

**2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SOUTHWESTERN PENNSYLVANIA**

**APPENDIX 5**

**TRANSIT FINANCIAL CAPACITY DOCUMENTATION**

Financial Capacity Documentation  
**Beaver County Transit Authority**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends

- Total State Operating Assistance – Increased 9.8% from FY2018-19 to FY2021-22 or an average of 3.3% per year. From FY2020-21 through FY2022-23, 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 – Remained stable at \$700,000 per year over the four years.
- Total Fares – Decreased 34.2% from FY2018-19 to FY2019-20 and 51.7% from FY2019-20 to FY2020-21 due to the COVID 19 Pandemic. Based on the FY2021-22 Budget, ridership is anticipated to grow slowly during the fiscal year aiming toward pre-pandemic levels by the end of the fiscal year. This will increase Total Fares by 108% over FY2020-21 amounts.

Expense Trends

- Program Expenses – Expenses increased 21.9% from FY2018-19 to FY2021-22. 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, and pay increases needed to stabilize the workforce.

Productivity Trends

<b>Productivity Trends</b>							
	Passenger Trips		Passengers Per Vehicle Revenue Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	841,355		11.50		38.7%		2.58
FY 19/20	641,732		9.84		27.1%		3.68
FY 20/21	378,625		6.44		18.7%		5.35
FY 21/22	435,047		7.22		24.4%		4.10

  

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

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal 5307) – The annual allocation is expected to remain level over the next 4 years. Amounts used for operating 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.
- Total Local Revenue (Includes Section 1513 Match) – The amount of local match for State Operating Assistance is 15% per year. BCTA spends additional local funds to balance the budget. Total local funds expended per year will reach over \$700,000 by FY2025-26.
- Total Fixed Route Fares – Expected to increase a minimum of 2.5% per year.
- Total Shared-Ride Fares – Shared Ride Revenue Replacement funds and Agency Revenues are expected to increase 3% per year.

### **Expense Projections**

- Administrative Expenses for Fixed Route – Projected to increase approximately 3.45% per year for the next 4 years.
- Administrative Expenses for Shared Ride – Projected to increase approximately 3.45% per year for the next 4 years.
- Operating Expenses for Fixed Route – Projected to increase approximately 3.45% per year for the next 4 years.
- Operating Expenses for Shared Ride – Projected to increase approximately 3.45% per year for the next 4 years.
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### **Statistical Trends**

- Fixed Route Passengers will increase approximately 4% 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 remain stable over the next 4 years due to increasing expenses and small increases in ridership.
- The operating ratio is expected to remain stable over the next 4 years

## **CONCLUSIONS**

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

**BEAVER COUNTY  
TRANSIT AUTHORITY**

**Conditions and Trends**

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22 Budget	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$2,174,297	\$2,110,230	\$1,970,477	\$1,707,100	-21.49%	\$1,766,849
Other Salaries	\$1,738,535	\$1,799,338	\$1,829,697	\$2,892,109	66.35%	\$2,993,333
Fringe Benefits	\$1,304,244	\$1,339,601	\$1,273,259	\$1,519,883	16.53%	\$1,573,079
Services	\$615,189	\$661,356	\$922,447	\$981,936	59.62%	\$1,011,394
Fuel & Lubricants	\$583,290	\$347,422	\$284,546	\$677,546	16.16%	\$711,423
Tires & Tubes	\$51,857	\$76,509	\$69,507	\$72,000	38.84%	\$74,160
Other Materials	\$384,971	\$509,523	\$457,403	\$626,498	62.74%	\$645,293
Leases & Rentals	\$0	\$0	\$0	\$0	0.00%	\$0
Utilities	\$294,912	\$257,693	\$230,413	\$237,591	-19.44%	\$244,719
Casualty & Liability	\$313,472	\$242,727	\$245,407	\$265,000	-15.46%	\$272,950
Taxes	\$3,995	\$4,656	\$2,807	\$2,500	-37.42%	\$2,575
Purchased Trans. (Fixed Route)		\$0	\$0		0.00%	\$0
Purchased Trans. (Shared Ride)		\$9,639	\$13,998		0.00%	\$0
Purchased Trans. (ADA)			\$0		0.00%	\$0
Other Operating Expenses	\$100,730	\$355,680	\$174,019	\$237,046	135.33%	\$233,624
<b>TOTAL EXPENSES</b>	<b>\$ 7,565,492</b>	<b>\$ 7,714,374</b>	<b>\$ 7,473,980</b>	<b>\$ 9,219,209</b>	<b>21.86%</b>	<b>\$9,529,398</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 1,498,269	\$ 986,226	\$ 476,509	\$ 992,570	-33.75%	\$975,000
Non-transportation Revenue	\$ 122,300	\$ 14,654	\$ 35,332	\$ 3,850	-96.85%	\$3,850
Revenue Replacement	\$ 519,834	\$ 443,807	\$ 363,359	\$ 506,627	-2.54%	\$521,825
Interest						
Interest						
Agency Funding	\$ 787,621	\$ 649,214	\$ 522,619	\$ 745,430	-5.36%	\$767,794
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,928,024</i>	<i>\$ 2,093,901</i>	<i>\$ 1,397,819</i>	<i>\$ 2,248,477</i>	<i>-23.21%</i>	<i>\$2,268,469</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5311	\$ 97,541	\$ 116,551	\$ 216,044	\$ 395,229	305.19%	\$387,300
Federal Capital for Operating 5307	\$ -	\$ 337,852	\$ 3,796,195	\$ 5,688,483	1583.72%	\$5,201,167
State Operating Assistance	\$ 3,889,932	\$ 4,515,763	\$ 1,413,921	\$ 237,020	-93.91%	\$1,008,853
Local/Non-Federal Operating Assistance	\$ 649,995	\$ 650,307	\$ 650,001	\$ 650,000	0.00%	\$663,609
Prior Year Carryover			\$ -	\$ -		
<i>Total Operating Assistance</i>	<i>\$ 4,637,468</i>	<i>\$ 5,620,473</i>	<i>\$ 6,076,161</i>	<i>\$ 6,970,732</i>	<i>50.31%</i>	<i>\$7,260,929</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 7,565,492</b>	<b>\$ 7,714,374</b>	<b>\$ 7,473,980</b>	<b>\$ 9,219,209</b>	<b>21.86%</b>	<b>\$9,529,398</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>	<b>(\$0)</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	710,541	547,449	307,511	435,047	-38.77%	550,000
Originating Passengers Shared Ride	81,146	63,572	50,747	65,900	-18.79%	72,000
Transfers	49,668	30,351	20,367	28,814	-41.99%	37,250
<i>Total Passengers</i>	<i>841,355</i>	<i>641,372</i>	<i>378,625</i>	<i>529,761</i>	<i>-37.03%</i>	<i>749,250</i>
Total Revenue Vehicle Miles	1,215,036	1,077,932	942,640	995,660	-18.06%	996,000
Total Revenue Vehicle Hours	73,152	65,196	58,797	60,267	-17.61%	61,000
Passengers/Revenue Vehicle Mile	0.69	0.60	0.40	0.53	-23.16%	0.75
Passengers/Revenue Vehicle Hour	11.50	9.84	6.44	8.79	-23.57%	12.28
Operating Expense per Passenger Trip	\$ 8.99	\$ 12.03	\$ 19.74	\$ 17.40	93.53%	\$ 12.72
Operating Expense per Revenue Mile	\$ 6.23	\$ 7.16	\$ 7.93	\$ 9.26	48.71%	\$ 9.57
Operating Expense per Revenue Hour	\$ 103.42	\$ 118.33	\$ 127.11	\$ 152.97	47.91%	\$ 156.22
Farebox Recovery	38.70%	27.14%	18.70%	24.39%	-36.98%	23.80%
Operating Ratio	2.58	3.68	5.35	4.10	58.69%	4.20

**Capital Assistance**

Federal Capital Assistance	3,397,959	266,382	1,679,164	2,038,441
State Capital Assistance	976,320	319,587	2,333,009	2,553,999
Local Capital Assistance	55,460	13,084	83,341	85,111
<b>Total Capital Assistance</b>	<b>4,429,739</b>	<b>599,053</b>	<b>4,095,514</b>	<b>4,677,551</b>

**BEAVER COUNTY  
TRANSIT AUTHORITY**

**Capacity and Plans**

Current Year FY  
2022-2023

% change:  
2023-27

		FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ 1,766,849	\$1,828,688	\$1,892,692	\$1,958,937	\$2,027,499	14.75%
Other Salaries	\$ 2,993,333	\$3,098,099	\$3,206,533	\$3,318,762	\$3,434,918	14.75%
Fringe Benefits	\$ 1,573,079	\$1,628,137	\$1,685,121	\$1,744,101	\$1,805,144	14.75%
Services	\$ 1,011,394	\$1,041,736	\$1,072,988	\$1,105,178	\$1,138,333	12.55%
Fuel & Lubricants	\$ 711,423	\$746,994	\$784,344	\$823,561	\$864,739	21.55%
Tires & Tubes	\$ 74,160	\$76,385	\$78,676	\$81,037	\$83,468	12.55%
Other Materials	\$ 645,293	\$664,652	\$684,591	\$705,129	\$726,283	12.55%
Utilities	\$ 244,719	\$252,060	\$259,622	\$267,411	\$275,433	12.55%
Casualty & Liability	\$ 272,950	\$281,139	\$289,573	\$298,260	\$307,208	12.55%
Taxes	\$ 2,575	\$2,652	\$2,732	\$2,814	\$2,898	12.55%
Other Operating Expenses	\$ 233,624	\$238,888	\$242,477	\$246,173	\$249,981	7.00%
<b>TOTAL EXPENSES</b>	<b>\$ 9,529,398</b>	<b>\$ 9,859,430</b>	<b>\$ 10,199,350</b>	<b>\$ 10,551,361</b>	<b>\$ 10,915,905</b>	<b>14.55%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 975,000	\$ 1,000,000	\$ 1,025,000	\$ 1,050,000	\$ 1,075,000	10.26%
Non-transportation Revenue	\$ 3,850	\$ 3,850	\$ 3,850	\$ 3,850	\$ 3,850	0.00%
Revenue Replacement	\$ 521,825	\$ 537,480	\$ 553,604	\$ 570,212	\$ 587,318	12.55%
Agency Funding	\$ 767,794	\$ 790,828	\$ 814,553	\$ 838,989	\$ 864,159	12.55%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,268,469</i>	<i>\$ 2,332,158</i>	<i>\$ 2,397,007</i>	<i>\$ 2,463,051</i>	<i>\$ 2,530,327</i>	<i>11.54%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5311	\$ 387,300	\$240,000	\$240,000	\$240,000	\$240,000	-38.03%
Federal Capital for Operating 5307	\$ 5,201,167	\$0	\$0	\$0	\$1,640,253	-68.46%
State Operating Assistance	\$ 1,008,853	\$6,610,391	\$6,871,924	\$7,144,083	\$5,787,014	473.62%
Local/Non-Federal Operating Assistance	\$ 663,609	\$676,881	\$690,419	\$704,227	\$718,311	8.24%
Prior Year Carryover	\$ -					
<i>Total Operating Assistance</i>	<i>\$ 7,260,929</i>	<i>\$ 7,527,272</i>	<i>\$ 7,802,343</i>	<i>\$ 8,088,310</i>	<i>\$ 8,385,578</i>	<i>15.49%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 9,529,398</b>	<b>\$ 9,859,430</b>	<b>\$ 10,199,350</b>	<b>\$ 10,551,361</b>	<b>\$ 10,915,905</b>	<b>14.55%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	550,000	575,000	600,000	625,000	650,000	18.18%
Originating Passengers Shared Ride	72,000	74,000	76,000	78,000	80,000	11.11%
Transfers	37,250	39,250	41,250	43,250	45,250	21.48%
<i>Total Passengers</i>	<i>529,761</i>	<i>688,250</i>	<i>717,250</i>	<i>746,250</i>	<i>775,250</i>	<i>46.34%</i>
Total Revenue Vehicle Miles	996,000	996,000	996,000	996,000	996,000	0.00%
Total Revenue Vehicle Hours	61,000	61,000	61,000	61,000	61,000	0.00%
Passengers/Revenue Vehicle Mile	0.53	0.69	0.72	0.75	0.78	46.34%
Passengers/Revenue Vehicle Hour	8.68	11.28	11.76	12.23	12.71	46.34%
Operating Expense per Passenger Trip	\$ 17.99	\$ 14.33	\$ 14.22	\$ 14.14	\$ 14.08	-21.72%
Operating Expense per Revenue Mile	\$ 9.57	\$ 9.90	\$ 10.24	\$ 10.59	\$ 10.96	14.55%
Operating Expense per Revenue Hour	\$ 156.22	\$ 161.63	\$ 167.20	\$ 172.97	\$ 178.95	14.55%
Farebox Recovery	23.80%	23.65%	23.50%	23.34%	23.18%	-2.62%
Operating Ratio	4.20	4.23	4.26	4.28	4.31	2.70%

Financial Capacity Documentation  
 Southwestern Pennsylvania Commission Butler Transit Authority Program  
 Fiscal Years 2023 – 2026

**Financial Condition and Capacity Trends**

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Rural Operating Assistance increased 5.35%
- Total State Operating Assistance – Increase on average of 3.8% from 2019.
- Total Local Revenue – Remained stable over the last many years, and BTA maintains a healthy Local Reserve
- Total Fares – falling from diminished ridership from Covid 19. Not statistically valid.

Expense Trends

- Program Expenses –Have increased an average of 6% over the last 4 years- which has occurred as BTA has added commuter service expenses to the regular budget.

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	163,990		.0883		7.73%		10.04
FY 19/20	156,918		.0914		6.68%		8.61
FY 20/21	127,423		.1150		6.65%		8.30
FY 21/22	134,131		.1162		6.41%		8.06

  

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

## **Projected Financial Condition and Capacity**

### Revenue Projections

- Total Federal Revenue – > 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 experience flat to decreasing ridership on the fixed route service. BTA has implemented Commuter service and over the next four fiscal years BTA anticipates that the commuter service will improve overall productivity of the entire system. Funding is more than adequate to sustain BTA's current service levels.**

