



# **2025-2028 Transportation Improvement Program (TIP) for Southwestern Pennsylvania**

## **Appendix V Transit Financial Capacity**



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Financial Capacity Documentation  
**Beaver County Transit Authority**  
 Fiscal Years 2025-2028

**Financial Condition and Capacity Trends**

**Revenue Trends**

- Total State Operating Assistance – The annual allocation of State Operating Assistance increased 21% from FY 2021 through FY 2024 or an average of 6.7% per year. From FY2021 through FY2023, most of the annual allocation of State Operating Assistance was reserved for future use. This was possible due to the receipt of additional federal funds, CARES, CRRSAA, and ARP funds, received for the pandemic.
- Total Local Revenue – In FY2021 and FY2022 local revenue received was \$700,000 and increased to \$800,000 for FY2023 and FY 2024. The minimum local share needed to match the State Operating Assistance was \$629,222 in FY2021 and increased 21% to \$761,606 in FY2024. In FY2021 BCTA provided excess local funding to balance the budget.
- Total Fares – Increased 63.4% from FY 2021 through FY 2024. BCTA anticipates ridership to grow about 2% each fiscal year from FY2025 through FY2029, thereafter aiming toward pre-pandemic levels.

**Expense Trends**

- Program Expenses – Expenses increased 26.98% from FY 2021 through FY 2024. The changes in the expenses throughout the four years are due to the changes in service levels during the pandemic, the additional safety precautions needed due to the pandemic, increased fuel prices, increase in parts and supply costs and pay increases needed to stabilize the workforce.

**Productivity Trends**

<b>Productivity Trends</b>							
	Passenger Trips		Passengers Per Vehicle Revenue Hour		Farebox Recovery		Operating Ratio Trends
FFY 2021	378,707		6.21		18.7%		5.35
FFY 2022	385,997		6.03		22.9%		4.37
FFY 2023	461,712		6.94		24.45%		4.09
FFY 2024	469,980		7.06		22.51%		4.44

  

<i>Passenger trips are the total number of trips provided in any one year.</i>
<i>Total vehicle revenue hours refer to total hours transit service vehicles are in operation less dead hours in any given year. Vehicle revenue hours divided by total passenger trips show the level of productivity achieved in any given year, based on the number of revenue hours run.</i>
<i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant, and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i>

*The operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.*

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal 5307) – The annual allocation of approximately \$1.85 million is expected to remain level over the next 4 years. Amounts used for operating and/or preventive maintenance are used to fill the deficit in the programs and vary from year to year depending on other funding available.
- Total State Revenue (Includes Section 1513) – Expected to increase by 2.5% per year over the next 4 years. The amount of State Operating Revenue earned or used as revenue varies based on the deficit and other funding available. Funds not expended are carried over to cover future operating costs.
- Total Local Revenue (State Section 1513 Match) – The amount of local match for State Operating Assistance is 15% per year. Total local funds needed to match the State Operating Grant will increase 2.5% per year as the State Operating Assistance allocation increases. The total local share needed by FFY2029 will reach over \$860,000.
- Total Fixed Route Fares – Expected to increase a minimum of 2.0% per year.
- Total Shared-Ride Fares – Shared Ride Revenue Replacement funds and Agency Revenues are expected to increase 2% per year.

### **Expense Projections**

- Administrative Expenses for Fixed Route – Projected to increase approximately 3.49% per year for the next 4 years.
- Administrative Expenses for Shared Ride – Projected to increase approximately 3.49% per year for the next 4 years.
- Operating Expenses for Fixed Route – Projected to increase approximately 3.49% per year for the next 4 years.
- Operating Expenses for Shared Ride – Projected to increase approximately 3.49% per year for the next 4 years.
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### **Statistical Trends**

- Fixed Route Passengers will increase approximately 2% per year. Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent. There are no current plans for increasing or decreasing service levels
- Farebox Recovery for Fixed Route and Shared Ride is expected to decline slightly over the next 4 years due to increasing expenses and small increases in ridership and fare revenues.
- The operating ratio is expected to increase slightly over the next 4 years due to the expenses increasing at a faster rate than operating revenues (non-subsidy revenues).

## **CONCLUSIONS**

From the information presented above, the Beaver County Transit Authority believes that it will have more than adequate financial capability to operate bus service in the years ahead. The projections are based on past trends and provide a standard for the Authority's future financial and statistical goals.

**BEAVER COUNTY  
TRANSIT AUTHORITY**

**Conditions and Trends**

	FFY 2021	FFY 2022	FFY 2023	FFY 2024 Budget	4-year % Change	Current Year FFY 2025
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$1,970,477	\$1,880,534	\$2,059,474	\$2,949,367	49.68%	\$3,052,595
Other Salaries	\$1,829,697	\$2,111,666	\$2,268,372	\$1,861,842	1.76%	\$1,927,006
Fringe Benefits	\$1,273,259	\$1,275,449	\$1,392,349	\$1,589,903	24.87%	\$1,645,550
Services	\$922,447	\$702,323	\$795,354	\$918,203	-0.46%	\$945,749
Fuel & Lubricants	\$284,546	\$463,995	\$601,238	\$709,971	149.51%	\$745,470
Tires & Tubes	\$69,507	\$74,421	\$98,911	\$87,000	25.17%	\$89,610
Other Materials	\$457,403	\$440,567	\$452,970	\$499,950	9.30%	\$514,949
Leases & Rentals	\$86,938	\$86,100	\$88,576	\$94,900	0.00%	\$97,747
Utilities	\$230,413	\$261,428	\$323,231	\$345,385	49.90%	\$355,747
Casualty & Liability	\$245,407	\$157,767	\$239,956	\$259,300	5.66%	\$267,079
Taxes	\$2,807	\$4,424	\$2,826	\$3,520	25.40%	\$3,626
Purchased Trans. (Fixed Route)	\$0	\$0	\$0	\$0	0.00%	\$0
Purchased Trans. (Shared Ride)	\$13,998	\$1,737	\$1,296	\$0	0.00%	\$0
Purchased Trans. (ADA)	\$0		\$0	\$0	0.00%	\$0
Other Operating Expenses	\$87,081	\$105,632	\$120,335	\$171,104	96.49%	\$176,237
<b>TOTAL EXPENSES</b>	<b>\$ 7,473,980</b>	<b>\$ 7,566,043</b>	<b>\$ 8,444,888</b>	<b>\$ 9,490,445</b>	<b>26.98%</b>	<b>\$9,821,363</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 476,509	\$ 572,221	\$ 711,010	\$ 778,745	63.43%	\$794,320
Non-transportation Revenue	\$ 35,332	\$ 13,237	\$ 11,847	\$ 4,805	-86.40%	\$4,805
Revenue Replacement	\$ 363,359	\$ 481,797	\$ 621,324	\$ 635,021	74.76%	\$647,721
Interest		\$ 2,074	\$ 5,624	\$ -		\$0
Interest						\$0
Agency Funding	\$ 522,619	\$ 663,601	\$ 714,807	\$ 717,802	37.35%	\$732,158
<i>Total Non-Subsidy Revenue</i>	<i>\$ 1,397,819</i>	<i>\$ 1,732,930</i>	<i>\$ 2,064,612</i>	<i>\$ 2,136,373</i>	<i>52.84%</i>	<i>\$2,179,004</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5311	\$ 216,044	\$ 285,815	\$ 234,763	\$ 195,962	-9.30%	\$202,801
Federal Capital for Operating 5307	\$ 3,796,195	\$ 4,345,524	\$ 4,605,034	\$ 2,154,593	-50.42%	\$960,000
State Operating Assistance	\$ 1,413,921	\$ 551,177	\$ 816,334	\$ 4,241,911	200.01%	\$5,698,911
Local/Non-Federal Operating Assistance	\$ 650,001	\$ 650,597	\$ 724,145	\$ 761,606	17.17%	\$780,647
Prior Year Carryover			\$ -	\$ -		
<i>Total Operating Assistance</i>	<i>\$ 6,076,161</i>	<i>\$ 5,833,113</i>	<i>\$ 6,380,276</i>	<i>\$ 7,354,072</i>	<i>21.03%</i>	<i>\$7,642,359</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 7,473,980</b>	<b>\$ 7,566,043</b>	<b>\$ 8,444,888</b>	<b>\$ 9,490,445</b>	<b>26.98%</b>	<b>\$9,821,363</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>	<b>(\$0)</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	307,511	298,219	364,006	368,659	19.88%	376,032
Originating Passengers Shared Ride	50,829	64,965	73,527	76,448	50.40%	77,977
Transfers	20,367	22,813	24,179	24,873	22.12%	25,370
<i>Total Passengers</i>	<i>378,707</i>	<i>385,997</i>	<i>461,712</i>	<i>469,980</i>	<i>24.10%</i>	<i>479,380</i>
Total Revenue Vehicle Miles	949,895	998,916	1,037,781	1,036,500	9.12%	1,037,000
Total Revenue Vehicle Hours	60,975	64,006	66,542	66,582	9.20%	66,600
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.40</i>	<i>0.39</i>	<i>0.44</i>	<i>0.45</i>	<i>13.73%</i>	<i>0.46</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>6.21</i>	<i>6.03</i>	<i>6.94</i>	<i>7.06</i>	<i>13.65%</i>	<i>7.20</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 19.74</i>	<i>\$ 19.60</i>	<i>\$ 18.29</i>	<i>\$ 20.19</i>	<i>2.32%</i>	<i>\$ 20.49</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 7.87</i>	<i>\$ 7.57</i>	<i>\$ 8.14</i>	<i>\$ 9.16</i>	<i>16.37%</i>	<i>\$ 9.47</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 122.57</i>	<i>\$ 118.21</i>	<i>\$ 126.91</i>	<i>\$ 142.54</i>	<i>16.29%</i>	<i>\$ 147.47</i>
<i>Farebox Recovery</i>	<i>18.70%</i>	<i>22.90%</i>	<i>24.45%</i>	<i>22.51%</i>	<i>20.36%</i>	<i>22.19%</i>
<i>Operating Ratio</i>	<i>5.35</i>	<i>4.37</i>	<i>4.09</i>	<i>4.44</i>	<i>-16.92%</i>	<i>4.51</i>

**Capital Assistance**

Federal Capital Assistance	1,679,164	170,829	138,609	2,796,969
State Capital Assistance	2,333,009	797,455	33,535	2,356,692
Local Capital Assistance	83,341	35,390	31,439	22,551
<b>Total Capital Assistance</b>	<b>4,095,514</b>	<b>1,003,674</b>	<b>203,583</b>	<b>5,176,212</b>

