

# PUBLIC TRANSPORTATION ANNUAL PERFORMANCE REPORT

FISCAL YEAR 2023-24



Pennsylvania  
Department of Transportation



April 30, 2025

Dear Public Transportation Users and Stakeholders,

Pennsylvania has a long history of being a leader in public transportation investment, a legacy of which we're very proud. Transportation agencies of all sizes statewide have seen over \$1.6 billion in state investment in their operations and capital purchases. In turn, these agencies improved lives in invaluable ways – getting people to the grocery store, life-saving medical appointments, visits with families, school, and other destinations.

This has been a year of progress for public transportation in the Commonwealth. As in years past, nearly a quarter of a billion passenger trips were provided across Pennsylvania. But now every one of these trips has access to new intelligent transportation systems. Not only do transit agencies continue to link individuals with their communities, but individuals are now better linked with the transit agencies that serve them. All fixed routes provide real-time data to passengers on their mobile devices, displaying valuable and time-saving information, such as vehicle location and estimated arrival time, and allows for better agency system planning.

This year we also mark a decade of increased capital asset improvement projects for transit agencies. Since the injection of capital funding from Act 89 a decade ago, all transit agencies have assets – such as transfer centers, maintenance facilities, and more – in a state of good repair, which are not just safer, but also less costly to operate and add aesthetic value to local communities. Just this year alone, the County of Lackawanna Transit System began construction on its 20,000 square foot and \$60 million facility in Scranton. Additionally, the Area Transportation Authority, Hazleton Public Transit, and Luzerne County Transportation Authority all completed, state-of-the-art operations, storage, and administration facilities, which will enable better maintenance and service.

I hope you'll use this report to learn more about public transportation options and connect with your local transit agency. We are proud of what we've worked for and excited for the future.

Sincerely,

Mike Carroll, Secretary of Transportation



## ON THE COVER...

**(Main Photo First then Top to Bottom)**

Freedom Transit Passenger Stepping off Bus

Freedom Transit Bus Operator

Crawford Area Transportation Authority  
Operator Assisting Passenger Board Bus

Monroe County Transportation Authority  
New Bus Lift Workshop

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## SECTION I:

### Trends in Public Transportation

# A DECADE OF TRANSPORTATION INVESTMENTS IN PENNSYLVANIA



## INTRODUCTION

Pennsylvania Act 89 of 2013 was a comprehensive transportation funding package designed in part to support and advance public transportation in all 67 counties throughout the Commonwealth. For the last decade, PennDOT in partnership with transit providers throughout the Commonwealth made significant investments to strengthen public transportation and enhance mobility for all Pennsylvanians. These investments would not have been possible without the funding made available through Act 89.

Over the past decade since Act 89's adoption, more than \$5.2 billion in state capital funds have been granted to transit agencies, averaging more than \$500 million per year for purchase of goods, services, vehicles, technology, and equipment needed to provide high-quality transit service and invest in infrastructure and construction that keeps Pennsylvania moving.

In addition to the investment made by state funds, more than \$170 million was invested by local communities as match for the state capital funding. These funds were dedicated by local elected officials across the Commonwealth to directly benefit their constituents.

Finally, Pennsylvania state and local funding is often used as leverage for federal funding, frequently returning four times as much federal as state/local funding. In total, the funding dedicated for capital investments by Pennsylvanians to support public transportation had the potential to return more than \$2.5 billion to Pennsylvania in Federal Funding from 2013-14 to 2023-24.

**The substantial capital funding for public transportation is an investment in the citizens of Pennsylvania, and all Pennsylvanians benefit from a high-quality public transportation network, regardless of whether they are riders:**

- » Businesses across Pennsylvania are more **productive and competitive** because they can **access the workforce they need to thrive**.
- » Workers have **better access** to job opportunities, lower transportation costs, and improved commutes.
- » Motorists experience **less traffic congestion** due to the mix of available travel modes.
- » Seniors and persons with disabilities can **access vital services** and better maintain an **independent lifestyle**.
- » Riders without an alternative means of transportation retain **access to employment and educational opportunities, services, and amenities**.
- » **Pennsylvania's tax base benefits** from the economic activity and investment that is supported by transit connections, particularly in the southeast and southwest regions, which generate more than half of all General Fund revenues.



### TRANSIT OPERATIONS INVESTMENTS

According to PennDOT's 2021 Statewide Economic Impact Study, transit operations have an annual economic impact of \$3.91 billion within Pennsylvania, which supports nearly 29,500 jobs with \$2.22 billion in compensation within Pennsylvania annually.

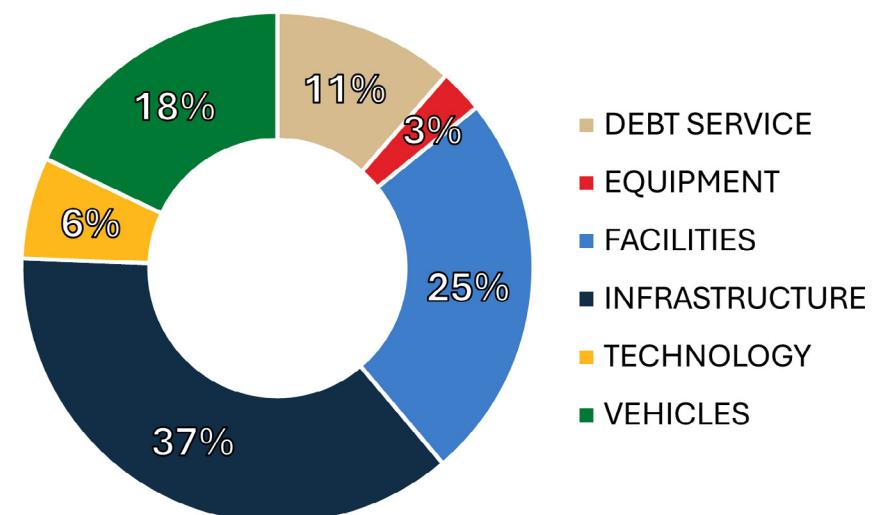


### CAPITAL INFRASTRUCTURE INVESTMENTS

Public transportation capital infrastructure investments have an annual economic impact of \$1.50 billion within Pennsylvania, supporting nearly 9,500 jobs and \$529 million in employee compensation within the Commonwealth on an annual basis. This means that capital spending that supports public transportation is an economic driver in Pennsylvania that returns well more than is spent.

From State Fiscal Year (SFY) 2013-14 through SFY 2023-24, Pennsylvania transit agencies invested resources wisely to provide maximum benefit to the people who rely on the system each day. Of the \$5.2 billion invested:

- Nearly \$950 million was invested in replacing vehicles that have reached the end of their useful life.
- More than \$1.9 billion was invested directly in infrastructure, including rebuilding rail, bridges, busways, and other fixed infrastructure.
- Nearly \$1.3 billion was invested in facilities that are used to safely and securely store and maintain vehicles and used by passengers each day in the form of stations, transfer centers, and bus stops.
- Nearly \$340 million was invested in technology improvements that make transit more efficient, effective, and safer for riders and operators.
- More than \$145 million was invested in equipment used to maintain public transportation so that it can be used each day by millions of Pennsylvanians.
- More than \$600 million over the period was used for debt service, which opened billions in funding for larger transit agencies to invest in long-term capital projects, including rail car and locomotive replacements, new rail lines and fixed guideway infrastructure, and other 25+ year investments.
- Every \$1 spent returns \$4.37 in economic benefit to the Commonwealth, equating to a total economic benefit of \$22.7 billion.



### VEHICLES

Pennsylvania transit agencies operate more than 4,500 vehicles in service each day. These vehicles vary from small vans to large articulated and commuter buses, but all serve to provide mobility to Pennsylvanians and get people to work, medical appointments, pharmacies, grocery stores, and other life-critical locations.

Over the past decade, transit agencies have replaced between 300 and 500 vehicles each year. These vehicles all comply with the Pennsylvania Steel Act and meet federal Build America, Buy America requirements, meaning that the investments made stay in the United States to support good-paying, family-supporting jobs.

**Replacing vehicles that have reached the end of their useful life with modern, comfortable, and efficient vehicles is critical to the long-term success of transit agencies. Newer vehicles lower operating costs and ultimately save money in several key areas:**

**Lower maintenance costs:** Maintenance costs increase 1.5% annually over the lifetime of the vehicle. Over the 12- to 14-year life of a fixed-route bus, the annual maintenance of an older bus is 20% more than of a new bus (TRR 2274).

**Lower Operating Cost:** Newer buses, especially with improved engines and new fuel technologies, lower operating costs by improving fuel efficiency and switching to lower cost fuels, such as Compressed Natural Gas (CNG).

**Improved Customer Satisfaction:** Newer buses are cleaner, more comfortable, and overall enhance the rider experience, which encourages higher ridership.

The focused investment of state funding of nearly \$1 billion, leveraging as much as \$5 billion in federal funding, has reduced the average age of fixed route buses from 8.7 years to 8.4 years across the Commonwealth, particularly impressive given substantial impacts to the supply chain caused by the COVID-19 Pandemic.

### CNG P3

In early 2016, PennDOT announced its partnership with Trillium CNG to design, build, finance, operate, and maintain compressed natural gas (CNG) fueling stations. The CNG fueling stations will supply gas to more than 1,600 public-transit buses at 24 sites.



**CNG Fueling Station**

Compressed natural gas is cheaper per gallon than conventional gas and diesel fuel, and it burns cleaner. The combination of cost savings and extended engine life helps make transit agencies more sustainable.

The P3 agreement results in cost savings of more than \$46 million by allowing PennDOT to install the fueling stations faster than if a traditional procurement mechanism was used for each individual site.

Through the end of May 2024, CNG stations have provided over 18 million gasoline gallon equivalents (GGEs) over the life of the project, replacing diesel fuel for each transit agency. This has resulted in savings of nearly \$14 million in operating costs for other uses, such as buses and services.

### INFRASTRUCTURE

Fixed infrastructure investments are longer-term improvements that increase safety and efficiency of public transportation services offered in larger communities in Pennsylvania. Over the past decade, the Southeastern Pennsylvania Transit Authority (SEPTA), Pittsburgh Regional Transit (PRT), and others have worked to bring infrastructure to modern standards and meet federal and state safety standards and regulations by investing more than \$1.9 billion. Key investments made with Pennsylvania Capital funding over the period include:

- Positive Train Control (PTC) and Automated Trip Stop (ATS)** – Both SEPTA and PRT made substantial investments over the decade to improve signaling and communications systems across the regional rail, subway, and light-rail systems. These improvements, compliant with both FRA and FTA safety regulations, substantially reduced the risk of collisions along these major rail lines.



### SEPTA'S Trolley Modernization Project



### PRT'S CBD Tunnel Concrete Plinth Repair Project

track, and rail infrastructure (power, communications, and systems) to keep their systems safe and operational.

- Downtown-Oakland BRT and other Busway Improvements** – PRT has invested heavily to expand its industry-leading busway/Bus Rapid Transit (BRT) network by replacing and rehabilitating bridges and other infrastructure and starting construction on the Downtown-Oakland BRT, connecting the two largest business centers in Allegheny County.

- Trolley Modernization** – SEPTA launched its Trolley Modernization initiative, a multibillion-dollar program designed to completely overhaul the vehicles and infrastructure used throughout the trolley network to support faster service, increase accessibility, and support communities.

- Improvements to Inclined Plane Infrastructure in Johnstown and Pittsburgh** – Inclined planes are a rarity in the United States, yet Pennsylvania is home to three. Over the past decade, both PRT and CamTran in Johnstown have made significant safety and infrastructure improvements to continue running these 100+ year-old systems in the modern era.

- Pittsburgh Central Business District (CBD) Tunnel Concrete Plinth Repair** – PRT recently completed a \$35 million project to repair the track structure within the CBD Tunnel, a critical artery into downtown Pittsburgh that was badly in need of repair after decades of use.

- Bridge and Track Replacements** – Both SEPTA and PRT are legacy systems, with infrastructure dating back 100 years or more. As a result, there is a backlog of infrastructure that is beyond its designed lifespan and needs to be replaced or rehabilitated. Each year SEPTA and PRT focus on chipping away at the backlog by replacing bridges,

### FACILITIES

Public transportation facilities form the foundation of providing public transportation in Pennsylvania. There are two major types of facilities used each day in PA:



#### Operating and Maintenance Facilities

Primary location for storage, maintenance, and base for public transportation staff.



#### Passenger Facilities

Stations, transfer centers, passenger terminals, and major bus stops that serve as the gateway to the transit system.

Over the past decade, nearly every fixed route public transportation agency in Pennsylvania has made a major improvement to their facilities through more than \$1.3 billion in investments. Primary investments have been made in:

- Operations and Maintenance Facilities** – Major new construction and renovations provide for covered storage of vehicles, enhance the safety of employees through CNG-compliant construction and modern standards for employees, and overall reduce expenses of the agency through increased efficiency in maintenance and operations through investment in facilities. Major facilities have been built in areas such as Scranton, Wilkes-Barre, Westmoreland, Erie, State College, York, Oil City, New Castle, DuBois, and in other areas throughout the state. Overall, more than a dozen facilities have been fully constructed with at least five in active design and construction.
- Park and Ride Facilities** – Major parking lots connect suburban commuters with transit service into downtown areas. Park and Rides were constructed in places such as Beaver, York, and Westmoreland Counties.
- Passenger Facilities** – PennDOT, SEPTA, and PRT have made substantial investments in reconstructing stations for Amtrak, regional rail, and light-rail services. These investments focused on expanding capacity and upgrading to meet modern safety standards and ADA compliance in places like Mount Joy, Middletown, Paoli, and others.



### TECHNOLOGY

Over the past decade, public transportation technology has accelerated rapidly, opening new opportunities to more efficiently and effectively manage and deliver public transportation. Of the nearly \$340 million invested in public transportation technology, there have been several key areas of focus:



- 1. Safety technology** – Cameras, advanced collision avoidance systems, pedestrian warning systems, vehicle inspection technology, and other improvements to promote safety of riders and transit employees.



- 2. Operations software** – Schedule and dispatch software and hardware to improve customer awareness and effectiveness and efficiency of transportation operations by allowing agencies to adjust service in reaction to real-time conditions.



- 3. Asset management systems** – In coordination with the Federal Transit Administration, PA transit agencies have worked over the last decade to shift the mindset of asset management from “find and fix” to “predict and prevent.” This is accomplished in part through investments in asset management systems that better inform decision-making and prioritize investment to where it’s needed most.



- 4. Human resources systems** – Investment in technology systems that allow for improved management and training of transit employees.



- 5. Customer-facing technology** – Including new fare payment technologies and online resources for passenger information, trip scheduling, and real-time tracking.

### STATEWIDE SHARED-RIDE SCHEDULING SOFTWARE

In 2018, Pennsylvania successfully completed the statewide implementation of Ecolane, a scheduling software application, to the shared-ride providers in 65 of the Commonwealth's 67 counties. Ecolane enables dynamic scheduling that changes based on resources and demand, promoting data consistency and service efficiency. Additionally, the statewide deployment of a single scheduling platform has improved PennDOT's ability to analyze and report on the service it funds and has facilitated the Find My Ride initiative.

### FIXED ROUTE ITS

PennDOT initiated a statewide project March 2018 in partnership with State College-based Avail Technologies to implement a Fixed Route Intelligent Transportation System (FRITS). FRITS has been implemented at all fixed-route transit agencies in Pennsylvania, except SEPTA and PRT, which already have their own comparable systems. Pennsylvania's FRITS implementation was the first statewide deployment of this technology.

FRITS allows riders to access real time service information including the location of the bus and predicted stop arrival times via the “myStop” smartphone app and allows riders to plan their trip across multiple transit agencies.

In addition to the service improvements for riders, the enhancements help transit agencies monitor their vehicles' location, automatically count passengers boarding or leaving vehicles, and provides a statewide reporting database.

#### Components of the system include:



##### Automatic Passenger Counting

Captures the number of passenger boardings / alightings



##### Computer-Aided Dispatch / Automatic Vehicle Location (CAD / AVL)

Captures and stores real-time bus data; Provides real-time bus information to riders via web and mobile apps



##### Vehicle Surveillance Systems

Records onboard audio and video

### FIND MY RIDE

In 2016, PennDOT launched the *Find My Ride PA* website to help Pennsylvanians and their caregivers better plan for their transportation needs. *Find My Ride PA* is a “One-Click, One-Call” resource center that was developed to make it easier for individuals to find information and connect with transportation options in their area using a computer or cell phone. PennDOT has since expanded *Find My Ride PA* into the Find My Ride initiative, which provides added functionality designed to address longstanding barriers to accessing transportation. The additional Find My Ride services include:



#### Find My Ride Education:

Videos, riders guides, and other informational materials about public transportation services across the Commonwealth.



#### Find My Ride Apply:

Single online eligibility application for subsidized public transportation services in all 67 counties.



#### Find My Ride Schedule:

Online scheduling platform allowing riders to directly schedule and manage already scheduled trips.

### EQUIPMENT

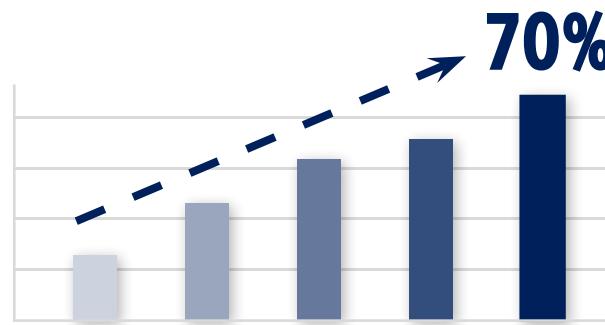
Operating public transportation vehicles requires specialized equipment to properly repair and maintain vehicles to keep them safely operating for many years. Over the past decade, agencies have invested more than \$145 million in equipment. These investments are especially critical at a time when the workforce is aging and vehicle systems are increasingly complex, precise, and computer based. Equipment purchases include:



- Bus wash systems that remove road salt and debris to extend the life of the vehicle while keeping them safe to operate. Dozens of bus washes underwent major repair, replacement, or new construction over the past decade.
- Vehicle lifts must be well maintained and replaced periodically as fleets change or they become unreliable. The integrity of vehicle lifts are vital to the safety of transit agency maintenance staff.
- Vehicle repair equipment, including those needed for engine, transmission, tire, HVAC, and other core components of transit vehicles, must be replaced periodically to be kept in good working order.
- Training equipment, especially for new mechanics or bus operators, promotes a safer work environment and provides a better experience for riders.

### RISING COSTS

Pennsylvania's commitment to capital investments in public transportation over the past decade has provided value for every Pennsylvanian and allows individuals to retain their freedoms throughout their life. Unfortunately, Pennsylvania and the transit industry in general are facing several different crises that are quickly eroding the purchasing power of the available capital funding.



Construction costs have increased by **more than 70%** since 2020, according to the National Highway Construction Cost Index (NHCCI). This means that the current level of capital funding is returning less than ever in actual projects to benefit public transportation.

For vehicles, several bus manufacturers have closed over the past decade, leaving just two major American bus manufacturers operating today. This has created a backlog of orders that has extended delivery times and forced agencies to keep vehicles longer than optimal. It has also resulted in higher costs for vehicles, with the typical bus increasing in cost by approximately \$100,000 over the past 10 years. This means the same capital dollars are buying far fewer buses than they were 10 years ago.

**Despite these challenges, the investments made possible through Act 89 made over the past decade have placed public transportation agencies across the Commonwealth on solid footing to continue providing life-critical service to millions each day.**

**As we move into the next decade, PennDOT and transit agencies will continue to focus capital investments in areas that improve transit operations and fiscal sustainability.**

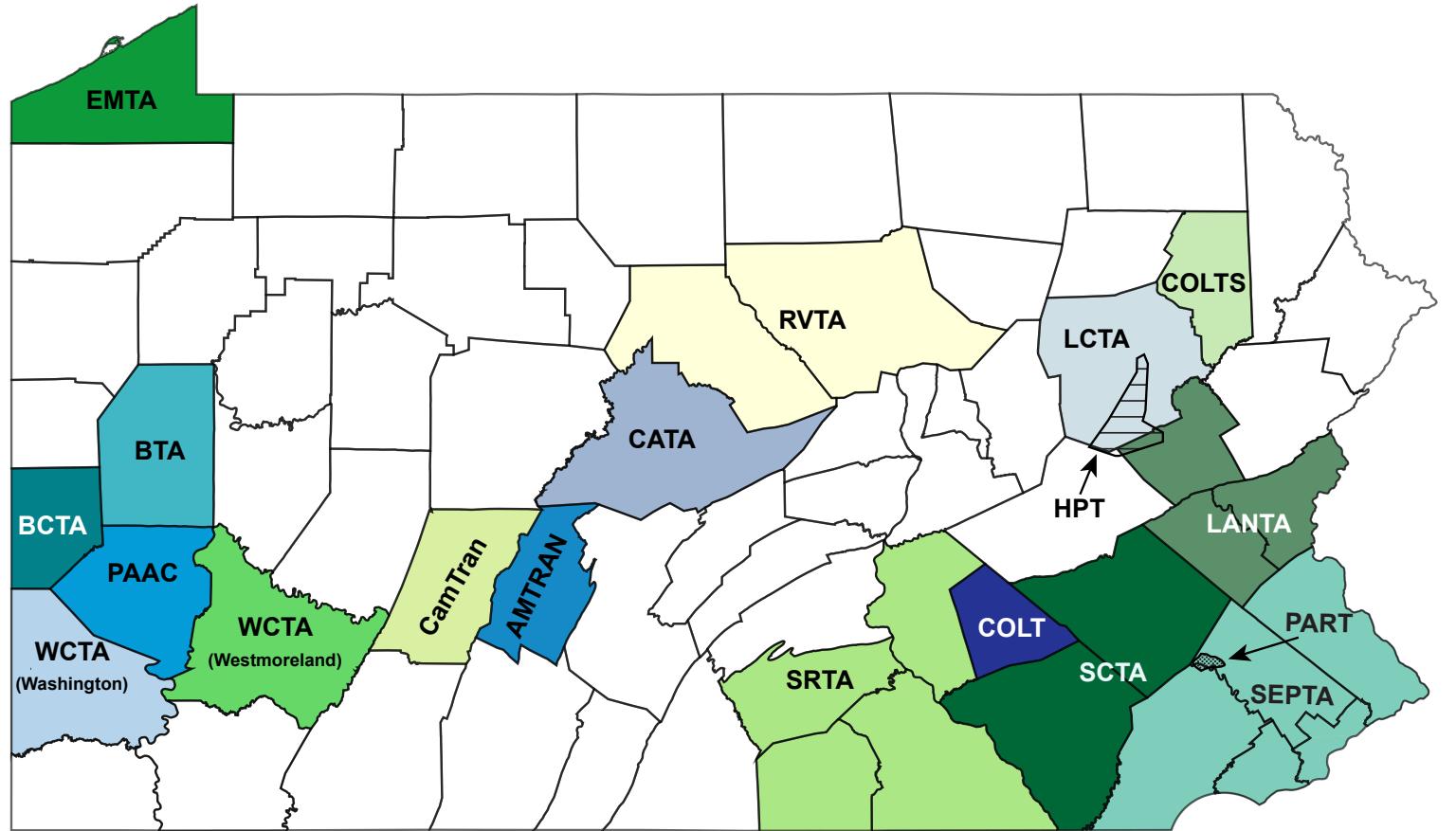


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## SECTION II:

### Public Transit Reference Information



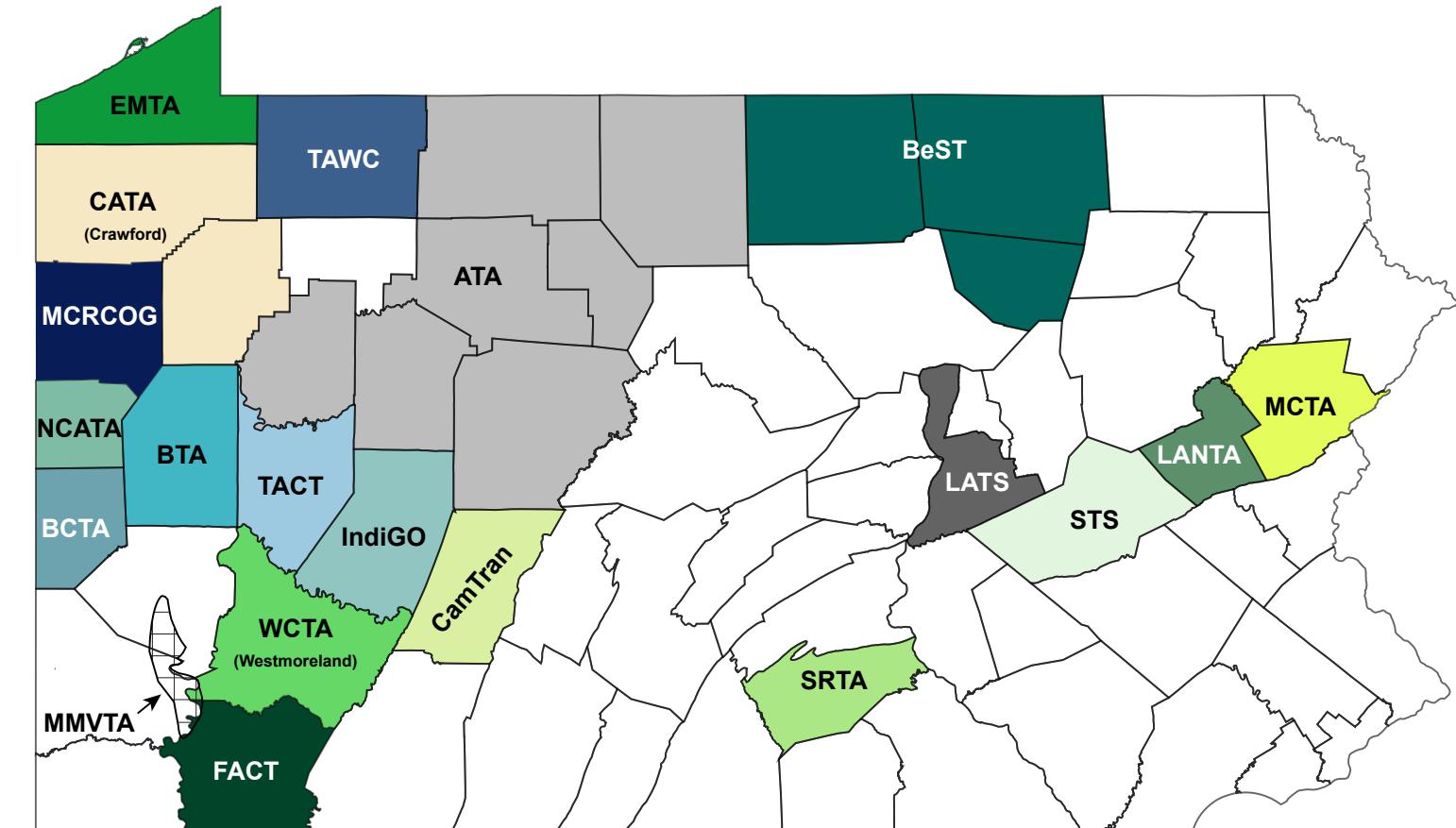
#### TRANSIT AGENCIES

- Altoona Metro Transit (AMTran)
- Beaver County Transit Authority (BCTA)
- Butler Transit Authority (BTA)
- Cambria County Transit Authority (CamTran)
- Centre Area Transit Authority (CATA)
- County of Lackawanna Transportation System (COLTS)
- County of Lebanon Transit Authority (COLT/LT)
- Erie Metropolitan Transit Authority (EMTA)
- Hazleton Public Transit (HPT)
- Lehigh and Northampton Transportation Authority (LANTA)
- Luzerne County Transit Authority (LCTA)
- Pittsburgh Regional Transit (PRT)
- Pottstown Area Rapid Transit (PART)
- River Valley Transit Authority (RVTA)
- South Central Transit Authority (SCTA)
- Southeastern Pennsylvania Transportation Authority (SEPTA)
- Susquehanna Regional Transportation Authority (SRTA)
- Washington County Transportation Authority (WCTA)
- Westmoreland County Transportation Authority (WCTA)

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.



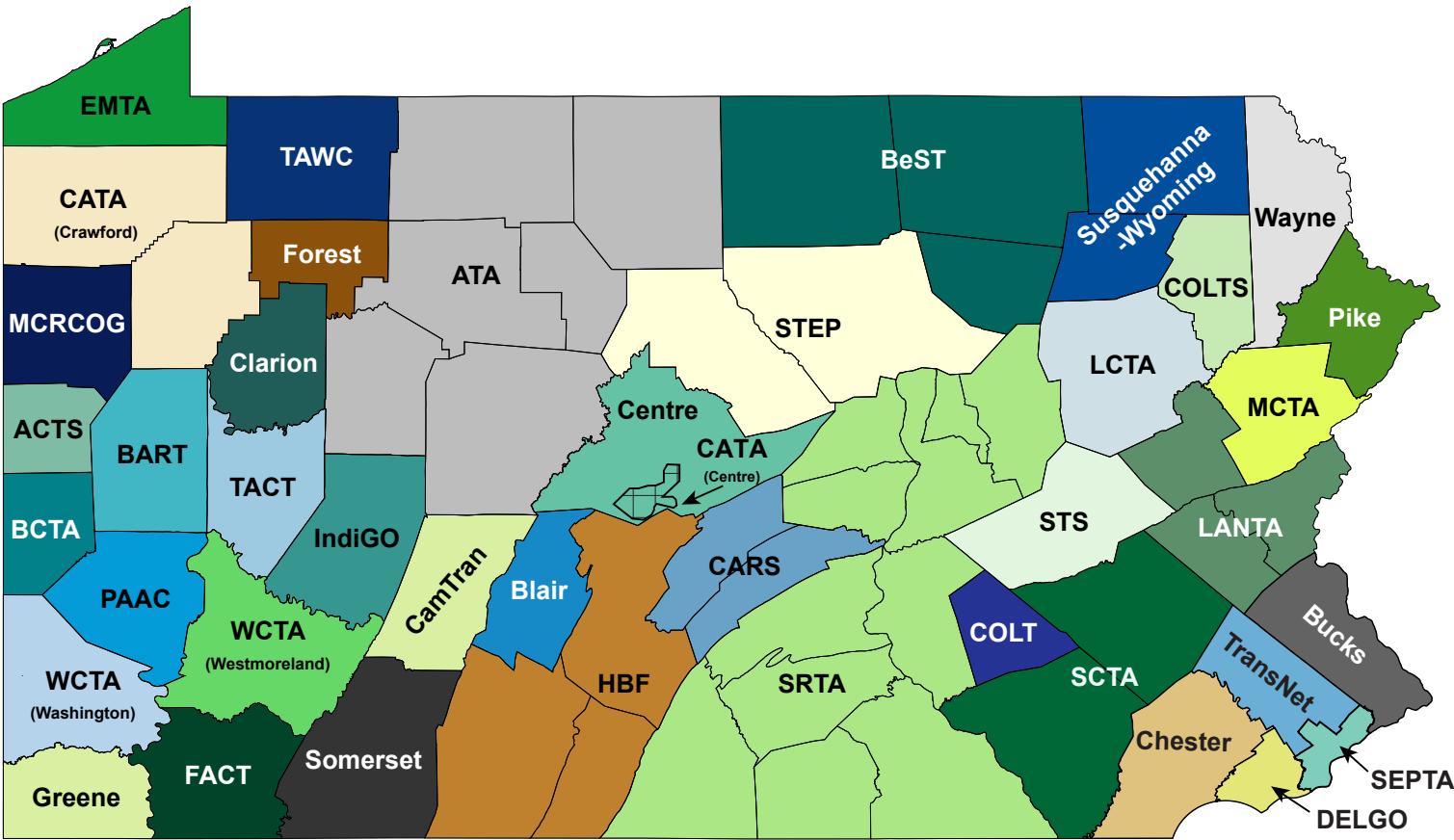
#### TRANSIT AGENCIES

- Area Transportation Authority of North Central Pennsylvania (ATA)
- Beaver County Transit Authority (BCTA)
- Butler Transit Authority (BTA)
- Cambria County Transit Authority (CamTran)
- Crawford Area Transit Authority (CATA)
- Endless Mountains Transportation Authority (BeST Transit)
- Erie Metropolitan Transit Authority (EMTA)
- Fayette Area Coordinated Transportation (FACT)
- Indiana County Transportation Authority (IndiGO)
- Lehigh and Northampton Transportation Authority (LANTA)
- Lower Anthracite Transit System/Borough of Mt. Carmel (LATS)
- Mercer County Regional Council of Governments (MCRCOG)
- Mid Mon Valley Transit Authority (MMVTA)
- Monroe County Transportation Authority (MCTA)
- New Castle Transportation Authority (NCATA)
- Schuylkill Transportation System (STS)
- Susquehanna Regional Transportation Authority (SRTA)
- Town and Country Transit/Mid-County Transit Authority (TACT)
- Transportation Authority of Warren County (TAWC)
- Westmoreland County Transportation Authority (WCTA)

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.



#### TRANSIT AGENCIES

- Allied Coordinated Transportation Services, Inc. (ACTS)
- Area Transportation Authority of North Central Pennsylvania (ATA)
- Beaver County Transit Authority (BCTA)
- Blair Senior Services, Inc.
- Bucks County Transport, Inc.
- Butler County (BART)
- Call-A-Ride Services (CARS)
- Cambria County Transit Authority (CamTran)
- Centre Area Transit Authority (CATA)
- Centre County Office of Transportation
- Chester County Department of Community Transit
- Clarion County Transportation
- Community Transit of Delaware County (DELGO)
- County of Lackawanna Transportation System (COLTS)
- County of Lebanon Transit Authority (COLT/LT)
- Crawford Area Transit Authority (CATA)
- Endless Mountains Transportation Authority (BeST Transit)
- Erie Metropolitan Transit Authority (EMTA)
- Fayette Area Coordinated Transportation (FACT)
- Forest County Transportation
- Greene County Transportation Department
- Huntingdon-Bedford-Fulton Area Agency on Aging (HBF)
- Indiana County Transportation Authority (IndiGO)
- Lehigh and Northampton Transportation Authority (LANTA)
- Luzerne County Transit Authority (LCTA)
- Mercer County Regional Council of Governments (MCRCOG)
- Monroe County Transportation Authority (MCTA)
- Pike County Transportation Department
- Pittsburgh Regional Transit (PRT)
- Schuylkill Transportation System (STS)
- Somerset County Transportation System
- South Central Transit Authority (SCTA)

- Southeastern Pennsylvania Transportation Authority (SEPTA)
- STEP, Inc.
- Suburban Transit Network, Inc. (TransNet)
- Susquehanna Regional Transportation Authority (SRTA)
- Susquehanna-Wyoming County Transportation
- Town and Country Transit/Mid-County Transit Authority (TACT)
- Transit Authority of Warren County (TAWC)
- Washington County Transportation Authority (WCTA)
- Wayne County Transportation System (WCTS)
- Westmoreland County Transportation Authority (WCTA)

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

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

Table 1 - Agencies By County

COUNTY	SERVICE	AGENCY	PAGE
Adams	Urban & Rural	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	193
Adams	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Allegheny	Urban	Pittsburgh Regional Transit (PRT)	65
Allegheny	Community	Pittsburgh Regional Transit (PRT)	67
Armstrong	Rural	Mid County Transit Authority (TACT)	161
Armstrong	Community	Mid County Transit Authority (TACT)	163
Beaver	Urban & Rural	Beaver County Transit Authority (BCTA)	81
Beaver	Community	Beaver County Transit Authority (BCTA)	83
Bedford	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	143
Berks	Urban	South Central Transit Authority (SCTA)	185
Berks	Community	South Central Transit Authority (SCTA)	187
Blair	Urban	Altoona Metro Transit (AMTRAN)	75
Blair	Community	Blair Senior Services, Inc.	85
Bradford	Rural	Endless Mountains Transportation Authority (BeST Transit)	125
Bradford	Community	Endless Mountains Transportation Authority (BeST Transit)	127
Bucks	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	69
Bucks	Community	Bucks County Transport, Inc	89
Butler	Urban & Rural	Butler Transit Authority (BTA)	93
Butler	Community	Butler County (BART)	91
Cambria	Urban & Rural	Cambria County Transit Authority (CamTran)	97
Cambria	Community	Cambria County Transit Authority (CamTran)	99
Cameron	Rural	Area Transportation Authority of North Central PA (ATA)	77
Cameron	Community	Area Transportation Authority of North Central PA (ATA)	79
Carbon	Urban	Lehigh and Northampton Transportation Authority (LANTA)	149
Carbon	Community	Lehigh and Northampton Transportation Authority (LANTA)	151
Centre	Urban	Centre Area Transportation Authority (CATA)	101
Centre	Community	Centre Area Transportation Authority (CATA)	103
Centre	Community	Centre County Office of Transportation	105
Chester	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	69
Chester	Community	Chester County Department of Community Transit	107
Clarion	Rural	Area Transportation Authority of North Central PA (ATA)	77
Clarion	Community	Clarion County Transportation	109
Clearfield	Rural	Area Transportation Authority of North Central PA (ATA)	77
Clearfield	Community	Area Transportation Authority of North Central PA (ATA)	79
Clinton	Urban	River Valley Transit Authority (RVTA)	177
Clinton	Community	STEP, Inc.	189
Columbia	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Crawford	Rural	Crawford Area Transportation Authority (CATA)	121
Crawford	Community	Crawford Area Transportation Authority (CATA)	123
Cumberland	Urban & Rural	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	193
Cumberland	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195

Table 1 - Agencies By County

COUNTY	SERVICE	AGENCY	PAGE
Dauphin	Urban & Rural	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	193
Dauphin	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Delaware	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	69
Delaware	Community	Community Transit of Delaware County	111
Elk	Rural	Area Transportation Authority of North Central PA (ATA)	77
Elk	Community	Area Transportation Authority of North Central PA (ATA)	79
Erie	Urban & Rural	Erie Metropolitan Transit Authority (EMTA)	129
Erie	Community	Erie Metropolitan Transit Authority (EMTA)	131
Fayette	Rural	Fayette Area Coordinated Transportation (FACT)	133
Fayette	Community	Fayette Area Coordinated Transportation (FACT)	135
Forest	Community	Forest County Transportation	137
Franklin	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Fulton	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	143
Greene	Community	Greene County Transportation Department	139
Huntingdon	Community	Huntingdon-Bedford-Fulton Area Agency on Aging	143
Indiana	Rural	Indiana County Transit Authority (IndiGO)	145
Indiana	Community	Indiana County Transit Authority (IndiGO)	147
Jefferson	Rural	Area Transportation Authority of North Central PA (ATA)	77
Jefferson	Community	Area Transportation Authority of North Central PA (ATA)	79
Juniata	Community	Call-A-Ride Service (CARS)	95
Lackawanna	Urban	County of Lackawanna Transit System (COLTS)	113
Lackawanna	Community	County of Lackawanna Transit System (COLTS)	115
Lancaster	Urban	South Central Transit Authority (SCTA)	185
Lancaster	Community	South Central Transit Authority (SCTA)	187
Lawrence	Rural	New Castle Area Transit Authority (NCATA)	171
Lawrence	Community	Allied Coordinated Transportation Services, Inc. (ACTS)	73
Lebanon	Urban	County of Lebanon Transit Authority (COLT/LT)	117
Lebanon	Community	County of Lebanon Transit Authority (COLT/LT)	119
Lehigh	Urban	Lehigh and Northampton Transportation Authority (LANTA)	149
Lehigh	Community	Lehigh and Northampton Transportation Authority (LANTA)	151
Luzerne	Urban	Hazleton Public Transit (HPT)	141
Luzerne	Urban	Luzerne County Transportation Authority (LCTA)	153
Luzerne	Community	Luzerne County Transportation Authority (LCTA)	155
Lycoming	Urban	River Valley Transit Authority (RVTA)	177
Lycoming	Community	STEP, Inc.	189
McKean	Rural	Area Transportation Authority of North Central PA (ATA)	77
McKean	Community	Area Transportation Authority of North Central PA (ATA)	79
Mercer	Rural	Mercer County Regional Council of Governments (MRCOG/SVSS-MCCT)	157
Mercer	Community	Mercer County Regional Council of Governments (MRCOG/SVSS-MCCT)	159
Mifflin	Community	Call-A-Ride Service (CARS)	95
Monroe	Rural	Monroe County Transportation Authority (MCTA)	167

Table 1 - Agencies By County

COUNTY	SERVICE	AGENCY	PAGE
Monroe	Community	Monroe County Transportation Authority (MCTA)	169
Montgomery	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	69
Montgomery	Urban	Pottstown Area Rapid Transit (PART)	175
Montgomery	Community	Suburban Transit Network, Inc. (TransNet)	191
Montour	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Northampton	Urban	Lehigh and Northampton Transportation Authority (LANTA)	149
Northampton	Community	Lehigh and Northampton Transportation Authority (LANTA)	151
Northumberland	Rural	Borough of Mount Carmel (LATS)	87
Northumberland	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Perry	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Philadelphia	Urban	Southeastern Pennsylvania Transportation Authority (SEPTA)	69
Philadelphia	Community	Southeastern Pennsylvania Transportation Authority (SEPTA)	71
Pike	Community	Pike County Transportation Department	173
Potter	Rural	Area Transportation Authority of North Central PA (ATA)	77
Potter	Community	Area Transportation Authority of North Central PA (ATA)	79
Schuylkill	Rural	Schuylkill Transportation System (STS)	179
Schuylkill	Community	Schuylkill Transportation System (STS)	181
Snyder	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Somerset	Community	Somerset County Transportation System	183
Sullivan	Rural	Endless Mountains Transportation Authority (BeST Transit)	125
Sullivan	Community	Endless Mountains Transportation Authority (BeST Transit)	127
Susquehanna	Community	Susquehanna-Wyoming County Transportation	197
Tioga	Rural	Endless Mountains Transportation Authority (BeST Transit)	125
Tioga	Community	Endless Mountains Transportation Authority (BeST Transit)	127
Union	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195
Venango	Rural	Crawford Area Transportation Authority (CATA)	121
Venango	Community	Crawford Area Transportation Authority (CATA)	123
Warren	Rural	Transit Authority of Warren County (TAWC)	199
Warren	Community	Transit Authority of Warren County (TAWC)	201
Washington	Rural	Mid Mon Valley Transit Authority (MMVTA)	165
Washington	Urban	Washington County Transportation Authority (Freedom Transit)	203
Washington	Community	Washington County Transportation Authority (Freedom Transit)	205
Wayne	Community	Wayne County Transportation System (WCTS)	207
Westmoreland	Rural	Mid Mon Valley Transit Authority (MMVTA)	165
Westmoreland	Urban & Rural	Westmoreland County Transit Authority (WCTA)	209
Westmoreland	Community	Westmoreland County Transit Authority (WCTA)	211
Wyoming	Community	Susquehanna-Wyoming County Transportation	197
York	Urban	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	193
York	Community	Susquehanna Regional Transportation Authority (SRTA) D.B.A. rabbittransit	195



## SECTION III:

### Section 1513 Distribution Factors and Operating Assistance

Table 2 - Total Act 44 Passenger Trip Statistics (Includes Senior Citizens)

AGENCY	2021-22	2022-23	PERCENT CHANGE 21-22 TO 22-23	2023-24	PERCENT CHANGE 22-23 TO 23-24
PRT (Allegheny)	31,659,112	37,169,490	17.4%	37,128,174	-0.1%
SEPTA	146,671,938	173,693,368	18.4%	197,879,834	13.9%
AMTRAN (Blair)	435,697	450,134	3.3%	485,004	7.7%
ATA (North Central)	297,024	331,009	11.4%	313,921	-5.2%
BCTA (Beaver)	335,317	403,048	20.2%	439,273	9.0%
BMC (Mount Carmel)	20,035	20,522	2.4%	23,001	12.1%
BTA (Butler)	147,861	175,527	18.7%	192,142	9.5%
CamTran (Cambria)	684,844	785,030	14.6%	824,777	5.1%
CATA (Centre)	3,650,487	4,761,696	30.4%	5,004,336	5.1%
COLTS (Lackawanna)	576,740	696,220	20.7%	779,154	11.9%
COLT/LT (Lebanon)	190,179	208,271	9.5%	219,685	5.5%
CATA (Crawford, Venango)	157,839	177,767	12.6%	224,666	26.4%
BeST Transit (Bradford, Sullivan, Tioga)	66,504	81,065	21.9%	79,189	-2.3%
EMTA (Erie)	1,028,779	1,320,176	28.3%	1,489,202	12.8%
FACT (Fayette)	81,031	90,176	11.3%	90,447	0.3%
HPT (Hazleton)	128,315	145,497	13.4%	148,397	2.0%
IndiGo (Indiana)	138,041	159,039	15.2%	187,624	18.0%
LANTA (Lehigh, Northampton)	2,819,564	3,725,903	32.1%	4,045,834	8.6%
LCTA (Luzerne)	693,352	778,368	12.3%	872,260	12.1%
MCRCOG (Mercer)	53,151	61,784	16.2%	71,337	15.5%
TACT (Armstrong)	24,802	29,407	18.6%	31,242	6.2%
MMVTA (Mid Mon Valley)	189,206	211,949	12.0%	210,440	-0.7%
MCTA (Monroe)	218,093	208,674	-4.3%	235,801	13.0%
NCATA (Lawrence)	352,906	399,272	13.1%	434,994	8.9%
PART (Pottstown)	144,845	155,185	7.1%	159,349	2.7%
RVTA (Clinton, Lycoming)	693,810	780,397	12.5%	794,332	1.8%
STS (Schuylkill)	131,744	154,418	17.2%	166,115	7.6%
SCTA (Berks, Lancaster)	2,894,917	3,264,823	12.8%	3,479,597	6.6%
SRTA (Adams, Cumberland, Dauphin, York)	2,012,120	2,409,413	19.7%	2,645,829	9.8%
TAWC (Warren)	49,122	52,234	6.3%	54,961	5.2%
Freedom Transit (Washington)	69,277	85,325	23.2%	90,544	6.1%
WCTA (Westmoreland)	163,302	208,517	27.7%	221,369	6.2%
<b>TOTAL</b>	<b>196,779,954</b>	<b>233,193,704</b>	<b>18.5%</b>	<b>259,022,830</b>	<b>11.1%</b>

Table 3 - Total Act 44 Senior Citizens Trip Statistics

AGENCY	2021-22	2022-23	PERCENT CHANGE 21-22 TO 22-23	2023-24	PERCENT CHANGE 22-23 TO 23-24
PRT (Allegheny)	2,576,361	3,418,866	32.7%	3,643,286	6.6%
SEPTA	15,544,404	18,079,882	16.3%	18,411,878	1.8%
AMTRAN (Blair)	66,843	68,469	2.4%	79,550	16.2%
ATA (North Central)	38,224	38,935	1.9%	42,257	8.5%
BCTA (Beaver)	50,103	57,963	15.7%	60,876	5.0%
BMC (Mount Carmel)	9,759	8,879	-9.0%	9,397	5.8%
BTA (Butler)	30,468	35,567	16.7%	36,032	1.3%
CamTran (Cambria)	111,254	119,691	7.6%	131,191	9.6%
CATA (Centre)	22,692	29,894	31.7%	31,316	4.8%
COLTS (Lackawanna)	124,295	153,519	23.5%	158,300	3.1%
COLT/LT (Lebanon)	45,990	54,664	18.9%	61,847	13.1%
CATA (Crawford, Venango)	29,703	37,551	26.4%	41,135	9.5%
BeST Transit (Bradford, Sullivan, Tioga)	10,063	10,686	6.2%	11,357	6.3%
EMTA (Erie)	104,730	130,797	24.9%	138,907	6.2%
FACT (Fayette)	9,428	9,898	5.0%	9,879	-0.2%
HPT (Hazleton)	44,823	46,455	3.6%	51,392	10.6%
IndiGo (Indiana)	15,150	18,538	22.4%	20,821	12.3%
LANTA (Lehigh, Northampton)	389,704	451,726	15.9%	496,701	10.0%
LCTA (Luzerne)	122,408	130,633	6.7%	138,526	6.0%
MCRCOG (Mercer)	6,721	7,312	8.8%	10,497	43.6%
TACT (Armstrong)	6,729	8,003	18.9%	10,581	32.2%
MMVTA (Mid Mon Valley)	21,694	25,231	16.3%	26,233	4.0%
MCTA (Monroe)	20,595	19,905	-3.4%	20,485	2.9%
NCATA (Lawrence)	62,797	69,434	10.6%	68,043	-2.0%
PART (Pottstown)	26,342	31,534	19.7%	33,469	6.1%
RVTA (Clinton, Lycoming)	131,846	132,543	0.5%	134,191	1.2%
STS (Schuylkill)	35,086	35,893	2.3%	38,437	7.1%
SCTA (Berks, Lancaster)	536,309	566,013	5.5%	608,607	7.5%
SRTA (Adams, Cumberland, Dauphin, York)	346,006	383,204	10.8%	418,490	9.2%
TAWC (Warren)	7,894	8,126	2.9%	8,000	-1.6%
Freedom Transit (Washington)	12,794	16,196	26.6%	16,419	1.4%
WCTA (Westmoreland)	35,482	41,996	18.4%	48,560	15.6%
<b>TOTAL</b>	<b>20,596,697</b>	<b>24,248,003</b>	<b>17.7%</b>	<b>25,016,660</b>	<b>3.2%</b>

Table 4 - Total Act 44 Revenue Vehicle Miles Statistics

AGENCY	2021-22	2022-23	PERCENT CHANGE 21-22 TO 22-23	2023-24	PERCENT CHANGE 22-23 TO 23-24
PRT (Allegheny)	21,656,400	21,220,178	-2.0%	21,697,618	2.2%
SEPTA	76,066,186	77,806,388	2.3%	76,953,068	-1.1%
AMTRAN (Blair)	564,373	573,506	1.6%	698,825	21.9%
ATA (North Central)	1,368,613	1,368,291	0.0%	1,401,949	2.5%
BCTA (Beaver)	716,725	713,655	-0.4%	708,729	-0.7%
BMC (Mount Carmel)	50,774	52,155	2.7%	56,598	8.5%
BTA (Butler)	272,972	294,274	7.8%	296,450	0.7%
CamTran (Cambria)	1,074,732	1,085,317	1.0%	1,161,187	7.0%
CATA (Centre)	2,022,248	2,079,258	2.8%	1,965,392	-5.5%
COLTS (Lackawanna)	1,126,070	1,219,984	8.3%	1,251,242	2.6%
COLT/LT (Lebanon)	479,711	462,131	-3.7%	463,396	0.3%
CATA (Crawford, Venango)	405,979	417,395	2.8%	490,078	17.4%
BeST Transit (Bradford, Sullivan, Tioga)	507,278	528,917	4.3%	556,807	5.3%
EMTA (Erie)	1,851,682	2,049,913	10.7%	2,022,440	-1.3%
FACT (Fayette)	516,357	514,688	-0.3%	544,560	5.8%
HPT (Hazleton)	373,848	414,812	11.0%	424,549	2.3%
IndiGo (Indiana)	363,494	367,931	1.2%	383,884	4.3%
LANTA (Lehigh, Northampton)	3,715,124	3,986,154	7.3%	4,264,478	7.0%
LCTA (Luzerne)	1,342,003	1,346,320	0.3%	1,373,353	2.0%
MCRCOG (Mercer)	194,011	197,787	1.9%	194,344	-1.7%
TACT (Armstrong)	97,388	98,602	1.2%	95,642	-3.0%
MMVTA (Mid Mon Valley)	750,265	774,703	3.3%	779,339	0.6%
MCTA (Monroe)	401,454	432,024	7.6%	484,477	12.1%
NCATA (Lawrence)	953,197	948,666	-0.5%	950,374	0.2%
PART (Pottstown)	296,879	310,459	4.6%	318,284	2.5%
RVTA (Clinton, Lycoming)	952,705	960,736	0.8%	958,170	-0.3%
STS (Schuylkill)	316,374	310,433	-1.9%	306,146	-1.4%
SCTA (Berks, Lancaster)	3,495,749	3,497,440	0.0%	3,506,333	0.3%
SRTA (Adams, Cumberland, Dauphin, York)	3,818,307	3,764,524	-1.4%	3,796,531	0.9%
TAWC (Warren)	198,425	207,261	4.5%	207,909	0.3%
Freedom Transit (Washington)	398,817	399,091	0.1%	395,590	-0.9%
WCTA (Westmoreland)	1,042,563	1,101,214	5.6%	1,126,010	2.3%
<b>TOTAL</b>	<b>127,390,703</b>	<b>129,504,207</b>	<b>1.7%</b>	<b>129,833,752</b>	<b>0.3%</b>

Table 5 - Total Act 44 Revenue Vehicle Hours Statistics

AGENCY	2021-22	2022-23	PERCENT CHANGE 21-22 TO 22-23	2023-24	PERCENT CHANGE 22-23 TO 23-24
PRT (Allegheny)	1,694,516	1,634,131	-3.6%	1,684,347	3.1%
SEPTA	6,323,253	6,547,467	3.5%	6,417,870	-2.0%
AMTRAN (Blair)	47,507	43,212	-9.0%	51,008	18.0%
ATA (North Central)	106,546	107,840	1.2%	109,673	1.7%
BCTA (Beaver)	46,686	46,673	0.0%	46,556	-0.3%
BMC (Mount Carmel)	4,775	4,719	-1.2%	5,035	6.7%
BTA (Butler)	18,573	19,883	7.1%	20,121	1.2%
CamTran (Cambria)	81,737	81,558	-0.2%	83,802	2.8%
CATA (Centre)	122,671	159,589	30.1%	162,362	1.7%
COLTS (Lackawanna)	95,953	97,595	1.7%	98,418	0.8%
COLT/LT (Lebanon)	29,681	27,103	-8.7%	27,291	0.7%
CATA (Crawford, Venango)	28,190	26,497	-6.0%	31,914	20.4%
BeST Transit (Bradford, Sullivan, Tioga)	22,730	23,392	2.9%	24,050	2.8%
EMTA (Erie)	133,275	148,889	11.7%	146,612	-1.5%
FACT (Fayette)	28,334	28,356	0.1%	30,432	7.3%
HPT (Hazleton)	29,767	30,624	2.9%	31,074	1.5%
IndiGo (Indiana)	26,690	25,936	-2.8%	26,563	2.4%
LANTA (Lehigh, Northampton)	259,017	284,724	9.9%	308,596	8.4%
LCTA (Luzerne)	95,957	95,974	0.0%	97,443	1.5%
MCRCOG (Mercer)	15,731	17,196	9.3%	16,990	-1.2%
TACT (Armstrong)	5,889	6,794	15.4%	6,529	-3.9%
MMVTA (Mid Mon Valley)	45,242	47,353	4.7%	48,421	2.3%
MCTA (Monroe)	23,222	26,956	16.1%	30,383	12.7%
NCATA (Lawrence)	53,860	57,323	6.4%	56,296	-1.8%
PART (Pottstown)	23,314	24,520	5.2%	24,417	-0.4%
RVTA (Clinton, Lycoming)	54,873	55,124	0.5%	55,822	1.3%
STS (Schuylkill)	18,701	18,494	-1.1%	18,076	-2.3%
SCTA (Berks, Lancaster)	269,564	269,602	0.0%	270,630	0.4%
SRTA (Adams, Cumberland, Dauphin, York)	272,791	277,844	1.9%	279,859	0.7%
TAWC (Warren)	10,729	10,888	1.5%	10,962	0.7%
Freedom Transit (Washington)	22,867	23,041	0.8%	23,026	-0.1%
WCTA (Westmoreland)	48,574	51,287	5.6%	52,371	2.1%
<b>TOTAL</b>	<b>10,061,215</b>	<b>10,320,584</b>	<b>2.6%</b>	<b>10,296,949</b>	<b>-0.2%</b>

**Table 6 - Total Act 44 Operating Assistance**

<b>AGENCY</b>	<b>FY 23-24 SEC 1513</b>	<b>FY 23-24 LOCAL MATCH</b>	<b>FY 24-25 SEC 1513</b>	<b>FY 24-25 LOCAL MATCH</b>
PRT (Allegheny)	\$280,382,707	\$42,057,406	\$291,432,765	\$43,714,915
SEPTA	\$849,850,220	\$127,477,533	\$896,079,043	\$134,411,856
AMTRAN (Blair)	\$4,129,854	\$211,067	\$4,377,838	\$221,620
ATA (North Central)	\$7,532,492	\$351,576	\$8,043,898	\$369,155
BCTA (Beaver)	\$5,077,376	\$761,606	\$5,349,560	\$802,434
BMC (Mount Carmel)	\$425,756	\$17,147	\$449,411	\$18,004
BTA (Butler)	\$1,331,766	\$66,900	\$1,449,567	\$70,245
CamTran (Cambria)	\$9,024,557	\$1,082,064	\$9,485,485	\$1,136,167
CATA (Centre)	\$9,978,602	\$774,576	\$11,188,063	\$813,305
COLTS (Lackawanna)	\$8,984,631	\$922,665	\$9,508,273	\$968,798
COLT/LT (Lebanon)	\$2,710,262	\$143,433	\$2,880,120	\$150,605
CATA (Crawford, Venango)	\$2,049,953	\$67,821	\$2,193,860	\$71,212
BeST Transit (Bradford, Sullivan, Tioga)	\$1,590,755	\$88,532	\$1,740,396	\$92,959
EMTA (Erie)	\$13,041,119	\$1,335,769	\$13,859,898	\$1,402,557
FACT (Fayette)	\$1,808,318	\$271,248	\$1,967,866	\$295,180
HPT (Hazleton)	\$2,671,653	\$208,415	\$2,835,157	\$218,836
IndiGo (Indiana)	\$2,311,933	\$84,433	\$2,449,773	\$88,655
LANTA (Lehigh, Northampton)	\$24,483,867	\$1,331,512	\$26,208,284	\$1,398,088
LCTA (Luzerne)	\$8,139,181	\$790,575	\$8,678,886	\$830,104
MCRCOG (Mercer)	\$1,087,713	\$82,796	\$1,166,969	\$86,936
TACT (Armstrong)	\$755,413	\$59,574	\$791,868	\$62,553
MMVTA (Mid Mon Valley)	\$3,936,030	\$98,488	\$4,195,914	\$103,412
MCTA (Monroe)	\$2,681,608	\$218,661	\$2,836,290	\$229,594
NCATA (Lawrence)	\$5,781,691	\$296,820	\$6,119,927	\$311,661
PART (Pottstown)	\$1,790,289	\$114,599	\$1,918,982	\$120,329
RVTA (Clinton, Lycoming)	\$5,855,943	\$493,385	\$6,237,634	\$518,054
STS (Schuylkill)	\$2,127,493	\$86,680	\$2,243,123	\$91,014
SCTA (Berks, Lancaster)	\$22,766,419	\$868,105	\$24,374,776	\$911,510
SRTA (Adams, Cumberland, Dauphin, York)	\$22,052,657	\$2,000,405	\$23,606,809	\$2,100,425
TAWC (Warren)	\$958,259	\$59,346	\$1,015,682	\$62,313
Freedom Transit (Washington)	\$2,004,724	\$300,709	\$2,134,538	\$320,181
WCTA (Westmoreland)	\$5,249,776	\$465,061	\$5,576,106	\$488,314
<b>TOTAL</b>	<b>\$1,312,573,017</b>	<b>\$183,188,907</b>	<b>\$1,382,396,761</b>	<b>\$192,480,991</b>

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## **SECTION IV:**

### Federal Funding Report Card



## INTRODUCTION

### OVERVIEW & PURPOSE

Every year, the Federal Transit Administration (FTA), as part of the U.S. Department of Transportation (DOT), provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. This financial assistance is provided to states and local transit providers through federal grants and cooperative agreements.

The Pennsylvania Department of Transportation (PennDOT) has been designated by the Governor of the Commonwealth of Pennsylvania as the applicant for, and recipient of, Section 5310, 5311, and 5339 federal funds apportioned to Pennsylvania. Within PennDOT, the Bureau of Public Transportation (BPT) is directly responsible for administering Section 5310, 5311, and 5339 programs.

The purpose of this report is to provide insight into the allocation and use of this federal funding to Pennsylvania transit agencies. This report will not describe the process of federal funding allocations directly to transit agencies, including but not limited to Southeastern Pennsylvania Transit Authority (SEPTA) and Pittsburgh Regional Transit (PRT).

BPT's goals through the allocation of these programs include the following:

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available (**5310**).

Continue existing and develop new services which are essential for a coordinated, efficient, and environmentally acceptable system of public transportation services throughout rural Pennsylvania (**5311**).

Assist eligible recipients with replacing, rehabilitating, purchasing buses and related equipment, and to construct bus-related facilities (**5339**).

### ALLOCATION PROCESS

FTA allocates funding to states and other entities through various programs which support different types of public transportation needs. The following steps provide an overview of how this funding reaches BPT:

- FTA Apportionments:**
  - FTA apportions funding to states and urbanized areas based on formulas set by the Bipartisan Infrastructure Law. These formulas consider factors like population, transit service levels, and other demographics.
  - Transit agencies and BPT apply to the FTA for these funds by submitting a program of projects that meets the funding criteria.
- Program Specifics:**
  - Section 5310:** Supports transportation for elderly individuals and people with disabilities. The FTA apportions funds to states based on the population of these groups. BPT then administers these funds, which local entities can apply for to enhance or provide new services.
  - Section 5311:** Provides funding for rural areas to support public transportation. The FTA apportions funds to states, which then distribute them to rural transit providers through a competitive process. Entities operating in rural areas must apply to BPT to receive these funds.
  - Section 5339:** Focuses on bus and bus facilities. Funds are apportioned by the FTA to states and designated recipients in urban areas. BPT manages these funds at the state level, and transit agencies must apply for funding to support bus purchases, maintenance, and related facilities.

### 3. Application and Obligation:

- Once funds are allocated to Pennsylvania, local transit agencies and eligible entities must apply to BPT for funding. This involves submitting proposals and demonstrating how the funds will be used to meet program goals followed by electronic applications.
- BPT reviews applications and selects projects for funding, then applies to FTA. During FTA's approval process, funds are obligated to a specific project scope, which is directly linked to a transit agency's project outlined in a Public Transportation Operating Application (PTOA) or Public Transportation Capital Agreement (PTCA) within the eGrants system.
- Obligated funds are then disbursed as the projects progress through reimbursement for expenses incurred.

### 4. Administration and Compliance:

- BPT oversees the distribution and use of these funds, ensuring compliance with federal requirements. This includes monitoring projects, reporting to the FTA, and ensuring that funds are used appropriately. The FTA reviews BPT's program every three years to ensure PennDOT and its recipients are meeting all federal requirements.

### Key Definitions:

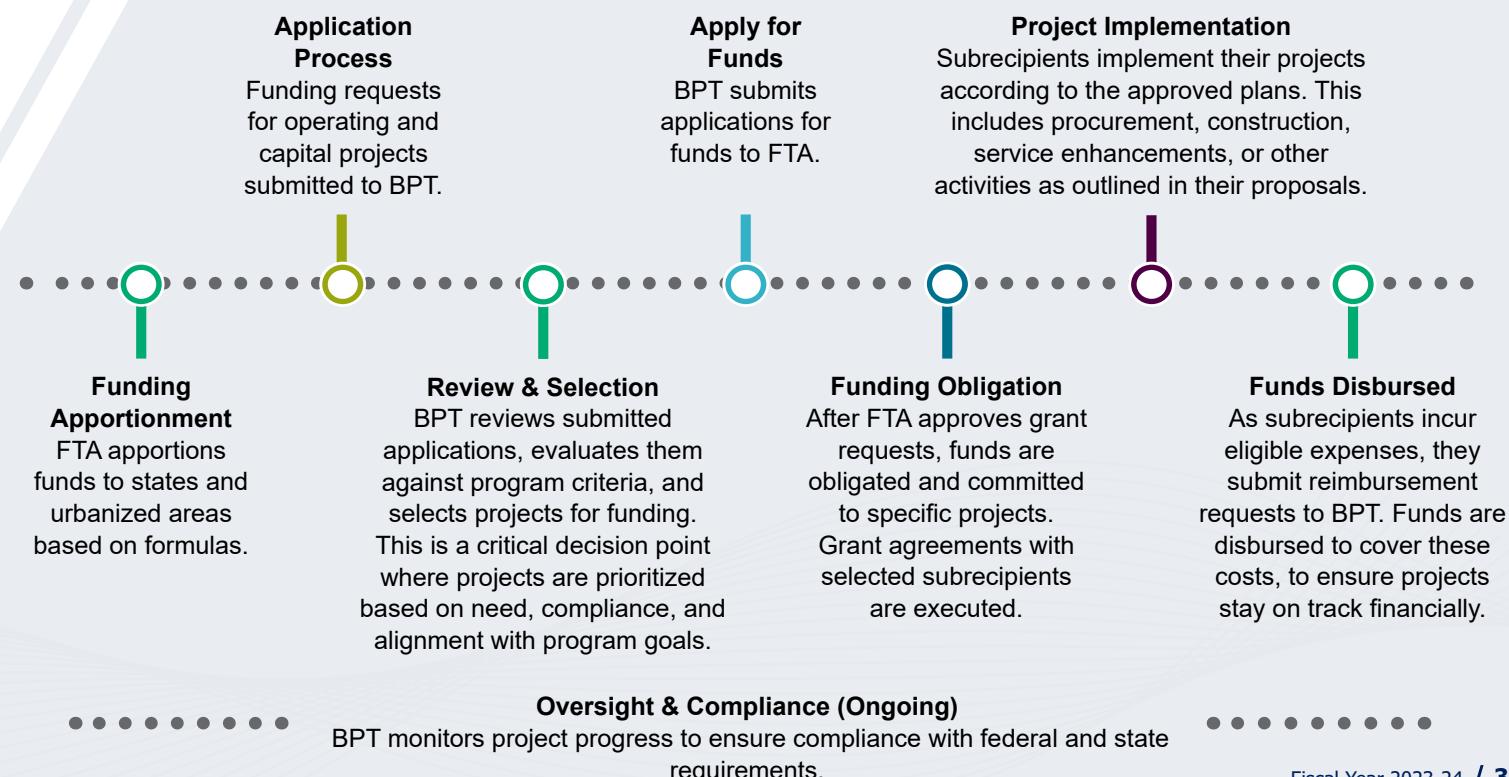
**Apportionment:** Distribution of funds by the FTA to states or urbanized areas according to formula-based criteria set by law, considering factors like population size, transit service levels, and whether areas are rural or urban.

**Subrecipient:** An entity that receives FTA funding passed through by a direct recipient like BPT to carry out part of a program or project.

**Obligated Funds:** Funds that have been formally committed by FTA to specific projects in an application by BPT.

**Unobligated Funds:** Funds that have been allocated by FTA but not yet committed by BPT to any specific projects.

### FUNDING ALLOCATION PROCESS



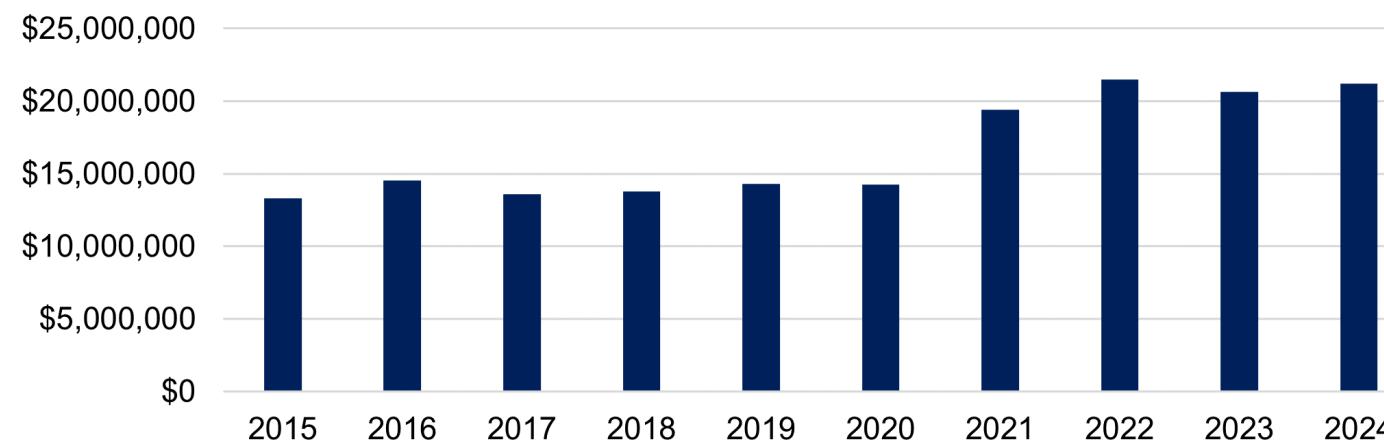
The Federal Fiscal Year runs from **October 1 to September 30**, while the State Fiscal Year runs from **July 1 to June 30**. When reporting to FTA, the federal fiscal year is used. Therefore, all fiscal activities outlined in this report are aligned with the FTA's fiscal calendar. For example, FY 2024 started on September 30, 2023.

## 5310, 5311, & 5339 FEDERAL FUNDING

### 5310, 5311, & 5339 TOTAL FUNDING OVER TIME

The funding for the 5310 and 5311 programs showed distinct trends over the years FY2015 through FY2024. For the 5310 program, the annual funding began at over \$13 million in FY2015 and experienced fluctuations in subsequent years. By FY2020, the funding reached over \$14 million. The funding continued to rise in FY2022, before decreasing slightly to over \$21 million in FY2024. Figure 1 showcases these numbers in more detail.

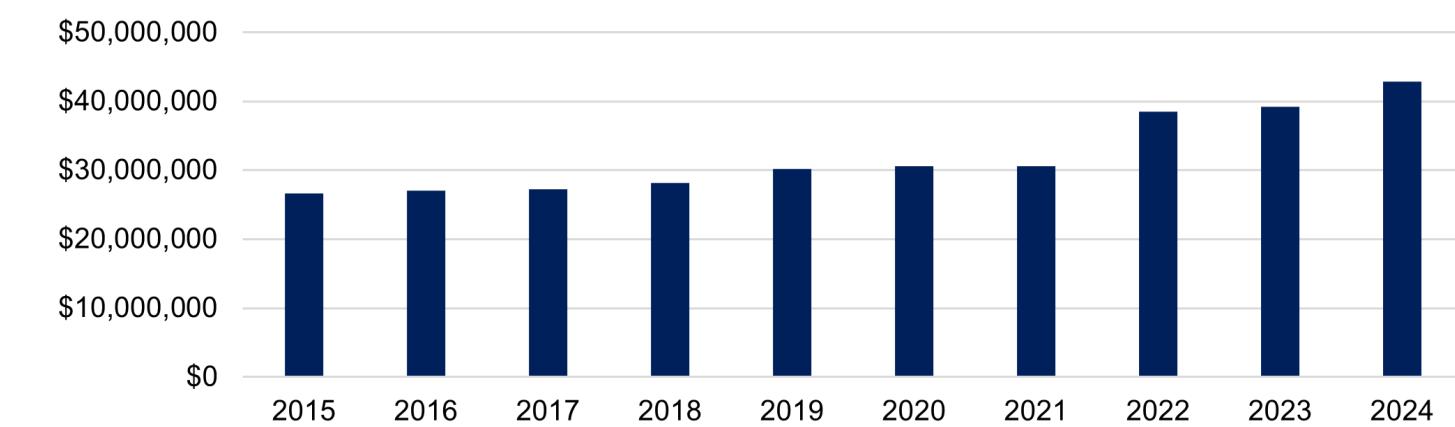
Figure 1 - Total 5310 Funding (FY2015 - FY2024)\*



\*FY22 saw an increase in funding due to the federal Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), which authorized up to \$108 billion for public transportation nationwide.

For the 5311 program, the annual funding started at over \$26 million in FY2015 and steadily increased over the years. By FY2019, the funding had risen to around \$30 million. FY2022-2024 saw a more significant increase in funding due to the BIL as enacted in the IIJA which authorized up to \$108 billion for public transportation nationwide. Figure 2 showcases these numbers in more detail.

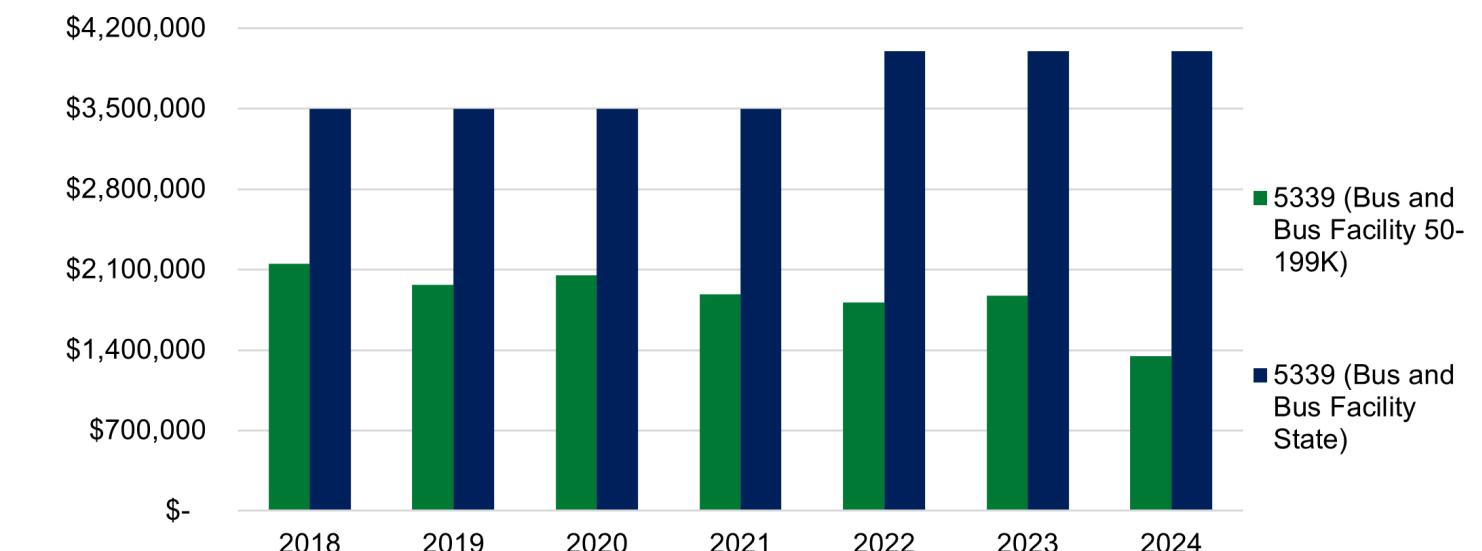
Figure 2 - Total 5311 Funding (FY2015 - FY2024)



### 5339 TOTAL FUNDING OVER TIME

For the 5339 program, the annual funding started at over \$2 million in FY2018 for Bus & Bus Facility funds in small urban areas with 50,000 to 199,999 residents and \$3.5 million for Bus & Bus Facility State funds. The Bus & Bus Facility for small urban areas with 50,000 to 199,999 residents trended downward from FY2018 to FY2022 while the State funds allocated remained steady with \$3.5 million until 2022, which saw an increase to \$4 million.

Figure 3 - Total 5339 Funding (FY2018 - FY2024)\*



\*Small urban UZAs (50k-199k) in Pennsylvania include Altoona, Chambersburg, Erie, Hagerstown, Hanover, Hazleton, Johnstown, Lebanon, State College, Steubenville-Weirton, and Williamsport

### ANCILLARY FUNDING

The allocation and utilization of 5311 funding presented in this report includes ancillary funding such as Rural Transportation Assistance Program (RTAP), COVID, and Intercity Bus. These grant programs are discussed in more detail below.

#### RURAL TRANSPORTATION ASSISTANCE PROGRAM (RTAP)

RTAP provides funding specifically for training, technical assistance, research, and support for public transportation in rural areas. These funds are often used for:

- Training for rural transit operators;
- Technical assistance projects; and
- Development of research and support programs.

RTAP funds are separate from the primary operational and capital funding streams and are focused more on capacity building and professional development within rural transit agencies. As part of this program, BPT provides funding to the Pennsylvania Public Transportation Association (PPTA) and their PennTRAIN training program to support training activities across the state.

**Table 7 - RTAP Funding (2019-2024)**

FY						<b>TOTAL</b>
<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	
\$421,868	\$431,794	\$431,794	\$549,525	\$559,505	\$609,810	<b>\$3,004,296</b>

#### COVID-19 RELIEF GRANTS

In response to the severe financial strains caused by the COVID-19 pandemic, transit agencies in Pennsylvania received federal support through three key legislative measures:

- Coronavirus Aid, Relief, and Economic Security (CARES) Act;
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and
- American Rescue Plan Act (ARPA).

These funds were crucial in mitigating the significant revenue losses and operational challenges faced by transit agencies across the state.

These funds were provided outside of the regular federal grant cycles and were specific to addressing the immediate and unprecedented impacts of the COVID-19 pandemic on public transportation agencies.

**Table 8 - COVID-19 Relief Funding by Fund and Grant Type (FY2020-FY2021)\***

<b>GRANT PROGRAM</b>	FY			<b>TOTAL</b>
	<b>2020</b>		<b>2021</b>	
	<b>5311</b>	<b>5310</b>	<b>5311</b>	
ARPA	-	\$2,197,872	\$9,045,912	<b>\$11,243,784</b>
CARES Act	\$80,601,777	-	-	<b>\$80,601,777</b>
CRRSAA	-	\$2,197,838	-	<b>\$2,197,838</b>
<b>Total</b>	<b>\$80,601,777</b>	<b>\$4,395,710</b>	<b>\$9,045,912</b>	<b>\$94,043,399</b>

\*Amounts shown consist of PennDOT administered funding

The allocation of COVID-19 relief funding to transit agencies in Pennsylvania under the CARES Act, CRRSAA, and ARPA was based on formulas that considered factors such as ridership levels, operational costs, and revenue losses. The FTA allocated these funds to urban agencies in Pennsylvania and BPT, which then allocated the funds to eligible recipients. Table 9 represents the funds administered by BPT to these agencies.

**Table 9 - COVID-19 Relief Funding by Agency (FY2020-FY2024)\***

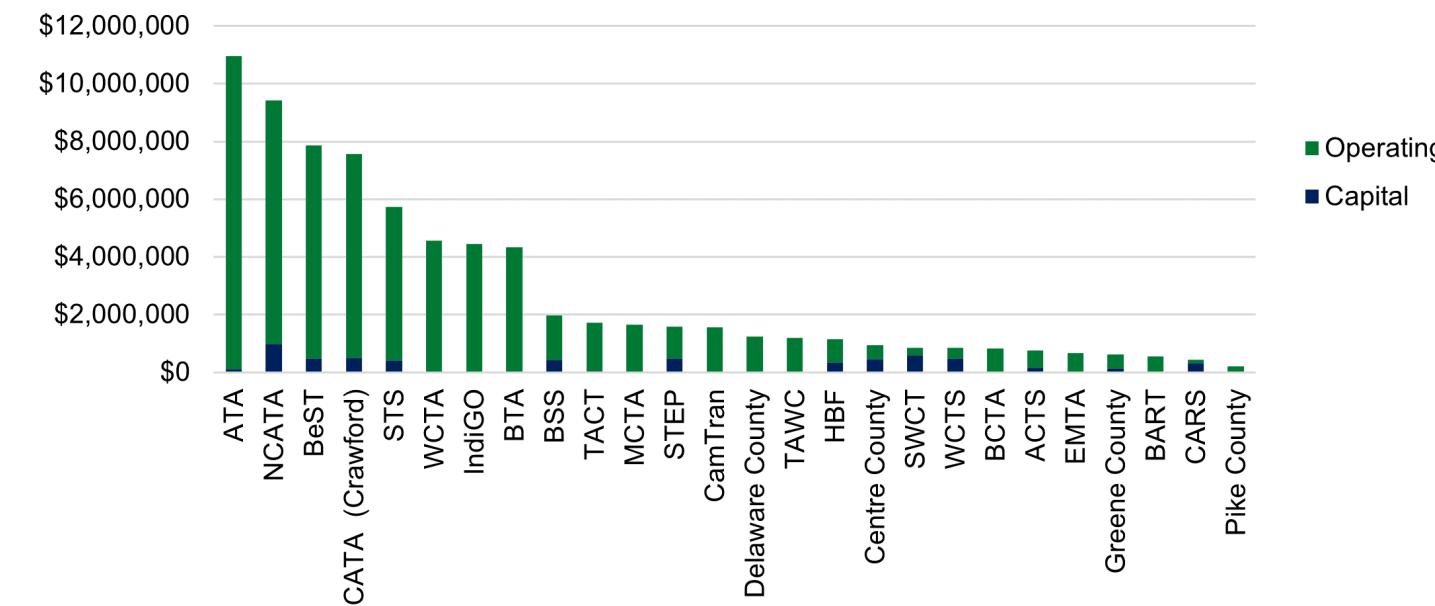
<b>RECIPIENT NAME</b>	<b>FY</b>					<b>TOTAL</b>
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	
ATA	\$2,539,945	\$1,090,911	\$4,551,716	\$970,000	\$1,801,098	<b>\$10,953,670</b>
NCATA	\$636,362	\$363,638	\$3,633,334	\$1,800,000	\$3,000,000	<b>\$9,433,334</b>
BeST	\$1,938,430	\$1,107,676	\$2,000,000	\$1,700,000	\$1,116,528	<b>\$7,862,634</b>
CATA (Crawford)	\$1,840,000	\$1,250,000	\$1,810,000	\$974,545	\$1,700,000	<b>\$7,574,545</b>
STS	\$1,272,727	\$1,227,273	\$1,760,060	\$161,944	\$1,300,000	<b>\$5,722,004</b>
WCTA	\$954,543	\$545,457	\$1,000,000	\$1,324,229	\$742,750	<b>\$4,566,979</b>
IndiGO	\$444,173	\$253,818	\$1,500,000	\$715,000	\$1,536,195	<b>\$4,449,186</b>
BTA	\$883,120	\$504,641	\$1,250,000	\$560,354	\$1,126,000	<b>\$4,324,115</b>
BSS	-	\$728,930	\$1,107,792	\$72,078	\$70,130	<b>\$1,978,930</b>
TACT	\$636,362	\$363,638	-	\$631,282	\$100,000	<b>\$1,731,282</b>
MCTA	\$636,362	\$363,638	-	\$333,249	\$312,220	<b>\$1,645,469</b>
STEP	-	\$827,795	\$761,520	-	-	<b>\$1,589,315</b>
CamTran	\$445,454	\$254,546	\$864,500	-	-	<b>\$1,564,500</b>
Delaware County	-	-	-	\$620,814	\$620,805	<b>\$1,241,619</b>
TAWC	\$381,816	\$254,348	\$563,836	-	-	<b>\$1,200,000</b>
HBF	-	\$675,760	-	\$483,731	-	<b>\$1,159,491</b>
Centre County	-	\$463,490	\$303,500	\$164,869	-	<b>\$931,859</b>
SWCT	-	\$255,793	\$407,128	\$187,872	-	<b>\$850,793</b>
WCTS	-	\$364,284	-	\$480,000	-	<b>\$844,284</b>
BCTA	\$222,727	\$127,273	\$177,000	\$115,000	\$194,049	<b>\$836,049</b>
ACTS	-	\$240,700	\$518,000	-	-	<b>\$758,700</b>
EMTA	\$165,392	\$94,513	\$285,425	\$112,500	-	<b>\$657,830</b>
Greene County	-	\$315,032	\$310,048	-	-	<b>\$625,080</b>
BART	-	\$564,270	-	-	-	<b>\$564,270</b>
CARS	-	\$129,664	\$320,000	-	-	<b>\$449,664</b>
Pike County	-	\$210,000	-	-	-	<b>\$210,000</b>
SRTA	-	-	\$50,000	\$62,675	-	<b>\$112,675</b>
SCTS	-	\$69,002	-	-	-	<b>\$69,002</b>
Clarion County	-	\$16,464	-	-	-	<b>\$16,464</b>
<b>Total</b>	<b>\$12,997,413</b>	<b>\$12,662,554</b>	<b>\$23,173,859</b>	<b>\$11,470,142</b>	<b>\$13,619,775</b>	<b>\$73,923,743**</b>

\*COVID funding was spent on operational assistance and rolling stock

\*\* As of 6/30/2024 the remaining balance of COVID-19 Relief Funding is projected to be spent by subrecipients by the end of FY2025

From FY2020 through FY2024, over \$73 million of COVID Relief funds were spent by various transit agencies for capital and operating needs. Once operational needs are met through funding allocations, BPT allocated capital funding where necessary. Figure 4 portrays these funds in more detail.

**Figure 4 - Operating & Capital COVID-19 Relief Funding by Agency (FY2020-FY2024)\***



\*SRTA, SCTS, and Clarion County were all excluded from this chart as they received less than \$200,000 in funding, as shown in Table 9

#### INTERCITY BUS ALLOCATIONS

FTA guidelines state that no less than 15% of a state's annual 5311 apportionment must be spent for the development and support of intercity bus transportation, unless the state can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being met. PennDOT allocates the full 15% to intercity bus services. Intercity bus grants support bus services that connect rural areas with larger urban centers, enhancing mobility and access across broader regions. These grants focus on:

- Maintaining and expanding intercity bus routes.
- Enhancing connectivity between rural and urban areas.
- Supporting infrastructure and operational needs specific to intercity bus services.

**Table 10 - Intercity Bus Allocations (2019-2024)**

FY						TOTAL
2019	2020	2021	2022	2023	2024	
\$3,741,779	\$3,798,622	\$3,807,821	\$4,743,785	\$4,833,673	\$5,308,369	<b>\$26,234,049</b>

#### FUNDING HISTORY

##### FUNDING BY AGENCY

###### Section 5311 Grant Program

Between FY2019 and FY2023, the 5311 program saw substantial funding directed toward various agencies. Table 11 and Figure 5 illustrate how these funds were distributed during this period and provide a breakdown between capital and operating grants, but excludes any funding spent on facility projects shown in Table 12.

Among the agencies receiving these funds, ATA stood out as the largest recipient with over \$15.2 million. NCATA and STS followed ATA, both having received over \$6 million, respectively. These funds enabled receiving agencies to replace aging buses and equipment and maintain service operations to ensure that rural residents have access to essential transportation

for work, healthcare, and daily activities, particularly in areas where transportation options are limited. The funding disparities between ATA and the other agencies reflects the varied needs and scales of operation within the rural transit network in Pennsylvania, with larger agencies like ATA serving more extensive geographic areas. Furthermore, transit agencies, such as CamTran, MCTA, and WCTA, which operate within Urbanized Areas (UZAs), also receive 5311 program funding to help support the rural portions of their service areas.

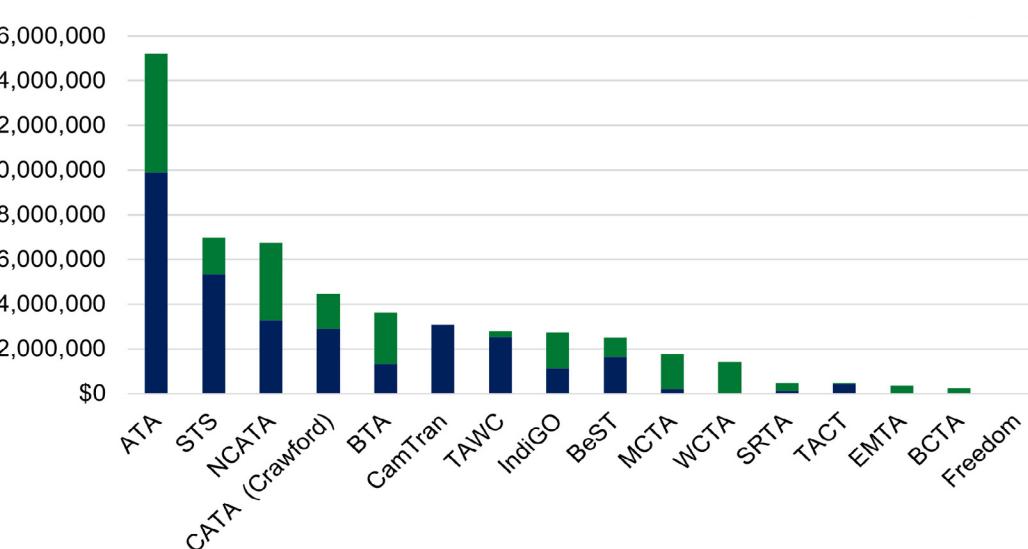
**Table 11 - 5311 Funding by Agency FY2019-FY2023**

RECIPIENT NAME	FY								TOTAL		
	2019		2020		2021*		2022*				
	CAPITAL	OP.**	CAPITAL	OP.**	CAPITAL	OP.**	CAPITAL	OP.**			
ATA	\$3,588,606	\$1,990,410	\$1,637,071	\$2,257,141	\$2,315,224	-	\$2,310,987	\$59,810	\$55,900 \$1,000,000 <b>\$15,215,149</b>		
STS	\$2,176,284	\$412,000	\$2,302,963	\$636,540	\$188,472	-	\$460,501	-	\$211,871 \$598,996 <b>\$6,987,627</b>		
NCATA	\$210,838	\$300,000	\$2,112,532	\$300,000	\$948,515	-	-	-	\$166,666 - \$2,665,909 <b>\$6,704,460</b>		
CATA (Crawford)	\$642,046	\$400,000	\$773,046	\$200,000	\$921,586	-	\$270,369	-	\$313,863 \$925,455 <b>\$4,446,365</b>		
BTA	\$1,249,872	\$949,529	-	\$827,396	-	-	\$62,768	-	- \$539,646 <b>\$3,629,211</b>		
CamTran	\$1,927,948	-	\$15,063	-	\$3,753	-	\$206,872	-	\$917,787 - \$3,071,423		
TAWC	\$338,085	\$66,668	\$173,517	\$66,668	\$1,097,513	-	\$77,999	-	\$859,432 \$108,987 <b>\$2,788,869</b>		
IndiGO	\$791,191	\$347,365	\$47,405	\$669,417	\$295,304	-	-	-	- \$477,356 <b>\$2,628,038</b>		
BeST	\$518,065	\$435,000	\$511,937	\$435,000	\$534,273	-	\$81,868	-	- - \$2,516,143		
MCTA	-	\$720,100	-	\$440,000	\$212,160	-	-	-	- \$396,751 <b>\$1,769,011</b>		
WCTA	-	\$905,404	-	\$462,816	-	-	-	-	- \$1,368,220		
SRTA	-	\$43,657	-	\$172,042	-	\$79,355	\$89,345	-	\$34,738 \$62,500 <b>\$481,637</b>		
TACT	\$259,650	\$17,752	\$90,200	\$35,507	-	-	-	-	\$36,081 - \$439,190		
EMTA	-	\$152,009	-	\$90,544	-	-	-	-	- \$112,500 <b>\$355,053</b>		
BCTA	-	\$133,877	-	\$75,464	-	-	-	-	- \$38,332 <b>\$247,673</b>		
Freedom	\$1,026	-	-	-	\$16,000	-	-	-	- - \$17,026		
<b>Total</b>	<b>\$11,703,611</b>	<b>\$6,873,771</b>	<b>\$7,663,734</b>	<b>\$6,668,535</b>	<b>\$6,532,800</b>	<b>\$79,355</b>	<b>\$3,560,709</b>	<b>\$226,476</b>	<b>\$2,429,672</b>	<b>\$6,926,432</b>	<b>\$52,665,095</b>

\*COVID Emergency Relief funds were allocated to subrecipients in 2021 and 2022 which reduced the need to use traditional 5311

\*\*Op. = Operating

**Figure 5 - Total 5311 Funding Expenditures from FY2019-FY2023 by Agency**

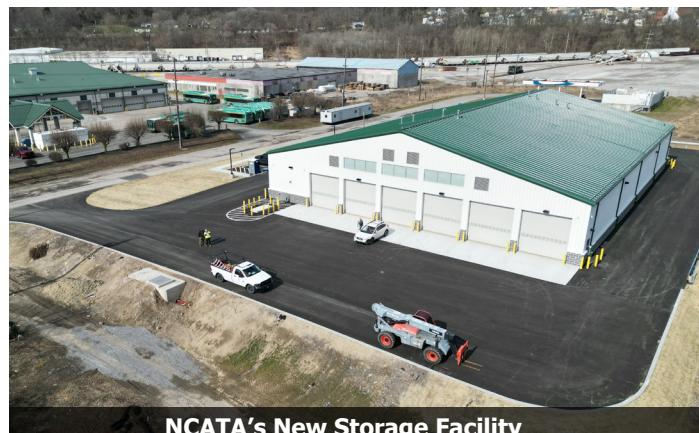


**Facility Projects**

Facility projects presented in Table 12 were funded by the 5311 program. From FY2016 to FY2023, the highest amount of funding was provided to construct the STS and ATA Operations & Maintenance Facilities, receiving a total of over \$26 million and \$17 million, respectively. These investments demonstrate a coordinated effort to upgrade and maintain transit infrastructure across Pennsylvania. In leveraging eligible federal funds in rural areas, the local match required by communities was also reduced.