## Conditions and Trends

### Butler Transit Authority

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$292,143	\$323,332	\$387,084	\$391,784	34.11%	\$ 415,291
Other Salaries					#DIV/0!	
Fringe Benefits	\$174,359	\$161,899	\$109,639	\$119,469	-31.48%	\$ 123,053
Services	\$208,911	\$232,737	\$211,018	\$242,489	16.07%	\$ 249,764
Fuel & Lubricants	\$97,531	\$75,067	\$123,902	\$181,410	86.00%	\$ 186,852
Tires & Tubes	\$0	\$0	\$0	\$1,030	#DIV/0!	\$ 1,061
Other Materials	\$25,282	\$44,312	\$28,041	\$47,439	87.64%	\$ 48,862
Leases & Rentals	\$48,054	\$20,424	\$26,314	\$29,638	-38.32%	\$ 30,527
Utilities	\$56,439	\$45,663	\$64,547	\$65,658	16.33%	\$ 67,628
Casualty & Liability	\$22,950	\$29,650	\$25,712	\$32,067	39.73%	\$ 33,029
Taxes					#DIV/0!	
Purchased Trans. (Fixed Route)	\$789,966	\$821,751	\$846,817	\$1,062,115	34.45%	\$ 1,548,198
Purchased Trans. (Shared Ride)					#DIV/0!	
Purchased Trans. (ADA)	\$212,872	\$191,548	\$126,687	\$134,986	-36.59%	\$ 139,036
Other Operating Expenses	\$51,718	\$73,273	-\$77,462	\$147,666	185.52%	\$ 152,096
<b>TOTAL EXPENSES</b>	<b>\$ 1,980,225</b>	<b>\$ 2,019,656</b>	<b>\$ 1,872,299</b>	<b>\$ 2,455,751</b>	<b>24.01%</b>	<b>\$ 2,995,397</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 153,159	\$ 135,000	\$ 124,458	\$ 157,329	2.72%	\$ 267,503
ADA Fares	\$ 16,520	\$ 13,978	\$ 8,690	\$ 9,528	-42.32%	\$ 9,623
Advertising	\$ 18,982	\$ 24,000	\$ 19,431	\$ 30,101	58.58%	\$ 30,101
Route Guarantee					#DIV/0!	
Interest					#DIV/0!	
MATP					#DIV/0!	
Area Agency on Aging					#DIV/0!	
Other Sponsors					#DIV/0!	
Other Non-Subsidy	\$ 10,145	\$ 1,000	\$ 2,796	\$ 1,000	-90.14%	\$ 1,000
<i>Total Non-Subsidy Revenue</i>	<i>\$ 198,806</i>	<i>\$ 173,978</i>	<i>\$ 155,375</i>	<i>\$ 197,958</i>	<i>-0.43%</i>	<i>\$ 308,227</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 890,709	\$ 795,166	\$ 1,507,065	\$ 1,128,896	26.74%	\$ 1,297,885
Federal Capital for Operating				\$ 102,625	#DIV/0!	\$ 95,870
State Operating Assistance	\$ 838,293	\$ 995,474	\$ 152,069	\$ 965,592	15.19%	\$ 1,229,700
Local/Non-Federal Operating Assistance	\$ 52,417	\$ 55,038	\$ 57,790	\$ 60,680	15.76%	\$ 63,714
Prior Year Carryover						
<i>Total Operating Assistance</i>	<i>\$ 1,781,419</i>	<i>\$ 1,845,678</i>	<i>\$ 1,716,924</i>	<i>\$ 2,257,793</i>	<i>26.74%</i>	<i>\$ 2,687,169</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,980,225</b>	<b>\$ 2,019,656</b>	<b>\$ 1,872,299</b>	<b>\$ 2,455,751</b>	<b>24.01%</b>	<b>\$ 2,995,397</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>#DIV/0!</b>	<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	138636	129505	106196	113055	-18.45%	114186
Senior Citizen	40581	37873	31310	31623	-22.07%	31939
Half-Fare	1704	1237	837	845	-50.41%	853
Paratransit	6608	5109	3476	3511	-46.87%	3546
<i>Total Passengers</i>	<i>187529</i>	<i>173724</i>	<i>141819</i>	<i>149034</i>	<i>-20.53%</i>	<i>150525</i>
Total Revenue Vehicle Miles	163965	157090	159270	181855	10.91%	181855
Total Revenue Vehicle Hours	14480	14341.96	14653	15592	7.68%	15592
Passengers/Revenue Vehicle Mile	1.14	1.11	0.89	0.82	-28.35%	0.83
Passengers/Revenue Vehicle Hour	12.95	12.11	9.68	9.56	-26.20%	9.65
Operating Expense per Passenger Trip	\$ 10.56	\$ 11.63	\$ 13.20	\$ 16.48	56.05%	\$ 19.90
Operating Expense per Revenue Mile	\$ 12.08	\$ 12.86	\$ 11.76	\$ 13.50	11.81%	\$ 16.47
Operating Expense per Revenue Hour	\$ 136.76	\$ 140.82	\$ 127.77	\$ 157.50	15.17%	\$ 192.11
Farebox Recovery	7.73%	6.68%	6.65%	6.41%	-17.17%	8.93%
Operating Ratio	10.04%	8.61%	8.30%	8.06%	-19.71%	10.29%



# Butler Transit Authority

## Capacity and Plans

Inflation Factor: 0.03

Current Year FY

% change:

2022-2023

FY 2023-24

FY 2024-25

FY 2026-25

FY 2026-27

2023-27

EXPENSES	2022-2023	FY 2023-24	FY 2024-25	FY 2026-25	FY 2026-27	% change: 2023-27
<b>Operating Expense</b>						
Operating Salary & Wages	\$415,291	\$436,056	\$449,137	\$462,611	\$476,490	14.74%
Other Salaries						#DIV/0!
Fringe Benefits	\$123,053	\$126,745	\$130,547	\$134,463	\$138,497	12.55%
Services	\$249,764	\$257,257	\$264,974	\$272,924	\$281,111	12.55%
Fuel & Lubricants	\$186,852	\$192,458	\$198,232	\$204,179	\$210,304	12.55%
Tires & Tubes	\$1,061	\$1,093	\$1,126	\$1,159	\$1,194	12.55%
Other Materials	\$48,862	\$50,328	\$51,838	\$53,393	\$54,995	12.55%
Leases & Rentals	\$30,527	\$31,443	\$32,386	\$33,358	\$34,359	12.55%
Utilities	\$67,628	\$69,657	\$71,746	\$73,899	\$76,116	12.55%
Casualty & Liability	\$33,029	\$34,020	\$35,040	\$36,092	\$37,174	12.55%
Taxes		\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (Fixed Route)	\$1,548,198	\$1,594,644	\$1,642,483	\$1,741,032	\$1,793,263	15.83%
Purchased Trans. (Shared Ride)		\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (ADA)	\$139,036	\$143,207	\$147,503	\$151,928	\$156,486	12.55%
Other Operating Expenses	\$152,096	\$156,659	\$161,359	\$166,199	\$171,185	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 2,995,397</b>	<b>\$ 3,093,564</b>	<b>\$ 3,186,371</b>	<b>\$ 3,331,237</b>	<b>\$ 3,431,174</b>	<b>15%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$267,503	\$270,178	\$272,880	\$275,609	\$278,365	4.06%
ADA Fares	\$9,623	\$9,720	\$9,817	\$9,915	\$10,014	4.06%
Advertising	\$30,101	\$30,402	\$30,706	\$31,013	\$31,323	0.04060401
Route Guarantee		\$0	\$0	\$0	\$0	#DIV/0!
Interest		\$0	\$0	\$0	\$0	#DIV/0!
MATP		\$0	\$0	\$0	\$0	#DIV/0!
Area Agency on Aging		\$0	\$0	\$0	\$0	#DIV/0!
Other Sponsors		\$0	\$0	\$0	\$0	#DIV/0!
Other Non-Subsidy	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	0
<i>Total Non-Subsidy Revenue</i>	<i>\$ 308,227</i>	<i>\$ 311,300</i>	<i>\$ 314,403</i>	<i>\$ 317,537</i>	<i>\$ 320,702</i>	<i>4.05%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$1,297,885	\$1,240,274	\$1,288,635	\$1,387,717	\$1,440,489	10.99%
Federal Capital for Operating	\$95,870	\$208,500	\$208,500	\$208,500	\$208,500	117.48%
State Operating Assistance	\$1,229,700	\$1,266,591	\$1,304,589	\$1,343,726	\$1,384,038	12.55%
Local/Non-Federal Operating Assistance	\$63,714	\$66,900	\$70,245	\$73,757	\$77,445	21.55%
Prior Year Carryover						
<i>Total Operating Assistance</i>	<i>\$ 2,687,169</i>	<i>\$ 2,782,265</i>	<i>\$ 2,871,968</i>	<i>\$ 3,013,700</i>	<i>\$ 3,110,472</i>	<i>16%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 2,995,397</b>	<b>\$ 3,093,564</b>	<b>\$ 3,186,371</b>	<b>\$ 3,331,237</b>	<b>\$ 3,431,174</b>	<b>15%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	114186	115,328	116,481	117,646	118,822	4.06%
Senior Citizen	31939	32,259	32,581	32,907	33,236	4.06%
Half-Fare	853	862	871	879	888	4.06%
Paratransit	3546	3,652	3,762	3,875	3,991	12.55%
<i>Total Passengers</i>	<i>150525</i>	<i>152101</i>	<i>153695</i>	<i>155307</i>	<i>156938</i>	<i>4.26%</i>
Total Revenue Vehicle Miles	181855	181855	194121	194121	194121	0.067449342
Total Revenue Vehicle Hours	15592	15592	18764	18764	18764	0.20343766
Passengers/Revenue Vehicle Mile	0.83	0.84	0.79	0.80	0.81	-2.33%
Passengers/Revenue Vehicle Hour	9.65	9.76	8.19	8.28	8.36	-13.36%
Operating Expense per Passenger Trip	\$ 19.90	\$ 20.34	\$ 20.73	\$ 21.45	\$ 21.86	9.87%
Operating Expense per Revenue Mile	\$ 16.47	\$ 17.01	\$ 16.41	\$ 17.16	\$ 17.68	7.31%
Operating Expense per Revenue Hour	\$ 192.11	\$ 198.41	\$ 169.81	\$ 177.53	\$ 182.86	-4.82%
Farebox Recovery	8.93%	8.73%	8.56%	8.27%	8.11%	-9.16%
Operating Ratio	10.29%	10.06%	9.87%	9.53%	9.35%	-9.17%

Financial Capacity Documentation  
**Fayette Area Coordinated Transportation**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Urban Operating Assistance increased 76%
- Total State Operating Assistance – Decreased 6% from 2019.
- Total Local Revenue – Remained stable over the last many years.
- Total Fares – decreased 20%, compared with 2019.

Expense Trends

- Program Expenses – Expenses have decreased an average of 11% over the last 4 years

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	129,396		4.18		11.88		8.41
FY 19/20	98,380		3.31		7.59%		13.47
FY 20/21	57,971		2.48		6.07%		16.46
FY 21/22	70,000		2.5		7%		6.0

  

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

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal Preventative Maintenance) – Expected to remain level over the next 4 years
- Total State Revenue (Includes Section 1513) – Expected to increase by 3% 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 3% over the next 4 years. The amount of local match for State Operating Assistance is required to increase by 3% per year
- Total Fixed Route Fares – Expected to remain the same.
- Total Shared-Ride Fares – Expected to remain the same.

### **Expense Projections**

- Administrative Expenses for Fixed Route – Expected to increase by 2.0% per year for the next 4 years
- Administrative Expenses for Shared Ride – Expected to increase by 2.0% per year for the next 4 years
- Operating Expenses for Fixed Route – Expected to increase by 2.0% per year for the next 4 years
- Operating Expenses for Shared Ride – Expected to increase by 2.0% 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. 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
- Farebox Recovery for Shared Ride is expected to increase over the next 4 years (Shared Ride is expected to cover expenses 100% using Passenger Fares and State Operating Assistance - ADA Trips)
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

## **CONCLUSIONS**

From the information presented above, Fayette Area Coordinated Transportation 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 FACT's future financial and statistical goals.

# Fayette Area Coordinated Transportation

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2023-24
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$327,070	\$340,005	\$411,179	\$431,737.95	32.00%	\$ 440,373
Other Salaries	\$131,768	\$143,038	\$259,661	\$272,644	106.91%	\$ 278,097
Fringe Benefits	\$291,344	\$273,904	\$404,923	\$425,169	45.93%	\$ 433,673
Services	\$238,282	\$184,461	\$166,610	\$183,271	-23.09%	\$ 185,104
Fuel & Lubricants	\$153,067	\$142,611	\$139,448	\$153,393	0.21%	\$ 154,927
Tires & Tubes	\$25,412	\$35,164	\$45,229	\$49,752	95.78%	\$ 50,249
Other Materials	\$80,027	\$56,337	\$59,120	\$65,032	-18.74%	\$ 65,682
Leases & Rentals	\$0	\$0	\$0	\$0		\$ -
Utilities	\$65,578	\$42,621	\$97,515	\$107,267	63.57%	\$ 108,339
Casualty & Liability	\$0	\$0	\$0	\$0		\$ -
Taxes	\$0	\$0	\$0	\$0		\$ -
Purchased Trans. (Fixed Route)	\$464,798	\$344,533	\$0	\$0	-100.00%	\$ -
Purchased Trans. (Shared Ride)	\$39,181	\$36,352	\$0	\$0	-100.00%	\$ -
Purchased Trans. (ADA)	\$280	\$0	\$0	\$0	-100.00%	\$ -
Purchased Trans. (Other)	\$151,227	\$93,707		\$0	-100.00%	\$ -
Other Operating Expenses	\$18,979	\$29,005	\$67,979	\$74,777	294.00%	\$ 75,525
<b>TOTAL EXPENSES</b>	<b>\$ 1,987,013</b>	<b>\$ 1,721,738</b>	<b>\$ 1,651,664</b>	<b>\$ 1,763,042</b>	<b>-11.27%</b>	<b>\$ 1,791,968</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 151,217	\$ 112,868	\$ 78,985	\$ 86,884	-42.54%	\$ 87,752
ADA Fares	\$ 22,612	\$ 16,922	\$ 20,373	\$ 22,410	-0.89%	\$ 22,634
Advertising	\$ 6,325	\$ (2,235)	\$ 1,430	\$ 1,573	-75.13%	\$ 1,589
Route Guarantee						
Interest						
MATP	\$ 1,295,929	\$ 805,582	\$ 926,356	\$ 1,018,992	-21.37%	\$ 1,029,182
Area Agency on Aging	\$ 40,637	\$ 37,730	\$ 25,242	\$ 27,766	-31.67%	\$ 28,044
Other Sponsors	\$ 474,417	\$ 377,551	\$ 380,184	\$ 418,202	-11.85%	\$ 422,384
Other Non-Subsidy	\$ 32,345	\$ 22,940		\$ -	-100.00%	\$ -
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,023,482</i>	<i>\$ 1,371,358</i>	<i>\$ 1,432,570</i>	<i>\$ 1,575,827</i>	<i>-22.12%</i>	<i>\$ 1,591,585</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 763,011	\$ 760,472	\$ 1,314,864	\$ 1,350,000	76.93%	\$ 1,363,500
Federal Capital for Operating	\$ 530,139	\$ 488,771	\$ 408,681	\$ 500,000	-5.69%	\$ 505,000
State Operating Assistance	\$ 744,672	\$ 569,920	\$ 41,912	\$ 42,000	-94.36%	\$ 42,420
Local/Non-Federal Operating Assistance	\$ 173,570	\$ 169,712	\$ 201,665	\$ 218,862	26.09%	\$ 221,050
Prior Year Carryover						
<i>Total Operating Assistance</i>	<i>\$ 2,211,392</i>	<i>\$ 1,988,875</i>	<i>\$ 1,967,122</i>	<i>\$ 2,110,862</i>	<i>-4.55%</i>	<i>\$ 2,131,970</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 4,234,874</b>	<b>\$ 3,360,233</b>	<b>\$ 3,399,692</b>	<b>\$ 3,686,689</b>	<b>-12.94%</b>	<b>\$ 3,723,555</b>
<b>SURPLUS/DEFICIT</b>	<b>\$2,247,861</b>	<b>\$1,638,495</b>	<b>\$1,748,028</b>	<b>\$1,923,646</b>	<b>-14.42%</b>	<b>\$1,931,587</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	127,898	86,627	99,380	109,318	-14.53%	\$ 110,411
Senior Citizen	26,412	15,850	18,463	20,309	-23.11%	\$ 20,512
Half-Fare	12,950	6,448		-	-100.00%	\$ -
Paratransit	129,475	706,026		-	-100.00%	\$ -
<i>Total Passengers</i>	<i>296735</i>	<i>814951</i>	<i>117843</i>	<i>129627</i>	<i>-56.32%</i>	<i>\$ 130,924</i>
Total Revenue Vehicle Miles	525,409	387,761	526,980	579,678	10.33%	\$ 585,475
Total Revenue Vehicle Hours	30,908	22,608	27,329	30,062	-2.74%	\$ 30,363
Passengers/Revenue Vehicle Mile	0.56	2.10	0.22	0.22	-60.41%	0.22
Passengers/Revenue Vehicle Hour	9.60	36.05	4.31	4.31	-55.09%	4.31
Operating Expense per Passenger Trip	\$ 6.70	\$ 2.11	\$ 14.02	\$ 13.60	103.11%	\$ 13.69
Operating Expense per Revenue Mile	\$ 3.78	\$ 4.44	\$ 3.13	\$ 3.04	-19.58%	\$ 3.06
Operating Expense per Revenue Hour	\$ 64.29	\$ 76.16	\$ 60.44	\$ 58.65	-8.77%	\$ 59.02
Farebox Recovery	101.84%	79.65%	86.73%	89.38%	-12.23%	88.82%
Operating Ratio	0.98	1.26	1.15	1.12	13.93%	1.13

