

# 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 1	<b>Frends</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

Productivity Trends

Passenger trips are the total number of trips provided in any one year. 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.

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. 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 allocaton 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 revenes (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.

<b>BEAVER COUNTY</b>	Conditi	on	s and Ti	er	nds						
<b>TRANSIT AUTHORITY</b>	FFY 2021		FFY 2022		FFY 2023	I	FFY 2024 Budget		4-year % Change	C	Current Year FFY 2025
EXPENSES		1				ĺ	1				
Operating Expense											
Operating Salary & Wages	\$1,970,47	7	\$1,880,534		\$2,059,474		\$2,949,367		49.68%		\$3,052,595
Other Salaries	\$1,829,69		\$2,111,666		\$2,268,372		\$1,861,842		1.76%		\$1,927,006
Fringe Benefits	\$1,273,25	9	\$1,275,449		\$1,392,349		\$1,589,903		24.87%		\$1,645,550
Services	\$922,44	7	\$702,323		\$795,354		\$918,203		-0.46%		\$945,749
Fuel & Lubricants	\$284,54	6	\$463,995		\$601,238		\$709,971		149.51%		\$745,470
Tires & Tubes	\$69,50	7	\$74,421		\$98,911		\$87,000		25.17%		\$89,610
Other Materials	\$457,40		\$440,567		\$452,970		\$499,950		9.30%		\$514,949
Leases & Rentals	\$86,93	8	\$86,100		\$88,576		\$94,900		0.00%		\$97,747
Utilities	\$230,41		\$261,428		\$323,231		\$345,385		49.90%		\$355,747
Casualty & Liability	\$245,40	_	\$157,767		\$239,956		\$259,300	F	5.66%		\$267,079
Taxes	\$2,80		\$4,424		\$2,826		\$3,520	F	25.40%		\$3,626
Purchased Trans. (Fixed Route)		0	\$0		\$0		\$0	F	0.00%		\$0
Purchased Trans. (Shared Ride)	\$13,99		\$1,737		\$1,296		\$0	F	0.00%		\$0
Purchased Trans. (ADA)		0	+_,		<u>+_,</u> \$0		\$0	F	0.00%		\$0
Other Operating Expenses	\$87,08		\$105,632		\$120,335		\$171,104	F	96.49%		\$176,237
TOTAL EXPENSES	\$ 7,473,98		7,566,043	\$	8,444,888		9,490,445	-	26.98%		\$9,821,363
REVENUES	+ -,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	I Ŧ	0,111,000	•					<i><i><i><i>ϕ</i>𝔅𝔅𝔅𝔅𝔅𝔅𝔅𝔅𝔅</i></i></i>
Non-Subsidy Revenue		_						Ŀ		E	
Passenger Fares	\$ 476,50	<del>)</del> \$	572,221	\$	711,010	\$	778,745	Ŀ	63.43%		\$794,320
Non-transportation Revenue	\$ 35,33		13,237	\$	,	\$	4,805	Ŀ	-86.40%		\$4,805
Revenue Replacement	\$ 363,35		481,797	\$	621,324	\$	635,021	ŀ	74.76%		\$647,721
Interest	Ş 303,35	,; ;	2,074	\$ \$	5,624	ې \$	055,021	ŀ	74.70%		\$047,721
Interest		Ş	2,074	Ş	5,024	Ş		ŀ			<u> </u>
Agency Funding	\$ 522,61	<del>)</del> \$	663,601	\$	714,807	\$	717,802	ŀ	37.35%		\$732,158
	\$ 522,61 <i>\$ 1,397,81</i>		1,732,930		,	\$ \$	2,136,373	_	52.84%		\$2,179,004
Total Non-Subsidy Revenue	\$ 1,397,81	<i>7</i>	1,732,930	Ş	2,004,012	Ş	2,130,373	_	52.84%	-	\$2,179,004
Operating Assistance	¢ 216.04	1 6	205 015	ć	224 762	ć	105.062	ŀ	0.20%		¢202.801
Federal Operating Assistance 5311 Federal Capital for Operating 5307	\$ 216,04 \$ 3,796,19	-	285,815	\$	234,763 4,605,034	\$ \$	195,962	ŀ	-9.30% -50.42%		\$202,801
	. , ,	_	4,345,524	\$			2,154,593	ŀ			\$960,000
State Operating Assistance	\$ 1,413,92	-	551,177	\$	,	\$	4,241,911	ŀ	200.01%		\$5,698,911
Local/Non-Federal Operating Assistance	\$ 650,00	L \$	650,597	\$	724,145	\$ ¢	761,606	ŀ	17.17%		\$780,647
Prior Year Carryover	¢ 07040	1 6	5 022 442	ې د	-	\$	-	_	24.020/	_	67.642.250
Total Operating Assistance	\$ 6,076,16		5,833,113	\$	6,380,276	\$	7,354,072	_	21.03%	_	\$7,642,359
	\$ 7,473,98		7,566,043	\$	8,444,888	\$	9,490,445	_	26.98%		\$9,821,363
SURPLUS/DEFICIT	ç	0	\$0		\$0		\$0	┝	0.00%	F	(\$0)
<b>OPERATING STATISTICS &amp; TRENDS</b>											
Ridership											
Originating Passengers Fixed Route	307,51	L	298,219		364,006		368,659		19.88%		376,032
Originating Passengers Shared Ride	50,82	9	64,965		73,527		76,448		50.40%		77,977
Transfers	20,36	7	22,813		24,179		24,873		22.12%		25,370
Total Passengers	378,70	_	385,997		461,712		469,980	F	24.10%		479,380
Total Revenue Vehicle Miles	949,89	_	998,916		1,037,781		1,036,500		9.12%		1,037,000
Total Revenue Vehicle Hours	60,97	_	64,006		66,542		66,582		9.20%		66,600
Passengers/Revenue Vehicle Mile	0.4	0	0.39		0.44		0.45	┢	13.73%		0.46
Passengers/Revenue Vehicle Hour	6.2	1	6.03		6.94		7.06		13.65%		7.20
Operating Expense per Passenger Trip	\$ 19.7	4 \$	19.60	\$	18.29	\$	20.19	F	2.32%	\$	20.49
Operating Expense per Revenue Mile	\$ 7.8		7.57	, \$	8.14	, \$	9.16	F	16.37%	\$	
Operating Expense per Revenue Hour	\$ 122.5	-	118.21	\$	126.91	\$	142.54	F	16.29%	\$	
Farebox Recovery	18.70	<i>'</i>	22.90%	Ĺ.	24.45%	Ľ.	22.51%	+	20.36%	7	22.19%

## **Conditions and Trends**

## Capital Assistance

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

BEAVER COUNTY	pacity a	n	d P	lans			Infl	ation Factor:		3.0%		% change:
<b>TRANSIT AUTHORITY</b>	 2025			FFY 2026		FFY 2027		FFY 2028		FFY 2029		2025-29
EXPENSES												
Operating Expense											Ļ	
Operating Salary & Wages	\$ 3,052,595			\$3,159,436		\$3,270,016		\$3,384,466		\$3,502,923	Ļ	14.75%
Other Salaries	\$ 1,927,006			\$1,994,452		\$2,064,258		\$2,136,507		\$2,211,284	Ļ	14.75%
Fringe Benefits	\$ 1,645,550			\$1,703,144		\$1,762,754		\$1,824,450		\$1,888,306	Ļ	14.75%
Services	\$ 945,749			\$974,122		\$1,003,345		\$1,033,446		\$1,064,449	Ļ	12.55%
Fuel & Lubricants	\$ 745,470			\$782,743	-	\$821,880		\$862,974		\$906,123	Ļ	21.55%
Tires & Tubes	\$ 89,610			\$92,298		\$95,067		\$97,919		\$100,857	Ļ	12.55%
Other Materials	\$ 514,949			\$530,397		\$546,309		\$562 <i>,</i> 698		\$579,579	Ļ	12.55%
Leases and Rentals	\$ 97,747			\$100,679		\$103,700		\$106,811		\$110,015	Ļ	
Utilities	\$ 355,747			\$366,419		\$377,412		\$388,734		\$400,396	Ļ	12.55%
Casualty & Liability	\$ 267,079			\$275,091		\$283,344		\$291,844		\$300,600	Ļ	12.55%
Taxes	\$ 3,626			\$3,734		\$3,846		\$3,962		\$4,081	Ļ	12.55%
Other Operating Expenses	\$ 176,237			\$181,524		\$186,970		\$192,579		\$198,356		12.55%
TOTAL EXPENSES	\$ 9,821,363		\$	10,164,039	\$	10,518,901	\$	10,886,390	\$	11,266,969		14.72%
REVENUES											Ļ	
Non-Subsidy Revenue											Ļ	
Passenger Fares	\$ 794,320			\$810,206		\$826,411		\$842,939		\$859 <i>,</i> 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 <i>,</i> 889		\$687,367		\$701,114		8.24%
Agency Funding	\$ 732,158			\$746,801		\$761,737		\$776,972		\$792,511	ſ	8.24%
Total Non-Subsidy Revenue	\$ 2,179,004		\$	2,222,488	\$	2,266,842	\$	2,312,082	\$	2,358,228		8.23%
Operating Assistance												
Federal Operating Assistance 5311	\$ 202,801			\$209,879		\$217,204		\$224,784		\$232,629	ſ	14.71%
Federal Capital for Operating 5307	\$ 960,000			\$960,000		\$960,000		\$960,000		\$0	ľ	-100.00%
State Operating Assistance	\$ 5,698,911			\$5,971,510		\$6,254,689		\$6,548,853		\$7,814,424	ľ	37.12%
Local/Non-Federal Operating Assistance	\$ 780,647			\$800,162		\$820,166		\$840,671		\$861,688	Ē	10.38%
Prior Year Carryover	\$ -			\$0		\$0		\$0		\$0	ŀ	
Total Operating Assistance	\$ 7,642,359		\$	7,941,551	\$	8,252,059	\$	8,574,308	\$	<i>\$,908,741</i>	_	16.57%
	\$ 9,821,363		\$	10,164,039	\$	10,518,900	\$	10,886,391	\$	11,266,969		14.72%
SURPLUS/DEFICIT			' 	\$0		\$0	-	\$0	-	\$0		0.00%
SORPLOS/DEFICIT	 (\$0)		<u> </u>	Ş0		Ş0		Ş0		Ş0	ŀ	0.00%
OPERATING STATISTICS & TRENDS			<u> </u>								ŀ	
Ridership	 										ŀ	
Originating Passengers Fixed Route	 376,032			383,553		391,224		399,048		407,029	ŀ	8.24%
Originating Passengers Shared Ride	 77,977		<u> </u>	79,536		81,127		82,750		84,405	ŀ	8.24%
Transfers	 25,370			25,878		26,395		26,923		27,462		8.24%
Total Passengers	 469,980			488,967		498,747		508,721		518,896		10.41%
Total Revenue Vehicle Miles	 1,037,000			1,037,000		1,037,000		1,037,000		1,037,000	Ļ	0.00%
Total Revenue Vehicle Hours	 66,600			66,600		66,600		66,600		66,600	ŀ	0.00%
Passengers/Revenue Vehicle Mile	0.45			0.47		0.48		0.49		0.50		10.41%
Passengers/Revenue Vehicle Hour	7.06			7.34		7.49		7.64		7.79		10.41%
Operating Expense per Passenger Trip	\$ 20.90		\$	20.79	\$	21.09	\$	21.40	\$	21.71		3.90%
Operating Expense per Revenue Mile	\$ 9.47		\$	9.80	\$	10.14	\$	10.50	\$	10.86		14.72%
Operating Expense per Revenue Hour	\$ 147.47		\$	152.61	\$	157.94	\$	163.46	\$	169.17		14.72%
Farebox Recovery	22.19%			21.87%		21.55%		21.24%		20.93%		-5.66%
Operating Ratio	4.51			4.57		4.64		4.71		4.78		6.00%

#### 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** 

	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

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.

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 nonsubsidy 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 > 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.

