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

Productivity Trends

	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

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

Total vehicle revenue hours refer to total hours transit service vehicles are in operation less dead hours in any given year. Vehicle revenue hours divided by total passenger trips show the level of productivity achieved in any given year, based on the number of revenue hours run.

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

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	C	onditio	ns	and Tr	'e '	nds						
TRANSIT AUTHORITY							F	Y 2021-22		4-year %		Current Year FY
I KANSII AUTHUKITI	F	Y 2018-19	F	Y 2019-20		FY 2020-21		Budget		Change		2022-23
EXPENSES								Ī				
Operating Expense												
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)		40,000		\$0	_	\$0		+ 2,555		0.00%		\$0
Purchased Trans. (Shared Ride)				\$9,639	_	\$13,998				0.00%		\$0
Purchased Trans. (ADA)				73,033		\$0				0.00%	H	\$0
Other Operating Expenses		\$100,730		\$355,680		\$174,019		\$237,046		135.33%		\$233,624
TOTAL EXPENSES	\$	7,565,492	\$		\$	7,473,980		9,219,209	_	21.86%		\$9,529,398
REVENUES	+	7,000,102	7	7,72-1,67-1	*	7,470,500	Y	3,223,263		1 11.00%		43,323,33
Non-Subsidy Revenue	\vdash										┢	
Passenger Fares	\$	1,498,269	\$	986,226	\$	476,509	ς	992,570		-33.75%	┢	\$975,000
Non-transportation Revenue	\$	122,300	\$		\$		\$	3,850		-96.85%	┢	\$3,850
Revenue Replacement	\$	519,834	\$	443,807	\$	-	\$	506,627		-2.54%	┢	\$521,825
Interest	<u> </u>	313,634	7	443,807	7	303,333	7	300,027		-2.5470	┢	7321,823
Interest											┢	
Agency Funding	\$	787,621	\$	649,214	\$	522,619	ċ	745,430		-5.36%	⊩	\$767,794
Total Non-Subsidy Revenue	\$	2,928,024	\$	2,093,901	\$	· · · · · · · · · · · · · · · · · · ·		2,248,477		-23.21%		\$2,268,469
•	3	2,920,024	Ą	2,093,901	Ş	1,397,619	Ą	2,240,477		-23.2170		\$2,200,409
Operating Assistance	_	07.541	۲	116 551	۲	216.044	۲	205 220		205 100/	⊢	¢207.200
Federal Operating Assistance 5311	\$	97,541	\$	116,551	\$	· · · · · · · · · · · · · · · · · · ·		395,229		305.19%	⊢	\$387,300
Federal Capital for Operating 5307	\$	2 000 022	\$	-	\$		_	5,688,483		1583.72%	⊢	\$5,201,167
State Operating Assistance	\$	3,889,932	\$	4,515,763	\$, ,	\$	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		4 627 460	4	5 620 472	\$		\$			50.240/		<u> </u>
Total Operating Assistance TOTAL OPERATING REVENUE	\$ \$	4,637,468	\$ \$	<i>5,620,473</i> 7,714,374	\$ \$	· · ·	\$	6,970,732		50.31% 21.86 %		\$7,260,929
	>	7,565,492	Ş		_	7,473,980		9,219,209			+	\$9,529,398
SURPLUS/DEFICIT	\vdash	\$0		\$0		\$0		\$0		0.00%	\vdash	(\$0)
ODERATING STATISTICS & TRENDS												
OPERATING STATISTICS & TRENDS	-										\vdash	
Ridership	\vdash	740 544		F 47, 440		207.544		425.047		20.770/	\vdash	550,000
Originating Passengers Fixed Route	\vdash	710,541		547,449	\vdash	307,511		435,047		-38.77%	H	550,000
Originating Passengers Shared Ride	\vdash	81,146		63,572	<u> </u>	50,747		65,900		-18.79%		72,000
Transfers	\vdash	49,668		30,351	lacksquare	20,367		28,814		-41.99%	L	37,250
Total Passengers	<u> </u>	841,355		641,372	_	378,625		529,761		-37.03%		749,250
Total Revenue Vehicle Miles	\vdash	1,215,036		1,077,932		942,640		995,660		-18.06%		996,000
Total Revenue Vehicle Hours	\vdash	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

8.79

17.40

9.26

152.97

24.39%

4.10

-23.57%

93.53%

48.71%

47.91%

-36.98%

58.69%

12.28

12.72

9.57

156.22

23.80%

4.20

6.44

19.74 \$

7.93 \$

127.11

18.70%

5.35

Federal Capital Assistance	3,397
State Capital Assistance	976
Local Capital Assistance	55