# Fayette Area Coordinated Transportation

## Capacity and Plans

Inflation Factor:

0.03

Current Year

FY 2022-2023

FY 2023-24

FY 2024-25

FY 2026-25

FY 2026-27

% change:

2023-27

### EXPENSES

#### Operating Expense

Operating Salary & Wages	\$440,373	\$453,584	\$467,191	\$481,207	\$495,643	12.55%
Other Salaries	\$278,097	\$286,440	\$295,033	\$303,884	\$313,001	12.55%
Fringe Benefits	\$433,673	\$446,683	\$460,083	\$473,886	\$488,102	12.55%
Services	\$185,104	\$190,657	\$196,377	\$202,268	\$208,336	12.55%
Fuel & Lubricants	\$154,927	\$159,575	\$164,362	\$169,293	\$174,371	12.55%
Tires & Tubes	\$50,249	\$51,757	\$53,310	\$54,909	\$56,556	12.55%
Other Materials	\$65,682	\$67,653	\$69,682	\$71,773	\$73,926	12.55%
Leases & Rentals	\$0	\$0	\$0	\$0	\$0	
Utilities	\$108,339	\$111,589	\$114,937	\$118,385	\$121,937	12.55%
Casualty & Liability	\$0	\$0	\$0	\$0	\$0	
Taxes	\$0	\$0	\$0	\$0	\$0	
Purchased Trans. (Fixed Route)	\$0	\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (Shared Ride)	\$0	\$0	\$0	\$0	\$0	#DIV/0!
Purchased Trans. (ADA)	\$0	\$0	\$0	\$0	\$0	
Purchased Trans. (Other)	\$0	\$0	\$0	\$0	\$0	#DIV/0!
Other Operating Expenses	\$75,525	\$77,790	\$80,124	\$82,528	\$85,004	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 1,791,968</b>	<b>\$ 1,845,727</b>	<b>\$ 1,901,099</b>	<b>\$ 1,958,132</b>	<b>\$ 2,016,876</b>	<b>12.55%</b>

### REVENUES

#### Non-Subsidy Revenue

Passenger Fares	\$ 87,752	\$90,385	\$93,096	\$95,889	\$98,766	12.55%
ADA Fares	\$ 22,634	\$23,313	\$24,013	\$24,733	\$25,475	12.55%
Advertising	\$ 1,589	\$1,636	\$1,685	\$1,736	\$1,788	12.55%
Route Guarantee	\$ -	\$0	\$0	\$0	\$0	
Interest	\$ -	\$0	\$0	\$0	\$0	
MATP	\$ 1,029,182	\$1,060,057	\$1,091,859	\$1,124,614	\$1,158,353	12.55%
Area Agency on Aging	\$ 28,044	\$28,885	\$29,752	\$30,644	\$31,564	12.55%
Other Sponsors	\$ 422,384	\$435,056	\$448,108	\$461,551	\$475,397	12.55%
Other Non-Subsidy	\$ -	\$0	\$0	\$0	\$0	#DIV/0!
<i>Total Non-Subsidy Revenue</i>	<i>\$ 1,591,585</i>	<i>\$ 1,639,333</i>	<i>\$ 1,688,513</i>	<i>\$ 1,739,168</i>	<i>\$ 1,791,343</i>	<i>12.55%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 1,363,500	\$1,404,405	\$1,446,537	\$1,489,933	\$1,534,631	12.55%
Federal Capital for Operating	\$ 505,000	\$520,150	\$535,755	\$551,827	\$568,382	
State Operating Assistance	\$ 42,420	\$43,693	\$45,003	\$46,353	\$47,744	12.55%
Local/Non-Federal Operating Assistance	\$ 221,050	\$227,682	\$234,512	\$241,547	\$248,794	12.55%
Prior Year Carryover	\$ -					
<i>Total Operating Assistance</i>	<i>\$ 2,131,970</i>	<i>\$ 2,195,929</i>	<i>\$ 2,261,807</i>	<i>\$ 2,329,661</i>	<i>\$ 2,399,551</i>	<i>12.55%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 3,723,555</b>	<b>\$ 3,835,262</b>	<b>\$ 3,950,320</b>	<b>\$ 4,068,830</b>	<b>\$ 4,190,894</b>	<b>12.55%</b>

<b>SURPLUS/DEFICIT</b>	<b>\$1,931,587</b>	<b>\$1,989,535</b>	<b>\$2,049,221</b>	<b>\$2,110,698</b>	<b>\$2,174,018</b>	<b>12.55%</b>
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### OPERATING STATISTICS & TRENDS

#### Ridership

Adult Fare	110,411	113,724	117,135	120,649	124,269	12.55%
Senior Citizen	20,512	21,128	21,762	22,414	23,087	12.55%
Half-Fare	-	-	-	-	-	#DIV/0!
Paratransit	-	-	-	-	-	#DIV/0!
<i>Total Passengers</i>	<i>130923.573</i>	<i>134851</i>	<i>138897</i>	<i>143064</i>	<i>147356</i>	<i>12.55%</i>
Total Revenue Vehicle Miles	585,475	603,039	621,130	639,764	658,957	12.55%
Total Revenue Vehicle Hours	30,363	31,273	32,212	33,178	34,173	12.55%
Passengers/Revenue Vehicle Mile	0.22	0.22	0.22	0.22	0.22	0.00%
Passengers/Revenue Vehicle Hour	4.31	4.31	4.31	4.31	4.31	0.00%
Operating Expense per Passenger Trip	\$ 13.69	\$ 13.69	\$ 13.69	\$ 13.69	\$ 13.69	0.00%
Operating Expense per Revenue Mile	\$ 3.06	\$ 3.06	\$ 3.06	\$ 3.06	\$ 3.06	0.00%
Operating Expense per Revenue Hour	\$ 59.02	\$ 59.02	\$ 59.02	\$ 59.02	\$ 59.02	0.00%
Farebox Recovery	88.82%	88.82%	88.82%	88.82%	88.82%	0.00%
Operating Ratio	1.13	1.13	1.13	1.13	1.13	0.00%

Financial Capacity Documentation  
Greene County Transportation Program  
Fiscal Years 2023 – 2026

**Financial Condition and Capacity Trends**

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Operating Assistance, including COVID-19 recovery funding, totaled \$396,775 from 2020 to 2022.
- Total Local Revenue – increased over the 16.7%.
- Total Fares – increased 5.95%.

Expense Trends

- Program Expenses – Expenses have been stable over the last 4 years.

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	35,689		1.69		92.81%		1.08
FY 19/20	35,309		2.03		84.14%		1.19
FY 20/21	28,222		1.87		75.01		1.33
FY 21/22	35,499		1.84		86.92		1.15

  

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

# Greene County Human Services

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23	% change since COVID-19
<b>EXPENSES</b>							
<b>Operating Expense</b>							
Operating Salary & Wages	\$454,763	\$422,885	\$389,046	\$447,600	-1.58%	\$ 514,740.00	5.84%
Other Salaries	\$150,783	\$159,503	\$149,432	\$158,246	4.95%	\$ 181,982.90	-0.79%
Fringe Benefits	\$226,031	\$230,451	\$248,098	\$232,806	3.00%	\$ 267,726.90	1.02%
Services	\$35,974	\$51,390	\$61,093	\$44,555	23.85%	\$ 51,238.25	-13.30%
Fuel & Lubricants	\$127,990	\$98,138	\$87,078	\$115,326	-9.89%	\$ 132,624.90	17.51%
Tires & Tubes	\$24,462	\$16,047	\$2,482	\$20,660	-15.54%	\$ 23,759.00	28.75%
Other Materials	\$18,663	\$28,829	\$20,800	\$24,221	29.78%	\$ 27,854.15	-15.98%
Leases & Rentals	\$2,188	\$5,982	\$1,622	\$4,167	90.45%	\$ 4,792.05	-30.34%
Utilities	\$11,055	\$10,661	\$11,121	\$11,075	0.18%	\$ 12,736.25	3.88%
Casualty & Liability	\$25,848	\$0	\$0	\$0	-100.00%		#DIV/0!
Taxes	\$0	\$0					#DIV/0!
Purchased Trans. (Fixed Route)							#DIV/0!
Purchased Trans. (Shared Ride)							#DIV/0!
Purchased Trans. (ADA)							#DIV/0!
Other Operating Expenses	\$220,650	\$221,799	\$249,002	\$235,000	6.50%	\$ 270,250.00	5.95%
<b>TOTAL EXPENSES</b>	<b>\$ 1,298,407</b>	<b>\$ 1,245,685</b>	<b>\$ 1,219,774</b>	<b>\$ 1,293,656</b>	<b>-0.37%</b>	<b>\$ 1,487,704</b>	<b>3.85%</b>
<b>REVENUES</b>							
<b>Non-Subsidy Revenue</b>							
Passenger Fares	\$ 23,257	\$ 20,797	\$ 17,614	\$ 22,027	-5.29%	\$ 22,247.27	5.91%
ADA Fares							#DIV/0!
Advertising							#DIV/0!
Route Guarantee							#DIV/0!
Interest	\$ 2,900	\$ 2,290	\$ 590	\$ 450	-84.48%	\$ 454.50	-80.35%
MATP	\$ 701,280	\$ 629,460	\$ 646,941	\$ 665,370	-5.12%	\$ 685,331.10	5.70%
Area Agency on Aging	\$ 28,757	\$ 20,667	\$ 8,754	\$ 24,712	-14.07%	\$ 24,959.12	19.57%
Other- SR-Lottery/PwD Reimbursement	\$ 332,144	\$ 285,001	\$ 207,256	\$ 308,572	-7.10%	\$ 311,657.72	8.27%
Other Non-Subsidy	\$ 116,658	\$ 89,852	\$ 33,833	\$ 103,255	-11.49%	\$ 104,287.55	14.92%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 1,204,996</i>	<i>\$ 1,048,067</i>	<i>\$ 914,988</i>	<i>\$ 1,124,386</i>	<i>-6.69%</i>	<i>\$ 1,148,937.26</i>	<i>7.28%</i>
<b>Operating Assistance</b>							
Federal Operating Assistance			\$ 315,032	\$ 81,743			#DIV/0!
Federal Capital for Operating					#DIV/0!		#DIV/0!
State Operating Assistance							#DIV/0!
Local/Non-Federal Operating Assistance	\$ 34,951	\$ 75,000	\$ 87,527	\$ 87,527	150.43%	\$ 87,527	16.70%
Prior Year Carryover	\$ 58,460	\$ -					#DIV/0!
<i>Total Operating Assistance</i>	<i>\$ 93,411</i>	<i>\$ 75,000</i>	<i>\$ 402,559</i>	<i>\$ 169,270</i>	<i>81.21%</i>	<i>\$ 87,527</i>	<i>125.69%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,298,407</b>	<b>\$ 1,123,067</b>	<b>\$ 1,317,547</b>	<b>\$ 1,293,656</b>	<b>-0.37%</b>	<b>\$ 1,236,464</b>	<b>15.19%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>-\$122,618</b>	<b>\$97,773</b>	<b>\$0</b>	<b>#DIV/0!</b>	<b>-\$251,240</b>	
<b>OPERATING STATISTICS &amp; TRENDS</b>							
<b>Ridership</b>							
Adult Fare							#DIV/0!
Senior Citizen							#DIV/0!
Half-Fare							#DIV/0!
Paratransit	35689	35,309	28,222	35,499		35499	0.54%
<i>Total Passengers</i>	<i>35,689</i>	<i>35,309</i>	<i>28,222</i>	<i>35,499</i>	<i>-0.53%</i>	<i>35499</i>	<i>0.54%</i>
Total Revenue Vehicle Miles	344812	289,522	256,211	317,167	-8.02%	317167	9.55%
Total Revenue Vehicle Hours	21109	17,393	15,086	19,251	-8.80%	19251	10.68%
Passengers/Revenue Vehicle Mile	0.10	0.12	0.11	0.11	8.14%	0.11	-8.23%
Passengers/Revenue Vehicle Hour	1.69	2.03	1.87	1.84	9.07%	1.84	-9.17%
Operating Expense per Passenger Trip	\$ 36.38	\$ 35.28	\$ 43.22	\$ 36.44	0.17%	41.91	3.30%
Operating Expense per Revenue Mile	\$ 3.77	\$ 4.30	\$ 4.76	\$ 4.08	8.32%	4.69	-5.20%
Operating Expense per Revenue Hour	\$ 61.51	\$ 71.62	\$ 80.85	\$ 67.20	9.25%	77.28	-6.17%
Farebox Recovery	92.81%	84.14%	75.01%	86.92%	-6.35%	77.23%	3.30%
Operating Ratio	1.08	1.19	1.33	1.15	6.78%	1.29	-3.20%

### Capital Assistance

Federal Capital Assistance	23,899	0	503,748	180,000
State Capital Assistance				160,000
Local Capital Assistance				
<b>Total Capital Assistance</b>	<b>23,899</b>	<b>0</b>	<b>503,748</b>	<b>340,000</b>





Financial Capacity Documentation  
**Indiana County Transit Authority**  
 Fiscal Years 2023 – 2026

**Financial Condition and Capacity Trends**

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Rural Operating Assistance was mostly unchanged (-0.58%)
- Total State Operating Assistance – increased 44.89% from 2019.
- Total Local Revenue – increased 10.25% from 2019
- Total Fares – increased 34.46% compared with 2019.

Expense Trends

- Program Expenses – Expenses increased 27.76% since the start of the pandemic.

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	429,827		9.26		35.45%		2.82
FY 19/20	303,702		8.02		32.09%		3.12
FY 20/21	135,888		3.88		26.75%		3.74
FY 21/22	405,164		12.11		28.11		3.56

*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 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 Preventative Maintenance) – projected to cover deficit for 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 12.55% 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 and Shared Ride Fares – Expected to be unchanged 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 avg. increase by 12.55% over the next 4 years
- Administrative Expenses for Shared Ride – Expected avg. increase by 12.55% over the next 4 years
- Operating Expenses for Fixed Route – Expected avg. increase by 12.55% over the next 4 years
- Operating Expenses for Shared Ride – Expected avg. increase by 12.55% over 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 remain level over the next 4 years (a possible fare increase would increase this % change)
- Farebox Recovery for Shared Ride is expected to stay consistent over the next 4 years (Shared Ride is expected to cover expenses 100% using Passenger Fares and State Operating Assistance -ADA Trips)
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

## **CONCLUSIONS**

From the information presented above, the Indiana County Transit Authority believes that it will have 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.

