



Prepared by :
Southwestern Pennsylvania Commission

2027-2030

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 2027-2030

Financial Condition and Capacity Trends

Revenue Trends

- Total Operating Revenue – The annual allocation of Operating Assistance increased 20.8% from FY 2023 through FY 2026 or an average of 5.2% per year.
- Total Local Revenue – In FY 2023 local revenue received was \$724,000 and increased to \$802,000 for FY 2026. In FY2023 State Operating Assistance received was \$816,334 and increased to \$5,967,392 for FY 2026. The increase is attributed to BCTA returning from Covid based funding to existing funding streams.
- Total Fares – Increased 20.02% from FY 2023 through FY 2026. BCTA anticipates ridership to grow about 2% each fiscal year from FY2027 through FY2031, thereafter aiming toward pre-pandemic levels.

Expense Trends

- Program Expenses – Expenses increased 20.81% from FY 2023 through FY 2026. 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

| Productivity Trends | | | | | | | |
|----------------------------|-----------------|--|-------------------------------------|--|------------------|--|------------------------|
| | Passenger Trips | | Passengers Per Vehicle Revenue Hour | | Farebox Recovery | | Operating Ratio Trends |
| FFY 2023 | 461,712 | | 6.94 | | 24.45% | | 4.09 |
| FFY 2024 | 500,100 | | 7.48 | | 23.56% | | 4.24 |
| FFY 2025 | 511,872 | | 7.69 | | 24.18% | | 4.14 |
| FFY 2026 | 536,765 | | 8.02 | | 21.18% | | 4.72 |

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| <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> |
| <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.</i> |

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 3% 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 3% per year as the State Operating Assistance allocation increases. The total local share needed by FFY2031 will reach over \$903,000.
- 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 2023 | FFY 2024 | FFY 2025 | FFY 2026 Budget | 4-year % Change | Current Year FFY 2027 |
|---|---------------------|---------------------|---------------------|----------------------|--------------------|--------------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Operating Salary & Wages | \$2,059,474 | \$2,585,770 | \$2,593,432 | \$2,753,984 | 33.72% | \$2,864,143 |
| Other Salaries | \$2,268,372 | \$2,317,099 | \$2,355,964 | \$2,346,877 | 3.46% | \$2,440,752 |
| Fringe Benefits | \$1,392,349 | \$1,508,933 | \$1,560,537 | \$1,807,276 | 29.80% | \$1,879,567 |
| Services | \$795,354 | \$917,040 | \$942,231 | \$1,069,214 | 34.43% | \$1,101,290 |
| Fuel & Lubricants | \$601,238 | \$459,371 | \$495,573 | \$564,382 | -6.13% | \$592,601 |
| Tires & Tubes | \$98,911 | \$128,479 | \$116,142 | \$106,298 | 7.47% | \$109,487 |
| Other Materials | \$452,970 | \$622,926 | \$546,668 | \$557,568 | 23.09% | \$574,295 |
| Leases & Rentals | \$88,576 | \$111,763 | \$119,037 | \$135,976 | 53.51% | \$138,696 |
| Utilities | \$323,231 | \$277,923 | \$342,766 | \$411,666 | 27.36% | \$424,016 |
| Casualty & Liability | \$239,956 | \$277,260 | \$319,970 | \$329,000 | 37.11% | \$338,870 |
| Taxes | \$2,826 | \$2,639 | \$2,187 | \$1,765 | -37.54% | \$1,818 |
| Purchased Trans. (Fixed Route) | \$0 | \$0 | \$0 | | 0.00% | \$0 |
| Purchased Trans. (Shared Ride) | \$1,296 | \$286 | \$0 | | 0.00% | \$0 |
| Purchased Trans. (ADA) | \$0 | \$0 | \$0 | | 0.00% | \$0 |
| Other Operating Expenses | \$120,335 | \$125,613 | \$109,367 | \$118,379 | -1.63% | \$121,930 |
| TOTAL EXPENSES | \$ 8,444,888 | \$ 9,335,102 | \$ 9,503,874 | \$ 10,202,385 | 20.81% | \$10,587,466 |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 711,010 | \$ 772,850 | \$ 816,370 | \$ 853,367 | 20.02% | \$878,968 |
| Non-transportation Revenue | \$ 11,847 | \$ 38,996 | \$ 203,145 | \$ 15,800 | 33.37% | \$16,274 |
| Revenue Replacement | \$ 621,324 | \$ 669,245 | \$ 652,245 | \$ 654,699 | 5.37% | \$674,340 |
| Interest | \$ 5,624 | \$ - | | | | \$0 |
| Interest | | | | | | \$0 |
| Agency Funding | \$ 714,807 | \$ 718,150 | \$ 626,538 | \$ 636,835 | -10.91% | \$655,940 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 2,064,612</i> | <i>\$ 2,199,241</i> | <i>\$ 2,298,298</i> | <i>\$ 2,160,701</i> | <i>4.65%</i> | <i>\$2,225,522</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance 5311 | \$ 234,763 | \$ 194,250 | \$ 192,576 | \$ 311,858 | 32.84% | \$300,000 |
| Federal Capital for Operating 5307 | \$ 4,605,034 | \$ 2,992,701 | \$ 960,000 | \$ 960,000 | -67.92% | \$0 |
| State Operating Assistance | \$ 816,334 | \$ 3,187,304 | \$ 5,250,566 | \$ 5,967,392 | 631.00% | \$ 7,259,510 |
| Local/Non-Federal Operating Assistance | \$ 724,145 | \$ 761,606 | \$ 802,434 | \$ 802,434 | 10.81% | \$802,434 |
| Prior Year Carryover | \$ - | \$ - | \$ - | \$ - | | |
| <i>Total Operating Assistance</i> | <i>\$ 6,380,276</i> | <i>\$ 7,135,861</i> | <i>\$ 7,205,576</i> | <i>\$ 8,041,684</i> | <i>26.04%</i> | <i>\$8,361,944</i> |
| TOTAL OPERATING REVENUE | \$ 8,444,888 | \$ 9,335,102 | \$ 9,503,874 | \$ 10,202,385 | 20.81% | \$10,587,466 |
| SURPLUS/DEFICIT | \$0 | \$0 | \$0 | \$0 | 0.00% | \$0 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Originating Passengers Fixed Route | 364,006 | 398,302 | 413,321 | 436,875 | 20.02% | 445,613 |
| Originating Passengers Shared Ride | 73,527 | 76,385 | 72,594 | 73,414 | -0.15% | 74,882 |
| Transfers | 24,179 | 25,413 | 25,957 | 26,476 | 9.50% | 27,006 |
| <i>Total Passengers</i> | <i>461,712</i> | <i>500,100</i> | <i>511,872</i> | <i>536,765</i> | <i>16.26%</i> | <i>547,500</i> |
| Total Revenue Vehicle Miles | 1,037,781 | 1,037,825 | 1,038,853 | 1,042,190 | 0.42% | 1,063,034 |
| Total Revenue Vehicle Hours | 66,542 | 66,834 | 66,569 | 66,957 | 0.62% | 68,296 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.44</i> | <i>0.48</i> | <i>0.49</i> | <i>0.52</i> | <i>15.76%</i> | <i>0.52</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>6.94</i> | <i>7.48</i> | <i>7.69</i> | <i>8.02</i> | <i>15.53%</i> | <i>8.02</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 18.29</i> | <i>\$ 18.67</i> | <i>\$ 18.57</i> | <i>\$ 19.01</i> | <i>3.92%</i> | <i>\$ 19.34</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 8.14</i> | <i>\$ 8.99</i> | <i>\$ 9.15</i> | <i>\$ 9.79</i> | <i>20.30%</i> | <i>\$ 9.96</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 126.91</i> | <i>\$ 139.68</i> | <i>\$ 142.77</i> | <i>\$ 152.37</i> | <i>20.06%</i> | <i>\$ 155.02</i> |
| <i>Farebox Recovery</i> | <i>24.45%</i> | <i>23.56%</i> | <i>24.18%</i> | <i>21.18%</i> | <i>-13.37%</i> | <i>21.02%</i> |
| <i>Operating Ratio</i> | <i>4.09</i> | <i>4.24</i> | <i>4.14</i> | <i>4.72</i> | <i>15.44%</i> | <i>4.76</i> |

Capital Assistance

| | | | | |
|---------------------------------|----------------|------------------|------------------|------------------|
| Federal Capital Assistance | 138,609 | 388,909 | 2,707,565 | 1,735,446 |
| State Capital Assistance | 33,535 | 1,174,652 | 2,152,272 | 2,563,370 |
| Local Capital Assistance | 31,439 | 10,880 | 34,430 | 178,465 |
| Total Capital Assistance | 203,583 | 1,574,441 | 4,894,267 | 4,477,281 |

