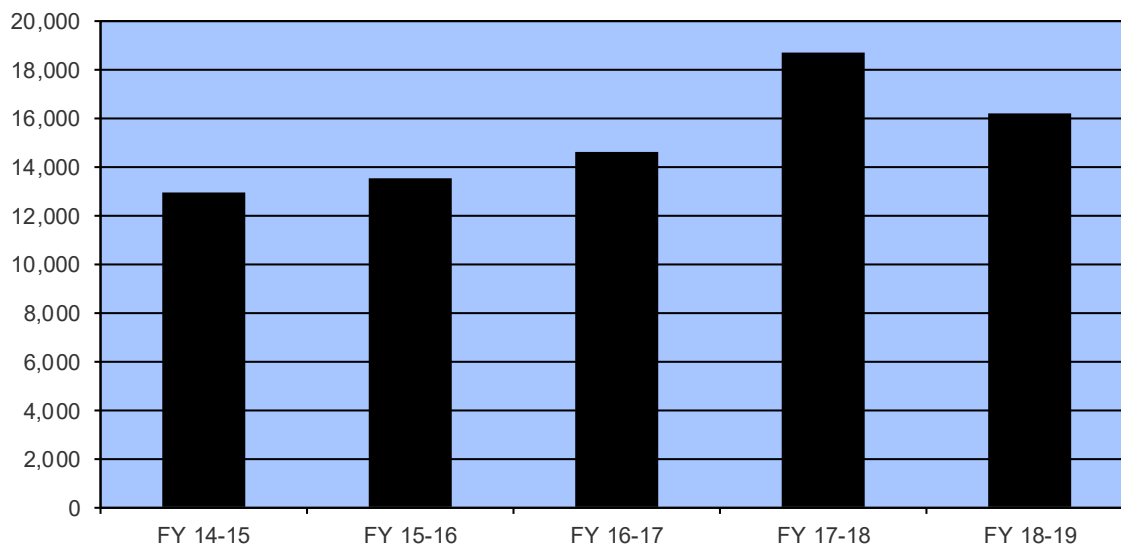
\$551



Forest County Transportation



Total Shared-Ride Trips



Greene County Transportation

Community Transportation



Greene County Transportation

190 Jefferson Road
Waynesburg, PA 15370
724-627-6778
Mr. Richard Blaker, Director of Transportation



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: \$25.90
Average Shared-Ride Cost per Trip: \$32.38
Fare Structure
Implementation Date: June 2015



Trip Information

65+ Trips: 12,697
PwD Trips: 3,904
Other Shared-Ride Trips: 16,601
Total Shared-Ride Trips: 33,202
Total Escorts: 1,415
Non-Public Trips: 1,072



Vehicles Operated in Maximum Service

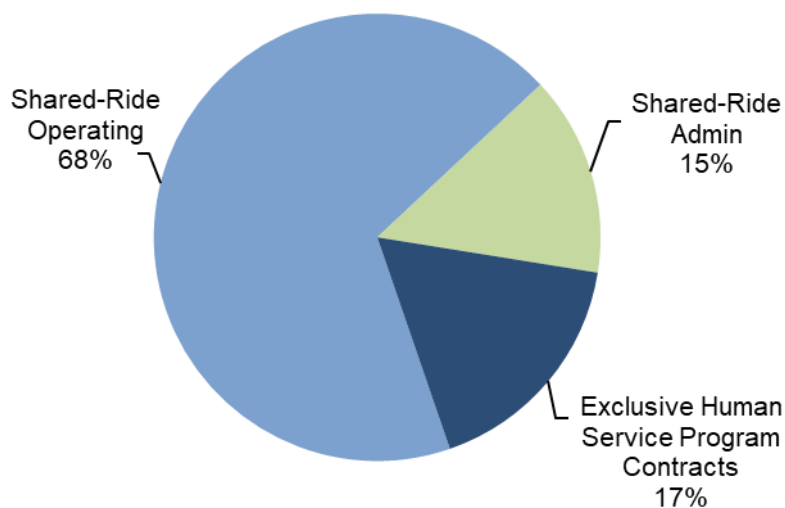
Community Transportation: 15

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

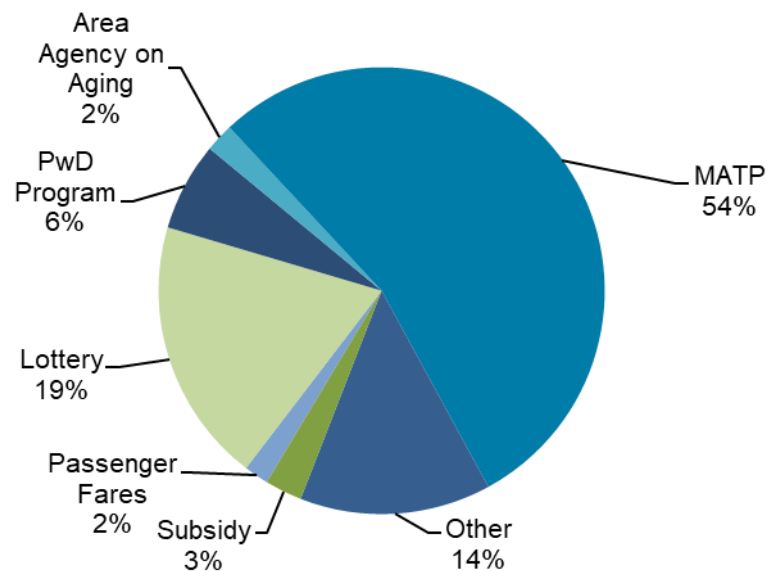
Operating Expense (000's)

\$1,298

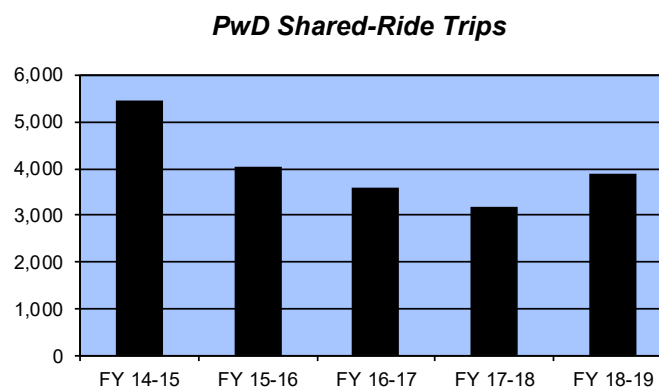
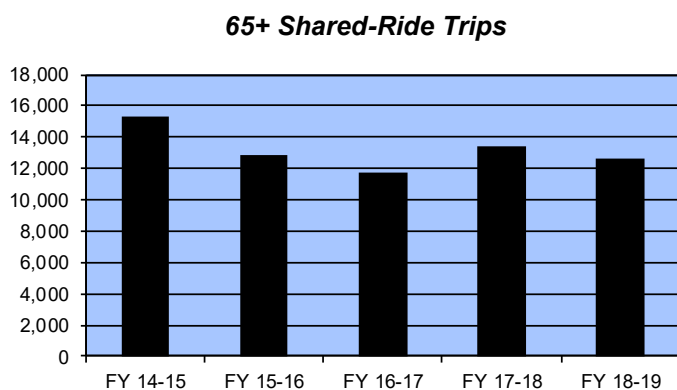
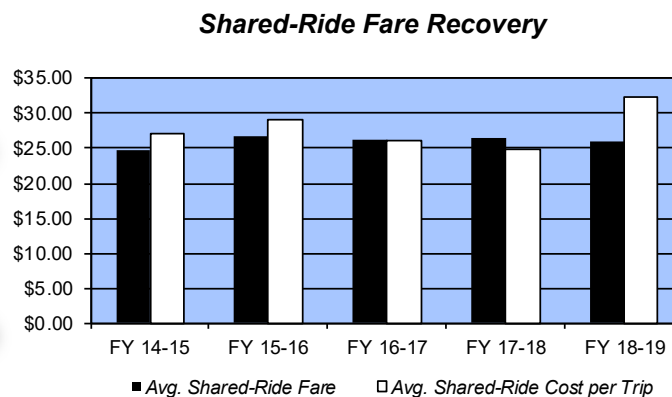
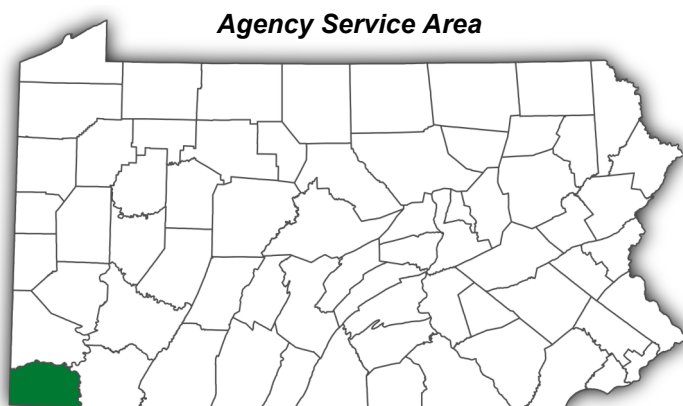


Operating Funds (000's)

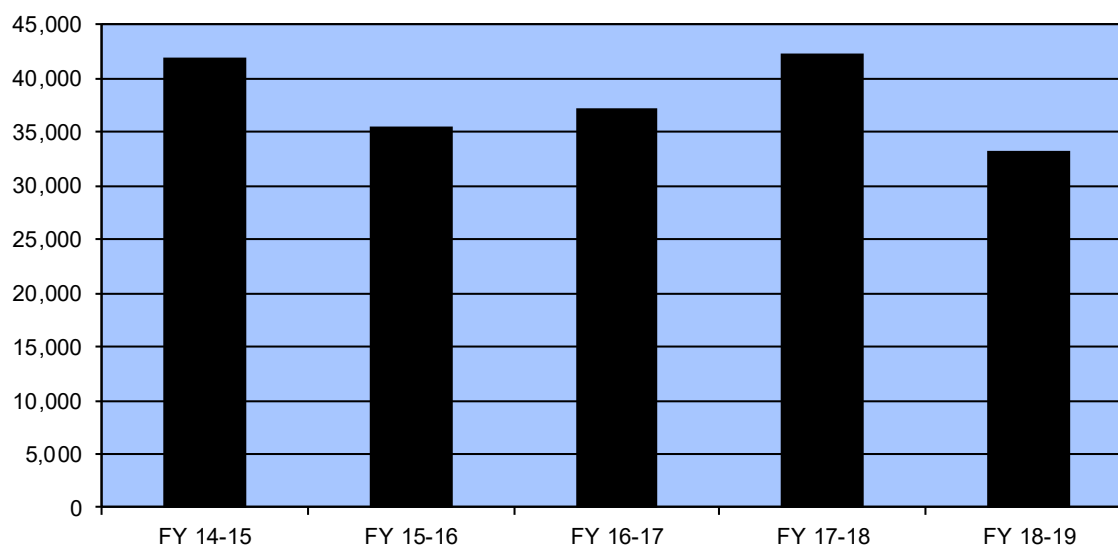
\$1,298



Greene County Transportation



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: 200,671
Senior Passengers: 55,375
Revenue Vehicle Miles: 419,096
Revenue Vehicle Hours: 31,439



Current Employees
Agency Full-Time: 4
Agency Part-Time: 2
Contractor Full-Time: 18
Contractor Part-Time: 8
System-Wide: 32



Act 44 Operating Assistance
Section 1513 Allocation: \$2,051,540
Required Local Match: \$163,298



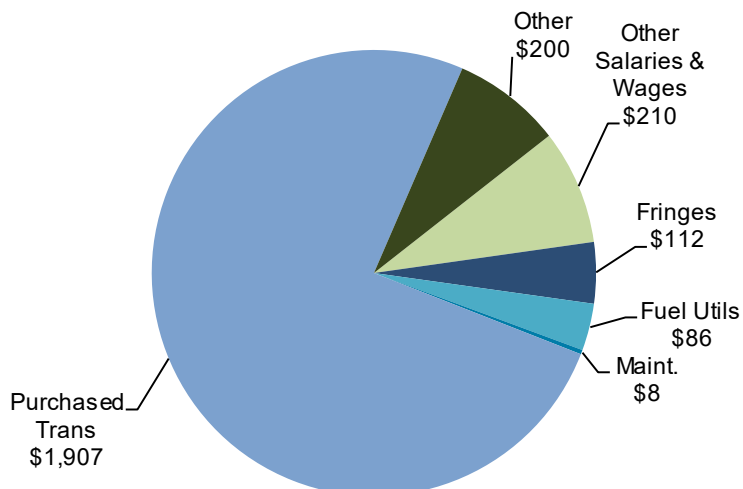
Current Fleet Size
Diesel/Gasoline Motor Bus: 6
Diesel/Gasoline Paratransit Vehicle: 4
CNG Motor Bus: 5
System-Wide: 15

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

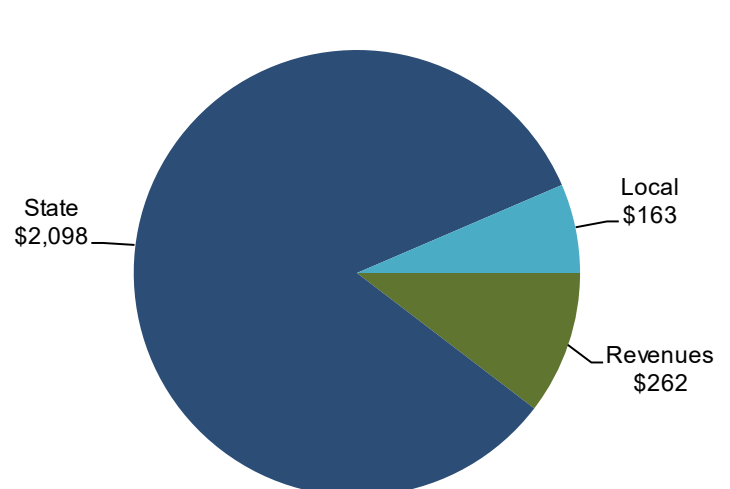
\$2,523



Expense includes ADA complementary expense.

Operating Funds (000's)

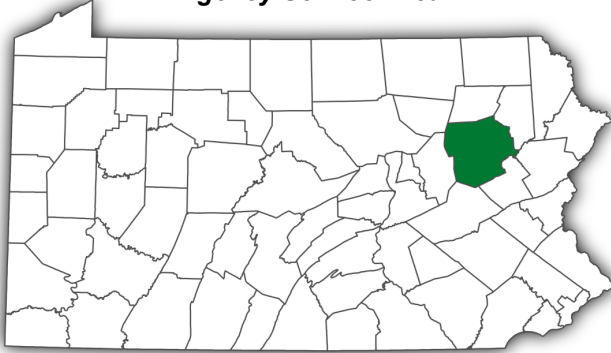
\$2,523



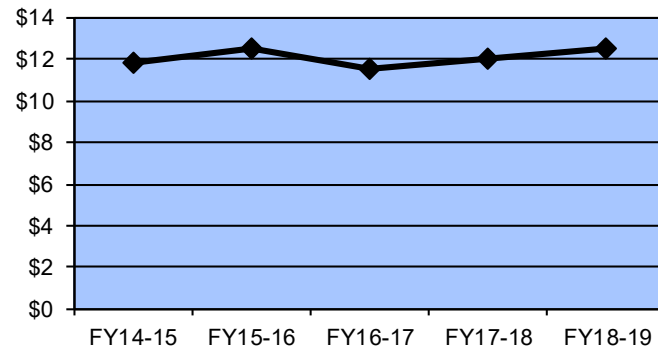
Revenue includes ADA complementary revenue.

(HPT) Hazleton Public Transit

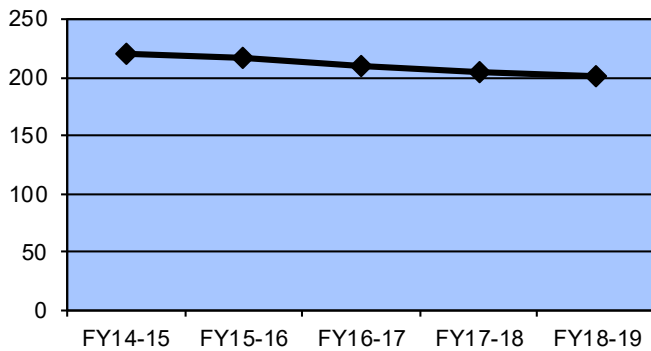
Agency Service Area



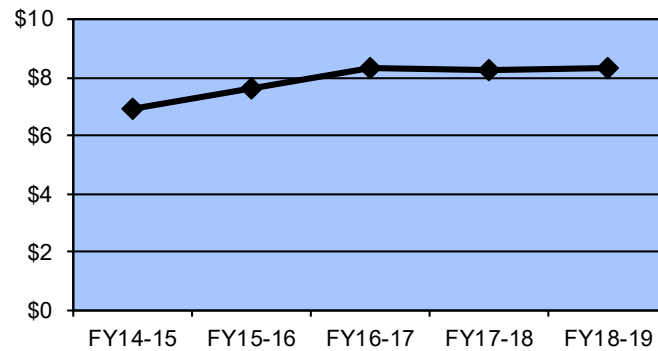
Operating Expense Per Passenger



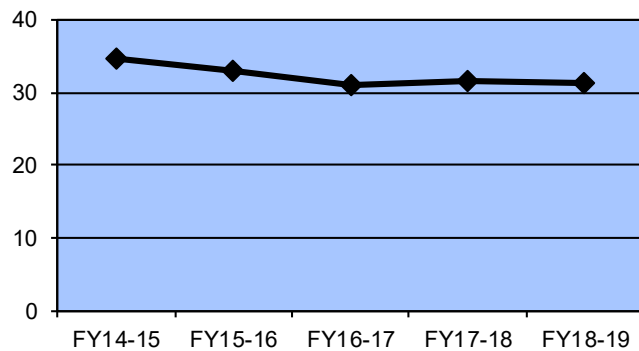
Total Passengers (000's)



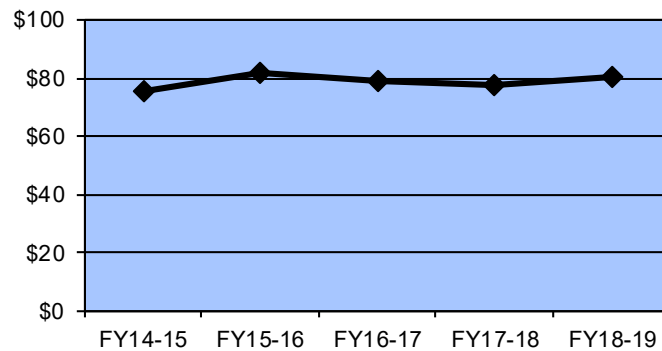
Operating Revenue Per Revenue Vehicle Hour



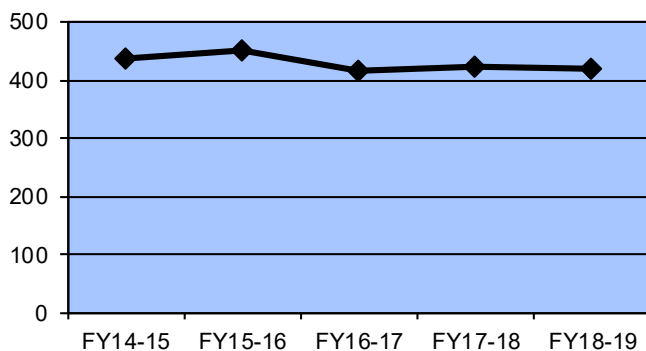
Revenue Vehicle Hours (000's)



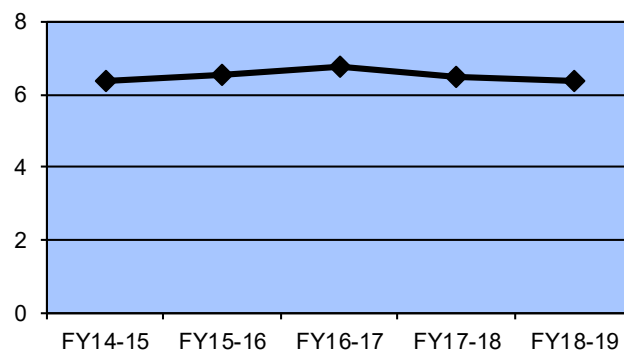
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$21.16
Average Shared-Ride Cost per Trip: \$23.19
Fare Structure
Implementation Date: April 2018



Trip Information
65+ Trips: 52,096
PwD Trips: 6,246
Other Shared-Ride Trips: 25,282
Total Shared-Ride Trips: 83,624
Total Escorts: 1,408

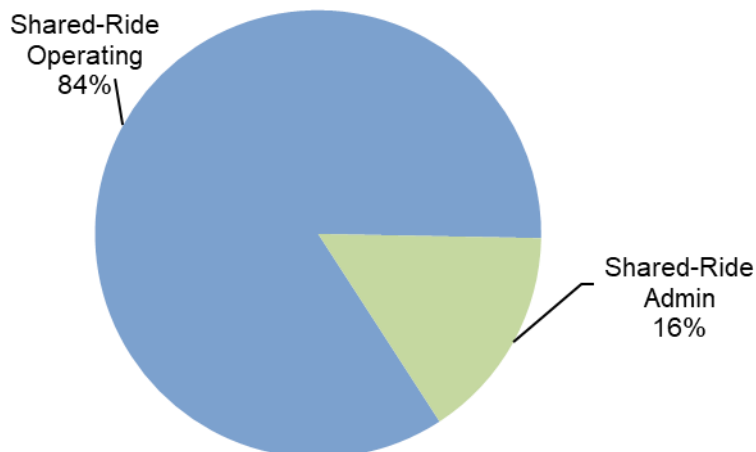


Vehicles Operated in Maximum Service
Community Transportation: 34

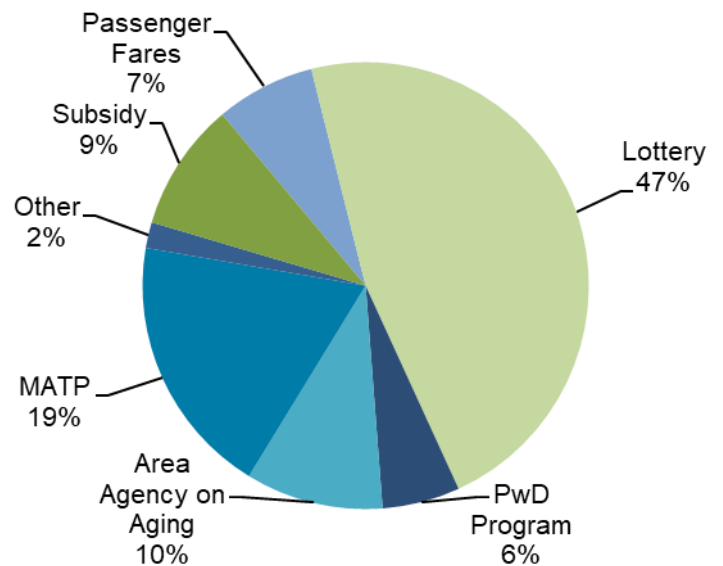
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

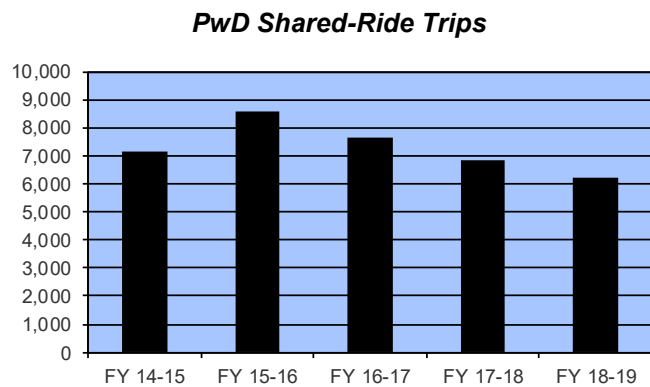
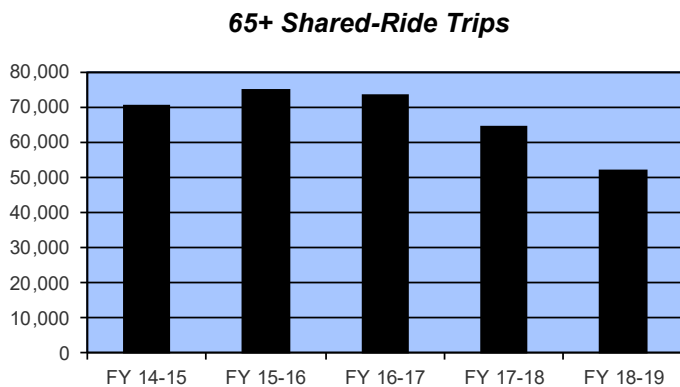
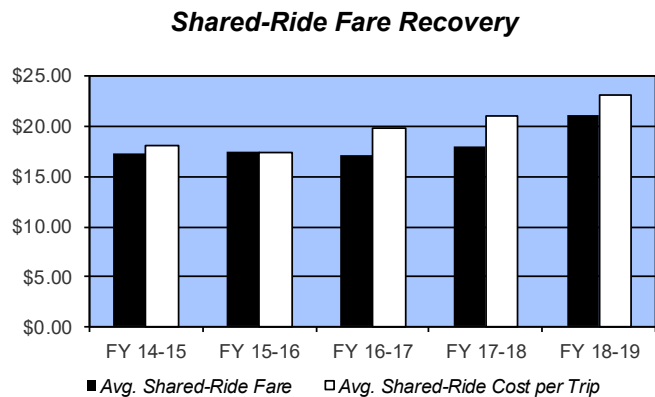
Operating Expense (000's)
\$2,057



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

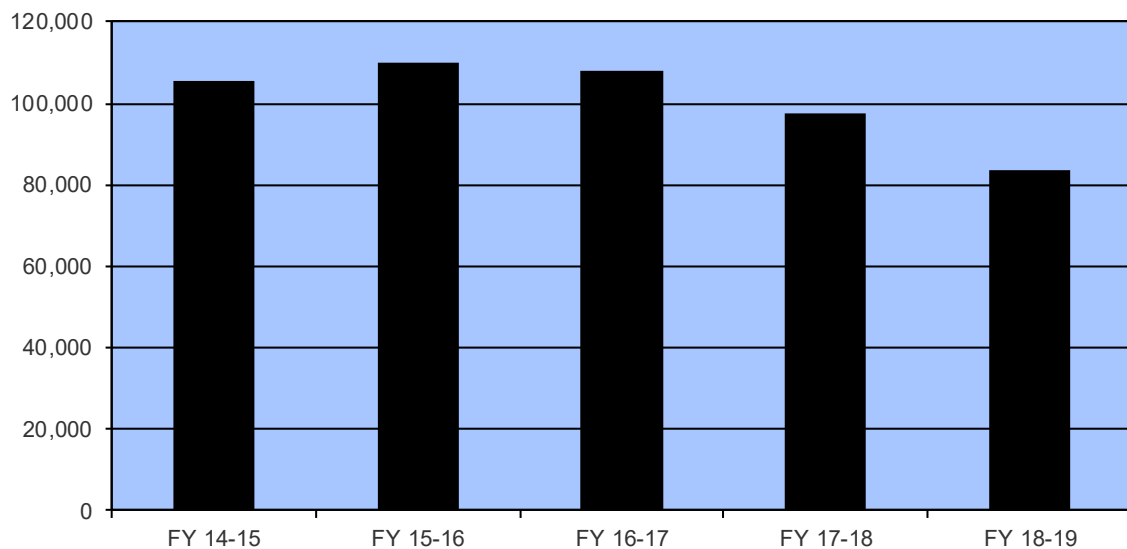


Huntingdon-Bedford-Fulton Area Agency on Aging



OPERATING PROFILES

Total Shared-Ride Trips



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: \$1.35
Last Base Fare Increase: July 2016



Act 44 Fixed Route Distribution Factors
Total Passengers: 406,304
Senior Passengers: 19,746
Revenue Vehicle Miles: 443,880
Revenue Vehicle Hours: 34,035



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



Act 44 Operating Assistance
Section 1513 Allocation: \$1,720,366
Required Local Match: \$66,155

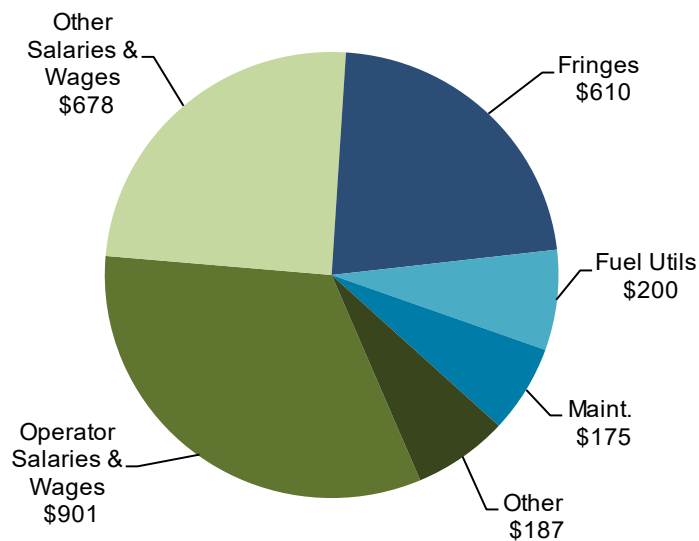


Current Fleet Size
CNG Motor Bus: 16
Diesel/Gasoline Paratransit Vehicle: 12
System-wide: 28

OPERATING PROFILES

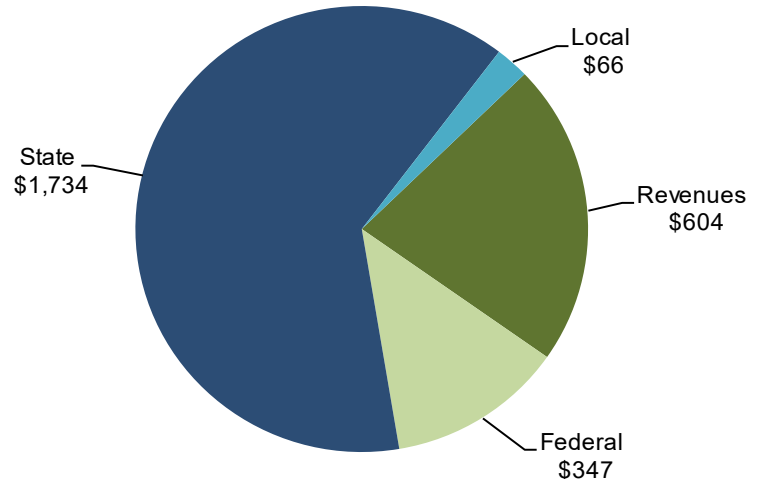
RURAL OPERATING BUDGET

Operating Expense (000's)
\$2,751



Expense includes ADA complementary expense.

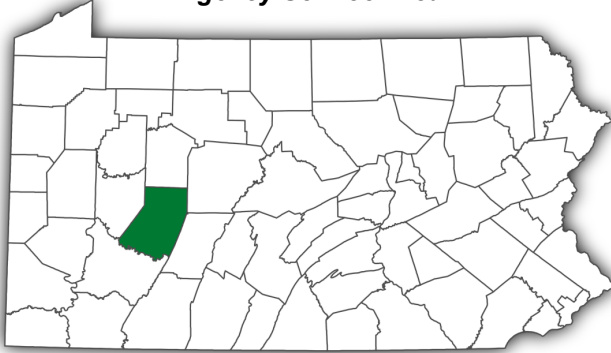
Operating Funds (000's)
\$2,751



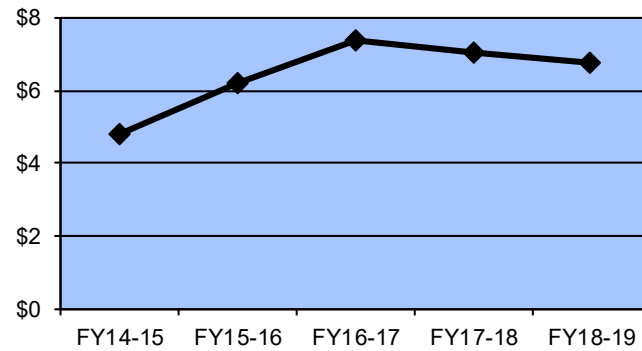
Revenue includes ADA complementary revenue.

(IndiGO) Indiana County Transit Authority

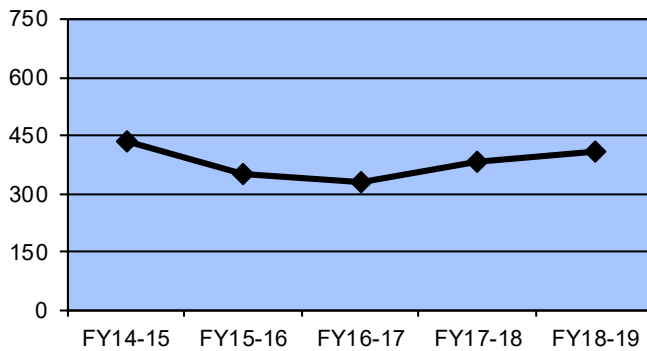
Agency Service Area



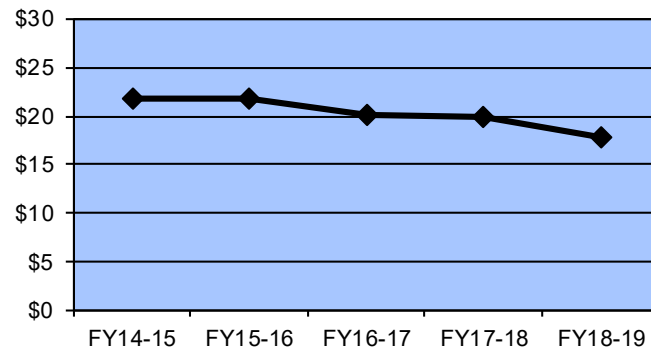
Operating Expense Per Passenger



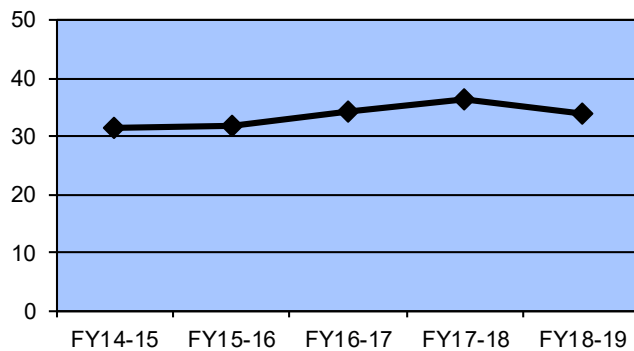
Total Passengers (000's)



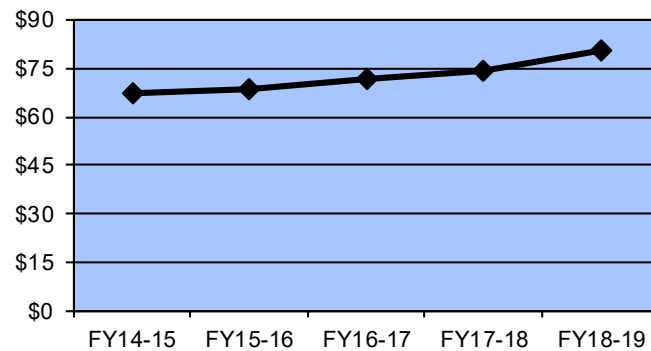
Operating Revenue Per Revenue Vehicle Hour



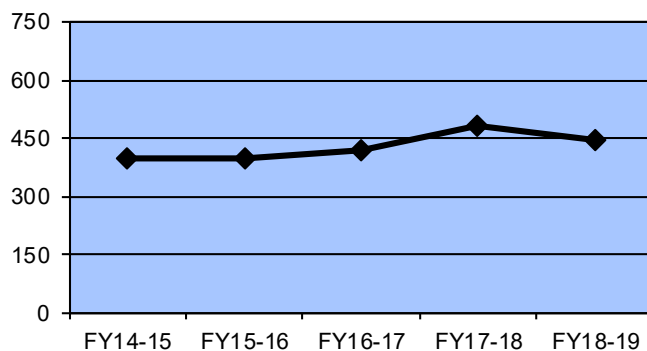
Revenue Vehicle Hours (000's)



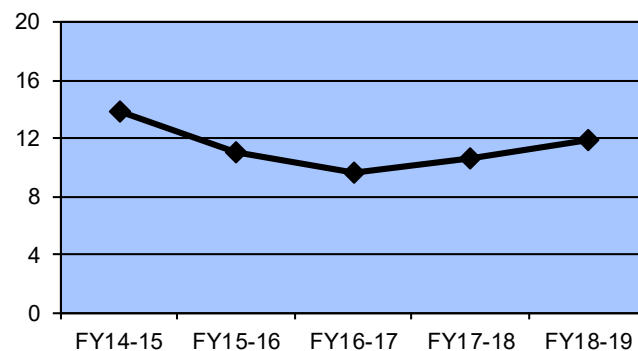
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$22.92
Average Shared-Ride Cost per Trip: \$26.01
Fare Structure
Implementation Date: July 2018



Trip Information
65+ Trips: 18,423
PwD Trips: 408
Other Shared-Ride Trips: 4,636
Total Share-Ride Trips: 23,467
Total Escorts: 667
Non-Public Trips: 16,454

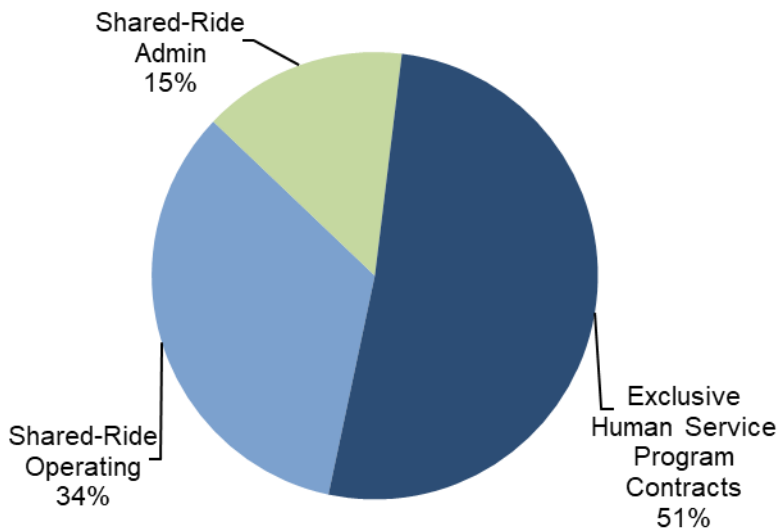


Vehicles Operated in Maximum Service
Community Transportation: 10

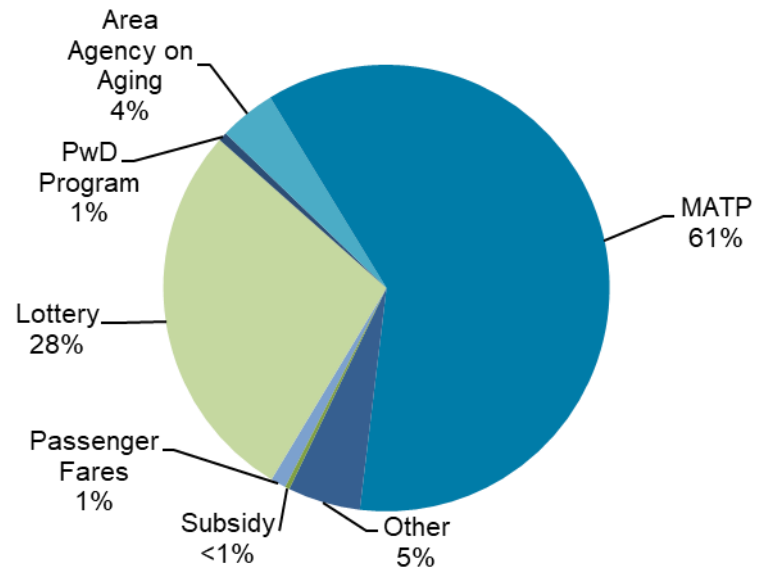
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

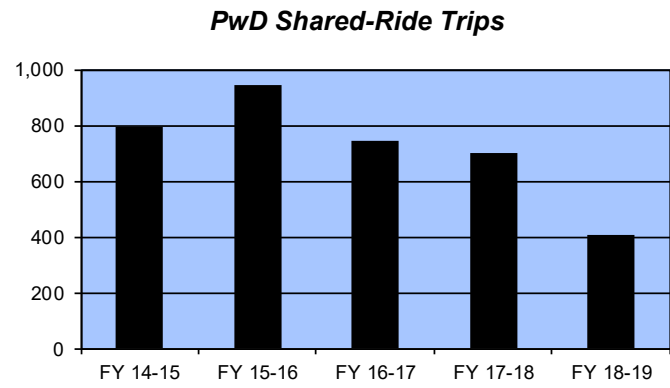
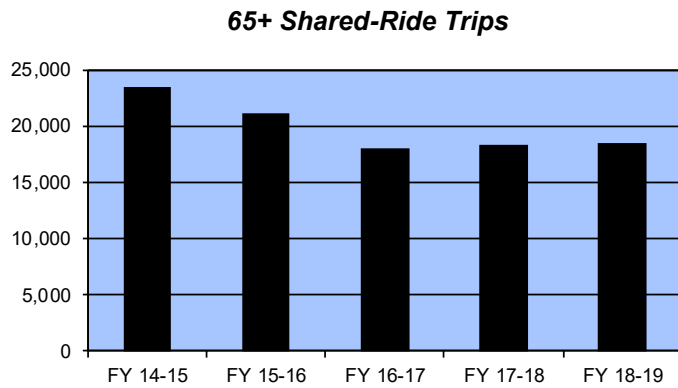
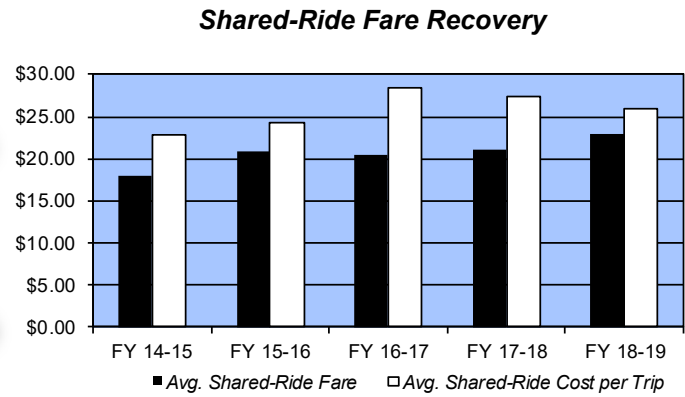
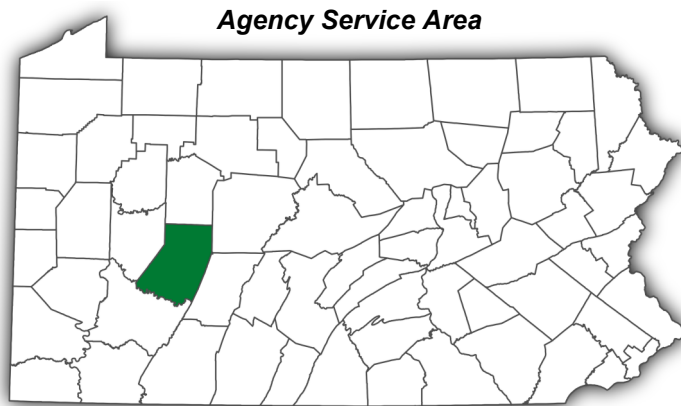
Operating Expense (000's)
\$1,256



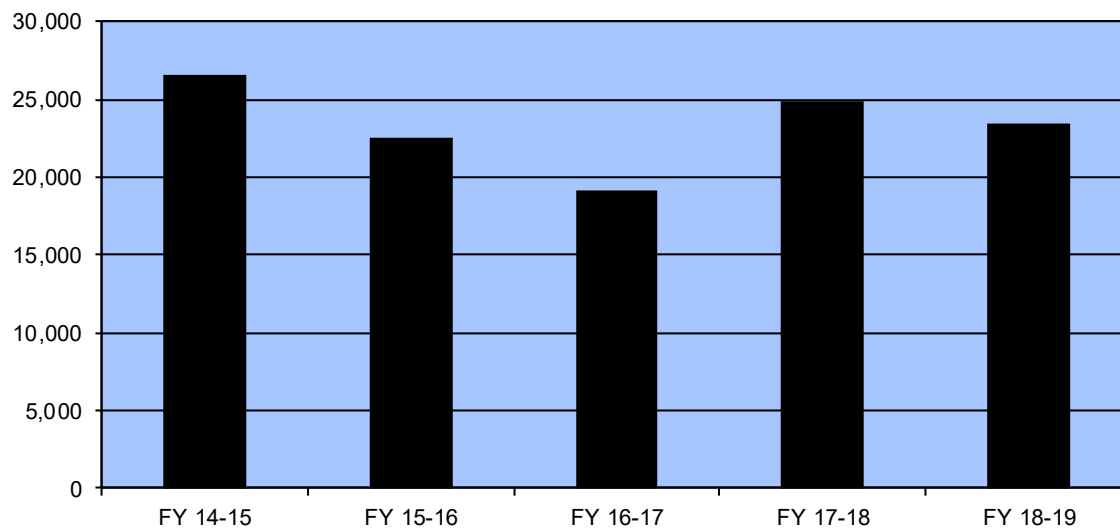
Operating Funds (000's)
\$1,269



(IndiGO) Indiana County Transit Authority



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: 488,571



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 4,497,481
Senior Passengers: 580,073
Revenue Vehicle Miles: 3,940,411
Revenue Vehicle Hours: 296,963



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$17,809,570
Required Local Match: \$1,005,321



Current Fleet Size

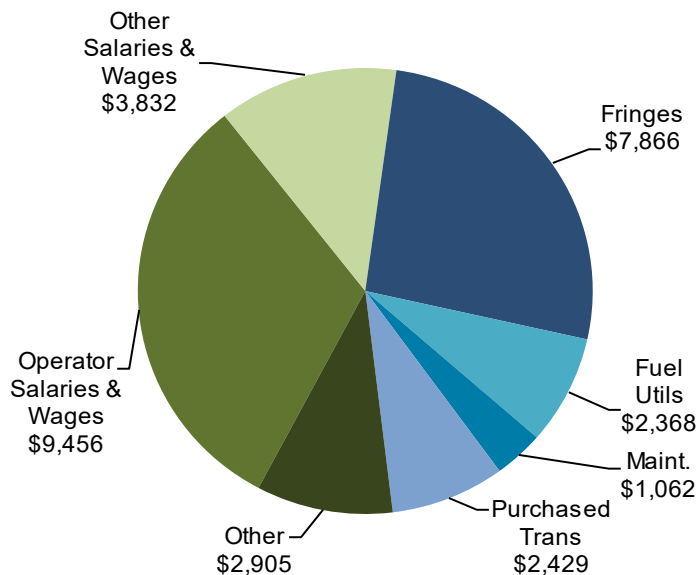
Diesel/Gasoline Motor Bus: 49
CNG Motor Bus: 34
Diesel/Gasoline Paratransit Vehicle: 85
System-Wide: 168

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

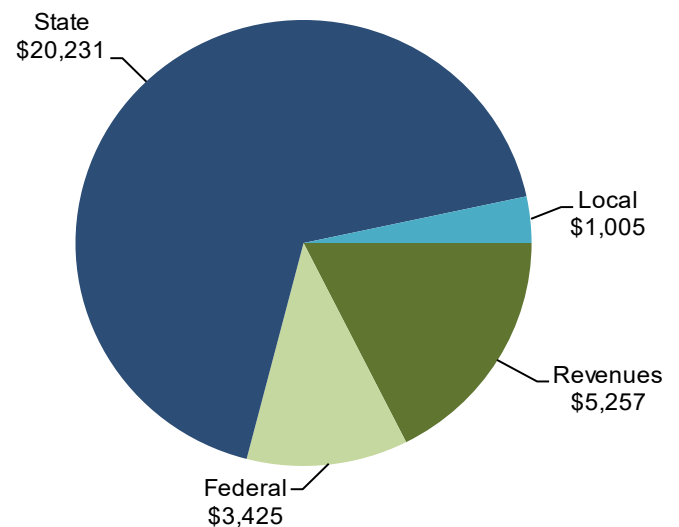
\$29,918



Expense includes ADA complementary expense.

Operating Funds (000's)

\$29,918



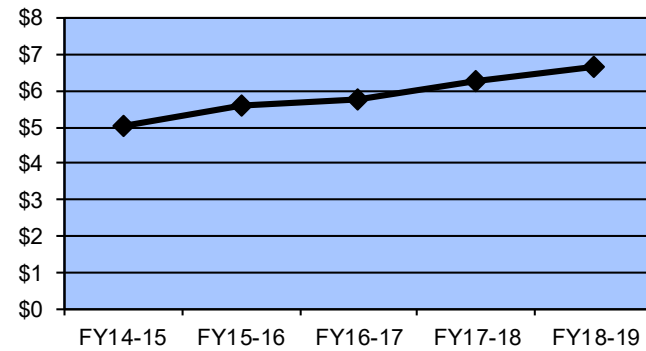
Revenue includes ADA complementary revenue.