**INDIANA COUNTY  
TRANSIT AUTHORITY**

**Conditions and Trends**

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23	% change since COVID-19
<b>EXPENSES</b>							
<b>Operating Expense</b>							
Operating Salary & Wages	\$1,126,616	\$1,031,773	\$947,387	\$1,231,069	9.27%	\$1,255,690	19.32%
Other Salaries	\$851,197	\$863,258	\$867,726	\$937,615	10.15%	\$956,367	8.61%
Fringe Benefits	\$751,596	\$730,318	\$707,811	\$911,390	21.26%	\$929,618	24.79%
Services	\$57,308	\$62,128	\$59,282	\$77,954	36.03%	\$79,513	25.47%
Fuel & Lubricants	\$218,105	\$48,828	\$122,788	\$261,477	19.89%	\$266,707	435.51%
Tires & Tubes	\$30,995	\$16,177	\$14,615	\$33,150	6.95%	\$33,813	104.92%
Other Materials	\$173,103	\$139,058	\$142,761	\$197,064	13.84%	\$201,005	41.71%
Leases & Rentals	\$60,188	\$76,055	\$72,005	\$98,226	63.20%	\$100,191	29.15%
Utilities	\$50,229	\$50,094	\$48,528	\$62,067	23.57%	\$63,308	23.90%
Casualty & Liability	\$52,275	\$53,243	\$62,241	\$79,050	51.22%	\$80,630	48.47%
Taxes							#DIV/0!
Purchased Trans. (Fixed Route)							#DIV/0!
Purchased Trans. (Shared Ride)	\$0	\$0	\$0	\$0			#DIV/0!
Purchased Trans. (ADA)	\$0	\$0	\$0	\$0			#DIV/0!
Other Operating Expenses	\$41,835	\$35,594	\$37,116	\$79,723	90.57%	\$81,318	123.98%
<b>TOTAL EXPENSES</b>	<b>\$ 3,413,447</b>	<b>\$ 3,106,526</b>	<b>\$ 3,082,260</b>	<b>\$ 3,968,785</b>	<b>16.27%</b>	<b>\$ 4,048,160</b>	<b>27.76%</b>
<b>REVENUES</b>							
<b>Non-Subsidy Revenue</b>							
Passenger Fares	\$ 97,267	\$ 93,827	\$ 83,683	\$ 116,676	19.95%	\$119,009	24.35%
ADA Fares	\$ 1,331	\$ 1,962	\$ 1,676	\$ 2,040	53.27%	\$2,081	3.98%
Advertising	\$ 33,167	\$ 9,015	\$ 2,605	\$ 20,400	-38.49%	\$20,808	126.29%
Route Guarantee	\$ 484,013	\$ 446,570	\$ 294,439	\$ 465,884	-3.75%	\$465,884	4.32%
Interest							#DIV/0!
MATP	\$ 176,122	\$ 96,620	\$ 169,596	\$ 94,591		\$96,483	-2.10%
Area Agency on Aging	\$ 51,814	\$ 46,993	\$ 36,830	\$ 51,847	0.06%	\$52,884	10.33%
Other- SR-Lottery/PwD Reimbursement	\$ 363,948	\$ 299,345	\$ 234,234	\$ 363,064	-0.24%	\$370,325	21.29%
Other Non-Subsidy	\$ 2,529	\$ 2,485	\$ 1,559	\$ 1,050	-58.48%	\$1,071	-57.75%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 1,210,191</i>	<i>\$ 996,817</i>	<i>\$ 824,622</i>	<i>\$ 1,115,552</i>	<i>-7.82%</i>	<i>\$ 1,128,545</i>	<i>11.91%</i>
<b>Operating Assistance</b>							
Federal Operating Assistance	\$ 347,365	\$ 669,417	\$ 697,991	\$ 665,547	91.60%	\$766,298	-0.58%
Federal Capital for Operating							#DIV/0!
State Operating Assistance	\$ 1,730,896	\$ 1,319,003	\$ 1,855,439	\$ 1,911,102	10.41%	\$1,968,435	44.89%
Local/Non-Federal Operating Assistance	\$ 66,155	\$ 69,463	\$ 72,936	\$ 76,584	15.76%	\$78,882	10.25%
Prior Year Carryover	\$ 58,840	\$ 51,826	\$ -	\$ 200,000	239.90%	\$106,000	285.91%
<i>Total Operating Assistance</i>	<i>\$ 2,203,256</i>	<i>\$ 2,109,709</i>	<i>\$ 2,626,366</i>	<i>\$ 2,853,233</i>	<i>29.50%</i>	<i>\$ 2,919,615</i>	<i>35.24%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 3,413,447</b>	<b>\$ 3,106,526</b>	<b>\$ 3,450,988</b>	<b>\$ 3,968,785</b>	<b>16.27%</b>	<b>\$ 4,048,160</b>	<b>27.76%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,728</b>	<b>\$0</b>		<b>\$0</b>	
<b>OPERATING STATISTICS &amp; TRENDS</b>							
<b>Ridership</b>							
Adult Fare	391,002	271,469	107,577	365,018	-6.65%	365,018	34.46%
Senior Citizen	38,825	32,233	27,734	39,343	1.33%	39,343	22.06%
Half-Fare							#DIV/0!
Paratransit	611	722	577	803	31.42%	803	11.22%
<i>Total Passengers</i>	<i>429,827</i>	<i>303,702</i>	<i>135,888</i>	<i>405,164</i>	<i>-5.74%</i>	<i>405,164</i>	<i>33.41%</i>
Total Revenue Vehicle Miles	641,561	565,705	539,910	612,860	-4.47%	612,860	8.34%
Total Revenue Vehicle Hours	46,400	37,850	35,029	33,462	-27.88%	33,462	-11.59%
Passengers/Revenue Vehicle Mile	0.67	0.54	0.25	0.66	-1.32%	0.66	23.14%
Passengers/Revenue Vehicle Hour	9.26	8.02	3.88	12.11	30.71%	18.32	50.90%
Operating Expense per Passenger Trip	\$ 7.94	\$ 10.23	\$ 22.68	\$ 9.80	23.35%	\$ 9.99	-4.24%
Operating Expense per Revenue Mile	\$ 5.32	\$ 5.49	\$ 5.71	\$ 6.48	21.71%	\$ 6.61	17.93%
Operating Expense per Revenue Hour	\$ 73.57	\$ 82.07	\$ 87.99	\$ 118.61	61.22%	\$ 120.98	44.51%
Farebox Recovery	35.45%	32.09%	26.75%	28.11%	-20.72%	27.88%	-12.40%
Operating Ratio	2.82	3.12	3.74	3.56	26.13%	3.59	14.16%

**Capital Assistance**

Federal Capital Assistance				
State Capital Assistance				
Local Capital Assistance				
<b>Total Capital Assistance</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Financial Capacity Documentation  
**Mid Mon Valley Transit Authority**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Urban increased 3.33 %
- Total State Operating Assistance – increased 6.2% from 2019.
- Total Local Revenue – Remained stable over the last many years.
- Total Fares – decreased 42.85%, compared with 2019.

Expense Trends

- Program Expenses – Expenses have increased an average of 6.06% over the last 4 years

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	288,328		6.71		16.71%		5.98
FY 19/20	238,545		5.63		14.32%		6.99
FY 20/21	153,820		3.63		11.39%		8.78
FY 21/22	206,420		4.72		21.29%		4.70

  

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

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5307) – Expected to remain level 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 (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 3.0% per year for the next 4 years
- Operating Expenses for ADA Complementary Paratransit – Expected to increase by 3.0% per year for the next 4 years

### **Statistical Trends**

- For the purposes of this projection it is assumed that Passengers, Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent. There are no current plans for increasing or decreasing service levels after the current year 2021
- 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 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.

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

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Other Salaries	\$ 197,425	\$ 195,659	198056	210000	6.37%	\$ 240,000
Fringe Benefits	\$ 79,180	\$ 74,712	88497	90000	13.67%	\$ 119,800
Services	\$ 269,995	\$ 202,108	295886	312150	15.61%	\$ 315,000
Fuel & Lubricants	\$ 277,497	\$ 230,357	210202	230500	-16.94%	\$ 238,000
Tires & Tubes					#DIV/0!	
Other Materials	\$ 10,137	\$ 46,336	20012	145000	1330.40%	\$ 145,000
Leases & Rentals	\$ 15,426	\$ 16,263	16407	17000	10.20%	\$ 18,000
Utilities	\$ 47,368	\$ 50,186	49701	52000	9.78%	\$ 53,500
Casualty & Liability	\$ 31,807	\$ 32,838	34887	35000	10.04%	\$ 36,000
Taxes	\$ 10,612	\$ 11,099	3987	4000	-62.31%	\$ 4,200
Purchased Trans. (Fixed Route)	\$ 3,113,899	\$ 3,280,580	3587085	3841530	23.37%	\$ 3,941,775
Purchased Trans. (Shared Ride)					#DIV/0!	
Purchased Trans. (ADA)	\$ 7,487	\$ 41,853	75336	75000	901.74%	\$ 77,250
Other Operating Expenses	\$ 69,325	\$ 59,714	63132	120000	73.10%	\$ 49,000
<b>TOTAL EXPENSES</b>	<b>\$ 4,130,158</b>	<b>\$ 4,241,705</b>	<b>\$ 4,643,188</b>	<b>\$ 5,132,180</b>	<b>24.26%</b>	<b>\$ 5,237,525</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Fixed Route Passenger Fares	\$ 597,511	\$ 486,382	\$ 280,030	\$ 341,500	-42.85%	\$ 351,745
ADA Fares	\$ 704	\$ 2,766	\$ 5,503	\$ 5,483	678.84%	\$ 5,647
Advertising	\$ 81,835	\$ 83,425	\$ 96,675	\$ 94,000	14.87%	\$ 96,820
Route Guarantee						
Interest	\$ 469	\$ 367	\$ 455	\$ 470	0.21%	\$ 484
CNG Fuel Tax Rebate		\$ 21,790		\$ 242,140		\$ 80,000
Miscellaneous		\$ 6,120				\$ -
Other Sponsors -California University			\$ 143,938	\$ 313,000		\$ 322,000
Other Non-Subsidy	\$ 9,600	\$ 6,400	\$ 2,400	\$ 96,000	900.00%	\$ 9,600
<i>Total Non-Subsidy Revenue</i>	<i>\$ 690,119</i>	<i>\$ 607,250</i>	<i>\$ 529,001</i>	<i>\$ 1,092,593</i>	<i>58.32%</i>	<i>\$ 866,297</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 600,000	\$ 563,900	\$ -	\$ 620,000	3.33%	\$ 630,000
Federal CARES/ARPA Operating		\$ 275,777	\$ 884,262	\$ 945,000		\$ 959,790
State Operating Assistance	\$ 2,988,032	\$ 3,068,247	\$ 3,173,216	\$ 3,173,216	6.20%	\$ 3,268,412
Local/Non-Federal Operating Assistance	\$ 77,168	\$ 81,026	\$ 85,077	\$ 89,331	15.76%	\$ 93,798
Prior Year Carryover	\$ 620,093	\$ 845,254	\$ 1,199,749	\$ 1,228,117	98.05%	\$ 2,016,077
<i>Total Operating Assistance</i>	<i>\$ 4,285,293</i>	<i>\$ 4,834,204</i>	<i>\$ 5,342,304</i>	<i>\$ 6,055,664</i>	<i>41.31%</i>	<i>\$ 6,968,077</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 4,975,412</b>	<b>\$ 5,441,454</b>	<b>\$ 5,871,305</b>	<b>\$ 7,148,257</b>	<b>43.67%</b>	<b>\$ 7,834,374</b>
<b>SURPLUS/DEFICIT</b>	<b>\$845,254</b>	<b>\$1,199,749</b>	<b>\$1,228,117</b>	<b>\$2,016,077</b>	<b>138.52%</b>	<b>\$2,596,849</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	218839	179,947	106824	160,000	-26.89%	171,200
Senior Citizen	35397	29,905	21183	21,500	-39.26%	23,005
Half-Fare	33820	27,076	23294	22,400	-33.77%	23,968
Paratransit	272	1,617	2519	2,520	826.47%	2,596
<i>Total Passengers</i>	<i>288328</i>	<i>238545</i>	<i>153820</i>	<i>206420</i>	<i>-28.41%</i>	<i>220769</i>
Total Revenue Vehicle Miles	771999	750,377	708088	714,000	-7.51%	715000
Total Revenue Vehicle Hours	42995	42,334	42358	43,740	1.73%	44000
Passengers/Revenue Vehicle Mile	0.37	0.32	0.22	0.29	-22.59%	0.31
Passengers/Revenue Vehicle Hour	6.71	5.63	3.63	4.72	-29.63%	5.02
Operating Expense per Passenger Trip	\$ 14.32	\$ 17.78	\$ 30.19	\$ 24.86	73.57%	\$ 23.72
Operating Expense per Revenue Mile	\$ 5.35	\$ 5.65	\$ 6.56	\$ 7.19	34.35%	\$ 7.33
Operating Expense per Revenue Hour	\$ 96.06	\$ 100.20	\$ 109.62	\$ 117.33	22.14%	\$ 119.03
Farebox Recovery	16.71%	14.32%	11.39%	21.29%	27.41%	16.54%
Operating Ratio	5.98	6.99	8.78	4.70	-21.51%	6.05

# Mid Mon Valley Transit Authority (MMVTA)

## Capacity and Plans

Inflation Factor: 0.03

Current Year  
FY 2022-2023

FY 2023-24

FY 2024-25

FY 2026-25

FY 2026-27

% change:  
2023-27

EXPENSES						
<b>Operating Expense</b>						
Other Salaries	\$ 240,000	\$247,200	\$254,616	\$262,254	\$270,122	12.55%
Fringe Benefits	\$ 119,800	\$123,394	\$127,096	\$130,909	\$134,836	12.55%
Services	\$ 315,000	\$324,450	\$334,184	\$344,209	\$354,535	12.55%
Fuel & Lubricants	\$ 238,000	\$245,140	\$252,494	\$260,069	\$267,871	12.55%
Tires & Tubes		\$0	\$0	\$0	\$0	
Other Materials	\$ 145,000	\$149,350	\$17,000	\$17,510	\$18,035	-87.56%
Leases & Rentals	\$ 18,000	\$18,540	\$19,096	\$19,669	\$20,259	
Utilities	\$ 53,500	\$55,105	\$56,758	\$58,461	\$60,215	12.55%
Casualty & Liability	\$ 36,000	\$37,080	\$38,192	\$39,338	\$40,518	12.55%
Taxes	\$ 4,200	\$4,326	\$4,456	\$4,589	\$4,727	12.55%
Purchased Trans. (Fixed Route)	\$ 3,941,775	\$4,060,028	\$4,181,829	\$4,307,284	\$4,436,502	12.55%
Purchased Trans. (Shared Ride)		\$0	\$0	\$0	\$0	
Purchased Trans. (ADA)	\$ 77,250	\$79,568	\$81,955	\$84,413	\$86,946	12.55%
Other Operating Expenses	\$ 49,000	\$50,470	\$51,984	\$53,544	\$55,150	12.55%
<b>TOTAL EXPENSES</b>	<b>\$ 5,237,525</b>	<b>\$ 5,394,651</b>	<b>\$ 5,419,660</b>	<b>\$ 5,582,250</b>	<b>\$ 5,749,717</b>	<b>9.78%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Fixed Route Passenger Fares	\$ 351,745	\$362,297	\$373,166	\$384,361	\$395,892	12.55%
ADA Fares	\$ 5,647	\$5,817	\$5,991	\$6,171	\$6,356	12.55%
Advertising	\$ 96,820	\$99,725	\$102,716	\$105,798	\$108,972	12.55%
Route Guarantee		\$0	\$0	\$0	\$0	
Interest	\$ 484	\$499	\$514	\$529	\$545	12.55%
CNG Fuel Tax Rebate	\$ 80,000	\$82,400	\$84,872	\$87,418	\$90,041	
Miscellaneous		\$0	\$0	\$0	\$0	
Other Sponsors -California University	\$ 322,000	\$331,660	\$341,610	\$351,858	\$362,414	
Other Non-Subsidy	\$ 9,600	\$9,600	\$9,600	\$9,600	\$9,600	0.00%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 866,297</i>	<i>\$ 891,997</i>	<i>\$ 918,469</i>	<i>\$ 945,735</i>	<i>\$ 973,820</i>	<i>12.41%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 630,000	\$630,000	\$630,000	\$630,000	\$630,000	0.00%
Federal CARES/ARPA Operating	\$ 959,790	\$959,790				
State Operating Assistance	\$ 3,268,412	\$3,366,465	\$3,467,459	\$3,571,483	\$3,678,627	12.55%
Local/Non-Federal Operating Assistance	\$ 93,798	\$98,488	\$103,412	\$108,583	\$114,012	21.55%
Prior Year Carryover	\$ 2,016,077	\$2,076,559	\$2,138,856	\$2,203,022	\$2,269,112	12.55%
<i>Total Operating Assistance</i>	<i>\$ 6,968,077</i>	<i>\$ 7,131,302</i>	<i>\$ 6,339,727</i>	<i>\$ 6,513,087</i>	<i>\$ 6,691,752</i>	<i>-3.97%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 7,834,374</b>	<b>\$ 8,023,300</b>	<b>\$ 7,258,197</b>	<b>\$ 7,458,823</b>	<b>\$ 7,665,571</b>	<b>-2.15%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$2,596,849</b>	<b>\$2,628,649</b>	<b>\$1,838,537</b>	<b>\$1,876,573</b>	<b>\$1,915,854</b>	<b>-26.22%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	171200	176,336	181,626	187,075	192,687	12.55%
Senior Citizen	23005	23,695	24,406	25,138	25,892	12.55%
Half-Fare	23968	24,687	25,428	26,190	26,976	12.55%
Paratransit	2596	2,673	2,754	2,836	2,921	12.55%
<i>Total Passengers</i>	<i>220769</i>	<i>227392</i>	<i>234213</i>	<i>241240</i>	<i>248477</i>	<i>12.55%</i>
Total Revenue Vehicle Miles	715000	786500	860500	860500	860500	20.35%
Total Revenue Vehicle Hours	44000	48400	49500	49500	49500	12.50%
Passengers/Revenue Vehicle Mile	0.31	0.29	0.27	0.28	0.29	-6.48%
Passengers/Revenue Vehicle Hour	5.02	4.70	4.73	4.87	5.02	0.05%
Operating Expense per Passenger Trip	\$ 23.72	\$ 23.72	\$ 23.14	\$ 23.14	\$ 23.14	-2.46%
Operating Expense per Revenue Mile	\$ 7.33	\$ 6.86	\$ 6.30	\$ 6.49	\$ 6.68	-8.78%
Operating Expense per Revenue Hour	\$ 119.03	\$ 111.46	\$ 109.49	\$ 112.77	\$ 116.16	-2.42%
Farebox Recovery	16.54%	16.53%	16.95%	16.94%	16.94%	2.40%
Operating Ratio	6.05	6.05	5.90	5.90	5.90	-2.34%