**Table 12 - Facilities Funded by 5311 (FY2016-FY2023)**

AGENCY	FACILITY TYPE	TOTAL FUNDING
STS	Operations & Maintenance	\$26,458,064
ATA	Operations & Maintenance	\$17,606,502
EMTA	Joint Operations	\$14,364,000
LCTA	Administrative & Maintenance	\$14,364,000
MCTA	Storage & Maintenance Facility	\$12,713,994
IndiGO	Administrative, Maintenance, & Storage	\$9,880,343
CATA (Crawford)/PennDOT	Oil City Multimodal	\$8,054,425
CATA (Crawford)	Storage, Maintenance, & Bus Wash	\$4,767,810
NCATA	Storage	\$4,038,366
BTA	Transit Center Expansion & Park and Ride	\$2,215,745
<b>Total</b>		<b>\$114,463,249</b>



**NCATA's New Storage Facility**



**Ribbon Cutting at ATA's New Facility**



**STS' Maintenance & Operations Facility Project**



**Aerial View of ATA's New Operations Facility**

**Section 5310 Grant Program**

Transit agencies that received capital funding from FY2019 to FY2023 through the 5310 program are portrayed in Table 13. Funding provided through the 5310 program is required to be spent in certain urbanized areas, impacting how these funds are distributed across the state. Agencies receiving the most funding under the 5310 program include SRTA, SCTA, and SEPTA. 5310 program funds during this time were utilized by recipients to purchase vehicles.

From FY2019 to FY2023, 5310 program funding has provided for a total of 937 vehicles (shown in Figure 6). This chart showcases the total number of vehicles funded by Urbanized Area (UZA). UZAs are defined by the U.S. Census Bureau as areas with populations of 50,000 people or more. For 5310 program funding purposes in Pennsylvania, UZA designations include:

- Larger UZAs
- Philadelphia
- Pittsburgh
- Allentown
- Harrisburg
- Scranton
- Lancaster
- Reading
- York
- Youngstown
- Sharon
- Small Urban UZAs
- Rural UZAs

**Table 13 - 5310 Capital Funding by Agency FY2019-FY2023**

RECIPIENT NAME	FY					<b>TOTAL</b>
	2019	2020	2021	2022	2023	
SRTA	\$408	\$464,000	\$2,042,814	-	\$1,670,444	<b>\$4,177,666</b>
SCTA	\$1,223,242	-	\$658,647	\$1,072,119	\$851,667	<b>\$3,805,675</b>
SEPTA*	-	\$3,349,994*	-	-	-	<b>\$3,349,994</b>
LANTA	\$1,220,854	\$326,507	\$400,933	-	\$977,371	<b>\$2,925,665</b>
WCTA	\$467,432	\$837,300	\$472,608	-	\$619,200	<b>\$2,396,540</b>
TRANSNET	-	\$818,994	\$629,600	-	\$250,396	<b>\$1,698,990</b>
Chesco/Rover	\$277,144	-	\$838,029	\$540,000	-	<b>\$1,655,173</b>
Freedom	-	\$213,868	\$1,039,960	-	\$276,903	<b>\$1,530,731</b>
BCT	\$466,242	\$416,431	-	\$540,000	-	<b>\$1,422,673</b>
MCTA	\$449,485	\$56,570	\$172,853	\$47,799	\$544,828	<b>\$1,271,535</b>
FACT	\$105,632	\$264,770	\$368,472	\$303,000	\$150,000	<b>\$1,191,874</b>
HBF	-	\$280,109	-	\$452,000	\$426,897	<b>\$1,159,006</b>
Delaware County	\$228,000	\$345,600	-	\$266,023	\$123,612	<b>\$963,235</b>
EMTA	-	-	\$482,804	\$471,603	-	<b>\$954,407</b>
CamTran	-	\$421,541	\$11,005	\$445,452	-	<b>\$877,998</b>
STEP	\$309,125	\$544,913	-	-	-	<b>\$854,038</b>
SWCT	\$148,894	\$177,940	\$257,618	-	\$207,776	<b>\$792,228</b>
Clarion County	-	\$262,346	\$175,608	\$344,308	-	<b>\$782,262</b>
BCTA	\$224,672	-	\$492,800	-	-	<b>\$717,472</b>
LCTA	\$151,839	\$24,663	\$82,654	\$1,820	\$448,592	<b>\$709,568</b>
BSS	\$110,400	\$241,440	-	\$243,076	\$108,924	<b>\$703,840</b>
Centre County	\$219,943	-	\$287,813	-	-	<b>\$507,756</b>
WCTS	-	\$167,768	-	-	\$329,564	<b>\$497,332</b>
TACT	\$260,589	-	-	-	\$122,880	<b>\$383,469</b>
CATA(Centre)	\$118,256	-	-	\$252,540	\$3,302	<b>\$374,098</b>
CARS	-	\$139,200	-	-	\$225,000	<b>\$364,200</b>
COLT	-	-	\$104,000	\$251,928	-	<b>\$355,928</b>
Greene County	-	-	\$108,800	-	\$180,000	<b>\$288,800</b>
PRT	\$274,968	-	-	-	-	<b>\$274,968</b>
STS	\$237,141	-	-	-	-	<b>\$237,141</b>
ACTS	-	\$196,862	-	-	-	<b>\$196,862</b>
BART	-	-	\$196,603	-	-	<b>\$196,603</b>
Pike County	-	-	\$162,512	-	-	<b>\$162,512</b>
BeST	\$159,943	-	-	-	-	<b>\$159,943</b>
SCTS	-	-	-	-	\$153,174	<b>\$153,174</b>
MCRCOG	-	-	\$40,917	\$108,836	-	<b>\$149,753</b>
COLTS	\$141,027	-	-	-	-	<b>\$141,027</b>
IndiGO	-	\$97,475	-	-	-	<b>\$97,475</b>
<b>Total</b>	<b>\$6,795,236</b>	<b>\$9,648,291</b>	<b>\$9,027,050</b>	<b>\$5,340,504</b>	<b>\$7,670,530</b>	<b>\$38,481,611</b>

\*SEPTA received 5310 funding for one year to fund paratransit vehicles

As seen below, the Philadelphia UZA received the highest number of vehicles funded through the 5310 program (240), followed by the Rural (200), Small Urban (154), and Pittsburgh (120) UZAs. Allentown, Harrisburg, Scranton, Lancaster, Reading, and York received at least 20 vehicles each over this timeframe while Youngstown and Sharon received less than five vehicles each.

**Figure 6 - Total Number of Vehicles Funded through the 5310 Program from FY2019-FY2023 by UZA**

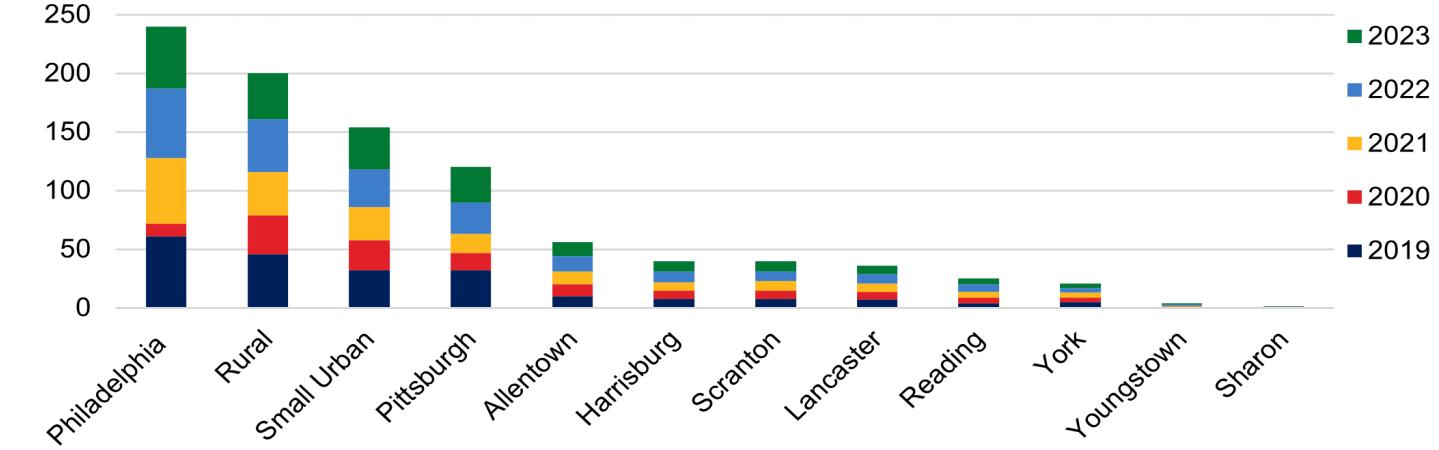


Table 14 showcases the number of vehicles funded by the 5310 program from FY2019-FY2023 by UZA and transit agency recipient. SRTA, TransNet, and SCTA received at least 50 vehicles over this timeframe. BCTA, STEP, Inc., MCTA, Greene County, CamTran, MCRCOG, BART, and SCTS received fewer than 10 vehicles funded through the 5310 program over this same period.

**Table 14 - Total Number of Vehicles Funded through the 5310 Program from FY2019-FY2023 by UZA & Transit Agency Subrecipients**

UZA	TRANSIT AGENCY RECIPIENT NAME	FY					TOTAL
		2019	2020	2021	2022	2023	
Allentown	LANTA	8	10	6	7	7	38
Harrisburg	SRTA	5	7	7	5	5	29
Lancaster	SCTA	6	7	4	8	7	32
Philadelphia	BCT	7	9	-	13	11	40
	Chesco/Rover	9	-	12	14	11	46
	Delaware County	8	-	12	5	10	35
	TRANSNET	12	2	14	17	13	58
Pittsburgh	BCTA	8	-	-	-	-	8
	Freedom	17	6	6	-	8	37
	WCTA	7	9	-	16	10	42
Reading	SCTA	4	5	5	4	5	23
	ACTS	-	-	6	-	5	11
	BART	4	-	-	-	-	4
	CARS	-	4	2	-	8	14
	Clarion County	13	-	-	-	-	13
	Greene County	-	2	3	-	-	5
	HBF	9	6	6	9	6	36
	Pike County	10	-	-	-	6	16
	SCTS	-	2	-	-	-	2
Rural	SRTA	-	6	11	18	7	42
	SWCT	3	7	-	4	-	14
	WCTS	-	6	-	4	-	10
	LCTA	2	7	2	5	2	18
	MCRCOG	1	-	-	-	-	1
	BSS	-	5	-	3	10	18
	CamTran	5	-	-	-	-	5
	CATA (Centre)	-	3	-	8	3	14
	Centre County	5	3	-	5	4	17
	COLT	-	3	2	6	4	15
Small Urban	EMTA	6	-	22	3	8	39
	FACT	7	-	-	3	-	10
	MCTA	3	5	-	-	-	8
	SRTA	-	1	-	-	-	1
	STEP, Inc.	2	6	-	-	-	8
	SRTA	3	4	4	4	4	19
	MCRCOG	-	1	1	1	1	4
	<b>Total</b>	<b>164</b>	<b>126</b>	<b>125</b>	<b>162</b>	<b>155</b>	<b>732</b>

Similar to Table 14, Table 15 showcases the number of vehicles funded by the 5310 program from FY2019-FY2023 by UZA and Private Nonprofit (PNP) recipient. The largest PNP recipient of these vehicles over this time was the Northern Area Multi-Services Center of Allegheny County with 30 vehicles. Via of the Lehigh Valley, Allied Services Foundation, and Children and Adult Disabilities and Education Services received at least 10 vehicles. All remaining PNPs received fewer than 10 vehicles funded through the 5310 program over this same period.

**Table 15 - Total Number of Vehicles Funded through the 5310 Program from FY2019-FY2023 by UZA & PNP Subrecipients**

UZA	RECIPIENT NAME	FY				TOTAL
		2019	2021	2022	2023	
Allentown	Arc of the Lehigh and Northampton Counties	-	1	1	1	3
	Community Options, Inc.	-	-	2	-	2
	Via of the Lehigh Valley	2	4	3	4	13
Harrisburg	Center for Independence Living of Central Pennsylvania	1	-	-	-	1
	UCP Foundation of Central PA	2	-	-	-	2
	United Cerebral Palsy of Central Pennsylvania	-	-	4	4	8
Lancaster	Ephrata Community Ambulance Association	1	-	-	-	1
	Lancaster EMS Association	-	3	-	-	3
	Children and Adult Disabilities and Educational Services	3	3	3	2	11
Philadelphia	Devereux Advanced Behavioral Health	5	-	-	-	5
	Intercommunity Action	2	-	2	2	6
	Lenape Valley Foundation	2	-	-	-	2
	Programs Employing People	2	-	-	-	2
	St. Mary Medical Center	2	-	-	-	2
	Surrey Services for Seniors	-	1	-	-	1
	The ARC of Chester County	2	-	-	-	2
	The Devereux Foundation	-	10	-	-	10
	The Melmark Home, Inc.	3	-	3	4	10
	Woods Services	4	4	2	-	10
Pittsburgh	Northern Area Multi-Services Center of Allegheny County	-	10	10	10	30
	VieCare Beaver LLC	-	-	1	1	2
	Westmoreland County Blind Association	-	-	-	1	1
Reading	Hamburg Emergency Medical Services	-	-	2	-	2
Rural	Albright Care Services	-	-	-	3	3
	Avenues	2	2	-	2	6
	Children Aid Home Program of Somerset County	-	1	-	-	1
Rural	Community Options, Inc.	-	-	4	-	4
	Duncanon Senior Citizens Center	-	1	-	-	1
	Geisinger Clinic	2	2	5	-	9
	Greater Valley EMS	1	1	-	-	2
	LIFE Butler	1	-	1	1	3
	LIFE Lawrence	-	-	-	1	1
	Lutheran Seniorlife	1	1	-	-	2
	Westmoreland County Blind Association	-	1	-	-	1

**FUNDING HISTORY**

Table 15 Cont.

UZA	RECIPIENT NAME	FY				TOTAL
		2019	2021	2022	2023	
Scranton	Allied Services Foundation	5	3	3	-	11
	Anthracite Region Center for Independent Living	-	1	-	-	1
	Scranton Counseling Center	-	-	-	2	2
	St. Joseph Center	1	1	-	3	5
	Telespond Senior Services	-	1	-	-	1
Small Urban	Volunteers of America	-	-	-	2	2
	Alleghenies Unlimited Care Providers	1	1	1	1	4
	Anthracite Region Center for Independent Living	-	-	1	2	3
	Cambria County Association for the Blind & Handicapped	2	2	2	2	8
	Community Resources for Independence	-	1	-	-	1
	Mont Alto Ambulance	1	-	-	-	1
	Stairways Behavioral Health	-	-	-	1	1
	The Village at Morrison Cove	-	-	-	1	1
	Margaret E. Moul Home	2	-	-	-	2
	<b>Total</b>	<b>50</b>	<b>55</b>	<b>50</b>	<b>50</b>	<b>205</b>

Table 16 below showcases the total number of vehicles funded by the 5310 program from FY2019-FY2023 by UZA. The Philadelphia UZA received the highest number of total vehicles with 240, followed by the Rural UZA with 200, the Small Urban UZA with 154, and the Pittsburgh UZA with 120. All remaining UZAs, as shown below received fewer than 100 total vehicles funded through the 5310 program over this same period.

**Table 16 - Total Number of Vehicles Funded through the 5310 Program from FY2019-FY2023 by UZA**

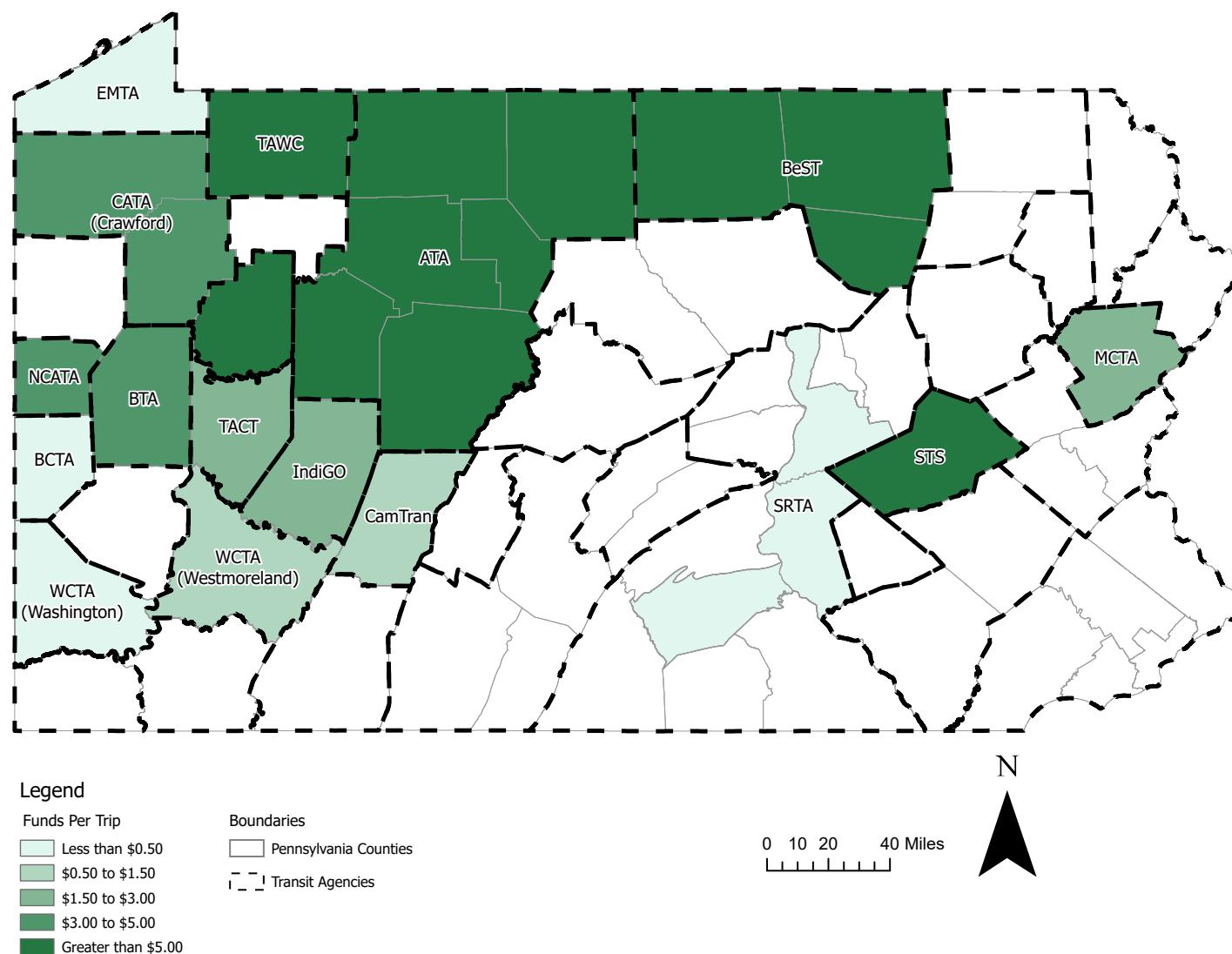
UZA	FY					TOTAL
	2019	2020	2021	2022	2023	
Philadelphia	61	11	56	59	53	240
Rural	46	33	37	45	39	200
Small Urban	32	26	28	32	36	154
Pittsburgh	32	15	16	27	30	120
Allentown	10	10	11	13	12	56
Harrisburg	8	7	7	9	9	40
Scranton	8	7	8	8	9	40
Lancaster	7	7	7	8	7	36
Reading	4	5	5	6	5	25
York	5	4	4	4	4	21
Youngstown	-	1	1	1	1	4
Sharon	1	-	-	-	-	1
<b>Total</b>	<b>214</b>	<b>126</b>	<b>180</b>	<b>212</b>	<b>205</b>	<b>937</b>

## FEDERAL FUNDING BY AGENCY PER TRIP

Figure 5 and Table 11 above identify the amount of 5311 program funding each agency received from FY2019 to FY2023. This funding included all capital and operating funds delivered to agencies except for any funding used for facility projects. To put these values into context, an analysis was conducted to normalize the funds by calculating the total funding per one-way fixed route passenger trip for each agency from FY2019 to FY2023. Figure 7 showcases the results of this exercise.

TAWC, STS, ATA, and BeST were the greatest recipients of 5311-funding over this timeframe with over \$5.00 per trip. BTA, CATA (Crawford), and NCATA received between \$3.00 to \$5.00 per trip, followed by TACT, IndiGO, and MCTA with \$1.50 to \$3.00 per trip. Finally, Freedom, CamTran, BCTA, EMTA, WCTA, and SRTA received the smallest amount of funding per trip, all with under \$1.50 per trip.

**Figure 7 - 5311 Funding Per Trip**

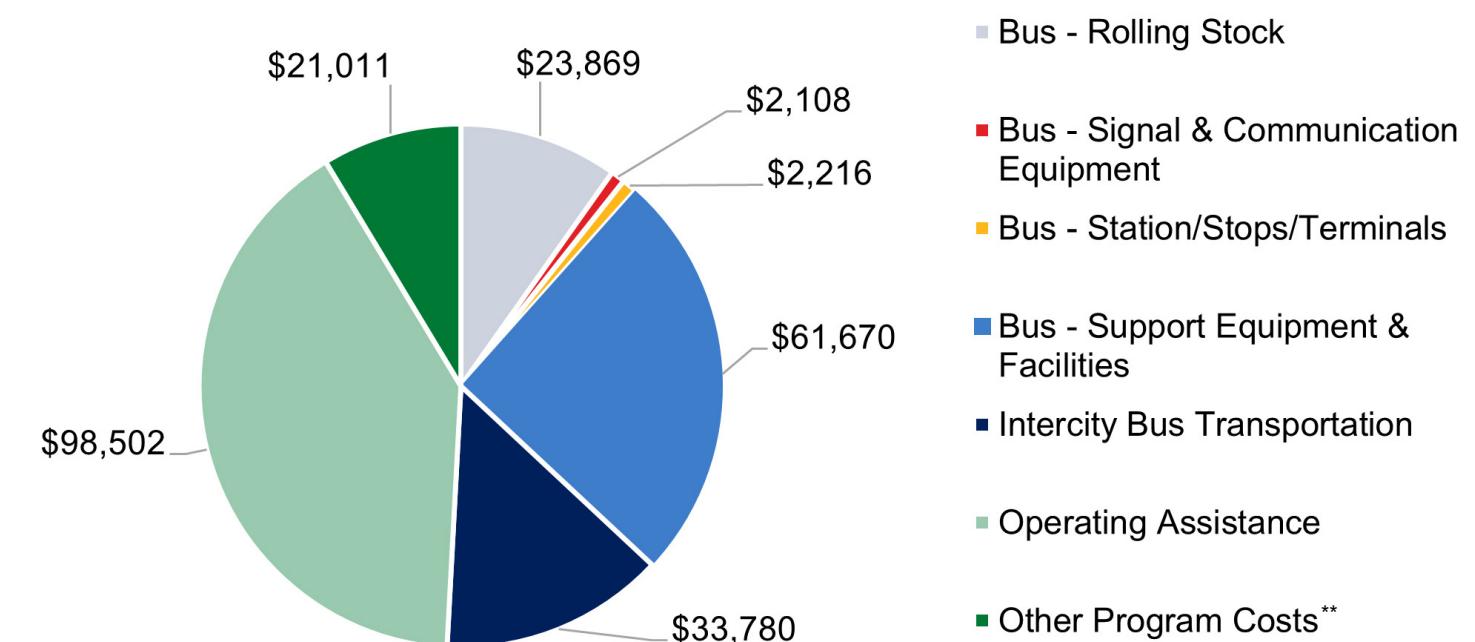


## FUNDING USAGE

Between FY2019 and FY2023, funding under the 5311 and 5310 programs was allocated to various project scopes, each with distinct levels of investment.

Under the 5311 program, “Operating Assistance” received the highest funding at over \$93 million. This indicates a significant emphasis on ensuring ongoing operational support for rural and small urban transit agencies. The “Bus - Support Equipment and Facilities” category also saw substantial funding, with over \$61.6 million, reflecting a strong investment in the infrastructure and equipment necessary to maintain and enhance bus operations. Other notable allocations included “Intercity Bus Transportation” at roughly \$33.7 million and “Bus - Rolling Stock” at around \$23.9 million. A complete breakdown of utilization of funding from the 5311 program by project scope is presented in Figure 8.

**Figure 8 - 5311 Project Scope Breakdown FY2019-FY2023 (000's)\***



\*Total funding from FY19-23 is \$243,157,404

\*\* Other Program Costs include Appalachian Funding - Capital and Rural Transit Assistance Program

The 5310 program saw its largest allocation directed towards vehicle purchases at around \$95.7 million, which supports enhanced mobility for seniors and individuals with disabilities. Remaining funds, classified as “Operating Assistance,” included \$821,799 in allocations.

## PROJECTIONS

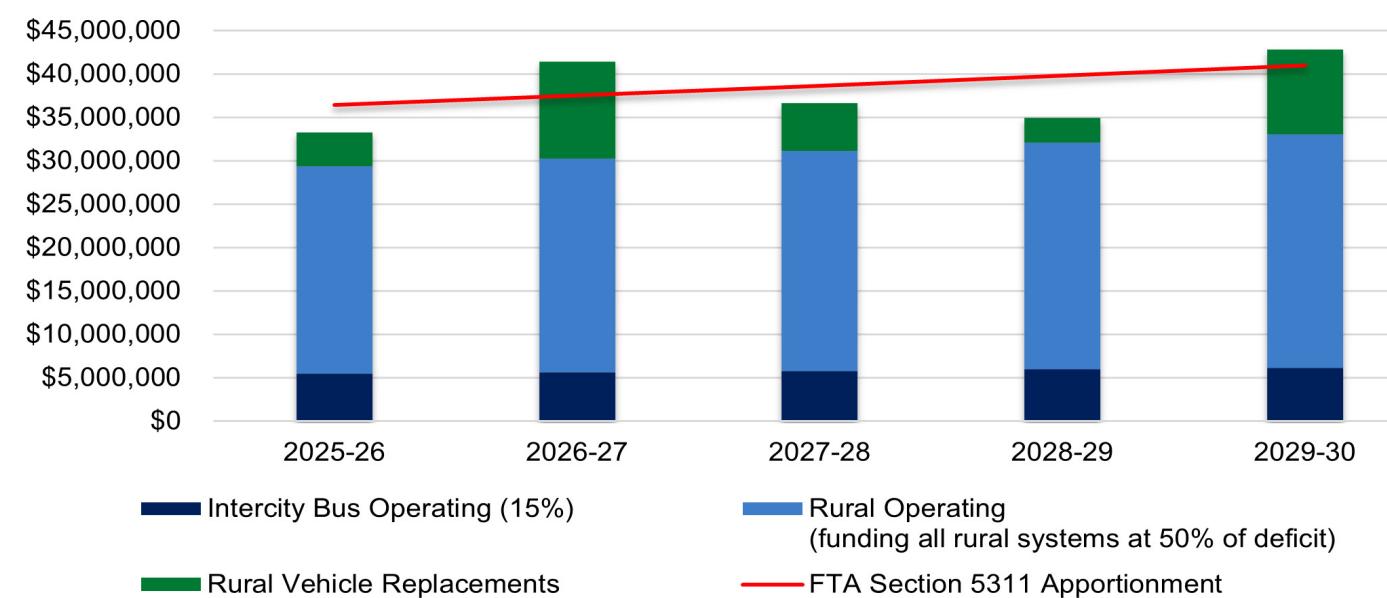
To plan for efficient future funding allocations, it is important to assess how transit funds will be distributed and used to maintain service quality and infrastructure. Notably, no significant increases in the 5310 and 5311 federal formula funds are anticipated for the remainder of the BIL, which extends through FY 2026.

Given the growing demand for Federal Section 5311 funds to cover rising operating costs for existing services across Pennsylvania, there will be limited resources available for critical capital projects like vehicle replacements and facility improvements. Likewise, rising costs for small vehicles are expected to strain the Section 5310 program, resulting in fewer new vehicles funded through federal dollars in future years.

To meet these challenges, transit agencies will need to rely more heavily on state capital funding and local matching contributions. These additional resources will be essential for maintaining a state of good repair, replacing aging vehicles, and addressing facility needs over the forthcoming years.

This section will outline how funds are expected to be allocated toward operating expenses, vehicle replacements per the Capital Planning Tool (CPT), and any known facility projects across the Commonwealth. Figure 9 displays these expected allocations in more detail.

**Figure 9 - Projected Funding Allocations**



## PROJECTED OPERATING EXPENSE ALLOCATIONS

For Intercity Bus Operating funds, gradual increases each year are anticipated, in line with the required 15% allocation. For FY2025-2026, the total allocation will be approximately \$5.47 million, with small but steady increases of around 3% per year, reaching \$6.15 million by FY2029-2030. Rural Operating funds, which can cover 50% of the deficit for rural transit agencies in Pennsylvania, are projected to follow a similar upward trajectory. In Pennsylvania, since transit agencies also receive state operating assistance, the Department looks to balance state and federal dollars in operating budgets to preserve some federal funding for capital projects. Keeping this in mind, the total allocation for FY2025-2026 is projected at \$23.9 million, with incremental increases of approximately 3% annually. By FY2029-2030, this will grow to about \$26.9 million.

## VEHICLE REPLACEMENTS PER CPT

Capital needs, particularly for Rural Vehicle Replacements, are tracked in our CPT which can help us project our future needs based on replacement schedules. Based on current data, the CPT projects a significant variability in annual need. This projection only pertains to maintaining existing assets in a state of good repair. BPT will work to stabilize this replacement schedule over the coming years to have a steady and predictable funding plan for vehicle replacements. In FY2025-2026, approximately \$3.9 million is expected to be allocated for vehicle replacements, but this amount will surge to \$11.2 million in FY2026-2027. After that, funding is projected to fluctuate, with lower allocations of \$5.5 million in FY2027-2028 and \$2.9 million in FY2028-2029, before a notable increase to \$9.8 million in FY2029-2030. The FTA Section 5311 Apportionment is expected to increase modestly each year, following a 3% annual growth pattern. In FY2025-2026, the apportionment is projected to be around \$36.45 million, gradually increasing to \$41.03 million by FY2029-2030.

## FUTURE FACILITY PROJECTS

Several key facility projects are planned in rural areas to enhance transit operations and ensure the continued reliability and efficiency of services across Pennsylvania. These projects, all eligible for rural federal funding and totaling over \$88 million, will focus on upgrading and expanding critical infrastructure, including operations & maintenance facilities, bus wash facilities, and covered parking. These facility upgrades are essential for maintaining a state of good repair, reducing downtime, and supporting the continued growth of public transit services in the Commonwealth.

Table 17 below displays these future known projects in more detail.

**Table 17 - Future Known Facility Projects**

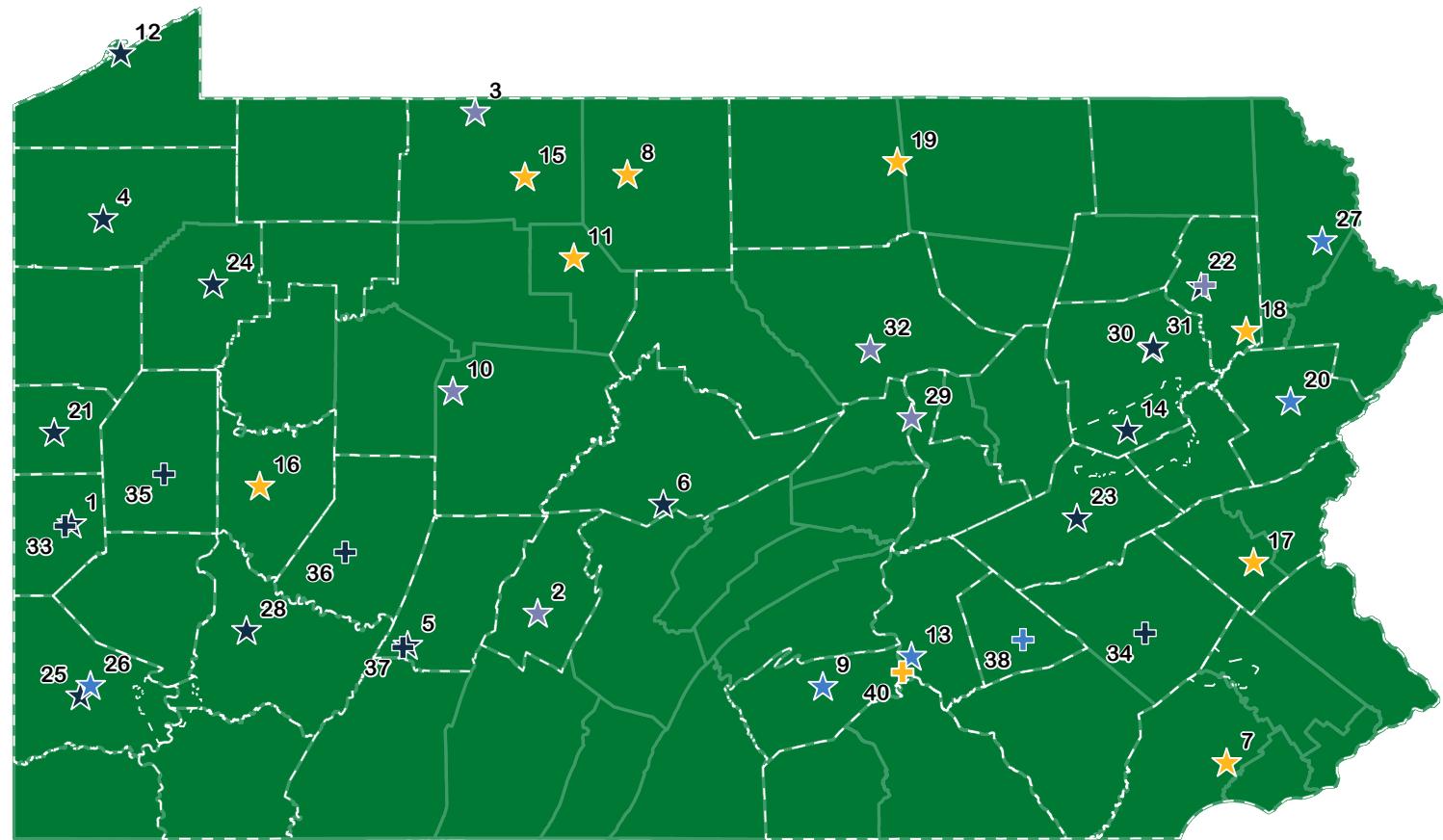
AGENCY	FACILITY TYPE	PROJECTED INVESTMENT
ATA	Operations & Maintenance (Kane)	\$5 million
BeST	Operations & Maintenance (Mansfield)	\$15 million
BTA	Bus Wash	\$1 million
IndiGO	Covered Parking	\$2 million
MCTA	Operations & Maintenance	\$35 million
TACT	Operations & Maintenance	\$30 million

This report details the allocation of FTA funds administered by BPT through programs like Sections 5310, 5311, and 5339. To sustain operations and infrastructure, these funds, coupled with state and local contributions, will play a crucial role in meeting growing demands for transit in Pennsylvania.

## **SECTION V:**

### Capital Project Highlights





**LEGEND**

**Boundaries**

PA Counties

Transit Agency Service Areas

**New Facilities**

Complete

Construction

Design

Planning

**Facility Expansion or Rehabilitation**

Complete

Construction

Design

Planning

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 2023-24, PennDOT assisted in purchasing 802 new buses:

- 74 Compressed Natural Gas (CNG) Buses
- 16 Electric Buses
- 7 Hybrid Diesel Buses
- 56 Diesel Buses
- 609 Gasoline Buses
- 40 Propane Buses

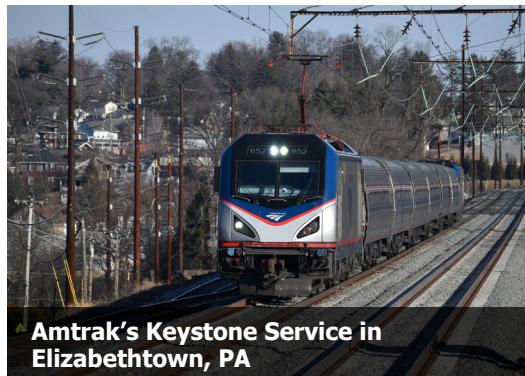
The \$182 million cost of these vehicles was subsidized with federal, state, and local funds. By purchasing newer, modern buses, agencies were able to enhance customer satisfaction, improve emissions, improve safety, and reduce their overall operating costs of maintaining an older, outdated fleet.

Table 18 - Capital Project Highlights

#	PROJECT NAME	AGENCY
1	BCTA Park & Ride Expansion	Beaver County Transit Authority (BCTA)
2	Blair County Shared Ride Facility	Blair Senior Services, Inc. (BSS)
3	Bradford Transfer Center	Area Transportation Authority of North Central PA (ATA)
4	Bus Storage and Light Maintenance Facility	Crawford Area Transportation Authority (CATA)
5	New Administration, Operations, and Maintenance Facility	Cambria County Transit Authority (CamTran)
6	Administrative/Maintenance/Bus Storage and Parking Garage	Centre Area Transportation Authority (CATA)
7	Chester County Shared Ride	Chester County Department of Community Transit
8	Coudersport Shared Ride	Area Transportation Authority of North Central PA (ATA)
9	Cumberland County Shared Ride Facility	Susquehanna Regional Transit Authority (rabbittransit)
10	Dubois New Admin Ops Maint Facility	Area Transportation Authority of North Central PA (ATA)
11	Emporium Shared Ride	Area Transportation Authority of North Central PA (ATA)
12	Erie New Bus Storage, Administration and Parking Garage	Erie Metropolitan Transit Authority (EMTA)
13	Harrisburg Cameron HQ Facility	Susquehanna Regional Transit Authority (rabbittransit)
14	HPT Maintenance Storage Facility	Hazleton Public Transit (HPT)
15	Kane New Maintenance Facility	Area Transportation Authority of North Central PA (ATA)
16	Kittanning Fixed Route Facility	Mid County Transit Authority (TACT)
17	LANTA Facility	Lehigh and Northampton Transportation Authority (LANTA)
18	Lawrence County Shared Ride	Allied Coordinated Transportation Services, Inc. (ACTS)
19	Mansfield Facility	Endless Mountains Regional Transportation Authority (BeST)
20	Monroe Transit Facility	Monroe County Transportation Authority (MCTA)
21	New Castle Storage Building	New Castle Area Transit Authority (NCATA)
22	Scranton Intermodal Transportation Center	County of Lackawanna Transit System (COLTS)
23	STS Admin Ops Maintenance Facility	Schuylkill Transportation System (STS)
24	Venango Multimodal Facility	Crawford Area Transportation Authority (CATA)
25	Washington Intermodal Transit Facility	Washington County Transportation Authority (Freedom Transit)
26	Washington Ops Maintenance Facility	Washington County Transportation Authority (Freedom Transit)
27	Wayne County Shared Ride Facility	Wayne County Transportation System (WCTS)
28	WCTA Storage Building	Westmoreland County Transit Authority (WCTA)
29	West Milton Shared Ride	Susquehanna Regional Transit Authority (rabbittransit)
30	Wilkes-Barre Ops Maintenance Facility	Luzerne County Transit Authority (LCTA)
31	Williamsport Intermodal Transit Center Facility	River Valley Transit Authority (RVTA)
32	Williamsport Shared Ride Facility	STEP, Inc.
33	BCTA Travel Center	Beaver County Transit Authority (BCTA)
34	Berks Bus Storage Expansion Project	South Central Transportation Authority (SCTA)
35	BTA Park and Ride Expansion	Butler Transportation Authority (BTA)
36	INDIGO Facility Expansion	Indiana County Transit Authority (IndiGO)
37	Johnstown IP Rehabilitation	Cambria County Transit Authority (CamTran)
38	Lebanon Facility Expansion	County of Lebanon Transit Authority (COLT/LT)
39	Scranton Maintenance Storage Facility	County of Lackawanna Transit System (COLTS)
40	West Shore Transfer Center	Susquehanna Regional Transit Authority (rabbittransit)



Harrisburg Amtrak Station - North Side



Amtrak's Harrisburg Line Track Renewal



Lancaster Pedestrian Bridge Project



Downingtown Station Design



Coatesville Station Construction Site

## ADVANCING PENNSYLVANIA RAIL



Under the Passenger Rail Investment and Improvement Act (PRIIA) Section 209 of 2008, PennDOT is responsible for operating and capital improvement costs for Amtrak corridors of 750 miles or less. Over the past two decades, PennDOT has invested heavily in the Keystone Corridor, using FTA formula funds and federal discretionary grants to match state transit funds for station improvements, ADA compliance, and overall state-of-good-repair projects. Several key station projects highlight these investments:

Elizabethtown Station underwent a \$9 million rehabilitation completed in 2011, followed by an additional \$1.2 million for parking, ADA curb ramps, sidewalks, and landscaping in 2013. A 2015 trail project connected the station to downtown Elizabethtown and a parking management system is planned for installation in 2025.

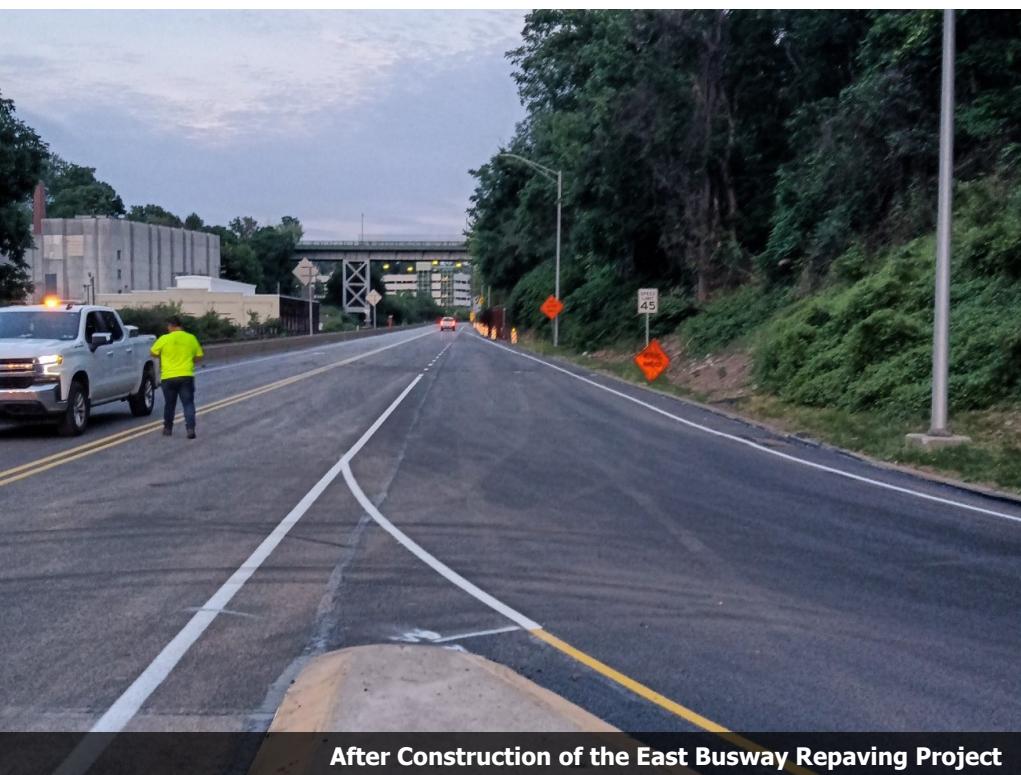
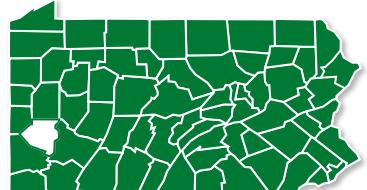
Mount Joy Station, completed in 2019, was PennDOT's first new train station construction. This \$33 million project included stair and elevator towers, high-level platforms with canopies, stormwater management, parking, and streetscape improvements.

Middletown Station, which opened in January 2022, is the most recently constructed station. Relocated from a curved, non-ADA-accessible rail section to a straight rail segment near Harrisburg International Airport, the \$50 million project features stair and elevator towers connecting a 400-space parking lot to a high-level center island platform. The station includes designated bus loading zones and accessible routes to improve regional connectivity.

Coatesville Station is PennDOT's largest station construction project to date. The \$70+ million investment, set for completion in 2026, is expected to drive downtown revitalization. The project site, located just east of the existing station, was selected through close collaboration with community leaders. Streetscape enhancements, including sidewalk connectivity and parking improvements, were completed first to improve access during construction. Upon completion, the station will feature additional parking, ADA-compliant high-level platforms, stair and elevator towers, new track to accommodate freight trains, and the conversion of an existing rail underpass to a pedestrian and bicycle-only pathway.

The Lancaster Pedestrian Bridge Project is PennDOT's latest station initiative. Onsite work, closely coordinated with an ongoing Amtrak project, began in early 2025, following the completion of the Keller Avenue parking lot in 2024. The project will include a plaza area with covered bicycle parking, a stair and elevator tower, and a pedestrian bridge over Amtrak tracks connecting to the existing station concourse and center platforms.

More information on capital improvements along the Keystone Corridor can be found at [www.advancingPArail.com](http://www.advancingPArail.com).

**After Construction of the East Busway Repaving Project****During Construction of the East Busway Repaving Project****During Construction of the East Busway Repaving Project****During Construction of the CBD Tunnel Plinth Rehabilitation Project****Pre-Construction of the CBD Tunnel Plinth Rehabilitation Project****Pre-Construction of the CBD Tunnel Plinth Rehabilitation Project**

### AGENCY HIGHLIGHT: PITTSBURGH REGIONAL TRANSIT

#### EAST BUSWAY REPAVING PROJECT

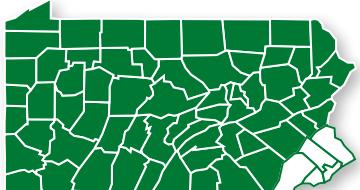
Pittsburgh Regional Transit (PRT) completed the repaving of the MLK Jr. East Busway in Pittsburgh in 2024. The \$8.5 million project, awarded in late 2023, included milling and repaving asphalt, patching concrete joints, repairing drainage basins, cleaning storm drains, and addressing parapet spawl issues.

Work began with drainage repairs in late 2023, followed by weekend paving in summer 2024 to minimize service disruptions. By improving roadway conditions and drainage, the project enhances ride quality and prolongs the busway's lifespan.

#### CBD TUNNEL PLINTH REHABILITATION PROJECT

PRT is nearing completion of a multi-year project to repair the concrete plinths and replace the connection plates supporting the light rail track in downtown Pittsburgh's tunnels. The \$35 million project was initially awarded in late 2021 and conducted exclusively on weekends to minimize weekday service disruptions. However, slow progress due to limited work windows and tunnel access led to schedule adjustments in 2024, resulting in extended closures of 2–3 months, which significantly improved efficiency.

The project scope includes reinforced concrete plinth rehabilitation, removal and replacement of track fixation plates, anchors, and hardware, reinstallation of track, and adjustments to platform heights at Wood Street Station. To mitigate service impacts, PRT implemented shuttle services for affected riders. Completion is anticipated in the first quarter of 2025.



## AGENCY HIGHLIGHT: SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

### DREXEL STATION AT 30TH STREET (PHASE B)

In February 2024, the Southeastern Pennsylvania Transportation Authority (SEPTA) completed the \$50.9 million Phase B expansion of Drexel Station at 30th Street, modernizing the seventy-year-old station that serves the L and all five T lines of the SEPTA Metro system. Building on work from Phase A (completed in 2021), the project was funded by the Commonwealth of Pennsylvania and a \$15 million federal BUILD grant.

The renovated station supports the growing University City area, home to major educational and medical institutions, a rising residential population, and nearby Amtrak service at William H. Gray III 30th Street Station. With an average weekday ridership of 7,388 in fall 2024, the station plays a key role in Philadelphia's transit network.

Improvements include a new glass headhouse and canopy, an expanded mezzanine using property contributed by Drexel University, and new escalators and elevators. The fareline area nearly doubled in capacity and new finishes, signage, lighting, and security cameras enhance passenger safety and convenience. The project also introduced the new SEPTA Metro wayfinding system, unifying branding across SEPTA's rail transit services.

### SHAWMONT STATION BUILDING RESTORATION

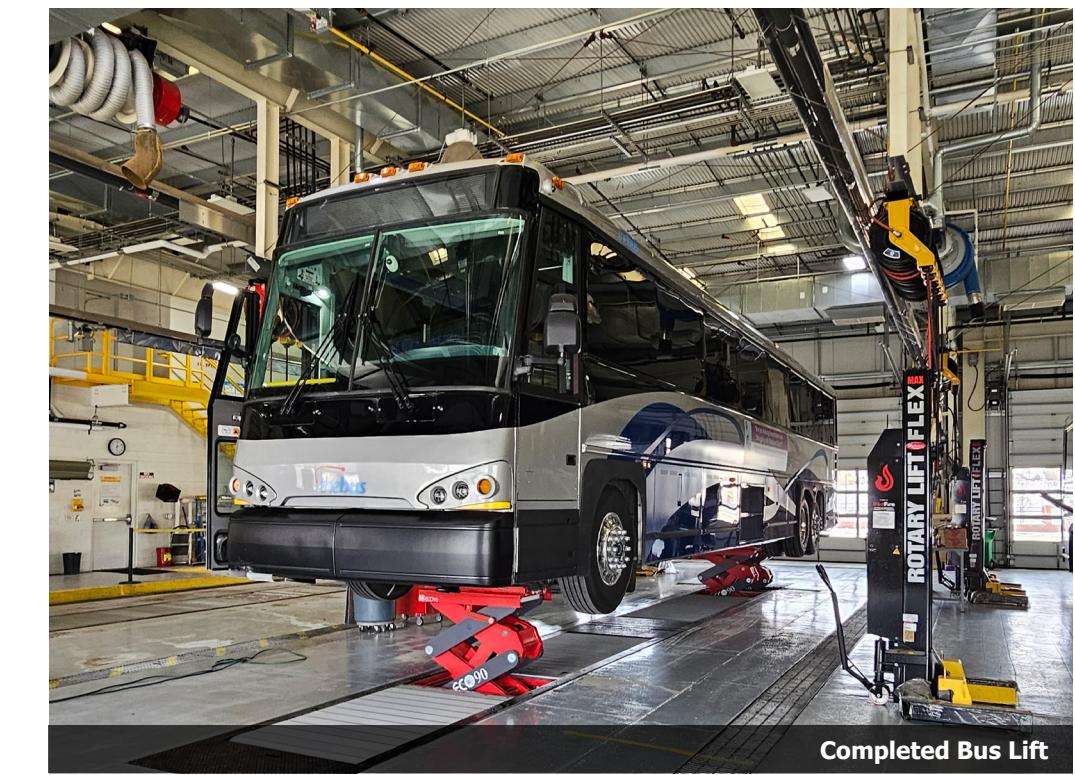
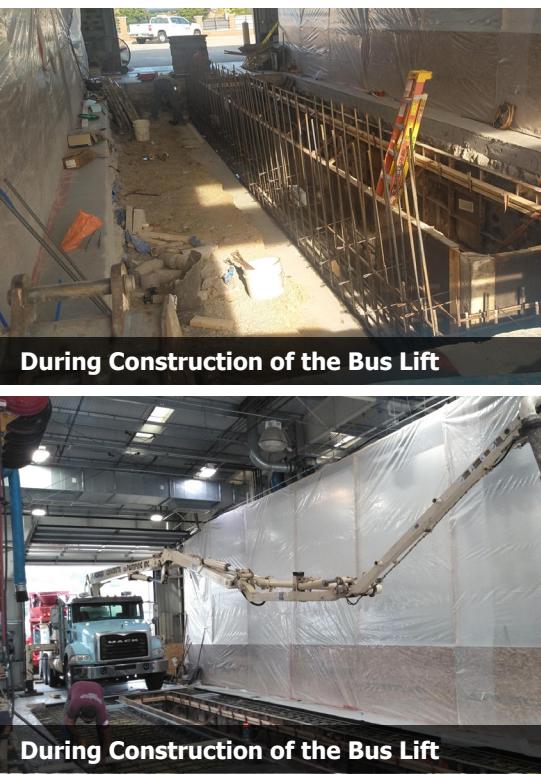
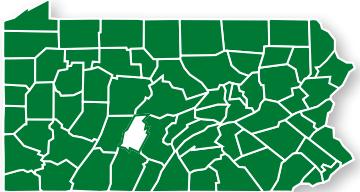
In August 2023, SEPTA completed a \$1.4 million restoration of the historic Shawmont Station building. Built in 1826 as a private home and converted into a railroad station in 1835, it is the oldest surviving passenger station in the U.S. The building last served passengers in 1996 and had deteriorated significantly after being vacated in 2013.

The restoration replaced the asphalt roof, repaired deteriorated stucco, and rehabilitated architectural details, including roof trim, ornamental brackets, window sills, and the ticket window. Structural repairs and interior improvements were also made to prepare the building for future use. Funding came from a \$1 million Federal Highway Administration Transportation Alternatives grant, supplemented by the Commonwealth of Pennsylvania support.

### RETURN OF THE PCC II TROLLEYS TO SERVICE

In June 2024, SEPTA reintroduced 18 vintage PCC II trolleys to Route G, which runs approximately 8 miles along Girard and Richmond Avenues. Originally built in 1947 and refurbished around 2000, these vehicles were removed from service in 2020 for necessary overhauls. The \$3.8 million restoration effort by the SEPTA Trolley Restoration Team has brought them back in better condition than ever.

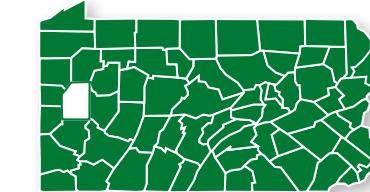
Each vehicle received a new frame, updated sheet metal, new windows, and new wheels. Modern improvements include enhanced accessibility features, additional security cameras, and improved climate control. The trolleys were also repainted in the historic green and cream livery of the Philadelphia Transportation Company. Since their return, Route G's average weekday ridership has reached 10,887 passengers, surpassing pre-pandemic levels.

**Construction of New Shared Ride Bus Maintenance and Bus Wash Bay Facility****Construction of New Shared Ride Bus Maintenance and Bus Wash Bay Facility****Construction of New Shared Ride Bus Maintenance and Bus Wash Bay Facility****Completed Bus Lift****During Construction of the Bus Lift****During Construction of the Bus Lift**

### AGENCY HIGHLIGHT: BLAIR SENIOR SERVICES, INC.

In August 2024, Blair Senior Services, Inc. (BSS) broke ground on a new \$6.6 million shared ride bus maintenance and wash bay facility at 271 East Loop Road in Hollidaysburg, PA. The existing maintenance spaces were undersized and lacked sufficient height for lifting vehicles, complicating routine repairs.

The new facility will address these limitations by providing a modern maintenance bay and a dedicated bus wash system. This project will improve vehicle upkeep, enhance safety for mechanics, and help maintain shared ride vehicles in a state of good repair.



### AGENCY HIGHLIGHT: BUTLER TRANSIT AUTHORITY

In December 2024, the Butler Transit Authority (BTA) installed a \$1 million in-floor, three-post scissor lift at its maintenance building on Hollywood Drive in Pullman Square, Butler, PA. The lift enables mechanics to safely raise and service larger vehicles, including 45' MCI commuter buses and Gillig fixed-route buses.

Previously, BTA faced challenges maintaining its growing fleet due to space and equipment limitations. This upgrade enhances operational efficiency, reduces downtime, and improves safety for maintenance staff to continue providing reliable service.



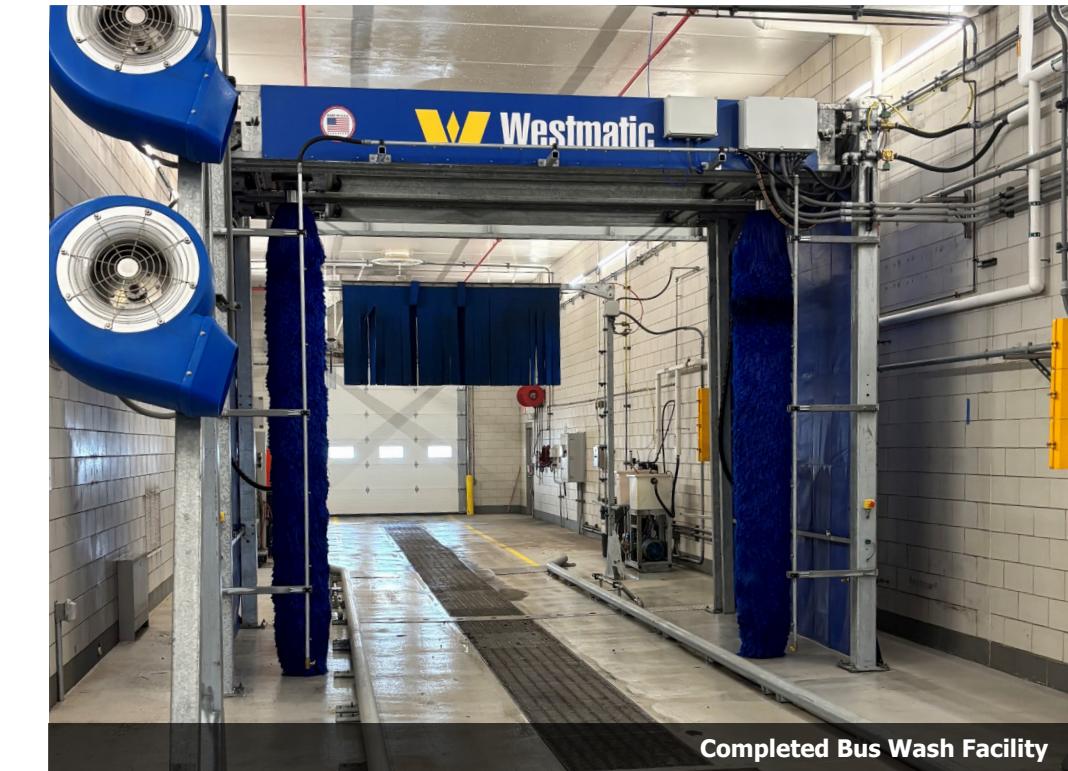
Exterior View of new Operations and Maintenance Facility



During Construction of the new Operations and Maintenance Facility



During Construction of the new Operations and Maintenance Facility



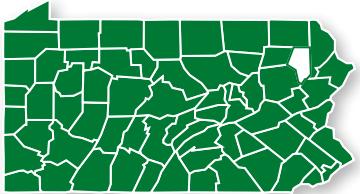
Completed Bus Wash Facility



Completed Bus Wash Facility

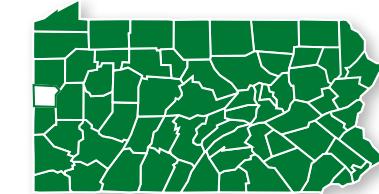
Completed Bus Wash Facility

#### AGENCY HIGHLIGHT: COUNTY OF LACKAWANNA TRANSIT SYSTEM



In May 2023, the County of Lackawanna Transportation Authority (COLTS) broke ground on a new \$60 million operations and maintenance facility at 800 North South Road in Scranton, PA. This complex, which is currently under construction and set for completion in September 2025, will house new administrative offices, maintenance bays, a bus wash, and covered storage for all fixed-route and paratransit vehicles.

Designed with employee well-being considered, the facility will incorporate natural lighting and modern safety features. Once completed, the project will improve fleet maintenance efficiency, extend vehicle service life, and provide a safer, more comfortable working environment for staff.



#### AGENCY HIGHLIGHT: NEW CASTLE AREA TRANSIT AUTHORITY

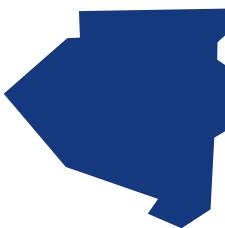
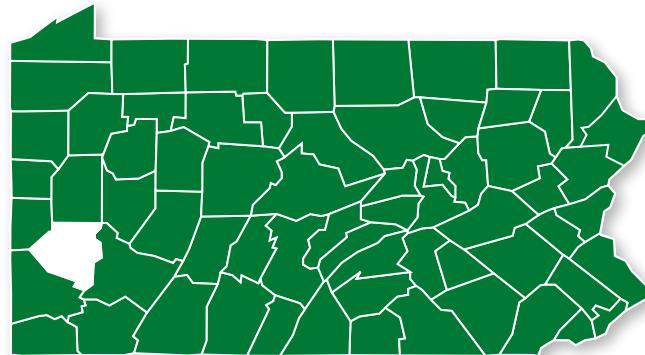
In September 2025, the New Castle Area Transit Authority (NCATA) completed a \$1.9 million rehabilitation of its bus wash facility on Hobart Street in New Castle, PA. Originally constructed in 2002, the previous wash system had deteriorated significantly, requiring extensive repairs and upgrades.

The new facility features modernized washing equipment designed to improve efficiency. By keeping buses clean, the upgraded system enhances the agency's public image, extends vehicle lifespans, and helps maintain the fleet in a state of good repair.

## **SECTION VI:**

### Operating Profiles





**ALLEGHENY**

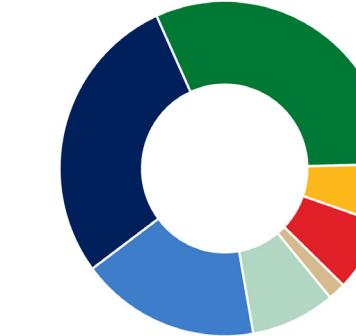


Pittsburgh Regional Transit



<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	775
Population:	1,238,090
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	37,128,174
Senior Passengers:	3,643,286
Revenue Vehicle Miles:	21,697,618
Revenue Vehicle Hours:	1,684,347
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$280,382,707
Required Local Match:	\$42,057,406
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	678
Electric Bus:	10
Street Car Rail/Light Rail:	81
Inclined Plane Cars:	2
Diesel/Gasoline Paratransit Vehicles:	230
<b>System-Wide:</b>	<b>1,001</b>
<b>House District</b>	
Allegheny:	19, 20, 21, 23, 24, 25, 27, 28, 30, 32, 33, 34, 35, 36, 38, 39, 40, 42, 44, 45, 46
<b>Senate District</b>	
Allegheny:	37, 38, 42, 43, 45
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.75
Last Base Fare Increase:	January 2022
<b>Current Employees</b>	
Agency Full-Time:	2,572
Contractor Full-Time:	292
Contractor Part-Time:	49
<b>System-Wide:</b>	<b>2,913</b>

### OPERATING EXPENSES (000's) \$482,355



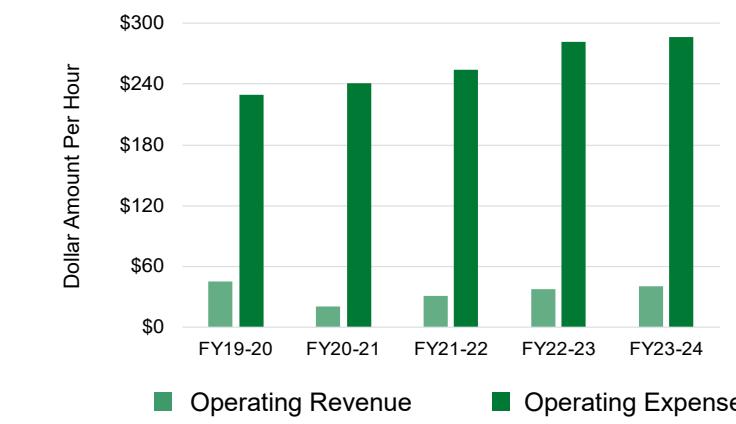
- Operator Salaries & Wages ■ Fringes
  - Other Salaries & Wages ■ Fuel Utils
  - Maint. ■ Purchased Trans
  - Other
- Expense includes ADA complementary and DAS expense.

### OPERATING FUNDS (000's) \$482,355

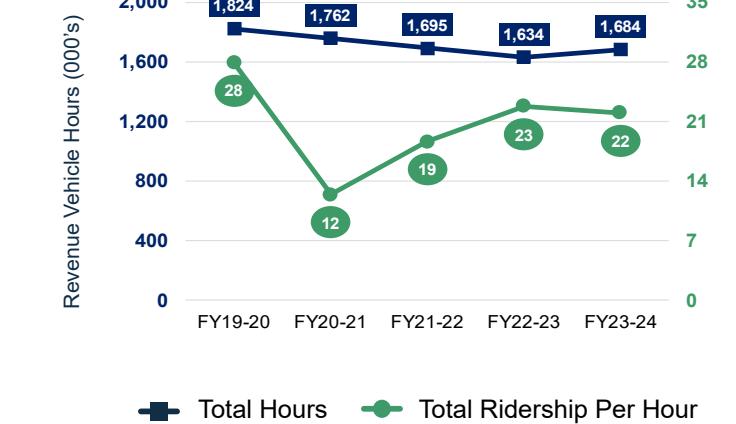


- Revenues ■ Federal ■ State ■ Local
- Revenue includes ADA complementary and DAS revenue.

### Operating Revenue & Expense Per Revenue Vehicle Hour

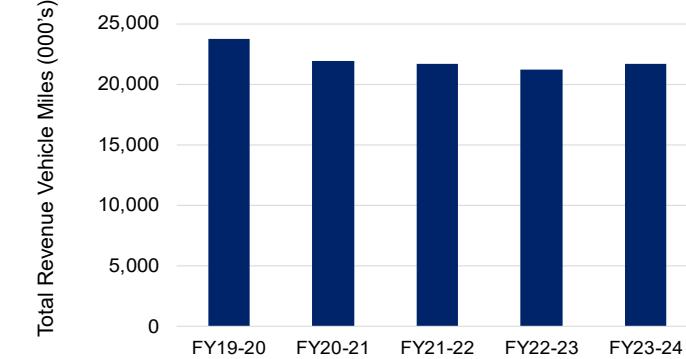


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours

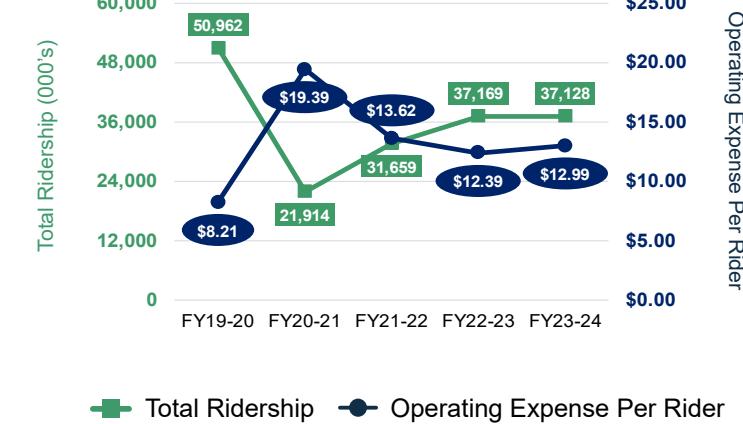


Passengers include ADA complementary and DAS passengers.

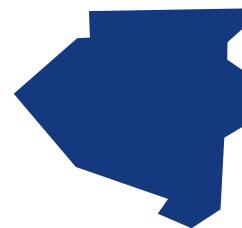
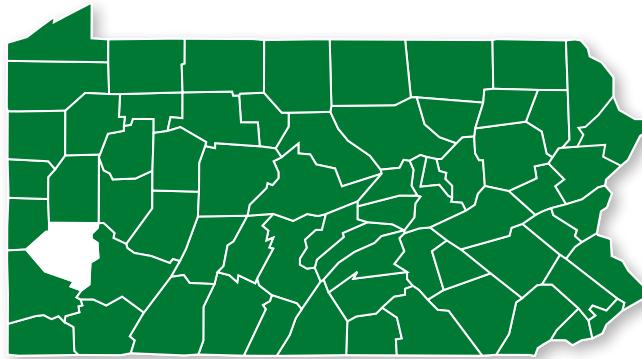
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider



**ALLEGHENY**

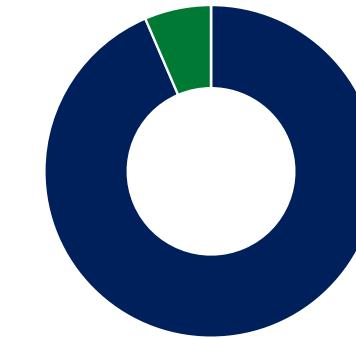


Pittsburgh Regional Transit



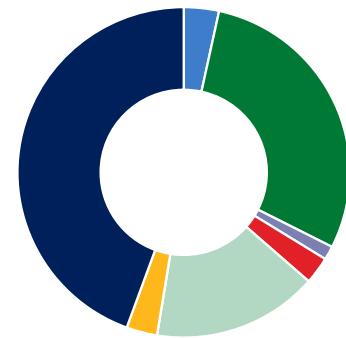
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,221
Population:	1,238,090
65+ Population:	15,294
% of Population 65 and older:	23.7%
<b>Trip Information</b>	
65+ Trips:	423,376
PwD Trips:	21,081
Other Shared-Ride Trips:	233,398
<b>Total Shared-Ride Trips:</b>	<b>677,855</b>
Total Escorts:	43,272
<b>House District</b>	
Allegheny:	19, 20, 21, 23, 24, 25, 27, 28, 30, 32, 33, 34, 35, 36, 38, 39, 40, 42, 44, 45, 46
<b>Senate District</b>	
Allegheny:	37, 38, 42, 43, 45
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$24.74
Average Shared-Ride Cost per Trip:	\$47.08
Fare Structure Implementation Date:	September 2019
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	167

**OPERATING EXPENSES (000'S)**  
**\$31,916**

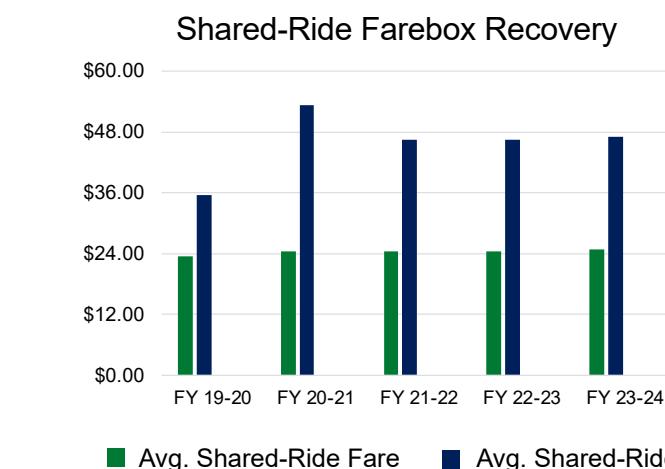
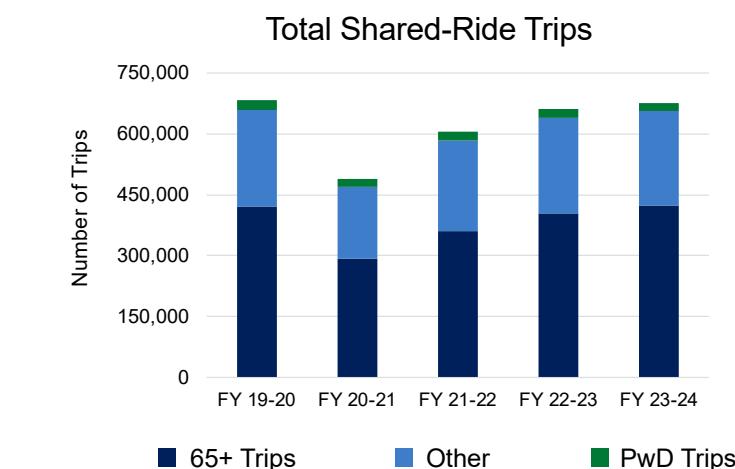
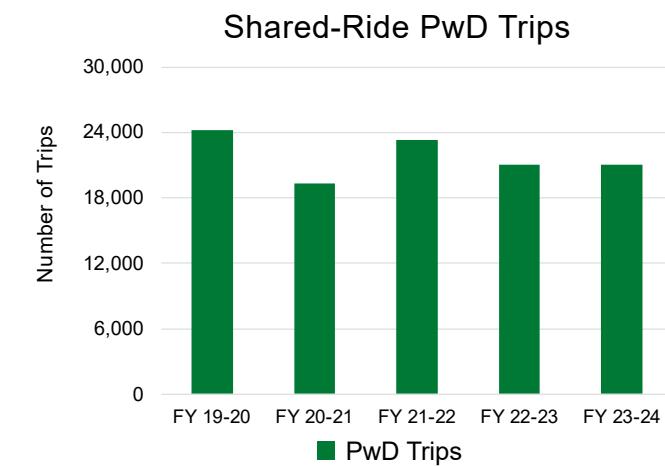
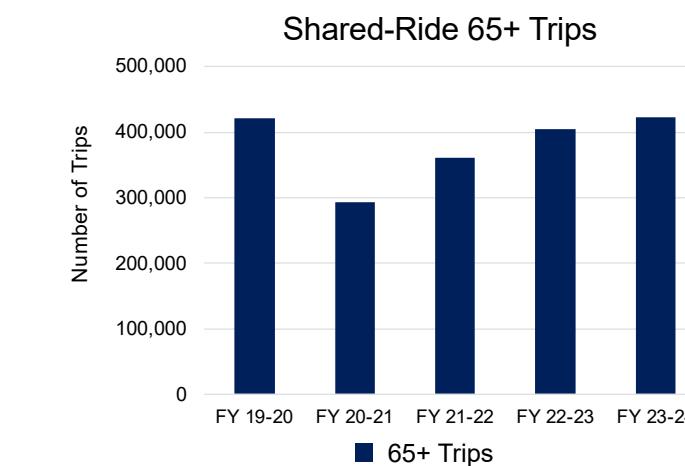


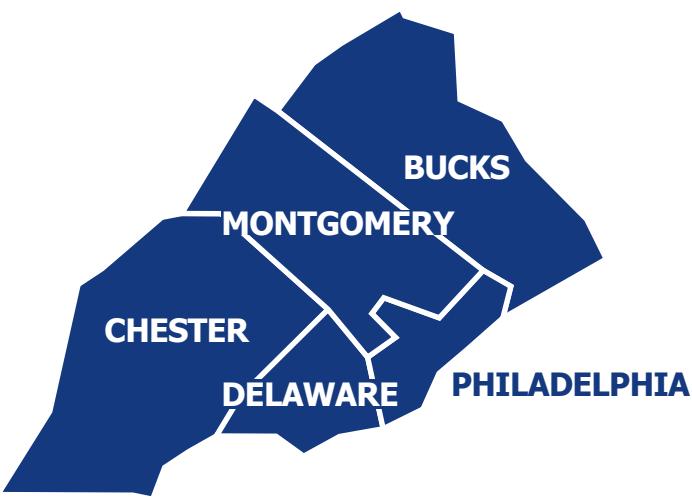
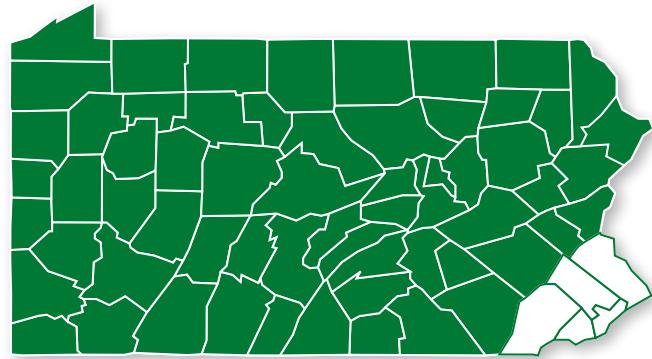
- Shared-Ride Operating
- Shared-Ride Admin

**OPERATING FUNDS (000'S)**  
**\$31,916**



- |                        |           |
|------------------------|-----------|
| ■ Passenger Fares      | ■ Lottery |
| ■ PwD Program          | ■ MATP    |
| ■ Other                | ■ Subsidy |
| ■ Area Agency on Aging |           |

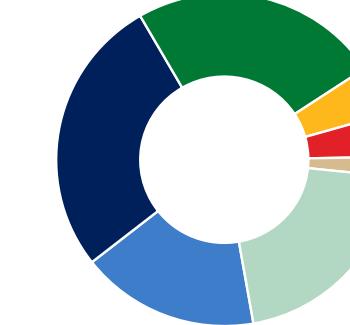




**SEPTA**  
1234 Market Street  
Philadelphia, PA 19107-3780  
215-580-8100  
Scott Sauer, Interim General Manager  
[www.septa.org](http://www.septa.org)

<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	830
Population:	3,511,062
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	197,879,834
Senior Passengers:	18,411,878
Revenue Vehicle Miles:	76,953,068
Revenue Vehicle Hours:	6,417,870
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$849,850,220
Required Local Match:	\$127,477,533
<b>Current Fleet Size</b>	
Diesel Motor Bus:	1,321
Commuter Rail Cars:	411
Heavy Rail Cars:	349
Street Car Rail/Light Rail:	149
Trolley Bus:	38
Gasoline Paratransit Vehicles:	414
<b>System-Wide:</b>	<b>2,682</b>
<b>House District</b>	
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:	53, 54, 61, 70, 131, 146, 147, 148, 149, 150, 151, 152, 153, 154
Philadelphia:	10, 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
<b>Senate District</b>	
Bucks:	6, 10, 16
Chester:	9, 19, 44
Delaware:	8, 9, 17, 26
Montgomery:	4, 7, 12, 17, 24, 44
Philadelphia:	1, 2, 3, 4, 5, 7, 8
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.50
Last Base Fare Increase:	July 2017
System-Wide Increase:	July 2017
<b>Current Employees</b>	
Agency Full-Time:	9,079
Agency Part-Time:	152
Contractor Full-Time:	359
<b>System-Wide:</b>	<b>9,590</b>

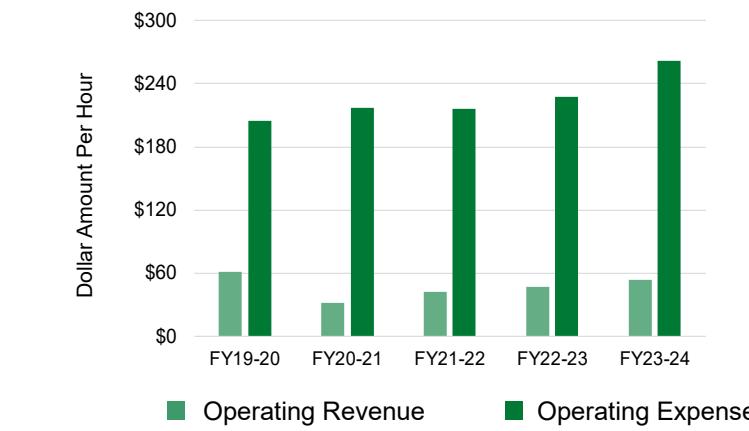
### OPERATING EXPENSES (000'S) \$1,678,555



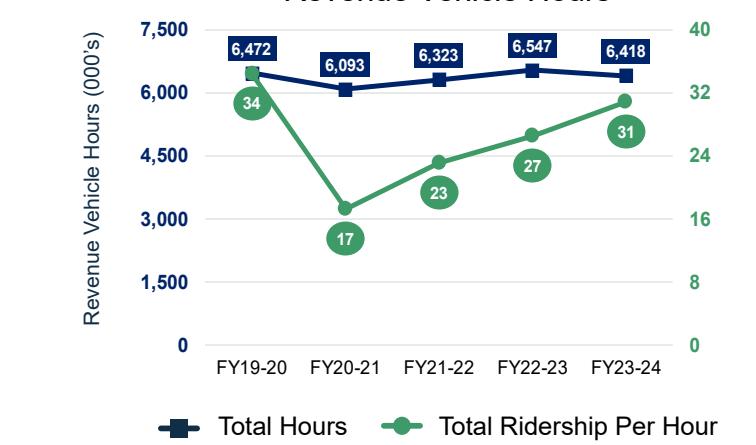
- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fringes
- Fuel Utils
- Purchased Trans
- Other

Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour

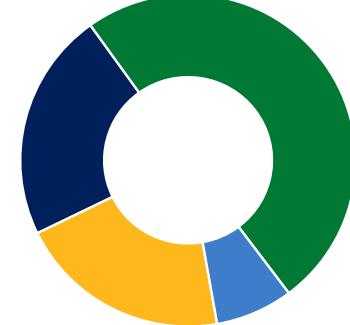


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



- Total Hours
- Total Ridership Per Hour

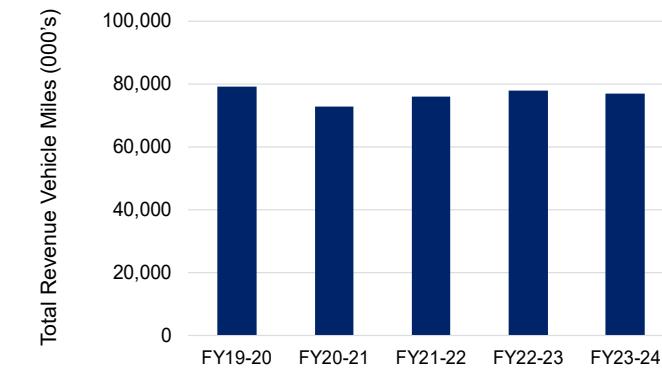
### OPERATING FUNDS (000'S) \$1,678,555



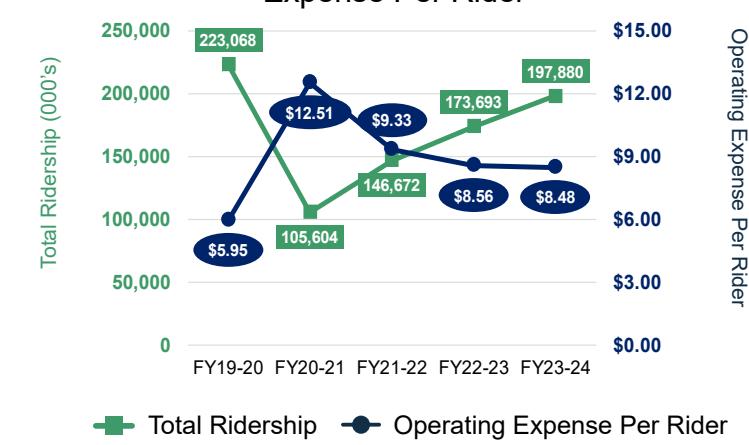
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

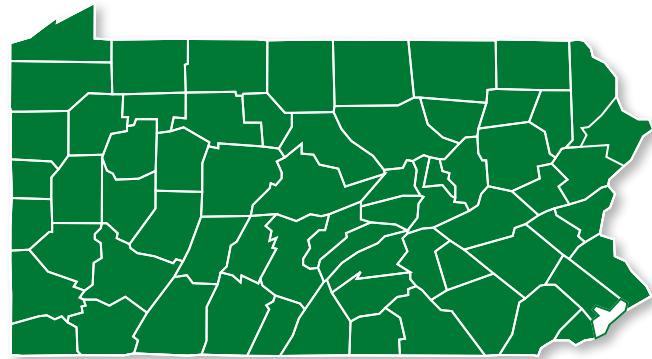
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



- Total Ridership
- Operating Expense Per Rider

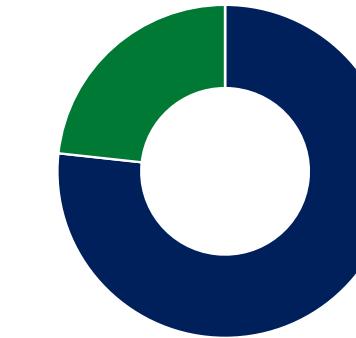


**PHILADELPHIA**



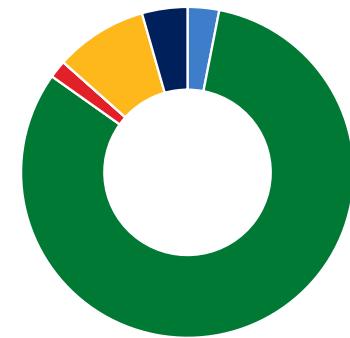
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	134
Population:	1,603,797
65+ Population:	230,947
% of Population 65 and older:	14.4%
<b>Trip Information</b>	
65+ Trips:	354,214
<b>Total Shared-Ride Trips:</b>	<b>354,214</b>
Total Escorts:	18,247
<b>House District</b>	
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:	53, 54, 61, 70, 131, 146, 147, 148, 149, 150, 151, 152, 153, 154
Philadelphia:	10, 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
<b>Senate District</b>	
Bucks:	6, 10, 16
Chester:	9, 19, 44
Delaware:	8, 9, 17, 26
Montgomery:	4, 7, 12, 17, 24, 44
Philadelphia:	1, 2, 3, 4, 5, 7, 8
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$71.50
Average Shared-Ride Cost per Trip:	\$77.92
Fare Structure Implementation Date:	July 2023
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	76

### OPERATING EXPENSES (000'S) \$27,600

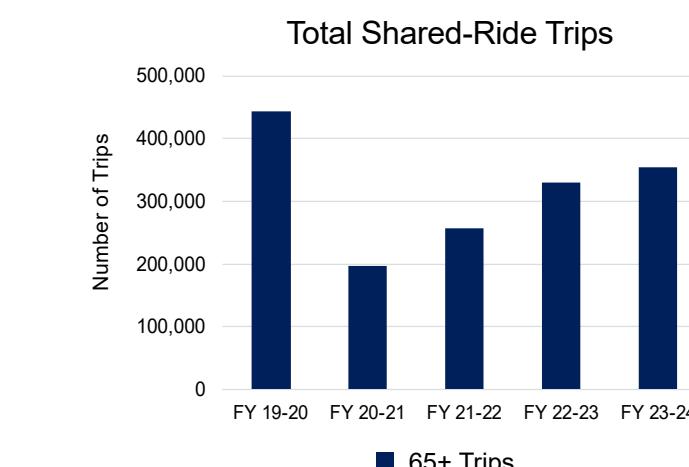
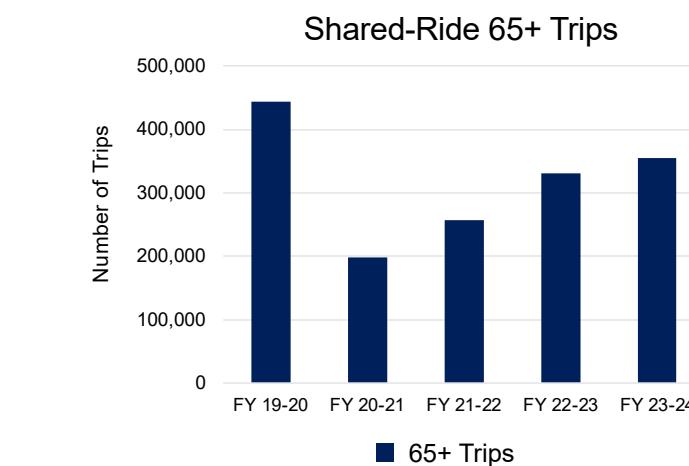


- Shared-Ride Operating
- Shared-Ride Admin

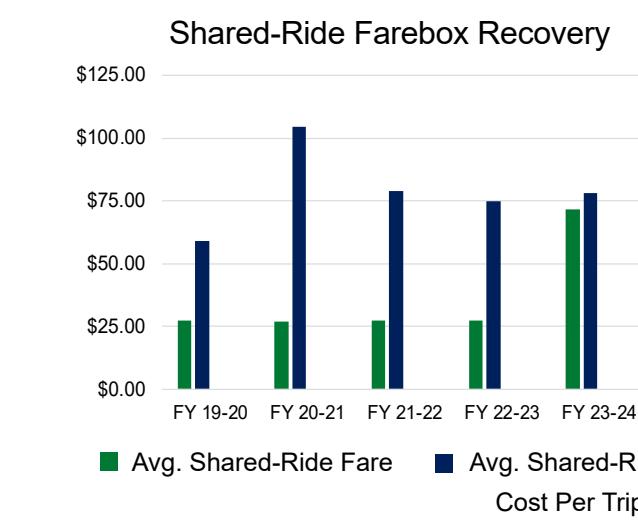
### OPERATING FUNDS (000'S) \$27,600

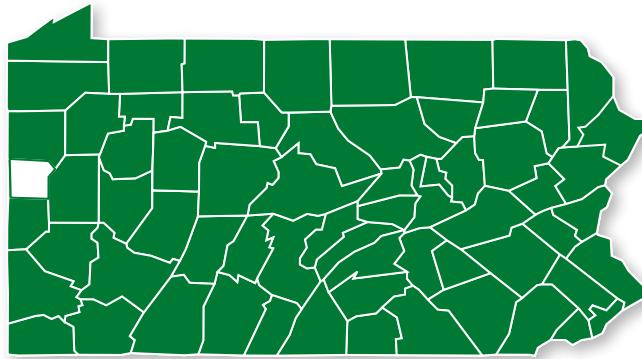


- Passenger Fares
- Lottery
- Subsidy
- Area Agency on Aging
- Other



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





LAWRENCE



**COMMUNITY TRANSPORTATION**

**Service Area Statistics (2020 Census)**

Square Miles:	357
Population:	86,070
65+ Population:	19,624
% of Population 65 and older:	22.8%

**Trip Information**

65+ Trips:	24,935
PwD Trips:	4,155
Other Shared-Ride Trips:	54,647
<b>Total Shared-Ride Trips:</b>	<b>83,737</b>
Total Escorts:	7,649
Non-Public Trips:	743

**House District**

Lawrence:	8, 9
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**Senate District**

Lawrence:	47, 50
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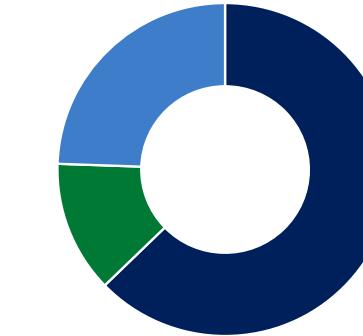
**Current Fare Information**

Average Shared-Ride Fare:	\$16.88
Average Shared-Ride Cost per Trip:	\$19.31
Fare Structure Implementation Date:	January 2019

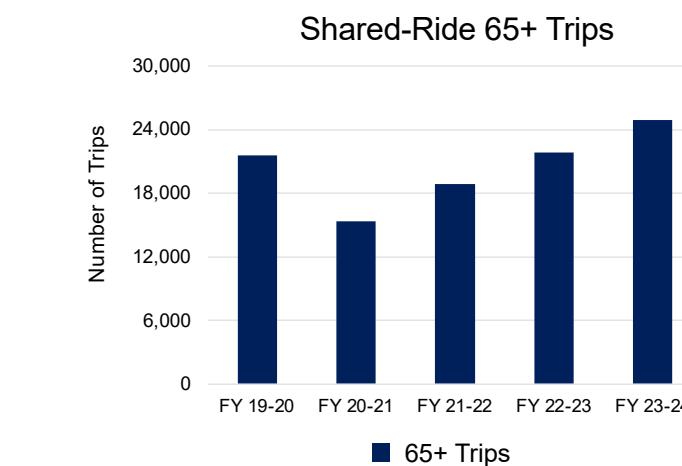
**Vehicles Operated in Maximum Service**

Community Transportation:	22
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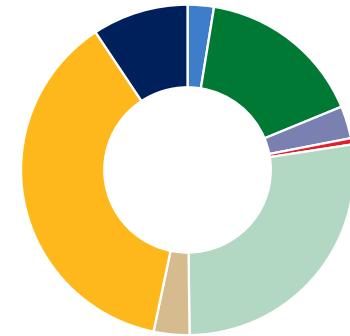
### OPERATING EXPENSES (000'S) \$2,140



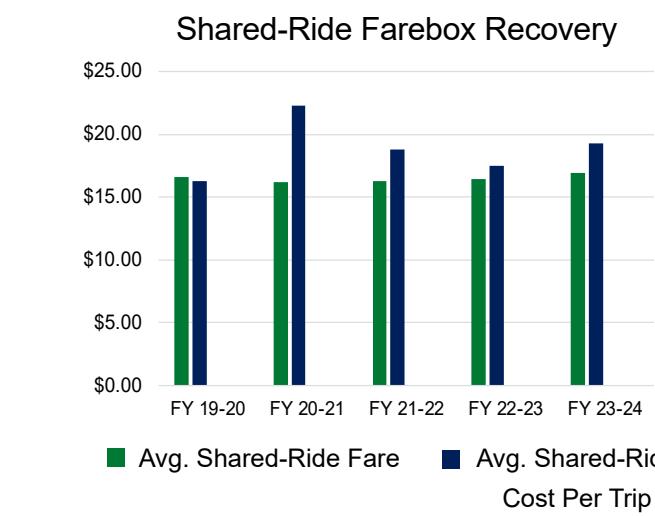
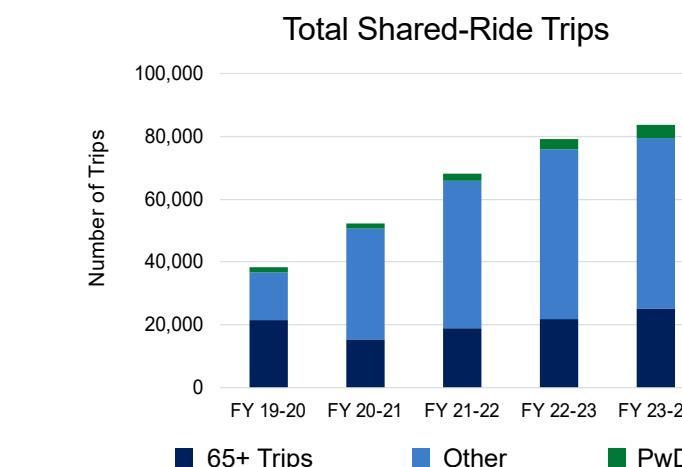
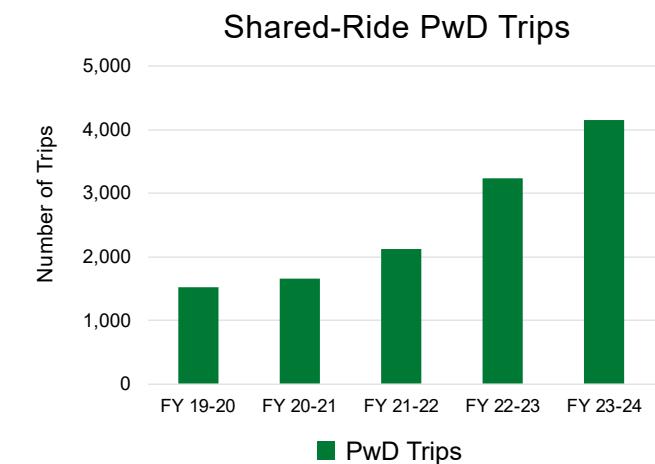
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

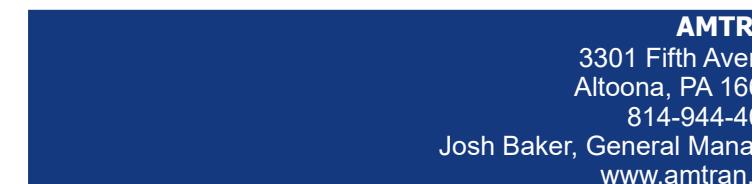
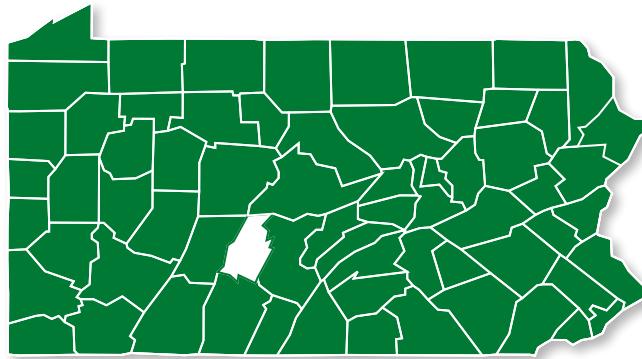


### OPERATING FUNDS (000'S) \$2,145



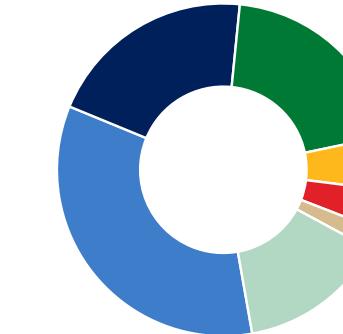
- Passenger Fares
- Lottery
- PwD Program
- MATP
- MH/ID
- Other
- Subsidy
- Area Agency on Aging





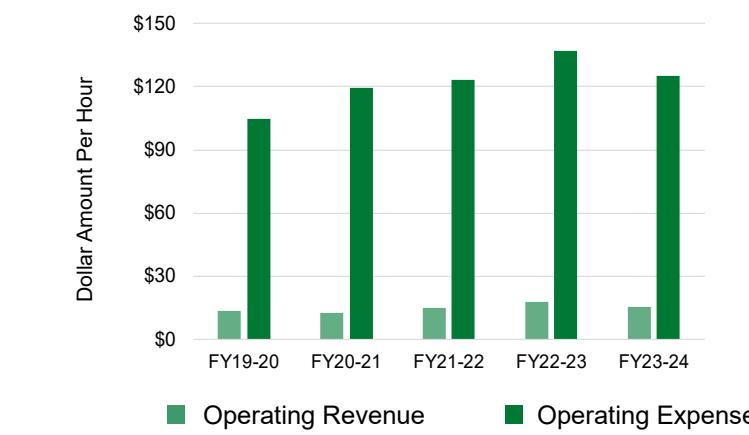
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	25
Population:	61,314
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	485,004
Senior Passengers:	79,550
Revenue Vehicle Miles:	698,825
Revenue Vehicle Hours:	51,008
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$4,129,854
Required Local Match:	\$211,067
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	3
CNG Motor Bus:	23
Diesel/Gasoline Paratransit Vehicles:	1
<b>System-Wide:</b>	<b>27</b>
<b>House District</b>	
Blair:	79, 80
<b>Senate District</b>	
Blair:	30
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.75
Last Base Fare Increase:	July 2020
<b>Current Employees</b>	
Agency Full-Time:	42
Agency Part-Time:	7
Contractor Full-Time:	26
Contractor Part-Time:	21
<b>System-Wide:</b>	<b>96</b>

**OPERATING EXPENSES (000'S)**  
**\$6,387**

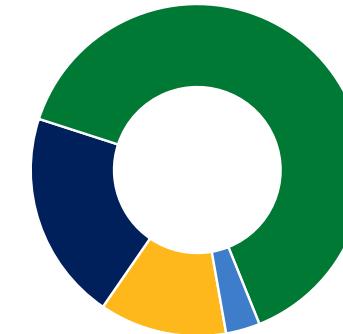


- Operator Salaries & Wages
  - Other Salaries & Wages
  - Maint.
  - Other
- Expense includes ADA complementary expense.