(LANTA) Lehigh and Northampton Transportation Authority

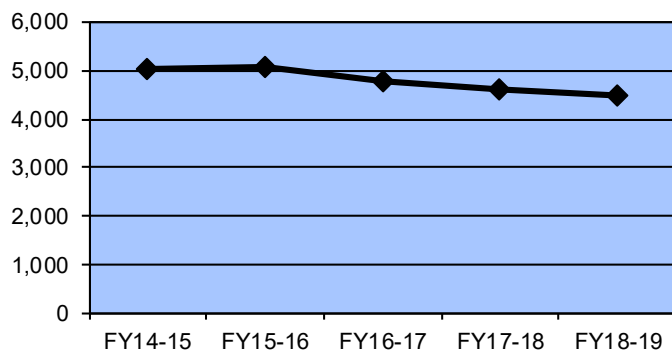
Agency Service Area



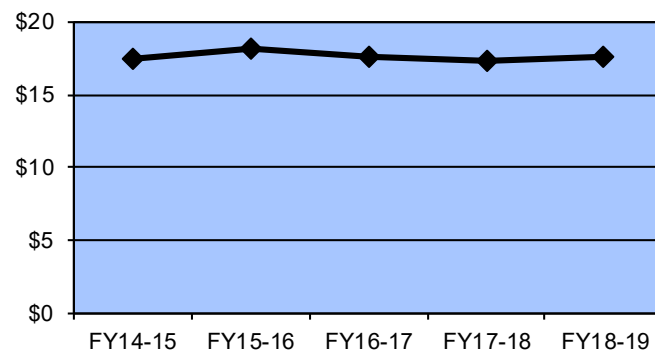
Operating Expense Per Passenger



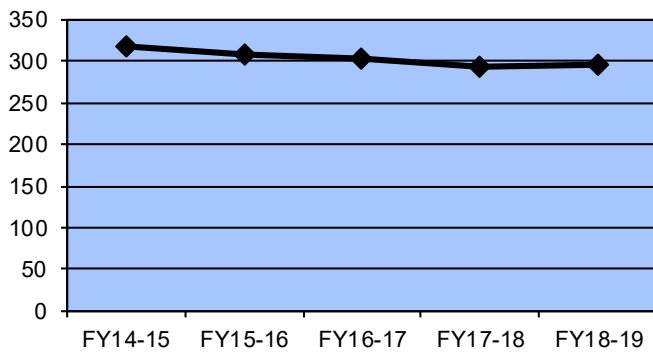
Total Passengers (000's)



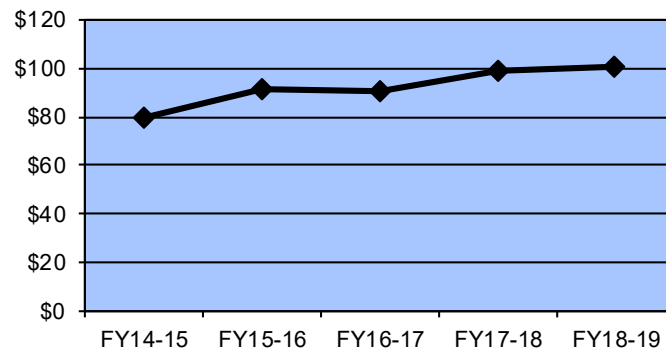
Operating Revenue Per Revenue Vehicle Hour



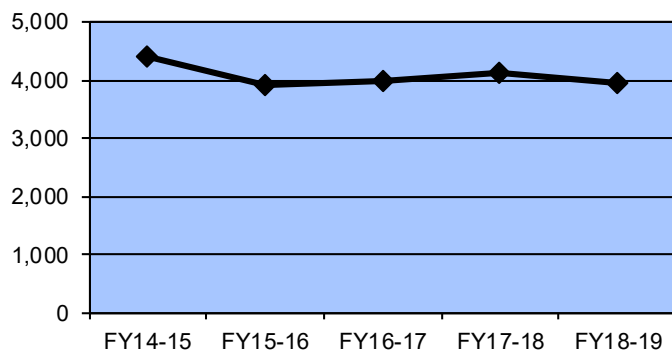
Revenue Vehicle Hours (000's)



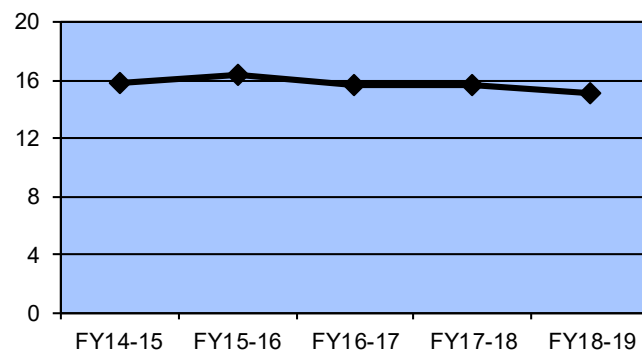
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include 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: \$25.33
Average Shared-Ride Cost per Trip: \$29.69
Fare Structure
Implementation Date: October 2015



Trip Information
65+ Trips: 125,871
PwD Trips: 8,961
Other Shared-Ride Trips: 80,821
Total Shared-Ride Trips: 215,653
Total Escorts: 26,216
Non-Public Trips: 46,312

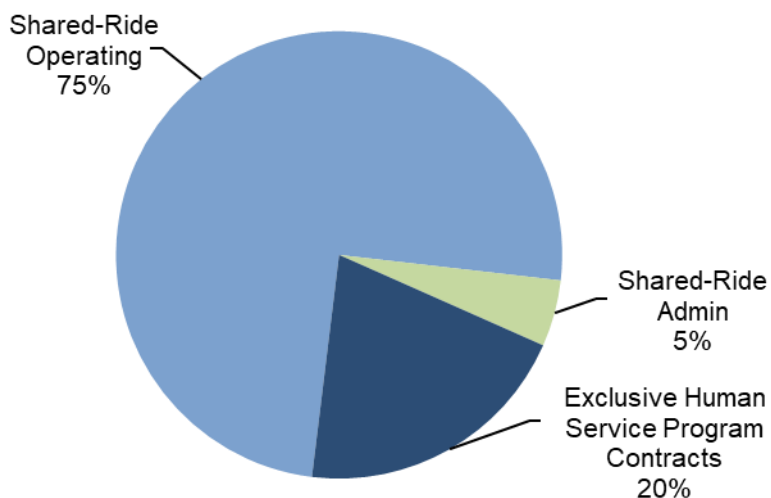


Vehicles Operated in Maximum Service
Community Transportation: 106

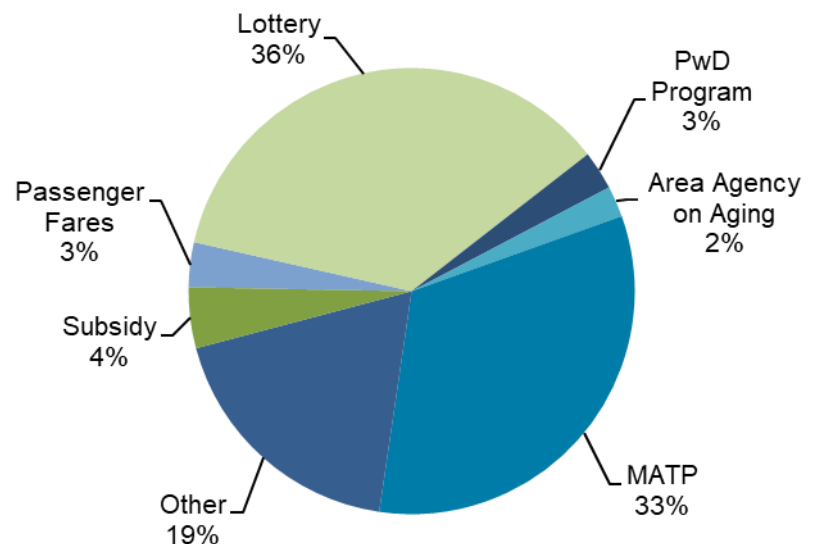
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

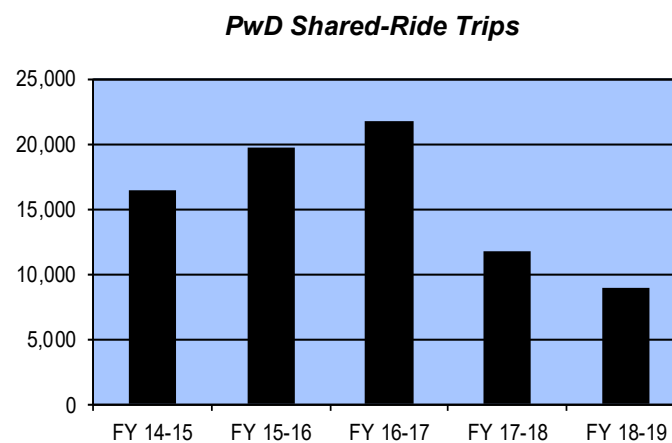
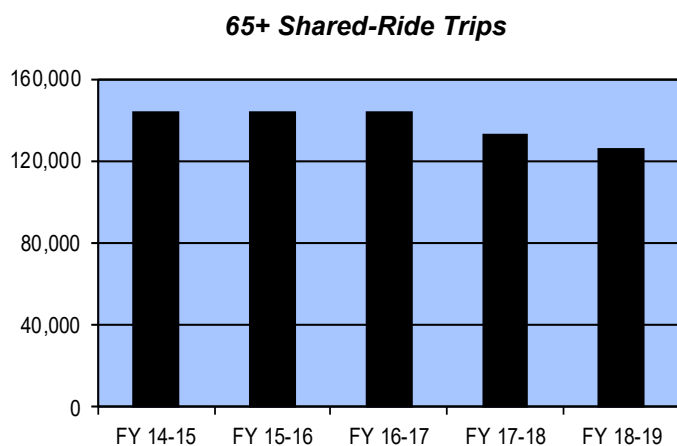
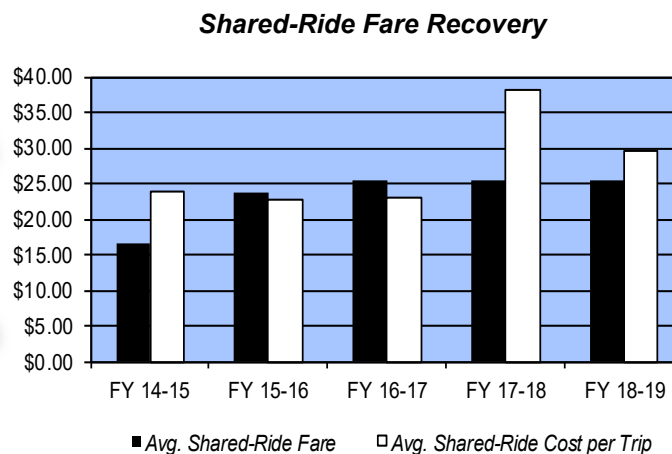
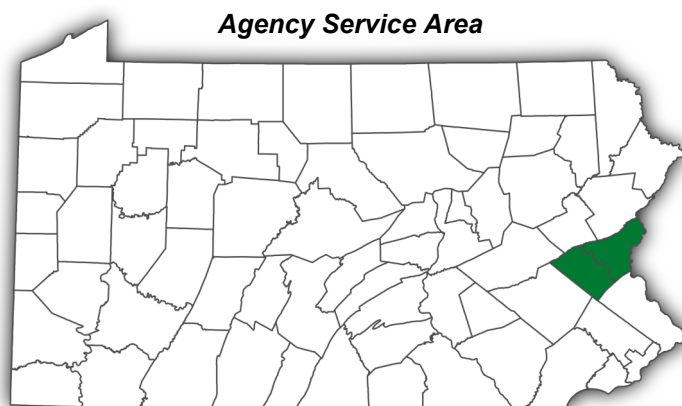
Operating Expense (000's)
\$8,034



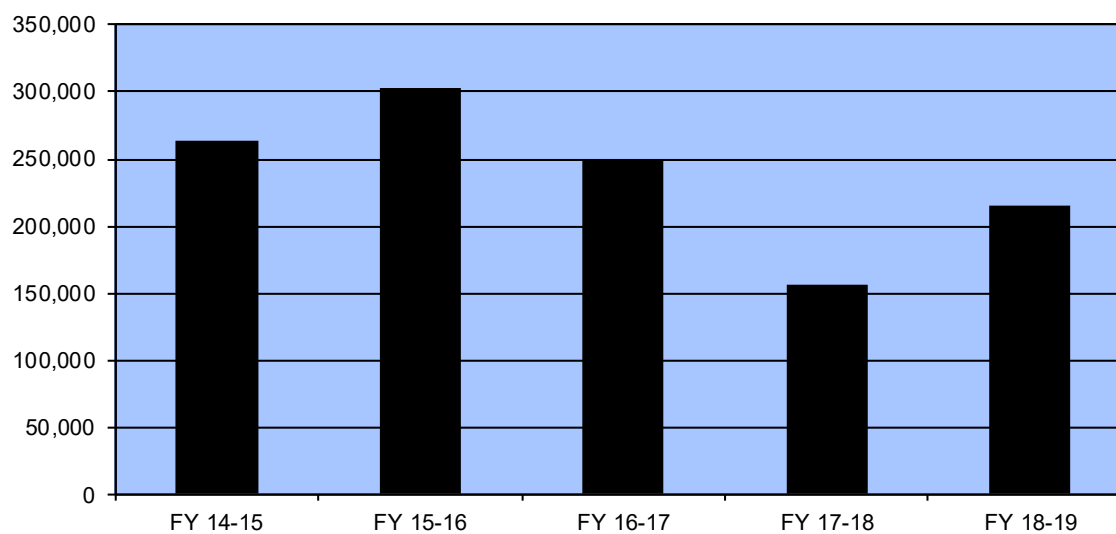
Operating Funds (000's)
\$7,380



(LANTA) Lehigh and Northampton Transportation Authority



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. Lee Horton, Executive Director
www.lctabus.com



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



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



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



Act 44 Fixed Route Distribution Factors
Total Passengers: 1,165,199
Senior Passengers: 183,455
Revenue Vehicle Miles: 1,365,304
Revenue Vehicle Hours: 94,199



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



Act 44 Operating Assistance
Section 1513 Allocation: \$6,014,481
Required Local Match: \$619,437



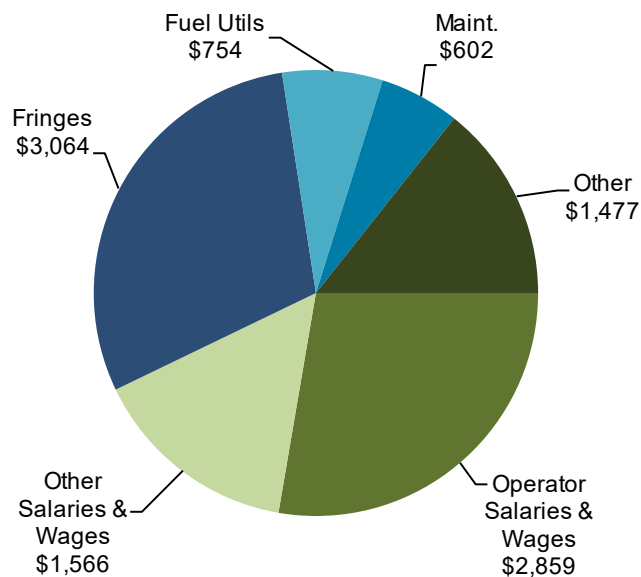
Current Fleet Size
Diesel/Gasoline Motor Bus: 23
Hybrid Diesel/Electric Motor Bus: 15
CNG Motor Bus: 2
Diesel/Gasoline Paratransit Vehicle: 51
System-Wide: 91

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

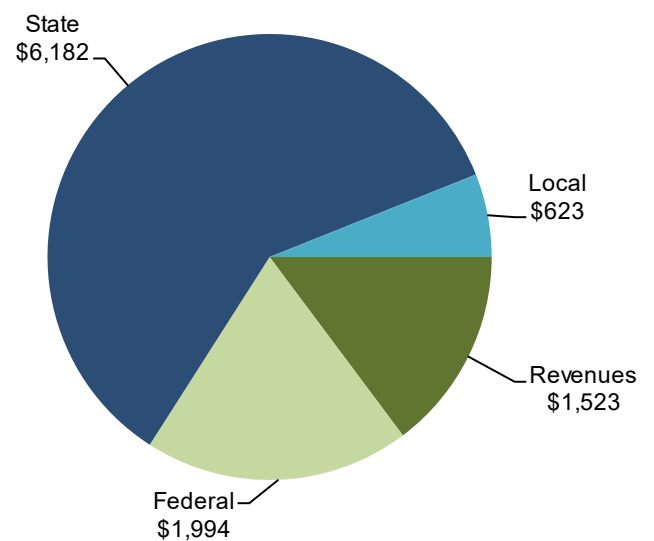
\$10,322



Expense includes ADA complementary expense.

Operating Funds (000's)

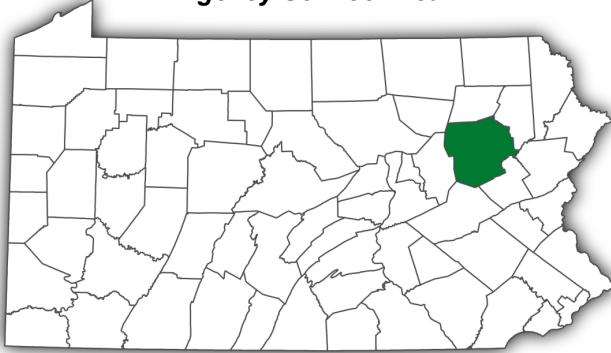
\$10,322



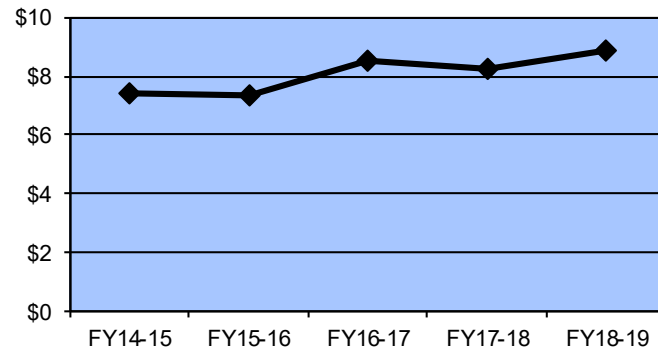
Revenue includes ADA complementary revenue.

(LCTA) Luzerne County Transportation Authority

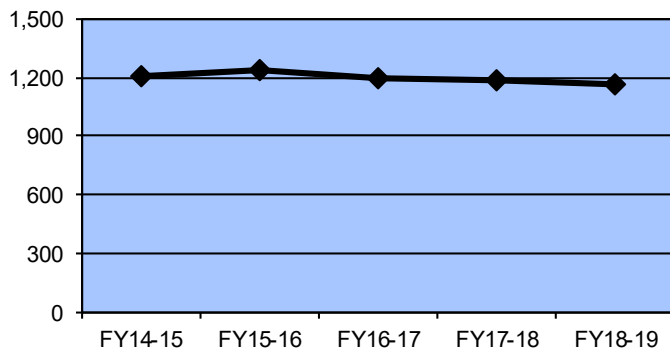
Agency Service Area



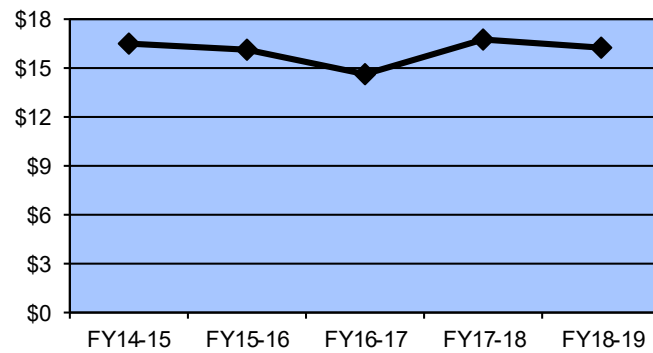
Operating Expense Per Passenger



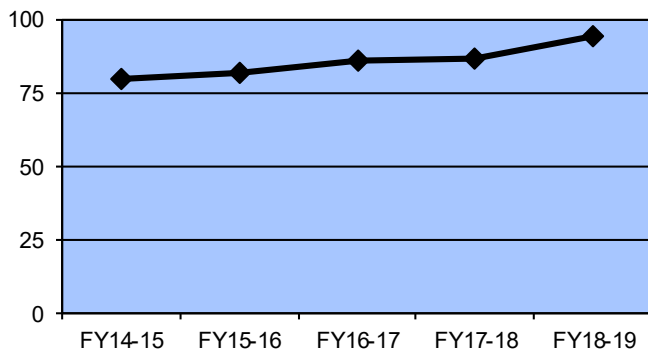
Total Passengers (000's)



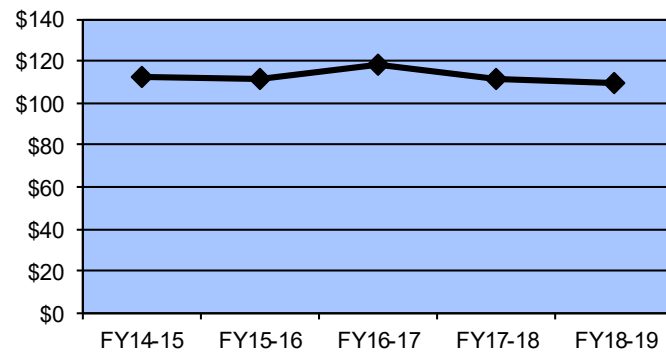
Operating Revenue Per Revenue Vehicle Hour



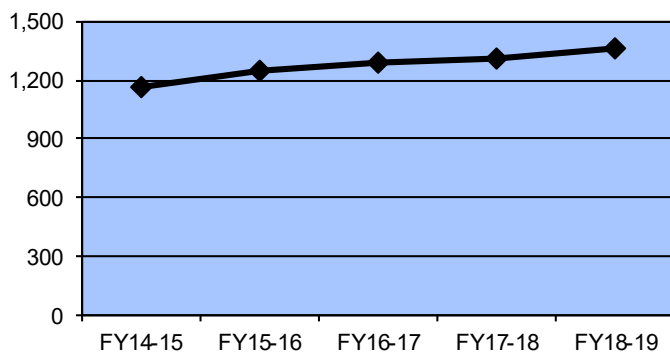
Revenue Vehicle Hours (000's)



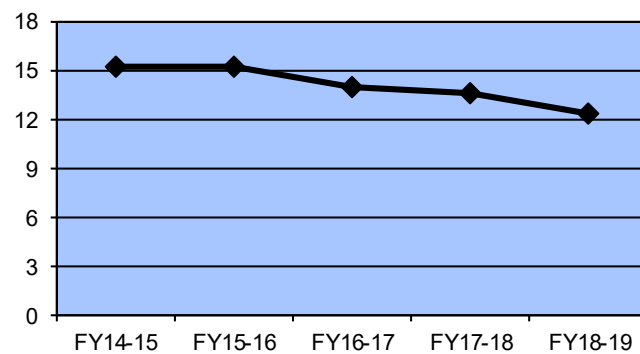
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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. Lee Horton, 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: \$21.68
Average Shared-Ride Cost per Trip: \$29.95
Fare Structure
Implementation Date: November 2018



Trip Information
65+ Trips: 36,464
PwD Trips: 640
Other Shared-Ride Trips: 64,700
Total Shared-Ride Trips: 101,804
Total Escorts: 5,080
Non-Public Trips: 30,868

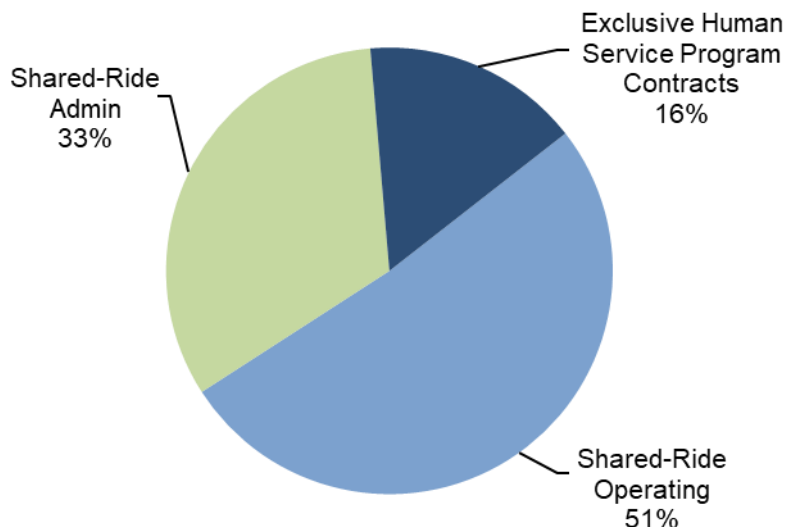


Vehicles Operated in Maximum Service
Community Transportation: 45

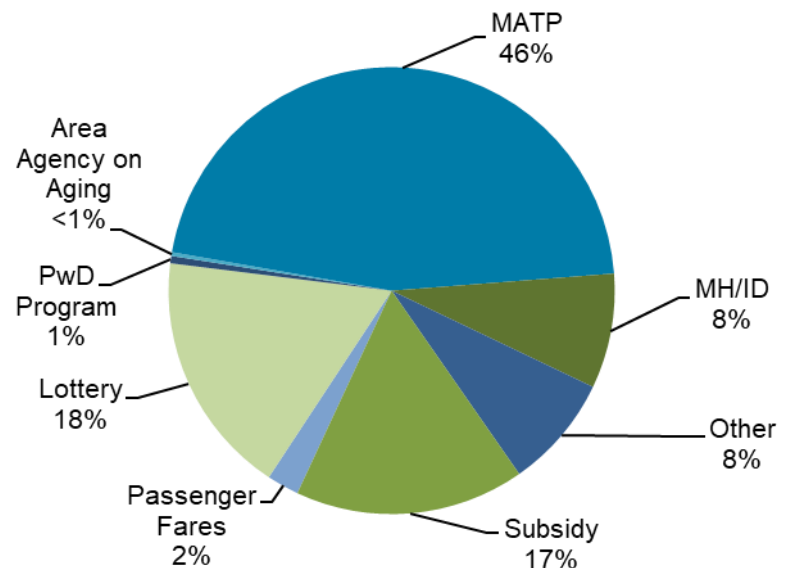
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

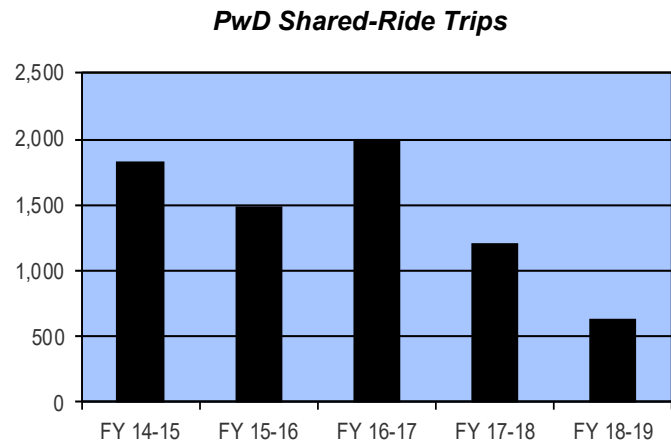
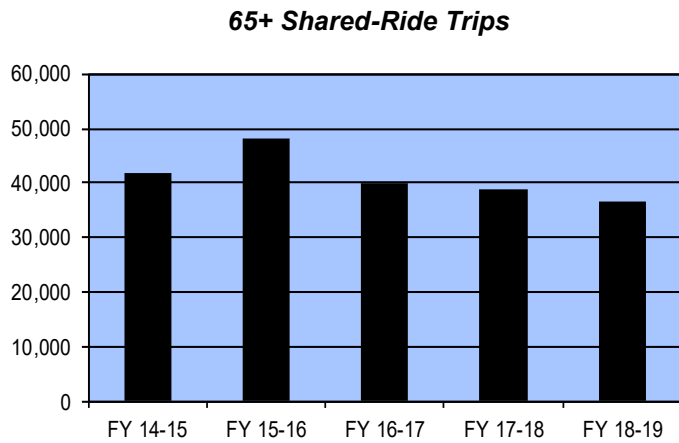
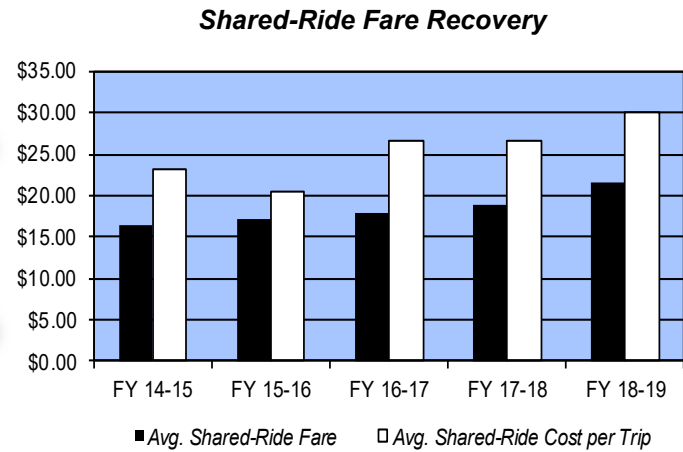
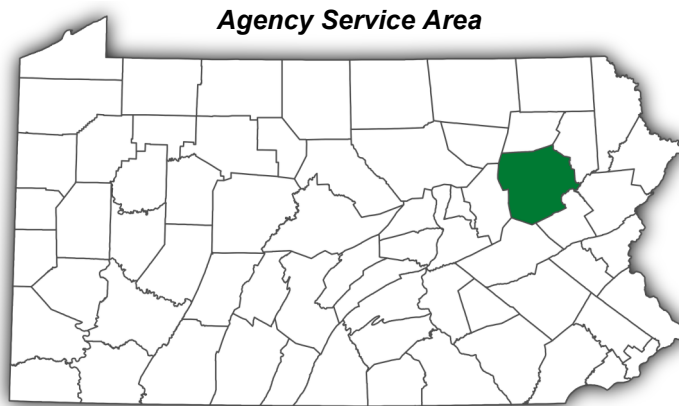
Operating Expense (000's)
\$3,622



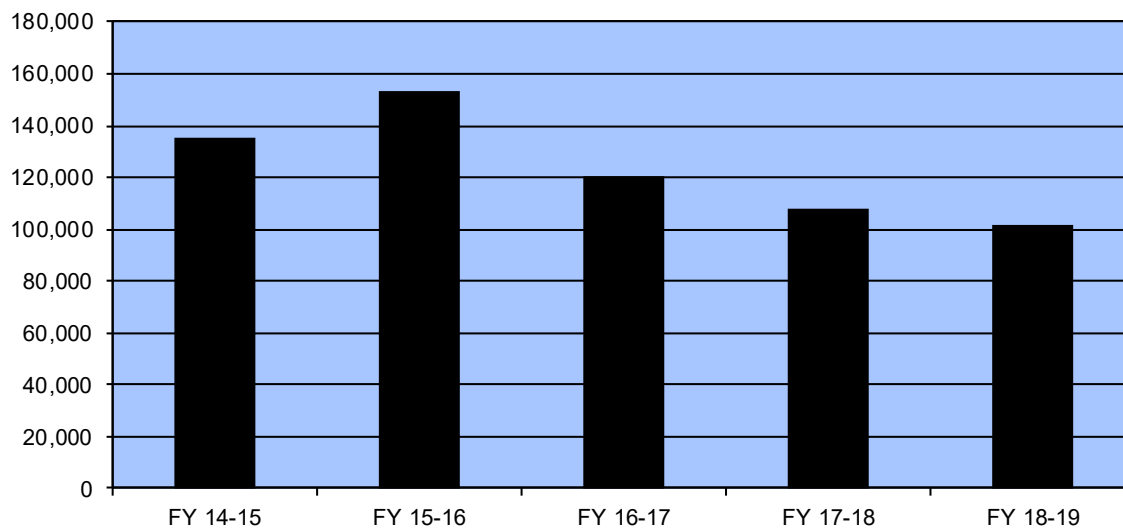
Operating Funds (000's)
\$3,622



(LCTA) Luzerne County Transportation Authority



Total Shared-Ride Trips



Mercer County Regional Council of Governments (MCRCOG)

Urban System



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



House District
Mercer: 7, 8, 17
Senate District
Mercer: 50



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



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



Act 44 Fixed Route Distribution Factors
Total Passengers: 88,617
Senior Passengers: 12,671
Revenue Vehicle Miles: 172,598
Revenue Vehicle Hours: 14,133



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



Act 44 Operating Assistance
Section 1513 Allocation: \$817,818
Required Local Match: \$64,872



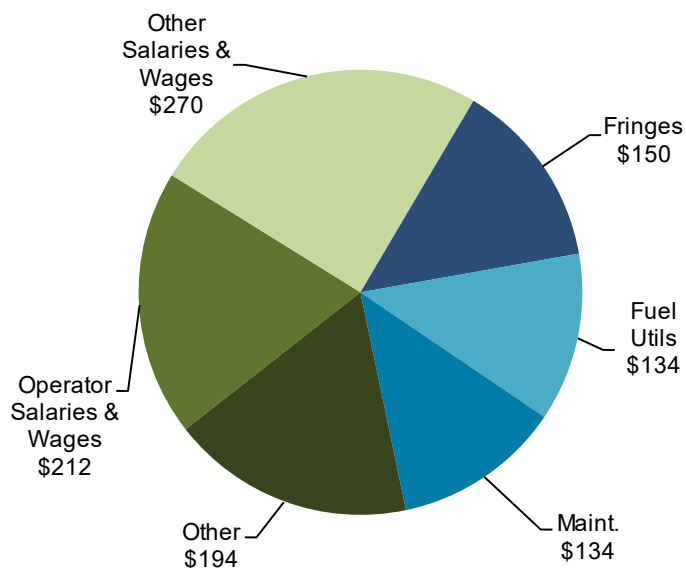
Current Fleet Size
Diesel/Gasoline Motor Bus: 7
Diesel/Gasoline Paratransit Vehicle: 26
System-Wide: 33

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

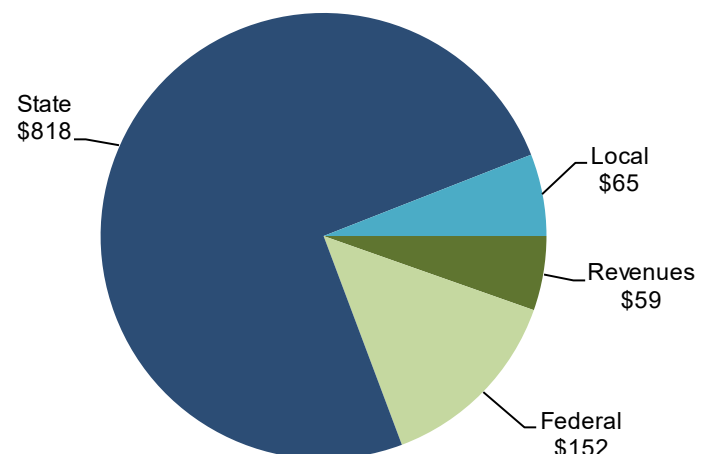
\$1,094



Expense includes ADA complementary expense.

Operating Funds (000's)

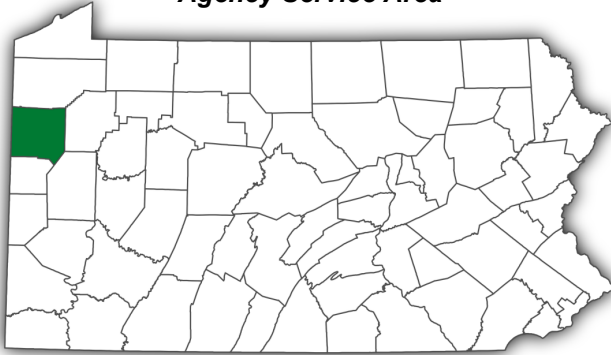
\$1,094



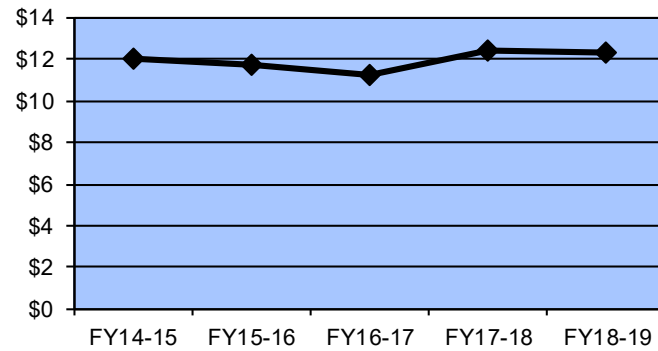
Revenue includes ADA complementary revenue.

(MCRCOG) Mercer County Regional Council of Governments

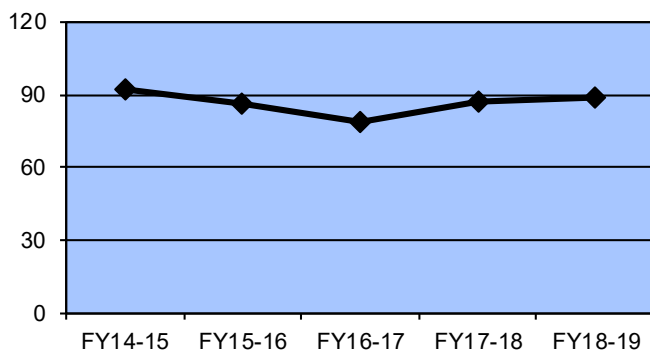
Agency Service Area



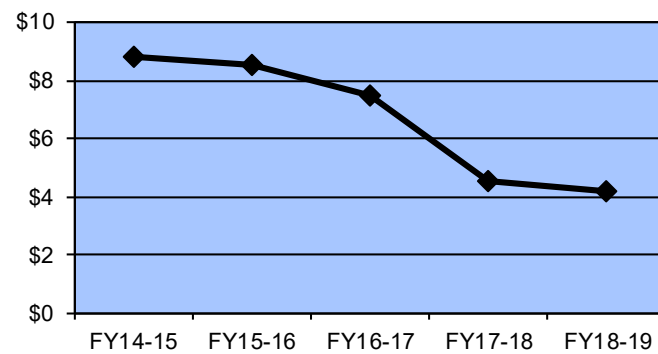
Operating Expense Per Passenger



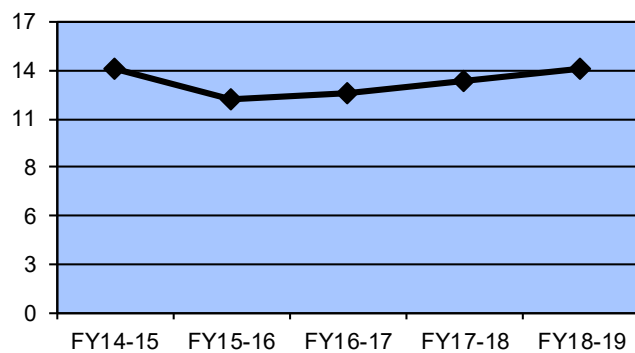
Total Passengers (000's)



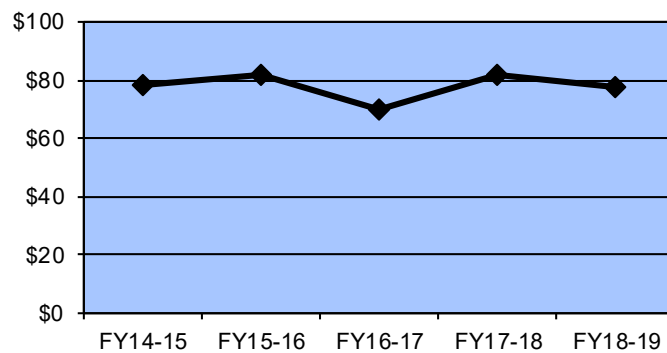
Operating Revenue Per Revenue Vehicle Hour



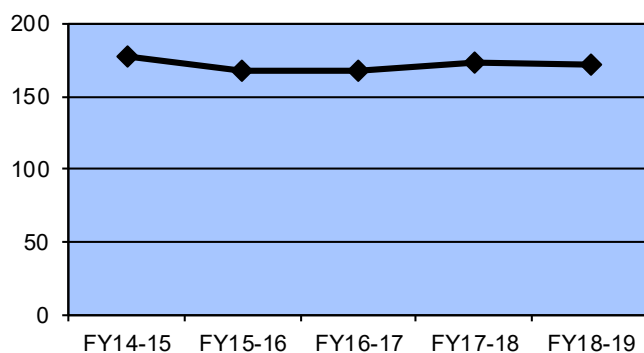
Revenue Vehicle Hours (000's)



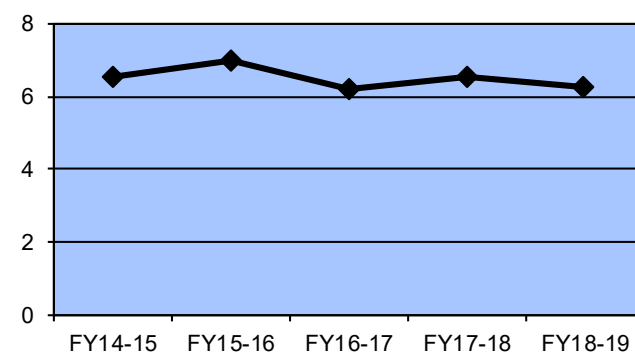
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

Mercer County Regional Council of Governments (MCRCOG)

Community Transportation



Mercer County Regional Council of Governments (MCRCOG-SVSS/MCCT)
2495 Highland Road
Hermitage, PA 16148
724-981-1561, ext. 3103
Ms. Kim DiCintio, Executive Director
www.mcrcog.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: \$20.22
Average Shared-Ride Cost per Trip: \$20.46
Fare Structure
Implementation Date: July 2016



Trip Information
65+ Trips: 41,089
PwD Trips: 2,936
Other Shared-Ride Trips: 34,562
Total Shared-Ride Trips: 78,587
Total Escorts: 4,693
Non-Public Trips: 7,502

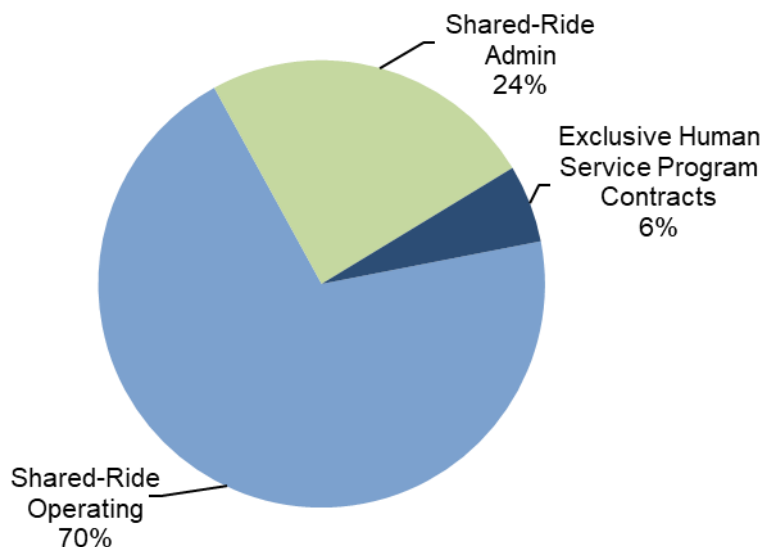


Vehicles Operated in Maximum Service
Community Transportation: 20

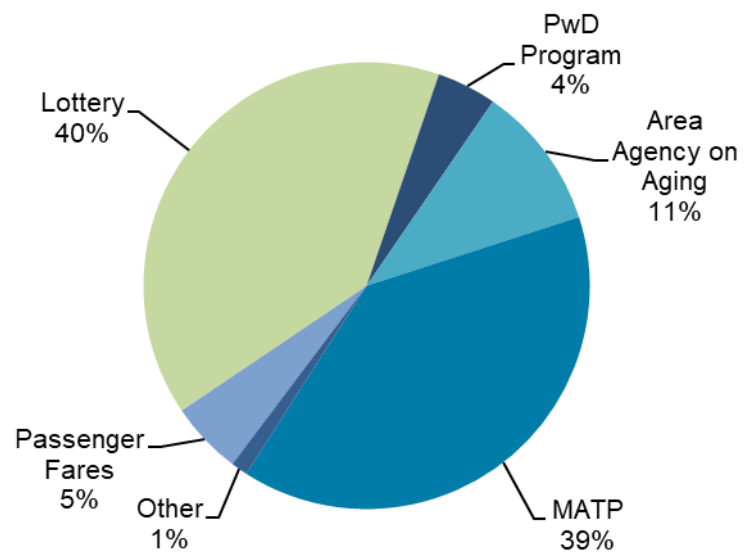
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

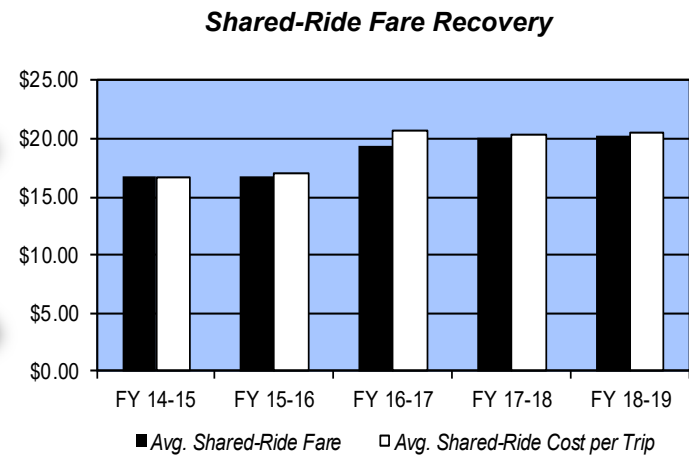
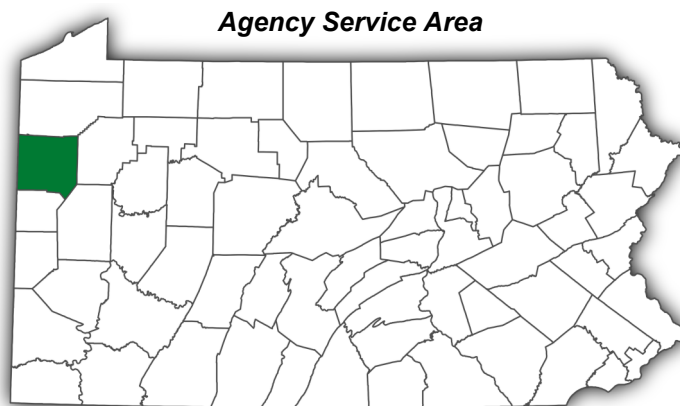
Operating Expense (000's)
\$1,704



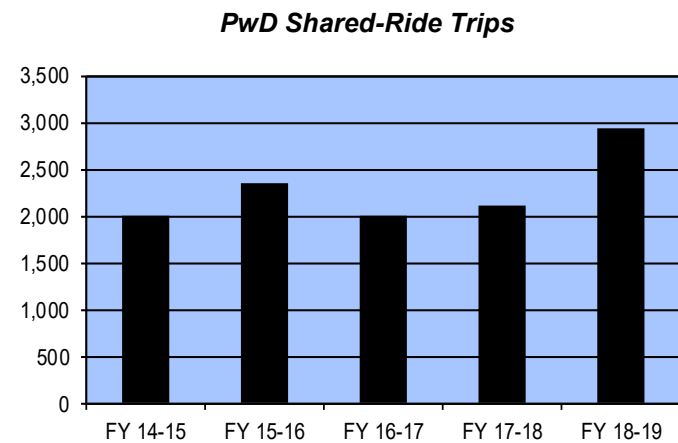
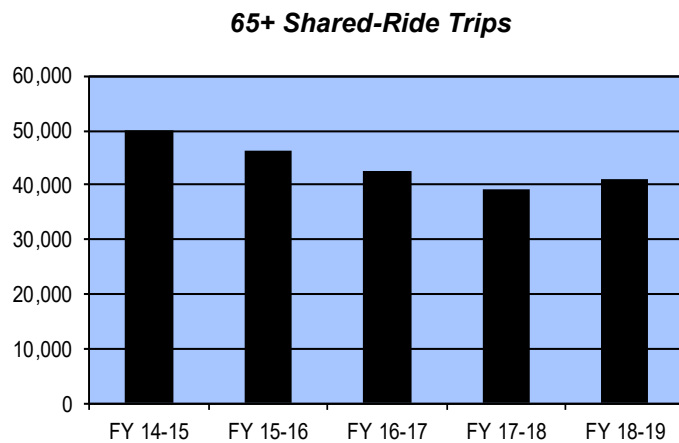
Operating Funds (000's)
\$1,763



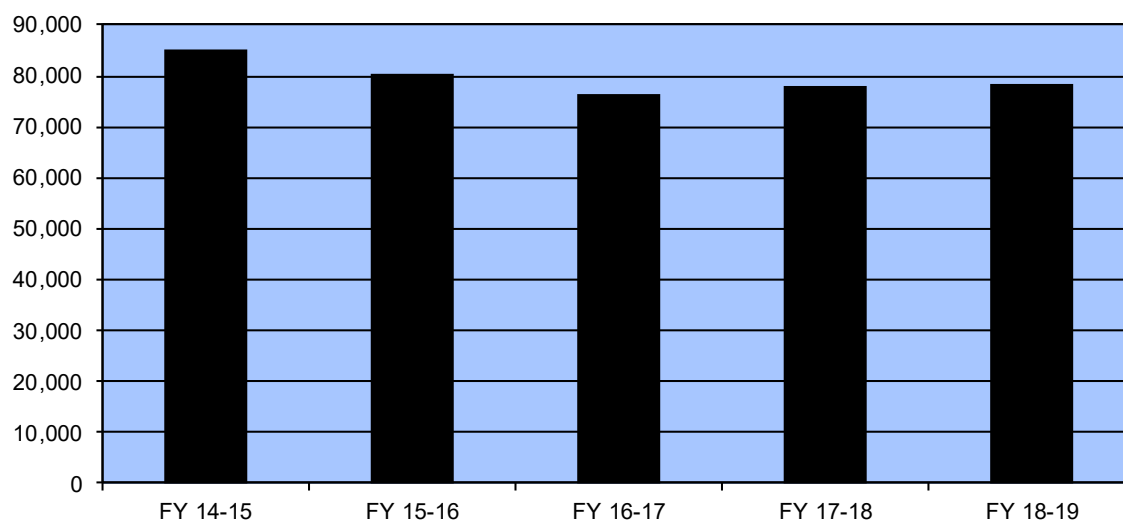
(MCRCOG) Mercer County Regional Council of Governments



OPERATING PROFILES



Total Shared-Ride Trips



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: 43,021
Senior Passengers: 13,096
Revenue Vehicle Miles: 97,652
Revenue Vehicle Hours: 7,107



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



Act 44 Operating Assistance
Section 1513 Allocation: \$626,841
Required Local Match: \$46,677



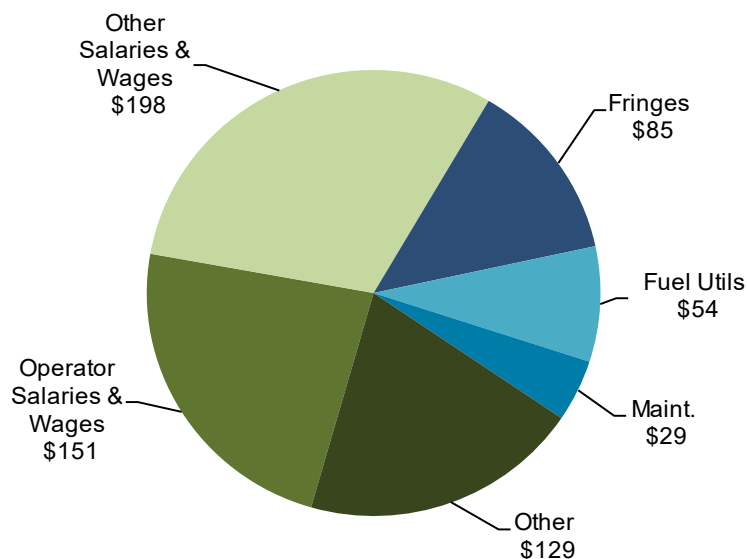
Current Fleet Size
Diesel/Gasoline Motor Bus: 9
Diesel/Gasoline Paratransit Vehicle: 11
System-wide: 20

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

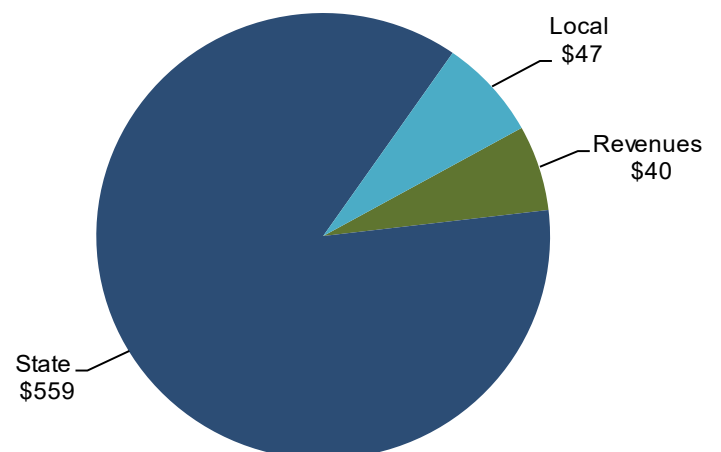
\$646



Expense includes ADA complementary expense.

Operating Funds (000's)

\$646



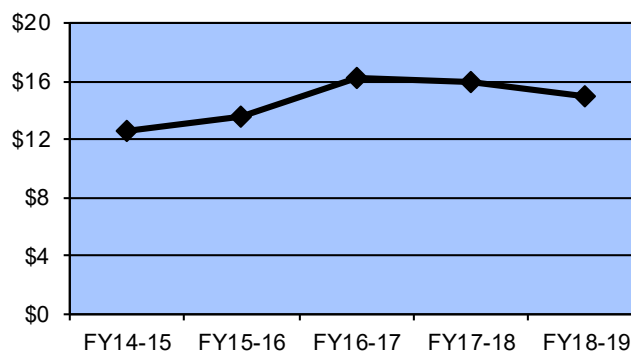
Revenue includes ADA complementary revenue.