Financial Capacity Documentation  
**New Castle Area Transit Authority**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Rural Operating Assistance increased 1100%;
- Total State Operating Assistance – Increased 6% from 2019.
- Total Local Revenue – Remained stable over the last many years about 5% Increase
- Total Fares – Decreased from 2019 by 58%

Expense Trends

- Program Expenses – Expenses have increased an average of 5.4% over the last 4 years

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	469,209		9.03		12.30%		8.13
FY 19/20	418,100		8.71		10.01%		9.99
FY 20/21	239,452		4.89		4.38%		22.81
FY 21/22	300,800		5.80		4.54%		22.01

  

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

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal Preventative Maintenance) – Expected to increase over the next 4 years
- Total State Revenue (Includes Section 1513) – Expected to increase by 12.55% over the next 4 years which is within the expected rate of growth of these funds
- Total Local Revenue (Includes Section 1513 Match) – Expected to increase an average of 10.0% 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 3.6% over the next 4 years. Efforts will be taken to increase local ridership along with a possible fare increase

### **Expense Projections**

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

### **Statistical Trends**

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

## **CONCLUSIONS**

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

# NEW CASTLE AREA TRANSIT AUTHORITY

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$1,602,737	\$1,791,000	\$1,687,241	\$1,957,000	22.10%	2,150,318
Other Salaries	\$780,907	\$836,900	\$859,210	\$1,045,000	33.82%	1,180,709
Fringe Benefits	\$1,913,887	\$2,325,000	\$2,332,059	\$2,627,000	37.26%	3,069,369
Services	\$340,065	\$373,012	\$317,919	\$310,000	-8.84%	448,500
Fuel & Lubricants	\$487,075	\$404,870	\$369,772	\$555,000	13.95%	664,500
Tires & Tubes	\$23,910	\$33,450	\$17,983	\$34,192	43.00%	39,000
Other Materials	\$498,858	\$471,500	\$400,302	\$505,000	1.23%	563,500
Leases & Rentals						
Utilities	\$124,558	\$131,100	\$110,557	\$116,000	-6.87%	140,100
Casualty & Liability	\$240,480	\$241,200	\$215,286	\$254,000	5.62%	261,000
Taxes						
Purchased Trans. (Fixed Route)						
Purchased Trans. (Shared Ride)						
Purchased Trans. (ADA)	\$104,292	\$88,500	\$57,060	\$72,100	-30.87%	93,000
Other Operating Expenses	\$50,864	\$46,000	\$38,774	\$39,000	-23.32%	58,900
<b>TOTAL EXPENSES</b>	<b>\$ 6,167,633</b>	<b>\$ 6,742,532</b>	<b>\$ 6,406,163</b>	<b>\$ 7,514,292</b>	<b>21.83%</b>	<b>\$ 8,668,896</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 658,103	\$ 587,500	\$ 218,047	\$ 245,000	-62.77%	372,000
ADA Fares	\$ 10,857	\$ 9,900	\$ 4,534	\$ 6,400	-41.05%	7,200
Advertising	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	0.00%	24,000
Route Guarantee						
Interest						
MATP						
Area Agency on Aging						
Other Sponsors						
Other Non-Subsidy	\$ 65,445	\$ 53,200	\$ 34,253	\$ 66,000	0.85%	33,000
<i>Total Non-Subsidy Revenue</i>	<i>\$ 758,405</i>	<i>\$ 674,600</i>	<i>\$ 280,834</i>	<i>\$ 341,400</i>	<i>-54.98%</i>	<i>\$ 436,200</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 300,000	\$ 300,000	\$ 1,000,000	\$ 3,800,000	1166.67%	3,800,000
Federal Capital for Operating						
State Operating Assistance	\$ 4,519,675	\$ 4,633,773	\$ 4,782,817	\$ 4,939,964	9.30%	5,476,093
Local/Non-Federal Operating Assistance	\$ 232,567	\$ 244,195	\$ 256,405	\$ 269,225	15.76%	282,686
Prior Year Carryover	\$ 356,986	\$ 889,964	\$ 86,107			
<i>Total Operating Assistance</i>	<i>\$ 5,409,228</i>	<i>\$ 6,067,932</i>	<i>\$ 6,125,329</i>	<i>\$ 9,009,189</i>	<i>66.55%</i>	<i>\$ 9,558,779</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 6,167,633</b>	<b>\$ 6,742,532</b>	<b>\$ 6,406,163</b>	<b>\$ 9,350,589</b>	<b>51.61%</b>	<b>\$ 9,994,979</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,836,297</b>		<b>\$1,326,083</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	487,006	411,585	255,340	301,005	-38.19%	315,000
Senior Citizen	84,340	78,140	50,266	60,495	-28.27%	62,000
Half-Fare						
Paratransit	5,746	4,979	2,328	3,300	-42.57%	3,500
<i>Total Passengers</i>	<i>577,092</i>	<i>494,704</i>	<i>307,934</i>	<i>364,800</i>	<i>-36.79%</i>	<i>380,500</i>
Total Revenue Vehicle Miles	1,077,866	920,638	869,352	925,000	-14.18%	935,000
Total Revenue Vehicle Hours	51,943	48,000	48,962	51,900	-0.08%	52,000
Passengers/Revenue Vehicle Mile	0.54	0.54	0.35	0.39	-26.34%	0.41
Passengers/Revenue Vehicle Hour	11.11	10.31	6.29	7.03	-36.73%	7.32
Operating Expense per Passenger Trip	\$ 10.69	\$ 13.63	\$ 20.80	\$ 20.60	92.73%	\$ 22.78
Operating Expense per Revenue Mile	\$ 5.72	\$ 7.32	\$ 7.37	\$ 8.12	41.97%	\$ 9.27
Operating Expense per Revenue Hour	\$ 118.74	\$ 140.47	\$ 130.84	\$ 144.78	21.94%	\$ 166.71
Farebox Recovery	12.30%	10.01%	4.38%	4.54%	-63.05%	5.03%
Operating Ratio	8.13	9.99	22.81	22.01	170.65%	19.87



Financial Capacity Documentation  
**Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Urban Operating Assistance increased 100%.
- Total State Operating Assistance – Increased 5.99% from 2019.
- Total Local Revenue – Increased 9.64% from 2019.
- Total Fares – Decreased 41.74% from 2019.

Expense Trends

- Program Expenses – Expenses have increased an average of 12.82% over the last 4 years

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 20/21	16,444,952		7.87		8.99%		11.12
FY 21/22	21,209,642		10.16		13.2%		7.57
FY 22/23	21,220,247		10.16		13.95%		7.17
FY 23/24	22,512,560		10.16		13.95%		7.17

*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 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 State Revenue (Includes Section 1513) – Expected to remain constant over the next 4 years, no growth.
- Total Local Revenue (Includes Section 1513 Match) – Expected to remain constant over the next 4 years, no growth.
- Total Fixed Route Fares – Expected to increase by 44.5% over the next 4 years. Efforts will be taken to increase local ridership with the implementation of the Downtown-Oakland BRT project.
- Total Shared-Ride Fares – Expected to increase an average of 19.7% over the next 4 years.
- Total Operating Capital Assistance – Expected to increase an average of .7% over the next 4 years.
- Prior Year Carryover Deferred Revenue and Federal COVID Operating Grants – Expected to balance the operating budget over the next 4 years.

### **Expense Projections**

- Operating Expenses for Salary and Wages – Expected to increase by 20.3% per year for the next 4 years.
- Operating Expenses for Fringe Benefits – Expected to increase by 12.3% per year for the next 4 years.
- Fuel & Lubricants Expenses for Fixed Route – Expected to increase by 12.39% per year for the next 4 years.
- Tires and Tubes Expenses for Fixed Route – Expected to increase by 10.38% per year for the next 4 years.
- Materials and Supplies Expenses – Expected increase by 7.39% per year for the next 4 years.
- Utilities Expenses – Expected increase by 22.85% per year for the next 4 years.
- Casualty & Liability Expenses – Expected decrease by 5.66% per year for the next 4 years.
- Operating Expenses for ACCESS Paratransit – Expected to increase by 10.38% per year for the next 4 years.
- Purchased Services – Expected to decrease by 9.43% per year for the next 4 years.
- Other Expenses – Expected to crease by 3.77% 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 7% and 8%.

## **CONCLUSIONS**

From the information presented above and assuming continued State and local funding and the use of federal COVID-19 relief 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.

**Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit**

**Conditions and Trends**

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Salary & Wages	\$ 162,230,726	\$ 173,282,306	\$ 180,013,821	\$ 190,865,089	17.65%	\$ 200,129,769
Fringe Benefits	\$ 159,198,686	\$ 163,598,794	\$ 165,638,870	\$ 165,909,363	4.22%	\$ 176,347,689
Services	\$ 14,939,689	\$ 14,415,853	\$ 13,951,923	\$ 16,728,100	11.97%	\$ 16,999,178
Fuel & Lubricants	\$ 17,008,201	\$ 16,492,419	\$ 11,980,515	\$ 15,745,152	-7.43%	\$ 16,211,828
Tires & Tubes	\$ 2,011,784	\$ 1,621,077	\$ 1,535,744	\$ 2,056,200	2.21%	\$ 2,107,610
Other Materials and Supplies	\$ 25,545,026	\$ 26,356,305	\$ 25,646,924	\$ 31,003,200	21.37%	\$ 30,917,275
Utilities	\$ 7,681,199	\$ 7,729,831	\$ 7,204,632	\$ 8,569,080	11.56%	\$ 9,093,711
Casualty & Liability	\$ 2,853,242	\$ 1,425,499	\$ 2,246,741	\$ 4,289,000	50.32%	\$ 4,348,725
Purchased Transportation - ACCESS	\$ 26,158,452	\$ 27,671,291	\$ 24,878,539	\$ 28,807,530	10.13%	\$ 29,527,718
Leases & Rentals	\$ 1,809,535	\$ 1,536,487	\$ 1,952,560	\$ 2,185,604	20.78%	\$ 2,240,240
Miscellaneous Expense	\$ 6,678,888	\$ 7,952,928	\$ 4,988,881	\$ 14,586,345	118.39%	\$ 13,900,008
<b>TOTAL EXPENSES</b>	<b>\$ 426,115,428</b>	<b>\$ 442,082,790</b>	<b>\$ 440,039,151</b>	<b>\$ 480,744,663</b>	<b>12.82%</b>	<b>\$ 501,823,751</b>
<b>REVENUES</b>						
<b>Non-Subsidy Operating Revenue</b>						
Passenger Fares	\$ 88,789,080	\$ 87,937,358	\$ 30,720,420	\$ 51,730,145	-41.74%	\$ 57,680,310
State Shared Ride Program	\$ 10,651,848	\$ 10,549,521	\$ 6,338,710	\$ 7,435,057	-30.20%	\$ 7,800,506
Advertising	\$ 2,839,281	\$ 2,500,000	\$ 1,704,315	\$ 2,750,000	-3.14%	\$ 2,750,000
Miscellaneous Income	\$ 814,367	\$ 886,030	\$ 677,144	\$ 814,367	0.00%	\$ 814,367
Interest Income	\$ 2,167,218	\$ 2,240,011	\$ 137,699	\$ 746,555	-65.55%	\$ 949,507
<i>Total Non-Subsidy Revenue</i>	<i>\$ 105,261,794</i>	<i>\$ 104,112,920</i>	<i>\$ 39,578,287</i>	<i>\$ 63,476,124</i>	<i>-39.70%</i>	<i>\$ 69,994,690</i>
<b>Operating Assistance</b>						
Federal Operating Assistance (CARES, etc.)	\$ -	\$ -	\$ 73,921,916	\$ 79,502,532	#DIV/0!	106,254,981
Federal Capital for Operating	\$ 44,211,408	\$ 38,961,176	\$ 31,600,118	\$ 31,132,334	-29.58%	27,142,855
State Capital for Operating	\$ 8,079,042	\$ 12,240,898	\$ 13,083,537	\$ 13,961,569	72.81%	6,820,762
Local Capital for Operating	\$ 8,866,008	\$ 7,357,130	\$ 5,407,380	\$ 4,274,839	-51.78%	3,290,528
State Operating Assistance	\$ 235,628,409	\$ 239,334,902	\$ 245,598,427	\$ 249,732,687	5.99%	\$ 249,732,687
Local/Non-Federal Operating Assistance	\$ 35,264,780	\$ 36,727,523	\$ 36,727,523	\$ 38,664,578	9.64%	38,587,248
Prior Year Carryover Deferred Revenue	\$ -	\$ 3,348,241	\$ -	\$ -	#DIV/0!	-
<i>Total Operating Assistance</i>	<i>\$ 332,049,647</i>	<i>\$ 337,969,870</i>	<i>\$ 406,338,900</i>	<i>\$ 417,268,539</i>	<i>25.66%</i>	<i>\$ 431,829,061</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 437,311,442</b>	<b>\$ 442,082,790</b>	<b>\$ 445,917,187</b>	<b>\$ 480,744,663</b>	<b>9.93%</b>	<b>\$ 501,823,751</b>
<b>SURPLUS/DEFICIT</b>	<b>\$11,196,014</b>	<b>\$0</b>	<b>\$5,878,036</b>	<b>\$0</b>		<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating	45,411,473	37,033,960	16,444,952	21,209,642	-53.29%	21,220,247
Transfers	1,556,526	1,227,231	823,329	903,734	-41.94%	904,186
Contracted Services	8,973,169	6,864,210	1,766,670	5,550,266	-38.15%	5,553,041
Seniors	4,654,689	4,004,259	2,788,762	3,283,320	-29.46%	3,284,962
ACCESS	1,397,522	1,092,542	667,101	850,000	-39.18%	850,425
Free Ridership	2,014,557	1,566,397	183,798	185,158	-90.81%	185,251
<i>Total Passengers</i>	<i>64,007,936</i>	<i>51,788,599</i>	<i>22,674,612</i>	<i>31,982,120</i>	<i>-50.03%</i>	<i>31,998,111</i>
Total Revenue Vehicle Miles	31,977,220	30,204,206	26,260,015	26,260,015	-17.88%	26,273,145
Total Revenue Vehicle Hours	2,384,715	2,277,174	2,088,408	2,088,408	-12.43%	2,089,452
Passengers/Revenue Vehicle Mile	2.00	1.71	0.86	1.22	-39.16%	1.22
Passengers/Revenue Vehicle Hour	26.84	22.74	10.86	15.31	-42.94%	15.31
Operating Expense per Passenger Trip	\$ 6.66	\$ 8.54	\$ 19.41	\$ 15.03	125.79%	\$ 15.68
Operating Expense per Revenue Mile	\$ 13.33	\$ 14.64	\$ 16.76	\$ 18.31	37.38%	\$ 19.10
Operating Expense per Revenue Hour	\$ 178.69	\$ 194.14	\$ 210.71	\$ 230.20	28.83%	\$ 240.17
Farebox Recovery	24.70%	23.55%	8.99%	13.20%	-46.55%	13.95%
Operating Ratio	4.05	4.25	11.12	7.57	87.09%	7.17





Financial Capacity Documentation  
**Southwestern Pennsylvania Commission**  
**CommuteInfo Vanpool Program**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Operating Assistance increased 26%
- Total Fares –Total fares is an indicator of the total lease costs to participants in the regional vanpool program. The participation rates are down 90%

Expense Trends

- Vanpool Program Expenses – Overall expenses showed modest C.O.L. level increases over the trend period reflecting contract and cost management activities. Total expense are down 54%
- Outreach/Education Expenses – Increases across the trend period reflect enhanced regional TDM outreach/education activities. These expenses are down 55%

**Productivity Trends**

<b>Fiscal Year</b>	<b>Originating Passenger Trips</b>	<b>Revenue Service Hours</b>	<b>Revenue Service Miles</b>	<b>Passengers per Revenue Hour</b>	<b>Passengers per Revenue Mile</b>	<b>Vehicles Operated in Maximum Service</b>
<b>FY 18/19</b>	153,697	21,145	733,343	7.27	0.21	52
<b>FY 19/20</b>	80,251	11,759	398,843	6.82	0.20	46
<b>FY 20/21</b>	7,727	1,859	76,455	4.16	0.10	8
<b>FY 21/22</b>	11,418	2,976	131,151	3.84	0.09	12

Productivity Trends

- These Trends declined sharply due to the global pandemic crisis.