**Operating Revenue & Expense Per Revenue Vehicle Hour**



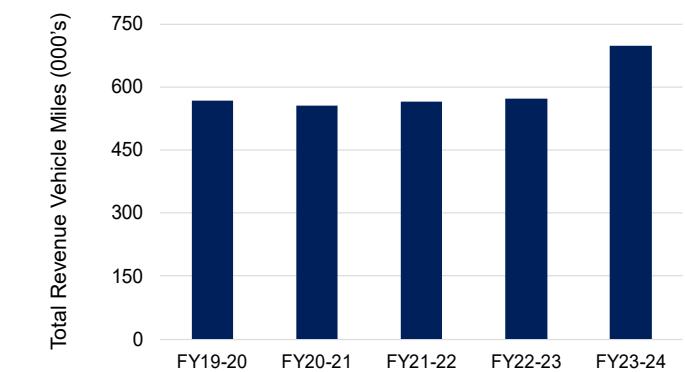
**OPERATING FUNDS (000'S)**  
**\$6,387**



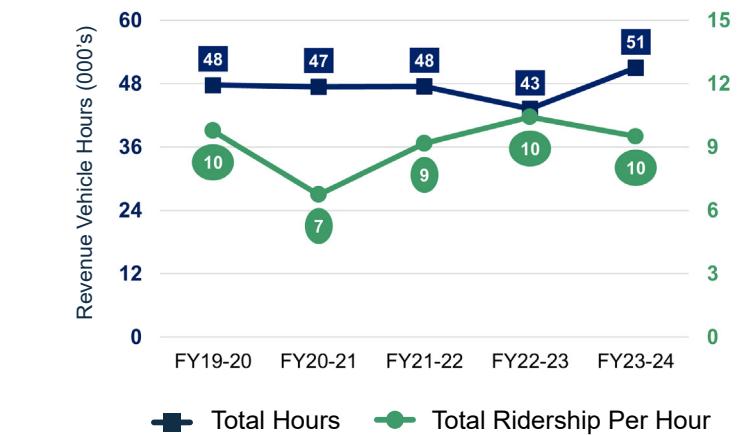
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

**Revenue Vehicle Miles**

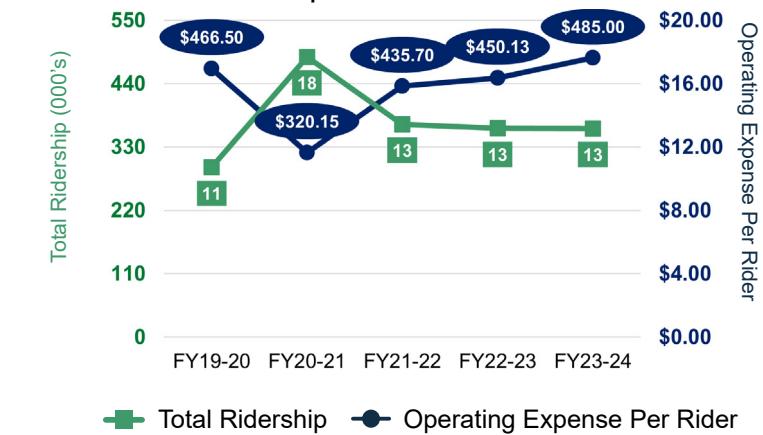


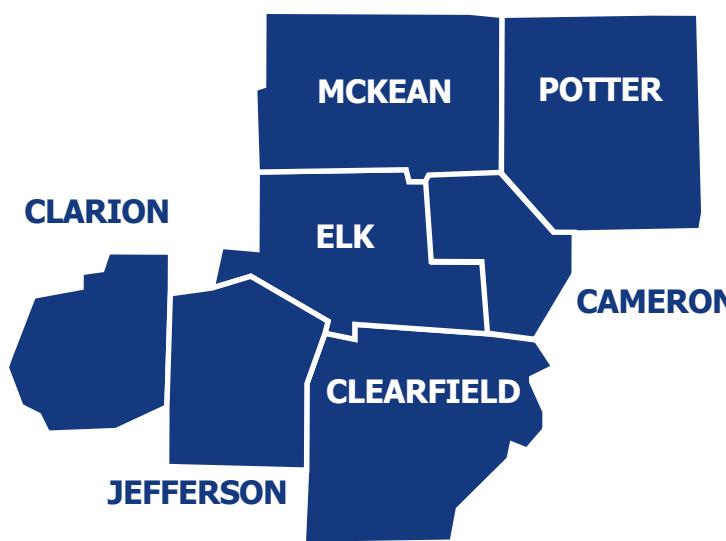
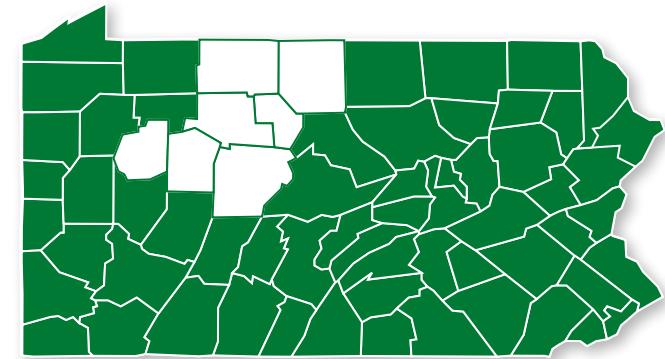
**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**



Passengers include ADA complementary passengers.

**Annual Total Ridership vs. Operating Expense Per Rider**





**ATA**  
44 Transportation Center  
Johnsonburg, PA 15845  
866-282-4968  
Mark Head, CEO  
[www.rideata.com](http://www.rideata.com)

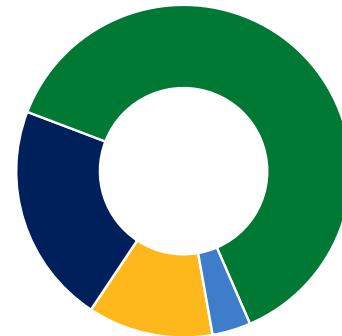
<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	5,693
Population:	253,633
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	313,921
Senior Passengers:	42,257
Revenue Vehicle Miles:	1,401,949
Revenue Vehicle Hours:	109,673
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$7,532,492
Required Local Match:	\$351,576
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	44
Hybrid Diesel/Electric Motor Bus:	1
Diesel/Gasoline Paratransit:	57
<b>System-Wide:</b>	<b>102</b>
<b>House District</b>	
Cameron:	67
Clearfield:	73, 75
Elk:	75
Jefferson:	66
McKean:	67
Potter:	67
<b>Senate District</b>	
Cameron:	25
Clearfield:	35
Elk:	25
Jefferson:	25, 41
McKean:	25
Potter:	25
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.25
Last Base Fare Increase:	July 2008
<b>Current Employees</b>	
Agency Full-Time:	71
Agency Part-Time:	79
<b>System-Wide:</b>	<b>150</b>

**OPERATING EXPENSES (000's)**  
**\$10,443**



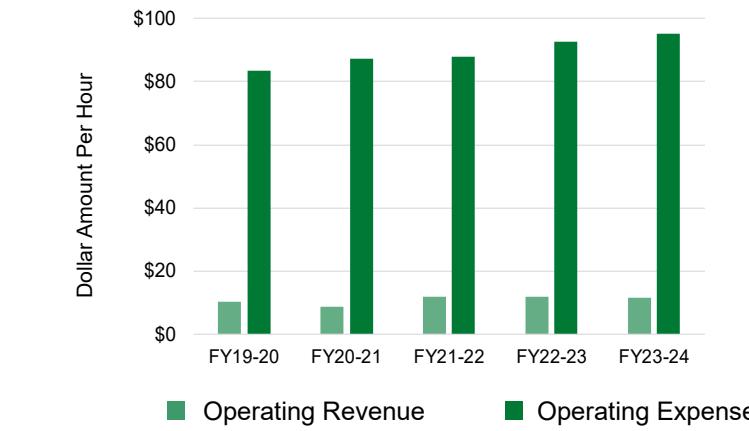
Expense includes ADA complementary and DAS expense.  
■ Operator Salaries & Wages    ■ Fringes  
■ Other Salaries & Wages    ■ Fuel Utils  
■ Maint.    ■ Purchased Trans  
■ Other

**OPERATING FUNDS (000's)**  
**\$10,443**

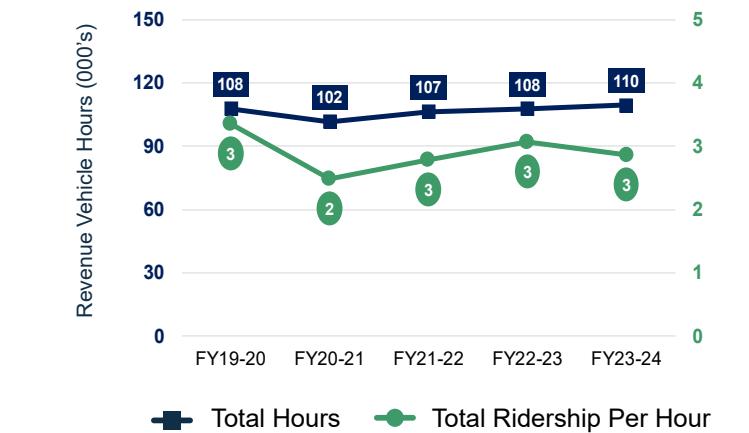


Revenue includes ADA complementary and DAS revenue.

**Operating Revenue & Expense Per Revenue Vehicle Hour**

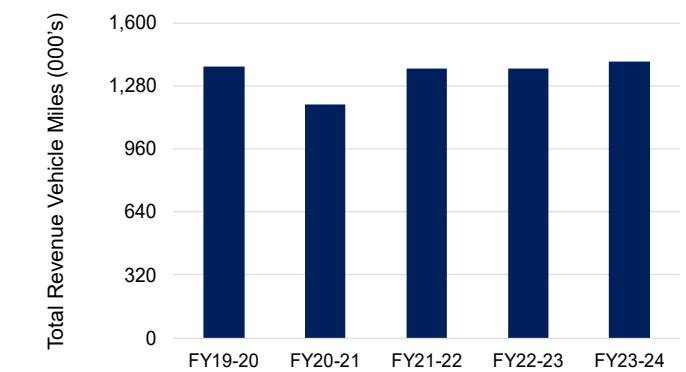


**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**

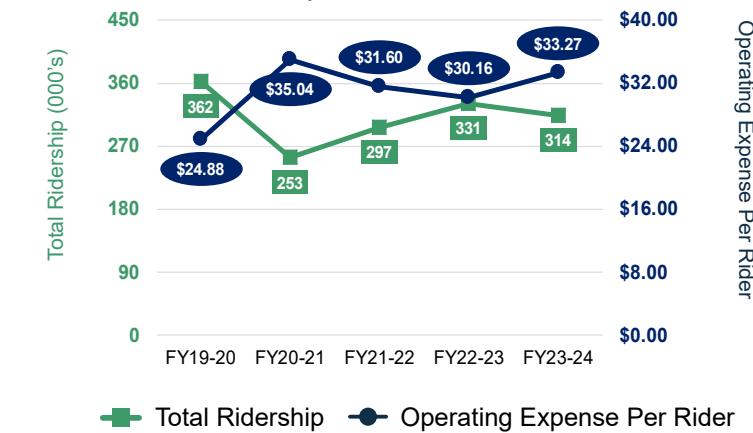


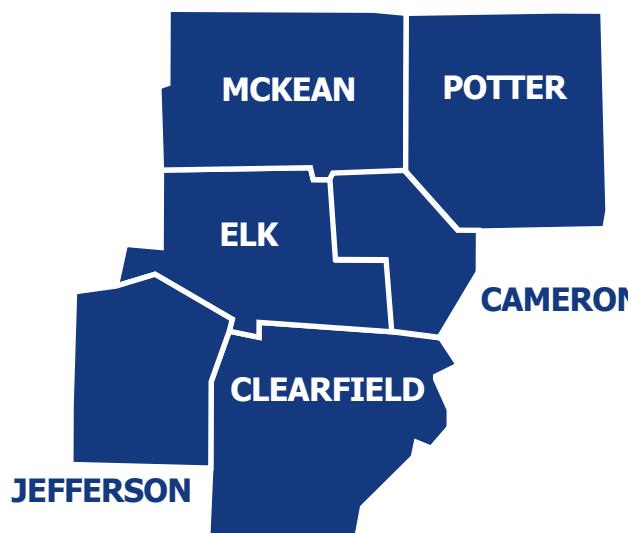
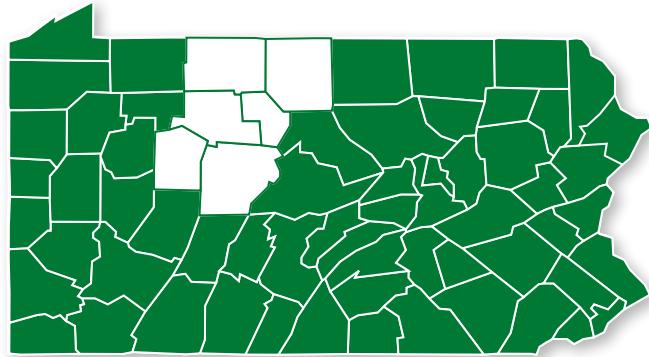
Passengers include ADA complementary and DAS passengers.

**Revenue Vehicle Miles**



**Annual Total Ridership vs. Operating Expense Per Rider**





**COMMUNITY TRANSPORTATION**

**Service Area Statistics (2020 Census)**

Square Miles:	5,082
Population:	217,419
65+ Population:	47,441
% of Population 65 and older:	21.8%

**Trip Information**

65+ Trips:	45,584
PwD Trips:	17,319
Other Shared-Ride Trips:	52,656
<b>Total Shared-Ride Trips:</b>	<b>115,559</b>
Total Escorts:	4,038
Non-Public Trips:	13,538

**House District**

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

**Senate District**

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

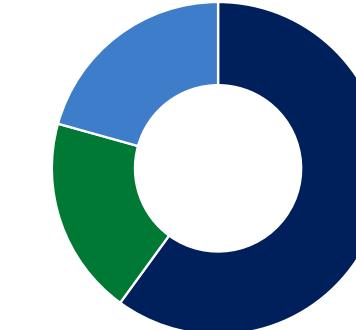
**Current Fare Information**

Average Shared-Ride Fare:	\$5.73
Average Shared-Ride Cost per Trip:	\$45.28
Fare Structure Implementation Date:	August 2017

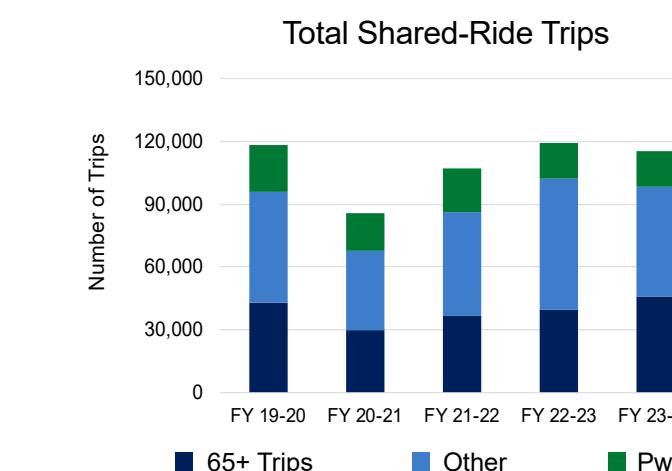
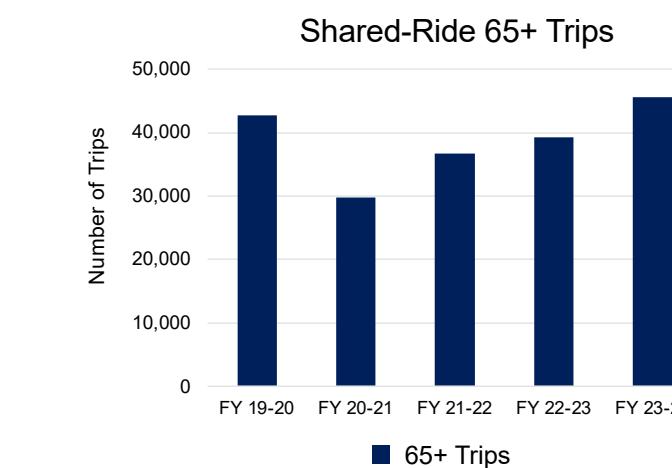
**Vehicles Operated in Maximum Service**

Community Transportation:	39
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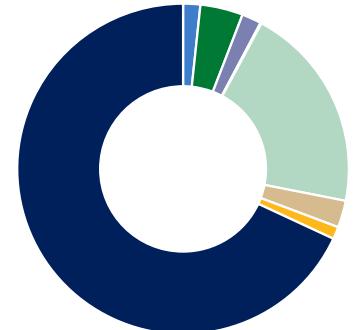
### OPERATING EXPENSES (000'S) \$6,596



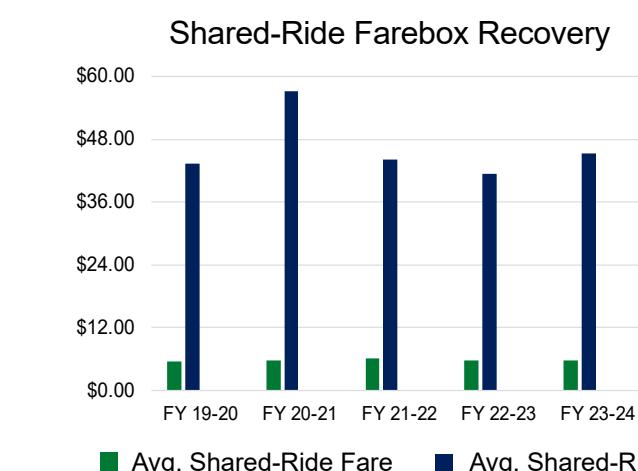
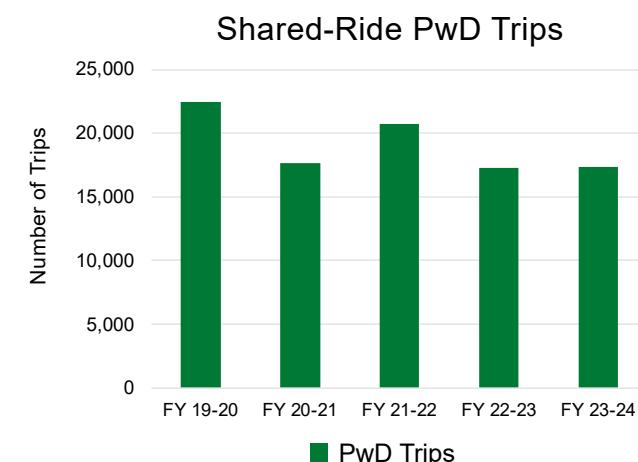
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts



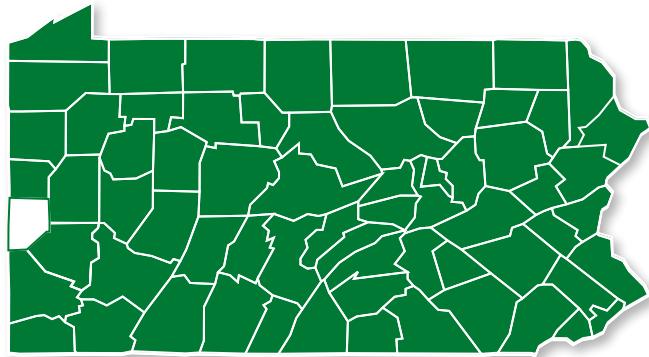
### OPERATING FUNDS (000'S) \$6,562\*



- Passenger Fares
- PwD Program
- MATP
- MH/ID
- Other
- Subsidy



\*Deficit will be covered by retained earnings.

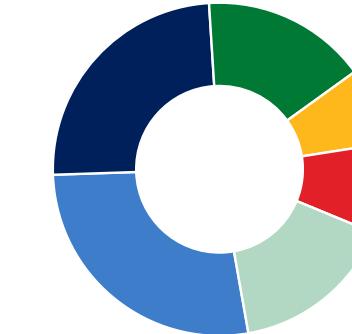


**BEAVER**



<b>BCTA</b>	
00 West Washington Street Rochester, PA 15074-2235 724-728-4255	
Mary Jo Morandini, General Manager <a href="http://www.bcta.com">www.bcta.com</a>	
<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	434
Population:	168,215
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	439,273
Senior Passengers:	60,876
Revenue Vehicle Miles:	708,729
Revenue Vehicle Hours:	46,556
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$5,077,376
Required Local Match:	\$761,606
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	6
CNG Motor Bus:	17
Diesel/Gasoline Paratransit Vehicle:	25
<b>System-Wide:</b>	<b>43</b>
<b>House District</b>	
Beaver: 14, 15, 16	
<b>Senate District</b>	
Beaver: 46, 47	
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.50
Last Base Fare Increase:	January 2017
<b>Current Employees</b>	
Agency Full-Time:	92
<b>System-Wide:</b>	<b>92</b>

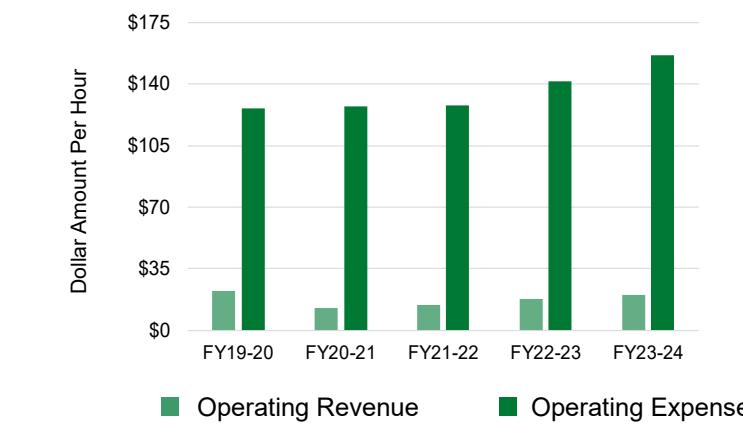
### OPERATING EXPENSES (000'S) \$7,280



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

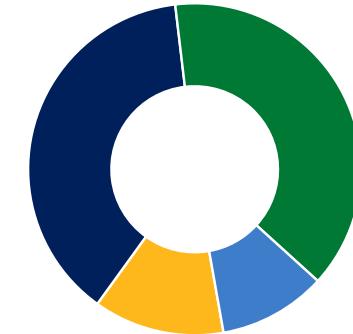
Expense includes DAS expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue ■ Operating Expense

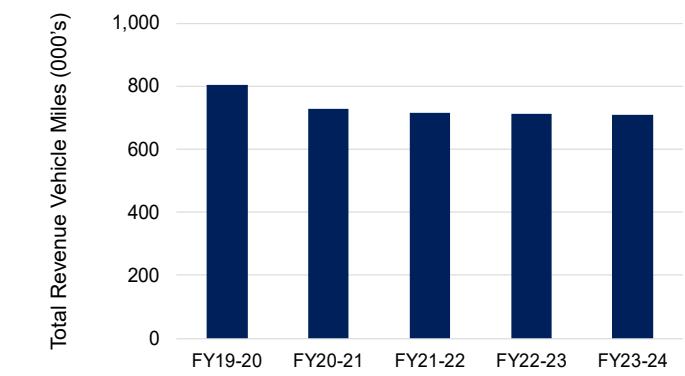
### OPERATING FUNDS (000'S) \$7,280



■ Revenues ■ Federal ■ State ■ Local

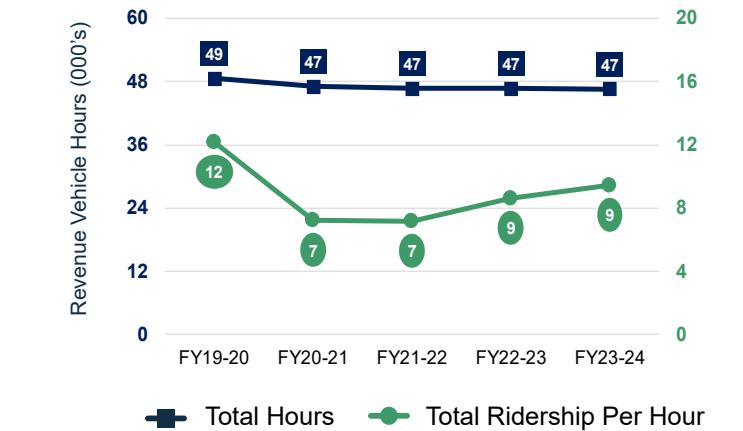
Revenue includes DAS revenue.

### Revenue Vehicle Miles



Total Revenue Vehicle Miles (000's)

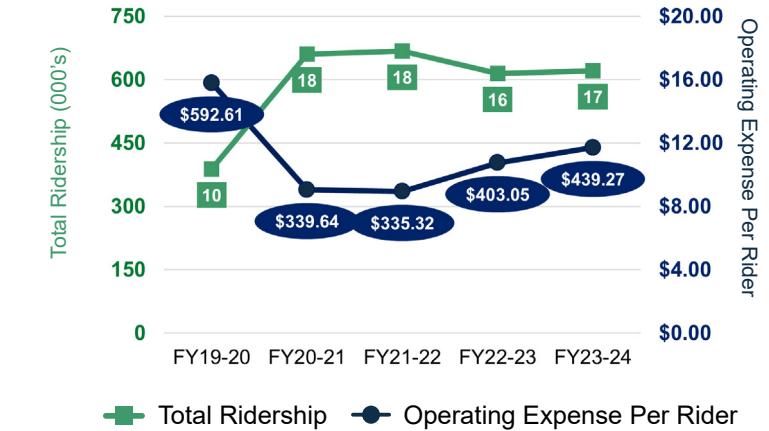
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



■ Total Hours ■ Total Ridership Per Hour

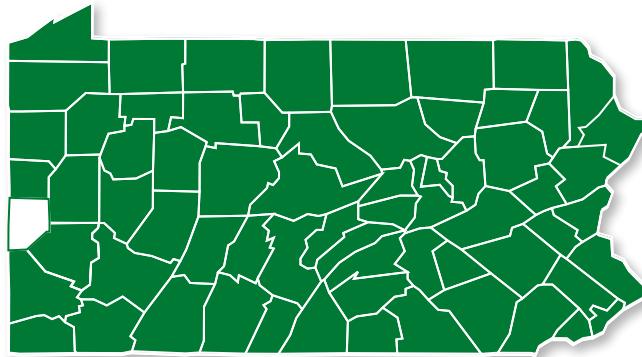
Passengers include DAS passengers.

### Annual Total Ridership vs. Operating Expense Per Rider



Total Ridership (000's)

Operating Expense Per Rider

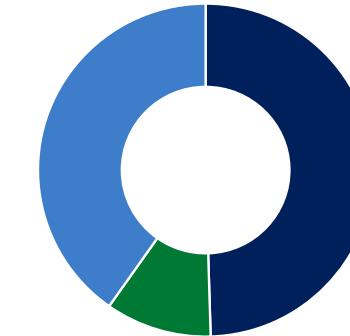


**BEAVER**



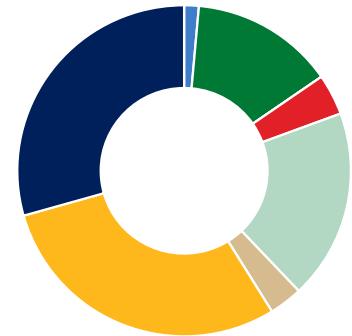
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	434
Population:	168,215
65+ Population:	37,512
% of Population 65 and older:	22.3%
<b>Trip Information</b>	
65+ Trips:	35,039
Other Shared-Ride Trips:	36,343
<b>Total Shared-Ride Trips:</b>	<b>71,382</b>
Total Escorts:	5,003
Non-Public Trips:	56,010
<b>House District</b>	
Beaver:	14, 15, 16
<b>Senate District</b>	
Beaver:	46, 47
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.50
Average Shared-Ride Cost per Trip:	\$40.12
Fare Structure Implementation Date:	July 2019
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	16

**OPERATING EXPENSES (000'S)**  
**\$4,792**

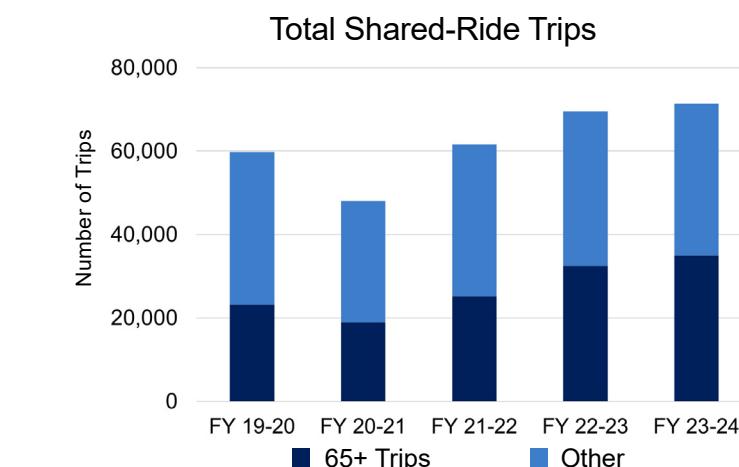
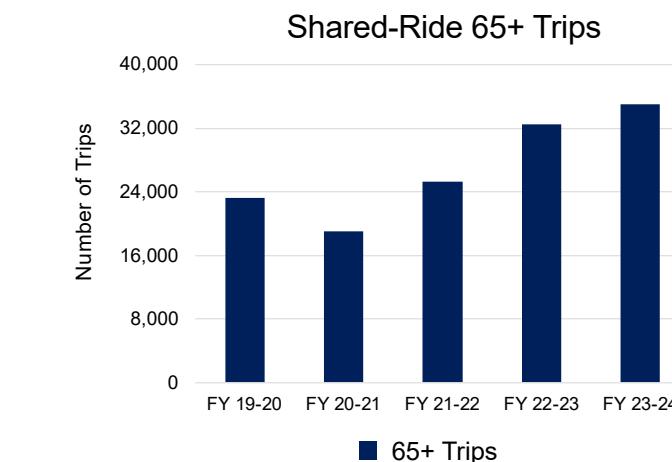


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

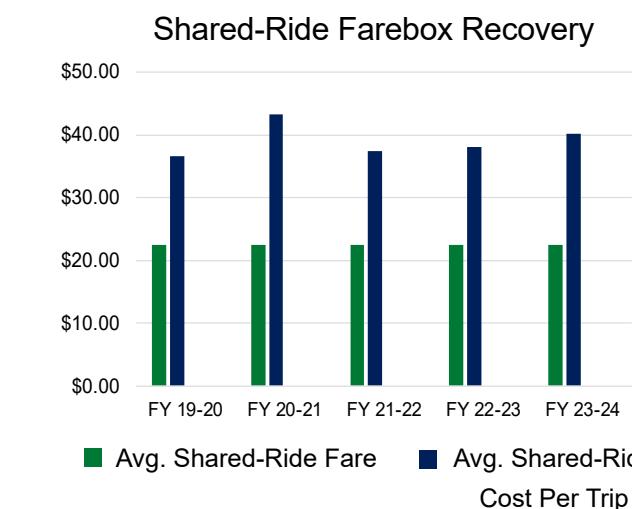
**OPERATING FUNDS (000'S)**  
**\$4,792**

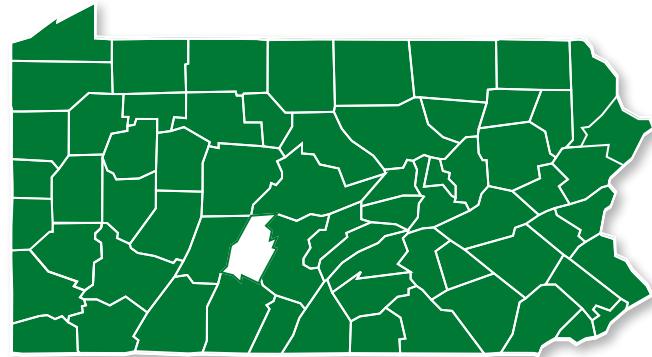


- Passenger Fares
- Lottery
- MATP
- Other
- Subsidy
- Area Agency on Aging
- MH/ID



*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.*





**BLAIR SENIOR SERVICES, INC.**  
1320 Twelfth Avenue  
Altoona, PA 16601  
814-695-3500  
Steve Williamson, President  
[www.blairsenior.org/transportation](http://www.blairsenior.org/transportation)

### COMMUNITY TRANSPORTATION

#### Service Area Statistics (2020 Census)

Square Miles:	525
Population:	122,822
65+ Population:	26,284
% of Population 65 and older:	21.4%

#### Trip Information

65+ Trips:	46,801
Other Shared-Ride Trips:	38,516
<b>Total Shared-Ride Trips:</b>	<b>86,266</b>
Total Escorts:	3,684
Non-Public Trips:	189

#### House District

Blair:	79, 80
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#### Senate District

Blair:	30
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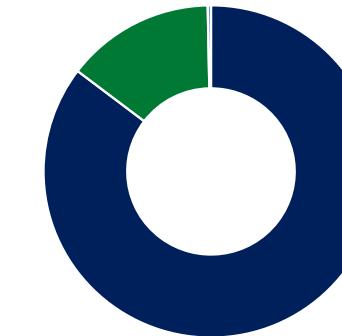
#### Current Fare Information

Average Shared-Ride Fare:	\$19.78
Average Shared-Ride Cost per Trip:	\$27.59
Fare Structure Implementation Date:	September 2014

#### Vehicles Operated in Maximum Service

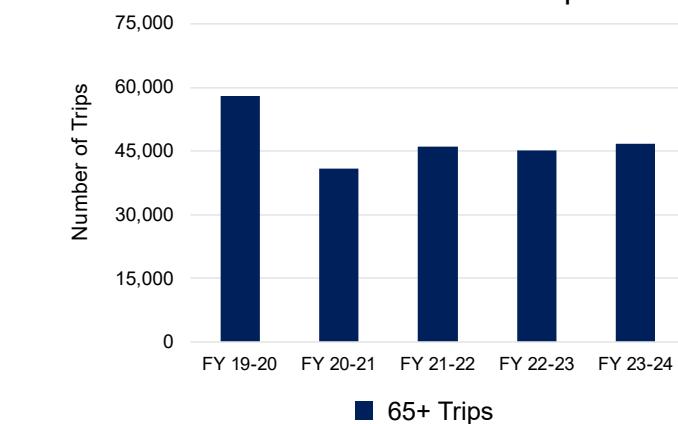
Community Transportation:	24
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### OPERATING EXPENSES (000'S) \$2,387

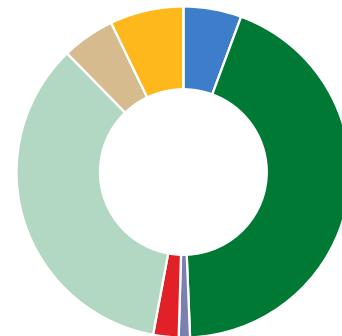


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts
- PwD Program

#### Shared-Ride 65+ Trips

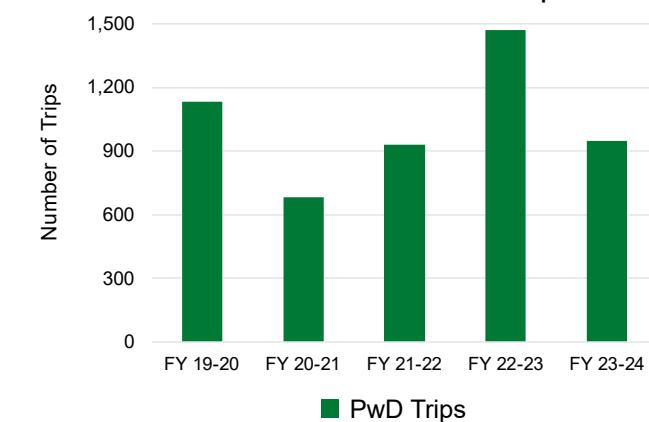


### OPERATING FUNDS (000'S) \$1,770\*

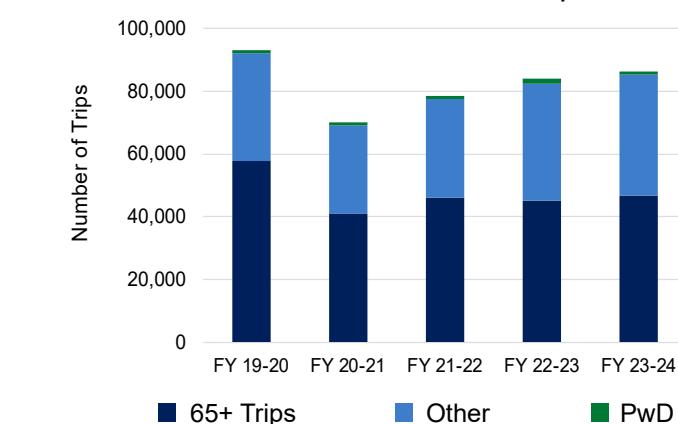


- Passenger Fares
- PwD Program
- MH/ID
- Area Agency on Aging
- Lottery
- MATP
- Other

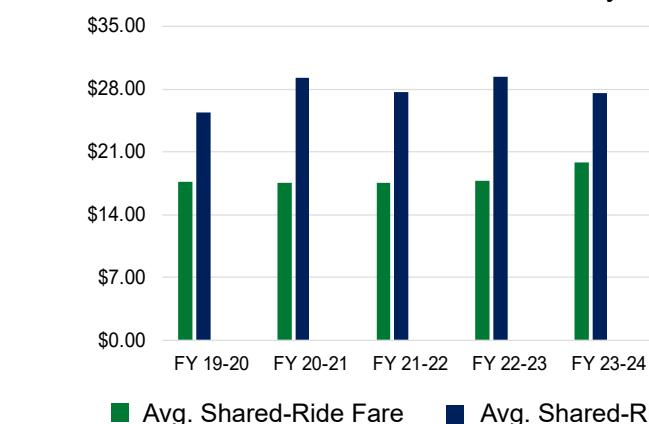
#### Shared-Ride PwD Trips



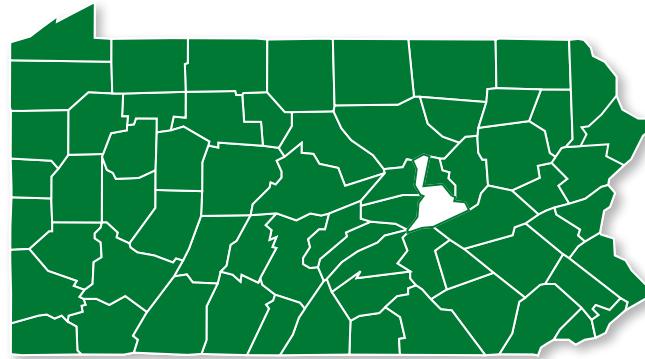
#### Total Shared-Ride Trips



#### Shared-Ride Farebox Recovery



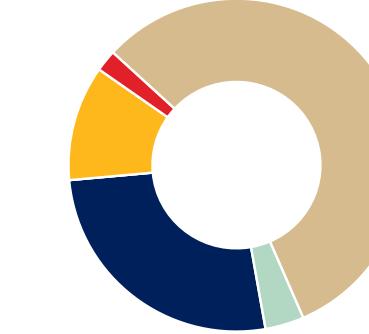
\*Deficit will be covered by service stabilization funds beyond the end of the fiscal year



**LATS**  
50 West 3rd Street  
Mount Carmel, PA 17851  
570-339-3956  
Jack Spade, Transit Director

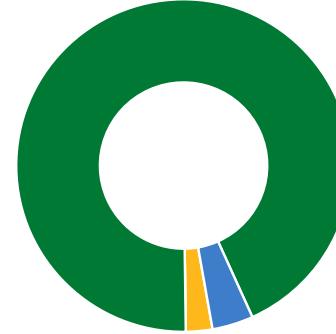
<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	52
Population:	30,850
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	23,001
Senior Passengers:	9,397
Revenue Vehicle Miles:	56,598
Revenue Vehicle Hours:	5,035
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$425,756
Required Local Match:	\$17,147
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	4
<b>System-Wide:</b>	
<b>House District</b>	
Northumberland:	107, 108
<b>Senate District</b>	
Northumberland:	27
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.00
Last Base Fare Increase:	August 2007
<b>Current Employees</b>	
Agency Full-Time:	1
Contractor Full-Time:	2
Contractor Part-Time:	4
<b>System-Wide:</b>	
	7

**OPERATING EXPENSES (000'S)**  
**\$428**



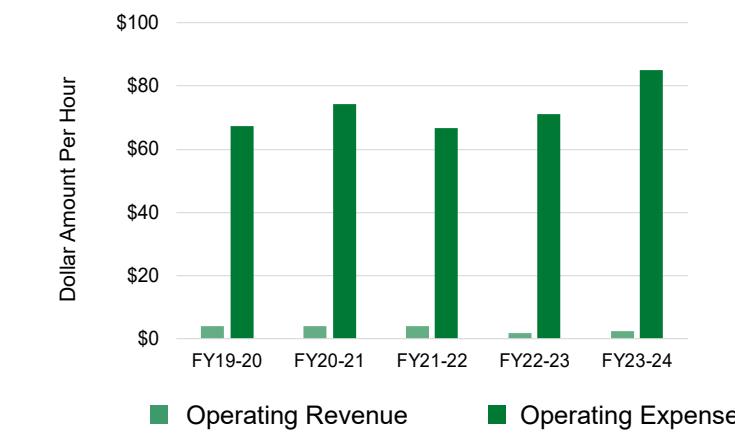
■ Other Salaries & Wages      ■ Fuel Utils  
■ Maint.      ■ Purchased Trans  
■ Other

**OPERATING FUNDS (000'S)**  
**\$428**

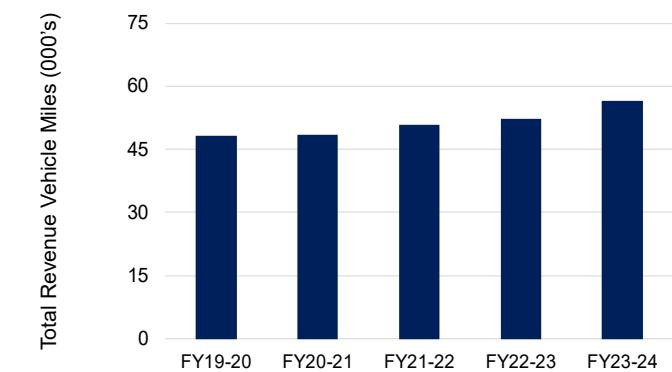


■ Revenues      ■ Federal      ■ State      ■ Local

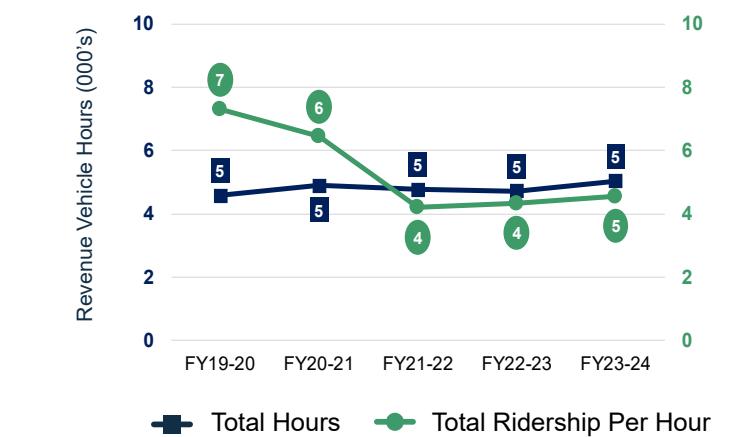
Operating Revenue & Expense Per Revenue Vehicle Hour



Revenue Vehicle Miles

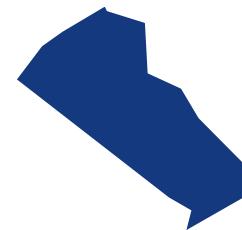
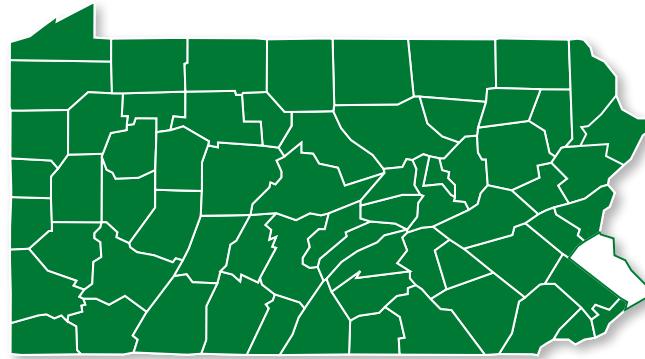


Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



Annual Total Ridership vs. Operating Expense Per Rider





**BUCKS COUNTY TRANSPORT, INC.**  
P.O. Box 510  
Holicong, PA 18928  
215-794-5554  
James Raymond, Executive Director  
[www.bctransport.org](http://www.bctransport.org)

### COMMUNITY TRANSPORTATION

#### Service Area Statistics (2020 Census)

Square Miles:	604
Population:	646,538
65+ Population:	128,015
% of Population 65 and older:	19.8%

#### Trip Information

65+ Trips:	47,883
PwD Trips:	14,207
Other Shared-Ride Trips:	499
<b>Total Shared-Ride Trips:</b>	<b>62,589</b>
Total Escorts:	3,235
Non-Public Trips:	197,456

#### House District

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

Bucks:	6, 10, 16
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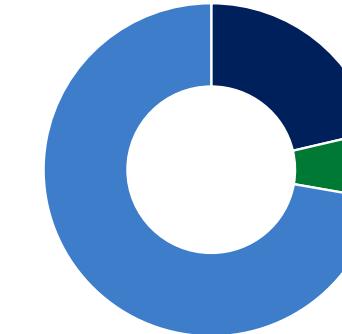
#### Current Fare Information

Average Shared-Ride Fare:	\$32.89
Average Shared-Ride Cost per Trip:	\$30.90
Fare Structure Implementation Date:	January 2023

#### Vehicles Operated in Maximum Service

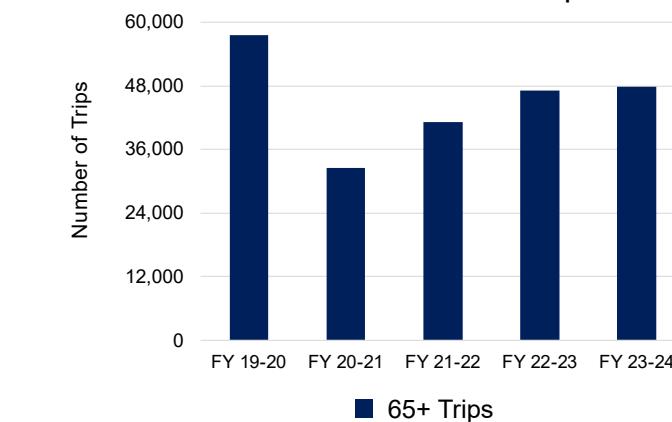
Community Transportation:	71
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### OPERATING EXPENSES (000'S) \$6,965



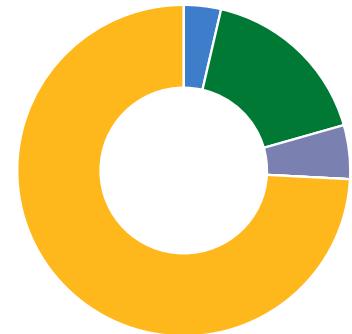
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

### Shared-Ride 65+ Trips



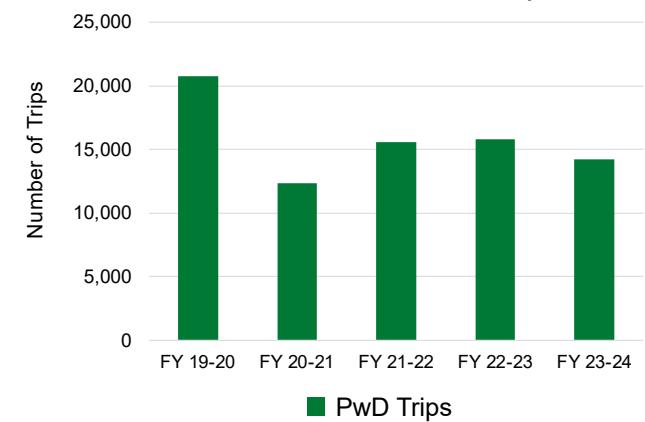
■ 65+ Trips

### OPERATING FUNDS (000'S) \$7,777



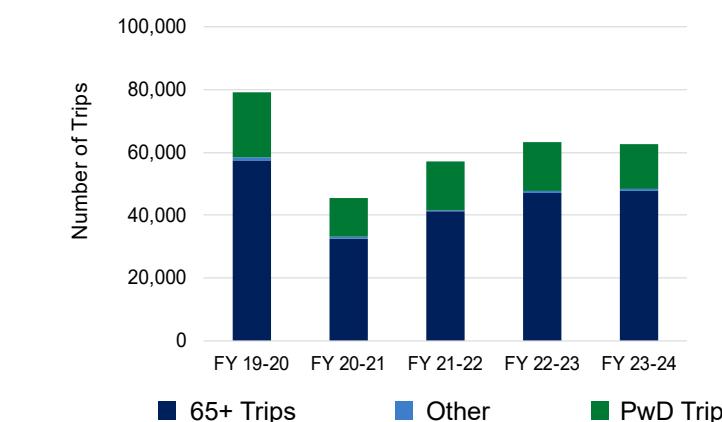
- Passenger Fares
- PwD Program
- Lottery
- Other
- Area Agency on Aging

### Shared-Ride PwD Trips



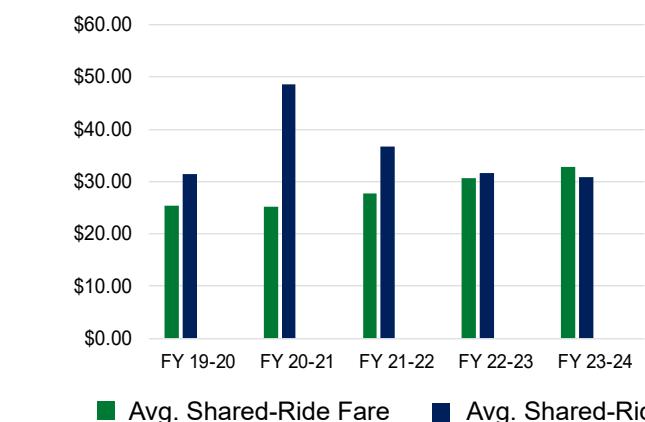
■ PwD Trips

### Total Shared-Ride Trips

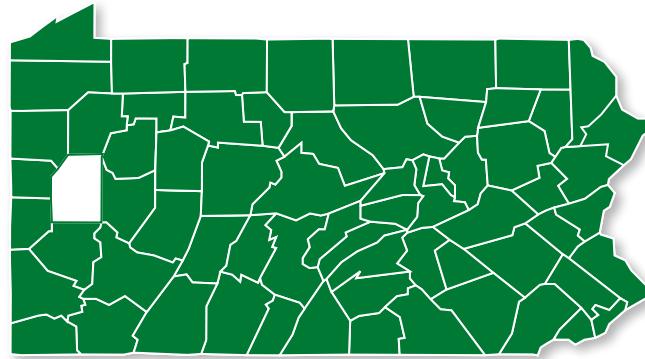


■ 65+ Trips      ■ Other      ■ PwD Trips

### Shared-Ride Farebox Recovery



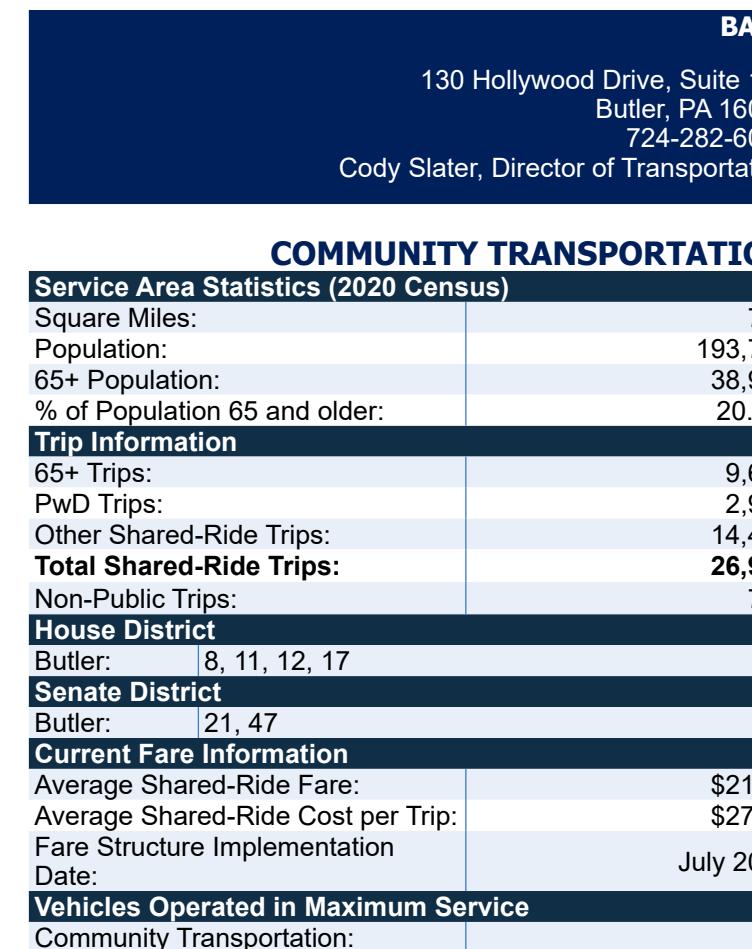
■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip



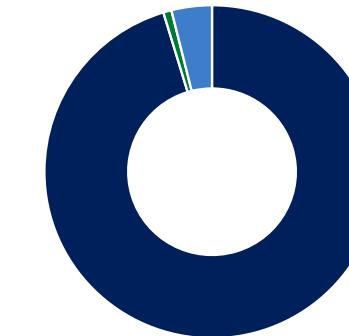
**BUTLER**



**BUTLER COUNTY**  
PENNSYLVANIA

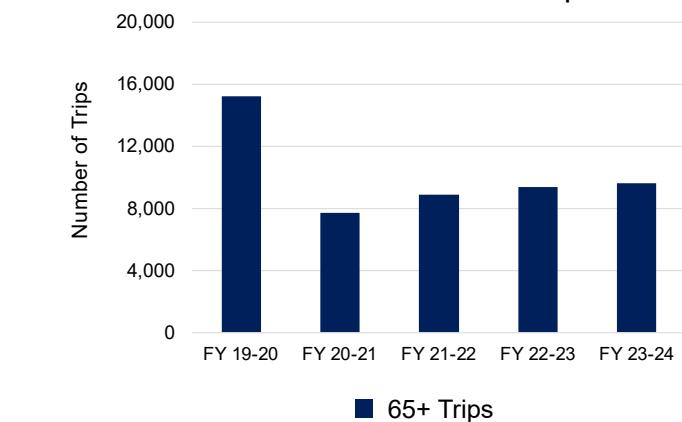


**OPERATING EXPENSES (000'S)  
\$784**

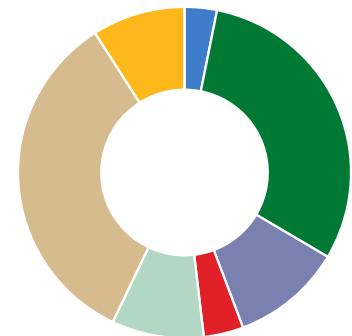


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**

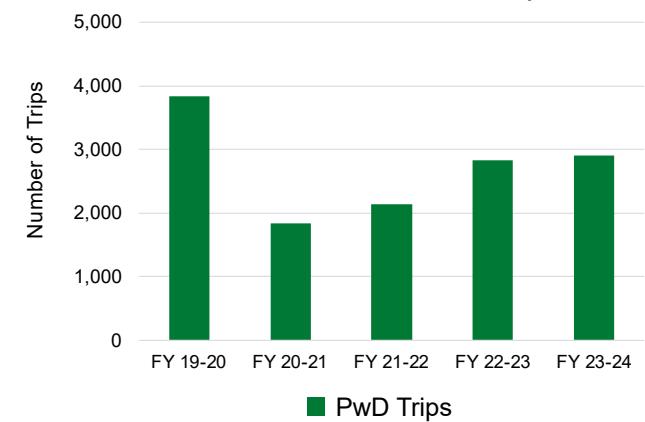


**OPERATING FUNDS (000'S)  
\$512\***

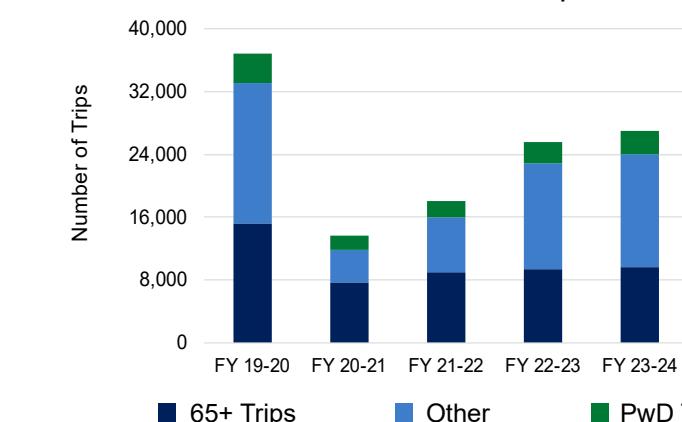


- |                        |           |
|------------------------|-----------|
| ■ Passenger Fares      | ■ Lottery |
| ■ PwD Program          | ■ MATP    |
| ■ MH/ID                | ■ Other   |
| ■ Area Agency on Aging |           |

**Shared-Ride PwD Trips**



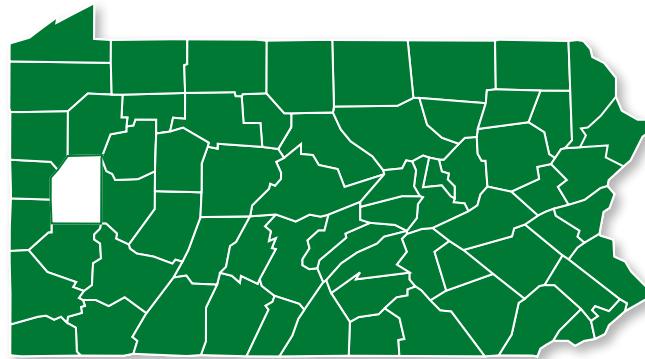
**Total Shared-Ride Trips**



**Shared-Ride Farebox Recovery**



\*Deficit will be covered by service stabilization funds beyond the end of the fiscal year



**BUTLER**

**thebus**



<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	25
Population:	31,505
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	192,142
Senior Passengers:	36,032
Revenue Vehicle Miles:	296,450
Revenue Vehicle Hours:	20,121
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$1,331,766
Required Local Match:	\$66,900
<b>Current Fleet Size</b>	
CNG Bus:	12
<b>System-Wide:</b>	<b>12</b>
<b>House District</b>	
Butler:	8, 11, 12, 17
<b>Senate District</b>	
Butler:	21, 47
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.25
Last Base Fare Increase:	July 2012
<b>Current Employees</b>	
Agency Full-Time:	5
Agency Part-Time:	6
Contractor Full-Time:	14
<b>System-Wide:</b>	<b>25</b>

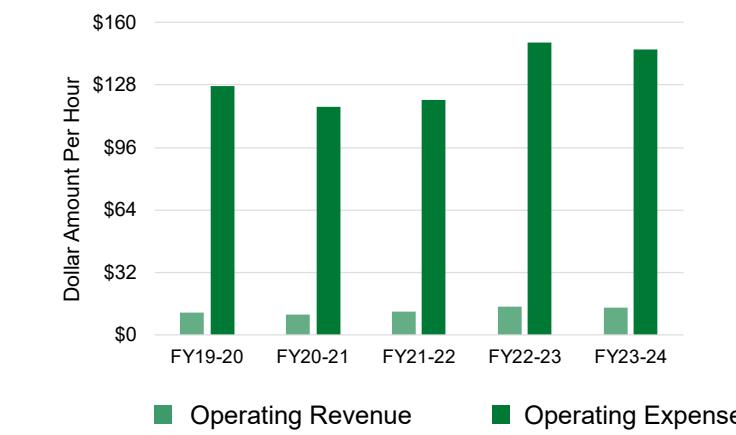
**OPERATING EXPENSES (000'S)  
\$2,948**



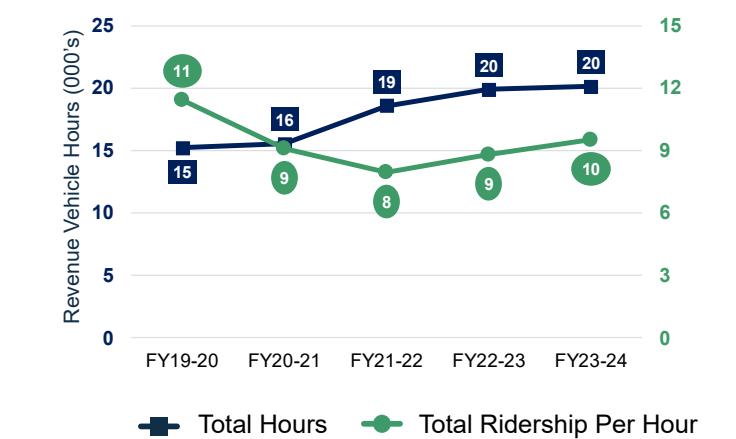
- Other Salaries & Wages
- Fringes
- Maint.
- Fuel Utils
- Other
- Purchased Trans

Expense includes ADA complementary expense.

**Operating Revenue & Expense Per Revenue Vehicle Hour**

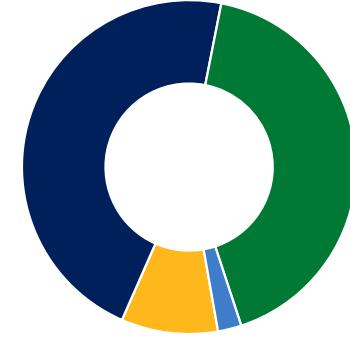


**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**



Passengers include ADA complementary passengers.

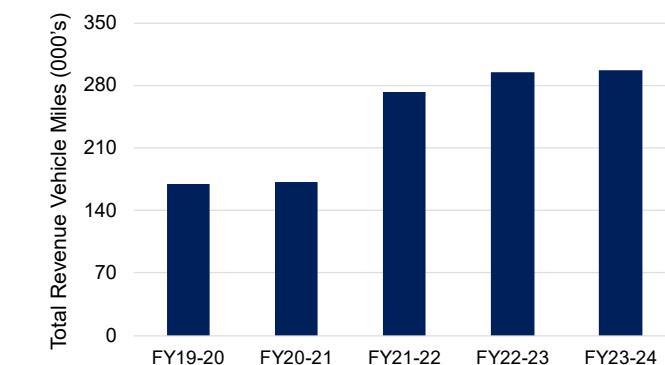
**OPERATING FUNDS (000'S)  
\$2,948**



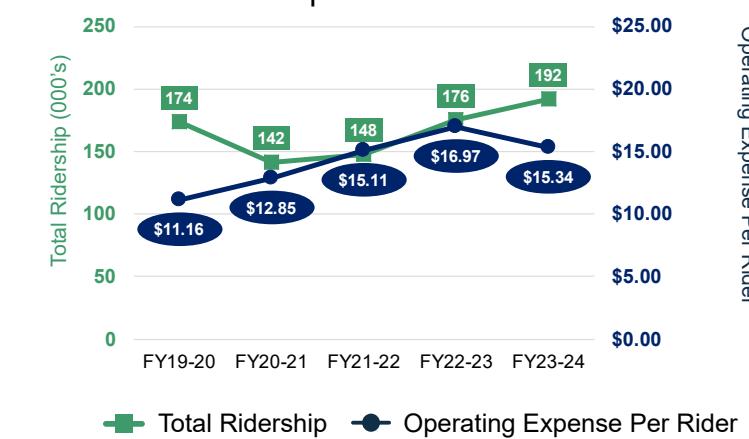
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

**Revenue Vehicle Miles**

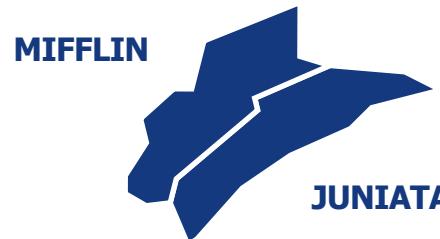
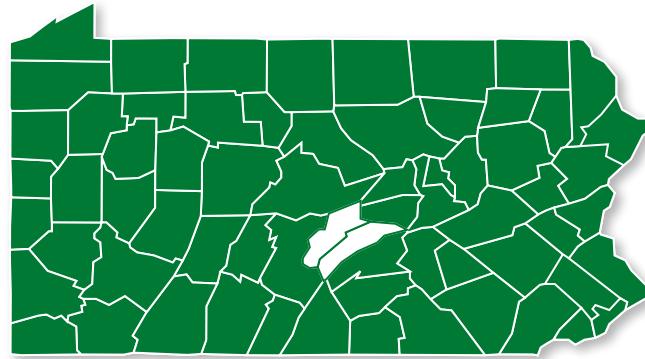


**Annual Total Ridership vs. Operating Expense Per Rider**



Operating Expense Per Rider

Fiscal Year 2023-24 / 94



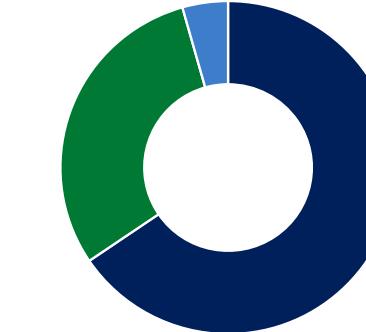
## MJRSC — THE CARE NETWORK

Mifflin Juniata  
Regional Services  
Corporation

Regional Services  
Area Agency on Aging  
Call A Ride Services

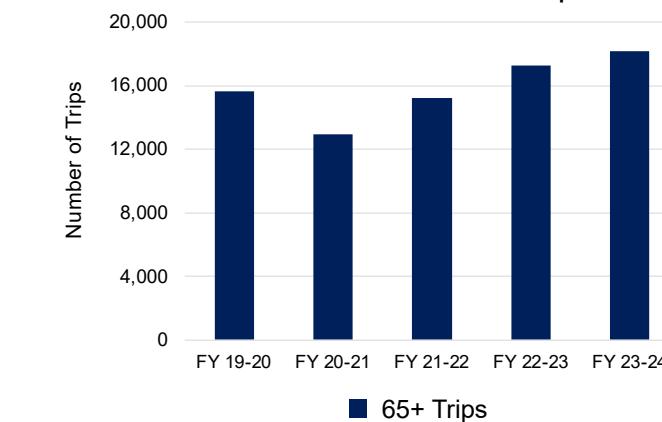
<b>CARS</b>	
25 Rothermel Drive Yeagertown, PA 17099 717-242-2277	
Cynthia Sunderland, Director of Transportation <a href="http://www.mymjrc.com/call-a-ride">www.mymjrc.com/call-a-ride</a>	
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	802
Population:	69,652
65+ Population:	15,020
% of Population 65 and older:	21.6%
<b>Trip Information</b>	
65+ Trips:	18,147
PwD Trips:	3,613
Other Shared-Ride Trips:	14,031
<b>Total Shared-Ride Trips:</b>	<b>35,791</b>
Non-Public Trips:	387
<b>House District</b>	
Juniata:	85, 86
Mifflin:	85, 171
<b>Senate District</b>	
Juniata:	30
Mifflin:	30
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$24.12
Average Shared-Ride Cost per Trip:	\$31.58
Fare Structure Implementation Date:	July 2023
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	11

## OPERATING EXPENSES (000'S) \$1,182



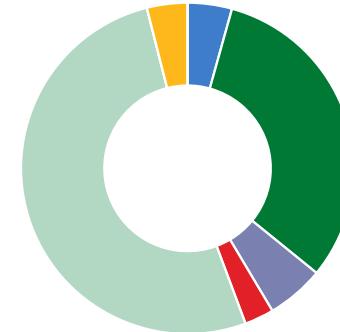
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

## Shared-Ride 65+ Trips



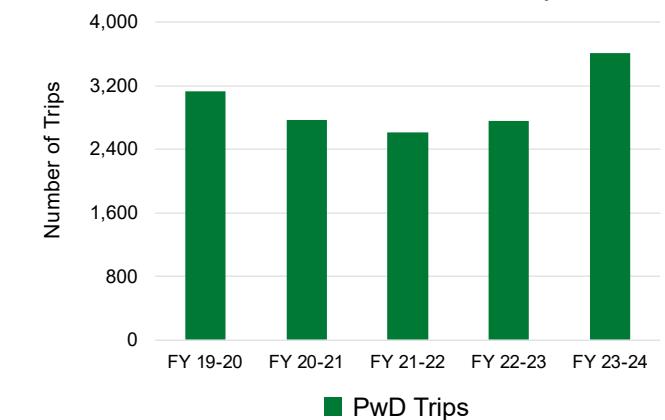
■ 65+ Trips

## OPERATING FUNDS (000'S) \$1,119\*



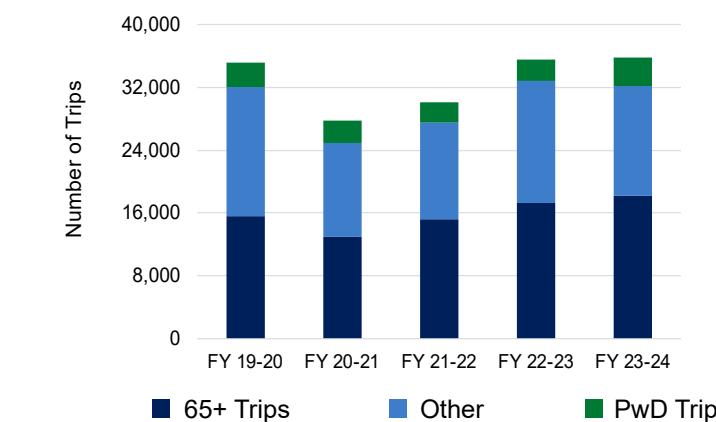
- Passenger Fares
- PwD Program
- Lottery
- MATP
- Other
- Area Agency on Aging

## Shared-Ride PwD Trips



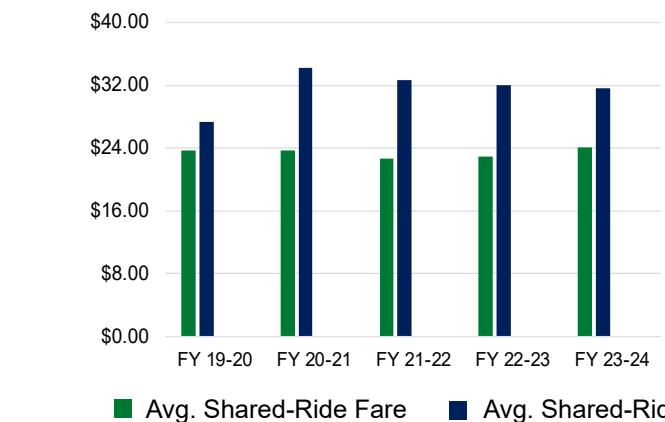
■ PwD Trips

## Total Shared-Ride Trips



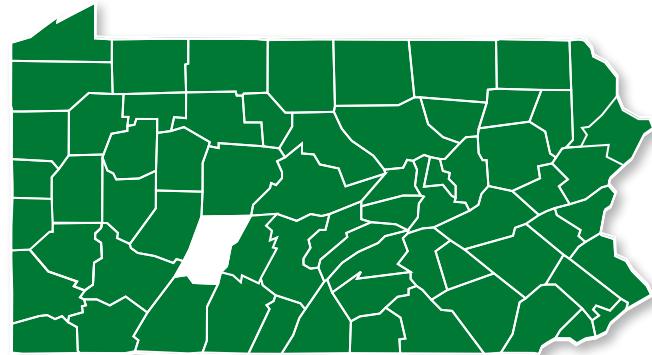
■ 65+ Trips      ■ Other      ■ PwD Trips

## Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

\*Deficit will be covered by retained earnings.



**CAMBRIA**

# CamTran

<b>CAMTRAN</b>	
502 Maple Avenue	
Johnstown, PA 15901	
814-535-5526 Ext. 202	
Rose M. Lucey-Noll, Executive Director	
<a href="http://www.camtranbus.com">www.camtranbus.com</a>	
<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	688
Population:	133,472
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	824,777
Senior Passengers:	131,191
Revenue Vehicle Miles:	1,161,187
Revenue Vehicle Hours:	83,802
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$9,024,557
Required Local Match:	\$1,082,064
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	8
CNG Motor Bus:	38
Other Alternative Fuel Motor Bus:	1
Inclined Plane Cars:	2
Diesel/Gasoline Paratransit Vehicle:	18
CNG Paratransit:	7
<b>System-Wide:</b>	<b>74</b>
<b>House District</b>	
Cambria:	71, 72, 73
<b>Senate District</b>	
Cambria:	35
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.75
Last Base Fare Increase:	January 2020
<b>Current Employees</b>	
Agency Full-Time:	122
Agency Part-Time:	13
<b>System-Wide:</b>	<b>135</b>

**OPERATING EXPENSES (000's)  
\$12,242**



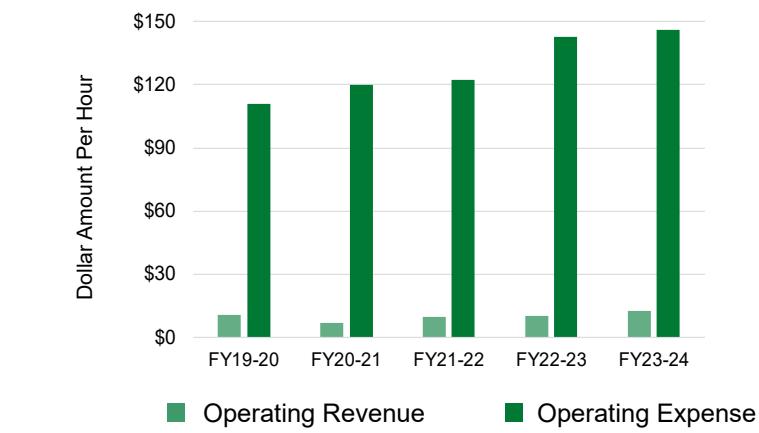
Expense includes ADA complementary and DAS expense.  
█ Operator Salaries & Wages    █ Fringes  
█ Other Salaries & Wages    █ Fuel Utils  
█ Maint.    █ Other

**OPERATING FUNDS (000's)  
\$12,252**

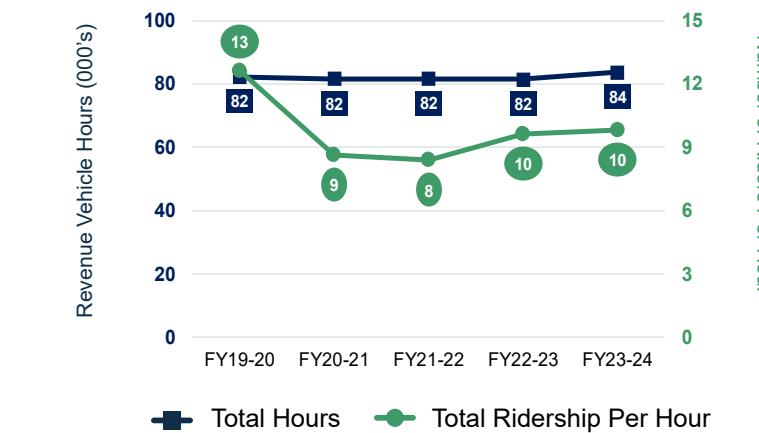


Revenue includes ADA complementary and DAS revenue.  
█ Revenues    █ State    █ Local

**Operating Revenue & Expense Per Revenue Vehicle Hour**

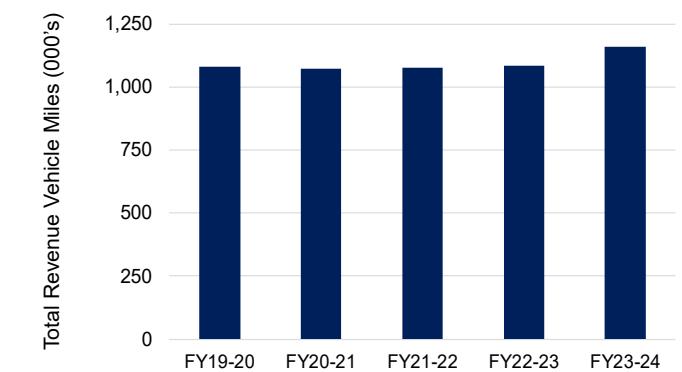


**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**

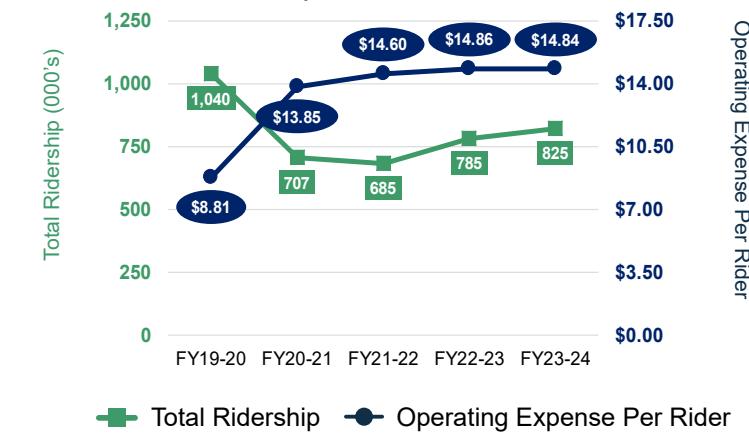


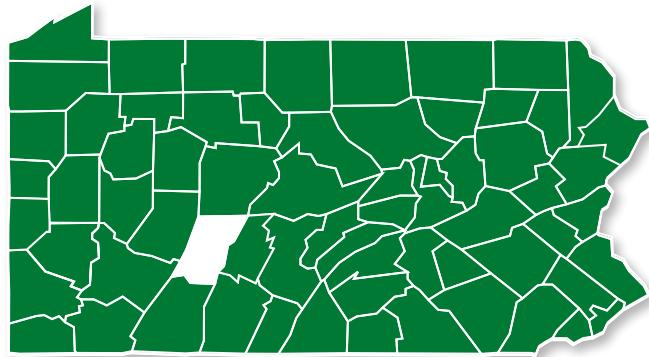
Passengers include ADA complementary passengers.

**Revenue Vehicle Miles**



**Annual Total Ridership vs. Operating Expense Per Rider**



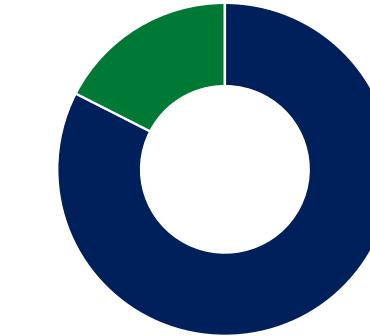


**CAMBRIA**

# CamTran

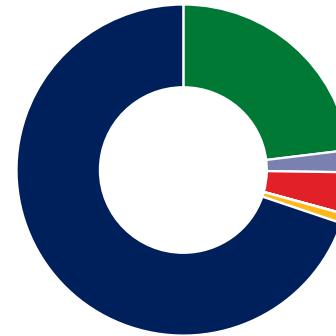
<b>CAMTRAN</b>	
502 Maple Avenue	Johnstown, PA 15901
814-535-5526 Ext. 202	
Rose M. Lucey-Noll, Executive Director	
www.camtranbus.com	
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	688
Population:	133,472
65+ Population:	31,366
% of Population 65 and older:	23.5%
<b>Trip Information</b>	
65+ Trips:	22,813
PwD Trips:	2,086
Other Shared-Ride Trips:	34
<b>Total Shared-Ride Trips:</b>	<b>24,933</b>
Total Escorts:	676
<b>House District</b>	
Cambria:	71, 72, 73
<b>Senate District</b>	
Cambria:	35
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$19.47
Average Shared-Ride Cost per Trip:	\$65.81
Fare Structure Implementation Date:	January 2017
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	17

## OPERATING EXPENSES (000'S) \$1,641



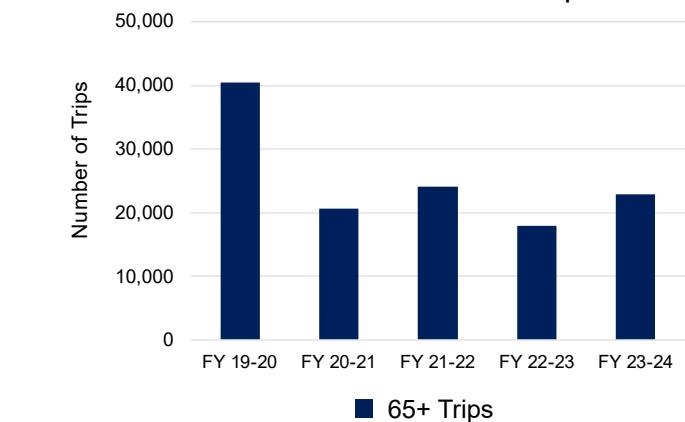
■ Shared-Ride Operating  
■ Shared-Ride Admin

## OPERATING FUNDS (000'S) \$1,641



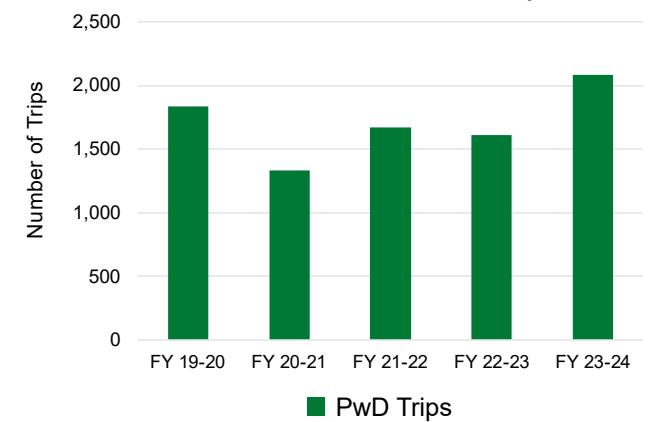
■ Lottery  
■ Other  
■ PwD Program  
■ Area Agency on Aging  
■ Subsidy

### Shared-Ride 65+ Trips



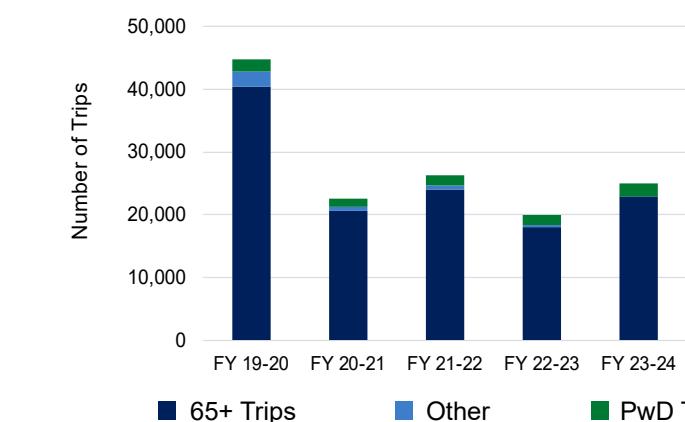
■ 65+ Trips

### Shared-Ride PwD Trips



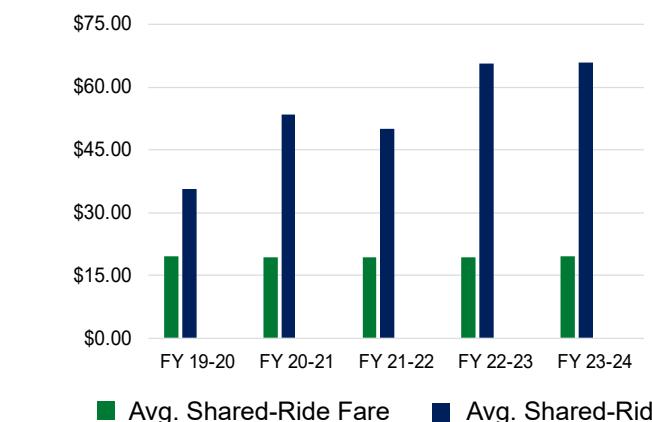
■ PwD Trips

### Total Shared-Ride Trips

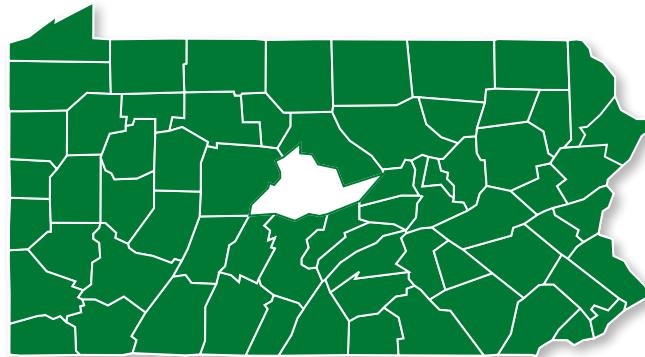


■ 65+ Trips   ■ Other   ■ PwD Trips

### Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare   ■ Avg. Shared-Ride Cost Per Trip



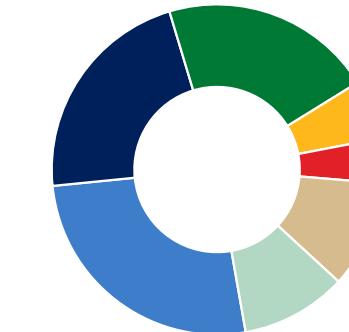
CENTRE



**CATA**  
2081 West Whitehall Road  
State College, PA 16801  
814-238-2282  
David Rishel, Executive Director/CEO  
[www.catabus.com](http://www.catabus.com)

<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	92
Population:	104,135
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	5,004,336
Senior Passengers:	31,316
Revenue Vehicle Miles:	1,965,392
Revenue Vehicle Hours:	162,362
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$9,978,602
Required Local Match:	\$774,576
<b>Current Fleet Size</b>	
CNG Motor Bus:	80
Diesel/Gasoline Paratransit Vehicle:	50
<b>System-Wide:</b>	<b>130</b>
<b>House District</b>	
Centre:	77, 82, 171
<b>Senate District</b>	
Centre:	25, 35
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.20
Last Base Fare Increase:	July 2019
<b>Current Employees</b>	
Agency Full-Time:	161
Agency Part-Time:	3
Contractor Full-Time:	9
Contractor Part-Time:	3
<b>System-Wide:</b>	<b>176</b>

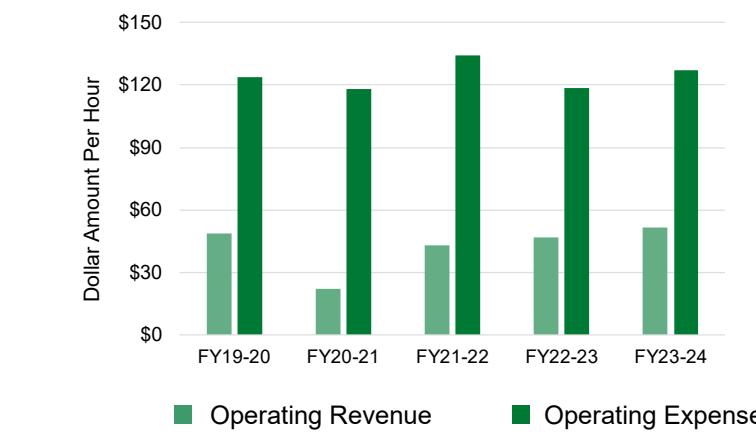
### OPERATING EXPENSES (000'S) \$20,674



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fringes
- Fuel Utils
- Purchased Trans
- Other

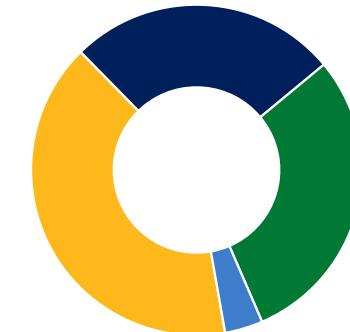
Expense includes ADA complementary and DAS expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



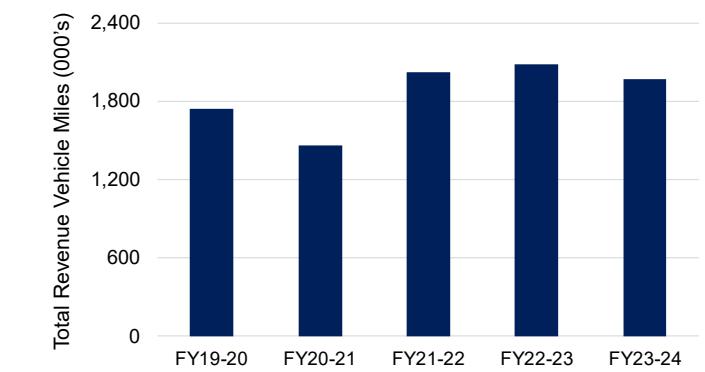
■ Operating Revenue   ■ Operating Expense

### OPERATING FUNDS (000'S) \$20,674

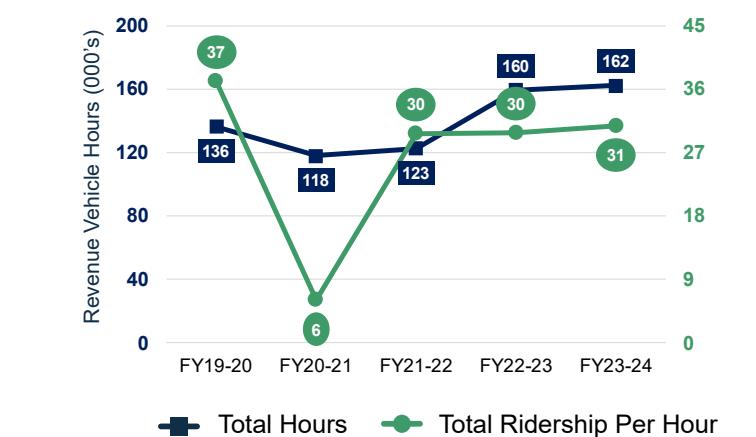


Revenue includes ADA complementary and DAS revenue.