(TACT) Mid County Transit Authority

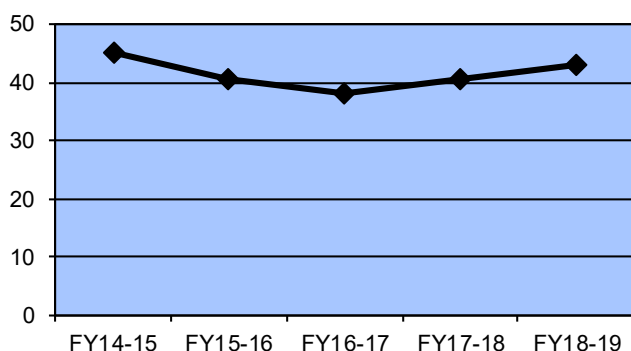
Agency Service Area



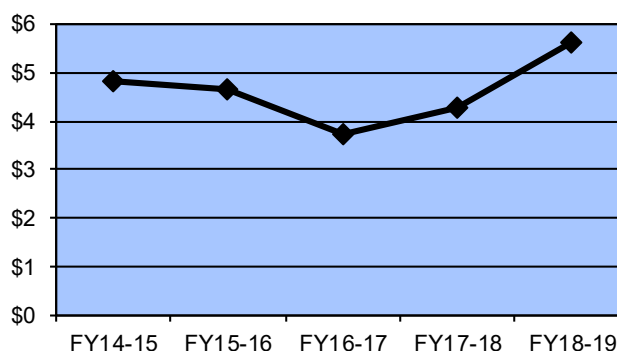
Operating Expense Per Passenger



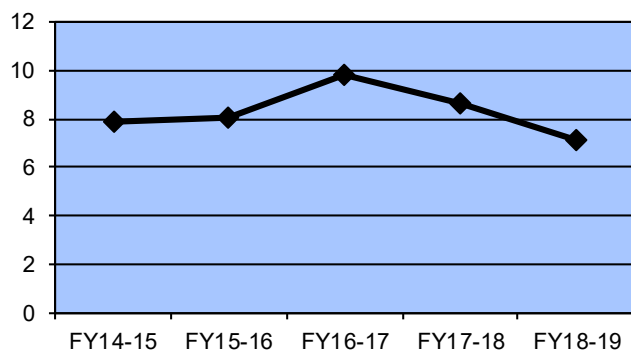
Total Passengers (000's)



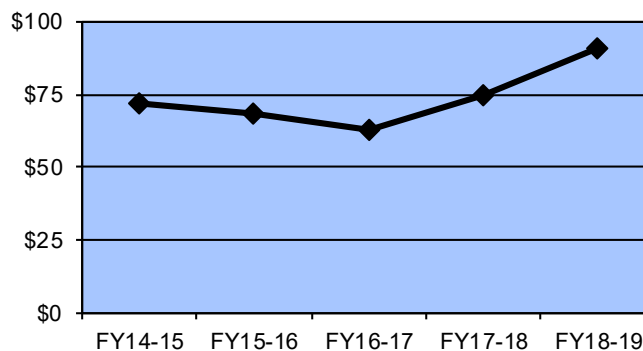
Operating Revenue Per Revenue Vehicle Hour



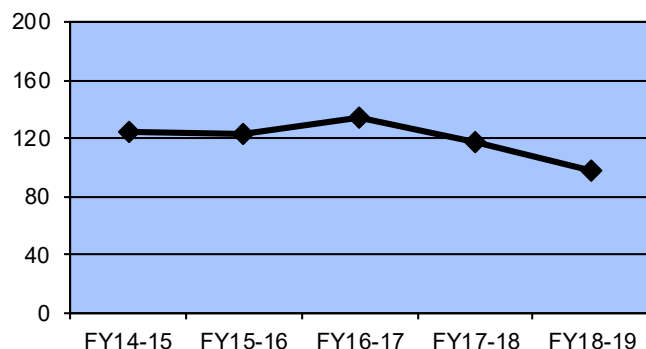
Revenue Vehicle Hours (000's)



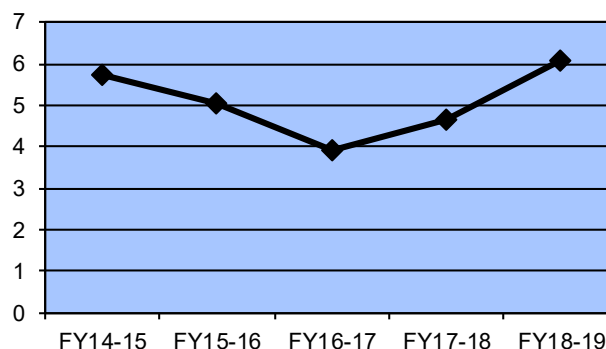
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$21.62
Average Shared-Ride Cost per Trip: \$29.10
Fare Structure
Implementation Date: July 2019



Trip Information
65+ Trips: 13,912
PwD Trips: 2,763
Other Shared-Ride Trips: 5,746
Total Shared-Ride Trips: 22,421
Total Escorts: 747

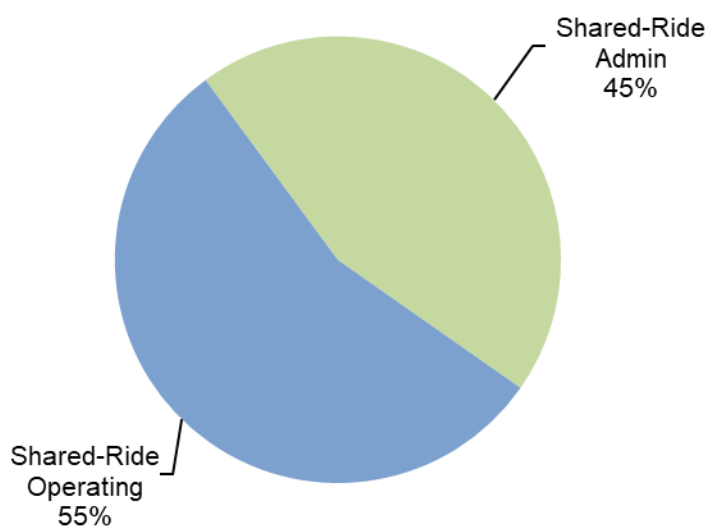


Vehicles Operated in Maximum Service
Community Transportation: 8

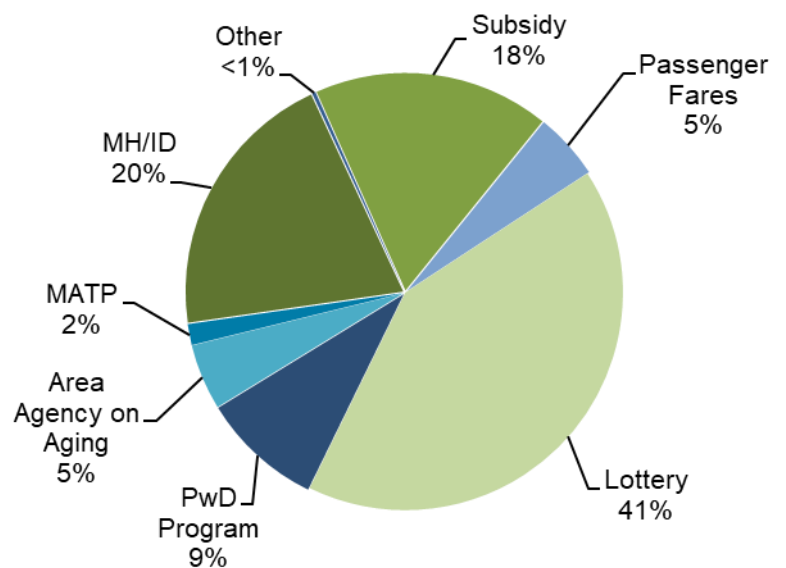
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

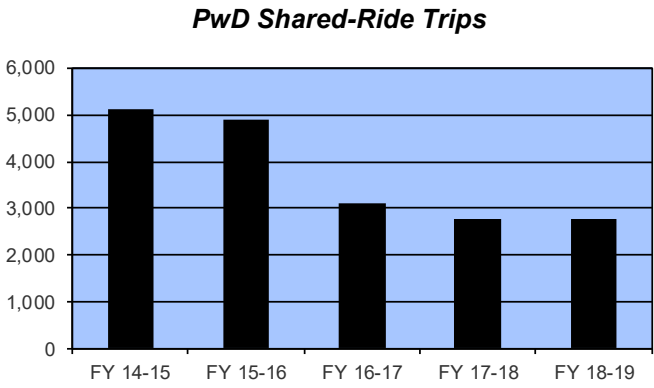
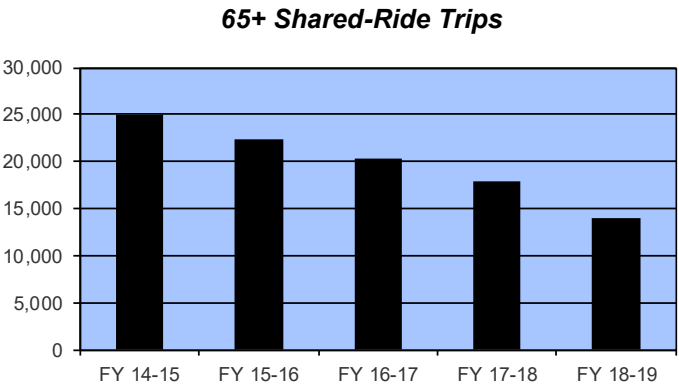
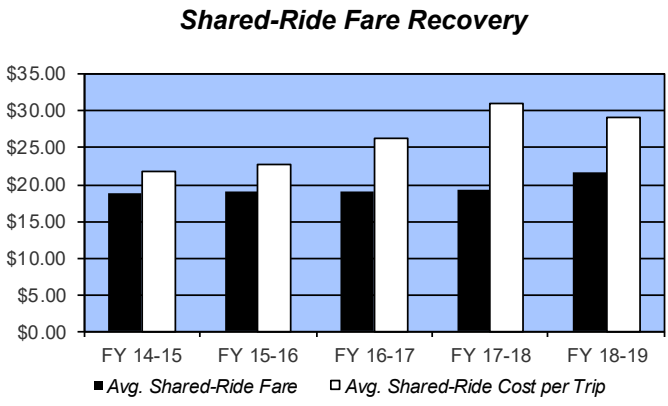
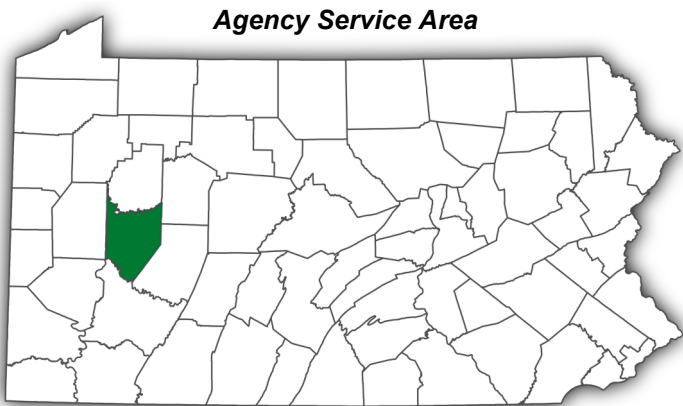
Operating Expense (000's)
\$652



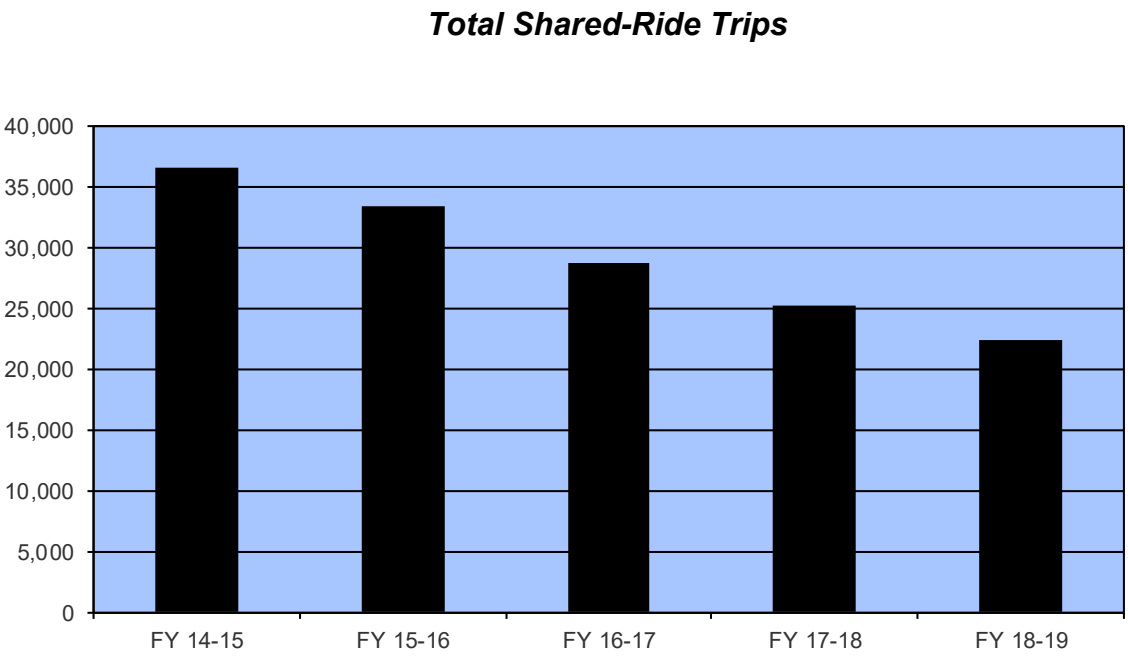
Operating Funds (000's)
\$598



(TACT) Mid County Transit Authority



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: 288,328
Senior Passengers: 35,397
Revenue Vehicle Miles: 771,999
Revenue Vehicle Hours: 42,995



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$2,988,032
Required Local Match: \$77,168



Current Fleet Size

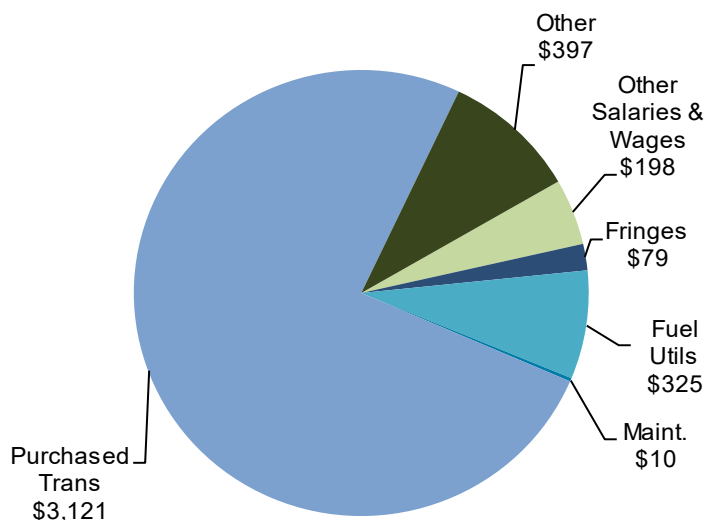
Diesel/Gasoline Motor Bus: 14
CNG Motor Bus Vehicles: 15
System-Wide: 29

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

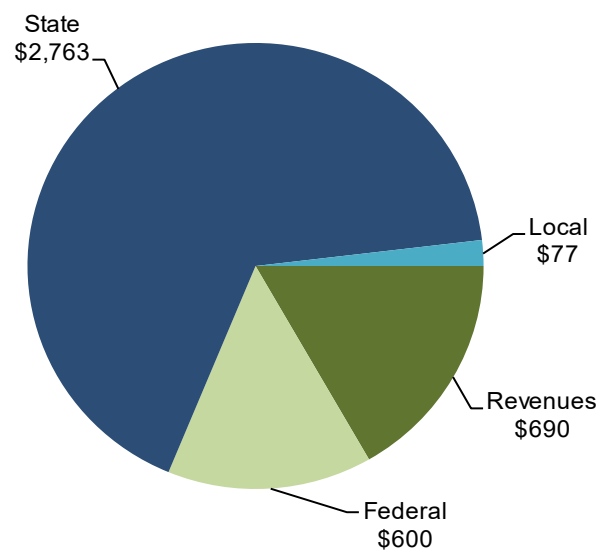
\$4,130



Expense includes ADA complementary expense.

Operating Funds (000's)

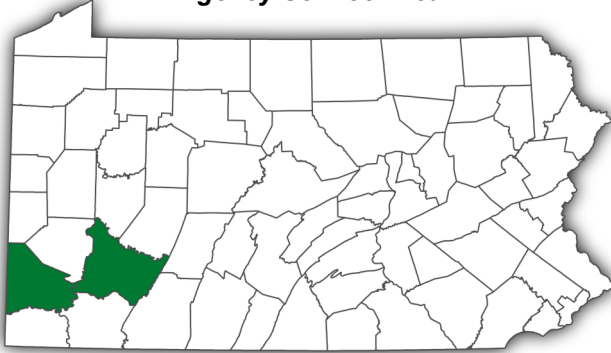
\$4,130



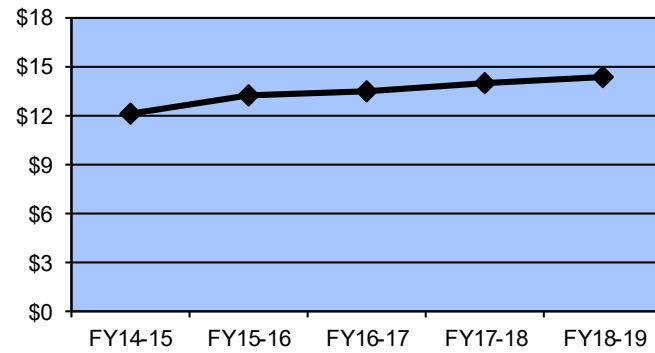
Revenue includes ADA complementary revenue.

(MMVTA) Mid Mon Valley Transit Authority

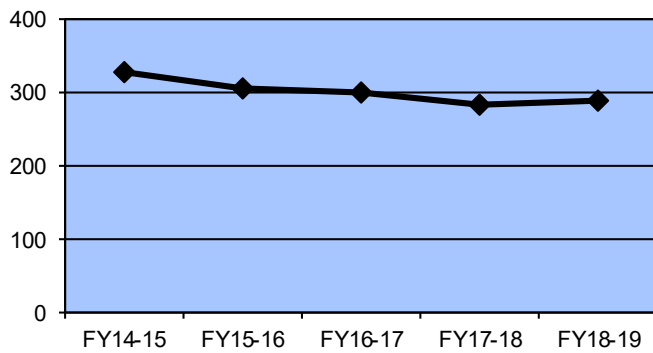
Agency Service Area



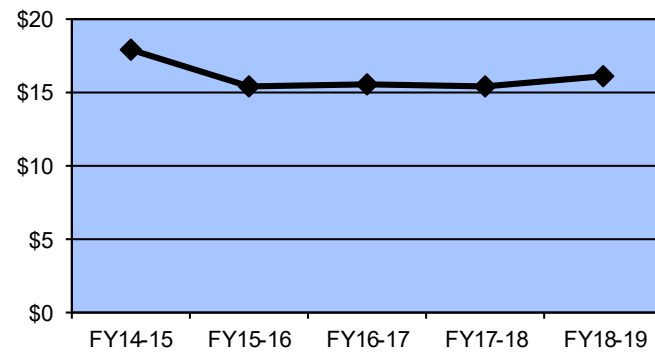
Operating Expense Per Passenger



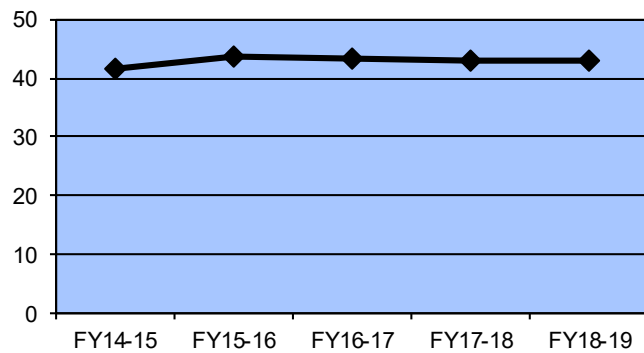
Total Passengers (000's)



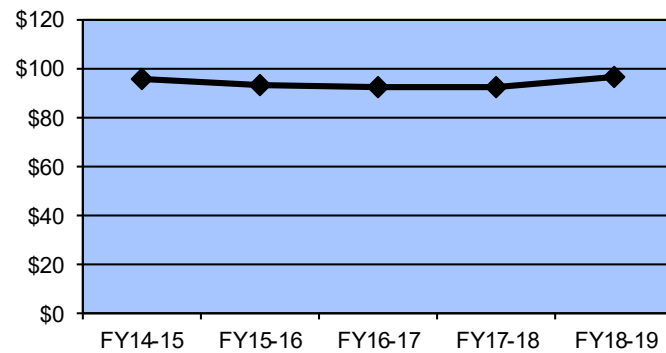
Operating Revenue Per Revenue Vehicle Hour



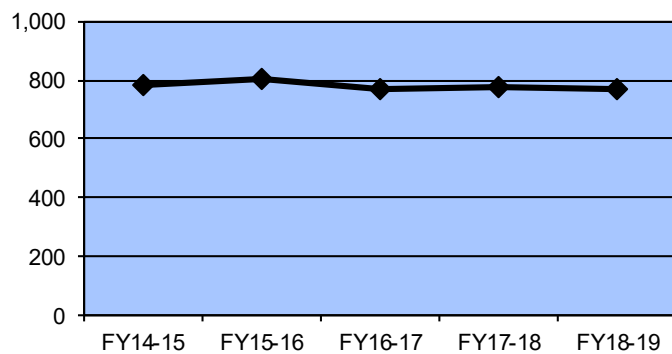
Revenue Vehicle Hours (000's)



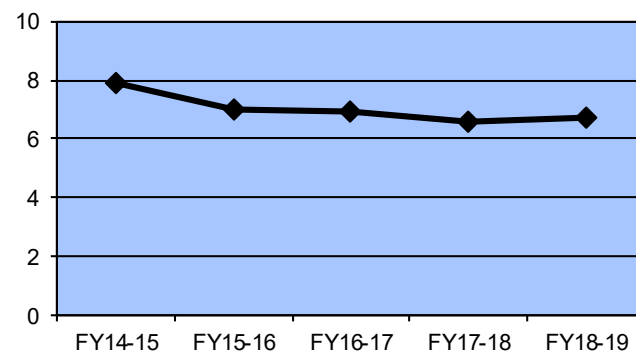
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: 256,101
Senior Passengers: 23,836
Revenue Vehicle Miles: 574,297
Revenue Vehicle Hours: 35,161



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



Act 44 Operating Assistance
Section 1513 Allocation: \$2,088,464
Required Local Match: \$171,327

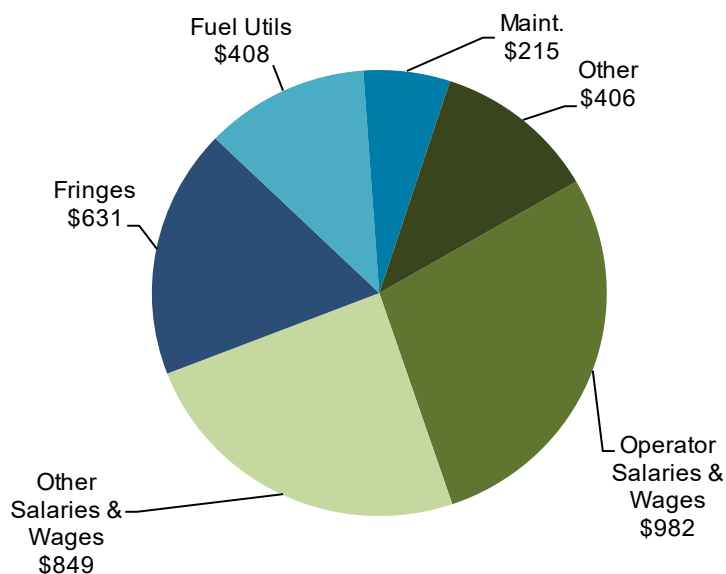


Current Fleet Size
Diesel/Gasoline Motor Bus: 14
Diesel/Gasoline Paratransit Vehicle: 40
System-wide: 54

OPERATING PROFILES

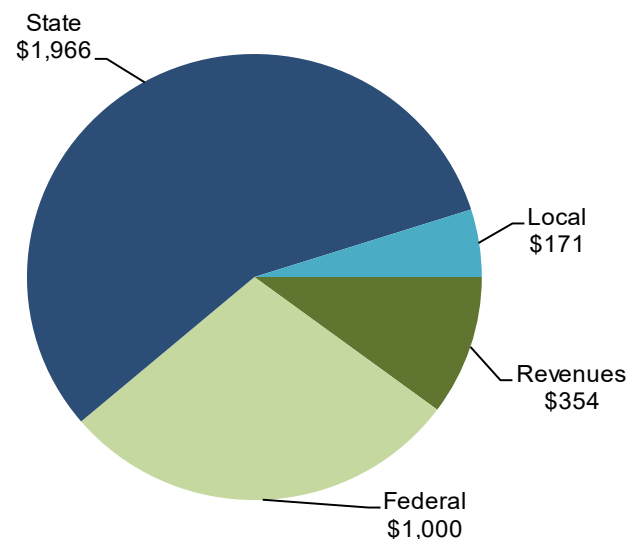
URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)
\$3,491



Expense includes ADA complementary expense.

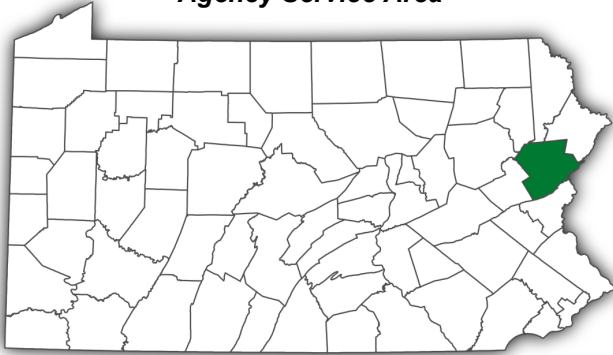
Operating Funds (000's)
\$3,491



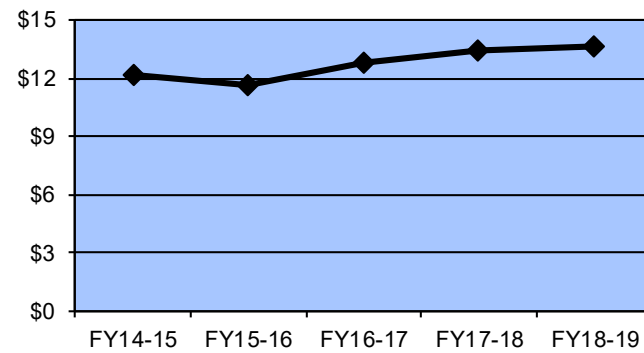
Revenue includes ADA complementary revenue.

(MCTA) Monroe County Transportation Authority

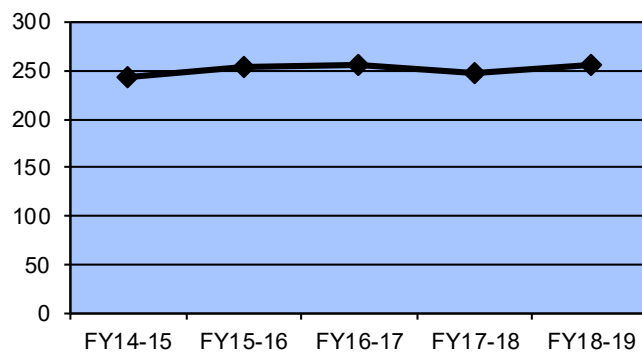
Agency Service Area



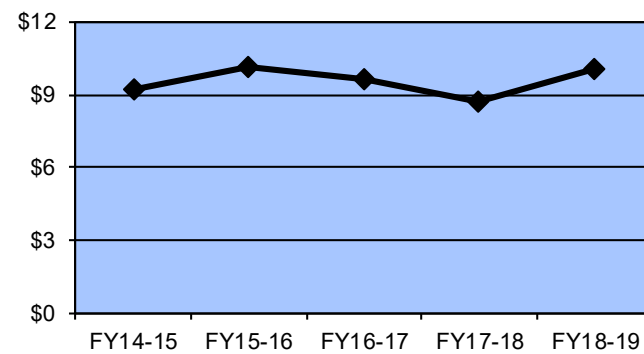
Operating Expense Per Passenger



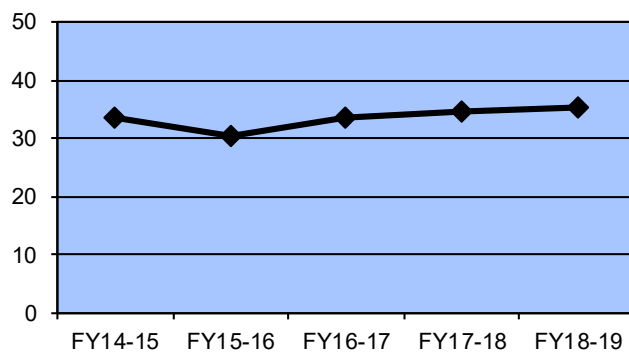
Total Passengers (000's)



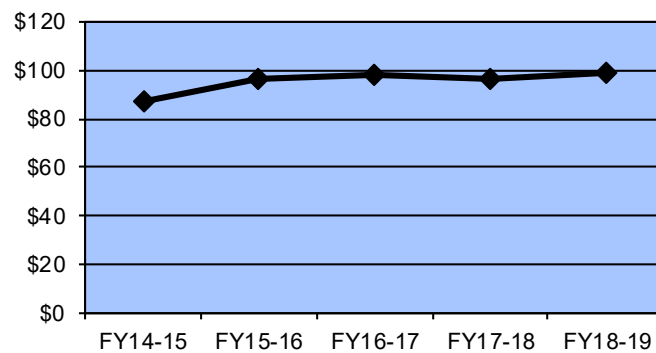
Operating Revenue Per Revenue Vehicle Hour



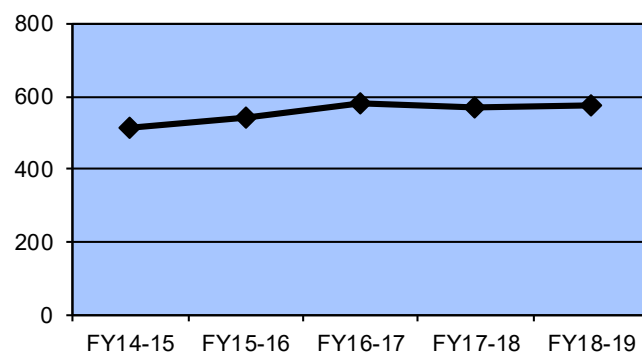
Revenue Vehicle Hours (000's)



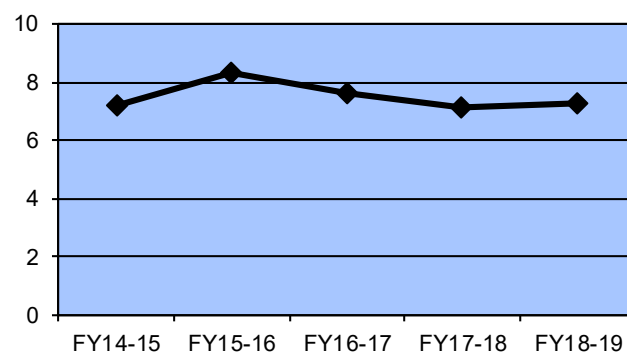
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$24.94
Average Shared-Ride Cost per Trip: \$26.87
Fare Structure
Implementation Date: July 2015



Trip Information
65+ Trips: 41,398
PwD Trips: 15,445
Other Shared-Ride Trips: 25,977
Total Shared-Ride Trips: 82,820
Non-Public Trips: 20,237

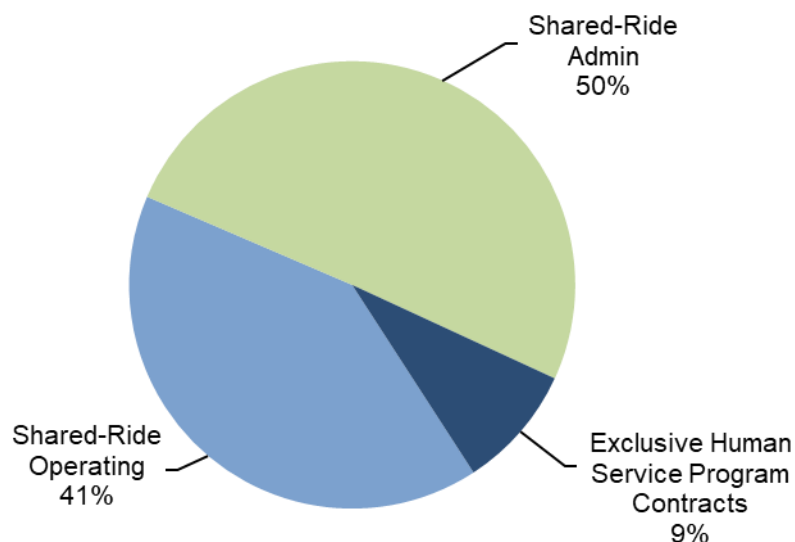


Vehicles Operated in Maximum Service
Community Transportation: 26

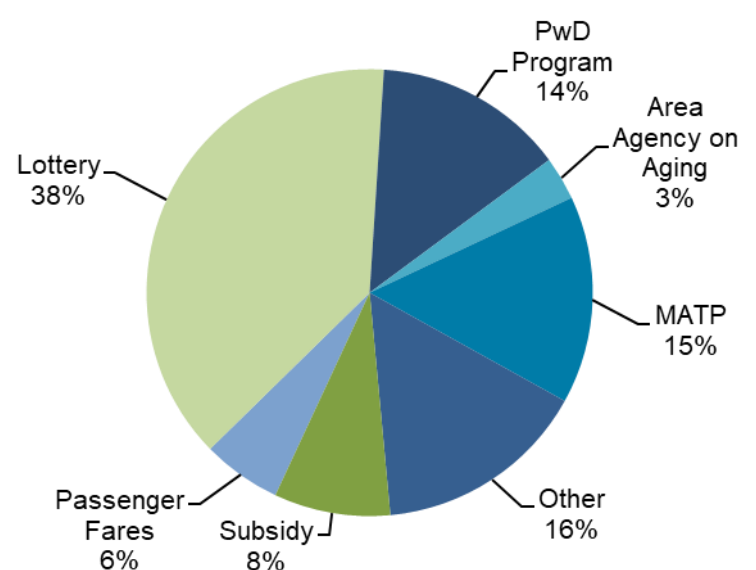
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

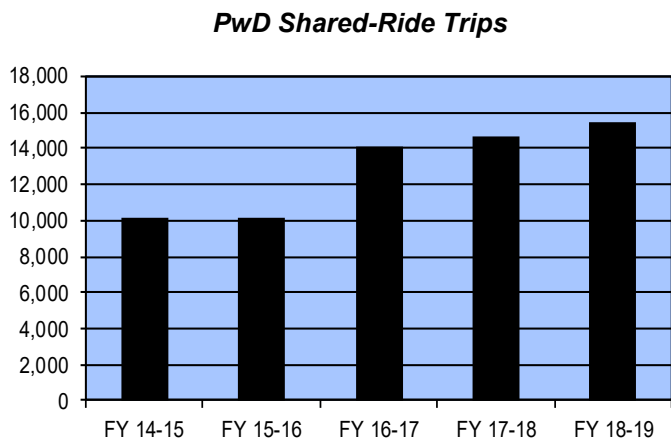
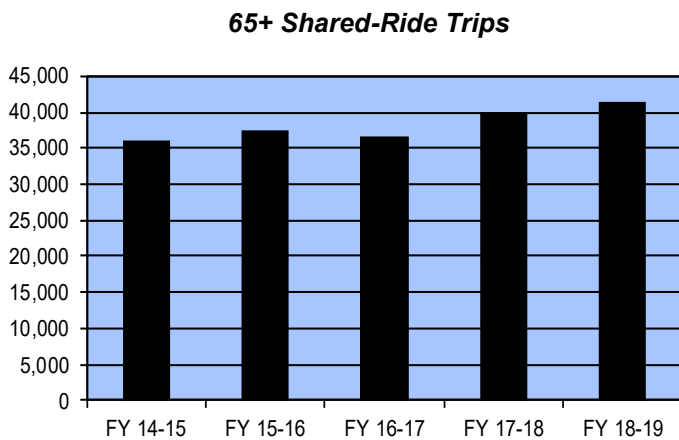
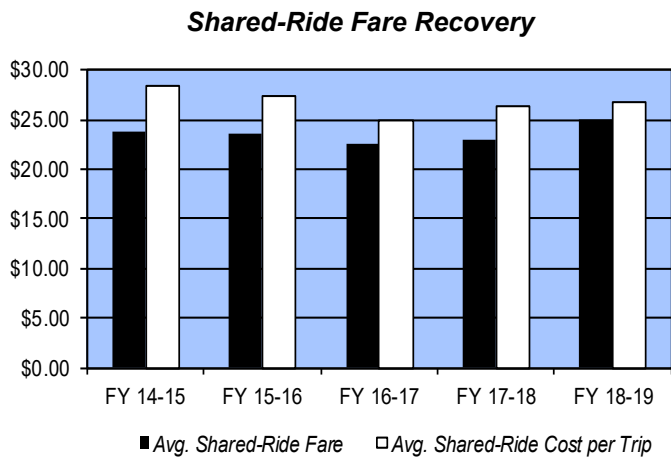
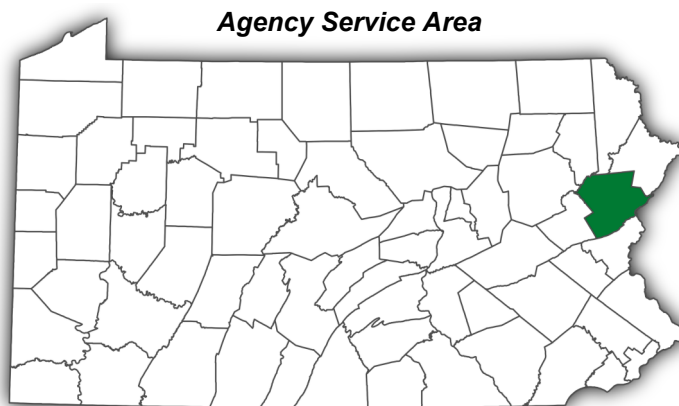
Operating Expense (000's)
\$2,445



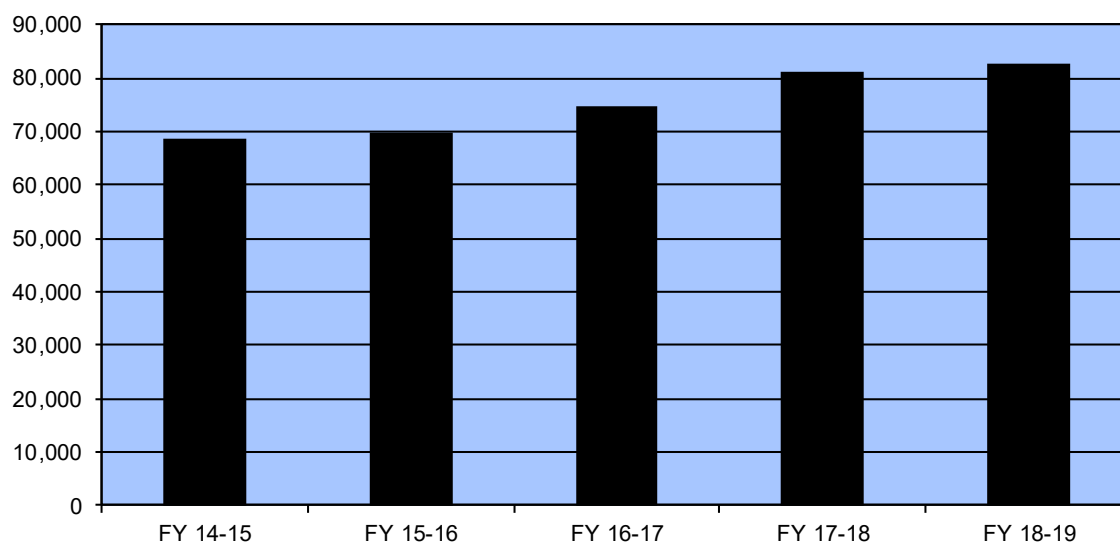
Operating Funds (000's)
\$2,445



(MCTA) Monroe County Transportation Authority



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: 577,092
Senior Passengers: 84,340
Revenue Vehicle Miles: 1,103,207
Revenue Vehicle Hours: 53,832



Current Employees

Agency Full-Time: 51
Agency Part-Time: 5
System-Wide: 56



Act 44 Operating Assistance

Section 1513 Allocation: \$4,519,675
Required Local Match: \$232,567



Current Fleet Size

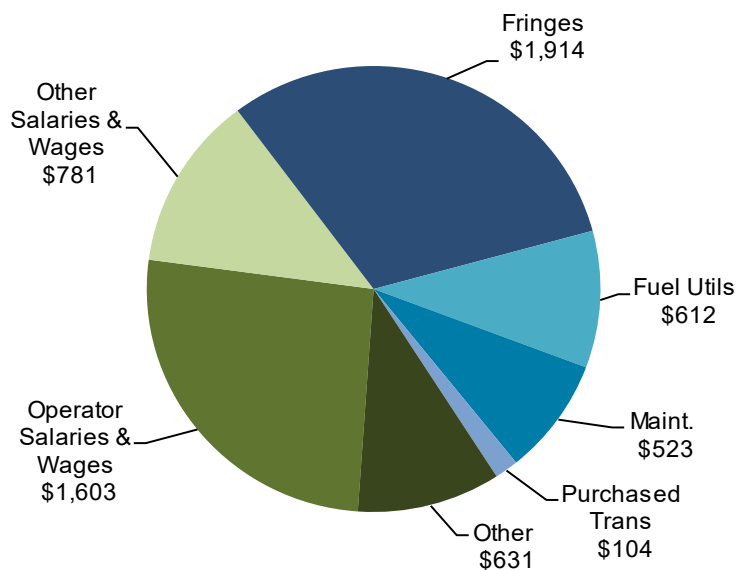
Diesel/Gasoline Motor Bus: 28
CNG Motor Bus Vehicles: 6
System-wide: 34

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

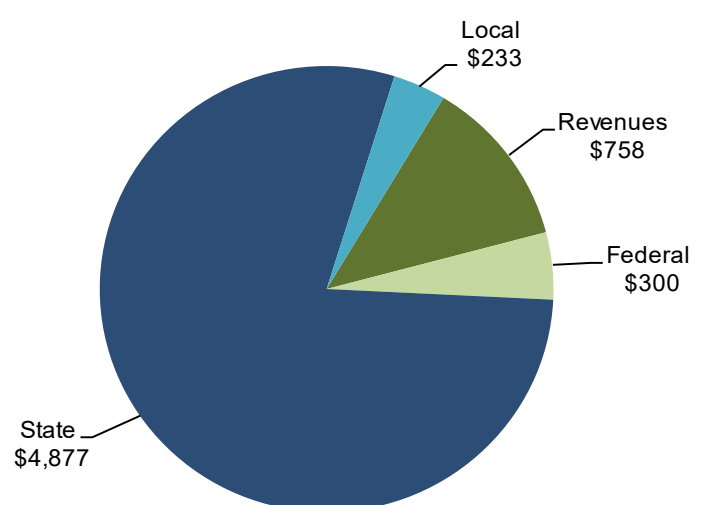
\$6,168



Expense includes ADA complementary expense.

Operating Funds (000's)

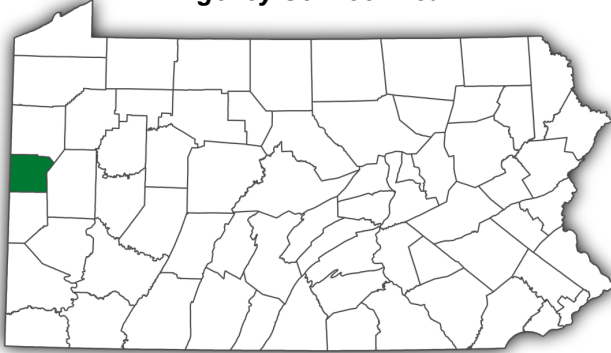
\$6,168



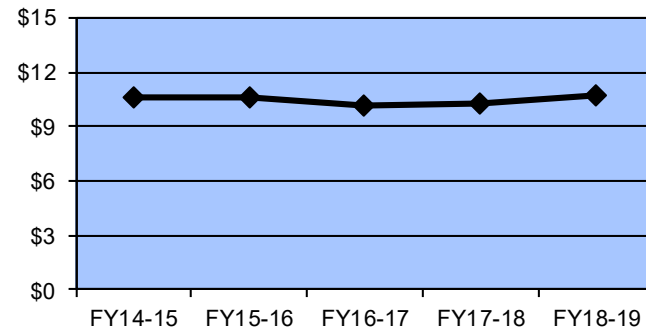
Revenue includes ADA complementary revenue.

(NCATA) New Castle Area Transit Authority

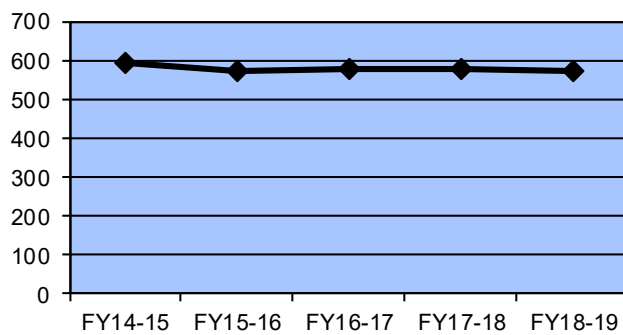
Agency Service Area



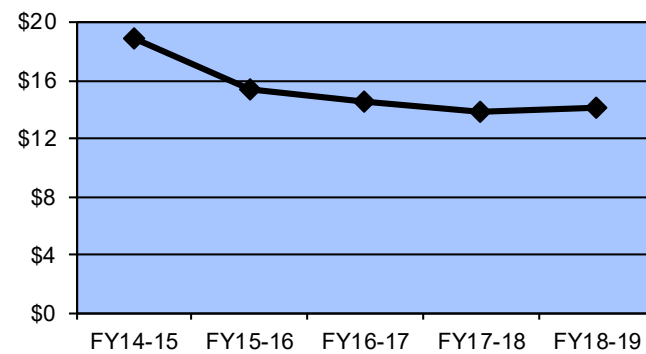
Operating Expense Per Passenger



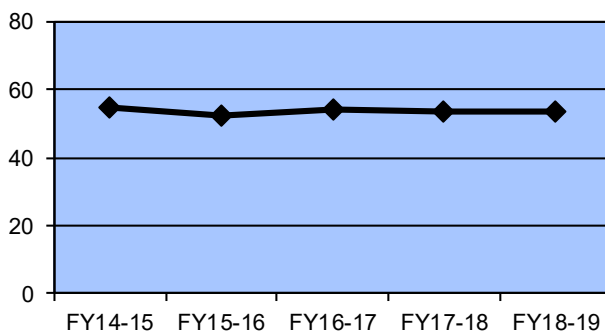
Total Passengers (000's)



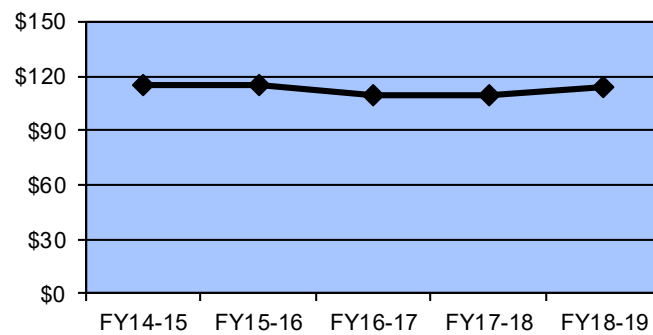
Operating Revenue Per Revenue Vehicle Hour



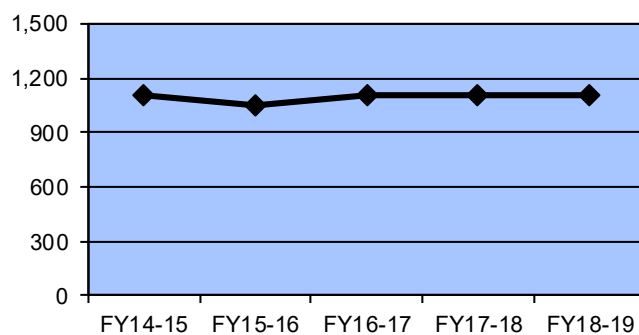
Revenue Vehicle Hours (000's)



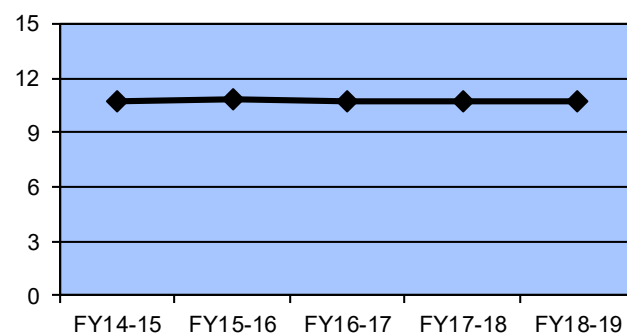
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



OPERATING PROFILES

Passengers include ADA complementary passengers.

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: \$20.93
Average Shared-Ride Cost per Trip: \$33.03
Fare Structure
Implementation Date: July 2017



Trip Information
65+ Trips: 22,416
PwD Trips: 4,565
Total Shared-Ride Trips: 26,981

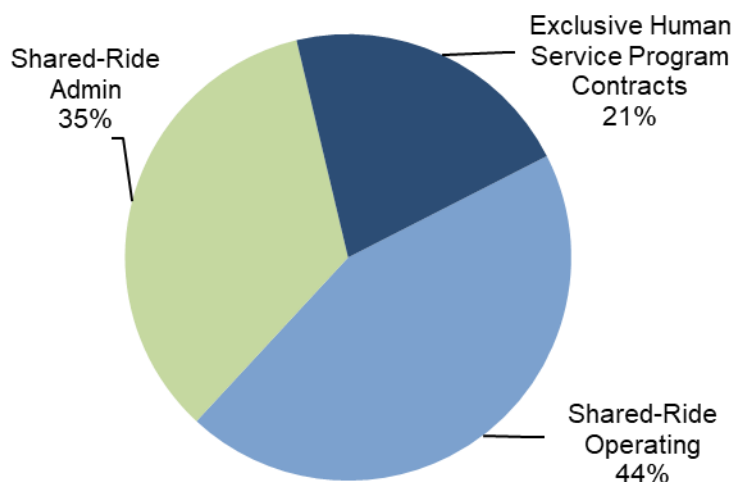


Vehicles Operated in Maximum Service
Community Transportation: 36

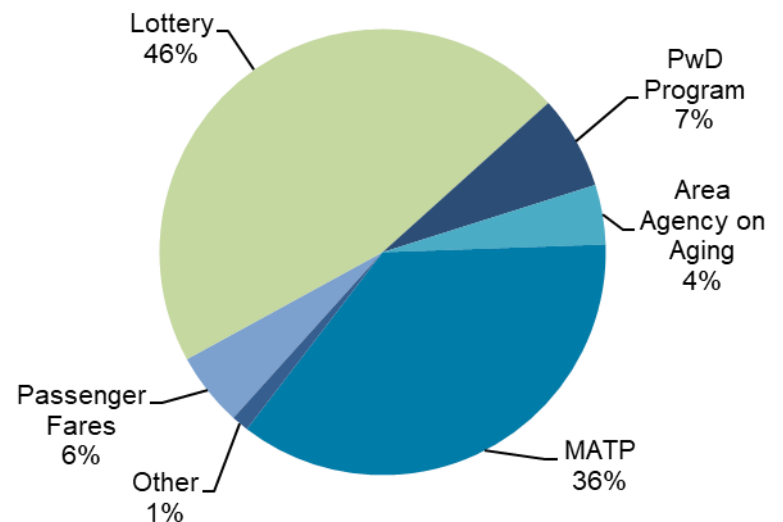
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

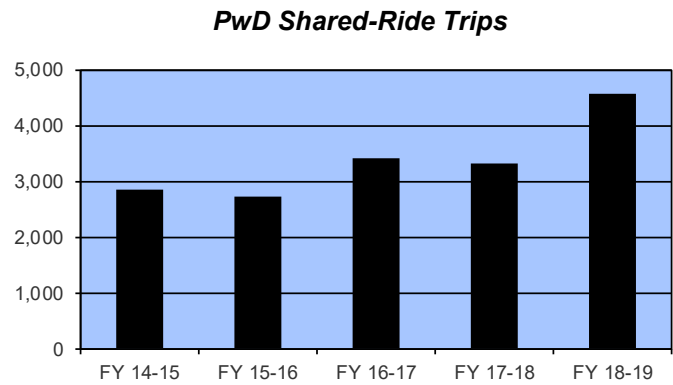
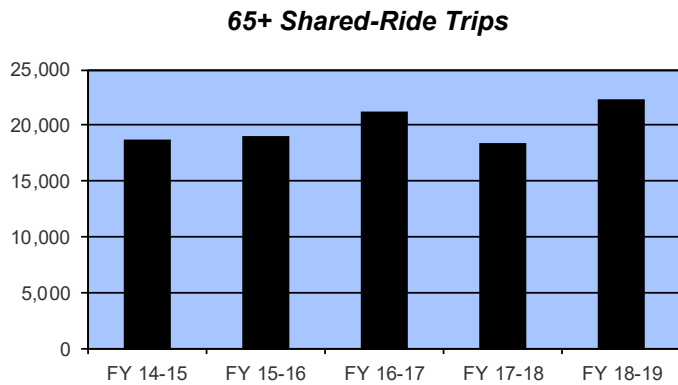
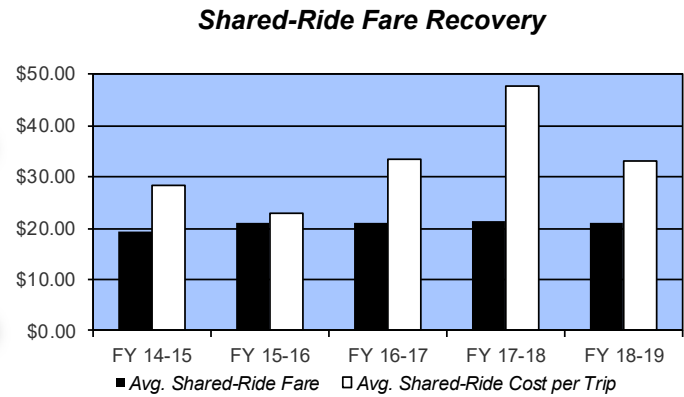
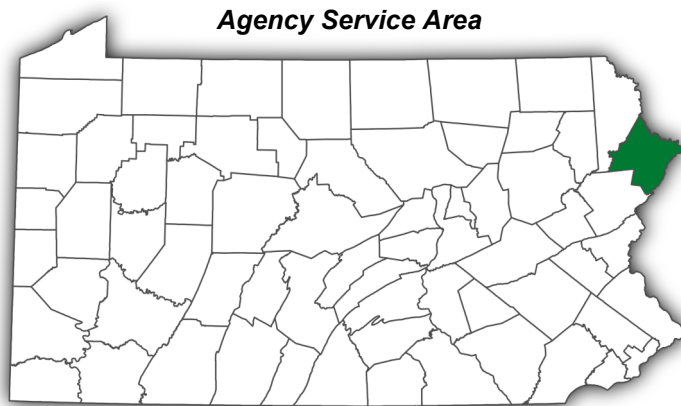
Operating Expense (000's)
\$1,131



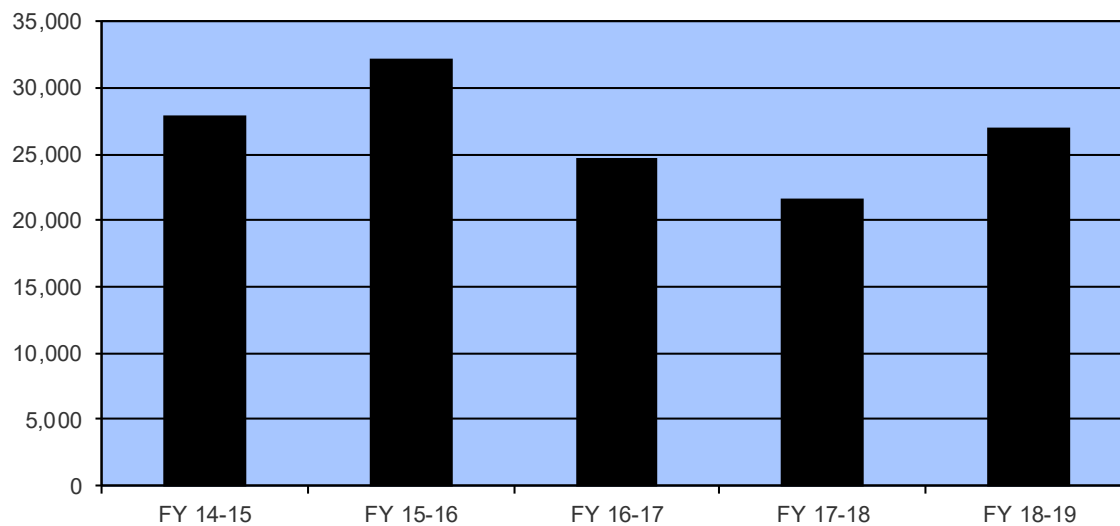
Operating Funds (000's)
\$808



Pike County Transportation Department



Total Shared-Ride Trips



Pottstown Area Rapid Transit (PART)

Urban System



Pottstown Area Rapid Transit (PART)

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



House District

Chester: 26
Montgomery: 26, 146, 147

Senate District

Chester: 44
Montgomery: 24, 44



Service Area Statistics (2010 Census)

Square Miles: 34
Population: 51,000



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 247,557
Senior Passengers: 44,206
Revenue Vehicle Miles: 275,759
Revenue Vehicle Hours: 21,951



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,317,716
Required Local Match: \$89,791



Current Fleet Size

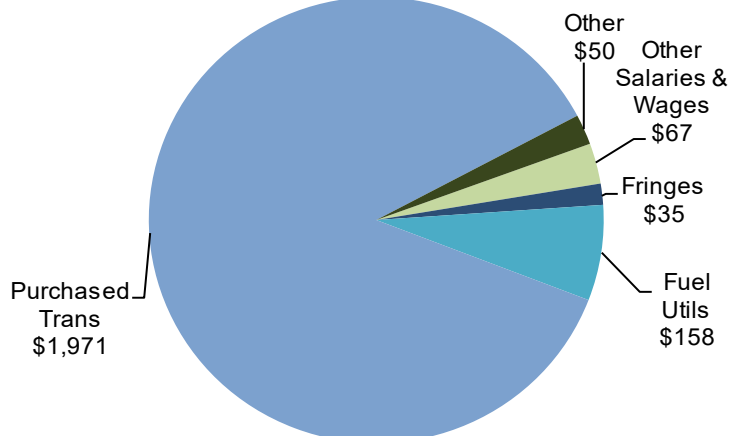
Diesel/Gasoline Motor Bus: 8
Diesel/Gasoline Paratransit Vehicle: 2
System-Wide: 10

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

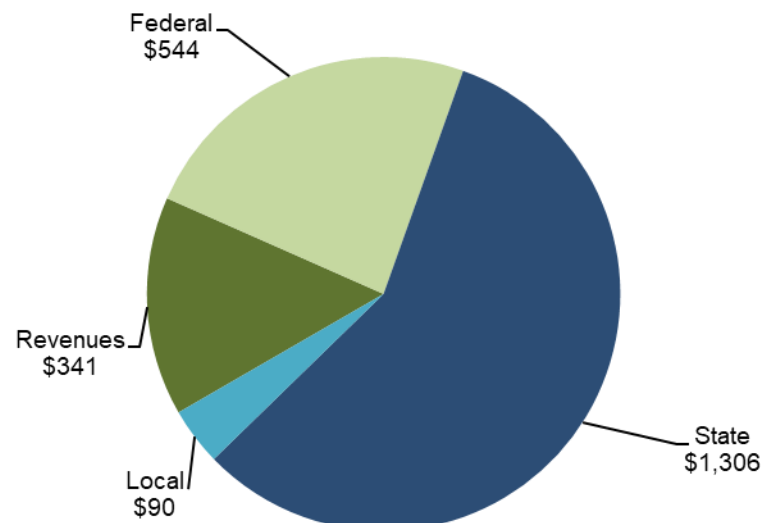
\$2,281



Expense includes ADA complementary expense.

Operating Funds (000's)

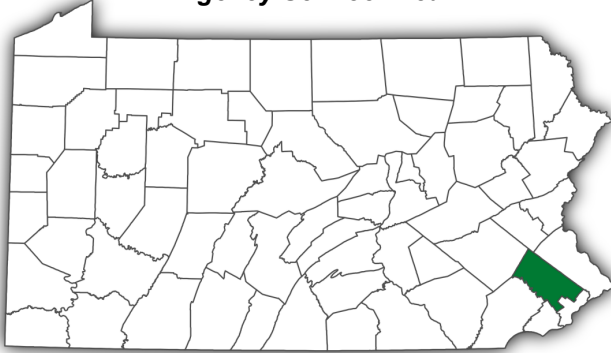
\$2,281



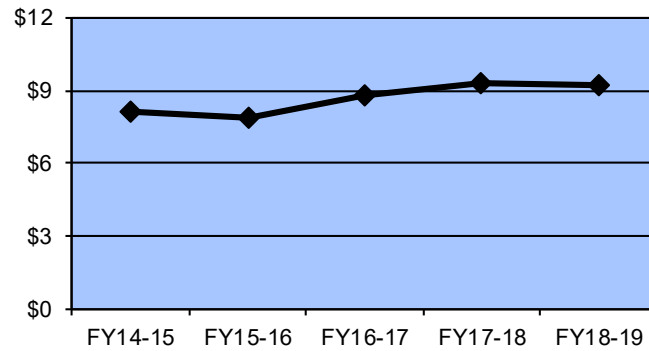
Revenue includes ADA complementary revenue.