## Projected Financial Condition and Capacity

### Revenue Projections

- Total Federal Revenue – Total available federal revenue, including formula funds and relief act funds are projected to be adequate for the support of the region's vanpool program over the next four years.
- Total State Revenue – The regional vanpool program no longer receives (beginning in FY 2017/18) consolidated revenue assistance from the Commonwealth of Pennsylvania.
- Total Local Revenue – The regional vanpool program does not receive local operating assistance.
- Total Fares – As the program recovers from the Pandemic crisis, we project growth of 12% over the next four years.

### Expense Trends

- Vanpool Program Expenses – an average of 10% growth projected over each of the next 4 years.
- Outreach/Education Expenses – a 5% increase projected over each of the next 4 years

### Productivity Projections

- Number of Passengers – an average of 12% growth in the number of passengers is projected over each of the next 4 years due to projected modest growth in participation in the regional vanpool program, and the recovery of the Covid-19 Pandemic

## CONCLUSIONS

During the course of the next four years CommuteInfo projects an annual average of 12% growth in participation in the regional vanpool program. This projected growth is based in large part due to the downturn created by the Covid-19 Pandemic. The recovery associated with the end of the pandemic, as well as increases in resources devoted to regional TDM outreach and education opportunities will encourage this growth.

Based on the financial and ridership data from the CommuteInfo regional vanpool program current and previous fiscal year analyses and current projections based on data from Federal Fiscal Year 2019/2020 as well as financial guidance for Transportation Improvement Program (TIP) Programs of Projects development from the Federal Transit Administration as well as the Pennsylvania Department of Transportation, the CommuteInfo regional vanpool program will have the financial and conditional capacity to operate services through the 4 year TIP period.

# SPC CommuteInfo

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages						
Other Salaries	\$22,158	\$29,863	\$115,370	\$61,059	175.56%	\$85,483
Fringe Benefits	\$10,869	\$14,932	\$57,685	\$6,785	-37.57%	\$9,499
Services			\$34,867	\$15,000		
Fuel & Lubricants						
Tires & Tubes						
Other Materials	\$15,416	\$2,633	\$960	\$1,000	-93.51%	\$1,000
Leases & Rentals					0.00%	
Utilities	\$1,518	\$1,500	\$11,260	\$11,260	641.77%	\$11,260
Casualty & Liability	\$137	\$137	\$2,896	\$2,896	2013.87%	\$2,896
Taxes						
Purchased Trans. (Vanpool)	\$349,926	\$324,349	\$153,263	\$68,352	0.00%	\$95,693
Outreach/Education	\$468,107	\$354,002	\$92,863	\$158,760	0.00%	\$158,760
Other Operating Expenses	\$3,670	\$4,977	\$19,228	\$10,000	172.48%	\$10,000
<b>TOTAL EXPENSES</b>	<b>\$ 871,801</b>	<b>\$ 732,393</b>	<b>\$ 488,392</b>	<b>\$ 335,112</b>	<b>-61.56%</b>	<b>\$374,590</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 399,819	\$ 424,656	\$ 98,095	\$ 43,745	-89.06%	\$61,243
Non-transportation Revenue						
Revenue Replacement						
Interest						
Agency Funding						
<i>Total Non-Subsidy Revenue</i>	<i>\$ 399,819</i>	<i>\$ 424,656</i>	<i>\$ 98,095</i>	<i>\$ 43,745</i>	<i>-89.06%</i>	<i>\$61,243</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5307	\$ 302,925	\$ 98,800	\$ 181,562	\$ 124,500	-58.90%	\$174,300
Federal Relief Assistance (CARES, CRRSAA, ARP) 5307	\$ -	\$ 31,200	\$ 213,967	\$ 166,867		\$233,614
State Operating Assistance						
Local/Non-Federal Operating Assistance	\$ 169,057	\$ 177,737			-100.00%	
Prior Year Carryover			\$ -	\$ -		
<i>Total Operating Assistance</i>	<i>\$ 471,982</i>	<i>\$ 307,737</i>	<i>\$ 395,529</i>	<i>\$ 291,367</i>	<i>-38.27%</i>	<i>\$407,914</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 871,801</b>	<b>\$ 732,393</b>	<b>\$ 493,624</b>	<b>\$ 335,112</b>	<b>-61.56%</b>	<b>\$469,157</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,232</b>	<b>\$0</b>	<b>0.00%</b>	<b>\$94,566</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	153,697	80,251	7,727	11,418	-92.57%	15,985
Transfers						
<i>Total Passengers</i>	<i>153,697</i>	<i>80,251</i>	<i>7,727</i>	<i>11,418</i>	<i>-92.57%</i>	<i>15,985</i>
Total Revenue Vehicle Miles	733,343	398,843	76,455	131,151	-82.12%	183,611
Total Revenue Vehicle Hours	21,145	11,759	1,859	2,976	-85.93%	4,166
Passengers/Revenue Vehicle Mile	0.21	0.20	0.10	0.09	-58.46%	0.09
Passengers/Revenue Vehicle Hour	7.27	6.82	4.16	3.84	-47.22%	3.84
Operating Expense per Passenger Trip	\$ 5.67	\$ 9.13	\$ 63.21	\$ 29.35	417.43%	\$ 23.43
Operating Expense per Revenue Mile	\$ 1.19	\$ 1.84	\$ 6.39	\$ 2.56	114.94%	\$ 2.04
Operating Expense per Revenue Hour	\$ 41.23	\$ 62.28	\$ 262.72	\$ 112.60	173.12%	\$ 89.91
Farebox Recovery	45.86%	57.98%	20.09%	13.05%	-71.54%	16.35%
Operating Ratio	2.18	1.72	4.98	7.66	251.32%	6.12
Vans Operating in Maximum Service	52	46	8	12		16

<b>Capital Assistance</b>				
Federal Capital Assistance	3,397,959	69,035		
State Capital Assistance	976,320	160,757		
Local Capital Assistance	55,460	5,624		
<b>Total Capital Assistance</b>	<b>4,429,739</b>	<b>235,416</b>	<b>0</b>	<b>0</b>

Capacity and Plans

Pandemic Recovery  
Factor:

Expense Growth  
12% Factor:

10%

Current Year FY

% change:

2022-2023

FY 2023-24

FY 2024-25

FY 2026-25

FY 2026-27

2023-27

EXPENSES						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ -	\$0	\$0	\$0	\$0	
Other Salaries	\$ 85,483	\$95,741	\$105,315	\$105,315	\$105,315	23.20%
Fringe Benefits	\$ 9,499	\$10,639	\$11,703	\$11,703	\$11,703	23.20%
Services	\$ -	\$0	\$0	\$0	\$0	
Fuel & Lubricants	\$ -	\$0	\$0	\$0	\$0	
Tires & Tubes	\$ -	\$0	\$0	\$0	\$0	
Other Materials	\$ 1,000	\$1,120	\$1,232	\$1,232	\$1,232	23.20%
Utilities	\$ 11,260	\$12,611	\$13,872	\$13,872	\$13,872	23.20%
Casualty & Liability	\$ 2,896	\$3,244	\$3,568	\$3,568	\$3,568	23.20%
Taxes	\$ -	\$0	\$0	\$0	\$0	
Purchased Trans. (Vanpool)	\$ 95,693	\$107,176	\$117,894	\$117,894	\$117,894	23.20%
Outreach/Education	\$ 158,760	\$166,698	\$175,033	\$183,785	\$192,974	21.55%
Other Operating Expenses	\$ 10,000	\$11,200	\$12,320	\$12,320	\$12,320	23.20%
<b>TOTAL EXPENSES</b>	<b>\$ 374,590</b>	<b>\$ 408,428</b>	<b>\$ 440,936</b>	<b>\$ 449,688</b>	<b>\$ 458,877</b>	<b>22.50%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 61,243	\$68,592	\$75,451	\$82,997	\$92,956	51.78%
Non-transportation Revenue	\$ -	\$0	\$0	\$0	\$0	
Revenue Replacement	\$ -	\$0	\$0	\$0	\$0	
Agency Funding	\$ -	\$0	\$0	\$0	\$0	
<i>Total Non-Subsidy Revenue</i>	<i>\$ 61,243</i>	<i>\$ 68,592</i>	<i>\$ 75,451</i>	<i>\$ 82,997</i>	<i>\$ 92,956</i>	<i>51.78%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance 5307	\$ 174,300	\$195,216	\$218,642	\$244,879	\$274,264	57.35%
Federal Capital for Operating 5303	\$ 233,614	\$261,647	\$293,045	\$328,211	\$367,596	57.35%
State Operating Assistance	\$ -	\$0	\$0	\$0	\$0	
Local/Non-Federal Operating Assistance	\$ -	\$0	\$0	\$0	\$0	
Prior Year Carryover	\$ -	\$0	\$0	\$0	\$0	
<i>Total Operating Assistance</i>	<i>\$ 407,914</i>	<i>\$ 456,863</i>	<i>\$ 511,687</i>	<i>\$ 573,090</i>	<i>\$ 641,860</i>	<i>57.35%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 469,157</b>	<b>\$ 525,456</b>	<b>\$ 587,138</b>	<b>\$ 656,086</b>	<b>\$ 734,816</b>	<b>56.62%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ 94,566.40</b>	<b>\$117,028</b>	<b>\$146,202</b>	<b>\$206,398</b>	<b>\$275,940</b>	<b>0.00%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Originating Passengers Fixed Route	15,985	17,903	20,052	22,458	25,153	57.35%
Transfers	-	-	-	-	-	
<i>Total Passengers</i>	<i>11,418</i>	<i>17,903</i>	<i>20,052</i>	<i>22,458</i>	<i>25,153</i>	<i>120.29%</i>
Total Revenue Vehicle Miles	131,151	146,889	164,516	184,258	206,369	57.35%
Total Revenue Vehicle Hours	2,976	3,333	3,733	4,181	4,683	57.35%
Passengers/Revenue Vehicle Mile	0.09	0.12	0.12	0.12	0.12	40.00%
Passengers/Revenue Vehicle Hour	3.84	5.37	5.37	5.37	5.37	40.00%
Operating Expense per Passenger Trip	\$ 32.81	\$ 22.81	\$ 21.99	\$ 20.02	\$ 18.24	-44.39%
Operating Expense per Revenue Mile	\$ 2.86	\$ 2.78	\$ 2.68	\$ 2.44	\$ 2.22	-22.15%
Operating Expense per Revenue Hour	\$ 125.87	\$ 122.54	\$ 118.12	\$ 107.55	\$ 97.99	-22.15%
Farebox Recovery	16.35%	16.79%	17.11%	18.46%	20.26%	23.90%
Operating Ratio	6.12	5.95	5.84	5.42	4.94	-19.29%

Financial Capacity Documentation  
**Mid-County Transit Authority**  
**dba Town and Country Transit**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Rural Operating Assistance increased 100% as none was received FY19/20
- Total State Operating Assistance – Decreased less than 1% from 2019.
- Total Local Revenue – Remained stable until the COVID-19 pandemic, then decreased 25%
- Total Fares – Increased 12% when compared with 2019.

Expense Trends

- Program Expenses – Expenses have decreased an average of 7.6% over the last 4 years

Productivity Trends

<b>Productivity Trends</b>						
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery	Operating Ratio Trends
FY 18/19	66,183		3.87		17.09%	5.85
FY 19/20	57,677		4.43		15.21%	6.58
FY 20/21	31,073		2.77		10.19%	9.82
FY 21/22	32,971		3.33		11.17%	8.95

  

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

## **Projected Financial Condition and Capacity**

### **Revenue Projections**

- Total Federal Revenue (Includes Federal Section 5311 and Federal Preventative Maintenance) – Expected to decrease over the next 4 years
- Total State Revenue (Includes Section 1513) – Expected to increase 5.4% 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 21.6% 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 21.6% over the next 4 years. Efforts will be taken to increase local ridership along and include the fare increase in five years
- Total Shared-Ride Fares – Expected to increase an average of 5.4% over the next 4 years

### **Expense Projections**

- Administrative Expenses for Fixed Route – Expected to increase by 5.4% per year for the next 4 years
- Administrative Expenses for Shared Ride – Expected to increase by 5.4% per year for the next 4 years
- Operating Expenses for Fixed Route – Expected to increase by 5.4% per year for the next 4 years
- Operating Expenses for Shared Ride – Expected to increase by 5.4% 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 remain level over the next 4 years
- Farebox Recovery for Shared Ride is expected to stay consistent over the next 4 years despite continued decreased ridership
- Operating Ratio is expected to increase slightly or remain consistent over the next 4 years

## **CONCLUSIONS**

The above projections are based on past trends and provide a standard for the Authority's future financial and statistical goals. From the information presented above, Mid-County Transit Authority dba Town and Country Transit believes that it will have adequate financial capability to operate public transportation service in Armstrong County. Focus must be on attracting and retaining new riders and improving the service already in place in Armstrong County.