Passengers/Revenue Vehicle Hour Operating Expense per Passenger Trip

Operating Expense per Revenue Mile

Operating Expense per Revenue Hour

Farebox Recovery

Capital Assistance

Operating Ratio

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

11.50

103.42

38.70%

2.58

8.99 \$

6.23 \$

9.84

12.03 \$

7.16 \$

118.33

27.14%

3.68

BEAVER COUNTY

Capacity and Plans Current Year FY

			4 1 .	idiis								0/ -1
			F,	Y 2023-24		FY 2024-25	F	Y 2025-26		FY 2026-27		% change: 2023-27
			I	. 2025 24		11 2024 23	•	1 2023 20	I	1 2020 27		
											H	
Ś	1.766.849			\$1,828,688		\$1,892,692		\$1,958,937		\$2,027,499	ŀ	14.75%
					-						ŀ	14.75%
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			<u> </u>		+						-	12.55%
					-						ı	21.55%
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			\$		-		\$		\$			14.55%
1					Ī							
											-	
\$	975,000		\$	1,000,000	\$	1,025,000	\$	1,050,000	\$	1,075,000		10.26%
	3,850			3,850	\$	3,850	\$	3,850	\$			0.00%
	521,825			537,480	_		\$	570,212	\$	587,318		12.55%
\$	767,794		\$	790,828	\$	814,553	\$	838,989	\$	864,159		12.55%
\$	2,268,469		\$	2,332,158	\$	2,397,007	\$	2,463,051	\$	2,530,327		11.54%
\$	387,300			\$240,000		\$240,000		\$240,000		\$240,000		-38.03%
\$	5,201,167			\$0		\$0		\$0		\$1,640,253		-68.46%
\$	1,008,853			\$6,610,391		\$6,871,924		\$7,144,083		\$5,787,014		473.62%
\$	663,609			\$676,881		\$690,419		\$704,227		\$718,311		8.24%
\$	-											
\$	7,260,929		\$	7,527,272	\$	7,802,343	\$	8,088,310	\$	8,385,578		15.49%
\$	9,529,398		\$	9,859,430	\$	10,199,350	\$	10,551,361	\$	10,915,905		14.55%
	\$0			\$0		\$0		\$0		\$0	_	0.00%
			_								-	
	550,000			575.000		600,000		625,000		650,000	ı	18.18%
				-		-		-		-	ı	11.11%
				-		-		-			ŀ	21.48%
	-			-		-		•				46.34%
	-											0.00%
	61,000			61,000		61,000		61,000		61,000		0.00%
	0.53			0.69		0.72		0.75		0.78	-	46.34%
					-							46.34%
\$			\$		+-		\$		\$			-21.72%
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r			Ĺ	23.65%	·		т					-2.62%
	4.20			4.23	\vdash	4.26		4.28	\vdash	4.31		2.70%
	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ 1,766,849 \$ 2,993,333 \$ 1,573,079 \$ 1,011,394 \$ 711,423 \$ 74,160 \$ 645,293 \$ 272,950 \$ 272,950 \$ 275,5 \$ 233,624 \$ 9,529,398 \$ 975,000 \$ 3,850 \$ 521,825 \$ 767,794 \$ 2,268,469 \$ 387,300 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ - \$ 7,260,929 \$ 9,529,398 \$ 9,529,398 \$ 0 \$ 550,000 72,000 37,250 529,761 996,000 61,000 0.53 8.68 \$ 17.99 \$ 9,57 \$ 156.22 23.80%	\$ 1,766,849 \$ 2,993,333 \$ 1,573,079 \$ 1,011,394 \$ 711,423 \$ 74,160 \$ 645,293 \$ 244,719 \$ 272,950 \$ 2,575 \$ 233,624 \$ 9,529,398 \$ 9,529,398 \$ 975,000 \$ 3,850 \$ 521,825 \$ 767,794 \$ 2,268,469 \$ 387,300 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 7,260,929 \$ 9,529,398 \$ 9,529,398 \$ 9,529,398 \$ 9,529,398	\$ 1,766,849 \$ 2,993,333 \$ 1,573,079 \$ 1,011,394 \$ 711,423 \$ 74,160 \$ 645,293 \$ 244,719 \$ 272,950 \$ 2,575 \$ 233,624 \$ 9,529,398 \$ \$ \$ 975,000 \$ 3,850 \$ 521,825 \$ 767,794 \$ 2,268,469 \$ \$ \$ 387,300 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 7,260,929 \$ 9,529,398 \$ \$ \$ 9,529,398 \$ \$ \$ 0 550,000 72,000 37,250 529,761 996,000 61,000 61,000 0.53 8.68 \$ 17.99 \$ \$ \$ 9,57 \$ 156.22 \$ 23.80%	\$ 1,766,849 \$ 2,993,333 \$ 1,573,079 \$ 1,011,394 \$ 711,423 \$ 74,160 \$ 272,950 \$ 272,950 \$ 233,624 \$ 9,529,398 \$ 9,529,398 \$ 9,859,430 \$ 3,850 \$ 521,825 \$ 2,268,469 \$ 2,268,469 \$ 3,850 \$ 5,201,167 \$ 1,000,8853 \$ 663,609 \$ 7,260,929 \$ 7,260,929 \$ 9,529,398 \$ 9,859,430 \$ 9,859,430 \$ 3,850 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 5,201,167 \$ 1,000,000 \$ 3,850 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 1,000,000 \$ 3,850 \$ 5,201,167 \$ 1,008,853 \$ 663,609 \$ 5,201,167 \$ 1,000,000 \$ 1,000,000 \$ 2,332,158 \$ 387,300 \$ 2,332,158 \$ 387,300 \$ 3,850 \$ 5,201,167 \$ 1,008,853 \$ 6,610,391 \$ 6,6610,391 \$ 6,6610,391	Current Year FY 2022-2023 \$ 1,766,849 \$1,828,688 \$ 2,993,333 \$3,098,099 \$ 1,573,079 \$1,628,137 \$ 1,011,394 \$1,041,736 \$ 74,160 \$76,385 \$ 645,293 \$664,652 \$ 272,950 \$281,139 \$ 2,575 \$2,2652 \$ 233,624 \$238,888 \$ 9,529,398 \$ 9,859,430 \$ 3,850 \$ 3,850 \$ 3,850 \$ 3,850 \$ 2,268,469 \$ 2,332,158 \$ 387,300 \$240,000 \$ 5,201,167 \$0 \$ 1,008,853 \$6676,881 \$ 7,260,929 \$ 7,527,272 \$ 9,529,398 \$ 9,859,430 \$ 9,529,398 \$ 9,859,430	Current Year FY 2022-2023 FY 2023-24 FY 2024-25 \$ 1,766,849 \$1,828,688 \$1,892,692 \$ 2,993,333 \$3,098,099 \$3,206,533 \$ 1,573,079 \$1,628,137 \$1,628,137 \$ 711,423 \$746,994 \$784,344 \$ 74,160 \$645,293 \$664,652 \$684,591 \$ 244,719 \$252,060 \$259,622 \$ 2,575 \$2,652 \$2,732 \$ 233,624 \$238,888 \$242,477 \$ 9,529,398 \$ 9,859,430 \$10,199,350 \$ 975,000 \$ 1,000,000 \$1,025,000 \$ 3,850 \$3,850 \$3,850 \$ 767,794 \$790,828 \$814,553 \$ 2,268,469 \$2,332,158 \$2,397,007 \$ 387,300 \$1,000,000 \$240,000 \$ 5,201,167 \$1,008,853 \$661,0391 \$6,871,924 \$ 9,529,398 \$9,529,398 \$9,859,430 \$10,199,350 \$ 9,529,398 \$9,859,430 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3,850 \$ 3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850 \$ \$3,850	Current Year FY 2022-2023 FY 2023-24 FY 2024-25 FY 2025-26 FY 2026-27 \$ 1,766,849 \$1,828,688 \$1,892,692 \$1,958,937 \$2,027,499 \$ 2,993,333 \$3,098,099 \$3,006,533 \$3,318,762 \$3,434,918 \$ 1,573,079 \$1,628,137 \$1,658,5121 \$1,744,101 \$1,805,144 \$ 711,423 \$746,994 \$784,344 \$823,561 \$647,739 \$ 741,160 \$76,385 \$78,676 \$81,037 \$83,468 \$ 645,293 \$664,652 \$684,591 \$705,129 \$726,283 \$ 244,719 \$252,060 \$2259,622 \$267,411 \$277,433 \$ 272,950 \$281,139 \$289,573 \$298,260 \$307,208 \$ 233,624 \$238,888 \$242,477 \$246,173 \$249,981 \$ 9,529,398 \$ 9,859,430 \$10,199,350 \$10,551,361 \$10,915,905 \$ 3,850 \$ 3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850 \$3,850	State