**BEAVER COUNTY  
TRANSIT AUTHORITY**

**Capacity and Plans**

Inflation Factor: 3.0%

Current Year FFY  
2025

% change:  
2025-29

	2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ 3,052,595	\$3,159,436	\$3,270,016	\$3,384,466	\$3,502,923	14.75%
Other Salaries	\$ 1,927,006	\$1,994,452	\$2,064,258	\$2,136,507	\$2,211,284	14.75%
Fringe Benefits	\$ 1,645,550	\$1,703,144	\$1,762,754	\$1,824,450	\$1,888,306	14.75%
Services	\$ 945,749	\$974,122	\$1,003,345	\$1,033,446	\$1,064,449	12.55%
Fuel & Lubricants	\$ 745,470	\$782,743	\$821,880	\$862,974	\$906,123	21.55%
Tires & Tubes	\$ 89,610	\$92,298	\$95,067	\$97,919	\$100,857	12.55%
Other Materials	\$ 514,949	\$530,397	\$546,309	\$562,698	\$579,579	12.55%
Leases and Rentals	\$ 97,747	\$100,679	\$103,700	\$106,811	\$110,015	
Utilities	\$ 355,747	\$366,419	\$377,412	\$388,734	\$400,396	12.55%
Casualty & Liability	\$ 267,079	\$275,091	\$283,344	\$291,844	\$300,600	12.55%
Taxes	\$ 3,626	\$3,734	\$3,846	\$3,962	\$4,081	12.55%
Other Operating Expenses	\$ 176,237	\$181,524	\$186,970	\$192,579	\$198,356	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 9,821,363</b>	<b>\$ 10,164,039</b>	<b>\$ 10,518,901</b>	<b>\$ 10,886,390</b>	<b>\$ 11,266,969</b>	<b>14.72%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 794,320	\$810,206	\$826,411	\$842,939	\$859,798	8.24%
Non-transportation Revenue	\$ 4,805	\$4,805	\$4,805	\$4,805	\$4,805	0.00%
Revenue Replacement	\$ 647,721	\$660,675	\$673,889	\$687,367	\$701,114	8.24%
Agency Funding	\$ 732,158	\$746,801	\$761,737	\$776,972	\$792,511	8.24%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,179,004</i>	<i>\$ 2,222,488</i>	<i>\$ 2,266,842</i>	<i>\$ 2,312,082</i>	<i>\$ 2,358,228</i>	<i>8.23%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5311	\$ 202,801	\$209,879	\$217,204	\$224,784	\$232,629	14.71%
Federal Capital for Operating 5307	\$ 960,000	\$960,000	\$960,000	\$960,000	\$0	-100.00%
State Operating Assistance	\$ 5,698,911	\$5,971,510	\$6,254,689	\$6,548,853	\$7,814,424	37.12%
Local/Non-Federal Operating Assistance	\$ 780,647	\$800,162	\$820,166	\$840,671	\$861,688	10.38%
Prior Year Carryover	\$ -	\$0	\$0	\$0	\$0	
<i>Total Operating Assistance</i>	<i>\$ 7,642,359</i>	<i>\$ 7,941,551</i>	<i>\$ 8,252,059</i>	<i>\$ 8,574,308</i>	<i>\$ 8,908,741</i>	<i>16.57%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 9,821,363</b>	<b>\$ 10,164,039</b>	<b>\$ 10,518,900</b>	<b>\$ 10,886,391</b>	<b>\$ 11,266,969</b>	<b>14.72%</b>
<b>SURPLUS/DEFICIT</b>	<b>(\$0)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	376,032	383,553	391,224	399,048	407,029	8.24%
Originating Passengers Shared Ride	77,977	79,536	81,127	82,750	84,405	8.24%
Transfers	25,370	25,878	26,395	26,923	27,462	8.24%
<i>Total Passengers</i>	<i>469,980</i>	<i>488,967</i>	<i>498,747</i>	<i>508,721</i>	<i>518,896</i>	<i>10.41%</i>
Total Revenue Vehicle Miles	1,037,000	1,037,000	1,037,000	1,037,000	1,037,000	0.00%
Total Revenue Vehicle Hours	66,600	66,600	66,600	66,600	66,600	0.00%
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.45</i>	<i>0.47</i>	<i>0.48</i>	<i>0.49</i>	<i>0.50</i>	<i>10.41%</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>7.06</i>	<i>7.34</i>	<i>7.49</i>	<i>7.64</i>	<i>7.79</i>	<i>10.41%</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 20.90</i>	<i>\$ 20.79</i>	<i>\$ 21.09</i>	<i>\$ 21.40</i>	<i>\$ 21.71</i>	<i>3.90%</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 9.47</i>	<i>\$ 9.80</i>	<i>\$ 10.14</i>	<i>\$ 10.50</i>	<i>\$ 10.86</i>	<i>14.72%</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 147.47</i>	<i>\$ 152.61</i>	<i>\$ 157.94</i>	<i>\$ 163.46</i>	<i>\$ 169.17</i>	<i>14.72%</i>
<i>Farebox Recovery</i>	<i>22.19%</i>	<i>21.87%</i>	<i>21.55%</i>	<i>21.24%</i>	<i>20.93%</i>	<i>-5.66%</i>
<i>Operating Ratio</i>	<i>4.51</i>	<i>4.57</i>	<i>4.64</i>	<i>4.71</i>	<i>4.78</i>	<i>6.00%</i>

Financial Capacity Documentation  
**Butler Transit Authority**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends, compared to FFY 2021:**

- Federal Rural Operating Assistance- Increased on average 15.9% over the past 4 years
- Total State Operating Assistance – Increased on average 4.7% over the past 4 years
- Total Local Revenue – Remained stable over the last many years, and BTA maintains a healthy Local Reserve
- Total Fares – still recovering since COVID 19- starting to see similar total fares compared to Pre-COVID 19 for local fares but still working on recovering commuter fares

**Expense Trends**

- Program Expenses –Have increased an average of 10.2% over the last 4 years- which has occurred as BTA has added commuter service expenses to the regular budget.

Productivity Trends

<b>Productivity Trends</b>						
	Originating Passenger Trips	Originating Passengers Per Vehicle Hour	Farebox Recovery	Operating Ratio Trends		
FFY 2021	127,423	.1150	6.65%	8.30		
FFY 2022	134,131	.1162	6.41%	8.06		
FFY 2023	162,047	.1172	6.47	9.49		
FFY 2024	170,149	.1150	8.75	10.49		

  

<p><i>Originating passenger trips are the total number of trips provided in any one year less transfers. The exclusion of transfers ensures that no passenger is double-counted.</i></p>
<p><i>Total vehicle hours refers to total hours transit service vehicle are in operation in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity achieved in any given year, based on number of hours run.</i></p>
<p><i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i></p>
<p><i>Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.</i></p>

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue – > 3.3% increases each year over the next 4 years
- Total State Revenue – > 3% annual increase each year- over each of the next 4 years
- Total Local Revenue – 5% increase annually
- Total Fares – >3% annual growth- after COVID-19

### **Expense Trends**

- Program Expenses – >3-5% annually, Based on current inflation trends.

### **Productivity Projections**

- Number of Passengers – an average of >3% growth in the number of passengers projected over the next 4 years after allowing for recovery for COVID-19

## **CONCLUSIONS**

- **BTA is continuing to build ridership on the fixed route service. BTA implemented Commuter service and was building ridership preCOVID. BTA is still attempting to attract Commuters and hoping that workers will physically return to work in order for BTA to recover preCOVID ridership and more. Over the next four fiscal years BTA is anticipating if commuter service recovers ridership then this service will improve overall productivity of the entire system. Funding is more than adequate to sustain BTA's current service levels.**

# Conditions and Trends

## Butler Transit Authority

	FFY 2020	FFY 2021	FFY 2022	FFY 2023	4-year % Change	Current Year FFY 2024
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$323,332	\$387,084	\$391,784	\$421,250	30.28%	\$ 446,525
Other Salaries					#DIV/0!	
Fringe Benefits	\$161,899	\$109,639	\$119,469	\$141,878	-12.37%	\$ 146,134
Services	\$232,737	\$211,018	\$242,489	\$221,918	-4.65%	\$ 228,576
Fuel & Lubricants	\$75,067	\$123,902	\$181,410	\$240,873	220.88%	\$ 248,099
Tires & Tubes	\$0	\$0	\$1,030	\$0	#DIV/0!	
Other Materials	\$44,312	\$28,041	\$47,439	\$40,892	-7.72%	\$ 42,119
Leases & Rentals	\$20,424	\$26,314	\$29,638	\$35,868	75.62%	\$ 36,944
Utilities	\$45,663	\$64,547	\$65,658	\$79,827	74.82%	\$ 82,222
Casualty & Liability	\$29,650	\$25,712	\$32,067	\$22,641	-23.64%	\$ 23,320
Taxes					#DIV/0!	
Purchased Trans. (Fixed Route)	\$821,751	\$846,817	\$1,062,115	\$1,530,006	86.19%	\$ 1,575,906
Purchased Trans. (Shared Ride)					#DIV/0!	
Purchased Trans. (ADA)	\$191,548	\$126,687	\$134,986	\$137,181	-28.38%	\$ 141,296
Other Operating Expenses	\$73,273	-\$77,462	\$147,666	\$105,721	44.28%	\$ 108,893
<b>TOTAL EXPENSES</b>	<b>\$ 2,019,656</b>	<b>\$ 1,872,299</b>	<b>\$ 2,455,751</b>	<b>\$ 2,978,055</b>	<b>47.45%</b>	<b>\$ 3,080,034</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 135,000	\$ 124,458	\$ 157,329	\$ 192,547	42.63%	\$ 269,566
ADA Fares	\$ 13,978	\$ 8,690	\$ 9,528	\$ 9,273	-33.66%	\$ 9,366
Advertising	\$ 24,000	\$ 19,431	\$ 30,101	\$ 43,248	80.20%	\$ 43,248
Route Guarantee					#DIV/0!	
Interest					#DIV/0!	
MATP					#DIV/0!	
Area Agency on Aging					#DIV/0!	
Other Sponsors					#DIV/0!	
Other Non-Subsidy	\$ 1,000	\$ 2,796	\$ 1,000	\$ 37,662	3666.20%	\$ 1,000
<i>Total Non-Subsidy Revenue</i>	<i>\$ 173,978</i>	<i>\$ 155,375</i>	<i>\$ 197,958</i>	<i>\$ 282,730</i>	<i>62.51%</i>	<i>\$ 323,180</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 795,166	\$ 1,507,065	\$ 1,128,896	\$ 1,434,869	80.45%	\$ 1,358,188
Federal Capital for Operating			\$ 102,625		#DIV/0!	
State Operating Assistance	\$ 995,474	\$ 152,069	\$ 965,592	\$ 1,196,742	20.22%	\$ 1,331,766
Local/Non-Federal Operating Assistance	\$ 55,038	\$ 57,790	\$ 60,680	\$ 63,714	15.76%	\$ 66,900
Prior Year Carryover						
<i>Total Operating Assistance</i>	<i>\$ 1,845,678</i>	<i>\$ 1,716,924</i>	<i>\$ 2,257,793</i>	<i>\$ 2,695,325</i>	<i>46.03%</i>	<i>\$ 2,756,854</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 2,019,656</b>	<b>\$ 1,872,299</b>	<b>\$ 2,455,751</b>	<b>\$ 2,978,055</b>	<b>47.45%</b>	<b>\$ 3,080,034</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>#DIV/0!</b>	<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	129505	106196	111639	133243	2.89%	134575
Senior Citizen	37873	31310	30468	35567	-6.09%	35923
Half-Fare	1237	837	601	874	-29.35%	883
Paratransit	5109	3476	3082	3709	-27.40%	3746
<i>Total Passengers</i>	<i>173724</i>	<i>141819</i>	<i>145790</i>	<i>173393</i>	<i>-0.19%</i>	<i>175127</i>
Total Revenue Vehicle Miles	157090	159270	273972	291436	85.52%	291436
Total Revenue Vehicle Hours	14341.96	14653.49	18573	19883	38.64%	19883
<i>Passengers/Revenue Vehicle Mile</i>	<i>1.11</i>	<i>0.89</i>	<i>0.53</i>	<i>0.59</i>	<i>-46.20%</i>	<i>0.60</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>12.11</i>	<i>9.68</i>	<i>7.85</i>	<i>8.72</i>	<i>-28.01%</i>	<i>8.81</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 11.63</i>	<i>\$ 13.20</i>	<i>\$ 16.84</i>	<i>\$ 17.18</i>	<i>47.74%</i>	<i>\$ 17.59</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 12.86</i>	<i>\$ 11.76</i>	<i>\$ 8.96</i>	<i>\$ 10.22</i>	<i>-20.52%</i>	<i>\$ 10.57</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 140.82</i>	<i>\$ 127.77</i>	<i>\$ 132.22</i>	<i>\$ 149.78</i>	<i>6.36%</i>	<i>\$ 154.91</i>
<i>Farebox Recovery</i>	<i>6.68%</i>	<i>6.65%</i>	<i>6.41%</i>	<i>6.47%</i>	<i>-3.27%</i>	<i>8.75%</i>
<i>Operating Ratio</i>	<i>8.61%</i>	<i>8.30%</i>	<i>8.06%</i>	<i>9.49%</i>	<i>10.21%</i>	<i>10.49%</i>