## **Butler Transit Authority**

## **Conditions and Trends**

EVENSE         FFY 2021         FFY 2022         FFY 2023         Change         2024           Operating Expense         S22.3.32         S387.084         S30.784         S42.250         B0.281         S446.522           Operating Salary & Wages         S22.3.32         S387.084         S30.784         S42.1250         B0.281         S446.522           Date Salares         S10.630         S110.630         S110.460         S441.878         42.2778         S         146.132           Services         S122.727         S121.016         S442.480         S441.878         42.2078         S         42.837           Tries & Tubes         S0.50         S10.630         S10.400         S0.080         S75.027         S         42.111           Lesses & Rentals         S22.640         S71.627         S         42.111         42.371         S         42.111           Lesses & Rentals         S22.721         S32.000         S0.081         S75.627         S         42.211           Lesses & Rentals         S22.721         S32.000         S         1.375.000         B0.197         22.448         S         1.42.949           Purchased Trans. (Alocal Bide)         S71.927         S         S.1.977.000         S	<b>Butler Transit Authority</b>		onuntio		Juna	-	ciius			1		Curr	ent Year FFY
EVENSES         Control         Control         Control         Control           Operating Superse         \$323,332         \$387,084         \$301,724         \$421,230         \$30,281         \$46,522           Other Starlines         \$161,809         \$110,649         \$341,678         \$112,374         \$244,649         \$221,318         446,523           Fining Brenetits         \$232,327         \$211,018         \$342,449         \$221,918         446,523           Services         \$232,727         \$211,018         \$342,449         \$221,918         446,523           Other Materials         \$43,32         \$220,424         \$374,349         500         \$71,070         \$223,527           Casually & Uballity         \$22,656         \$22,724         \$22,641         \$74,824         \$23,322           Purchased Trans. (Fixed Route)         \$22,756         \$32,742         \$32,346         \$323,783         \$32,783         \$32,746         \$100,701           Purchased Trans. (Aball         \$22,656         \$321,751         \$12,857,806         \$323,783         \$23,742         \$134,966         \$337,183         \$23,898         \$100,791           Purchased Trans. (Aball         \$100,153         \$13,266         \$100,7746         \$100,791         \$23,248	butter multisternutionity		EEV 2020		EEV 2021		EEV 2022		EEV 2022	4-year %		curr	
Operating Superse Operating Superse         Superset Size         Superset Size <thsuperset Size</thsuperset 			111 2020		1112021		1112022		111 2025	Change			
Operating Salary & Wages         \$322,332         \$387,084         \$393,784         \$522,232         \$387,084         \$393,784         \$522,232         \$446,022           Frings Benefits         \$116,1899         \$100,639         \$113,469         \$141,878         \$123,678         \$228,577           Fuel & Lubricants         \$527,307         \$521,2302         \$113,469         \$514,1878         \$220,837         \$240,893         \$220,837         \$240,893         \$240,893         \$240,893         \$240,893         \$240,893         \$27,857         \$40,092         \$75,057         \$523,320         \$513,410         \$520,893         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$523,527         \$220,575         \$242,093         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$40,093         \$75,057         \$40,019         \$22,223         \$52,224         \$51,663         \$105,271         \$23,205         \$42,235         \$22,225         \$22,225         \$22,226         \$23,243         \$51,4566         \$105,271         \$24,258         \$107,201         \$24,258         \$107,257         \$40,018         \$100,015         \$24,268         \$100,018<						_					ŀ		
Other Salaries         III         III         IIII         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII			\$373 337		\$387 084		\$391 784		\$421 250	30.28%	ŀ	¢	446 525
Fringe Benefitis         5161,809         5100,639         5110,469         5141,878         12.377         5146,137           Services         \$232,77         \$5113,902         \$181,410         \$240,873         20,888         \$228,577           Fuel & lubricants         \$375,067         \$123,902         \$181,410         \$240,873         \$248,095           Tires & Tubes         \$0         \$50         \$50,853         \$34,825         \$243,095           Other Materials         \$244,272         \$228,041         \$272,668         \$35,666         \$7,728         \$42,212           Casually & Libbility         \$23,620         \$52,712         \$32,007         \$22,641         \$23,670         \$22,648         \$35,666           Purchased Trans. (Fixed Route)         \$821,751         \$846,817         \$10,57,115         \$13,7181         \$2,838         \$114,996           Outher Operating Expenses         \$7,272         \$13,666         \$10,57,206         \$137,181         \$2,838         \$114,996           Outher Operating Expenses         \$13,078         \$8,605         \$9,578         \$9,273         \$42,838         \$10,090         \$2,495,095         \$4,4589         \$2,205,055         \$4,42,88         \$2,979,055         \$4,4589         \$2,090,055         \$4,3248			JJZJ,JJZ		,007,00 <del>4</del>		JJJ1,704		Ş421,230		ŀ	Ļ	440,525
Services         \$332,737         \$311,018         \$324,2480         \$221,918         4.658         \$232,372           Tuel & Lubriants         \$75,067         \$123,902         \$114,140         \$242,802         \$20,885         \$248,902           Other Materials         \$240,212         \$220,641         \$247,802         \$40,802         \$77,205         \$42,125           Lesses & Rotalis         \$20,424         \$220,648         \$532,077         \$22,648         \$354,667         \$732,775         \$42,125           Casualty & Libbility         \$229,650         \$55,712         \$32,077         \$22,648         \$332,077         \$22,648         \$334,986         \$137,007         \$22,648         \$334,986         \$137,007         \$22,838         \$141,207         \$23,875         \$142,428         \$108,992         \$24,85,971         \$23,976,955         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992         \$142,428         \$108,992			\$161 899		\$109 639		\$119 469		\$141 878		ŀ	\$	146 134
Fuel & Lubricants         \$75,667         \$123,902         \$181,410         \$240,873         \$240,873           Tires & Tubes         \$0         \$10,800         \$50         \$10,800         \$200,873         \$240,892           Other Matrials         \$240,812         \$230,414         \$250,514         \$250,883         \$538,863         \$75,675         \$5,655         \$16,902           Untities         \$453,663         \$54,312         \$230,401         \$220,524         \$25,752         \$16,902         \$75,675         \$16,902         \$75,675         \$16,902         \$75,675         \$16,902         \$75,675         \$16,902         \$75,675         \$12,902         \$74,874         \$82,722         \$75,775         \$12,944         \$22,217         \$75,775         \$12,944         \$22,874         \$12,912         \$12,926         \$137,181         \$22,844         \$10,932         \$11,926         \$10,796         \$11,976         \$10,796         \$12,978         \$137,918         \$14,926         \$10,976         \$12,978         \$137,918         \$14,926         \$10,976         \$12,978         \$137,918         \$14,926         \$10,976         \$14,926         \$10,976         \$14,926         \$10,976         \$14,926         \$10,976         \$14,926         \$10,976         \$14,926         \$10,926 </td <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ŀ</td> <td></td> <td></td>	-										ŀ		
Thres & Tubes         Sol         <											ŀ		
Other Materials         S44 312         S220,424         S240,314         S240,324         S26,324         S26,324         S26,324         S26,324         S26,324         S26,328         S35,868         75,5295         S35,868         75,5295         S36,873         S37,873         S33,878         S32,878		-									ŀ	<u> </u>	210,000
Leases & Rentals         520,224         522,321         529,636         529,550         527,827         74,827         532,828           Casualty & Liability         529,650         525,712         532,067         522,641         74,827         74,827           Taxes         -         -         -         -         -         74,827         74,828         70,829         74,837         74,828         70,829         74,837         74,837         74,837         74,837         74,838         74,837         74,838         74,838         74,838         74,837         74,838         74,837         74,838         74,837         74,838         74,837         74,838 <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ŀ</td> <td>Ś</td> <td>42 119</td>		-									ŀ	Ś	42 119
Utilities         S45,663         S64,547         S55,568         S79,827         74,82%         S         82,232           Taxes         S29,650         S25,712         S32,067         S22,641         74,82%         S         82,322           Purchased Trans. (Fixed Route)         S821,751         S846,817         \$1,062,115         \$1,530,006         mDi//01           Purchased Trans. (ADA)         S19,1548         \$126,667         \$134,966         S107,7162         \$1,575,500           Other Operating Expenses         S73,273         \$77,462         \$1,775,500         \$28,37%         \$2,455,751         \$2,978,055         \$44,258         \$3,080,934           Non-Subsidy Revenue         S         2,000         \$1,974,200         \$19,251         \$44,258         \$3,080,934           Rota Guarantee         S         13,570         \$9,273         \$3,060         \$2,69,565         \$4,3248         \$0,000         \$4,3248         \$0,000         \$4,2445         \$3,080,934           Matre exiting         \$2,000         \$1,9431         \$3,0,010         \$4,3248         \$0,000         \$4,2638         \$3,9,264         \$4,2638         \$5,9,265         \$4,2638         \$2,69,565         \$4,3248         \$0,000         \$2,26,576         \$2,263,565 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>ŀ</td><td></td><td></td></td<>											ŀ		
Casually & Liability Taxes         \$29,650         \$25,712         \$32,067         \$22,641         \$2,3327           Purchased Trans. (Fixed Route)         \$821,751         \$846,817         \$1,062,115         \$1,503,006         \$1,575,900           Purchased Trans. (AnA)         \$191,548         \$126,667         \$134,986         \$137,181         \$2,838%         \$1,41,997           Other Operating Expenses         \$733,273         \$577,462         \$147,666         \$105,721         44,28%         \$108,800           Row-Subsidy Revenue         \$2,019,665         \$1,972,905         \$47,458         \$1,978,666         \$105,721         44,28%         \$3,080,034           Row-Subsidy Revenue         \$2,019,665         \$1,972,858         \$9,273         \$3,666%         \$9,366         \$3,280,005         \$47,458         \$2,297,005         \$47,458         \$2,297,005         \$47,458         \$2,297,005         \$47,458         \$2,297,005         \$47,458         \$2,297,007         \$3,666%         \$9,366         \$1,300,005         \$47,458         \$2,297,005         \$47,458         \$2,297,007         \$2,25,477         \$42,638         \$2,29,566         \$4,3244           Route Guarantee         \$1,000         \$1,24,518         \$1,010,01         \$43,448         \$1,000/01         \$2,29,753         \$1,2		-		-							ŀ		
Taxes         Image: Set 1, 573         Set 4, 827         \$1,062,115         \$1,530,006         #D/V/01         86,198         \$1,575,900           Purchased Trans. (ADA)         511,548         \$126,667         \$134,986         \$137,181         \$1,575,900         \$141,295           Other Operating Expenses         \$732,273         \$577,462         \$137,181         \$2,978,055         \$47,45%         \$3,080,034           Non-Subsidy Revenue         REVENUES         \$2,019,656         \$124,458         \$157,329         \$2,957,51         \$2,978,055         \$47,45%         \$3,080,034           Non-Subsidy Revenue         \$13,978         \$8,600         \$9,528         \$9,273         33,66%         \$9,366         \$3,268         \$2,69,566         \$4,3248           Non-Subsidy Revenue         \$24,000         \$124,458         \$157,329         \$9,273         33,66%         \$9,366         \$3,268         \$0,278         \$13,278         \$8,000         \$43,248           Route Guarantee         \$14,797         \$1,301,01         \$43,248         \$100,00         \$1,324,869         \$100,00         \$1,326,36         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,400         \$1,320,4											ŀ		
Purchased Trans: (Fixed Route)         \$821,751         \$846,817         \$1,062,115         \$1,330,006         \$6,19%         \$1,575,907           Purchased Trans: (ADA)         \$191,548         \$126,687         \$134,986         \$137,181         28.38%           Other Operating Expenses         \$733,773         \$577,667         \$147,666         \$105,771         44.38%         \$108,080           TOTAL EXPENSES         \$2,019,665         \$1,872,090         \$2,455,751         \$2,9730         47,45%         \$3,080,03           RevENUES         \$135,000         \$124,458         \$157,329         \$9,273         43,66%         \$9,360           Advertising         \$2,4000         \$19,431         \$9,200         \$3,208         80,20%         \$4,3244           Route Guarantee             #001/01         #001/01           Interest            \$1,200,05         \$1,434,869         \$80,45%         \$1,335,000           Cotal Mon-Subsidy Revenue         \$1,279,785         \$1,597,595         \$1,404,869         \$20,070         \$2,334,800         \$2,334,800           Other Sponors         \$1,000         \$2,779,78         \$153,755         \$1,278,985         \$1,31,31,765         \$2,334,800			<i>423,030</i>		<i>723,712</i>		<i>432,007</i>		<i>722,</i> 011		ŀ	<u> </u>	23,320
Purchased Trans. (ADA)         DIV/DI         DIV/DI           Purchased Trans. (ADA)         \$119,548         \$125,668         \$137,273         \$577,462         \$147,666         \$105,721         44.28%         \$141,299           Other Operating Expenses         \$72,73         \$577,462         \$147,666         \$105,721         44.28%         \$108,803           TOTAL EXPENSES         \$2,019,656         \$1,872,299         \$2,455,751         \$2,978,055         47,45%         \$3,080,034           Non-Subsidy Revenue <t< td=""><td></td><td></td><td>\$821 751</td><td></td><td>\$846 817</td><td></td><td>\$1.062.115</td><td></td><td>\$1 530 006</td><td>· · · ·</td><td>ŀ</td><td>Ś</td><td>1 575 906</td></t<>			\$821 751		\$846 817		\$1.062.115		\$1 530 006	· · · ·	ŀ	Ś	1 575 906
Purchased Trans. (ADA)         519.1542         512.6687         513.986         513.737         2-23.8%         \$         114.297           Other Operating Expenses         \$73.273         \$77.462         \$147.666         \$3105.721         44.28%         \$         108.893           TOTAL EXPENSES         \$         2.019.656         \$         1.872.299         \$2.455.751         \$2.978.055         47.45%         \$         3.080.034           Non-Subsidy Revenue         -			<i>JOZ1,731</i>		90 <del>1</del> 0,017		<i><b>J</b>1,002,113</i>		<i>Ş</i> 1,330,000		ŀ	<u> </u>	1,575,500
Other Operating Expenses         \$73,273         \$577,462         \$147,666         \$105,721         44.28%         \$108,893           TOTAL EXPENSES         \$2,019,656         \$1,872,299         \$2,455,751         \$2,378,055         47,45%         \$3,080,034           REVENUES               44.28%         \$3,080,034           Non-Subsidy Revenue                   Passenger Fares         \$13,978         \$8,600         \$9,528         \$9,273         -33,66%         \$9,964           Advertising         \$24,000         \$19,431         \$30,101         \$43,248         800,20%         \$43,248           MartP              #011/01           Area Agency on Aging            #011/01         #011/01           Other Sponsors             \$128,986         \$1,378,85         \$282,730         \$2,318,622         \$6,62,0%         \$1,000         \$37,662         \$6,62,0%         \$1,000         \$37,662         \$6,62,0%         \$1,000         \$37,662         \$6,62,0%         \$1,383,88 <td></td> <td></td> <td>\$191 548</td> <td></td> <td>\$126 687</td> <td></td> <td>\$134 986</td> <td></td> <td>\$137 181</td> <td>· · · ·</td> <td>ŀ</td> <td>\$</td> <td>141 296</td>			\$191 548		\$126 687		\$134 986		\$137 181	· · · ·	ŀ	\$	141 296
TOTAL EXPENSES         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           REVENUES											ŀ		
REVENUES         Revenue         <		Ś				Ś					-		
Non-Subsidy Revenue         Image: Subsidy Revenue         Image: Subsidy Revenue         Image: Subsidy Revenue         Image: Subsidy Revenue         Image: Revenue Rev		<del>•</del>	_,=_,=_	•	_,0, _,_00	•	_,,.	<b>•</b>	_,;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	 		<b>•</b>	
Passenger Fares         \$ 135,000         \$ 124,458         \$ 157,329         \$ 192,547         42.63%         \$ 269,565           ADA Fares         \$ 13,978         \$ 8,690         \$ 9,528         \$ 9,273         33.66%         \$ 3,366%         \$ 3,366%         \$ 3,366%         \$ 3,366%         \$ 3,366%         \$ 3,366%         \$ 3,366%         \$ 43,248         Route Guarantee         \$ 19,431         \$ 30,101         \$ 43,248         Route Guarantee         \$ 19,431         \$ 30,101         \$ 43,248         Route Guarantee         \$ 1000/01         \$ 43,248         \$ 80.20%         \$ 43,248           MATP         -         -         -         -         HDIV/01         HDIV/01         -         -         -         -         -         HDIV/01         -											ŀ		
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	-	Ś	135.000	Ś	124.458	Ś	157.329	Ś	192,547	42.63%	ŀ	Ś	269,566
Advertising       \$ 24,000       \$ 19,431       \$ 30,101       \$ 43,248       80.20%       \$ 43,248         Route Guarantee       Interest	-			-			-				ŀ		
Route Guarantee         #DIV/01         #DIV/01           Interest         Interest         Interest         Interest           MATP         Interest         Interest         Interest           MATP         Interest         Interest         Interest           Area Agency on Aging         Inter Sponsors         Interview         Interview           Other Non-Subsidy         \$ 173,978         \$ 155,375         \$ 197,958         \$ 282,730         62.51%         \$ 323,180           Operating Assistance         5         795,166         \$ 1,507,055         \$ 1,128,896         \$ 1,434,869         B0.45%         \$ 1,333,1766           Federal Operating Assistance         5         995,474         \$ 152,069         \$ 965,592         \$ 1,196,742         20.22%         \$ 1,331,766           Local/Non-Federal Operating Assistance         5         1,845,678         \$ 1,716,924         \$ 2,295,735         \$ 2,495,325         46.03%         \$ 2,756,65.45           Total Operating Assistance         5         1,845,678         \$ 1,872,299         \$ 2,495,751         \$ 2,978,055         47.455         \$ 3,080,034           SURPLUS/DEFICIT         \$ 50         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0					-						ŀ		
Interest MATP         Image: Construct of the system o	-	Ŷ	21,000	Ŷ	10,101	Ŷ	50,101	Ŷ	13,210		ŀ	<u> </u>	13,210
MATP         Image: State of the sponsors         HDIV/01         HDIV/01           Other Sponsors         Image: State of the sponsors         Image: State o											ŀ		
Area Agency on Aging Other Sponsors         Image: Constraint of the synthesis of the synthesynthesis of the synthesis of the synthesis of the s											ŀ		
Other Sponsors Other Non-Subsidy         Image: Constraint of the system State Operating Assistance         #DIV/01         #DIV/01         #DIV/01           State Operating Assistance Prior Year Carryover         \$ 795,166         \$ 1,57,375         \$ 197,958         \$ 282,730         62.51%         \$ 323,180           Total Non-Subsidy Revenue         \$ 795,166         \$ 1,507,065         \$ 1,128,896         \$ 1,434,869         80.45%         \$ 1,358,186           Federal Operating Assistance         \$ 995,474         \$ 152,069         \$ 66,5592         \$ 1,196,742         \$ 20.22%         \$ 1,331,766           Local/Non-Federal Operating Assistance         \$ 995,474         \$ 152,069         \$ 66,680         \$ 63,714         15.76%         \$ 66,900           Prior Year Carryover         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,756,854         \$ 3,080,034           SurpLus/DEFICIT         \$0         \$0         \$0         \$0         \$0         \$0         \$0           Adult Fare         129505         106196         111639         133243         2.89%         3457           Stotal Passengers         173724 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>ŀ</td><td></td><td></td></td<>											ŀ		
Other Non-Subsidy         \$ 1,000         \$ 2,796         \$ 1,000         \$ 37,662         3666.20%         \$ 1,000           Operating Assistance         \$ 173,978         \$ 155,375         \$ 197,958         \$ 282,730         62.51%         \$ 323,180           Pederal Operating Assistance         \$ 795,166         \$ 1,507,065         \$ 1,128,896         \$ 1,434,869         \$ 80.45%         \$ 101/01           State Operating Assistance         \$ 995,474         \$ 152,069         \$ 965,592         \$ 1,196,742         \$ 2.022%         \$ 1,331,766           Local/Non-Federal Operating Assistance         \$ 5,038         \$ 57,790         \$ 60,80         \$ 63,714         \$ 15.76%         \$ 66,900           Total Operating Assistance         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           Support         \$ 1,22505         106196         111639         133243         2.89%         13457           Senior Citizen         37873         31310         30468         35567         -6.09%         3392           Half-Fare         1237         837         601<											ŀ		
Total Non-Subsidy Revenue       \$ 173,978       \$ 155,375       \$ 197,958       \$ 282,730       62.51%       \$ 323,180         Operating Assistance       \$ 795,166       \$ 1,507,065       \$ 1,128,896       \$ 1,434,869       \$ 1,338,186         Federal Operating Assistance       \$ 995,474       \$ 152,069       \$ 965,592       \$ 1,196,742       20.22%       \$ 1,331,766         State Operating Assistance       \$ 995,474       \$ 152,069       \$ 965,592       \$ 1,196,742       20.22%       \$ 1,331,766         Prior Year Carryover       \$ 1,845,678       \$ 1,716,924       \$ 2,257,793       \$ 2,695,325       46.03%       \$ 2,756,854         TOTAL OPERATING REVENUE       \$ 2,019,656       \$ 1,872,299       \$ 2,455,751       \$ 2,978,055       47.45%       \$ 3,080,034         Surrelian Citizen       \$ 129505       106196       111639       133243       2.89%       13457         Ridership       2       2       3373       31310       30468       35567       6.09%       33292         Half-Fare       129505       106196       111639       133243       2.89%       34457         Senior Citizen       373724       141819       145790       173333       -0.19%       17552       2852%       291436		Ś	1 000	Ś	2 796	¢	1 000	¢	37 662		ŀ	Ś	1 000
Operating Assistance         \$ 795,166         \$ 1,28,896         \$ 1,434,869         \$ 1,358,186           Federal Capital for Operating State Operating Assistance         \$ 995,474         \$ 102,625         \$ 102,625         \$ 102,625         \$ 102,625         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,331,766         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         47.45%         \$ 3,080,034           SURPLUS/DEFICIT         \$ 0				-	-		-	-			$\rightarrow$		
Federal Operating Assistance         \$ 795,166         \$ 1,507,065         \$ 1,128,896         \$ 1,434,869         \$ 80.45%         \$ 1,358,186           Federal Capital for Operating State Operating Assistance         \$ 995,474         \$ 152,069         \$ 965,592         \$ 1,196,742         \$ 1,331,766           Local/Non-Federal Operating Assistance Prior Year Carryover         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           SURPLUS/DEFICIT         \$ 0         \$		<b>–</b>	175,570	Ŷ	133,373	7	197,990	7	202,750	02.5170	$\rightarrow$	7	525,100
Federal Capital for Operating State Operating Assistance         \$ 995,474         \$ 152,069         \$ 9965,592         \$ 1,196,742         \$ 102,625           Local/Non-Federal Operating Assistance         \$ 995,474         \$ 152,069         \$ 9965,592         \$ 1,196,742         \$ 1,331,766           Prior Year Carryover         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           SURPLUS/DEFICIT         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0         \$ 0         \$ 1,3457           Adult Fare         129505         106196         111639         133243         2.89%         13457           Senior Citizen         37873         31310         30468         35567         -6.09%         3592           Half-Fare         1237         837         601         874         -29.35%         88           Paratrasit         5109         3476         3082         3709         -27.40%         374           Total Revenue Vehicle Miles         157090         159270         273972         291436         85.52%         29143 <td></td> <td>Ś</td> <td>795 166</td> <td>Ś</td> <td>1 507 065</td> <td>¢</td> <td>1 128 896</td> <td>¢</td> <td>1 434 869</td> <td>80 45%</td> <td>ŀ</td> <td>Ś</td> <td>1 358 188</td>		Ś	795 166	Ś	1 507 065	¢	1 128 896	¢	1 434 869	80 45%	ŀ	Ś	1 358 188
State Operating Assistance Local/Non-Federal Operating Assistance Prior Year Carryover         \$ 995,474         \$ 152,069         \$ 965,592         \$ 1,196,742         \$ 20.22%         \$ 1,331,766           Total Operating Assistance Prior Year Carryover         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           Total Operating Assistance         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           SURPLUS/DEFICIT         \$ 0 <td< td=""><td></td><td><b>–</b></td><td>755,100</td><td>Ŷ</td><td>1,507,005</td><td></td><td></td><td>Ŷ</td><td>1,434,005</td><td></td><td>ŀ</td><td><u> </u></td><td>1,550,100</td></td<>		<b>–</b>	755,100	Ŷ	1,507,005			Ŷ	1,434,005		ŀ	<u> </u>	1,550,100
Local/Non-Federal Operating Assistance         \$ 55,038         \$ 57,790         \$ 60,680         \$ 63,714         15.76%         \$ 66,900           Prior Year Carryover		Ś	995 474	¢	152 069			¢	1 196 742		ŀ	Ś	1 331 766
Prior Year Carryover         Image: Stance         Standard Stance         Standar						-					ŀ		
Total Operating Assistance         \$ 1,845,678         \$ 1,716,924         \$ 2,257,793         \$ 2,695,325         46.03%         \$ 2,756,854           TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           SURPLUS/DEFICIT         \$0		Ļ	55,050	Ŷ	57,750	Ŷ	00,000	Ŷ	05,714	13.7070	ŀ	<u> </u>	
TOTAL OPERATING REVENUE         \$ 2,019,656         \$ 1,872,299         \$ 2,455,751         \$ 2,978,055         47.45%         \$ 3,080,034           SURPLUS/DEFICIT         \$0         \$	•	\$	1 845 678	¢	1 716 924	Ś	2 257 793	Ś	2 695 325	 46 03%	$\rightarrow$	Ś	2 756 854
SURPLUS/DEFICIT         \$0	· · ·									 			
OPERATING STATISTICS & TRENDS         Image: mark state st		<del>•</del>				· •						<b>•</b>	\$0
Ridership         Image: Mark and			ŲŲ		Ψ		ŲŲ		UÇ.		ŀ		<del>ک</del> ې
Ridership         Image: Second S	ODERATING STATISTICS & TRENDS												
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Senior Citizen         37873         31310         30468         35567         -6.09%         3592           Half-Fare         1237         837         601         874         -29.35%         88           Paratransit         5109         3476         3082         3709         -27.40%         374           Total Passengers         173724         141819         145790         173393         -0.19%         17512           Total Revenue Vehicle Miles         157090         159270         273972         291436         85.52%         291433           Total Revenue Vehicle Hours         14341.96         14653.49         18573         19883         38.64%         1988           Passengers/Revenue Vehicle Hours         1.11         0.89         0.53         0.59         -46.20%         0.66%           Operating Expense per Passenger Trip         \$ 11.63         \$ 13.20         \$ 16.84         \$ 17.18         47.74%         \$ 17.59           Operating Expense per Revenue Mile         \$ 12.86         \$ 11.76         \$ 8.96         \$ 10.22         \$ 140.57         \$ 10.57           Operating Expense per Revenue Hour         \$ 140.82         \$ 12.777         \$ 132.22         \$ 149.78         6.36%         \$ 154.93	-		120505		106106		111620		1222/12	2 80%	ŀ		12/575
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Paratransit       5109       3476       3082       3709       -27.40%       374         Total Passengers       173724       141819       145790       173393       -0.19%       17512         Total Revenue Vehicle Miles       157090       159270       273972       291436       85.52%       29143         Total Revenue Vehicle Hours       14341.96       14653.49       18573       19883       38.64%       1988         Passengers/Revenue Vehicle Mile       1.11       0.89       0.53       0.59       -46.20%       0.66         Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%       8.8         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75		-									ŀ		
Total Passengers       173724       141819       145790       173393       -0.19%       17512         Total Revenue Vehicle Miles       157090       159270       273972       291436       85.52%       29143         Total Revenue Vehicle Hours       14341.96       14653.49       18573       19883       38.64%       1988         Passengers/Revenue Vehicle Mile       1.11       0.89       0.53       0.59       -46.20%       0.66         Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%       8.8.9         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.79											ŀ		
Total Revenue Vehicle Miles       157090       159270       273972       291436       85.52%       29143         Total Revenue Vehicle Hours       14341.96       14653.49       18573       19883       38.64%       1988         Passengers/Revenue Vehicle Mile       1.11       0.89       0.53       0.59       -46.20%       0.66         Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%       8.8         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75											ŀ		
Total Revenue Vehicle Hours       14341.96       14653.49       18573       19883       38.64%       19883         Passengers/Revenue Vehicle Mile       1.11       0.89       0.53       0.59       -46.20%       0.60         Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%       8.82         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75	5										_		
Passengers/Revenue Vehicle Mile       1.11       0.89       0.53       0.59       -46.20%       0.60         Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%       8.82         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.55         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75%													
Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75%	i otal Revenue venicle Hours		14341.96		14653.49		182/3		19883	38.64%	ŀ		19883
Passengers/Revenue Vehicle Hour       12.11       9.68       7.85       8.72       -28.01%         Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75%	Passengers/Revenue Vehicle Mile		1.11		0.89		0.53		0.59	-46.20%			0.60
Operating Expense per Passenger Trip       \$ 11.63       \$ 13.20       \$ 16.84       \$ 17.18       47.74%       \$ 17.59         Operating Expense per Revenue Mile       \$ 12.86       \$ 11.76       \$ 8.96       \$ 10.22       -20.52%       \$ 10.57         Operating Expense per Revenue Hour       \$ 140.82       \$ 127.77       \$ 132.22       \$ 149.78       6.36%       \$ 154.91         Farebox Recovery       6.68%       6.65%       6.41%       6.47%       -3.27%       8.75%	-				9.68								8.81
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Farebox Recovery         6.68%         6.65%         6.41%         6.47%         -3.27%         8.75%				<u> </u>		,							154.91
		É		Ĺ		Ĺ							8.75%
Operating natio [ 0.01/0] 0.30/0] 0.00/0  3.43/0  10.21/0  10.49/	Operating Ratio		8.61%		8.30%		8.06%		9.49%	10.21%			10.49%