(PART) Pottstown Area Rapid Transit

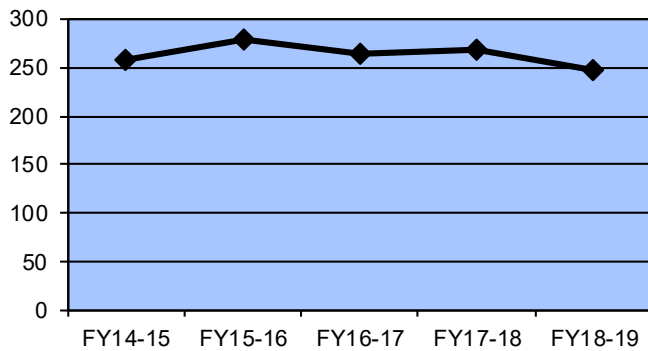
Agency Service Area



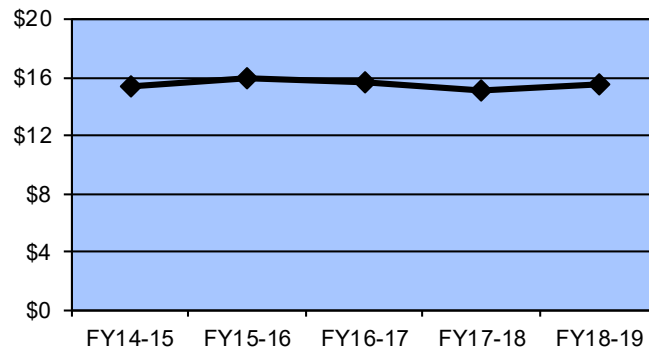
Operating Expense Per Passenger



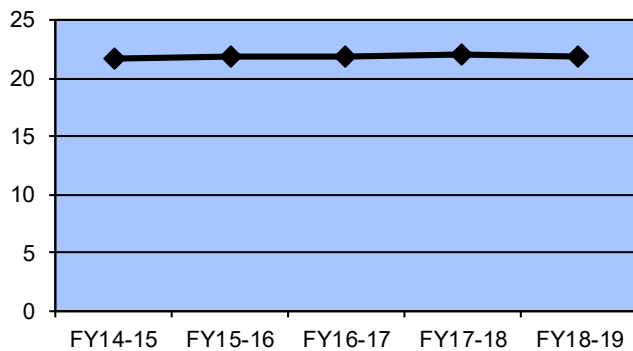
Total Passengers (000's)



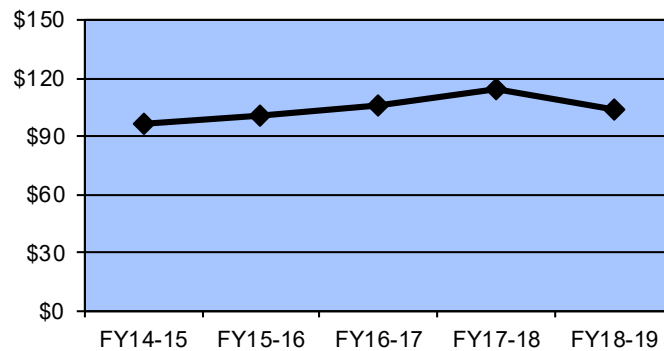
Operating Revenue Per Revenue Vehicle Hour



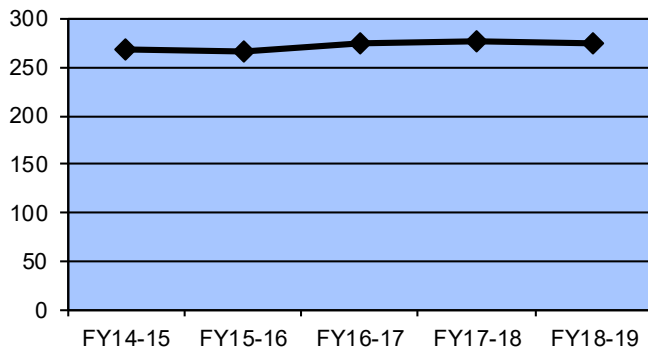
Revenue Vehicle Hours (000's)



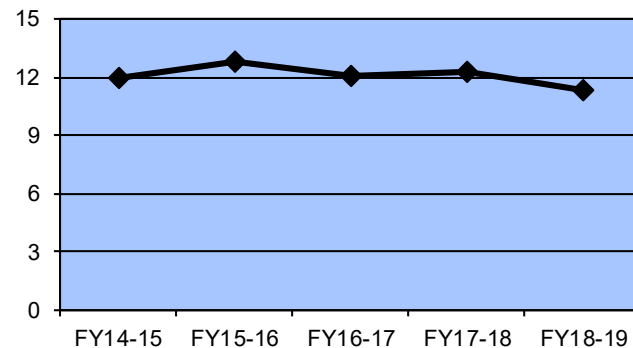
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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. Wayne Robinson, General Manager



House District

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

Senate District

Chester: 9, 19, 26, 44



Service Area Statistics (2010 Census)

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



Current Fare Information

Average Shared-Ride Fare:	\$23.99
Average Shared-Ride Cost per Trip:	\$24.69
Fare Structure	
Implementation Date:	December 2016



Trip Information

65+ Trips:	94,836
PwD Trips:	28,964
Other Shared-Ride Trips:	37,695
Total Shared-Ride Trips:	161,495
Total Escorts:	853
Non-Public Trips:	99,822



Vehicles Operated in Maximum Service

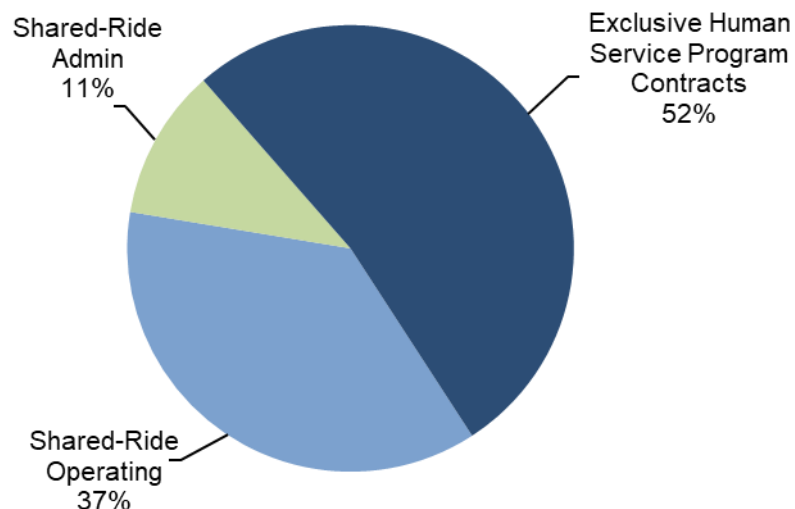
Community Transportation: 37

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

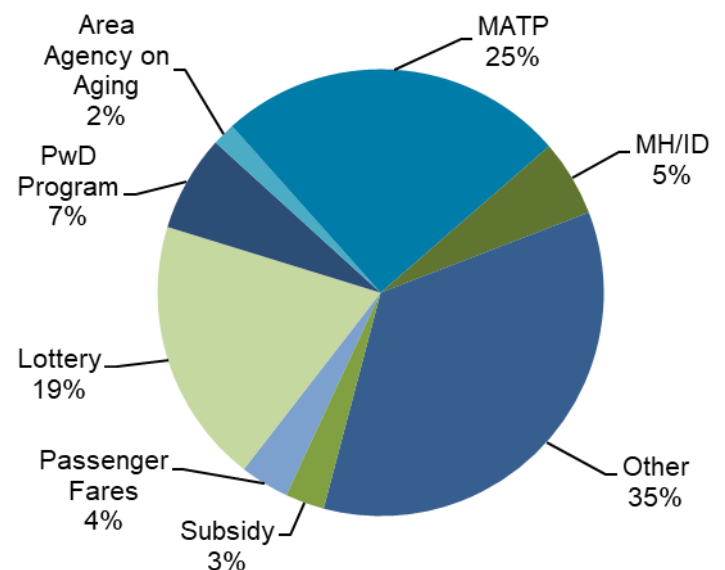
Operating Expense (000's)

\$8,358

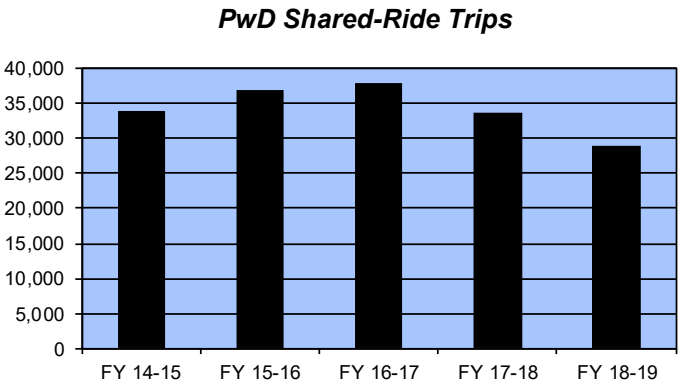
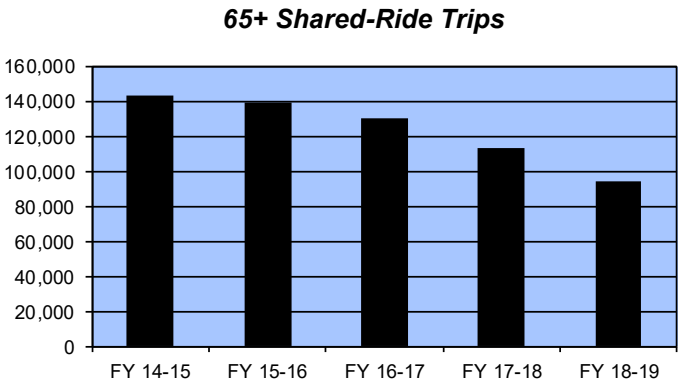
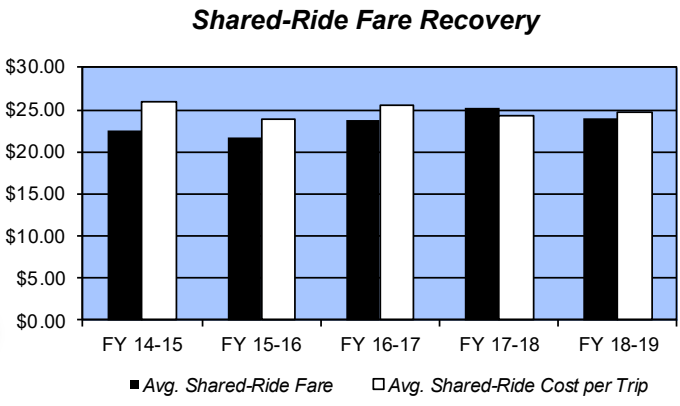
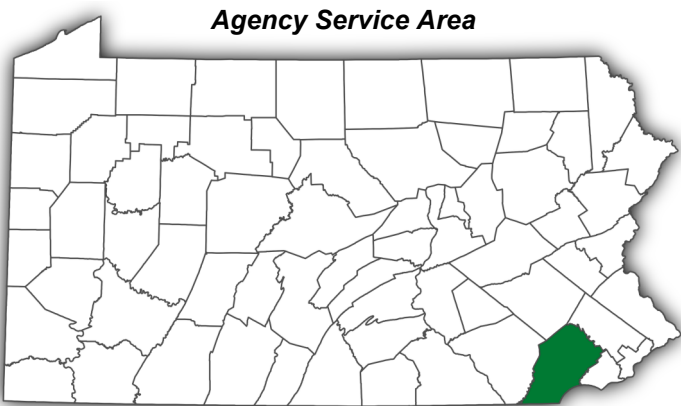


Operating Funds (000's)

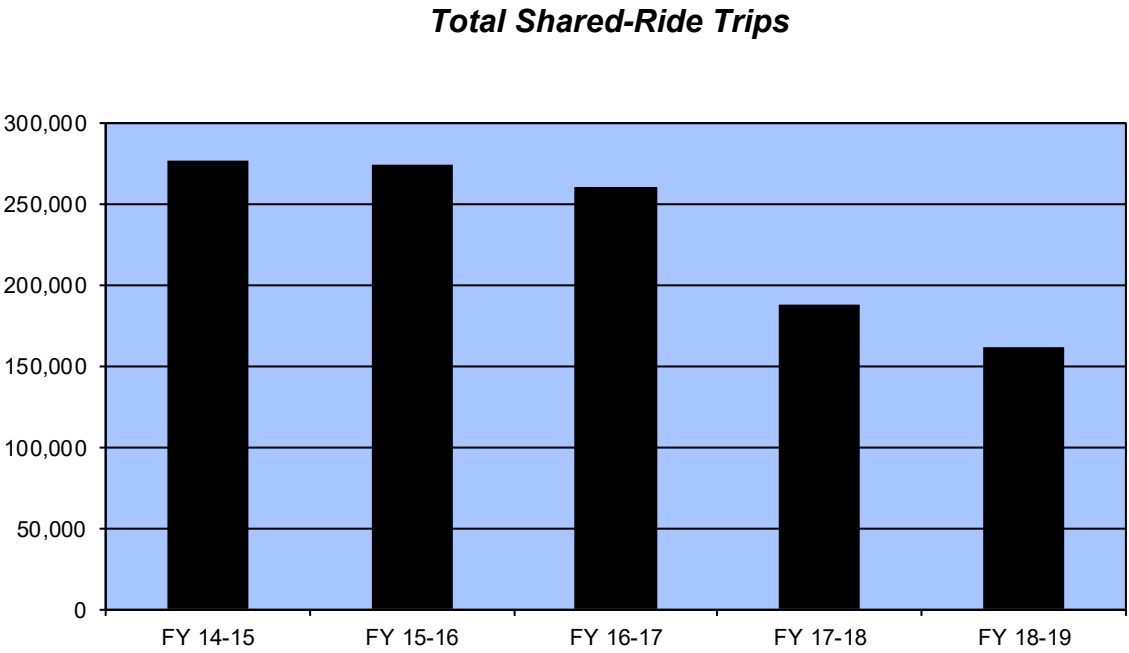
\$8,551



ROVER Community Transportation



OPERATING PROFILES



The large decrease in trips between FY 16-17 and FY 17-18 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: 189,211
Senior Passengers: 56,030
Revenue Vehicle Miles: 322,507
Revenue Vehicle Hours: 19,696



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$1,656,291
Required Local Match: \$67,915



Current Fleet Size

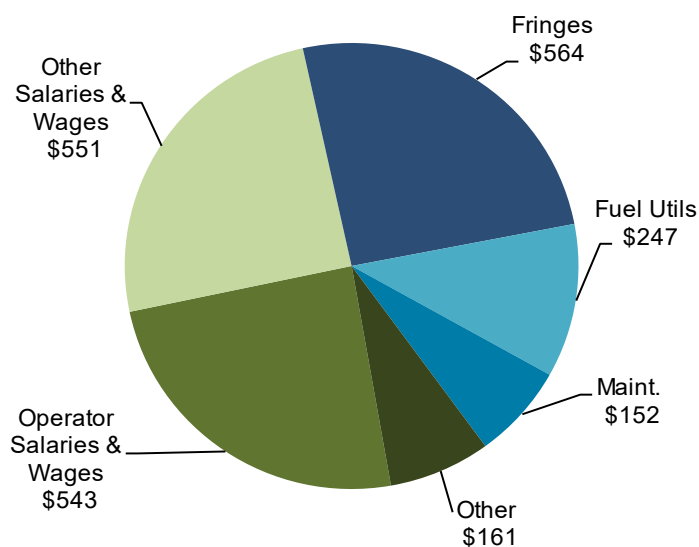
Diesel/Gasoline Motor Bus: 12
Diesel/Gasoline Paratransit Vehicle: 30
System-wide: 42

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

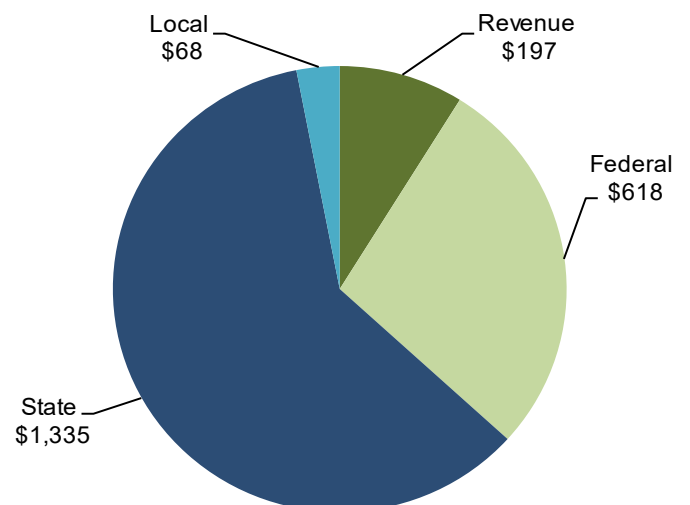
\$2,218



Expense includes ADA complementary expense.

Operating Funds (000's)

\$2,218



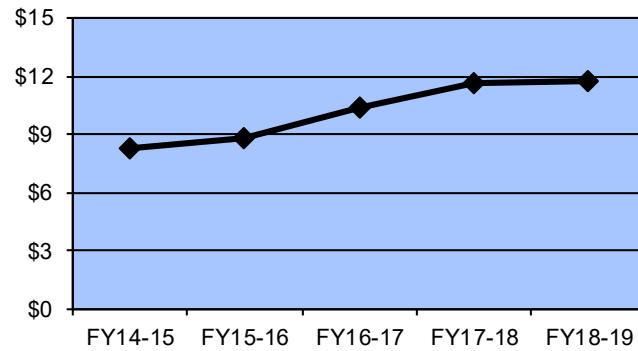
Revenue includes ADA complementary revenue.

(STS) Schuylkill Transportation System

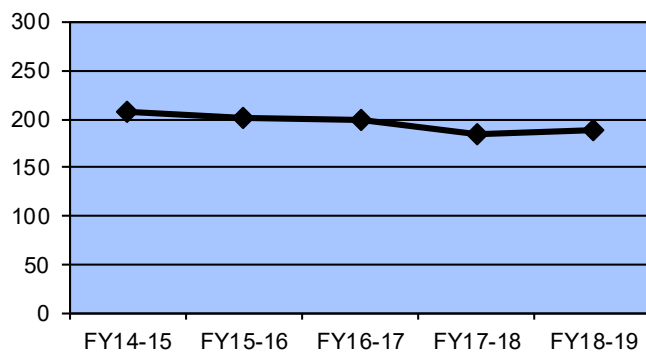
Agency Service Area



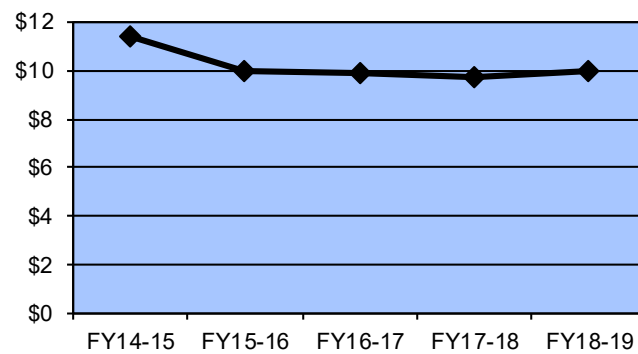
Operating Expense Per Passenger



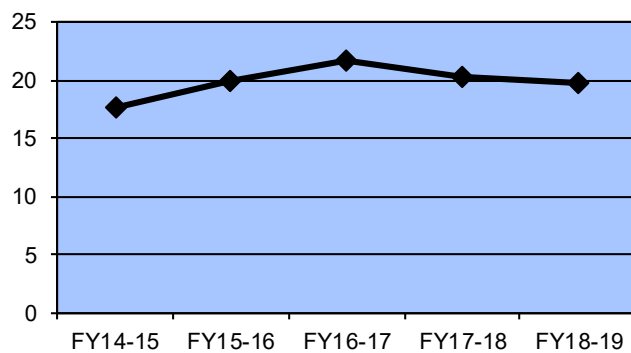
Total Passengers (000's)



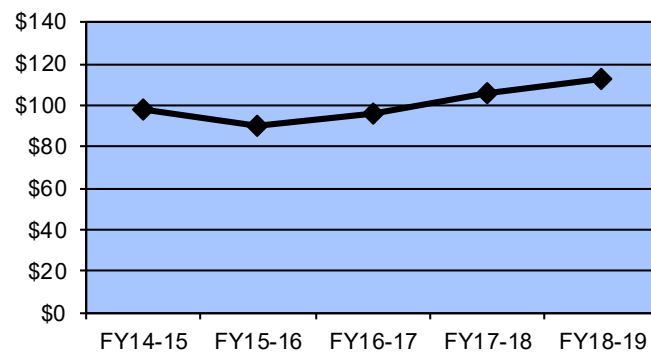
Operating Revenue Per Revenue Vehicle Hour



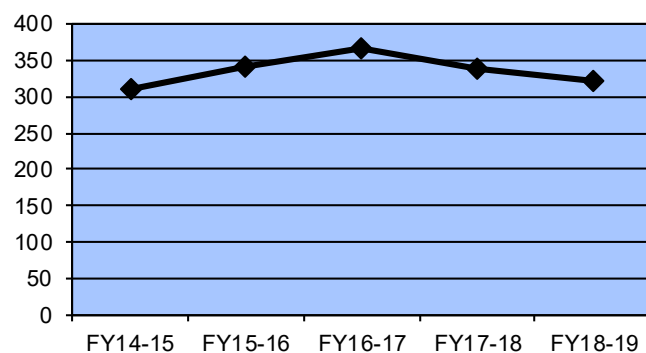
Revenue Vehicle Hours (000's)



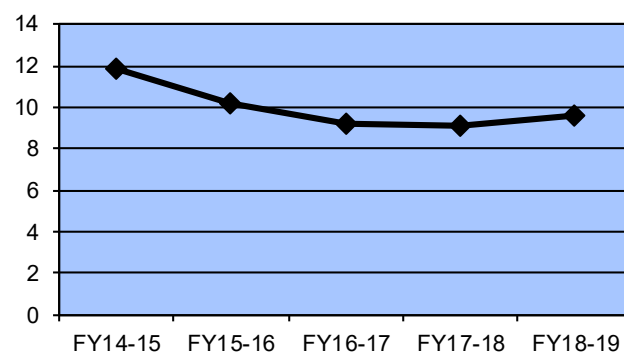
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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:	\$23.28
Average Shared-Ride Cost per Trip:	\$33.85
Fare Structure	
Implementation Date:	October 2017



Trip Information

65+ Trips:	40,100
PwD Trips:	5,181
Other Shared-Ride Trips:	23,319
Total Shared-Ride Trips:	68,600
Total Escorts:	6,805
Non-Public Trips:	8,321



Vehicles Operated in Maximum Service

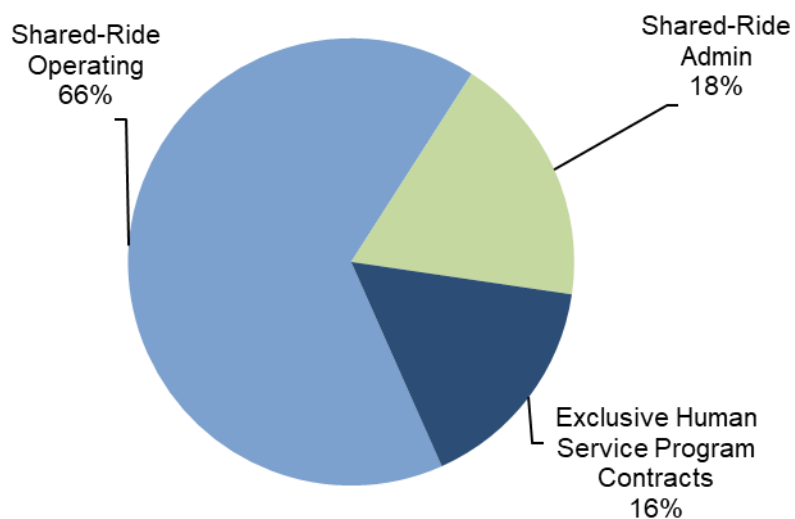
Community Transportation:	26
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OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

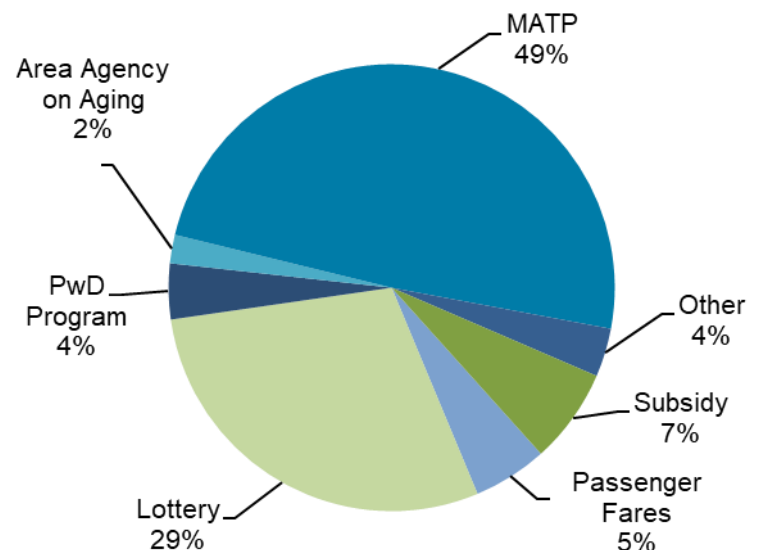
Operating Expense (000's)

\$2,765

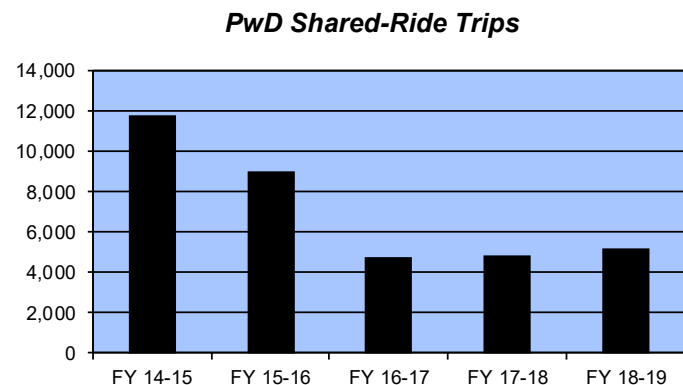
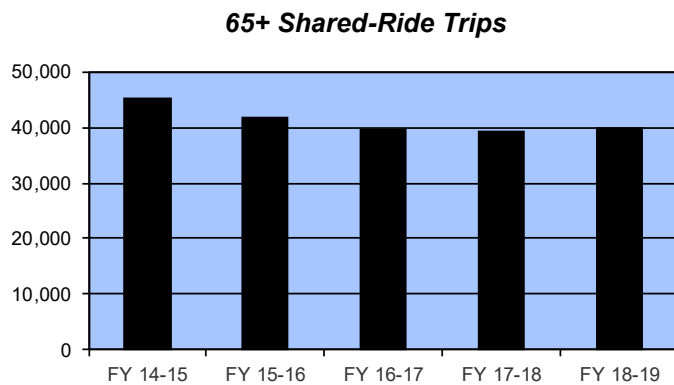
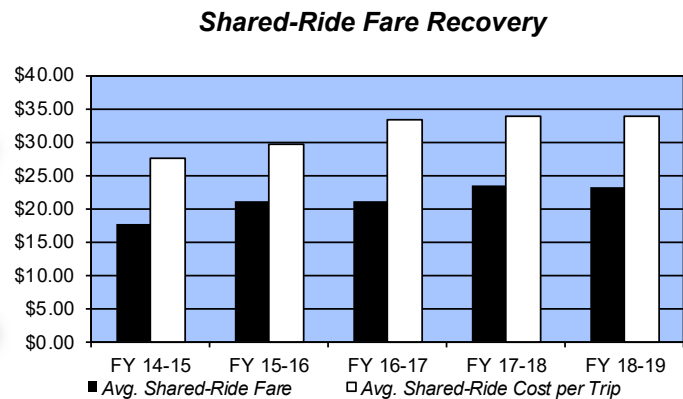
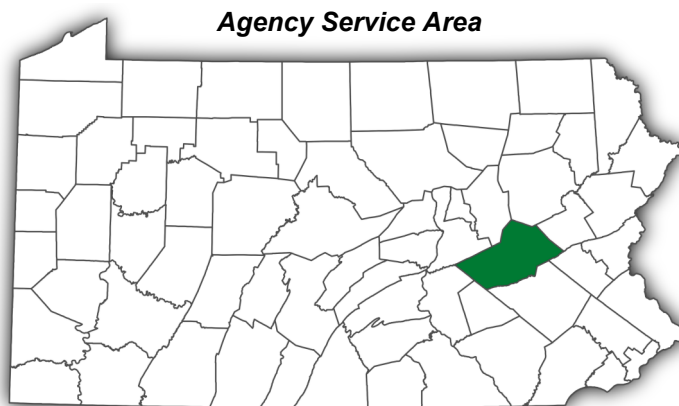


Operating Funds (000's)

\$2,765

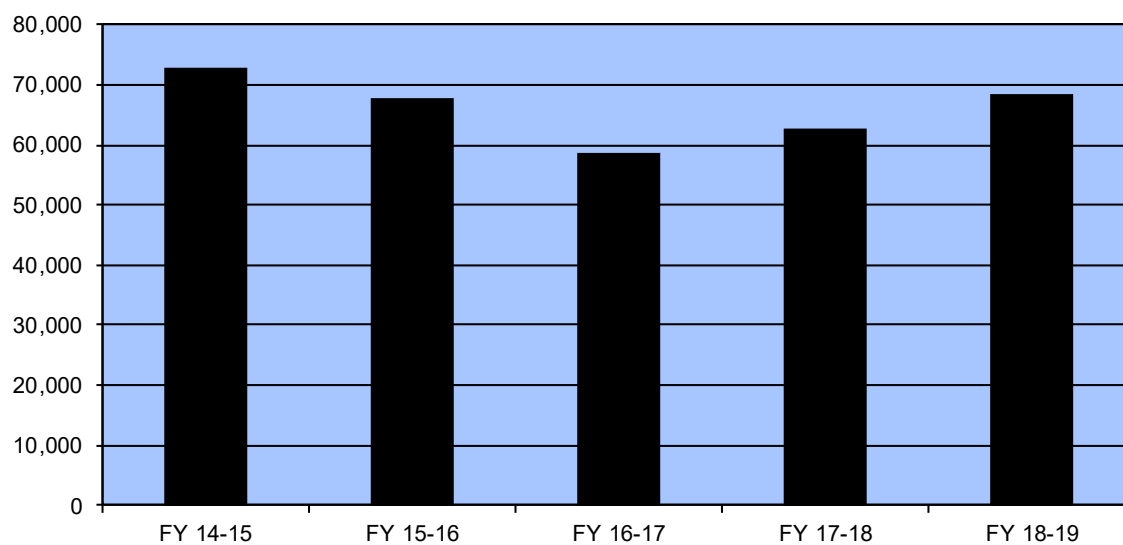


(STS) Schuylkill Transportation System



OPERATING PROFILES

Total Shared-Ride Trips



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: \$15.67
Average Shared-Ride Cost per Trip: \$16.38
Fare Structure
Implementation Date: July 2017



Trip Information

65+ Trips: 13,194
PwD Trips: 3,312
Other Shared-Ride Trips: 11,553
Total Shared-Ride Trips: 28,059
Non-Public Trips: 2,453



Vehicles Operated in Maximum Service

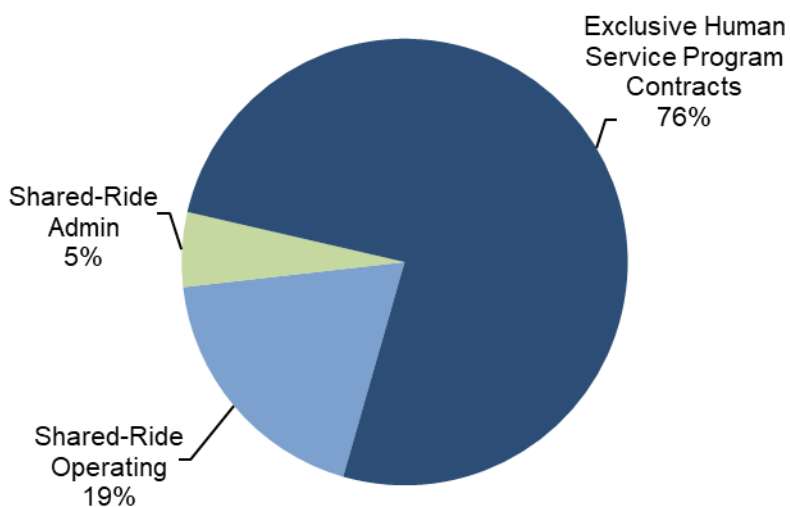
Community Transportation: 14

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

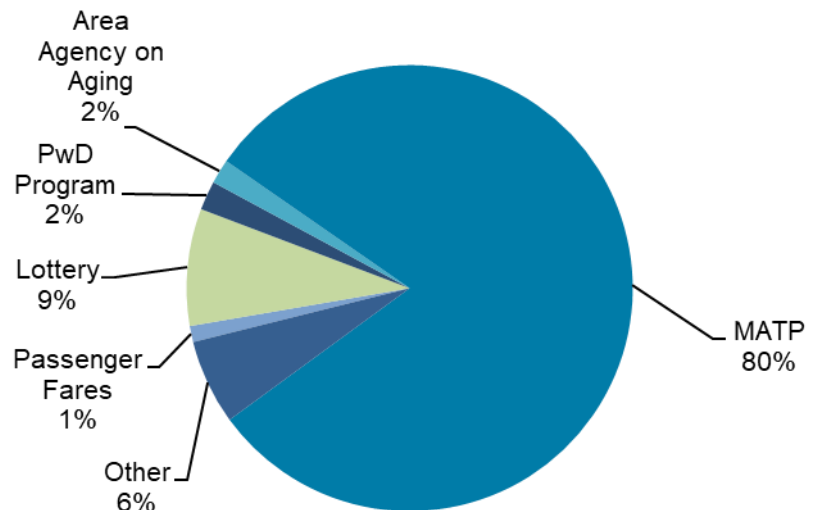
Operating Expense (000's)

\$1,902

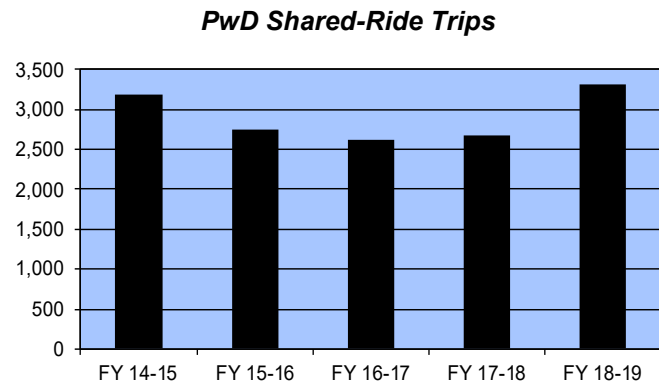
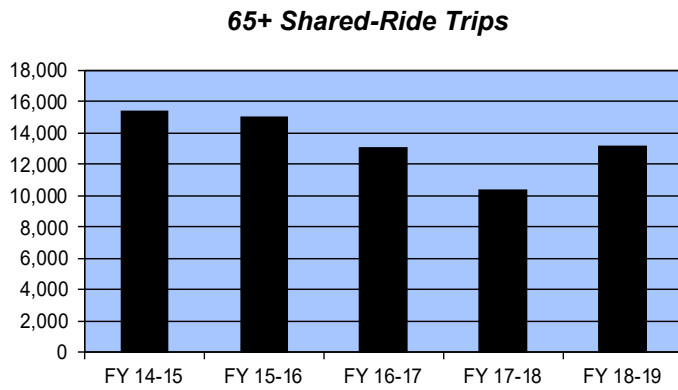
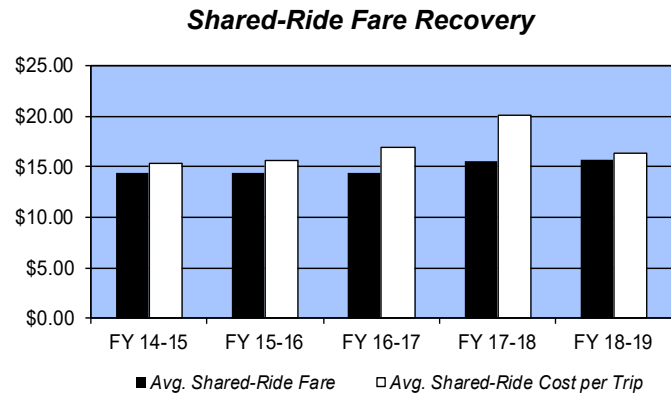
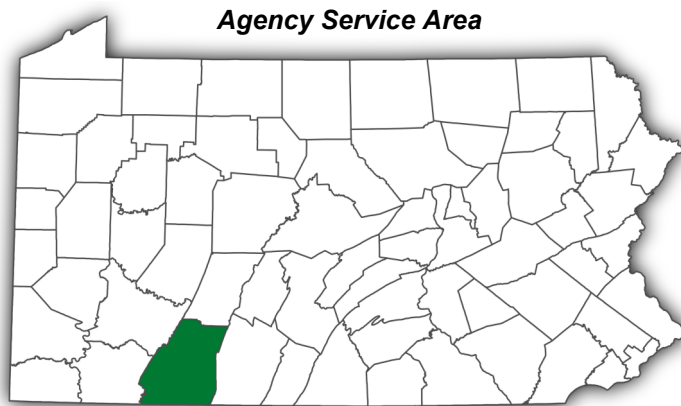


Operating Funds (000's)

\$2,086

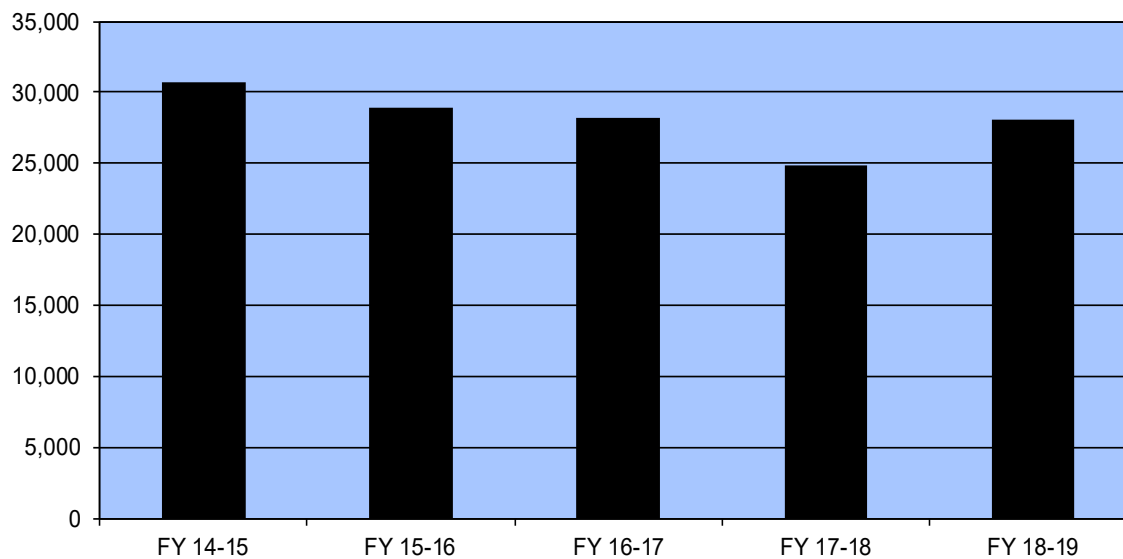


Somerset County Transportation System



OPERATING PROFILES

Total Shared-Ride Trips



South Central Transit Authority (SCTA)

Urban System



South Central Transit Authority (SCTA)

45 Erick Road
Lancaster, PA 17601
717-358-1920
Mr. David Kilmer, 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: \$1.70
Last Base Fare Increase: July 2011



Act 44 Fixed Route Distribution Factors

Total Passengers: 4,450,830
Senior Passengers: 714,481
Revenue Vehicle Miles: 3,425,576
Revenue Vehicle Hours: 264,165



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$16,499,892
Required Local Match*: \$903,001



Current Fleet Size

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

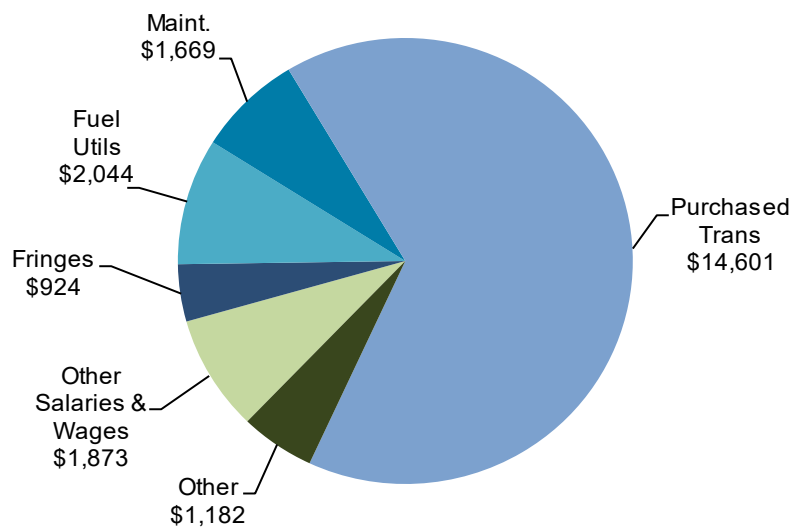
*SCTA was approved for a local match waiver due to regional consolidation savings, thus required local match is reduced to \$0.

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

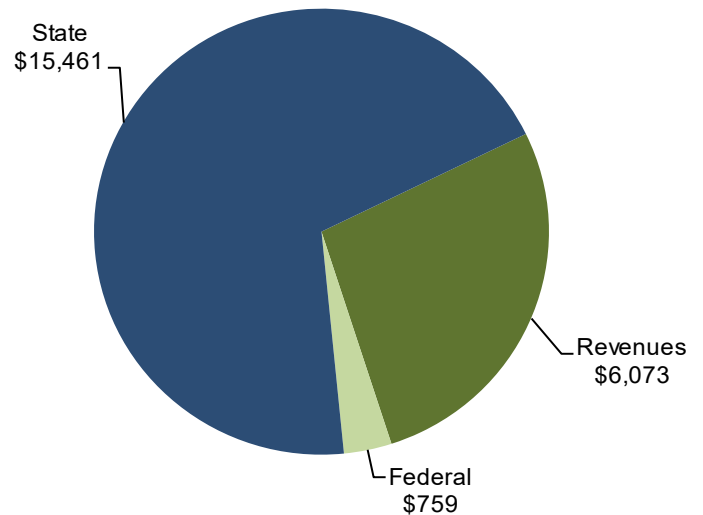
\$22,293



Expense includes ADA complementary expense.

Operating Funds (000's)

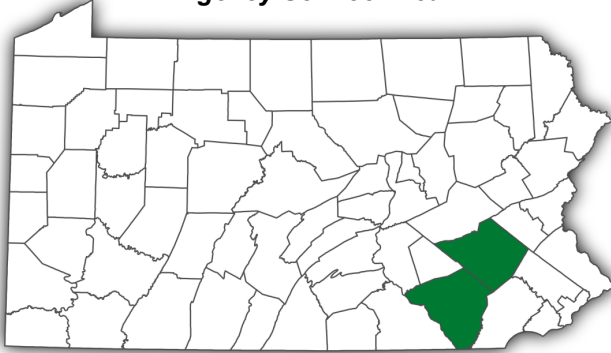
\$22,293



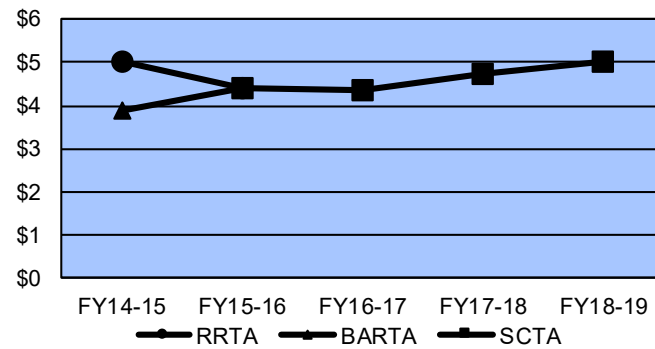
Revenue includes ADA complementary revenue.

(SCTA) South Central Transit Authority

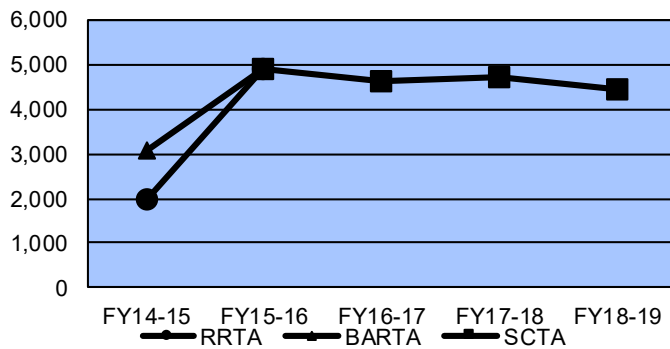
Agency Service Area



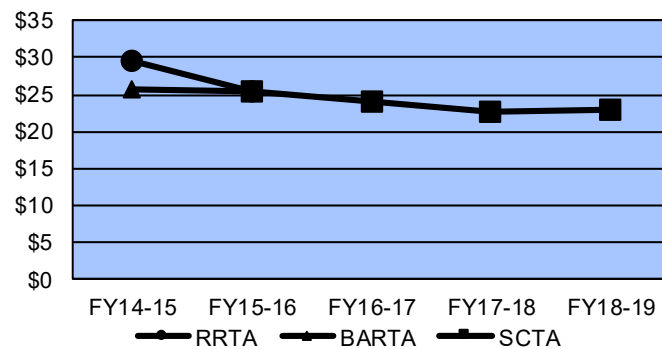
Operating Expense Per Passenger



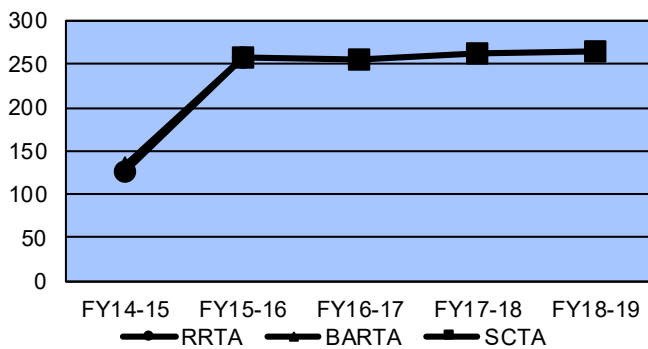
Total Passengers (000's)



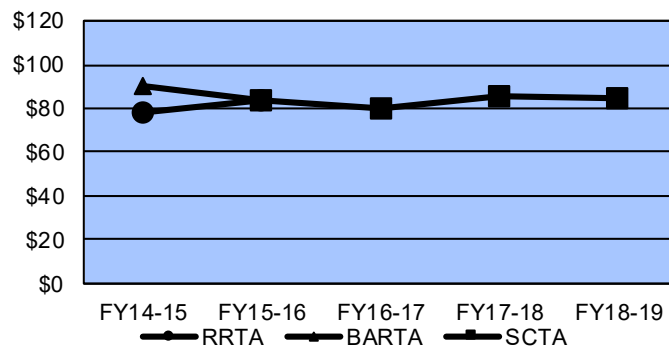
Operating Revenue Per Revenue Vehicle Hour



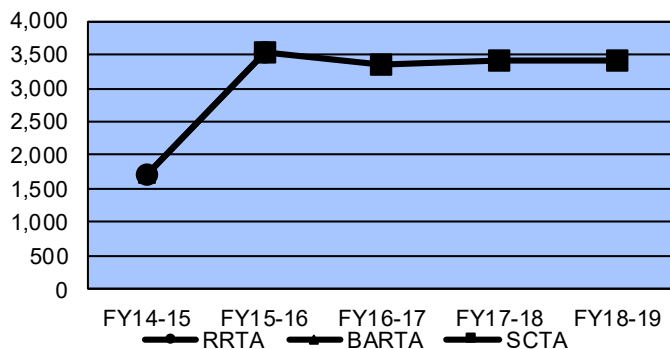
Revenue Vehicle Hours (000's)



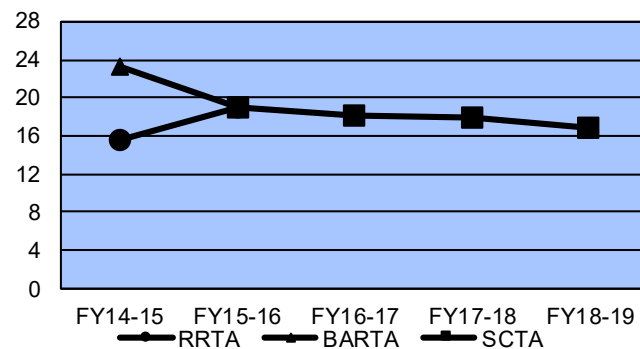
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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

OPERATING PROFILES

South Central Transit Authority (SCTA)

Community Transportation



South Central Transit Authority (SCTA)

45 Erick Road
Lancaster, PA 17601
717-358-1920
Mr. David Kilmer, 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: \$24.26
Average Shared-Ride Cost per Trip: \$28.31
Fare Structure
Implementation Date: July 2016



Trip Information

65+ Trips: 215,369
PwD Trips: 9,892
Other Shared-Ride Trips: 159,872
Total Shared-Ride Trips: 385,133
Total Escorts: 31,910
Non-Public Trips: 64,699



Vehicles Operated in Maximum Service

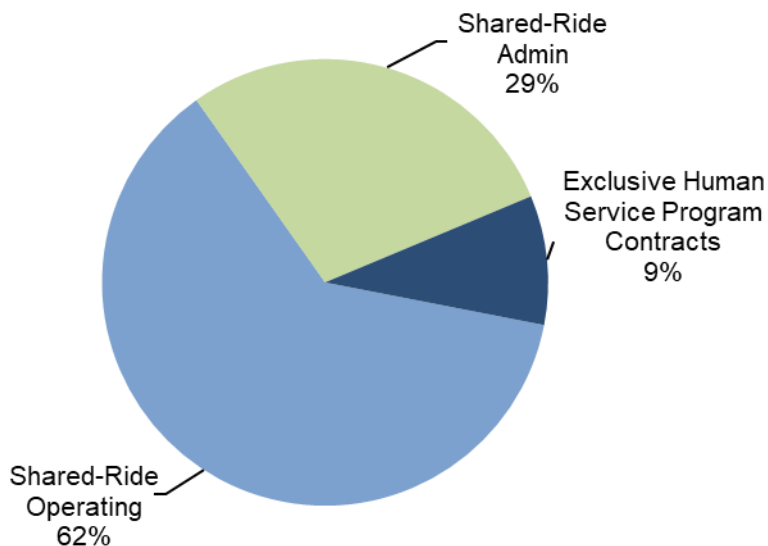
Community Transportation: 83

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

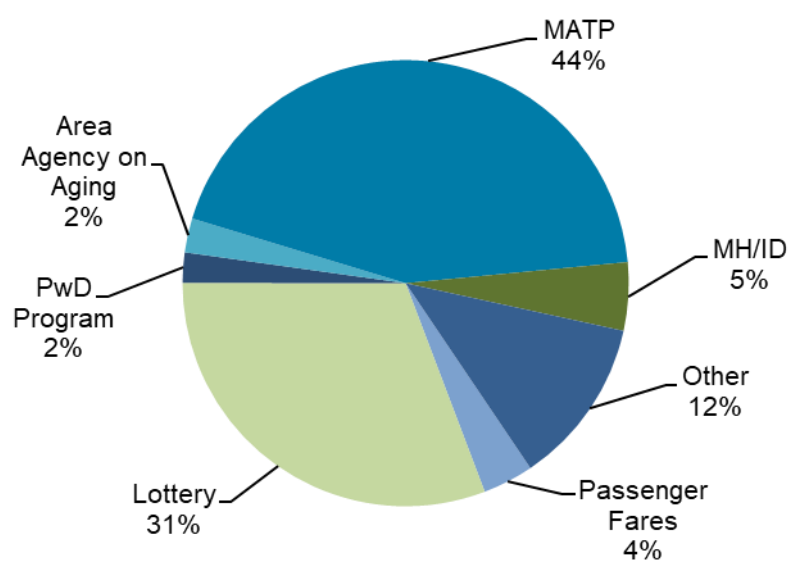
Operating Expense (000's)