# Butler Transit Authority

## Capacity and Plans

Inflation Factor:

3.0%

Current Year

% change:

FFY 2025

FFY 2026

FFY 2027

FFY 2028

FFY 2029

2025-29

EXPENSES						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ 468,851	\$492,294	\$516,909	\$542,754	\$569,892	21.55%
Other Salaries		\$0	\$0	\$0	\$0	#DIV/0!
Fringe Benefits	\$ 150,518	\$155,034	\$159,685	\$164,475	\$169,410	12.55%
Services	\$ 235,433	\$242,496	\$249,771	\$257,264	\$264,982	12.55%
Fuel & Lubricants	\$ 255,542	\$263,208	\$271,105	\$279,238	\$287,615	12.55%
Tires & Tubes		\$0	\$0	\$0	\$0	#DIV/0!
Other Materials	\$ 43,382	\$44,684	\$46,024	\$47,405	\$48,827	12.55%
Leases & Rentals	\$ 38,052	\$39,194	\$40,370	\$41,581	\$42,828	12.55%
Utilities	\$ 84,688	\$87,229	\$89,846	\$92,541	\$95,318	12.55%
Casualty & Liability	\$ 24,020	\$24,740	\$25,483	\$26,247	\$27,035	12.55%
Taxes		\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (Fixed Route)	\$ 1,623,183	\$1,671,879	\$1,722,035	\$1,773,696	\$1,826,907	12.55%
Purchased Trans. (Shared Ride)		\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (ADA)	\$ 145,535	\$149,901	\$154,398	\$159,030	\$163,801	12.55%
Other Operating Expenses	\$ 112,159	\$115,524	\$118,990	\$122,560	\$126,236	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 3,181,366</b>	<b>\$ 3,286,184</b>	<b>\$ 3,394,615</b>	<b>\$ 3,506,792</b>	<b>\$ 3,622,851</b>	<b>14%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 272,262	\$274,984	\$277,734	\$280,511	\$283,317	4.06%
ADA Fares	\$ 9,459	\$9,554	\$9,650	\$9,746	\$9,843	4.06%
Advertising	\$ 43,680	\$44,117	\$44,558	\$45,004	\$45,454	0.04060401
Route Guarantee		\$0	\$0	\$0	\$0	#DIV/0!
Interest		\$0	\$0	\$0	\$0	#DIV/0!
MATP		\$0	\$0	\$0	\$0	#DIV/0!
Area Agency on Aging		\$0	\$0	\$0	\$0	#DIV/0!
Other Sponsors		\$0	\$0	\$0	\$0	#DIV/0!
Other Non-Subsidy	\$ 1,000	\$1,000	\$1,000	\$1,000	\$1,000	0
<i>Total Non-Subsidy Revenue</i>	<i>\$ 326,402</i>	<i>\$ 329,656</i>	<i>\$ 332,942</i>	<i>\$ 336,262</i>	<i>\$ 339,614</i>	<i>4.05%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 1,413,000	\$1,469,900	\$1,528,971	\$1,590,298	\$1,653,971	17.05%
Federal Capital for Operating		\$0	\$0	\$0	\$0	#DIV/0!
State Operating Assistance	\$ 1,371,719	\$1,412,871	\$1,455,257	\$1,498,914	\$1,543,882	12.55%
Local/Non-Federal Operating Assistance	\$ 70,245	\$73,757	\$77,445	\$81,317	\$85,383	21.55%
Prior Year Carryover	\$ -					
<i>Total Operating Assistance</i>	<i>\$ 2,854,964</i>	<i>\$ 2,956,528</i>	<i>\$ 3,061,673</i>	<i>\$ 3,170,530</i>	<i>\$ 3,283,236</i>	<i>15%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 3,181,366</b>	<b>\$ 3,286,183</b>	<b>\$ 3,394,615</b>	<b>\$ 3,506,791</b>	<b>\$ 3,622,850</b>	<b>14%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	135921	137,280	138,653	140,040	141,440	4.06%
Senior Citizen	36282	36,645	37,011	37,381	37,755	4.06%
Half-Fare	892	900	909	919	928	4.06%
Paratransit	3858	3,974	4,093	4,216	4,343	12.55%
<i>Total Passengers</i>	<i>176953</i>	<i>178800</i>	<i>180667</i>	<i>182556</i>	<i>184466</i>	<i>4.25%</i>
Total Revenue Vehicle Miles	291436	300179	309184	318460	328014	0.12550881
Total Revenue Vehicle Hours	19883	20479	21094	21727	22378	0.12550881
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.61</i>	<i>0.60</i>	<i>0.58</i>	<i>0.57</i>	<i>0.56</i>	<i>-7.38%</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>8.90</i>	<i>8.73</i>	<i>8.56</i>	<i>8.40</i>	<i>8.24</i>	<i>-7.38%</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 17.98</i>	<i>\$ 18.38</i>	<i>\$ 18.79</i>	<i>\$ 19.21</i>	<i>\$ 19.64</i>	<i>9.24%</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 10.92</i>	<i>\$ 10.95</i>	<i>\$ 10.98</i>	<i>\$ 11.01</i>	<i>\$ 11.04</i>	<i>1.18%</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 160.00</i>	<i>\$ 160.46</i>	<i>\$ 160.93</i>	<i>\$ 161.40</i>	<i>\$ 161.89</i>	<i>1.18%</i>
<i>Farebox Recovery</i>	<i>8.56%</i>	<i>8.37%</i>	<i>8.18%</i>	<i>8.00%</i>	<i>7.82%</i>	<i>-8.62%</i>
<i>Operating Ratio</i>	<i>10.26%</i>	<i>10.03%</i>	<i>9.81%</i>	<i>9.59%</i>	<i>9.37%</i>	<i>-8.63%</i>

Financial Capacity Documentation  
**Mid Mon Valley Transit Authority**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends, compared to FFY 2020:**

- Federal Urban – remains stable over the last 4 years (with the exception of FFY 21 wherein COVID funds were used vs. Federal Operating).
- Total State Operating Assistance – increased 21% over the 4-year period.
- Total Local Revenue – Remained stable over the last 4 years with a 5% increase each year.
- Total Fares – decreased 21%, compared with 2020.

**Expense Trends**

- Program Expenses – Expenses have increased 32% over the last 4 years. MMVTA has experienced a large increase in the cost for purchase of fixed route service with an increase of 30% over the last 4 years. Also, the cost for the purchase of Complementary ADA Paratransit Service has increased 181% - not because of large cost increases, but instead, because the demand has increased significantly (68% over the past 4 years).

Productivity Trends

<b>Productivity Trends</b>						
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery	Operating Ratio Trends
FFY 2020	268450		6.34		13.87%	7.21
FFY 2021	153820		3.70		10.88%	9.19
FFY 2022	189206		4.25		19.65%	5.09
FFY 2023	211949		4.58		16.29%	6.14

  

<p><i>Originating passenger trips are the total number of trips provided in any one year less transfers. The exclusion of transfers ensures that no passenger is double-counted.</i></p>
<p><i>Total vehicle hours refers to total hours transit service vehicle are in operation in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity achieved in any given year, based on number of hours run.</i></p>
<p><i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i></p>
<p><i>Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.</i></p>

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5307) – Is expected to remain constant. \*Please note that over the next 4 years, the MMVTA is transitioning into a Rural Property. Therefore, there are currently some unknowns regarding the amount of availability of Federal Revenue but are hopeful that it will remain constant.
- Total State Revenue (Includes Section 1513) – Expected to increase by 12.55% over the next 4 years which is within the expected rate of growth of these funds (3% increase per year)
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 21.55% over the next 4 years. The amount of local match for State Operating Assistance is required to increase by 5% per year
- Total Fixed Route Fares – Expected to increase by 12.55% over the next 4 years. This is due efforts which will be taken to increase local ridership.
- Total ADA Fares - Expected to increase by 12.55% over the next 4 years (3% increase per year)

### **Expense Projections**

- Administrative Expenses for Fixed Route – Expected to increase by 3.0% per year for the next 4 years
- Operating Expenses for Fixed Route – Expected to increase by 4.0% per year for the next 4 years
- Operating Expenses for ADA Complementary Paratransit – Expected to increase by 3.0% per year for the next 4 years

### **Statistical Trends**

- For the purposes of this projection, it is assumed that Passengers, Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent or decrease. The MMVTA currently has plans to change the levels of service through a restructuring of fixed routes. The plan is to decrease hours while still accommodating the needs of their customers. This is a necessary action which must taken due to the unknown availability of additional funds or an increase to existing funds.
- Farebox Recovery for Fixed Route – is expected to remain level over the next 4 years (a possible fare increase would increase this % change)
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

### **CONCLUSIONS**

From the information presented above, the Mid Mon Valley Transit Authority believes that it will have adequate financial capability to operate some, if not all, bus service in the years ahead.

The projections are based on past trends and future plans to provide a standard for the Authority's future financial and statistical goals.