### Revenue Vehicle Miles

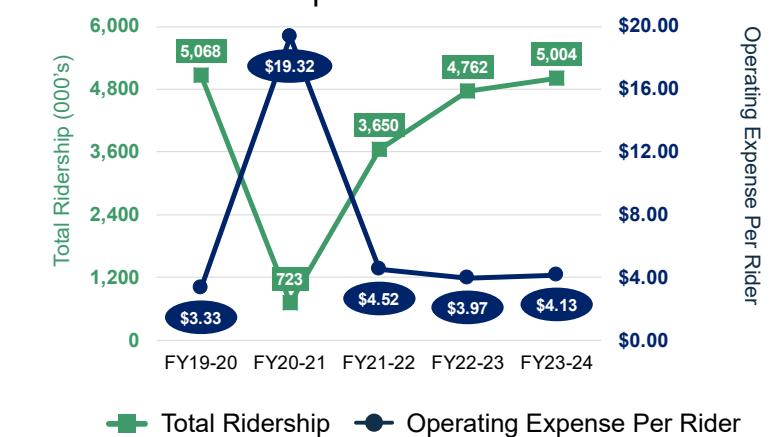


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



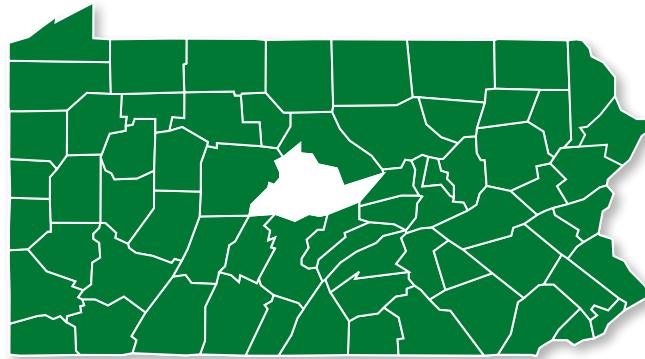
■ Total Hours   ■ Total Ridership Per Hour

### Annual Total Ridership vs. Operating Expense Per Rider



■ Total Ridership   ■ Operating Expense Per Rider

Passengers include ADA complementary and DAS passengers.

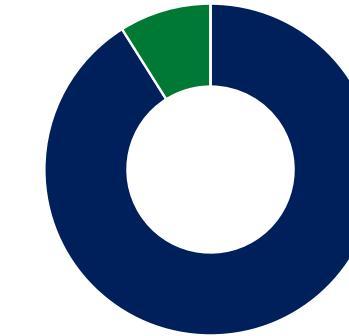


**CENTRE**



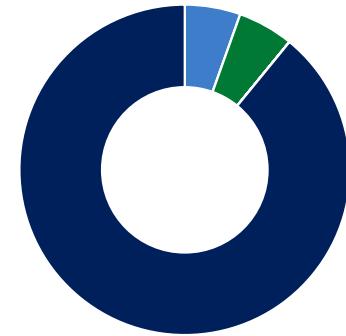
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	92
Population:	104,135
65+ Population:	13,951
% of Population 65 and older:	13.4%
<b>Trip Information</b>	
65+ Trips:	7,539
Other Shared-Ride Trips:	91,149
<b>Total Shared-Ride Trips:</b>	<b>98,688</b>
Total Escorts:	831
<b>House District</b>	
Centre:	77, 82, 171
<b>Senate District</b>	
Centre:	25, 35
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$27.94
Average Shared-Ride Cost per Trip:	\$33.15
Fare Structure Implementation Date:	August 2021
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	21

**OPERATING EXPENSES (000'S)**  
**\$3,272**



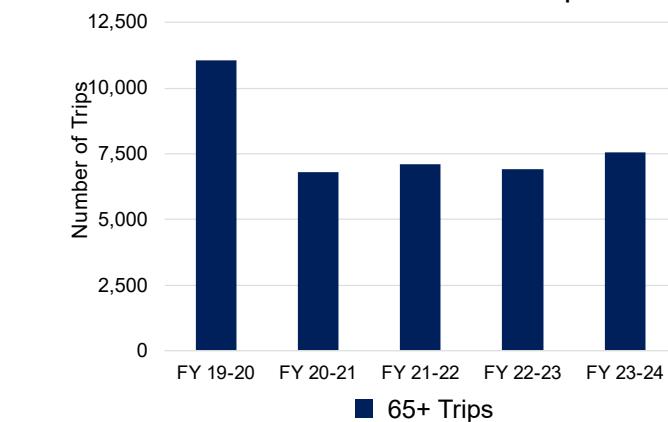
■ Shared-Ride Operating  
■ Shared-Ride Admin

**OPERATING FUNDS (000'S)**  
**\$3,272**



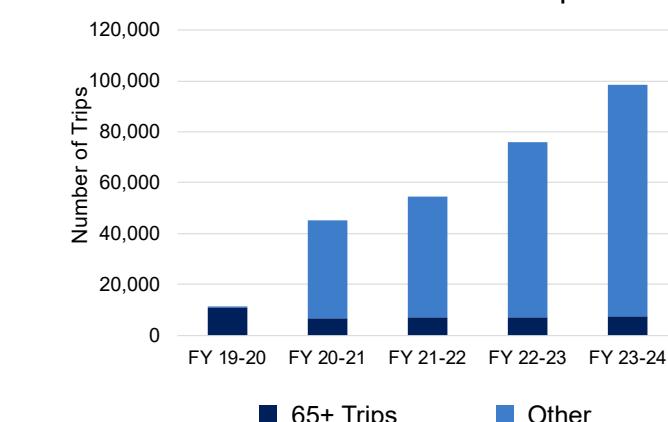
■ Passenger Fares  
■ Lottery  
■ Subsidy

**Shared-Ride 65+ Trips**



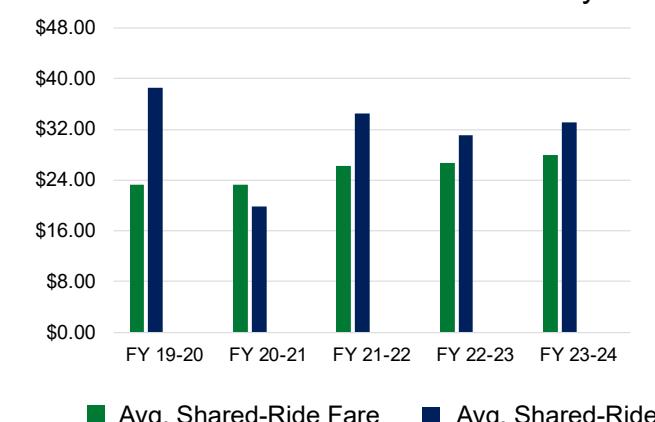
*CATA does not provide PwD shared-ride service. Centre County Provides PwD.*

**Total Shared-Ride Trips**

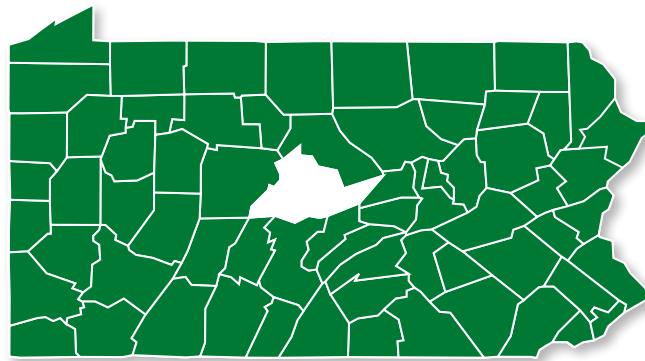


■ 65+ Trips ■ Other

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare ■ Avg. Shared-Ride Cost Per Trip



**CENTRE**

**CENTRE COUNTY**  
(814) 355-6807

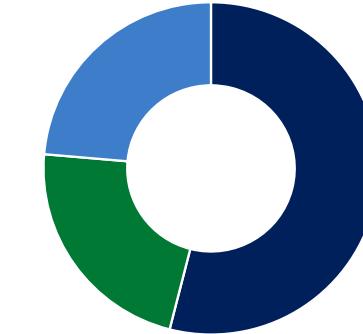


**TRANSPORTATION**



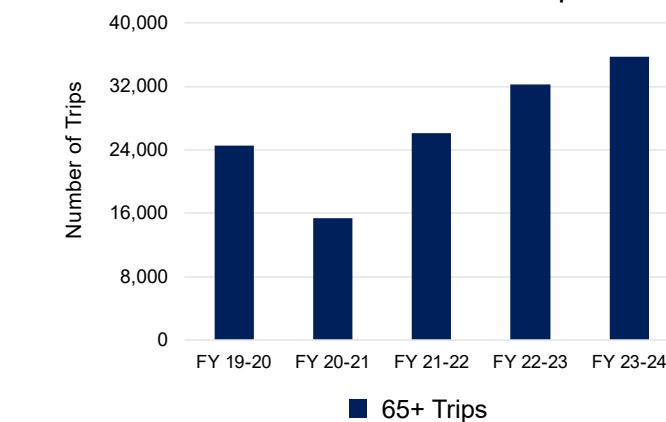
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,113
Population:	162,264
65+ Population:	23,102
% of Population 65 and older:	14.2%
<b>Trip Information</b>	
65+ Trips:	35,703
PwD Trips:	5,238
Other Shared-Ride Trips:	25,821
<b>Total Shared-Ride Trips:</b>	<b>66,762</b>
Total Escorts:	2,248
Non-Public Trips:	3,705
<b>House District</b>	
Centre:	77, 82, 171
<b>Senate District</b>	
Centre:	25, 35
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.94
Average Shared-Ride Cost per Trip:	\$31.10
Fare Structure Implementation Date:	July 2023
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	24

**OPERATING EXPENSES (000'S)  
\$2,719**



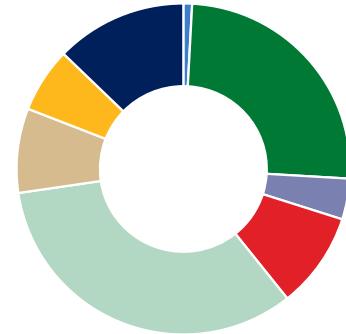
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**



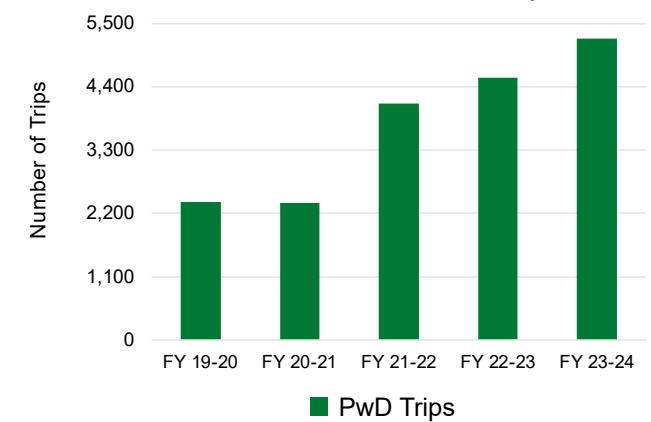
■ 65+ Trips

**OPERATING FUNDS (000'S)  
\$2,719**



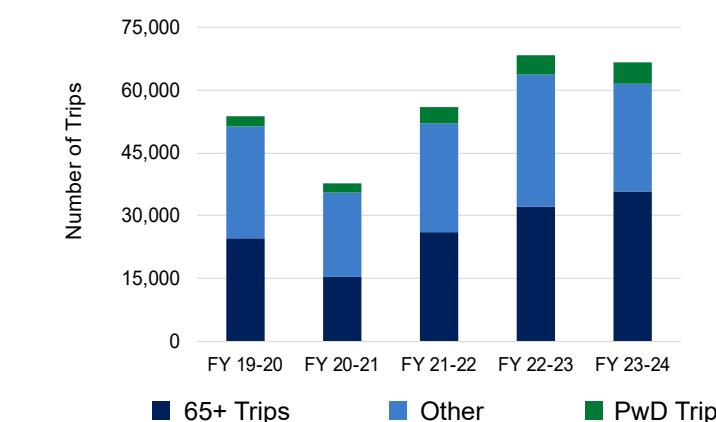
- Passenger Fares
- Lottery
- MATP
- PwD Program
- MH/ID
- Other
- Subsidy
- Area Agency on Aging

**Shared-Ride PwD Trips**



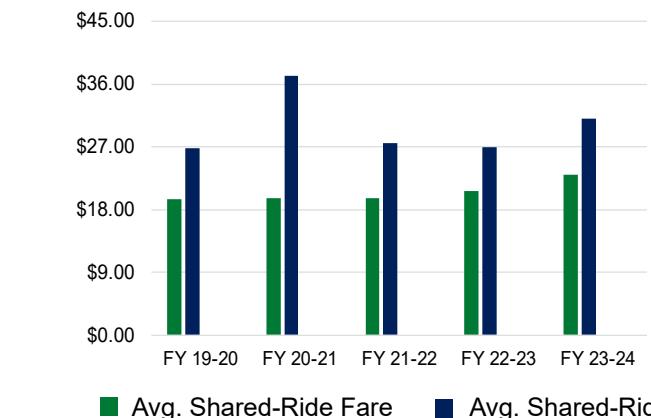
■ PwD Trips

**Total Shared-Ride Trips**

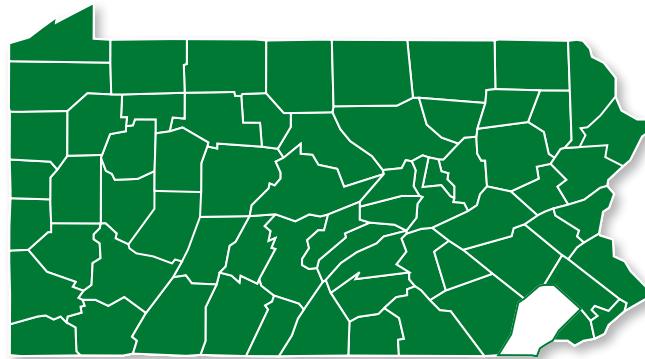


■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip



CHESTER

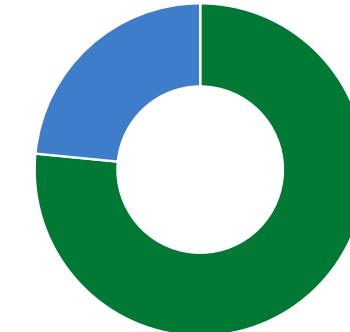
**Chesco Connect**

\* As of July 2022, Chester County is now the grantee for the Senior Shared-Ride and PwD Programs. Beginning April 2023, Chester County is directly operating service for the Senior Shared-Ride program, PwD program, and most of the community transportation services



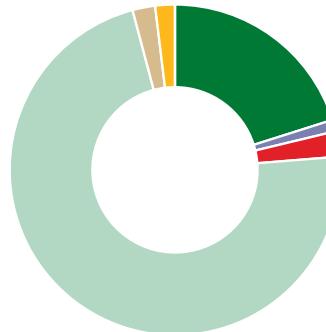
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	751
Population:	534,413
65+ Population:	91,919
% of Population 65 and older:	17.2%
<b>Trip Information</b>	
65+ Trips:	61,334
PwD Trips:	11,364
Other Shared-Ride Trips:	6,893
<b>Total Shared-Ride Trips:</b>	<b>79,591</b>
Total Escorts:	3,003
Non-Public Trips:	36,054
<b>House District</b>	
Chester:	13, 26, 74, 155, 156, 157, 158, 160, 167
<b>Senate District</b>	
Chester:	9, 19, 44
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$24.70
Average Shared-Ride Cost per Trip:	\$40.18
Fare Structure Implementation Date:	January 2021
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	35

**OPERATING EXPENSES (000'S)  
\$6,921**



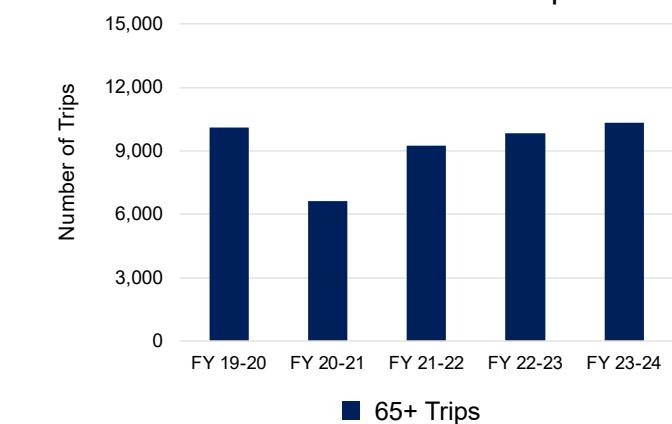
■ Shared-Ride Admin  
■ Exclusive Human Service Program Service Contracts

**OPERATING FUNDS (000'S)  
\$6,892\***



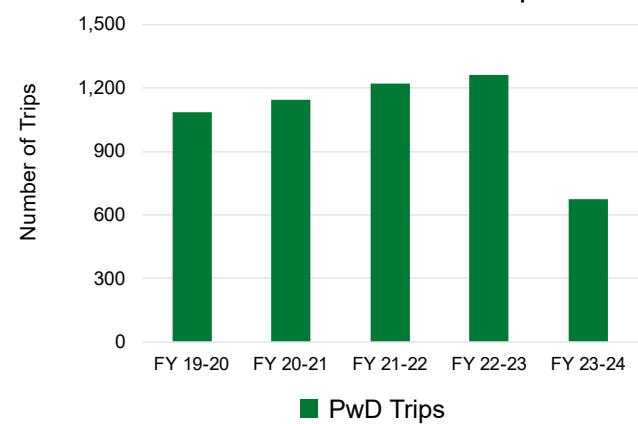
■ PwD Program  
■ MH/ID  
■ Other  
■ Lottery  
■ MATP  
■ Area Agency on Aging

**Shared-Ride 65+ Trips**



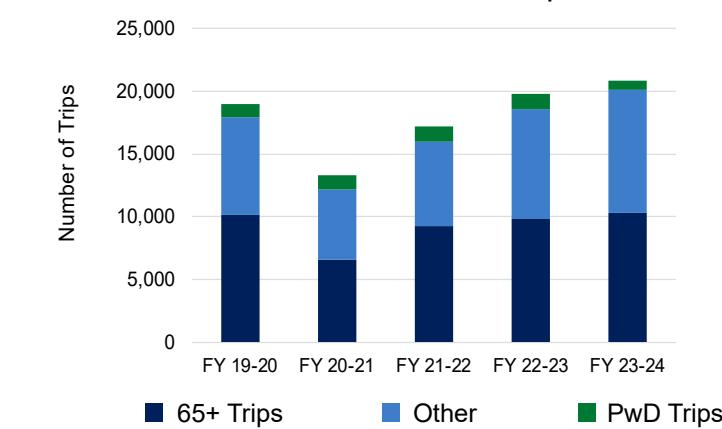
■ 65+ Trips

**Shared-Ride PwD Trips**



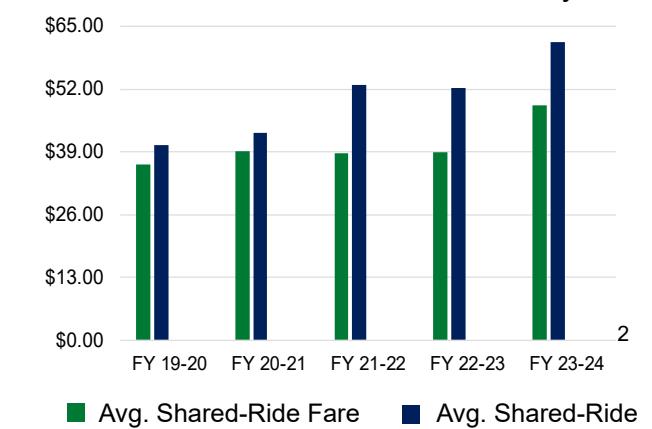
■ PwD Trips

**Total Shared-Ride Trips**



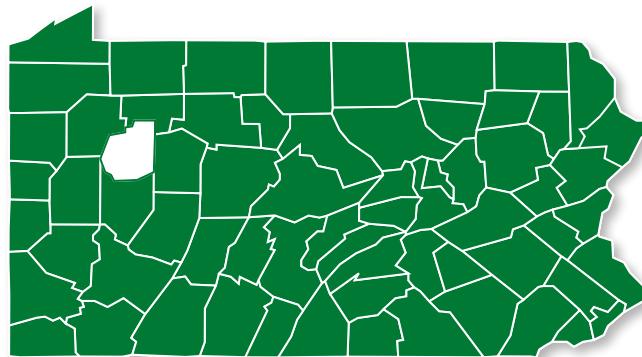
■ 65+ Trips   ■ Other   ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare   ■ Avg. Shared-Ride Cost Per Trip

\*Deficit will be covered by service stabilization funds beyond the end of the fiscal year



**CLARION**

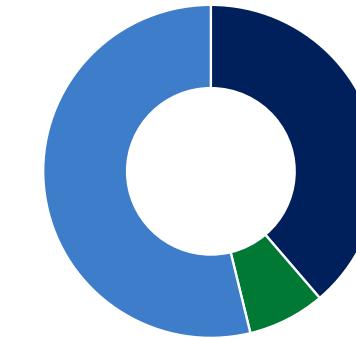


LIVE • LEARN • WORK • PLAY



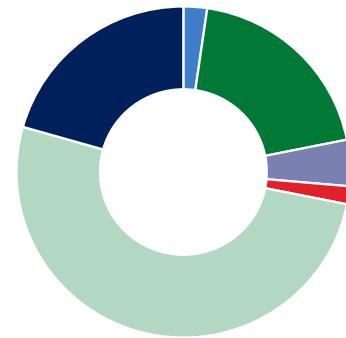
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	601
Population:	37,241
65+ Population:	7,354
% of Population 65 and older:	20.5%
<b>Trip Information</b>	
65+ Trips:	10,347
PwD Trips:	674
Other Shared-Ride Trips:	9,810
<b>Total Shared-Ride Trips:</b>	<b>20,831</b>
Non-Public Trips:	365
<b>House District</b>	
Clarion:	63
<b>Senate District</b>	
Clarion:	21
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$48.64
Average Shared-Ride Cost per Trip:	\$61.77
Fare Structure Implementation Date:	July 2020
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	14

**OPERATING EXPENSES (000'S)**  
**\$1,681**



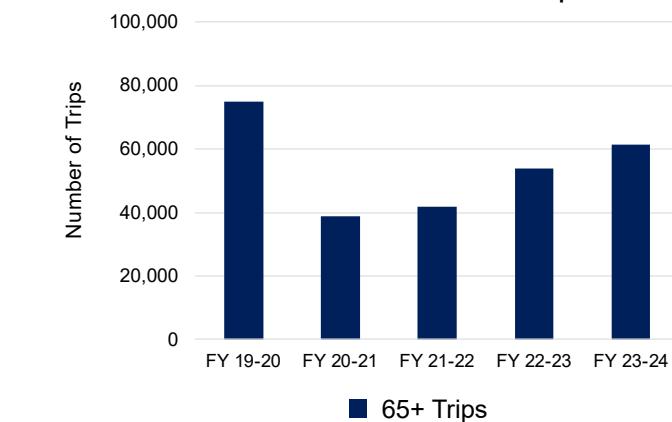
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**OPERATING FUNDS (000'S)**  
**\$1,682**



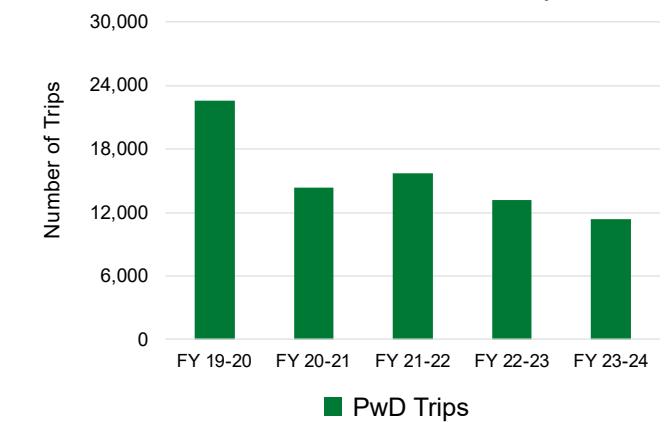
- Passenger Fares
- Lottery
- PwD Program
- MATP
- Subsidy
- Area Agency on Aging

**Shared-Ride 65+ Trips**



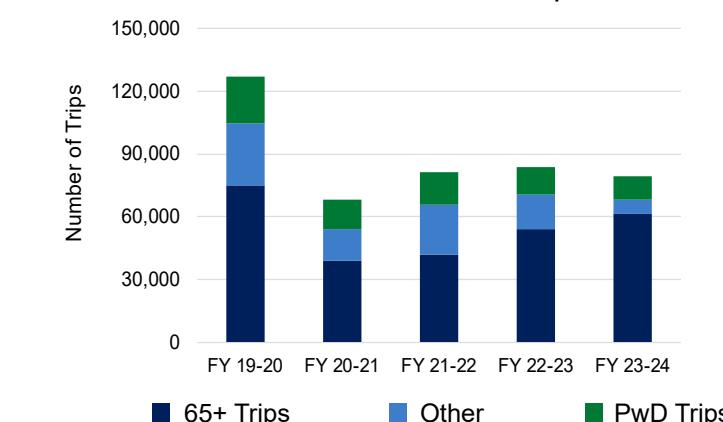
■ 65+ Trips

**Shared-Ride PwD Trips**



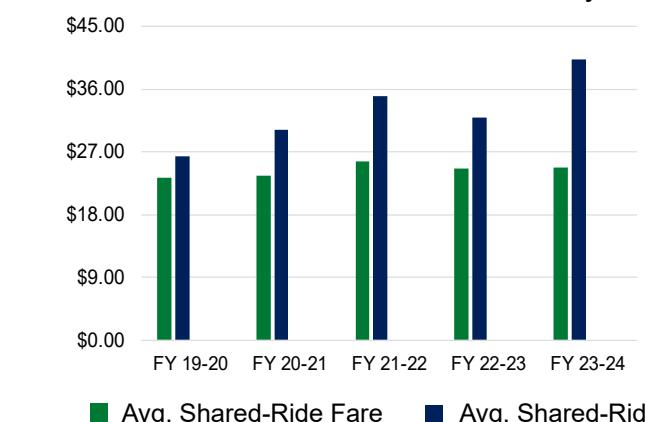
■ PwD Trips

**Total Shared-Ride Trips**



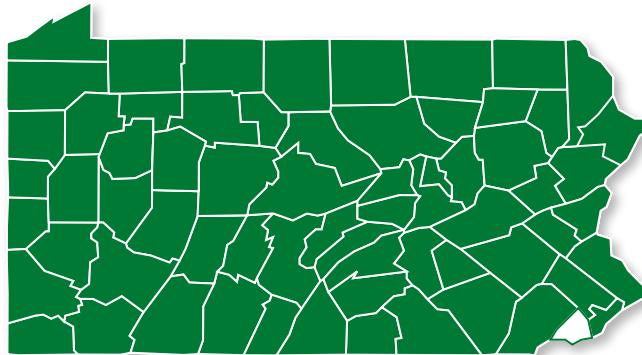
■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 110



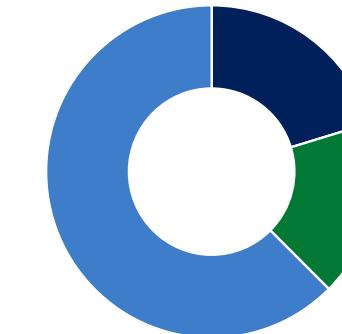
**DELAWARE**

**DELGO**  
COMMUNITY TRANSIT

**COMMUNITY TRANSIT OF DELAWARE COUNTY**  
2001 Industrial Highway  
Eddystone, PA 19022-1513  
610-490-3977  
Nicholas Miccarelli, Executive Director  
[www.ctdelco.org](http://www.ctdelco.org)

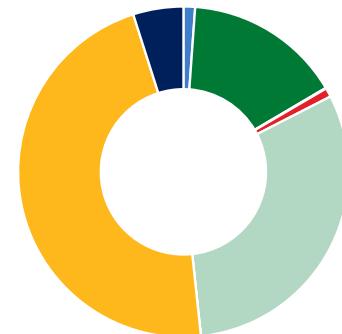
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	184
Population:	576,830
65+ Population:	99,215
% of Population 65 and older:	17.2%
<b>Trip Information</b>	
65+ Trips:	57,318
PwD Trips:	244
Other Shared-Ride Trips:	41,365
<b>Total Shared-Ride Trips:</b>	<b>98,927</b>
Total Escorts:	9,820
Non-Public Trips:	121,921
<b>House District</b>	
Delaware:	159, 160, 161, 162, 163, 164, 165, 166, 168, 185, 191
<b>Senate District</b>	
Delaware:	8, 9, 17, 26
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$41.96
Average Shared-Ride Cost per Trip:	\$51.71
Fare Structure Implementation Date:	April 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	46

**OPERATING EXPENSES (000'S)**  
**\$13,649**

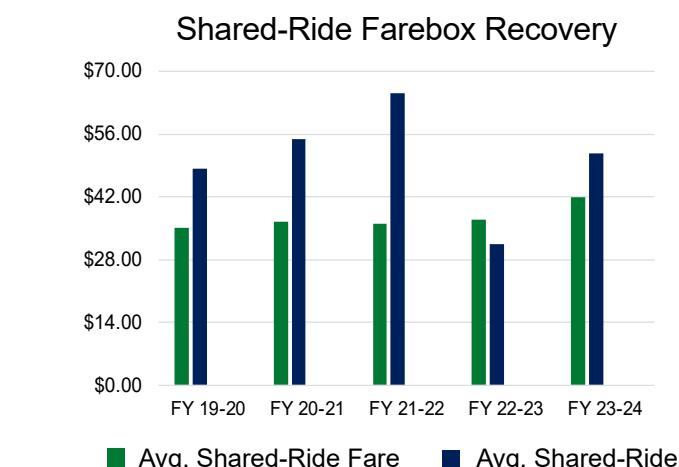
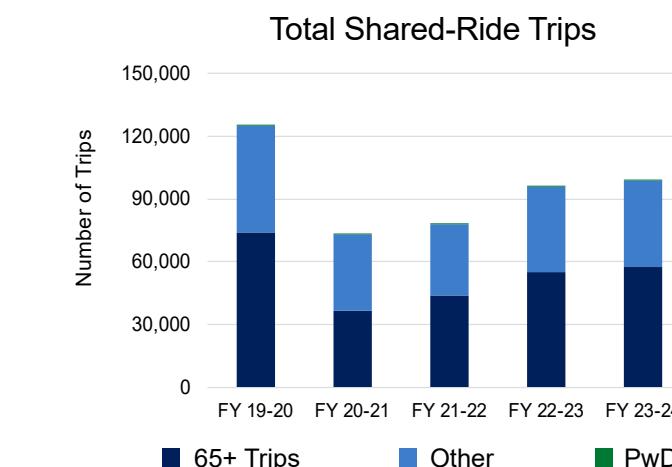
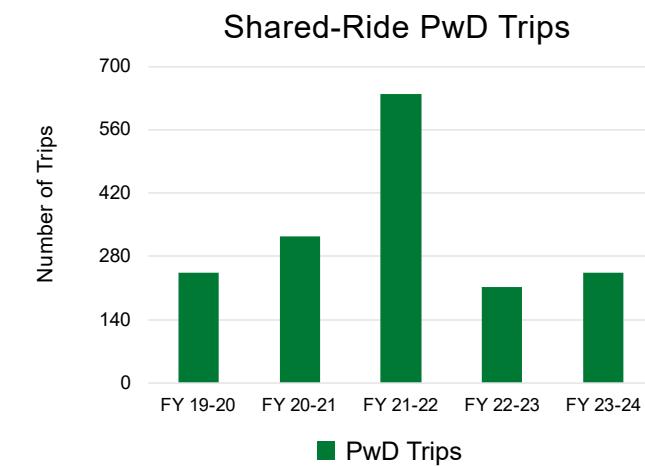
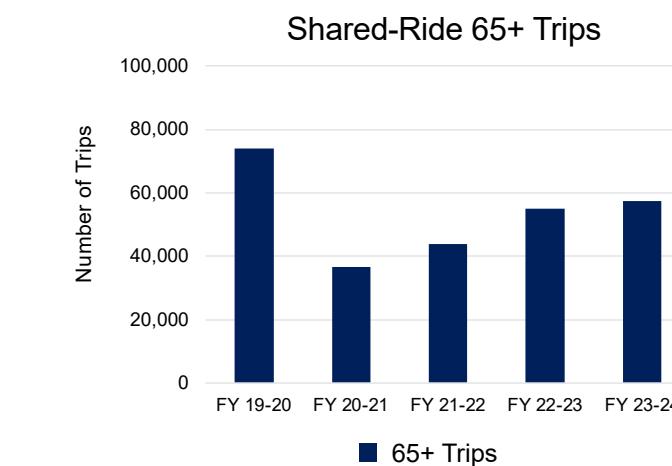


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

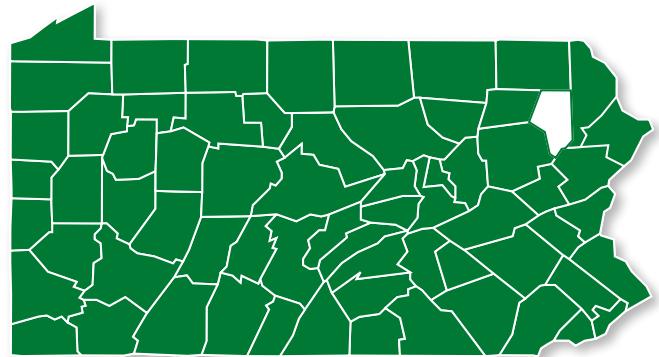
**OPERATING FUNDS (000'S)**  
**\$12,637\***



- Passenger Fares
- Lottery
- MATP
- Other
- Subsidy
- Area Agency on Aging



\*Deficit will be covered by service stabilization funds beyond the end of the fiscal year



LACKAWANNA

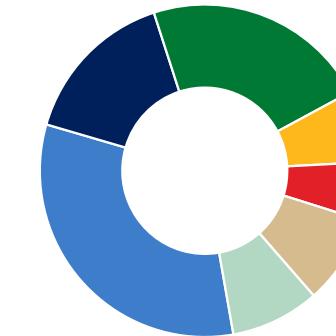


County of Lackawanna Transit System



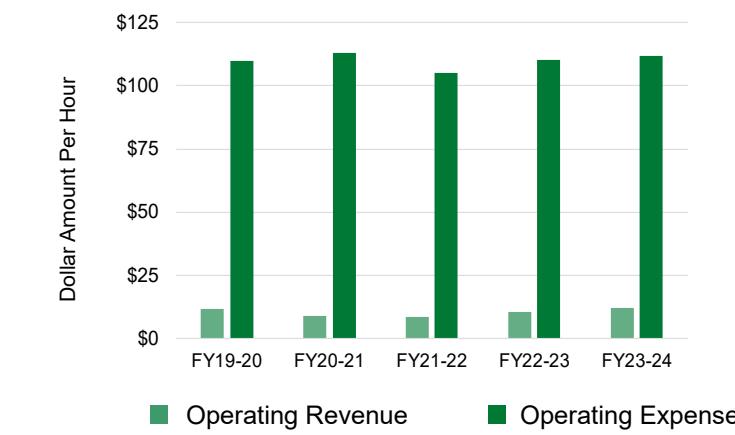
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	459
Population:	215,896
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	779,154
Senior Passengers:	158,300
Revenue Vehicle Miles:	1,251,242
Revenue Vehicle Hours:	98,418
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$8,984,631
Required Local Match:	\$922,665
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	33
Diesel/Gasoline Paratransit Vehicle:	35
<b>System-Wide:</b>	<b>68</b>
<b>House District</b>	
Lackawanna: 112, 113, 114, 118	
<b>Senate District</b>	
Lackawanna: 22, 40	
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.75
Last Base Fare Increase:	July 2013
<b>Current Employees</b>	
Agency Full-Time:	109
Agency Part-Time:	19
<b>System-Wide:</b>	<b>128</b>

### OPERATING EXPENSES (000'S) \$11,007

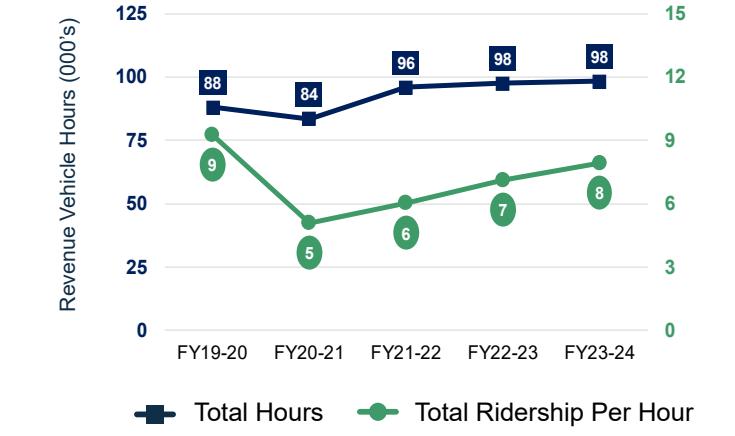


Expense includes ADA complementary expense.  
█ Operator Salaries & Wages    █ Fringes  
█ Other Salaries & Wages    █ Fuel Utils  
█ Maint.    █ Purchased Trans  
█ Other

### Operating Revenue & Expense Per Revenue Vehicle Hour



### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



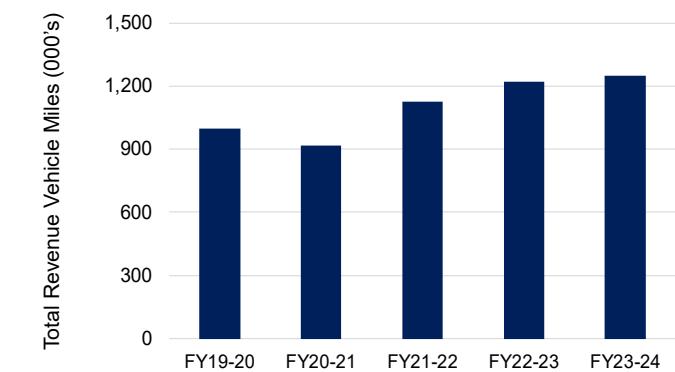
Ridership includes ADA complementary passengers.

### OPERATING FUNDS (000'S) \$11,007

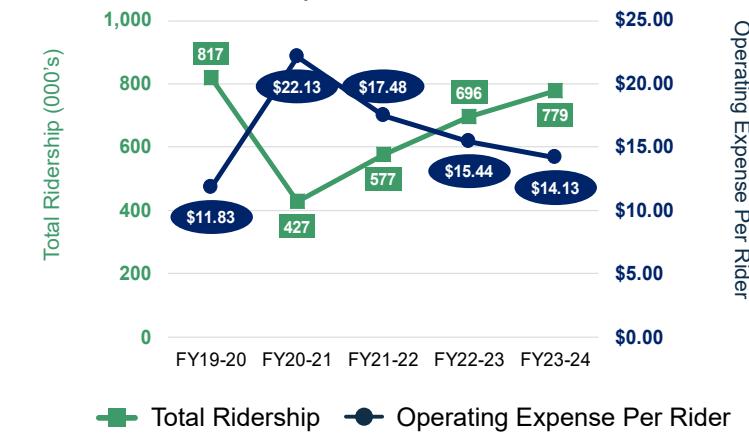


Revenue includes ADA complementary revenue.  
█ Revenues    █ Federal    █ State    █ Local

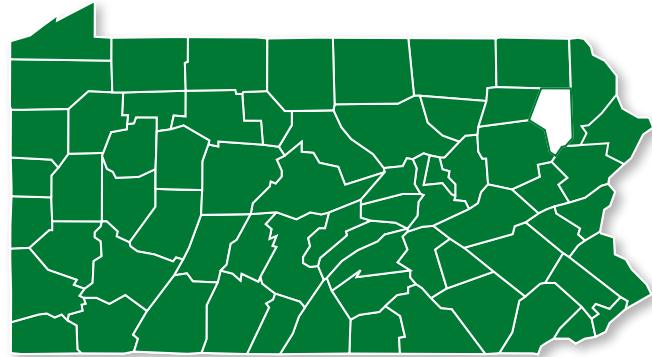
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider



LACKAWANNA

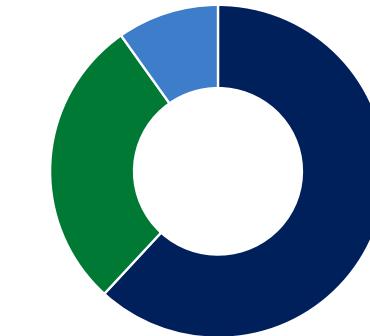


County of Lackawanna Transit System



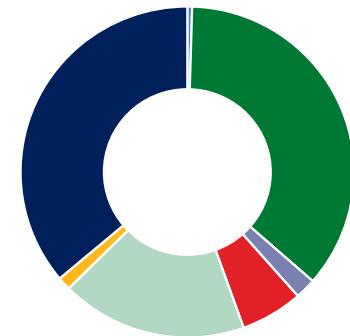
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	459
Population:	215,896
65+ Population:	45,122
% of Population 65 and older:	20.9%
<b>Trip Information</b>	
65+ Trips:	68,918
PwD Trips:	3,581
Other Shared-Ride Trips:	14,850
<b>Total Shared-Ride Trips:</b>	<b>87,349</b>
Non-Public Trips:	20,660
<b>House District</b>	
Lackawanna:	112, 113, 114, 118
<b>Senate District</b>	
Lackawanna:	22, 40
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$28.73
Average Shared-Ride Cost per Trip:	\$47.98
Fare Structure Implementation Date:	February 2021
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	42

### OPERATING EXPENSES (000'S) \$4,646



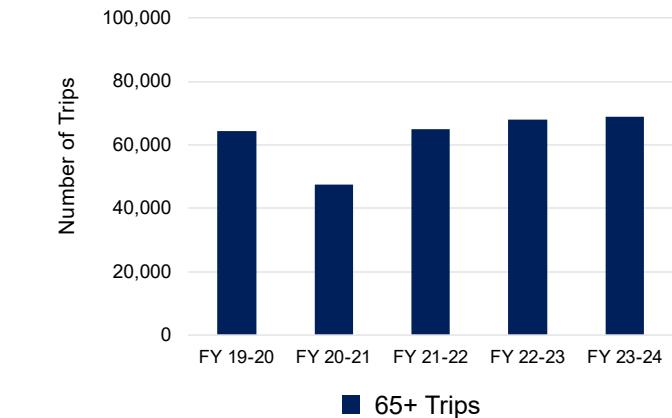
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

### OPERATING FUNDS (000'S) \$4,648



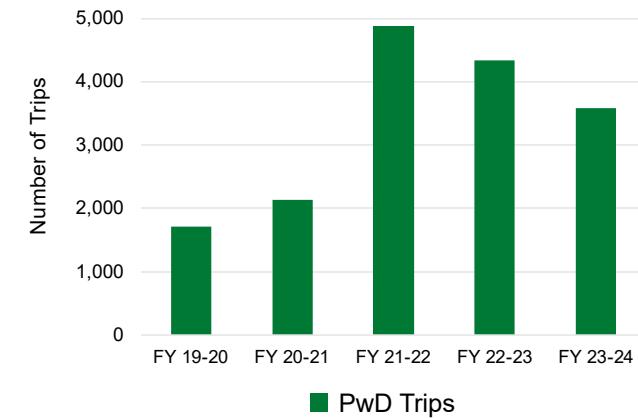
- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy

### Shared-Ride 65+ Trips



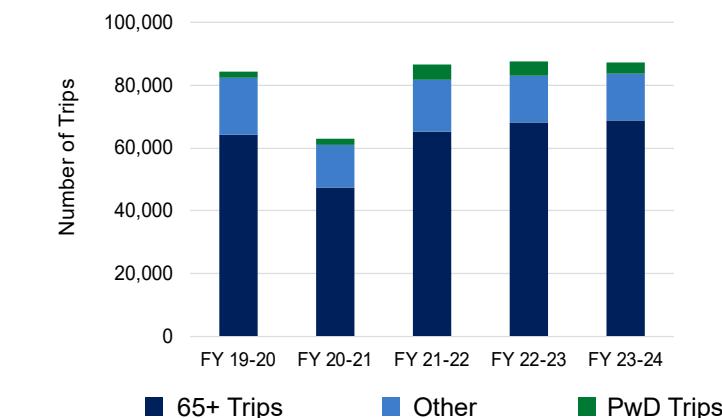
■ 65+ Trips

### Shared-Ride PwD Trips



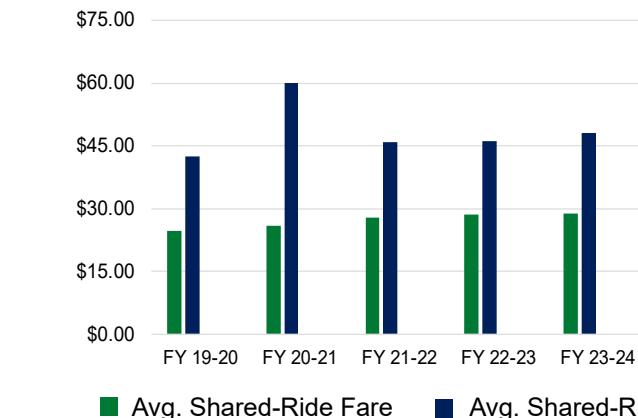
■ PwD Trips

### Total Shared-Ride Trips

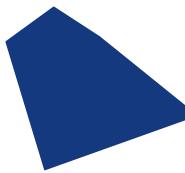
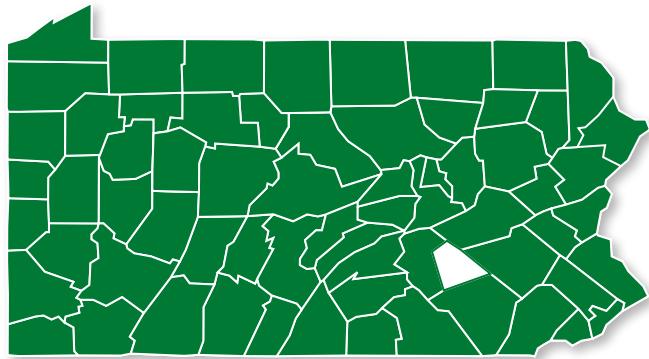


■ 65+ Trips      ■ Other      ■ PwD Trips

### Shared-Ride Farebox Recovery



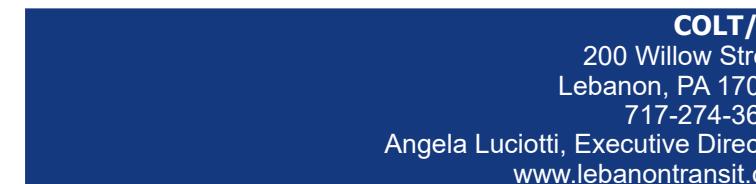
■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip



LEBANON



lebanon transit



<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	369
Population:	143,257
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	219,685
Senior Passengers:	61,847
Revenue Vehicle Miles:	463,396
Revenue Vehicle Hours:	27,291
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$2,710,262
Required Local Match:	\$143,433
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	18
Diesel/Gasoline Paratransit Vehicle:	14
<b>System-Wide:</b>	<b>32</b>
<b>House District</b>	
Lebanon: 98, 101, 102	
<b>Senate District</b>	
Lebanon: 48	
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.50
Last Base Fare Increase:	August 2011
<b>Current Employees</b>	
Agency Full-Time:	42
Agency Part-Time:	6
<b>System-Wide:</b>	<b>48</b>

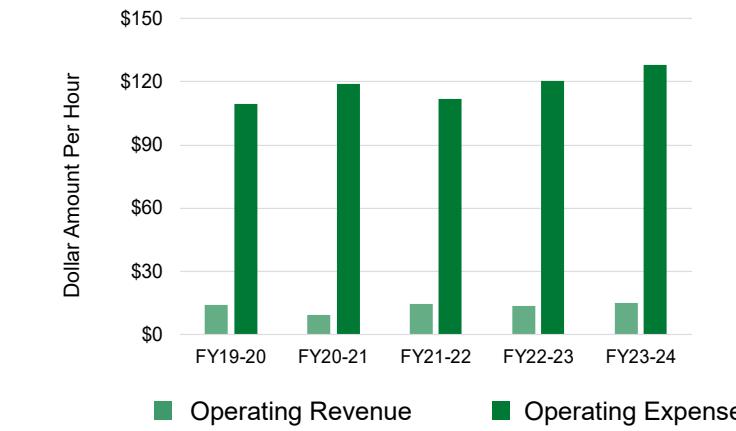
### OPERATING EXPENSES (000'S) \$3,493



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fuel Utils
- Fringes
- Other

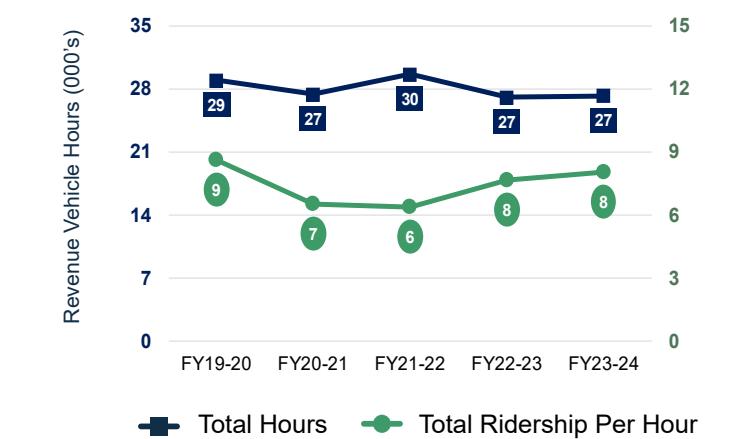
Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



- Operating Revenue
- Operating Expense

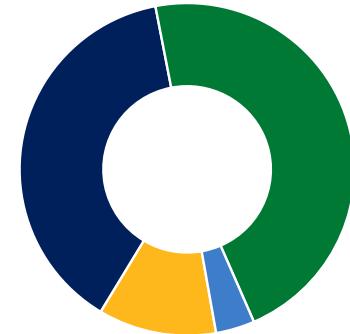
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



- Total Hours
- Total Ridership Per Hour

Passengers include ADA complementary passengers.

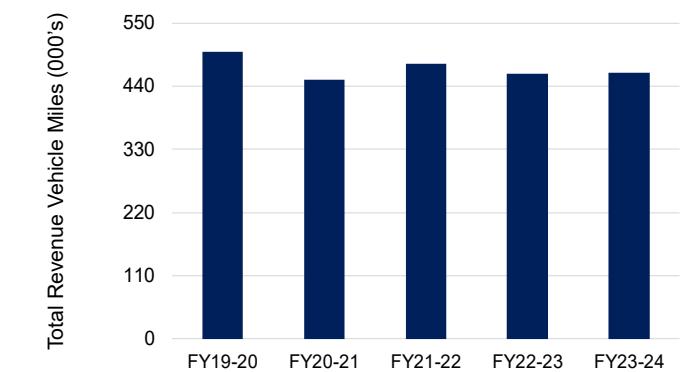
### OPERATING FUNDS (000'S) \$3,493



- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

### Revenue Vehicle Miles

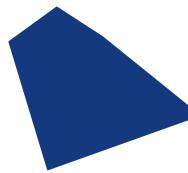
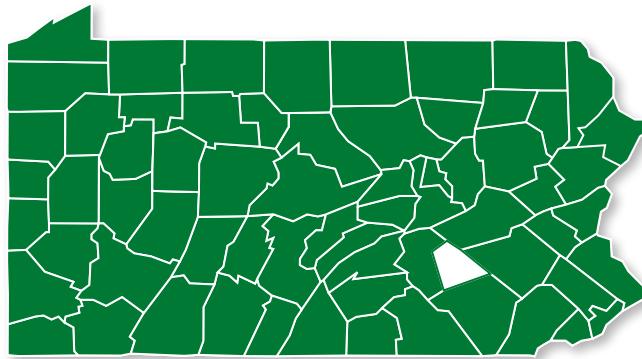


### Annual Total Ridership vs. Operating Expense Per Rider



- Total Ridership
- Operating Expense Per Rider

Operating Expense Per Rider



LEBANON

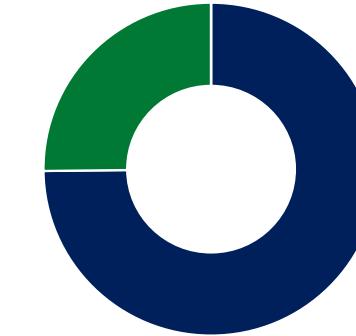


lebanon transit



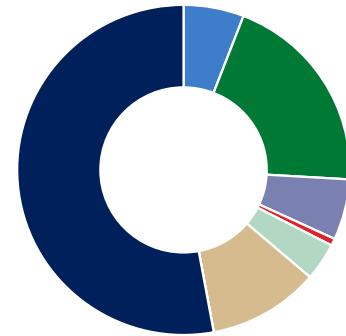
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	369
Population:	143,257
65+ Population:	28,508
% of Population 65 and older:	19.9%
<b>Trip Information</b>	
65+ Trips:	17,324
PwD Trips:	4,652
Other Shared-Ride Trips:	11,161
<b>Total Shared-Ride Trips:</b>	<b>33,137</b>
<b>House District</b>	
Lebanon:	98, 101, 102
<b>Senate District</b>	
Lebanon:	48
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$21.21
Average Shared-Ride Cost per Trip:	\$45.39
Fare Structure Implementation Date:	July 2013
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	13

**OPERATING EXPENSES (000'S)  
\$1,504**



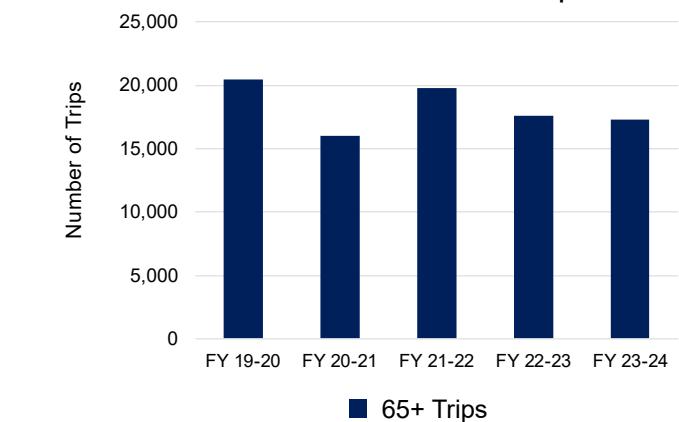
- Shared-Ride Operating
- Shared-Ride Admin

**OPERATING FUNDS (000'S)  
\$1,504**



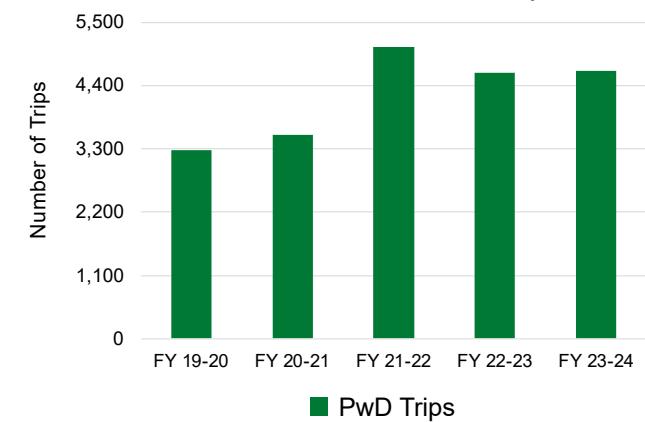
- Passenger Fares
- PwD Program
- MATP
- MH/ID
- Subsidy
- Area Agency on Aging

**Shared-Ride 65+ Trips**



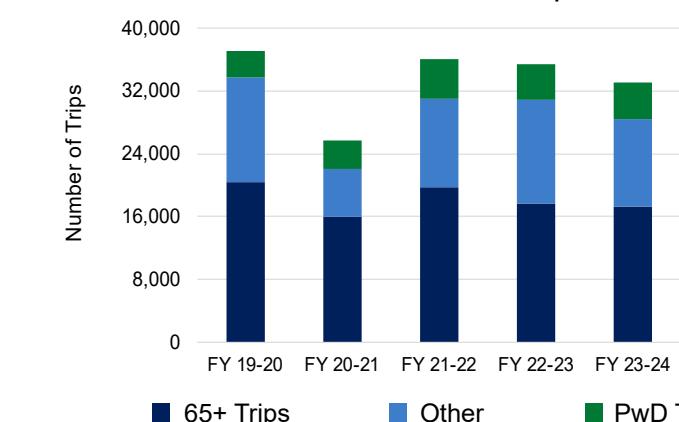
- 65+ Trips

**Shared-Ride PwD Trips**



- PwD Trips

**Total Shared-Ride Trips**



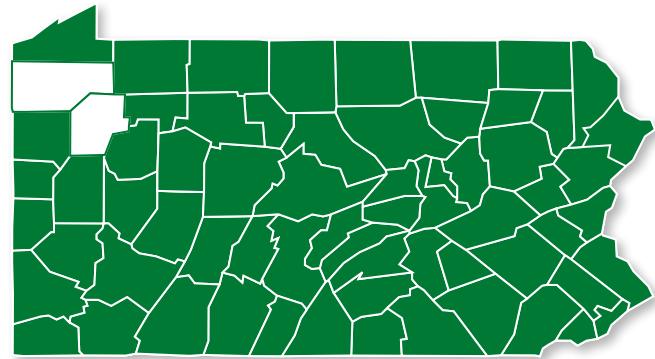
- 65+ Trips
- Other
- PwD Trips

**Shared-Ride Farebox Recovery**

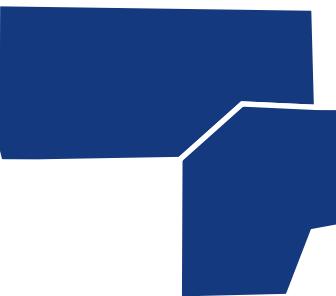


- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 120



**CRAWFORD**



**VENANGO**



**cata**



### RURAL SYSTEM

#### Service Area Statistics (2020 Census)

Square Miles:	112
Population:	41,946

#### Act 44 Fixed Route Distribution Factors

Total Passengers:	224,666
Senior Passengers:	41,135
Revenue Vehicle Miles:	490,078
Revenue Vehicle Hours:	31,914

#### Act 44 Operating Assistance

Section 1513 Allocation:	\$2,049,953
Required Local Match:	\$67,821

#### Current Fleet Size

Diesel/Gasoline Motor Bus:	16
CNG Bus:	6
Diesel/Gasoline Paratransit Vehicle:	52

#### System-Wide:

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

#### Senate District

Crawford:	50
Venango:	21

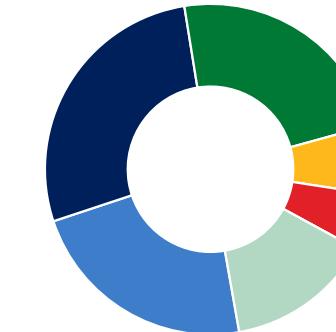
#### Current Fare Information

Fixed Route Base:	\$1.50
Last Base Fare Increase:	January 2022

#### Current Employees

Agency Full-Time:	54
Agency Part-Time:	30
System-Wide:	84

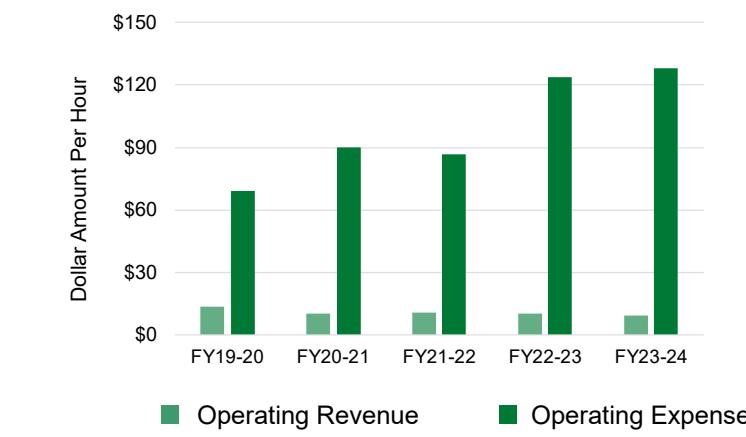
### OPERATING EXPENSES (000'S) \$4,087



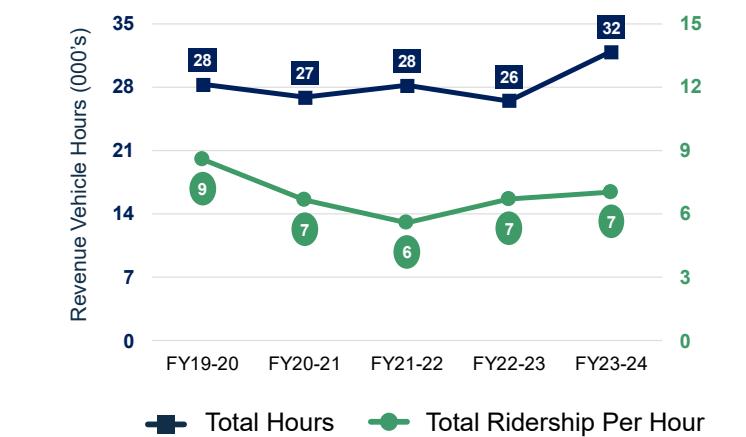
Expense includes ADA complementary expense and DAS.

■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

### Operating Revenue & Expense Per Revenue Vehicle Hour

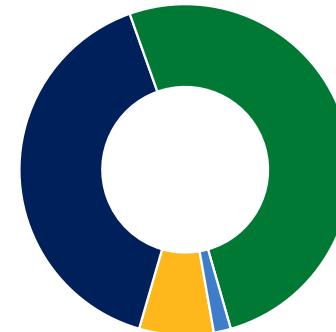


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



Passengers include ADA complementary passengers and DAS.

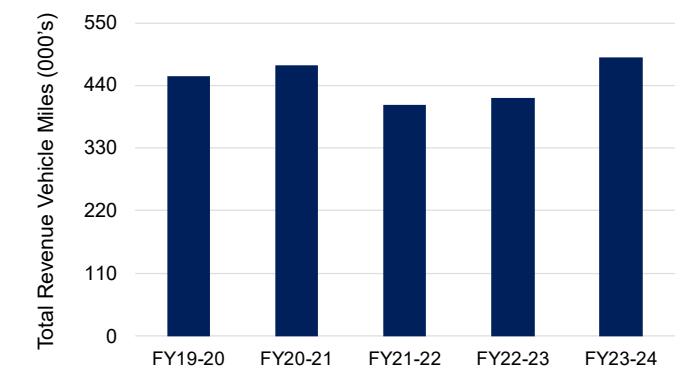
### OPERATING FUNDS (000'S) \$4,087



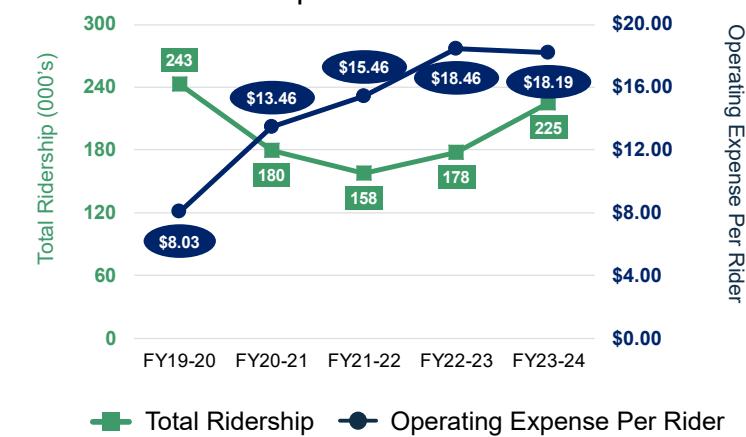
Revenue includes ADA complementary revenue and DAS.

■ Revenues ■ Federal ■ State ■ Local

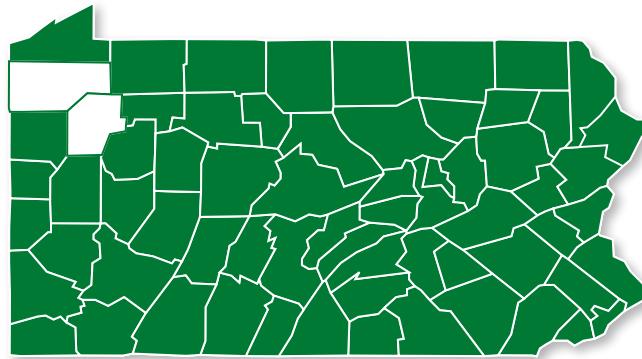
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider



**CRAWFORD**



**VENANGO**

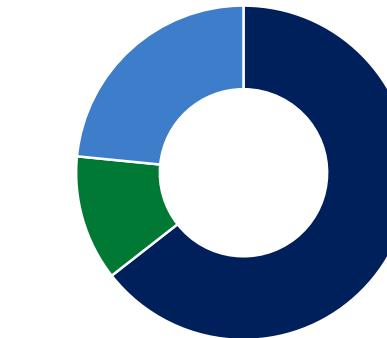


**cata**



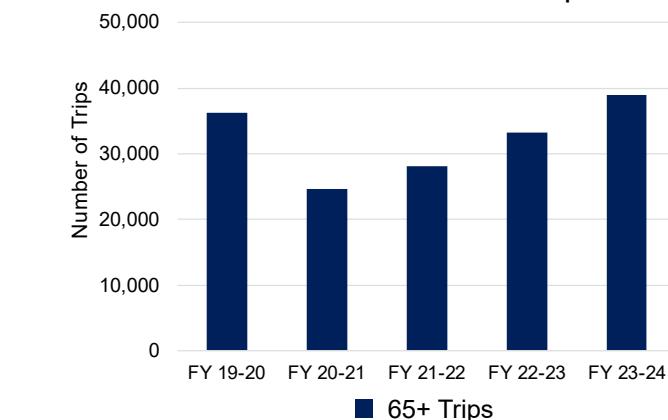
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,687
Population:	134,392
65+ Population:	30,290
% of Population 65 and older:	22.5%
<b>Trip Information</b>	
65+ Trips:	39,004
PwD Trips:	1,185
Other Shared-Ride Trips:	40,616
<b>Total Shared-Ride Trips:</b>	<b>80,805</b>
Total Escorts:	10,980
Non-Public Trips:	22,917
<b>House District</b>	
Crawford:	6, 64, 65
Venango:	64
<b>Senate District</b>	
Crawford:	50
Venango:	21
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$20.27
Average Shared-Ride Cost per Trip:	\$32.91
Fare Structure Implementation Date:	July 2023
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	32

**OPERATING EXPENSES (000'S)**  
**\$3,473**

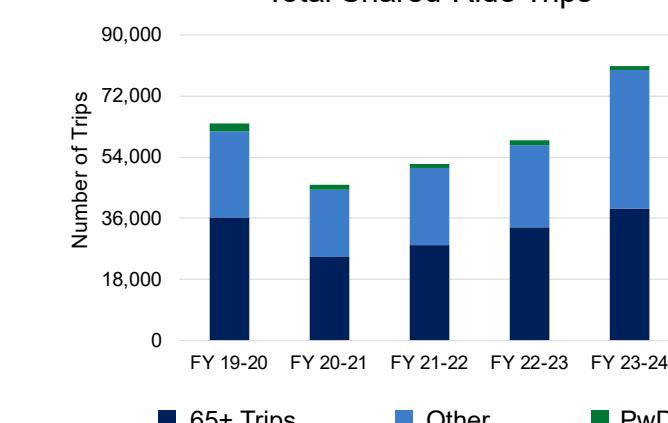


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**

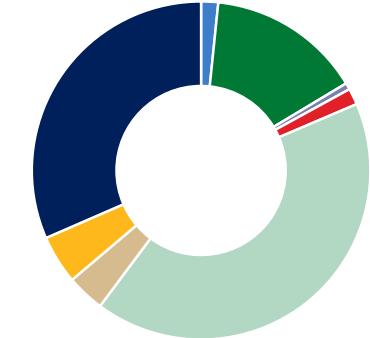


**Total Shared-Ride Trips**



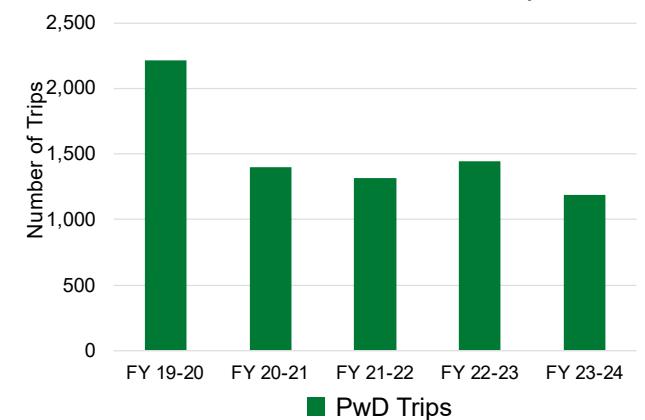
- 65+ Trips
- Other
- PwD Trips

**OPERATING FUNDS (000'S)**  
**\$3,472**

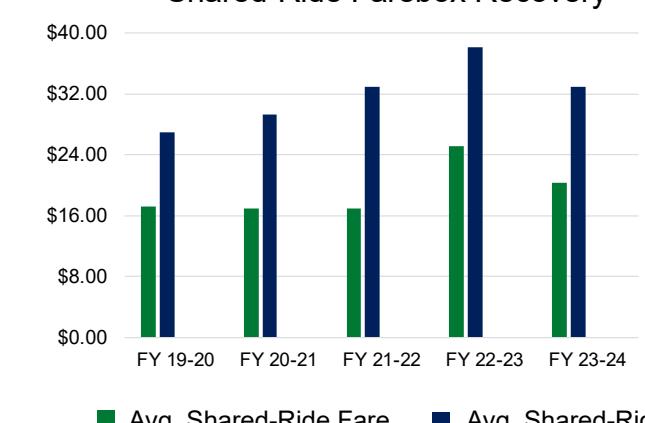


- Passenger Fares
- Lottery
- MATP
- PwD Program
- MH/ID
- Other
- Subsidy
- Area Agency on Aging

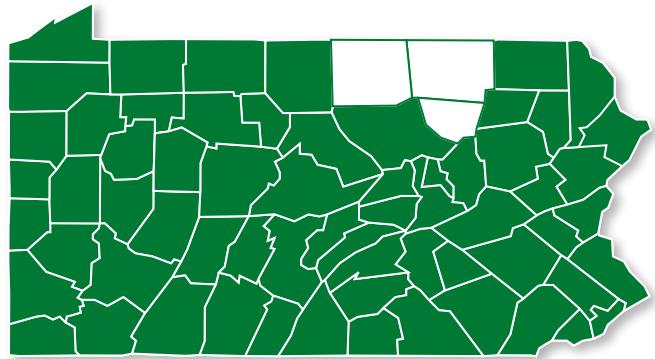
**Shared-Ride PwD Trips**



**Shared-Ride Farebox Recovery**



- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost Per Trip



**TIOGA**      **BRADFORD**  
  
**SULLIVAN**



<b>BeST TRANSIT</b> 29800 Route 220 Athens, PA 18810 570-888-8713 Mark Hamilton, Executive Director <a href="http://www.gobesttransit.com">www.gobesttransit.com</a>	
<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles: 574	
Population: 73,215	
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers: 79,189	
Senior Passengers: 11,357	
Revenue Vehicle Miles: 556,807	
Revenue Vehicle Hours: 24,050	
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation: \$1,590,755	
Required Local Match: \$88,532	
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus: 13	
Diesel/Gasoline Paratransit Vehicle: 55	
<b>System-Wide:</b> 68	
<b>House District</b>	
Bradford:	68, 110
Sullivan:	84
Tioga:	68
<b>Senate District</b>	
Bradford:	23
Sullivan:	23
Tioga:	23
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.00
Last Base Fare Increase:	July 2005
<b>Current Employees</b>	
Agency Full-Time:	52
Agency Part-Time:	18
<b>System-Wide:</b> 70	

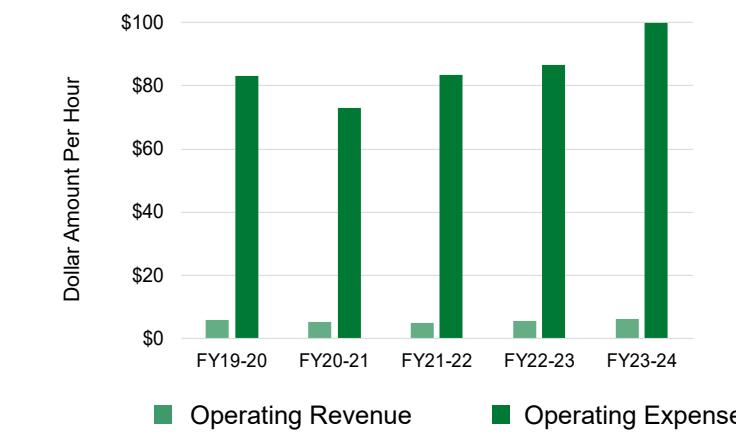
### OPERATING EXPENSES (000'S) \$2,400



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

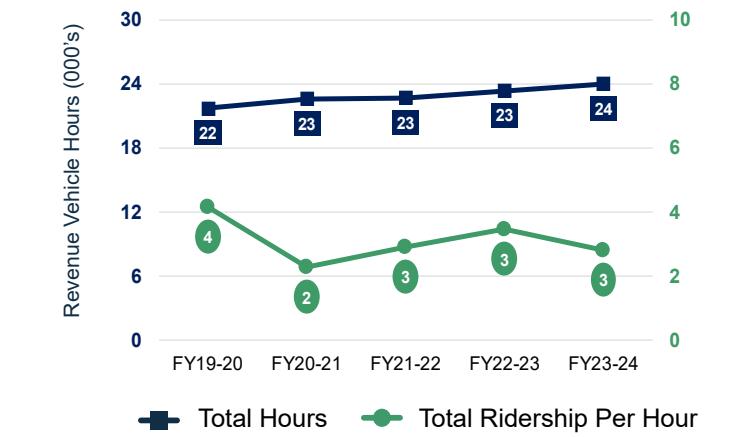
Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue ■ Operating Expense

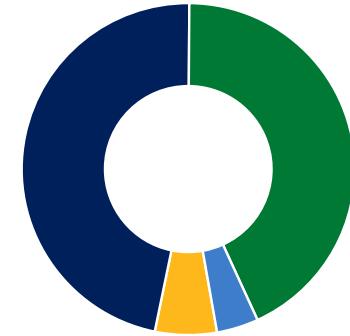
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



■ Total Hours ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

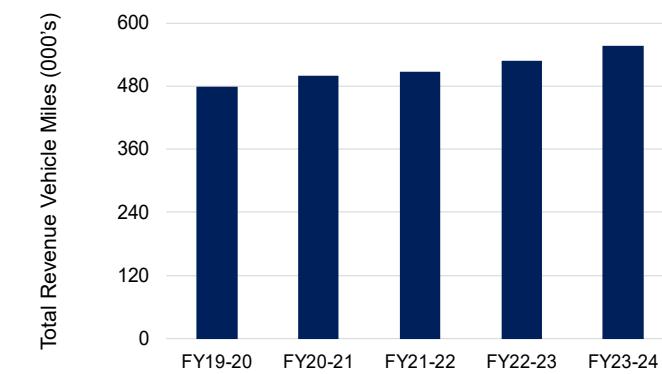
### OPERATING FUNDS (000'S) \$2,397



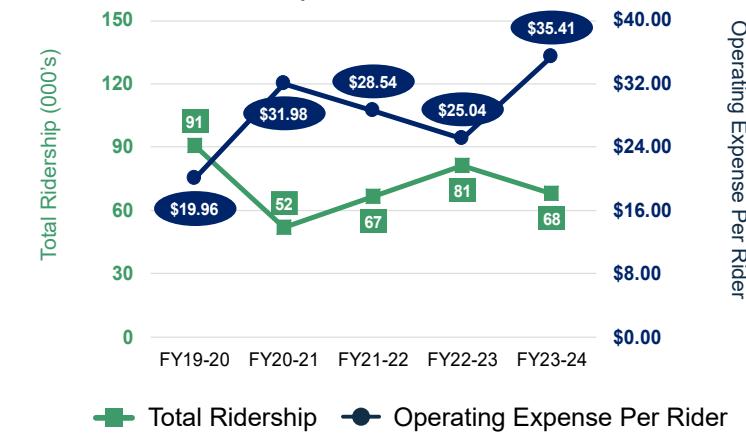
■ Revenues ■ Federal ■ State ■ Local

Revenue includes ADA complementary revenue.

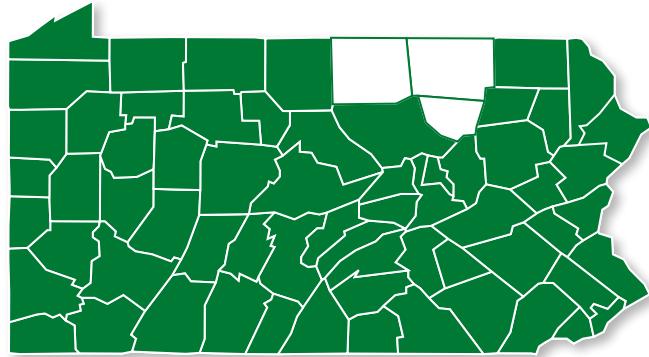
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



■ Total Ridership ■ Operating Expense Per Rider



**TIOGA**  
**BRADFORD**  
**SULLIVAN**

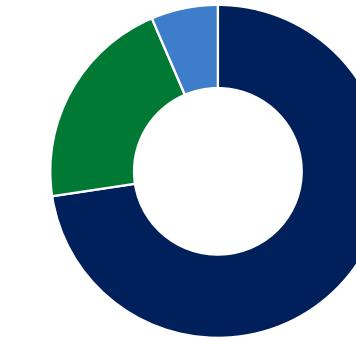


**Serving the Endless Mountains**

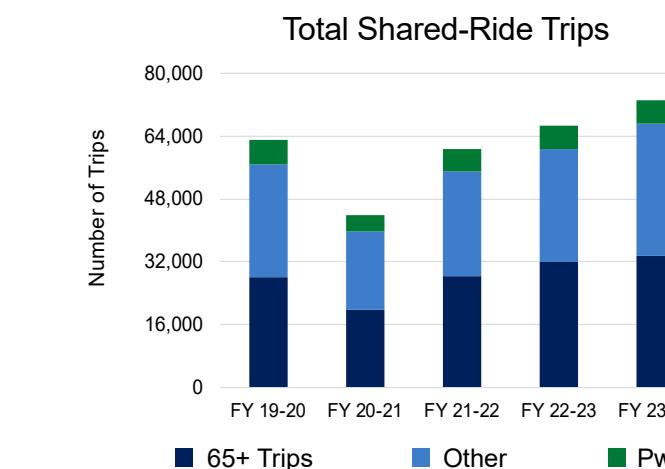
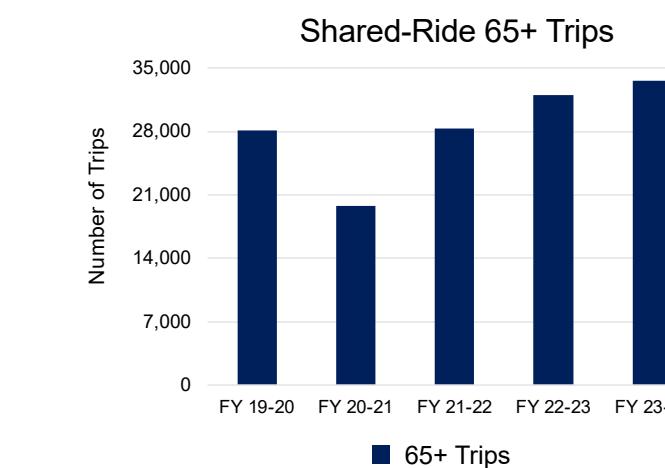


<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	2,750
Population:	106,852
65+ Population:	24,422
% of Population 65 and older:	22.9%
<b>Trip Information</b>	
65+ Trips:	33,551
PwD Trips:	6,062
Other Shared-Ride Trips:	33,713
<b>Total Shared-Ride Trips:</b>	<b>73,326</b>
Total Escorts:	10,469
Non-Public Trips:	1,244
<b>House District</b>	
Bradford:	68,110
Sullivan:	84
Tioga:	68
<b>Senate District</b>	
Bradford:	23
Sullivan:	23
Tioga:	23
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$34.79
Average Shared-Ride Cost per Trip:	\$62.86
Fare Structure Implementation Date:	February 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	50

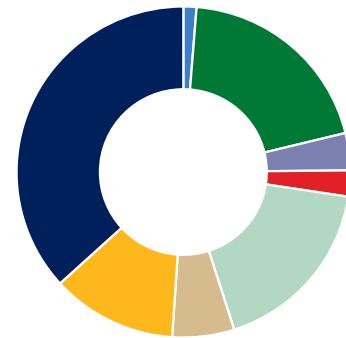
### OPERATING EXPENSES (000'S) \$4,927



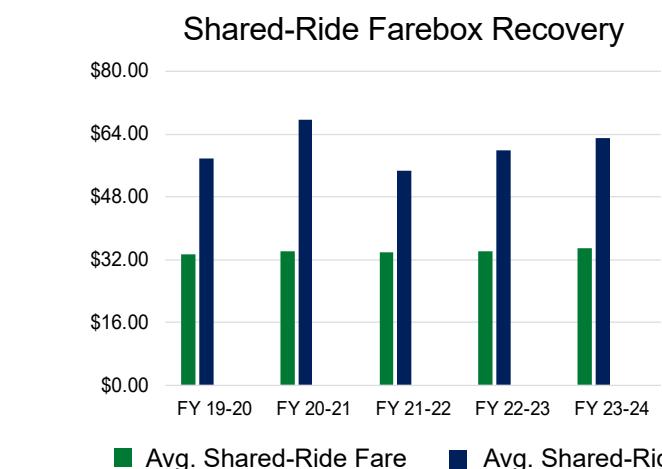
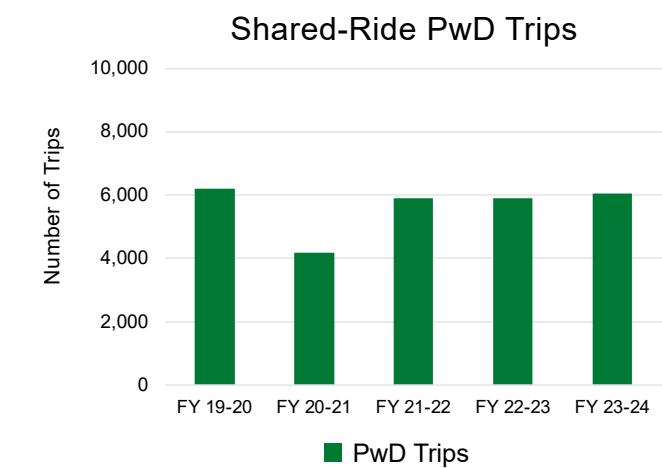
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts
- Pwd Program

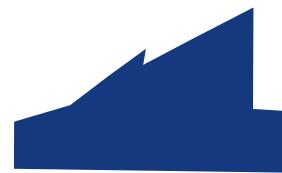
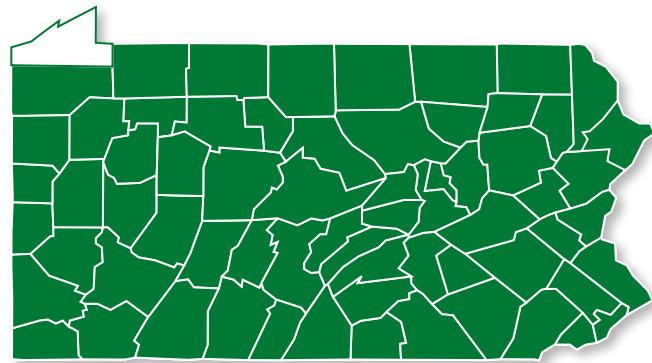


### OPERATING FUNDS (000'S) \$4,927



- Passenger Fares
- Lottery
- Pwd Program
- MATP
- MH/ID
- Other
- Subsidy
- Area Agency on Aging



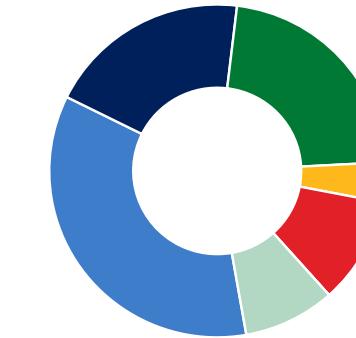


**ERIE**



<b>EMTA</b>	
127 East 14th Street	
Erie, PA 16503	
814-452-2801	
Jeremy Peterson, CEO	
www.ride-the-e.com	
<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	799
Population:	181,382
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	1,489,202
Senior Passengers:	138,907
Revenue Vehicle Miles:	2,022,440
Revenue Vehicle Hours:	146,612
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$13,041,119
Required Local Match:	\$1,335,769
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	29
CNG Motor Bus:	42
Diesel/Gasoline Paratransit Vehicle:	44
<b>System-Wide:</b>	<b>115</b>
<b>House District</b>	
Erie: 1, 2, 3, 4, 6	
<b>Senate District</b>	
Erie: 21, 49	
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.65
Last Base Fare Increase:	October 2018
<b>Current Employees</b>	
Agency Full-Time:	173
Agency Part-Time:	18
<b>System-Wide:</b>	<b>191</b>

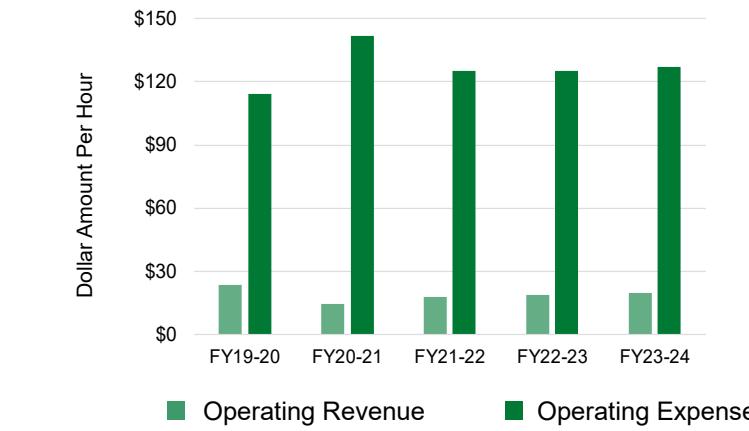
### OPERATING EXPENSES (000'S) \$18,621



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fringes
- Fuel Utils
- Other

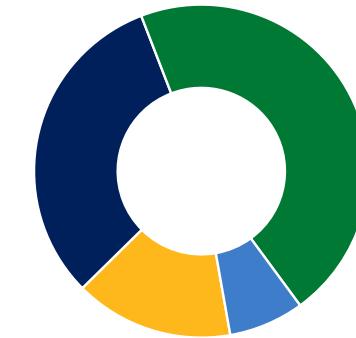
Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



- Operating Revenue
- Operating Expense

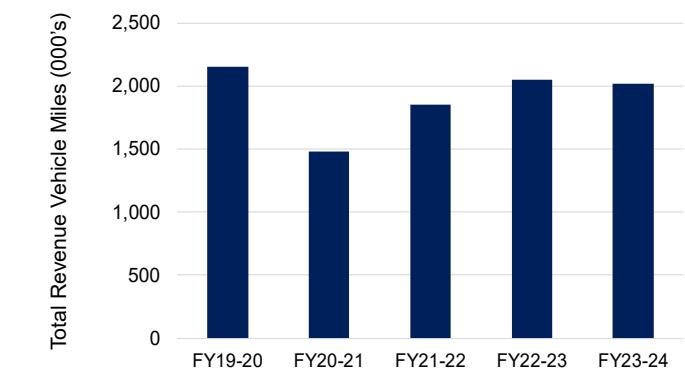
### OPERATING FUNDS (000'S) \$18,621



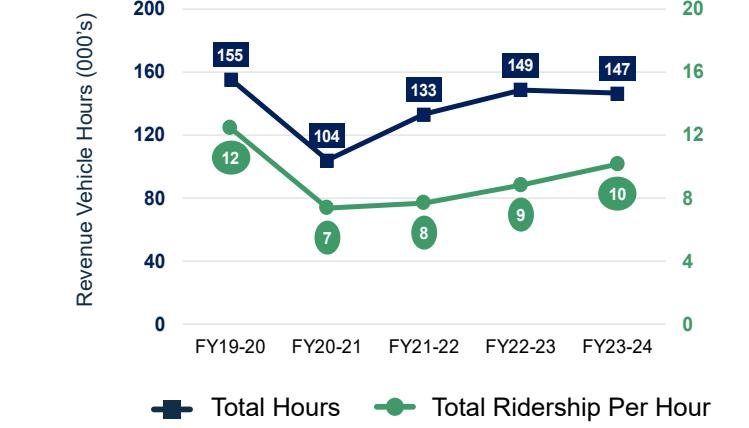
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

### Revenue Vehicle Miles



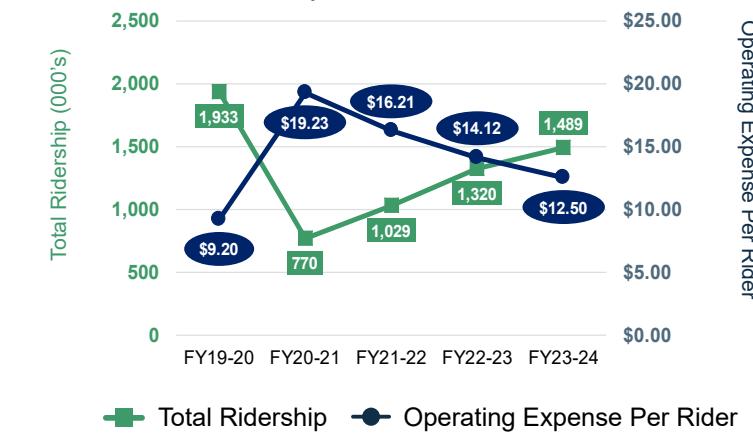
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



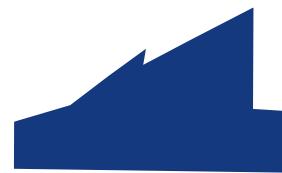
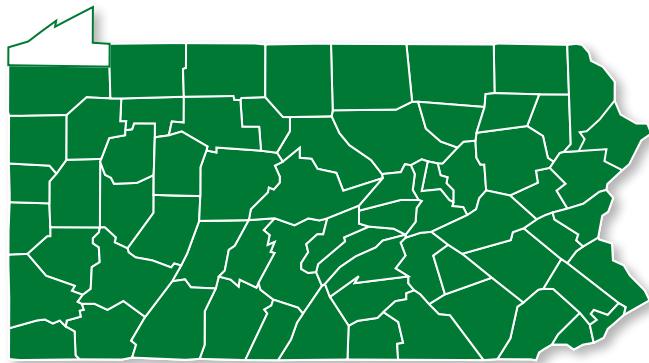
- Total Hours
- Total Ridership Per Hour

Passengers include ADA complementary passengers.