<b>Butler Transit Authority</b>	Capacit		nd P	lans		Inflation Fac	tor:	3.0	%	% changes
Dutier Transit Authority	Current Yea FFY 2025	r	FFY	2026	FFY 2027	FFY 202	28	FFY 2029		% change: 2025-29
EXPENSES										
Operating Expense										
Operating Salary & Wages	\$ 468,85	51	\$4	492,294	\$516,909	\$54	2,754	\$569,89	2	21.55%
Other Salaries				\$0	\$0		\$0	\$	0	#DIV/0!
Fringe Benefits	\$ 150,52	.8	\$:	155,034	\$159,685	\$16	64 <i>,</i> 475	\$169,41	.0	12.55%
Services	\$ 235,43	3	\$2	242,496	\$249,771	\$25	7,264	\$264,98	2	12.55%
Fuel & Lubricants	\$ 255,54	2	\$2	263,208	\$271,105	\$27	9,238	\$287,61	.5	12.55%
Tires & Tubes				\$0	\$0		\$0	\$	0	#DIV/0!
Other Materials	\$ 43,38	32		\$44,684	\$46,024	\$4	7,405	\$48,82	.7	12.55%
Leases & Rentals	\$ 38,05	52		\$39,194	\$40,370	\$4	1,581	\$42,82	8	12.55%
Utilities	\$ 84,68	8		\$87,229	\$89,846	\$9	2,541	\$95,31	.8	12.55%
Casualty & Liability	\$ 24,02	20		\$24,740	\$25,483	\$2	26,247	\$27,03	5	12.55%
Taxes				\$0	\$0		\$0	\$	0	#DIV/0!
Purchased Trans. (Fixed Route)	\$ 1,623,18	3	\$1,	571,879	\$1,722,035	\$1,77	3,696	\$1,826,90	)7	12.55%
Purchased Trans. (Shared Ride)				\$0	\$0		\$0	\$	0	#DIV/0!
Purchased Trans. (ADA)	\$ 145,53	5	\$:	149,901	\$154,398	\$15	9 <i>,</i> 030	\$163,80	)1	12.55%
Other Operating Expenses	\$ 112,15	9	\$:	115,524	\$118,990	\$12	2,560	\$126,23	6	12.55%
TOTAL EXPENSES	\$ 3,181,36	6	\$ 3,2	86,184	\$ 3,394,615	\$ 3,50	5,792	\$ 3,622,85	1	14%
REVENUES										
Non-Subsidy Revenue										
Passenger Fares	\$ 272,26	52	\$2	274,984	\$277,734		80,511	\$283,31	.7	4.06%
ADA Fares	\$ 9,45	9		\$9,554	\$9,650	ç	9,746	\$9,84	3	4.06%
Advertising	\$ 43,68	30		\$44,117	\$44,558	\$4	5,004	\$45,45	4	0.04060401
Route Guarantee				\$0			\$0	\$	0	#DIV/0!
Interest				\$0			\$0		0	#DIV/0!
MATP				\$0			\$0		0	#DIV/0!
Area Agency on Aging				\$0	-		\$0		0	#DIV/0!
Other Sponsors				\$0	\$0		\$0	\$	0	#DIV/0!
Other Non-Subsidy	\$ 1,00	0		\$1,000	\$1,000	¢	51,000	\$1,00	0	0
Total Non-Subsidy Revenue	\$ 326,40	)2	\$3	29,656	\$ 332,942	\$ 33	6,262	\$ 339,614	4	4.05%
Operating Assistance										
Federal Operating Assistance	\$ 1,413,00	0	\$1,4	469,900	\$1,528,971	\$1,59	0,298	\$1,653,97	'1	17.05%
Federal Capital for Operating				\$0	\$0		\$0	\$	0	#DIV/0!
State Operating Assistance	\$ 1,371,72	.9	\$1,4	412,871	\$1,455,257	\$1,49	8,914	\$1,543,88	2	12.55%
Local/Non-Federal Operating Assistance	\$ 70,24	5		\$73,757	\$77,445	\$8	31,317	\$85,38	3	21.55%
Prior Year Carryover	\$-									
Total Operating Assistance	\$ 2,854,96	54		56,528	\$ 3,061,673		0,530	\$ 3,283,23		15%
TOTAL OPERATING REVENUE	\$ 3,181,36	6	\$ 3,2	86,183	\$ 3,394,615	\$ 3,50	5,791	\$ 3,622,850	ו	14%
SURPLUS/DEFICIT		\$0		\$0	\$0		\$0	\$	0	0%
<b>OPERATING STATISTICS &amp; TRENDS</b>		_								
Ridership		_	<u> </u>						_	
Adult Fare	1359			37,280	138,653		0,040	141,440	_	4.06%
Senior Citizen	362		<u> </u>	36,645	37,011	3	7,381	37,75	_	4.06%
Half-Fare		92		900	909		919	928		4.06%
Paratransit	38			3,974	4,093		4,216	4,343		12.55%
Total Passengers	1769.			178800	180667		32556		_	4.25%
Total Revenue Vehicle Miles	2914		<b> </b>	300179	309184		18460		_	0.12550881
Total Revenue Vehicle Hours	198	83	<u> </u>	20479	21094		21727	2237	'8	0.12550881
Passengers/Revenue Vehicle Mile	0.	51		0.60	0.58		0.57	0.5	6	-7.38%
Passengers/Revenue Vehicle Hour	8.	90		8.73	8.56		8.40	8.2	4	-7.38%
Operating Expense per Passenger Trip	\$ 17.9	98	\$	18.38	\$ 18.79	\$	19.21	\$ 19.64	4	9.24%
Operating Expense per Revenue Mile	\$ 10.9	92	\$	10.95	\$ 10.98	\$	11.01	\$ 11.04	4	1.18%
Operating Expense per Revenue Hour	\$ 160.0	00	\$	160.46	\$ 160.93	\$ 1	61.40	\$ 161.8	9	1.18%
Farebox Recovery	8.56	%		8.37%	8.18%	8	3.00%	7.82%	%	-8.62%
Operating Ratio	10.26	%		10.03%	9.81%		9.59%	9.37%	%	-8.63%

#### 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** 

Productivity 1	<b>Frends</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

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.