# Mid Mon Valley Transit Authority (MMVTA) Conditions and Trends

	FFY 2020	FFY 2021	FFY 2022	FFY 2023	4-year % Change	Current Year FFY 2024
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Other Salaries	\$ 195,659	\$ 195,915	\$ 203,001	\$ 232,255	18.70%	\$ 285,000
Fringe Benefits	\$ 74,712	\$ 88,326	\$ 86,012	\$ 78,033	4.45%	\$ 121,300
Services	\$ 202,108	\$ 295,886	\$ 371,744	\$ 395,537	95.71%	\$ 423,900
Fuel & Lubricants	\$ 230,357	\$ 210,202	\$ 333,254	\$ 401,949	74.49%	\$ 440,000
Tires & Tubes						
Other Materials	\$ 46,336	\$ 244,153	\$ 90,928	\$ 82,217	77.44%	\$ 82,500
Leases & Rentals	\$ 16,263	\$ 16,407	\$ 17,544	\$ 16,842	3.56%	\$ 18,100
Utilities	\$ 50,186	\$ 49,701	\$ 56,757	\$ 52,412	4.44%	\$ 74,500
Casualty & Liability	\$ 32,838	\$ 34,887	\$ 38,958	\$ 41,561	26.56%	\$ 45,000
Taxes	\$ 11,099	\$ 3,987	\$ 3,987	\$ 4,561	-58.91%	\$ 5,000
Purchased Trans. (Fixed Route)	\$ 3,280,580	\$ 3,606,419	\$ 3,917,075	\$ 4,229,046	28.91%	\$ 4,610,171
Purchased Trans. (Shared Ride)						
Purchased Trans. (ADA)	\$ 41,853	\$ 75,336	\$ 74,627	\$ 117,665	181.14%	\$ 129,000
Other Operating Expenses	\$ 194,896	\$ 63,143	\$ 104,535	\$ 115,728	-40.62%	\$ 103,800
<b>TOTAL EXPENSES</b>	<b>\$ 4,376,887</b>	<b>\$ 4,884,362</b>	<b>\$ 5,298,422</b>	<b>\$ 5,767,806</b>	<b>31.78%</b>	<b>\$ 6,338,271</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Fixed Route Passenger Fares	\$ 486,382	\$ 280,030	\$ 349,126	\$ 385,844	-20.67%	\$ 344,500
ADA Fares	\$ 2,766	\$ 5,503	\$ 4,167	\$ 6,515	135.54%	\$ 6,830
Advertising	\$ 83,425	\$ 96,525	\$ 95,225	\$ 98,275	17.80%	\$ 101,000
Route Guarantee						
Interest	\$ 367	\$ 455	\$ 649	\$ 1,166	217.71%	\$ 460
CNG Fuel Tax Rebate	\$ 21,790		\$ 286,315	\$ 140,624	545.36%	\$ 117,000
Miscellaneous	\$ 6,120	\$ 2,738	\$ 550	\$ 2,125	-65.28%	\$ 1,500
Other Sponsors -California University		\$ 143,938	\$ 300,659	\$ 300,458		\$ 320,000
Other Non-Subsidy	\$ 6,400	\$ 2,400	\$ 4,400	\$ 4,800	-25.00%	\$ 2,400
<i>Total Non-Subsidy Revenue</i>	<i>\$ 607,250</i>	<i>\$ 531,589</i>	<i>\$ 1,041,091</i>	<i>\$ 939,807</i>	<i>54.76%</i>	<i>\$ 893,690</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 563,900	\$ 56,100	\$ 620,000	\$ 620,000	9.95%	\$ 630,000
Federal CARES/ARPA Operating	\$ 275,777	\$ 903,598	\$ 953,948	\$ 914,086	231.46%	\$ 1,285,368
State Operating Assistance	\$ 3,068,247	\$ 3,173,216	\$ 3,290,237	\$ 3,704,785	20.75%	\$ 3,936,030
Local/Non-Federal Operating Assistance	\$ 81,026	\$ 85,077	\$ 89,331	\$ 93,798	15.76%	\$ 98,488
Prior Year Carryover	\$ 845,282	\$ 1,064,595	\$ 929,813	\$ 1,625,998	92.36%	\$ 2,130,668
<i>Total Operating Assistance</i>	<i>\$ 4,834,232</i>	<i>\$ 5,282,586</i>	<i>\$ 5,883,329</i>	<i>\$ 6,958,667</i>	<i>43.95%</i>	<i>\$ 8,080,554</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 5,441,482</b>	<b>\$ 5,814,175</b>	<b>\$ 6,924,420</b>	<b>\$ 7,898,474</b>	<b>45.15%</b>	<b>\$ 8,974,244</b>
<b>SURPLUS/DEFICIT</b>	<b>\$1,064,595</b>	<b>\$929,813</b>	<b>\$1,625,998</b>	<b>\$2,130,668</b>	<b>100.14%</b>	<b>\$2,635,973</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	210930	106824	142,850	160749	-23.79%	176,831
Senior Citizen	29905	21183	21,694	25231	-15.63%	24,500
Half-Fare	25998	23294	22,756	23250	-10.57%	22,389
Paratransit	1617	2519	1,906	2719	68.15%	2,436
<i>Total Passengers</i>	<i>268450</i>	<i>153820</i>	<i>189206</i>	<i>211949</i>	<i>-21.05%</i>	<i>226156</i>
Total Revenue Vehicle Miles	750377	694006	736,721	753987	0.48%	764796
Total Revenue Vehicle Hours	42334	41560	44,530	46278	9.32%	47084
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.36</i>	<i>0.22</i>	<i>0.26</i>	<i>0.28</i>	<i>-21.43%</i>	<i>0.30</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>6.34</i>	<i>3.70</i>	<i>4.25</i>	<i>4.58</i>	<i>-27.78%</i>	<i>4.80</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 16.30</i>	<i>\$ 31.75</i>	<i>\$ 28.00</i>	<i>\$ 27.21</i>	<i>66.91%</i>	<i>\$ 28.03</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 5.83</i>	<i>\$ 7.04</i>	<i>\$ 7.19</i>	<i>\$ 7.65</i>	<i>31.15%</i>	<i>\$ 8.29</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 103.39</i>	<i>\$ 117.53</i>	<i>\$ 118.99</i>	<i>\$ 124.63</i>	<i>20.55%</i>	<i>\$ 134.62</i>
<i>Farebox Recovery</i>	<i>13.87%</i>	<i>10.88%</i>	<i>19.65%</i>	<i>16.29%</i>	<i>17.44%</i>	<i>14.10%</i>
<i>Operating Ratio</i>	<i>7.21</i>	<i>9.19</i>	<i>5.09</i>	<i>6.14</i>	<i>-14.85%</i>	<i>7.09</i>

# Mid Mon Valley Transit Authority (MMVTA)

## Capacity and Plans

Inflation Factor: 0.03

Current Year

FFY 2024

FFY 2025

FFY 2026

FFY 2027

FFY 2028

% change:

2025-28

EXPENSES						
<b>Operating Expense</b>						
Other Salaries	\$ 285,000	\$293,550	\$302,357	\$311,427	\$320,770	12.55%
Fringe Benefits	\$ 121,300	\$124,939	\$128,687	\$132,548	\$136,524	12.55%
Services	\$ 423,900	\$436,617	\$449,716	\$463,207	\$477,103	12.55%
Fuel & Lubricants	\$ 440,000	\$453,200	\$466,796	\$480,800	\$495,224	12.55%
Tires & Tubes						
Other Materials	\$ 82,500	\$84,975	\$87,524	\$90,150	\$92,854	12.55%
Leases & Rentals	\$ 18,100	\$18,643	\$19,202	\$19,778	\$20,372	
Utilities	\$ 74,500	\$76,735	\$79,037	\$81,408	\$83,850	12.55%
Casualty & Liability	\$ 45,000	\$46,350	\$47,741	\$49,173	\$50,648	12.55%
Taxes	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	0.00%
Purchased Trans. (Fixed Route)	\$ 4,610,171	\$4,746,519	\$4,864,941	\$5,046,246	\$5,291,811	14.79%
Purchased Trans. (Shared Ride)						
Purchased Trans. (ADA)	\$ 129,000	\$132,870	\$136,856	\$140,962	\$145,191	12.55%
Other Operating Expenses	\$ 103,800	\$106,914	\$110,121	\$113,425	\$116,828	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 6,338,271</b>	<b>\$ 6,526,312</b>	<b>\$ 6,697,978</b>	<b>\$ 6,934,124</b>	<b>\$ 7,236,175</b>	<b>14.17%</b>
REVENUES						
<b>Non-Subsidy Revenue</b>						
Fixed Route Passenger Fares	\$ 344,500	\$354,835	\$365,480	\$376,444	\$387,738	12.55%
ADA Fares	\$ 6,830	\$7,035	\$7,246	\$7,463	\$7,687	12.55%
Advertising	\$ 101,000	\$104,030	\$107,151	\$110,365	\$113,676	12.55%
Route Guarantee						
Interest	\$ 460	\$475	\$475	\$475	\$475	3.26%
CNG Fuel Tax Rebate	\$ 117,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	28.21%
Miscellaneous	\$ 1,500	\$1,545	\$1,591	\$1,639	\$1,688	
Other Sponsors -California University	\$ 320,000	\$329,600	\$339,488	\$349,673	\$360,163	
Other Non-Subsidy	\$ 2,400	\$2,472	\$2,546	\$2,623	\$2,701	12.55%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 893,690</i>	<i>\$ 949,992</i>	<i>\$ 973,977</i>	<i>\$ 998,682</i>	<i>\$ 1,024,129</i>	<i>14.60%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 630,000	\$700,000	\$700,000	\$700,000	\$700,000	11.11%
Federal CARES/ARPA Operating	\$ 1,285,368					
State Operating Assistance	\$ 3,936,030	\$4,054,111	\$4,175,734	\$4,301,006	\$4,430,036	12.55%
Local/Non-Federal Operating Assistance	\$ 98,488	\$103,412	\$108,583	\$114,012	\$119,713	21.55%
Prior Year Carryover	\$ 2,130,668	\$2,635,973	\$1,917,176	\$1,177,493	\$357,070	-83.24%
<i>Total Operating Assistance</i>	<i>\$ 8,080,554</i>	<i>\$ 7,493,496</i>	<i>\$ 6,901,493</i>	<i>\$ 6,292,511</i>	<i>\$ 5,606,819</i>	<i>-30.61%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 8,974,244</b>	<b>\$ 8,443,488</b>	<b>\$ 7,875,471</b>	<b>\$ 7,291,194</b>	<b>\$ 6,630,948</b>	<b>-26.11%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$2,635,973</b>	<b>\$1,917,176</b>	<b>\$1,177,493</b>	<b>\$357,070</b>	<b>-\$605,227</b>	<b>-122.96%</b>
OPERATING STATISTICS & TRENDS						
<b>Ridership</b>						
Adult Fare	176831	182,136	187,600	193,228	199,025	12.55%
Senior Citizen	24500	25,235	25,992	26,772	27,575	12.55%
Half-Fare	22389	23,061	23,752	24,465	25,199	12.55%
Paratransit	2436	2,509	2,584	2,662	2,742	12.55%
<i>Total Passengers</i>	<i>226156</i>	<i>232941</i>	<i>239929</i>	<i>247127</i>	<i>254541</i>	<i>12.55%</i>
Total Revenue Vehicle Miles	764796	775,000	775,000	775,000	775,000	1.33%
Total Revenue Vehicle Hours	47084	45,900	45,900	45,900	45,900	-2.51%
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.30</i>	<i>0.30</i>	<i>0.31</i>	<i>0.32</i>	<i>0.33</i>	<i>11.07%</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>4.80</i>	<i>5.07</i>	<i>5.23</i>	<i>5.38</i>	<i>5.55</i>	<i>15.45%</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 28.03</i>	<i>\$ 28.02</i>	<i>\$ 27.92</i>	<i>\$ 28.06</i>	<i>\$ 28.43</i>	<i>1.44%</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 8.29</i>	<i>\$ 8.42</i>	<i>\$ 8.64</i>	<i>\$ 8.95</i>	<i>\$ 9.34</i>	<i>12.66%</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 134.62</i>	<i>\$ 142.19</i>	<i>\$ 145.93</i>	<i>\$ 151.07</i>	<i>\$ 157.65</i>	<i>17.11%</i>
<i>Farebox Recovery</i>	<i>14.10%</i>	<i>14.56%</i>	<i>14.54%</i>	<i>14.40%</i>	<i>14.15%</i>	<i>0.38%</i>
<i>Operating Ratio</i>	<i>7.09</i>	<i>6.87</i>	<i>6.88</i>	<i>6.94</i>	<i>7.07</i>	<i>-0.37%</i>