### Annual Total Ridership vs. Operating Expense Per Rider



- Total Ridership
- Operating Expense Per Rider

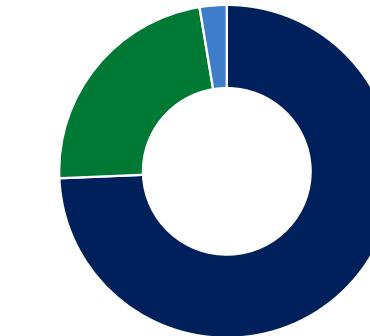


**ERIE**



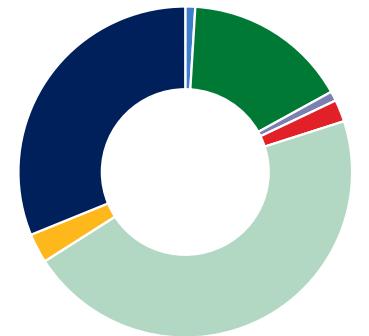
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	799
Population:	270,876
65+ Population:	51,737
% of Population 65 and older:	19.1%
<b>Trip Information</b>	
65+ Trips:	37,805
PwD Trips:	1,652
Other Shared-Ride Trips:	54,157
<b>Total Shared-Ride Trips:</b>	<b>93,614</b>
Total Escorts:	11,826
Non-Public Trips:	2,360
<b>House District</b>	
Erie:	1, 2, 3, 4, 6
<b>Senate District</b>	
Erie:	21, 49
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.24
Average Shared-Ride Cost per Trip:	\$45.68
Fare Structure Implementation Date:	July 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	36

### OPERATING EXPENSES (000'S) \$4,391



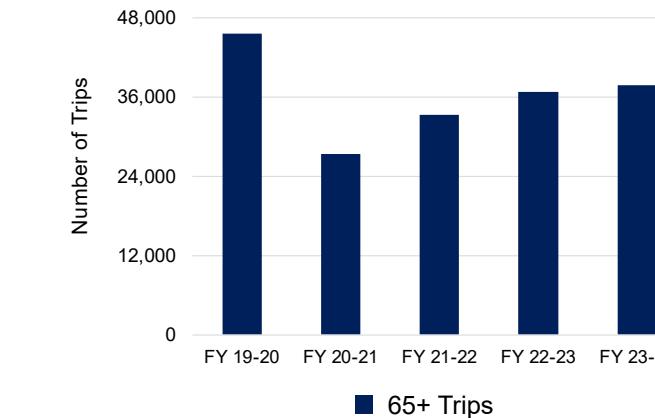
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

### OPERATING FUNDS (000'S) \$4,391



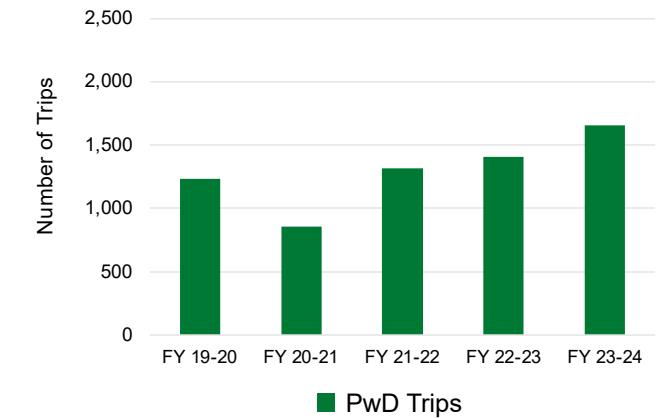
- Passenger Fares
- Lottery
- PwD Program
- MATP
- Other
- Subsidy
- Area Agency on Aging

### Shared-Ride 65+ Trips



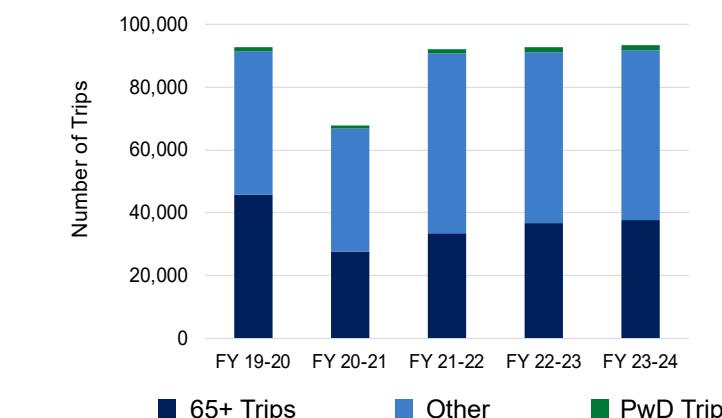
■ 65+ Trips

### Shared-Ride PwD Trips



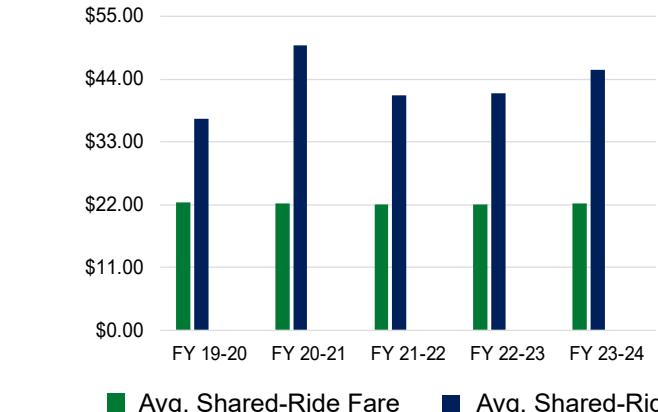
■ PwD Trips

### Total Shared-Ride Trips



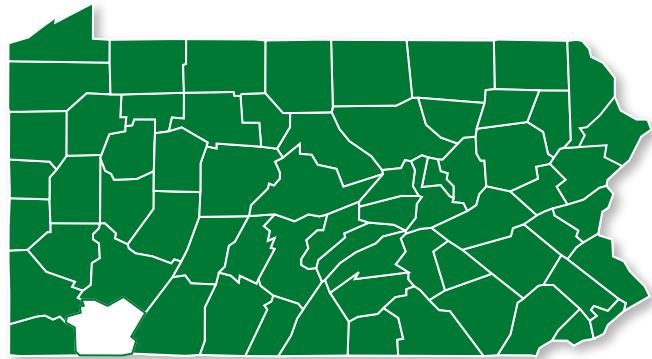
■ 65+ Trips      ■ Other      ■ PwD Trips

### Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 132



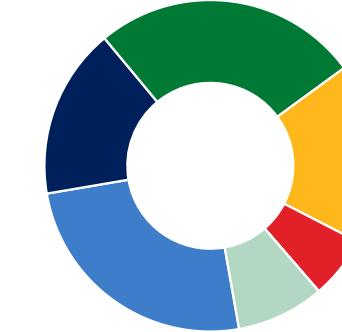
FAYETTE



**FACT**  
825 Airport Road  
Lemont Furnace, PA 15456  
724-628-7532  
Rudy Dutko, Director  
[www.factbus.com](http://www.factbus.com)

<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	791
Population:	128,804
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	90,447
Senior Passengers:	9,879
Revenue Vehicle Miles:	544,560
Revenue Vehicle Hours:	30,432
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$1,808,318
Required Local Match:	\$271,248
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	11
Diesel/Gasoline Paratransit Vehicle:	30
<b>System-Wide:</b>	<b>41</b>
<b>House District</b>	
Fayette:	51, 52
<b>Senate District</b>	
Fayette:	32
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.50
Last Base Fare Increase:	July 2012
<b>Current Employees</b>	
Agency Full-Time:	42
Agency Part-Time:	9
Contractor Full-Time:	3
Contractor Part-Time:	2
<b>System-Wide:</b>	<b>56</b>

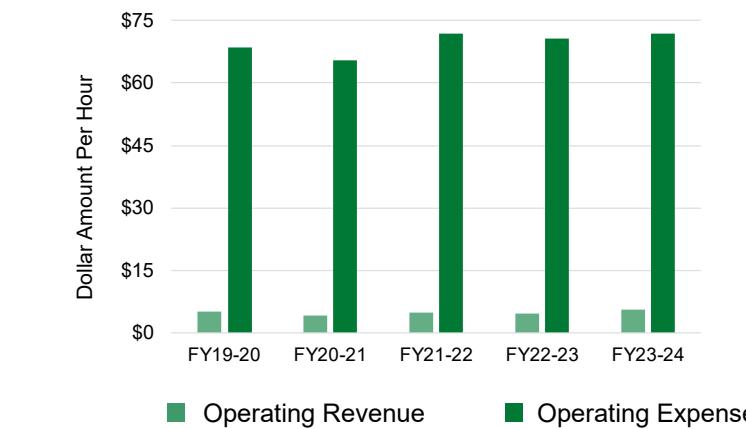
**OPERATING EXPENSES (000'S)**  
**\$2,185**



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

Expense includes ADA complementary expense.

**Operating Revenue & Expense Per Revenue Vehicle Hour**



■ Operating Revenue ■ Operating Expense

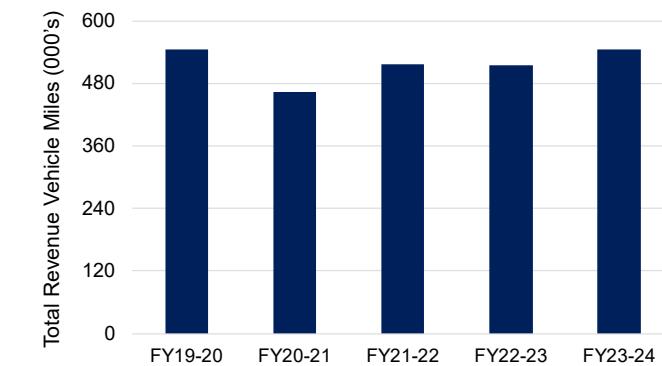
**OPERATING FUNDS (000'S)**  
**\$2,185**



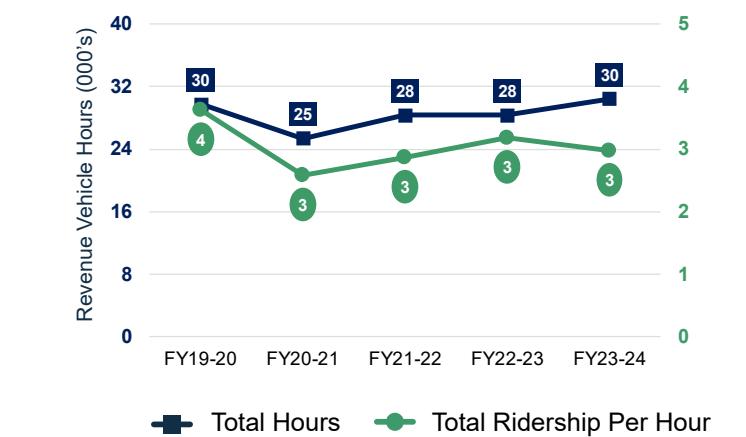
■ Revenues ■ Federal ■ Local

Revenue includes ADA complementary revenue.

**Revenue Vehicle Miles**



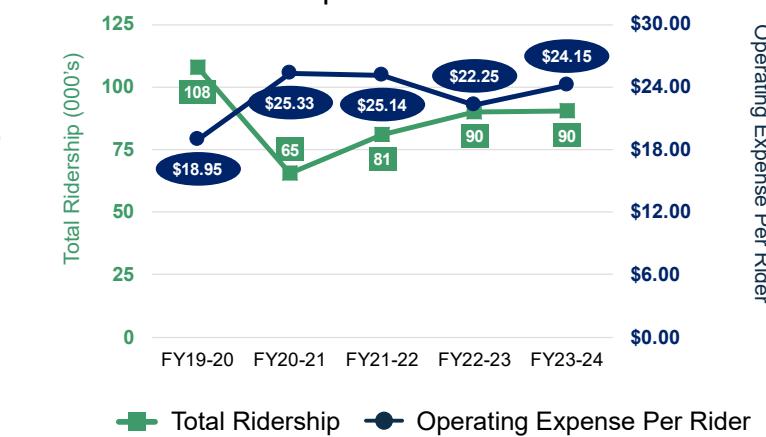
**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**



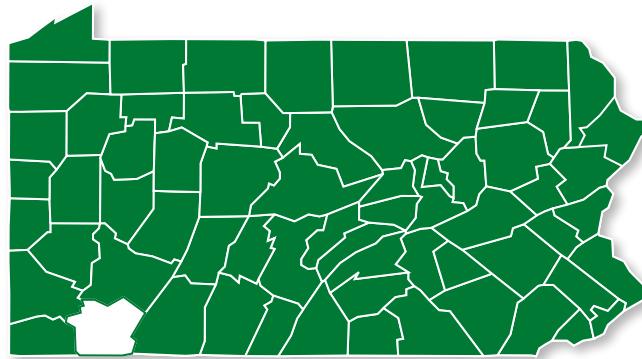
■ Total Hours ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

**Annual Total Ridership vs. Operating Expense Per Rider**



■ Total Ridership ■ Operating Expense Per Rider

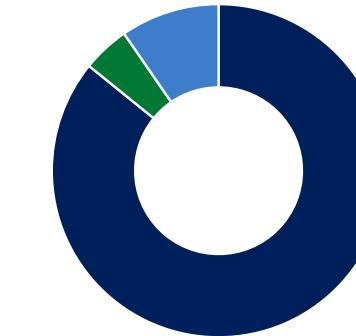


**FAYETTE**



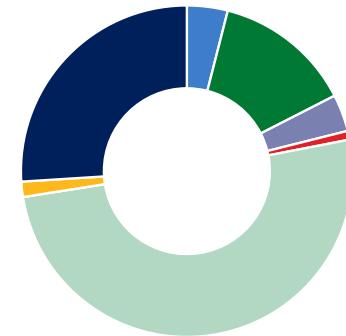
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	791
Population:	128,804
65+ Population:	28,594
% of Population 65 and older:	22.2%
<b>Trip Information</b>	
65+ Trips:	20,930
PwD Trips:	5,491
Other Shared-Ride Trips:	180
<b>Total Shared-Ride Trips:</b>	<b>26,601</b>
Total Escorts:	3,187
Non-Public Trips:	180
<b>House District</b>	
Fayette:	51, 52
<b>Senate District</b>	
Fayette:	32
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.13
Average Shared-Ride Cost per Trip:	\$106.07
Fare Structure Implementation Date:	July 2020
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	22

**OPERATING EXPENSES (000'S)  
\$3,121**



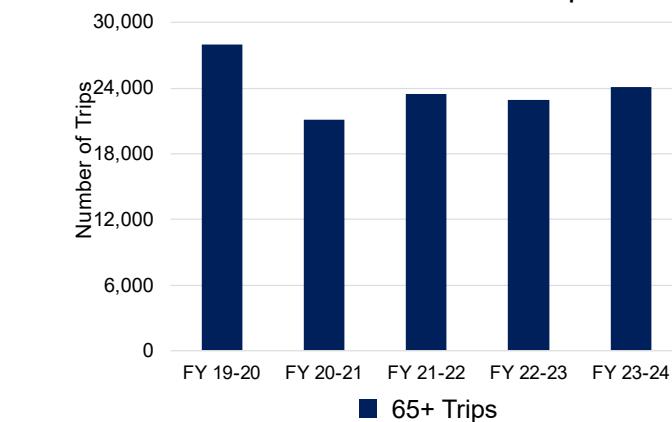
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**OPERATING FUNDS (000'S)  
\$3,121**

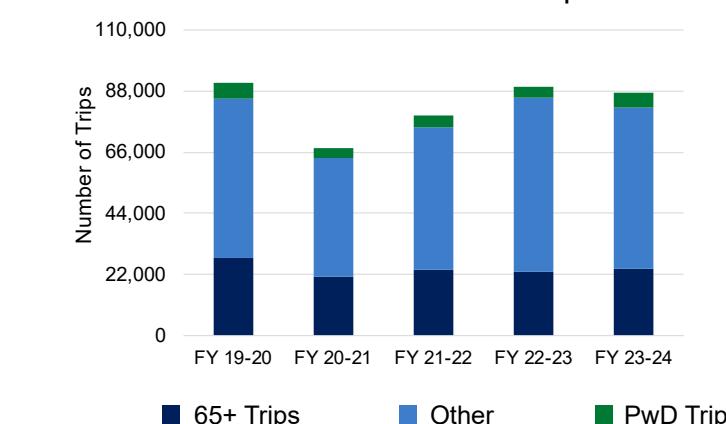


- Passenger Fares
- Lottery
- PwD Program
- MATP
- Other
- Subsidy
- Area Agency on Aging

**Shared-Ride 65+ Trips**

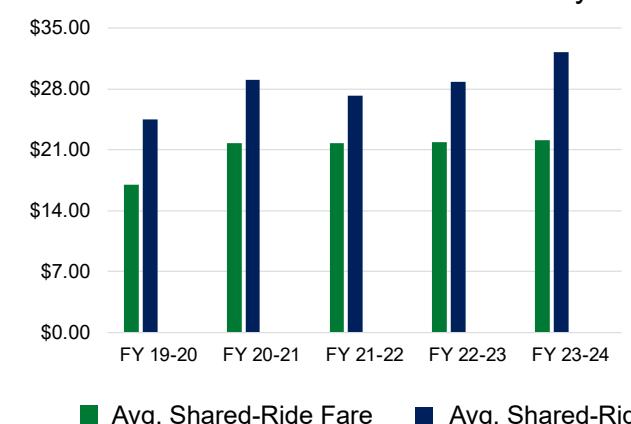


**Total Shared-Ride Trips**



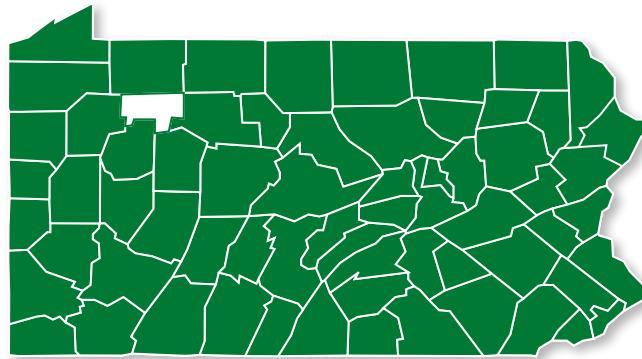
- 65+ Trips
- Other
- PwD Trips

**Shared-Ride Farebox Recovery**



- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost Per Trip

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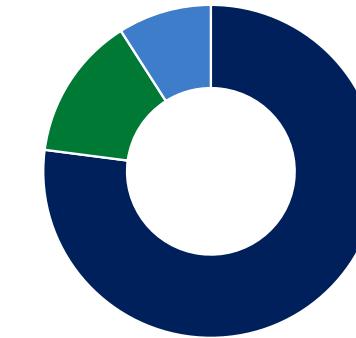


**FOREST**



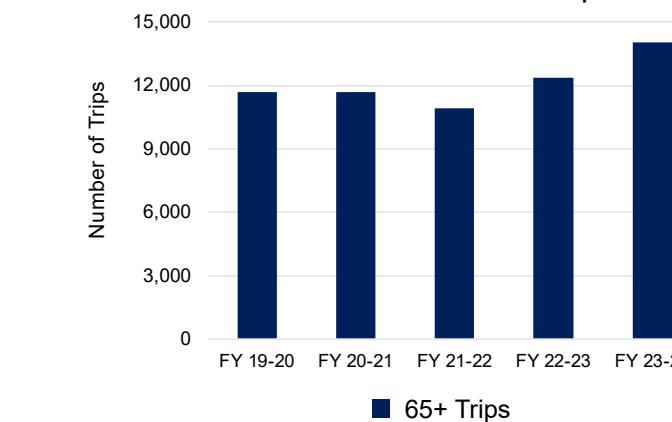
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	427
Population:	6,896
65+ Population:	1,738
% of Population 65 and older:	25.2%
<b>Trip Information</b>	
65+ Trips:	14,031
PwD Trips:	1,757
Other Shared-Ride Trips:	3
<b>Total Shared-Ride Trips:</b>	<b>15,791</b>
Total Escorts:	671
Non-Public Trips:	2,991
<b>House District</b>	
Forest:	65
<b>Senate District</b>	
Forest:	21
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$28.41
Average Shared-Ride Cost per Trip:	\$38.14
Fare Structure Implementation Date:	January 2015
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	15

**OPERATING EXPENSES (000'S)  
\$662**



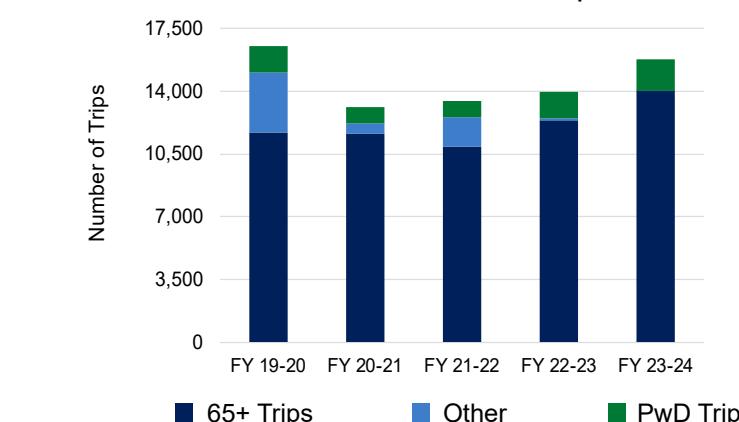
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**



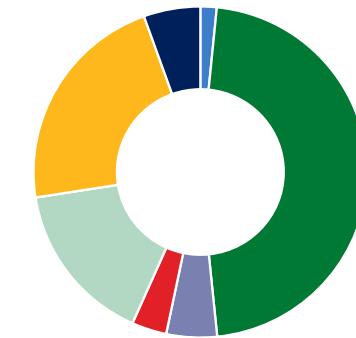
■ 65+ Trips

**Total Shared-Ride Trips**



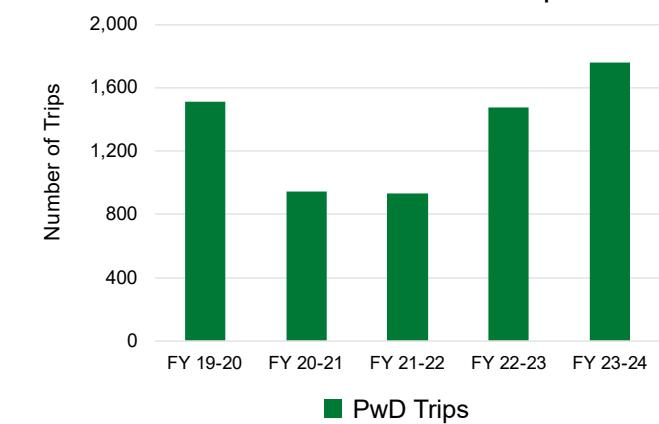
■ 65+ Trips   ■ Other   ■ PwD Trips

**OPERATING FUNDS (000'S)  
\$722**



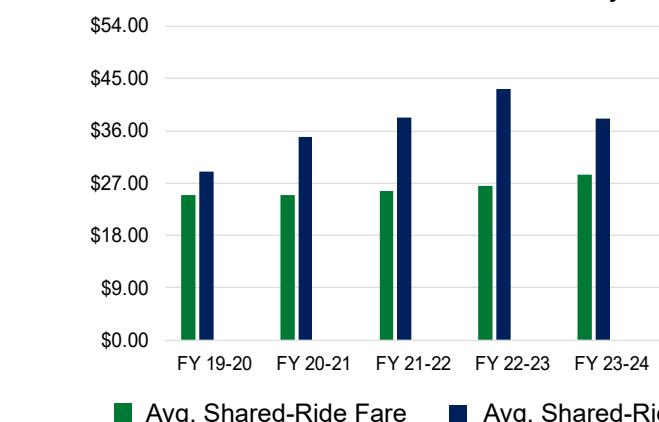
- Passenger Fares
- PwD Program
- Lottery
- MATP
- Other
- Subsidy
- Area Agency on Aging

**Shared-Ride PwD Trips**



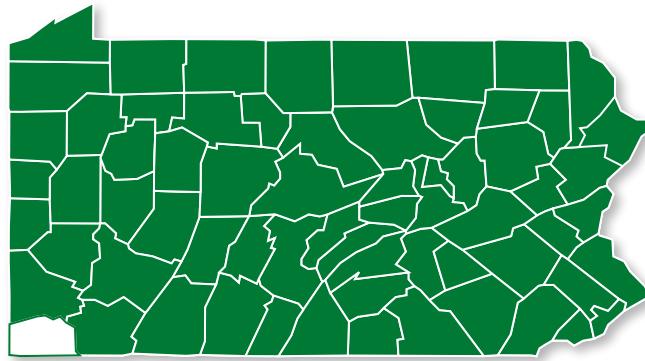
■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare   ■ Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 138



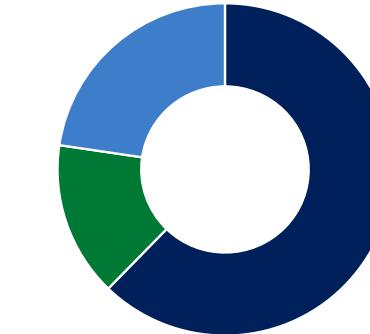
**GREENE**



**GREENE COUNTY TRANSPORTATION**  
190 Jefferson Road  
Waynesburg, PA 15370  
724-627-6778  
Richard Blaker, Director of Transportation  
[www.co.greene.pa.us/department-transportation-services](http://www.co.greene.pa.us/department-transportation-services)

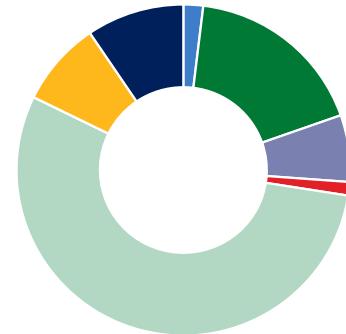
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	576
Population:	35,954
65+ Population:	7,263
% of Population 65 and older:	20.2%
<b>Trip Information</b>	
65+ Trips:	11,181
PwD Trips:	3,652
Other Shared-Ride Trips:	17,149
<b>Total Shared-Ride Trips:</b>	<b>31,982</b>
Total Escorts:	3,148
Non-Public Trips:	1,924
<b>House District</b>	
Greene:	50
<b>Senate District</b>	
Greene:	46
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$27.16
Average Shared-Ride Cost per Trip:	\$31.00
Fare Structure Implementation Date:	June 2015
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	11

**OPERATING EXPENSES (000'S)**  
**\$1,282**



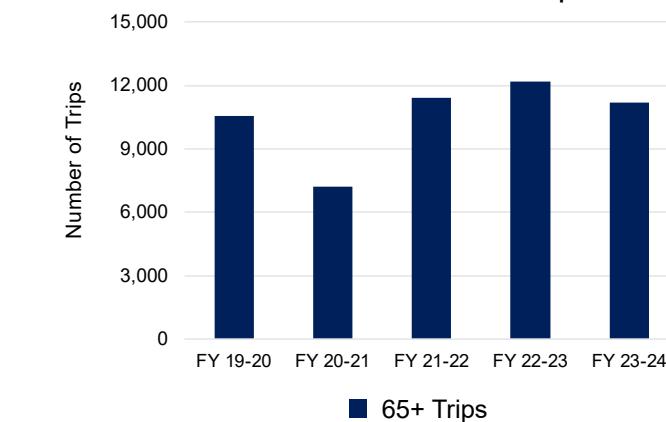
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**OPERATING FUNDS (000'S)**  
**\$1,282**



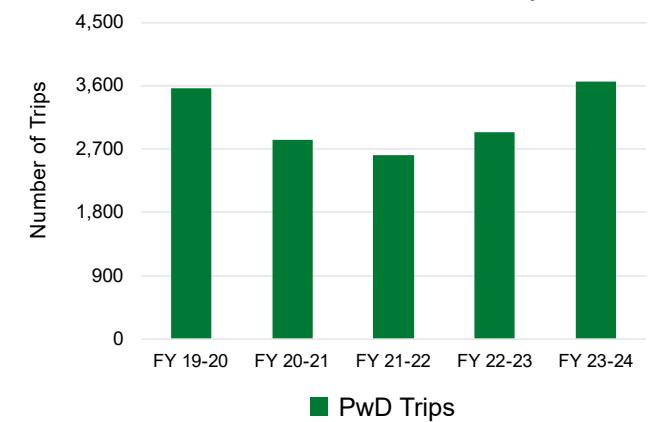
- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy

**Shared-Ride 65+ Trips**



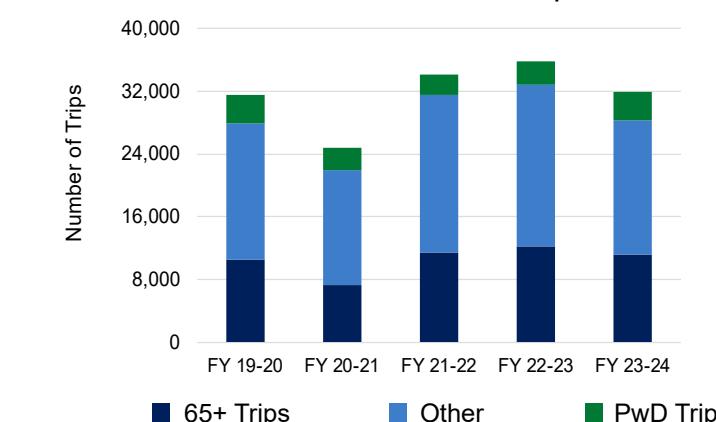
■ 65+ Trips

**Shared-Ride PwD Trips**



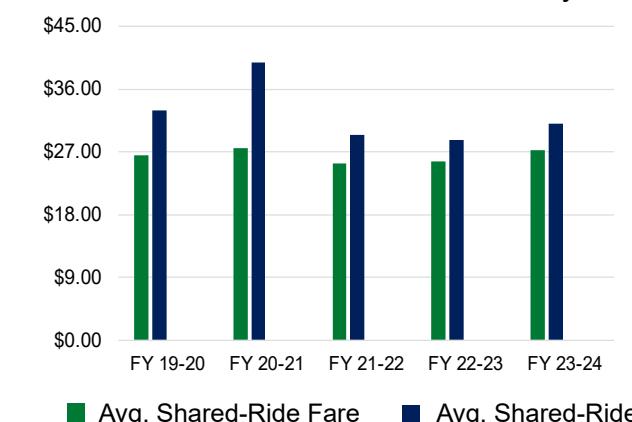
■ PwD Trips

**Total Shared-Ride Trips**

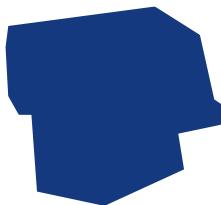
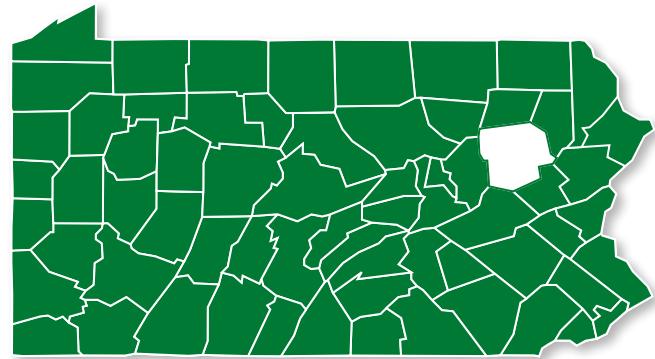


■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip



LUZERNE

**HAZLETON** PUBLIC TRANSIT  
Making Life Easier

<b>HPT</b>	
126 West Mine Street	
Hazleton, PA 18201	
570-459-5414	
Ralph Sharp, Transit Director	
www.ridehpt.com	
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	144
Population:	66,574
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	148,397
Senior Passengers:	51,392
Revenue Vehicle Miles:	424,549
Revenue Vehicle Hours:	31,074
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$2,671,653
Required Local Match:	\$208,415
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	3
Diesel/Gasoline Paratransit Vehicle:	3
CNG Motor Bus:	9
<b>System-Wide:</b>	<b>15</b>
<b>House District</b>	
Luzerne:	116, 117, 118, 119, 120, 121
<b>Senate District</b>	
Luzerne:	20, 22, 27, 29
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.50
Last Base Fare Increase:	October 2015
<b>Current Employees</b>	
Agency Full-Time:	6
Contractor Full-Time:	23
Contractor Part-Time:	3
<b>System-Wide:</b>	<b>32</b>

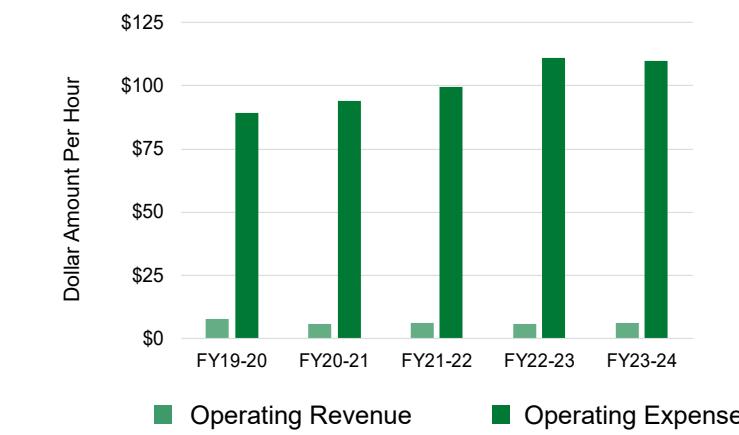
### OPERATING EXPENSES (000'S) \$3,415



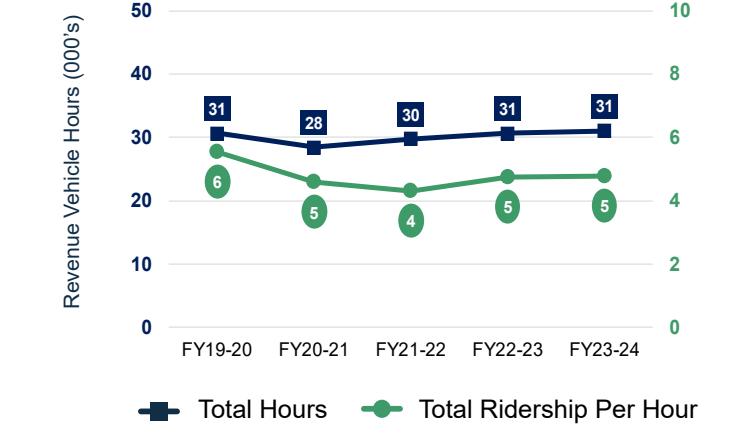
- Other Salaries & Wages
- Purchased Trans
- Fuel Utils
- Fringes
- Other

Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour

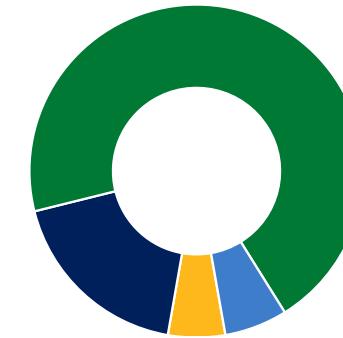


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



Passengers include ADA complementary passengers.

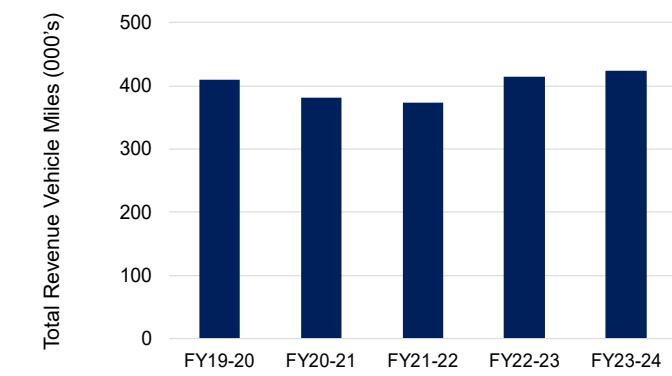
### OPERATING FUNDS (000'S) \$3,415



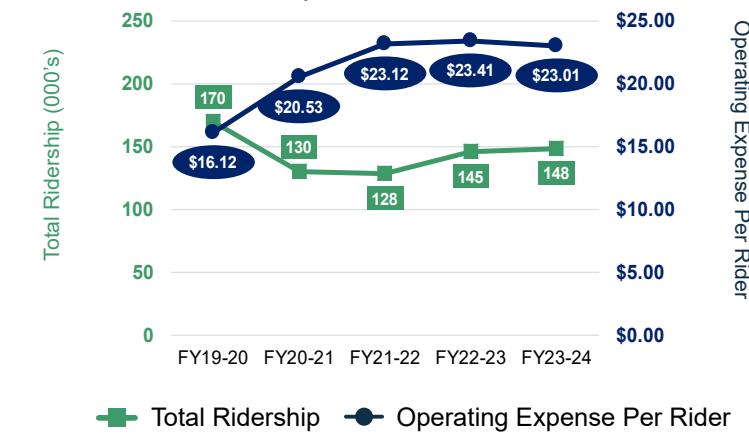
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

### Revenue Vehicle Miles

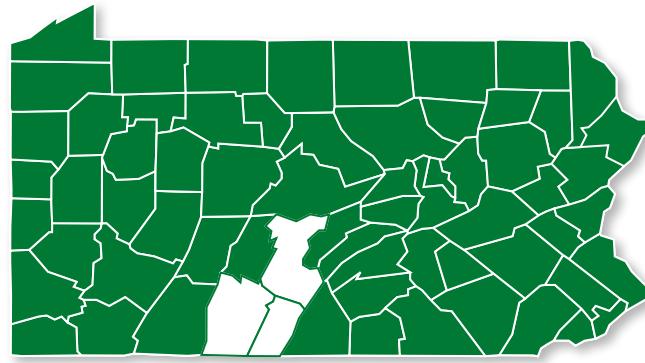


### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider

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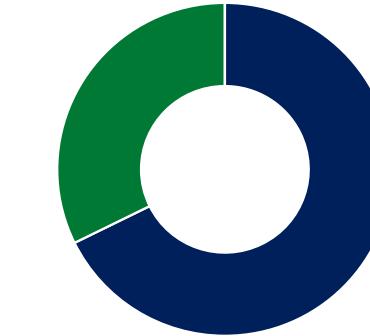


 Huntingdon-Bedford-Fulton  
**AREA AGENCY  
ON AGING**

**HUNTINGDON-BEDFORD-FULTON AREA AGENCY ON AGING**  
240 Wood Street  
Bedford, PA 15522  
814-623-8148  
Connie Brode, Executive Director  
[www.hbfaaa.org/cart](http://www.hbfaaa.org/cart)

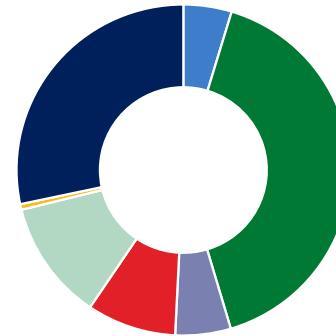
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	2,324
Population:	106,225
65+ Population:	23,896
% of Population 65 and older:	22.5%
<b>Trip Information</b>	
65+ Trips:	40,482
PwD Trips:	5,528
Other Shared-Ride Trips:	13,608
<b>Total Shared-Ride Trips:</b>	<b>59,618</b>
Total Escorts:	2,128
<b>House District</b>	
Bedford:	78
Fulton	78
Huntingdon	80, 81
<b>Senate District</b>	
Bedford:	32
Fulton	30
Huntingdon	30
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$24.75
Average Shared-Ride Cost per Trip:	\$35.19
Fare Structure Implementation Date:	April 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	30

**OPERATING EXPENSES (000'S)**  
**\$2,098**

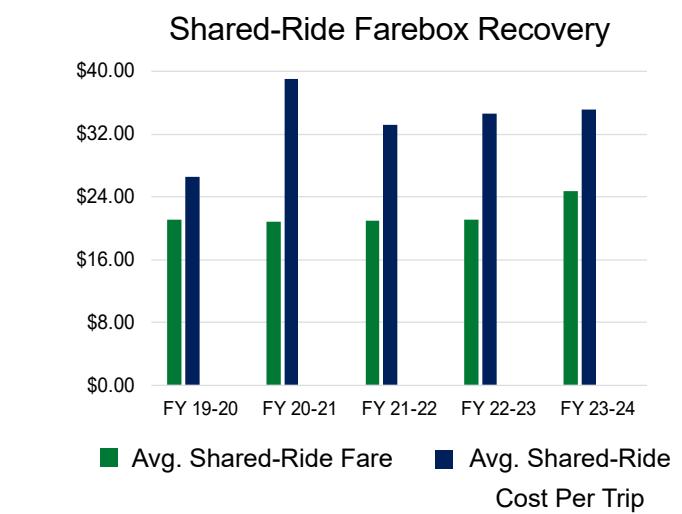
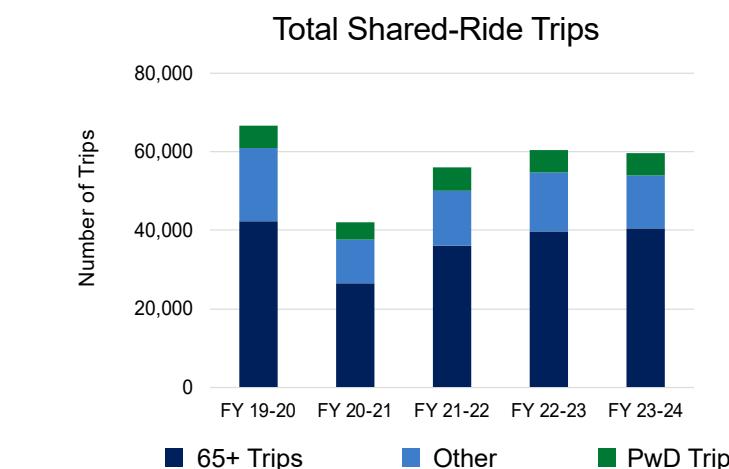
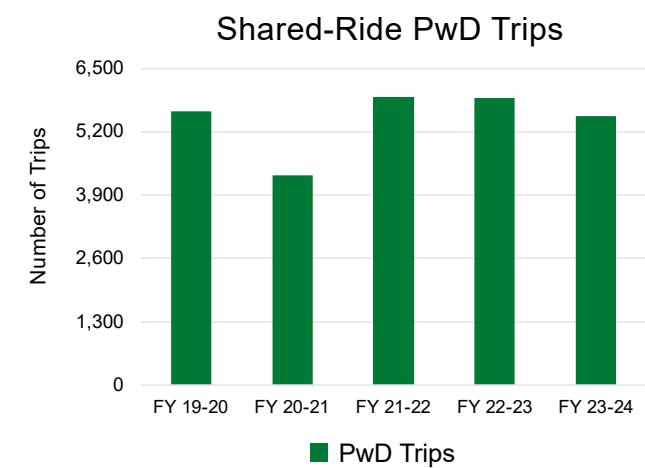
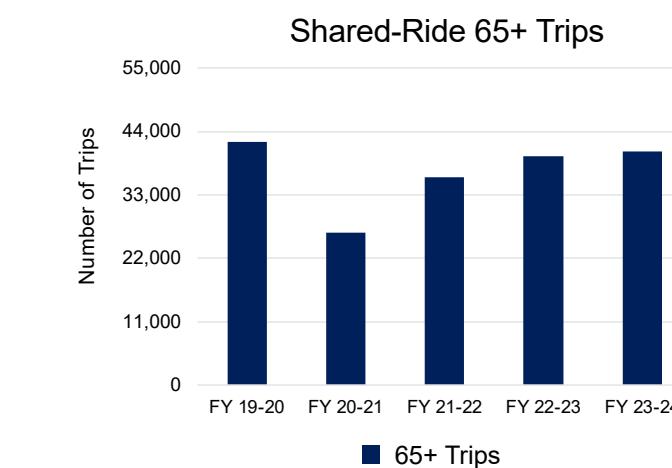


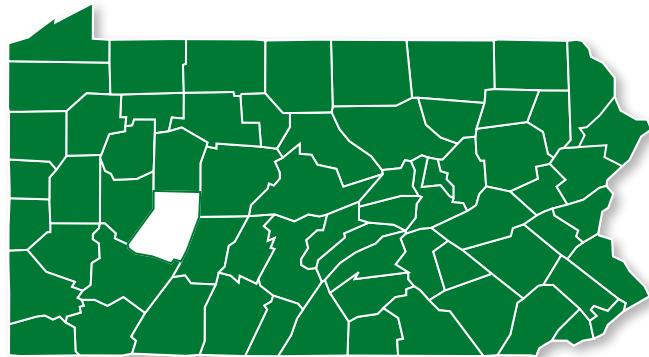
■ Shared-Ride Operating  
■ Shared-Ride Admin

**OPERATING FUNDS (000'S)**  
**\$2,098**



■ Passenger Fares  
■ PwD Program  
■ Other  
■ Area Agency on Aging  
■ MATP  
■ Subsidy  
■ Lottery





INDIANA



**INDIGO**  
1657 Saltsburg Avenue  
Indiana, PA 15701  
724-465-2140  
John Kanyan, Executive Director  
[www.indigobus.com](http://www.indigobus.com)

### RURAL SYSTEM

#### Service Area Statistics (2020 Census)

Square Miles:	504
Population:	56,692

#### Act 44 Fixed Route Distribution Factors

Total Passengers:	187,624
Senior Passengers:	20,821
Revenue Vehicle Miles:	383,884
Revenue Vehicle Hours:	26,563

#### Act 44 Operating Assistance

Section 1513 Allocation:	\$2,311,933
Required Local Match:	\$84,433

#### Current Fleet Size

CNG Motor Bus:	16
Diesel/Gasoline Paratransit Vehicle:	12

<b>System-Wide:</b>	<b>28</b>
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#### House District

Indiana:	62, 66
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#### Senate District

Indiana:	41
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#### Current Fare Information

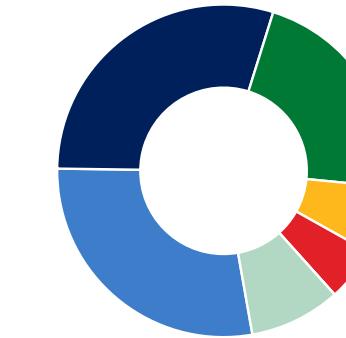
Fixed Route Base:	\$1.50
Last Base Fare Increase:	July 2020

#### Current Employees

Agency Full-Time:	47
Agency Part-Time:	3

<b>System-Wide:</b>	<b>50</b>
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### OPERATING EXPENSES (000'S) \$2,959



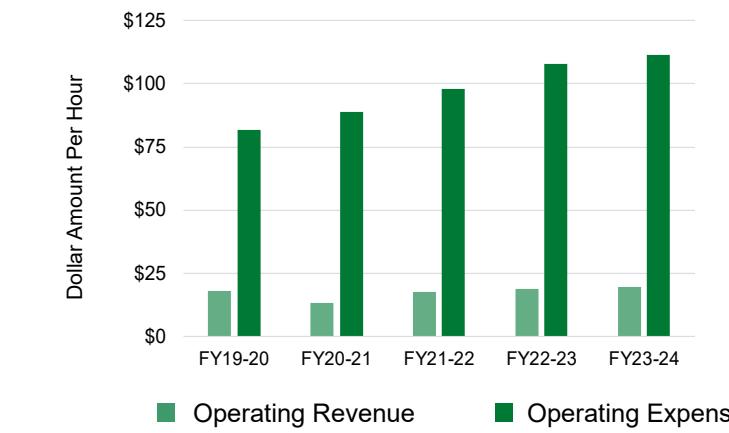
Expense includes ADA complementary expense.

### OPERATING FUNDS (000'S) \$2,959

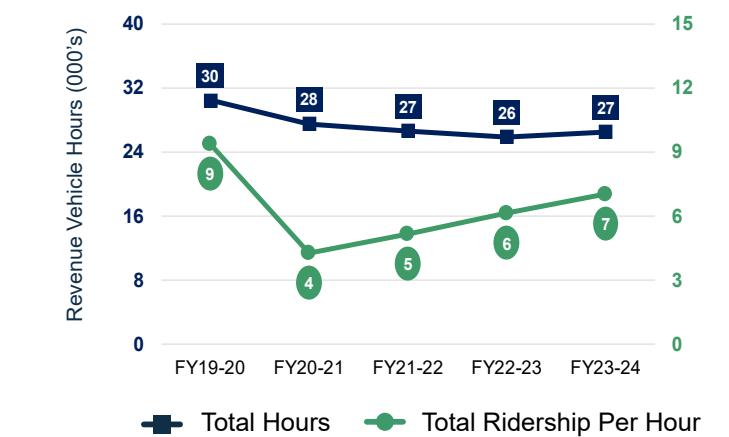


Revenue includes ADA complementary revenue.

### Operating Revenue & Expense Per Revenue Vehicle Hour

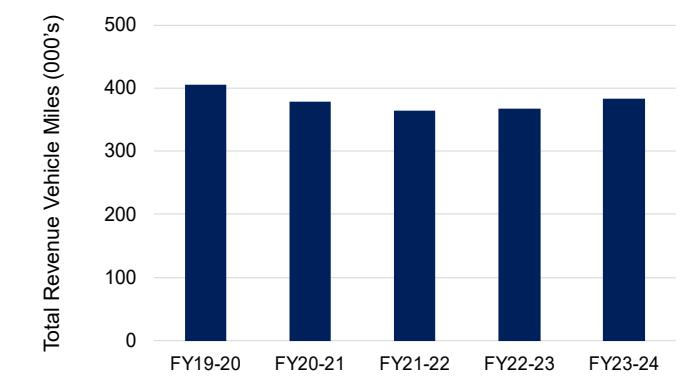


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours

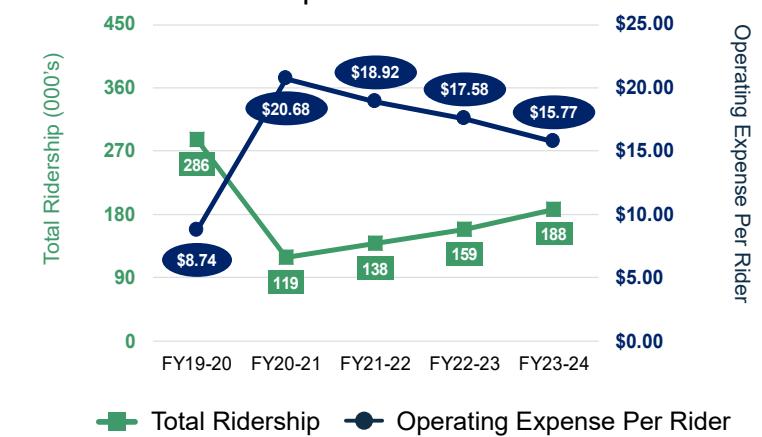


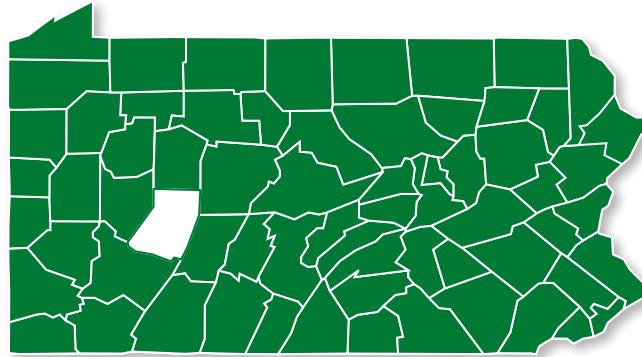
Passengers include ADA complementary passengers.

### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



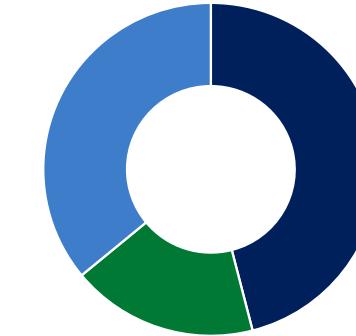


**INDIANA**



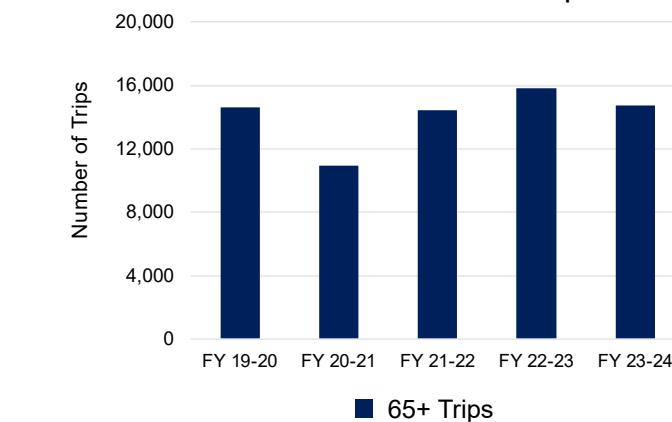
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	827
Population:	83,246
65+ Population:	17,065
% of Population 65 and older:	20.5%
<b>Trip Information</b>	
65+ Trips:	14,753
PwD Trips:	1,505
Other Shared-Ride Trips:	6,649
<b>Total Shared-Ride Trips:</b>	<b>22,907</b>
Total Escorts:	1,810
Non-Public Trips:	10,456
<b>House District</b>	
Indiana:	62, 66
<b>Senate District</b>	
Indiana:	41
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$25.40
Average Shared-Ride Cost per Trip:	\$41.38
Fare Structure Implementation Date:	July 2021
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	10

### OPERATING EXPENSES (000'S) \$1,481



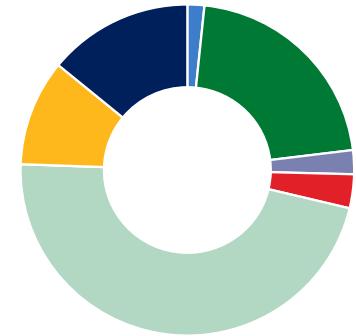
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

Shared-Ride 65+ Trips



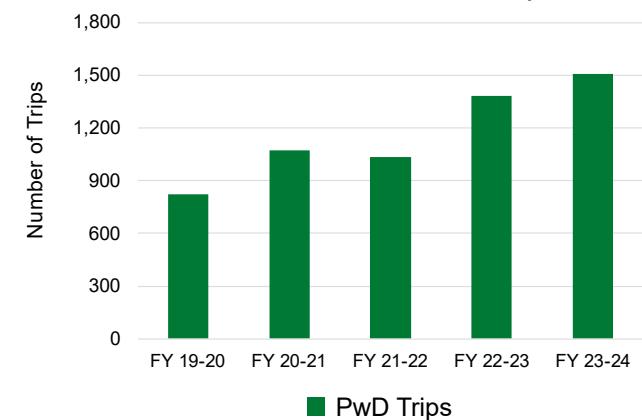
■ 65+ Trips

### OPERATING FUNDS (000'S) \$1,481



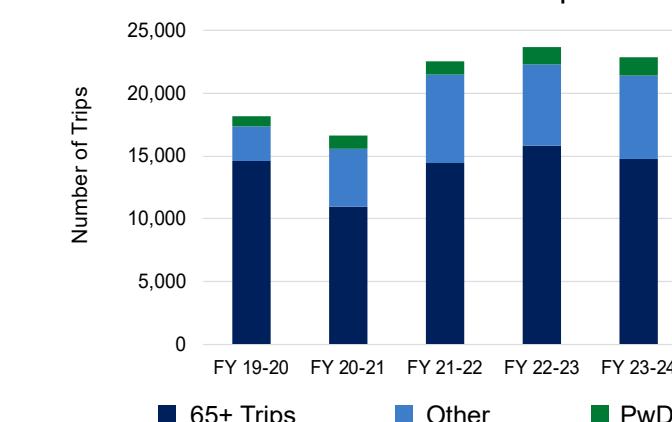
- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy

Shared-Ride PwD Trips



■ PwD Trips

Total Shared-Ride Trips

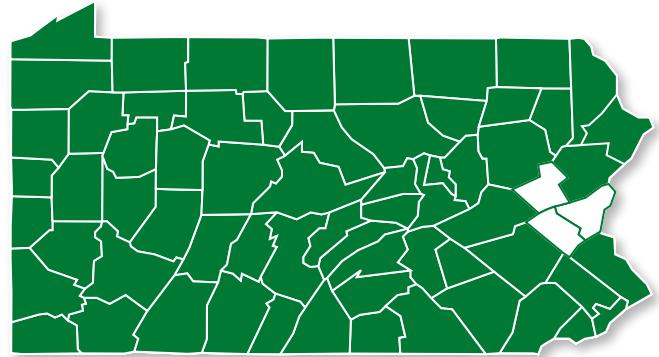


■ 65+ Trips   ■ Other   ■ PwD Trips

Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare   ■ Avg. Shared-Ride Cost Per Trip



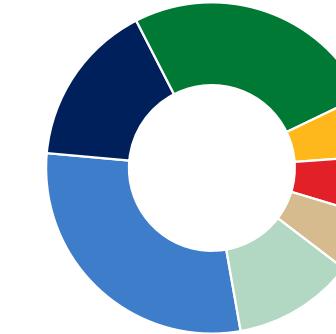
**CARBON**  
**NORTHAMPTON**  
**LEHIGH**



**LANTA**  
1060 Lehigh Street  
Allentown, PA 18103  
610-435-4052  
Owen O'Neil, Executive Director  
[www.lantabus.com](http://www.lantabus.com)

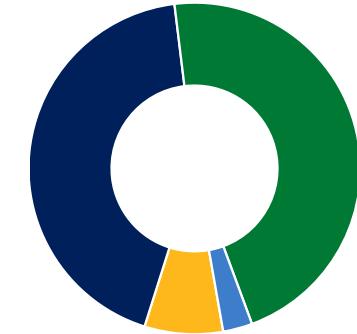
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	399
Population:	624,391
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	4,045,834
Senior Passengers:	496,701
Revenue Vehicle Miles:	4,264,478
Revenue Vehicle Hours:	308,596
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$24,483,867
Required Local Match:	\$1,331,512
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	22
CNG Motor Bus:	64
Diesel/Gasoline Paratransit Vehicle:	104
<b>System-Wide:</b>	<b>190</b>
<b>House District</b>	
Carbon:	122
Lehigh:	22, 131, 132, 133, 134, 183, 187
Northampton:	131, 135, 136, 137, 138, 183
<b>Senate District</b>	
Carbon:	29
Lehigh:	14, 16, 18
Northampton:	14, 18
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.00
Last Base Fare Increase:	April 2007
<b>Current Employees</b>	
Agency Full-Time:	309
Agency Part-Time:	3
Contractor Full-Time:	86
Contractor Part-Time:	9
<b>System-Wide:</b>	<b>407</b>

### OPERATING EXPENSES (000'S) \$46,670



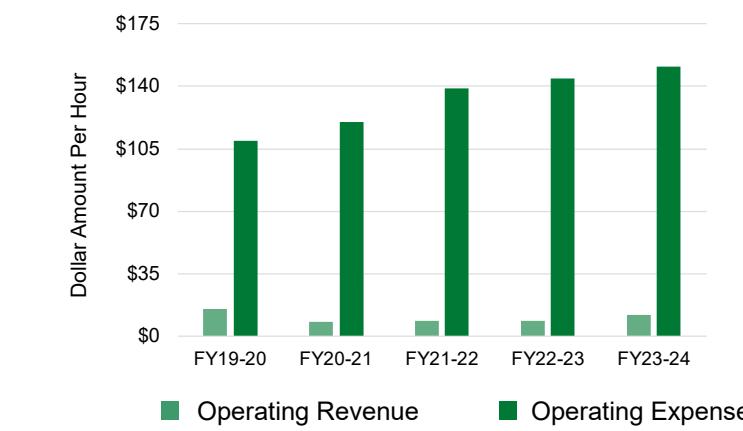
Expense includes ADA complementary and DAS expense.  
█ Operator Salaries & Wages    █ Fringes  
█ Other Salaries & Wages    █ Fuel Utils  
█ Maint.    █ Purchased Trans  
█ Other

### OPERATING FUNDS (000'S) \$46,670

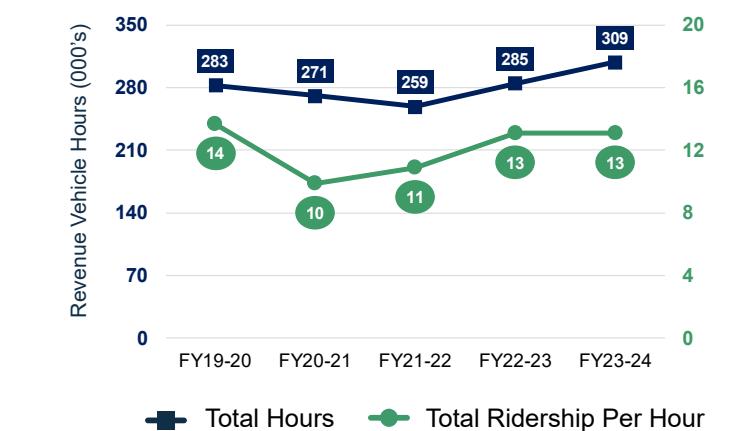


Revenue includes ADA complementary and DAS revenue.

### Operating Revenue & Expense Per Revenue Vehicle Hour

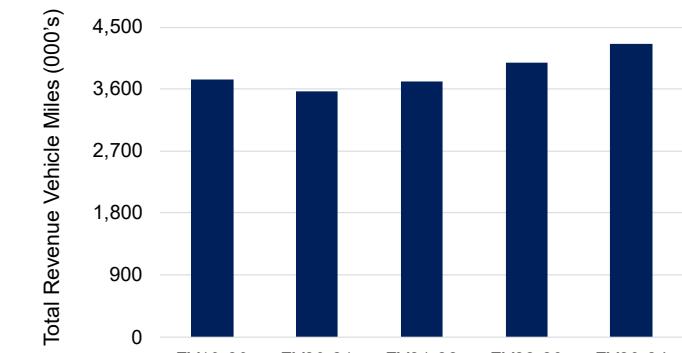


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours

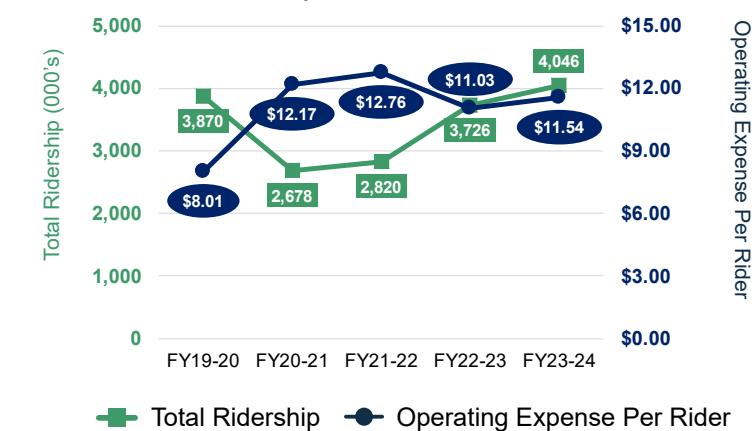


Passengers include ADA complementary and DAS passengers.

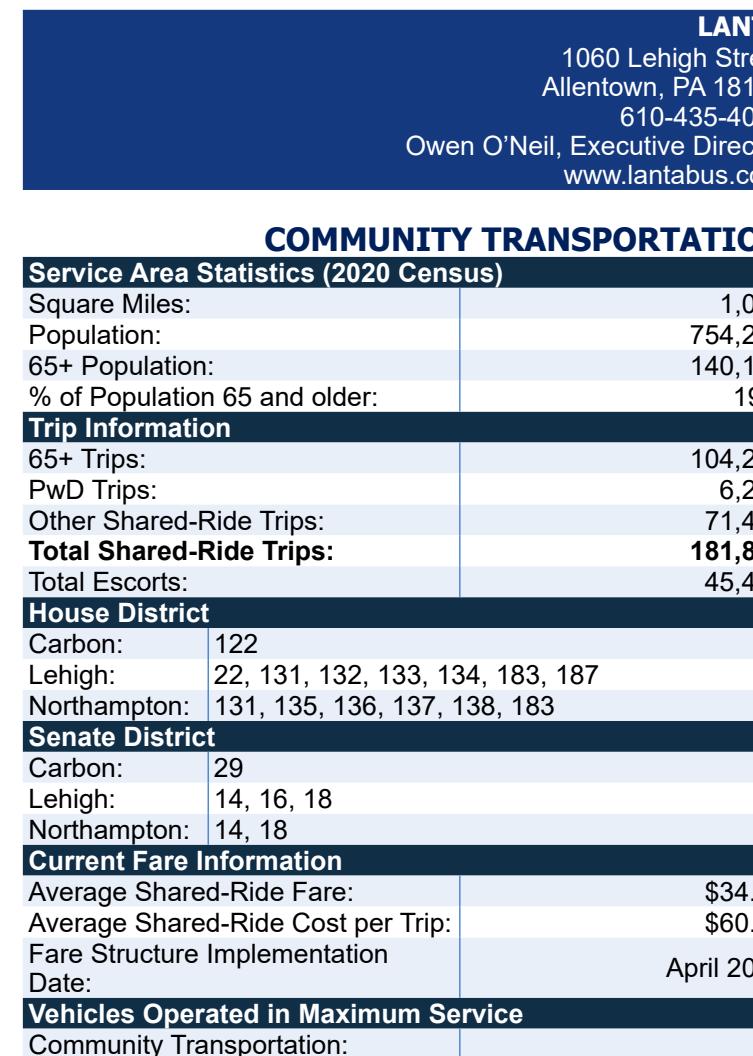
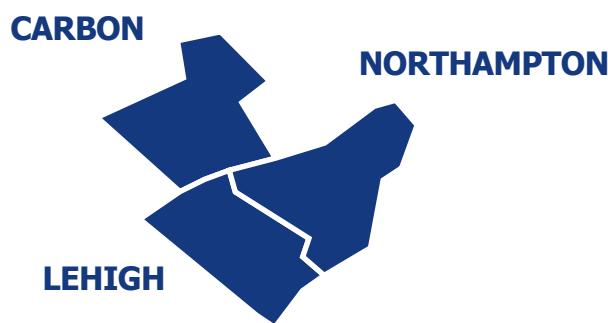
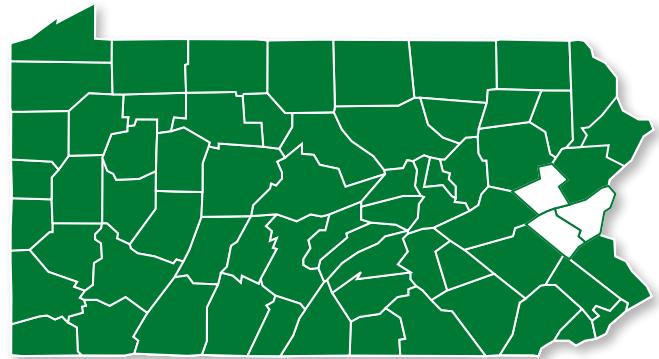
### Revenue Vehicle Miles



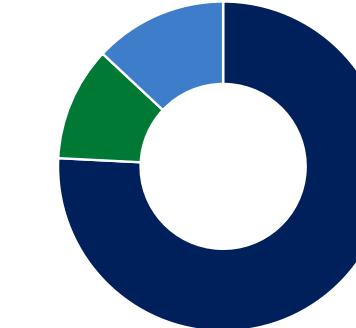
### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider

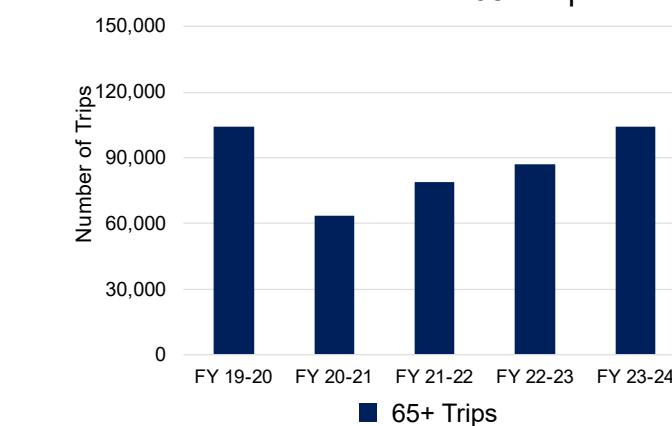


**OPERATING EXPENSES (000'S)**  
**\$11,995**



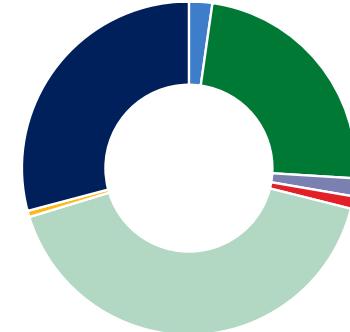
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service  
Program Service Contract

Shared-Ride 65+ Trip



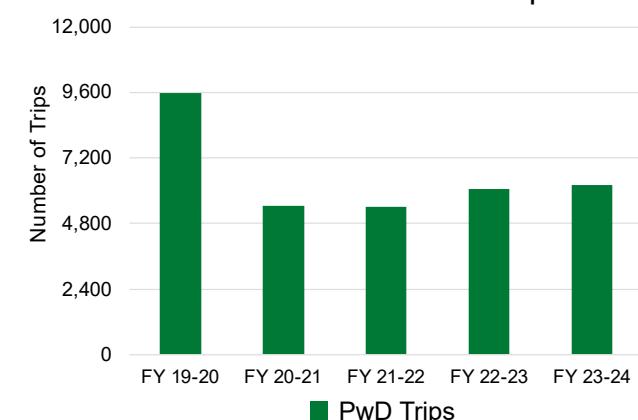
## **OPERATING FUNDS (000'S)**

**\$11,995**

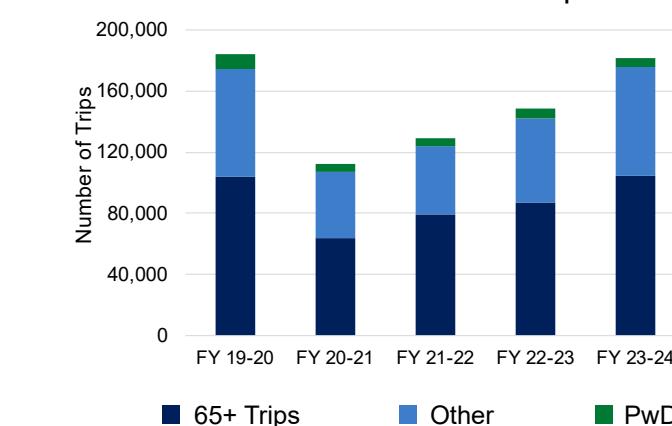


- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy

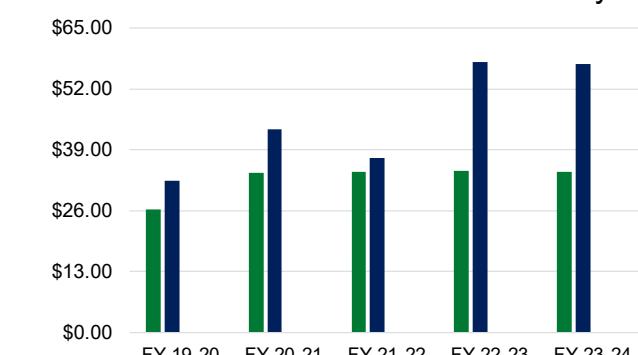
## Shared-Ride PwD Trips



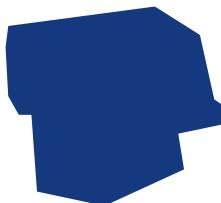
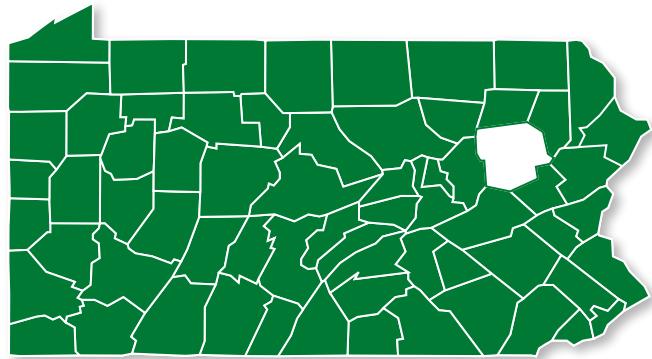
## Total Shared-Ride Trips



## Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare ■ Avg. Shared-Ride Cost Per Trip

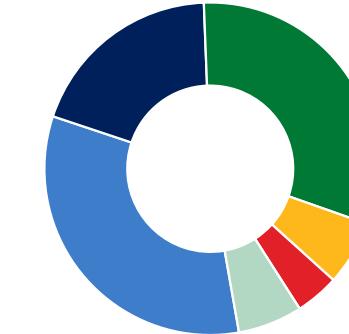


LUZERNE



<b>LCTA</b>	
315 Northampton Street	
Kingston, PA 18704	
570-288-9356	
Robert Fiume, Executive Director	
<a href="http://www.lctabus.com">www.lctabus.com</a>	
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	64
Population:	230,577
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	872,260
Senior Passengers:	138,526
Revenue Vehicle Miles:	1,373,353
Revenue Vehicle Hours:	97,443
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$8,139,181
Required Local Match:	\$790,575
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	6
Hybrid Diesel/Electric Motor Bus:	15
CNG Motor Bus:	19
Diesel/Gasoline Paratransit Vehicle:	51
<b>System-Wide:</b>	<b>91</b>
<b>House District</b>	
Luzerne:	116, 117, 118, 119, 120, 121
<b>Senate District</b>	
Luzerne:	20, 22, 27, 29
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.75
Last Base Fare Increase:	January 2018
<b>Current Employees</b>	
Agency Full-Time:	123
Agency Part-Time:	25
<b>System-Wide:</b>	<b>148</b>

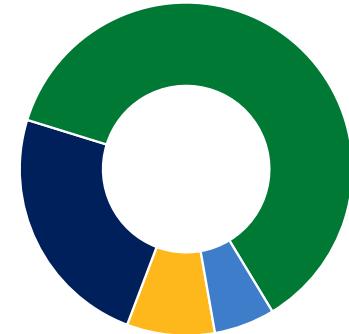
**OPERATING EXPENSES (000'S)**  
**\$13,423**



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

Expense includes ADA complementary expense.

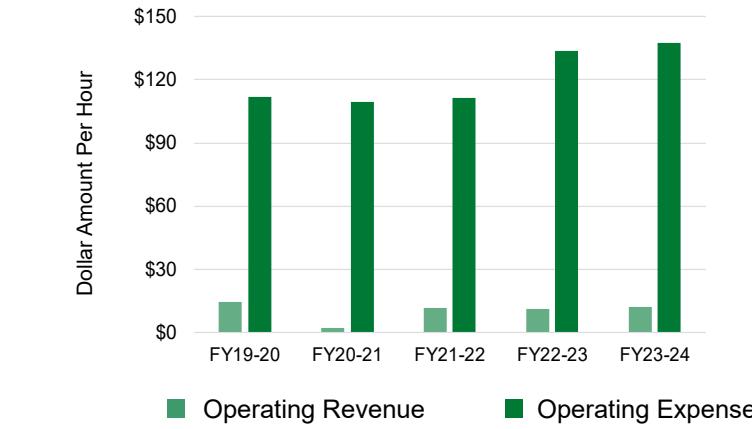
**OPERATING FUNDS (000'S)**  
**\$13,423**



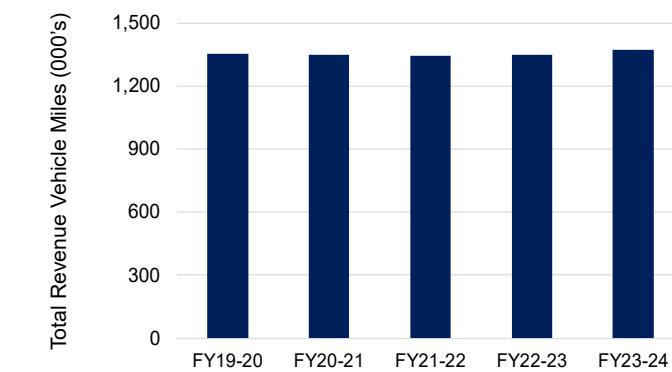
■ Revenues ■ Federal ■ State ■ Local

Revenue includes ADA complementary revenue.

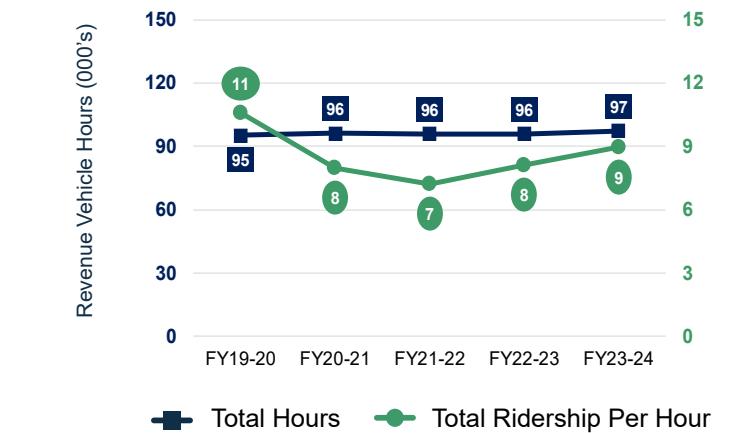
**Operating Revenue & Expense Per Revenue Vehicle Hour**



■ Operating Revenue ■ Operating Expense



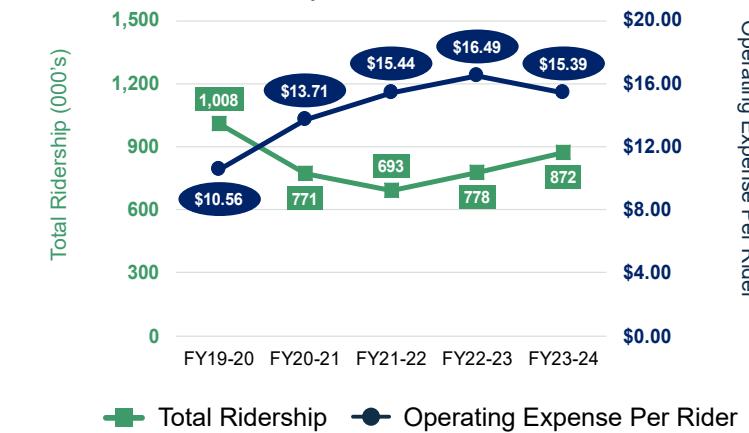
**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**



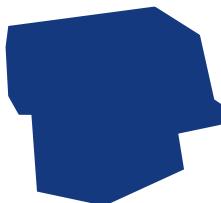
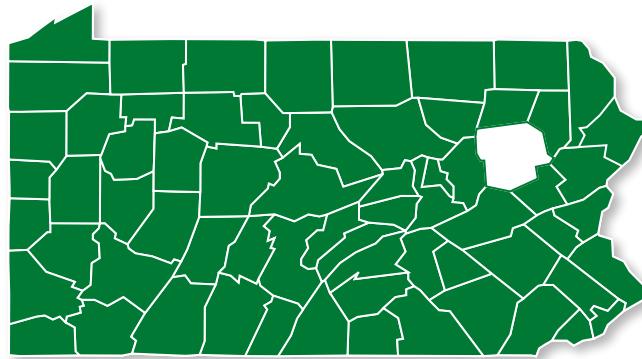
■ Total Hours ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

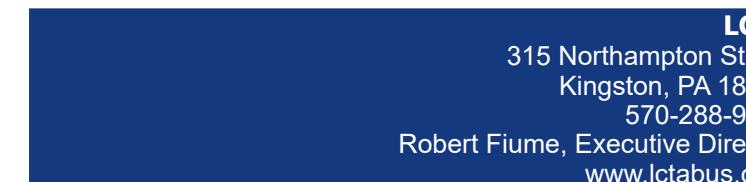
**Annual Total Ridership vs. Operating Expense Per Rider**



■ Total Ridership ■ Operating Expense Per Rider

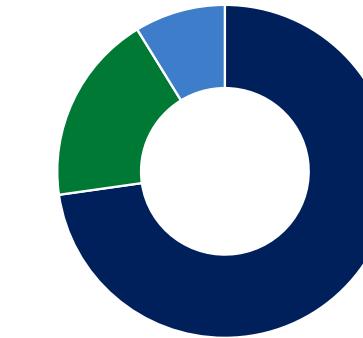


LUZERNE

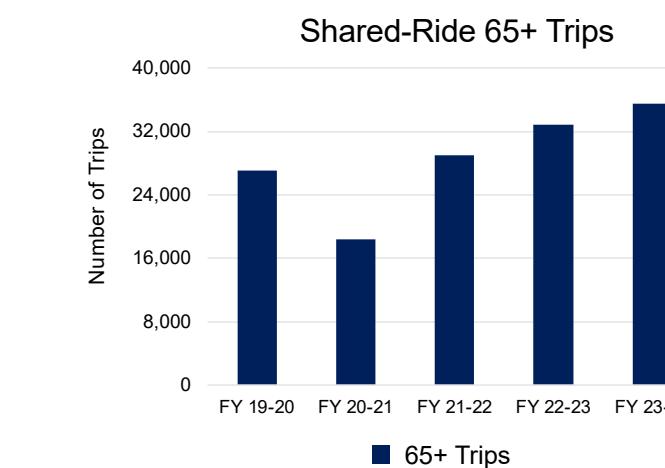


<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	906
Population:	325,594
65+ Population:	64,793
% of Population 65 and older:	19.9%
<b>Trip Information</b>	
65+ Trips:	35,449
PwD Trips:	1,676
Other Shared-Ride Trips:	45,253
<b>Total Shared-Ride Trips:</b>	<b>82,378</b>
Total Escorts:	6,140
Non-Public Trips:	8,659
<b>House District</b>	
Luzerne:	116, 117, 118, 119, 120, 121
<b>Senate District</b>	
Luzerne:	20, 22, 27, 29
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$23.79
Average Shared-Ride Cost per Trip:	\$46.51
Fare Structure Implementation Date:	December 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	35

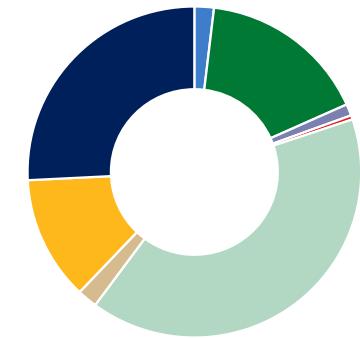
### OPERATING EXPENSES (000'S) \$4,199



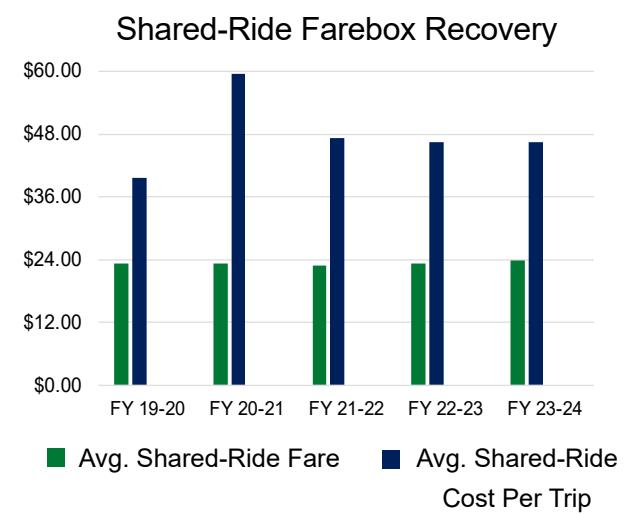
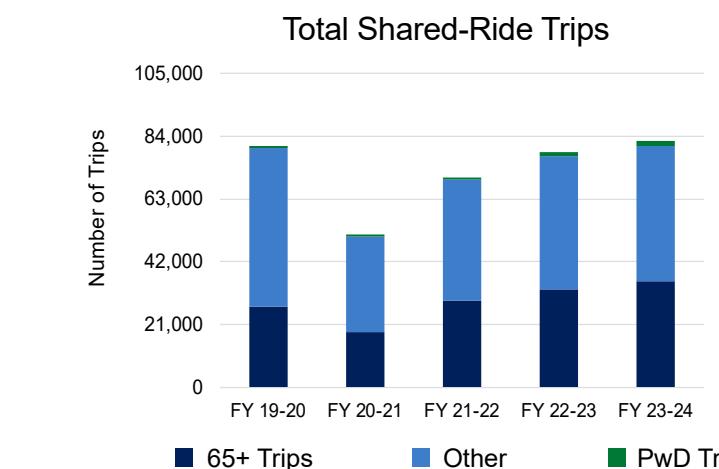
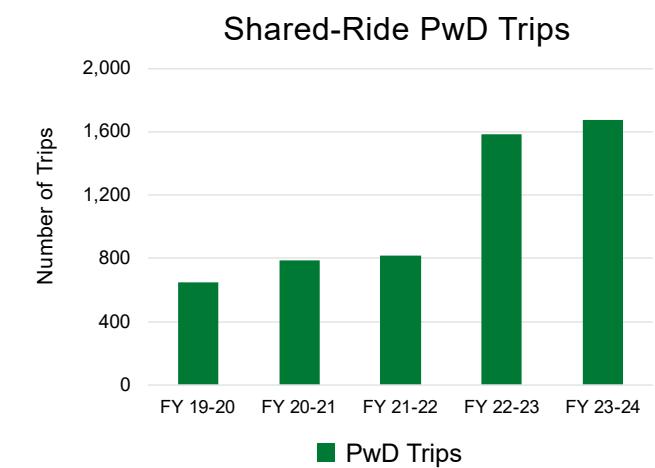
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

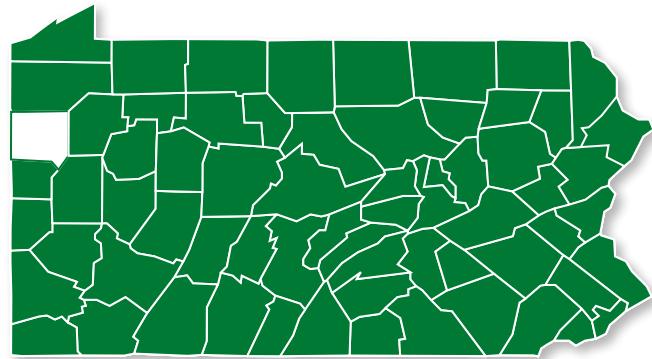


### OPERATING FUNDS (000'S) \$4,199



- Passenger Fares
- Lottery
- PwD Program
- MATP
- MH/ID
- Other
- Subsidy
- Area Agency on Aging





**MERCER**



## RURAL SYSTEM

<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	673
Population:	110,652
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	71,337
Senior Passengers:	10,497
Revenue Vehicle Miles:	194,344
Revenue Vehicle Hours:	16,990
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$1,087,713
Required Local Match:	\$82,796
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	6
CNG Motor Bus:	1
Diesel/Gasoline Paratransit Vehicle:	26
<b>System-Wide:</b>	
<b>House District</b>	<b>33</b>
Mercer:	7, 17
<b>Senate District</b>	
Mercer:	50
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.25
Last Base Fare Increase:	July 2014
<b>Current Employees</b>	
Agency Full-Time:	9
Agency Part-Time:	6
<b>System-Wide:</b>	

## OPERATING EXPENSES (000'S) \$1,254



- Operator Salaries & Wages ■ Fringes
- Other Salaries & Wages ■ Fuel Utils
- Maint. ■ Other

Expense includes ADA complementary expense.

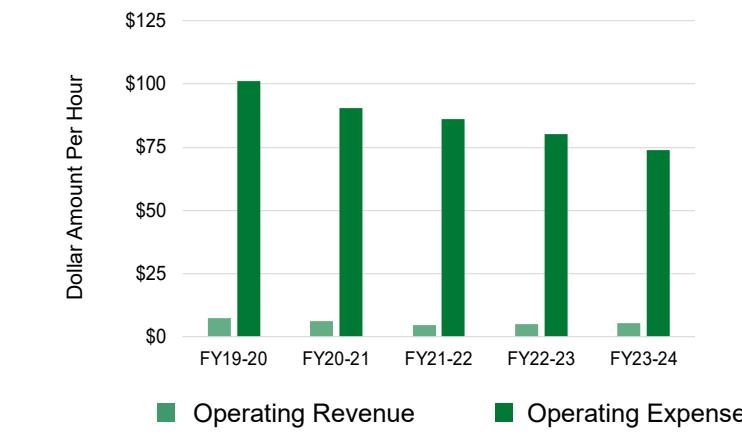
## OPERATING FUNDS (000'S) \$1,200\*



- Revenues ■ State ■ Local

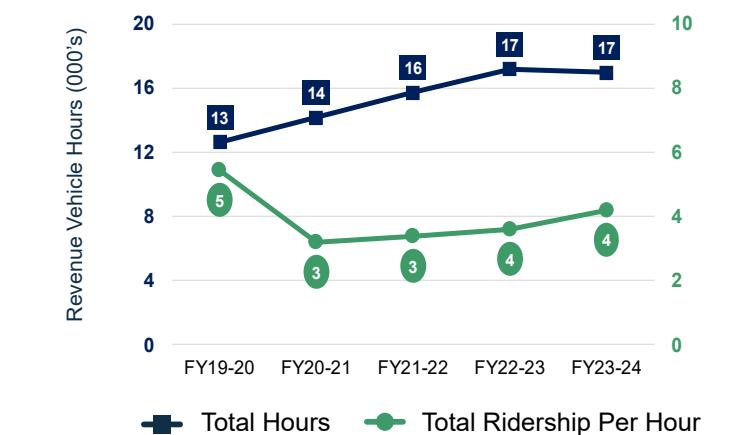
Revenue includes ADA complementary revenue.