**BEAVER COUNTY
TRANSIT AUTHORITY**

Capacity and Plans

Inflation Factor: 3.0%

Current Year FFY
2027

% change:
2027-31

| | 2027 | FFY 2028 | FFY 2029 | FFY 2030 | FFY 2031 | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|---------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Operating Salary & Wages | \$ 2,864,143 | \$2,964,388 | \$3,068,142 | \$3,175,527 | \$3,286,670 | 14.75% |
| Other Salaries | \$ 2,440,752 | \$2,526,178 | \$2,614,595 | \$2,706,105 | \$2,800,819 | 14.75% |
| Fringe Benefits | \$ 1,879,567 | \$1,945,352 | \$2,013,439 | \$2,083,910 | \$2,156,846 | 14.75% |
| Services | \$ 1,101,290 | \$1,134,329 | \$1,168,359 | \$1,203,410 | \$1,239,512 | 12.55% |
| Fuel & Lubricants | \$ 592,601 | \$622,231 | \$653,343 | \$686,010 | \$720,310 | 21.55% |
| Tires & Tubes | \$ 109,487 | \$112,772 | \$116,155 | \$119,639 | \$123,229 | 12.55% |
| Other Materials | \$ 574,295 | \$591,524 | \$609,270 | \$627,548 | \$646,374 | 12.55% |
| Leases and Rentals | \$ 138,696 | \$141,469 | \$144,299 | \$147,185 | \$150,128 | 8.24% |
| Utilities | \$ 424,016 | \$436,736 | \$449,839 | \$463,334 | \$477,234 | 12.55% |
| Casualty & Liability | \$ 338,870 | \$349,036 | \$359,507 | \$370,292 | \$381,401 | 12.55% |
| Taxes | \$ 1,818 | \$1,872 | \$1,929 | \$1,987 | \$2,046 | 12.55% |
| Other Operating Expenses | \$ 121,930 | \$125,588 | \$129,356 | \$133,237 | \$137,234 | 12.55% |
| TOTAL EXPENSES | \$ 10,587,466 | \$ 10,951,477 | \$ 11,328,231 | \$ 11,718,183 | \$ 12,121,804 | 14.49% |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 878,968 | \$905,337 | \$932,497 | \$960,472 | \$989,286 | 12.55% |
| Non-transportation Revenue | \$ 16,274 | \$16,762 | \$17,265 | \$17,783 | \$18,317 | 12.55% |
| Revenue Replacement | \$ 674,340 | \$694,570 | \$715,407 | \$736,869 | \$758,976 | 12.55% |
| Agency Funding | \$ 655,940 | \$675,618 | \$695,887 | \$716,763 | \$738,266 | 12.55% |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 2,225,522</i> | <i>\$ 2,292,288</i> | <i>\$ 2,361,056</i> | <i>\$ 2,431,888</i> | <i>\$ 2,504,845</i> | <i>12.55%</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance 5311 | \$ 300,000 | \$309,000 | \$318,270 | \$327,818 | \$337,653 | 12.55% |
| Federal Capital for Operating 5307 | \$ - | \$0 | \$600,000 | \$600,000 | \$0 | 100.00% |
| State Operating Assistance | \$ 7,259,510 | \$7,523,682 | \$7,197,603 | \$7,481,635 | \$8,376,160 | 15.38% |
| Local/Non-Federal Operating Assistance | \$ 802,434 | \$826,507 | \$851,302 | \$876,841 | \$903,147 | 12.55% |
| Prior Year Carryover | \$ - | \$0 | \$0 | \$0 | \$0 | |
| <i>Total Operating Assistance</i> | <i>\$ 8,361,944</i> | <i>\$ 8,659,189</i> | <i>\$ 8,967,175</i> | <i>\$ 9,286,294</i> | <i>\$ 9,616,959</i> | <i>15.01%</i> |
| TOTAL OPERATING REVENUE | \$ 10,587,466 | \$ 10,951,477 | \$ 11,328,231 | \$ 11,718,182 | \$ 12,121,804 | 14.49% |
| SURPLUS/DEFICIT | \$0 | \$0 | \$0 | \$0 | \$0 | 0.00% |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Originating Passengers Fixed Route | 445,613 | 454,525 | 463,615 | 472,888 | 482,345 | 8.24% |
| Originating Passengers Shared Ride | 74,882 | 76,380 | 77,908 | 79,466 | 81,055 | 8.24% |
| Transfers | 27,006 | 27,546 | 28,097 | 28,659 | 29,232 | 8.24% |
| <i>Total Passengers</i> | <i>536,765</i> | <i>558,450</i> | <i>569,619</i> | <i>581,012</i> | <i>592,632</i> | <i>10.41%</i> |
| Total Revenue Vehicle Miles | 1,063,034 | 1,063,034 | 1,063,034 | 1,063,034 | 1,063,034 | 0.00% |
| Total Revenue Vehicle Hours | 68,296 | 68,296 | 68,296 | 68,296 | 68,296 | 0.00% |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.50</i> | <i>0.53</i> | <i>0.54</i> | <i>0.55</i> | <i>0.56</i> | <i>10.41%</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>7.86</i> | <i>8.18</i> | <i>8.34</i> | <i>8.51</i> | <i>8.68</i> | <i>10.41%</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 19.72</i> | <i>\$ 19.61</i> | <i>\$ 19.89</i> | <i>\$ 20.17</i> | <i>\$ 20.45</i> | <i>3.70%</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 9.96</i> | <i>\$ 10.30</i> | <i>\$ 10.66</i> | <i>\$ 11.02</i> | <i>\$ 11.40</i> | <i>14.49%</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 155.02</i> | <i>\$ 160.35</i> | <i>\$ 165.87</i> | <i>\$ 171.58</i> | <i>\$ 177.49</i> | <i>14.49%</i> |
| <i>Farebox Recovery</i> | <i>21.02%</i> | <i>20.93%</i> | <i>20.84%</i> | <i>20.75%</i> | <i>20.66%</i> | <i>-1.70%</i> |
| <i>Operating Ratio</i> | <i>4.76</i> | <i>4.78</i> | <i>4.80</i> | <i>4.82</i> | <i>4.84</i> | <i>1.72%</i> |

Financial Capacity Documentation
Butler Transit Authority
 Fiscal Years 2027 – 2030

Financial Condition and Capacity Trends

Revenue Trends, compared to FFY 2023:

- Total State Operating Assistance – increased 21.13%
- Total Local Revenue – Remained stable over the last 4 years with a 15.76% increase
- Total Fares – increased 63.67%

Expense Trends

- Program Expenses – Expenses have increased 23.52% over the last 4 years. BTA has experienced a large increase in the cost leases & rentals of 136% over the last 4 years.

Productivity Trends

| Productivity Trends | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---------------------|---------------------------|
| | Originating Passenger Trips | | Originating Passengers Per Vehicle Hour | | Farebox Recovery | Operating Ratio Trends |
| FFY 2023 | 179,236 | | 9.01 | | 6.47% | 9.49 |
| FFY 2024 | 195,929 | | 9.74 | | 7.61% | 9.35 |
| FFY 2025 | 189,761 | | 9.89 | | 7.10% | 8.61 |
| FFY 2026 | 195,612 | | 9.71 | | 8.57% | 9.94 |

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| <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 5307) – Expected to increase at a moderate 13.85% rate over the next 4 years.
- Total State Revenue (Includes Section 1513) – Expected to increase at 12.55% over the next 4 years.
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 21.55% over the next 4 years.
- Total Fixed Route Fares – Expected to increase by 4 % over the next 4 years. This is due an ongoing route changes and optimizations.

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 3.0% 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 BTA currently has plan to restructure fixed routes, with no effect on revenue service levels.
- Farebox Recovery for Fixed Route – is expected to remain level over the next 4 years.
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

CONCLUSIONS

From the information presented above, the Butler 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.