# Mid-County Transit Authority (Town and Country Transit)

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$337,482	\$291,902	\$192,004	\$206,500	-38.81%	\$ 258,125
Operators Paid Absences	\$0	\$0	\$20,893	\$13,000	#DIV/0!	\$ 16,250
Other Salaries & Wages	\$398,250	\$367,150	\$280,897	\$252,700	-36.55%	\$ 303,240
Other Paid Absences	\$0	\$0	\$39,581	\$41,000	#DIV/0!	\$ 49,200
Fringe Benefits	\$168,100	\$229,563	\$157,679	\$111,200	-33.85%	\$ 139,000
Services	\$108,003	\$74,195	\$84,671	\$71,800	-33.52%	\$ 89,750
Fuel & Lubricants	\$103,822	\$106,175	\$61,480	\$95,900	-7.63%	\$ 105,490
Tires & Tubes	\$6,500	\$9,145	\$5,987	\$11,600	78.46%	\$ 12,180
Other Materials	\$46,863	\$36,140	\$46,294	\$40,200	-14.22%	\$ 44,220
Leases & Rentals	\$4,800	\$4,800	\$4,800	\$4,800	0.00%	\$ 6,000
Utilities	\$35,240	\$36,750	\$49,625	\$46,500	31.95%	\$ 51,150
Casualty & Liability	\$58,224	\$68,100	\$75,776	\$58,700	0.82%	\$ 61,635
Taxes	\$0	\$0	\$0	\$0	#DIV/0!	\$ -
Purchased Trans. (Fixed Route)	\$0	\$0	\$0	\$0	#DIV/0!	\$ -
Purchased Trans. (Shared Ride)	\$0	\$0	\$0	\$0	#DIV/0!	\$ -
Purchased Trans. (ADA)	\$0	\$0	\$0	\$0	#DIV/0!	\$ -
Other Operating Expenses	\$28,181	\$15,990	\$24,012	\$30,700	8.94%	\$ 32,235
<b>TOTAL EXPENSES</b>	<b>\$ 1,295,465</b>	<b>\$ 1,239,910</b>	<b>\$ 1,043,699</b>	<b>\$ 984,600</b>	<b>-24.00%</b>	<b>\$ 1,168,475</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 57,172	\$ 63,388	\$ 28,273	\$ 34,500	-39.66%	\$ 35,535
ADA Fares	\$ 1,867	\$ 1,500	\$ 1,351	\$ 2,000	7.12%	\$ 2,060
Advertising	\$ 930	\$ 2,200	\$ 11,650	\$ -	-100.00%	\$ -
Route Guarantee	\$ -	\$ -	\$ -	\$ -		\$ -
Interest	\$ -	\$ -	\$ -	\$ -		\$ -
MATP	\$ 9,325	\$ 8,200	\$ 4,414	\$ 3,500	-62.47%	\$ 3,605
Area Agency on Aging	\$ 29,325	\$ 27,600	\$ 14,859	\$ 13,200	-54.99%	\$ 13,596
Other Sponsors	\$ 121,636	\$ 82,714	\$ 44,477	\$ 55,500	-54.37%	\$ 57,165
Other Non-Subsidy	\$ 1,179	\$ 2,976	\$ 1,279	\$ 1,250	6.02%	\$ 1,288
<i>Total Non-Subsidy Revenue</i>	<i>\$ 221,434</i>	<i>\$ 188,578</i>	<i>\$ 106,303</i>	<i>\$ 109,950</i>	<i>-50.35%</i>	<i>\$ 113,249</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ -	\$ 53,259	\$ 788,948	\$ 211,052	#DIV/0!	\$ -
Federal Capital for Operating	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -
State Operating Assistance	\$ 976,108	\$ 971,844	\$ -	\$ 977,197	0.11%	\$ 724,149
Local/Non-Federal Operating Assistance	\$ 46,677	\$ 49,011	\$ 51,462	\$ 54,035	15.76%	\$ 56,737
Prior Year Carryover	\$ 37,262	\$ -	\$ -	\$ -	-100.00%	\$ -
<i>Total Operating Assistance</i>	<i>\$ 1,060,047</i>	<i>\$ 1,074,114</i>	<i>\$ 840,410</i>	<i>\$ 1,242,284</i>	<i>17.19%</i>	<i>\$ 780,886</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,281,481</b>	<b>\$ 1,262,692</b>	<b>\$ 946,713</b>	<b>\$ 1,352,234</b>	<b>5.52%</b>	<b>\$ 894,135</b>
<b>SURPLUS/DEFICIT</b>	<b>-\$13,984</b>	<b>\$22,782</b>	<b>-\$96,986</b>	<b>\$367,634</b>	<b>-2728.96%</b>	<b>\$ (274,340)</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	26,843	24,075	13,608	14,013	-47.80%	14,433
Senior Citizen	13,096	12,440	6,723	6,521	-50.21%	6,717
Half-Fare	3,082	2,162	2,837	2,880	-6.55%	2,966
Paratransit	23,162	19,000	7,905	9,557	-58.74%	9,844
<i>Total Passengers</i>	<i>66,183</i>	<i>57,677</i>	<i>31,073</i>	<i>32,971</i>	<i>-50.18%</i>	<i>33,960</i>
Total Revenue Vehicle Miles	326,785	303,062	314,489	222,874	-31.80%	229,560
Total Revenue Vehicle Hours	17,116	13,027	11,228	9,900	-42.16%	10,197
Passengers/Revenue Vehicle Mile	0.20	0.19	0.10	0.15	-26.96%	0.15
Passengers/Revenue Vehicle Hour	3.87	4.43	2.77	3.33	-13.87%	3.33
Operating Expense per Passenger Trip	\$ 19.57	\$ 21.50	\$ 33.59	\$ 29.86	52.56%	\$ 34.41
Operating Expense per Revenue Mile	\$ 3.96	\$ 4.09	\$ 3.32	\$ 4.42	11.44%	\$ 5.09
Operating Expense per Revenue Hour	\$ 75.69	\$ 95.18	\$ 92.96	\$ 99.45	31.40%	\$ 114.59
Farebox Recovery	17.09%	15.21%	10.19%	11.17%	-34.67%	9.69%
Operating Ratio	5.85	6.58	9.82	8.95	53.07%	10.32





Financial Capacity Documentation  
**Washington County Transportation Authority / Freedom Transit**  
 Fiscal Years 2023 – 2026

Financial Condition and Capacity Trends

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Urban Operating Assistance increased 377%
- Total State Operating Assistance – Decreased 31% from 2019.
- Total Local Revenue – Remained stable over the last many years.
- Total Fares – Decreased 32% compared with 2019.

Expense Trends

- Program Expenses – Expenses decreased through the initial stages of the COVID-19 pandemic due to decreased ridership and service levels, but have increased in the past year primarily as a result of increased labor and fuel costs

Productivity Trends

<b>Productivity Trends</b>							
	Originating Passenger Trips		Originating Passengers Per Vehicle Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	305,902		2.45		46.00%		2.17
FY 19/20	248,328		2.37		39.40%		2.54
FY 20/21	167,528		2.14		33.07%		3.02
FY 21/22	203,500		2.26		34.58%		2.89

  

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

## **Projected Financial Condition and Capacity**

### Revenue Projections

- Total State Operating Assistance - 80% increase projected over next four years as result of increased ridership and reduced federal operating assistance
- Prior Year Carryover – Increase of 246% over next four years due to reduced federal operating assistance and significant amount of state operating reserves
- Total Local Revenue – 5% revenue growth projected over each of the next 4 years
- Total Fares – 5% growth is projected over each of the next 2 years as result of increased ridership and fare increases and 4% growth thereafter.

### Expense Trends

- Program Expenses – Administrative expenses are projected to increase 3% each year, while operating expenses are projected to increase 4% due to increased labor and fuel costs.

### Productivity Projections

- Number of Passengers – The number of passengers are projected to increase by 4.5% 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.

Financial Capacity Documentation  
 Southwestern Pennsylvania Commission CommuteInfo Program  
 Fiscal Years 2017 – 2020

**Financial Condition and Capacity Trends**

	Previous 4 Years				Average Annual Percent Change over 4 Years	Current Year
<b>Revenue</b>	<b>FY 11/12</b>	<b>FY 12/13</b>	<b>FY 13/14</b>	<b>FY 14/15</b>		<b>FY 15/16</b>
FTA 5307 Capital	\$400,319	\$395,634	\$572,532	\$676,228	14%	\$ 676,228
FTA 5303 Planning	\$144,277	\$145,146	\$159,685	\$159,685	4%	\$ 145,146
FHWA Planning	\$ 36,069	\$ 36,287	\$ 36,287	\$ 39,921	4%	\$ 36,287
FHWA CMAQ	\$260,000	\$260,000	\$260,000	\$360,000	13%	\$ 360,000
<b>Federal Subtotal</b>	<b>\$ 840,665</b>	<b>\$ 837,067</b>	<b>\$ 1,028,504</b>	<b>1,235,834</b>	<b>16%</b>	<b>1,217,661</b>
State	\$ 4,509	\$ 4,536	\$ 4,536	\$ 4,990	4%	\$ 4,536
Local	\$205,658	\$194,187	\$194,187	\$247,936	7%	\$ 277,080
Fares	\$750,741	\$879,217	\$957,874	\$867,931	5%	\$ 893,969
<b>Program Revenue</b>	<b>\$ 1,801,573</b>	<b>\$ 1,915,007</b>	<b>\$ 2,185,101</b>	<b>2,356,691</b>	<b>10%</b>	<b>\$2,393,246</b>

<b>Expenses</b>	<b>FY 11/12</b>	<b>FY 12/13</b>	<b>FY 13/14</b>	<b>FY 14/15</b>		<b>FY 15/16</b>
Vanpool Program	\$ 1,374,516	\$ 1,583,855	\$ 1,674,140	\$1,480,291	3%	\$ 1,524,700
Planning/ Outreach	\$540,866	\$526,103	\$536,047	\$675,490	8%	\$ 658,629
<b>Program Expenses</b>	<b>\$ 1,915,382</b>	<b>\$ 2,109,958</b>	<b>\$ 2,210,187</b>	<b>2,155,781</b>	<b>4%</b>	<b>2,183,328</b>

<b>Annual Balance</b>	<b>\$ (113,809)</b>	<b>\$(194,951)</b>	<b>\$ (25,087)</b>	<b>\$ 200,911</b>		
<b>Carryover Balance</b>	<b>\$ (113,809)</b>	<b>\$ (308,760)</b>	<b>\$ (333,847)</b>	<b>(132,936)</b>		

<b>For Reference: Vehicles Operated in Max. Service</b>	<b>53</b>	<b>59</b>	<b>59</b>	<b>56</b>	<b>2%</b>	<b>56</b>
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Financial Capacity Documentation  
 Southwestern Pennsylvania Commission CommuteInfo Program  
 Fiscal Years 2017 – 202

**Projected Financial Condition and Capacity**

	Current Year	2017 - 2020 TIP				Average Annual Percent Change over 5 Years
		FY 15/16	FY 16/17	FY 17/18	FY 18/19	
<b>Revenue</b>						
FTA 5307 Capital	\$ 676,228	\$676,228	\$676,228	\$676,228	\$676,228	0%
FTA 5303 Planning	\$ 145,146	\$145,146	\$145,146	\$145,146	\$145,146	0%
FHWA Planning	\$36,287	\$36,287	\$36,287	\$36,287	\$36,287	0%
FHWA CMAQ	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	0%
<b>Federal Subtotal</b>	<b>1,217,661</b>	<b>\$ 1,217,661</b>	<b>\$ 1,217,661</b>	<b>\$ 1,217,661</b>	<b>\$ 1,217,661</b>	<b>0%</b>
State	\$ 4,536	\$ 4,536	\$ 4,536	\$ 4,536	\$ 4,536	0%
Local	\$277,080	\$244,879	\$209,879	\$209,879	\$209,879	-6%
Fares	\$893,969	\$953,673	\$ 1,016,155	\$ 1,081,528	\$ 1,149,908	7%
<b>Program Revenue</b>	<b>2,393,246</b>	<b>\$ 2,420,749</b>	<b>\$ 2,448,231</b>	<b>\$ 2,513,604</b>	<b>\$ 2,581,984</b>	<b>2%</b>

<b>Expenses</b>	<b>FY 15/16</b>	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>	
Vanpool Program	\$1,524,700	\$ 1,625,619	\$ 1,731,221	\$ 1,841,697	\$ 1,957,242	7%
Planning/ Outreach	\$658,629	\$520,138	\$656,992	\$669,201	\$681,777	1%
<b>Program Expenses</b>	<b>2,183,328</b>	<b>\$ 2,145,756</b>	<b>\$ 2,388,213</b>	<b>\$ 2,510,898</b>	<b>\$ 2,639,020</b>	<b>5%</b>

<b>Annual Balance</b>	<b>\$ 209,918</b>	<b>\$ 274,993</b>	<b>\$ 60,018</b>	<b>\$ 2,706</b>	<b>\$ (57,035)</b>	
<b>Carryover Balance</b>	<b>\$ 76,981</b>	<b>\$ 351,974</b>	<b>\$ 411,992</b>	<b>\$ 414,698</b>	<b>\$ 357,663</b>	

<b>For Reference: Vehicles Operated in Max. Service</b>	<b>56</b>	<b>58</b>	<b>60</b>	<b>62</b>	<b>64</b>	<b>3%</b>
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# Washington County Transportation Authority

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23	% change since COVID-19
<b>EXPENSES</b>							
<b>Operating Expense</b>							#DIV/0!
Operating Salary & Wages							#DIV/0!
Other Salaries							#DIV/0!
Fringe Benefits							#DIV/0!
Services							#DIV/0!
Administration	\$ 1,073,543	\$ 1,071,695	\$ 1,067,111	\$ 1,097,773	2.26%	\$ 1,150,000	2.43%
Fuel & Lubricants	\$ 679,791	\$ 524,474	\$ 408,238	\$ 667,387	-1.82%	\$ 650,000	27.25%
Tires & Tubes							#DIV/0!
Other Materials							#DIV/0!
Leases & Rentals							#DIV/0!
Utilities							#DIV/0!
Casualty & Liability							#DIV/0!
Taxes							#DIV/0!
Purchased Trans. (Fixed Route)	\$ 1,105,640	\$ 989,240	\$ 993,087	\$ 1,161,688	5.07%	\$ 1,200,000	17.43%
Purchased Trans. (Shared Ride)	\$ 3,666,021	\$ 3,495,696	\$ 2,956,190	\$ 3,430,230	-6.43%	\$ 3,750,000	-1.87%
Purchased Trans. (ADA)	\$ 190,647	\$ 183,403	\$ 160,851	\$ 180,215	-5.47%	\$ 210,000	-1.74%
Other Operating Expenses							#DIV/0!
<b>TOTAL EXPENSES</b>	<b>\$ 6,715,642</b>	<b>\$ 6,264,508</b>	<b>\$ 5,585,477</b>	<b>\$ 6,537,293</b>	<b>-2.66%</b>	<b>\$ 6,960,000</b>	<b>4.35%</b>
<b>REVENUES</b>							
<b>Non-Subsidy Revenue</b>							
Passenger Fares	\$ 340,838	\$ 284,389	\$ 180,192	\$ 192,197	-43.61%	\$ 196,000	-32.42%
ADA Fares	\$ 34,067	\$ 29,284	\$ 26,552	\$ 25,570	-24.94%	\$ 28,000	-12.68%
Advertising	\$ 27,588	\$ 41,942	\$ 42,389	\$ 51,500	86.68%	\$ 50,000	22.79%
Interest	\$ 24,606	\$ 17,497	\$ 3,380	\$ 3,304	-86.57%	\$ 3,500	-81.12%
MATP	\$ 2,281,885	\$ 1,808,124	\$ 1,448,303	\$ 1,832,541	-19.69%	\$ 1,950,000	1.35%
Area Agency on Aging	\$ 173,064	\$ 135,079	\$ 56,393	\$ 57,676	-66.67%	\$ 65,000	-57.30%
Other Sponsors	\$ 101,170	\$ 81,195	\$ 42,694	\$ 49,349	-51.22%	\$ 60,000	-39.22%
Other Non-Subsidy	\$ 105,859	\$ 70,665	\$ 47,054	\$ 48,368	-54.31%	\$ 55,000	-31.55%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 3,089,077</i>	<i>\$ 2,468,175</i>	<i>\$ 1,846,957</i>	<i>\$ 2,260,505</i>	<i>-26.82%</i>	<i>\$ 2,407,500</i>	<i>-8.41%</i>
<b>Operating Assistance</b>							
Federal Operating Assistance		\$ 418,000	\$ 1,550,000	\$ 1,996,954	#DIV/0!	\$ 2,250,000	377.74%
Federal Capital for Operating		\$ -	\$ -	\$ -			#DIV/0!
State Operating Assistance	\$ 2,275,728	\$ 1,898,982	\$ 1,193,935	\$ 1,311,612	-42.37%	\$ 1,300,000	-30.93%
Local/Non-Federal Operating Assistance	\$ 228,731	\$ 237,086	\$ 245,908	\$ 254,248	11.16%	\$ 260,000	7.24%
Prior Year Carryover	\$ 1,147,494	\$ 1,264,731	\$ 781,645	\$ 747,859	-34.83%	\$ 742,500	-40.87%
<i>Total Operating Assistance</i>	<i>\$ 3,651,953</i>	<i>\$ 3,818,799</i>	<i>\$ 3,771,488</i>	<i>\$ 4,310,673</i>	<i>18.04%</i>	<i>\$ 4,552,500</i>	<i>12.88%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 6,741,030</b>	<b>\$ 6,286,974</b>	<b>\$ 5,618,445</b>	<b>\$ 6,571,178</b>	<b>-2.52%</b>	<b>\$ 6,960,000</b>	<b>4.52%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$25,388</b>	<b>\$22,466</b>	<b>\$32,968</b>	<b>\$33,885</b>	<b>33.47%</b>	<b>\$0</b>	<b>50.83%</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>							
<b>Ridership</b>							
Adult Fare	72,402	54,334	27,457	31,500	-56.49%	37,000	-42.03%
Senior Citizen	16,206	15,426	12,523	15,000	-7.44%	16,500	-2.76%
Half-Fare	9,374	6,425	5,122	6,000	-35.99%	8,000	-6.61%
Free Fare	4,086	2,065	613	1,000	-75.53%	1,800	-51.57%
Paratransit	203,834	170,078	121,813	150,000	-26.41%	170,000	-11.81%
<i>Total Passengers</i>	<i>305,902</i>	<i>248,328</i>	<i>167,528</i>	<i>203,500</i>	<i>-33.48%</i>	<i>233,300</i>	<i>-18.05%</i>
Total Revenue Vehicle Miles	2,135,527	1,824,391	1,439,229	1,685,000	-21.10%	1,825,000	-7.64%
Total Revenue Vehicle Hours	124,899	104,867	78,119	90,000	-27.94%	98,000	-14.18%
Passengers/Revenue Vehicle Mile	0.14	0.14	0.12	0.12	-15.69%	0.13	-11.27%
Passengers/Revenue Vehicle Hour	2.45	2.37	2.14	2.26	-7.68%	2.38	-4.52%
Operating Expense per Passenger Trip	\$ 21.95	\$ 25.23	\$ 33.34	\$ 32.12	46.33%	\$ 29.83	27.34%
Operating Expense per Revenue Mile	\$ 3.14	\$ 3.43	\$ 3.88	\$ 3.88	23.37%	\$ 3.81	12.99%
Operating Expense per Revenue Hour	\$ 53.77	\$ 59.74	\$ 71.50	\$ 72.64	35.09%	\$ 71.02	21.59%
Farebox Recovery	46.00%	39.40%	33.07%	34.58%	-24.83%	34.59%	-12.24%
Operating Ratio	2.17	2.54	3.02	2.89	33.03%	2.89	13.94%