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

Productivity Trends

	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

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.

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.

		onditio	n	s and T	r	ends					
Butler Transit Authority	7								4-year %	Cu	rrent Year FY
	F	Y 2018-19	F	Y 2019-20	F	Y 2020-21	F	Y 2021-22	Change		2022-23
EXPENSES											
Operating Expense											
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
TOTAL EXPENSES	\$	1,980,225	\$	2,019,656	\$	1,872,299	\$	2,455,751	24.01%	\$	2,995,397
REVENUES											
Non-Subsidy Revenue											
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
Total Non-Subsidy Revenue	\$	198,806	\$	173,978	\$	155,375	\$	197,958	-0.43%	\$	308,227
Operating Assistance									#DIV/0!		
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											
Total Operating Assistance	\$	1,781,419		1,845,678		1,716,924	_	2,257,793	26.74%	\$	2,687,169
TOTAL OPERATING REVENUE	\$	1,980,225		2,019,656		1,872,299		2,455,751	24.01%	\$	2,995,397
SURPLUS/DEFICIT		\$0		\$0		\$0		\$0	#DIV/0!		\$0
		ļ									
OPERATING STATISTICS & TRENDS											
Ridership											
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
Total Passengers		187529		173724		141819		149034	-20.53%		150525
Total Revenue Vehicle Miles		163965		157090		159270		181855	10.91%		181855
Total Revenue Vehicle Hours		14480		14341.96		14653		15592	7.68%		15592
Passangars / Payanya Vahisla Mila		1.14		1.11		0.89		0.82	-28.35%		0.83
Passengers/Revenue Vehicle Mile Passengers/Revenue Vehicle Hour		12.95		12.11		9.68		9.56	-28.35% -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	۶ \$	127.77	\$	157.50	15.17%	\$	192.11
Farebox Recovery	۲	7.73%	۲	6.68%	۲	6.65%	۲	6.41%	-17.17%	 	8.93%
rarebox necovery	-	1.15%		0.06%	 	0.05%	-	0.4170	-1/.1/70	<u> </u>	8.93%

10.04%

8.61%

8.30%

8.06%

-19.71%

10.29%

Operating Ratio

Inflation Factor:

Butler Transit Authority Current Year FY

Capacity and Plans
Current Year FY

Butler Transit Authority	Current Year F	1								% change:
	2022-2023		FY 202	23-24	FY 2024-25	FY 2026-25		FY 2026-27		2023-27
EXPENSES							1			
Operating Expense									1	
Operating Salary & Wages	\$415,29	1	\$43	36,056	\$449,137	\$462,63	1	\$476,490	1	14.74%
Other Salaries	. ,		·		, ,	. ,				#DIV/0!
Fringe Benefits	\$123,05	3	\$12	26,745	\$130,547	\$134,46	53	\$138,497		12.55%
Services	\$249,76	_		57,257	\$264,974			\$281,111	-	12.55%
Fuel & Lubricants	\$186,85	2	\$19	92,458	\$198,232		_	\$210,304		12.55%
Tires & Tubes	\$1,06	1	9	\$1,093	\$1,126	\$1,1!	59	\$1,194	1	12.55%
Other Materials	\$48,86	2	\$!	50,328	\$51,838	\$53,39	93	\$54,995		12.55%
Leases & Rentals	\$30,52	7	\$3	31,443	\$32,386	\$33,3!	58	\$34,359		12.55%
Utilities	\$67,62	3	\$6	59,657	\$71,746	\$73,89	9	\$76,116		12.55%
Casualty & Liability	\$33,02	9	\$3	34,020	\$35,040	\$36,09	92	\$37,174		12.55%
Taxes				\$0	\$0		0	\$0		#DIV/0!
Purchased Trans. (Fixed Route)	\$1,548,19	3	\$1,59	94,644	\$1,642,483	\$1,741,03	32	\$1,793,263		15.83%
Purchased Trans. (Shared Ride)				\$0	\$0		0	\$0		#DIV/0!
Purchased Trans. (ADA)	\$139,03	5	\$14	13,207	\$147,503	\$151,92	28	\$156,486		12.55%
Other Operating Expenses	\$152,09			6,659	\$161,359			\$171,185		12.55%
TOTAL EXPENSES	\$ 2,995,397		\$ 3,09	3,564	\$ 3,186,371	\$ 3,331,23	7 \$	\$ 3,431,174		15%
REVENUES										
Non-Subsidy Revenue							_			
Passenger Fares	\$267,50	-		70,178			_	\$278,365	-	4.06%
ADA Fares	\$9,62	_		\$9,720	\$9,817		_	\$10,014	-	4.06%
Advertising	\$30,10	1	\$3	30,402	\$30,706		_	\$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	44.00	_	<u> </u>	\$0	\$0		0	\$0	-	#DIV/0!
Other Non-Subsidy	\$1,00	_		1,000			_	\$1,000		0
Total Non-Subsidy Revenue	\$ 308,227		\$ 31	1,300	\$ 314,403	\$ 317,53	/ 	\$ 320,702		4.05%
Operating Assistance	ć4 207 00	-	61.2	10 274	¢4 200 C25	¢4 207 7	-	¢4.440.400	4	10.000/
Federal Operating Assistance	\$1,297,88	_		10,274	\$1,288,635			\$1,440,489	-	10.99%
Federal Capital for Operating State Operating Assistance	\$95,87			08,500			_	\$208,500	-	117.48% 12.55%
· -	\$1,229,70	_		56,591	\$1,304,589			\$1,384,038	-	21.55%
Local/Non-Federal Operating Assistance Prior Year Carryover	\$63,71	‡	70	56,900	\$70,245	\$73,7!	7	\$77,445	4	21.55%
Total Operating Assistance	\$ 2,687,169		\$ 2,78	2 265	\$ 2,871,968	\$ 3,013,70	0 0	\$ 3,110,472		16%
TOTAL OPERATING REVENUE	\$ 2,995,397	_	\$ 3,09		\$ 3,186,371		_	\$ 3,431,174		15%
SURPLUS/DEFICIT	\$		\$ 3,03	\$0	\$0		50	\$0		0%
JOHN LOS/ DEFICIT	7	4		70	70	,	_	70	1	070
OPERATING STATISTICS & TRENDS										
Ridership		-	<u> </u>						1	
Adult Fare	11418	5	11	5,328	116,481	117,64	6	118,822	1	4.06%
Senior Citizen	3193	_		2,259	32,581	32,90	_	33,236	1	4.06%
Half-Fare	85		<u> </u>	862	871	87	_	888	1	4.06%
Paratransit	354	_		3,652	3,762	3,87	_	3,991	1	12.55%
Total Passengers	150525	_		52101	153695		_	156938		4.26%
Total Revenue Vehicle Miles	18185	_		81855	194121		_	194121		0.067449342
Total Revenue Vehicle Hours	1559	_		15592	18764		-	18764	-	0.20343766
		_								
Passengers/Revenue Vehicle Mile	0.8			0.84	0.79		_	0.81	-	-2.33%
Passengers/Revenue Vehicle Hour	9.6		<u> </u>	9.76			_	8.36		-13.36%
Operating Expense per Passenger Trip	\$ 19.90	_		20.34	\$ 20.73		_	\$ 21.86		9.87%
Operating Expense per Revenue Mile	\$ 16.47	_		17.01	\$ 16.41					7.31%
Operating Expense per Revenue Hour	\$ 192.11	_		98.41	\$ 169.81	\$ 177.5	_	\$ 182.86		-4.82%
Farebox Recovery	8.939	_	_	8.73%			_	8.11%		-9.16%
Operating Ratio	10.299	ó	1	.0.06%	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

Productivity Trends

	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

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.

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

Conditions and Trends

Coordinated		iis ana 11			4	C	ırrent Year
Transportation	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year %		Y 2023-24
_	F1 2016-19	F1 2019-20	F	F1 2021-22	Change		1 2023-24
EXPENSES							
Operating Expense Operating Salary & Wages	\$327,070	\$340,005	\$411,179	\$431,737.95	32.00%	\$	440,373
Other Salaries	\$131,768			\$272,644	106.91%	\$	278,097
Fringe Benefits	\$291,344			\$425,169	45.93%	\$	433,673
Services	\$238,282				-23.09%	\$	185,104
Fuel & Lubricants	\$153,067			\$153,393	0.21%	\$	154,927
Tires & Tubes	\$25,412			\$49,752	95.78%	\$	50,249
Other Materials	\$80,027		\$59,120	\$65,032	-18.74%	\$	65,682
Leases & Rentals	\$0				20.7 170	\$	-
Utilities	\$65,578		\$97,515	\$107,267	63.57%	\$	108,339
Casualty & Liability	\$0			\$0		\$	-
Taxes	\$0	· · · · · · · · · · · · · · · · · · ·		\$0		\$	-
Purchased Trans. (Fixed Route)	\$464,798	\$344,533		\$0	-100.00%	\$	-
Purchased Trans. (Shared Ride)	\$39,181			\$0	-100.00%	\$	-
Purchased Trans. (ADA)	\$280				-100.00%	\$	-
Purchased Trans. (Other)	\$151,227			\$0	-100.00%	\$	-
Other Operating Expenses	\$18,979	\$29,005	\$67,979	\$74,777	294.00%	\$	75,525
TOTAL EXPENSES	\$ 1,987,013	\$ 1,721,738	\$ 1,651,664	\$ 1,763,042	-11.27%	\$	1,791,968
REVENUES							
Non-Subsidy Revenue							
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%	\$	-
Total Non-Subsidy Revenue	\$ 2,023,482	\$ 1,371,358	\$ 1,432,570	\$ 1,575,827	-22.12%	\$	1,591,585
Operating Assistance	A 762.044	4 760 470	4 1 21 1 25 1	4 4 25 2 2 2 2	75.000/		4 262 500
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		\$ 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 Total Operating Assistance	\$ 2,211,392	\$ 1,988,875	\$ 1,967,122	\$ 2,110,862	-4.55%	\$	2,131,970
TOTAL OPERATING REVENUE	\$ 4,234,874	\$ 3,360,233		\$ 2,110,862 \$ 3,686,689	-12.94%	\$	3,723,555
SURPLUS/DEFICIT	\$2,247,861			\$1,923,646	-14.42%	7	\$1,931,587
30KFL03/DEFICIT	32,247,801	Ş1,038, 4 93	\$1,740,020	\$1,923,040	-14.42/0		71,931,367
OPERATING STATISTICS & TRENDS							
Ridership							
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	10,403	-	-100.00%	\$	
Paratransit	129,475	706,026		_	-100.00%	\$	
Total Passengers	296735	814951	117843	129627	-56.32%	\$	130,924
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			0.22	-60.41%		0.22
Passengers/Revenue Vehicle Hour	9.60			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		\$ 3.04	-19.58%	\$	3.06
Operating Expense per Revenue Hour	\$ 64.29	\$ 76.16		\$ 58.65	-8.77%	\$	59.02
Farebox Recovery	101.84%			89.38%	-12.23%		88.82%
Operating Ratio	0.98	1.26	1.15	1.12	13.93%		1.13