Conditions and Trends

Butler Transit Authority

| | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | 4-year % Change | Current Year FFY 2027 |
|---|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Operating Salary & Wages | \$421,250 | \$450,655 | \$550,095 | \$677,113 | 60.74% | \$ 697,426 |
| Other Salaries | | | | | #DIV/0! | |
| Fringe Benefits | \$141,878 | \$158,221 | \$201,583 | \$245,306 | 72.90% | \$ 252,665 |
| Services | \$221,918 | \$242,507 | \$232,593 | \$283,594 | 27.79% | \$ 292,102 |
| Fuel & Lubricants | \$240,873 | \$112,245 | \$148,797 | \$217,848 | -9.56% | \$ 224,383 |
| Tires & Tubes | | | \$180 | \$1,030 | #DIV/0! | \$ 1,061 |
| Other Materials | \$40,892 | \$24,358 | \$48,955 | \$27,018 | -33.93% | \$ 27,829 |
| Leases & Rentals | \$35,868 | \$35,990 | \$105,659 | \$84,845 | 136.55% | \$ 87,390 |
| Utilities | \$79,827 | \$67,109 | \$78,395 | \$125,711 | 57.48% | \$ 129,482 |
| Casualty & Liability | \$22,641 | \$26,271 | \$20,969 | \$36,791 | 62.50% | \$ 37,895 |
| Taxes | | | | | #DIV/0! | |
| Purchased Trans. (Fixed Route) | \$1,530,006 | \$1,557,718 | \$1,611,194 | \$1,702,407 | 11.27% | \$ 1,787,527 |
| Purchased Trans. (Shared Ride) | | | | | #DIV/0! | |
| Purchased Trans. (ADA) | \$137,181 | \$144,357 | \$66,215 | \$147,243 | 7.33% | \$ 151,660 |
| Other Operating Expenses | \$105,721 | \$128,272 | \$130,129 | \$129,603 | 22.59% | \$ 133,491 |
| TOTAL EXPENSES | \$ 2,978,055 | \$ 2,947,703 | \$ 3,194,764 | \$ 3,678,509 | 23.52% | \$ 3,822,912 |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 192,547 | \$ 224,236 | \$ 226,981 | \$ 315,148 | 63.67% | \$ 318,299 |
| ADA Fares | \$ 9,273 | \$ 9,468 | \$ 10,326 | \$ 11,082 | 19.51% | \$ 11,193 |
| Advertising | \$ 43,248 | \$ 33,021 | \$ 33,525 | \$ 37,391 | -13.54% | \$ 37,765 |
| Route Guarantee | | | | | #DIV/0! | |
| Interest | | | | | #DIV/0! | |
| MATP | | | | | #DIV/0! | |
| Area Agency on Aging | | | | | #DIV/0! | |
| Other Sponsors | | | | | #DIV/0! | |
| Other Non-Subsidy | \$ 37,662 | \$ 9,013 | \$ 4,152 | \$ 2,000 | -94.69% | \$ 2,020 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 282,730</i> | <i>\$ 275,738</i> | <i>\$ 274,984</i> | <i>\$ 365,621</i> | <i>29.32%</i> | <i>\$ 369,277</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 1,434,869 | \$ 1,371,493 | \$ 1,703,112 | \$ 1,789,564 | 24.72% | \$ 1,883,136 |
| Federal Capital for Operating | | | | | #DIV/0! | |
| State Operating Assistance | \$ 1,196,742 | \$ 1,233,572 | \$ 1,146,423 | \$ 1,449,567 | 21.13% | \$ 1,493,054 |
| Local/Non-Federal Operating Assistance | \$ 63,714 | \$ 66,900 | \$ 70,245 | \$ 73,757 | 15.76% | \$ 77,445 |
| Prior Year Carryover | | | | | | |
| <i>Total Operating Assistance</i> | <i>\$ 2,695,325</i> | <i>\$ 2,671,965</i> | <i>\$ 2,919,780</i> | <i>\$ 3,312,888</i> | <i>22.91%</i> | <i>\$ 3,453,635</i> |
| TOTAL OPERATING REVENUE | \$ 2,978,055 | \$ 2,947,703 | \$ 3,194,764 | \$ 3,678,509 | 23.52% | \$ 3,822,913 |
| SURPLUS/DEFICIT | \$0 | \$0 | \$0 | \$0 | #DIV/0! | \$0 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 139196 | 154847 | 150447 | 154960 | 11.33% | 156510 |
| Senior Citizen | 35567 | 36455 | 35113 | 36166 | 1.68% | 36528 |
| Half-Fare | 764 | 840 | 769 | 792 | 3.66% | 800 |
| Paratransit | 3709 | 3787 | 3432 | 3694 | -0.40% | 3731 |
| <i>Total Passengers</i> | <i>179236</i> | <i>195929</i> | <i>189761</i> | <i>195612</i> | <i>9.14%</i> | <i>197568</i> |
| Total Revenue Vehicle Miles | 291436 | 296450 | 294883 | 300781 | 3.21% | 300781 |
| Total Revenue Vehicle Hours | 19883 | 20120 | 19194 | 20154 | 1.36% | 20154 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.62</i> | <i>0.66</i> | <i>0.64</i> | <i>0.65</i> | <i>5.75%</i> | <i>0.66</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>9.01</i> | <i>9.74</i> | <i>9.89</i> | <i>9.71</i> | <i>7.67%</i> | <i>9.80</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 16.62</i> | <i>\$ 15.04</i> | <i>\$ 16.84</i> | <i>\$ 18.81</i> | <i>13.18%</i> | <i>\$ 19.35</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 10.22</i> | <i>\$ 9.94</i> | <i>\$ 10.83</i> | <i>\$ 12.23</i> | <i>19.68%</i> | <i>\$ 12.71</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 149.78</i> | <i>\$ 146.51</i> | <i>\$ 166.45</i> | <i>\$ 182.52</i> | <i>21.86%</i> | <i>\$ 189.69</i> |
| <i>Farebox Recovery</i> | <i>6.47%</i> | <i>7.61%</i> | <i>7.10%</i> | <i>8.57%</i> | <i>32.51%</i> | <i>8.33%</i> |
| <i>Operating Ratio</i> | <i>9.49%</i> | <i>9.35%</i> | <i>8.61%</i> | <i>9.94%</i> | <i>4.69%</i> | <i>9.66%</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 | | | | | | |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------|
| Operating Expense | | | | | | |
| Operating Salary & Wages | \$ 697,426 | \$718,349 | \$739,900 | \$762,097 | \$784,960 | 12.55% |
| Other Salaries | | | | | | #DIV/0! |
| Fringe Benefits | \$ 252,665 | \$260,245 | \$268,052 | \$276,094 | \$284,377 | 12.55% |
| Services | \$ 292,102 | \$300,865 | \$309,891 | \$319,188 | \$328,763 | 12.55% |
| Fuel & Lubricants | \$ 224,383 | \$231,115 | \$238,048 | \$245,190 | \$252,546 | 12.55% |
| Tires & Tubes | \$ 1,061 | \$1,093 | \$1,126 | \$1,159 | \$1,194 | 12.55% |
| Other Materials | \$ 27,829 | \$28,663 | \$29,523 | \$30,409 | \$31,321 | 12.55% |
| Leases & Rentals | \$ 87,390 | \$90,012 | \$92,712 | \$95,494 | \$98,359 | 12.55% |
| Utilities | \$ 129,482 | \$133,367 | \$137,368 | \$141,489 | \$145,734 | 12.55% |
| Casualty & Liability | \$ 37,895 | \$39,032 | \$40,203 | \$41,409 | \$42,651 | 12.55% |
| Taxes | | \$0 | \$0 | \$0 | \$0 | #DIV/0! |
| Purchased Trans. (Fixed Route) | \$ 1,787,527 | \$1,841,153 | \$1,896,388 | \$1,953,279 | \$2,011,878 | 12.55% |
| Purchased Trans. (Shared Ride) | | \$0 | \$0 | \$0 | \$0 | #DIV/0! |
| Purchased Trans. (ADA) | \$ 151,660 | \$156,210 | \$160,896 | \$165,723 | \$170,695 | 12.55% |
| Other Operating Expenses | \$ 133,491 | \$137,496 | \$141,621 | \$145,869 | \$150,245 | 12.55% |
| TOTAL EXPENSES | \$ 3,822,912 | \$ 3,937,600 | \$ 4,055,728 | \$ 4,177,400 | \$ 4,302,722 | 13% |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 318,299 | \$321,482 | \$324,697 | \$327,944 | \$331,224 | 4.06% |
| ADA Fares | \$ 11,193 | \$11,305 | \$11,418 | \$11,532 | \$11,647 | 4.06% |
| Advertising | \$ 37,765 | \$38,143 | \$38,524 | \$38,909 | \$39,298 | 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 | \$ 2,020 | \$2,040 | \$2,061 | \$2,081 | \$2,102 | 0.04060401 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 369,277</i> | <i>\$ 372,970</i> | <i>\$ 376,700</i> | <i>\$ 380,467</i> | <i>\$ 384,271</i> | <i>4.06%</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 1,883,136 | \$1,945,467 | \$2,009,664 | \$2,075,780 | \$2,143,870 | 13.85% |
| Federal Capital for Operating | | \$0 | \$0 | \$0 | \$0 | #DIV/0! |
| State Operating Assistance | \$ 1,493,054 | \$1,537,846 | \$1,583,981 | \$1,631,500 | \$1,680,445 | 12.55% |
| Local/Non-Federal Operating Assistance | \$ 77,445 | \$81,317 | \$85,383 | \$89,652 | \$94,135 | 21.55% |
| Prior Year Carryover | | | | | | |
| <i>Total Operating Assistance</i> | <i>\$ 3,453,635</i> | <i>\$ 3,564,630</i> | <i>\$ 3,679,028</i> | <i>\$ 3,796,933</i> | <i>\$ 3,918,450</i> | <i>13%</i> |
| TOTAL OPERATING REVENUE | \$ 3,822,912 | \$ 3,937,600 | \$ 4,055,728 | \$ 4,177,399 | \$ 4,302,721 | 13% |
| SURPLUS/DEFICIT | \$0 | \$0 | \$0 | \$0 | \$0 | 0% |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 156510 | 158,075 | 159,655 | 161,252 | 162,865 | 4.06% |
| Senior Citizen | 36528 | 36,893 | 37,262 | 37,634 | 38,011 | 4.06% |
| Half-Fare | 800 | 808 | 816 | 824 | 832 | 4.06% |
| Paratransit | 3731 | 3,768 | 3,806 | 3,844 | 3,882 | 4.06% |
| <i>Total Passengers</i> | <i>197568</i> | <i>199544</i> | <i>201539</i> | <i>203555</i> | <i>205590</i> | <i>4.06%</i> |
| Total Revenue Vehicle Miles | 300781 | 300781 | 300781 | 300781 | 300781 | 0 |
| Total Revenue Vehicle Hours | 20154 | 20154 | 20154 | 20154 | 20154 | 0 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.66</i> | <i>0.66</i> | <i>0.67</i> | <i>0.68</i> | <i>0.68</i> | <i>4.06%</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>9.80</i> | <i>9.90</i> | <i>10.00</i> | <i>10.10</i> | <i>10.20</i> | <i>4.06%</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 19.35</i> | <i>\$ 19.73</i> | <i>\$ 20.12</i> | <i>\$ 20.52</i> | <i>\$ 20.93</i> | <i>8.16%</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 12.71</i> | <i>\$ 13.09</i> | <i>\$ 13.48</i> | <i>\$ 13.89</i> | <i>\$ 14.31</i> | <i>12.55%</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 189.69</i> | <i>\$ 195.38</i> | <i>\$ 201.24</i> | <i>\$ 207.27</i> | <i>\$ 213.49</i> | <i>12.55%</i> |
| <i>Farebox Recovery</i> | <i>8.33%</i> | <i>8.16%</i> | <i>8.01%</i> | <i>7.85%</i> | <i>7.70%</i> | <i>-7.54%</i> |
| <i>Operating Ratio</i> | <i>9.66%</i> | <i>9.47%</i> | <i>9.29%</i> | <i>9.11%</i> | <i>8.93%</i> | <i>-7.54%</i> |

Financial Capacity Documentation
Mid Mon Valley Transit Authority
 Fiscal Years 2027 – 2030

Financial Condition and Capacity Trends

Revenue Trends, compared to FFY 2023:

- Total State Operating Assistance – increased 20.29%
- Total Local Revenue – Remained stable over the last 4 years with a 15.76% increase
- Total Fares – increased 3.65%

Expense Trends

- Program Expenses – Expenses have increased 16.97% 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 143% - not because of large cost increases, but instead, because the demand continues to increase significantly.