Financial Capacity Documentation  
**New Castle Area Transit Authority**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends, compared to FFY 2020:**

- Federal Rural Operating Assistance increased 200%;
- Total State Operating Assistance – Increased 20.88% from 2020.
- Total Local Revenue – Remained stable over the last many years about 5% Increase
- Total Fares – Increased from 2020 by 45%

**Expense Trends**

- Program Expenses – Expenses have increased an average of 9.6% over the last 4 years

**Productivity Trends**

<b>Productivity Trends</b>						
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery	Operating Ratio Trends
FFY 2020/21	239,452		4.89		4.38%	22.81
FFY 2021/22	300,800		5.80		5.03%	19.87
FFY 2022/23	324577		5.67		5.27%	18.96
FFY 2023/24	328900		5.91		4.37%	22.82

  

<i>Originating passenger trips are the total number of trips provided in any one year less transfers. The exclusion of transfers ensures that no passenger is double-counted.</i>
<i>Total vehicle hours refers to total hours transit service vehicle are in operation in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity achieved in any given year, based on number of hours run.</i>
<i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i>
<i>Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.</i>

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal Preventative Maintenance) – Expected to increase over the next 4 years
- Total State Revenue (Includes Section 1513) – Expected to increase by 12.55% over the next 4 years which is within the expected rate of growth of these funds
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 5% over the next 4 years. The amount of local match for State Operating Assistance is required to increase by 5% per year
- Total Fixed Route Fares – Expected to increase by 3.1% over the next 4 years. Efforts will be taken to increase local ridership along with a possible fare increase

### **Expense Projections**

- Administrative Expenses for Fixed Route – Expected to increase by 1.0% per year for the next 4 years
- Administrative Expenses for Shared Ride – N/A
- Operating Expenses for Fixed Route – Expected to increase by 1.3% per year for the next 4 years
- Operating Expenses for Shared Ride – N/A

### **Statistical Trends**

- For the purposes of this projection it is assumed that Passengers, Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent. There are no current plans for increasing or decreasing service levels
- Farebox Recovery for Fixed Route – is expected to remain level over the next 4 years (a possible fare increase would increase this % change)
- Farebox Recovery for Shared Ride is N/A
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

### **CONCLUSIONS**

From the information presented above, the New Castle Area Transit Authority believes that it will have more than adequate financial capability to operate bus service in the years ahead. The projections are based on past trends and provide a standard for the Authority's future financial and statistical goals.

# NEW CASTLE AREA TRANSIT AUTHORITY

## Conditions and Trends

	FFY 2021	FFY 2022	FFY 2023	FFY 2024 Budget	4-year % Change	Current Year FFY 2025
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$1,687,241	\$1,803,657	\$1,779,160	\$2,054,804	21.78%	2,055,000
Other Salaries	\$859,210	\$972,890	\$1,008,441	\$1,462,896	70.26%	1,450,000
Fringe Benefits	\$2,332,059	\$2,400,511	\$2,515,077	\$3,059,542	31.19%	3,100,000
Services	\$317,919	\$305,527	\$415,124	\$452,000	42.17%	450,000
Fuel & Lubricants	\$369,772	\$543,514	\$581,318	\$622,500	68.35%	625,000
Tires & Tubes	\$17,983	\$31,611	\$35,633	\$43,500	141.90%	45,000
Other Materials	\$400,302	\$492,086	\$508,645	\$560,500	40.02%	550,000
Leases & Rentals						
Utilities	\$110,557	\$109,213	\$110,018	\$137,500	24.37%	135,000
Casualty & Liability	\$215,286	\$196,776	\$206,170	\$257,000	19.38%	250,000
Taxes						
Purchased Trans. (Fixed Route)						
Purchased Trans. (Shared Ride)						
Purchased Trans. (ADA)	\$57,060	\$77,571	\$130,116	\$106,700	87.00%	125,000
Other Operating Expenses	\$38,774	\$44,211	\$45,327	\$120,300	210.26%	120,000
<b>TOTAL EXPENSES</b>	<b>\$ 6,406,163</b>	<b>\$ 6,977,567</b>	<b>\$ 7,335,029</b>	<b>\$ 8,877,242</b>	<b>38.57%</b>	<b>\$ 8,905,000</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 218,047	\$ 252,533	\$ 311,545	\$ 318,000	45.84%	335,000
ADA Fares	\$ 4,534	\$ 7,438	\$ 14,657	\$ 13,185	190.80%	15,000
Advertising	\$ 24,000	\$ 24,000	\$ 22,792	\$ 12,000	-50.00%	12,000
Route Guarantee						
Interest						
MATP						
Area Agency on Aging						
Other Sponsors						
Other Non-Subsidy	\$ 34,253	\$ 67,221	\$ 37,881	\$ 44,900	31.08%	40,000
<i>Total Non-Subsidy Revenue</i>	<i>\$ 280,834</i>	<i>\$ 351,192</i>	<i>\$ 386,875</i>	<i>\$ 388,085</i>	<i>38.19%</i>	<i>\$ 402,000</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 1,000,000	\$ 3,800,000	\$ 3,465,909	\$ 3,000,000	200.00%	2,400,000
Federal Capital for Operating						
State Operating Assistance	\$ 4,782,817	\$ 4,939,964	\$ 5,476,093	\$ 5,781,691	20.88%	5,800,000
Local/Non-Federal Operating Assistance	\$ 256,405	\$ 269,225	\$ 282,686	\$ 296,820	15.76%	311,661
Prior Year Carryover	\$ 86,107	\$ -				
<i>Total Operating Assistance</i>	<i>\$ 6,125,329</i>	<i>\$ 9,009,189</i>	<i>\$ 9,224,688</i>	<i>\$ 9,078,511</i>	<i>48.21%</i>	<i>\$ 8,511,661</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 6,406,163</b>	<b>\$ 9,360,381</b>	<b>\$ 9,611,563</b>	<b>\$ 9,466,596</b>	<b>47.77%</b>	<b>\$ 8,913,661</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$2,382,814</b>	<b>\$2,276,534</b>	<b>\$589,354</b>		<b>\$8,661</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	255,340	301,005	322,372	315,000	23.36%	360,000
Senior Citizen	50,266	60,495	69,434	67,000	33.29%	70,000
Half-Fare						
Paratransit	2,328	3,300	7,466	6,900	196.39%	9,500
<i>Total Passengers</i>	<i>307,934</i>	<i>364,800</i>	<i>399,272</i>	<i>388,900</i>	<i>26.29%</i>	<i>439,500</i>
Total Revenue Vehicle Miles	869,352	925,000	948,666	949,000	9.16%	1,000,000
Total Revenue Vehicle Hours	48,962	51,900	57,323	55,700	13.76%	56,000
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.35</i>	<i>0.39</i>	<i>0.42</i>	<i>0.41</i>	<i>15.69%</i>	<i>0.44</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>6.29</i>	<i>7.03</i>	<i>6.97</i>	<i>6.98</i>	<i>11.02%</i>	<i>7.85</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 20.80</i>	<i>\$ 19.13</i>	<i>\$ 18.37</i>	<i>\$ 22.83</i>	<i>9.72%</i>	<i>\$ 20.26</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 7.37</i>	<i>\$ 7.54</i>	<i>\$ 7.73</i>	<i>\$ 9.35</i>	<i>26.94%</i>	<i>\$ 8.91</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 130.84</i>	<i>\$ 134.44</i>	<i>\$ 127.96</i>	<i>\$ 159.38</i>	<i>21.81%</i>	<i>\$ 159.02</i>
<i>Farebox Recovery</i>	<i>4.38%</i>	<i>5.03%</i>	<i>5.27%</i>	<i>4.37%</i>	<i>-0.28%</i>	<i>4.51%</i>
<i>Operating Ratio</i>	<i>22.81</i>	<i>19.87</i>	<i>18.96</i>	<i>22.87</i>	<i>0.28%</i>	<i>22.15</i>



Financial Capacity Documentation  
**Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends:**

- Federal Urban Operating Assistance increased 12.55%.
- Total State Operating Assistance – Increased 12.6% from 2023.
- Total Local Revenue – Increased 12.6% from 2023.
- Total Fares – Decreased/Increased 12.6% from 2023.

**Expense Trends**

- Program Expenses – Expenses have increased an average of 11.95% over the last 4 years

**Productivity Trends**

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FFY 2022	22,388,328		10.92		12.83%		7.79
FFY 2023	25,195,582		12.44		14.21%		7.04
FFY 2024	24,475,432		10.88		14.55%		6.88
FFY 2025	25,209,695		10.88		14.55%		6.88

  

<p><i>Originating passenger trips are the total number of trips provided in any one year less transfers. The exclusion of transfers ensures that no passenger is double-counted.</i></p>
<p><i>Total vehicle hours refers to total hours transit service vehicle are in operation in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity achieved in any given year, based on number of hours run.</i></p>
<p><i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i></p>
<p><i>Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.</i></p>

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total State Revenue (Includes Section 1513) – Expected to remain constant over the next 4 years, assuming 3% growth.
- Total Local Revenue (Includes Section 1513 Match) – Expected to remain constant over the next 4 years, assuming 3% growth.
- Total Fixed Route Fares – Expected to increase by 12.55% over the next 4 years. Efforts will be taken to increase local ridership with the implementation of the Downtown-Oakland BRT project.
- Total Shared-Ride Fares – Expected to increase an average of 12% over the next 4 years.
- Total Operating Capital Assistance – Expected to increase an average of 3% over the next 4 years.
- Prior Year Carryover Deferred Revenue – Expected to balance the operating budget over the next 4 years.