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. 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 nonsubsidy 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 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 Conditions and Trends

Mid Mon Valley Transit		Jiiuitio		s and i		iius		/		<b>C</b> .	
Authority (MMVTA)		EV 2020				EV 2022	FEV 2022	4-year %			rrent Year FY 2024
		FY 2020		FFY 2021	-	FY 2022	FFY 2023	Change		-	-FT 2024
EXPENSES											
Operating Expense		105 650	Ċ	105 015	ć	202.001	¢ 222.255	10 700/		<u> </u>	205.000
Other Salaries	\$ \$	195,659 74,712	\$ \$	195,915 88,326	\$ \$		\$ 232,255 \$ 78,033	18.70% 4.45%		\$ \$	285,000
Fringe Benefits Services	\$ \$	202,108	ې \$	295,886	ې \$	371,744		4.43% 95.71%		<u>ې</u> \$	423,900
Fuel & Lubricants	\$	230,357	\$	293,880	ې \$	333,254		74.49%		ې \$	440,000
Tires & Tubes	Ş	230,337	Ş	210,202	Ş	555,254	\$ 401,949	74.49%		Ş	440,000
Other Materials	\$	46,336	\$	244,153	\$	90,928	\$ 82,217	77.44%		\$	82,500
Leases & Rentals	\$	16,263	\$	16,407	ې \$	17,544		3.56%		\$	18,100
Utilities	\$	50,186	\$	49,701	ې \$	56,757		4.44%		\$	74,500
Casualty & Liability	\$	32,838	\$	34,887	ې \$	38,958		26.56%		\$	45,000
Taxes	\$	11,099	\$	3,987	\$	-	\$ 4,561	-58.91%	ľ	\$	5,000
Purchased Trans. (Fixed Route)	\$	3,280,580	\$	3,606,419	-	3,917,075	\$ 4,229,046	28.91%	ľ	\$	4,610,171
Purchased Trans. (Shared Ride)	Ļ	3,200,300	ر ب	5,000,415	ر ر	3,517,075	\$ 4,225,040	20.5170		Ļ	4,010,171
Purchased Trans. (ADA)	\$	41,853	\$	75,336	\$	74,627	\$ 117,665	181.14%	ľ	\$	129,000
Other Operating Expenses	\$	194,896	\$	63,143	\$	104,535		-40.62%	ľ	\$	103,800
TOTAL EXPENSES	\$	4,376,887	\$	4,884,362		<b>5,298,422</b>	\$ 5,767,806	 31.78%		\$	6,338,271
REVENUES	1 +	.,,	<b>_ +</b>	.,	Ŧ	-,,	· · · · · · · · · · · · · · · · · · ·	 00		Ŧ	0,000,000
Non-Subsidy Revenue											
Fixed Route Passenger Fares	\$	486,382	\$	280,030	\$	349,126	\$ 385,844	-20.67%		\$	344,500
ADA Fares	\$	2,766		5,503	\$	4,167		135.54%		\$	6,830
Advertising	\$	83,425	\$	96,525	\$	95,225	\$ 98,275	17.80%	ľ	\$	101,000
Route Guarantee	<u> </u>	,	·	,		,	· · ·		ľ		,
Interest	\$	367	\$	455	\$	649	\$ 1,166	217.71%		\$	460
CNG Fuel Tax Rebate	\$	21,790			\$	286,315	\$ 140,624	545.36%	ľ	\$	117,000
Miscellaneous	\$	6,120	\$	2,738	\$	550	\$ 2,125	-65.28%	ľ	\$	1,500
Other Sponsors -California University	<u> </u>	,	\$	143,938	\$	300,659				\$	320,000
Other Non-Subsidy	\$	6,400	\$	2,400	\$		\$ 4,800	-25.00%		\$	2,400
Total Non-Subsidy Revenue	\$	607,250	\$		\$	1,041,091		54.76%		\$	893,690
Operating Assistance	<u> </u>					<u> </u>					
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
Total Operating Assistance	\$	4,834,232	\$	5,282,586	\$	5,883,329	\$ 6,958,667	43.95%		\$	8,080,554
TOTAL OPERATING REVENUE	\$	5,441,482	\$	5,814,175	\$	6,924,420	\$ 7,898,474	45.15%		\$	8,974,244
SURPLUS/DEFICIT		\$1,064,595		\$929,813		\$1,625,998	\$2,130,668	100.14%			\$2,635,973
<b>OPERATING STATISTICS &amp; TRENDS</b>											
Ridership		1	-								
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
Total Passengers		268450		153820		189206	211949	-21.05%			226156
Total Revenue Vehicle Miles		750377		694006		736,721	753987	0.48%			764796
Total Revenue Vehicle Hours		42334		41560		44,530	46278	9.32%			47084
Passengers/Revenue Vehicle Mile		0.36		0.22		0.26	0.28	-21.43%			0.30
Passengers/Revenue Vehicle Hour		6.34		3.70		4.25	4.58	-27.78%			4.80
Operating Expense per Passenger Trip	\$	16.30	\$	31.75	\$	28.00	\$ 27.21	66.91%		\$	28.03
Operating Expense per Revenue Mile	\$	5.83	\$	7.04	\$	7.19	\$ 7.65	31.15%		\$	8.29
Operating Expense per Revenue Hour	\$	103.39	\$	117.53	\$	118.99	\$ 124.63	20.55%		\$	134.62
Farebox Recovery		13.87%		10.88%		19.65%	16.29%	17.44%			14.10%

Mid Mon Valley Transit	apacity	'a	n	d Plans			Infla	tion Factor:		0.03		or 1
Authority (MMVTA)	FY 2024			FFY 2025		FFY 2026	F	FY 2027		FFY 2028		% change: 2025-28
EXPENSES												
Operating Expense												
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	1		\$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	1		\$76,735		\$79,037		\$81,408		\$83,850		12.55%
Casualty & Liability	\$ 45,000	1		\$46,350		\$47,741		\$49,173		\$50,648		12.55%
Taxes	\$ 5,000	1	\$	5,000	\$	5,000	\$	5,000	\$	5,000		0.00%
Purchased Trans. (Fixed Route)	\$ 4,610,171	1		\$4,746,519		\$4,864,941		\$5,046,246		\$5,291,811		14.79%
Purchased Trans. (Shared Ride)		1										
Purchased Trans. (ADA)	\$ 129,000	1		\$132,870		\$136,856		\$140,962		\$145,191		12.55%
Other Operating Expenses	\$ 103,800	1		\$106,914		\$110,121		\$113,425		\$116,828		12.55%
TOTAL EXPENSES	\$ 6,338,271		\$	6,526,312	\$	6,697,978	\$	6,934,124	\$	7,236,175		14.17%
REVENUES			Ì									
Non-Subsidy Revenue												
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	F	12.55%
Advertising	\$ 101,000	1		\$104,030		\$107,151		\$110,365		\$113,676		12.55%
Route Guarantee	,			. ,		. ,		. ,		, ,		
Interest	\$ 460	1		\$475		\$475		\$475		\$475		3.26%
CNG Fuel Tax Rebate	\$ 117,000		\$	150,000	\$		\$	150,000	-	150,000	F	28.21%
Miscellaneous	\$ 1,500		<u> </u>	\$1,545		\$1,591		\$1,639		\$1,688		
Other Sponsors -California University	\$ 320,000	1		\$329,600		\$339,488		\$349,673		\$360,163		
Other Non-Subsidy	\$ 2,400	1		\$2,472		\$2,546		\$2,623		\$2,701		12.55%
, Total Non-Subsidy Revenue	\$ 893,690		\$	949,992	\$		\$	998,682	\$	1,024,129		14.60%
Operating Assistance			·					,				
Federal Operating Assistance	\$ 630,000			\$700,000		\$700,000		\$700,000		\$700,000	F	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	F	12.55%
Local/Non-Federal Operating Assistance	\$ 98,488	1		\$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	l P	-83.24%
Total Operating Assistance	\$ 8,080,554		\$	7,493,496	\$	6,901,493	\$	6,292,511	\$	5,606,819		-30.61%
TOTAL OPERATING REVENUE	\$ 8,974,244		\$	8,443,488	\$			7,291,194	\$	6,630,948		-26.11%
SURPLUS/DEFICIT	\$2,635,973		Ì	\$1,917,176		\$1,177,493		\$357,070		-\$605,227		-122.96%
	. ,			,,-,-		, , , = =				1 /		
<b>OPERATING STATISTICS &amp; TRENDS</b>												
Ridership											-	
Adult Fare	176831			182,136		187,600		193,228		199,025	ŀ	12.55%
Senior Citizen	 24500		⊢	25,235		25,992		26,772		27,575	-	12.55%
Half-Fare	 24300		⊢	23,061	-	23,752		24,465		25,199	-	12.55%
Paratransit	 22389		⊢	2,509		2,584		24,403		23,199	-	12.55%
Total Passengers	 2430		-	2,303		2,384		2,002		254541		12.55%
Total Revenue Vehicle Miles	 764796		-	775,000		775,000		775,000		775,000		1.33%
Total Revenue Vehicle Hours	 47084			15 000		15,000		45 900		15 000	-	-2 51%

47084

0.30

4.80

\$

\$

\$

28.03

8.29

134.62

14.10%

7.09

\$

\$

\$

45,900

0.30

5.07

28.02

8.42 \$

142.19 \$

6.87

14.56%

\$

45,900

0.31

5.23

27.92 \$

145.93 \$

6.88

14.54%

8.64 \$

45,900

0.32

5.38

28.06 \$

8.95 \$

151.07 \$

6.94

14.40%

45,900

0.33

5.55

28.43

157.65

14.15%

9.34

7.07

-2.51%

11.07%

15.45%

1.44%

12.66%

17.11% 0.38%

-0.37%

**Total Revenue Vehicle Miles Total Revenue Vehicle Hours** Passengers/Revenue Vehicle Mile

Passengers/Revenue Vehicle Hour Operating Expense per Passenger Trip Operating Expense per Revenue Mile Operating Expense per Revenue Hour Farebox Recovery **Operating Ratio** 

#### 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** 

	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

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.

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. 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 nonsubsidy 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 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** 

## **Conditions and Trends**

NEW CASTLE AREA	Gonardi	ons and	i i chuj	FFV 2024		Course	
<b>TRANSIT AUTHORITY</b>	FFV 2024	FFV 2022	FFV 2022	FFY 2024 Budget	4-year %	Curi	ent Year FFY 2025
	FFY 2021	FFY 2022	FFY 2023	Buuget	Change	-	2025
EXPENSES Operating Expense							
Operating Salary & Wages	\$1,687,241	\$1,803,657	\$1,779,160	\$2,054,804	21.78%		2,055,000
Other Salaries	\$1,087,241				70.26%		1,450,000
Fringe Benefits	\$2,332,059				31.19%		3,100,000
Services	\$2,332,039				42.17%		450,000
Fuel & Lubricants	\$369,772				68.35%		625,000
Tires & Tubes	\$17,983		\$35,633		141.90%		45,000
Other Materials	\$400,302				40.02%		550,000
Leases & Rentals	\$400,302	\$452,080	\$308,043	\$300,300	40.0276		550,000
Utilities	\$110,557	\$109,213	\$110,018	\$137,500	24.37%		135,000
Casualty & Liability	\$110,557				19.38%		250,000
Taxes	\$215,280	\$190,770	\$200,170	,2257,000	19.30%		230,000
Purchased Trans. (Fixed Route)				1			
				1			
Purchased Trans. (Shared Ride)	¢57.060	677 F71	¢120.116	¢106 700	87.00%		125 000
Purchased Trans. (ADA)	\$57,060		\$130,116		87.00%		125,000
Other Operating Expenses	\$38,774				210.26%	ć	120,000
TOTAL EXPENSES	\$ 6,406,163	\$ 6,977,567	\$ 7,335,029	\$ 8,877,242	38.57%	\$	8,905,000
REVENUES Non-Subsidy Revenue							
Passenger Fares	\$ 218,047	\$ 252,533	\$ 311,545	\$ 318,000	45.84%		335,000
ADA Fares	\$ 218,047				190.80%		
							15,000
Advertising	\$ 24,000	\$ 24,000	\$ 22,792	\$ 12,000	-50.00%		12,000
Route Guarantee							
Interest							
МАТР							
Area Agency on Aging							
Other Sponsors	4 04070	A 67.004					
Other Non-Subsidy	\$ 34,253				31.08%	4	40,000
Total Non-Subsidy Revenue	\$ 280,834	\$ 351,192	\$ 386,875	\$ 388,085	38.19%	\$	402,000
Operating Assistance							
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	· · ·	\$ 282,686	\$ 296,820	15.76%		311,661
Prior Year Carryover		\$ -				_	
Total Operating Assistance	\$ 6,125,329		\$ 9,224,688	\$ 9,078,511	48.21%	\$	8,511,661
TOTAL OPERATING REVENUE	\$ 6,406,163		\$ 9,611,563	\$ 9,466,596	47.77%	\$	8,913,661
SURPLUS/DEFICIT	\$0	\$2,382,814	\$2,276,534	\$589,354			\$8,661
OPERATING STATISTICS & TRENDS							
OPERATING STATISTICS & TRENDS Ridership							
Adult Fare	255,340	301,005	322,372	315,000	23.36%		360,000
Senior Citizen Half-Fare	50,266	60,495	69,434	67,000	33.29%		70,000
	2 2 2 2	2 200	7.466	6.000	105 20%		0.500
Paratransit	2,328	3,300	7,466	6,900	196.39%		9,500
Total Passengers	307934	364800	399272	388900	26.29%		439500
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
Passengers/Revenue Vehicle Mile	0.35	0.39	0.42	0.41	15.69%		0.44
Passengers/Revenue Vehicle Hour	6.29		6.97	6.98	11.02%		7.85
Operating Expense per Passenger Trip	\$ 20.80	\$ 19.13	\$ 18.37	\$ 22.83	9.72%	\$	20.26
Operating Expense per Revenue Mile	\$ 7.37	\$ 7.54	\$ 7.73	\$ 9.35	26.94%	\$	8.91
Operating Expense per Revenue Hour	\$ 130.84	\$ 134.44	\$ 127.96	\$ 159.38	21.81%	\$	159.02
Farebox Recovery	4.38%	5.03%	5.27%	4.37%	-0.28%		4.51%
Operating Ratio	22.81	19.87	18.96	22.87	0.28%		22.15

NEW CASTLE AREA	Capacity	a	nd Plans	5		Inflation Factor:		3.0%	% change:
TRANSIT AUTHORITY	FFY 2025		FFY 2026		FFY 2027	FFY 2028	F	FY 2029	2025-29
EXPENSES								1	
Operating Expense									
Operating Salary & Wages	2,055,000		\$2,116,650		\$2,180,150	\$2,245,554		\$2,312,921	12.55%
Other Salaries	1,450,000		\$1,493,500		\$1,538,305	\$1,584,454		\$1,631,988	12.55%
Fringe Benefits	3,100,000		\$3,193,000		\$3,288,790	\$3,387,454		\$3,489,077	12.55%
Services	450,000		\$463,500		\$477 <i>,</i> 405	\$491,727		\$506,479	12.55%
Fuel & Lubricants	625,000		\$643,750		\$663,063	\$682,954		\$703,443	12.55%
Tires & Tubes	45,000		\$46,350		\$47,741	\$49,173		\$50,648	12.55%
Other Materials	550,000		\$566,500		\$583 <i>,</i> 495	\$601,000		\$619,030	12.55%
Leases & Rentals	-		\$0		\$0	\$0		\$0	
Utilities	135,000		\$139,050		\$143,222	\$147,518		\$151,944	12.55%
Casualty & Liability	250,000		\$257,500		\$265,225	\$273,182		\$281,377	12.55%
Taxes	-		\$0		\$0	\$0		\$0	
Purchased Trans. (Fixed Route)	-		\$0		\$0	\$0		\$0	
Purchased Trans. (Shared Ride)	-		\$0		\$0	\$0		\$0	
Purchased Trans. (ADA)	125,000		\$128,750		\$132,613	\$136,591		\$140,689	12.55%
Other Operating Expenses	120,000		\$123,600		\$127,308	\$131,127		\$135,061	12.55%
TOTAL EXPENSES	\$ 8,905,000	:	\$ 9,172,150	\$	9,447,315	\$ 9,730,734	\$	10,022,656	12.55%
REVENUES									
Non-Subsidy Revenue									
Passenger Fares	335,000		\$345,050		\$355,402	\$366,064		\$377,045	12.55%
ADA Fares	15,000		\$15,450		\$15,914	\$16,391		\$16,883	12.55%
Advertising	12,000		\$12,360		\$12,731	\$13,113		\$13,506	12.55%
Route Guarantee			\$0		\$0	\$0		\$0	
Interest	-		\$0		\$0	\$0		\$0	
MATP	-		\$0		\$0	\$0		\$0	
Area Agency on Aging	-		\$0		\$0	\$0		\$0	
Other Sponsors	-		\$0		\$0	\$0		\$0	
Other Non-Subsidy	40,000		\$41,200		\$42,436	\$43,709		\$45,020	12.55%
Total Non-Subsidy Revenue	\$ 402,000		\$ 414,060	\$	426,482	\$ 439,276	\$	452,455	12.55%
Operating Assistance									
Federal Operating Assistance	2,400,000		\$2,472,000		\$2,546,160	\$2,622,545		\$2,701,221	12.55%
Federal Capital for Operating	-		\$0		\$0	\$0		\$0	
State Operating Assistance	5,800,000		\$5,974,000		\$6,153,220	\$6,337,817		\$6,527,951	12.55%
Local/Non-Federal Operating Assistance	311,661		\$321,011		\$330,641	\$340,560		\$350,777	12.55%
Prior Year Carryover	-		\$0		\$0	\$0		\$0	#DIV/0!
Total Operating Assistance	\$ 8,511,661		\$ 8,767,011	\$	9,030,021	\$ 9,300,922	\$	9,579,949	12.55%
TOTAL OPERATING REVENUE	\$ 8,913,661		\$ 9,181,071	\$	9,456,503	\$ 9,740,198	\$	10,032,404	12.55%
SURPLUS/DEFICIT	\$8,661		\$8,921		\$9,188	\$9,464		\$9,748	0.00%
<b>OPERATING STATISTICS &amp; TRENDS</b>									
Ridership									
Adult Fare	360,000		370,800		381,924	393,382		405,183	12.55%
Senior Citizen	70,000		72,100		74,263	76,491		78,786	12.55%
Half-Fare	-		-		-	-		-	
Paratransit	9,500		9,785		10,079	10,381		10,692	12.55%
Total Passengers	439500		452685		466266	480254		494661	12.55%
Total Revenue Vehicle Miles	1,000,000		1,030,000		1,060,900	1,092,727		1,125,509	12.55%
Total Revenue Vehicle Hours	56,000		57,680		59,410	61,193		63,028	12.55%
Passengers/Revenue Vehicle Mile	0.44		0.44		0.44	0.44		0.44	0.00%
Passengers/Revenue Vehicle Hour	7.85	F	7.85		7.85	7.85		7.85	0.00%
Operating Expense per Passenger Trip	\$ 20.26		\$ 20.26	\$	20.26	\$ 20.26	\$	20.26	0.00%
Operating Expense per Revenue Mile	\$ 8.91		\$	, \$	8.91	\$ 20.20	\$ \$	8.91	0.00%
Operating Expense per Revenue Hour	\$ 159.02		\$ 159.02	, \$	159.02	\$ 159.02	\$ \$	159.02	0.00%
Farebox Recovery	4.51%		4.51%	7	4.51%	4.51%	7	4.51%	0.00%
Operating Ratio	22.15		22.15		22.15	22.15		22.15	0.00%
	22.13		22.13	1	22.13	22.13	l	22.13	0.0070

#### 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** 

Productivity -	Trends			
	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

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.