Productivity Trends

| Productivity Trends | | | | | | | |
|----------------------------|-----------------------------|--|---|--|------------------|--|------------------------|
| | Originating Passenger Trips | | Originating Passengers Per Vehicle Hour | | Farebox Recovery | | Operating Ratio Trends |
| FFY 2023 | 211,635 | | 4.47 | | 16.33% | | 6.12 |
| FFY 2024 | 210,117 | | 4.34 | | 14.87% | | 6.72 |
| FFY 2025 | 193,549 | | 4.07 | | 9.74% | | 10.27 |
| FFY 2026 | 205,471 | | 4.29 | | 10.42% | | 9.6 |

| |
|--|
| <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 5307) – Is expected to remain constant. Please note that the MMVTA has transitioned into a Rural Property, and are still fully spending down Federal Section 5307 Urban Agency funds.
- Total State Revenue (Includes Section 1513) – Expected to remain constant over the next 4 years.
- 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 an ongoing route study expected to be implemented.
- 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 2023 | FFY 2024 | FFY 2025 | FFY 2026 | 4-year % Change | Current Year FFY 2027 |
|---|---------------------|---------------------|---------------------|---------------------|-----------------|-----------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Other Salaries | \$ 232,255 | \$ 295,067 | \$ 309,722 | \$ 337,535 | 45.33% | \$ 354,411 |
| Fringe Benefits | \$ 78,033 | \$ 137,132 | \$ 145,453 | \$ 154,700 | 98.25% | \$ 146,340 |
| Services | \$ 397,537 | \$ 542,130 | \$ 400,138 | \$ 458,060 | 15.22% | \$ 416,350 |
| Fuel & Lubricants | \$ 401,949 | \$ 282,094 | \$ 282,859 | \$ 337,647 | -16.00% | \$ 350,800 |
| Tires & Tubes | | | | | | |
| Other Materials | \$ 82,217 | \$ 84,630 | \$ 13,884 | \$ 15,648 | -80.97% | \$ 15,000 |
| Leases & Rentals | \$ 16,842 | \$ 15,360 | \$ 10,738 | \$ 10,738 | -36.24% | \$ 11,000 |
| Utilities | \$ 52,412 | \$ 66,268 | \$ 97,955 | \$ 122,513 | 133.75% | \$ 145,000 |
| Casualty & Liability | \$ 41,561 | \$ 47,556 | \$ 52,466 | \$ 57,000 | 37.15% | \$ 55,000 |
| Taxes | \$ 4,561 | \$ 4,594 | \$ 2,857 | | -100.00% | |
| Purchased Trans. (Fixed Route) | \$ 4,229,046 | \$ 4,707,114 | \$ 4,745,458 | \$ 4,872,685 | 15.22% | \$ 4,861,356 |
| Purchased Trans. (Shared Ride) | | | | | | |
| Purchased Trans. (ADA) | \$ 117,665 | \$ 123,239 | \$ 175,110 | \$ 286,000 | 143.06% | \$ 300,000 |
| Other Operating Expenses | \$ 115,728 | \$ 129,258 | \$ 100,067 | \$ 96,165 | -16.90% | \$ 133,000 |
| TOTAL EXPENSES | \$ 5,769,806 | \$ 6,434,442 | \$ 6,336,707 | \$ 6,748,691 | 16.97% | \$ 6,788,257 |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Fixed Route Passenger Fares | \$ 288,345 | \$ 304,430 | \$ 283,460 | \$ 298,869 | 3.65% | \$ 310,000 |
| ADA Fares | \$ 6,515 | \$ 8,940 | \$ 10,212 | \$ 11,631 | 78.53% | \$ 11,630 |
| Advertising | \$ 98,575 | \$ 103,475 | \$ 111,325 | \$ 106,000 | 7.53% | \$ 110,000 |
| Route Guarantee | | | | | | |
| Interest | \$ 1,166 | \$ 646 | \$ 438 | \$ 4,234 | 263.12% | \$ 4,700 |
| CNG Fuel Tax Rebate/RINS | \$ 140,624 | \$ 115,947 | \$ 3,533 | \$ 52,000 | -63.02% | \$ 52,500 |
| Miscellaneous | \$ 2,125 | \$ 1,107 | \$ 432 | \$ 65 | -96.94% | |
| Other Sponsors -California University | \$ 399,956 | \$ 419,193 | \$ 207,715 | \$ 230,201 | | \$ 230,200 |
| Other Non-Subsidy | \$ 4,800 | \$ 3,200 | | | -100.00% | |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 942,106</i> | <i>\$ 956,938</i> | <i>\$ 617,115</i> | <i>\$ 703,000</i> | <i>-25.38%</i> | <i>\$ 719,030</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 620,000 | \$ 630,000 | \$ 630,000 | \$ 734,000 | 18.39% | \$ 2,300,000 |
| Federal CARES/ARPA Operating | \$ 690,671 | \$ 1,039,695 | \$ 230,002 | | -100.00% | |
| State Operating Assistance | \$ 3,704,785 | \$ 3,936,030 | \$ 4,195,914 | \$ 4,456,396 | 20.29% | \$ 4,456,396 |
| Local/Non-Federal Operating Assistance | \$ 93,798 | \$ 98,488 | \$ 103,412 | \$ 108,583 | 15.76% | \$ 114,012 |
| Prior Year Carryover | \$ 1,616,273 | \$ 1,897,827 | \$ 2,124,536 | \$ 1,564,272 | -3.22% | \$ 817,560 |
| <i>Total Operating Assistance</i> | <i>\$ 6,725,527</i> | <i>\$ 7,602,040</i> | <i>\$ 7,283,864</i> | <i>\$ 6,863,251</i> | <i>2.05%</i> | <i>\$ 7,687,968</i> |
| TOTAL OPERATING REVENUE | \$ 7,667,633 | \$ 8,558,978 | \$ 7,900,979 | \$ 7,566,251 | -1.32% | \$ 8,406,998 |
| SURPLUS/DEFICIT | \$1,897,827 | \$2,124,536 | \$1,564,272 | \$817,560 | -56.92% | \$1,618,741 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 160,749 | 157,739 | 144,510 | 148,569 | -7.58% | 155000 |
| Senior Citizen | 25,231 | 26,233 | 24,719 | 31,978 | 26.74% | 33000 |
| Half-Fare | 23,250 | 23,165 | 20,916 | 21,047 | -9.48% | 24000 |
| Paratransit | 2,405 | 2,980 | 3,404 | 3,877 | 61.21% | 4157 |
| <i>Total Passengers</i> | <i>211,635</i> | <i>210,117</i> | <i>193549</i> | <i>205471</i> | <i>-2.91%</i> | <i>216157</i> |
| Total Revenue Vehicle Miles | 774,703 | 779,339 | 793165 | 788,483 | 1.78% | 750000 |
| Total Revenue Vehicle Hours | 47,353 | 48,421 | 47584 | 47,873 | 1.10% | 44000 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.27</i> | <i>0.27</i> | <i>0.24</i> | <i>0.26</i> | <i>-4.61%</i> | <i>0.29</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>4.47</i> | <i>4.34</i> | <i>4.07</i> | <i>4.29</i> | <i>-3.97%</i> | <i>4.91</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 27.26</i> | <i>\$ 30.62</i> | <i>\$ 32.74</i> | <i>\$ 32.84</i> | <i>20.47%</i> | <i>\$ 31.40</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 7.45</i> | <i>\$ 8.26</i> | <i>\$ 7.99</i> | <i>\$ 8.56</i> | <i>14.92%</i> | <i>\$ 9.05</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 121.85</i> | <i>\$ 132.89</i> | <i>\$ 133.17</i> | <i>\$ 140.97</i> | <i>15.70%</i> | <i>\$ 154.28</i> |
| <i>Farebox Recovery</i> | <i>16.33%</i> | <i>14.87%</i> | <i>9.74%</i> | <i>10.42%</i> | <i>-36.20%</i> | <i>10.59%</i> |
| <i>Operating Ratio</i> | <i>6.12</i> | <i>6.72</i> | <i>10.27</i> | <i>9.60</i> | <i>56.75%</i> | <i>9.44</i> |

Mid Mon Valley Transit Authority (MMVTA)

Capacity and Plans

Inflation Factor:

0.03

Current Year
FFY 2027

FFY 2028

FFY 2029

FFY 2030

FFY 2031

% change:
2027-31

| EXPENSES | FFY 2027 | FFY 2028 | FFY 2029 | FFY 2030 | FFY 2031 | % change: 2027-31 |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Operating Expense | | | | | | |
| Other Salaries | \$ 354,411 | \$ 365,043 | \$ 375,995 | \$ 387,274 | \$ 398,893 | 12.55% |
| Fringe Benefits | \$ 146,340 | \$ 150,730 | \$ 155,252 | \$ 159,910 | \$ 164,707 | 12.55% |
| Services | \$ 416,350 | \$ 428,841 | \$ 441,706 | \$ 454,957 | \$ 468,606 | 12.55% |
| Fuel & Lubricants | \$ 350,800 | \$ 361,324 | \$ 372,164 | \$ 383,329 | \$ 394,828 | 12.55% |
| Tires & Tubes | | | | | | |
| Other Materials | \$ 15,000 | \$ 15,450 | \$ 15,914 | \$ 16,391 | \$ 16,883 | 12.55% |
| Leases & Rentals | \$ 11,000 | \$ 11,330 | \$ 11,670 | \$ 12,020 | \$ 12,381 | 12.55% |
| Utilities | \$ 145,000 | \$ 149,350 | \$ 153,831 | \$ 158,445 | \$ 163,199 | 12.55% |
| Casualty & Liability | \$ 55,000 | \$ 56,650 | \$ 58,350 | \$ 60,100 | \$ 61,903 | 12.55% |
| Taxes | | | | | | |
| Purchased Trans. (Fixed Route) | \$ 4,861,356 | \$ 5,056,043 | \$ 5,207,724 | \$ 5,363,956 | \$ 5,524,875 | 13.65% |
| Purchased Trans. (Shared Ride) | | | | | | |
| Purchased Trans. (ADA) | \$ 300,000 | \$ 309,000 | \$ 318,270 | \$ 327,818 | \$ 337,653 | 12.55% |
| Other Operating Expenses | \$ 133,000 | \$ 136,990 | \$ 141,100 | \$ 145,333 | \$ 149,693 | 12.55% |
| TOTAL EXPENSES | \$ 6,788,257 | \$ 7,040,751 | \$ 7,251,974 | \$ 7,469,533 | \$ 7,693,619 | 13.34% |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Fixed Route Passenger Fares | \$ 310,000 | \$ 319,300 | \$ 328,879 | \$ 338,745 | \$ 348,908 | 12.55% |
| ADA Fares | \$ 11,630 | \$ 11,979 | \$ 12,338 | \$ 12,708 | \$ 13,090 | 12.55% |
| Advertising | \$ 110,000 | \$ 113,300 | \$ 116,699 | \$ 120,200 | \$ 123,806 | 12.55% |
| Route Guarantee | | | | | | |
| Interest | \$ 4,700 | \$ 4,841 | \$ 4,986 | \$ 5,136 | \$ 5,290 | 12.55% |
| CNG Fuel Tax Rebate | \$ 52,500 | \$ 54,075 | \$ 55,697 | \$ 57,368 | \$ 59,089 | 12.55% |
| Miscellaneous | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Other Sponsors -California University | \$ 230,200 | \$ 237,106 | \$ 244,219 | \$ 251,546 | \$ 259,092 | 12.55% |
| Other Non-Subsidy | \$ - | \$ - | \$ - | \$ - | \$ - | |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 719,030</i> | <i>\$ 740,601</i> | <i>\$ 762,819</i> | <i>\$ 785,703</i> | <i>\$ 809,275</i> | <i>12.55%</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 2,300,000 | \$ 2,000,000 | \$ 2,060,000 | \$ 2,121,800 | \$ 2,185,454 | -4.98% |
| Federal CARES/ARPA Operating | \$ - | | | | | |
| State Operating Assistance | \$ 4,456,396 | \$ 4,456,396 | \$ 4,456,396 | \$ 4,456,396 | \$ 4,456,396 | 0.00% |
| Local/Non-Federal Operating Assistance | \$ 114,012 | \$ 119,713 | \$ 125,698 | \$ 131,983 | \$ 138,582 | 21.55% |
| Prior Year Carryover | \$ 817,560 | \$ 1,618,741 | \$ 1,894,700 | \$ 2,047,639 | \$ 2,073,989 | 153.68% |
| <i>Total Operating Assistance</i> | <i>\$ 7,687,968</i> | <i>\$ 8,194,850</i> | <i>\$ 8,536,794</i> | <i>\$ 8,757,818</i> | <i>\$ 8,854,421</i> | <i>15.17%</i> |
| TOTAL OPERATING REVENUE | \$ 8,406,998 | \$ 8,935,451 | \$ 9,299,613 | \$ 9,543,522 | \$ 9,663,696 | 14.95% |
| SURPLUS/DEFICIT | \$1,618,741 | \$ 1,894,700 | \$ 2,047,639 | \$ 2,073,989 | \$ 1,970,077 | 21.70% |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 155,000 | 159,650 | 164,440 | 169,373 | 174,454 | 12.55% |
| Senior Citizen | 33,000 | 33,990 | 35,010 | 36,060 | 37,142 | 12.55% |
| Half-Fare | 24,000 | 24,720 | 25,462 | 26,225 | 27,012 | 12.55% |
| Paratransit | 4,157 | 4,282 | 4,410 | 4,542 | 4,679 | 12.55% |
| <i>Total Passengers</i> | <i>216,157</i> | <i>222,642</i> | <i>229,321</i> | <i>236,201</i> | <i>243,287</i> | <i>12.55%</i> |
| Total Revenue Vehicle Miles | 750,000 | 775,000 | 775,000 | 775,000 | 775,000 | 3.33% |
| Total Revenue Vehicle Hours | 45,370 | 43,855 | 43,855 | 43,855 | 43,855 | -3.34% |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.29</i> | <i>0.29</i> | <i>0.30</i> | <i>0.30</i> | <i>0.31</i> | <i>8.92%</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>4.76</i> | <i>5.08</i> | <i>5.23</i> | <i>5.39</i> | <i>5.55</i> | <i>16.44%</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 31.40</i> | <i>\$ 31.62</i> | <i>\$ 31.62</i> | <i>\$ 31.62</i> | <i>\$ 31.62</i> | <i>0.70%</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 9.05</i> | <i>\$ 9.08</i> | <i>\$ 9.36</i> | <i>\$ 9.64</i> | <i>\$ 9.93</i> | <i>9.68%</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 149.62</i> | <i>\$ 160.55</i> | <i>\$ 165.36</i> | <i>\$ 170.32</i> | <i>\$ 175.43</i> | <i>17.25%</i> |
| <i>Farebox Recovery</i> | <i>10.59%</i> | <i>10.52%</i> | <i>10.52%</i> | <i>10.52%</i> | <i>10.52%</i> | <i>-0.69%</i> |
| <i>Operating Ratio</i> | <i>9.44</i> | <i>9.51</i> | <i>9.51</i> | <i>9.51</i> | <i>9.51</i> | <i>0.70%</i> |

Financial Capacity Documentation
Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit
 Fiscal Years 2027 – 2030

Financial Condition and Capacity Trends

Revenue Trends:

- Federal Urban Operating Assistance increased 45.93%.
- Total State Operating Assistance – Increased 17.94% from 2021.
- Total Local Revenue – Increased 14.51% from 2021.
- Total Fares – Increased 85.9% from 2021.

Expense Trends

- Program Expenses – Expenses have increased an average of 13.96% over the last 4 years

Productivity Trends

| Productivity Trends | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---------------------|--|---------------------------|
| | Originating Passenger Trips | | Originating Passengers Per Vehicle Hour | | Farebox Recovery | | Operating Ratio Trends |
| FFY 2022 | 32,328,532 | | 15.77 | | 12.83% | | 7.79 |
| FFY 2023 | 37,908,532 | | 18.72 | | 14.21% | | 7.04 |
| FFY 2024 | 37,871,618 | | 18.29 | | 14.93% | | 6.70 |
| FFY 2025 | 36,888,520 | | 17.84 | | 15.40% | | 6.49 |

| |
|--|
| <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 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.

Expense Projections

- Operating Expenses – Expected to increase by 3% 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, around 15%.

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 2021 | FFY 2022 | FFY 2023 | FFY 2024 | 4-year % Change | Current Year FFY 2025 ACT |
|--|-----------------------|-----------------------|-----------------------|-----------------------|--------------------|------------------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Salary & Wages | \$ 180,013,821 | \$ 184,058,099 | \$ 189,905,399 | \$ 194,247,929 | 7.91% | \$ 204,078,284 |
| Fringe Benefits | \$ 165,638,870 | \$ 163,349,948 | \$ 168,326,324 | \$ 178,880,556 | 7.99% | \$ 165,199,862 |
| Services | \$ 13,951,923 | \$ 14,234,876 | \$ 16,699,289 | \$ 17,560,071 | 25.86% | \$ 19,705,231 |
| Fuel & Lubricants | \$ 11,980,515 | \$ 14,944,691 | \$ 19,140,693 | \$ 19,550,888 | 63.19% | \$ 17,655,444 |
| Tires & Tubes | \$ 1,535,744 | \$ 1,724,404 | \$ 2,063,320 | \$ 2,082,096 | 35.58% | \$ 2,125,383 |
| Other Materials and Supplies | \$ 25,646,924 | \$ 24,639,680 | \$ 29,177,877 | \$ 31,427,729 | 22.54% | \$ 33,600,228 |
| Utilities | \$ 7,204,632 | \$ 6,982,354 | \$ 7,772,317 | \$ 8,053,853 | 11.79% | \$ 9,422,016 |
| Casualty & Liability | \$ 2,246,741 | \$ 3,731,453 | \$ 4,860,864 | \$ 5,872,892 | 161.40% | \$ 7,423,514 |
| Purchased Transportation - ACCESS | \$ 24,878,539 | \$ 27,807,315 | \$ 30,227,185 | \$ 31,573,816 | 26.91% | \$ 30,934,621 |
| Leases & Rentals | \$ 1,952,560 | \$ 1,971,696 | \$ 1,899,131 | \$ 2,032,177 | 4.08% | \$ 1,934,671 |
| Miscellaneous Expense | \$ 4,988,881 | \$ 5,806,654 | \$ 9,269,637 | \$ 10,164,929 | 103.75% | \$ 11,230,516 |
| TOTAL EXPENSES | \$ 440,039,151 | \$ 449,251,170 | \$ 479,342,036 | \$ 501,446,936 | 13.96% | \$ 503,309,770 |
| REVENUES | | | | | | |
| Non-Subsidy Operating Revenue | | | | | | |
| Passenger Fares | \$ 30,720,420 | \$ 46,907,212 | \$ 53,247,074 | \$ 57,110,286 | 85.90% | \$ 57,804,983 |
| State Shared Ride Program | \$ 6,338,710 | \$ 7,721,160 | \$ 8,660,113 | \$ 9,265,311 | 46.17% | \$ 9,140,742 |
| Advertising | \$ 1,704,315 | \$ 2,317,916 | \$ 2,230,196 | \$ 1,634,941 | -4.07% | \$ 1,835,192 |
| Miscellaneous Income | \$ 677,144 | \$ 626,132 | \$ 647,362 | \$ 657,273 | -2.93% | \$ 741,166 |
| Interest Income | \$ 137,699 | \$ 74,938 | \$ 3,345,589 | \$ 6,199,762 | 4402.42% | \$ 7,982,413 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 39,578,287</i> | <i>\$ 57,647,358</i> | <i>\$ 68,130,334</i> | <i>\$ 74,867,573</i> | <i>89.16%</i> | <i>\$ 77,504,496</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance (CARES, etc.) | \$ 73,921,916 | \$ 58,642,774 | \$ 191,908,792 | \$ 136,328,549 | 84.42% | \$ 10,206,764 |
| Federal Capital for Operating | \$ 31,600,118 | \$ 34,641,863 | \$ 29,478,107 | \$ 46,112,876 | 45.93% | \$ 36,800,449 |
| State Capital for Operating | \$ 13,083,537 | \$ 12,727,608 | \$ 14,516,040 | \$ 17,556,542 | 34.19% | \$ 16,204,202 |
| Local Capital for Operating | \$ 5,407,380 | \$ 807,897 | \$ 712,374 | \$ 8,540,536 | 57.94% | \$ 6,306,372 |
| State Operating Assistance | \$ 245,598,427 | \$ 250,756,169 | \$ 271,473,317 | \$ 289,647,640 | 17.94% | \$ 301,052,444 |
| Local/Non-Federal Operating Assistance | \$ 36,727,523 | \$ 37,716,078 | \$ 40,526,646 | \$ 42,057,406 | 14.51% | \$ 43,714,916 |
| Prior Year Carryover Deferred Revenue | \$ - | \$ - | \$ - | \$ - | #DIV/0! | \$ 11,520,127 |
| <i>Total Operating Assistance</i> | <i>\$ 406,338,900</i> | <i>\$ 395,292,389</i> | <i>\$ 548,615,276</i> | <i>\$ 540,243,549</i> | <i>32.95%</i> | <i>\$ 425,805,274</i> |
| TOTAL OPERATING REVENUE | \$ 445,917,187 | \$ 452,939,747 | \$ 616,745,610 | \$ 615,111,122 | 37.94% | \$ 503,309,770 |
| SURPLUS/DEFICIT | \$5,878,036 | \$3,688,577 | \$137,403,574 | \$113,664,186 | | \$0 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Originating | 16,444,952 | 22,388,328 | 25,195,582 | 24,378,873 | 48.25% | 18,975,373 |
| Transfers | 823,329 | 916,526 | 1,051,022 | 963,453 | 17.02% | 873,981 |
| Contracted Services | 1,766,670 | 5,417,234 | 6,567,642 | 6,769,705 | 283.19% | 7,439,711 |
| Seniors | 2,788,762 | 2,576,358 | 3,418,866 | 3,642,012 | 30.60% | 3,786,087 |
| ACCESS | 667,101 | 845,865 | 926,751 | 945,351 | 41.71% | 867,202 |
| Free Ridership | 183,798 | 184,221 | 748,669 | 1,172,224 | 537.78% | 4,946,166 |
| <i>Total Passengers</i> | <i>22,674,612</i> | <i>32,328,532</i> | <i>37,908,532</i> | <i>37,871,618</i> | <i>67.02%</i> | <i>36,888,520</i> |
| Total Revenue Vehicle Miles | 26,277,864 | 26,483,449 | 26,447,131 | 26,908,180 | 2.40% | 26,975,636 |
| Total Revenue Vehicle Hours | 2,089,551 | 2,050,337 | 2,025,498 | 2,070,068 | -0.93% | 2,068,134 |
| Passengers/Revenue Vehicle Mile | 0.86 | 1.22 | 1.43 | 1.41 | 63.11% | 1.37 |
| Passengers/Revenue Vehicle Hour | 10.85 | 15.77 | 18.72 | 18.29 | 68.59% | 17.84 |
| Operating Expense per Passenger Trip | \$ 19.41 | \$ 13.90 | \$ 12.64 | \$ 13.24 | -31.77% | \$ 13.64 |
| Operating Expense per Revenue Mile | \$ 16.75 | \$ 16.96 | \$ 18.12 | \$ 18.64 | 11.29% | \$ 18.66 |
| Operating Expense per Revenue Hour | \$ 210.59 | \$ 219.11 | \$ 236.65 | \$ 242.24 | 15.03% | \$ 243.36 |
| Farebox Recovery | 8.99% | 12.83% | 14.21% | 14.93% | 66.00% | 15.40% |
| Operating Ratio | 11.12 | 7.79 | 7.04 | 6.70 | -39.76% | 6.49 |