### **Expense Projections**

- Operating Expenses for Salary and Wages – Expected to increase by 12.5% per year for the next 4 years.
- Operating Expenses for Fringe Benefits – Expected to increase by 12.6% per year for the next 4 years.
- Fuel & Lubricants Expenses for Fixed Route – Expected to increase by 12.55% per year for the next 4 years.
- Tires and Tubes Expenses for Fixed Route – Expected to increase by 12.38% per year for the next 4 years.
- Materials and Supplies Expenses – Expected increase by 12.39% per year for the next 4 years.
- Utilities Expenses – Expected increase by 12.85% per year for the next 4 years.
- Casualty & Liability Expenses – Expected decrease by 12.66% per year for the next 4 years.
- Operating Expenses for ACCESS Paratransit – Expected to increase by 12.38% per year for the next 4 years.
- Purchased Services – Expected to decrease by 12.43% per year for the next 4 years.
- Other Expenses – Expected to crease by 12.77% per year for the next 4 years.

### **Statistical Trends**

- For the purposes of this projection it is assumed that Passengers, Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent. There are no current plans for increasing or decreasing service levels.
- Farebox Recovery for Fixed Route – is expected to slightly increase over the next 4 years as the COVID-19 pandemic subsides and ridership increases.
- Operating Ratio is expected to remain consistent over the next 4 years, between 6% and 8%.

### **CONCLUSIONS**

From the information presented above and assuming continued State and local funding and the use of deferred revenue funds, Pittsburgh Regional Transit believes that it will have more than adequate financial capability to operate bus service in the years ahead. The projections are based on past trends and provide a standard for the Authority's future financial and statistical goals.

## Conditions and Trends

### Pittsburgh Regional Transit

	FFY 2020	FFY 2021	FFY 2022	FFY 2023	4-year % Change	Current Year FFY 2024 BUD
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Salary & Wages	\$ 173,182,416	\$ 180,013,821	\$ 184,058,099	\$ 189,905,399	9.66%	\$ 199,294,302
Fringe Benefits	\$ 161,585,197	\$ 165,638,870	\$ 163,349,948	\$ 168,326,324	4.17%	\$ 188,114,785
Services	\$ 13,395,428	\$ 13,951,923	\$ 14,234,876	\$ 16,699,289	24.66%	\$ 24,507,760
Fuel & Lubricants	\$ 15,248,757	\$ 11,980,515	\$ 14,944,691	\$ 19,140,693	25.52%	\$ 22,057,567
Tires & Tubes	\$ 1,516,886	\$ 1,535,744	\$ 1,724,404	\$ 2,063,320	36.02%	\$ 2,262,000
Other Materials and Supplies	\$ 24,805,261	\$ 25,646,924	\$ 24,639,680	\$ 29,177,877	17.63%	\$ 32,097,370
Utilities	\$ 7,753,214	\$ 7,204,632	\$ 6,982,354	\$ 7,772,317	0.25%	\$ 9,766,400
Casualty & Liability	\$ (439,809)	\$ 2,246,741	\$ 3,731,453	\$ 4,860,864	-1205.22%	\$ 8,877,400
Purchased Transportation - ACCESS	\$ 24,346,319	\$ 24,878,539	\$ 27,807,315	\$ 30,227,185	24.16%	\$ 33,124,900
Leases & Rentals	\$ 1,731,318	\$ 1,952,560	\$ 1,971,696	\$ 1,899,131	9.69%	\$ 2,185,500
Miscellaneous Expense	\$ 5,044,357	\$ 4,988,881	\$ 5,806,654	\$ 9,269,637	83.76%	\$ 13,071,600
<b>TOTAL EXPENSES</b>	<b>\$ 428,169,344</b>	<b>\$ 440,039,151</b>	<b>\$ 449,251,170</b>	<b>\$ 479,342,036</b>	<b>11.95%</b>	<b>\$ 535,359,584</b>
<b>REVENUES</b>						
<b>Non-Subsidy Operating Revenue</b>						
Passenger Fares	\$ 69,341,543	\$ 30,720,420	\$ 46,907,212	\$ 53,247,074	-23.21%	\$ 60,917,807
State Shared Ride Program	\$ 8,607,351	\$ 6,338,710	\$ 7,721,160	\$ 8,660,113	0.61%	\$ 10,300,000
Advertising	\$ 3,089,427	\$ 1,704,315	\$ 2,317,916	\$ 2,230,196	-27.81%	\$ 2,400,000
Miscellaneous Income	\$ 831,987	\$ 677,144	\$ 626,132	\$ 647,362	-22.19%	\$ 578,806
Interest Income	\$ 2,039,636	\$ 137,699	\$ 74,938	\$ 3,345,589	64.03%	\$ 3,673,089
<i>Total Non-Subsidy Revenue</i>	<i>\$ 83,909,944</i>	<i>\$ 39,578,287</i>	<i>\$ 57,647,358</i>	<i>\$ 68,130,334</i>	<i>-18.81%</i>	<i>\$ 77,869,702</i>
<b>Operating Assistance</b>						
Federal Operating Assistance (CARES, etc.)	\$ 31,482,531	\$ 73,921,916	\$ 58,642,774	\$ 191,908,792	509.57%	146,535,315
Federal Capital for Operating	\$ 36,080,966	\$ 31,600,118	\$ 34,641,863	\$ 29,478,107	-18.30%	50,433,806
State Capital for Operating	\$ 13,551,281	\$ 13,083,537	\$ 12,727,608	\$ 14,516,040	7.12%	14,491,869
Local Capital for Operating	\$ 7,031,441	\$ 5,407,380	\$ 807,897	\$ 712,374	-89.87%	571,459
State Operating Assistance	\$ 239,533,821	\$ 245,598,427	\$ 250,756,169	\$ 271,473,317	13.33%	\$ 324,298,098
Local/Non-Federal Operating Assistance	\$ 35,900,235	\$ 36,727,523	\$ 37,716,078	\$ 40,526,646	12.89%	48,644,715
Prior Year Carryover Deferred Revenue	\$ -	\$ -			#DIV/0!	
<i>Total Operating Assistance</i>	<i>\$ 363,580,275</i>	<i>\$ 406,338,900</i>	<i>\$ 395,292,389</i>	<i>\$ 548,615,276</i>	<i>50.89%</i>	<i>\$ 584,975,262</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 447,490,219</b>	<b>\$ 445,917,187</b>	<b>\$ 452,939,747</b>	<b>\$ 616,745,610</b>	<b>37.82%</b>	<b>\$ 662,844,964</b>
<b>SURPLUS/DEFICIT</b>	<b>\$19,320,875</b>	<b>\$5,878,036</b>	<b>\$3,688,577</b>	<b>\$137,403,574</b>		<b>\$127,485,380</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating	37,033,960	16,444,952	22,388,328	25,195,582	-31.97%	24,475,432
Transfers	1,227,231	823,329	916,526	1,051,022	-14.36%	1,036,201
Contracted Services	6,864,210	1,766,670	5,417,234	6,567,642	-4.32%	6,063,497
Seniors	4,004,259	2,788,762	2,576,358	3,418,866	-14.62%	3,709,670
ACCESS	1,092,542	667,101	845,865	926,751	-15.17%	1,070,000
Free Ridership	1,566,397	183,798	184,221	748,669	-52.20%	213,283
<i>Total Passengers</i>	<i>51,788,599</i>	<i>22,674,612</i>	<i>32,328,532</i>	<i>37,908,532</i>	<i>-26.80%</i>	<i>36,568,083</i>
Total Revenue Vehicle Miles	30,204,206	26,277,864	26,483,449	26,447,131	-12.44%	29,099,358
Total Revenue Vehicle Hours	2,277,174	2,089,551	2,050,337	2,025,498	-11.05%	2,249,519
Passengers/Revenue Vehicle Mile	1.71	0.86	1.22	1.43	-16.40%	1.26
Passengers/Revenue Vehicle Hour	22.74	10.85	15.77	18.72	-17.71%	16.26
Operating Expense per Passenger Trip	\$ 8.27	\$ 19.41	\$ 13.90	\$ 12.64	52.94%	\$ 14.64
Operating Expense per Revenue Mile	\$ 14.18	\$ 16.75	\$ 16.96	\$ 18.12	27.86%	\$ 18.40
Operating Expense per Revenue Hour	\$ 188.03	\$ 210.59	\$ 219.11	\$ 236.65	25.86%	\$ 237.99
Farebox Recovery	19.60%	8.99%	12.83%	14.21%	-27.47%	14.55%
Operating Ratio	5.10	11.12	7.79	7.04	37.88%	6.88



Financial Capacity Documentation  
**Washington County Transportation Authority / Freedom Transit**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends, compared to FFY 2021:**

- Federal Urban decreased 42.46%
- Total State Operating Assistance – increased 23.16%
- Total Local Revenue – increased 22.29%.
- Total Fares – increased 59.63%, compared with 2021.

**Expense Trends**

- Program Expenses – Expenses have increased 42.03% compared to FFY 2021 primarily as a result of increased labor and fuel costs

**Productivity Trends**

<b>Productivity Trends</b>						
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery	Operating Ratio Trends
FFY 2021	167,528		2.14		33.07%	3.02
FFY 2022	200,515		2.30		33.66%	2.97
FFY 2023	229,311		2.41		34.44%	2.90
FFY 2024	241,370		2.45		35.92%	2.78

  

<i>Originating passenger trips are the total number of trips provided in any one year.</i>
<i>Total vehicle hours refers to total hours transit service vehicle are in operation in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity achieved in any given year, based on number of hours run.</i>
<i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i>
<i>Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.</i>

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total State Operating Assistance - 19.24% increase projected over next four years as result of increased ridership, shared ride fare increases and reduced federal operating assistance
- Prior Year Carryover – Increase of 45.77% over next four years due to reduced federal operating assistance and significant amount of state operating reserves
- Total Local Revenue – 3% revenue growth projected over each of the next 4 years
- Total Fares – 3% growth is projected as result of increased ridership and fare increases

### **Expense Trends**

- Program Expenses – Expenses are projected to increase 3% each year

### **Productivity Projections**

- Number of Passengers – The number of passengers are projected to increase by 3% over the next four years.

## **CONCLUSIONS**

Given the projections, Washington County Transportation Authority/ Freedom Transit is expected to have adequate financial capability to operate public transit services through the planned period.