\$12,030

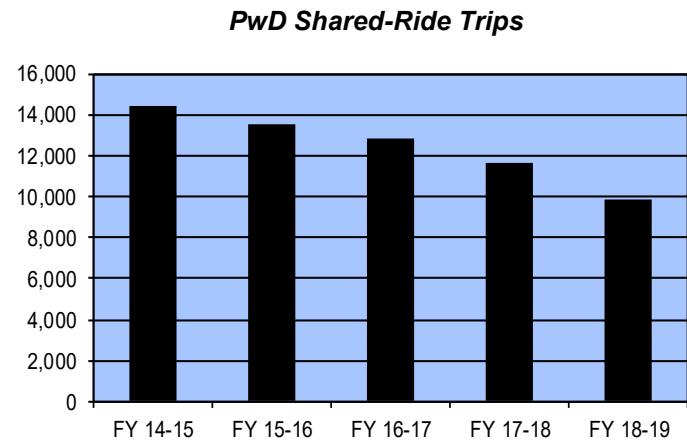
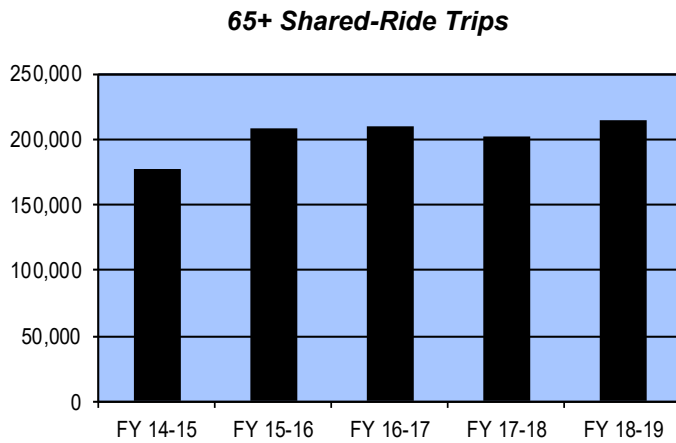
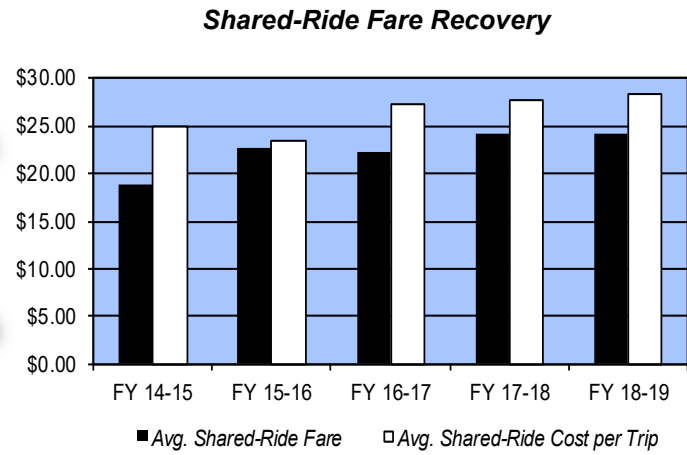
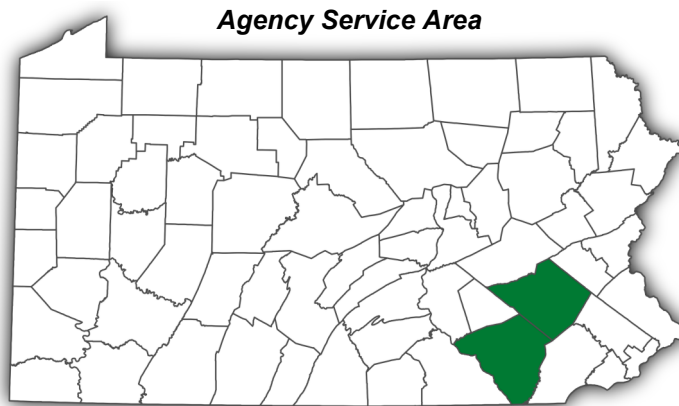


Operating Funds (000's)

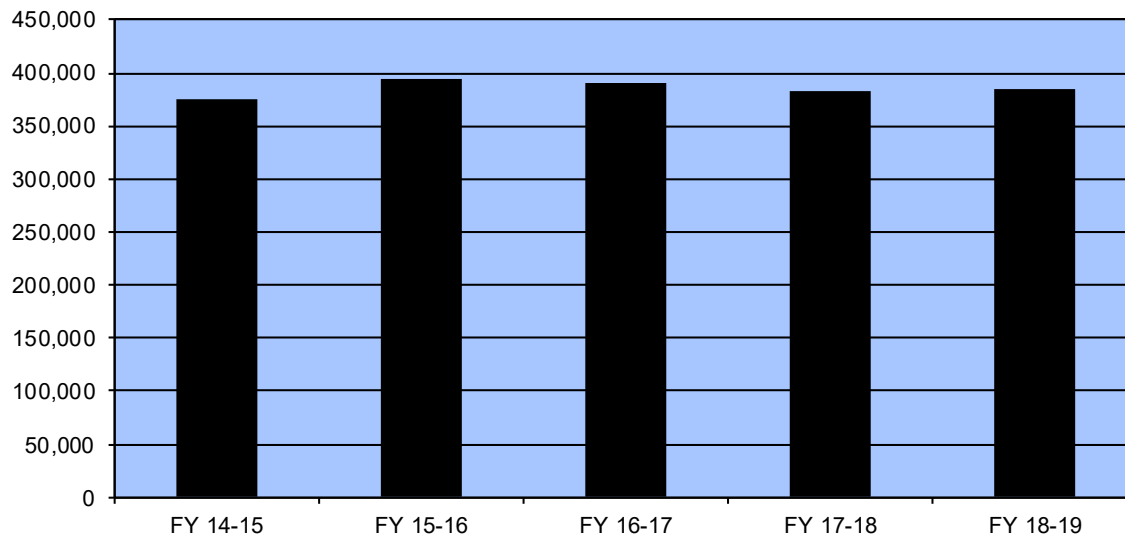
\$13,068



(SCTA) South Central Transit Authority



Total Shared-Ride Trips



OPERATING PROFILES

Community Transportation



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



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

Senate District
Clinton: 25
Lycoming: 23



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



Current Fare Information
Average Shared-Ride Fare: \$25.09
Average Shared-Ride Cost per Trip: \$29.33
Fare Structure
Implementation Date: March 2016



Trip Information
65+ Trips: 40,833
PwD Trips: 3,864
Other Shared-Ride Trips: 46,194
Total Shared-Ride Trips: 90,891
Total Escorts: 4,914
Non-Public Trips: 23,387



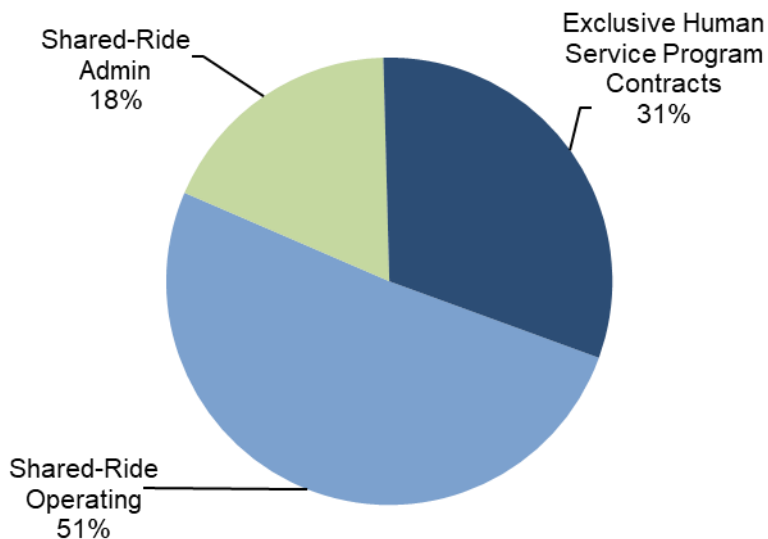
Vehicles Operated in Maximum Service
Community Transportation: 50

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

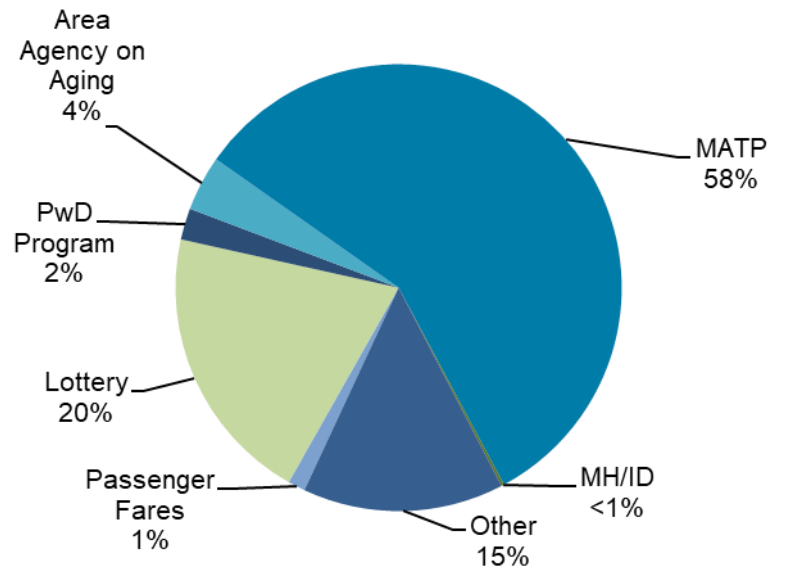
Operating Expense (000's)

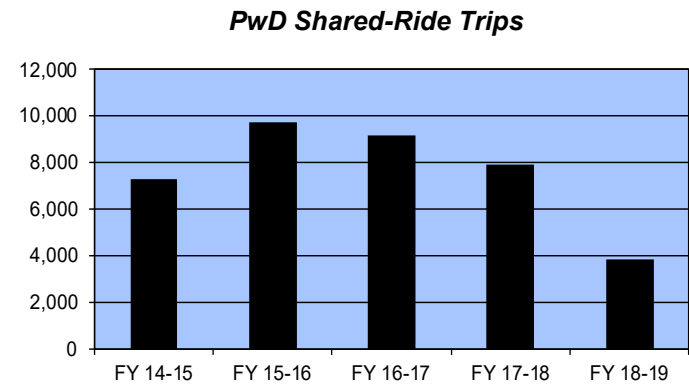
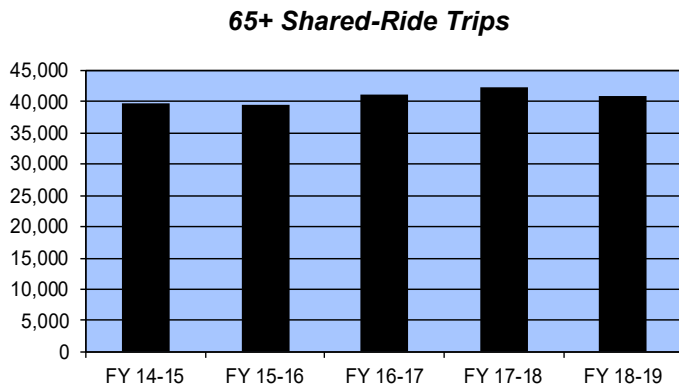
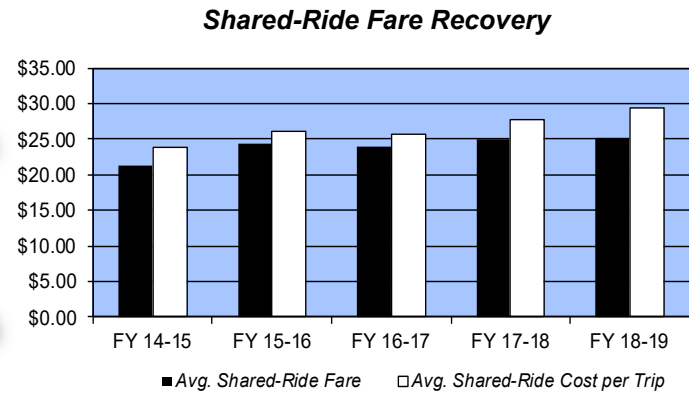
\$3,863



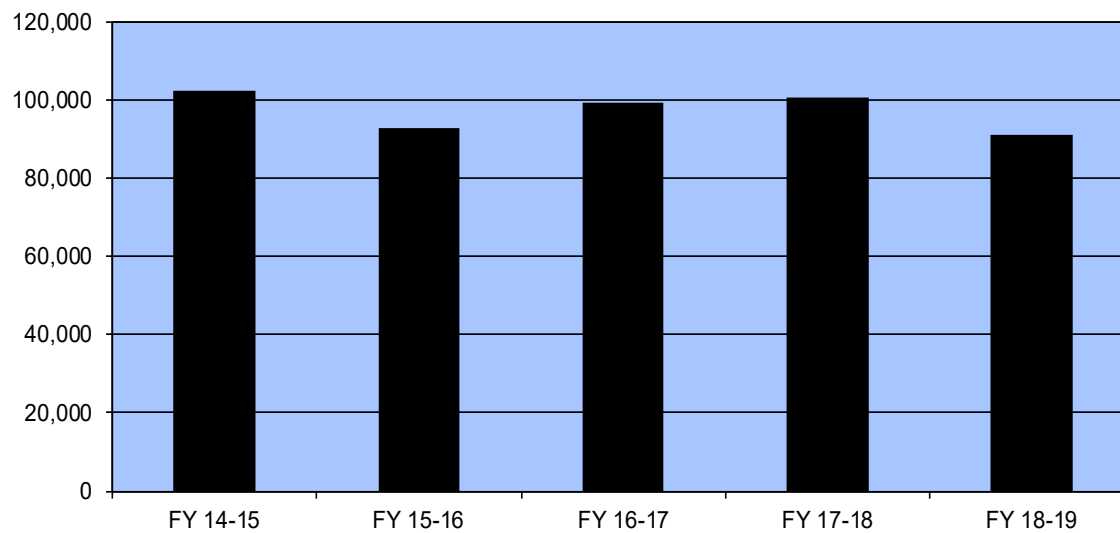
Operating Funds (000's)

\$3,871





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: \$30.08
Average Shared-Ride Cost per Trip: \$36.23
Fare Structure
Implementation Date: August 2016



Trip Information

65+ Trips: 143,009
PwD Trips: 13,427
Other Shared-Ride Trips: 69,415
Total Shared-Ride Trips: 225,851
Total Escorts: 7,836
Non-Public Trips: 772,076



Vehicles Operated in Maximum Service

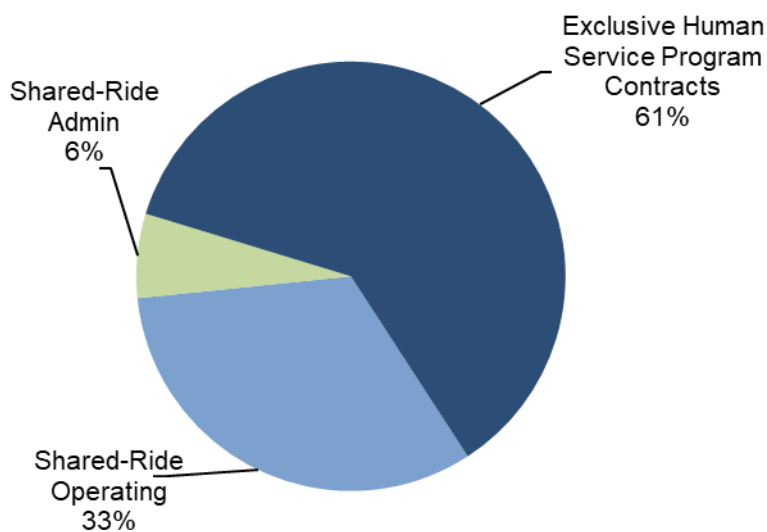
Community Transportation: 212

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

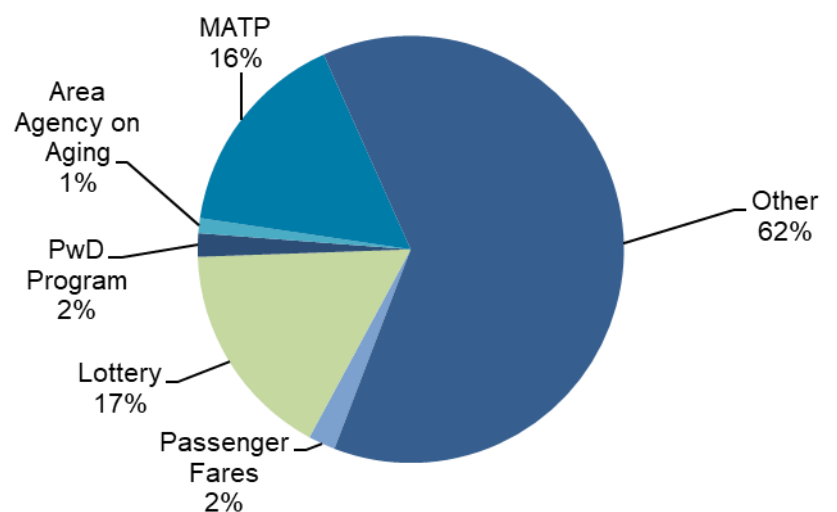
Operating Expense (000's)

\$21,049

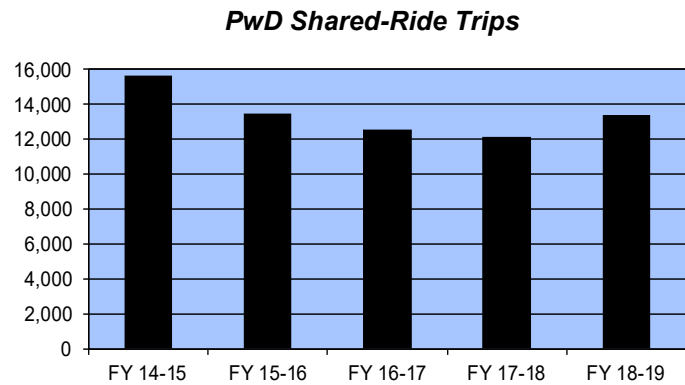
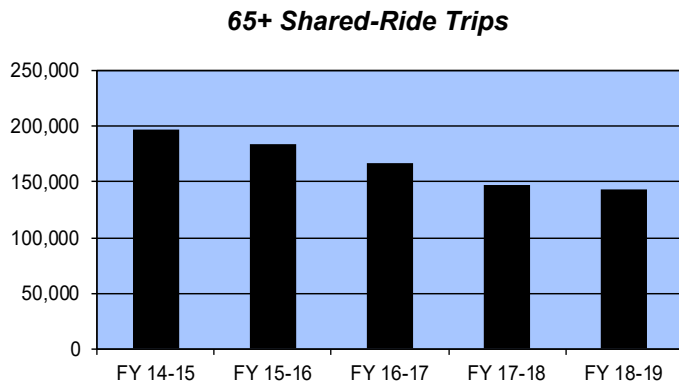
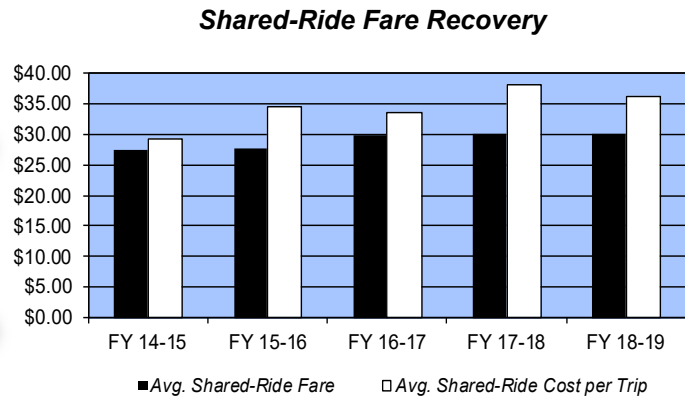
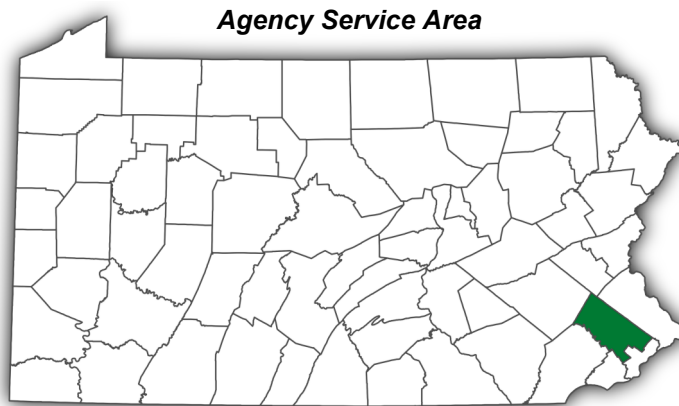


Operating Funds (000's)

\$21,349

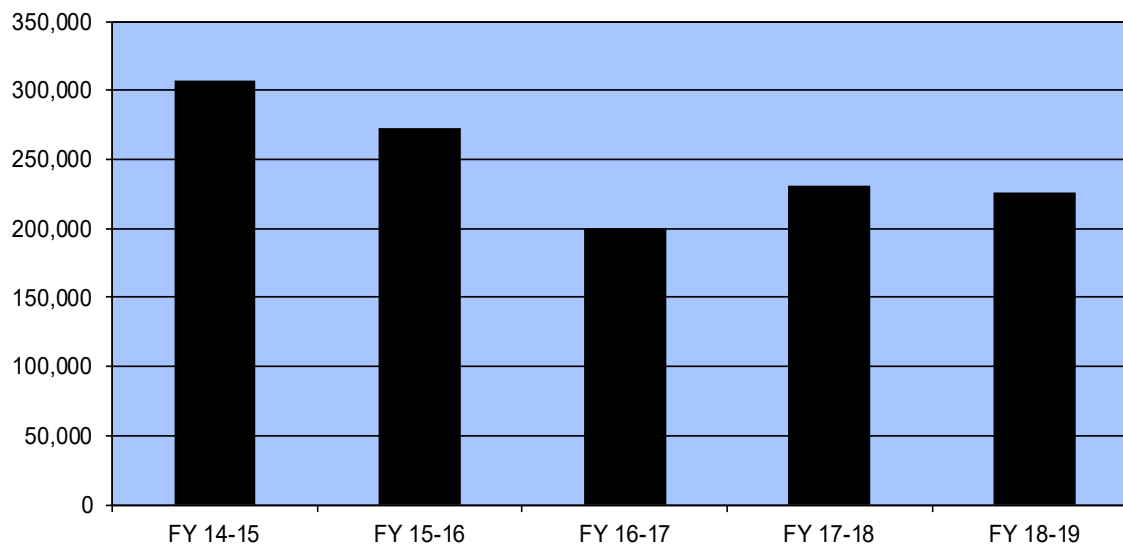


(TransNet) Suburban Transit Network, Inc.



OPERATING PROFILES

Total Shared-Ride Trips



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: \$30.92
Average Shared-Ride Cost per Trip: \$33.15
Fare Structure
Implementation Date: March 2019



Trip Information

65+ Trips: 22,250
PwD Trips: 6,740
Other Shared-Ride Trips: 15,415
Total Shared-Ride Trips: 44,405
Non-Public Trips: 10,100



Vehicles Operated in Maximum Service

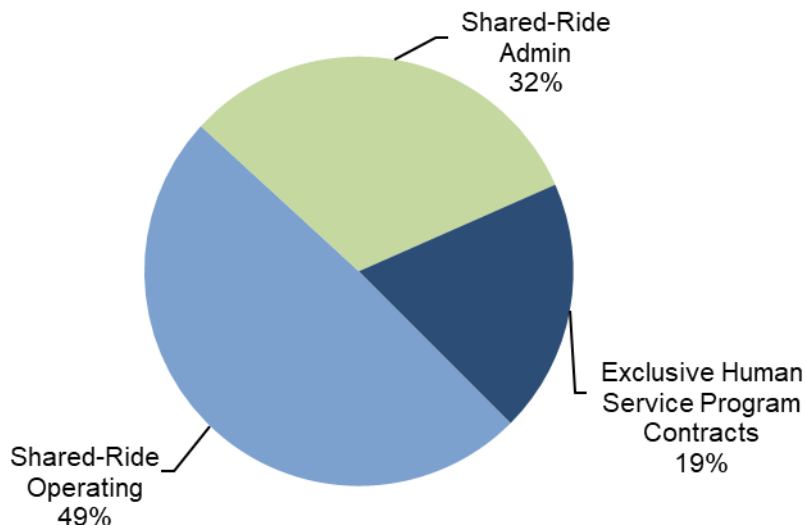
Community Transportation: 33

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

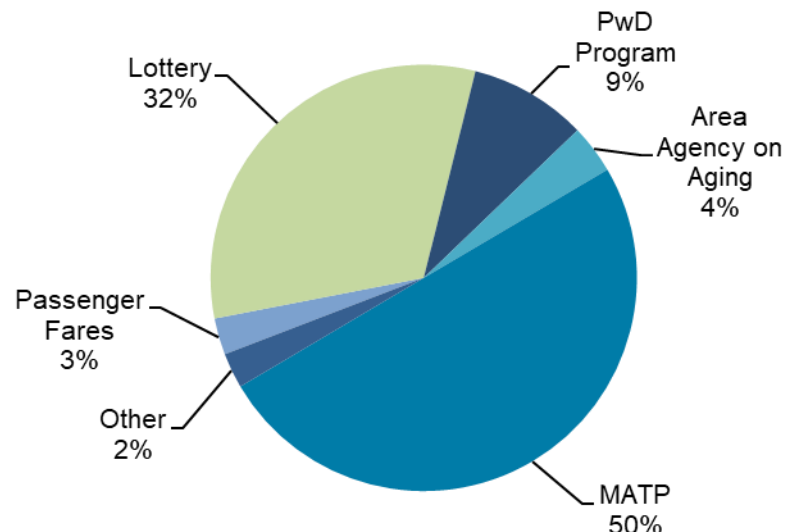
Operating Expense (000's)

\$1,819

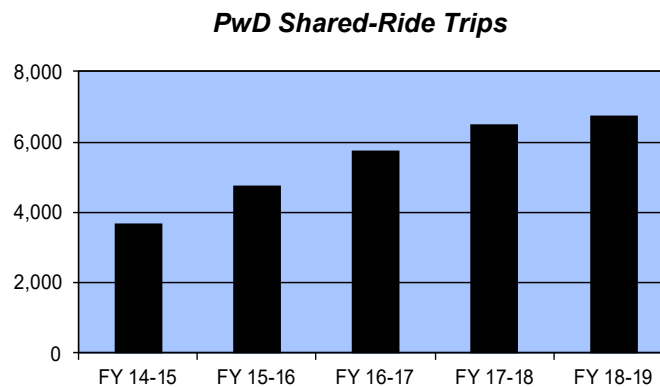
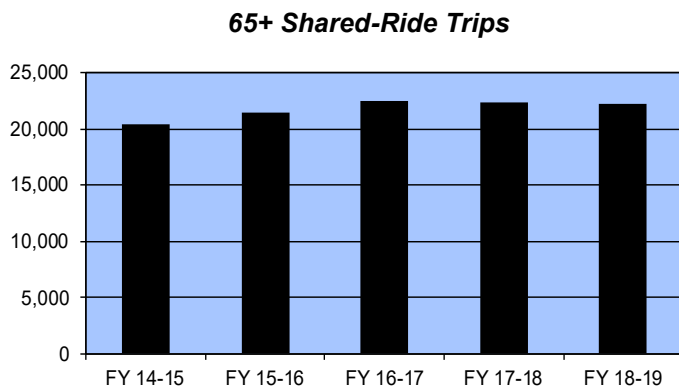
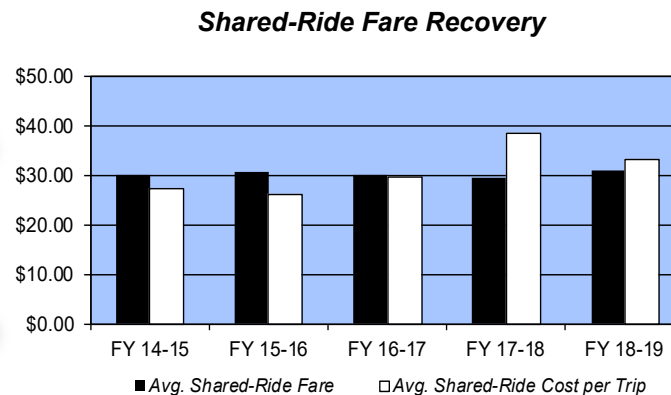
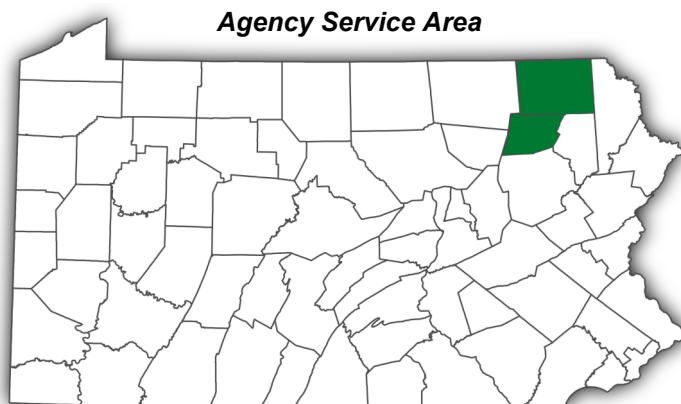


Operating Funds (000's)

\$1,748

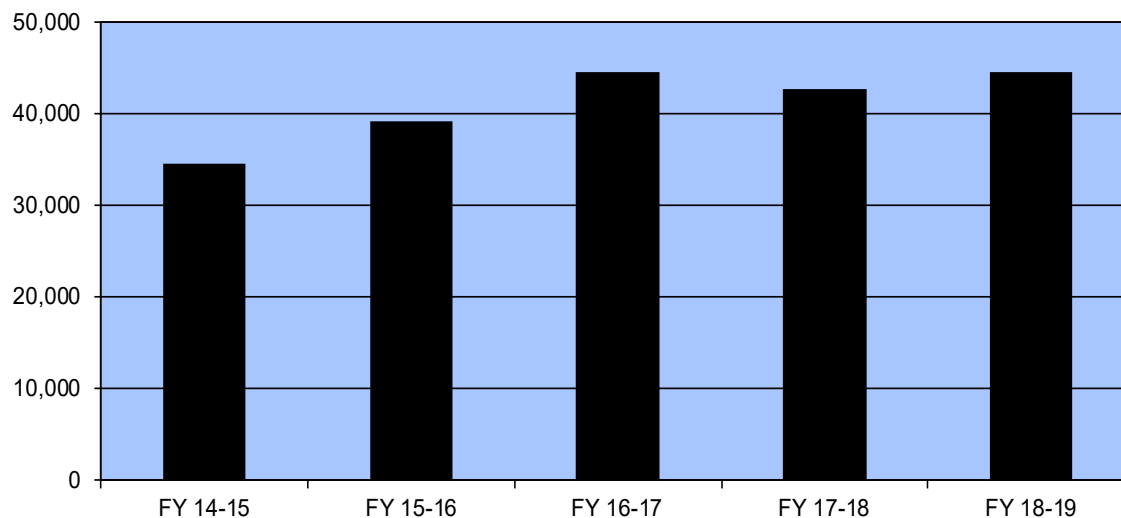


Susquehanna-Wyoming County Transportation



OPERATING PROFILES

Total Shared-Ride Trips



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: 67,225
Senior Passengers: 10,723
Revenue Vehicle Miles: 201,950
Revenue Vehicle Hours: 11,139



Current Employees

Agency Full-Time: 19
Agency Part-Time: 10
System-Wide: 29



Act 44 Operating Assistance

Section 1513 Allocation: \$708,026
Required Local Match: \$46,500



Current Fleet Size

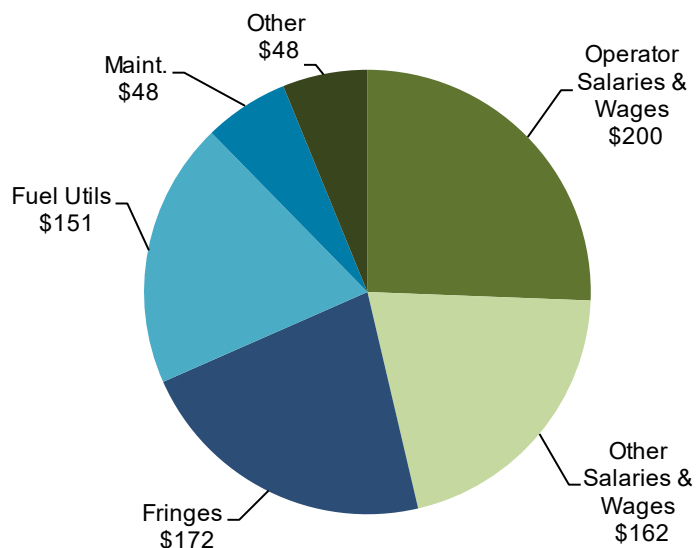
Diesel/Gasoline Motor Bus: 5
Diesel/Gasoline Paratransit Vehicle: 11
System-wide: 16

OPERATING PROFILES

RURAL OPERATING BUDGET

Operating Expense (000's)

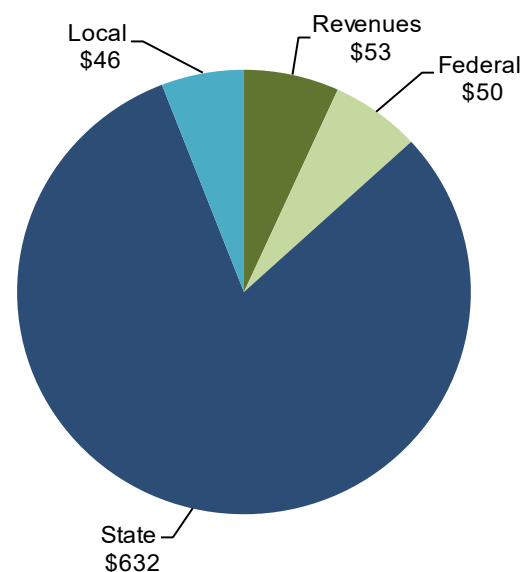
\$781



Expense includes ADA complementary expense.

Operating Funds (000's)

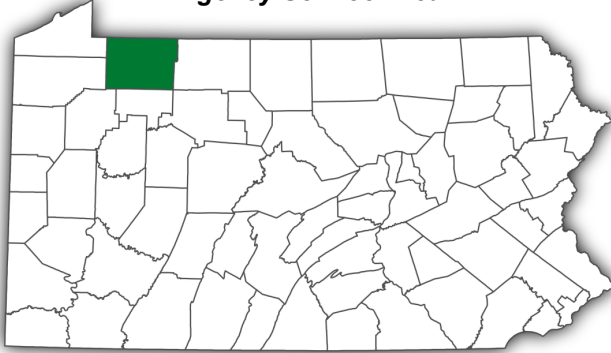
\$781



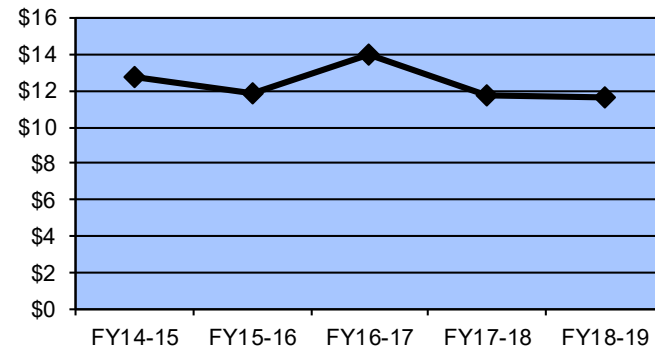
Revenue includes ADA complementary revenue.

(TAWC) Transit Authority of Warren County

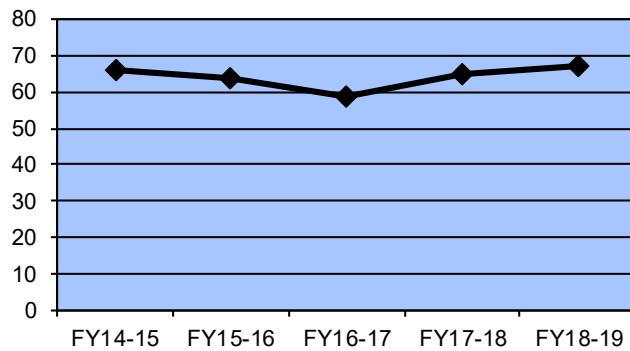
Agency Service Area



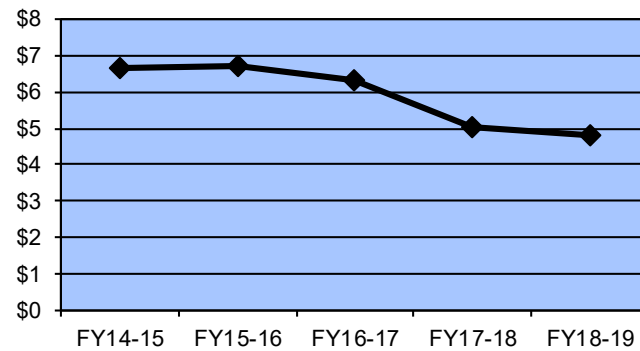
Operating Expense Per Passenger



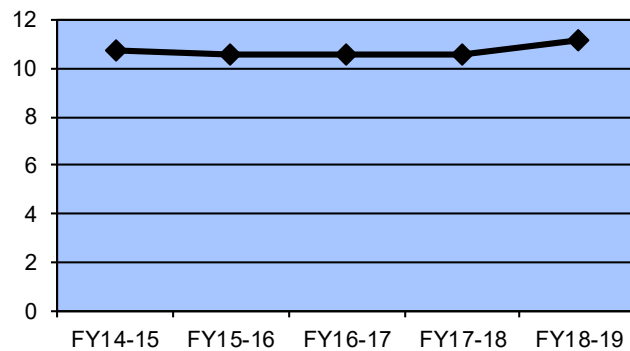
Total Passengers (000's)



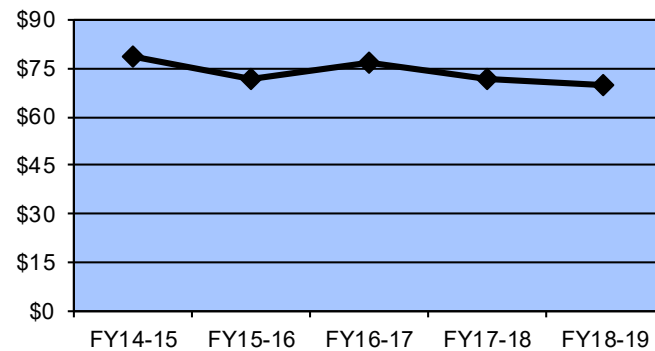
Operating Revenue Per Revenue Vehicle Hour



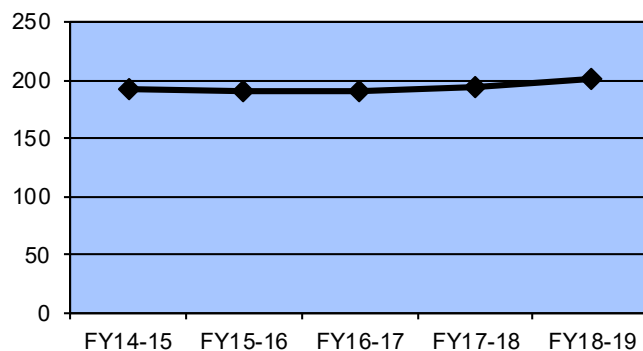
Revenue Vehicle Hours (000's)



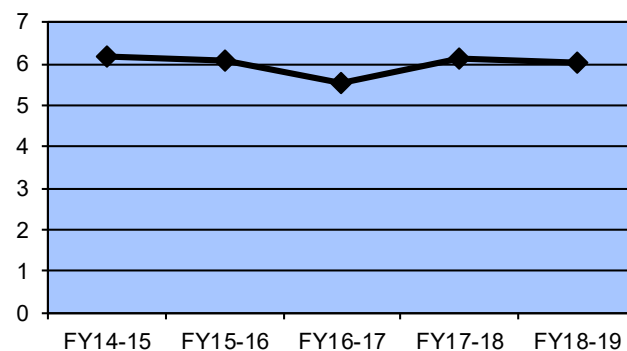
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

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: \$21.09
Average Shared-Ride Cost per Trip: \$21.63
Fare Structure
Implementation Date: July 2018



Trip Information
65+ Trips: 22,672
PwD Trips: 751
Other Shared-Ride Trips: 5,420
Total Shared-Ride Trips: 28,843
Total Escorts: 1,520
Non-Public Trips: 1,321

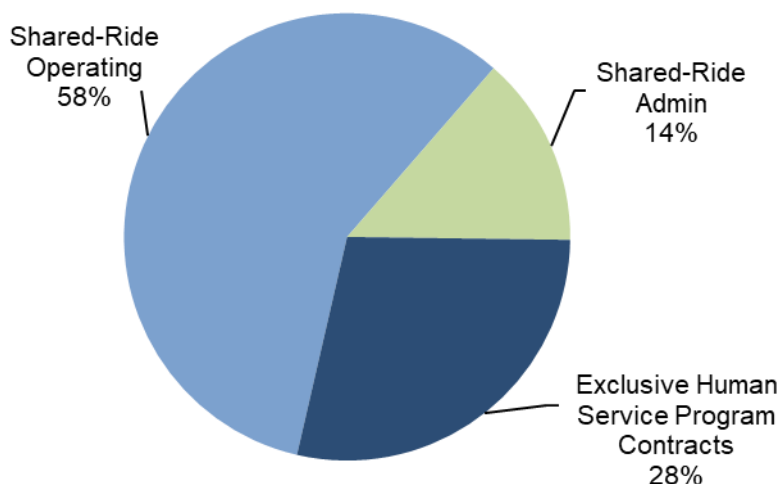


Vehicles Operated in Maximum Service
Community Transportation: 8

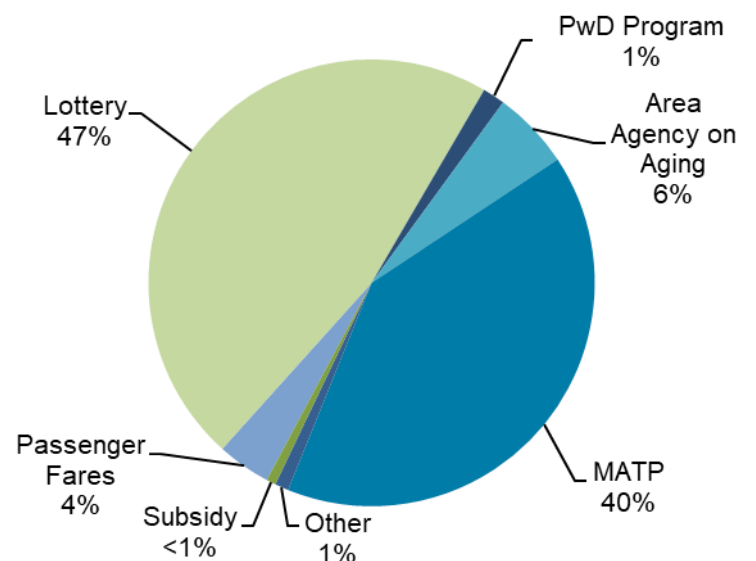
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

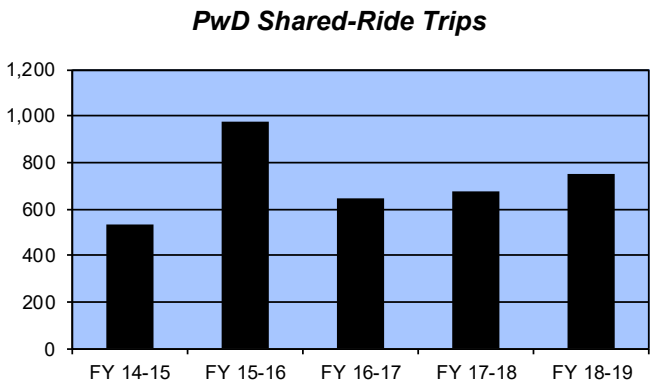
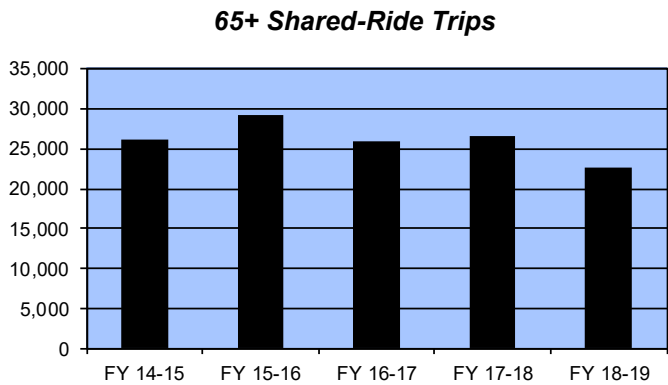
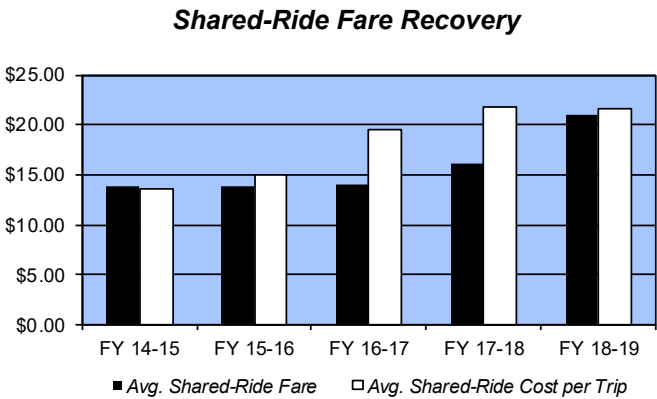
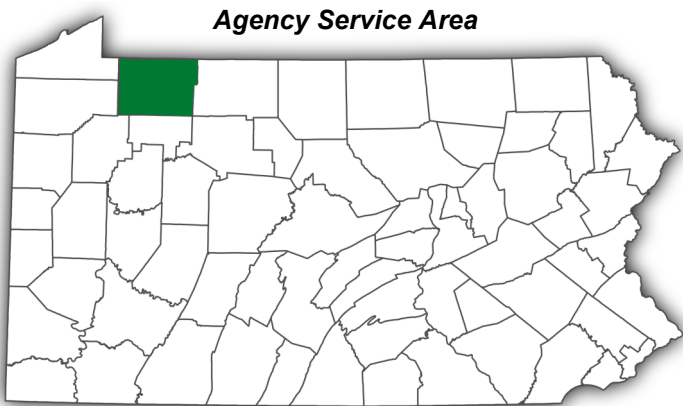
Operating Expense (000's)
\$871



Operating Funds (000's)
\$871

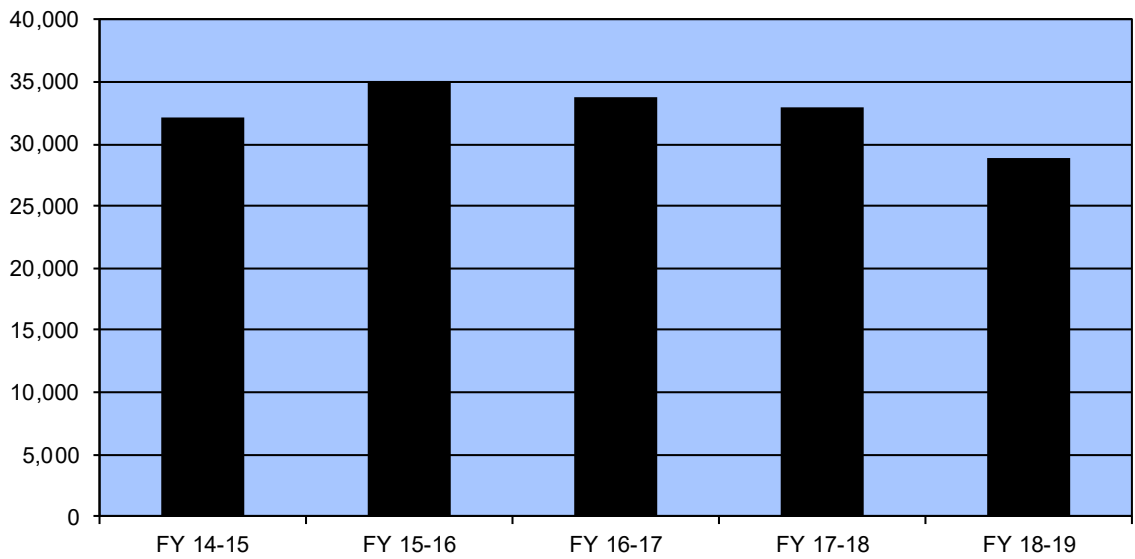


(TAWC) Transit Authority of Warren County



OPERATING PROFILES

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: 116,104
Senior Passengers: 16,206
Revenue Vehicle Miles: 424,753
Revenue Vehicle Hours: 25,895



Current Employees
Agency Full-Time: 14
Agency Part-Time: 1
Contractor Full-Time: 92
Contractor Part-Time: 30
System-Wide: 137



Act 44 Operating Assistance
Section 1513 Allocation: \$1,535,183
Required Local Match: \$228,731



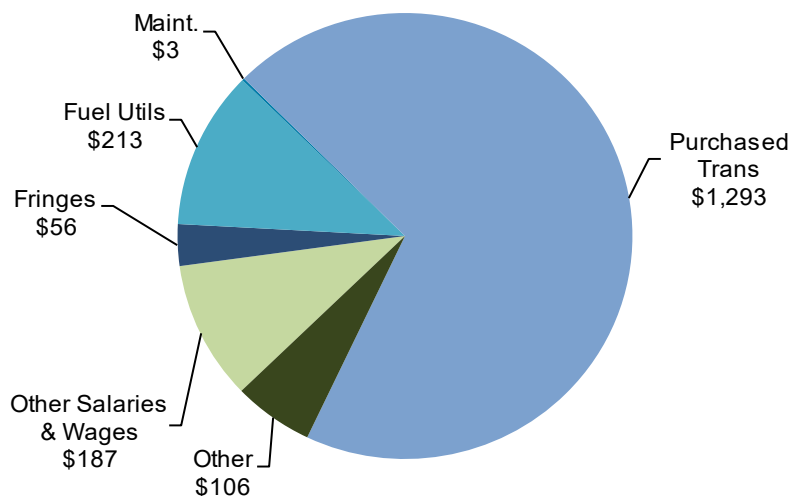
Current Fleet Size
Diesel/Gasoline Motor Bus: 12
Diesel/Gasoline Paratransit Vehicle: 78
System-Wide: 90

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

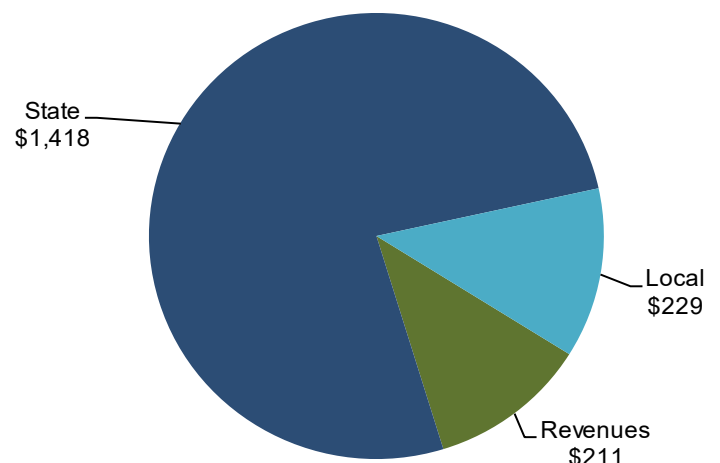
\$1,858



Expense includes ADA complementary expense.

Operating Funds (000's)

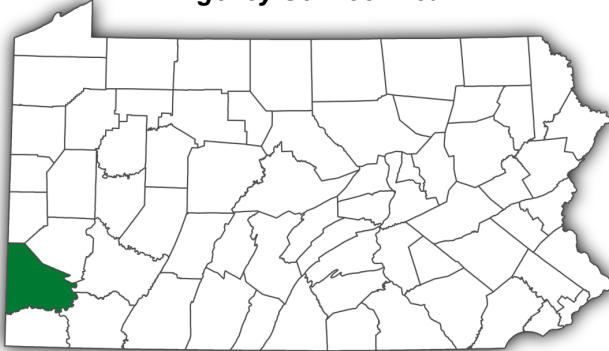
\$1,858



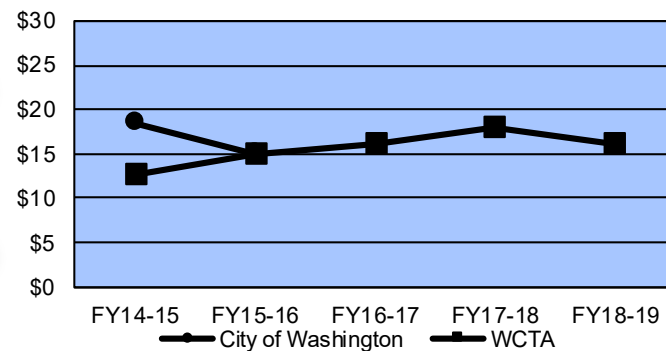
Revenue includes ADA complementary revenue.