Financial Capacity Documentation
Washington County Transportation Authority / Freedom Transit
 Fiscal Years 2027 – 2030

Financial Condition and Capacity Trends

Revenue Trends, compared to FFY 2023:

- Federal Urban decreased 50.82%
- Total State Operating Assistance – increased 21.35%
- Total Local Revenue – increased 13.15%.
- Total Fares – increased 19.48%, compared with 2023.

Expense Trends

- Program Expenses – Expenses have increased 21.94% compared to FFY 2023 primarily as a result of increased labor and fuel costs

Productivity Trends

| Productivity Trends | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---------------------|--|---------------------------|
| | Originating Passenger Trips | | Originating Passengers Per Vehicle Hour | | Farebox Recovery | | Operating Ratio Trends |
| FFY 2023 | 229,311 | | 2.14 | | 34.44% | | 2.90 |
| FFY 2024 | 228,769 | | 2.16 | | 35.58% | | 2.81 |
| FFY 2025 | 225,760 | | 2.26 | | 34.41% | | 2.91 |
| FFY 2026 | 221,933 | | 2.20 | | 32.27% | | 3.10 |

| |
|--|
| <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 - 39.14% increase projected over next four years as result of shared ride increase of 15% and reduced federal operating assistance
- Prior Year Carryover – Reduced to \$0 over next four years to balance the budget
- Total Local Revenue – 3% revenue growth projected over each of the next 4 years
- Total Fares – 4% growth is projected following recent year trends

Expense Trends

- Program Expenses – Expenses are projected to decrease by 9.37% over the four-year period
- Fixed Route Service Reduction – In order to continue as a fiscally responsible agency, service reductions are expected in FY 2028 and FY 2029, causing a 23.49% reduction in Fixed Route Purchased Transportation Expenses over the four-year period.
- Shared Ride Service Reduction – In order to continue as a fiscally responsible agency, service reductions are expected in FY 2028 and FY 2029, causing a 7.96% reduction in Shared Ride Purchased Transportation Expenses over the four-year period.

Productivity Projections

- Number of Passengers – The number of passengers are projected to decrease slightly before rebounding in FY 2030, due to the anticipated restructuring.

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 2023 | FFY 2024 | FFY 2025 | FFY 2026 Budget | 4-year % Change | Current Year FFY 2027 |
|---|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Operating Salary & Wages | | | | | | |
| Other Salaries | | | | | | |
| Fringe Benefits | | | | | | |
| Services | | | | | | |
| Administration | \$ 1,146,714 | \$ 1,470,190 | \$ 1,629,239 | \$ 1,678,430 | 46.37% | \$ 1,827,307 |
| Fuel & Lubricants | \$ 816,779 | \$ 812,102 | \$ 767,172 | \$ 787,626 | -3.57% | \$ 938,174 |
| Tires & Tubes | | | | | | |
| Other Materials | | | | | | |
| Leases & Rentals | | | | | | |
| Utilities | | | | | | |
| Casualty & Liability | | | | | | |
| Taxes | | | | | | |
| Purchased Trans. (Fixed Route) | \$ 1,300,290 | \$ 1,316,130 | \$ 1,415,373 | \$ 1,481,442 | 13.93% | \$ 1,712,032 |
| Purchased Trans. (Shared Ride) | \$ 3,889,193 | \$ 4,251,970 | \$ 4,692,286 | \$ 4,753,682 | 22.23% | \$ 5,340,307 |
| Purchased Trans. (ADA) | \$ 294,089 | \$ 319,971 | \$ 377,509 | \$ 379,883 | 29.17% | \$ 564,854 |
| Other Operating Expenses | | | | | | |
| TOTAL EXPENSES | \$ 7,447,065 | \$ 8,170,363 | \$ 8,881,579 | \$ 9,081,063 | 21.94% | \$ 10,382,674 |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 261,880 | \$ 284,258 | \$ 310,611 | \$ 312,900 | 19.48% | \$ 342,300 |
| ADA Fares | \$ 32,385 | \$ 38,411 | \$ 43,642 | \$ 43,200 | 33.40% | \$ 49,500 |
| Advertising | \$ 48,858 | \$ 24,778 | \$ 32,330 | \$ 50,000 | 2.34% | \$ 35,000 |
| Interest | \$ 81,509 | \$ 67,387 | \$ 39,498 | \$ 38,540 | -52.72% | \$ 19,334 |
| MATP | \$ 1,910,361 | \$ 2,227,241 | \$ 2,355,477 | \$ 2,236,500 | 17.07% | \$ 1,884,595 |
| Area Agency on Aging | \$ 84,302 | \$ 96,342 | \$ 99,055 | \$ 60,000 | -28.83% | \$ 105,500 |
| Other Sponsors | \$ 68,923 | \$ 85,334 | \$ 72,124 | \$ 84,100 | 22.02% | \$ 54,500 |
| Other Non-Subsidy | \$ 76,401 | \$ 83,424 | \$ 103,633 | \$ 105,000 | 37.43% | \$ 110,000 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 2,564,619</i> | <i>\$ 2,907,175</i> | <i>\$ 3,056,370</i> | <i>\$ 2,930,240</i> | <i>14.26%</i> | <i>\$ 2,600,729</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 2,317,781 | \$ 942,970 | \$ 1,221,844 | \$ 1,140,000 | -50.82% | \$ 250,000 |
| Federal Capital for Operating | \$ - | \$ - | \$ - | \$ - | | \$ - |
| State Operating Assistance | \$ 1,556,298 | \$ 1,744,725 | \$ 1,883,819 | \$ 1,888,500 | 21.35% | \$ 3,517,201 |
| Local/Non-Federal Operating Assistance | \$ 282,974 | \$ 300,709 | \$ 320,181 | \$ 320,181 | 13.15% | \$ 339,430 |
| Prior Year Carryover | \$ 777,056 | \$ 2,251,492 | \$ 2,443,557 | \$ 2,816,162 | 262.41% | \$ 3,675,314 |
| <i>Total Operating Assistance</i> | <i>\$ 4,934,109</i> | <i>\$ 5,239,896</i> | <i>\$ 5,869,401</i> | <i>\$ 6,164,843</i> | <i>24.94%</i> | <i>\$ 7,781,945</i> |
| TOTAL OPERATING REVENUE | \$ 7,498,728 | \$ 8,147,071 | \$ 8,925,771 | \$ 9,095,083 | 21.29% | \$ 10,382,674 |
| SURPLUS/DEFICIT | \$51,663 | -\$23,292 | \$44,192 | \$14,020 | -72.86% | \$0 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 52,560 | 49,585 | 45,472 | 47,586 | -9.46% | 49,000 |
| Senior Citizen | 16,196 | 16,419 | 19,580 | 17,791 | 9.85% | 19,000 |
| Half-Fare | 4,939 | 3,872 | 5,225 | 5,313 | 7.57% | 5,400 |
| Free Fare | 1,564 | 1,885 | 2,621 | 1,645 | 5.18% | 2,000 |
| Paratransit | 154,052 | 157,008 | 152,862 | 149,598 | -2.89% | 155,000 |
| <i>Total Passengers</i> | <i>229,311</i> | <i>228,769</i> | <i>225,760</i> | <i>221,933</i> | <i>-3.22%</i> | <i>230,400</i> |
| Total Revenue Vehicle Miles | 1,736,597 | 1,725,905 | 1,723,531 | 1,762,841 | 1.51% | 1,750,000 |
| Total Revenue Vehicle Hours | 95,098 | 101,220 | 99,948 | 100,932 | 6.13% | 101,000 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.13</i> | <i>0.13</i> | <i>0.13</i> | <i>0.13</i> | <i>-4.66%</i> | <i>0.13</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>2.41</i> | <i>2.26</i> | <i>2.26</i> | <i>2.20</i> | <i>-8.81%</i> | <i>2.28</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 32.48</i> | <i>\$ 35.71</i> | <i>\$ 39.34</i> | <i>\$ 40.92</i> | <i>26.00%</i> | <i>\$ 45.06</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 4.29</i> | <i>\$ 4.73</i> | <i>\$ 5.15</i> | <i>\$ 5.15</i> | <i>20.13%</i> | <i>\$ 5.93</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 78.31</i> | <i>\$ 80.72</i> | <i>\$ 88.86</i> | <i>\$ 89.97</i> | <i>14.89%</i> | <i>\$ 102.80</i> |
| <i>Farebox Recovery</i> | <i>34.44%</i> | <i>35.58%</i> | <i>34.41%</i> | <i>32.27%</i> | <i>-6.30%</i> | <i>25.05%</i> |
| <i>Operating Ratio</i> | <i>2.90</i> | <i>2.81</i> | <i>2.91</i> | <i>3.10</i> | <i>6.73%</i> | <i>3.99</i> |