# Washington County Transportation Authority

## Conditions and Trends

	FFY 2021	FFY 2022	FFY 2023	FFY 2024 Budget	4-year % Change	Current Year FFY 2025
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages						
Other Salaries						
Fringe Benefits						
Services						
Administration	\$ 1,067,111	\$ 1,071,241	\$ 1,146,714	\$ 1,302,322	22.04%	\$ 1,475,000
Fuel & Lubricants	\$ 408,238	\$ 714,450	\$ 816,779	\$ 777,905	90.55%	\$ 800,000
Tires & Tubes						
Other Materials						
Leases & Rentals						
Utilities						
Casualty & Liability						
Taxes						
Purchased Trans. (Fixed Route)	\$ 993,087	\$ 1,245,599	\$ 1,300,290	\$ 1,332,572	34.18%	\$ 1,360,000
Purchased Trans. (Shared Ride)	\$ 2,956,190	\$ 3,308,398	\$ 3,889,193	\$ 4,205,566	42.26%	\$ 4,350,000
Purchased Trans. (ADA)	\$ 160,851	\$ 225,177	\$ 294,089	\$ 314,736	95.67%	\$ 340,000
Other Operating Expenses						
<b>TOTAL EXPENSES</b>	<b>\$ 5,585,477</b>	<b>\$ 6,564,865</b>	<b>\$ 7,447,065</b>	<b>\$ 7,933,101</b>	<b>42.03%</b>	<b>\$ 8,325,000</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 180,192	\$ 225,346	\$ 261,880	\$ 287,644	59.63%	\$ 290,000
ADA Fares	\$ 26,552	\$ 29,732	\$ 32,385	\$ 37,679	41.91%	\$ 39,000
Advertising	\$ 42,389	\$ 35,182	\$ 48,858	\$ 27,000	-36.30%	\$ 30,000
Interest	\$ 3,380	\$ 4,681	\$ 81,509	\$ 50,000	1379.29%	\$ 10,000
MATP	\$ 1,448,303	\$ 1,728,997	\$ 1,910,361	\$ 2,189,940	51.21%	\$ 2,280,000
Area Agency on Aging	\$ 56,393	\$ 80,108	\$ 84,302	\$ 94,934	68.34%	\$ 96,000
Other Sponsors	\$ 42,694	\$ 50,704	\$ 68,923	\$ 80,338	88.17%	\$ 82,000
Other Non-Subsidy	\$ 47,054	\$ 54,920	\$ 76,401	\$ 81,936	74.13%	\$ 83,000
<i>Total Non-Subsidy Revenue</i>	<i>\$ 1,846,957</i>	<i>\$ 2,209,670</i>	<i>\$ 2,564,619</i>	<i>\$ 2,849,471</i>	<i>54.28%</i>	<i>\$ 2,910,000</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 1,550,000	\$ 2,014,316	\$ 2,317,781	\$ 891,852	-42.46%	\$ 1,000,000
Federal Capital for Operating	\$ -	\$ -	\$ -			
State Operating Assistance	\$ 1,193,935	\$ 1,352,526	\$ 1,556,298	\$ 1,470,443	23.16%	\$ 1,530,000
Local/Non-Federal Operating Assistance	\$ 245,908	\$ 254,248	\$ 282,974	\$ 300,709	22.29%	\$ 316,000
Prior Year Carryover	\$ 781,645	\$ 756,178	\$ 777,056	\$ 2,470,626	216.08%	\$ 2,569,000
<i>Total Operating Assistance</i>	<i>\$ 3,771,488</i>	<i>\$ 4,377,268</i>	<i>\$ 4,934,109</i>	<i>\$ 5,133,630</i>	<i>36.12%</i>	<i>\$ 5,415,000</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 5,618,445</b>	<b>\$ 6,586,938</b>	<b>\$ 7,498,728</b>	<b>\$ 7,983,101</b>	<b>42.09%</b>	<b>\$ 8,325,000</b>
<b>SURPLUS/DEFICIT</b>	<b>\$32,968</b>	<b>\$22,073</b>	<b>\$51,663</b>	<b>\$50,000</b>	<b>51.66%</b>	<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	27,457	39,120	52,560	57,102	107.97%	60,000
Senior Citizen	12,523	12,794	16,196	16,528	31.98%	17,500
Half-Fare	5,122	5,806	4,939	3,802	-25.77%	4,500
Free Fare	613	749	1,564	2,022	229.85%	2,100
Paratransit	121,813	142,046	154,052	161,916	32.92%	165,000
<i>Total Passengers</i>	<i>167,528</i>	<i>200,515</i>	<i>229,311</i>	<i>241,370</i>	<i>44.08%</i>	<i>249,100</i>
Total Revenue Vehicle Miles	1,439,229	1,621,582	1,736,597	1,795,641	24.76%	1,810,000
Total Revenue Vehicle Hours	78,119	87,089	95,098	98,344	25.89%	99,500
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.12</i>	<i>0.12</i>	<i>0.13</i>	<i>0.13</i>	<i>15.48%</i>	<i>0.14</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>2.14</i>	<i>2.30</i>	<i>2.41</i>	<i>2.45</i>	<i>14.45%</i>	<i>2.50</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 33.34</i>	<i>\$ 32.74</i>	<i>\$ 32.48</i>	<i>\$ 32.87</i>	<i>-1.42%</i>	<i>\$ 33.42</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 3.88</i>	<i>\$ 4.05</i>	<i>\$ 4.29</i>	<i>\$ 4.42</i>	<i>13.84%</i>	<i>\$ 4.60</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 71.50</i>	<i>\$ 75.38</i>	<i>\$ 78.31</i>	<i>\$ 80.67</i>	<i>12.82%</i>	<i>\$ 83.67</i>
<i>Farebox Recovery</i>	<i>33.07%</i>	<i>33.66%</i>	<i>34.44%</i>	<i>35.92%</i>	<i>8.62%</i>	<i>34.95%</i>
<i>Operating Ratio</i>	<i>3.02</i>	<i>2.97</i>	<i>2.90</i>	<i>2.78</i>	<i>-7.94%</i>	<i>2.86</i>

### Capital Assistance

Federal Capital Assistance	1,414,508	185,071	3,510,477	1,665,272
State Capital Assistance	540,998	778,784	3,587,308	1,500,000
Local Capital Assistance	3,018	3,313	2,196	13,429
<b>Total Capital Assistance</b>	<b>1,958,524</b>	<b>967,168</b>	<b>7,099,981</b>	<b>3,178,701</b>

# Washington County Transportation Authority

## Capacity and Plans

Inflation Factor: 3.0%

	Current Year FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	% change: 2025-29
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ -	\$0	\$0	\$0	\$0	
Other Salaries	\$ -	\$0	\$0	\$0	\$0	
Fringe Benefits	\$ -	\$0	\$0	\$0	\$0	
Services	\$ -	\$0	\$0	\$0	\$0	
Administration	\$ 1,475,000	\$1,519,250	\$1,564,828	\$1,611,772	\$1,660,125	12.55%
Fuel & Lubricants	\$ 800,000	\$824,000	\$848,720	\$874,182	\$900,407	12.55%
Tires & Tubes	\$ -	\$0	\$0	\$0	\$0	
Other Materials	\$ -	\$0	\$0	\$0	\$0	
Leases & Rentals	\$ -	\$0	\$0	\$0	\$0	
Utilities	\$ -	\$0	\$0	\$0	\$0	
Casualty & Liability	\$ -	\$0	\$0	\$0	\$0	
Taxes	\$ -	\$0	\$0	\$0	\$0	
Purchased Trans. (Fixed Route)	\$ 1,360,000	\$1,400,800	\$1,442,824	\$1,486,109	\$1,530,692	12.55%
Purchased Trans. (Shared Ride)	\$ 4,350,000	\$4,480,500	\$4,614,915	\$4,753,362	\$4,895,963	12.55%
Purchased Trans. (ADA)	\$ 340,000	\$350,200	\$360,706	\$371,527	\$382,673	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 8,325,000</b>	<b>\$ 8,574,750</b>	<b>\$ 8,831,993</b>	<b>\$ 9,096,952</b>	<b>\$ 9,369,861</b>	<b>12.55%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 290,000	\$298,700	\$307,661	\$316,891	\$326,398	12.55%
ADA Fares	\$ 39,000	\$40,170	\$41,375	\$42,616	\$43,895	12.55%
Advertising	\$ 30,000	\$30,900	\$31,827	\$32,782	\$33,765	12.55%
Interest	\$ 10,000	\$10,300	\$10,609	\$10,927	\$11,255	12.55%
MATP	\$ 2,280,000	\$2,348,400	\$2,465,820	\$2,589,111	\$2,718,567	19.24%
Area Agency on Aging	\$ 96,000	\$98,880	\$103,824	\$109,015	\$114,466	19.24%
Other Sponsors	\$ 82,000	\$84,460	\$88,683	\$93,117	\$97,773	19.24%
Other Non-Subsidy	\$ 83,000	\$85,490	\$89,765	\$94,253	\$98,965	19.24%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,910,000</i>	<i>\$ 2,997,300</i>	<i>\$ 3,139,564</i>	<i>\$ 3,288,712</i>	<i>\$ 3,445,084</i>	<i>18.39%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 1,000,000	\$1,000,000	\$1,000,000	\$500,000	\$0	-100.00%
Federal Capital for Operating	\$ -	\$0	\$0	\$0	\$0	
State Operating Assistance	\$ 1,530,000	\$1,575,900	\$1,654,695	\$1,737,430	\$1,824,301	19.24%
Local/Non-Federal Operating Assistance	\$ 316,000	\$325,480	\$335,244	\$345,302	\$355,661	12.55%
Prior Year Carryover	\$ 2,569,000	\$2,676,070	\$2,702,490	\$3,225,508	\$3,744,815	45.77%
<i>Total Operating Assistance</i>	<i>\$ 5,415,000</i>	<i>\$ 5,577,450</i>	<i>\$ 5,692,429</i>	<i>\$ 5,808,239</i>	<i>\$ 5,924,777</i>	<i>9.41%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 8,325,000</b>	<b>\$ 8,574,750</b>	<b>\$ 8,831,993</b>	<b>\$ 9,096,952</b>	<b>\$ 9,369,861</b>	<b>12.55%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ (0)</b>	
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	60,000	61,800	63,654	65,564	67,531	12.55%
Senior Citizen	17,500	18,025	18,566	19,123	19,696	12.55%
Half-Fare	4,500	4,635	4,774	4,917	5,065	12.55%
Free Fare	2,100	2,163	2,228	2,295	2,364	12.55%
Paratransit	165,000	169,950	175,049	180,300	185,709	12.55%
<i>Total Passengers</i>	<i>249,100</i>	<i>256,573</i>	<i>264,270</i>	<i>272,198</i>	<i>280,364</i>	<i>12.55%</i>
Total Revenue Vehicle Miles	1,810,000	1,864,300	1,920,229	1,977,836	2,037,171	12.55%
Total Revenue Vehicle Hours	99,500	102,485	105,560	108,726	111,988	12.55%
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.14</i>	<i>0.14</i>	<i>0.14</i>	<i>0.14</i>	<i>0.14</i>	<i>0.00%</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>2.50</i>	<i>2.50</i>	<i>2.50</i>	<i>2.50</i>	<i>2.50</i>	<i>0.00%</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 33.42</i>	<i>\$ 33.42</i>	<i>\$ 33.42</i>	<i>\$ 33.42</i>	<i>\$ 33.42</i>	<i>0.00%</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 4.60</i>	<i>\$ 4.60</i>	<i>\$ 4.60</i>	<i>\$ 4.60</i>	<i>\$ 4.60</i>	<i>0.00%</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 83.67</i>	<i>\$ 83.67</i>	<i>\$ 83.67</i>	<i>\$ 83.67</i>	<i>\$ 83.67</i>	<i>0.00%</i>
<i>Farebox Recovery</i>	<i>34.95%</i>	<i>34.95%</i>	<i>35.55%</i>	<i>36.15%</i>	<i>36.77%</i>	<i>5.19%</i>
<i>Operating Ratio</i>	<i>2.86</i>	<i>2.86</i>	<i>2.81</i>	<i>2.77</i>	<i>2.72</i>	<i>-4.93%</i>

Financial Capacity Documentation  
**WESTMORELAND COUNTY TRANSIT AUTHORITY**  
 Fiscal Years 2025 – 2028

**Financial Condition and Capacity Trends**

**Revenue Trends, compared to FFY 2020:**

- Federal Urban increased over 62% due to using CARES Act and ARPA funding to cover expenses.
- Total State Operating Assistance – Increased 22%.
- Total Local Revenue – Remained stable, increased by the required 5%.
- Total Fares – Increased by 83%, compared with 2020.