(WCTA) Washington County Transportation Authority

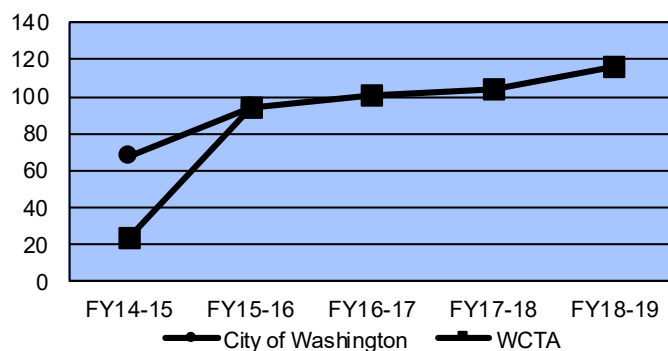
Agency Service Area



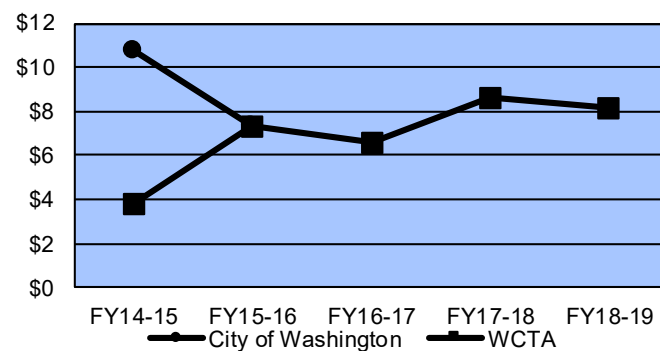
Operating Expense Per Passenger



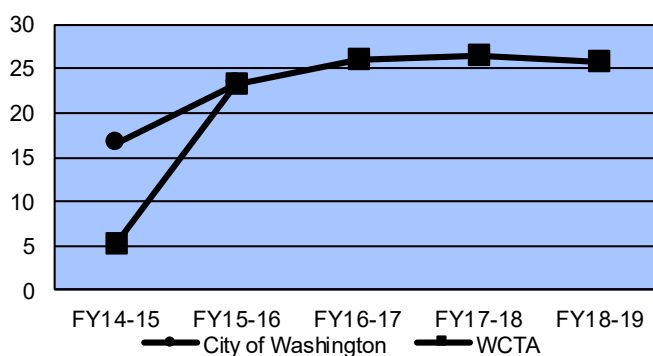
Total Passengers (000's)



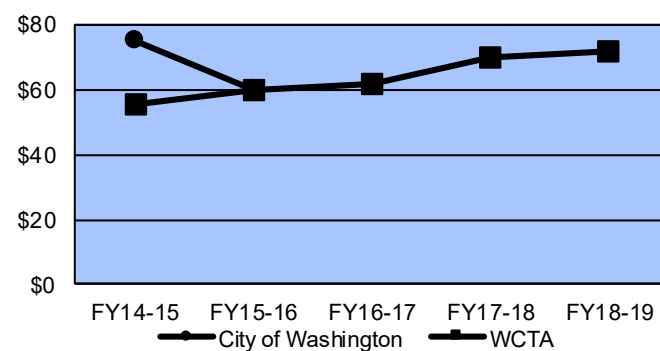
Operating Revenue Per Revenue Vehicle Hour



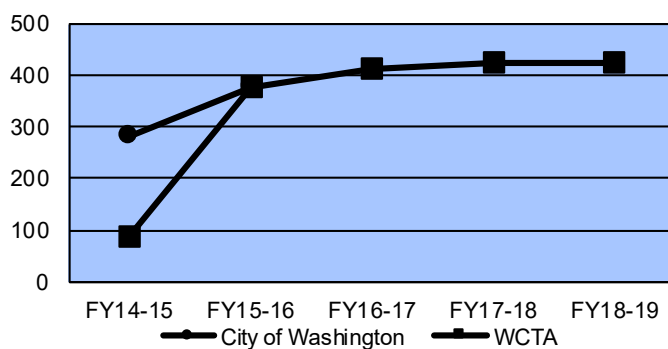
Revenue Vehicle Hours (000's)



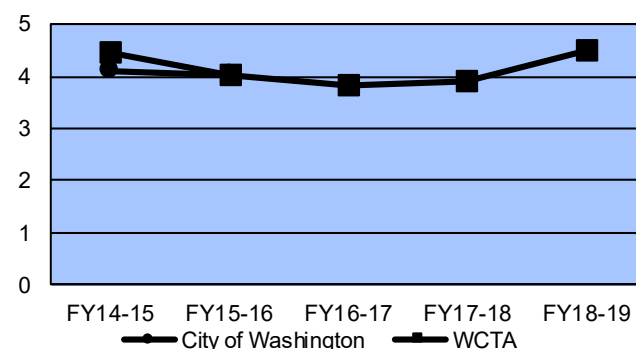
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$23.00
Average Shared-Ride Cost per Trip: \$25.46
Fare Structure
Implementation Date: September 2018



Trip Information
65+ Trips: 85,792
PwD Trips: 19,568
Other Shared-Ride Trips: 85,233
Total Shared-Ride Trips: 190,593
Total Escorts: 20,909
Non-Public Trips: 1,917

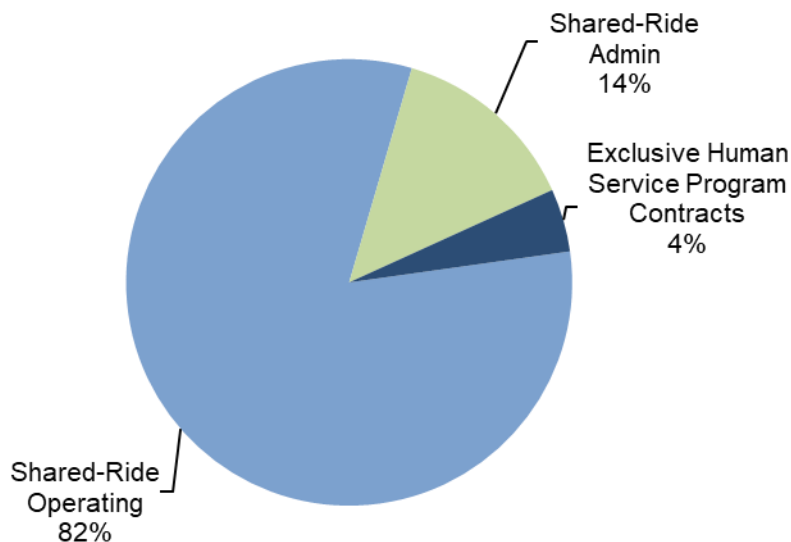


Vehicles Operated in Maximum Service
Community Transportation: 58

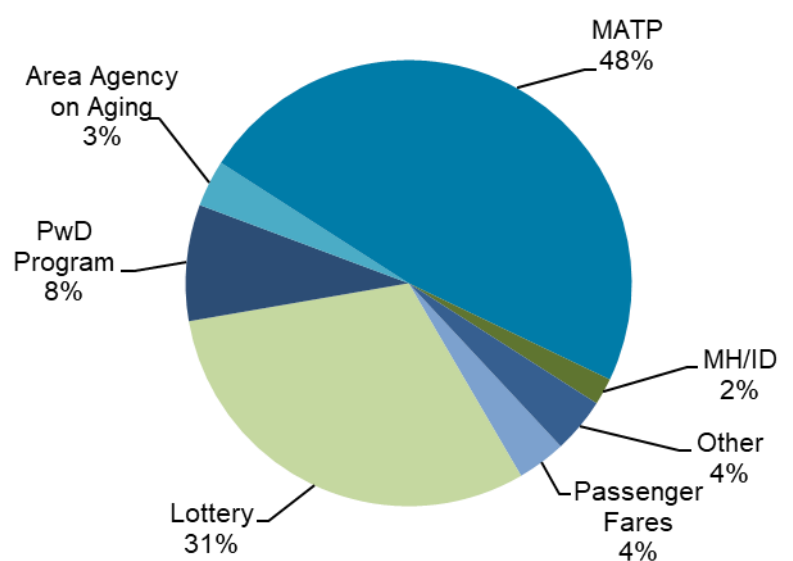
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

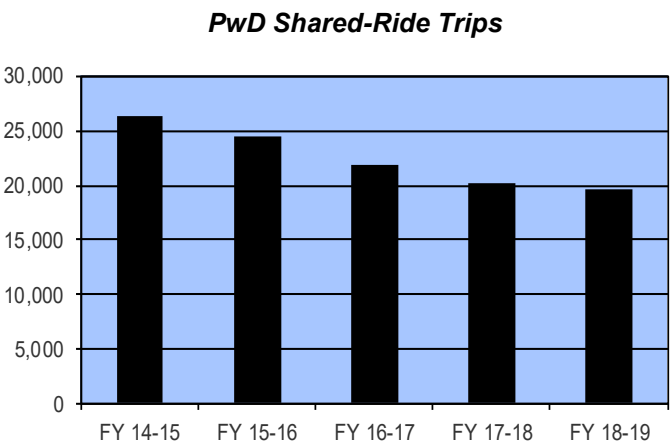
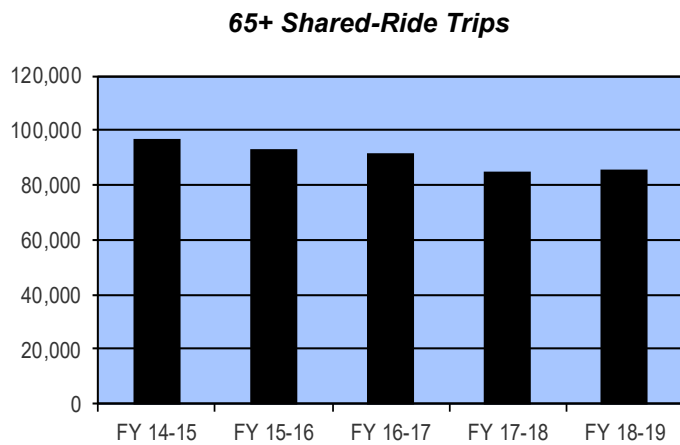
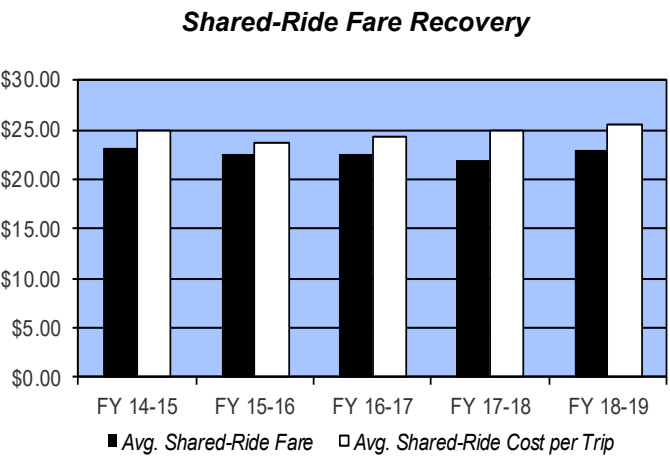
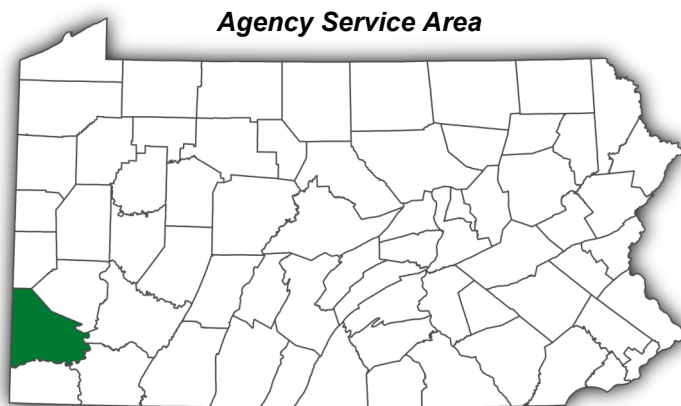
Operating Expense (000's)
\$5,084



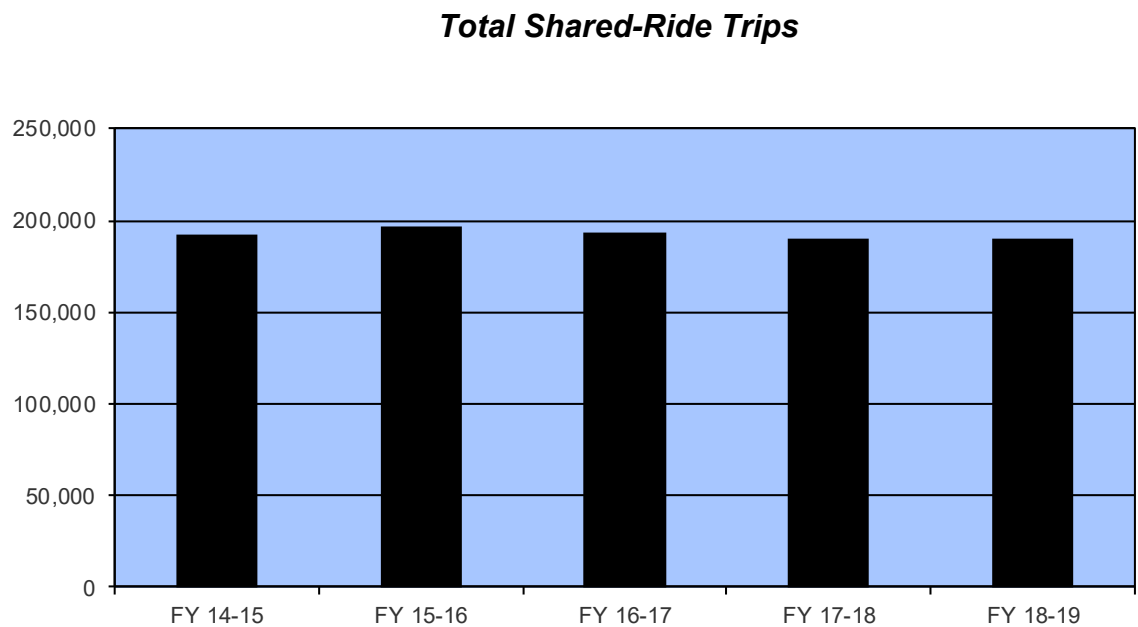
Operating Funds (000's)
\$5,110



(WCTA) Washington County Transportation Authority



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 Ext. 2533
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: \$33.00
Average Shared-Ride Cost per Trip: \$34.33
Fare Structure
Implementation Date: March 2016



Trip Information

65+ Trips: 35,292
PwD Trips: 3,521
Other Shared-Ride Trips: 19,075
Total Shared-Ride Trips: 57,888
Total Escorts: 6,863
Non-Public Trips: 7,564



Vehicles Operated in Maximum Service

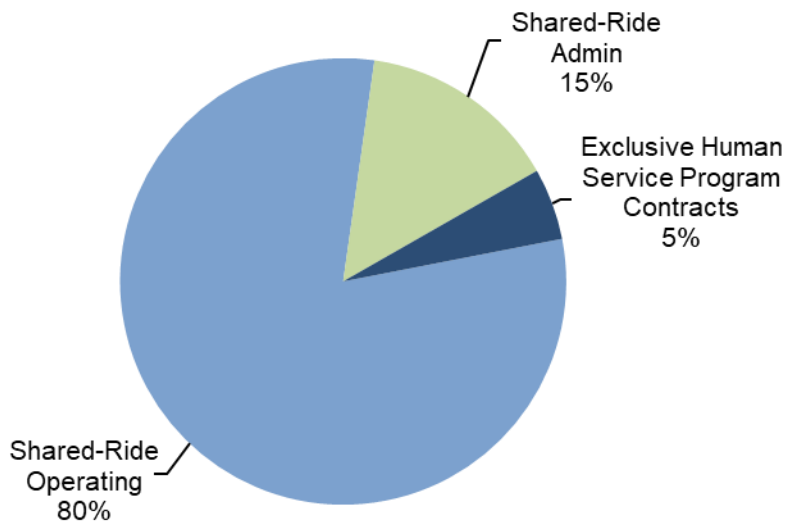
Community Transportation: 31

OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

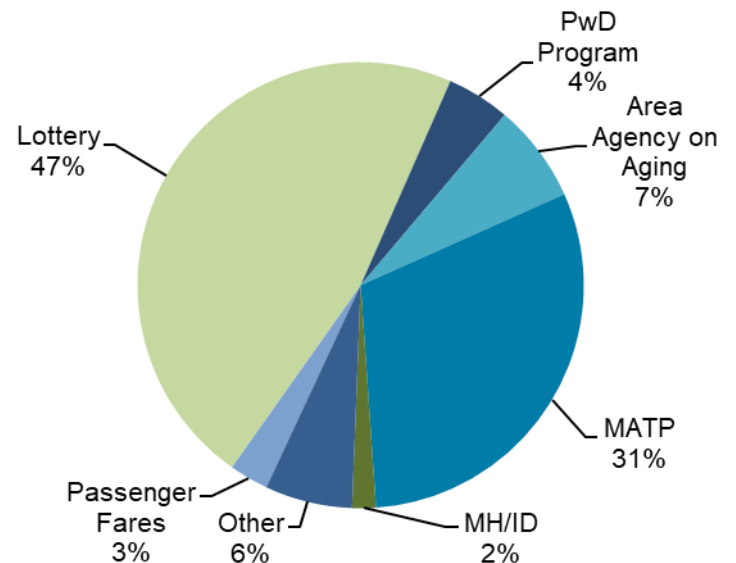
Operating Expense (000's)

\$2,096



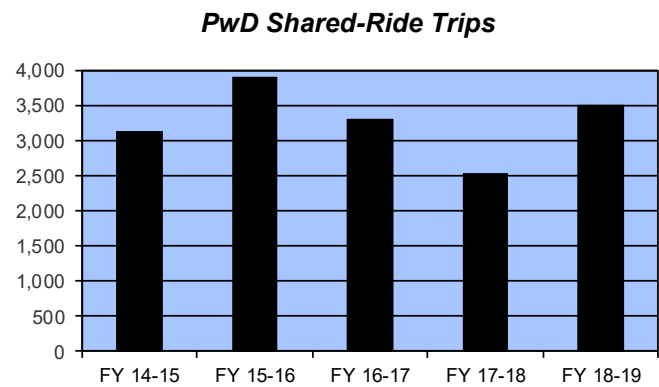
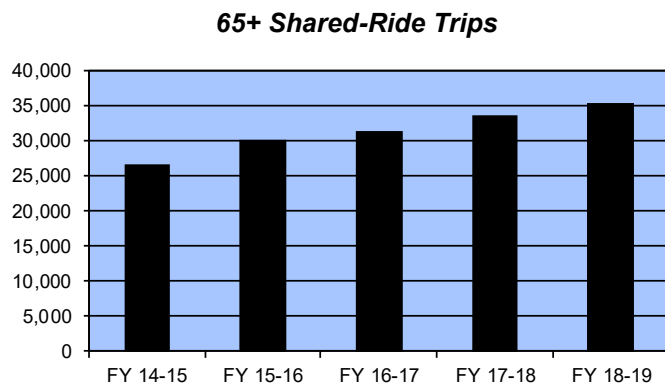
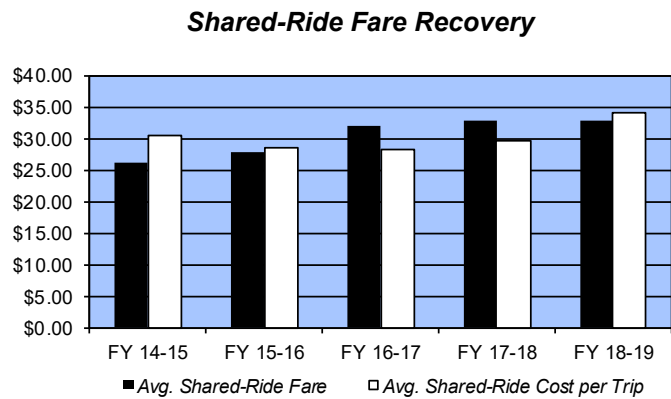
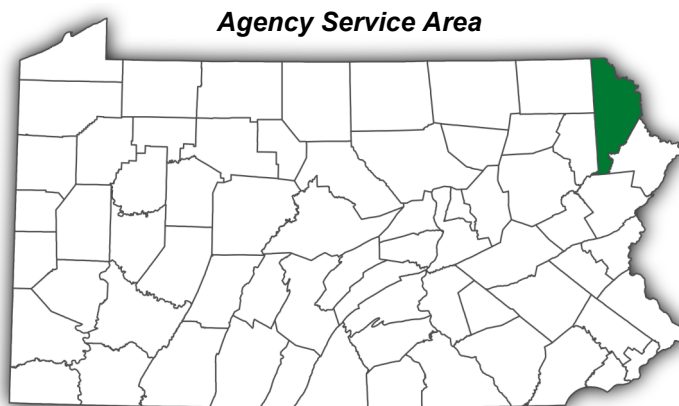
Operating Funds (000's)

\$2,024*



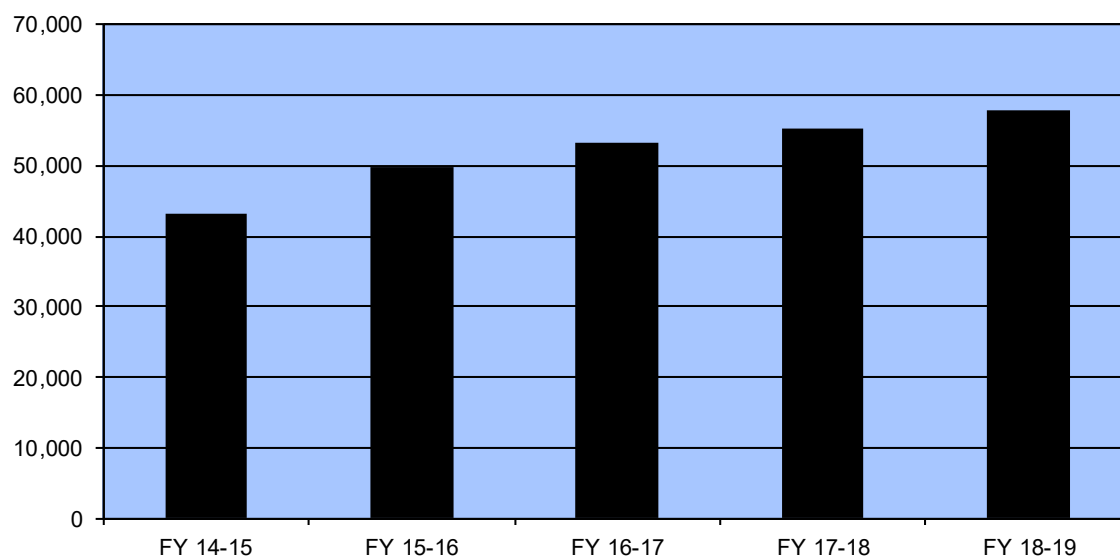
*Deficit will be covered by retained earnings

Wayne County Area Agency on Aging



OPERATING PROFILES

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: 421,732
Senior Passengers: 56,152
Revenue Vehicle Miles: 1,066,079
Revenue Vehicle Hours: 53,211



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



Act 44 Operating Assistance
Section 1513 Allocation: \$3,602,748
Required Local Match: \$364,387



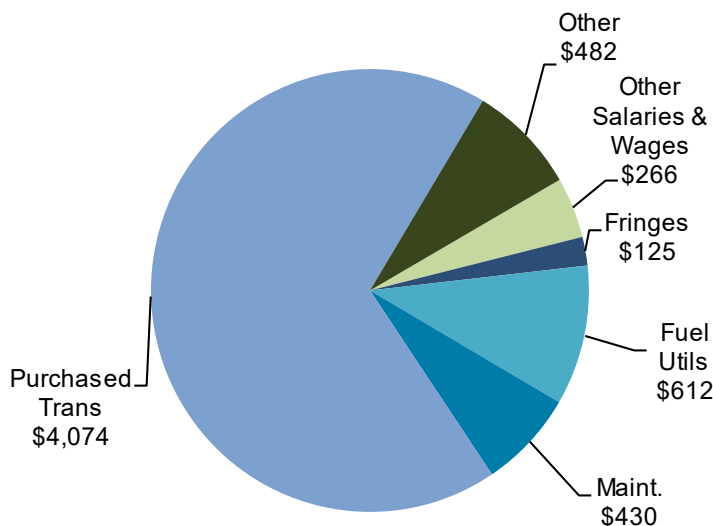
Current Fleet Size
Diesel/Gasoline Motor Bus: 30
CNG Motor Bus: 11
Diesel/Gasoline Paratransit Vehicles: 48
System-Wide: 89

OPERATING PROFILES

URBAN & RURAL OPERATING BUDGET

Operating Expense (000's)

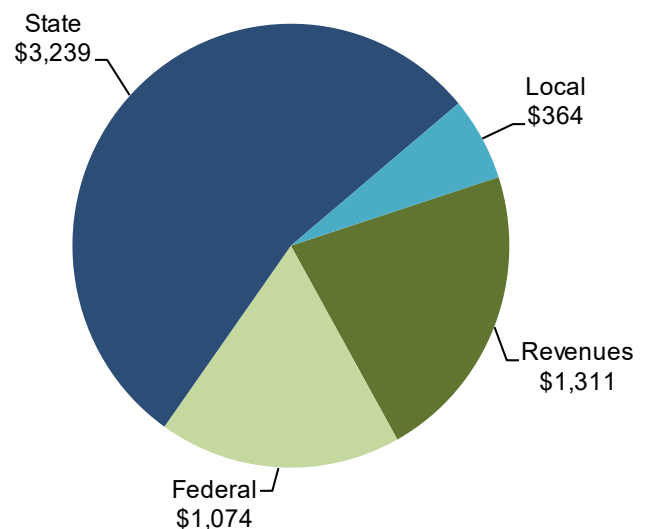
\$5,989



Expense includes ADA complementary expense.

Operating Funds (000's)

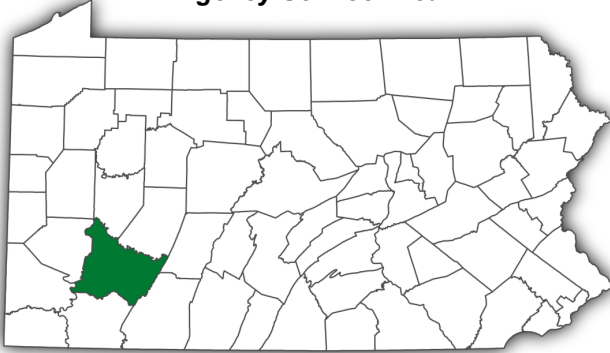
\$5,989



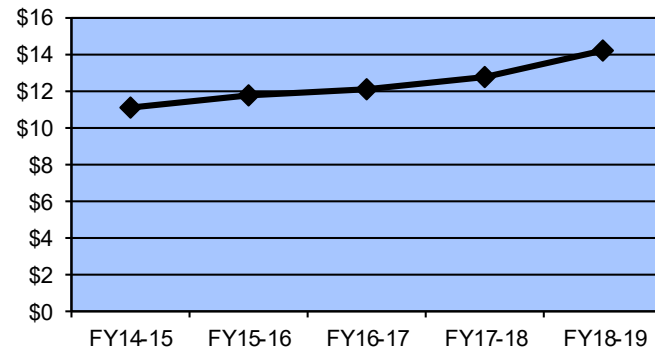
Revenue includes ADA complementary revenue.

(WCTA) Westmoreland County Transit Authority

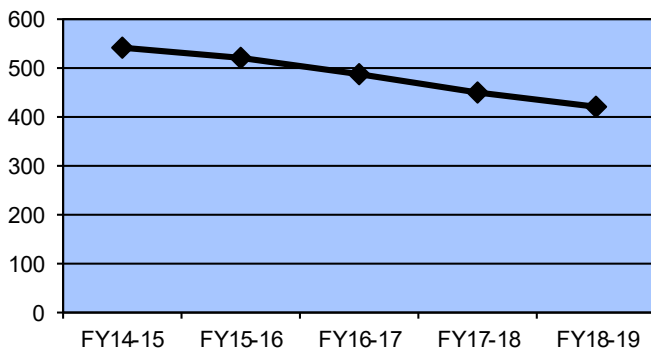
Agency Service Area



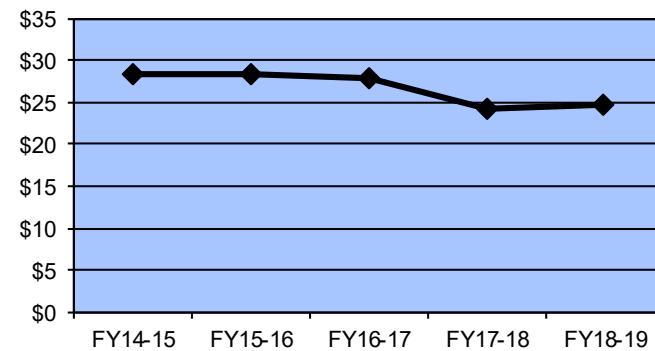
Operating Expense Per Passenger



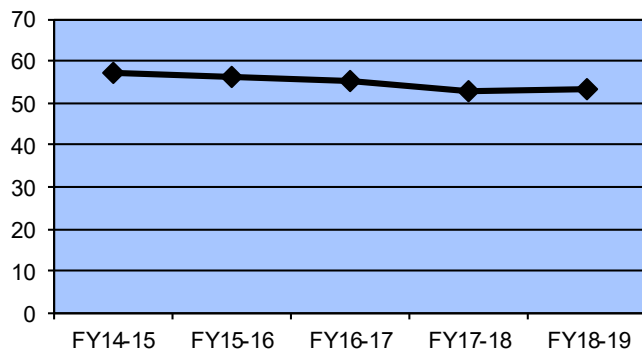
Total Passengers (000's)



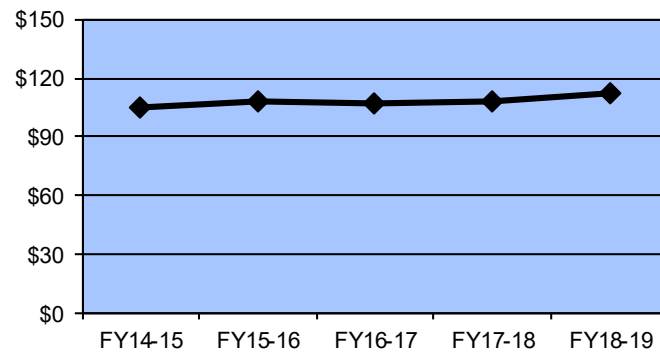
Operating Revenue Per Revenue Vehicle Hour



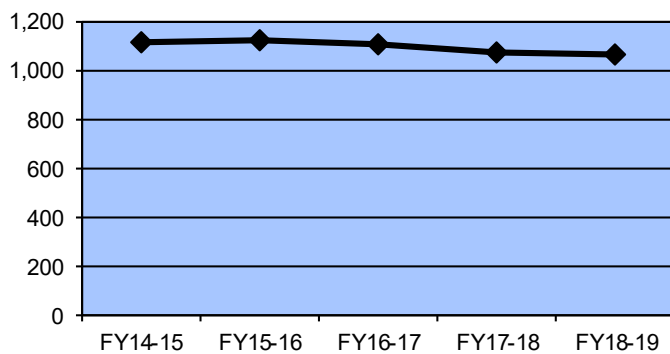
Revenue Vehicle Hours (000's)



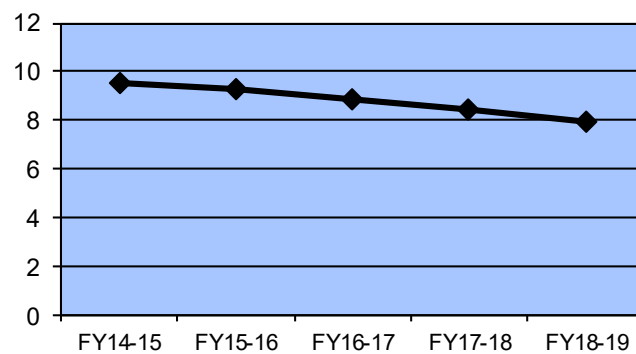
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



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: \$28.09
Average Shared-Ride Cost per Trip: \$29.49
Fare Structure
Implementation Date: September 2018



Trip Information
65+ Trips: 60,476
PwD Trips: 10,953
Other Shared-Ride Trips: 91,751
Total Shared-Ride Trips: 163,180
Total Escorts: 7,668
Non-Public Trips: 47,966

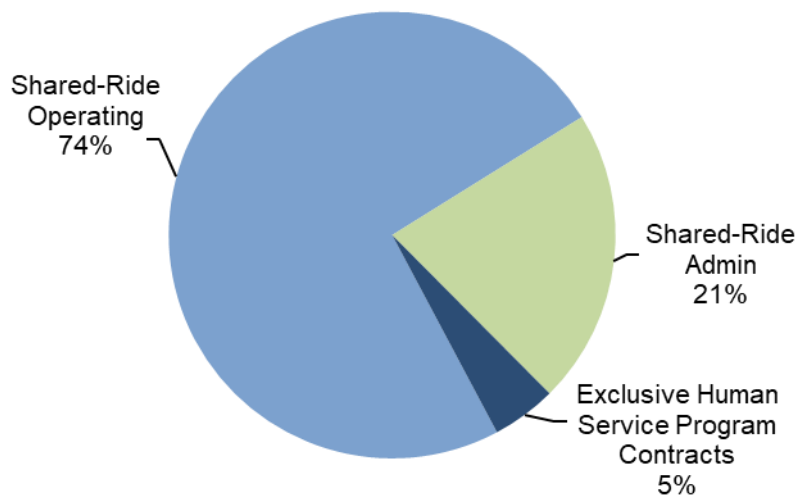


Vehicles Operated in Maximum Service
Community Transportation: 54

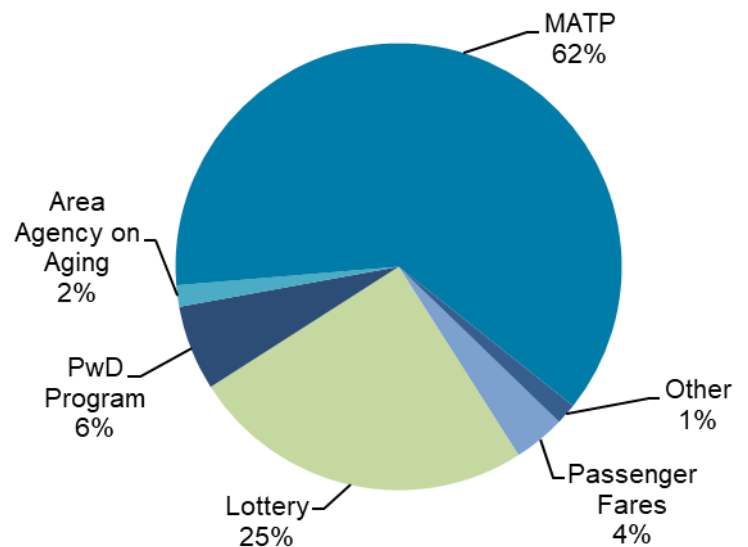
OPERATING PROFILES

COMMUNITY TRANSPORTATION OPERATING BUDGET

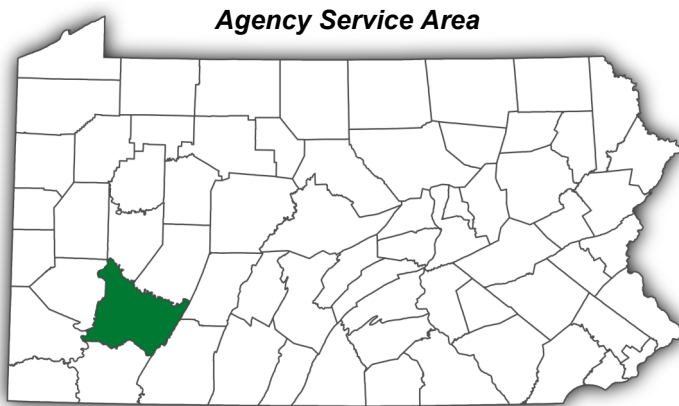
Operating Expense (000's)
\$5,048



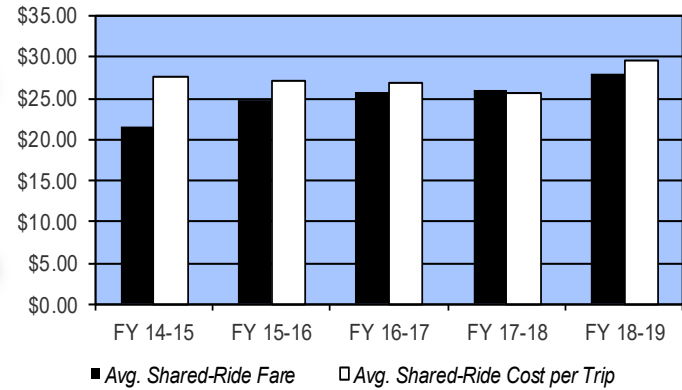
Operating Funds (000's)
\$5,048



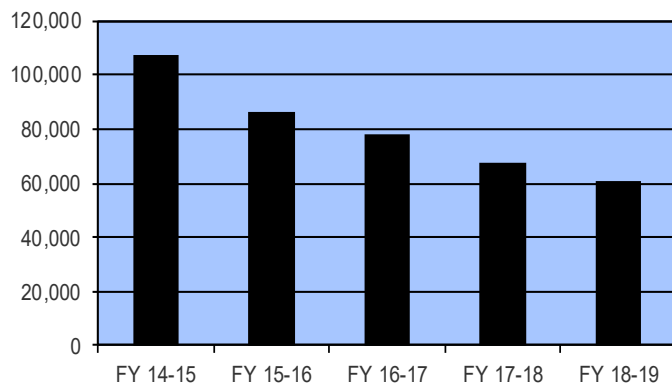
(WCTA) Westmoreland County Transit Authority



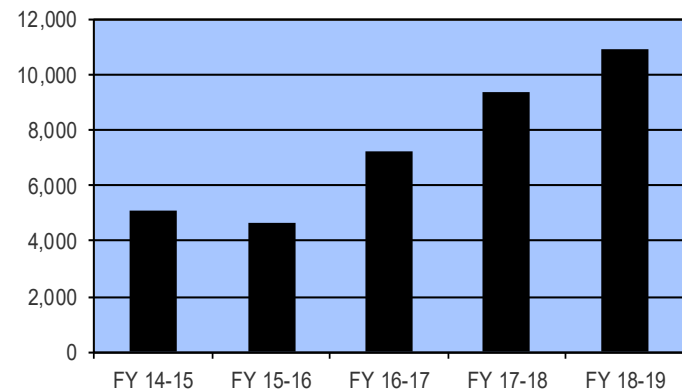
Shared-Ride Fare Recovery



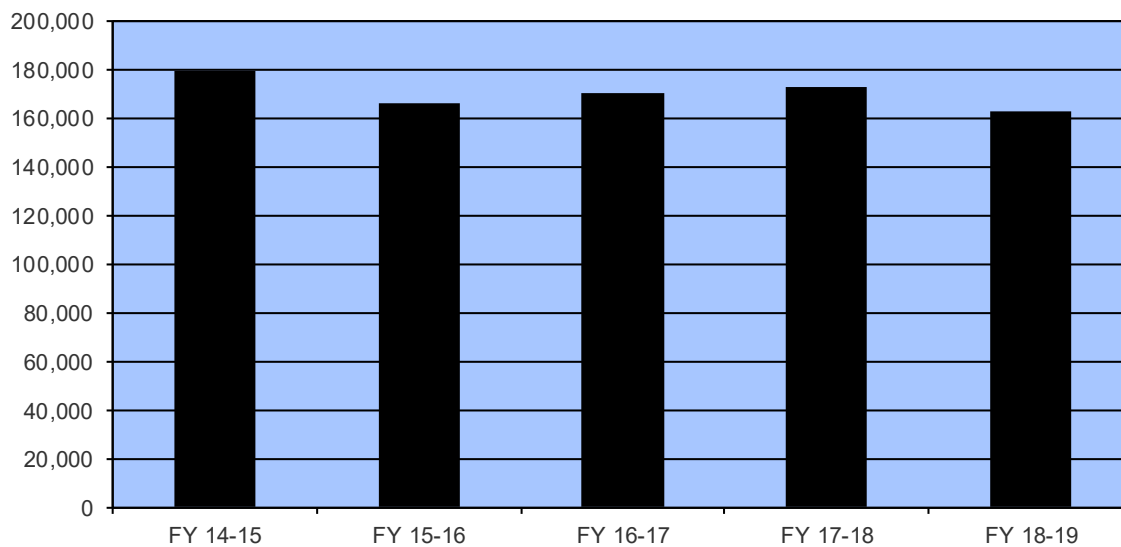
65+ Shared-Ride Trips



PwD Shared-Ride Trips



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, Interim General Manager
www.ridervt.com



House District

Clinton: 76
Lycoming: 83, 84, 93

Senate District

Clinton: 25
Lycoming: 23



Service Area Statistics (2010 Census)

Square Miles: 92
Population: 69,764



Current Fare Information

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



Act 44 Fixed Route Distribution Factors

Total Passengers: 1,314,850
Senior Passengers: 202,284
Revenue Vehicle Miles: 926,025
Revenue Vehicle Hours: 58,792



Current Employees

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



Act 44 Operating Assistance

Section 1513 Allocation: \$4,348,063
Required Local Match: \$386,580



Current Fleet Size

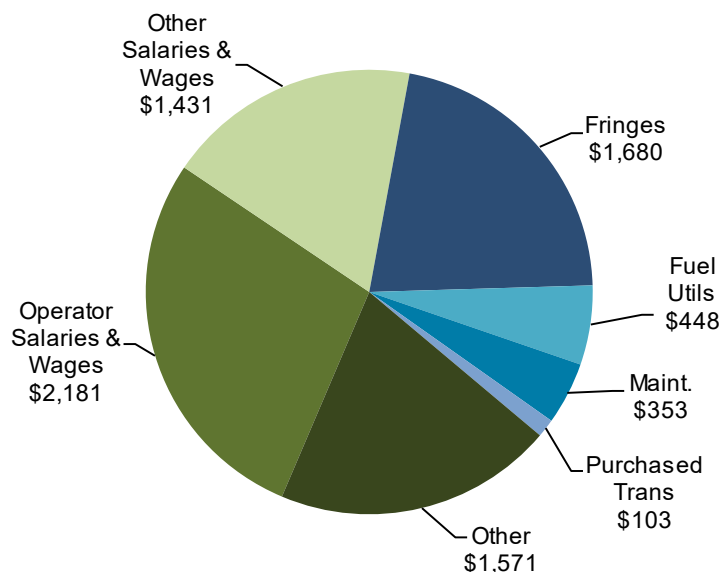
Diesel/Gasoline Motor Bus: 20
CNG Motor Bus: 18
Diesel/Gasoline Paratransit Vehicles: 3
System-Wide: 41

OPERATING PROFILES

URBAN OPERATING BUDGET

Operating Expense (000's)

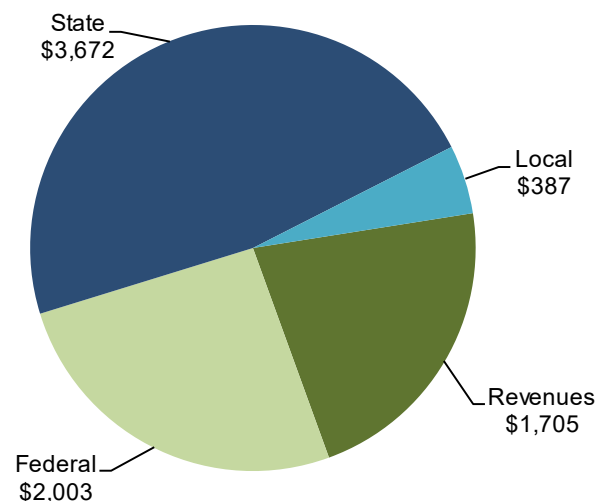
\$7,767



Expense includes ADA complementary expense.

Operating Funds (000's)

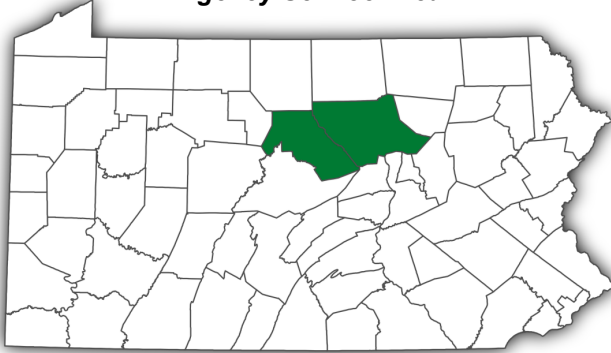
\$7,767



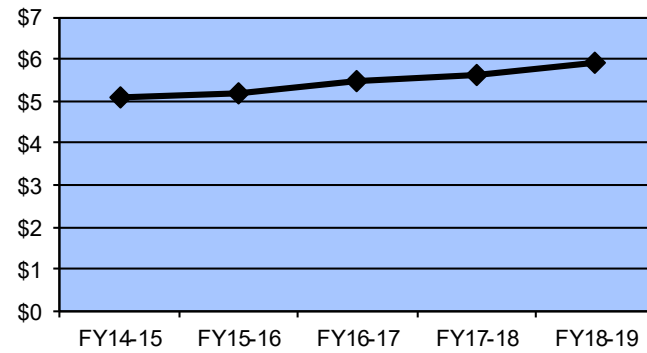
Revenue includes ADA complementary revenue.

(RVT) Williamsport River Valley Transit

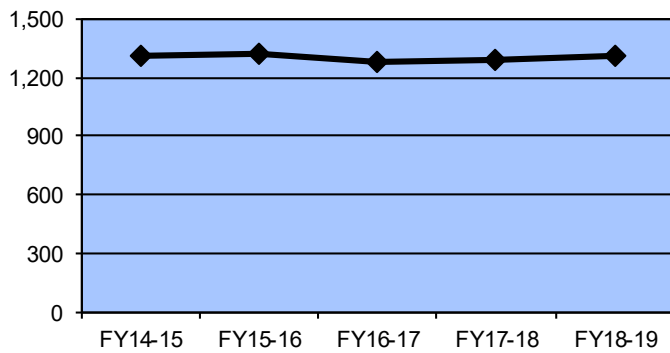
Agency Service Area



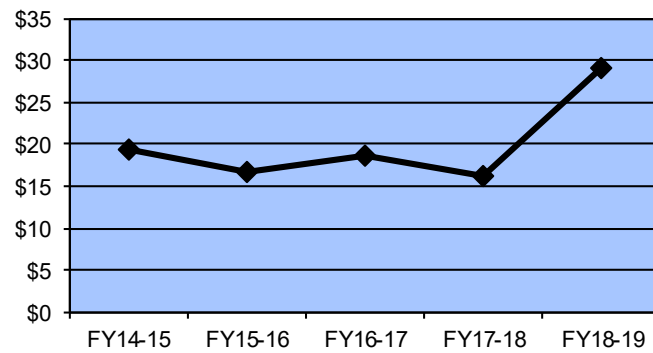
Operating Expense Per Passenger



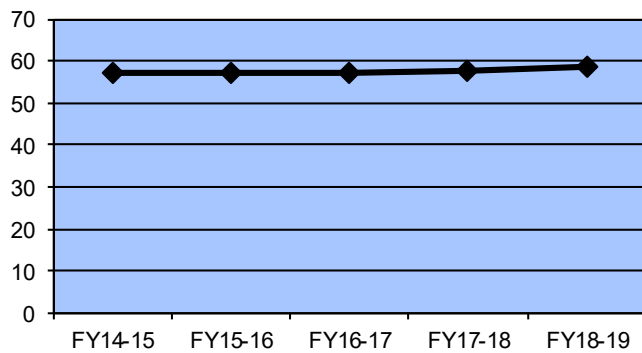
Total Passengers (000's)



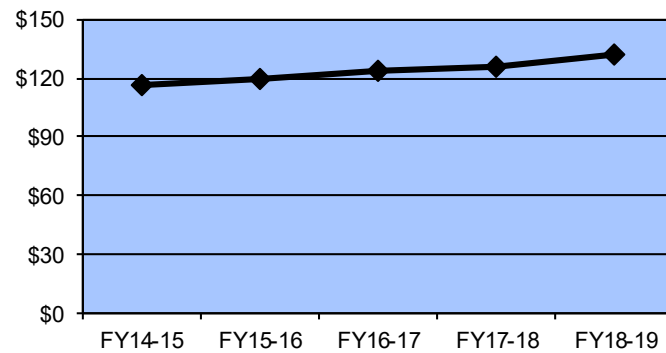
Operating Revenue Per Revenue Vehicle Hour



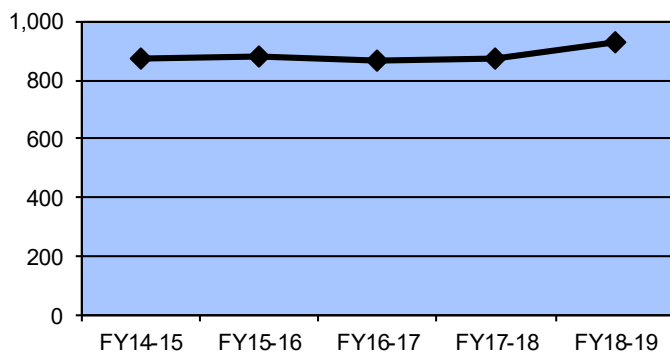
Revenue Vehicle Hours (000's)



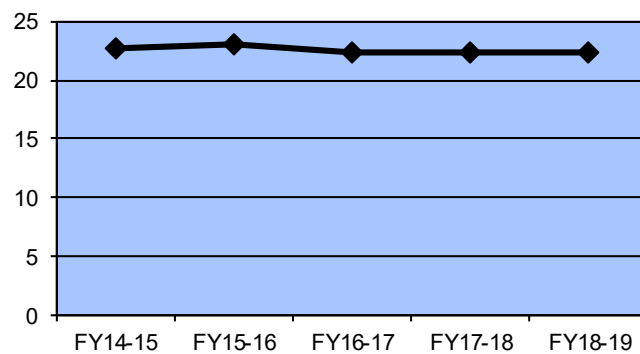
Operating Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles (000's)



Total Ridership Per Revenue Vehicle Hour



Passengers include ADA complementary passengers.

OPERATING PROFILES

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Section V

Consolidated Transit Agency Highlights

CONSOLIDATED
TRANSIT AGENCIES

Consolidated Agency Highlights

CONSOLIDATED
TRANSIT AGENCIES

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Consolidated Agency Highlights

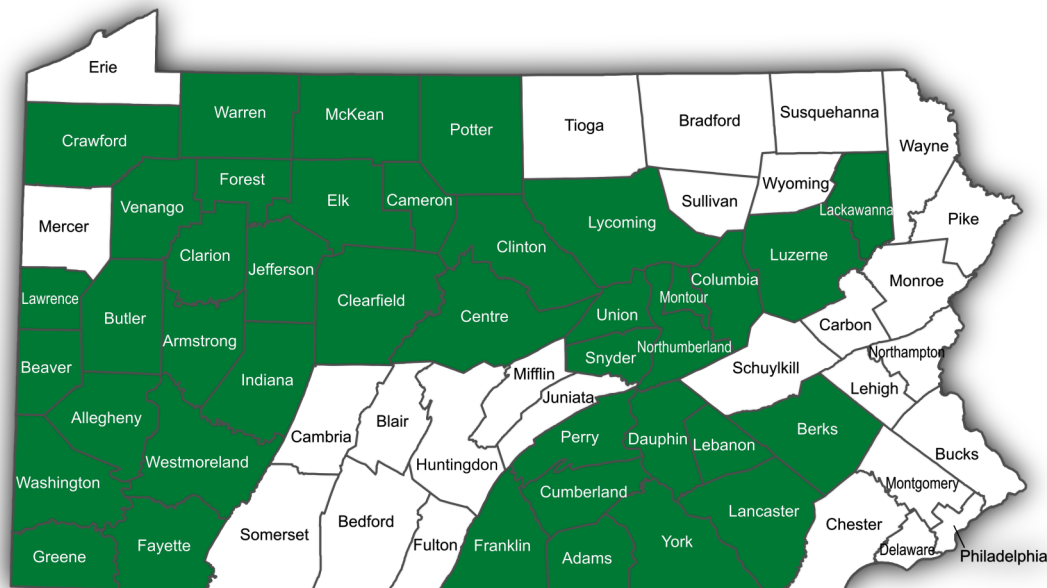
Consolidated Transit Agencies in Pennsylvania

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

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

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

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



CONSOLIDATED
TRANSIT AGENCIES

Consolidated Agency Highlights

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

- Lackawanna and Luzerne counties each consolidated their respective fixed route and shared-ride services in 2013. Hazleton Public Transit remains separate. Local officials continue to explore opportunities for consolidation into one bi-county agency.
- York and Adams counties merged fixed route and shared-ride operations to create the Central Pennsylvania Transportation Authority (CPTA). Between 2011 and 2016, CPTA has assumed management of shared-ride services for Northumberland, Cumberland, Franklin, Columbia, Union, Snyder, Montour, and Perry counties. Beginning in February 2018, CPTA has entered into an agreement to provide management services to Capital Area Transit (CAT). These management agreements have allowed all of the agencies to save costs through consolidated call centers and more efficient service delivery.
- Red Rose Transit Authority and the Berks Area Regional Transportation Authority (Lancaster and Berks Counties) came together as the South Central Transportation Authority in January 2015 and have taken advantage of the local match waiver for approximately \$780,000 annually.
- City of Washington Transit and Washington County Transit Authority (Washington Rides) consolidated in July 2015 to create a county-wide fixed route and shared-ride agency now doing business as Freedom Transit.
- Crawford Area Transportation Authority entered into a management agreement with Venango County effective July 1, 2016, to manage public transportation in Venango County and now operate as a single entity.
- DuBois, Falls Creek, Sandy Township Transit Authority (DuFAST) in Clearfield County consolidated with Area Transportation Authority of North Central Pennsylvania (ATA) effective July 1, 2017.

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

- The south central Pennsylvania region continues to pursue consolidation options to bring fixed-route and shared-ride operations together.

The following pages provide a more detailed profile on successfully consolidated agencies through fiscal year 2018-19.

Central Pennsylvania Transportation Authority (CPTA)

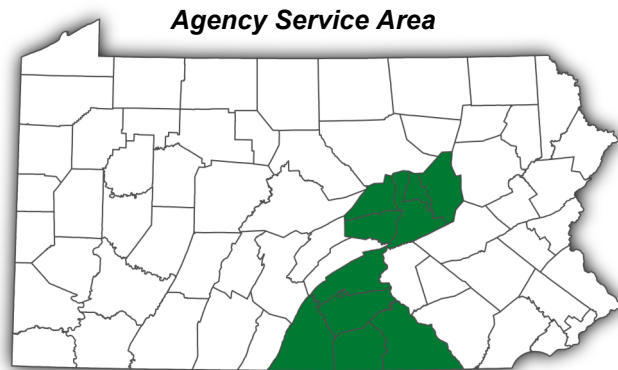


Central Pennsylvania Transportation Authority (CPTA)

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

Date of Consolidation by County

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

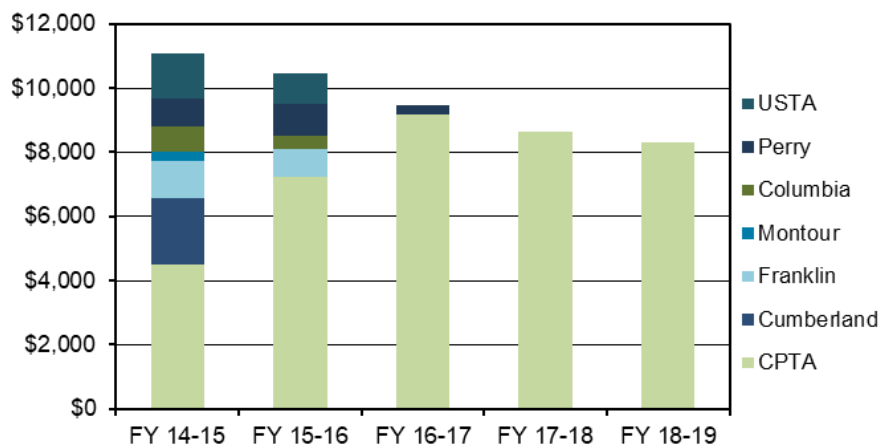


CPTA Consolidation Overview

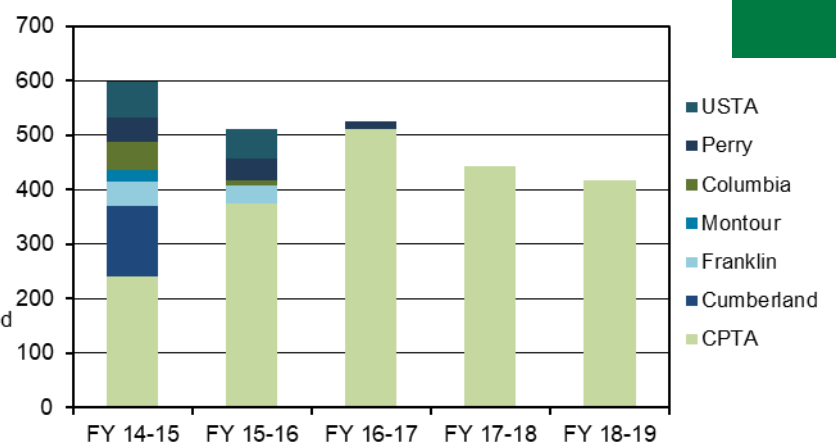
Seeking increased efficiency and cost savings, the Central Pennsylvania Transportation Authority (d.b.a. rabbittransit) now provides shared-ride service in 10 counties in Pennsylvania. By crossing municipal lines, sharing resources across borders, and utilizing vehicles during layovers, rabbittransit has saved approximately \$1.2 million across all consolidated counties since FY 16-17.

SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



CONSOLIDATED
TRANSIT AGENCIES

Crawford Area Transportation Authority (CATA)



cata

**VENANGO
COUNTY
TRANSIT**

Crawford Area Transportation Authority (CATA)

214 Pine Street
Meadville, PA 16335
814-336-5600

Mr. Timothy Geibel, General Manager
www.catabus.org

Agency Service Area



Date of Consolidation by Agency

Crawford County: July 2016
Venango County: July 2016

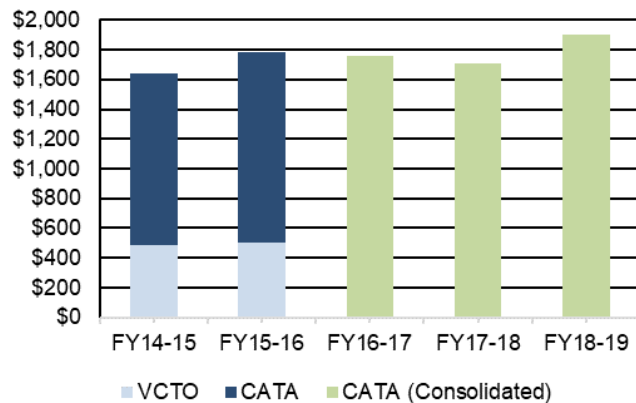
CATA Consolidation Overview

As part of a statewide initiative to consolidate public transportation agencies to reduce costs, improve service, and operate more efficiently, the Crawford Area Transportation Authority entered into a management agreement with Venango County effective July 1, 2016 to manage public transportation in Venango County. In December of 2017, that management agreement ended as transportation in Venango County was fully incorporated into CATA. The combined transit agency operates under the name Crawford Area Transportation Authority.

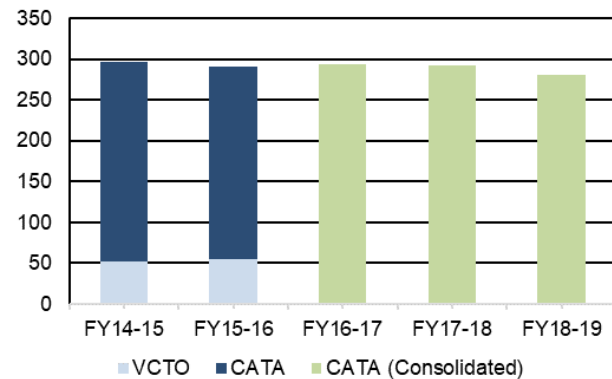
CONSOLIDATED
TRANSIT AGENCIES

FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)

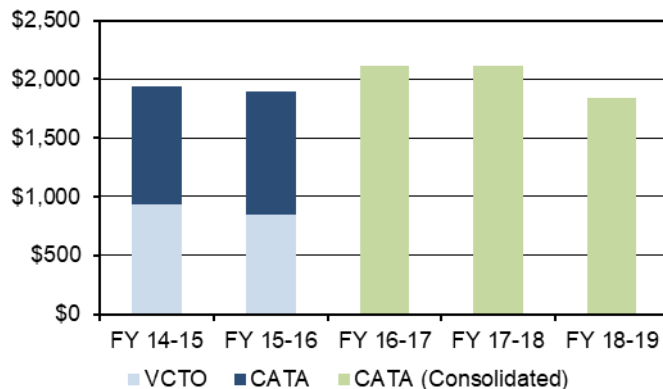


Passenger Trips (000's)

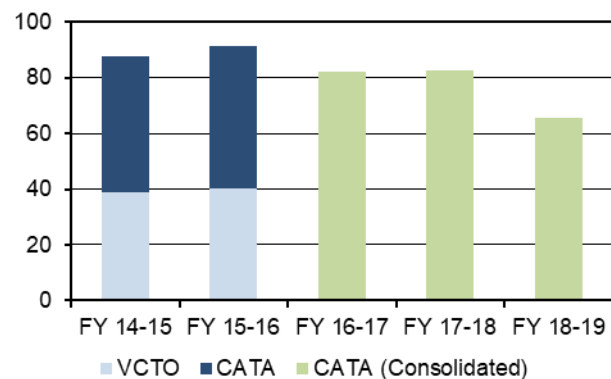


SHARED-RIDE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



(ATA) Area Transportation Authority of North Central PA



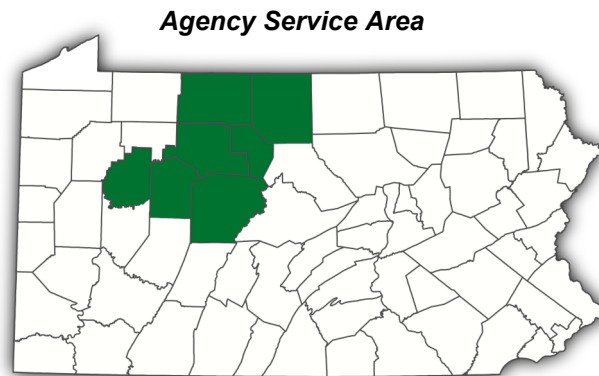
Area Transportation Authority (ATA)
 44 Transportation Center
 Johnsonburg, PA 15845
 814-965-2111
 Mr. Michael Imbrogno,
 Chief Executive Officer
www.rideata.com

Date of Consolidation by Agency

ATA: July 2017
 DuFast: July 2017

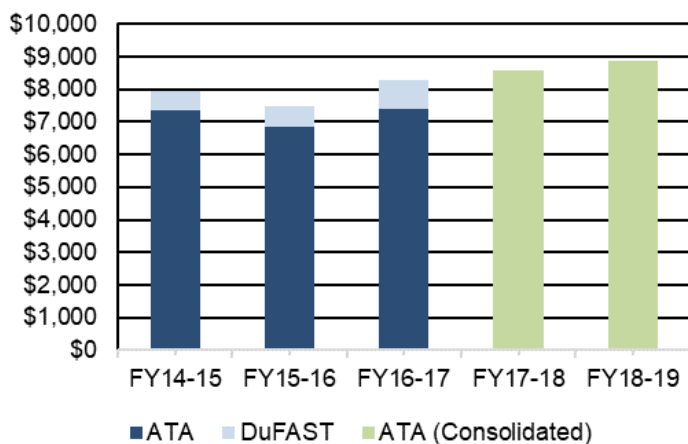
ATA Consolidation Overview

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

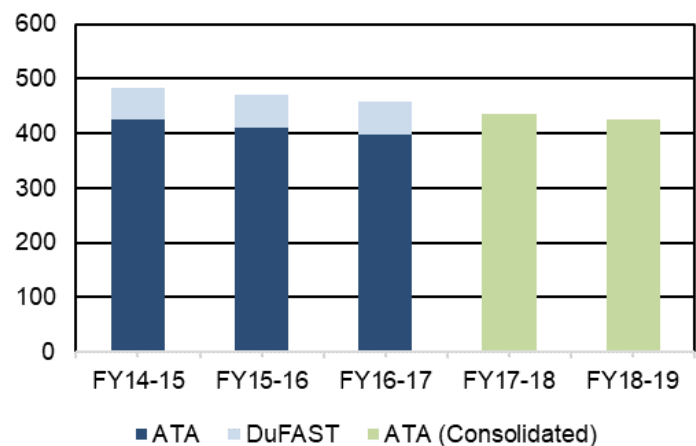


FIXED ROUTE OPERATING STATISTICS

Operating Expenses (000's)



Passenger Trips (000's)



CONSOLIDATED
TRANSIT AGENCIES

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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:	204,559
Total Bus Trips:	14,440
Total Revenue Vehicle Miles:	2,428,620
Operating Expense Per Passenger:	\$53.85
Operating Revenue Per Vehicle Mile:	\$1.67
Operating Expense Per Vehicle Mile:	\$4.54
Total Subsidy Per Vehicle Mile:	\$2.87
Average Fare:	\$19.81
Total Number of Vehicles:	26 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

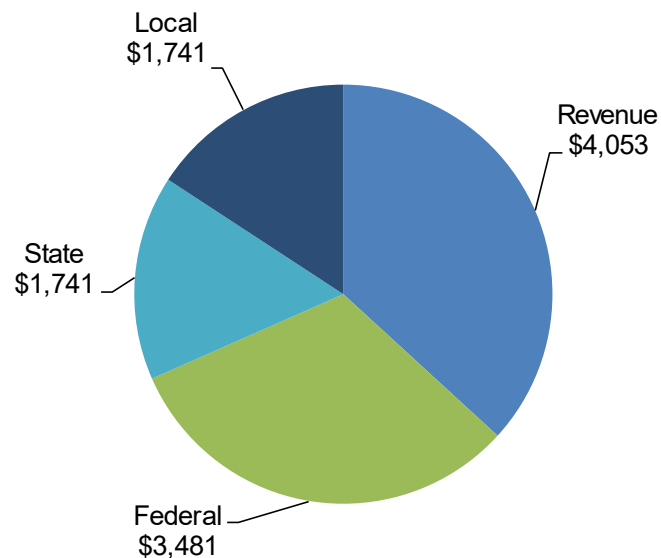
Greyhound Lines, Inc.:

Philadelphia – Scranton
Pittsburgh – Erie
Harrisburg – Pittsburgh

INTERCITY BUS

OPERATING FUNDS (000's)

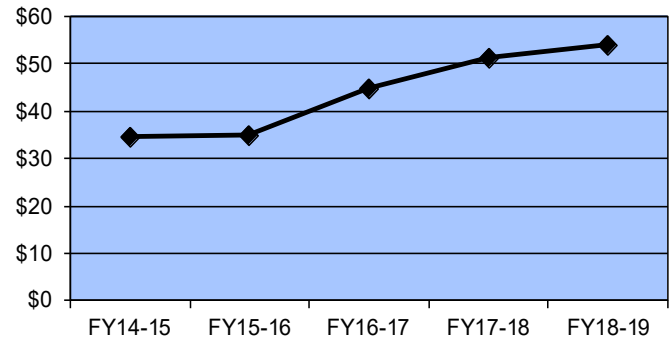
\$11,016



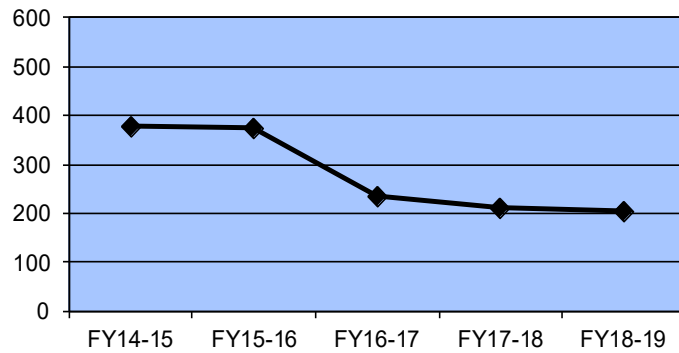
Intercity Bus Program



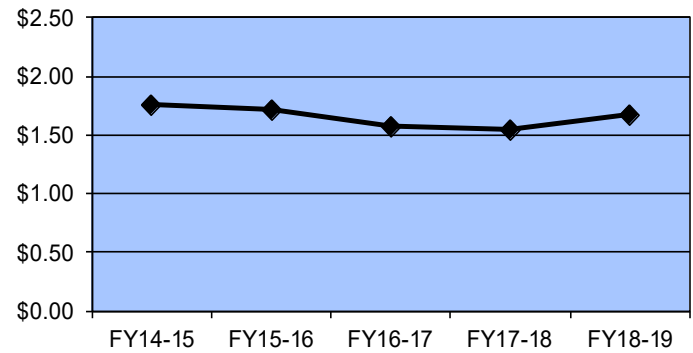
Operating Expense Per Passenger



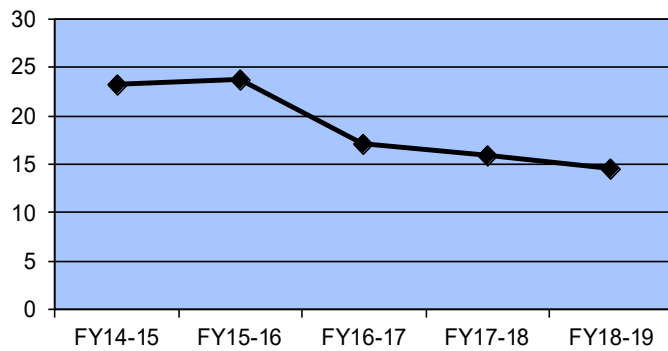
Total Passengers (000's)



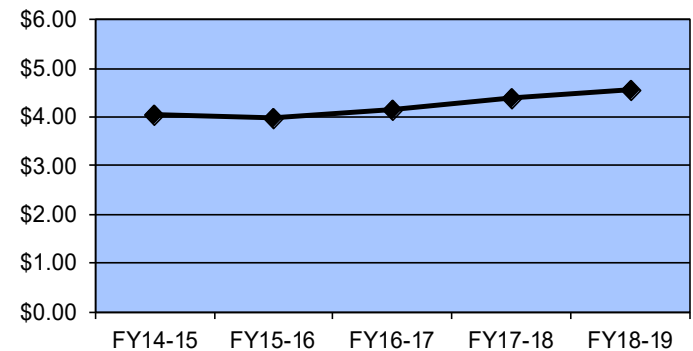
Operating Revenue Per Vehicle Mile



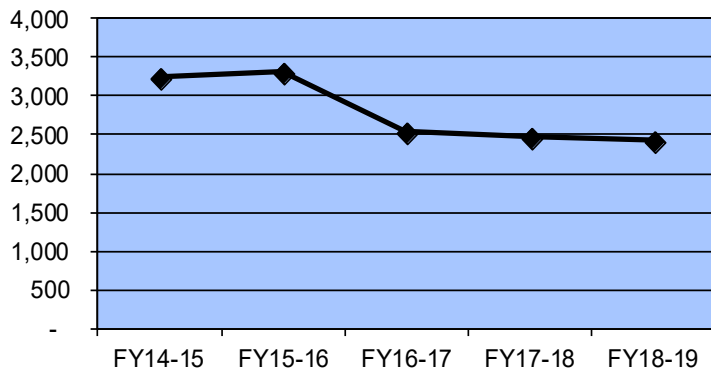
Total Bus Trips (000's)



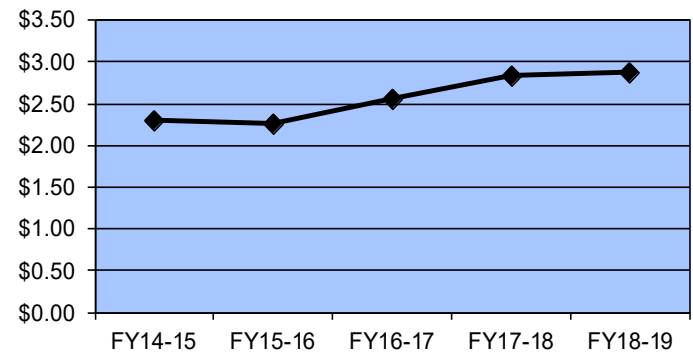
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

The Fullington Auto Bus Company

The Fullington Auto Bus Company

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

Intercity Bus Program:

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

Total Passengers:	133,891
Total Bus Trips:	10,144
Total Revenue Vehicle Miles:	1,620,658
Operating Expense Per Passenger:	\$50.73
Operating Revenue Per Vehicle Mile:	\$1.28
Operating Expense Per Vehicle Mile:	\$4.19
Total Subsidy Per Vehicle Mile:	\$2.91
Average Fare:	\$15.49
Total Number of Vehicles:	14 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, John-sonburg, 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:

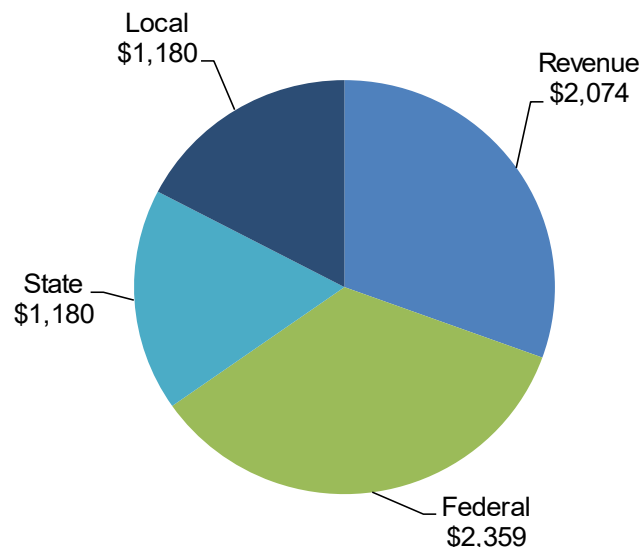
Williamsport, Mt. Carmel, Bloomsburg, Lehigh, Allentown, and Easton

Harrisburg – Elmira, NY:

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

OPERATING FUNDS (000's)

\$6,793

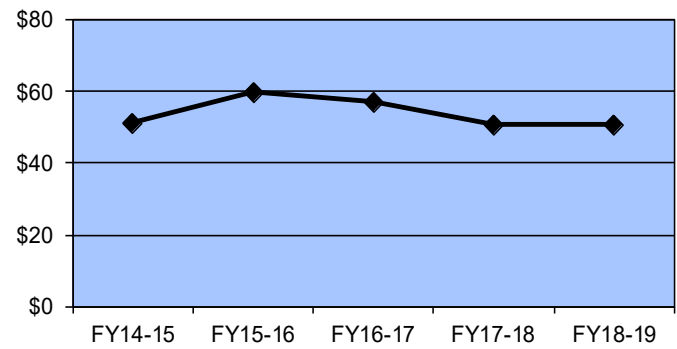


INTERCITY BUS

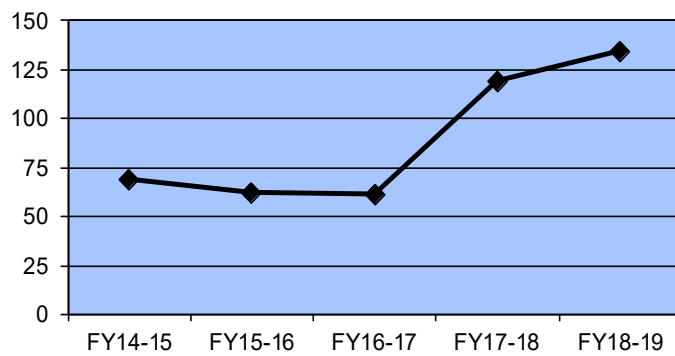
The Fullington Auto Bus Company



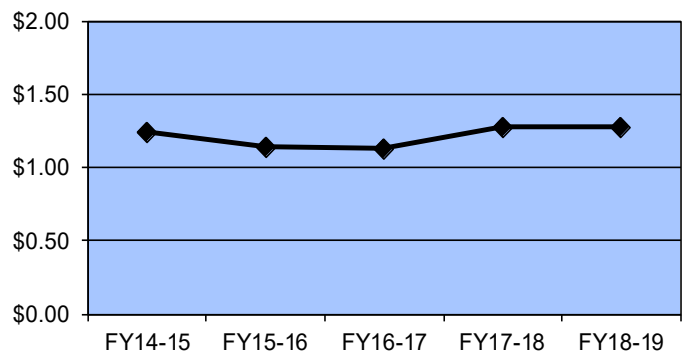
Operating Expense Per Passenger



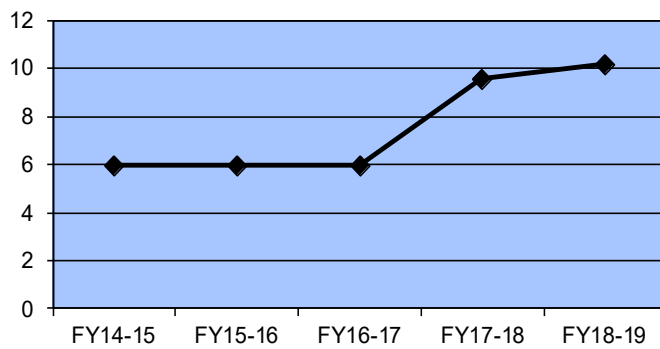
Total Passengers (000's)



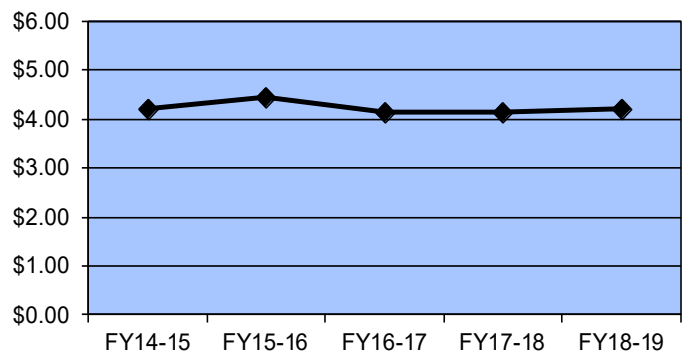
Operating Revenue Per Vehicle Mile



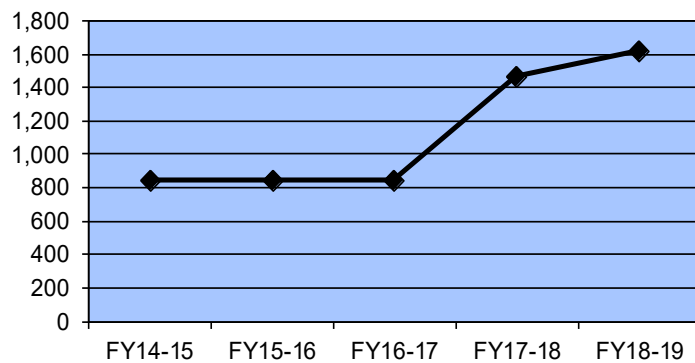
Total Bus Trips (000's)



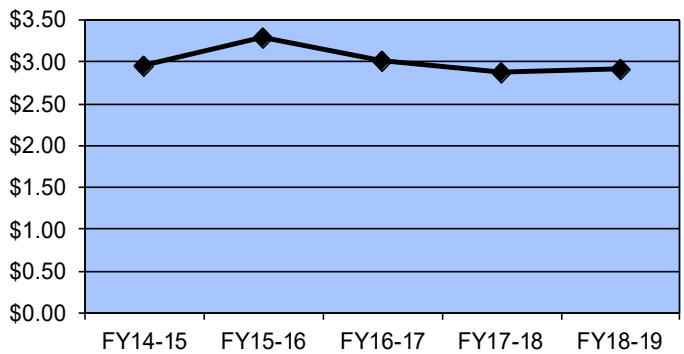
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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

Greyhound Lines, Inc.

Greyhound Lines, Inc.

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

Intercity Bus Program:

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

Total Passengers:	70,668
Total Bus Trips:	4,296
Total Revenue Vehicle Miles:	807,962
Operating Expense Per Passenger:	\$59.77
Operating Revenue Per Vehicle Mile:	\$2.45
Operating Expense Per Vehicle Mile:	\$5.23
Total Subsidy Per Vehicle Mile:	\$2.78
Average Fare:	\$28.01
Total Number of Vehicles:	12 coaches

Subsidized Routes and Communities Served:

Philadelphia – Scranton:

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

Pittsburgh – Erie:

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

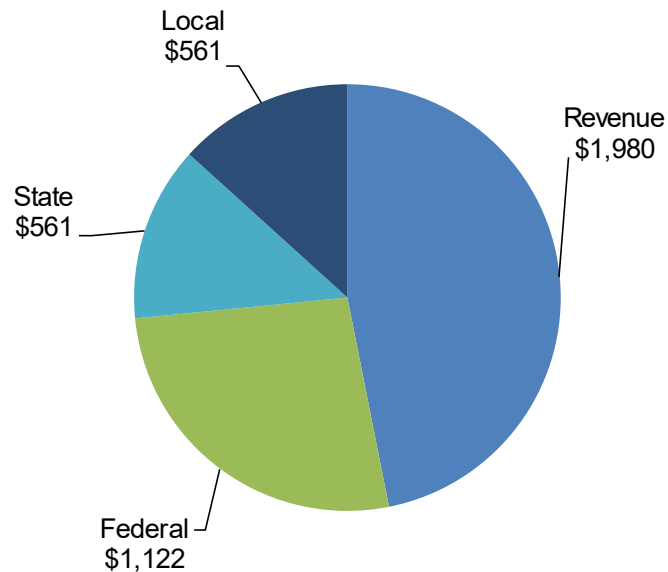
Harrisburg – Pittsburgh:

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

INTERCITY BUS

OPERATING FUNDS (000's)

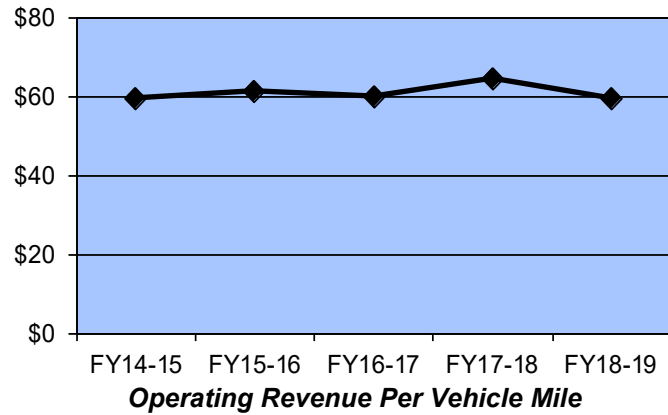
\$4,224



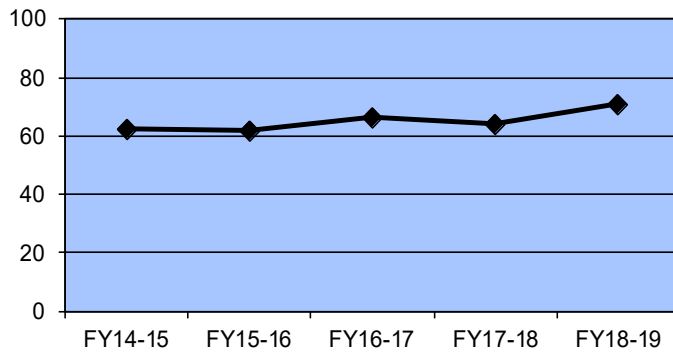
Greyhound Lines, Inc.



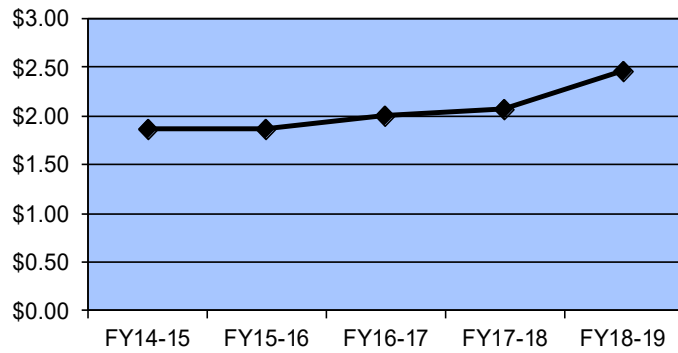
Operating Expense Per Passenger



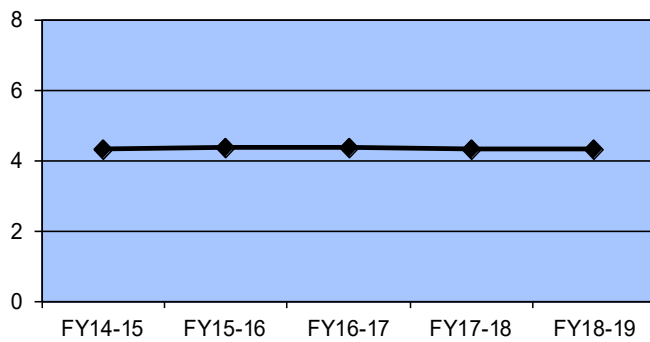
Total Passengers (000's)



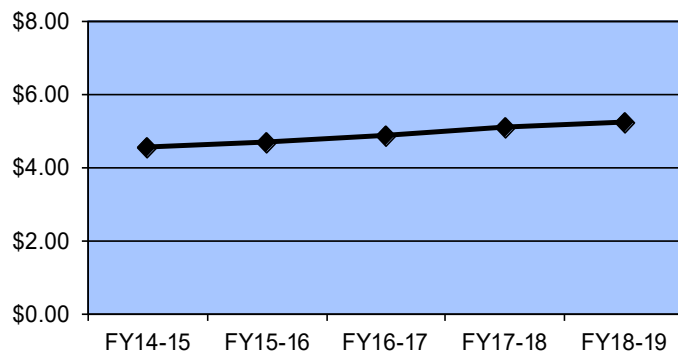
Operating Revenue Per Vehicle Mile



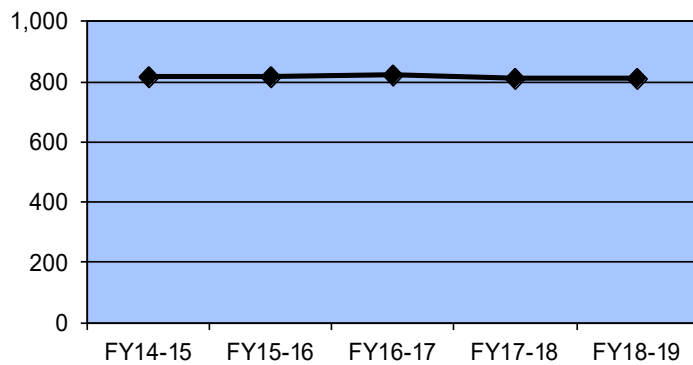
Total Bus Trips (000's)



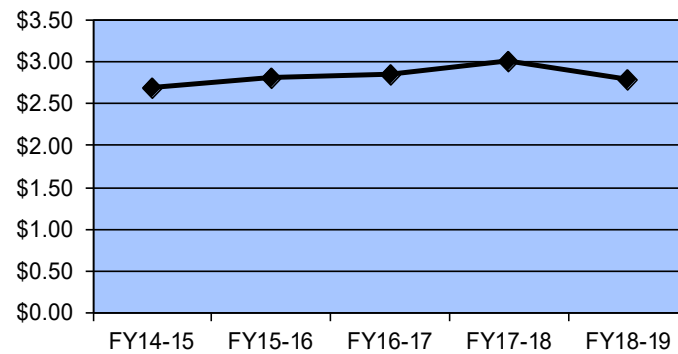
Operating Expense Per Vehicle Mile



Revenue Vehicle Miles (000's)



Total Subsidy Per Vehicle Mile



INTERCITY BUS

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Section VII

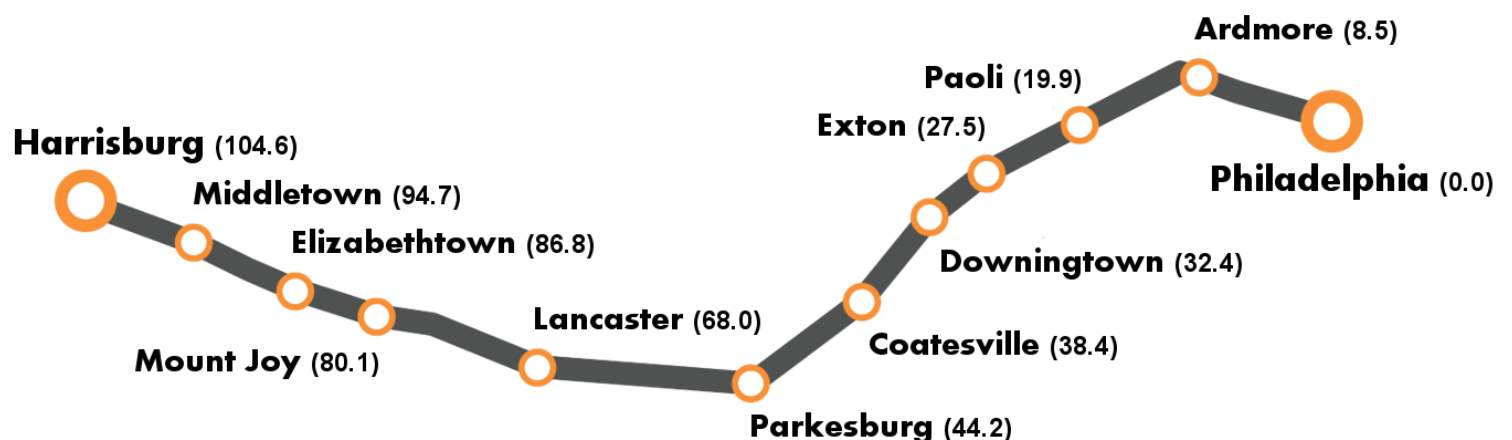
Passenger Rail

Passenger Rail Program

Passenger Rail Program Pennsylvania Department of Transportation Bureau of Public Transportation P.O. Box 3151 Harrisburg, PA 17105-3151 717-783-8025 www.penndot.gov		National Railroad Passenger Corporation (Amtrak) 60 Massachusetts Avenue, NE Washington, D.C. 20002 1-800-872-7245 www.amtrak.com	
Keystone Corridor Service & Operations <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 <p>Middletown Train Station</p> <ul style="list-style-type: none"> Shift Norfolk Southern and Amtrak tracks (in progress) Construct level boarding passenger platforms and ADA access (design complete) <p>Downingtown Train Station</p> <ul style="list-style-type: none"> Relocate station and construct platform with ADA access (in design phase) <p>Coatesville Train Station</p> <ul style="list-style-type: none"> Rehabilitate 3rd Avenue for access to the train station and parking (in progress) <p>Paoli Train Station</p> <ul style="list-style-type: none"> Construct level-boarding passenger platforms and ADA access (complete) 	
Ridership and Revenue <ul style="list-style-type: none"> Keystone Passengers: 1,567,697 Keystone Passenger Revenue: \$40,868,700 			
Fuel & Power <ul style="list-style-type: none"> Power Usage (kilowatt hours): 30,692,330 			
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 		Ridership and Revenue <ul style="list-style-type: none"> Pennsylvanian Passengers: 213,666 Pennsylvanian Passenger Revenue: \$11,589,657 	

PASSENGER RAIL

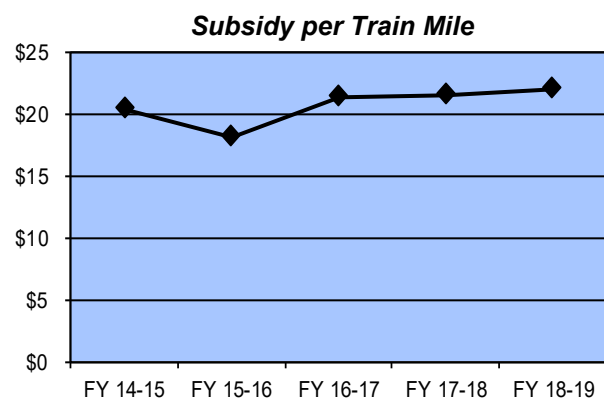
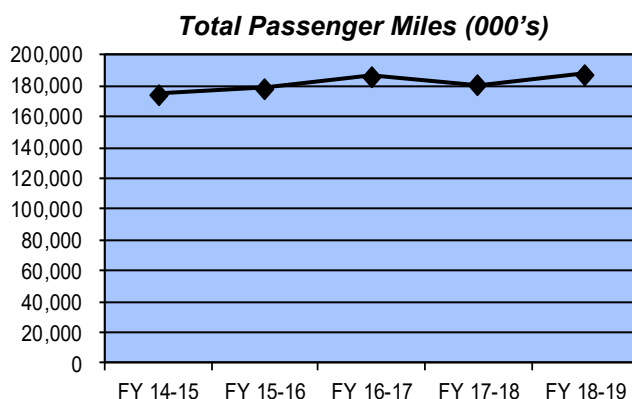
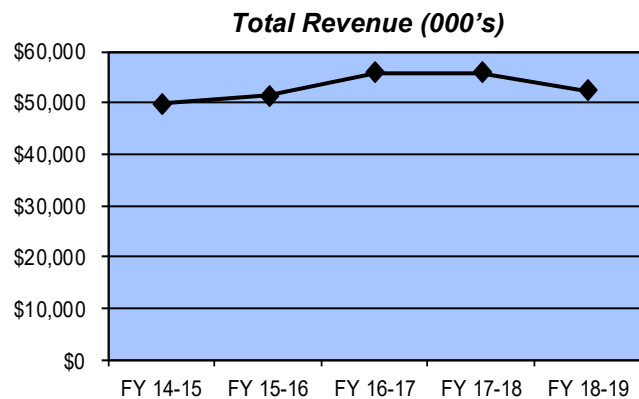
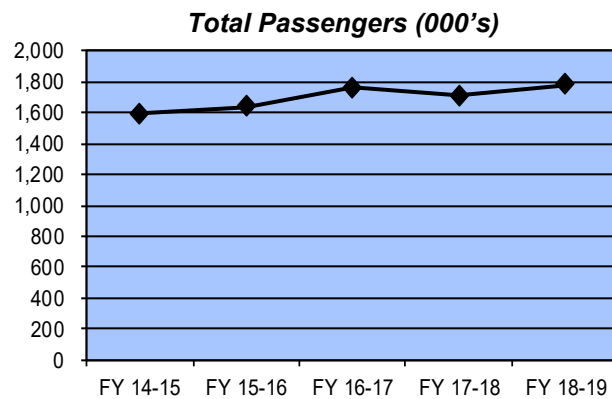
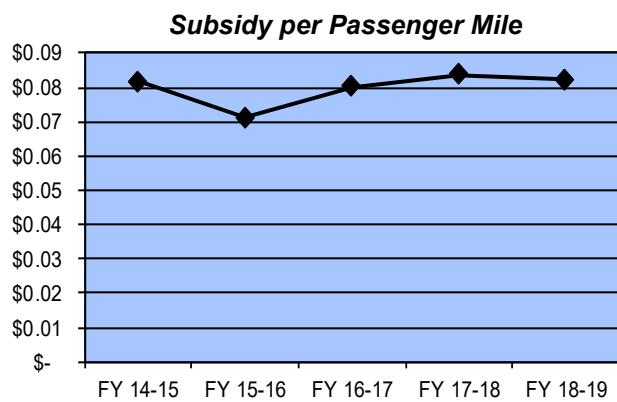
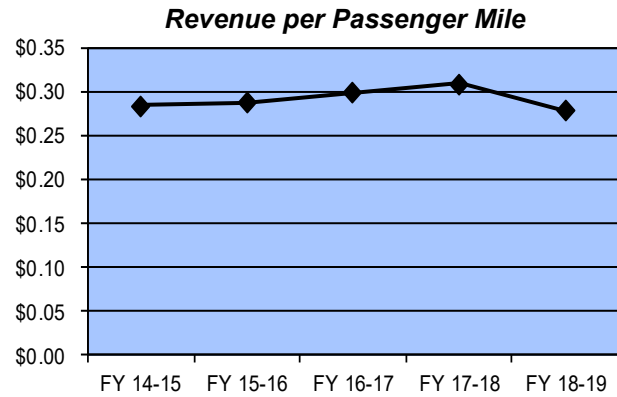
Keystone Corridor Harrisburg - Philadelphia



*Amtrak milepost shown in parentheses next to station name

Passenger Rail Program

Pennsylvania Intercity Passenger Rail Performance Data		
Factor	FY 17-18	FY 18-19
Total Passengers	1,713,511	1,781,363
Total Passenger Miles	180,245,278	187,762,489
Revenue per Passenger Mile	\$0.31	\$0.28
Subsidy per Passenger Mile	\$0.08	\$0.08
Scheduled Train Miles	697,368	697,368
Expense per Train Mile	\$101.68	\$97.33
Subsidy per Train Mile	\$21.65	\$22.11
Average Passenger Fare	\$32.57	\$29.45
Revenue per Train Mile	\$80.03	\$75.22
Annual State Subsidy	\$15,094,976	\$15,418,716
Annual Passenger Revenue	\$55,811,158	\$52,458,357



PASSENGER RAIL

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

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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 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.

The following Round Two reports have been published recently:

- Capital Area Transit (CAT) - August 2018
- Cambria County Transit Authority (CamTran) - May 2019
- Centre Area Transportation Authority (CATA) - May 2019
- Area Transportation Authority of North Central PA (ATA) - May 2019
- Mid Mon Valley Transit Authority (MMVTA) - June 2019
- Crawford Area transportation Authority (CATA) - October 2019

CAT Performance Review

Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. Capital Area Transit) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. CAT)		
Year Founded	1973		
Reporting Fiscal Year End (FYE)	2017		
Service Area (square miles)	137		
Service Area Population	511,009		
Annual Operating Statistics*	Fixed-Route Bus	Paratransit (Shared Ride + ADA)	Total
Vehicles Operated in Maximum Service	64	46	110
Operating Cost	\$15,642,353	\$4,831,549	\$20,473,902
Operating Revenue	\$3,084,268	\$3,543,248	\$6,627,516
Operating Subsidies	\$12,558,085	\$1,288,301	\$13,846,386
Total (Actual) Vehicle Miles	2,160,437	1,629,725	3,790,162
Revenue Vehicle Miles of Service (RVM)	1,797,193	N/A	N/A
Total Vehicle Hours	151,923	96,403	248,326
Revenue Vehicle Hours (RVH)	127,813	N/A	N/A
Total Passenger Trips	2,126,504	209,870	2,336,374
Senior Passenger (Lottery) Trips	242,332	59,205	301,537
Act 44 Performance Statistics			
Passengers / RVH	16.64	N/A	N/A
Operating Cost / RVH	\$122.38	N/A	N/A
Operating Revenue / RVH	\$24.13	N/A	N/A
Operating Cost / Passenger	\$7.36	\$23.02	\$8.76
Other Performance Statistics			
Operating Revenue / Operating Cost	19.72%	73.34%	32.37%
Operating Cost / Total Vehicle Hours	\$102.96	\$50.12	\$82.45
Operating Cost / Total Vehicle Miles	\$7.24	\$2.96	\$5.40
Total Passengers / Total Vehicle Hours	14.00	2.18	9.41
Operating Cost / RVM	\$8.70	N/A	N/A
RVM / Total Vehicle Miles	83.19%	N/A	N/A
RVH / Total Vehicle Hours	84.13%	N/A	N/A
Operating Subsidy / Passenger Trip	\$5.91	\$6.14	\$5.93

*Source: PennDOT dotGrants most recently available reporting (FY17)

CAT Performance Review

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

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

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

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

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

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

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

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

PennDOT conducted the initial review of Cumberland-Dauphin-Harrisburg Transit Authority (d.b.a. Capital Area Transit, a.k.a. CAT) in March 2010. CAT served as the initial pilot agency for transit performance reviews. Following the release of the 2010 report, PennDOT established five-year performance targets and agreed to an action plan developed by CAT to meet those targets. In June 2018, PennDOT conducted the follow-up reassessment of CAT to determine if CAT successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

CAT Performance Review

IMPORTANT CHANGES SINCE THE 2010 PERFORMANCE REVIEW

PennDOT conducted the initial review of CAT in January 2010. Since the 2010 report was finalized, the following factors should be considered when comparing the 2010 performance report and performance trends presented in this report:

1. **Change in management** – CAT has changed how the agency was managed three times (i.e., in-house general manager, consultant outsourced general manager and a general manager outsourced from Rabbittransit) and has had five different general managers since the 2010 performance review. Historically, CAT followed a traditional style of leadership with a manager who reported to the Board. The last in-house general manager led CAT from 2012 to early 2017. It was after the in-house general manager's departure that the Board decided to contract management from a private Texas-based consulting firm. The Board changed course again and selected Rabbittransit provide management services beginning in February 2018. The change in management and the departure of key senior management staff at CAT has adversely impacted institutional knowledge.
2. **Longstanding financial issues** – CAT continues to experience the impacts of financial management decisions made in past decades. For example, many high-cost provisions persist in labor agreements (e.g., overtime policies, call-off policies, etc.). Overtime costs are now approaching \$1 million per year. Shared-ride service losses amount to more than \$5.3 million since 2010. As a result, available subsidy (i.e. cash) reserves are at precariously low levels (i.e., 5% of annual operating costs, or enough to cover about two-weeks of operating expenses).
3. **Federal subsidies** – CAT uses federal funds to help subsidize annual operations and relies on a \$4 million line-of-credit to manage cash flow due to the agency having very little cash reserves. CAT management expects that available carryover reserves will be fully-depleted and available credit will be exhausted in the next one to two years. Additionally, management anticipates a major deficit in FYE 2019 if CAT is unable to make any significant changes to control operating losses.
4. **The transit industry has seen many adverse trends since 2010** – In 2010, the US was in the early steps of recovering from the recession of 2008. Since 2010, the economy has started to normalize, and the transit dependent population has declined. Alternatives to transit, such as Uber and Lyft, have emerged. As a result, ridership on most transit systems has declined. Additionally, fuel costs and fringe benefits (e.g., health insurance) have started to see higher rates of increase in the past few years. The 2008 recession also triggered additional liquidity requirements for defined benefit retirement systems such as CAT's. These trends are contrary to the interest and activities of management to contain costs, increase revenues and increase ridership.

CAT Performance Review

2010 PERFORMANCE REVIEW DETERMINATION AND FINDINGS

The 2010 performance review compared CAT with a group of peer agencies based on the four performance criteria required by Act 44. CAT was found to be within one standard deviation of the peer average for all eight performance criteria. Thus, CAT was found to be “In Compliance” for all eight criteria and “At Risk” for none.

Performance Criteria	FYE*	Determination	Rank (of 12)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2008	In Compliance	7	Worse	18.48	21.59
	Trend	In Compliance	4	Better	2.7%	1.34%
Operating Cost / Revenue Vehicle Hour	2008	In Compliance	7	Worse	\$91.19	\$90.70
	Trend	In Compliance	8	Worse	5.30%	4.80%
Operating Revenue / Revenue Vehicle Hour	2008	In Compliance	3	Better	\$20.60	\$17.04
	Trend	In Compliance	7	Worse	4.1%	4.86%
Operating Cost / Passenger	2008	In Compliance	10	Worse	\$4.93	\$4.36
	Trend	In Compliance	5	Better	2.5%	3.44%

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

PennDOT developed 2015 performance targets for CAT in consultation with management. Those targets were to:

- Achieve at least 20.29 passengers per revenue vehicle hour
- Achieve at least \$27.29 in operating revenue per revenue vehicle hour
- Contain growth in operating costs to no more than \$127.94 per revenue vehicle hour
- Contain growth in operating costs to no more than \$5.87 per passenger

CAT developed an action plan to address opportunities for improvement identified in the 2010 performance review, which called for significant financial oversight. Among the major steps CAT took to improve its performance included the following:

1. **Consolidated administrative positions** – CAT revised all administrative job descriptions and instituted annual performance evaluations. Revised job descriptions were used to improve the efficiency of essential duties. CAT down-sized its administrative staff as well.
2. **Developed an initial strategic business plan** – In 2012, CAT developed its first strategic business plan to guide agency decision-making with short-term goals through 2015. As part of plan development, CAT adopted a new vision and mission statement, goals, objectives, and performance metrics. Actions were developed as part of the strategic plan, but CAT fell short on following through with targeted actions to guide the organization and manage the agency.
3. **Promoted advertising, route guarantees and other sources of revenue** – Through targeted outreach, CAT was able to grow its advertising revenue from \$71,000 in FYE 2011 to \$250,000 in FYE 2017. It also grew its route guarantee revenue from \$0 to \$131,000 over that same timeframe.

CAT Performance Review

The 2015 targets presented in the table below were developed based on five-year projections benchmarked from 2010 dotGrants reported values:

Performance Criteria	2015 Actual	2015 Target	Met Target
Passengers / Revenue Vehicle Hour	20.63	20.29	Yes
Operating Cost / Revenue Vehicle Hour	\$121.90	\$127.94	Yes
Operating Revenue / Revenue Vehicle Hour	\$27.55	\$27.29	Yes
Operating Cost / Passenger	\$5.91	\$5.87	No

CAT achieved three out of four 2015 performance targets but narrowly missed its operating cost per passenger target.

To evaluate CAT's performance in the between the previous target year and the current performance review, the 2015 targets were extrapolated two additional years to FYE 2017. As demonstrated in the table below, ridership and revenue decreased while the share of operating costs per passenger increased between 2015 and 2017:

Performance Criteria	2017 Actual	2017 Extrapolated Target
Passengers / Revenue Vehicle Hour	16.64	20.83
Operating Cost / Revenue Vehicle Hour	\$122.38	\$141.06
Operating Revenue / Revenue Vehicle Hour	\$24.13	\$29.57
Operating Cost / Passenger	\$7.36	\$6.17

CAT's greatest achievements during this review period were to diversify its revenue streams and contain costs between 2010 and 2015. Despite the cost containment efforts of 2010-2015, costs have grown at an unsustainable pace since 2015. Based on the efforts of 2010-2015, PennDOT concludes that CAT demonstrated a good faith effort to achieve its 2015 targets.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared CAT with a group of peer agencies based on the four performance criteria outlined by law. CAT was found to be "In Compliance" for six performance measures and "At Risk" for two.

Performance Criteria	FYE*	Determination	Rank (of 11)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2016	In Compliance	7	Better	18.88	18.50
	Trend	In Compliance	6	Better	-0.23%	-1.73%
Operating Cost / Revenue Vehicle Hour	2016	At Risk	14	Worse	\$122.40	\$98.17
	Trend	At Risk	14	Worse	3.65%	1.40%
Operating Revenue / Revenue Vehicle Hour	2016	In Compliance	2	Better	\$26.54	\$18.94
	Trend	In Compliance	7	Better	1.68%	0.67%
Operating Cost / Passenger	2016	In Compliance	12	Worse	\$6.48	\$5.46
	Trend	In Compliance	11	Worse	3.89%	3.29%

CAT Performance Review

*Note: NTD information most current at the time of the peer review is used as the basis of the single year and trend peer comparisons. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2017 data.

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

1. Develop a transit development plan (TDP) to set the long-term vision for a sustainable agency.
2. Set maintenance productivity standards to ensure that time spent is productive and cost efficient.
3. Improve system reliability by ensuring all bus trips / pull outs occur and that the system achieves a high measure of on-time performance.

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

2023 PERFORMANCE TARGETS

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

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2017 Actual	2018 Projected*	2023 Target	
Passengers / Revenue Vehicle Hour	16.64	17.22	19.01	2.0%
Operating Cost / Revenue Vehicle Hour	\$122.38	\$140.04	\$154.61	2.0%
Operating Revenue / Revenue Vehicle Hour	\$24.13	\$24.69	\$27.25	2.0%
Operating Cost / Passenger	\$7.36	\$8.13	\$8.13	1.0%

*Projected 2018 values were used to provide CAT with targets based on the most currently available data.

FINANCIAL REVIEW

In recent years, CAT has maintained a balanced operating budget only through the use of available carryover subsidies. Noteworthy elements of CAT's financial condition as of FYE 2017 are:

- CAT had \$695,175 in carryover local funds and \$384,947 in carryover state funds
- Combined carryover subsidies amount to 5.3% of total operational funding
- CAT expends \$1.2 million / year to subsidize paratransit, \$600,000 of that for shared-ride
- CAT received 91.9% of required local matching funds to state operating subsidies
- CAT maintains a balance of cash and restricted cash equal to 5.5% of total operating expenses
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- Operating budget increased from \$18.9 million in FYE 2013 to \$20.4 million in FYE 2017
- CAT maintains a \$4,000,000 line of credit but had no outstanding debt as of FYE 2017

CAT Performance Review

Since the 2010 performance review, CAT's financial health has worsened. Unaudited FYE 2018 financial reports indicate CAT's operating costs continue to increase. Fixed-route driver wages account for the greatest share of costs, going from \$4.7 million at the end of 2017 to \$5.1 million in 2018, an 8.5% annual increase. Management anticipates CAT will deplete available reserves and credit and post a \$600,000 loss for FYE 2018. CAT must take significant actions to manage costs and receive full local match if the agency is to become sustainable in the long-term. CAT management and the Board should identify additional opportunities for cost containment to be included within the Board-approved action plan.

NEXT STEPS

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

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CamTran Performance Review

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

Agency Profile

Agency Name	Cambria County Transit Authority (d.b.a. CamTran)		
Year Founded	1976		
Reporting Fiscal Year End (FYE)	2018		
Service Area (square miles)	693		
Service Area Population	133,054		
Annual Operating Statistics*	Fixed-Route (Bus + Inclined Plane)	Paratransit (ADA + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	34	29	63
Operating Cost	\$8,646,527	\$1,795,341	\$10,441,868
Operating Revenue	\$1,052,336	\$1,163,603	\$2,215,939
Total (Actual) Vehicle Miles	1,112,002	482,854	1,594,856
Revenue Vehicle Miles of Service (RVM)	1,045,555	N/A	N/A
Total Vehicle Hours	83,609	27,356	110,965
Revenue Vehicle Hours (RVH)	79,528	N/A	N/A
Total Passenger Trips	1,088,094	63,908	1,152,002
Senior Passenger (Lottery) Trips	173,899	52,932	226,831
Act 44 Performance Statistics			
Passengers / RVH	13.68	N/A	N/A
Operating Cost / RVH	\$108.72	N/A	N/A
Operating Revenue / RVH	\$13.23	N/A	N/A
Operating Cost / Passenger	\$7.95	\$28.09	\$9.06
Other Performance Statistics			
Operating Revenue / Operating Cost	12.17%	64.81%	21.22%
Operating Cost / Total Vehicle Hours	\$103.42	\$65.63	\$94.10
Operating Cost / Total Vehicle Miles	\$7.78	\$3.72	\$6.55
Total Passengers / Total Vehicle Hours	13.01	2.34	10.38
Operating Cost / RVM	\$8.27	N/A	N/A
RVM / Total Vehicle Miles	94.02%	N/A	N/A
RVH / Total Vehicle Hours	95.12%	N/A	N/A
Operating Subsidy / Passenger Trip	\$6.98	\$9.89	\$7.14

*source: PennDOT dotGrants 2018 reporting

CamTran Performance Review

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

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

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

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

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

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

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

PennDOT conducted the initial review of Cambria County Transit Authority (d.b.a. CamTran) in January 2013. Based on that review, PennDOT established five-year performance targets and agreed to CamTran's Action Plan to meet those targets. In November 2018, PennDOT conducted the five-year reassessment of CamTran to determine if CamTran successfully met its targets and what actions were taken to improve the agency's performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

CamTran Performance Review

IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of Cambria County Transit Authority (d.b.a. CamTran) in January 2013. Since finalizing the previous report, the following changes and other factors impacted operations, finance and statistical reporting at CamTran, as well as performance targets established in 2013:

1. **Upgraded facilities and transition to CNG** – In 2014 CamTran opened the Woodvale Facility as the new administrative, maintenance, and bus storage facility for the urban division. Facility upgrades included state-of-the-art equipment, ample space for employees, and a CNG fueling station that opened in 2017. In addition to new costs incurred by a larger HVAC footprint at the Woodvale Facility, CamTran covered costs associated with the former urban division headquarters (i.e., Moxham Facility) until April 2019.

CamTran took steps to control these costs in the near-term by installing solar panels at the Woodvale Facility to offset the increase in utilities. The solar project is estimated to be completed in June 2019 with a projected savings of \$13,000-\$15,000 annually. Additionally, CamTran's transition to CNG may provide stability in the long-term cost of fuel. Since opening the Woodvale Facility in 2014, management was actively marketing the Moxham Facility for sale to eliminate overhead costs incurred from maintaining the vacant property. In April 2019 CamTran donated the Moxham Facility to the Johnstown Redevelopment Authority.