Capital Assistance

| | | | | |
|---------------------------------|------------------|------------------|----------------|------------------|
| Federal Capital Assistance | 3,510,477 | 1,668,382 | 64,052 | 5,289,754 |
| State Capital Assistance | 3,587,308 | 2,212,569 | 507,423 | 3,337,983 |
| Local Capital Assistance | 2,196 | 14,387 | 162,740 | 4,790 |
| Total Capital Assistance | 7,099,981 | 3,178,701 | 734,215 | 8,632,527 |

**Washington County
Transportation
Authority**

Capacity and Plans

Inflation Factor: 3.0%

| | Current Year FFY 2027 | FFY 2028 | FFY 2029 | FFY 2030 | FFY 2031 | % change: 2027- 31 | | | | |
|---|--------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|------------------|-----------------------------|-----------|-------|
| EXPENSES | | | | | | | | | | |
| Operating Expense | | | | | | | | | | |
| 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 | \$ 1,827,307 | \$1,882,126 | \$1,938,590 | \$1,996,748 | \$2,056,650 | 12.55% | | | | |
| Fuel & Lubricants | \$ 938,174 | \$966,319 | \$995,309 | \$1,025,168 | \$1,055,923 | 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) | \$ 1,712,032 | \$1,555,142 | \$1,513,250 | \$1,529,820 | \$1,575,714 | -7.96% | FY28 Cuts | Additional FY29 Cuts | | |
| Purchased Trans. (Shared Ride) | \$ 5,340,307 | \$4,313,638 | \$4,009,794 | \$3,966,727 | \$4,085,729 | -23.49% | \$208,251 | 12.16% | \$41,892 | 2.69% |
| Purchased Trans. (ADA) | \$ 564,854 | \$581,800 | \$599,254 | \$617,231 | \$635,748 | 12.55% | \$1,186,878 | 22.22% | \$303,844 | 7.04% |
| TOTAL EXPENSES | \$ 10,382,674 | \$ 9,299,025 | \$ 9,056,197 | \$ 9,135,694 | \$ 9,409,765 | -9.37% | | | | |
| REVENUES | | | | | | | | | | |
| Non-Subsidy Revenue | | | | | | | | | | |
| Passenger Fares | \$ 342,300 | \$359,415 | \$377,386 | \$388,707 | \$400,369 | 16.96% | | | | |
| ADA Fares | \$ 49,500 | \$56,925 | \$59,771 | \$61,564 | \$63,411 | 28.10% | | | | |
| Advertising | \$ 35,000 | \$36,050 | \$37,132 | \$38,245 | \$39,393 | 12.55% | | | | |
| Interest | \$ 19,334 | \$19,914 | \$20,511 | \$21,126 | \$21,760 | 12.55% | | | | |
| MATP | \$ 1,884,595 | \$1,978,825 | \$2,077,766 | \$2,140,099 | \$2,204,302 | 16.96% | | | | |
| Area Agency on Aging | \$ 105,500 | \$121,325 | \$127,391 | \$131,213 | \$135,149 | 28.10% | | | | |
| Other Sponsors | \$ 54,500 | \$62,675 | \$65,809 | \$67,783 | \$69,817 | 28.10% | | | | |
| Other Non-Subsidy | \$ 110,000 | \$115,500 | \$121,275 | \$124,913 | \$128,661 | 16.96% | | | | |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 2,600,729</i> | <i>\$ 2,750,628</i> | <i>\$ 2,887,041</i> | <i>\$ 2,973,652</i> | <i>\$ 3,062,861</i> | <i>17.77%</i> | | | | |
| Operating Assistance | | | | | | | | | | |
| Federal Operating Assistance | \$ 250,000 | \$262,500 | \$275,625 | \$283,894 | \$292,411 | 16.96% | | | | |
| Federal Capital for Operating | \$ - | \$204,483 | \$920,394 | \$755,817 | \$778,492 | | | | | |
| State Operating Assistance | \$ 3,517,201 | \$4,840,248 | \$4,613,036 | \$4,751,427 | \$4,893,970 | 39.14% | | | | |
| Local/Non-Federal Operating Assistance | \$ 339,430 | \$349,613 | \$360,101 | \$370,904 | \$382,032 | 12.55% | | | | |
| Prior Year Carryover | \$ 3,675,314 | \$891,553 | \$0 | \$0 | \$0 | -100.00% | | | | |
| <i>Total Operating Assistance</i> | <i>\$ 7,781,945</i> | <i>\$ 6,548,397</i> | <i>\$ 6,169,156</i> | <i>\$ 6,162,042</i> | <i>\$ 6,346,904</i> | <i>-18.44%</i> | | | | |
| TOTAL OPERATING REVENUE | \$ 10,382,674 | \$ 9,299,025 | \$ 9,056,197 | \$ 9,135,694 | \$ 9,409,765 | -9.37% | | | | |
| SURPLUS/DEFICIT | \$ (0) | \$ 0 | \$ 0 | \$ 0 | \$ 0 | 0.00% | | | | |
| OPERATING STATISTICS & TRENDS | | | | | | | | | | |
| Ridership | | | | | | | | | | |
| Adult Fare | 49,000 | 46,550 | 46,085 | 47,467 | 48,891 | -0.22% | | | | |
| Senior Citizen | 19,000 | 18,050 | 17,870 | 18,406 | 18,958 | -0.22% | | | | |
| Half-Fare | 5,400 | 5,130 | 5,079 | 5,231 | 5,388 | -0.22% | | | | |
| Free Fare | 2,000 | 1,900 | 1,881 | 1,937 | 1,996 | -0.22% | | | | |
| Paratransit | 155,000 | 147,250 | 145,778 | 150,151 | 154,655 | -0.22% | | | | |
| <i>Total Passengers</i> | <i>230,400</i> | <i>218,880</i> | <i>216,691</i> | <i>223,192</i> | <i>229,888</i> | <i>-0.22%</i> | | | | |
| Total Revenue Vehicle Miles | 1,750,000 | 1,662,500 | 1,645,875 | 1,695,251 | 1,746,109 | -0.22% | | | | |
| Total Revenue Vehicle Hours | 101,000 | 95,950 | 94,991 | 97,840 | 100,775 | -0.22% | | | | |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.13</i> | <i>0.13</i> | <i>0.13</i> | <i>0.13</i> | <i>0.13</i> | <i>0.00%</i> | | | | |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>2.28</i> | <i>2.28</i> | <i>2.28</i> | <i>2.28</i> | <i>2.28</i> | <i>0.00%</i> | | | | |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 45.06</i> | <i>\$ 42.48</i> | <i>\$ 41.79</i> | <i>\$ 40.93</i> | <i>\$ 40.93</i> | <i>-9.17%</i> | | | | |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 5.93</i> | <i>\$ 5.59</i> | <i>\$ 5.50</i> | <i>\$ 5.39</i> | <i>\$ 5.39</i> | <i>-9.17%</i> | | | | |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 102.80</i> | <i>\$ 96.92</i> | <i>\$ 95.34</i> | <i>\$ 93.37</i> | <i>\$ 93.37</i> | <i>-9.17%</i> | | | | |
| <i>Farebox Recovery</i> | <i>25.05%</i> | <i>29.58%</i> | <i>31.88%</i> | <i>32.55%</i> | <i>32.55%</i> | <i>29.95%</i> | | | | |
| <i>Operating Ratio</i> | <i>3.99</i> | <i>3.38</i> | <i>3.14</i> | <i>3.07</i> | <i>3.07</i> | <i>-23.04%</i> | | | | |

Assumes using 50% of 5307 funds for operating.
15% SR Increase plus \$2,400,676 in operating in FY28. 3% increases in 29, 30, 31

Prior Year R/E are gone in FY28

5% reduction in trips in 28
1% reduction in trips in 29

Financial Capacity Documentation
Westmoreland County Transit Authority
 Fiscal Years 2027 – 2030

Financial Condition and Capacity Trends

Revenue Trends, compared to FFY 2023:

- Total State Operating Assistance – increased 40.88%
- Total Local Revenue – Remained stable over the last 4 years with a 15.76% increase
- Total Fares – increased 25.97%

Expense Trends

- Program Expenses – Expenses have increased 31.55% over the last 4 years. WCTA has experienced a large increase in the cost for fuel with an increase of 126% over the last 4 years.