Fayette Area Coordinated	Capacity and Plans Inflation Factor: Current Year								0.03		
Transportation	FY 2022-2023	_	FY 2023-24	FY	2024-25	FY	2026-25	FY	2026-27	_	% change: 2023-27
EXPENSES		L		<u> </u>		_		<u> </u>		L	
Operating Expense	4.10.070	_	400.1	<u> </u>	4.57.101		4404.00=		4107.610		12.550/
Operating Salary & Wages	\$440,373	-	\$453,584	_	\$467,191	-	\$481,207	+	\$495,643		12.55%
Other Salaries	\$278,097	\vdash	\$286,440	_	\$295,033	_	\$303,884	1	\$313,001		12.55%
Fringe Benefits	\$433,673	\vdash	\$446,683	_	\$460,083	_	\$473,886	+	\$488,102		12.55%
Services Fuel & Lubricants	\$185,104	\vdash	\$190,657	_	\$196,377		\$202,268		\$208,336		12.55%
Tires & Tubes	\$154,927	\vdash	\$159,575	_	\$164,362		\$169,293		\$174,371		12.55%
	\$50,249	\vdash	\$51,757	_	\$53,310		\$54,909	1	\$56,556		12.55%
Other Materials Leases & Rentals	\$65,682 \$0	\vdash	\$67,653 \$0	_	\$69,682 \$0		\$71,773 \$0	_	\$73,926 \$0		12.55%
Utilities	\$108,339		\$111,589		\$114,937		\$118,385		\$121,937		12.55%
Casualty & Liability	\$108,339	\vdash	\$111,369	_	\$114,937	-	\$118,383	+	\$121,937		12.55/6
Taxes	\$0	\vdash	\$0 \$0	_	\$0 \$0		\$0 \$0	_	\$0		
Purchased Trans. (Fixed Route)	\$0	\vdash	\$0 \$0		\$0 \$0		\$0 \$0		\$0		#DIV/0!
Purchased Trans. (Tixed Rodde)	\$0	\vdash	\$0 \$0		\$0 \$0		\$0 \$0		\$0		#DIV/0!
Purchased Trans. (ADA)	\$0		\$0 \$0		\$0 \$0		\$0 \$0	_	\$0		#514/0:
Purchased Trans. (ADA)	\$0		\$0 \$0	_	\$0 \$0		\$0 \$0	_	\$0		#DIV/0!
Other Operating Expenses	\$75,525		\$77,790	_	\$80,124	_	\$82,528	_	\$85,004		12.55%
TOTAL EXPENSES	\$ 1,791,968	\$		_		-	1,958,132		2,016,876	_	12.55%
REVENUES	1,731,300		1,043,727	V	1,501,055	 	1,550,152	7	2,010,070	-	12.33/0
Non-Subsidy Revenue				\vdash							
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	1	\$0		\$0	1	\$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	1	\$448,108		\$461,551		\$475,397		12.55%
Other Non-Subsidy	\$ -		\$0		\$0	+	\$0	+	\$0		#DIV/0!
Total Non-Subsidy Revenue	\$ 1,591,585	\$	1,639,333	\$:	1,688,513	\$	1,739,168	\$	1,791,343		12.55%
Operating Assistance											
Federal Operating Assistance	\$ 1,363,500		\$1,404,405	ç	\$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	\$ -										
Total Operating Assistance	\$ 2,131,970	\$	2,195,929	\$ 2	2,261,807		2,329,661	\$	2,399,551		12.55%
TOTAL OPERATING REVENUE	\$ 3,723,555	\$	3,835,262	\$ 3	3,950,320	\$	4,068,830	\$	4,190,894		12.55%
SURPLUS/DEFICIT	\$1,931,587		\$1,989,535	\$	\$2,049,221		\$2,110,698		\$2,174,018		12.55%
OPERATING STATISTICS & TRENDS		_									
Ridership		\vdash		<u> </u>		<u> </u>		<u> </u>			
Adult Fare	110,411	L	113,724	<u> </u>	117,135		120,649		124,269		12.55%
Senior Citizen	20,512	_	21,128	<u> </u>	21,762	<u> </u>	22,414	<u> </u>	23,087	L	12.55%
Half-Fare	-	\vdash	_	<u> </u>	-	<u> </u>	-	<u> </u>		L	#DIV/0!
Paratransit	-		-	<u> </u>	-		-		-	4	#DIV/0!
Total Passengers	130923.573	_	134851	↓	138897		143064		147356	4	12.55%
Total Revenue Vehicle Miles	585,475		603,039	 	621,130	 	639,764	 	658,957		12.55%
Total Revenue Vehicle Hours	30,363		31,273	<u> </u>	32,212	 	33,178	<u> </u>	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	4.31		4.31		4.31		0.00%
Operating Expense per Passenger Trip	\$ 13.69	\$		\$	13.69	_	13.69	_	13.69		0.00%
Operating Expense per Revenue Mile	\$ 3.06	\$			3.06		3.06		3.06		0.00%
Operating Expense per Revenue Hour	\$ 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

Productivity Trends

	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

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.