## Operating Revenue & Expense Per Revenue Vehicle Hour

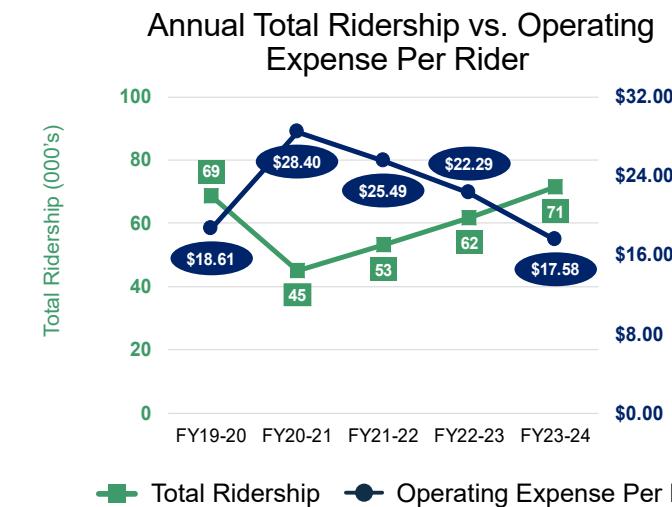
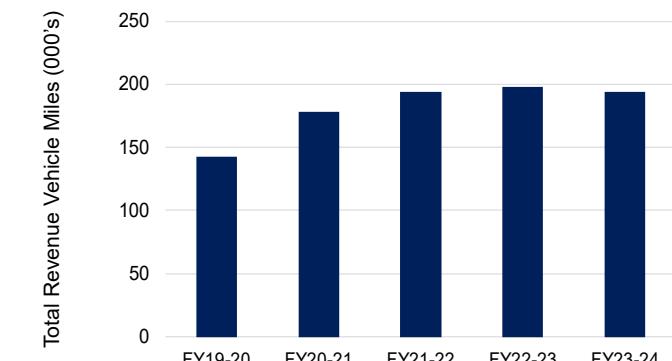


- Operating Revenue ■ Operating Expense

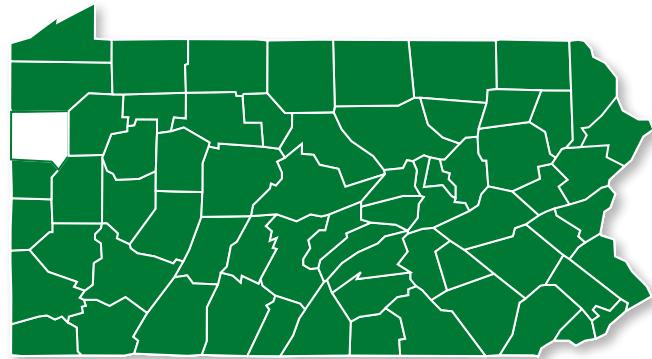
## Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



- Total Hours ■ Total Ridership Per Hour



Operating Expense Per Rider

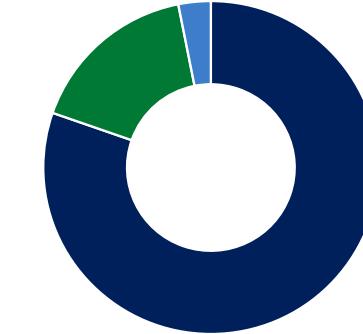


**MERCER**



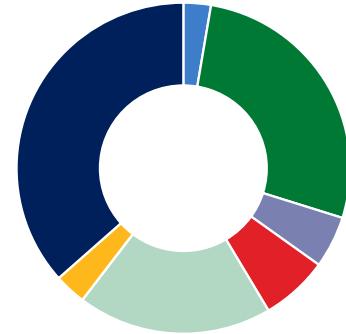
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	673
Population:	110,652
65+ Population:	25,007
% of Population 65 and older:	22.6%
<b>Trip Information</b>	
65+ Trips:	30,155
PwD Trips:	3,089
Other Shared-Ride Trips:	23,659
<b>Total Shared-Ride Trips:</b>	<b>56,903</b>
Total Escorts:	4,318
Non-Public Trips:	6,365
<b>House District</b>	
Mercer:	7,17
<b>Senate District</b>	
Mercer:	50
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.09
Average Shared-Ride Cost per Trip:	\$35.15
Fare Structure Implementation Date:	July 2016
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	19

## OPERATING EXPENSES (000'S) \$2,065



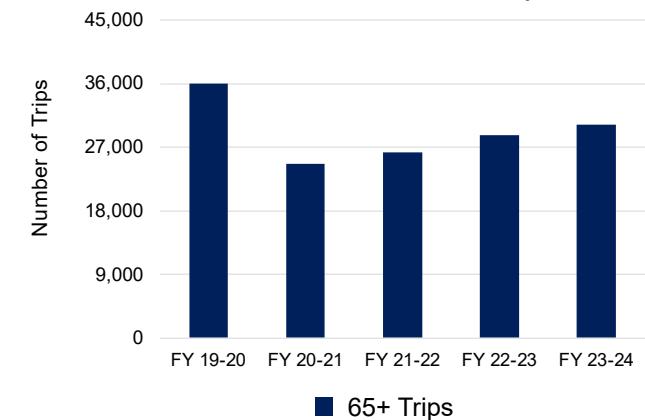
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

## OPERATING FUNDS (000'S) \$2,065



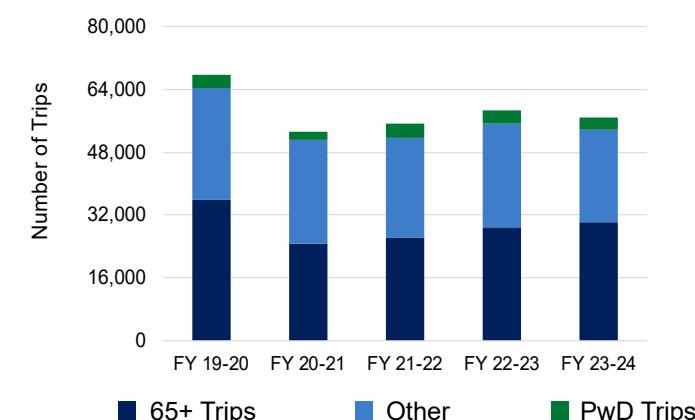
- Passenger Fares
- Subsidy
- Lottery
- MATP
- Other
- PwD Program
- Area Agency on Aging

### Shared-Ride 65+ Trips



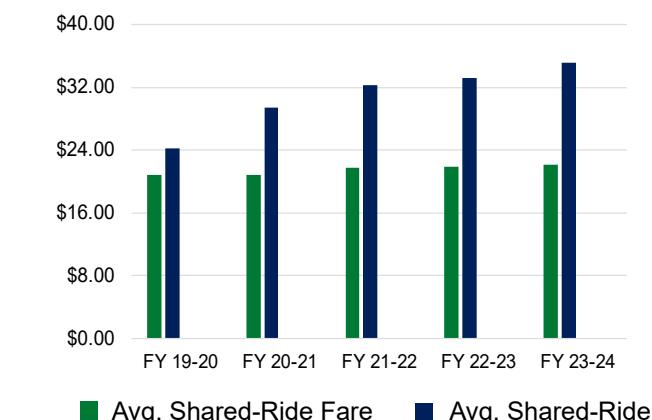
■ 65+ Trips

### Total Shared-Ride Trips

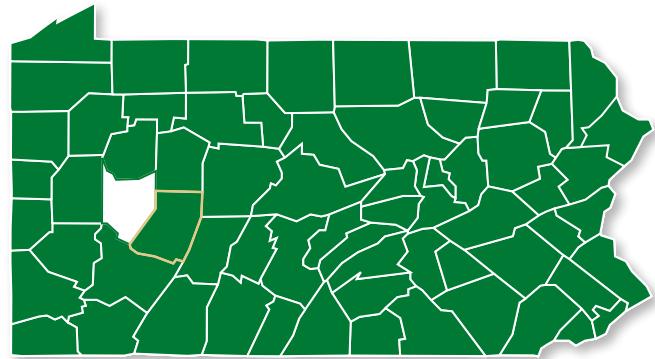


■ 65+ Trips      ■ Other      ■ PwD Trips

### Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

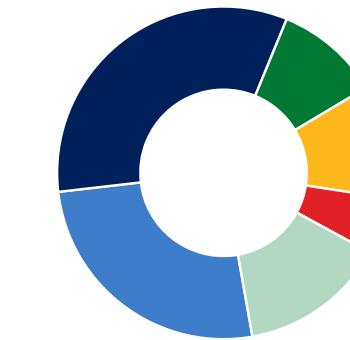


**ARMSTRONG**



<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	24
Population:	17,946
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	31,242
Senior Passengers:	10,581
Revenue Vehicle Miles:	95,642
Revenue Vehicle Hours:	6,529
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$755,413
Required Local Match:	\$59,574
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	9
Diesel/Gasoline Paratransit Vehicle:	13
<b>System-Wide:</b>	<b>22</b>
<b>House District</b>	
Armstrong: 60, 63	
<b>Senate District</b>	
Armstrong: 41	
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.25
Last Base Fare Increase:	April 2012
<b>Current Employees</b>	
Agency Full-Time:	12
Agency Part-Time:	3
<b>System-Wide:</b>	<b>15</b>

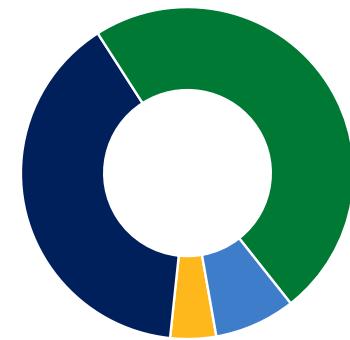
### OPERATING EXPENSES (000'S) \$763



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

Expense includes ADA complementary expense.

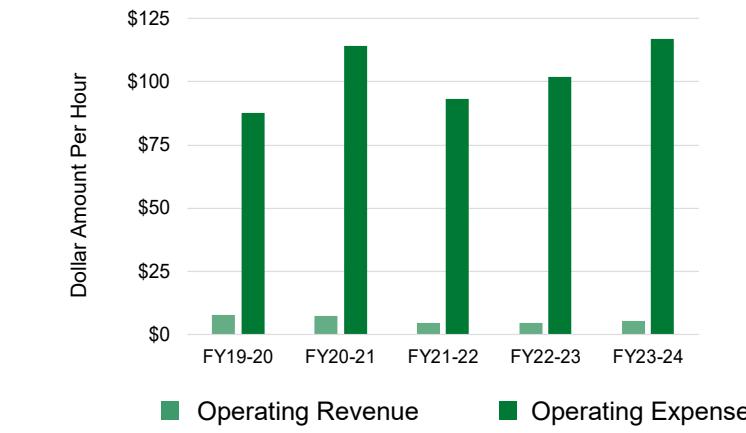
### OPERATING FUNDS (000'S) \$763



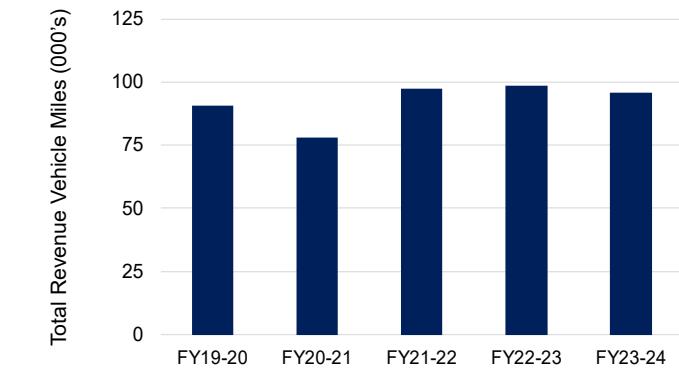
■ Revenues ■ Federal ■ State ■ Local

Revenue includes ADA complementary revenue.

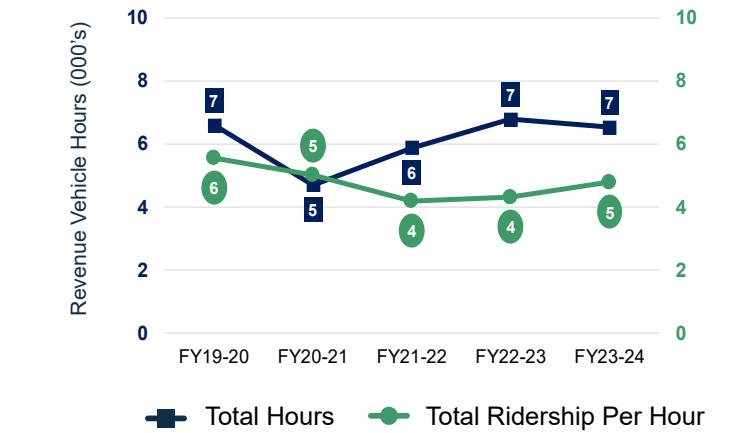
### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue ■ Operating Expense

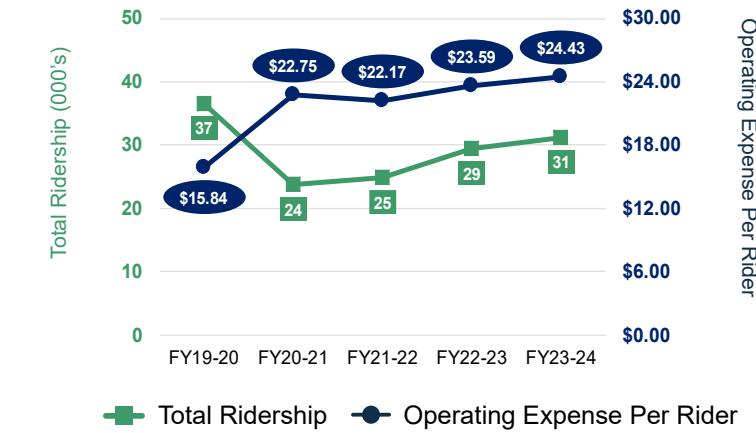


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



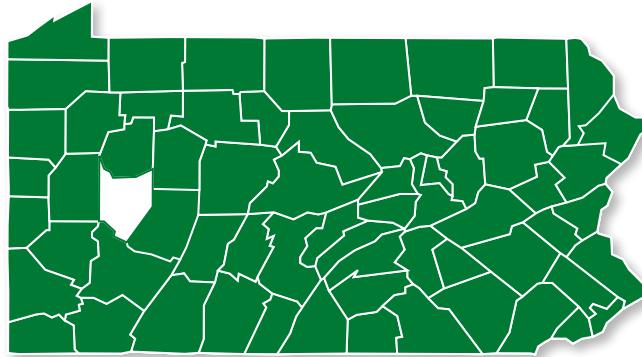
Passengers include ADA complementary passengers.

### Annual Total Ridership vs. Operating Expense Per Rider



Operating Expense Per Rider

Fiscal Year 2023-24 / 162



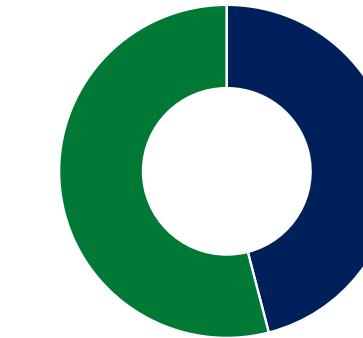
**ARMSTRONG**



**TACT**  
220 North Grant Avenue  
Kittanning, PA 16201  
724-548-8696  
Patti Lynn Johnston, Executive Director  
[www.tactbus.com](http://www.tactbus.com)

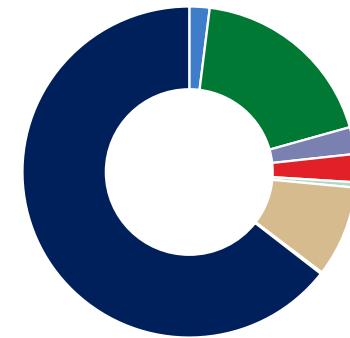
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	653
Population:	65,558
65+ Population:	15,209
% of Population 65 and older:	23.2%
<b>Trip Information</b>	
65+ Trips:	6,673
PwD Trips:	878
Other Shared-Ride Trips:	2,782
<b>Total Shared-Ride Trips:</b>	<b>10,333</b>
Total Escorts:	587
<b>House District</b>	
Armstrong:	60, 63
<b>Senate District</b>	
Armstrong:	41
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.76
Average Shared-Ride Cost per Trip:	\$65.41
Fare Structure Implementation Date:	July 2019
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	6

### OPERATING EXPENSES (000'S) \$676



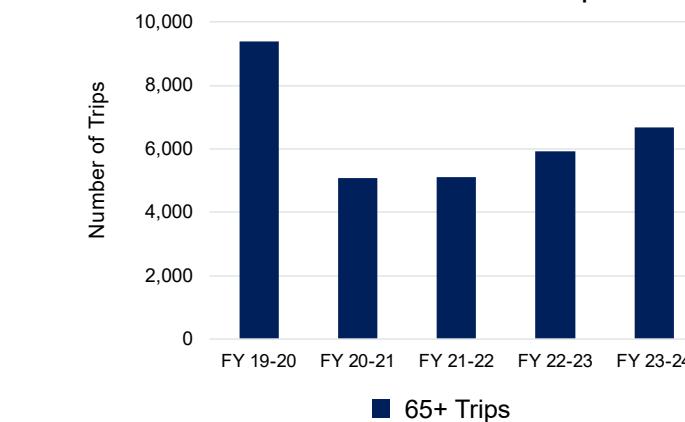
■ Shared-Ride Operating  
■ Shared-Ride Admin

### OPERATING FUNDS (000'S) \$676

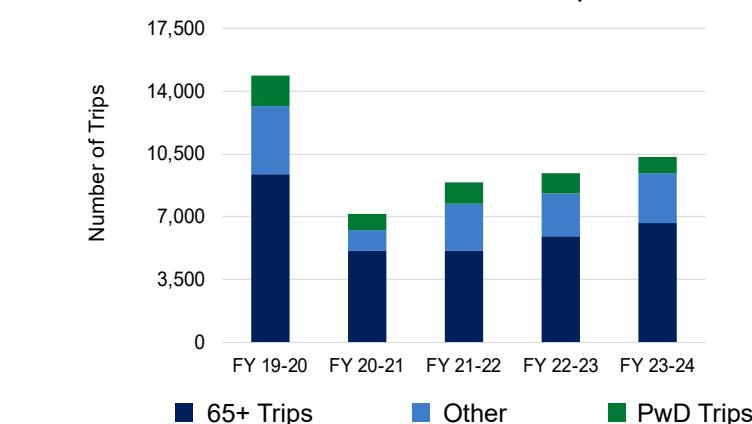


Passenger Fares	Lottery
PwD Program	MATP
MH/ID	Subsidy
Area Agency on Aging	

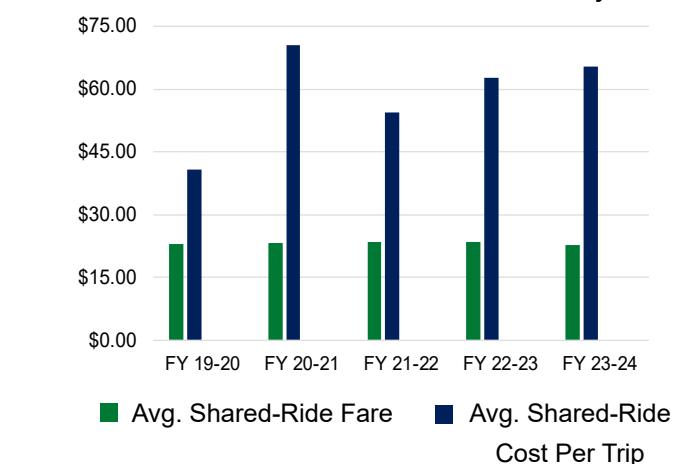
### Shared-Ride 65+ Trips

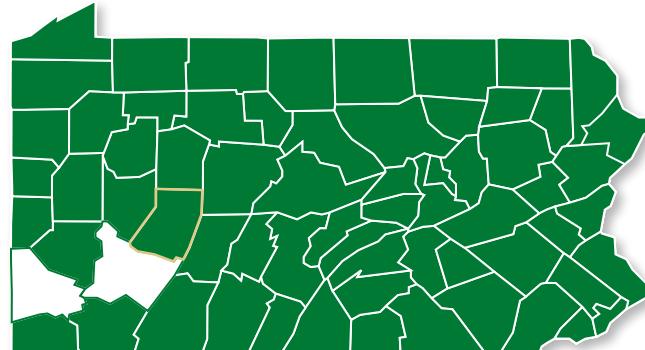


### Total Shared-Ride Trips

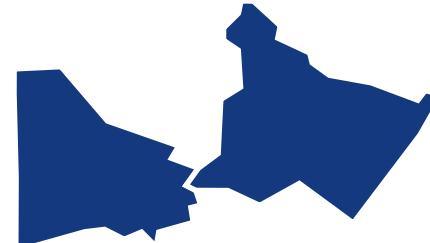


### Shared-Ride Farebox Recovery

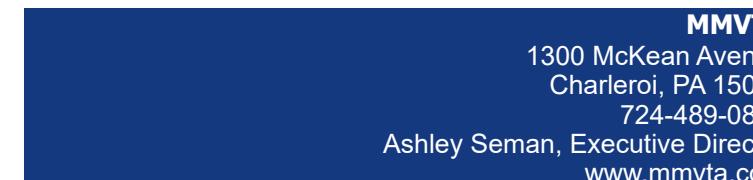




**WESTMORELAND**



**WASHINGTON**



### RURAL SYSTEM

#### Service Area Statistics (2020 Census)

Square Miles:	94.22
Population:	92,428

#### Act 44 Fixed Route Distribution Factors

Total Passengers:	210,440
Senior Passengers:	26,233
Revenue Vehicle Miles:	779,339
Revenue Vehicle Hours:	48,421

#### Act 44 Operating Assistance

Section 1513 Allocation:	\$3,936,030
Required Local Match:	\$98,488

#### Current Fleet Size

CNG Motor Bus Vehicles:	32
<b>System-Wide:</b>	<b>32</b>

#### House District

Washington:	15, 39, 40, 46, 48, 50
Westmoreland:	58

#### Senate District

Washington:	46
Westmoreland:	39

#### Current Fare Information

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

#### Current Employees

Agency Full-Time:	5
Contractor Full-Time:	47
Contractor Part-Time:	5
<b>System-Wide:</b>	<b>57</b>

### OPERATING EXPENSES (000'S) \$6,318



■ Other Salaries & Wages      ■ Fringes  
■ Maint.      ■ Fuel Utils  
■ Other      ■ Purchased Trans

Expense includes ADA complementary expense.

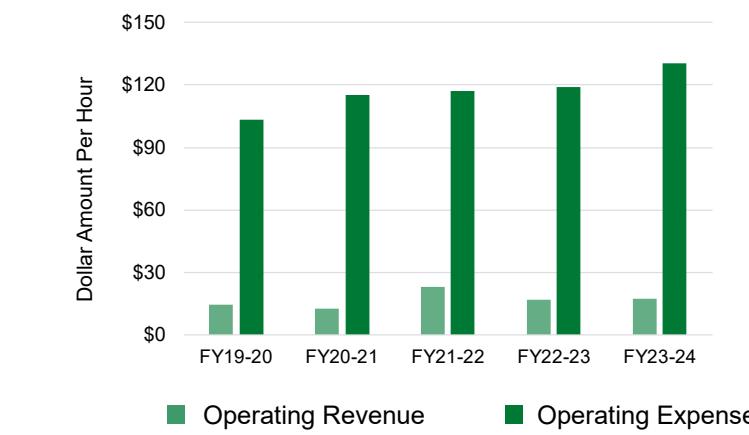
### OPERATING FUNDS (000'S) \$6,318



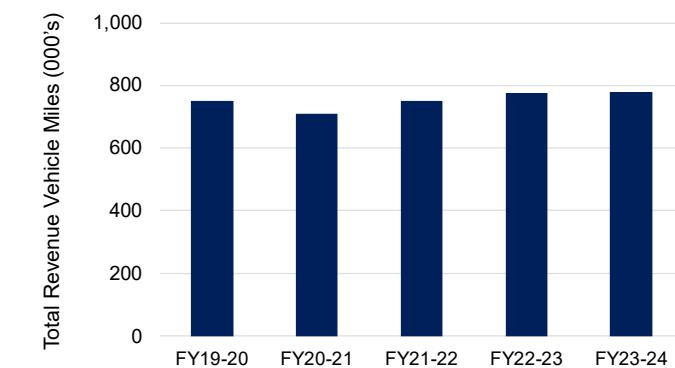
■ Revenues      ■ Federal      ■ State      ■ Local

Revenue includes ADA complementary revenue.

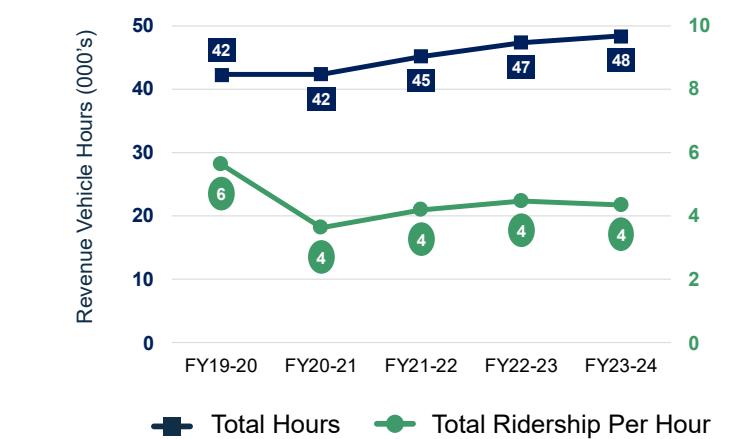
### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue      ■ Operating Expense



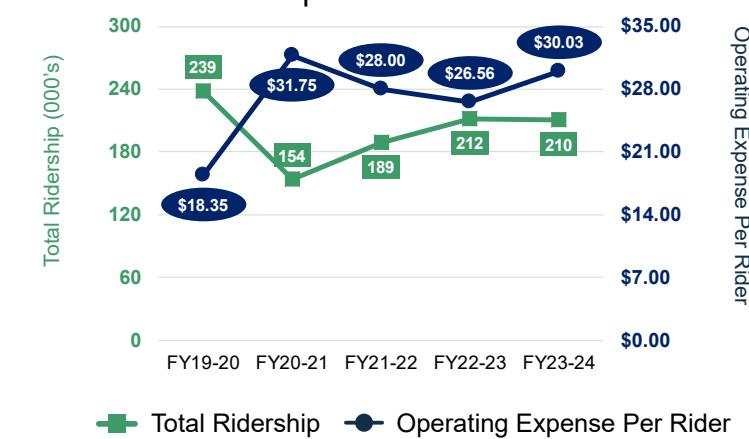
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



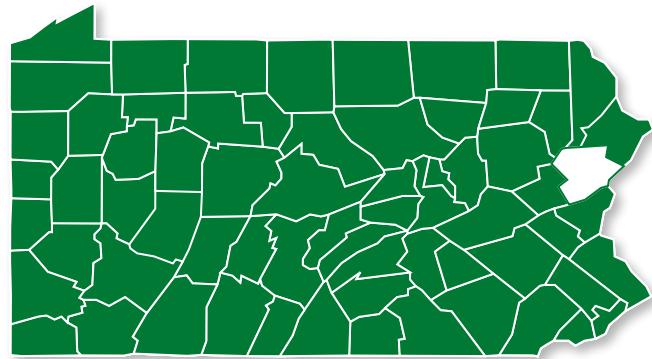
■ Total Hours      ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

### Annual Total Ridership vs. Operating Expense Per Rider



■ Total Ridership      ■ Operating Expense Per Rider



**MONROE**



<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	608
Population:	167,198
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	235,801
Senior Passengers:	20,485
Revenue Vehicle Miles:	484,477
Revenue Vehicle Hours:	30,383
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$2,681,608
Required Local Match:	\$218,661
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	7
Diesel/Gasoline Paratransit Vehicle:	33
CNG Motor Bus Vehicles:	7
<b>System-Wide:</b>	<b>47</b>
<b>House District</b>	
Monroe:	115, 176, 189
<b>Senate District</b>	
Monroe:	40
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.50
Last Base Fare Increase:	July 2014
<b>Current Employees</b>	
Agency Full-Time:	53
Agency Part-Time:	22
<b>System-Wide:</b>	<b>75</b>

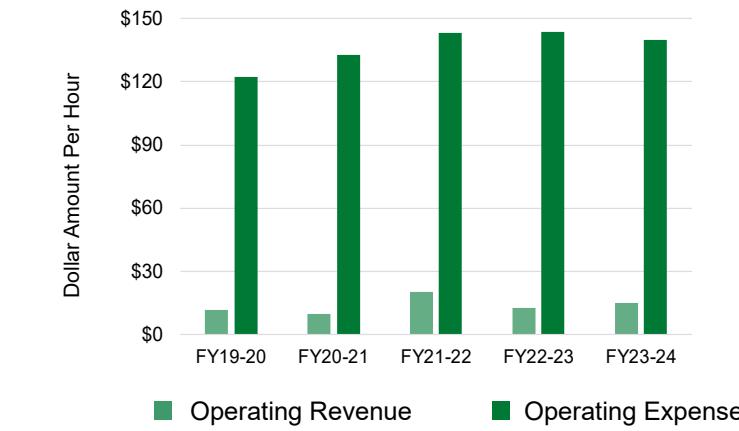
### OPERATING EXPENSES (000'S) \$4,255



- Operator Salaries & Wages
- Other Salaries & Wages
- Fringes
- Fuel Utils
- Maint.
- Other

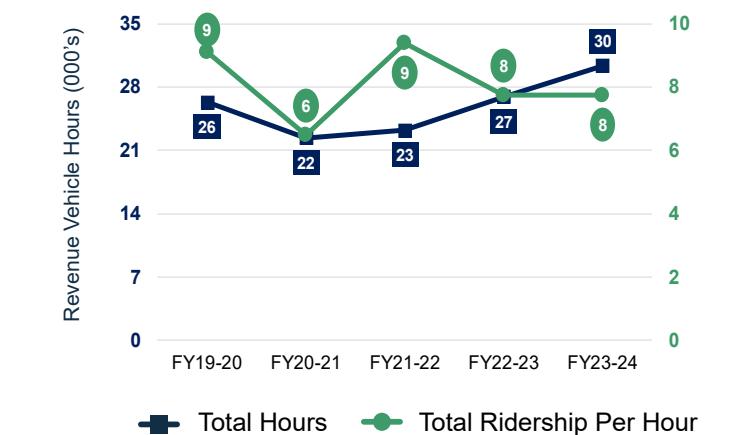
Expense includes ADA complementary and DAS expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue      ■ Operating Expense

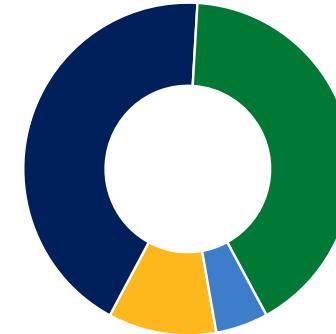
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



■ Total Hours      ■ Total Ridership Per Hour

Passengers include ADA complementary and DAS passengers.

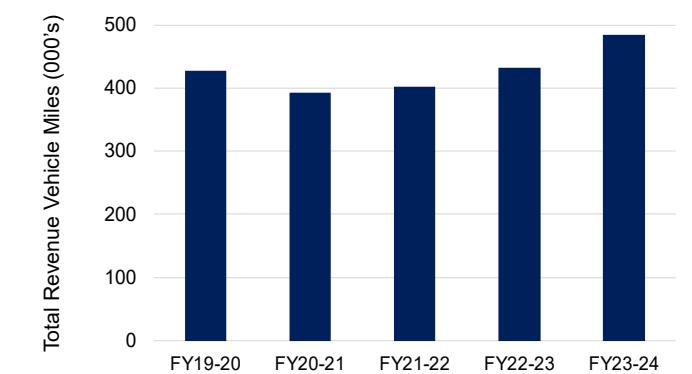
### OPERATING FUNDS (000'S) \$4,255



- Revenues
- Federal
- State
- Local

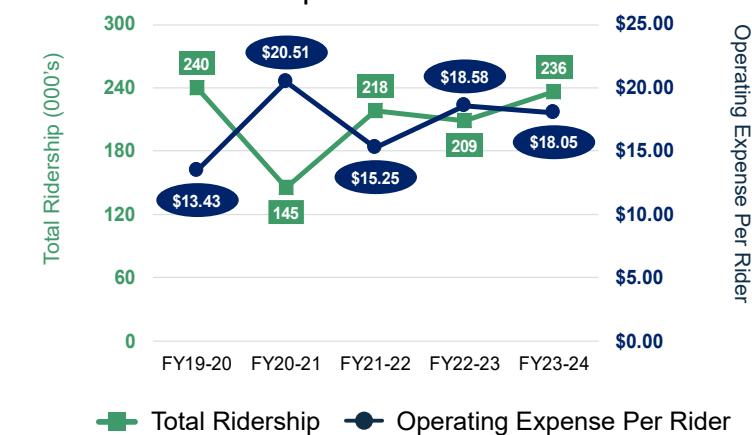
Revenue includes ADA complementary and DAS revenue.

### Revenue Vehicle Miles



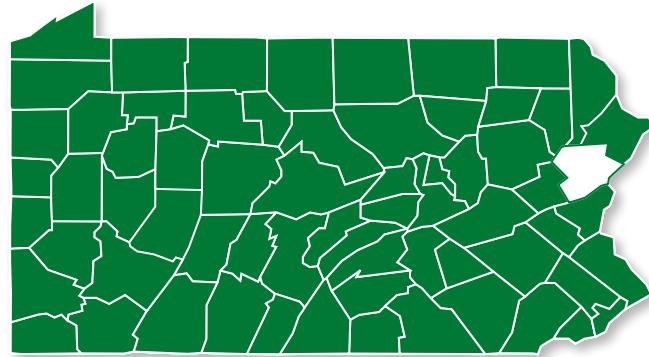
Total Revenue Vehicle Miles (000's)

### Annual Total Ridership vs. Operating Expense Per Rider



Total Ridership (000's)

Operating Expense Per Rider

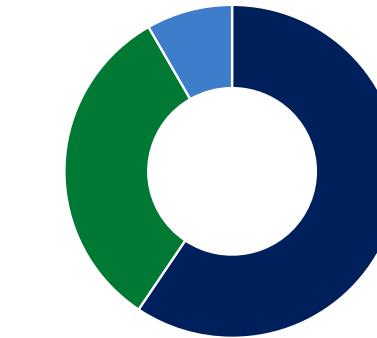


**MONROE**



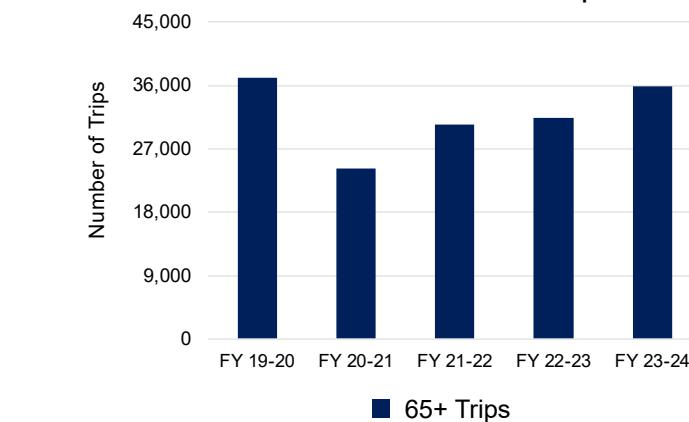
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	608
Population:	167,198
65+ Population:	31,140
% of Population 65 and older:	18.5%
<b>Trip Information</b>	
65+ Trips:	35,932
PwD Trips:	12,525
Other Shared-Ride Trips:	33,765
<b>Total Shared-Ride Trips:</b>	<b>82,222</b>
Total Escorts:	2,320
Non-Public Trips:	18,243
<b>House District</b>	
Monroe:	115, 176, 189
<b>Senate District</b>	
Monroe:	40
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$25.64
Average Shared-Ride Cost per Trip:	\$31.91
Fare Structure Implementation Date:	January 2024
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	23

**OPERATING EXPENSES (000'S)  
\$2,861**

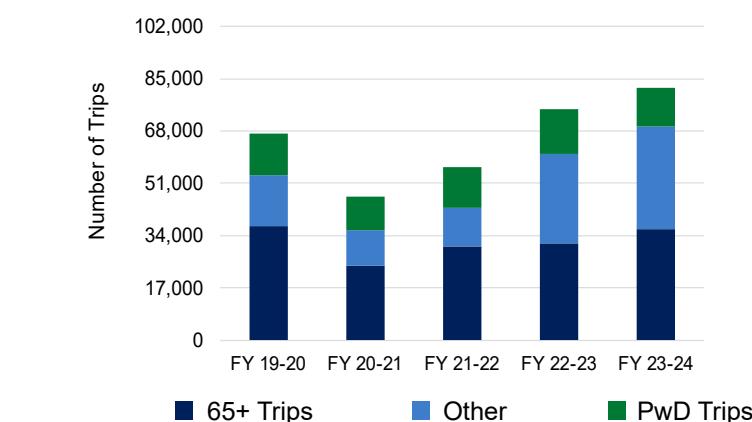


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

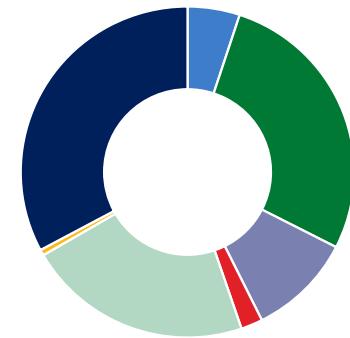
**Shared-Ride 65+ Trips**



**Total Shared-Ride Trips**

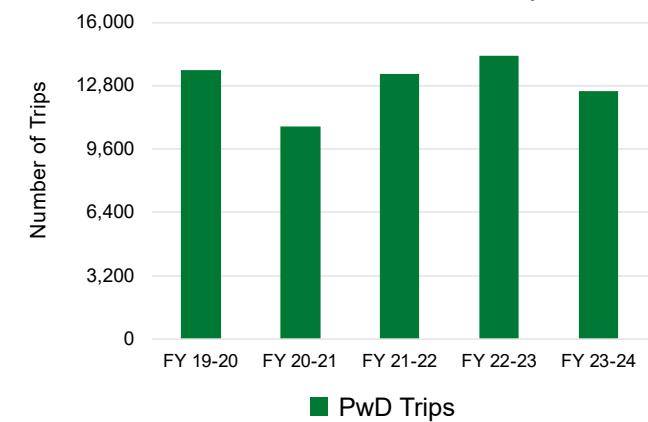


**OPERATING FUNDS (000'S)  
\$2,861**

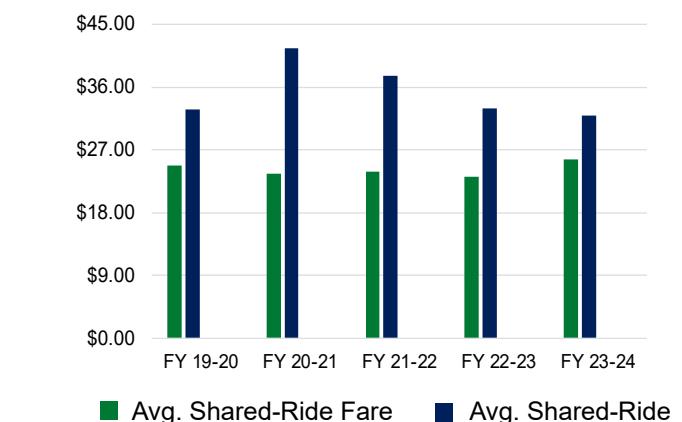


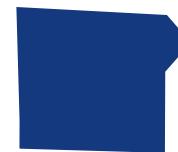
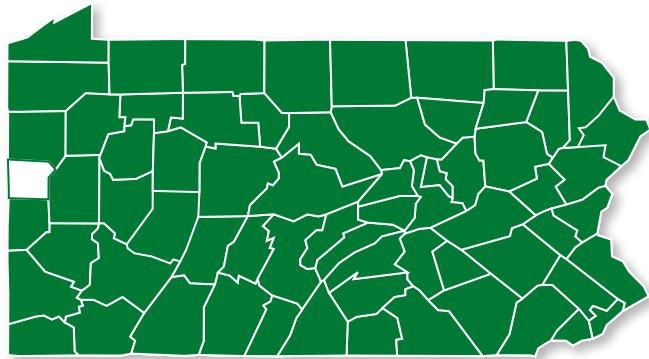
- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy

**Shared-Ride PwD Trips**



**Shared-Ride Farebox Recovery**





### RURAL SYSTEM

#### Service Area Statistics (2020 Census)

Square Miles:	178
Population:	70,740

#### Act 44 Fixed Route Distribution Factors

Total Passengers:	434,994
Senior Passengers:	68,043
Revenue Vehicle Miles:	950,374
Revenue Vehicle Hours:	56,296

#### Act 44 Operating Assistance

Section 1513 Allocation:	\$5,781,691
Required Local Match:	\$296,820

#### Current Fleet Size

Hybrid Diesel/Electric Motor Bus:	10
CNG Motor Bus Vehicles:	22

#### System-Wide:

House District	
Lawrence:	8, 9

#### Senate District

Lawrence:	47, 50
-----------	--------

#### Current Fare Information

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

#### Current Employees

Agency Full-Time:	50
Agency Part-Time:	6

#### System-Wide:

56
----

### OPERATING EXPENSES (000'S)

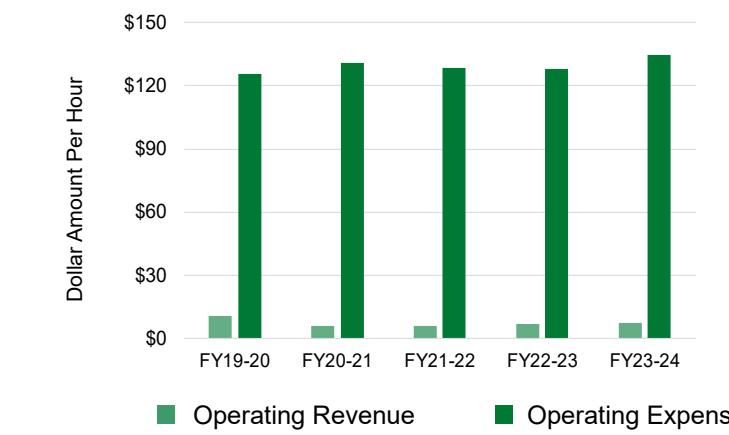
\$7,589



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fringes
- Fuel Utils
- Purchased Trans
- Other

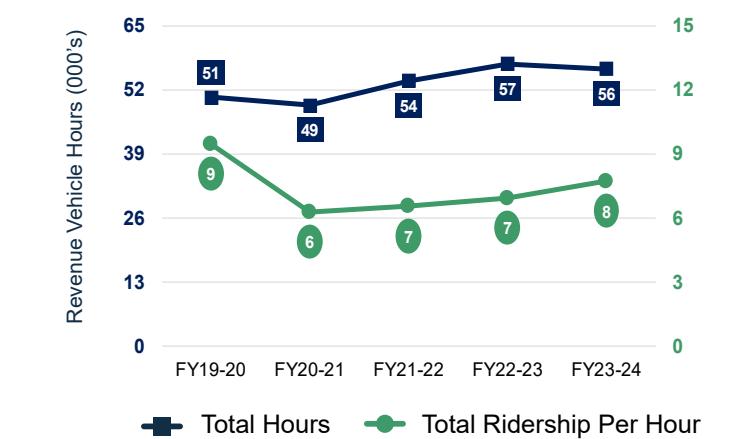
Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



■ Operating Revenue      ■ Operating Expense

### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours

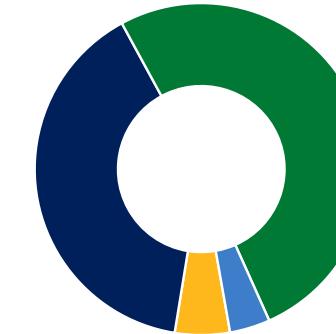


■ Total Hours      ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

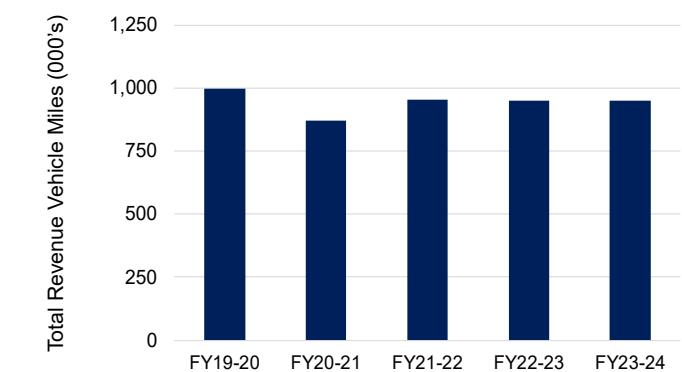
### OPERATING FUNDS (000'S)

\$7,589

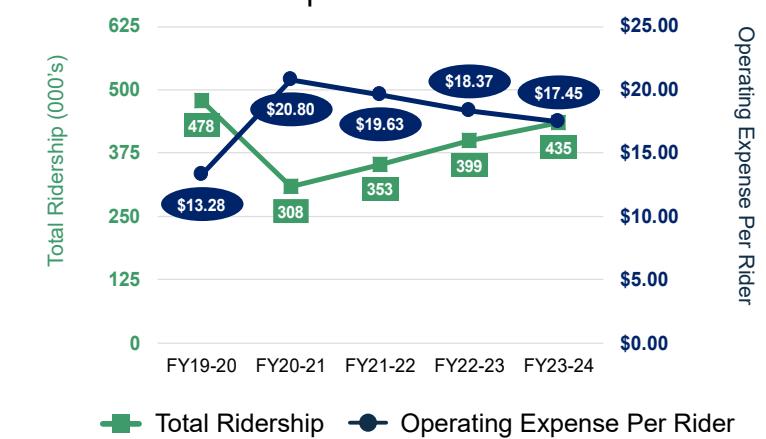


Revenue includes ADA complementary revenue.

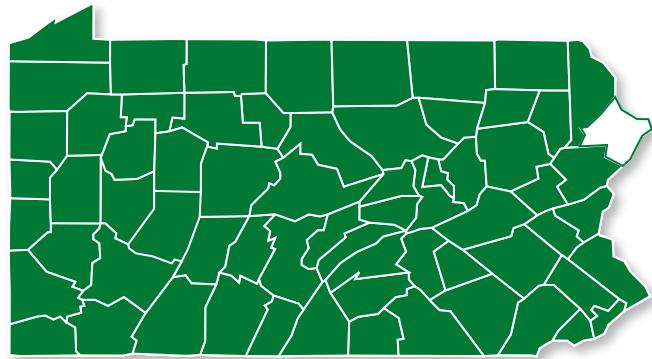
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



■ Total Ridership      ■ Operating Expense Per Rider



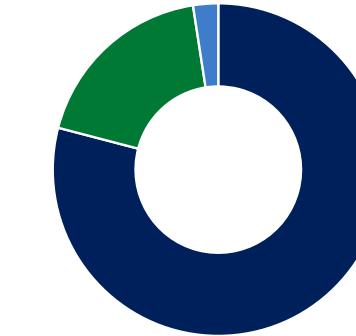
**PIKE**



**PIKE COUNTY TRANSPORTATION DEPARTMENT**  
109 Bennett Avenue  
Milford, PA 18337  
570-296-3434  
Robert Ruiz, Director  
[www.pikepa.org/transportation](http://www.pikepa.org/transportation)

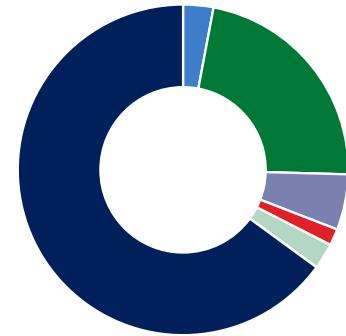
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	545
Population:	58,535
65+ Population:	13,756
% of Population 65 and older:	23.5%
<b>Trip Information</b>	
65+ Trips:	16,135
PwD Trips:	3,975
Other Shared-Ride Trips:	5,898
<b>Total Shared-Ride Trips:</b>	<b>26,008</b>
Non-Public Trips:	5,776
Total Escorts:	1,256
<b>House District</b>	
Pike:	139, 189
<b>Senate District</b>	
Pike:	20
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$22.54
Average Shared-Ride Cost per Trip:	\$47.85
Fare Structure Implementation Date:	March 2016
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	29

**OPERATING EXPENSES (000'S)**  
**\$1,276**



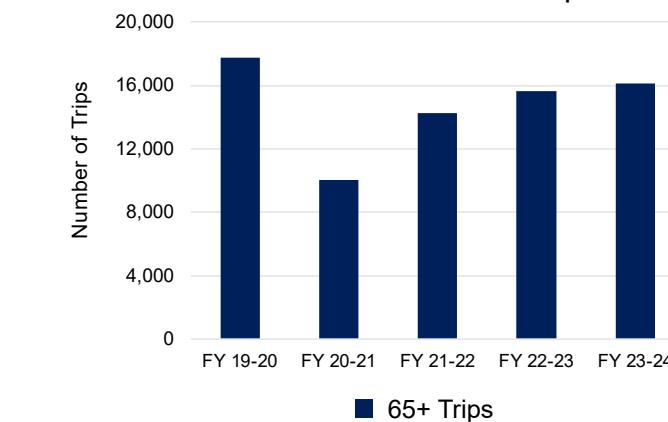
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**OPERATING FUNDS (000'S)**  
**\$1,276**



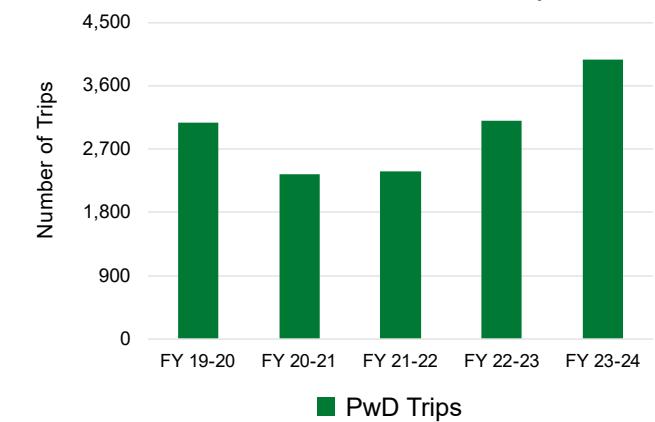
- Passenger Fares
- Lottery
- PwD Program
- MATP
- Subsidy
- Area Agency on Aging

**Shared-Ride 65+ Trips**



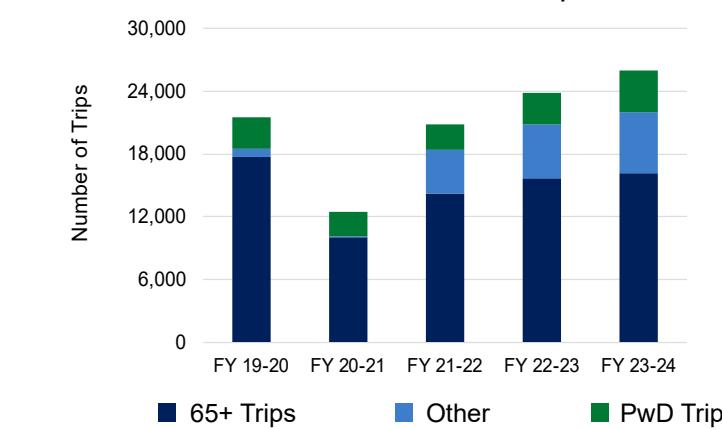
■ 65+ Trips

**Shared-Ride PwD Trips**



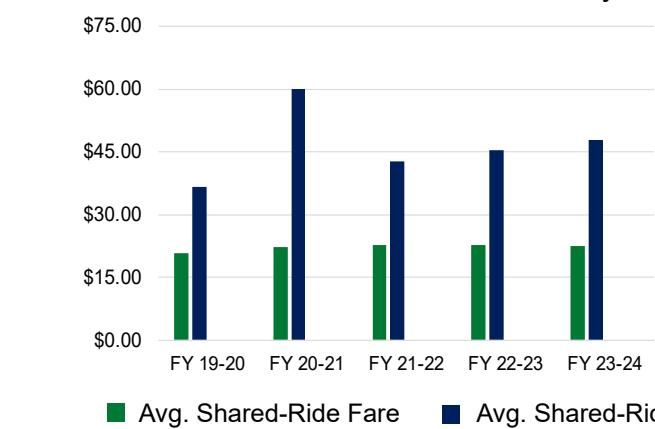
■ PwD Trips

**Total Shared-Ride Trips**



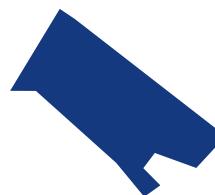
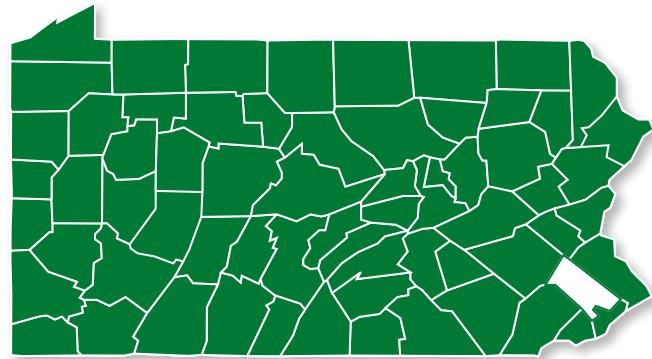
■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

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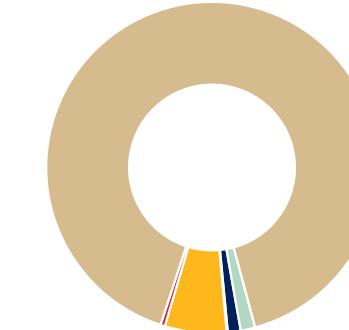


MONTGOMERY



PART	
100 E. High Street	Pottstown, PA 19464
610-970-6511	
Justin Keller, Borough Manager	
www.pottstownarearapidtransit.com	
<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	47
Population:	64,347
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	159,349
Senior Passengers:	33,469
Revenue Vehicle Miles:	318,284
Revenue Vehicle Hours:	24,417
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$1,790,289
Required Local Match:	\$114,599
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	8
Diesel/Gasoline Paratransit Vehicle:	2
<b>System-Wide:</b>	<b>10</b>
<b>House District</b>	
Montgomery:	139,189
<b>Senate District</b>	
Montgomery:	20
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.25
Last Base Fare Increase:	July 2018
<b>Current Employees</b>	
Agency Full-Time:	5
Contractor Full-Time:	12
Contractor Part-Time:	10
<b>System-Wide:</b>	<b>27</b>

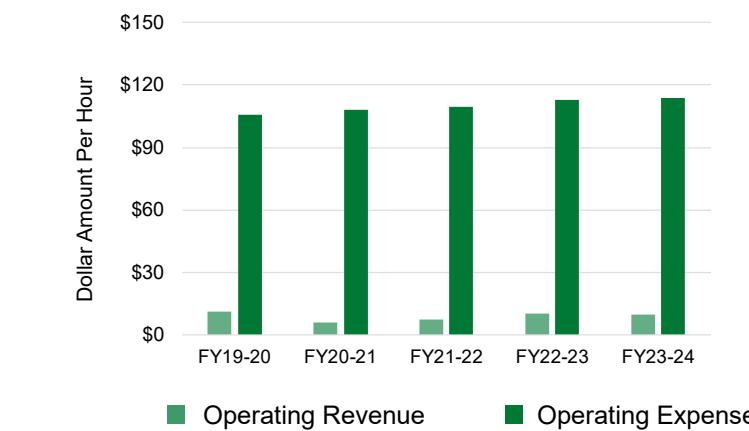
### OPERATING EXPENSES (000'S) \$2,778



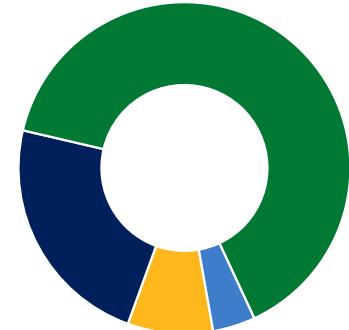
- Other Salaries & Wages
- Fuel Utils
- Maint.
- Purchased Trans
- Other

Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



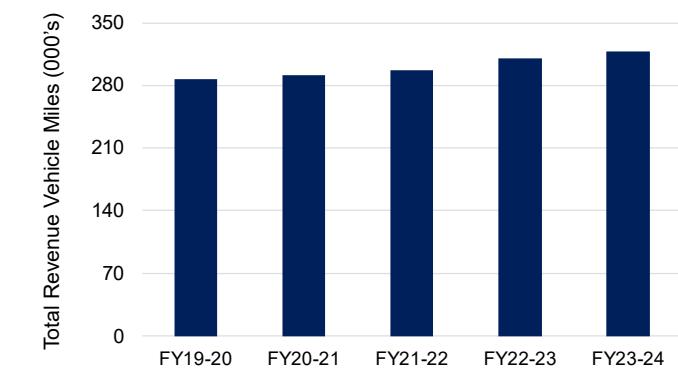
### OPERATING FUNDS (000'S) \$2,778



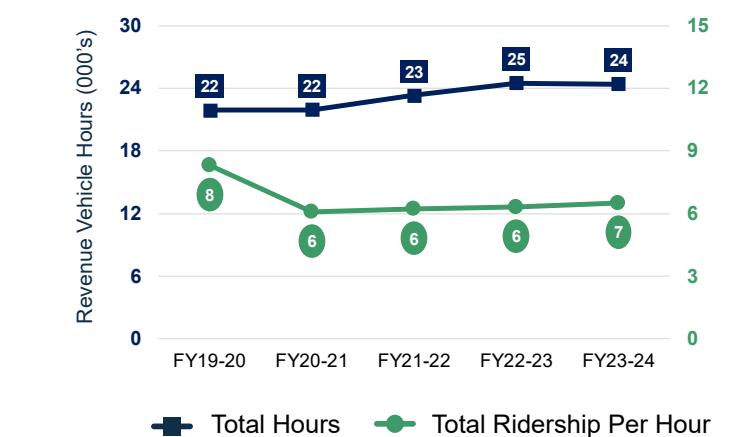
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

### Revenue Vehicle Miles



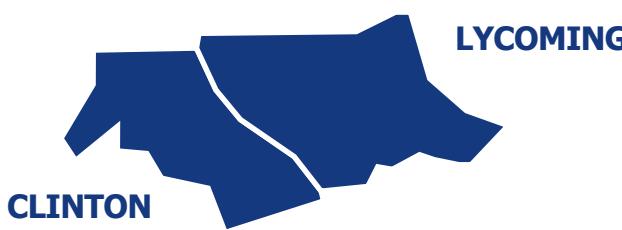
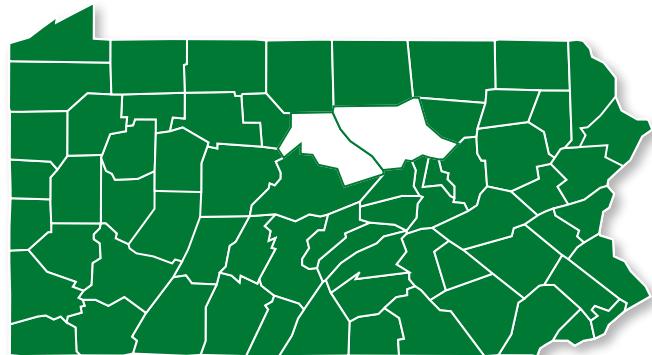
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



Passengers include ADA complementary passengers.

### Annual Total Ridership vs. Operating Expense Per Rider





**RVTA**  
1500 West Third Street  
Williamsport, PA 17701  
570-326-2500  
Todd Wright, Executive Director  
[www.ridervt.com](http://www.ridervt.com)

### URBAN SYSTEM

#### Service Area Statistics (2020 Census)

Square Miles:	111
Population:	74,628

#### Act 44 Fixed Route Distribution Factors

Total Passengers:	794,332
Senior Passengers:	134,191
Revenue Vehicle Miles:	958,170
Revenue Vehicle Hours:	55,822

#### Act 44 Operating Assistance

Section 1513 Allocation:	\$5,855,943
Required Local Match:	\$493,385

#### Current Fleet Size

Diesel/Gasoline Motor Bus:	5
CNG Motor Bus:	29
Diesel/Gasoline Paratransit Vehicles:	3
<b>System-Wide:</b>	<b>37</b>

#### House District

Clinton:	76
Lycoming:	83, 84

#### Senate District

Clinton:	25
Lycoming:	23

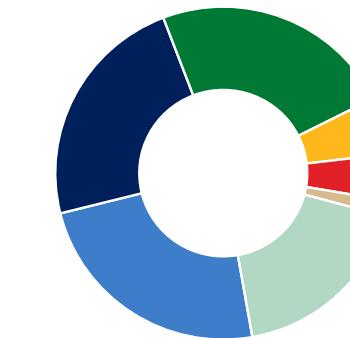
#### Current Fare Information

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

#### Current Employees

Agency Full-Time:	83
Agency Part-Time:	3
<b>System-Wide:</b>	<b>86</b>

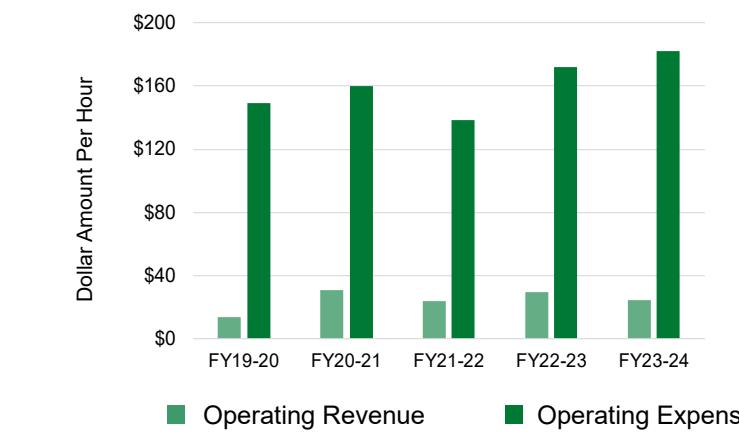
### OPERATING EXPENSES (000'S) \$10,154\*



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fuel Utils
- Fringes
- Other

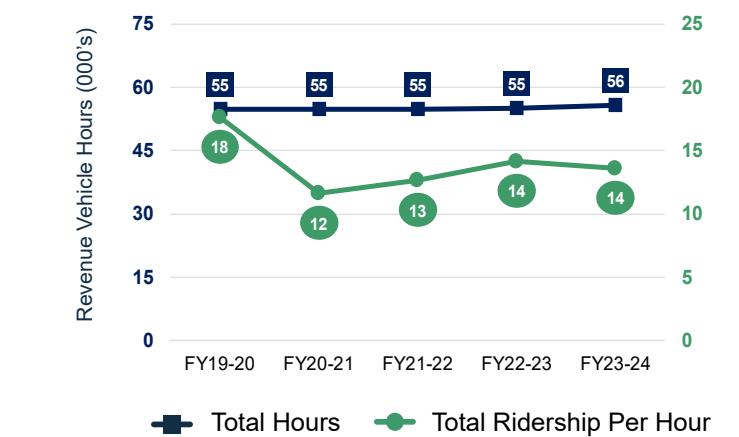
Expense includes ADA complementary expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour



- Operating Revenue
- Operating Expense

### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours

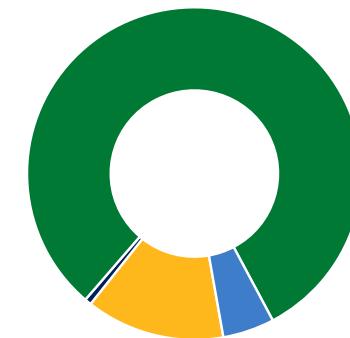


- Total Hours
- Total Ridership Per Hour

\*Unaudited legacy budget.

Passengers include ADA complementary passengers.

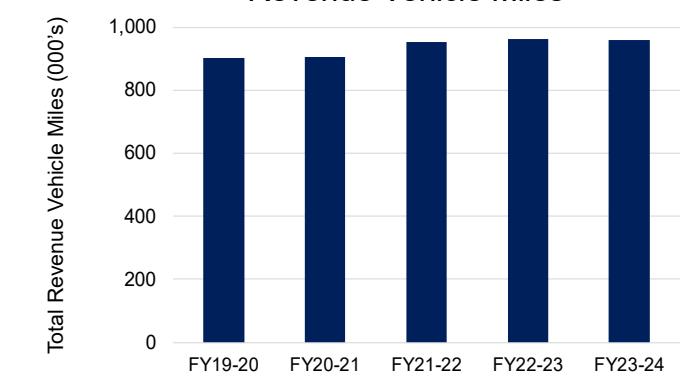
### OPERATING FUNDS (000'S) \$10,067\*



- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

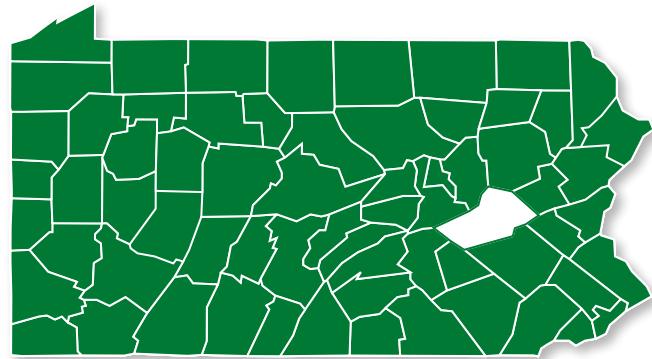
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



- Total Ridership
- Operating Expense Per Rider

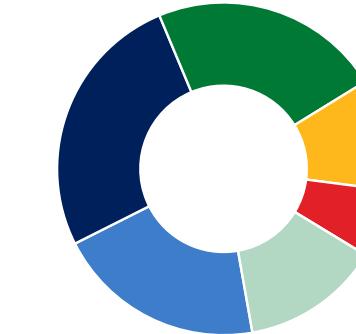


**SCHUYLKILL**



<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	779
Population:	143,049
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	166,115
Senior Passengers:	38,437
Revenue Vehicle Miles:	306,146
Revenue Vehicle Hours:	18,076
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$2,127,493
Required Local Match:	\$86,680
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	3
CNG Motor Bus:	10
Diesel/Gasoline Paratransit Vehicle:	34
<b>System-Wide:</b>	<b>47</b>
<b>House District</b>	
Schuylkill:	107, 116, 123, 124
<b>Senate District</b>	
Schuylkill:	29
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.50
Last Base Fare Increase:	July 2017
<b>Current Employees</b>	
Agency Full-Time:	50
Agency Part-Time:	15
<b>System-Wide:</b>	<b>65</b>

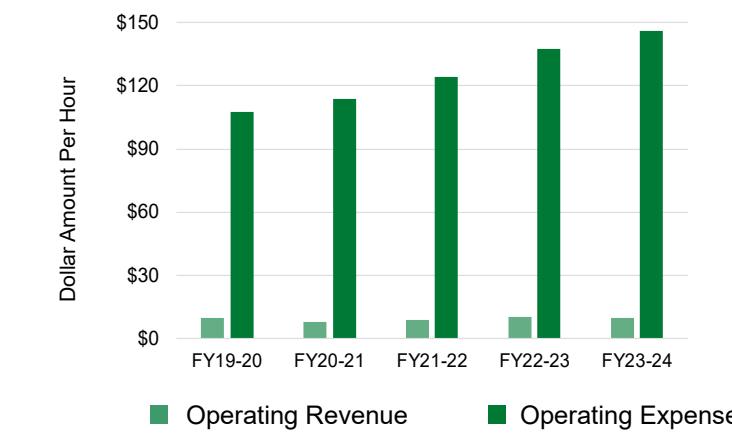
**OPERATING EXPENSES (000'S)**  
**\$2,638**



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Other

Expense includes ADA complementary expense.

**Operating Revenue & Expense Per Revenue Vehicle Hour**



■ Operating Revenue ■ Operating Expense

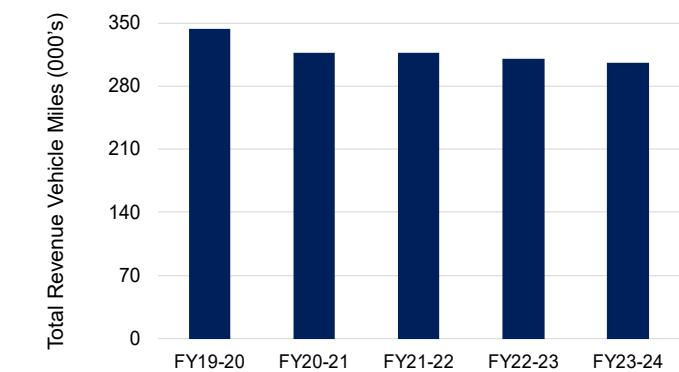
**OPERATING FUNDS (000'S)**  
**\$2,638**



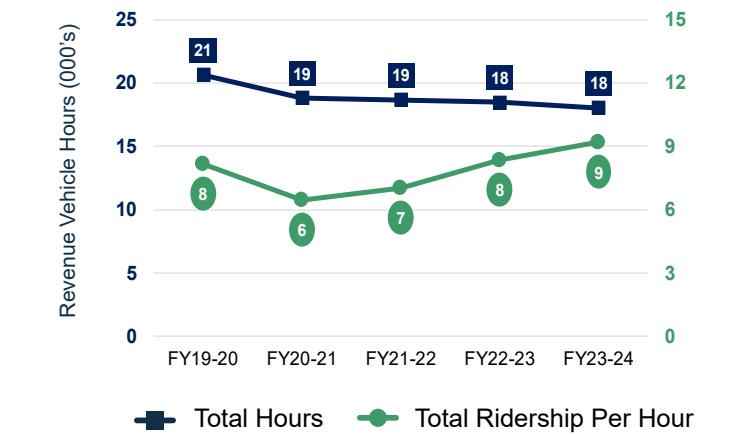
■ Revenues ■ Federal ■ State ■ Local

Revenue includes ADA complementary revenue.

**Revenue Vehicle Miles**



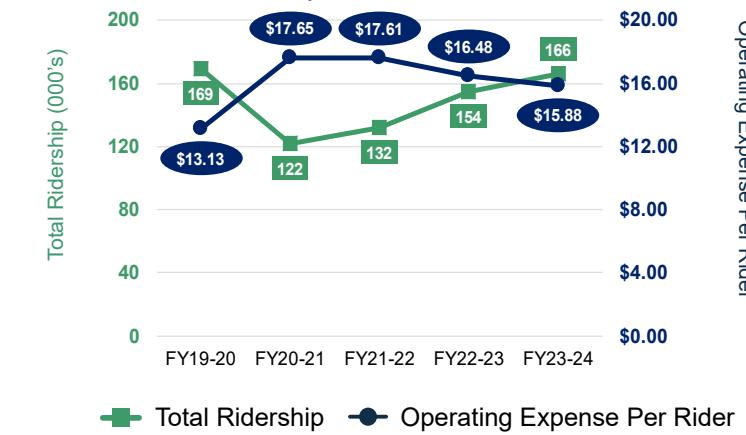
**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**



■ Total Hours ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

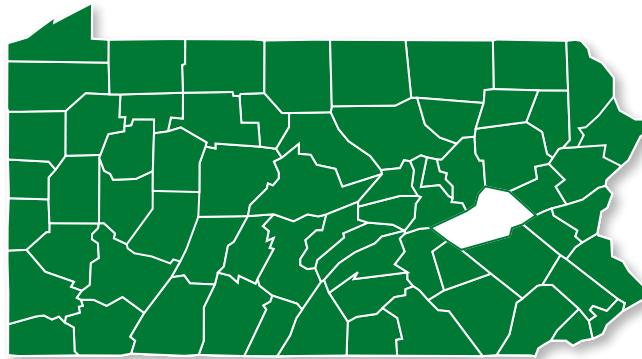
**Annual Total Ridership vs. Operating Expense Per Rider**



■ Total Ridership ■ Operating Expense Per Rider

Operating Expense Per Rider

Fiscal Year 2023-24 / 180



**SCHUYLKILL**

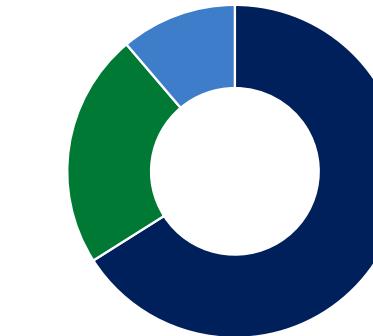


### COMMUNITY TRANSPORTATION

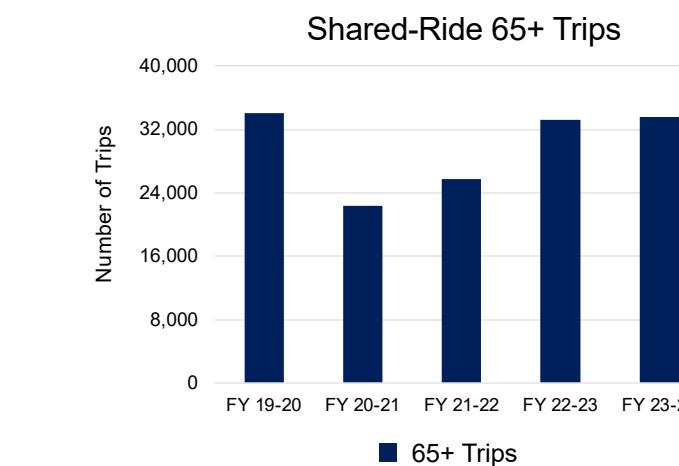
**Service Area Statistics (2020 Census)**

Square Miles:	779
Population:	143,049
65+ Population:	28,534
% of Population 65 and older:	19.9%
<b>Trip Information</b>	
65+ Trips:	33,610
PwD Trips:	3,030
Other Shared-Ride Trips:	23,393
<b>Total Shared-Ride Trips:</b>	<b>60,033</b>
Total Escorts:	5,131
Non-Public Trips:	6,341
<b>House District</b>	
Schuylkill:	107, 116, 123, 124
<b>Senate District</b>	
Schuylkill:	29
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$25.32
Average Shared-Ride Cost per Trip:	\$47.76
Fare Structure Implementation Date:	October 2020
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	28

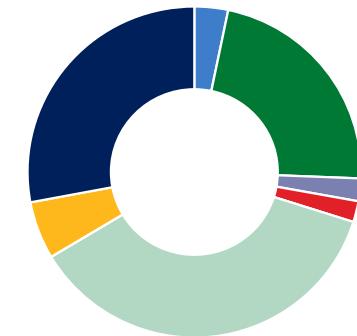
**OPERATING EXPENSES (000'S)**  
**\$3,229**



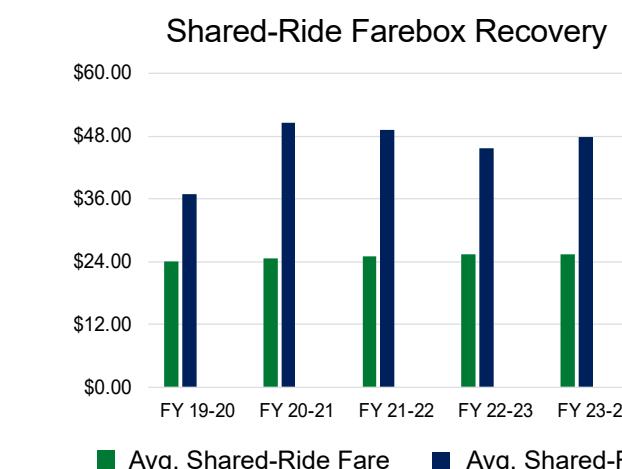
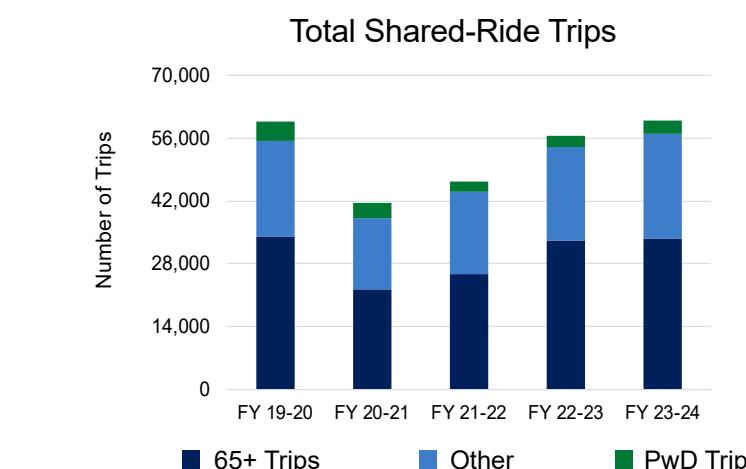
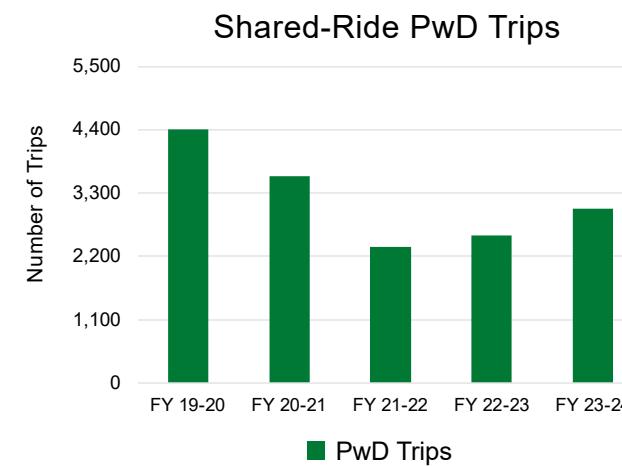
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

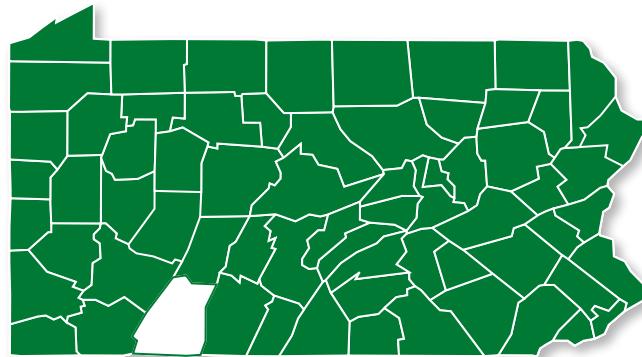


**OPERATING FUNDS (000'S)**  
**\$3,229**



- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy





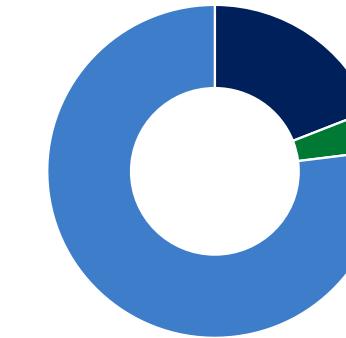
**SOMERSET**



**SOMERSET COUNTY TRANSPORTATION SYSTEM**  
535 East Main Street  
Somerset, PA 15501  
814-445-9628  
Michael Villeneuve, Director of Transportation  
[www.tableland.org/Transportation](http://www.tableland.org/Transportation)

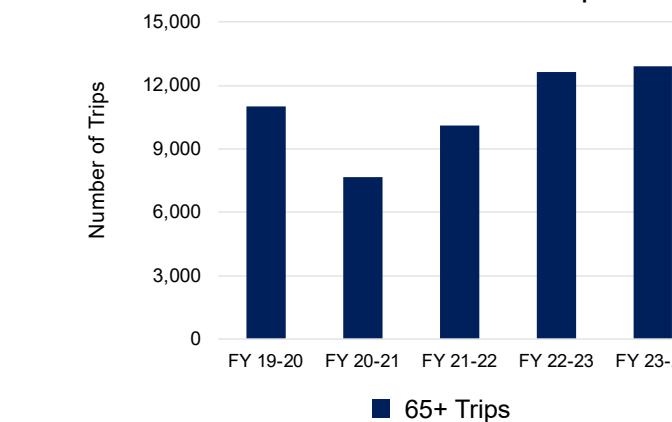
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,075
Population:	74,129
65+ Population:	17,124
% of Population 65 and older:	23.1%
<b>Trip Information</b>	
65+ Trips:	12,890
PwD Trips:	3,709
Other Shared-Ride Trips:	14,397
<b>Total Shared-Ride Trips:</b>	<b>30,996</b>
Total Escorts:	2,080
Non-Public Trips:	8,094
<b>House District</b>	
Somerset:	69, 71
<b>Senate District</b>	
Somerset:	32
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$17.83
Average Shared-Ride Cost per Trip:	\$22.38
Fare Structure Implementation Date:	July 2017
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	23

### OPERATING EXPENSES (000'S) \$3,012

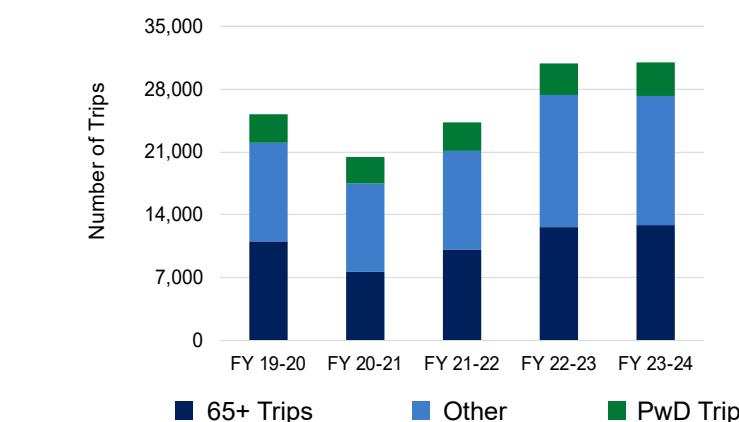


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

### Shared-Ride 65+ Trips

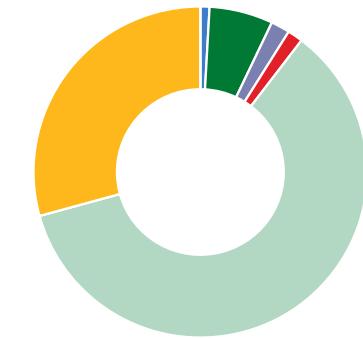


### Total Shared-Ride Trips



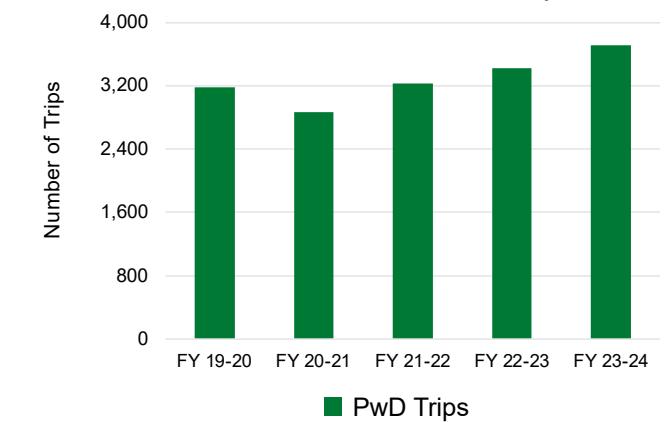
- 65+ Trips
- Other
- PwD Trips

### OPERATING FUNDS (000'S) \$3,158

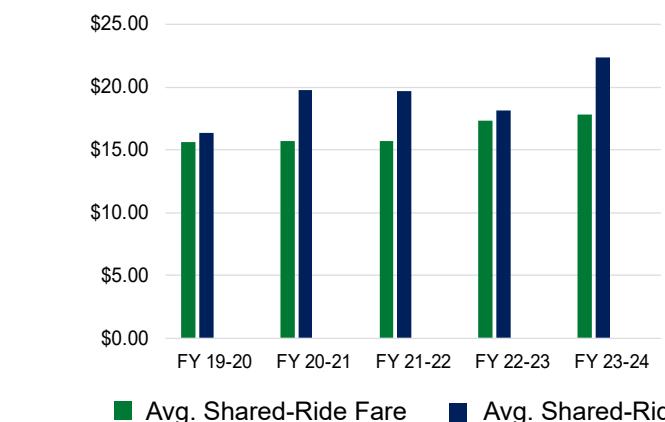


- Passenger Fares
- Lottery
- MATP
- PwD Program
- Other
- Area Agency on Aging

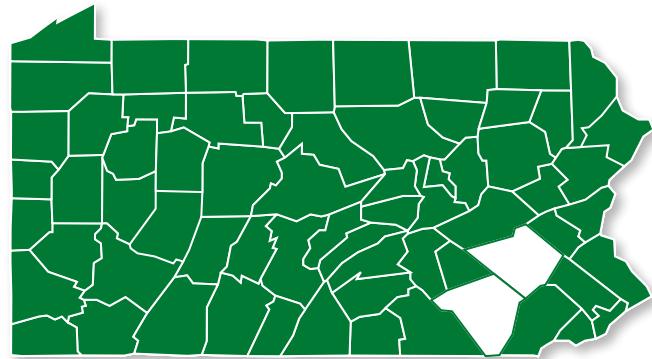
### Shared-Ride PwD Trips



### Shared-Ride Farebox Recovery

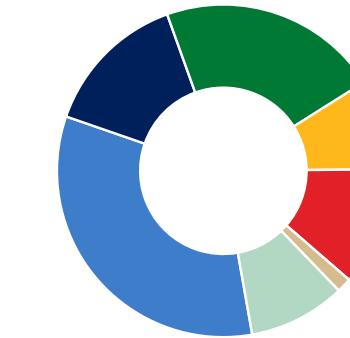


- Avg. Shared-Ride Fare
- Avg. Shared-Ride Cost Per Trip



<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,800
Population:	981,833
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	3,479,597
Senior Passengers:	608,607
Revenue Vehicle Miles:	3,506,333
Revenue Vehicle Hours:	270,630
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$22,766,419
Required Local Match:	\$868,105
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	92
Diesel/Gasoline Paratransit Vehicle:	122
<b>System-Wide:</b>	<b>214</b>
<b>House District</b>	
Berks:	5, 99, 124, 126, 127, 128, 129, 130
Lancaster:	37, 41, 43, 49, 96, 97, 98, 99, 100
<b>Senate District</b>	
Berks:	11, 13, 24, 44, 48
Lancaster:	13, 36, 48
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.80
Last Base Fare Increase:	January 2021
<b>Current Employees</b>	
Agency Full-Time:	251
Agency Part-Time:	23
Contractor Full-Time:	140
Contractor Part-Time:	34
<b>System-Wide:</b>	<b>448</b>

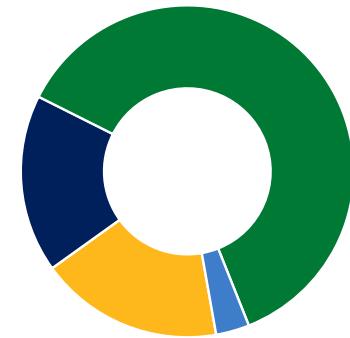
**OPERATING EXPENSES (000'S)**  
**\$30,028**



■ Operator Salaries & Wages ■ Fringes  
■ Other Salaries & Wages ■ Fuel Utils  
■ Maint. ■ Purchased Trans  
■ Other

Expense includes ADA complementary expense.

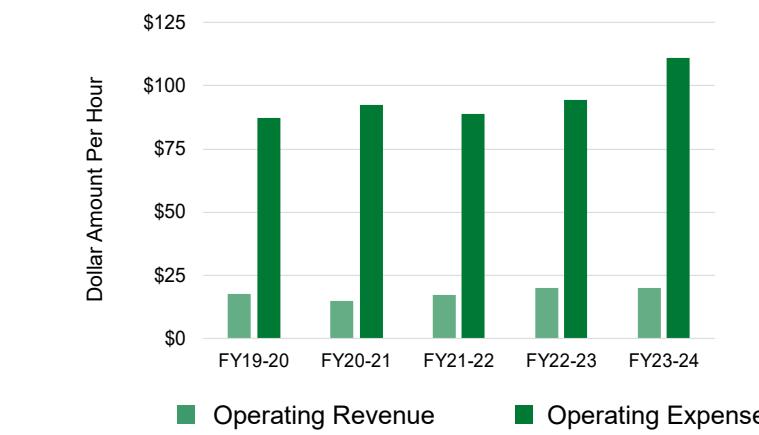
**OPERATING FUNDS (000'S)**  
**\$30,028**



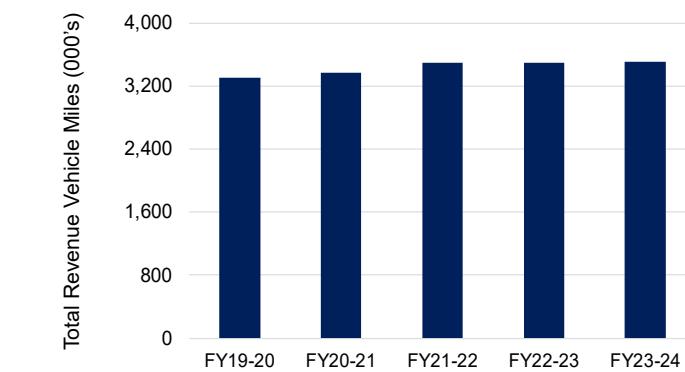
■ Revenues ■ Federal ■ State ■ Local

Revenue includes ADA complementary revenue.