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.

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 nonsubsidy 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 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 DowntownOakland 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.

## **Pittsburgh Regional Transit**

## **Conditions and Trends**

Pittsburgh Regional Transit			u	marcions						/		6	www.ent.Voor
i ittsburgii Regionar fransit						55% 2022		<b>FEV 0000</b>		4-year %			urrent Year Y 2024 BUD
		FFY 2020		FFY 2021	1	FFY 2022		FFY 2023	1	Change		ГГ	1 2024 BOD
EXPENSES							┝──				-		
Operating Expense	L.						<u> </u>		-		-	<u> </u>	
Salary & Wages	\$	173,182,416		180,013,821		184,058,099	\$	189,905,399	-	9.66%	_	\$	199,294,302
Fringe Benefits	\$	, ,	\$	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	\$		\$	25,646,924		24,639,680	\$	29,177,877		17.63%	_	\$	32,097,370
Utilities	\$		\$	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
TOTAL EXPENSES	\$	428,169,344	\$	440,039,151	\$	449,251,170	\$	479,342,036		11.95%		\$	535,359,584
REVENUES													
Non-Subsidy Operating Revenue													
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
Total Non-Subsidy Revenue	\$	83,909,944	\$	39,578,287	\$	57,647,358	\$	68,130,334		-18.81%		\$	77,869,702
Operating Assistance													
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	\$		\$	13,083,537	\$	12,727,608	\$	14,516,040		7.12%			14,491,869
Local Capital for Operating	\$		\$	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%		<u> </u>	48,644,715
Prior Year Carryover Deferred Revenue	\$	-	\$	-		- , -,	<u> </u>	-,,		#DIV/0!			-,-,-
Total Operating Assistance	\$	363,580,275		406,338,900	\$	395,292,389	\$	548,615,276		50.89%		\$	584,975,262
TOTAL OPERATING REVENUE	\$	447,490,219		445,917,187		452,939,747		616,745,610		37.82%	_	\$	662,844,964
SURPLUS/DEFICIT	1	\$19,320,875		\$5,878,036		\$3,688,577	<u> </u>	\$137,403,574			Ť	<u> </u>	\$127,485,380
								- , - ,-	-				,,
<b>OPERATING STATISTICS &amp; TRENDS</b>													
Ridership													
Originating		37,033,960		16,444,952		22,388,328	<b> </b>	25,195,582	-	-31.97%	ŀ		24,475,432
Transfers	-	1,227,231		823,329		916,526	<u> </u>	1,051,022	-	-14.36%	ŀ		1,036,201
Contracted Services	-	6,864,210		1,766,670		5,417,234	<u> </u>	6,567,642	-	-4.32%	-		6,063,497
Seniors	-	4,004,259		2,788,762		2,576,358	<u> </u>	3,418,866	-	-14.62%	ŀ		3,709,670
ACCESS		1,092,542		667,101		845,865	┝──	926,751		-14.02%	ŀ		1,070,000
	-	1,566,397		183,798			┝──	748,669		-52.20%	ŀ		213,283
Free Ridership	-					184,221	┝──	-		-52.20%	-		
Total Passengers Total Revenue Vehicle Miles		51,788,599		22,674,612		32,328,532	┝──	37,908,532			$\rightarrow$		36,568,083
		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%	ŀ		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	ſ	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													