Productivity Trends

| Productivity Trends | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---------------------|---------------------------|
| | Originating Passenger Trips | | Originating Passengers Per Vehicle Hour | | Farebox Recovery | Operating Ratio Trends |
| FFY 2023 | 350,363 | | 3.16 | | 8.46% | 11.82 |
| FFY 2024 | 367,300 | | 3.18 | | 7.31% | 13.68 |
| FFY 2025 | 378,319 | | 3.18 | | 7.61% | 13.14 |
| FFY 2026 | 383,781 | | 3.01 | | 8.10% | 12.34 |

| |
|--|
| <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 5307) – Expected to increase at a moderate 3% rate for each of the next 4 years.
- Total State Revenue (Includes Section 1513) – Expected to increase at a moderate 3% rate for each of the next 4 years.
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 12.6% over the next 4 years.
- Total Fixed Route Fares – Expected to increase by 12.55% over the next 4 years. This is due an ongoing route changes and optimizations.

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 3.0% 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 WCTA currently no has plans to change the levels of service through a restructuring of fixed routes.
- Farebox Recovery for Fixed Route – is expected to remain level over the next 4 years.
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

CONCLUSIONS

From the information presented above, the Westmoreland County 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.

Westmoreland County Transit Authority

Conditions and Trends

| | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 Budget | 4-year % Change | Current Year FFY 2027 |
|---|----------------------|----------------------|----------------------|----------------------|--------------------|--------------------------|
| EXPENSES | | | | | | |
| Operating Expense | | | | | | |
| Operating Salary & Wages | \$5,094,450 | \$5,911,984 | \$6,036,866 | \$6,590,948 | 29.38% | \$ 6,404,511 |
| Other Salaries | \$983,781 | \$1,188,171 | \$1,054,669 | \$1,403,184 | 42.63% | \$ 1,118,898 |
| Fringe Benefits | \$1,756,860 | \$2,638,165 | \$2,985,200 | \$2,691,228 | 53.18% | \$ 3,166,999 |
| Services | \$211,599 | \$222,000 | \$350,000 | \$478,567 | 126.17% | \$ 371,315 |
| Fuel & Lubricants | \$1,357,983 | \$1,387,000 | \$1,500,000 | \$1,585,000 | 16.72% | \$ 1,591,350 |
| Tires & Tubes | \$185,629 | \$220,000 | \$250,000 | \$260,000 | 40.06% | \$ 265,225 |
| Other Materials | \$519,228 | \$568,000 | \$650,000 | \$766,000 | 47.53% | \$ 689,585 |
| Leases & Rentals | \$186,605 | \$220,000 | \$220,000 | \$210,000 | 12.54% | \$ 233,398 |
| Utilities | \$226,241 | \$228,600 | \$214,000 | \$279,000 | 23.32% | \$ 227,033 |
| Casualty & Liability | \$415,510 | \$433,756 | \$452,930 | \$406,175 | -2.25% | \$ 480,513 |
| Taxes | | | | | | \$ - |
| Administrative Expenses (Fixed Route) | \$1,312,348 | \$1,641,397 | \$1,652,119 | \$1,647,424 | 25.53% | \$ 1,752,733 |
| Administrative Expenses (Shared Ride) | \$967,444 | \$1,164,131 | \$1,233,523 | \$1,155,674 | 19.46% | \$ 1,308,645 |
| Purchased Trans. (Fixed Route) | \$0 | \$0 | \$0 | \$0 | | \$ - |
| Purchased Trans. (Shared Ride) | \$0 | \$0 | \$0 | \$0 | | \$ - |
| Purchased Trans. (ADA) | \$0 | \$0 | \$0 | \$0 | | \$ - |
| Other Operating Expenses | \$391,396 | \$550,169 | \$696,763 | \$429,281 | 9.68% | \$ 739,196 |
| TOTAL EXPENSES | \$ 13,609,074 | \$ 16,373,373 | \$ 17,296,070 | \$ 17,902,481 | 31.55% | \$ 18,349,401 |
| REVENUES | | | | | | |
| Non-Subsidy Revenue | | | | | | |
| Passenger Fares | \$ 379,464 | \$ 377,200 | \$ 401,800 | \$ 478,000 | 25.97% | \$ 426,270 |
| Passenger Fares (Shared Ride) | \$ 231,677 | \$ 235,880 | \$ 292,072 | \$ 324,600 | 40.11% | \$ 309,859 |
| Advertising | \$ 27,300 | \$ 70,000 | \$ 50,000 | \$ 50,000 | 83.15% | \$ 53,045 |
| Route Guarantee | | | | | #DIV/0! | \$ - |
| Interest | | | | | #DIV/0! | \$ - |
| MATP | \$ 315,166 | \$ 444,169 | \$ 478,605 | \$ 429,281 | 36.21% | \$ 507,752 |
| Area Agency on Aging | \$ 62,265 | \$ 65,163 | \$ 90,710 | \$ 97,300 | 56.27% | \$ 96,234 |
| Other Sponsors | \$ 3,491 | \$ 3,678 | \$ 239 | \$ 16,290 | 366.63% | \$ 254 |
| Other Non-Subsidy | \$ 132,476 | \$ 1,227 | \$ 2,919 | \$ 55,400 | -58.18% | \$ 3,097 |
| <i>Total Non-Subsidy Revenue</i> | <i>\$ 1,151,839</i> | <i>\$ 1,197,317</i> | <i>\$ 1,316,345</i> | <i>\$ 1,450,871</i> | <i>25.96%</i> | <i>\$ 1,396,510</i> |
| Operating Assistance | | | | | | |
| Federal Operating Assistance | \$ 4,229,033 | \$ 5,249,095 | \$ 5,326,300 | \$ 4,970,590 | 17.53% | \$ 5,650,672 |
| Federal Capital for Operating | \$ - | \$ - | | | #DIV/0! | \$ - |
| State Operating Assistance | \$ 7,785,287 | \$ 9,461,900 | \$ 10,165,111 | \$ 10,968,290 | 40.88% | \$ 10,784,166 |
| Local/Non-Federal Operating Assistance | \$ 442,915 | \$ 465,061 | \$ 488,314 | \$ 512,730 | 15.76% | \$ 518,052 |
| Prior Year Carryover | | | | | | |
| <i>Total Operating Assistance</i> | <i>\$ 12,457,235</i> | <i>\$ 15,176,056</i> | <i>\$ 15,979,725</i> | <i>\$ 16,451,610</i> | <i>32.06%</i> | <i>\$ 16,952,890</i> |
| TOTAL OPERATING REVENUE | \$ 13,609,074 | \$ 16,373,373 | \$ 17,296,070 | \$ 17,902,481 | 31.55% | \$ 18,349,401 |
| SURPLUS/DEFICIT | \$0 | \$0 | \$0 | \$0 | #DIV/0! | \$0 |
| OPERATING STATISTICS & TRENDS | | | | | | |
| Ridership | | | | | | |
| Adult Fare | 192838 | 201000 | 207030 | 208669 | 8.21% | 250506.3 |
| Senior Citizen | | | | | #DIV/0! | |
| Half-Fare | | | | | #DIV/0! | |
| Paratransit | 157525 | 166300 | 171289 | 175112 | 11.16% | 207259.69 |
| <i>Total Passengers</i> | <i>350363</i> | <i>367300</i> | <i>378319</i> | <i>383781</i> | <i>9.54%</i> | <i>457765.99</i> |
| Total Revenue Vehicle Miles | 2298599 | 2390543 | 2462259 | 2613991 | 13.72% | 2462259 |
| Total Revenue Vehicle Hours | 110892 | 115327 | 118787 | 127551 | 15.02% | 118787 |
| <i>Passengers/Revenue Vehicle Mile</i> | <i>0.15</i> | <i>0.15</i> | <i>0.15</i> | <i>0.15</i> | <i>-3.68%</i> | <i>0.19</i> |
| <i>Passengers/Revenue Vehicle Hour</i> | <i>3.16</i> | <i>3.18</i> | <i>3.18</i> | <i>3.01</i> | <i>-4.77%</i> | <i>3.85</i> |
| <i>Operating Expense per Passenger Trip</i> | <i>\$ 38.84</i> | <i>\$ 44.58</i> | <i>\$ 45.72</i> | <i>\$ 46.65</i> | <i>20.09%</i> | <i>\$ 40.08</i> |
| <i>Operating Expense per Revenue Mile</i> | <i>\$ 5.92</i> | <i>\$ 6.85</i> | <i>\$ 7.02</i> | <i>\$ 6.85</i> | <i>15.68%</i> | <i>\$ 7.45</i> |
| <i>Operating Expense per Revenue Hour</i> | <i>\$ 122.72</i> | <i>\$ 141.97</i> | <i>\$ 145.61</i> | <i>\$ 140.36</i> | <i>14.37%</i> | <i>\$ 154.47</i> |
| <i>Farebox Recovery</i> | <i>8.46%</i> | <i>7.31%</i> | <i>7.61%</i> | <i>8.10%</i> | <i>-4.25%</i> | <i>7.61%</i> |
| <i>Operating Ratio</i> | <i>11.82</i> | <i>13.68</i> | <i>13.14</i> | <i>12.34</i> | <i>4.44%</i> | <i>13.14</i> |