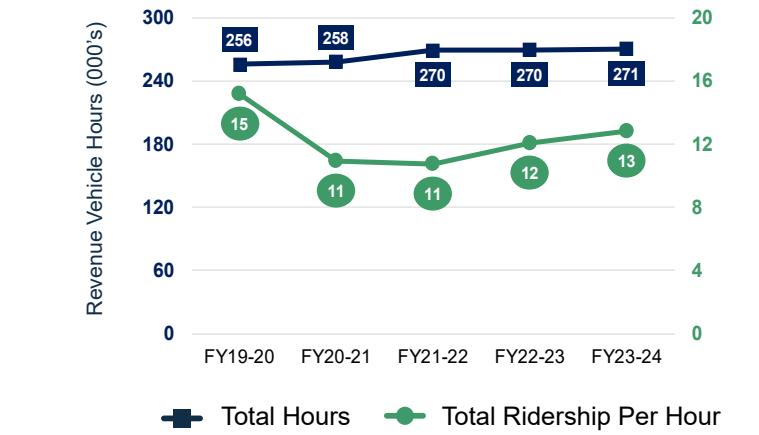
**Operating Revenue & Expense Per Revenue Vehicle Hour**



■ Operating Revenue ■ Operating Expense

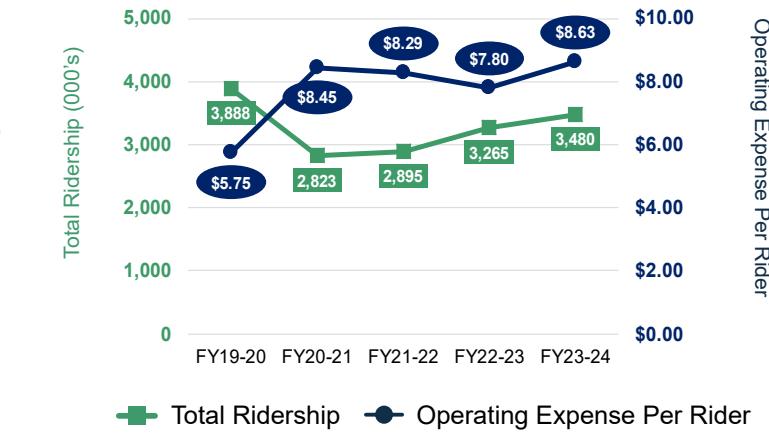


**Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours**

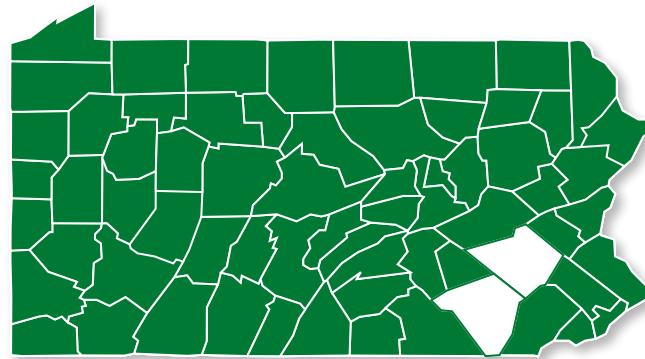


■ Total Hours ■ Total Ridership Per Hour

**Annual Total Ridership vs. Operating Expense Per Rider**

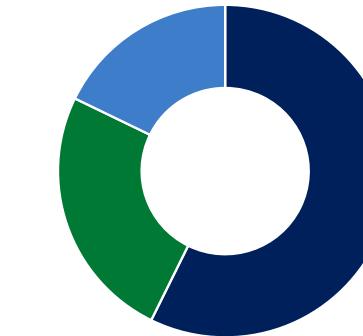


■ Total Ridership ■ Operating Expense Per Rider

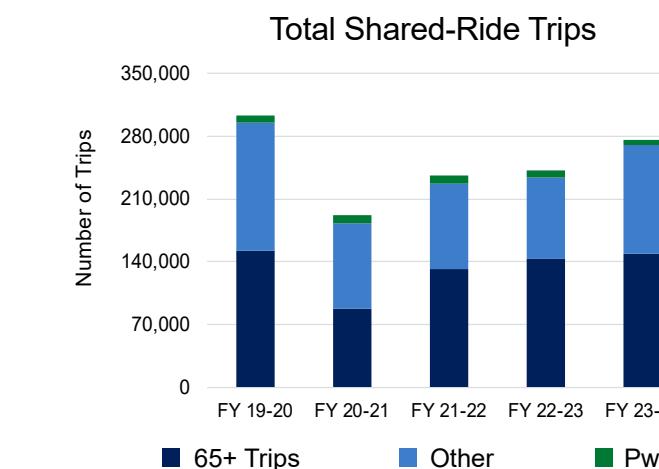
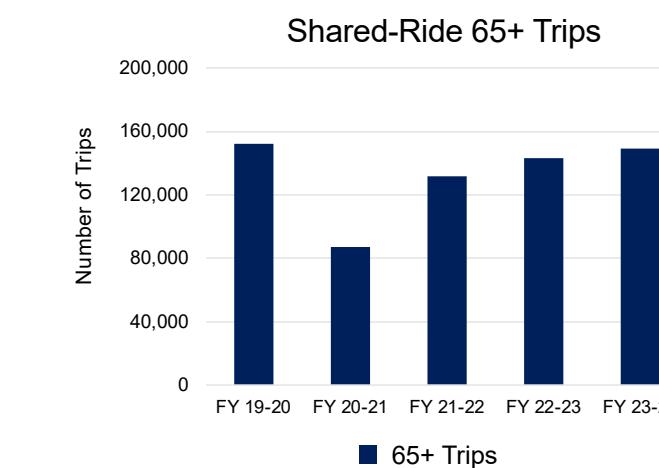


<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,800
Population:	981,833
65+ Population:	179,867
% of Population 65 and older:	18.3%
<b>Trip Information</b>	
65+ Trips:	149,081
PwD Trips:	6,741
Other Shared-Ride Trips:	120,762
<b>Total Shared-Ride Trips:</b>	<b>276,584</b>
Total Escorts:	32,484
Non-Public Trips:	19,334
<b>House District</b>	
Berks:	5, 99, 124, 126, 127, 128, 129, 130
Lancaster:	37, 41, 43, 49, 96, 97, 98, 99, 100
<b>Senate District</b>	
Berks:	11, 13, 24, 44, 48
Lancaster:	13, 36, 48
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$24.15
Average Shared-Ride Cost per Trip:	\$34.93
Fare Structure Implementation Date:	July 2017
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	73

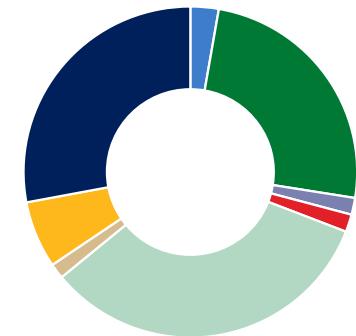
### OPERATING EXPENSES (000'S) \$11,754



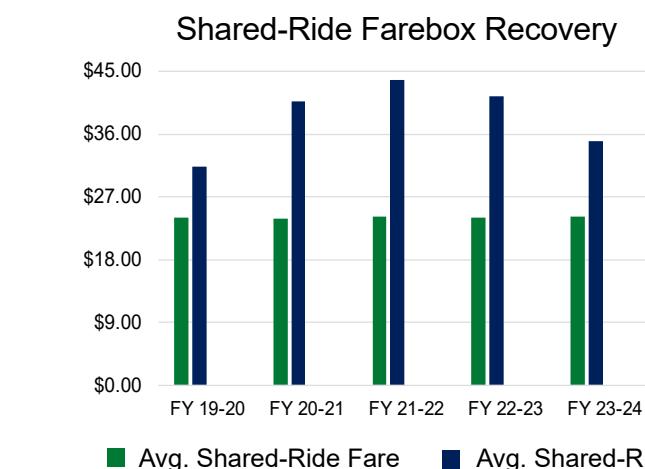
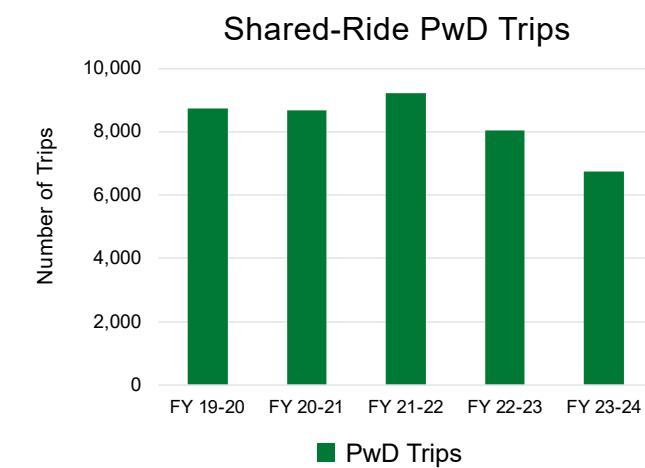
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

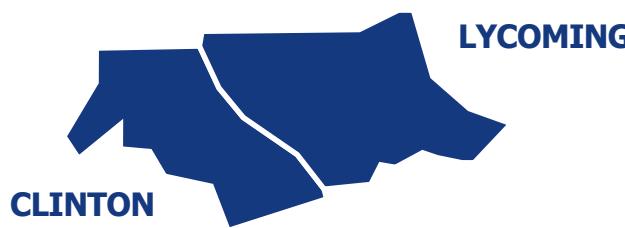
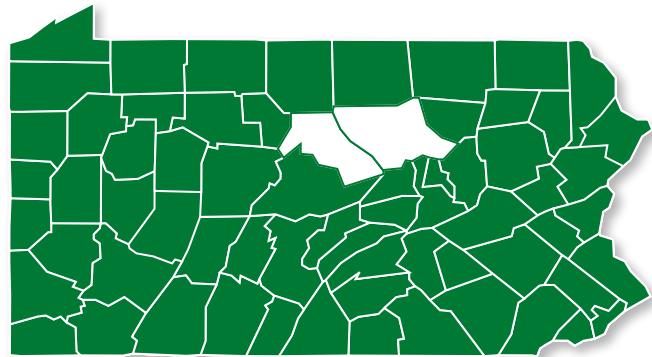


### OPERATING FUNDS (000'S) \$11,754



- Passenger Fares
- Lottery
- PwD Program
- MATP
- MH/ID
- Other
- Area Agency on Aging
- Subsidy





*Success Through Engagement & Partnership*



**COMMUNITY TRANSPORTATION**

**Service Area Statistics (2020 Census)**

Square Miles:	2,117
Population:	151,638
65+ Population:	30,180
% of Population 65 and older:	19.9%

**Trip Information**

65+ Trips:	31,926
PwD Trips:	6,288
Other Shared-Ride Trips:	32,614
<b>Total Shared-Ride Trips:</b>	<b>70,828</b>
Total Escorts:	3,642
Non-Public Trips:	12,419

**House District**

Clinton:	76
Lycoming:	83, 84

**Senate District**

Clinton:	25
Lycoming:	23

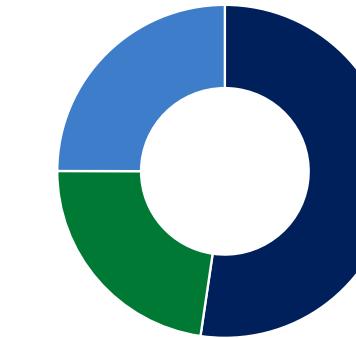
**Current Fare Information**

Average Shared-Ride Fare:	\$28.25
Average Shared-Ride Cost per Trip:	\$38.58
Fare Structure Implementation Date:	January 2025

**Vehicles Operated in Maximum Service**

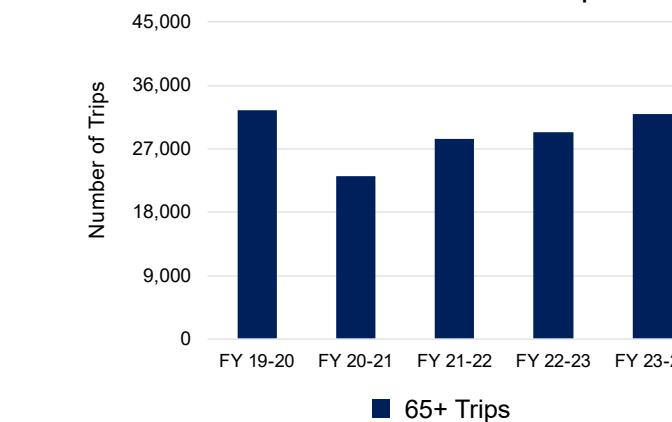
Community Transportation:	31
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### OPERATING EXPENSES (000'S) \$3,642

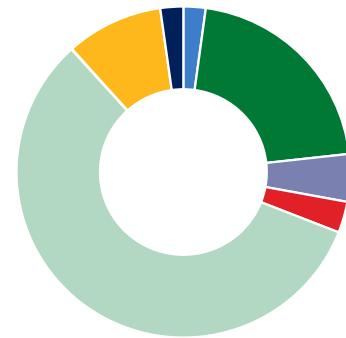


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

Shared-Ride 65+ Trips

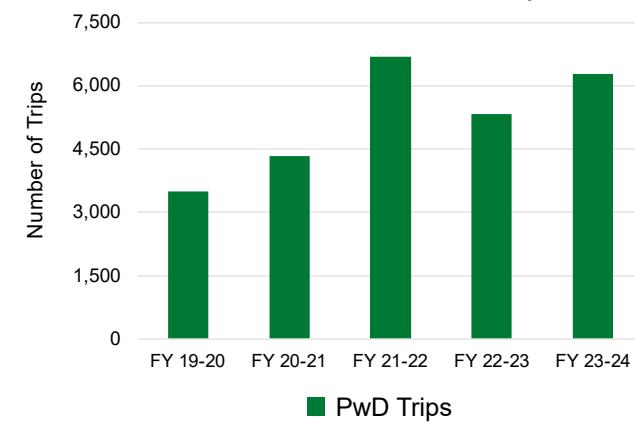


### OPERATING FUNDS (000'S) \$3,377\*

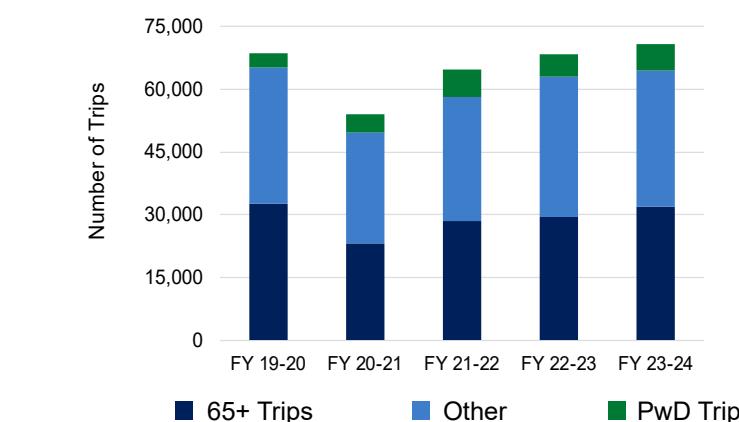


- Passenger Fares
- Lottery
- PwD Program
- MATP
- Other
- Subsidy
- Area Agency on Aging

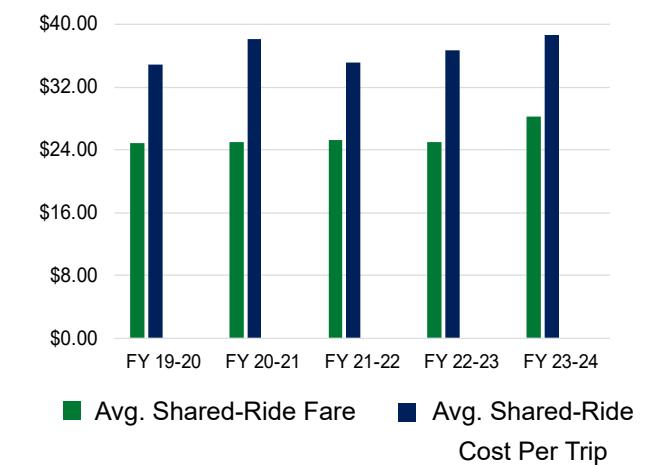
Shared-Ride PwD Trips



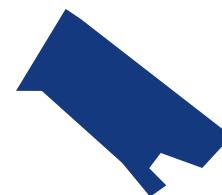
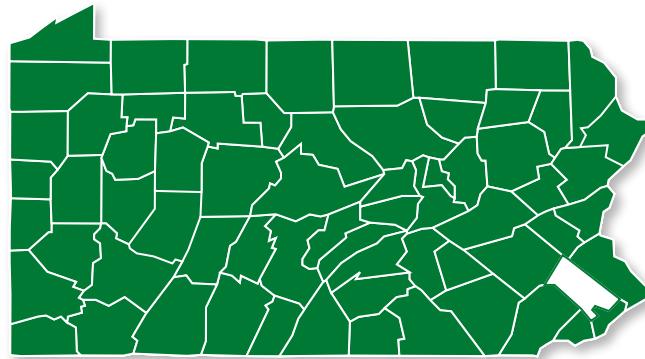
Total Shared-Ride Trips



Shared-Ride Farebox Recovery



\*Deficit will be covered by Federal grant beyond the end of the fiscal year.



**MONTGOMERY**



**TransNet**  
SUBURBAN TRANSIT NETWORK, INC.



### COMMUNITY TRANSPORTATION

#### Service Area Statistics (2020 Census)

Square Miles:	483
Population:	856,553
65+ Population:	156,749
% of Population 65 and older:	18.3%

#### Trip Information

65+ Trips:	97,073
PwD Trips:	7,086
Other Shared-Ride Trips:	44,942
<b>Total Shared-Ride Trips:</b>	<b>149,101</b>
Total Escorts:	8,265
Non-Public Trips:	377,831

#### House District

Montgomery:	53, 54, 61, 70, 131, 146, 147, 148, 149, 150, 151, 152, 153, 154
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#### Senate District

Montgomery:	4, 7, 12, 17, 24, 44
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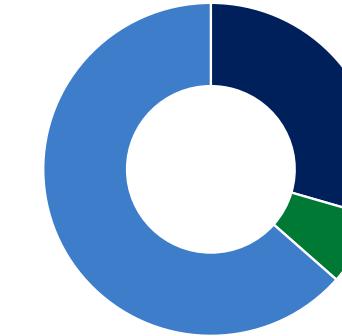
#### Current Fare Information

Average Shared-Ride Fare:	\$38.64
Average Shared-Ride Cost per Trip:	\$56.94
Fare Structure Implementation Date:	July 2021
<b>Vehicles Operated in Maximum Service</b>	<b>147</b>

#### Community Transportation:

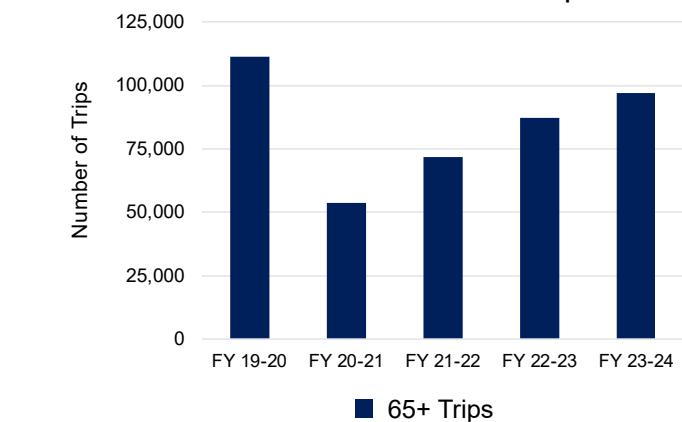
Community Transportation: 147

### OPERATING EXPENSES (000'S) \$23,243



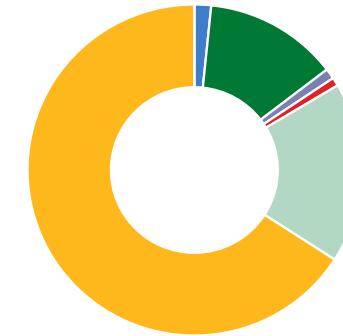
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

### Shared-Ride 65+ Trips



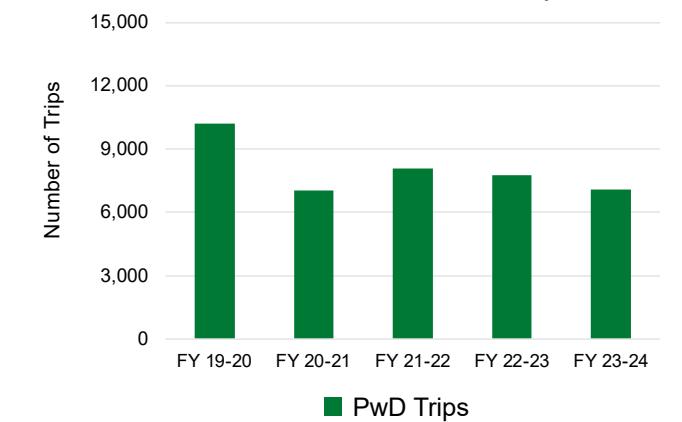
■ 65+ Trips

### OPERATING FUNDS (000'S) \$24,113



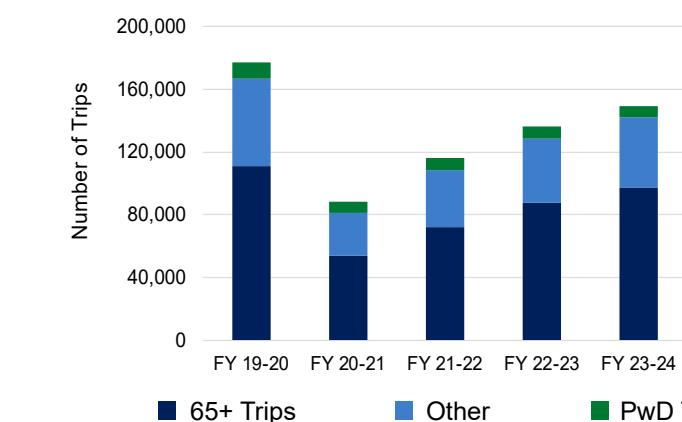
- Passenger Fares
- Lottery
- PwD Program
- MATP
- Other
- Area Agency on Aging

### Shared-Ride PwD Trips



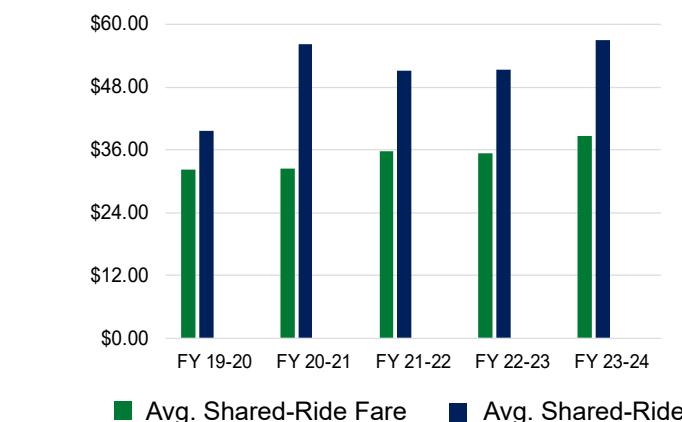
■ PwD Trips

### Total Shared-Ride Trips

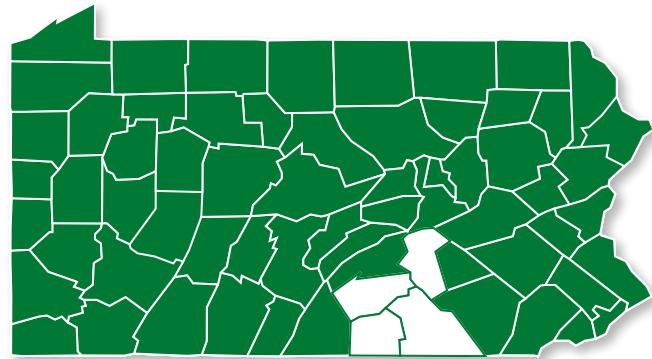


■ 65+ Trips      ■ Other      ■ PwD Trips

### Shared-Ride Farebox Recovery



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip



**CUMBERLAND**  
**DAUPHIN**  
**ADAMS**  
**YORK**



<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	2,541
Population:	1,106,160
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	2,645,829
Senior Passengers:	418,490
Revenue Vehicle Miles:	3,796,531
Revenue Vehicle Hours:	279,859
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$22,052,657
Required Local Match:	\$2,000,405
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	94
CNG Motor Bus:	35
Other Alternative Fuel Motor Bus:	3
Diesel/Gasoline Paratransit Vehicle:	306
<b>System-Wide:</b>	<b>438</b>
<b>House District</b>	
Adams:	91,93
Cumberland:	87, 88, 103, 193, 199
Dauphin:	103, 104, 105, 106, 125
York	47, 92, 93, 94, 95, 169, 196
<b>Senate District</b>	
Adams:	33
Cumberland:	31, 34
Dauphin:	15, 34
York:	28, 31
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.60
Last Base Fare Increase:	July 2014
<b>Current Employees</b>	
Agency Full-Time:	403
Agency Part-Time:	228
Contractor Full-Time:	30
Contractor Part-Time:	15
<b>System-Wide:</b>	<b>676</b>

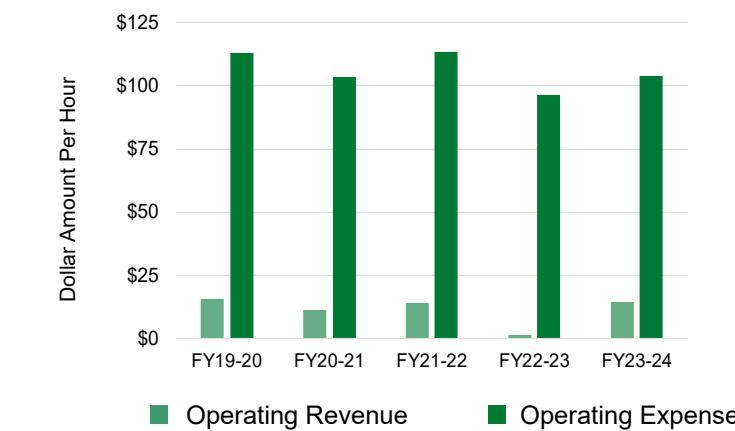
### OPERATING EXPENSES (000'S) \$29,077



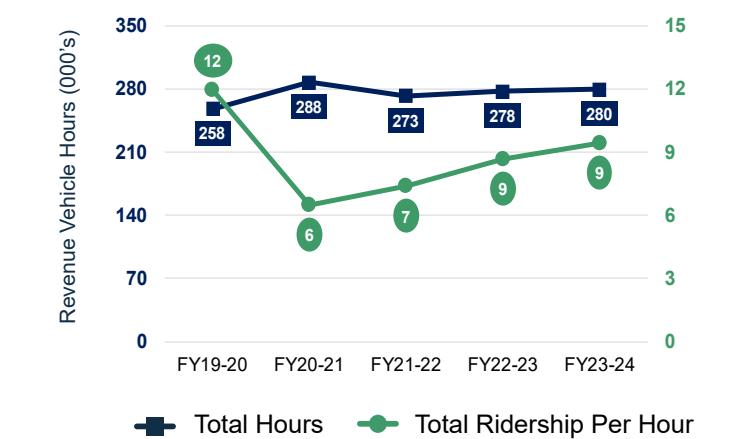
- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Other
- Fringes
- Fuel Utils
- Purchased Trans

Expense includes ADA complementary and DAS expense.

### Operating Revenue & Expense Per Revenue Vehicle Hour

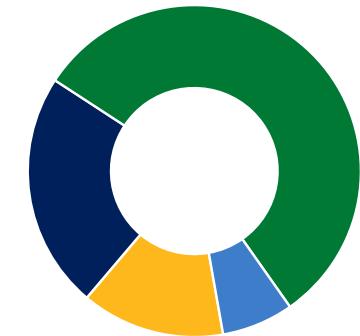


### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



Passengers include ADA complementary passengers.

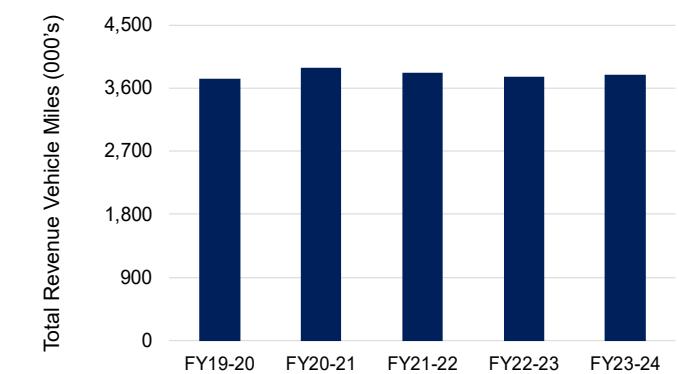
### OPERATING FUNDS (000'S) \$29,077



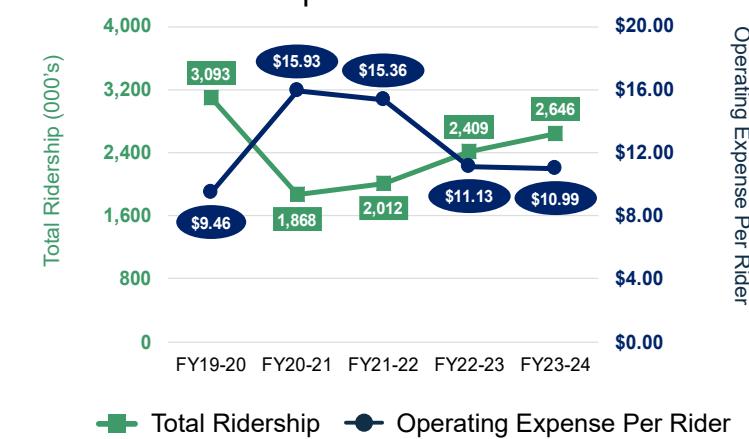
- Revenues
- Federal
- State
- Local

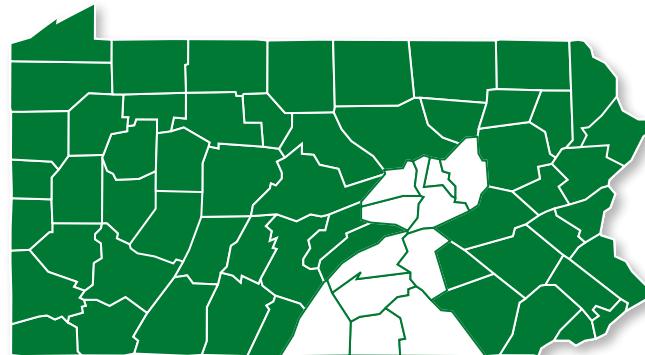
Revenue includes ADA complementary and DAS revenue.

### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider





COLUMBIA  
NORTHUMBERLAND  
UNION  
MONTOUR  
SNYDER  
PERRY  
DAUPHIN  
CUMBERLAND  
FRANKLIN  
ADAMS  
YORK



**SRTA (RABBITTRANSIT)**  
415 Zarfoss Drive  
York, PA 17404  
800-479-2626  
Richard Farr, Executive Director  
[www.rabbittransit.org](http://www.rabbittransit.org)

### COMMUNITY TRANSPORTATION

#### Service Area Statistics (2020 Census)

Square Miles:	5,616
Population:	1,564,861
65+ Population:	298,668
% of Population 65 and Over:	19.1%

#### Trip Information

65+ Trips:	261,071
PwD Trips:	69,837
Other Shared-Ride Trips:	185,860
<b>Total Shared-Ride Trips:</b>	<b>516,768</b>
Total Escorts:	29,206
Non-Public Trips:	237,508

#### House District

Adams:	91, 193	Northumberland:	107, 108
Columbia:	109	Perry:	86
Cumberland:	87, 88, 103, 193, 199	Snyder:	85
Dauphin:	103, 104, 105, 106, 125	Union:	76, 83, 85
Franklin:	81, 89, 90	York:	47, 92, 93, 94, 95, 169, 196
Montour:	108		

#### Senate District

Adams:	33	Northumberland:	27
Columbia:	27	Perry:	34
Cumberland:	31, 34	Snyder:	27
Dauphin:	15, 34	Union:	23
Franklin:	33	York:	28, 31
Montour:	27		

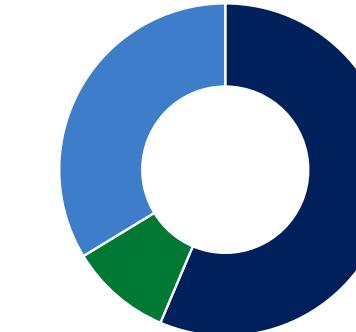
#### Current Fare Information

Average Shared-Ride Fare:	\$21.54
Average Shared-Ride Cost Per Trip:	\$40.81
Fare Structure Implementation Date:	July 2020

#### Vehicles Operated in Maximum Service

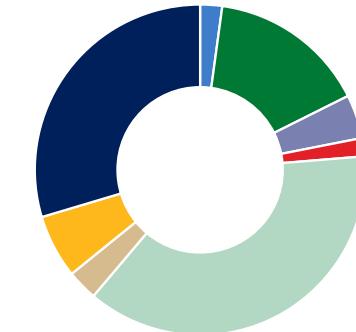
Community Transportation:	237
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### OPERATING EXPENSES (000'S) \$31,802

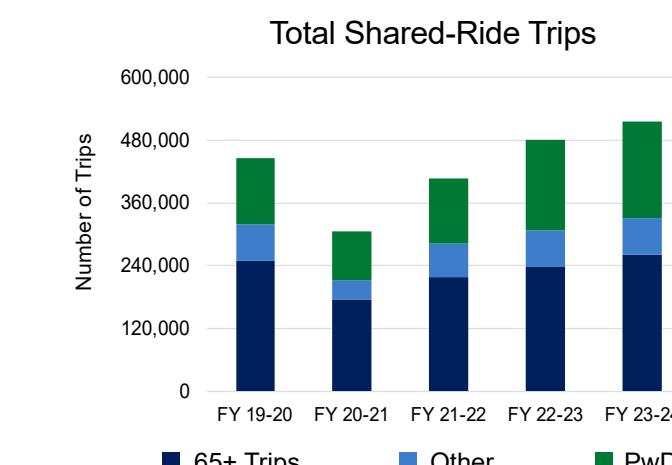
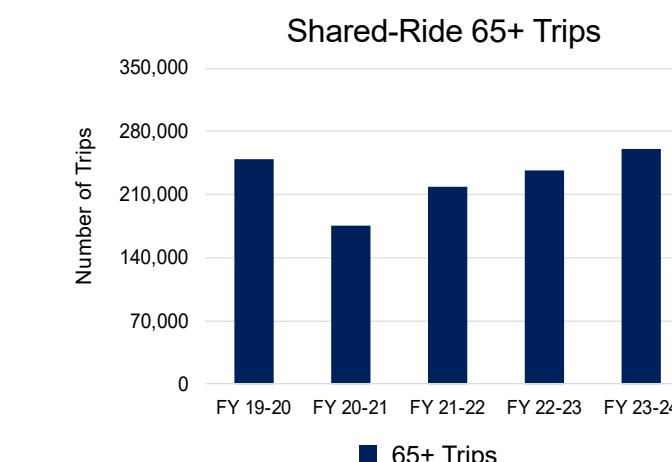


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts
- Other

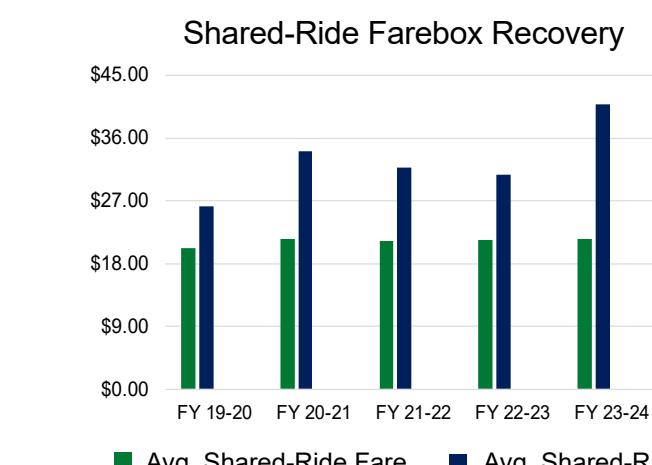
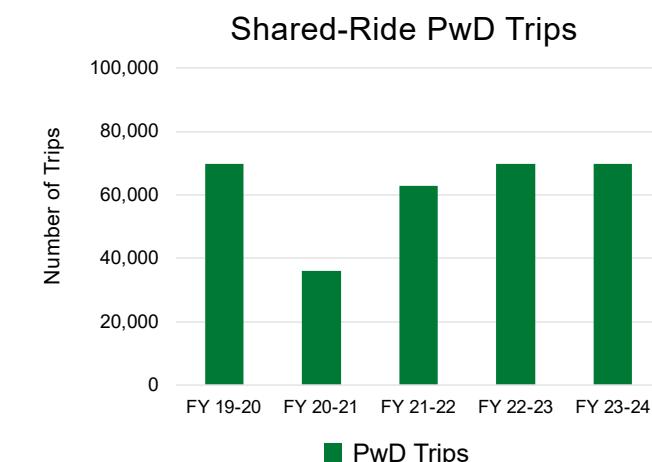
### OPERATING FUNDS (000'S) \$28,634\*

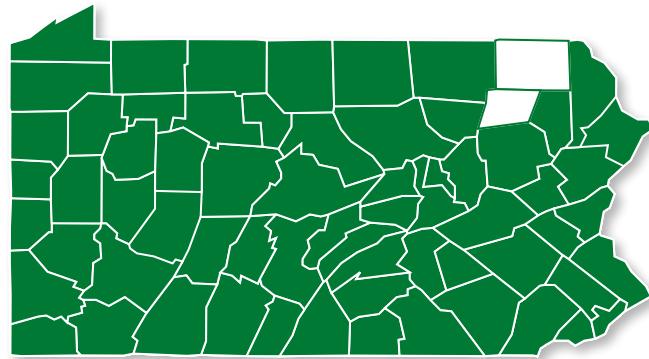


- Passenger Fares
- Subsidy
- PwD Program
- MH/ID
- Lottery
- MATP



\*Deficit will be covered by future fare adjustments and potential state subsidies





**SUSQUEHANNA**

**WYOMING**

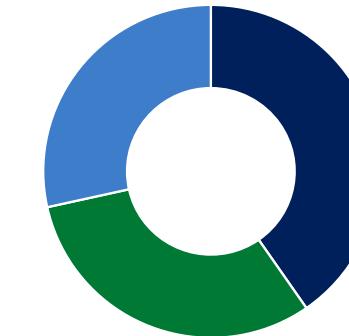


SUSQUEHANNA-WYOMING COUNTY TRANSPORTATION

**SUSQUEHANNA-WYOMING COUNTY TRANSPORTATION**  
81 Industrial Drive, P.O. Box 366  
Montrose, PA 18801  
570-278-6140  
Ronalyn Lewis, Program Director  
[www.trehab.org/susquehanna-wyoming-county-transportation](http://www.trehab.org/susquehanna-wyoming-county-transportation)

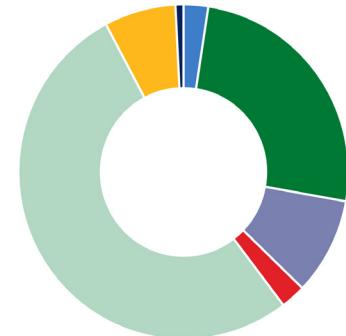
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,221
Population:	64,503
65+ Population:	15,294
% of Population 65 and older:	23.7%
<b>Trip Information</b>	
65+ Trips:	15,924
PwD Trips:	6,870
Other Shared-Ride Trips:	11,284
<b>Total Shared-Ride Trips:</b>	<b>34,078</b>
Total Escorts:	1,454
Non-Public Trips:	13,738
<b>House District</b>	
Susquehanna:	111
Wyoming:	110
<b>Senate District</b>	
Susquehanna:	20
Wyoming:	20
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$35.27
Average Shared-Ride Cost per Trip:	\$38.99
Fare Structure Implementation Date:	March 2019
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	23

**OPERATING EXPENSES (000'S)**  
**\$1,857**



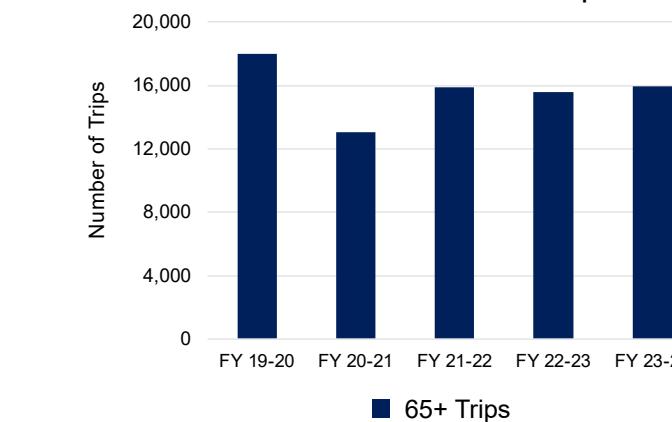
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts
- Subsidy

**OPERATING FUNDS (000'S)**  
**\$1,857**



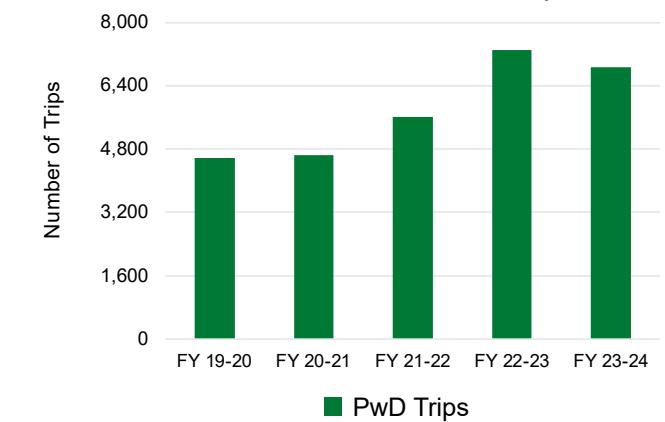
- Passenger Fares
- Lottery
- MATP
- PwD Program
- Other
- Area Agency on Aging

**Shared-Ride 65+ Trips**



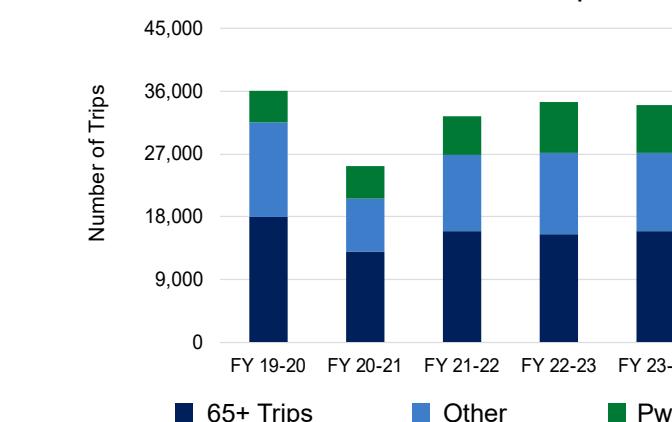
■ 65+ Trips

**Shared-Ride PwD Trips**



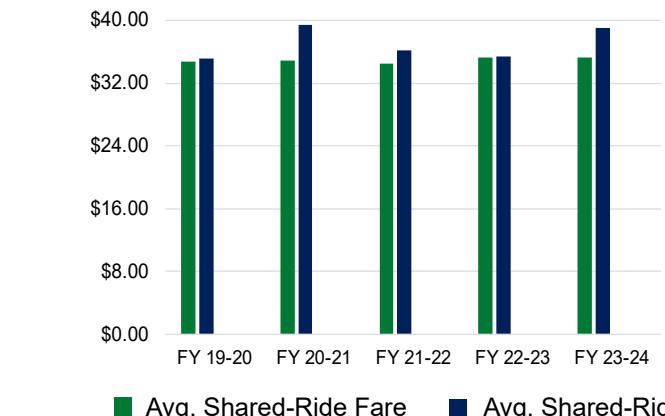
■ PwD Trips

**Total Shared-Ride Trips**



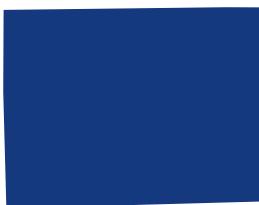
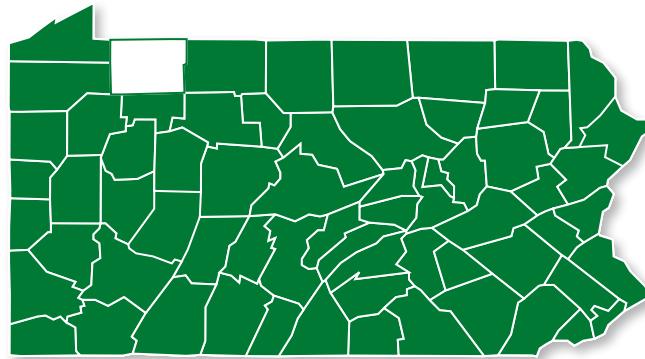
■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**

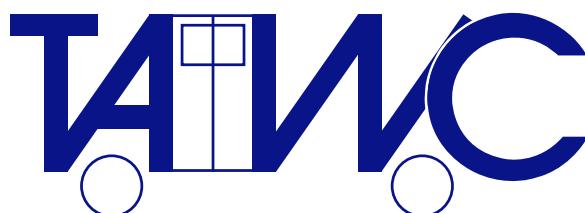


■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 198



**WARREN**

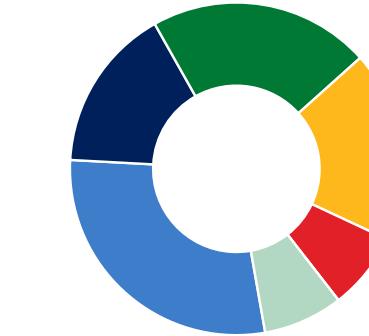


TRANSIT AUTHORITY OF WARREN COUNTY



<b>RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	899
Population:	38,134
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	54,961
Senior Passengers:	8,000
Revenue Vehicle Miles:	207,909
Revenue Vehicle Hours:	10,962
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$958,259
Required Local Match:	\$59,346
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	5
Diesel/Gasoline Paratransit Vehicle:	12
<b>System-Wide:</b>	
<b>House District</b>	
Warren:	65
<b>Senate District</b>	
Warren:	21
<b>Current Fare Information</b>	
Fixed Route Base:	\$1.25
Last Base Fare Increase:	July 2022
<b>Current Employees</b>	
Agency Full-Time:	18
Agency Part-Time:	10
<b>System-Wide:</b>	
	28

### OPERATING EXPENSES (000'S) \$957



- Operator Salaries & Wages
- Other Salaries & Wages
- Maint.
- Fringes
- Fuel Utils
- Other

Expense includes ADA complementary expense.

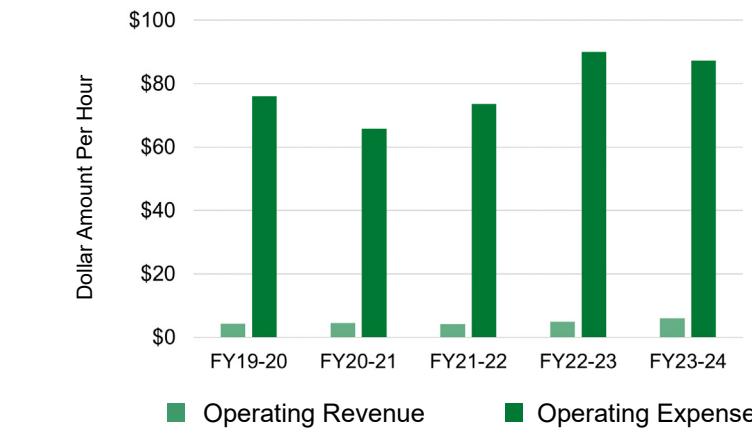
### OPERATING FUNDS (000'S) \$957



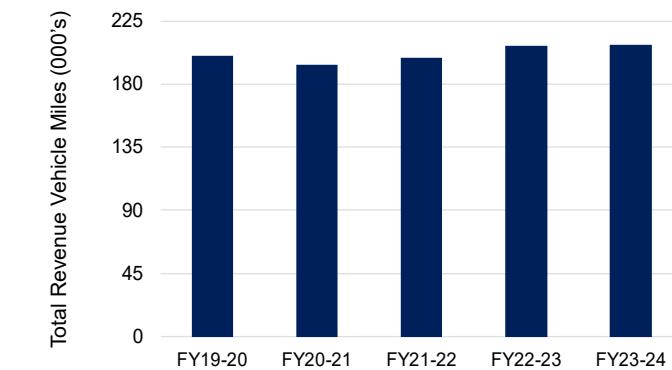
- Revenues
- Federal
- State
- Local

Revenue includes ADA complementary revenue.

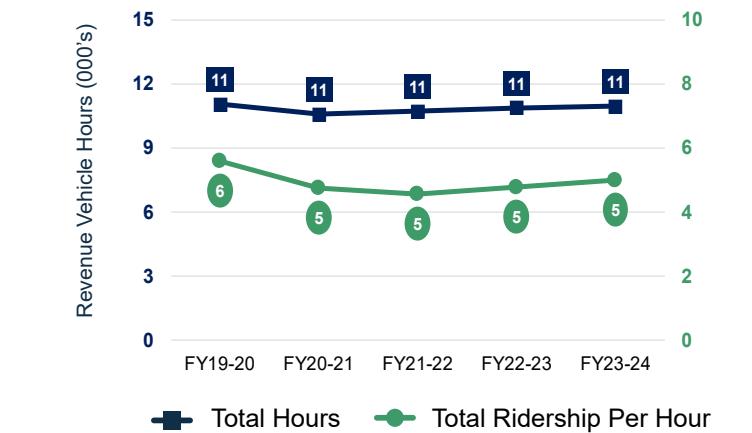
### Operating Revenue & Expense Per Revenue Vehicle Hour



- Operating Revenue
- Operating Expense



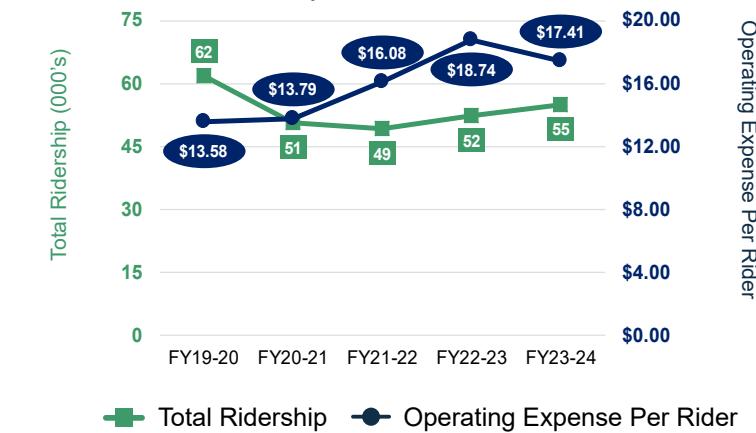
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



- Total Hours
- Total Ridership Per Hour

Passengers include ADA complementary passengers.

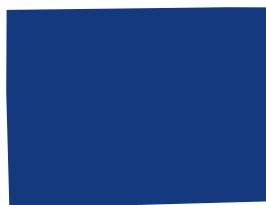
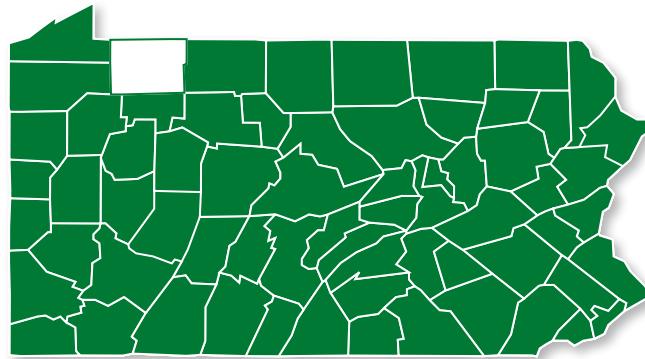
### Annual Total Ridership vs. Operating Expense Per Rider



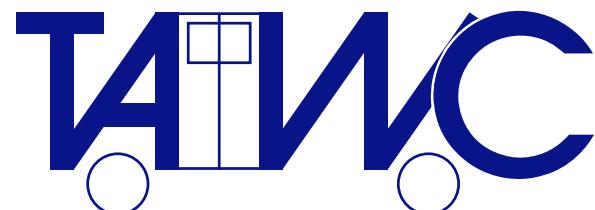
- Total Ridership
- Operating Expense Per Rider

Operating Expense Per Rider

Fiscal Year 2023-24 / 200



**WARREN**

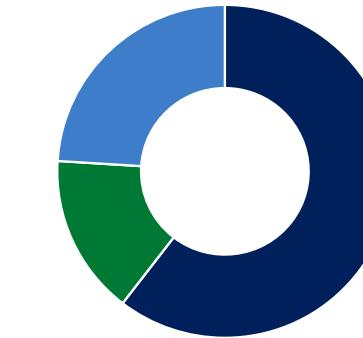


TRANSIT AUTHORITY OF WARREN COUNTY

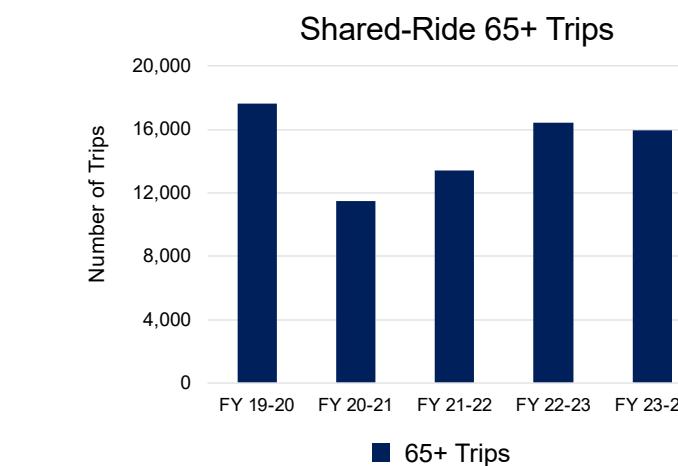


<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	884
Population:	38,587
65+ Population:	9,299
% of Population 65 and older:	24.1%
<b>Trip Information</b>	
65+ Trips:	15,929
PwD Trips:	2,349
Other Shared-Ride Trips:	6,793
<b>Total Shared-Ride Trips:</b>	<b>25,071</b>
Total Escorts:	2,210
Non-Public Trips:	860
<b>House District</b>	
Warren:	65
<b>Senate District</b>	
Warren:	21
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$21.39
Average Shared-Ride Cost per Trip:	\$37.33
Fare Structure Implementation Date:	June 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	10

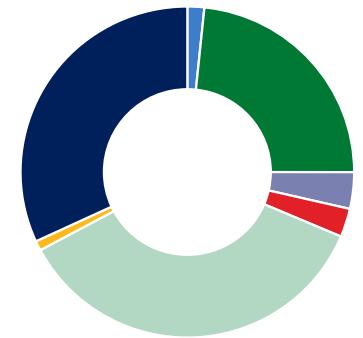
**OPERATING EXPENSES (000'S)  
\$1,232**



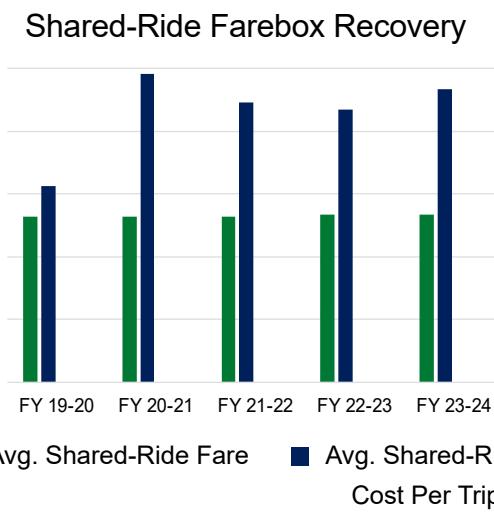
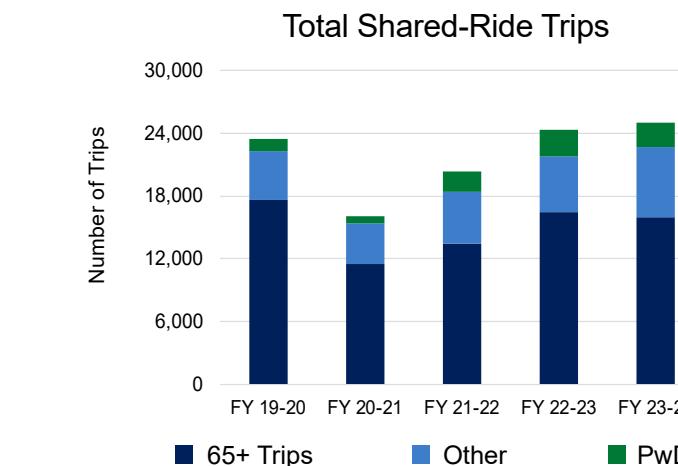
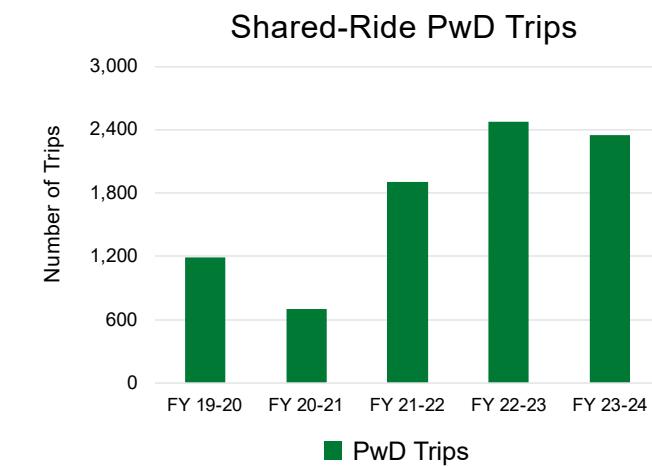
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts
- Other

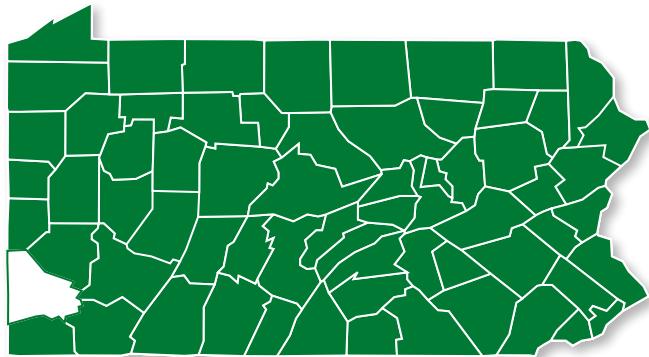


**OPERATING FUNDS (000'S)  
\$1,232**



- Passenger Fares
- PwD Program
- Other
- Area Agency on Aging
- Lottery
- MATP
- Subsidy





**WASHINGTON**



**FREEDOM TRANSIT**  
50 East Chestnut Street  
Washington, PA 15301  
724-223-8747  
Sheila Gombita, Executive Director  
[www.freedom-transit.org](http://www.freedom-transit.org)

<b>URBAN SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	857
Population:	209,349
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	90,544
Senior Passengers:	16,419
Revenue Vehicle Miles:	395,590
Revenue Vehicle Hours:	23,026
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$2,004,724
Required Local Match:	\$300,709
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	13
Diesel/Gasoline Paratransit Vehicle:	58
<b>System-Wide:</b>	<b>71</b>
<b>House District</b>	
Washington: 15, 39, 40, 46, 48, 50	
<b>Senate District</b>	
Washington: 46	
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.00
Last Base Fare Increase:	July 2024
<b>Current Employees</b>	
Agency Full-Time:	16
Contractor Full-Time:	62
Contractor Part-Time:	18
<b>System-Wide:</b>	<b>96</b>

### OPERATING EXPENSES (000'S) \$2,394



■ Other Salaries & Wages   ■ Fringes  
■ Fuel Utils   ■ Purchased Trans  
■ Other

Expense includes ADA complementary expense.

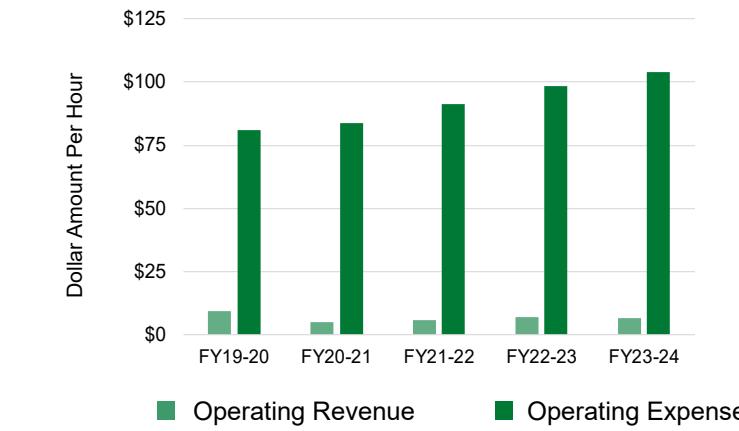
### OPERATING FUNDS (000'S) \$2,394



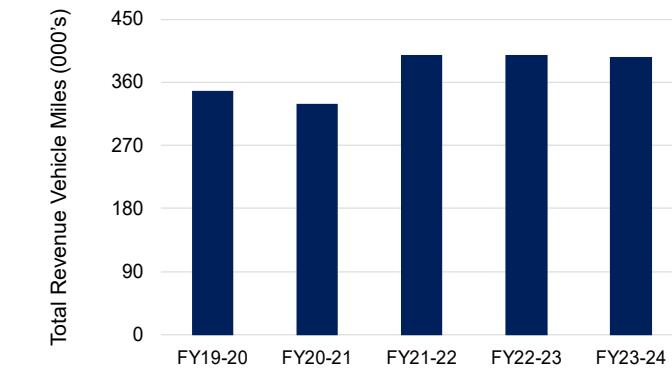
■ Revenues   ■ Federal   ■ Local

Revenue includes ADA complementary revenue.

### Operating Revenue & Expense Per Revenue Vehicle Hour

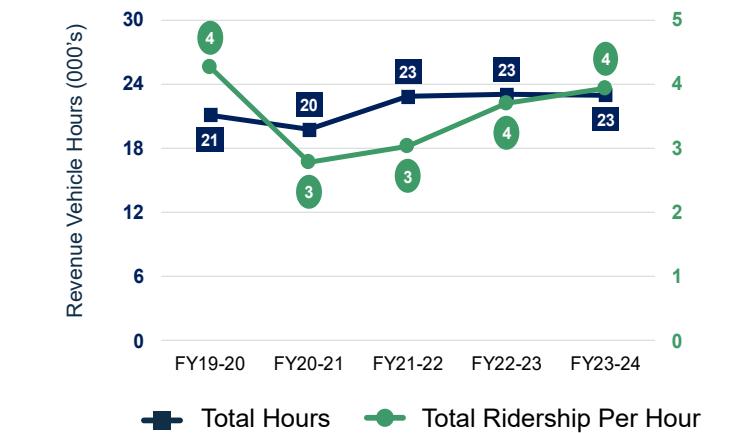


■ Operating Revenue   ■ Operating Expense



Revenue Vehicle Miles

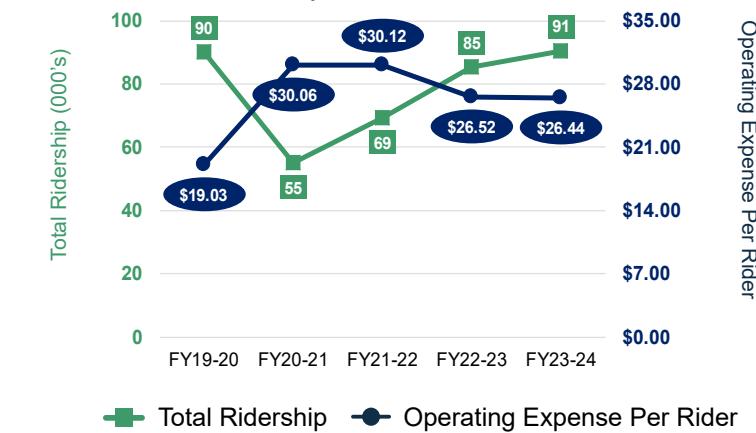
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



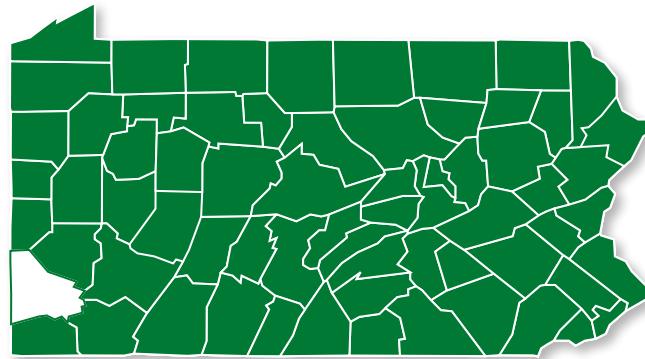
■ Total Hours   ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

### Annual Total Ridership vs. Operating Expense Per Rider



■ Total Ridership   ■ Operating Expense Per Rider



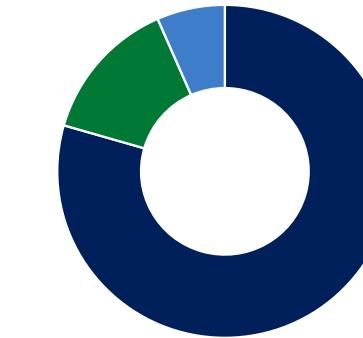
**WASHINGTON**



**FREEDOM TRANSIT**  
50 East Chestnut Street  
Washington, PA 15301  
724-223-8747  
Sheila Gombita, Executive Director  
[www.freedom-transit.org](http://www.freedom-transit.org)

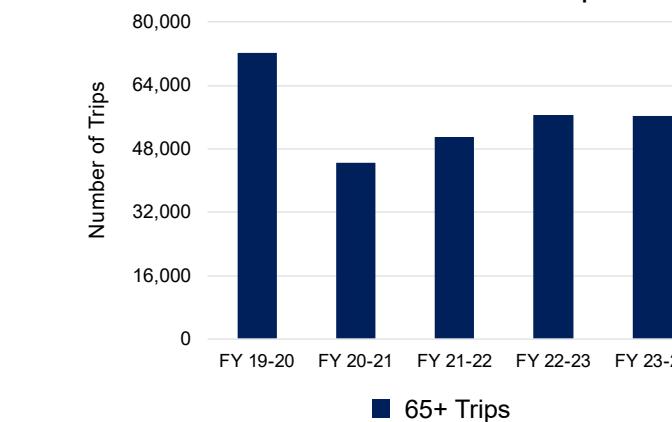
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	857
Population:	209,349
65+ Population:	44,591
% of Population 65 and older:	21.3%
<b>Trip Information</b>	
65+ Trips:	56,220
PwD Trips:	16,458
Other Shared-Ride Trips:	73,031
<b>Total Shared-Ride Trips:</b>	<b>145,709</b>
Total Escorts	14,882
Non-Public Trips:	3,669
<b>House District</b>	
Washington:	15, 39, 40, 46, 48, 50
<b>Senate District</b>	
Washington:	46
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$26.90
Average Shared-Ride Cost per Trip:	\$38.53
Fare Structure Implementation Date:	April 2023
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	47

### OPERATING EXPENSES (000'S) \$6,010

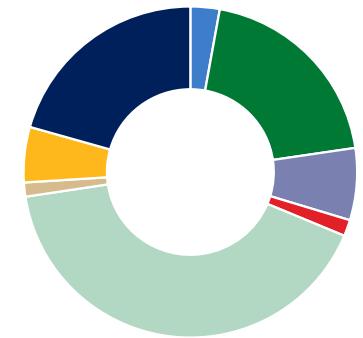


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**

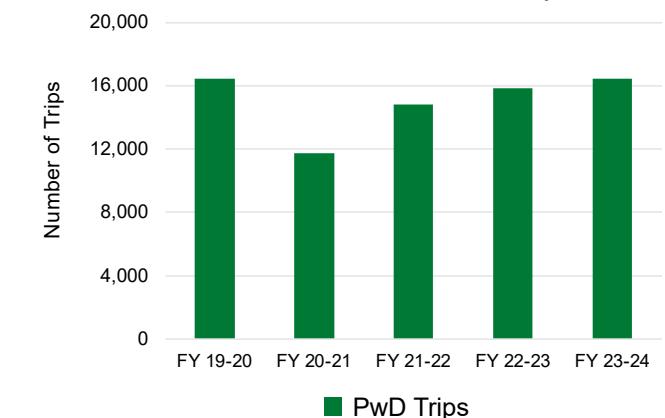


### OPERATING FUNDS (000'S) \$6,067

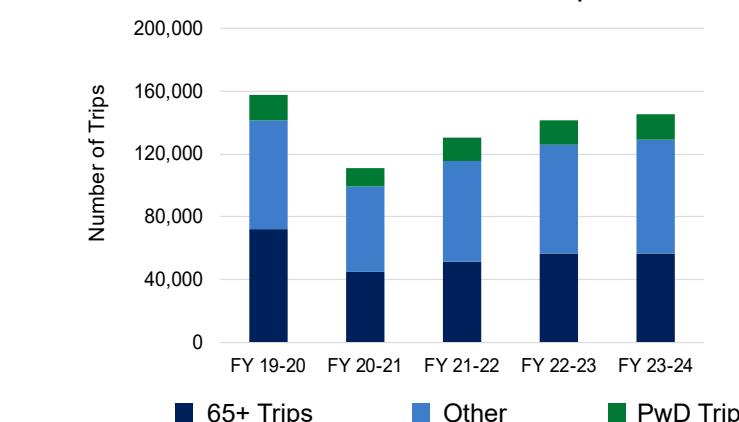


- Passenger Fares
- Lottery
- PwD Program
- MATP
- MH/ID
- Other
- Subsidy
- Area Agency on Aging

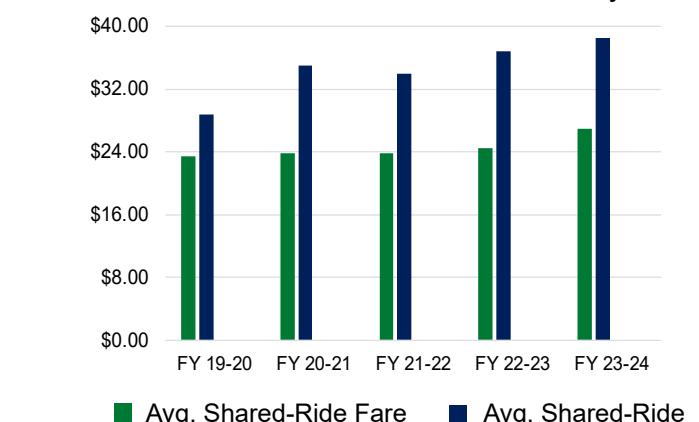
**Shared-Ride PwD Trips**

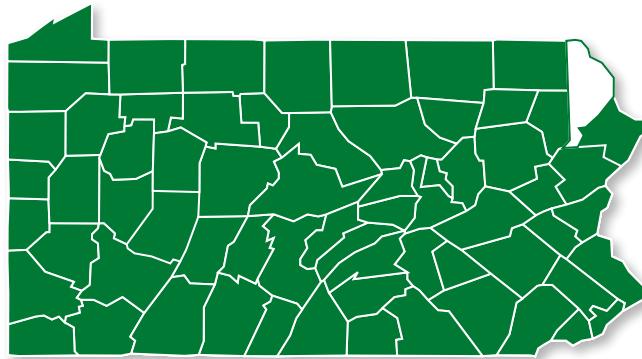


**Total Shared-Ride Trips**



**Shared-Ride Farebox Recovery**





**WAYNE**

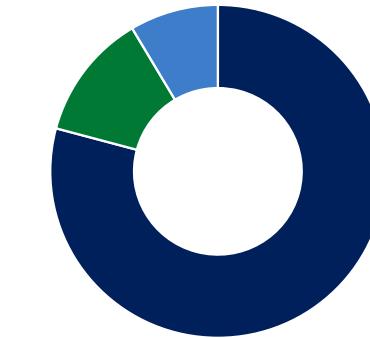


**WAYNE COUNTY, PA**  
NORTHERN POCONO MOUNTAINS



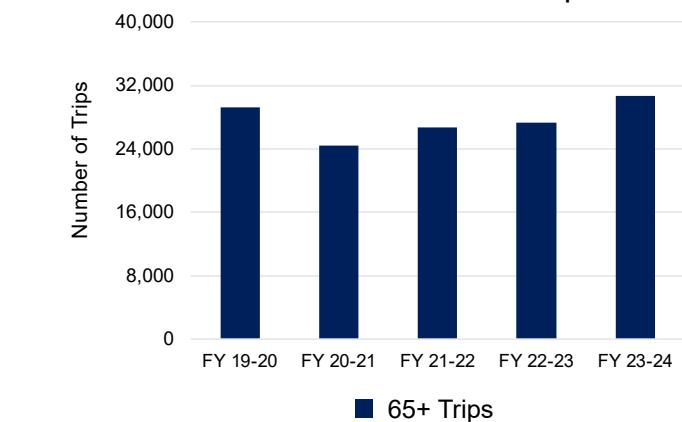
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	726
Population:	51,155
65+ Population:	12,686
% of Population 65 and older:	24.8%
<b>Trip Information</b>	
65+ Trips:	30,724
PwD Trips:	3,860
Other Shared-Ride Trips:	16,792
<b>Total Shared-Ride Trips:</b>	<b>51,376</b>
Total Escorts:	5,770
Non-Public Trips:	6,706
<b>House District</b>	
Wayne:	111, 139
<b>Senate District</b>	
Wayne:	20, 40
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$45.68
Average Shared-Ride Cost per Trip:	\$43.70
Fare Structure Implementation Date:	July 2021
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	35

**OPERATING EXPENSES (000'S)  
\$2,455**



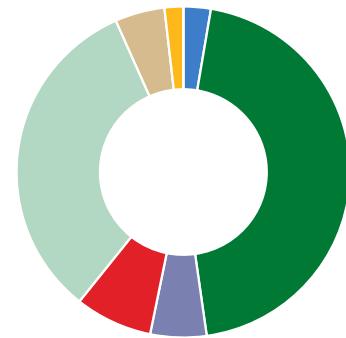
- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

**Shared-Ride 65+ Trips**



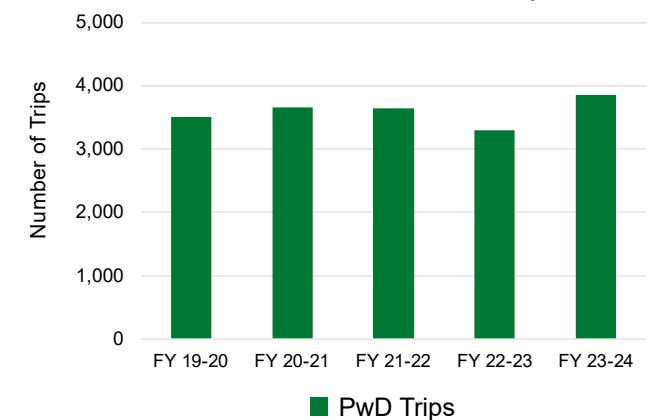
■ 65+ Trips

**OPERATING FUNDS (000'S)  
\$2,560**



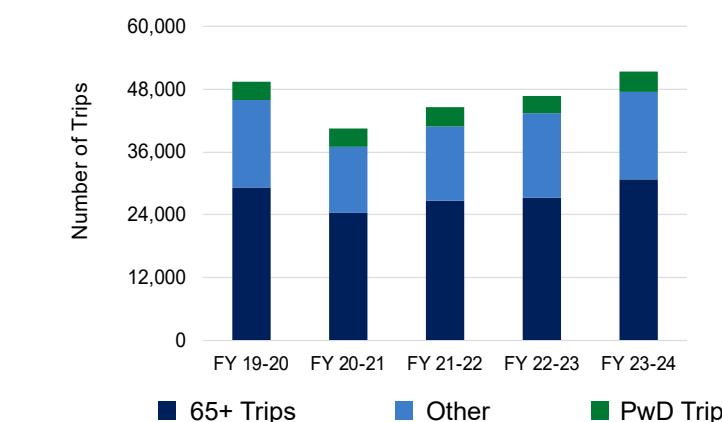
- Passenger Fares
- PwD Program
- MATP
- MH/ID
- Other
- Area Agency on Aging

**Shared-Ride PwD Trips**



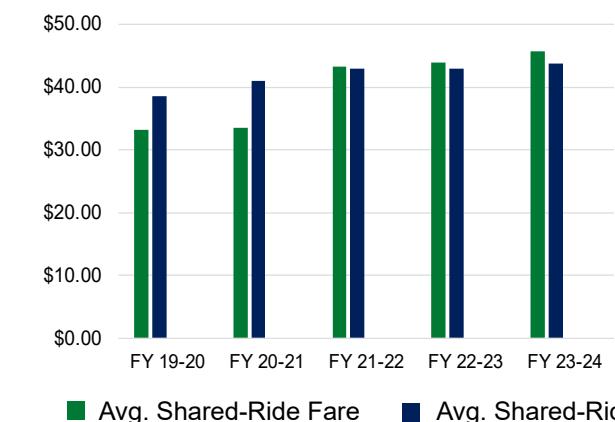
■ PwD Trips

**Total Shared-Ride Trips**



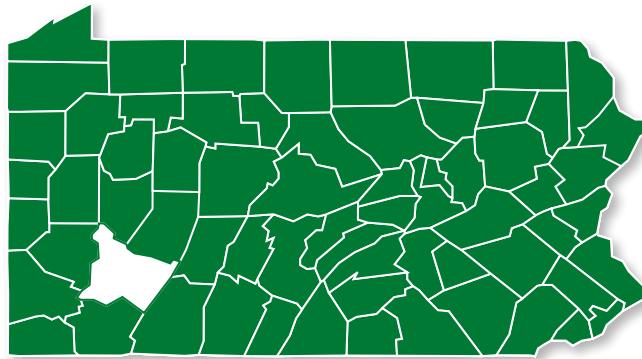
■ 65+ Trips      ■ Other      ■ PwD Trips

**Shared-Ride Farebox Recovery**



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

Fiscal Year 2023-24 / 208



*Westmoreland Transit*



<b>URBAN &amp; RURAL SYSTEM</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	517
Population:	270,074
<b>Act 44 Fixed Route Distribution Factors</b>	
Total Passengers:	221,369
Senior Passengers:	48,560
Revenue Vehicle Miles:	1,126,010
Revenue Vehicle Hours:	52,371
<b>Act 44 Operating Assistance</b>	
Section 1513 Allocation:	\$5,249,776
Required Local Match:	\$465,061
<b>Current Fleet Size</b>	
Diesel/Gasoline Motor Bus:	19
CNG Motor Bus:	22
Diesel/Gasoline Paratransit Vehicles:	58
<b>System-Wide:</b>	<b>99</b>
<b>House District</b>	
Westmoreland:	55, 56, 57, 58, 59, 60
<b>Senate District</b>	
Westmoreland:	32, 39, 41
<b>Current Fare Information</b>	
Fixed Route Base:	\$2.00
Last Base Fare Increase:	January 2014
<b>Current Employees</b>	
Agency Full-Time:	139
Agency Part-Time:	13
<b>System-Wide:</b>	<b>152</b>

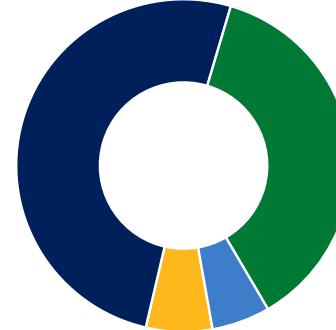
### OPERATING EXPENSES (000'S) \$8,251



- Operator Salaries & Wages ■ Fringes
- Other Salaries & Wages ■ Fuel Utils
- Maint. ■ Other

Expense includes ADA complementary expense.

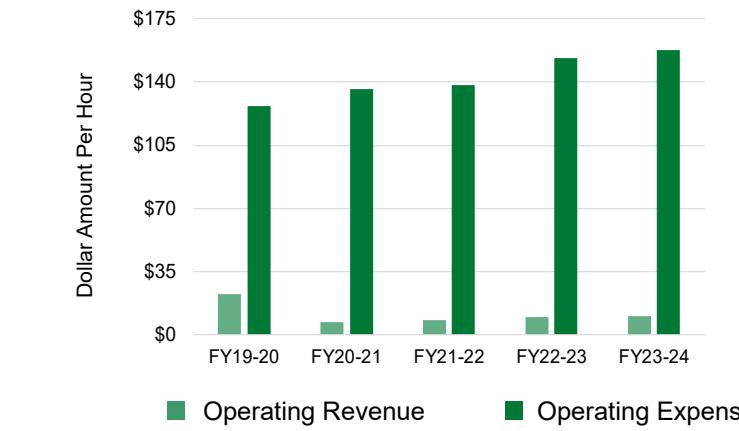
### OPERATING FUNDS (000'S) \$8,251



- Revenues ■ Federal
- State ■ Local

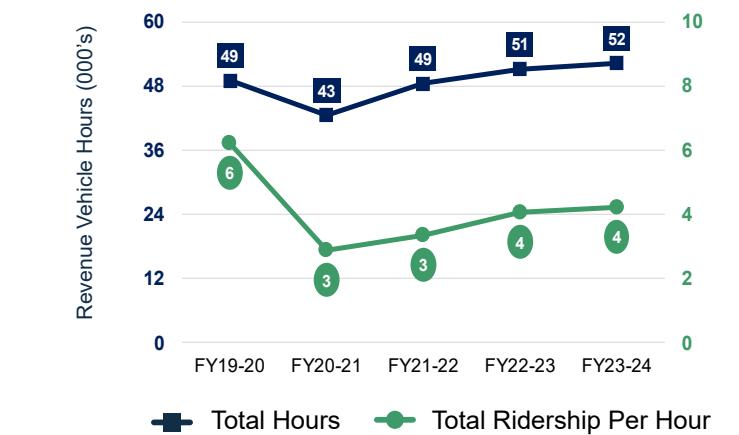
Revenue includes ADA complementary revenue.

### Operating Revenue & Expense Per Revenue Vehicle Hour



- Operating Revenue ■ Operating Expense

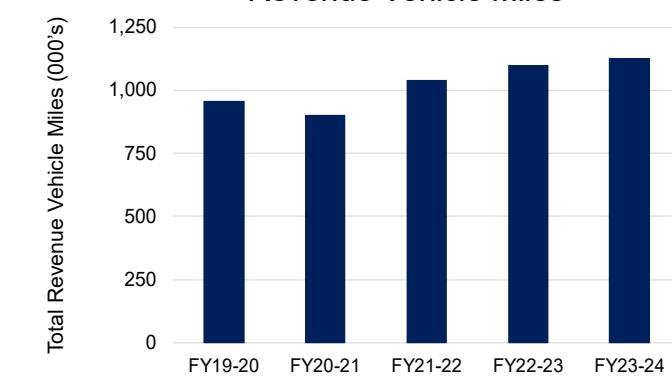
### Revenue Vehicle Hours vs. Ridership Per Revenue Vehicle Hours



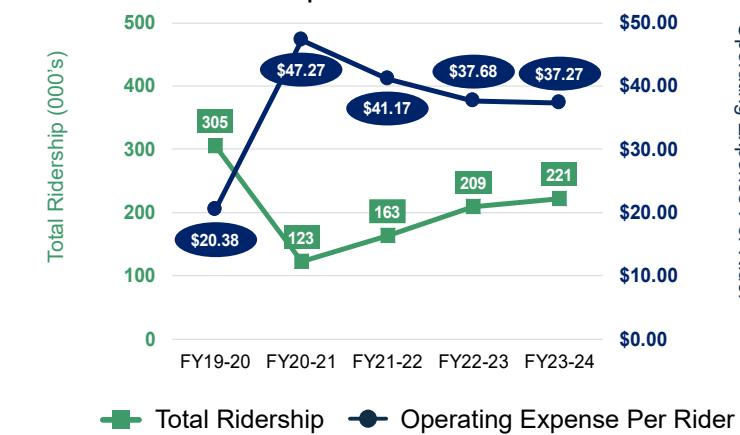
- Total Hours ■ Total Ridership Per Hour

Passengers include ADA complementary passengers.

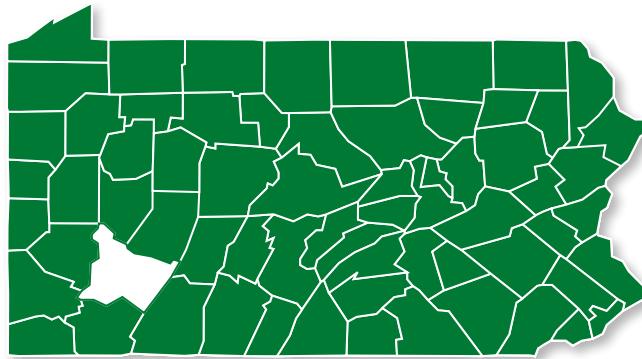
### Revenue Vehicle Miles



### Annual Total Ridership vs. Operating Expense Per Rider



- Total Ridership ■ Operating Expense Per Rider

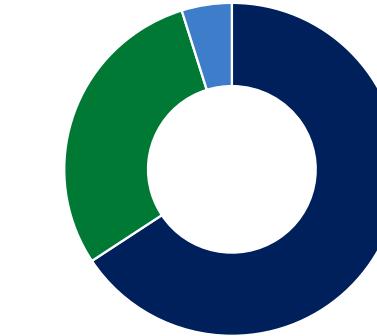


**WESTMORELAND**



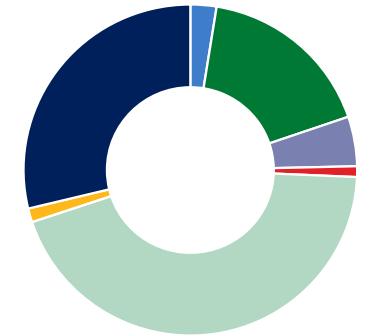
<b>COMMUNITY TRANSPORTATION</b>	
<b>Service Area Statistics (2020 Census)</b>	
Square Miles:	1,028
Population:	354,663
65+ Population:	84,055
% of Population 65 and older:	23.7%
<b>Trip Information</b>	
65+ Trips:	50,872
PwD Trips:	11,791
Other Shared-Ride Trips:	80,132
<b>Total Shared-Ride Trips:</b>	<b>142,795</b>
Total Escorts:	7,976
Non-Public Trips:	32,700
<b>House District</b>	
Westmoreland:	55, 56, 57, 58, 59, 60
<b>Senate District</b>	
Westmoreland:	32, 39, 41
<b>Current Fare Information</b>	
Average Shared-Ride Fare:	\$28.40
Average Shared-Ride Cost per Trip:	\$43.06
Fare Structure Implementation Date:	September 2018
<b>Vehicles Operated in Maximum Service</b>	
Community Transportation:	50

**OPERATING EXPENSES (000'S)  
\$6,461**

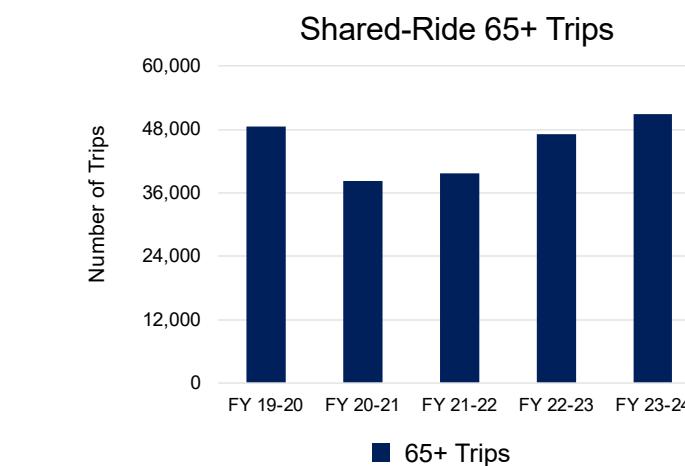


- Shared-Ride Operating
- Shared-Ride Admin
- Exclusive Human Service Program Service Contracts

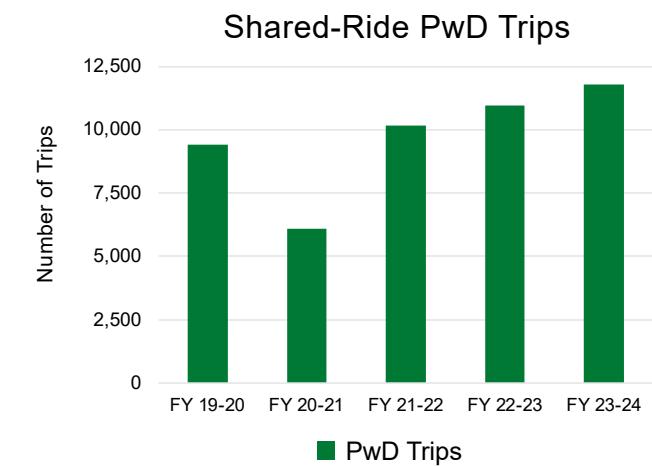
**OPERATING FUNDS (000'S)  
\$6,461**



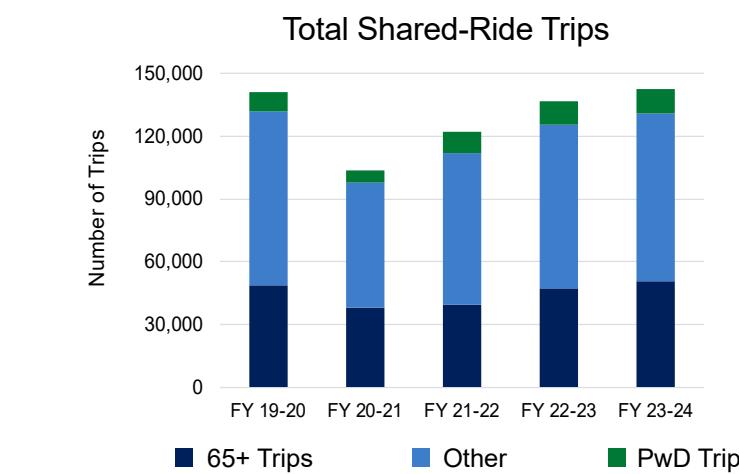
- Passenger Fares
- Lottery
- PwD Program
- MATP
- Other
- Subsidy
- Area Agency on Aging



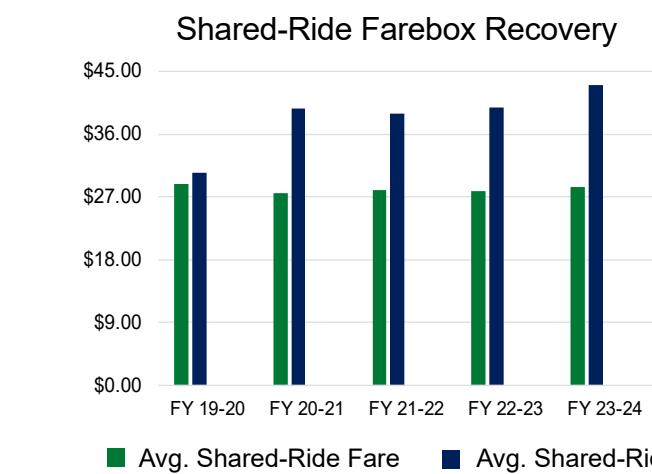
■ 65+ Trips



■ PwD Trips



■ 65+ Trips      ■ Other      ■ PwD Trips



■ Avg. Shared-Ride Fare      ■ Avg. Shared-Ride Cost Per Trip

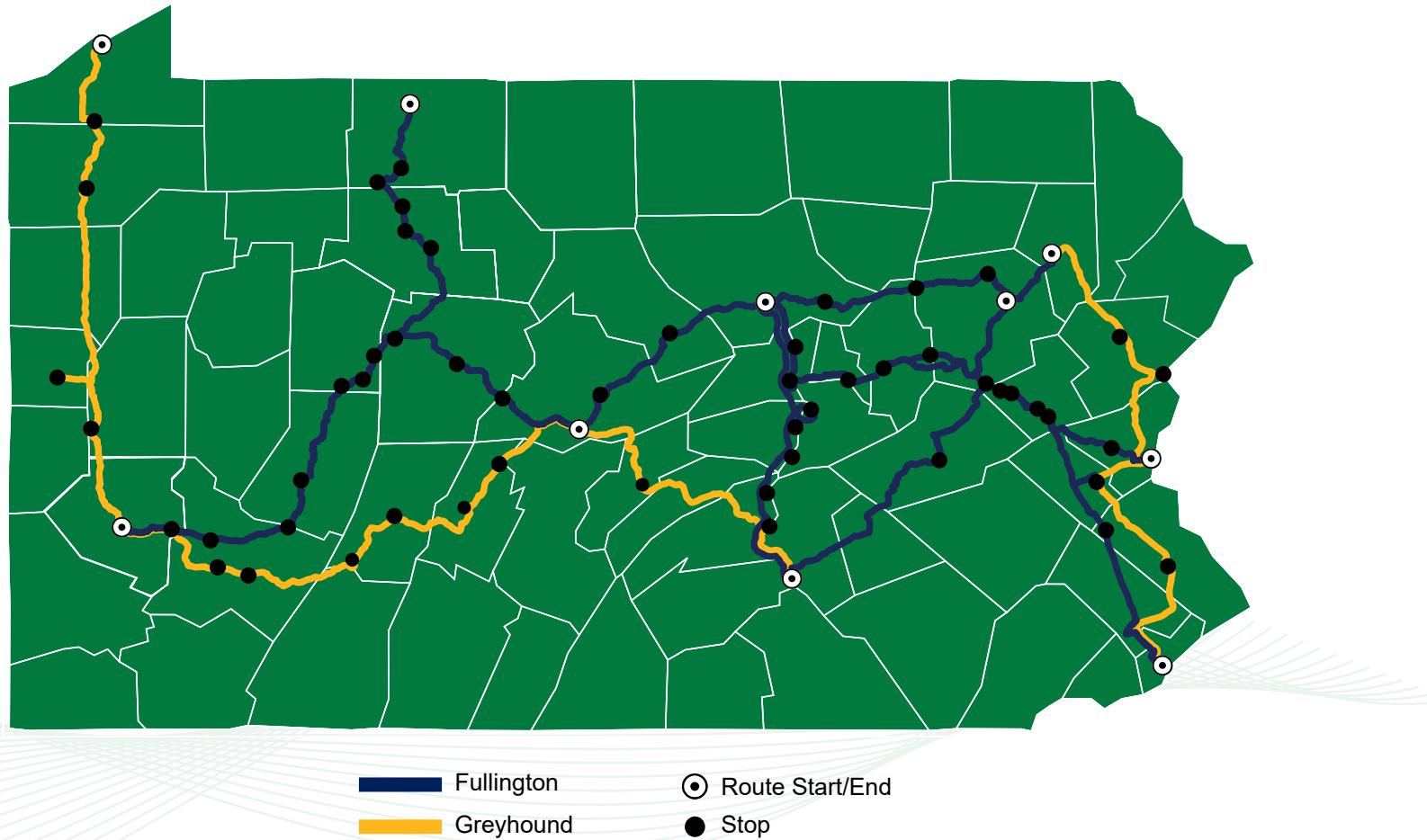
Fiscal Year 2023-24 / 212

## **SECTION VII:**

### Intercity Bus



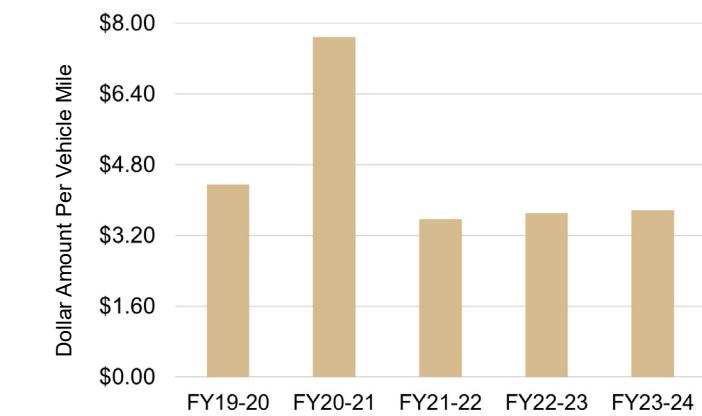
INTERCITY BUS PROGRAM	
Serves 40 counties throughout Pennsylvania with connection possibilities outside of the state	
Program Information	
Total Passengers:	101,096
Total Bus Trips:	7,290
Total Revenue Vehicle Miles:	1,215,330
Operating Expense Per Passenger:	\$75.67
Operating Revenue Per Vehicle Mile:	\$2.52
Operating Expense Per Vehicle Mile:	\$6.29
Total Subsidy Per Vehicle Mile:	\$3.77
Average Fare:	\$30.33
Carriers and Subsidized Routes Served	
The Fullington Auto Bus Company	
Pittsburgh - Bradford	
State College - Wilkes Barre	
State College - Pittsburgh	
Scranton - Harrisburg	
Williamsport - Philadelphia	
Williamsport - Easton	
Williamsport - Harrisburg	
Philadelphia – Scranton	
Pittsburgh – Erie	
Harrisburg – Pittsburgh	
Greyhound Lines, Inc.	