Allegheny County         2024         FY 2025         FY 2026         FY 2027         FY 2028         2025-28           Operating Expense         5         199.294.302         \$205.273.133         \$211.431.325         \$217.774.286         \$224.307.403         12.556           Services         3         2.4507.760         \$35.242.998         \$240.057.007         \$240.5558.105         \$211.724.488         12.556           Services         3         2.4507.760         \$35.242.998         \$241.012.899         \$244.012.899         \$243.83.005         \$211.724.488         \$22.557           Tree & Tubes         3         2.260.007.270         \$33.060.201         \$35.073.663         \$35.242.9861         \$2.2556           Cosality & Tubes         3         9.766.400         \$30.069.201         \$35.073.663         \$35.242.9871         \$2.556           Cosality & Tubes         3         9.766.400         \$30.09.2169         \$2.556         \$2.233.5071         \$50.501.271         \$2.556           Furthased Transportation - ACCESS         \$3.31.24.900         \$31.437.200         \$51.42.856         \$33.83.248         \$13.861.966         \$14.28.366         \$14.2556           Notealianeous topense         \$1.3071.600         \$13.48.34748         \$13.861.666.5772.12         \$60.551.252.82.8	Port Authority of		apacity a	an	d Plans			Infla	ation Factor:		0.03	0/ altanaan
Operating Expense	Allegheny County	Cui			FFY 2025		FFY 2026		FFY 2027		FFY 2028	% change: 2025-28
Sharay & Wages         §         199, 294, 302         (\$205, 77, 131         \$211, 141, 123         \$211, 724, 246         \$224, 307, 403         \$125, 584           Fringe Benefits         \$         824, 507, 500         \$257, 424, 993         \$220, 500, 233         \$26, 782, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$257, 837, 700         \$255, 856, 553, 238, 556, 551, 238, 556, 551, 238, 556, 551, 258, 756, 756, 756, 756, 756, 756, 756, 756	EXPENSES											
Fringe Benefits         5         188,114,782         5193,758,229         5199,779,872         520,524,3910         5211,724,843         122,598           Fuel & Lubricants         5         22,007,077         525,724,293         524,620,203         524,823,900         5211,724,843         122,598           Fuel & Lubricants         5         22,007,077         522,719,274         522,400,873         524,425,980         122,598           Other Materials and Supplies         5         32,097,007         530,060,291         530,062,101         530,067,200         520,072,075         59,991,502         12,558           Cusairly & Libbilty         5         8,077,400         59,143,722         59,143,072         59,991,502         12,558           Purchased Transportation - ACCESS         5         33,124,900         52,141,634         531,842,700         534,453,748         513,867,640         514,722,121         12,558           Micelianeous Expense         5         33,071,800         534,433,748         513,867,640         514,722,73         544,553,75         544,553,75         544,553,75         544,553,75         544,553,75         544,553,75         551,420,77,70         565,565,53         568,553,28         544,553,75         551,420,77,70         565,565,53         568,553,28         544,55	Operating Expense											
Services         \$ 24,507,760         \$25,242,993         \$26,000,283         \$26,742,201         \$27,583,700         \$12,558           Unle fullifications         \$ 2,2407,567         \$22,719,267         \$22,719,267         \$22,719,267         \$22,719,267         \$22,719,267         \$22,719,267         \$22,729,230,975         \$22,717,267         \$22,728,298,00         \$23,507,563         \$31,512,583         \$12,558           Other Materials and Supplies         \$ 2,716,240         \$31,005,339         \$10,02,114         \$10,072,005         \$31,931,243,201         \$22,558,000         \$23,537,563         \$31,243,001         \$21,558           Casualty & Lubility         \$ 8,87,400         \$24,116,447         \$31,142,700         \$31,423,700         \$21,258,500         \$22,551,665         \$23,318,579         \$23,883,748         \$24,858,000         \$21,558           Leases & Rentals         \$ 2,185,500         \$22,541,665         \$23,185,707         \$23,883,748         \$24,858,000         \$21,558           Non-Subidy Ravenue         \$ 53,539,584         \$ 551,420,372         \$ 567,962,983         \$ \$55,795,282         \$22,559,582         \$22,559,582         \$22,559,582         \$22,52,559         \$24,52,565         \$22,52,525         \$551,152,122,122,588         \$21,559,572         \$24,52,565         \$22,52,59,583         \$24,52,569,523	Salary & Wages	\$	199,294,302		\$205,273,131	-	\$211,431,325		\$217,774,265		\$224,307,493	12.55%
Fuel & Lubrickants         §         22,075,077         S22,719,294         S24,400,873         S24,425,996         12,5598           Other Materials and Supplies         §         32,209,800         S23,209,800         S23,009,570         S33,000,291         S33,002,291         S33,012,206         S34,118,547         S33,142,206         S34,118,547         S33,142,206         S34,118,547         S33,142,206         S34,123,657         S33,245,000         S14,432,721         S14,543,575         S39,248,003         S14,742,201         L2,556           Naces & Rentals         \$         S13,071,600         S14,463,748         S13,867,640         S14,742,201         L2,556           Not selfaneous Expense         \$         S14,027,271         S56,565,322         S14,93,221         L2,556           Not selfaneous Expense         \$         S 60,937,807         S14,042,711         S56,565,322         S14,93,221         L2,556           Not selfaneous Expense         \$         S 60,937,807         S 54,742,711         S56,565,322         S12,557,323         L2,556           Not selfaneous Expense         \$	Fringe Benefits	\$	188,114,785		\$193,758,229	)	\$199,570,975		\$205,558,105		\$211,724,848	12.55%
Tres & Tubes         §         2.28,000         S2.399,880         S2.399,756         S2.497,748         S2.545,500         T2.55%           Other Materials and Supplies         \$ <td< td=""><td>Services</td><td>\$</td><td>24,507,760</td><td></td><td>\$25,242,993</td><td>3</td><td>\$26,000,283</td><td></td><td>\$26,780,291</td><td></td><td>\$27,583,700</td><td>12.55%</td></td<>	Services	\$	24,507,760		\$25,242,993	3	\$26,000,283		\$26,780,291		\$27,583,700	12.55%
Other Materials and Supplies         § 22,097,270         \$34,002,200         \$34,002,200         \$35,073,663         \$36,212,5873         \$12,5593           Casually & Liability         § 8,877,400         \$10,057,200         \$10,997,200         \$10,997,200         \$10,997,200         \$10,997,200         \$10,997,200         \$12,5595         \$12,5593 </td <td>Fuel &amp; Lubricants</td> <td>\$</td> <td>22,057,567</td> <td></td> <td>\$22,719,294</td> <td>ŀ</td> <td>\$23,400,873</td> <td></td> <td>\$24,102,899</td> <td></td> <td>\$24,825,986</td> <td>12.55%</td>	Fuel & Lubricants	\$	22,057,567		\$22,719,294	ŀ	\$23,400,873		\$24,102,899		\$24,825,986	12.55%
Utilities         §         9.766.400         S10.050.382         S10.361.174         S10.072.009         S10.992.169         Z2.55%           Craulity & Liability         §         8.877.400         S0.143.722         S9.418.034         S9.700.577         S9.919.59         Z2.55%         S9.915.92         Z2.55%         S9.915.92         Z2.55%         S9.915.92         Z2.55%         S9.915.92         Z2.855.00         S2.218.055         S2.318.657         S2.489.800         Z2.55%         S2.459.800         Z2.55%         S2.459.800         S13.463.748         S13.667.660         S14.72.201         Z2.55%         Z2.55%         Z2.55%         Z2.55%         Z2.55%         Z2.55%         Z2.55%         Z2.55%         Z2.85%         Z2.55%	Tires & Tubes	\$	2,262,000		\$2,329,860	)	\$2,399,756		\$2,471,748		\$2,545,901	12.55%
Cauadty & Liability         \$             8,877,400         \$             93,143,722         \$             93,143,722         \$             93,703,775         \$             93,931,2920         12,55%           Purchased Transportation - ACCESS         \$             33,124,900         \$             51,3467,7600         \$             51,3463,748         \$             51,3423,690         \$             51,423,360         \$             12,55%         \$             52,251,065         \$             51,423,690         \$             51,423,690         \$             51,472,201         \$             22,55%         \$             52,251,065         \$             51,423,690         \$             51,472,201         \$             22,55%         \$             52,251,065             52,318,597         \$             51,428,360         \$             51,472,201         \$             22,55%         \$             51,420,372         \$             65,966,532         \$             86,555,528         \$             12,55%         \$             52,2745,341         \$             56,566,532         \$             86,552,528         \$             12,55%         \$             52,476,341         \$             52,622,545         \$             52,724,541         \$             22,55%         \$             22,55%         \$             22,55%         \$             22,55%         \$             52,622,545         \$             52,724,541         \$             22,55%         \$             52,743,541         \$             22,55%         \$             52,742,640         \$             52,	Other Materials and Supplies	\$	32,097,370		\$33,060,291	-	\$34,052,100		\$35,073,663		\$36,125,873	12.55%
Purchased Transportation - ACCESS         \$3,31,24,900         \$34,118,647         \$35,142,206         \$32,128,597         \$23,83,500         \$12,55%           Miscellaneous Expense         \$13,071,000         \$23,83,500         \$53,430,3748         \$13,463,748         \$51,420,372         \$58,501,672         \$60,51,928         \$12,55%           Non-Subidy Revenue         \$55,420,372         \$55,420,372         \$55,420,372         \$55,420,372         \$56,565,532         \$58,501,672         \$60,51,298         \$12,55%           Non-Subidy Revenue         \$10,300,000         \$510,690,000         \$10,272,701         \$566,565,32         \$568,503,288         \$12,55%           Moscellaneous Income         \$578,806         \$50,400,000         \$10,697,000         \$2,402,000         \$2,402,000         \$2,402,000         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,006         \$2,402,007         \$2,602,545         \$2,701,221         \$2,55%           Cotal Non-Subidy Revenue         \$7,7,689,702         \$6,002,797         \$5,81,401         \$2,55%         \$2,701,221         \$2,55%           Cotal Non-Subidy Revenue         \$7,7,689,702         \$6,002,797 <t< td=""><td>Utilities</td><td>\$</td><td>9,766,400</td><td></td><td>\$10,059,392</td><td>2</td><td>\$10,361,174</td><td></td><td>\$10,672,009</td><td></td><td>\$10,992,169</td><td>12.55%</td></t<>	Utilities	\$	9,766,400		\$10,059,392	2	\$10,361,174		\$10,672,009		\$10,992,169	12.55%
Leases & Rentals         \$ 2,355,000         \$ 2,251,065         \$ 2,338,507         \$ 2,388,155         \$ 2,459,800         12,55%           TOTAL EXPENSES         \$ 33,073,000         \$ 53,463,748         \$ 513,067,600         \$ 514,283,680         \$ 544,712,201         12,55%           TOTAL EXPENSES         \$ 53,545,546,544         \$ \$ 51,420,372         \$ \$ 56,960,288         \$ \$ 58,500,1672         \$ \$ 60,017,007           Revenues         \$ 0,017,807         \$ \$ 60,017,807         \$ \$ 56,266,532         \$ \$ 68,561,528         \$ 11,527,441         12,55%           Material income         \$ 3,673,009         \$ 10,900,00         \$ 10,927,270         \$ 11,255,088         \$ 11,527,441         12,55%           Mitterest income         \$ 3,673,009         \$ 50,960,00         \$ 50,962,925         \$ \$ 52,745,341         \$ 56,666,532         \$ \$ 56,566,542         \$ \$ 57,742,920         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Casualty & Liability	\$	8,877,400		\$9,143,722	2	\$9,418,034		\$9,700,575		\$9,991,592	12.55%
Miscellaneous Expense         \$ 13,071,600         \$ 13,867,684         \$ 53,807,660         \$ 54,712,201         \$ 12,55%           TOTAL EXPENSE         \$ 551,420,372         \$ 567,962,983         \$ 585,01,872         \$ 602,551,928         \$ 12,55%           Non-Subidy Revenue	Purchased Transportation - ACCESS	\$	33,124,900		\$34,118,647	7	\$35,142,206		\$36,196,473		\$37,282,367	12.55%
TOTAL EXPENSES         \$ 535,359,584         \$ 551,420,372         \$ 567,962,983         \$ 585,001,872         \$ 602,551,928         12.55%           No-Subsidy Revenue	Leases & Rentals	\$	2,185,500		\$2,251,065	5	\$2,318,597		\$2,388,155		\$2,459,800	12.55%
REVENUES         Image: Constraint of the second secon	Miscellaneous Expense	\$	13,071,600		\$13,463,748	3	\$13,867,660		\$14,283,690		\$14,712,201	12.55%
Non-Subsidy Revenue         Image: state shared Ride Program         Solution         Solution <td>TOTAL EXPENSES</td> <td>\$</td> <td>535,359,584</td> <td></td> <td>\$ 551,420,372</td> <td>\$</td> <td>567,962,983</td> <td>\$</td> <td>585,001,872</td> <td>\$</td> <td>602,551,928</td> <td>12.55%</td>	TOTAL EXPENSES	\$	535,359,584		\$ 551,420,372	\$	567,962,983	\$	585,001,872	\$	602,551,928	12.55%
Passenger Fares         §         60.917.807         \$<         \$< </td <td>REVENUES</td> <td>Î</td> <td></td> <td></td> <td></td> <td>Ì</td> <td></td> <td></td> <td></td> <td>Ì</td> <td></td> <td></td>	REVENUES	Î				Ì				Ì		
Passenger Fares         §         60.917.807         \$<         \$< </td <td></td> <td></td> <td></td> <td>1</td> <td></td> <td><math>\top</math></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td>				1		$\top$				1		
State Shared Ride Program         \$ 10,300,000         \$10,600,000         \$10,927,270         \$11,525,088         \$11,527,241         \$12,55%           Advertising         \$ 2,400,000         \$2,472,000         \$2,642,000         \$2,622,545         \$2,701,221         \$12,55%           Interest Income         \$ 3,673,089         \$53,783,282         \$3,896,780         \$4,013,684         \$4,134,094         \$12,55%           Total Non-Subsidy Revence         \$ 77,869,702         \$ 80,205,793         \$82,019,075         \$85,090,326         \$ 87,643,036         \$12,55%           Operating Assistance         \$ 146,535,315         \$150,931,374         \$155,459,316         \$160,123,095         \$164,926,788         \$12,55%           State Operating Assistance         \$ 14,421,869         \$14,926,625         \$151,374,424         \$15,835,657         \$16,310,726         \$12,55%           Local Capital for Operating Assistance         \$ 32,42,009         \$334,027,041         \$344,047,852         \$50,103,035         \$12,55%           Prior Year Carryover Deferred Revenue         \$ 32,42,009         \$334,027,041         \$534,369,288         \$3355,003,525         \$12,55%           Total Operating Assistance         \$ 324,2490,898         \$34,027,041         \$344,047,859         \$12,55%           Total Operating Assistance	Passenger Fares	\$	60,917,807	1	\$62,745,341		\$64,627,701		\$66,566,532		\$68,563,528	12.55%
Advertising         \$ 2,400,000         \$ 24,72,000         \$ 22,5246,160         \$ 22,62,545         \$ 2,701,221         12,55%           Miscellaneous income         \$ 578,806         \$ 596,170         \$ 661,4055         \$ 683,2477         \$ \$ 651,461         12,55%           Total Non-Subsidy Revence         \$ 77,869,702         \$ 80,205,793         \$ 82,611,967         \$ 85,090,326         \$ 87,643,036         12,55%           Operating Assistance         \$ 146,535,315         \$ \$150,931,374         \$ 155,459,316         \$ \$160,123,095         \$ \$164,926,788           Federal Operating Assistance (CARES, etc.)         \$ 146,535,315         \$ \$150,931,374         \$ \$153,7424         \$153,836,567         \$16,310,726         12,55%           State Capital for Operating         \$ 577,459         \$588,603         \$606,261         \$524,444         \$644,31,82         12,55%           Local Non-Perating Assistance         \$ 324,229,098         \$\$334,027,001         \$334,007,005         \$50,53,939,385         \$50,750,095         \$12,55%           Local/Non-Federal Operating Assistance         \$ 48,644,715         \$50,104,0785         \$53,153,393         \$54,750,095         \$12,55%           Local/Non-Federal Operating Assistance         \$ 438,439,947         \$ 62,224,220         \$ 639,218,263         \$ 563,218,263         \$ 563,2476	-			1		-						
Miscellaneous Income         §         578,806         \$596,170         \$561,4055         \$563,2477         \$\$651,451         \$12,55%           Interest Income         \$3,673,089         \$3,783,222         \$3,896,780         \$4,013,684         \$4,134,094         \$12,55%           Operating Assistance         \$77,869,702         \$82,025,793         \$82,611,967         \$85,003,26         \$87,643,306         \$12,55%           Pederal Operating Assistance (CARES, etc.)         \$146,535,315         \$515,931,374         \$515,459,316         \$516,926,788         \$12,55%           State Capital for Operating         \$144,91,869         \$14,926,625         \$515,374,424         \$515,835,657         \$15,831,0726         \$12,55%           State Operating Assistance         \$324,228,098         \$334,027,041         \$344,047,852         \$3354,350,0366         \$12,55%           Local (Non-Federal Operating Assistance         \$324,228,098         \$334,027,041         \$344,047,852         \$335,155,393         \$54,750,055         \$12,55%           Local (Non-Federal Operating Assistance         \$48,644,715         \$50,0178         \$53,155,393         \$54,750,055         \$12,55%           Surgerup Assistance         \$133,309,341         \$00,050         \$000/01/01         \$100/01         \$10070,001         \$133,309,306,77         \$14,44	-	-				-				-		
Interest Income         \$ 3,673,089         \$ 3,783,282         \$ 3,896,780         \$ 4,013,684         \$ 4,134,094         12.55%           Total Non-Subsidy Revenue         \$ 77,669,702         \$ 80,205,793         \$ 82,600,326         \$ 87,643,036         12.55%           Operating Assistance         \$ 146,535,315         \$ 150,931,374         \$ 155,459,316         \$ 5164,926,788         \$ 164,926,783         12.55%           Federal Operating Assistance         \$ 50,433,806         \$ 51,946,820         \$ 553,505,225         \$ \$ 55,110,382         \$ \$ 56,763,693         12.55%           Local Capital for Operating         \$ 14,491,869         \$ 51,492,6625         \$ \$ 52,4449         \$ \$ 5643,182         12.55%           Local Non-Federal Operating Assistance         \$ 324,298,098         \$ \$ 334,027,041         \$ \$ 344,047,852         \$ \$ 354,050,058         12.55%           Notal Operating Assistance         \$ 324,298,098         \$ \$ 602,524,200         \$ \$ 602,600,255         \$ \$ 639,348,110         \$ 0.17%           Total Operating Assistance         \$ 324,298,098         \$ \$ 602,524,520         \$ \$ 602,602,555         \$ \$ 639,348,111         \$ 0.17%           Total Operating Assistance         \$ 324,298,098         \$ \$ 62,324,810         \$ \$ 623,344,811         \$ 0.17%           Total Operating Assistance         \$ 438,439,947<	•			1		-				-		
Total Non-Subsidy Revenue         \$ 77,869,702         \$ 80,205,793         \$ 82,611,967         \$ 85,090,326         \$ 87,643,036         12.55%           Operating Assistance         \$ 146,535,315         \$ \$150,931,374         \$155,459,316         \$160,123,095         \$164,926,673,693         12.55%           Federal Capital for Operating State Capital for Operating State Operating Assistance         \$ 144,91,869         \$14,926,625         \$\$15,374,424         \$155,374,424         \$515,374,424         \$155,374,629         \$264,310,726         \$12.55%           Local Capital for Operating State Operating Assistance         \$ 324,298,098         \$334,027,041         \$344,047,852         \$355,335,5393         \$54,750,055         \$12.55%           Local/Non-Federal Operating Assistance         \$ 48,644,715         \$50,040,056         \$51,077,178         \$533,962,715         \$30         \$50         <			-	1		_				-		
Operating Assistance Federal Operating Assistance (CAREs, etc.)         Image: Market Mar						_				-		
Federal Operating Assistance (CARES, etc.)         \$ 146,535,315         \$ \$150,931,374         \$ \$155,459,316         \$ \$160,123,095         \$ \$164,926,788           Federal Capital for Operating         \$ 0,433,806         \$ \$51,946,820         \$\$53,505,225         \$\$55,110,882         \$\$56,763,693         12.55%           Local Capital for Operating         \$ 71,459         \$ \$14,929,662         \$\$153,474,244         \$\$183,5657         \$\$163,107,260         12.55%           Local Capital for Operating Assistance         \$ 324,298,098         \$\$334,027,041         \$\$344,047,852         \$\$355,359,383         \$\$54,750,055         \$\$12,55%           Local/Non-Federal Operating Assistance         \$ 48,644,715         \$\$50,104,056         \$\$1,07,718         \$\$33,155,393         \$\$54,750,055         \$\$12,55%           Total Operating Assistance         \$ 438,439,947         \$ 602,524,520         \$ 620,600,255         \$ 639,218,263         \$ \$68,939,4811         \$50,17%           Total Operating Assistance         \$ 438,439,947         \$ 602,524,520         \$ 520,600,255         \$ 639,218,263         \$ \$64,97,047         \$ \$139,306,717         \$143,485,918           SURPLUS/DEFICIT         -\$19,049,935         \$131,309,941         \$135,249,240         \$139,306,717         \$143,485,918         \$12,55%           Corignating         24,475,432 <td< td=""><td></td><td><del>, 7</del></td><td>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</td><td></td><td><i>\(\nu\)</i></td><td>Ŷ</td><td>02,011,007</td><td>7</td><td>00,000,020</td><td>7</td><td>0770107000</td><td>12:00/0</td></td<>		<del>, 7</del>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		<i>\(\nu\)</i>	Ŷ	02,011,007	7	00,000,020	7	0770107000	12:00/0
Federal Capital for Operating         \$ 50,433,806         \$\$1,946,820         \$\$33,057,225         \$\$51,10,382         \$\$56,763,693         12.55%           State Capital for Operating         \$ 14,491,869         \$14,926,625         \$\$15,374,424         \$\$18,835,657         \$\$16,310,726         12.55%           State Operating Assistance         \$ 324,298,098         \$334,027,041         \$344,047,852         \$\$53,155,393         \$\$54,750,055         \$\$1.255%           Local/Non-Federal Operating Assistance         \$ 48,644,715         \$\$50,104,056         \$\$1,607,178         \$\$53,155,393         \$\$47,550,055         \$\$1.255%           Total Operating Assistance         \$ 438,439,947         \$ 602,524,520         \$ 620,60,255         \$ 639,218,263         \$ 563,394,811         \$50.17%           Total Operating Assistance         \$ 516,309,649         \$ 682,730,313         \$ 703,212,222         \$ 724,308,589         \$ 746,037,847         44.49%           SURPLUS/DEFICIT         -\$19,049,935         \$131,309,941         \$135,249,240         \$133,309,6717         \$143,485,918         \$           Originating         24,475,432         25,209,695         25,965,986         26,744,965         27,547,314         \$         12.55%           Contracted Services         6,063,497         6,245,402         6,432,764         6,6		Ś	146.535.315		\$150.931.374	L	\$155.459.316		\$160.123.095		\$164,926,788	
State Capital for Operating         \$ 14,491,869         \$ 14,921,6625         \$ \$15,374,424         \$ \$15,835,657         \$ \$16,310,726         \$ 12,55%           Local Capital for Operating         \$ 572,439         \$ \$588,603         \$ \$606,261         \$ \$224,449         \$ \$643,182         \$ \$12,55%           State Operating Assistance         \$ 324,228,098         \$ \$334,027,041         \$ \$344,047,852         \$ \$354,359,288         \$ \$65,000,366         \$ \$12,55%           Docal/Non-Federal Operating Assistance         \$ 48,644,715         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$ \$0         \$0<												12.55%
Local Capital for Operating         \$ 571,459         \$ 588,603         \$ 6606,261         \$ \$624,449         \$ \$643,182         \$ 12.55%           State Operating Assistance         \$ 324,298,098         \$ \$334,027,041         \$ \$344,047,852         \$ \$353,353,359,288         \$ \$365,000,366         \$ 12.55%           Local/Non-Federal Operating Assistance         \$ \$ 438,439,947         \$ 602,524,520         \$ 632,000,255         \$ 639,218,263         \$ 658,394,811         \$ 50.17%           Total Operating Assistance         \$ \$ 16,309,649         \$ 662,730,313         \$ 703,212,222         \$ 724,308,589         \$ 746,037,847         44.49%           SURPLUS/DEFICIT         -\$19,049,935         \$ \$131,309,941         \$\$135,249,240         \$\$139,306,717         \$\$143,485,918            OPERATING STATISTICS & TRENDS         \$ \$10,036,201         \$\$107,627         \$\$1,099,306         \$\$1,132,285         \$\$1,166,253         \$\$12.55%           Contracted Services         6,063,497         \$\$131,309,941         \$\$135,249,240         \$\$139,306,717         \$\$143,485,918         \$\$12.55%           Seniors         1,036,201         \$\$107,000         \$\$131,309,941         \$\$135,249,240         \$\$139,306,717         \$\$143,485,918         \$\$12.55%           Seniors         1,036,201         \$\$10,67,287         1,009,306		Ś		1		-				-		
State Operating Assistance Local/Non-Federal Operating Assistance         \$ 324,228,098         \$ \$334,027,041         \$ \$344,047,852         \$ \$354,369,288         \$ \$365,000,366         \$ 12.55%           Prior Year Carryover Deferred Revenue         \$ -         \$ \$0         \$0 <t< td=""><td></td><td>Ś</td><td></td><td>1</td><td></td><td>_</td><td></td><td></td><td></td><td>_</td><td></td><td></td></t<>		Ś		1		_				_		
Local/Non-Federal Operating Assistance         \$ 48,644,715         \$ 50,104,056         \$ \$1,007,178         \$ \$53,155,393         \$ \$54,750,055         12.55%           Prior Year Carryover Deferred Revenue         \$ -         \$ 602,524,520         \$ 602,600,255         \$ 639,218,263         \$ 638,394,811         \$ 50.17%           TOTAL OPERATING REVENUE         \$ 516,309,649         \$ 662,730,313         \$ 703,212,222         \$ 724,008,589         \$ 746,037,847         44.49%           SURPLUS/DEFICIT         -\$19,049,935         \$ \$131,309,941         \$135,249,240         \$139,306,717         \$143,485,918         -           OPERATING STATISTICS & TRENDS         *         -				1		_				-		
Prior Year Carryover Deferred Revenue         \$				1		-	. , ,			-		
Total Operating Assistance         \$ 438,439,947         \$ 602,524,520         \$ 639,218,263         \$ 658,394,811         \$ 50.17%           TOTAL OPERATING REVENUE         \$ 516,309,649         \$ 682,730,313         \$ 703,212,222         \$ 724,308,589         \$ 746,037,847         \$ 44.49%           SURUS/DEFICIT         -\$19,049,935         \$ 632,720,313         \$ 703,212,222         \$ 724,308,589         \$ 746,037,847         \$ 44.49%           OPERATING STATISTICS & TRENDS         \$ 131,309,941         \$135,249,240         \$ \$139,306,717         \$ \$143,485,918         \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$				1						-		
TOTAL OPERATING REVENUE         \$ 516,309,649         \$ 682,730,313         \$ 703,212,222         \$ 724,300,589         \$ 746,037,847         44.49%           SURPLUS/DEFICIT         -\$19,049,935         \$131,309,941         \$135,249,240         \$139,306,717         \$143,485,918            OPERATING STATISTICS & TRENDS         -         <	,	_	438 439 947			_				-		
SURPLUS/DEFICIT         -\$19,049,935         \$131,309,941         \$135,249,240         \$139,306,717         \$143,485,918           OPERATING STATISTICS & TRENDS		_				_						
OPERATING STATISTICS & TRENDS         Image: Constraint of the state of the s		<del>-</del>										
Ridership         Image: Constraint of the second seco	SORFLOS DEFICI		-319,049,933	1	3131,303,341	-	\$1 <b>33</b> ,243,240		\$139,300,717		<b>3143,483,918</b>	
Ridership         Image: Constraint of the second seco	ODEDATING STATISTICS & TRENDS											
Originating24,475,43225,209,69525,965,98626,744,96527,547,31412.55%Transfers1,036,2011,067,2871,099,3061,132,2851,166,25312.55%Contracted Services6,063,4976,245,4026,432,7646,625,7476,824,51912.55%Seniors1,070,0001,102,1001,135,1631,169,2181,204,29412.55%ACCESS1,070,0001,102,1001,135,1631,169,2181,204,29412.55%Free Ridership213,283219,681226,272233,060240,05212.55%Total Passengers33,928,41334,946,26535,994,65337,074,49338,186,72812.55%Total Revenue Vehicle Miles29,099,35829,972,33930,871,50931,797,65432,751,58412.55%Passengers/Revenue Vehicle Hours2,249,5192,317,0052,386,5152,458,1102,531,85312.55%Operating Expense per Passenger Trip\$ 15.78\$ 15.78\$ 15.78\$ 15.780.00%Operating Expense per Revenue Mile\$ 18.40\$ 18.40\$ 18.40\$ 18.40\$ 0.00%Operating Expense per Revenue Mile\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.990.00%Farebox Recovery14.55%14.55%14.55%14.55%14.55%0.00%						-						
Transfers1,036,2011,067,2871,099,3061,132,2851,166,25312.55%Contracted Services6,063,4976,245,4026,432,7646,625,7476,824,51912.55%Seniors1,070,0001,102,1001,135,1631,169,2181,204,29412.55%ACCESS1,070,0001,102,1001,135,1631,169,2181,204,29412.55%Free Ridership213,283219,681226,272233,060240,05212.55%Total Passengers33,928,41334,946,26535,994,65337,074,49338,186,72812.55%Total Revenue Vehicle Miles29,099,35829,972,33930,871,50931,797,65432,751,58412.55%Total Revenue Vehicle Hours2,249,5192,317,0052,386,5152,458,1102,531,85312.55%Passengers/Revenue Vehicle Mile1.171.171.171.171.170.00%Operating Expense per Passenger Trip\$ 15.78\$ 15.78\$ 15.78\$ 15.780.00%Operating Expense per Revenue Mile\$ 18.40\$ 18.40\$ 18.40\$ 18.40\$ 0.00%Operating Expense per Revenue Hour\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 0.00%Farebox Recovery14.55%14.55%14.55%14.55%14.55%0.00%	-		24 475 422		25 200 605				26 744 065			12 550/
Contracted Services         6,063,497         6,245,402         6,432,764         6,625,747         6,824,519         12.55%           Seniors         1,070,000         1,102,100         1,135,163         1,169,218         1,204,294         12.55%           ACCESS         1,070,000         1,102,100         1,135,163         1,169,218         1,204,294         12.55%           Free Ridership         213,283         219,681         226,272         233,060         240,052         12.55%           Total Passengers         33,928,413         34,946,265         35,994,653         37,074,493         38,186,728         12.55%           Total Revenue Vehicle Miles         29,099,358         29,972,339         30,871,509         31,797,654         32,751,584         12.55%           Total Revenue Vehicle Hours         2,249,519         2,317,005         2,386,515         2,458,110         2,531,853         12.55%           Passengers/Revenue Vehicle Hour         15.08         15.08         15.08         15.08         0.00%           Operating Expense per Passenger Trip         \$         15.78         \$         15.78         \$         15.78         0.00%           Operating Expense per Revenue Mile         \$         18.400         \$         18.400						-						
Seniors         1,070,000         1,102,100         1,135,163         1,169,218         1,204,294         12.55%           ACCESS         1,070,000         1,102,100         1,135,163         1,169,218         1,204,294         12.55%           Free Ridership         213,283         219,681         226,272         233,060         240,052         12.55%           Total Passengers         33,928,413         34,946,265         35,994,653         37,074,493         38,186,728         12.55%           Total Revenue Vehicle Miles         29,099,358         29,972,339         30,871,509         31,797,654         32,751,584         12.55%           Total Revenue Vehicle Hours         2,249,519         2,317,005         2,386,515         2,458,110         2,531,853         12.55%           Passengers/Revenue Vehicle Hour         15.08         15.08         15.08         15.08         0.00%           Operating Expense per Passenger Trip         \$         15.78         \$         15.78         \$         15.78         \$         0.00%           Operating Expense per Revenue Mile         \$         18.400         \$         18.400         \$         18.400         \$         18.40         \$         0.00%           Farebox Recovery         14.55% </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						-						
ACCESS1,070,0001,102,1001,135,1631,169,2181,204,29412.55%Free Ridership213,283219,681226,272233,060240,05212.55%Total Passengers33,928,41334,946,26535,994,65337,074,49338,186,72812.55%Total Revenue Vehicle Miles29,099,35829,972,33930,871,50931,797,65432,751,58412.55%Total Revenue Vehicle Hours2,249,5192,317,0052,386,5152,458,1102,531,85312.55%Passengers/Revenue Vehicle Mile1.171.171.171.171.170.00%Passengers/Revenue Vehicle Hour15.0815.0815.0815.080.00%Operating Expense per Passenger Trip\$ 15.78\$ 15.78\$ 15.78\$ 15.78\$ 0.00%Operating Expense per Revenue Hour\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.990.00%Farebox Recovery14.55%14.55%14.55%14.55%14.55%0.00%						-						
Free Ridership213,283219,681226,272233,060240,05212.55%Total Passengers33,928,41334,946,26535,994,65337,074,49338,186,72812.55%Total Revenue Vehicle Miles29,099,35829,972,33930,871,50931,797,65432,751,58412.55%Total Revenue Vehicle Hours2,249,5192,317,0052,386,5152,458,1102,531,85312.55%Passengers/Revenue Vehicle Mile1.171.171.171.171.170.00%Passengers/Revenue Vehicle Hour15.0815.0815.0815.080.00%Operating Expense per Passenger Trip\$ 15.78\$ 15.78\$ 15.78\$ 15.780.00%Operating Expense per Revenue Mile\$ 18.40\$ 18.40\$ 18.40\$ 18.40\$ 18.40\$ 0.00%Operating Expense per Revenue Hour\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 237.99\$ 0.00%Farebox Recovery14.55%14.55%14.55%14.55%14.55%0.00%												
Total Passengers       33,928,413       34,946,265       35,994,653       37,074,493       38,186,728       12.55%         Total Revenue Vehicle Miles       29,099,358       29,972,339       30,871,509       31,797,654       32,751,584       12.55%         Total Revenue Vehicle Hours       2,249,519       2,317,005       2,386,515       2,458,110       2,531,853       12.55%         Passengers/Revenue Vehicle Hour       1.17       1.17       1.17       1.17       1.17       0.00%         Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       0.00%         Operating Expense per Revenue Hour       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       0.00%						-						
Total Revenue Vehicle Miles       29,099,358       29,972,339       30,871,509       31,797,654       32,751,584       12.55%         Total Revenue Vehicle Hours       2,249,519       2,317,005       2,386,515       2,458,110       2,531,853       12.55%         Passengers/Revenue Vehicle Mile       1.17       1.17       1.17       1.17       1.17       0.00%         Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       \$ 0.00%         Operating Expense per Revenue Mile       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       14.55%       0.00%	•		-			-			-		-	
Total Revenue Vehicle Hours       2,249,519       2,317,005       2,386,515       2,458,110       2,531,853       12.55%         Passengers/Revenue Vehicle Mile       1.17       1.17       1.17       1.17       1.17       0.00%         Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       \$ 0.00%         Operating Expense per Revenue Mile       \$ 18.40       \$ 18.40       \$ 18.40       \$ 18.40       0.00%         Operating Expense per Revenue Hour       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       0.00%	5					_						
Passengers/Revenue Vehicle Mile       1.17       1.17       1.17       1.17       1.17       0.00%         Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       0.00%         Operating Expense per Revenue Mile       \$ 18.40       \$ 18.40       \$ 18.40       \$ 18.40       \$ 0.00%         Operating Expense per Revenue Hour       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       14.55%       0.00%												
Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       \$ 15.78       \$ 0.00%         Operating Expense per Revenue Mile       \$ 18.40       \$ 18.40       \$ 18.40       \$ 18.40       \$ 18.40       \$ 0.00%         Operating Expense per Revenue Hour       \$ 237.99       \$ 237.99       \$ 237.99       \$ 237.99       \$ 0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       14.55%       0.00%	Total Revenue Vehicle Hours		2,249,519		2,317,005		2,386,515		2,458,110		2,531,853	12.55%
Passengers/Revenue Vehicle Hour       15.08       15.08       15.08       15.08       15.08       15.08       0.00%         Operating Expense per Passenger Trip       \$       15.78       \$       15.78       \$       15.78       \$       15.78       \$       0.00%         Operating Expense per Revenue Mile       \$       18.40       \$       18.40       \$       18.40       \$       18.40       \$       0.00%         Operating Expense per Revenue Hour       \$       237.99       \$       237.99       \$       237.99       \$       237.99       \$       0.00%         Farebox Recovery       14.55%       14.55%       14.55%       14.55%       14.55%       14.55%       0.00%	Passengers/Revenue Vehicle Mile		1.17	1	1.17	7	1.17		1.17		1.17	0.00%
Operating Expense per Passenger Trip       \$       15.78       \$       16.00%       0.00%<	-			1		_		1		1		
Operating Expense per Revenue Mile         \$         18.40         \$         18.40         \$         18.40         \$         18.40         \$         18.40         \$         0.00%           Operating Expense per Revenue Hour         \$         237.99         \$         237.99         \$         237.99         \$         237.99         \$         237.99         \$         0.00%		\$				_						
Operating Expense per Revenue Hour         \$ 237.99         \$ 237.99         \$ 237.99         \$ 237.99         \$ 237.99         \$ 237.99         \$ 0.00%           Farebox Recovery         14.55%         14.55%         14.55%         14.55%         14.55%         0.00%												
Farebox Recovery         14.55%         14.55%         14.55%         14.55%         0.00%												
		ļ-				- ·		r'		· ·		
	Operating Ratio		6.88		6.88	+	6.88		6.88	1	6.88	0.00%