<b>Capital Assistance</b>				
Federal Capital Assistance	949,046	579,961	1,414,508	600,000
State Capital Assistance	230,531	835,676	540,998	325,000
Local Capital Assistance	6,739	3,151	3,018	3,000
<b>Total Capital Assistance</b>	<b>1,186,316</b>	<b>1,418,788</b>	<b>1,958,524</b>	<b>928,000</b>

# Washington County Transportation Authority

## Capacity and Plans

Inflation Factor:

0.04

Current Year FY  
2022-2023

FY 2023-24

FY 2024-25

FY 2026-25

FY 2026-27

% change:  
2023-27

EXPENSES						
<b>Operating Expense</b>						
Operating Salary & Wages	\$ -	\$0	\$0	\$0	\$0	
Other Salaries	\$ -	\$0	\$0	\$0	\$0	
Fringe Benefits	\$ -	\$0	\$0	\$0	\$0	
Services	\$ -	\$0	\$0	\$0	\$0	
Administration	\$ 1,150,000	\$1,184,500	\$1,220,035	\$1,256,636	\$1,294,335	12.55%
Fuel & Lubricants	\$ 650,000	\$676,000	\$703,040	\$731,162	\$760,408	16.99%
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)	\$ 1,200,000	\$1,248,000	\$1,297,920	\$1,349,837	\$1,403,830	16.99%
Purchased Trans. (Shared Ride)	\$ 3,750,000	\$3,900,000	\$4,056,000	\$4,218,240	\$4,386,970	16.99%
Purchased Trans. (ADA)	\$ 210,000	\$218,400	\$227,136	\$236,221	\$245,670	16.99%
<b>TOTAL EXPENSES</b>	<b>\$ 6,960,000</b>	<b>\$ 7,226,900</b>	<b>\$ 7,504,131</b>	<b>\$ 7,792,096</b>	<b>\$ 8,091,213</b>	<b>16.25%</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 196,000	\$205,800	\$216,090	\$224,734	\$233,723	19.25%
ADA Fares	\$ 28,000	\$29,400	\$30,870	\$32,105	\$33,389	19.25%
Advertising	\$ 50,000	\$52,000	\$54,080	\$56,243	\$58,493	16.99%
Interest	\$ 3,500	\$3,640	\$3,786	\$3,937	\$4,095	16.99%
MATP	\$ 1,950,000	\$2,047,500	\$2,149,875	\$2,235,870	\$2,325,305	19.25%
Area Agency on Aging	\$ 65,000	\$68,250	\$71,663	\$74,529	\$77,510	19.25%
Other Sponsors	\$ 60,000	\$63,000	\$66,150	\$68,796	\$71,548	19.25%
Other Non-Subsidy	\$ 55,000	\$57,750	\$60,638	\$63,063	\$65,586	19.25%
<i>Total Non-Subsidy Revenue</i>	<i>\$ 2,407,500</i>	<i>\$ 2,527,340</i>	<i>\$ 2,653,151</i>	<i>\$ 2,759,277</i>	<i>\$ 2,869,648</i>	<i>19.20%</i>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 2,250,000	\$2,250,000	\$0	\$0	\$0	-100.00%
Federal Capital for Operating	\$ -	\$0	\$0	\$0	\$0	
State Operating Assistance	\$ 1,300,000	\$1,350,000	\$2,000,000	\$2,250,000	\$2,340,000	80.00%
Local/Non-Federal Operating Assistance	\$ 260,000	\$273,000	\$286,650	\$300,983	\$316,032	21.55%
Prior Year Carryover	\$ 742,500	\$826,560	\$2,564,330	\$2,481,837	\$2,565,534	245.53%
<i>Total Operating Assistance</i>	<i>\$ 4,552,500</i>	<i>\$ 4,699,560</i>	<i>\$ 4,850,980</i>	<i>\$ 5,032,820</i>	<i>\$ 5,221,566</i>	<i>14.70%</i>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 6,960,000</b>	<b>\$ 7,226,900</b>	<b>\$ 7,504,131</b>	<b>\$ 7,792,096</b>	<b>\$ 8,091,213</b>	<b>16.25%</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>#DIV/0!</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	37,000	38,850	40,793	42,424	44,121	19.25%
Senior Citizen	16,500	17,160	17,846	18,560	19,303	16.99%
Half-Fare	8,000	8,320	8,653	8,999	9,359	16.99%
Free Fare	1,800	1,872	1,947	2,025	2,106	16.99%
Paratransit	170,000	178,500	187,425	194,922	202,719	19.25%
<i>Total Passengers</i>	<i>233,300</i>	<i>244,702</i>	<i>256,664</i>	<i>266,930</i>	<i>277,607</i>	<i>18.99%</i>
Total Revenue Vehicle Miles	1,825,000	1,898,000	1,973,920	2,052,877	2,134,992	16.99%
Total Revenue Vehicle Hours	98,000	101,920	105,997	110,237	114,646	16.99%
Passengers/Revenue Vehicle Mile	0.13	0.13	0.13	0.13	0.13	1.71%
Passengers/Revenue Vehicle Hour	2.38	2.40	2.42	2.42	2.42	1.71%
Operating Expense per Passenger Trip	\$ 29.83	\$ 29.53	\$ 29.24	\$ 29.19	\$ 29.15	-2.30%
Operating Expense per Revenue Mile	\$ 3.81	\$ 3.81	\$ 3.80	\$ 3.80	\$ 3.79	-0.63%
Operating Expense per Revenue Hour	\$ 71.02	\$ 70.91	\$ 70.80	\$ 70.69	\$ 70.58	-0.63%
Farebox Recovery	34.59%	34.97%	35.36%	35.41%	35.47%	2.53%
Operating Ratio	2.89	2.86	2.83	2.82	2.82	-2.47%

Financial Capacity Documentation  
**WESTMORELAND COUNTY TRANSIT AUTHORITY**  
 Fiscal Years 2023 – 2026

**Financial Condition and Capacity Trends**

Revenue Trends, compared to FY 2019-20, the last year before the COVID-19 pandemic:

- Federal Operating Assistance increased significantly due to the CARES Act funding received
- Total State Operating Assistance – Increased 3.95% from 2019.
- Total Local Revenue – Increased by 10.25% from 2019
- Total Fares – Decreased significantly due to the COVID-19 pandemic

Expense Trends

- On January 1, 2020, the WCTA began directly operating fixed-route and shared-ride paratransit service. Expenses that were accounted for under purchased transportation are now detailed as an operating expense.
- In addition to the above, expenses decreased significantly during FY 20-21 due to reduced service during the COVID-19 pandemic.

Productivity Trends

<b>Productivity Trends</b>							
	Passenger Trips		Passengers Per Vehicle Revenue Hour		Farebox Recovery		Operating Ratio Trends
FY 18/19	592,580		4.34		56.69		1.76
FY 19/20	454,168		3.79		53.06		1.88
FY 20/21	231,772		2.45		34.52		2.9
FY 21/22	281,144		2.79		35.24		2.84

  

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

- Farebox Recovery – Decreased an average of 33% since FY 2019-2020
- Operating Ratio – Increased 50% since FY 2019-2020

*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 – Decreased an average of 48% since FY 2019-2020
- Shared Ride Passengers – Decreased an average of 19% since FY 2019-2020
- Total Revenue Vehicle Miles and Hours – Decreased an average of 10% and 16% since FY 2019-2020. (These decreases are due directly to efforts to make the service more efficient during the COVID-19 pandemic)

### 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 12.6% 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 12.6% 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 12.6% 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 12.6% over the next 4 years

#### 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, Revenue Vehicle Miles and Revenue Vehicle Hours will remain consistent and slowly recover from the COVID-19 pandemic. There are plans to complete and implement a transit service development plan including updates to service.
- 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 stay consistent over the next 4 years (Shared Ride is expected to cover expenses 100% using Passenger Fares and State Operating Assistance -ADA Trips)
- Operating Ratio is expected to decrease very slightly or remain consistent over the next 4 years

### CONCLUSIONS

From the information presented above, the Westmoreland County Transit Authority believes that it will have 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.

As stated, the WCTA took over direct operations on January 1, 2020. The WCTA continues to monitor service and expenses during this change in operations in order to become more efficient.

# Westmoreland County Transit Authority

## Conditions and Trends

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23
<b>EXPENSES</b>						
<b>Operating Expense</b>						
Operating Salary & Wages	\$0	\$2,419,110	\$3,382,953	\$4,963,000		\$ 5,037,445
Other Salaries	\$0	\$435,618	\$673,711	\$945,400		\$ 959,581
Fringe Benefits	\$0	\$752,839	\$1,273,418	\$1,688,475		\$ 1,713,802
Services	\$0	\$156,300	\$211,139	\$302,000		\$ 306,530
Fuel & Lubricants	\$0	\$590,500	\$699,643	\$1,167,000		\$ 1,184,505
Tires & Tubes	\$0	\$125,000	\$130,032	\$225,000		\$ 228,375
Other Materials	\$0	\$341,500	\$416,448	\$708,000		\$ 718,620
Leases & Rentals	\$0	\$176,000	\$205,578	\$195,000		\$ 197,925
Utilities	\$0	\$91,450	\$190,464	\$213,500		\$ 216,703
Casualty & Liability	\$0	\$0	\$453,000	\$450,000		\$ 456,750
Taxes						
Administrative Expenses (Fixed Route)	\$836,258	\$1,325,259	\$1,078,732	\$1,229,536	47.03%	\$ 1,247,979
Administrative Expenses (Shared Ride)	\$709,795	\$960,238	\$955,153	\$1,177,707	65.92%	\$ 1,195,373
Purchased Trans. (Fixed Route)	\$4,793,910	\$2,443,549	\$0	\$0	-100.00%	\$ -
Purchased Trans. (Shared Ride)	\$4,461,047	\$2,244,939	\$0	\$0	-100.00%	\$ -
Purchased Trans. (ADA)	\$0	\$0	\$0	\$0		\$ -
Other Operating Expenses	\$0	\$0	\$71,089	\$119,500		
<b>TOTAL EXPENSES</b>	<b>\$ 10,801,010</b>	<b>\$ 12,062,302</b>	<b>\$ 9,741,360</b>	<b>\$ 13,384,118</b>	<b>23.92%</b>	<b>\$ 13,463,587</b>
<b>REVENUES</b>						
<b>Non-Subsidy Revenue</b>						
Passenger Fares	\$ 1,014,949	\$ 980,344	\$ 174,436	\$ 219,475	-78.38%	\$ 548,688
Passenger Fares (Shared Ride)	\$ 4,814,400	\$ 5,125,172	\$ 2,863,020	\$ 4,125,422	-14.31%	\$ 5,156,778
Advertising	\$ 5,900	\$ 59,920	\$ 64,201	\$ 60,500	925.42%	\$ 90,750
Route Guarantee						\$ -
Interest						\$ -
MATP			\$ 227,746	\$ 310,378		\$ 315,034
Area Agency on Aging						\$ -
Other Sponsors						\$ -
Other Non-Subsidy	\$ 288,286	\$ 234,877	\$ 33,036	\$ 600	-99.79%	\$ 609
<b>Total Non-Subsidy Revenue</b>	<b>\$ 6,123,535</b>	<b>\$ 6,400,313</b>	<b>\$ 3,362,439</b>	<b>\$ 4,716,375</b>	<b>-22.98%</b>	<b>\$ 6,111,858</b>
<b>Operating Assistance</b>						
Federal Operating Assistance	\$ 674,000	\$ 694,166	\$ 2,604,230	\$ 3,895,334	477.94%	\$ 1,927,712
Federal Capital for Operating	\$ 400,000	\$ 400,000	\$ -	\$ -	-100.00%	\$ 500,000
State Operating Assistance	\$ 3,239,088	\$ 4,185,216	\$ 3,372,954	\$ 4,350,585	34.32%	\$ 4,481,103
Local/Non-Federal Operating Assistance	\$ 364,387	\$ 382,607	\$ 401,737	\$ 421,824	15.76%	\$ 442,915
Prior Year Carryover						
<b>Total Operating Assistance</b>	<b>\$ 4,677,475</b>	<b>\$ 5,661,989</b>	<b>\$ 6,378,921</b>	<b>\$ 8,667,743</b>	<b>85.31%</b>	<b>\$ 7,351,730</b>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 10,801,010</b>	<b>\$ 12,062,302</b>	<b>\$ 9,741,360</b>	<b>\$ 13,384,118</b>	<b>23.92%</b>	<b>\$ 13,463,587</b>
<b>SURPLUS/DEFICIT</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>#DIV/0!</b>	<b>\$0</b>
<b>OPERATING STATISTICS &amp; TRENDS</b>						
<b>Ridership</b>						
Adult Fare	406744	292220	113076	149996	-63.12%	195000
Senior Citizen						
Half-Fare						
Paratransit	185836	161948	118696	131148	-29.43%	168000
<b>Total Passengers</b>	<b>592580</b>	<b>454168</b>	<b>231772</b>	<b>281144</b>	<b>-52.56%</b>	<b>363000</b>
Total Revenue Vehicle Miles	2802787	2342589	1944376	2099944	-25.08%	2370504
Total Revenue Vehicle Hours	136439	119958	94470	100636	-26.24%	111279
Passengers/Revenue Vehicle Mile	0.21	0.19	0.12	0.13	-36.68%	0.15
Passengers/Revenue Vehicle Hour	4.34	3.79	2.45	2.79	-35.68%	3.26
Operating Expense per Passenger Trip	\$ 18.23	\$ 26.56	\$ 42.03	\$ 47.61	161.18%	\$ 37.09
Operating Expense per Revenue Mile	\$ 3.85	\$ 5.15	\$ 5.01	\$ 6.37	65.39%	\$ 5.68
Operating Expense per Revenue Hour	\$ 79.16	\$ 100.55	\$ 103.12	\$ 133.00	68.00%	\$ 120.99
Farebox Recovery	56.69%	53.06%	34.52%	35.24%	-37.84%	45.40%
Operating Ratio	1.76	1.88	2.90	2.84	60.89%	2.20