2. **Staff turnover** – CamTran has difficulty hiring and retaining operations and accounting staff. Turnover occurs within the first two years for drivers and customer service representatives, and there is competition with other private sector businesses that offer more flexible schedules and higher wages for mechanics. As of FYE 2017, CamTran had high turnover for service persons (23.5%), custodians (62.3%), inclined plane operators (75.5%), customer service representatives (85.7%), and rural bus operators (21.4%). Continuous entry-level (i.e., 1-2 years) turnover contributes to added costs for training and the lack of continuity impacts adequate staffing levels.
3. **Urban and rural system integration** – Historically, CamTran operated the urban and rural divisions independently. Per the 2013 Action Plan, management took steps to integrate urban and rural service. Integration included the rollout of a unified fare structure to facilitate transfers, a revision of cost allocation policies and procedures, the completion of phase I of a two-phase revised salary administration plan, and a restructuring of the operations departments. However, there are additional steps needed to fully integrate both operating divisions such as consolidating/simplifying the accounting structure and developing a long-term vision for a sustainable system.

CamTran Performance Review

2013 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2013 performance review compared CamTran to a group of peer agencies based on the four performance criteria required by Act 44. CamTran was found to be “In Compliance” for all eight performance criteria.

Performance Criteria	FYE*	Determination	Rank (of 12)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2010	In Compliance	7	Worse	15.23	16.39
	Trend	In Compliance	7	Worse	-0.65%	0.33%
Operating Cost / Revenue Vehicle Hour	2010	In Compliance	11	Worse	\$84.08	\$74.15
	Trend	In Compliance	2	Better	1.52%	3.25%
Operating Revenue / Revenue Vehicle Hour	2010	In Compliance	10	Worse	\$10.50	\$15.95
	Trend	In Compliance	7	Worse	2.51%	3.99%
Operating Cost / Passenger	2010	In Compliance	9	Worse	\$5.52	\$5.02
	Trend	In Compliance	5	Better	2.19%	2.97%

*Note: The National Transit Database (NTD) information most current at the time of the peer review is the basis of the single-year trend peer comparisons. There are not enough peer agencies for a valid comparison for the inclined plane. Therefore the peer comparison analysis is for fixed-route bus only.

The 2013 performance review determined that CamTran was “In Compliance” for all eight criteria. CamTran performed better than the peer group for operating cost trends and worse for passenger and revenue-based criteria.

CamTran developed an Action Plan to address opportunities for improvement identified in the 2013 performance review report. Among the efforts CamTran took to improve its performance were:

1. Management took initial steps to integrate of urban and rural operations by increasing communication and oversight between operating divisions.
2. Management developed agency-wide succession plans that contain standard operating procedures and temporary internal back-ups for senior management, mid-lower level management, and union positions.
3. CamTran implemented a single fare structure that applies to urban and rural service. The new fare structure is intended to make fares consistent for all customers and simplify transfer fare policies.

PennDOT, in consultation with CamTran 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 1.00% per year on average
- Increase operating revenue per revenue vehicle hour by at least 3.00% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.25% per year on average
- Contain operating cost per passenger increases to no more than 2.25% per year on average

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

CamTran Performance Review

Performance Criteria	2016 Target	2016 Actual	Met Target
Passengers / Revenue Vehicle Hour	15.55	14.81	No
Operating Cost / Revenue Vehicle Hour	\$104.42	\$108.06	No
Operating Revenue / Revenue Vehicle Hour	\$11.95	\$13.86	Yes
Operating Cost / Passenger	\$6.72	\$7.30	No

CamTran met one of four 2016 performance targets. Missed targets are those that are a function of ridership and operating costs. Despite implementing a unified county-wide fare structure, CamTran's ridership productivity declined slightly between 2010 and 2016. Operating costs increased by approximately \$975,000 between 2012-2018. The rise in cost is attributable to several factors, including an increase in utilities and overhead costs with the opening of a new centralized facility in 2014, and a raise for underpaid staff following a compensation analysis.

CamTran successfully addressed the action items from the 2013 Performance Review and is continuing to take steps to control costs such as taking the initial steps to integrate urban and rural operating divisions, implementing a fixed-route fare increase, and improving the budgeting process. PennDOT believes CamTran demonstrated a good faith effort to achieve its 2016 performance targets.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared CamTran to a group of peer agencies based on the four performance criteria outlined by Act 44. CamTran was found to be "In Compliance" for seven performance criteria and "At Risk" for one.

Performance Criteria	FYE*	Determination	Rank (of 13)	Relation to Peer Avg.	Value	Peer Average
Passengers/ Revenue Vehicle Hour	2016	In Compliance	10	Worse	14.13	16.23
	Trend	In Compliance	7	Better	-0.91%	-1.45%
Operating Cost / Revenue Vehicle Hour	2016	In Compliance	11	Worse	\$100.41	\$92.06
	Trend	In Compliance	9	Worse	2.44%	1.71%
Operating Revenue / Revenue Vehicle Hour	2016	In Compliance	9	Worse	\$12.83	\$14.92
	Trend	In Compliance	6	Better	1.92%	0.63%
Operating Cost / Passenger	2016	At Risk	11	Worse	\$7.11	\$5.82
	Trend	In Compliance	7	Worse	3.39%	3.26%

*Note: NTD information most current at the time of the peer review was the basis of the single year and trend peer comparisons. There are insufficient peer agencies for a valid comparison to the Johnstown Inclined Plane, therefore the peer comparison analysis is for fixed-route bus only.

In the 2013 performance review, CamTran was found to be "In Compliance" for all eight determinations. The 2018 review found CamTran to be "At Risk" for operating cost per passenger for the single year determination.

The 2018 performance review examined additional steps, beyond those specified in the 2013 Action Plan, that CamTran has taken to improve performance. The most notable action is the redesigned fare structure in 2016. The 2018 performance review also identified actions that CamTran could take to improve overall agency performance including:

1. Develop a strategic plan.

CamTran Performance Review

2. Consolidate accounting structure.
3. Assess the long-term sustainability of fixed-route subsidy support for the shared-ride program.

PennDOT identified additional opportunities for improvement during the 2018 performance review. The complete list of opportunities for improvement serves as the basis for CamTran's Board-approved Action Plan.

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CamTran management have agreed to performance targets for FYE 2023 identified in the table below. CamTran should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

*Operating statistics from the inclined plane are included in the development of five-year performance targets since CamTran includes this data as part of fixed-route legacy budget information reported to dotGrants.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2017 Actual	2018 Actual	2023 Target	
Passengers / Revenue Vehicle Hour	14.06	13.68	14.38	1.0%
Operating Cost / Revenue Vehicle Hour	\$108.05	\$108.72	\$123.01	2.5%
Operating Revenue / Revenue Vehicle Hour	\$13.12	\$13.23	\$14.61	2.0%
Operating Cost / Passenger	\$7.68	\$7.95	\$8.56	1.5%

FINANCIAL REVIEW

CamTran currently has a balanced operating budget. Operating cash reserves have declined since 2014. Noteworthy elements of CamTran's financial condition are:

- CamTran has \$359,326 in local and \$6.3 million in state carryover funds in FYE 2018
- Combined carryover subsidies amount to 64.0% of total operational funding
- CamTran received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- CamTran maintains a line of credit for \$2 million with no outstanding balance

CamTran policy permits the use of fixed-route operating subsidies to support shared-ride service. Operating subsidies covered 30.7% of shared-ride operating costs in FYE 2018. Management should consider the long-term sustainability of this policy when evaluating potential service expansions and how it impacts shared-ride fare recovery.

Management should continue taking appropriate actions to manage costs, to achieve farebox recovery goals, and to maintain cash reserves to preserve CamTran's overall financial health.

NEXT STEPS

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

CATA Performance Review

Centre Area Transportation Authority (CATA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Centre Area Transportation Authority (d.b.a. CATA)			
Year Founded	1974			
Reporting Fiscal Year End (FYE)	2018			
Service Area (square miles)	89			
Service Area Population	104,360			
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride)	Public Vanpool	Total (Fixed- Route + Para- transit + Vanpool)
Vehicles Operated in Maximum Service	62	10	38	110
Operating Cost	\$15,964,771	\$997,902	\$509,643	\$17,472,316
Operating Revenue	\$7,452,125	\$354,825	\$332,874	\$8,139,824
Operating Subsidies	\$8,512,646	\$643,077	\$176,769	\$9,332,492
Total (Actual) Vehicle Miles	1,979,143	302,705	853,041	3,134,889
Revenue Vehicle Miles of Service (RVM)	1,752,372	N/A	851,785	N/A
Total Vehicle Hours	158,713	20,099	19,529	198,341
Revenue Vehicle Hours (RVH)	151,156	N/A	19,529	N/A
Total Passenger Trips	6,504,972	32,725	164,480	6,702,177
Senior Passenger (Lottery) Trips	54,131	15,620	-	69,751
Act 44 Performance Statistics				
Passengers / RVH	43.03	N/A	8.42	N/A
Operating Cost / RVH	\$105.62	N/A	\$26.10	N/A
Operating Revenue / RVH	\$49.30	N/A	\$17.05	N/A
Operating Cost / Passenger	\$2.45	\$30.49	\$3.10	\$2.61
Other Performance Statistics				
Operating Revenue / Operating Cost	46.68%	35.56%	65.32%	46.59%
Operating Cost / Total Vehicle Hours	\$100.59	\$49.65	\$26.10	\$88.09
Operating Cost / Total Vehicle Miles	\$8.07	\$3.30	\$0.60	\$5.57
Total Passengers / Total Vehicle Hours	40.99	1.63	8.42	33.79
Operating Cost / RVM	\$9.11	N/A	\$0.60	N/A
RVM / Total Vehicle Miles	88.54%	N/A	99.85%	N/A
RVH / Total Vehicle Hours	95.24%	N/A	100.00%	N/A
Operating Subsidy / Passenger Trip	\$1.31	\$19.65	\$1.07	\$1.39

*source: PennDOT dotGrants reporting

CATA Performance Review

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

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

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

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

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

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

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

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

PennDOT conducted the initial review of Centre Area Transportation Authority (d.b.a. CATA) in April 2013. Based on that review, PennDOT established five-year performance targets and agreed to CATA's Action Plan to meet those targets. In October 2018, PennDOT conducted the five-year reassessment of CATA to determine if CATA successfully met its targets and what actions were taken to improve the agency's performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

CATA Performance Review

IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of Centre Area Transportation Authority (d.b.a. CATA) in April 2013. Since the previous report was finalized in 2013, the following changes and other factors impacted operations, finance and statistical reporting at CATA, as well as performance metrics:

1. **Ridership loss** – CATA is an urban system with service-oriented around the needs of the community and students in State College, PA. Ridership was increasing since the 2013 review. However, CATA's fixed-route ridership started to decline in 2015. Total ridership dropped by approximately 860,000 trips between 2015 (7.3 million riders) and 2018 (6.5 million riders).

CATA attributes ridership and service reliability declines from multi-year construction on Atherton Street (the main thoroughfare through downtown State College) and fewer passengers on late-night service.

Transportation network companies (TNC) such as Uber arrived in 2015 and Lyft in 2016. CATA believes these companies adversely impact late-night ridership. Additionally, the low cost of fuel provides less of an incentive for choice riders to use transit. Although CATA is experiencing ridership loss, CATA still maintains one of the highest rates of passengers per hour in the Commonwealth at 43.03 riders per revenue vehicle hour in 2018.

2. **State of good repair** – CATA experienced a 6.3% average annual increase in operating costs between 2013 (\$11.7 million) and 2018 (\$15.9 million). These costs are partially related to maintaining a state of good repair of existing assets (i.e., fleet), the replacement of outdated facilities (i.e., new agency headquarters, including maintenance garage, adjacent bus storage facility and parking garage), and a change in how CATA's CNG fueling station is maintained. CATA believes 2018 established a new baseline for fixed-route operating costs based on the following cost drivers:
 - a. **Aging fleet** – CATA has an aging fleet with a median vehicle age of 10 years as of 2018. An assessment of dotGrants reported information indicates maintenance costs from labor and parts increased on average by 8.2% over five years from 2013 to 2018. As vehicles reach their useful life and are replaced (CATA's fleet plan indicates bus replacement begins in FYE 2019), maintenance costs are expected to decline.
 - b. **New and expanded facilities** – Since the 2013 review, CATA underwent a large capital project to address the state of good repair for the agency's administration and maintenance facility. Beginning in 2014, CATA demolished the former facility and constructed a new administration and maintenance facility that brought operations and dispatch together in one building and expanded bus storage for up to 96 buses. Construction of the new facility was complete in Spring 2018 with the bus storage building to be completed in the Spring of 2019. CATA likely will incur higher utility costs from the expanded facilities.
 - c. **Maintenance of CNG facility** – Since 1995 CATA has operated a fleet of CNG fueled vehicles. Between 1995 and 2017, CATA owned the fueling station and maintained the station with its maintenance staff. In 2017, CATA joined PennDOT's statewide Public Private Partnership (P3) CNG project. As part of the P3 project, CATA is no longer responsible for maintaining the fueling station. Maintenance of the station is covered as part of the project, but CATA pays a maintenance charge that is included in the cost of the fuel. CATA's fuel costs appear to be more expensive as part of the P3 project since CATA did not previously account for the cost to maintain the fueling station as part of its fuel costs. Since CATA is no longer responsible for maintenance of the station, maintenance staff can be redirected to other maintenance activities.

CATA Performance Review

2013 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2013 performance review compared CATA to a group of peer agencies based on the four performance criteria required by Act 44. CATA was found to be “In Compliance” for all eight performance criteria.

Performance Criteria	FYE*	Determination	Rank (of 14)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2011	In Compliance	1	Better	58.32	36.66
	Trend	In Compliance	8	Better	0.54%	0.53%
Operating Cost / Revenue Vehicle Hour	2011	In Compliance	12	Worse	\$91.15	\$79.06
	Trend	In Compliance	12	Worse	6.24%	3.97%
Operating Revenue / Revenue Vehicle Hour	2011	In Compliance	2	Better	\$44.16	\$25.59
	Trend	In Compliance	2	Better	6.00%	0.70%
Operating Cost / Passenger	2011	In Compliance	4	Better	\$1.56	\$2.40
	Trend	In Compliance	13	Worse	5.67%	3.48%

*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 2013 performance review reported that CATA was “In Compliance” for all eight criteria. CATA performed better in passenger and revenue-based criteria than the peer group, but worse for operating cost-based criteria. The following performance targets were established with CATA:

- Increase passengers per revenue vehicle hour by at least 0.5% per year on average
- Increase operating revenue per revenue vehicle hour by at least 0.5% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.0% per year on average
- Contain operating cost per passenger increases to no more than 2.5% per year on average

CATA developed an action plan to address opportunities for improvement identified in the 2013 performance review. Among the major steps CATA took to improve its performance were:

1. **Implementation of a strategic plan** – In 2015 CATA published a 10-year strategic plan that called on five (5) focus areas: address growth prudently, advance technologically, succession planning, build reserves, and enhance the use of metrics. CATA is working with the Board to accomplish the goals put forth in the strategic plan.
2. **Measuring the effectiveness of marketing** – In 2009, CATA rebranded itself. With rebranding came a new marketing plan that focuses on meeting established goals and objectives. The previous Action Plan directed CATA to implement strategies for measuring the effectiveness of marketing. CATA now includes strategies for measuring marketing performance including monitoring website and social media traction, integrating customer satisfaction survey (CSS) results into service planning, and evaluating ridership increases on targeted routes.
3. **Developed an IT strategic plan** – In 2018, CATA developed an IT strategic plan to guide future investments in technology. Additionally, CATA implemented a computerized system that tracks all parts and the maintenance work order process..

CATA Performance Review

As a result of the initial performance review, the following performance targets were established in consultation with CATA. These performance targets were developed using the most accurate Act 44 performance variables available at that time.

Performance Criteria	2018 Target	2018 Actual	Met Target
Passengers / Revenue Vehicle Hour	57.91	43.03	No
Operating Cost / Revenue Vehicle Hour	\$106.26	\$105.62	Yes
Operating Revenue / Revenue Vehicle Hour	\$48.94	\$49.30	Yes
Operating Cost / Passenger	\$1.84	\$2.45	No

CATA met two out of four performance targets. CATA missed both passengers per revenue vehicle hour and operating cost per passenger due, in part, to an increase in non-university (i.e., community) service.

CATA works with housing developers and adjusts its routes to provide service when new student housing is built, and revenue reimbursement contracts are negotiated. In recent years, student housing complexes were developed at the periphery of State College. In 2014, CATA added service to three of these new housing complexes. Although this service initially boosted ridership and revenue, the increase in revenue vehicle hours reduced average ridership productivity (i.e., passenger boardings per revenue hour and operating cost per passenger) and adversely impacted CATA's ability to meet its targets. CATA added service to five new housing complexes between 2014 and 2017 and expects to provide service to another development in 2019. CATA responds to community needs by adapting to local development patterns and adjusting service as the population of State College grows, and residential locations change. The effect between 2014 and 2018 was a reduction in productivity.

CATA managed to contain operating costs per revenue vehicle hour and exceed revenue goals. Although CATA secures revenue agreements to offset costs for service expansions to new housing development, average passenger boardings per revenue hour are lower for new service than for those routes already serving the Penn State campus. Based on the efforts of 2013-2018 and completion of major work items from the 2013 Action Plan, PennDOT concludes that CATA demonstrated a good faith effort to achieve its 2018 performance targets while concurrently adapting to new land development patterns in its service area.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

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

CATA Performance Review

Performance Criteria	FYE*	Determination	Rank (of 14)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2016	In Compliance	4	Better	44.16	34.95
	Trend	At Risk	13	Worse	-5.70%	-1.48%
Operating Cost / Revenue Vehicle Hour	2016	In Compliance	8	Better	\$83.96	\$89.08
	Trend	In Compliance	1	Better	-1.13%	1.56%
Operating Revenue / Revenue Vehicle Hour	2016	In Compliance	3	Better	\$48.74	\$34.41
	Trend	In Compliance	11	Worse	1.55%	4.08%
Operating Cost / Passenger	2016	In Compliance	3	Better	\$1.90	\$2.78
	Trend	In Compliance	12	Worse	4.85%	3.14%

*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. Therefore, these factors differ from those presented on the Agency Profile page, which uses FYE 2018 data.

In the 2013 performance review, CATA was found to be “In Compliance” for all determinations. The 2018 review found CATA to be “At Risk” for the passengers per revenue hour determination for the five-year trend. CATA’s ridership has declined over the five-year trend period by 5.70% per year on average. Comparatively, CATA’s peer agency ridership has declined over the same period by 1.48% per year on average.

The 2018 performance review examined additional steps, beyond those specified in the 2013 action plan, that CATA has taken to improve performance. The most notable action is the adopted succession plan that established formal department cross-training. The 2018 performance review also identified actions that CATA can take to improve overall agency performance including:

1. Develop service and performance standards by time, type of service, and route to assess individual route performance.
2. Incorporate Act 44 performance metrics as part of the evaluation process when assessing service adjustments to understand how proposed service expansions would impact Act 44 performance targets.
3. Implement cost control measures to ensure future operating costs per revenue hour, and per passenger, remain within Act 44 performance targets.

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

CATA Performance Review

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CATA management have agreed to performance targets for FYE 2023 identified in the table below. CATA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2017 Actual	2018 Actual	2023 Target	
Passengers / Revenue Vehicle Hour	46.17	43.03	43.03	0.0%
Operating Cost / Revenue Vehicle Hour	\$101.98	\$105.62	\$122.44	3.0%
Operating Revenue / Revenue Vehicle Hour	\$49.98	\$49.30	\$51.82	1.0%
Operating Cost / Passenger	\$2.21	\$2.45	\$2.85	3.0%

For the passenger / revenue vehicle hour target, a 0% annual increase is assigned. The 0% annual increase is seen as aggressive, yet achievable considering the decline of public transportation ridership in Pennsylvania and across the country over the last several years. Although Act 89 requires agencies to maintain a fare policy that matches fares to the rate of inflation, a 1.0% operating revenue / revenue vehicle hour target is assigned and reflects the longstanding partnerships and adjustments to service contract rates CATA secured since the 2013 performance review.

FINANCIAL REVIEW

CATA currently has a balanced operating budget. Operating cash reserves have increased since 2014. Noteworthy elements of CATA's financial condition are:

- CATA has \$468,843 in local carryover funds dedicated to capital projects and \$8,467,208 in carryover state funds in FYE 2018
- Combined carryover subsidies amount to 52.7% of total operational funding
- CATA received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- CATA is using \$3.6 million out of \$6.2 million in available credit to cover cash flow for construction-related capital expenses as of FYE 2018

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve CATA's overall financial health.

NEXT STEPS

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

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ATA Performance Review

Area Transportation Authority of North Central Pennsylvania (ATA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Area Transportation Authority of North Central Pennsylvania (d.b.a. ATA)			
Year Founded	1976			
Reporting Fiscal Year End (FYE)	FYE 2018			
Service Area (square miles)	5,091			
Service Area Population	234,416			
Annual Operating Statistics*	Fixed-Route	Paratransit (DAS/Shared Ride)	Public Vanpool	Total (Fixed-Route + Paratransit + Vanpool)
Vehicles Operated in Maximum Service	25	45	3	73
Operating Cost	\$3,592,961	\$4,975,347	\$46,351	\$8,614,659
Operating Revenue	\$430,292	\$818,307	\$21,318	\$1,269,917
Total (Actual) Vehicle Miles	734,601	838,957	43,717	1,617,275
Revenue Vehicle Miles of Service (RVM)	702,188	N/A	43,717	N/A
Total Vehicle Hours	50,270	66,105	1,254	117,629
Revenue Vehicle Hours (RVH)	49,626	N/A	1,254	N/A
Total Passenger Trips	278,857	156,316	8,519	443,692
Senior Passenger (Lottery) Trips	45,578	59,868	N/A	105,446
Act 44 Performance Statistics				
Passengers / RVH	5.62	N/A	6.79	N/A
Operating Cost / RVH	\$72.40	N/A	\$36.96	N/A
Operating Revenue / RVH	\$8.67	N/A	\$17.00	N/A
Operating Cost / Passenger	\$12.88	\$31.83	\$5.44	\$19.42
Other Performance Statistics				
Operating Revenue / Operating Cost	11.98%	16.45%	45.99%	14.74%
Operating Cost / Total Vehicle Hours	\$71.47	\$75.26	\$36.96	\$73.24
Operating Cost / Total Vehicle Miles	\$4.89	\$5.93	\$1.06	\$5.33
Total Passengers / Total Vehicle Hours	5.55	2.36	6.79	3.77
Operating Cost / RVM	\$5.12	N/A	\$1.06	N/A
RVM / Total Vehicle Miles**	95.59%	N/A	100.00%	N/A
RVH / Total Vehicle Hours	98.72%	N/A	100.00%	N/A
Operating Subsidy / Passenger Trip	\$11.34	\$26.59	\$2.94	\$16.55

*source: PennDOT dotGrants 2018 reporting

**ATA is a regional system connecting small communities across 5,091 square miles. Many vehicles travel at high speeds in between these communities, which accounts for distances travelled where non-revenue service miles may be higher than accumulated non-revenue service hours due to speed. Also, vehicles stored at different locations throughout ATA's service area account for additional distances travelled during non-revenue service.

ATA Performance Review

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

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

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

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

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

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

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

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

PennDOT conducted a transit performance review for Area Transportation Authority of North Central Pennsylvania (ATA) in July 2013. Based on that review, PennDOT established five-year performance targets and agreed to ATA’s action plan to meet those targets. On July 1, 2017, ATA consolidated with the DuBois, Falls Creek, Sandy Township Joint Transportation Authority (d.b.a. DuFAST) by assuming responsibility for the provision of public transportation within the DuFAST service area—operating as the ATA: Southern Division. In October 2018, PennDOT conducted the follow-up reassessment of ATA to determine if ATA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

ATA Performance Review

IMPORTANT CHANGES SINCE THE 2013 PERFORMANCE REVIEW

PennDOT conducted the initial review of ATA in July 2013. Since finalizing the previous report, ATA merged with DuFAST in support of a statewide effort for regional cost savings through consolidation.

Noteworthy elements of the consolidation include:

- ATA and DuFAST operated alongside each other since incorporation in the 1970s.
- Both agencies coordinated vehicle maintenance at a shared-facility in Sandy Township.
- DuFAST municipal authority would become inactive in the short-term until the articles of incorporation officially expired, and would not seek renewal in the long-term
- DuBois, Falls Creek, and Sandy Township no longer provide local matching funds
- ATA and DuFAST Boards of Directors approved a consolidation agreement on July 1, 2017
- FYE 2018 is the first fiscal year that operating statistics from the DuBois fixed-route services are reported under ATA to dotGrants and NTD
- A partnership with a local DuBois hospital provided community-oriented branding (i.e., bus wraps) on former DuFAST vehicles until ATA-branded replacement vehicles are phased in

ATA made no immediate changes to former DuFAST routes following consolidation, but ATA will evaluate former DuFAST routes in the coming months for opportunities for improvement.

DuFAST 2012 Performance Review Summary

PennDOT completed the DuFAST Act 44 transit performance review in June 2012. As part of that review, DuFAST was measured against a group of peer agencies and given five-year performance targets to be achieved by FYE 2017. Additionally, opportunities for improvement were identified and DuFAST developed a Board-approved Action Plan to meet performance targets. The peer comparison analysis and five-year performance targets established for DuFAST are provided below:

Performance Criteria	FYE*	Determination	Rank (of 10)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2010	In Compliance	7	Worse	5.99	8.85
	Trend	In Compliance	4	Better	0.59%	-0.03%
Operating Cost / Revenue Vehicle Hour	2010	In Compliance	2	Better	\$55.58	\$66.08
	Trend	In Compliance	4	Better	0.32%	2.94%
Operating Revenue / Revenue Vehicle Hour	2010	In Compliance	9	Worse	\$2.84	\$6.41
	Trend	In Compliance	5	Worse	-1.30%	5.48%
Operating Cost / Passenger	2010	In Compliance	4	Better	\$9.27	\$9.73
	Trend	In Compliance	3	Better	-0.26%	3.21%

*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.

ATA Performance Review

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2010	2011	2017 Target	
Passengers / Revenue Vehicle Hour	5.99	5.50	6.56	3.0%
Operating Cost / Revenue Vehicle Hour	\$55.58	\$53.56	\$63.95	3.0%
Operating Revenue / Revenue Vehicle Hour	\$2.84	\$2.69	\$3.60	5.0%
Operating Cost / Passenger	\$9.27	\$9.75	\$9.75	0.0%

2013 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

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

Performance Criteria	FYE*	Determination	Rank (of 8)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2011	In Compliance	7	Worse	4.71	8.62
	Trend	In Compliance	6	Worse	-4.46%	-0.24%
Operating Cost / Revenue Vehicle Hour	2011	In Compliance	5	Better	\$64.05	\$69.99
	Trend	In Compliance	5	Better	1.61%	2.46%
Operating Revenue / Revenue Vehicle Hour	2011	In Compliance	7	Worse	\$6.54	\$12.37
	Trend	In Compliance	4	Better	1.24%	-1.84%
Operating Cost / Passenger	2011	At Risk	8	Worse	\$13.59	\$8.95
	Trend	In Compliance	6	Worse	6.13%	3.10%

*Note: 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 2013 performance review determined that ATA was “In Compliance” for seven criteria and “At Risk” for one. ATA performed better than the peer group for containing operating costs per revenue vehicle hour and worse for increasing ridership and managing cost per passenger.

ATA developed an Action Plan to address opportunities for improvement identified in the 2013 performance review report. Among the efforts ATA took to improve its performance were:

1. Monitored productivity and efficiency by route as part of ongoing service reevaluations.
2. Continued to work with DuFAST to coordinate and publicize transfer opportunities.
3. Conducts financial feasibility analysis to determine revenue needed to accommodate special service offerings.

PennDOT, in consultation with ATA 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

ATA Performance Review

- Contain increases in operating cost per revenue vehicle hour to no more than 3.0% per year on average
- Contain increases in operating cost per passenger to no more than 0% per year on average

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

Performance Criteria	2018 Target	2018 Actual*	Met Target
Passengers / Revenue Vehicle Hour	5.50	5.56	Yes
Operating Cost / Revenue Vehicle Hour	\$85.16	\$77.36	Yes
Operating Revenue / Revenue Vehicle Hour	\$9.16	\$10.25	Yes
Operating Cost / Passenger	\$15.49	\$13.90	Yes

*ATA: Southern Division was not a part of fixed-route service in FYE 2012 when performance targets were developed for FYE 2018. As a result, performance targets for FYE 2018 are based on, and assessed for rural service only.

Since the 2013 report was finalized, ATA worked to meet its performance targets and implement actions listed in the 2013 Action Plan. These actions included conducting periodic finance analyses of special service, monitoring productivity and route efficiency, and coordinating with DuFAST for transfer opportunities.

2018 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2018 performance review compared ATA with a group of peer agencies based on the four performance criteria outlined by law. ATA was found to be “In Compliance” for all performance measures and “At Risk” for none.

Performance Criteria	FYE*	Determination	Rank (of 9)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2016	In Compliance	8	Worse	6.41	8.79
	Trend	In Compliance	2	Better	6.35%	2.27%
Operating Cost / Revenue Vehicle Hour	2016	In Compliance	1	Better	\$60.72	\$83.71
	Trend	In Compliance	2	Better	-0.90%	2.72%
Operating Revenue / Revenue Vehicle Hour	2016	In Compliance	3	Better	\$10.85	\$10.17
	Trend	In Compliance	2	Better	12.52%	1.47%
Operating Cost / Passenger	2016	In Compliance	3	Better	\$9.47	\$9.80
	Trend	In Compliance	1	Better	-6.82%	0.54%

*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 2018 data.

In the 2013 performance review, ATA was found to be “In Compliance” with seven determinations and “At Risk” for one. The 2018 review found ATA to be “In Compliance” for all eight determinations.

The 2018 performance review examined additional steps, beyond those specified in the 2013 Action Plan, that ATA has taken to improve performance. The most notable action is the consolidation with DuFAST in 2017. The 2018 performance review also identified actions that ATA can take to improve overall agency performance including:

1. Work with PennDOT to develop an asset management plan to prioritize capital needs.

ATA Performance Review

- Periodically assess and identify opportunities to make the fleet more homogenous.
- Develop a long-term staffing and recruitment strategy for key positions likely to be vacant in the next five years.

PennDOT also identified additional opportunities for improvement during the 2018 performance review. The complete list of opportunities for improvement will serve as the basis for ATA's Board-approved action plan.

2023 PERFORMANCE TARGETS

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

Performance Criteria	Fiscal Year End (FYE)*			Target Annual Increase
	2017 Actual	2018 Actual	2023 Target	
Passengers / Revenue Vehicle Hour	6.09	5.62	6.20	2.0%
Operating Cost / Revenue Vehicle Hour	\$75.31	\$72.40	\$83.93	3.0%
Operating Revenue / Revenue Vehicle Hour	\$10.16	\$8.67	\$8.67	2.0%
Operating Cost / Passenger	\$12.37	\$12.88	\$13.54	1.0%

*2018 is the first year that reflects ATA: Southern Division within ATA operating statistics.

FINANCIAL REVIEW

ATA currently has a balanced operating budget. Noteworthy elements of ATA's financial condition as of FYE 2018 are:

- ATA had \$797,149 in carryover local funds and \$2,185,377 in carryover state funds
- Combined carryover subsidies amount to 34.6% of total operational funding
- ATA received its full local match as required by Act 44
- ATA maintains a balance of cash and restricted cash equal to 54.0% of total operating expenses
- ATA's operating budget increased from of \$6.6 million in FYE 2013 to \$8.6 million in FYE 2018
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- ATA maintains a \$390,000 line of credit, there was no outstanding balance as of FYE 2018

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve ATA's overall financial health.

NEXT STEPS

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

MMVTA Performance Review

Mid Mon Valley Transit Authority (MMVTA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Mid Mon Valley Transit Authority (d.b.a. MMVTA)		
Year Founded	1985		
Reporting Fiscal Year End (FYE)	2018		
Service Area (square miles)	44		
Service Area Population	79,666		
Annual Operating Statistics*	Fixed-Route	Paratransit (DAS + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles Operated in Maximum Service	23	1	24
Operating Cost	\$3,951,690	\$15,679	\$3,967,369
Operating Revenue	\$659,311	\$2,600	\$661,911
Total (Actual) Vehicle Miles	908,379	6,413	914,792
Revenue Vehicle Miles of Service (RVM)	769,929	3,206	773,135
Total Vehicle Hours	50,032	365	50,397
Revenue Vehicle Hours (RVH)	42,768	182	42,950
Total Passenger Trips	282,919	641	283,560
Senior Passenger (Lottery) Trips	36,061	0	36,061
Act 44 Performance Statistics			
Passengers / RVH	6.62	3.52	6.60
Operating Cost / RVH	\$92.40	\$86.15	\$92.37
Operating Revenue / RVH	\$15.42	\$14.29	\$15.41
Operating Cost / Passenger	\$13.97	\$24.46	\$13.99
Other Performance Statistics			
Operating Revenue / Operating Cost	16.68%	16.58%	16.68%
Operating Cost / Total Vehicle Hours	\$78.98	\$42.96	\$78.72
Operating Cost / Total Vehicle Miles	\$4.35	\$2.44	\$4.34
Total Passengers / Total Vehicle Hours	5.65	1.76	5.63
Operating Cost / RVM	\$5.13	\$4.89	\$5.13
RVM / Total Vehicle Miles	84.76%	49.99%	84.51%
RVH / Total Vehicle Hours	85.48%	49.86%	85.22%
Operating Subsidy / Passenger Trip	\$11.64	\$20.40	\$11.66

*source: PennDOT dotGrants reporting

MMVTA Performance Review

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

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

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

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

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

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

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

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

PennDOT conducted the initial review of Mid Mon Valley Transit Authority (d.b.a. MMVTA) in March 2014. Based on that review, PennDOT established five-year performance targets and agreed to MMVTA’s Action Plan to meet those targets. In March 2019, PennDOT conducted the five-year reassessment of MMVTA to determine if MMVTA successfully met its targets and what actions were taken to improve the agency’s performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT’s findings.

MMVTA Performance Review

IMPORTANT CHANGES SINCE THE 2014 PERFORMANCE REVIEW

PennDOT conducted the initial review of Mid Mon Valley Transit Authority (d.b.a. MMVTA) in March 2014. Since finalizing the previous report, the following changes and other factors impacted operations, finance and statistical reporting at MMVTA, as well as performance targets established in 2014:

1. **Right-Sized Administrative Staff** – MMVTA eliminated two full-time positions (i.e., Maintenance Director and Operations Manager) for an annual cost savings of approximately \$90,000 from salary and fringe benefits. Management determined the size and scale of MMVTA did not warrant in-house staffing for these positions since the contractor is responsible for all fleet maintenance needs and oversees daily operations. MMVTA currently outsources building maintenance not covered by the contractor.
2. **Short-Range Transit Plan Implementation** – In 2015, MMVTA developed a Short-Range Transit Plan in response to the 2014 Action Plan. This plan developed reasonable minimum ridership and revenue standards, reviewed cost recovery of the University of California contract, and assessed existing service. MMVTA implemented the following service adjustments in response:
 - a. Removed two Valley 2 runs;
 - b. Suspended Cal Commuter service during university breaks;
 - c. Changed Commuter A trip from 9:00 AM to 9:10 AM with an arrival time of 11:00 AM weekdays to Pittsburgh; and,
 - d. Eliminated three unproductive Commuter runs due to low ridership:
 - i. 8:05 AM from Pittsburgh to Donora
 - ii. 1:50 PM from Donora to Pittsburgh
 - iii. 5:15 PM from Donora to Pittsburgh
3. **Revised Pittsburgh Fare Structure** – MMVTA revised the fixed-route fare structure for Pittsburgh commuter service in January 2018. MMVTA simplified the Pittsburgh commuter route from multi-zone to two zones. Zone 1 consists of Washington County communities (i.e., Mid Mon Valley area, Crookham and Finleyville) to Pittsburgh and Zone 2 consists of Allegheny County stops to Pittsburgh.

MMVTA Performance Review

2014 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review compared MMVTA to a group of peer agencies based on the four performance criteria required by Act 44. MMVTA was found to be “In Compliance” for five performance criteria and “At Risk” for three.

Performance Criteria	FYE*	Determination	Rank (of 14)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2011	At Risk	13	Worse	7.03	15.32
	Trend	In Compliance	12	Worse	-0.87%	1.15%
Operating Cost / Revenue Vehicle Hour	2011	In Compliance	10	Worse	\$82.30	\$72.17
	Trend	In Compliance	12	Worse	6.63%	4.25%
Operating Revenue / Revenue Vehicle Hour	2011	In Compliance	8	Better	\$13.54	\$13.48
	Trend	In Compliance	14	Worse	-1.24%	7.19%
Operating Cost / Passenger	2011	At Risk	14	Worse	\$11.70	\$5.67
	Trend	At Risk	14	Worse	7.57%	3.10%

*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 2014 performance review found that MMVTA was “In Compliance” for five performance criteria determinations and “At Risk” for three. MMVTA was at risk for passengers per revenue vehicle hour for the single-year determination and operating cost per passenger for the single-year and five-year trend determinations. MMVTA performed better than the peer group for the single-year operating revenue per revenue vehicle hour determination and performed worse in relation to the peer average for all other metrics.

MMVTA developed an Action Plan to address opportunities for improvement identified in the 2014 performance review report. Among the efforts MMVTA took to improve its performance were:

1. Develop reasonable minimum ridership and revenue service standards;
2. Proactively develop a farebox recovery policy and begin its implementation; and
3. Update the transit development plan.

PennDOT, in consultation with MMVTA 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
- Contain or reduce operating cost per passenger to no more than 0.0% per year on average

MMVTA Performance Review

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

Performance Criteria	2018 Target	2018 Actual	Met Target
Passengers / Revenue Vehicle Hour	8.24	6.62	No
Operating Cost / Revenue Vehicle Hour	\$100.77	\$92.40	Yes
Operating Revenue / Revenue Vehicle Hour	\$17.08	\$15.42	No
Operating Cost / Passenger	\$12.22	\$13.97	No

MMVTA met one of four 2018 performance targets. Missed targets are those that are a function of ridership and revenue. From 2012 to 2018, ridership declined by approximately 52,600 trips. MMVTA attributes the decline to a decrease in ridership on the commuter routes and the CalU route. Ridership declined on the CalU route by 6.2% annually from 2015 to 2018 and by 7.6% for the commuter routes. MMVTA attempted to mitigate the decline in ridership by removing unproductive service, further coordinating with PAAC on pick-up/drop-off times and accepting the regional ConnectCard for fare payment, marketing to students, and simplifying the Pittsburgh commuter fare structure.

The decline in ridership also impacted revenue. From 2015 to 2018 fixed-route revenue decreased by \$81,000. The revenue decline is fully-attributable to declining passenger-paid fares. To offset passenger-fare declines, MMVTA simplified the Pittsburgh commuter fare structure and increased available advertising space for sale in 2018. MMVTA reported a 6% increase in commuter fares for FYE 2018 (\$22,000) following the fare restructuring and approximately \$20,000 in additional advertising space sold. In 2019, a route was developed offering transfers for customers in the Mid Mon Valley to connect via Freedom Transit for trips into central Washington County. The decision to offer transfers between the Mid Mon Valley and central Washington County was made in response to community demand for access to Washington, PA for county services.

Based on the completion of items from the 2014 Action Plan, recent changes in the Pittsburgh commuter fare structure, and coordinating transfers with Freedom Transit, PennDOT concludes that MMVTA demonstrated a good faith effort in achieving its 2018 performance targets.

2019 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2019 performance review compared MMVTA with a group of peer agencies based on the four performance criteria outlined by Act 44. MMVTA was found to be "In Compliance" for seven performance criteria and "At Risk" for one.

Performance Criteria	FYE*	Determination	Rank (of 12)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2017	In Compliance	10	Worse	6.92	9.89
	Trend	In Compliance	3	Better	0.04%	-3.04%
Operating Cost / Revenue Vehicle Hour	2017	In Compliance	8	Worse	\$92.63	\$84.81
	Trend	In Compliance	6	Worse	1.88%	1.46%
Operating Revenue / Revenue Vehicle Hour	2017	In Compliance	3	Better	\$15.60	\$11.85
	Trend	In Compliance	7	Better	1.76%	1.01%
Operating Cost / Passenger	2017	At Risk	11	Worse	\$13.39	\$9.42
	Trend	In Compliance	4	Better	1.83%	4.82%

*Note: NTD information most current at the time of the peer review was the basis of the single year and trend peer comparisons.

MMVTA Performance Review

The 2019 review found MMVTA to be “At Risk” for operating cost per passenger for the single-year FYE 2017 determination. MMVTA performed better than the peer group for operating revenue per revenue vehicle hour for the single-year FYE 2017 determination and five-year trends for passengers per revenue vehicle hour, operating revenue per revenue vehicle hour, and operating cost per passenger. The 2019 performance review also identified actions that MMVTA could take to improve overall agency performance including:

1. Formalize contractor oversight procedures and document interactions;
2. Report Act 44 performance metrics to the Board; and
3. Segregate invoice review, approval, and payment responsibilities.

PennDOT identified additional opportunities for improvement during the 2019 performance review. The complete list of opportunities for improvement serves as the basis for MMVTA’s Board-approved Action Plan.

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and MMVTA management have agreed to performance targets for FYE 2023 identified in the table below. MMVTA should work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2017 Actual	2018 Actual	2023 Target	
Passengers / Revenue Vehicle Hour	6.92	6.62	6.95	1.0%
Operating Cost / Revenue Vehicle Hour	\$92.63	\$92.40	\$107.11	3.0%
Operating Revenue / Revenue Vehicle Hour	\$15.60	\$15.42	\$17.87	3.0%
Operating Cost / Passenger	\$13.39	\$13.97	\$15.42	2.0%

FINANCIAL REVIEW

MMVTA currently has a balanced operating budget. Operating cash reserves have increased since 2014. Noteworthy elements of MMVTA’s financial condition are:

- MMVTA has \$24,620 in local and \$620,093 in state carryover funds in FYE 2018
- Combined carryover subsidies amount to 16.3% of total operating costs
- MMVTA received its full local match as required by Act 44
- Accounts payable and receivable amounts are negligible
- MMVTA does not maintain a line of credit

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve MMVTA’s overall financial health.

NEXT STEPS

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

CATA Performance Review

Crawford Area Transportation Authority (CATA) Transit Performance Review — Executive Summary

Agency Profile

Agency Name	Crawford Area Transportation Authority (d.b.a., CATA)		
Year Founded	1979		
Reporting Fiscal Year End (FYE)	2018		
Service Area (square miles)	33		
Service Area Population	61,634		
Annual Operating Statistics*	Fixed-Route	Paratransit (ADA + Shared Ride)	Total (Fixed-Route + Paratransit)
Vehicles in Maximum Service (VOMS)	9	32	41
Operating Cost	\$1,596,801	\$2,218,364	\$3,815,165
Operating Revenue	\$256,748	\$1,748,060	\$2,004,808
Operating Subsidies	\$1,350,203	\$383,297	\$1,733,500
Total (Actual) Vehicle Miles	484,789	540,906	1,025,695
Revenue Vehicle Miles of Service (RVM)	459,768	N/A	N/A
Total Vehicle Hours	27,581	38,197	65,778
Revenue Vehicle Hours (RVH)	26,268	N/A	N/A
Total Passenger Trips	287,778	97,008	384,786
Senior Passenger (Lottery) Trips	53,536	46,514	100,050
Act 44 Performance Statistics			
Passengers / RVH	10.96	N/A	N/A
Operating Cost / RVH	\$60.79	N/A	N/A
Operating Revenue / RVH	\$9.77	N/A	N/A
Operating Cost / Passenger	\$5.55	\$22.87	\$9.92
Other Performance Statistics			
Operating Revenue / Operating Cost	16.08%	78.80%	52.55%
Operating Cost / Total Vehicle Hours	\$57.89	\$58.08	\$58.00
Operating Cost / Total Vehicle Miles	\$3.29	\$4.10	\$3.72
Total Passengers / Total Vehicle Hours	10.43	2.54	5.85
Operating Cost / RVM	\$3.47	N/A	N/A
RVM / Total Vehicle Miles	94.84%	N/A	N/A
RVH / Total Vehicle Hours	95.24%	N/A	N/A
Operating Subsidy / Passenger Trip	\$4.66	\$4.85	\$4.70

*Source: dotGrants most recently available reporting (FYE 2018).

CATA Performance Review

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

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

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

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

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

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

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

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

PennDOT conducted a transit performance review for the Crawford Area Transportation Authority (d.b.a. CATA) in August 2014. Based on that review, PennDOT established five-year performance targets and agreed to CATA's Action Plan to meet those targets. As part of a statewide initiative to consolidate public transportation agencies, CATA assumed responsibility for the provision of public transportation for Venango County service area in 2017 (d.b.a. Venango County Transportation Office, VCTO). In May 2019, PennDOT conducted the follow-up reassessment of CATA to determine if CATA successfully met its targets and what actions were taken to improve the agency's performance and management practices to maximize the return on investment of Commonwealth funding. This report summarizes PennDOT's findings.

CATA Performance Review

IMPORTANT CHANGES SINCE THE 2014 PERFORMANCE REVIEW

PennDOT conducted the initial review of CATA in August 2014. Since finalizing the previous report, CATA merged with Venango County Transportation Office (d.b.a VCTO) in support of a statewide effort for regional cost savings through consolidation. Noteworthy elements of the consolidation include:

- CATA and VCTO entered into an agreement to merge administrative services in FYE 2017
- CATA amended its bylaws to expand service into Venango County in FYE 2018
- CATA assumed the provision of public transportation for Venango County
- Agency headquarters and operations were based out of Meadville, PA
- The CATA Board provided a seat for a Venango County representative
- Venango County service would be marketed as a division under the CATA brand
- CATA continues to operate former VCTO vehicles until they reach their useful life
- FYE 2017 is the first fiscal year that operating statistics from VCTO fixed-route services are reported by CATA to dotGrants and NTD
- CATA eliminated three administrative/operations management positions and restructured a fourth position as an entry level data analyst

VCTO 2012 PERFORMANCE REVIEW SUMMARY

PennDOT completed the VCTO Act 44 transit performance review in December 2012. As part of the review, VCTO was measured against a group of peer agencies and given five-year performance targets to be achieved by FYE 2016. Additionally, opportunities for improvement were identified and VCTO developed a Board-approved Action Plan to meet performance targets. The peer comparison analysis and five-year performance targets established for VCTO are provided below:

Performance Criteria	FYE*	Determination	Rank (of 8)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2009	In Compliance	4	Worse	7.39	8.38
	Trend	In Compliance	3	Better	2.03%	-0.53%
Operating Cost / Revenue Vehicle Hour	2009	In Compliance	2	Better	\$48.19	\$64.15
	Trend	In Compliance	7	Worse	8.77%	3.33%
Operating Revenue / Revenue Vehicle Hour	2009	In Compliance	1	Better	\$9.06	\$5.30
	Trend	In Compliance	2	Better	7.28%	0.23%
Operating Cost / Passenger	2009	In Compliance	2	Better	\$6.52	\$8.24
	Trend	In Compliance	6	Worse	6.61%	3.81%

*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.

CATA Performance Review

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2010	2011	2016 Target	
Passengers / Revenue Vehicle Hour	6.91	7.73	8.12	1.0%
Operating Cost / Revenue Vehicle Hour	\$45.08	\$50.60	\$60.10	3.5%
Operating Revenue / Revenue Vehicle Hour	\$7.88	\$9.04	\$9.50	1.0%
Operating Cost / Passenger	\$6.52	\$6.55	\$7.41	2.5%

2014 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2014 performance review compared CATA to a group of peer agencies based on the four performance criteria required by Act 44. CATA was found to be “In Compliance” for eight performance criteria and “At Risk” for none.

Performance Criteria	FYE*	Determination	Rank (of 10)	Relation to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2012	In Compliance	4	Better	13.80	11.27
	Trend	In Compliance	4	Better	1.80%	1.51%
Operating Cost / Revenue Vehicle Hour	2012	In Compliance	1	Better	\$49.25	\$70.76
	Trend	In Compliance	6	Better	2.36%	3.21%
Operating Revenue / Revenue Vehicle Hour	2012	In Compliance	4	Better	\$8.71	\$8.05
	Trend	In Compliance	7	Worse	0.16%	2.08%
Operating Cost / Passenger	2012	In Compliance	1	Better	\$3.57	\$8.38
	Trend	In Compliance	4	Better	0.55%	1.77%

*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.

The 2014 performance review found that CATA was “In Compliance” for eight performance criteria determinations and “At Risk” for none. CATA performed better than the peer group for all criteria determinations except operating revenue per revenue vehicle hour for the five-year trend.

CATA developed an Action Plan to address opportunities for improvement identified in the 2014 performance review report. Among the efforts CATA took to improve its performance were:

1. Conduct periodic non-rider surveys;
2. Establish cost recovery thresholds on College Loop service; and
3. Continue to work with PennDOT to ensure dotGrants reporting consistency.

PennDOT, in consultation with CATA 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 2.0% per year on average
- Increase operating revenue per revenue vehicle hour by at least 2.0% per year on average
- Contain increases in operating cost per revenue vehicle hour within 3.0% per year on average
- Contain or reduce operating cost per passenger to no more than 1.0% per year on average

CATA Performance Review

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

Performance Criteria	2018 Target	2018 Actual*	Met Target
Passengers / Revenue Vehicle Hour	15.59	10.96	No
Operating Cost / Revenue Vehicle Hour	\$65.04	\$60.79	Yes
Operating Revenue / Revenue Vehicle Hour	\$9.86	\$9.77	No
Operating Cost / Passenger	\$4.18	\$5.55	No

*CATA: Venango County Division was not a part of fixed-route service in FYE 2014 when performance targets were developed for FYE 2018. As a result, performance targets for FYE 2018 do not reflect consolidation efforts when evaluating CATA's performance.

Since the 2014 report was finalized, CATA worked to address its performance targets and implement actions listed in the 2014 Action Plan. These actions included developing a strategic business plan to guide agency decision-making, review parts storage and security, and partnering with the Northwest Commission Regional Planning Organization (RPO) for technical and capital funding opportunities.

CATA met one out of four performance targets. CATA narrowly missed its revenue target despite successful partnerships with local businesses and a medical center to diversify revenue streams. These partnerships are estimated to account for over \$150,000 in additional revenue for FY 18-19. CATA experienced ridership declines, much like the rest of the Commonwealth. In FYE 2012, CATA (including VCTO) serviced approximately 302,000 passengers. By FYE 2018, CATA's annual ridership declined to 288,000 passengers. Despite ridership declines, CATA pursued opportunities to adjust service to meet demand in response to community input. In 2017, CATA developed a lifeline route connecting Titusville to Meadville as a means of improving accessibility in rural communities to essential human and social services. CATA developed this route by assessing existing local service in Meadville and repurposing unproductive revenue hours to offset the cost of new service. The popularity of this route resulted in CATA studying additional opportunities for lifeline routes to connect Crawford and Venango counties.

The FYE 2018 targets were established prior to consolidation between CATA and VCTO and were not intended to reflect service in Venango County. Therefore, an accurate target assessment may not be practical.

2019 PERFORMANCE REVIEW DETERMINATIONS AND FINDINGS

The 2019 performance review compared CATA with a group of peer agencies based on the four performance criteria outlined by Act 44. New peers were selected in 2019 that more closely match CATA in revenue hours, revenue miles, VOMS, and service area population given the consolidation with VCTO and introduction of lifeline routes. The 2019 determinations and findings found CATA to be "In Compliance" for seven performance criteria and "At Risk" for one.

CATA Performance Review

Performance Criteria	FYE*	Determination	Rank (of 13)	Comparison to Peer Avg.	Value	Peer Average
Passengers / Revenue Vehicle Hour	2017	In Compliance	7	Worse	11.22	11.60
	Trend	In Compliance	5	Better	-1.34%	-4.27%
Operating Cost / Revenue Vehicle Hour	2017	In Compliance	5	Better	\$63.68	\$73.44
	Trend	At Risk	13	Worse	5.30%	1.23%
Operating Revenue / Revenue Vehicle Hour	2017	In Compliance	6	Worse	\$9.31	\$9.40
	Trend	In Compliance	5	Better	0.52%	-1.18%
Operating Cost / Passenger	2017	In Compliance	6	Better	\$5.67	\$7.04
	Trend	In Compliance	8	Worse	6.73%	5.85%

*Note: NTD information most current at the time of the peer review was the basis of the single year and trend peer comparisons. Operating statistics were adjusted to include VCTO in prior years to reflect consolidation.

The 2019 review found CATA to be “At Risk” for operating cost per revenue vehicle hour for the five-year trend determination. Operating cost per revenue hour vehicle increased on average by 5.30% per year. However, the single-year determination for FYE 2017 was found to be “In Compliance” and CATA performed better than the peer group average. Despite this “At Risk” finding for the five-year trend period, operating costs overall are lower than half the peer group on a per revenue hour basis. Furthermore, CATA continues to operate sustainably, as evidenced by cost savings achieved through consolidation. Cost savings helped CATA reduce operating costs per revenue hour by 7.5% from a peak of \$65.73 in FYE 2016 to \$60.79 by FYE 2018. The 2019 performance review also identified actions that CATA should take to improve overall agency performance including:

1. Develop service standards that will be used to routinely assess and evaluate route performance.
2. Incorporate Act 44 performance targets in the implementation of the strategic business plan.
3. Conduct a compensation analysis to understand local market competition for drivers.

PennDOT identified additional opportunities for improvement during the 2019 performance review. The complete list of opportunities for improvement serves as the basis for CATA’s Board-approved Action Plan.

2023 PERFORMANCE TARGETS

As required by Act 44, PennDOT and CATA management have agreed on performance targets for FYE 2023 identified in the table below. CATA must work to achieve these targets over the next five years to ensure continued eligibility for full Section 1513 funding. Performance targets are designed to be aggressive, yet achievable.

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2017 Actual	2018 Actual	2023 Target	
Passengers / Revenue Vehicle Hour	11.22	10.96	11.24	0.5%
Operating Cost / Revenue Vehicle Hour	\$63.68	\$60.79	\$70.47	3.0%
Operating Revenue / Revenue Vehicle Hour	\$9.31	\$9.77	\$10.37	2.0%
Operating Cost / Passenger	\$5.67	\$5.55	\$6.28	2.5%

CATA Performance Review

FINANCIAL REVIEW

CATA currently has a balanced operating budget. Cash equivalent balance increased since 2015. Noteworthy elements of CATA's financial condition are:

- CATA has \$127,005 in local and \$349,411 in state carryover funds in FYE 2018
- Combined carryover subsidies amount to 12.5% of total operational funding
- CATA maintains a balance of cash equal to 14.4% of total operating expenses
- Operating budget increased from \$2.9 million in FYE 2014 to \$3.8 million in FYE 2018
- Current assets exceed current liabilities
- Accounts payable and receivable amounts are negligible
- Currently, CATA has no outstanding debt

Management should continue taking appropriate actions to manage costs, achieve farebox recovery goals, and to maintain cash reserves to preserve CATA's overall financial health.

NEXT STEPS

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

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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.

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Section X

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