#### 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** 

ear. Total vehicle hours refers to total hours transit service vehicle are in ny given year. Vehicle hours divided by originating passenger trips evel of productivity achieved in any given year, based on number of Farebox Recovery is calculated by taking all sources of total non-su evenue (farebox, senior citizen lottery grant and local fare assistant ividing it by operating expenses. The higher the level of farebox rec ealthier a system's financial condition and future financial capacity e.		Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FFY 2023229,3112.4134.44%FFY 2024241,3702.4535.92%Driginating passenger trips are the total number of trips provided in vear.Total vehicle hours refers to total hours transit service vehicle are in any given year. Vehicle hours divided by originating passenger trips evel of productivity achieved in any given year, based on number of Farebox Recovery is calculated by taking all sources of total non-su revenue (farebox, senior citizen lottery grant and local fare assistant dividing it by operating expenses. The higher the level of farebox red pacity be.	FFY 2021	167,528		2.14		33.07%		3.02
FFY 2024241,3702.4535.92%Originating passenger trips are the total number of trips provided in year.Total vehicle hours refers to total hours transit service vehicle are in any given year. Vehicle hours divided by originating passenger trips level of productivity achieved in any given year, based on number of Farebox Recovery is calculated by taking all sources of total non-su revenue (farebox, senior citizen lottery grant and local fare assistant dividing it by operating expenses. The higher the level of farebox red healthier a system's financial condition and future financial capacity be.	FFY 2022	200,515		2.30		33.66%		2.97
FFY 2024241,3702.4535.92%Originating passenger trips are the total number of trips provided in year.Total vehicle hours refers to total hours transit service vehicle are in any given year. Vehicle hours divided by originating passenger trips level of productivity achieved in any given year, based on number of 	FFY 2023	229,311		2.41		34.44%		2.90
year. Total vehicle hours refers to total hours transit service vehicle are in any given year. Vehicle hours divided by originating passenger trips level of productivity achieved in any given year, based on number of Farebox Recovery is calculated by taking all sources of total non-su revenue (farebox, senior citizen lottery grant and local fare assistant dividing it by operating expenses. The higher the level of farebox red healthier a system's financial condition and future financial capacity be.	FFY 2024	241,370		2.45		35.92%		2.78
subsidy revenue. This data trend indicates the fiscal performance of system. The operating ratio is another measure of farebox recovery, shows farebox recovery as a ratio. Unlike farebox recovery, the lowe	any given yea	r. Vehicle hours	div	ided by originat	ing	g passenger tri	ps :	shows the

٦

#### **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

Local Capital Assistance

Total Capital Assistance

## **Conditions and Trends**

Transportation										1 voor 9/	,	Curre	ent Year FF
Authority		FFY 2021		FFY 2022		FFY 2023	FFY 2	2024 Budget		4-year % Change	_		2025
EXPENSES			l									1	
Operating Expense													
Operating Salary & Wages													
Other Salaries													
Fringe Benefits									F				
Services													
Administration	\$	1,067,111	\$	1,071,241	\$	1,146,714	\$	1,302,322		22.04%	\$	5	1,475,000
Fuel & Lubricants	\$	408,238	\$	714,450		816,779	\$	777,905		90.55%	\$		800,000
Tires & Tubes		,		,		,	ļ.	,	E		- F		,
Other Materials									E				
Leases & Rentals									E				
Utilities									F				
Casualty & Liability									Ŀ				
Taxes									Ŀ				
Purchased Trans. (Fixed Route)	ć	993,087	\$	1 245 500	\$	1,300,290	\$	1 222 572	H	24 199/	6		1 260 00
· · · · ·	\$	-		1,245,599 3,308,398				1,332,572	H	34.18% 42.26%	\$ \$		1,360,00
Purchased Trans. (Shared Ride)	\$	2,956,190	\$		\$	3,889,193	\$	4,205,566	H				4,350,00
Purchased Trans. (ADA)	\$	160,851	\$	225,177	\$	294,089	\$	314,736	Ŀ	95.67%	\$	·	340,00
Other Operating Expenses	_						<b>^</b>		_	10.000/			
TOTAL EXPENSES	\$	5,585,477	\$	6,564,865	\$	7,447,065	\$	7,933,101		42.03%	\$	,	8,325,00
REVENUES									L				
Non-Subsidy Revenue													
Passenger Fares	\$	180,192	\$	225,346	\$	261,880	\$	287,644		59.63%	\$	,	290,00
ADA Fares	\$	26,552	\$	29,732	\$	32,385	\$	37,679		41.91%	\$	,	39,00
Advertising	\$	42,389	\$	35,182	\$	48,858	\$	27,000		-36.30%	\$	,	30,00
Interest	\$	3,380	\$	4,681	\$	81,509	\$	50,000		1379.29%	\$	;	10,00
MATP		\$ 1,448,303	\$	1,728,997	\$	1,910,361	\$	2,189,940		51.21%	\$	,	2,280,00
Area Agency on Aging	\$	56,393	\$	80,108	\$	84,302	\$	94,934		68.34%	\$	; ;	96,00
Other Sponsors	\$	42,694	\$	50,704	\$	68,923	\$	80,338		88.17%	\$	;	82,00
Other Non-Subsidy	\$	47,054	\$	54,920	\$	76,401	\$	81,936		74.13%	\$	;	83,00
Total Non-Subsidy Revenue	\$	1,846,957	\$	2,209,670	\$	2,564,619	\$	2,849,471		54.28%	\$		2,910,00
Operating Assistance	-										<b>T</b>		
Federal Operating Assistance	Ś	1,550,000	\$	2,014,316	\$	2,317,781	\$	891,852	F	-42.46%	\$	;	1,000,00
Federal Capital for Operating	Ś	-	\$	-	\$	-			F		- F		,,
State Operating Assistance	\$	1,193,935	\$	1,352,526	\$	1,556,298	\$	1,470,443	F	23.16%	\$		1,530,00
Local/Non-Federal Operating Assistance	\$	245,908	\$	254,248	\$	282,974	\$	300,709	Ŀ	22.29%	\$		316,00
Prior Year Carryover	\$	781,645	\$	756,178		777,056	\$	2,470,626	F	216.08%	\$		2,569,00
Total Operating Assistance	\$	3,771,488	\$	4,377,268		4,934,109	\$	5,133,630		36.12%	\$		5,415,00
	ې \$	5,771,488 5,618,445	ې \$	<b>6,586,938</b>	ې \$		ې \$	7,983,101	-	42.09%	\$		8,325,000
	>				<b>&gt;</b>	7,498,728			-			,	
SURPLUS/DEFICIT		\$32,968		\$22,073		\$51,663		\$50,000	Ŀ	51.66%			\$
OPERATING STATISTICS & TRENDS													
Ridership													
Adult Fare		27,457		39,120		52,560		57,102		107.97%			60,00
Senior Citizen		12,523		12,794		16,196		16,528		31.98%			17,50
Half-Fare		5,122		5,806		4,939		3,802		-25.77%			4,50
Free Fare		613		749		1,564		2,022		229.85%			2,10
Paratransit		121,813		142,046		154,052		161,916		32.92%		-	165,00
Total Passengers		167,528		200,515		229,311		241,370		44.08%			249,10
Total Revenue Vehicle Miles		1,439,229		1,621,582		1,736,597		1,795,641		24.76%			1,810,00
Total Revenue Vehicle Hours		78,119		87,089		95,098	1	98,344		25.89%			99,50
									E		E		
Passengers/Revenue Vehicle Mile		0.12		0.12		0.13		0.13		15.48%			0.1
Passengers/Revenue Vehicle Hour		2.14		2.30		2.41		2.45		14.45%			2.5
Operating Expense per Passenger Trip	\$	33.34	\$	32.74	\$	32.48	\$	32.87		-1.42%	\$	;	33.4
Operating Expense per Revenue Mile	\$	3.88	\$	4.05	\$	4.29	\$	4.42		13.84%	\$	;	4.6
Dperating Expense per Revenue Hour	\$	71.50	\$	75.38	\$	78.31	\$	80.67		12.82%	\$		83.6
Farebox Recovery		33.07%		33.66%		34.44%		35.92%		8.62%	Ť		34.95
Dperating Ratio		3.02		2.97		2.90	1	2.78		-7.94%			2.8
	L	0.02	1	2.37	1	2.50	I	2.70					2.0
Capital Assistance													
Federal Capital Assistance	$\neg$	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					