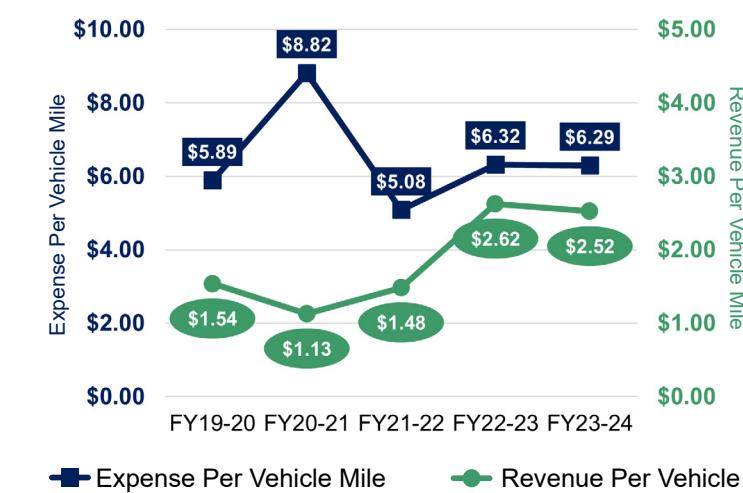
Operating Funds (000's)  
\$7,650



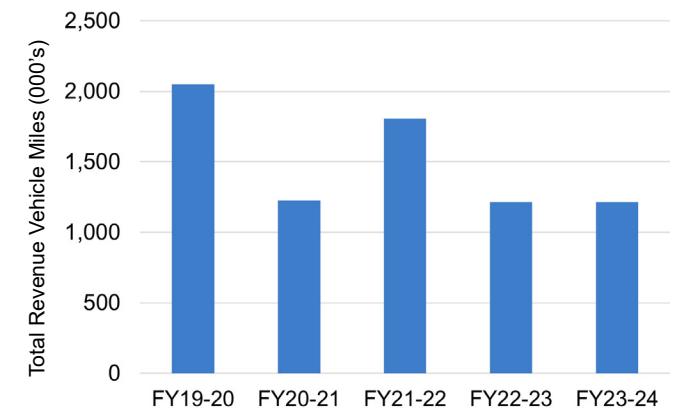
Total Subsidy Per Vehicle Mile



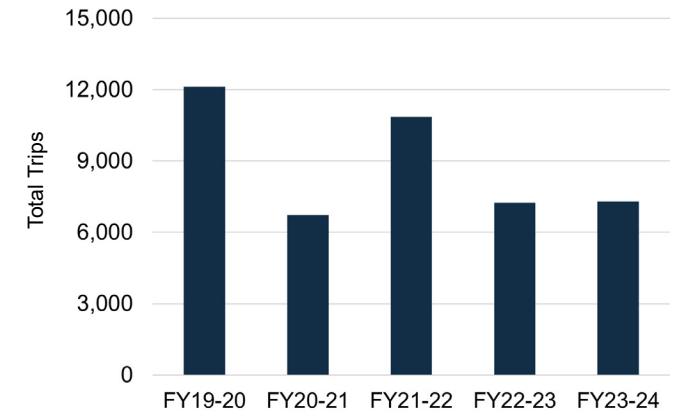
Operating Expense vs. Revenue Per Vehicle Mile



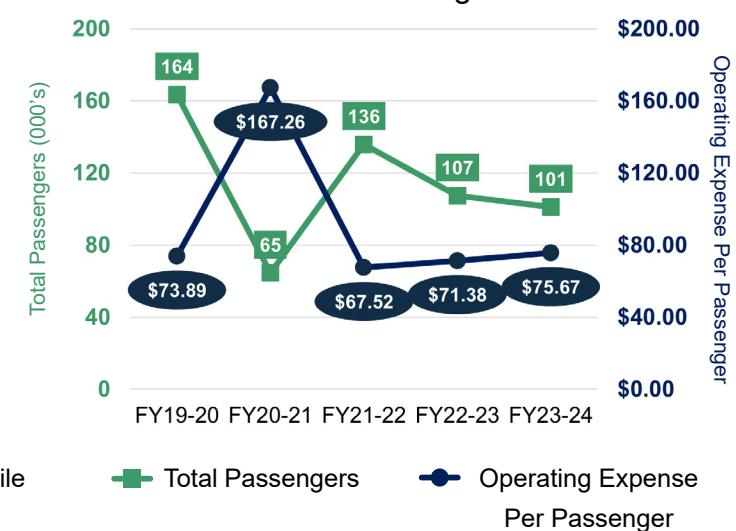
Total Revenue Vehicle Miles (000's)

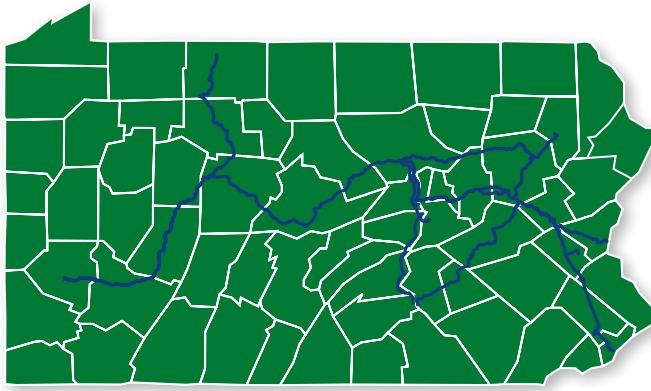


Total Bus Trips

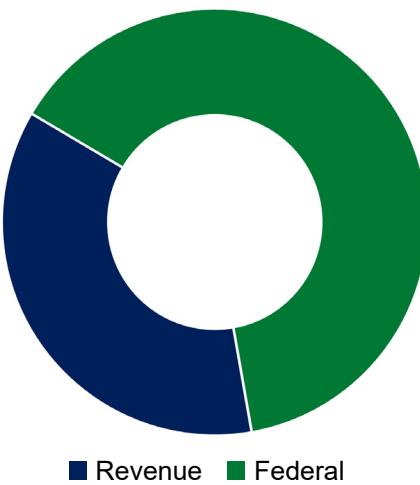


Total Passengers vs. Operating Expense Per Passenger



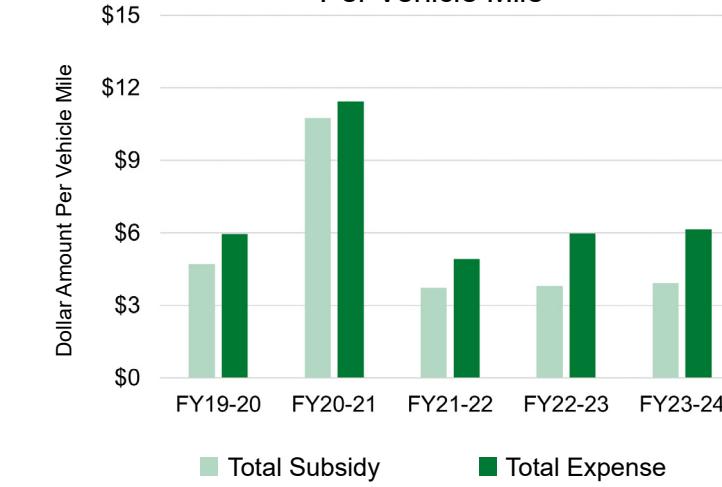


### OPERATING FUNDS (000'S) \$4,989

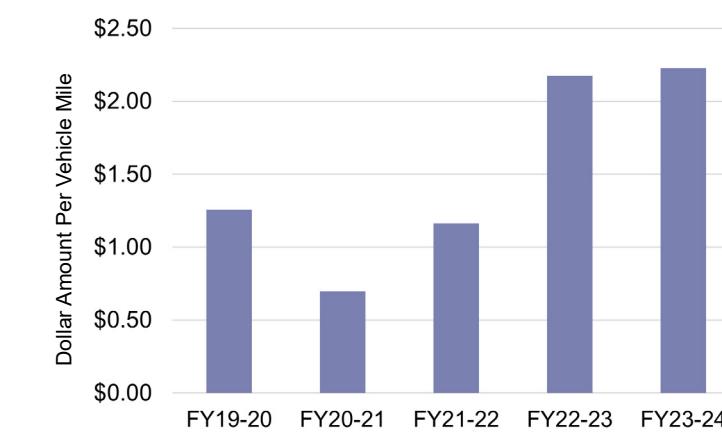


THE FULLINGTON AUTO BUS COMPANY	
P.O. Box 211 316 East Cherry Street Clearfield, PA 16830 Jonathan T. Berzas President/CEO <a href="http://www.fullontours.com">www.fullontours.com</a>	
<b>Intercity Bus Program</b>	
<ul style="list-style-type: none"> <li>Serves 29 counties</li> <li>Provides opportunities to travel into and outside of the state</li> </ul>	
<b>Program Information</b>	
Total Passengers:	54,222
Total Bus Trips:	5,100
Total Revenue Vehicle Miles:	812,175
Operating Expense Per Passenger:	\$92.02
Operating Revenue Per Vehicle Mile:	\$2.23
Operating Expense Per Vehicle Mile:	\$6.14
Total Subsidy Per Vehicle Mile:	\$3.92
Average Fare:	\$33.37
<b>Subsidized Routes and Communities Served</b>	
Pittsburgh - Bradford:	Pittsburgh, Monroeville, Delmont, Blairsburg, Indiana, Punxsutawney, Big Run, Sykesville, DuBois, St. Marys, Johnsonburg, Wilcox, Kane, Lantz Corners, 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
Scranton - Harrisburg:	Scranton, Wilkes-Barre, Hazleton, Pottsville, and Harrisburg
Williamsport - Philadelphia:	Williamsport, Lewisburg, Danville, Bloomsburg, Hazleton, Beaver Meadows, Hudsondale, Lehighton, Allentown, Quakertown, and Philadelphia
Williamsport - Easton:	Williamsport, Mt. Carmel, Bloomsburg, Lehighton, Allentown, and Easton
Williamsport - Harrisburg:	Williamsport, Lewisburg, Sunbury, Shamokin Dam, Selinsgrove, Port Trevorton, Liverpool, New Buffalo, Harrisburg

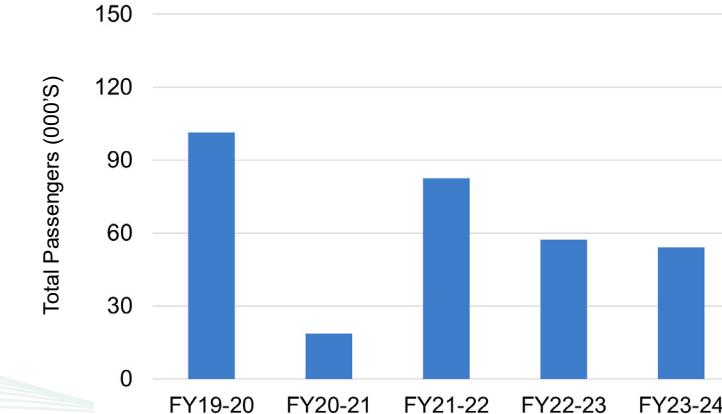
**Total Subsidy and Total Expense  
Per Vehicle Mile**



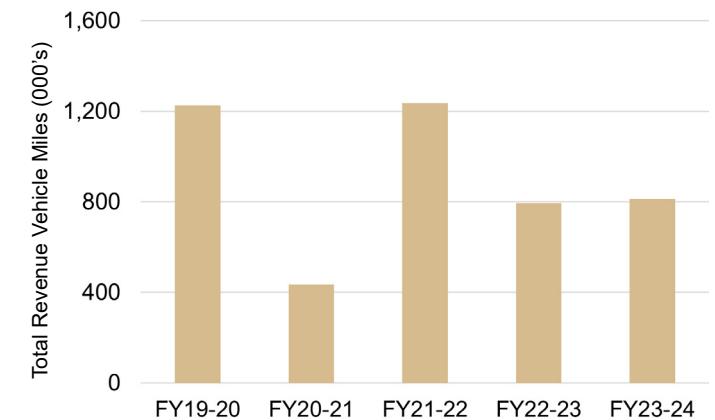
**Revenue Per Vehicle Miles**



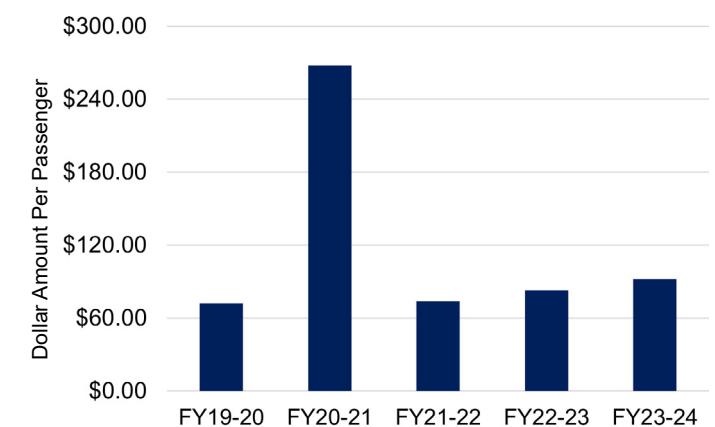
**Total Passengers (000's)**



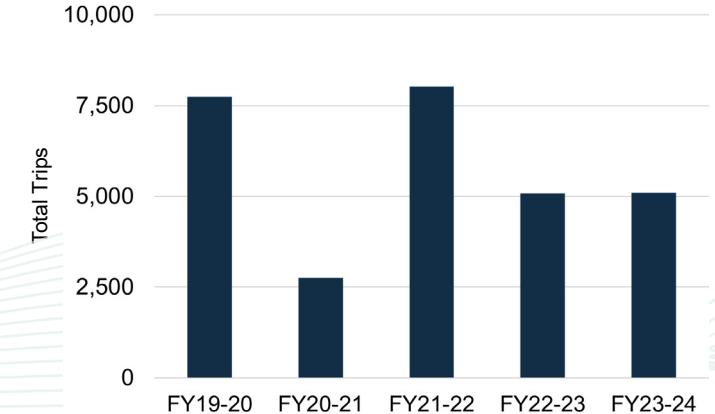
**Total Revenue Vehicle Miles (000's)**

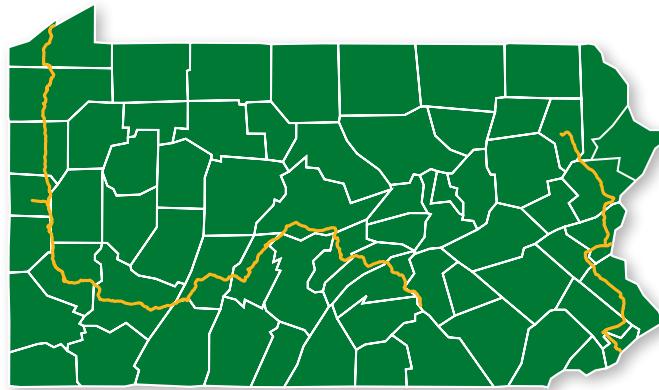


**Operating Expense Per Passenger**

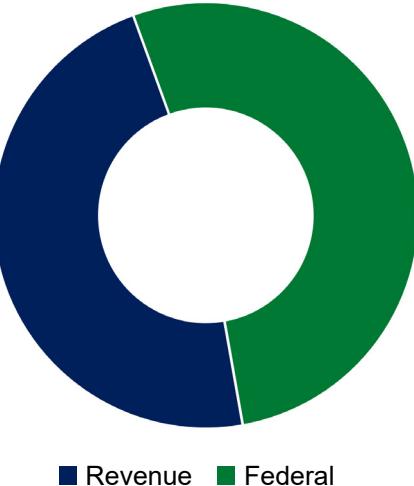


**Total Bus Trips**

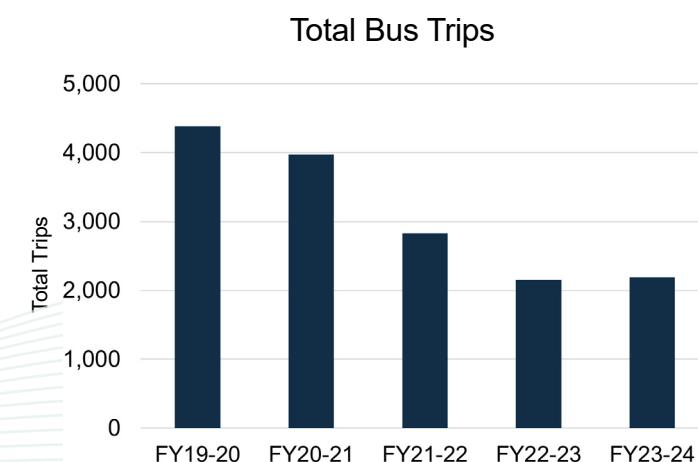
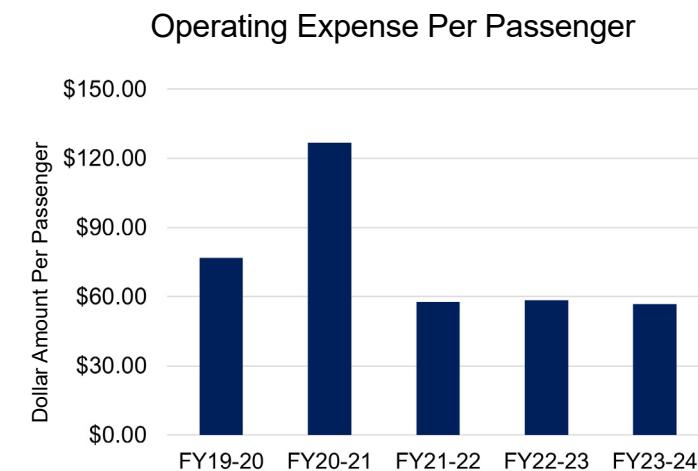
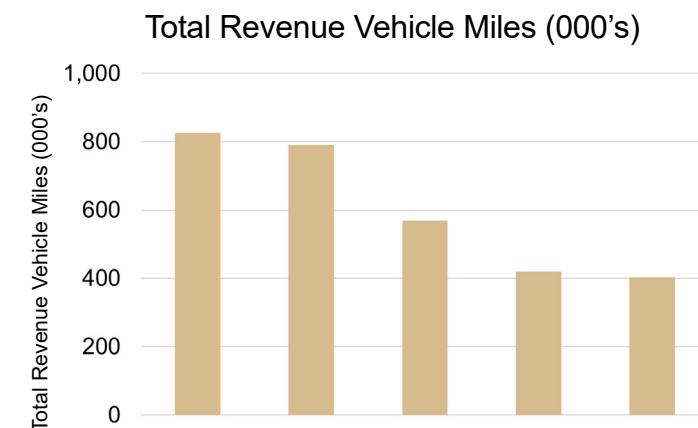
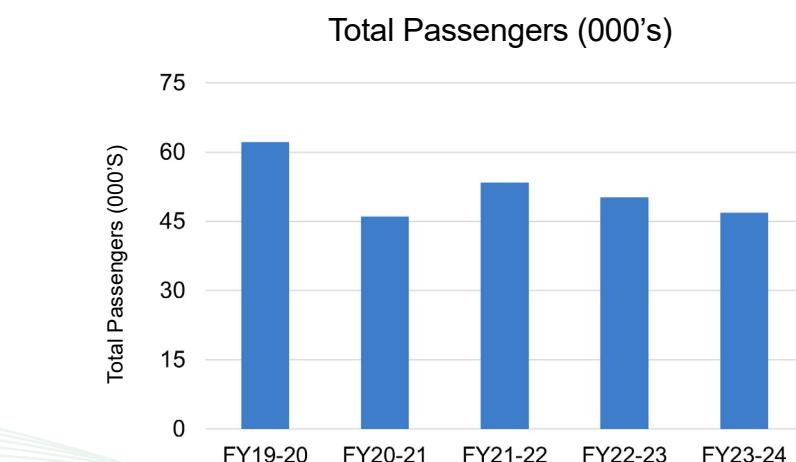
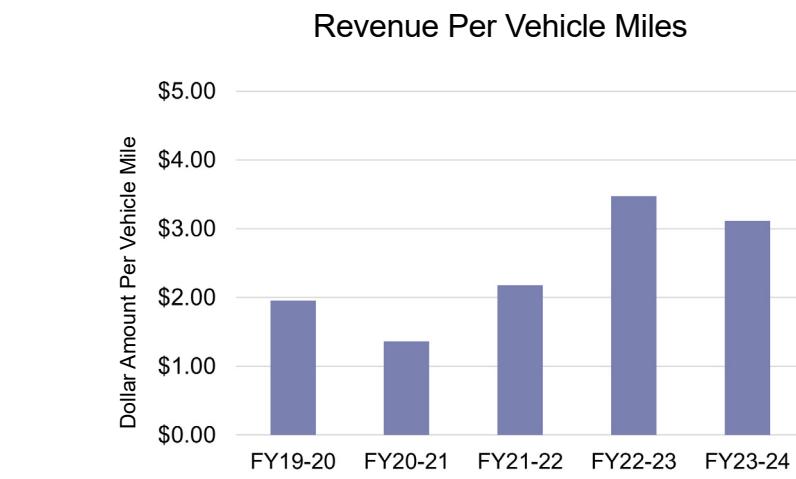
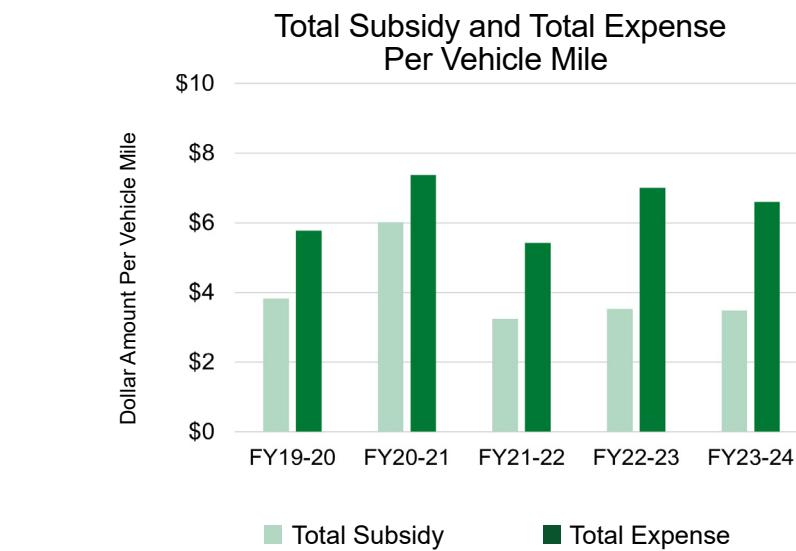




### OPERATING FUNDS (000'S) \$2,661



GREYHOUND LINES, INC.	
315 Continental Ave. Dallas, TX 75207 800-231-2222 <a href="http://www.greyhound.com">www.greyhound.com</a>	
<b>Intercity Bus Program</b>	
<ul style="list-style-type: none"> <li>Serves 16 counties</li> <li>Provides opportunities to travel into and outside of the state</li> </ul>	
<b>Program Information</b>	
Total Passengers:	46,874
Total Bus Trips:	2,190
Total Revenue Vehicle Miles:	403,155
Operating Expense Per Passenger:	\$56.77
Operating Revenue Per Vehicle Mile:	\$3.12
Operating Expense Per Vehicle Mile:	\$6.60
Total Subsidy Per Vehicle Mile:	\$3.48
Average Fare:	\$26.81
<b>Subsidized Routes and Communities Served</b>	
Philadelphia - Scranton:	Scranton Mt. Pocono Stroudsburg Easton Allentown Doylestown Philadelphia Pittsburgh Zelienople New Castle Meadville Edinboro University Erie Harrisburg Lewistown State College Tyrone Altoona Ebensburg Johnstown Latrobe Greensburg Pittsburgh
Pittsburgh - Erie:	
Harrisburg - Pittsburgh:	



## **SECTION VIII:**

### Passenger Rail



**PASSENGER RAIL PROGRAM**

Pennsylvania Department of Transportation  
Bureau of Rail, Freight, Ports, and Waterways  
P.O. Box 3151  
Harrisburg, PA 17105-3151  
717-783-8025  
[www.penndot.pa.gov](http://www.penndot.pa.gov)

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

**Service & Operations****Keystone Corridor Station Improvements**  
[www.AdvancingPARail.com](http://www.AdvancingPARail.com)

Keystone:	Owned by Amtrak from Harrisburg - Philadelphia 26 weekday and 14 weekend trains High Speed Rail of 110 mph Harrisburg - Philadelphia commute time = 95 min	Harrisburg Transportation Center:	Replace roof and rehabilitate observation room (complete)
	Owned by Norfolk Southern from Pittsburgh - Harrisburg	Middletown Train Station:	Shift Norfolk Southern and Amtrak tracks (complete)
	Owned by Amtrak from Harrisburg - Philadelphia Two daily trains Pittsburgh - Philadelphia commute time = 5 hr 23 min	Middletown Train Station:	Construct level boarding passenger platforms and ADA access (complete)

Pennsylvanian:	Owned by Norfolk Southern from Pittsburgh - Harrisburg	Middleton Train Station:	Shift Norfolk Southern and Amtrak tracks (complete)
	Owned by Amtrak from Harrisburg - Philadelphia	Middleton Train Station:	Construct level boarding passenger platforms and ADA access (complete)
	Two daily trains Pittsburgh - Philadelphia commute time = 5 hr 23 min	Middleton Train Station:	Construct level boarding passenger platforms and ADA access (complete)

**Ridership & Revenue**

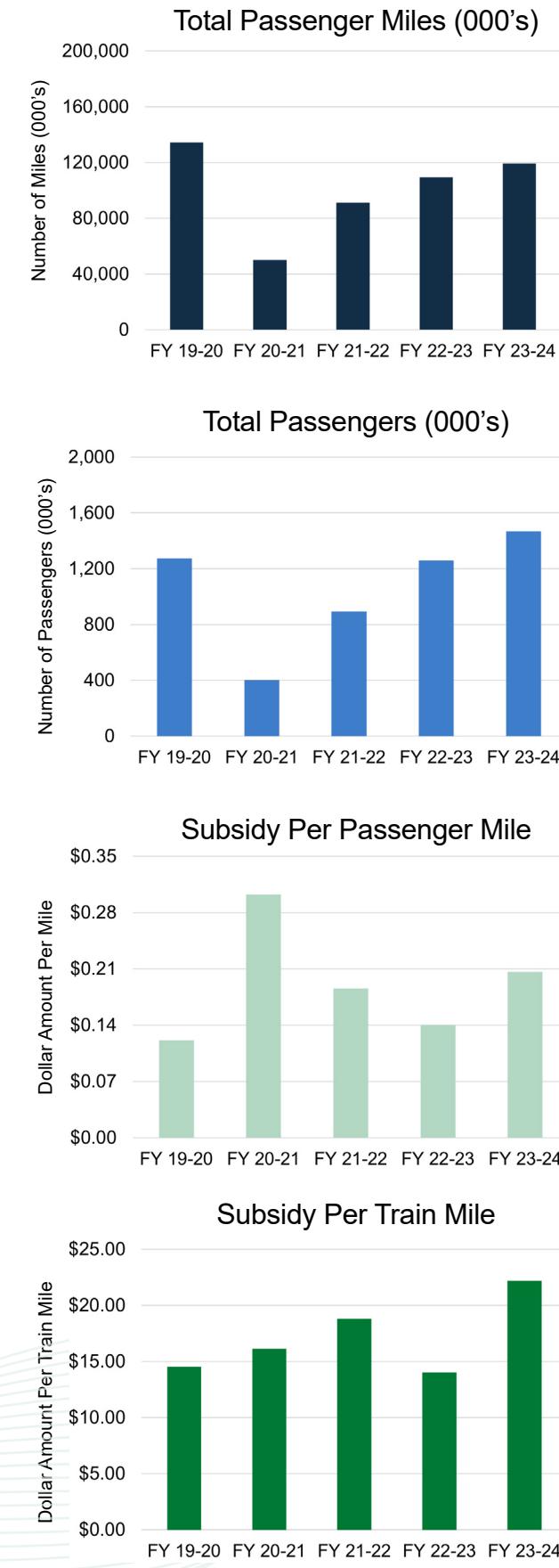
Keystone Passengers:	1,247,913
Keystone Passenger Revenue:	\$27,638,056
Pennsylvanian Passengers:	219,267
Pennsylvanian Passenger Revenue:	\$11,220,972
<b>Fuel &amp; Power</b>	
Keystone Power Usage (kilowatt-hour):	29,393,555



\*Amtrak milepost shown in parentheses next to station name

**PENNSYLVANIA INTERCITY PASSENGER RAIL PERFORMANCE DATA**

Factor	FY 22-23	FY 23-24
Total Passengers	1,258,646	1,467,180
Total Passenger Miles	109,466,427	119,393,743
Revenue per Passenger Mile	\$0.26	\$0.33
Subsidy per Passenger Mile	\$0.14	\$0.21
Scheduled Train Miles	1,098,256	1,110,186
Expense per Train Mile	\$39.88	\$57.19
Subsidy per Train Mile	\$14.01	\$22.19
Average Passenger Fare	\$22.57	\$26.49
Revenue per Train Mile	\$25.87	\$35.00
Annual State Subsidy	\$15,382,532	\$24,633,132
Annual Passenger Revenue	\$28,412,013	\$38,859,028



## **SECTION IX:**

Transit Agency Performance Review  
Executive Summaries



## PENNSYLVANIA'S PUBLIC TRANSPORTATION PERFORMANCE REVIEW PROGRAM

**Pennsylvania law requires transit agency performance reviews and five-year performance targets to improve the efficiency and effectiveness of service**

**COVID-19 disproportionately impacted transit-dependent populations**

**Transit agencies have navigated new requirements, higher costs, and shifting travel demand**

**A “new normal” for transit systems seems to be emerging, while uncertainty and volatility remain**

**PennDOT will reevaluate performance targets when the long-term impacts of the pandemic are known**

Act 44 of 2007 and Act 89 of 2013 increased funding for public transportation in Pennsylvania. The laws also required transit agencies to improve the efficiency and effectiveness of service delivery through increased ridership, revenue, and cost containment. PennDOT evaluates every fixed-route transit agency in the Commonwealth through a performance review at least once every five years to determine how well the agency satisfies these requirements. Act 44 also requires PennDOT to develop five-year performance targets for each agency as part of the performance review process.

Beginning in February 2020, COVID-19 caused significant social and economic disruptions as workplaces closed and people limited travel and gatherings to reduce the spread of the disease. The adverse impacts throughout the Commonwealth of Pennsylvania were profound. The health and unemployment effects of COVID-19 disproportionately impacted senior, disabled, and low-income populations. These individuals also rely heavily on public transportation to meet their essential travel needs.

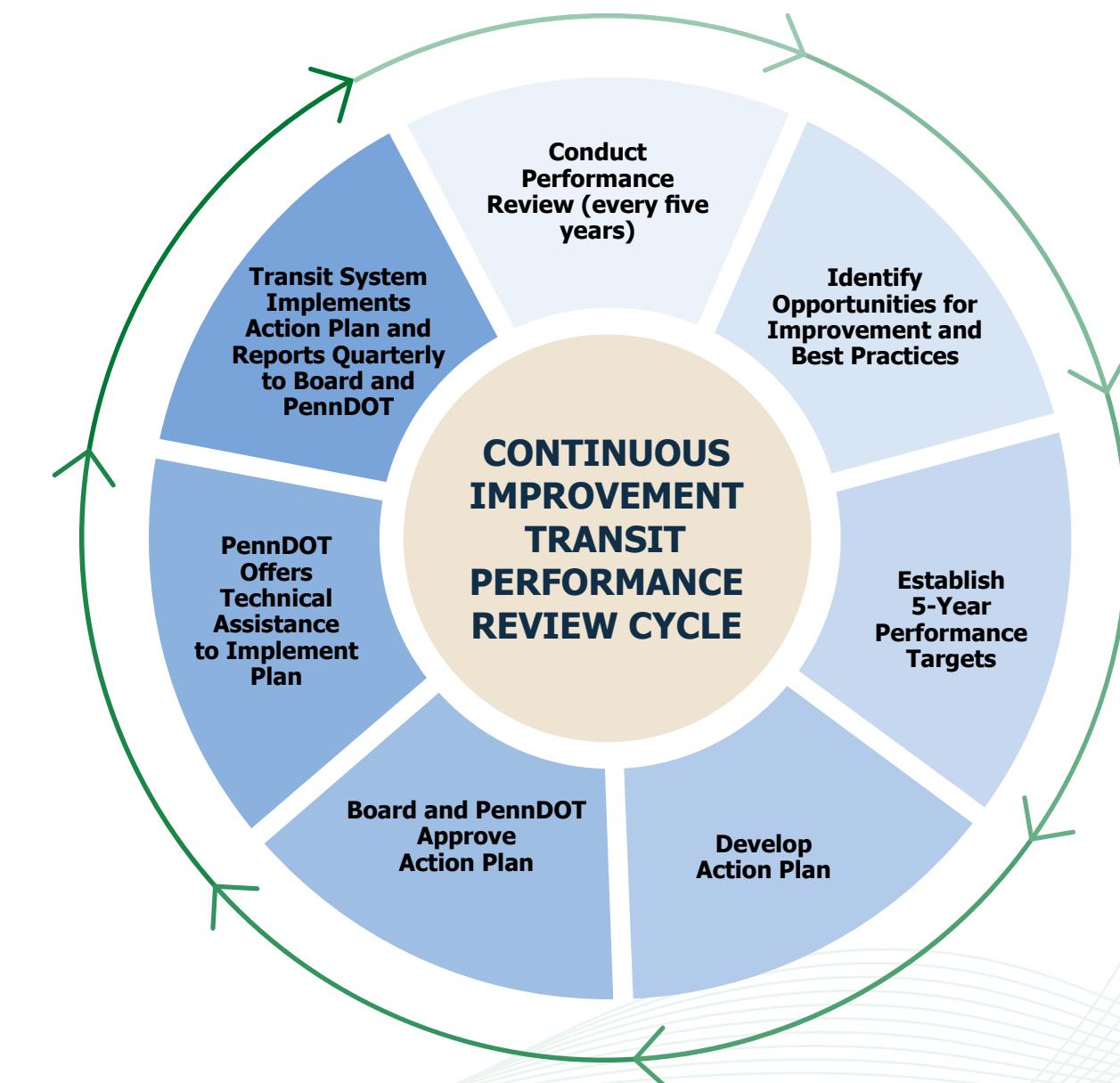
The impacts of COVID-19 on the public transportation industry were also severe. Ridership decreased by more than 90 percent at some agencies during April 2020. Revenues dropped as agencies opted to waive fares to limit bus driver interactions and possible disease transmission from the handling of tickets and currency. Agencies increased the frequency and extent of bus cleaning, which increased operating costs. Some agencies furloughed drivers as they reduced service in response to plummeting passenger demand.

By late Summer 2020, transit agencies had begun to stabilize from the initial impacts of COVID-19, only to have statewide infection rates soar in the fall and winter. As COVID-19 lingered for more than three years, its impact on travel patterns became less severe, but its influence never fully subsided. By 2024, post-pandemic travel patterns had begun to emerge and stabilize, but the long-term effects of the pandemic on transit remain unknown.

Many of the ridership, revenue, and operating cost trends used to develop this transit performance review report, including five-year performance targets, rely on information that predates the pandemic. PennDOT will continue to monitor the impacts of COVID-19 and reassess the transit agency's five-year performance targets when the long-term effects of the pandemic are known.

The following Round Three reports have been published recently:

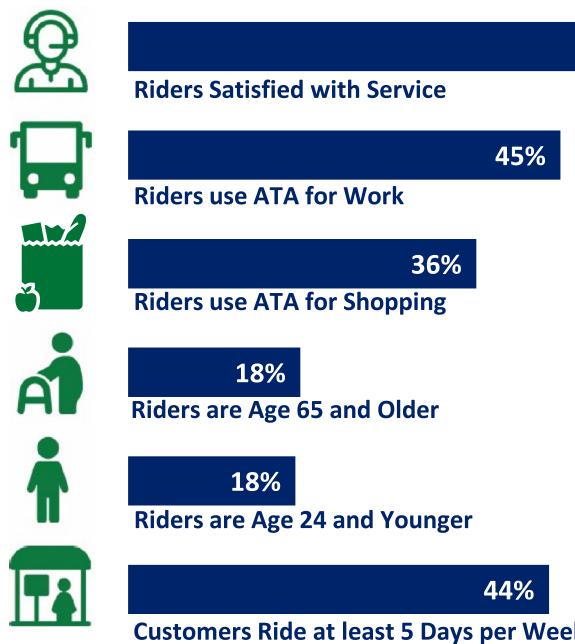
- Area Transportation Authority of North Central Pennsylvania (ATA) - April 2024
- Centre Area Transportation Authority (CATA) - December 2024
- Washington County Transportation Authority (d.b.a. Freedom Transit) - January 2025
- Mid Mon Valley Transportation Authority (MMVTA) - January 2025
- Erie Metropolitan Transit Authority (EMTA) - February 2025
- Schuylkill Transportation System (STS) - February 2025



**AREA TRANSPORTATION AUTHORITY OF  
NORTH CENTRAL PENNSYLVANIA (ATA)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY**



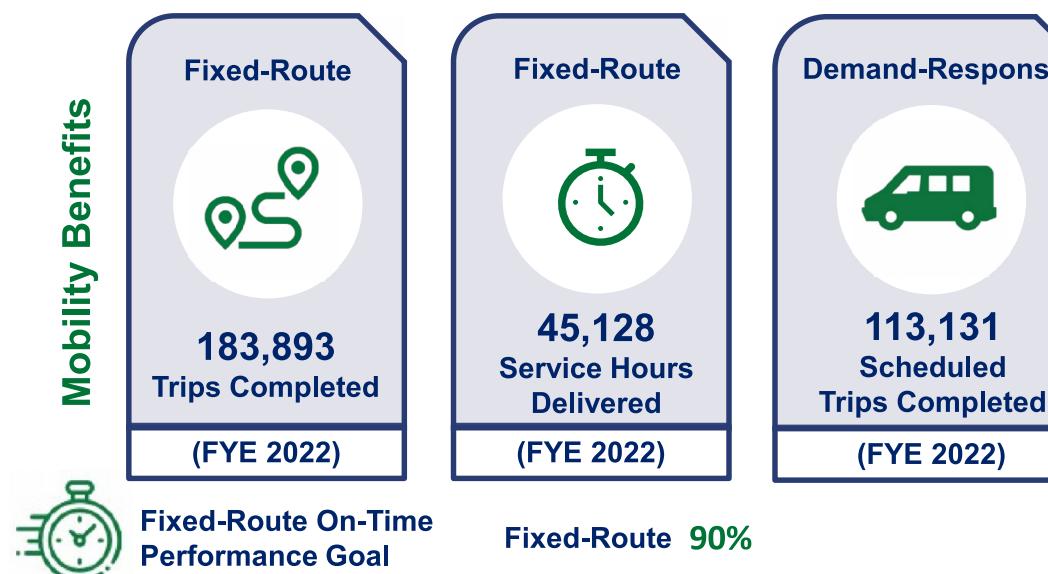
**FIXED-ROUTE RIDER PROFILE**



Source: 2022 ATA Customer Satisfaction Survey

**COMMUNITY IMPACTS**

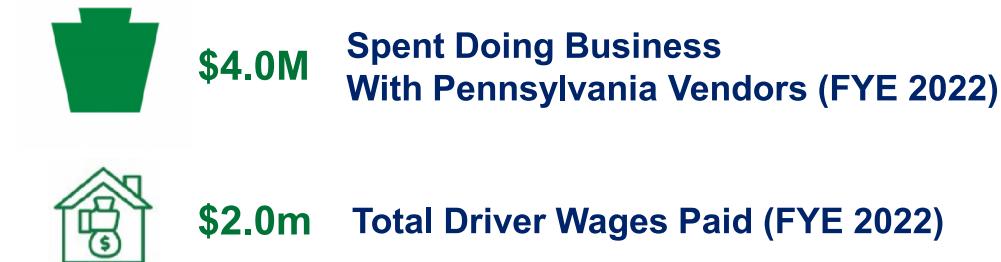
**SOCIAL**



Source: FYE 2022 dotGrants and Agency Reporting

**COMMUNITY IMPACTS**

**ECONOMIC**



Sources: FYE 2022 dotGrants and Agency Reporting

**ACT 44 PERFORMANCE METRICS**

	TARGET (2022)	ACTUAL (2022)	FUTURE (2028)
INCREASE Passengers / RVH	6.08	4.07	4.77
CONTAIN Operating Cost / RVH	\$81.49	\$103.53	\$127.88
INCREASE Operating Revenue / RVH	\$9.39	\$12.29	\$14.27
CONTAIN Operating Cost / Passenger	\$13.41	\$25.41	\$26.85

**BEST PRACTICES**

- Expanded public engagement to include individual surveys targeting ATA's markets, including non-riders.
- Markets ATA services to seniors and the ADA community at exposition events
- Incorporated an accountability framework within the maintenance plan.
- Fostering interagency collaboration with human service agency representatives at its quarterly Regional Rural Transportation Advisory Committee (RRTAC) meetings.

**OPPORTUNITIES FOR IMPROVEMENT**

- Develop an implementable strategy to reclaim lost market share in medical trips.
- Conduct a market assessment of the available rental space on the second floor of the Punxsutawney bus terminal.
- Consider the long-term impacts of potential utility increases of the new DuBois facility when developing a sustainable operating budget.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2022
Operating Revenue / Operating Cost	13.2%	11.9%
Operating Cost / Total Vehicle-Hours	\$73.47	\$97.52
Operating Cost / Total Vehicle-Miles	\$5.03	\$7.21
Total Passengers / Total Vehicle-Hours	5.34	3.84
Operating Cost / RVM	\$5.31	\$7.32
RVM / Total Vehicle-Miles	94.7%	96.5%
RVH / Total Vehicle-Hours	98.8%	94.2%
Operating Subsidy / Passenger Trip	\$11.95	\$22.40
Farebox Recovery	11.9%	10.7%

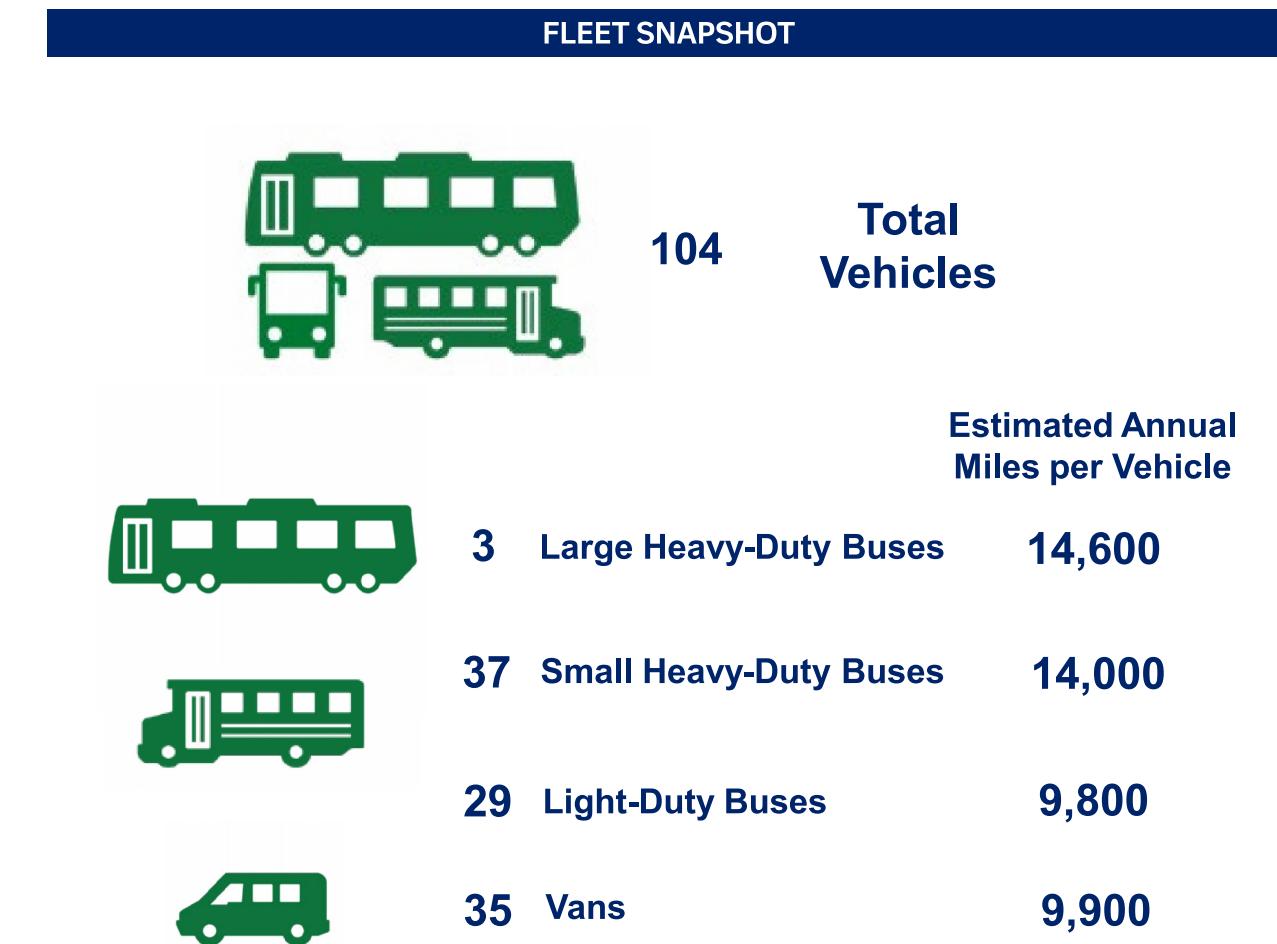
Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2022
Vehicles in Maximum Service (VOMS)	25	28
Operating Cost	\$3,657,065	\$4,672,815
Operating Revenues	\$484,109	\$554,815
Operating Subsidies	\$3,172,956	\$4,120,027
Total (Actual) Vehicle-Miles	727,325	647,822
Revenue Vehicle-Miles (RVM)	688,556	638,100
Total Vehicle-Hours	49,778	47,912
Revenue Vehicle-Hours (RVH)	49,192	45,128
Total Passenger Trips	265,628	183,893
Senior Passenger Trips	45,226	38,224

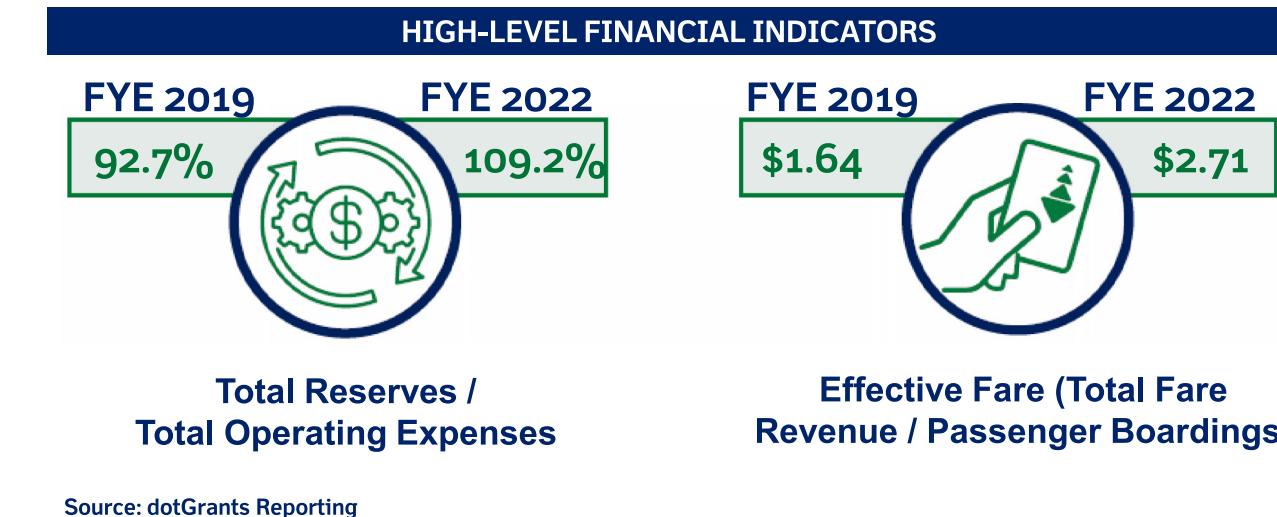
Note: Does not include ADA Paratransit Operating Statistics



ATA Compressed Natural Gas (CNG) Fixed-Route Bus and Demand-Response Van at the Punxsutawney Bus Terminal



Source: 2023 Capital Planning Tool and FYE 2022 dotGrants Reporting



Source: dotGrants Reporting

**Centre Area Transportation Authority (CATA)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY**



**COMMUNITY IMPACTS**

**Environmental**



Complete Compressed Natural Gas (CNG) Fleet Since 2005



Improved Air Quality from Reduced Emissions Pollution

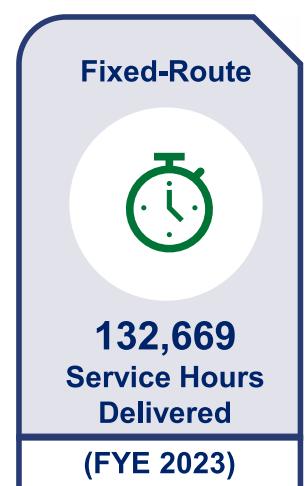


Achieved Energy Independence through Pennsylvania Natural Gas

Source: CATA

**COMMUNITY IMPACTS**

**SOCIAL**



**Fixed-Route On-Time Performance Goal (FYE 2023)**

**Fixed-Route 74%**

Source: FYE 2023 dotGrants and Agency Reporting

**COMMUNITY IMPACTS**

**ECONOMIC**



**\$5.2M**

**Spent Doing Business With Pennsylvania Vendors (FYE 2023)**



**\$5.4m**

**Total Driver Wages Paid (FYE 2023)**

Sources: FYE 2023 dotGrants and Agency Reporting

**ACT 44 PERFORMANCE METRICS**

	<b>INCREASE Passengers / RVH</b>	<b>TARGET (2023)</b>	<b>ACTUAL (2023)</b>	<b>FUTURE (2028)</b>
	<b>CONTAIN Operating Cost / RVH</b>	<b>\$122.44</b>	<b>\$122.24</b>	<b>\$161.98</b>
	<b>INCREASE Operating Revenue / RVH</b>	<b>\$51.82</b>	<b>\$54.73</b>	<b>\$59.25</b>
	<b>CONTAIN Operating Cost / Passenger</b>	<b>\$2.85</b>	<b>\$3.47</b>	<b>\$4.27</b>

**BEST PRACTICES**

- Executed successful ridership campaigns for PSU students during welcome week and special events
- Secured revenue agreements with multi-family housing complexes that charge a per-bed rate.
- Established a gift card reward program for drivers recognized for exemplary behavior by patrons or fellow drivers.

**OPPORTUNITIES FOR IMPROVEMENT**

- Ensure growth in administrative costs remains within sustainable levels.
- Assess the paratransit program's financial sustainability and potential opportunities to partner with Centre County for cost savings.
- Develop a new strategic plan.
- Develop a Board and Management Education Program for continuous learning and activities to encourage collaborative decision-making.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2023
Operating Revenue / Operating Cost	40.8%	44.8%
Operating Cost / Total Vehicle-Hours	\$107.76	\$114.15
Operating Cost / Total Vehicle-Miles	\$8.43	\$7.45
Total Passengers / Total Vehicle-Hours	40.00	32.86
Operating Cost / RVM	\$9.31	\$7.84
RVM / Total Vehicle-Miles	90.5%	95.0%
RVH / Total Vehicle-Hours	95.2%	93.4%
Operating Subsidy / Passenger Trip	\$1.59	\$1.92
Farebox Recovery	39.5%	39.9%

Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2023
Vehicles in Maximum Service (VOMS)	61	46
Operating Cost	\$17,276,242	\$16,217,668
Operating Revenues	\$7,053,927	\$7,261,440
Operating Subsidies	\$10,222,315	\$8,956,228
Total (Actual) Vehicle-Miles	2,050,421	2,178,114
Revenue Vehicle-Miles (RVM)	1,855,308	2,069,204
Total Vehicle-Hours	160,315	142,079
Revenue Vehicle-Hours (RVH)	152,682	132,669
Total Passenger Trips	6,413,232	4,668,256
Senior Passenger Trips	54,914	29,894

Note: Does not include ADA Paratransit Operating Statistics



CATA Compressed Natural Gas (CNG) Fixed-Route Bus

### FLEET SNAPSHOT



127

Total  
Vehicles

Estimated Annual  
Miles per Vehicle



9 Articulated Heavy-Duty  
Buses

17,800



73 Large Heavy-Duty Buses

22,800



17 Light-Duty Buses

12,600



27 Vans

17,300

Source: 2023 Capital Planning Tool and FYE 2023 dotGrants Reporting

### HIGH-LEVEL FINANCIAL INDICATORS

FYE 2019

16.5%



FYE 2023

110.8%

Cash Equivalent Balance/  
Total Operating Expenses

Source: dotGrants Reporting

FYE 2019

\$1.07



FYE 2023

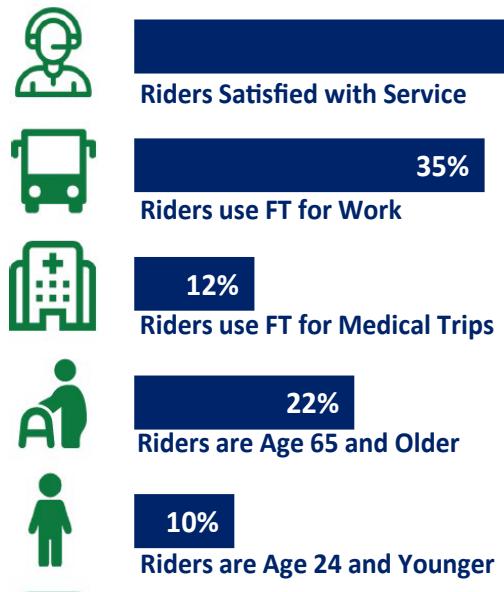
\$1.39

Effective Fare (Total Fare  
Revenue / Passenger Boardings)

**WASHINGTON COUNTY TRANSPORTATION AUTHORITY  
(FREEDOM TRANSIT)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY**

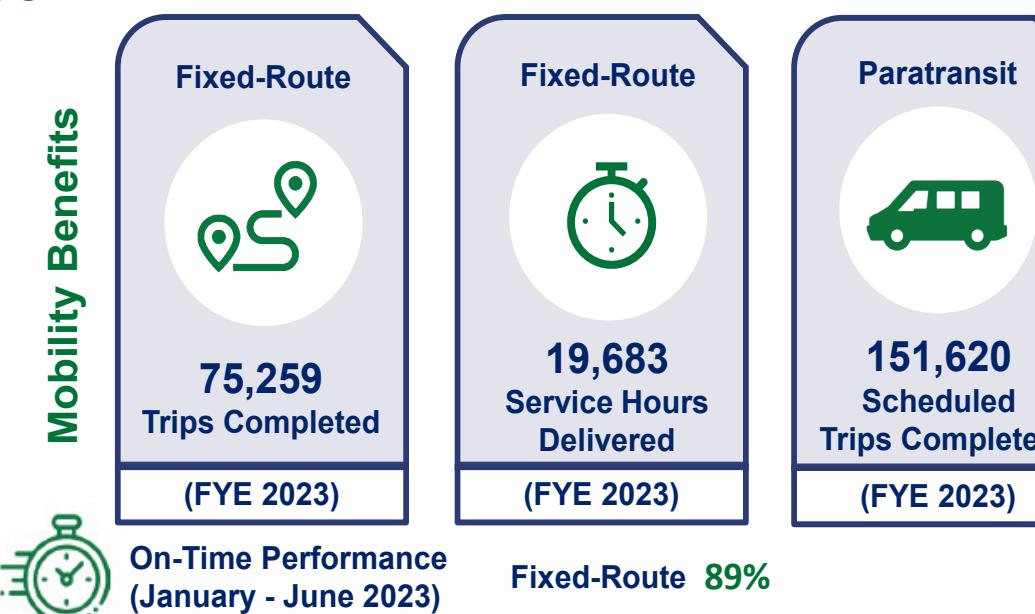


**FIXED-ROUTE RIDER PROFILE**



Source: 2024 FT Customer Satisfaction Survey

**SOCIAL**  
**COMMUNITY IMPACTS**



Source: FYE 2023 dotGrants and Agency Reporting

**COMMUNITY IMPACTS**

**ECONOMIC**



Sources: FYE 2023 dotGrants and Agency Reporting

**ACT 44 PERFORMANCE METRICS**

	<b>INCREASE Passengers / RVH</b>	<b>TARGET (2023)</b>	<b>ACTUAL (2023)</b>	<b>FUTURE (2028)</b>
	<b>CONTAIN Operating Cost / RVH</b>	<b>\$86.96</b>	<b>\$98.00</b>	<b>\$113.61</b>
	<b>INCREASE Operating Revenue / RVH</b>	<b>\$8.62</b>	<b>\$6.48</b>	<b>\$7.52</b>
	<b>CONTAIN Operating Cost / Passenger</b>	<b>\$19.08</b>	<b>\$25.63</b>	<b>\$26.94</b>

**BEST PRACTICES**

- Pursued a strategy of social media optimization to solidify brand recognition.
- Created a sustainable, optimized fare payment technology solution.
- Exploring additional funding opportunities to support low-income individuals seeking transportation for addiction recovery resources and gainful employment opportunities.

**OPPORTUNITIES FOR IMPROVEMENT**

- Consider a phased approach to a potential new operating model to incorporate recommendations from the TDP.
- Ensure future operating budgets account for potential increases in facility-based operating costs.
- Assess organizational needs when exploring potential alternative service delivery models.
- Develop a continual learning Board Education Program.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2023
Operating Revenue / Operating Cost	11.2%	6.6%
Operating Cost / Total Vehicle-Hours	\$70.10	\$85.52
Operating Cost / Total Vehicle-Miles	\$4.03	\$4.81
Total Passengers / Total Vehicle-Hours	4.51	3.34
Operating Cost / RVM	\$4.48	\$5.54
RVM / Total Vehicle-Miles	89.8%	86.9%
RVH / Total Vehicle-Hours	89.5%	87.3%
Operating Subsidy / Passenger Trip	\$13.79	\$23.93
Farebox Recovery	10.1%	5.7%

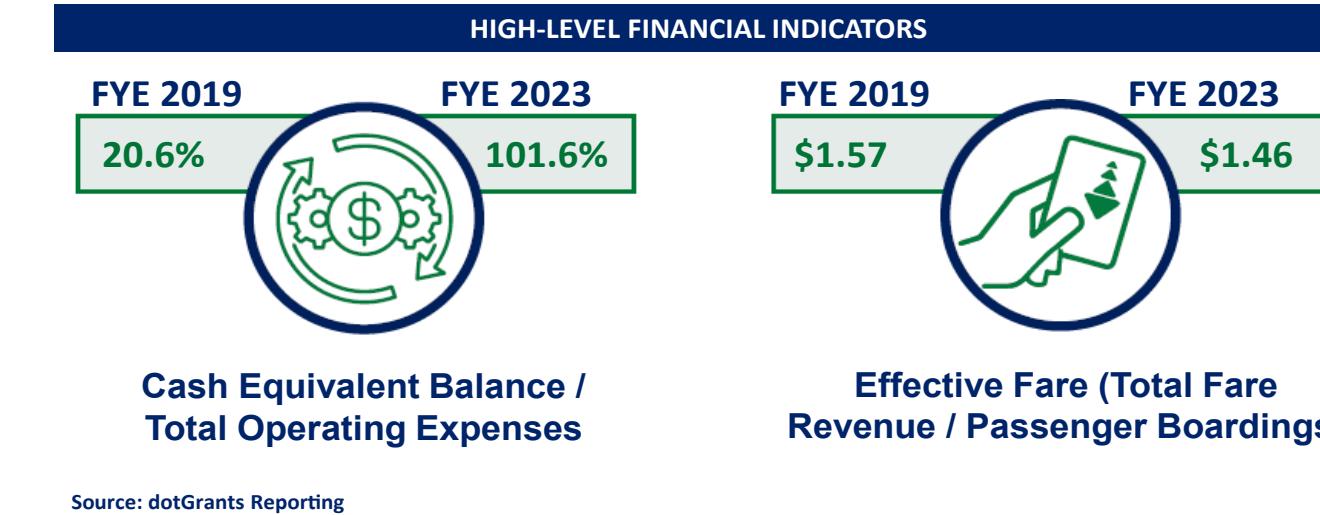
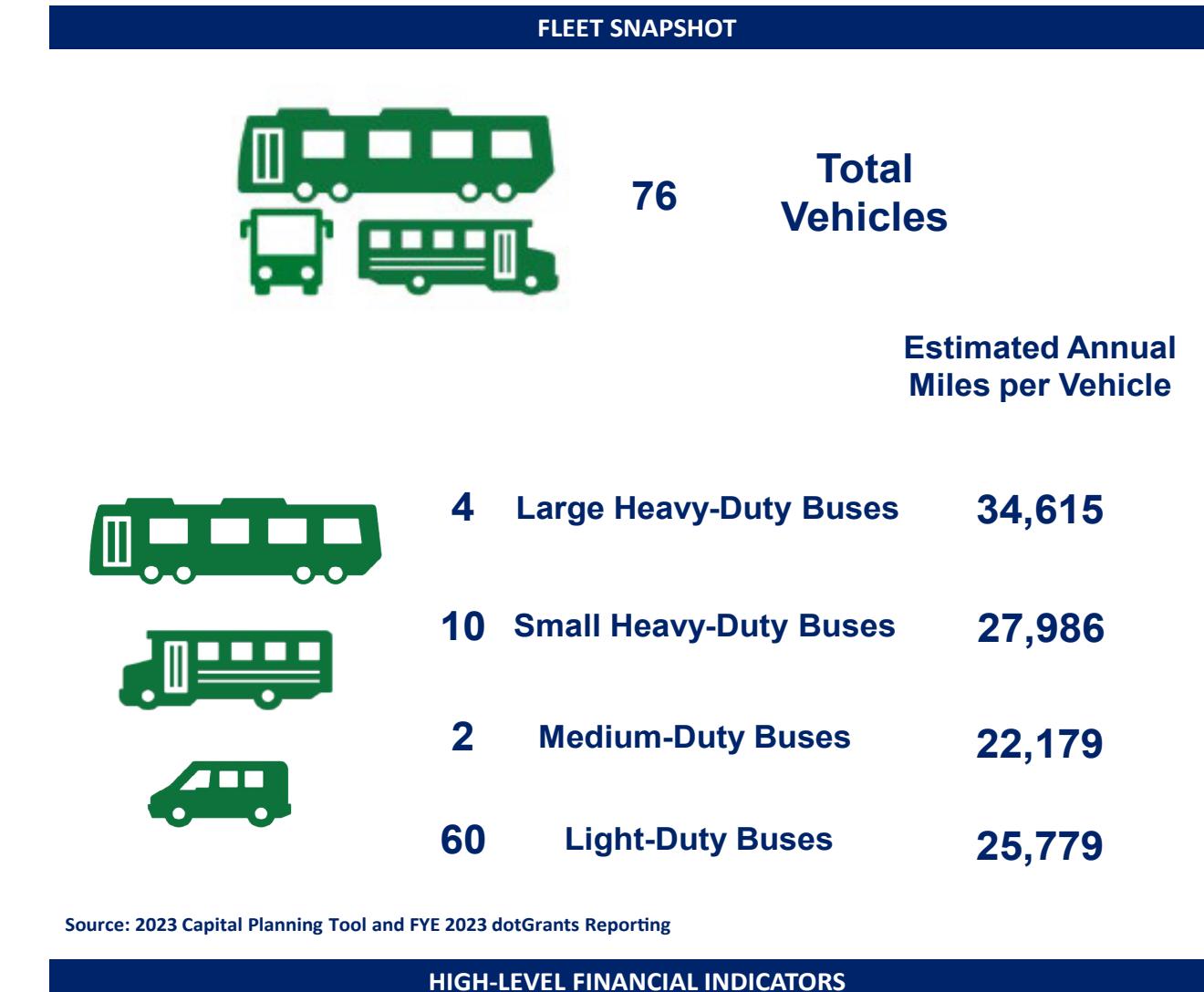
Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2022
Vehicles in Maximum Service (VOMS)	8	7
Operating Cost	\$1,586,123	\$1,928,899
Operating Revenues	\$178,185	\$127,601
Operating Subsidies	\$1,407,938	\$1,801,298
Total (Actual) Vehicle-Miles	393,960	400,810
Revenue Vehicle-Miles (RVM)	353,737	348,149
Total Vehicle-Hours	22,625	22,555
Revenue Vehicle-Hours (RVH)	20,247	19,683
Total Passenger Trips	102,068	75,259
Senior Passenger Trips	16,206	16,196

Note: Does not include ADA Paratransit Operating Statistics



Freedom Transit Fixed-Route Heavy-Duty Bus



Source: dotGrants Reporting

**MID MON VALLEY TRANSIT AUTHORITY (MMVTA)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY**



**FIXED-ROUTE RIDER PROFILE**



Riders Satisfied with Service

98%



Riders use MMVTA for Work

57%



Riders use MMVTA for Shopping

14%



Riders are Age 65 and Older

9%



Riders are Age 24 and Younger

17%



Customers Ride at least 5 Days per Week

69%

Source: 2023 MMVTA Customer Satisfaction Survey

**COMMUNITY IMPACTS**

**SOCIAL**



Source: FYE 2023 dotGrants and Agency Reporting

**COMMUNITY IMPACTS**

**ECONOMIC**



\$5M

Infused in the Pennsylvania Economy (FYE 2023)



57

Local Jobs Supported (FYE 2023)

Sources: FYE 2023 dotGrants and Agency Reporting

**ACT 44 PERFORMANCE METRICS**

	TARGET (2023)	ACTUAL (2023)	FUTURE (2028)
	INCREASE Passengers / RVH	6.95	4.52
	CONTAIN Operating Cost / RVH	\$107.11	\$119.10
	INCREASE Operating Revenue / RVH	\$17.87	\$17.13
	CONTAIN Operating Cost / Passenger	\$15.42	\$26.34

**BEST PRACTICES**

- Increased ridership through a successful bid on the PennWest California Vulcan Flyer.
- Expanded outreach efforts, including customized translations of rider materials to engage new populations from diverse backgrounds.
- Enhanced onboard safety by contracting with local area law enforcement to increase safety and conduct undercover ride-a-longs.

**OPPORTUNITIES FOR IMPROVEMENT**

- Consider a partnership with the Washington County Transit Authority for the shared use of a marketing coordinator.
- Ensure long-term financial sustainability and incorporate Act 44 performance targets in any service planning efforts.
- Develop a Board Education Program to provide continual learning opportunities on critical transit industry themes.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2023
Operating Revenue / Operating Cost	16.7%	14.4%
Operating Cost / Total Vehicle-Hours	\$81.32	\$102.34
Operating Cost / Total Vehicle-Miles	\$4.45	\$6.07
Total Passengers / Total Vehicle-Hours	5.68	3.89
Operating Cost / RVM	\$5.35	\$7.31
RVM / Total Vehicle-Miles	83.2%	83.0%
RVH / Total Vehicle-Hours	84.7%	85.9%
Operating Subsidy / Passenger Trip	\$11.92	\$22.55
Farebox Recovery	14.5%	12.5%

Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2023
Vehicles in Maximum Service (VOMS)	23	22
Operating Cost	\$4,122,671	\$5,511,517
Operating Revenues	\$688,529	\$792,768
Operating Subsidies	\$3,434,142	\$4,718,749
Total (Actual) Vehicle-Miles	926,434	907,888
Revenue Vehicle-Miles (RVM)	770,513	753,987
Total Vehicle-Hours	50,696	53,854
Revenue Vehicle-Hours (RVH)	42,926	46,278
Total Passenger Trips	288,056	209,230
Senior Passenger Trips	35,397	25,231

Note: Does not include ADA Paratransit Operating Statistics



MMVTA Fixed-Route Heavy-Duty Bus

**FLEET SNAPSHOT**



32

**Total  
Vehicles**

**Estimated Annual  
Miles per Vehicle**



27 Large Heavy-Duty Buses

**36,800**



5 Medium-Duty Buses

**34,300**

Source: 2023 Capital Planning Tool and FYE 2023 dotGrants Reporting

**HIGH-LEVEL FINANCIAL INDICATORS**

FYE 2019

18.3%

FYE 2023

30.6%



**Cash Equivalent Balance /  
Total Operating Expenses**

Source: dotGrants Reporting

FYE 2019

\$2.07

FYE 2023

**\$3.29**

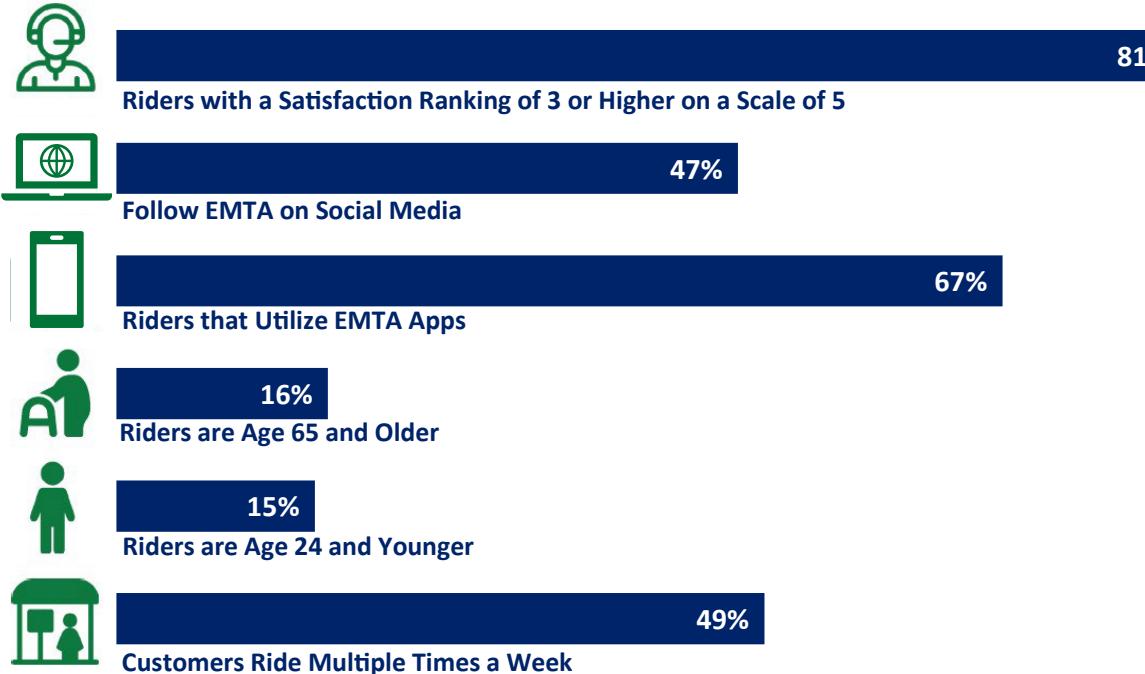


**Effective Fare (Total Fare  
Revenue / Passenger Boardings)**

Erie Metropolitan Transit Authority (EMTA)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY



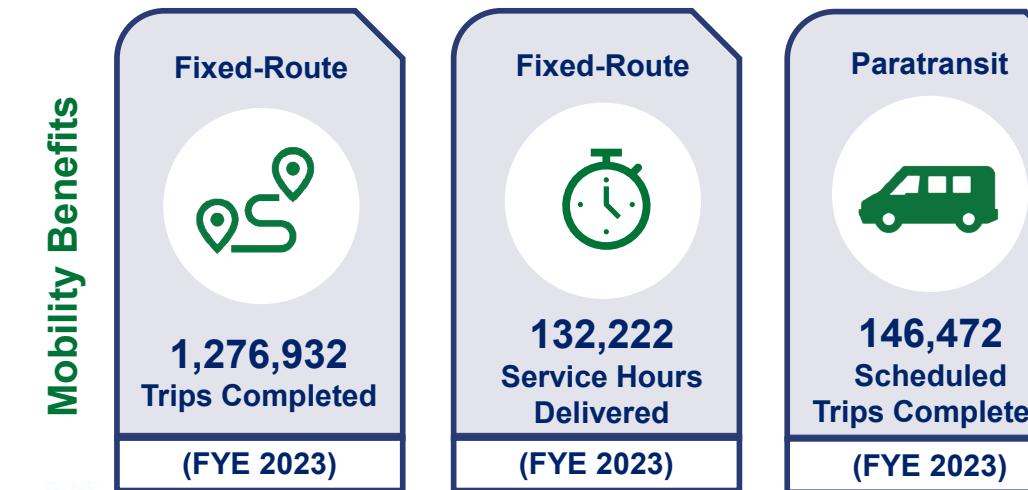
FIXED-ROUTE RIDER PROFILE



Source: 2024 EMTA Services Survey

COMMUNITY IMPACTS

SOCIAL



On-Time Performance  
(Sept. 2023 – Sept. 2024)

Source: FYE 2023 dotGrants and Agency Reporting

COMMUNITY IMPACTS

ECONOMIC

	\$4.2M	Spent Doing Business With Pennsylvania Vendors (FYE 2024)
	\$7.8M	Operator Salaries & Wages (FYE 2023)

	200	Local Jobs Supported (2024)
--	-----	-----------------------------

Sources: FYE 2023 dotGrants and Agency Reporting

ACT 44 PERFORMANCE METRICS

	TARGET (2023)	ACTUAL (2023)	FUTURE (2028)
INCREASE Passengers / RVH	16.11	9.66	10.66
CONTAIN Operating Cost / RVH	\$118.86	\$134.12	\$155.49
INCREASE Operating Revenue / RVH	\$24.07	\$20.19	\$23.40
CONTAIN Operating Cost / Passenger	\$7.38	\$13.89	\$14.60

BEST PRACTICES

- Conducts an annual survey that measures the community's perception of EMTA.
- Hosts marketing events that engage the community and attract news coverage.
- Diversified the agency's revenue streams by securing route guarantees.
- Participates in a parts-sharing and maintenance service exchange with neighboring transit agencies.
- Provides a pathway for hostlers to become mechanics.

OPPORTUNITIES FOR IMPROVEMENT

- Ensure Transit Development Plan (TDP) scenarios consider Act 44 five-year performance targets.
- Maintain a sustainable farebox recovery ratio.
- Develop a planned and unplanned overtime target to inform future budgets.
- Create a workforce development strategy.
- Update the strategic business plan.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2023
Operating Revenue / Operating Cost	21.9%	15.1%
Operating Cost / Total Vehicle-Hours	\$99.34	\$129.08
Operating Cost / Total Vehicle-Miles	\$7.34	\$9.48
Total Passengers / Total Vehicle-Hours	14.86	9.29
Operating Cost / RVM	\$7.63	\$9.79
RVM / Total Vehicle-Miles	96.2%	96.8%
RVH / Total Vehicle-Hours	94.1%	96.2%
Operating Subsidy / Passenger Trip	\$5.22	\$11.80
Farebox Recovery	18.4%	11.6%

Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2023
Vehicles in Maximum Service (VOMS)	66	49
Operating Cost	\$16,382,988	\$17,734,232
Operating Revenues	\$3,587,575	\$2,669,317
Operating Subsidies	\$12,795,413	\$15,064,915
Total (Actual) Vehicle-Miles	2,232,362	1,870,589
Revenue Vehicle-Miles (RVM)	2,146,677	1,810,920
Total Vehicle-Hours	164,915	137,394
Revenue Vehicle-Hours (RVH)	155,131	132,222
Total Passenger Trips	2,449,829	1,276,932
Senior Passenger Trips	194,218	130,797

Note: Does not include ADA Paratransit Operating Statistics



### FLEET SNAPSHOT



124

Total Vehicles

Estimated Annual Miles per Vehicle



60

Large Heavy-Duty Buses

29,186



14

Small Heavy-Duty Buses

13,777



5

Medium-Duty Buses

27,496



45

Light-Duty Buses

15,597

Source: 2024 Capital Planning Tool

### HIGH-LEVEL FINANCIAL INDICATORS

FYE 2019

37.7%

FYE 2023

93.4%



Cash Equivalent Balance / Total Operating Expenses

Source: dotGrants Reporting

FYE 2019

\$1.23

FYE 2023

\$1.61

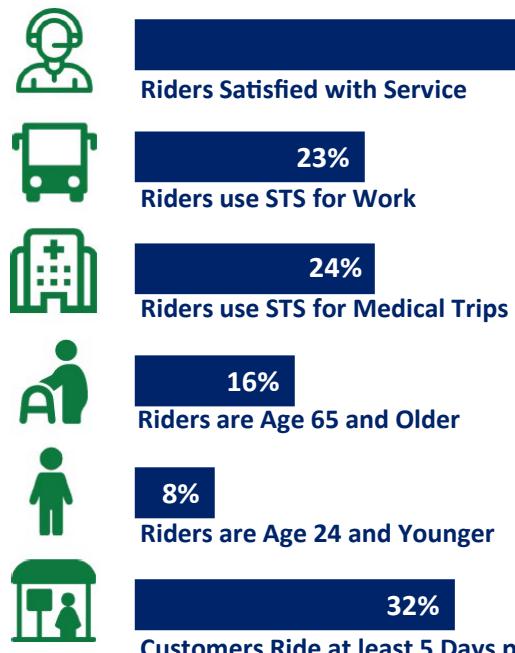


Effective Fare (Total Fare Revenue / Passenger Boardings)

**SCHUYLKILL TRANSPORTATION SYSTEM (STS)  
PERFORMANCE REVIEW EXECUTIVE SUMMARY**



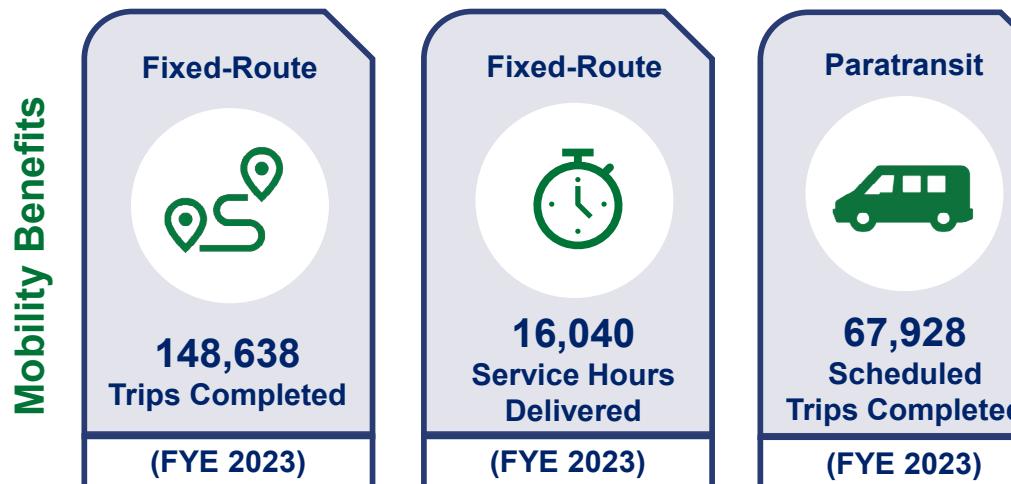
**FIXED-ROUTE RIDER PROFILE**



Source: 2019 STS Customer Satisfaction Survey

**COMMUNITY IMPACTS**

**SOCIAL**



Source: FYE 2023 dotGrants and Agency Reporting

**COMMUNITY IMPACTS**

**ECONOMIC**

	\$3.2M	Spent Doing Business With Pennsylvania Vendors (FYE 2024)
	\$1.2M	Operator Salaries & Wages (FYE 2023)
	\$20.08	Average Hourly Fixed-Route Bus Driver Wage (FYE 2023)

Sources: FYE 2023 dotGrants and Agency Reporting

**ACT 44 PERFORMANCE METRICS**

	TARGET (2023)	ACTUAL (2023)	FUTURE (2028)
INCREASE Passengers / RVH	10.78	9.27	10.23
CONTAIN Operating Cost / RVH	\$134.16	\$142.33	\$165.00
INCREASE Operating Revenue / RVH	\$11.40	\$10.50	\$12.18
CONTAIN Operating Cost / Passenger	\$12.39	\$15.36	\$16.14

**BEST PRACTICES**

- Extensive vehicle operator safety training includes disability sensitivity training, where operators use wheelchairs and scooters to board vehicles and go on trips.
- One of the only rural transportation agencies in Pennsylvania to complete a Public Transportation Agency Safety Plan (PTASP).
- STS offers a commercial driver's license (CDL) training program for its operators.

**OPPORTUNITIES FOR IMPROVEMENT**

- Conduct a Customer Satisfaction Survey (CSS).
- Consider a Transit Development Plan (TDP) to guide system planning efforts following the COVID-19 pandemic.
- Develop a service standards policy for fixed routes.
- Improve on-time performance tracking.
- Assess fixed-route bus stop spacing.
- Build cost-effectiveness into future service contracts.

Other Fixed-Route Performance Statistics	FYE 2019	FYE 2023
Operating Revenue / Operating Cost	8.9%	7.4%
Operating Cost / Total Vehicle-Hours	\$102.53	\$126.29
Operating Cost / Total Vehicle-Miles	\$6.67	\$7.94
Total Passengers / Total Vehicle-Hours	9.36	8.22
Operating Cost / RVM	\$7.09	\$8.43
RVM / Total Vehicle-Miles	94.1%	94.3%
RVH / Total Vehicle-Hours	88.6%	88.7%
Operating Subsidy / Passenger Trip	\$9.97	\$14.23
Farebox Recovery	7.6%	5.8%

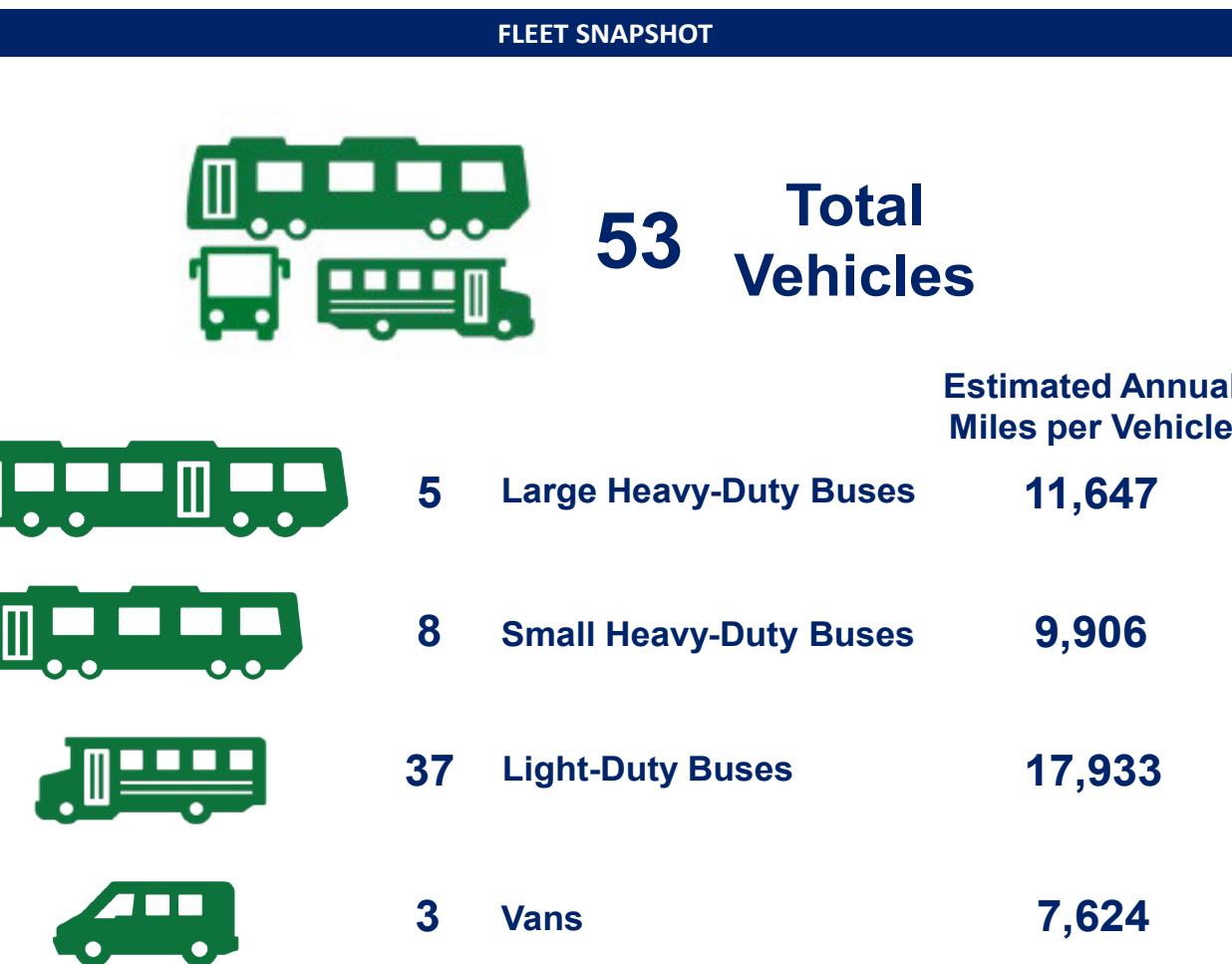
Note: Does not include ADA Paratransit Operating Statistics

Fixed-Route Annual Operating Statistics	FYE 2019	FYE 2023
Vehicles in Maximum Service (VOMS)	10	10
Operating Cost	\$2,000,715	\$2,282,960
Operating Revenues	\$178,610	\$168,458
Operating Subsidies	\$1,822,105	\$2,114,502
Total (Actual) Vehicle-Miles	299,811	287,359
Revenue Vehicle-Miles (RVM)	282,169	270,970
Total Vehicle-Hours	19,513	18,077
Revenue Vehicle-Hours (RVH)	17,291	16,040
Total Passenger Trips	182,731	148,638
Senior Passenger Trips	56,030	35,893

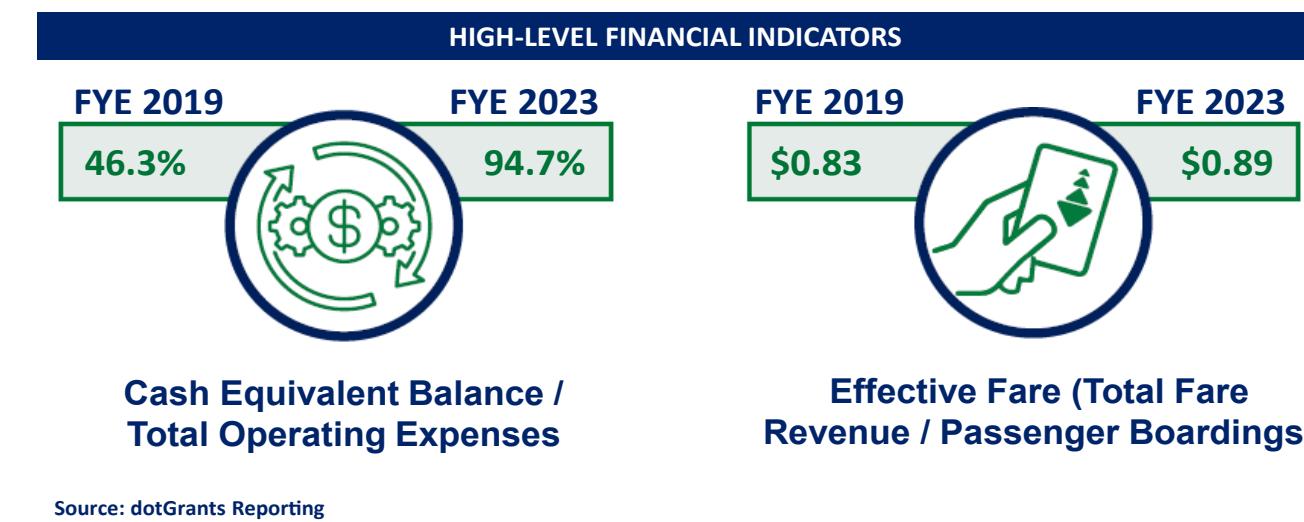
Note: Does not include ADA Paratransit Operating Statistics



STS Fixed-Route Buses at Union Station



Source: 2023 Capital Planning Tool and FYE 2023 dotGrants Reporting



Source: dotGrants Reporting

# SECTION X:

## Glossary of Terms



## URBAN AND RURAL SYSTEMS

**Act 44:** Pennsylvania Act 44 of 2007 Act 44 Fixed-Route Distribution Factors: Factors used to determine the amount of operating assistance available for distribution to local transportation organizations under Section 1513 of Act 44. Factors include total passengers, senior passengers, revenue vehicle hours, and revenue vehicle miles counted in fixed route public transportation service and ADA complementary paratransit service.

**Act 89:** Pennsylvania Act 89 of 2013

**Fixed Route Public Transportation Service:** Defined by Act 44 as regularly-scheduled general public transportation that is provided according to published schedules along designated routes, with specified stopping points for the taking on and discharging of passengers.

**Operating Expenses:** Defined by Act 44 as total expenses required to continue service to the public and to permit needed improvements in service which are not self-supporting and otherwise for any purpose in furtherance of public passenger transportation.

**Operating Revenue:** Defined by Act 44 as the total revenue earned by a local transportation organization through its transit operations. The term includes passenger fares, reimbursement in lieu of fares for senior passengers, charter revenue, school bus revenue, advertising revenue, and other miscellaneous revenue such as public and private route guarantee funds.

**Paratransit Service:** Defined by Act 44 as transit service operating on a non-fixed route basis in order to provide complementary transportation service to persons who are functionally unable to use fixed route public transportation service, as required by the Americans with Disabilities Act of 1990.

**Revenue Vehicle Hours:** Defined by Act 44 as the total amount of time calculated in hours during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead hours.

**Revenue Vehicle Miles:** Defined by Act 44 as the total amount of distance calculated in miles during which vehicles are in service and available for public use in fixed route public transportation service and paratransit service. The term does not include deadhead miles.

**Senior Passengers:** Defined by Act 44 as senior citizens (persons who are at least 65 years of age) who ride on fixed route public transportation service.

**Total Passengers:** Defined by Act 44 as the total of all originating passengers plus transfer passengers carried on fixed route public transportation service and paratransit service.

## COMMUNITY TRANSPORTATION

**65+ (Senior Citizen) Passenger Trips:** The number of one-way passenger trips reported for persons 65 years of age or older. Senior citizens are responsible for a portion (approximately 15%) of the general public fare for Community Transportation

(shared-ride) service. The 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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## ON THE COVER...

(Main Photo First then Top to Bottom)

Passengers Boarding Monroe County Transportation Authority Bus

New Schuylkill Transportation System Operations and Maintenance Facility

Chester County Department Of Community Transit Bus

Town and Country Transit Bus



# Pennsylvania Department of Transportation

Bureau of Public Transportation

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Pennsylvania  
Department of Transportation