**Expense Trends**

- On January 1, 2020, the WCTA began directly operating service. The WCTA is expected to experience about a 34% increase in expenses based on trends. All expense categories have seen an increase since FFY 2020. The areas with the biggest increases include labor costs, health insurance, fuel, and replacement part.
- The WCTA experienced a significant decrease in expenses during FY 20-21 due to reduced service during the COVID-19 pandemic. The increase in expenses is related to adding service back post pandemic and the overall current economic conditions.

Productivity Trends

<b>Productivity Trends</b>						
	Passenger Trips		Passengers Per Vehicle Revenue Hour		Farebox Recovery	Operating Ratio Trends
FFY 2020	231,541		2.49		18.16	5.51
FFY 2021	290,390		2.79		18.15	5.51
FFY 2022	350,363		3.16		18.02	5.55
FFY 2023	367,300		3.18		15.86	6.30

  

<i>Passenger trips are the total number of trips provided in any one year.</i>
<i>Total vehicle revenue hours refer to total hours transit service vehicle are in operation less dead hours in any given year. Vehicle revenue hours divided by total passenger trips shows the level of productivity achieved in any given year, based on number of revenue hours run.</i>
<i>Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.</i>

*Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.*

- Farebox Recovery – Decreased an average of 34% since FY 2019-2020
- Operating Ratio – Increased 35% since FY 2019-2020
- Note on the Productivity Trends: The Financial Capacity Workbook includes the Senior Citizen Lottery Grant and PwD Grant under State Operating Assistance (not under Non-Subsidy Revenue). The amount of funding received from those funding sources are as follows: Actual amounts – 2020-2021 - \$975,412, 2021-2022 - \$1,123,944, 2022-2023 -\$1,288,100. Budget amount – 2023-2024 - \$1,374,568.

*Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox, senior citizen lottery grant and local fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.*

*Operating ratio measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.*

#### Statistical Trends

- Fixed Route Passengers – Increased 78% since FY 2019-2020
- Shared Ride Passengers – Increased 40% since FY 2019-2020
- Total Revenue Vehicle Miles and Hours – Increased an average of 27% and 24% since FY 2019-2020.

#### Projected Financial Condition and Capacity

##### Revenue Projections

- Total Federal Revenue - Includes CARES Act, ARPA, and CRRSAA funding to cover expenses through FY 2027-2028.
- Total State Revenue (Includes Section 1513) – Expected to increase by 13% over the next 4 years which is within the expected rate of growth of these funds.
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 13% over the next 4 years. The amount of local match for State Operating Assistance is required to increase by 5% per year.
- Total Fixed Route Fares – Expected to increase by 13% over the next 4 years. Efforts will be taken to increase local ridership along with a possible fare increase
- Total Shared-Ride Fares – Expected to increase an average of 13% over the next 4 years. A fare increase will be planned for FY 2024-2025 which will increase the expected fares collected for shared-ride.

##### Expense Projections

- Administrative Expenses for Fixed Route – Expected to increase by 3.0% per year for the next 4 years.
- Administrative Expenses for Shared Ride – Expected to increase by 3.0% per year for the next 4 years.
- Operating Expenses for Fixed Route – Expected to increase by 3.0% per year for the next 4 years.
- Operating Expenses for Shared Ride – Expected to increase by 3.0% per year for the next 4 years.

#### Statistical Trends

- For the purposes of this projection it is assumed that Passengers will continue to increase based on current trends. The WCTA is currently in the final stages of a transit development plan (TDP) and may see an increase in revenue vehicle miles and revenue vehicle hours on the fixed-route system.
- Farebox Recovery for Fixed Route – is expected to remain level over the next 4 years (a possible fare increase would increase this % change).
- Farebox Recovery for Shared Ride is expected to increase over the next four years after a fare increase goes into effect.
- Operating Ratio is expected to remain consistent over the next 4 years.

#### **CONCLUSIONS**

From the information presented above, the Westmoreland County Transit Authority believes that it will have more than adequate financial capability to operate bus service in the years ahead. The projections are based on past trends and provide a standard for the Authority's future financial and statistical goals.

# Westmoreland County Transit Authority

## Conditions and Trends

	FFY 2021	FFY 2022	FFY 2023	FFY 2024 Budget	4-year % Change	Current Year FFY 2025
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$3,697,780	\$4,235,360	\$5,094,450	\$5,911,984	59.88%	\$ 6,036,866
Other Salaries	\$721,891	\$801,997	\$983,781	\$1,188,171	64.59%	\$ 1,054,669
Fringe Benefits	\$1,427,202	\$1,729,309	\$1,756,860	\$2,638,165	84.85%	\$ 2,985,200
Services	\$178,693	\$146,274	\$211,599	\$222,000	24.24%	\$ 350,000
Fuel & Lubricants	\$712,324	\$1,109,546	\$1,357,983	\$1,387,000	94.71%	\$ 1,500,000
Tires & Tubes	\$135,224	\$171,496	\$185,629	\$220,000	62.69%	\$ 250,000
Other Materials	\$338,821	\$353,479	\$519,228	\$568,000	67.64%	\$ 650,000
Leases & Rentals	\$165,550	\$174,178	\$186,605	\$220,000	32.89%	\$ 220,000
Utilities	\$189,249	\$232,714	\$226,241	\$228,600	20.79%	\$ 214,000
Casualty & Liability	\$433,489	\$440,877	\$415,510	\$433,756	0.06%	\$ 452,930
Taxes	\$0	\$0	\$0	\$0	0.00%	\$ -
Administrative Expenses (Fixed Route)	\$1,058,708	\$1,153,932	\$1,312,348	\$1,641,397	55.04%	\$ 1,652,119
Administrative Expenses (Shared Ride)	\$801,640	\$853,184	\$967,444	\$1,164,131	45.22%	\$ 1,233,523
Purchased Trans. (Fixed Route)	\$0	\$0	\$0	\$0	0.00%	\$ -
Purchased Trans. (Shared Ride)	\$0	\$0	\$0	\$0	0.00%	\$ -
Purchased Trans. (ADA)	\$0	\$0	\$0	\$0	0.00%	\$ -
Other Operating Expenses	\$306,075	\$365,651	\$391,396	\$550,169	79.75%	\$ 696,763
<b>TOTAL EXPENSES</b>	<b>\$ 10,166,646</b>	<b>\$ 11,767,997</b>	<b>\$ 13,609,074</b>	<b>\$ 16,373,373</b>	<b>61.05%</b>	<b>\$ 17,296,070</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 185,429	\$ 283,116	\$ 379,464	\$ 377,200	103.42%	\$ 401,800
Passenger Fares (Shared Ride)	\$ 150,265	\$ 193,345	\$ 231,677	\$ 235,880	56.98%	\$ 292,072
Advertising	\$ 64,200	\$ 57,250	\$ 27,300	\$ 70,000	9.03%	\$ 50,000
Route Guarantee	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
Interest	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
MATP	\$ 251,981	\$ 286,169	\$ 315,166	\$ 444,169	76.27%	\$ 478,605
Area Agency on Aging	\$ 54,355	\$ 55,476	\$ 62,265	\$ 65,163	19.88%	\$ 90,710
Other Sponsors	\$ 320	\$ 1,439	\$ 3,491	\$ 3,678	1049.38%	\$ 239
Other Non-Subsidy	\$ 39,467	\$ 58,630	\$ 132,476	\$ 1,227	-96.89%	\$ 2,919
<i>Total Non-Subsidy Revenue</i>	<i>\$ 746,017</i>	<i>\$ 935,425</i>	<i>\$ 1,151,839</i>	<i>\$ 1,197,317</i>	<i>60.49%</i>	<i>\$ 1,316,345</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 2,616,508	\$ 2,854,742	\$ 4,229,033	\$ 5,249,095	100.61%	\$ 5,326,300
Federal Capital for Operating	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -
State Operating Assistance	\$ 6,402,384	\$ 7,556,006	\$ 7,785,287	\$ 9,461,900	47.79%	\$ 10,165,111
Local/Non-Federal Operating Assistance	\$ 401,737	\$ 421,824	\$ 442,915	\$ 465,061	15.76%	\$ 488,314
Prior Year Carryover	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
<i>Total Operating Assistance</i>	<i>\$ 9,420,629</i>	<i>\$ 10,832,572</i>	<i>\$ 12,457,235</i>	<i>\$ 15,176,056</i>	<i>61.09%</i>	<i>\$ 15,979,725</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 10,166,646</b>	<b>\$ 11,767,997</b>	<b>\$ 13,609,074</b>	<b>\$ 16,373,373</b>	<b>61.05%</b>	<b>\$ 17,296,070</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>#DIV/0!</b>	<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	113076	150409	192838	201000	77.76%	207030
Senior Citizen					#DIV/0!	
Half-Fare					#DIV/0!	
Paratransit	118465	139981	157525	166300	40.38%	171289
<i>Total Passengers</i>	<i>231541</i>	<i>290390</i>	<i>350363</i>	<i>367300</i>	<i>58.63%</i>	<i>378319</i>
Total Revenue Vehicle Miles	1882300	2148582	2298599	2390543	27.00%	2462259
Total Revenue Vehicle Hours	93063	104268	110892	115327	23.92%	118787
<i>Passengers/Revenue Vehicle Mile</i>	<i>0.12</i>	<i>0.14</i>	<i>0.15</i>	<i>0.15</i>	<i>24.91%</i>	<i>0.15</i>
<i>Passengers/Revenue Vehicle Hour</i>	<i>2.49</i>	<i>2.79</i>	<i>3.16</i>	<i>3.18</i>	<i>28.01%</i>	<i>3.18</i>
<i>Operating Expense per Passenger Trip</i>	<i>\$ 43.91</i>	<i>\$ 40.52</i>	<i>\$ 38.84</i>	<i>\$ 44.58</i>	<i>1.52%</i>	<i>\$ 45.72</i>
<i>Operating Expense per Revenue Mile</i>	<i>\$ 5.40</i>	<i>\$ 5.48</i>	<i>\$ 5.92</i>	<i>\$ 6.85</i>	<i>26.81%</i>	<i>\$ 7.02</i>
<i>Operating Expense per Revenue Hour</i>	<i>\$ 109.24</i>	<i>\$ 112.86</i>	<i>\$ 122.72</i>	<i>\$ 141.97</i>	<i>29.96%</i>	<i>\$ 145.61</i>
<i>Farebox Recovery</i>	<i>7.34%</i>	<i>7.95%</i>	<i>8.46%</i>	<i>7.31%</i>	<i>-0.34%</i>	<i>7.61%</i>
<i>Operating Ratio</i>	<i>13.63</i>	<i>12.58</i>	<i>11.82</i>	<i>13.68</i>	<i>0.35%</i>	<i>13.14</i>