3,018

1,958,524

3,313

967,168

2,196

7,099,981

13,429

3,178,701

Washington County	Ca	apacity a	nd	Plans			Inflation Factor:		3.0%		
Transportation	Curr	rent Year FFY									% change:
Authority	curr	2025		FFY 2026		FFY 2027	FFY 2028		FFY 2029		2025-29
EXPENSES					Γ			1			
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	\$	1,475,000		\$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%
TOTAL EXPENSES	\$	8,325,000	1	\$ 8,574,750	_	8,831,993		-	9,369,861		12.55%
REVENUES					Ī			1			
Non-Subsidy Revenue											
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			\$11,255		12.55%
МАТР	\$	2,280,000		\$2,348,400	_	\$2,465,820		-	\$2,718,567		19.24%
Area Agency on Aging	\$	96,000		\$98,880	_	\$103,824		-	\$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		-	\$98,965		19.24%
Total Non-Subsidy Revenue	\$	2,910,000		\$ 2,997,300	\$	3,139,564	\$ 3,288,712	\$	3,445,084		18.39%
Operating Assistance											
Federal Operating Assistance	\$	1,000,000		\$1,000,000	)	\$1,000,000	\$500,000		\$0		-100.00%
Federal Capital for Operating	\$	-		\$0	-	\$0			\$0		
State Operating Assistance	\$	1,530,000		\$1,575,900	-	\$1,654,695		-	\$1,824,301		19.24%
Local/Non-Federal Operating Assistance	\$	316,000		\$325,480	-	\$335,244			\$355,661		12.55%
Prior Year Carryover	\$	2,569,000		\$2,676,070	-	\$2,702,490		-	\$3,744,815		45.77%
Total Operating Assistance	\$	5,415,000		\$ 5,577,450				\$	5,924,777		9.41%
TOTAL OPERATING REVENUE	\$	8,325,000		\$ 8,574,750	_			\$	9,369,861		12.55%
SURPLUS/DEFICIT	\$	-		\$ -	\$			\$	(0)		
	+		_	<b>T</b>	Ť		+ (-)	+			
<b>OPERATING STATISTICS &amp; TRENDS</b>											
Ridership			-							ŀ	
Adult Fare		60,000	-	61,800		63,654	65,564		67,531	Ŀ	12.55%
Senior Citizen		17,500	-	18,025		18,566	19,123		19,696	ŀ	12.55%
Half-Fare		4,500	-	4,635		4,774	4,917		5,065	ŀ	12.55%
Free Fare			-		-	,				ŀ	
Paratransit		2,100 165,000	-	2,163 169,950	┢	2,228 175,049	2,295 180,300	$\vdash$	2,364 185,709	-	12.55% 12.55%
		249,100		256,573	┢			$\vdash$	280,364		12.55%
<i>Total Passengers</i> Total Revenue Vehicle Miles					+	264,270	272,198	┢			12.55%
		1,810,000	_	1,864,300	+	1,920,229	1,977,836	┢	2,037,171	-	
Total Revenue Vehicle Hours		99,500	-	102,485		105,560	108,726		111,988	-	12.55%
Passengers/Revenue Vehicle Mile		0.14		0.14	Τ	0.14	0.14		0.14		0.00%
Passengers/Revenue Vehicle Hour		2.50		2.50	Τ	2.50	2.50	1	2.50		0.00%
Operating Expense per Passenger Trip	\$	33.42		\$ 33.42	\$	33.42	\$ 33.42	\$	33.42		0.00%
Operating Expense per Revenue Mile	\$	4.60		\$ 4.60	\$		\$ 4.60	\$	4.60		0.00%
Operating Expense per Revevue Hour	\$	83.67		\$ 83.67	\$		\$ 83.67	\$	83.67		0.00%
Farebox Recovery		34.95%		34.95%		35.55%	36.15%	1	36.77%		5.19%
Operating Ratio		2.86		2.86	$\uparrow$	2.81	2.77	1	2.72		-4.93%

## **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 7	frends	D		<b>I</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

**Productivity Trends** 

Passenger trips are the total number of trips provided in any one year.

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.

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.

- 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 Conditions and Trends

Westmoreland County				FFY 2024	4-year %	Cur	rent Year FFY
Transit Authority	FFY 2021	FFY 2022	FFY 2023	Budget	Change		2025
EXPENSES				<u> </u>		Î	
Operating Expense							
Operating Salary & Wages	\$3,697,780	\$4,235,360	\$5,094,450	\$5,911,984	59.88%	\$	6,036,866
Other Salaries	\$721,891		1		64.59%	\$	1,054,669
Fringe Benefits	\$1,427,202				84.85%	\$	2,985,200
Services	\$178,693					\$	350,000
Fuel & Lubricants	\$712,324					\$	1,500,000
Tires & Tubes	\$135,224					\$	250,000
Other Materials	\$338,821	\$353,479	\$519,228	\$568,000	67.64%	\$	650,000
Leases & Rentals	\$165,550					\$	220,000
Utilities	\$189,249					\$	214,000
Casualty & Liability	\$433,489					\$	452,930
Taxes	\$0					\$	-
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			45.22%	\$	1,233,523
Purchased Trans. (Fixed Route)	\$0				0.00%	\$	-
Purchased Trans. (Shared Ride)	\$0					\$	-
Purchased Trans. (ADA)	\$0					\$	-
Other Operating Expenses	\$306,075	-				\$	696,763
TOTAL EXPENSES	\$ 10,166,646	· · ·	\$ 13,609,074		61.05%	\$	17,296,070
REVENUES						İ	
Non-Subsidy Revenue							
Passenger Fares	\$ 185,429	\$ 283,116	\$ 379,464	\$ 377,200	103.42%	\$	401,800
Passenger Fares (Shared Ride)	\$ 150,265			\$ 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		\$ 58,630	, ,	, ,	-96.89%	\$	2,919
Total Non-Subsidy Revenue		\$ 935,425	1		60.49%	\$	1,316,345
Operating Assistance	, ,						, ,
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		\$ 9,461,900	47.79%	\$	10,165,111
Local/Non-Federal Operating Assistance	\$ 401,737	. , ,			15.76%	\$	488,314
Prior Year Carryover	\$ -	\$ -	\$ -	\$ -	0.00%	\$	-
Total Operating Assistance	\$ 9,420,629	\$ 10,832,572	\$ 12,457,235	\$ 15,176,056	61.09%	\$	15,979,725
TOTAL OPERATING REVENUE	\$ 10,166,646		\$ 13,609,074	. , ,	61.05%	\$	17,296,070
SURPLUS/DEFICIT	\$0					Ť	\$0
		Ç0	,	ŶŬ			
<b>OPERATING STATISTICS &amp; TRENDS</b>							
Ridership	112076	150400	102020	201000			207020
Adult Fare	113076	150409	192838	201000			207030
Senior Citizen					#DIV/0!		
Half-Fare	110465	120001	457525	10000	#DIV/0!		474200
Paratransit	118465				40.38%		171289
Total Passengers	231541	290390		367300	58.63%		378319
Total Revenue Vehicle Miles	1882300				27.00%		2462259
Total Revenue Vehicle Hours	93063	104268	110892	115327	23.92%		118787
Passengers/Revenue Vehicle Mile	0.12	0.14	0.15	0.15	24.91%		0.15
Passengers/Revenue Vehicle Hour	2.49			3.18	28.01%		3.18
Operating Expense per Passenger Trip		\$ 40.52		\$ 44.58	1.52%	\$	45.72
	-			\$ 6.85	26.81%	\$	7.02
	\$ 5.40	\$ 5.48	5 5.97	2 D.O.2	20.0.170		
Operating Expense per Revenue Mile	\$ 5.40 \$ 109.24	•					
	\$ 5.40 \$ 109.24 7.34%	\$ 112.86	\$ 122.72	\$ 0.85 \$ 141.97 7.31%	29.96%	\$	145.61 7.61%

Westmoreland County

## **Capacity and Plans**

Inflation Factor:

3.0%

Westmoreland County			al	IU FIAIIS		Inf	lation Factor:		3.0%		0/ 1
<b>Transit Authority</b>		urrent Year									% change:
		FFY 2025	_	FFY 2026	FFY 2027	ī	FFY 2028	1	FFY 2029	_	2025-29
EXPENSES										ŀ	
Operating Expense Operating Salary & Wages		\$6,036,866	-	\$6,217,972	\$6,404,511		\$6,596,646		\$6,794,546	ŀ	12.6%
Other Salaries		\$1,054,669		\$1,086,309		-	\$1,152,465	_	\$1,187,039	ŀ	12.6%
Fringe Benefits		\$2,985,200	-	\$3,074,756			\$3,262,009		\$3,359,869	ŀ	12.6%
Services		\$350,000		\$360,500			\$382,454		\$393,928	ŀ	12.6%
Fuel & Lubricants		\$1,500,000		\$1,545,000		1	\$1,639,091	-	\$1,688,263	Ē	12.6%
Tires & Tubes		\$250,000	-	\$257,500		1	\$273,182		\$281,377	Ē	12.6%
Other Materials		\$650,000		\$669,500	\$689,585		\$710,273		\$731,581	Ē	12.6%
Leases & Rentals		\$220,000		\$226,600	\$233,398		\$240,400		\$247,612	Ī	12.6%
Utilities		\$214,000		\$220,420	\$227,033		\$233,844		\$240,859		12.6%
Casualty & Liability		\$452,930		\$466,518	\$480,513		\$494,929		\$509,777		12.6%
Taxes		\$0		\$0	\$0		\$0		\$0		0.0%
Administrative Expenses (Fixed Route)		\$1,652,119		\$1,701,683	\$1,752,733		\$1,805,315		\$1,859,474		12.6%
Administrative Expenses (Shared Ride)		\$1,233,523		\$1,270,529	\$1,308,645		\$1,347,904		\$1,388,341		12.6%
Purchased Trans. (Fixed Route)		\$0		\$0	\$0		\$0		\$0		0.0%
Purchased Trans. (Shared Ride)		\$0		\$0	\$0		\$0	_	\$0	Ļ	0.0%
Purchased Trans. (ADA)		\$0		\$0			\$0	-	\$0	Ļ	0.0%
Other Operating Expenses		\$696,763		\$717,666			\$761,372		\$784,213		12.6%
TOTAL EXPENSES	\$	17,296,070		\$ 17,814,952	\$ 18,349,401	\$	18,899,883	\$	19,466,879		12.6%
REVENUES										ŀ	
Non-Subsidy Revenue		¢401.800	·	Ć 412 OF 4	¢426.270		ć 420.050	-	ć 452 220	ŀ	12 (0/
Passenger Fares		\$401,800	-	\$413,854	\$426,270		\$439,058		\$452,229	ŀ	12.6%
Passenger Fares (Shared Ride)		\$292,072		\$300,834	\$309,859		\$319,155	_	\$328,730 ¢F6 275	ŀ	12.6%
Advertising Route Guarantee		\$50,000	-	\$51,500 ¢0	\$53,045		\$54,636		\$56,275	ŀ	12.6% #DIV/0!
		\$0 \$0		\$0 \$0	\$0 \$0		\$0 \$0	_	\$0 \$0	ŀ	#DIV/0!
Interest MATP		ېن \$478,605		ېن \$492,963	ېن \$507,752		ېن \$522,985	_	<sup>\$0</sup> \$538,674	ŀ	#DIV/0! 12.6%
Area Agency on Aging		\$478,605		\$492,963 \$93,431			\$99,121		\$102,095	ŀ	12.6%
Other Sponsors		\$239		\$95,431		1	\$99,121		\$102,093	ŀ	12.6%
Other Non-Subsidy		\$2,919	-	\$240	\$2,097		\$3,190	-	\$3,285	ŀ	12.6%
Total Non-Subsidy Revenue	\$	1,316,345		\$ 1,355,835	\$ 1,396,510		1,438,406	\$	1,481,558		12.6%
Operating Assistance	<i>\</i>	1,510,545		Ş 1,555,655	<i>Ş</i> 1,330,310	Ŷ	1,430,400	۲,	1,401,550	_	12.070
Federal Operating Assistance		\$5,326,300		\$5,486,089	\$5,650,672		\$5,820,192		\$5,994,798	ŀ	12.6%
Federal Capital for Operating		\$0, <u>520,560</u> \$0		\$0	\$0		\$0,020,192 \$0		\$0,55 750 \$0	ŀ	0.0%
State Operating Assistance		\$10,165,111		\$10,470,064			\$11,107,691		\$11,440,922	ŀ	12.6%
Local/Non-Federal Operating Assistance		\$488,314	t l	\$502,963	\$518,052		\$533,594		\$549,602	ŀ	12.6%
Prior Year Carryover		\$0	-	\$ -	\$ -	\$	-	\$	-	ŀ	0.0%
Total Operating Assistance	\$	15,979,725		, \$ 16,459,117	\$ 16,952,890	<u> </u>	17,461,477	\$	17,985,321		12.6%
TOTAL OPERATING REVENUE	\$	17,296,070		\$ 17,814,952	\$ 18,349,401		18,899,883	\$	19,466,879		12.6%
SURPLUS/DEFICIT		\$0		\$0	\$0	İ	\$0	Ì	\$0	Ī	0.0%
										ſ	
<b>OPERATING STATISTICS &amp; TRENDS</b>											
Ridership											
Adult Fare		207030		227733	250506		275557		303113		46.4%
Senior Citizen		0									
Half-Fare		0									
Paratransit		171289		188418	207260		227986		250784		46.4%
Total Passengers		378319		416151	457766		503543		553897		46.4%
Total Revenue Vehicle Miles		2462259		2462259	2462259		2462259		2462259	Ļ	0.0%
Total Revenue Vehicle Hours		118787		118787	118787	<u> </u>	118787		118787		0.0%
Passengers/Revenue Vehicle Mile		0.15		0.17	0.19	1	0.20	$\vdash$	0.22	-	46.4%
Passengers/Revenue Vehicle Hour		3.18		3.50	3.85		4.24	$\vdash$	4.66		46.4%
Operating Expense per Passenger Trip	\$	45.72		\$ 42.81	\$ 40.08		37.53	\$	35.15	Ē	-23.1%
Operating Expense per Revenue Mile	<i>\$</i>	7.02		\$ 7.24	-	<u> </u>	7.68	\$	7.91	F	12.6%
						\$	159.11	\$	163.88	F	12.6%
Operating Expense per Revenue Hour	S	145.61		5 149.97	Ş 154.47	5	133.11		102.00		
Operating Expense per Revenue Hour Farebox Recovery	\$	145.61 7.61%		\$ 149.97 7.61%	\$ 154.47 7.61%	· ·	7.61%	Ý	7.61%		0.0%