Greene County Human	Conditio	ons and Ti	rends			C	% change	
Services	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	Current Year FY 2022-23	since COVID- 19	
EXPENSES Operating Expense								

Services	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-year % Change	2022-23	since COVID-
EXPENSES	1	1		1 1	Change		1
Operating Expense							1
Operating Salary & Wages	\$454,763	\$422,885	\$389,046	\$447,600	-1.58%	\$ 514,740.00	5.84%
Other Salaries	\$150,783		· · · · · · · · · · · · · · · · · · ·		4.95%	\$ 181,982.90	
Fringe Benefits	\$226,031	1	\$248,098		3.00%	\$ 267,726.90	
Services	\$35,974				23.85%	\$ 51,238.25	
Fuel & Lubricants	\$127,990		·		-9.89%	\$ 132,624.90	
Tires & Tubes	\$24,462		\$2,482		-15.54%	\$ 23,759.00	
Other Materials	\$18,663				29.78%	\$ 27,854.15	
Leases & Rentals	\$2,188		\$1,622		90.45%	\$ 4,792.05	
Utilities	\$11,055		\$11,121		0.18%	\$ 12,736.25	
Casualty & Liability	\$25,848				-100.00%	,	#DIV/0!
Taxes	\$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	<u> </u>
TOTAL EXPENSES	\$ 1,298,407	\$ 1,245,685	\$ 1,219,774		-0.37%	\$ 1,487,704	
REVENUES							
Non-Subsidy Revenue					-		+
Passenger Fares	\$ 23,257	\$ 20,797	\$ 17,614	\$ 22,027	-5.29%	\$ 22,247.27	5.91%
ADA Fares	23,237	20,737	7 17,014	ν 22,027	3.2370	Ψ 22,247.27	#DIV/0!
Adverstising							#DIV/0!
Route Guarantee							#DIV/0!
Interest	\$ 2,900	\$ 2,290	\$ 590	\$ 450	-84.48%	\$ 454.50	· · · · · · · · · · · · · · · · · · ·
MATP	\$ 701,280	\$ 629,460	\$ 646,941	\$ 665,370	-5.12%	\$ 685,331.10	
Area Agency on Aging	\$ 28,757	\$ 20,667	\$ 8,754		-14.07%	\$ 24,959.12	_
Other- SR-Lottery/PwD Reimbursement	\$ 332,144	\$ 285,001	\$ 207,256		-7.10%	\$ 311,657.72	
Other Non-Subsidy	\$ 116,658	+ ===/===	-		-11.49%	\$ 104,287.55	
Total Non-Subsidy Revenue	\$ 1,204,996	,	,		-6.69%	\$ 1,148,937.26	
Operating Assistance	7 1,204,550	7 1,048,007	\$ 514,568	7 1,124,380	-0.05/0	7 1,140,337.20	7.2070
Federal Operating Assistance			\$ 315,032	\$ 81,743			#DIV/0!
Federal Capital for Operating			3 313,032	7 01,743	#DIV/0!		#DIV/0!
State Operating Assistance					#517/0:		#DIV/0!
Local/Non-Federal Operating Assistance	\$ 34,951	\$ 75,000	\$ 87,527	\$ 87,527	150.43%	\$ 87,527	
Prior Year Carryover	\$ 58,460	\$ 75,000	3 87,327	<i>γ</i> 87,327	130.43/0	ÿ 87,3 <u>2</u> 7	#DIV/0!
Total Operating Assistance	\$ 93,411	\$ 75,000	\$ 402,559	\$ 169,270	81.21%	\$ 87,527	· · · · · · · · · · · · · · · · · · ·
TOTAL OPERATING REVENUE	\$ 1,298,407	\$ 1,123,067	\$ 1,317,547		-0.37%	\$ 1,236,464	
SURPLUS/DEFICIT	\$ 1,238,407				#DIV/0!	-\$251,24	
30KFLO3/DEFICIT	, 30	-3122,018	391,113	30	#510/0:	-3251,24	4
ODED ATIMO CTATISTICS & TREMPS							
OPERATING STATISTICS & TRENDS							4
Ridership							#5177/01
Adult Fare							#DIV/0!
Senior Citizen						_	#DIV/0!
Half-Fare	25.000	25.200	20.222	25.400		25.40	#DIV/0!
Paratransit	35689	·	28,222	35,499	0.530/	35499	-
Total Passengers	35,689	35,309	28,222	35,499	-0.53%	35499	
Total Revenue Vehicle Miles	344812	•	256,211	317,167	-8.02%	31716	
Total Revenue Vehicle Hours	21109	17,393	15,086	19,251	-8.80%	1925	1 10.68%
Passengers/Revenue Vehicle Mile	0.10	0.12	0.11	0.11	8.14%	0.1	1 -8.23%
Passengers/Revenue Vehicle Hour	1.69		1.87		9.07%	1.8	
Operating Expense per Passenger Trip	\$ 36.38	\$ 35.28			0.17%	41.9	
Operating Expense per Revenue Mile	\$ 3.77	\$ 4.30			8.32%	4.6	-
Operating Expense per Revenue Hour	\$ 61.51	\$ 71.62			9.25%	77.2	
Farebox Recovery	92.81%		•		-6.35%	77.23%	
Operating Ratio	1.08	1.19	1.33	1.15	6.78%	1.29	

Capital	Assistance

Capital Assistance				
Federal Capital Assistance	23,899	0	503,748	180,000
State Capital Assistance				160,000
Local Capital Assistance				
Total Capital Assistance	23,899	0	503.748	340,000

Greene County Human Services

Capacity and Plans

Current Year FY

Inflation Factor:

0.03 % change:

Services		2022-2023	F	Y 2023-24	F	Y 2024-25	FY 2026-25	F	Y 2026-27		2023-27
EXPENSES											
Operating Expense										ľ	
Operating Salary & Wages	\$	514,740.00		\$530,182		\$546,088	\$562,470		\$579,344	ľ	12.55%
Other Salaries	\$	181,982.90		\$187,442		\$193,066	\$198,858		\$204,823		12.55%
Fringe Benefits	\$	267,726.90		\$275,759		\$284,031	\$292,552		\$301,329	ľ	12.55%
Services	\$	51,238.25		\$52,775	-	\$54,359	\$55,989		\$57,669	ľ	12.55%
Fuel & Lubricants	\$	132,624.90		\$136,604	+	\$140,702	\$144,923		\$149,270	ľ	12.55%
Tires & Tubes	\$	23,759.00		\$24,472	-	\$25,206			\$26,741	ľ	12.55%
Other Materials	\$	27,854.15		\$28,690	_	\$29,550			\$31,350	ľ	12.55%
Leases & Rentals	\$	4,792.05		\$4,936	+	\$5,084		1	\$5,393	ľ	12.55%
Utilities	\$	12,736.25		\$13,118	-	\$13,512	\$13,917		\$14,335	ľ	12.55%
Casualty & Liability	\$	-		\$0	_	\$0			\$0		#DIV/0!
Taxes	\$	-		\$0		\$0	·		\$0	ľ	
Purchased Trans. (Fixed Route)	\$	_		\$0		\$0			\$0	ŀ	
Purchased Trans. (Shared Ride)	\$	_	\vdash	\$0	-	\$0			\$0	ŀ	
Purchased Trans. (ADA)	\$		\vdash	\$0 \$0	_	\$0 \$0			\$0 \$0	ŀ	
Other Operating Expenses	\$	270,250.00		\$278,358		\$286,708	·		\$304,169	ŀ	12.55%
TOTAL EXPENSES	\$	1,487,704.40	\$	1,532,336		1,578,306		\$	1,674,424		12.55%
REVENUES	1	2,407,704.40	1	1,552,550	l V	1,370,300	1,023,033	•	1,074,424		12.3370
Non-Subsidy Revenue			-							ŀ	
-	ć	22 247	-	\$22.015		\$23,602	\$24,310		\$25,039	ŀ	12.55%
Passenger Fares	\$	22,247	\vdash	\$22,915	+					ŀ	12.55%
ADA Fares	\$	-	-	\$0	_	\$0	·		\$0 \$0	ŀ	
Advertising	\$	-	\vdash	\$0		\$0	· ·		\$0		
Route Guarantee	\$	-	\vdash	\$0	+	\$0	· ·		\$0		42.550/
Interest	\$	455	\vdash	\$468	_	\$482	\$497		\$512		12.55%
MATP	\$	685,331	\vdash	\$705,891		\$727,068			\$771,346	ŀ	12.55%
Area Agency on Aging	\$	24,959	\vdash	\$25,708	_	\$26,479			\$28,092	ŀ	12.55%
Other- SR-Lottery/PwD Reimbursement	\$	311,658	\vdash	\$321,007	_	\$330,638			\$350,774		12.55%
Other Non-Subsidy	\$	104,288		\$107,416		\$110,639			\$117,377		12.55%
Total Non-Subsidy Revenue	\$	1,148,937	\$	1,183,405	\$	1,218,908	\$ 1,255,475	\$	1,293,139		12.55%
Operating Assistance											
Federal Operating Assistance	\$	-		\$0		\$0	·		\$0		
Federal Capital for Operating	\$	-		\$0	_	\$0			\$0		
State Operating Assistance	\$	-		\$0		\$0	· ·		\$0		
Local/Non-Federal Operating Assistance	\$	87,527		\$90,153		\$92,857	\$95,643		\$98,512		12.55%
Prior Year Carryover	\$	-									
Total Operating Assistance	\$	87,527	\$	90,153	\$	92,857	\$ 95,643	\$	98,512		12.55%
TOTAL OPERATING REVENUE	\$	1,236,464	\$	1,273,558	\$	1,311,765	\$ 1,351,118	\$	1,391,651		12.55%
SURPLUS/DEFICIT	\$	(251,240.14)	\vdash	-\$258,777		-\$266,541	-\$274,537		-\$282,773		12.55%
OPERATING STATISTICS & TRENDS											
Ridership										ľ	
Adult Fare		0								ľ	
Senior Citizen		0								ľ	
Half-Fare		0								ľ	
Paratransit		35499		36,564		37,661	38,791		39,954	ľ	12.55%
Total Passengers		35499		36564		37661	38791		39954		12.55%
Total Revenue Vehicle Miles		317167		326,682		336,482	346,577		356,974		12.55%
Total Revenue Vehicle Hours		19251		19,829		20,423	21,036		21,667		12.55%
Passengers/Revenue Vehicle Mile		0.11		0.11	T	0.11	0.11		0.11		0.00%
Passengers/Revenue Vehicle Hour		1.84	\vdash	1.84		1.84			1.84		0.00%
Operating Expense per Passenger Trip	\$	41.91	\$		\$	41.91	\$ 41.91	\$	41.91		0.00%
Operating Expense per Revenue Mile	\$	4.69	\$		\$	4.69	\$ 4.69	\$	4.69		0.00%
Operating Expense per Revenue Hour	\$	77.28	\$	77.28	<u> </u>	77.28	\$ 77.28	\$	77.28		0.00%
Farebox Recovery	\ _	77.23%	+	77.23%	_	77.23%	77.23%	Ť	77.23%		0.00%
Operating Ratio		1.29		1.29	\vdash	1.29	1.29		1.29		0.00%

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

Productivity Trends

	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.

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	Co	onditio	ns	and Tr	'eı	nds			4		Current Year FY	% change
TRANSIT AUTHORITY	FY	2018-19	FY	['] 2019-20	F	Y 2020-21	F۱	/ 2021-22	4-year % Change		2022-23	since COVID-19
EXPENSES	т. Т		l						Change			COVID 13
Operating Expense												
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%	L	\$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)		40		40		40		40		-		#DIV/0!
Purchased Trans. (Shared Ride)		\$0 \$0		\$0		\$0		\$0		-		#DIV/0!
Purchased Trans. (ADA)		\$0		\$0		\$0		\$0	00.570/	-	¢04.240	#DIV/0!
Other Operating Expenses TOTAL EXPENSES	\$	\$41,835	\$	\$35,594	\$	\$37,116	¢	\$79,723	90.57%		\$81,318 \$ 4,048,160	123.98%
	>	3,413,447	<u>ې</u>	3,106,526	Ş	3,082,260	\$	3,968,785	16.27%		\$ 4,048,160	27.76%
REVENUES										-		
Non-Subsidy Revenue	<u> </u>	97,267	\$	93,827	\$	83,683	\$	116,676	19.95%	-	\$119,009	24.35%
Passenger Fares ADA Fares	\$	1,331	\$	-	\$ \$	1,676		-	53.27%	-		3.98%
Adverstising	\$	33,167	\$	9,015	\$ \$	2,605	\$	2,040	-38.49%	-	\$2,081 \$20,808	126.29%
Route Guarantee	۶	484,013	\$	446,570	ې د	· · · · · · · · · · · · · · · · · · ·	۶ \$	465,884	-3.75%	-	\$465,884	4.32%
Interest	ب	404,013	٦	440,370	7	234,433	۲	403,884	-3.75/0	-	7403,884	#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%	F	\$52,884	
Other- SR-Lottery/PwD Reimbursement	\$	363,948	\$	299,345	\$	234,234	\$	363,064	-0.24%	-	\$370,325	21.29%
Other Non-Subsidy	\$	2,529	\$	•	\$	1,559	\$	1,050	-58.48%		\$1,071	-57.75%
Total Non-Subsidy Revenue	\$	1,210,191	\$	996,817	\$	824,622	\$	1,115,552	-7.82%		\$ 1,128,545	11.91%
Operating Assistance		, -, -			,		,	, ,,,,,,			, -,	
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%
Total Operating Assistance	\$	2,203,256	\$	2,109,709	\$	2,626,366	\$	2,853,233	29.50%		\$ 2,919,615	35.24%
TOTAL OPERATING REVENUE	\$	3,413,447	\$	3,106,526	\$	3,450,988	\$	3,968,785	16.27%		\$ 4,048,160	27.76%
SURPLUS/DEFICIT		\$0		\$0		\$368,728		\$0			\$0	-
								- 1				
OPERATING STATISTICS & TRENDS												
Ridership												#DIV/0!
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%
Total Passengers		429,827		303,702		135,888		405,164	-5.74%		405,164	33.41%
Total Revenue Vehicle Miles		641,561		565,705		539,910		612,860	-4.47%	L	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				
Total Capital Assistance	0	0	0	0

INDIANA COUNTY TRANSIT AUTHORITY

Capacity and Plans

Current Year FY

Inflation Factor:

0.03 % change:

TRANSIT AUTHORITY	2022-2023		FY 2023-24		FY 2024-25	FY 2026-25	F	FY 2026-27		% change: 2023-27
EXPENSES										
Operating Expense										
Operating Salary & Wages	1,255,690		\$1,293,361		\$1,332,162	\$1,372,126		\$1,413,290		12.55%
Other Salaries	956,367		\$985,058	3	\$1,014,610	\$1,045,048		\$1,076,399	_	12.55%
Fringe Benefits	929,618	1	\$957,507	_	\$986,232		_	\$1,046,293	-	12.55%
Services	79,513	1	\$81,898	+	\$84,355		+	\$89,493	-	12.55%
Fuel & Lubricants	266,707	-	\$274,708	_	\$282,949		+	\$300,181	-	12.55%
Tires & Tubes	33,813	! 	\$34,827	_	\$35,872	\$36,948	_	\$38,057	-	12.55%
Other Materials	201,005		\$207,035	_	\$213,246		+	\$226,233	-	12.55%
Leases & Rentals	100,191	-	\$103,197	_	\$106,293		+	\$112,766	-	12.55%
Utilities	63,308	t -	\$65,207	_	\$67,163		_	\$71,254	-	12.55%
Casualty & Liability	80,630	1 -	\$83,049	+-	\$85,540		+	\$90,750	-	12.55%
Taxes	0	! ⊢	\$0		\$0		_	\$0	-	
Purchased Trans. (Fixed Route)	0	- I	\$0	-	\$0 \$0			\$0 \$0	-	
Purchased Trans. (Shared Ride)	0	- ⊢	\$0	_	\$0 \$0		_	\$0	-	
Purchased Trans. (ADA)	0		\$0	_	\$0		_	\$0	-	12.550
Other Operating Expenses TOTAL EXPENSES	81,318 4,048,160		\$83,758 \$ 4,169,605	_	\$86,270 4,294,693	\$88,858 \$ 4,423,534	\$	\$91,524 4,556,240		12.55% 12.55 %
REVENUES	4,048,160		3 4,109,005	? 	4,294,093	\$ 4,423,334	? 	4,556,240		12.55%
Non-Subsidy Revenue		-		+					-	
Passenger Fares	119,009		\$122,579	1	\$126,257	\$130,044		\$133,946	-	12.55%
ADA Fares	2,081		\$2,143	-	\$2,208		+	\$2,342	-	12.55%
Advertising	20,808		\$21,432	-	\$22,075		-	\$23,420	-	12.55%
Route Guarantee	465,884		\$479,861	_	\$494,256		+	\$524,357	-	12.55%
Interest	0		\$0	_	\$0		+	\$0	-	12.337
MATP	96,483		\$99,377	_	\$102,359		+	\$108,592	-	12.55%
Area Agency on Aging	52,884		\$54,471	_	\$56,105		_	\$59,521	-	12.55%
Other- SR-Lottery/PwD Reimbursement	370,325		\$381,435	_	\$392,878		-	\$416,804	-	12.55%
Other Non-Subsidy	1,071		\$1,103	_	\$1,136		+	\$1,205	-	12.55%
Total Non-Subsidy Revenue	1,128,545			-			-	1,270,187		12.55%
Operating Assistance										
Federal Operating Assistance	766,298		\$789,287	7	\$812,966	\$837,355		\$862,475	-	12.55%
Federal Capital for Operating	0				\$0					
State Operating Assistance	1,968,435		\$2,027,488	3	\$2,088,313	\$2,150,962		\$2,215,491		12.55%
Local/Non-Federal Operating Assistance	78,882		\$81,248	3	\$83,686	\$86,196		\$88,782		12.55%
Prior Year Carryover	106,000		\$109,180	-	\$112,455			\$119,304		12.55%
Total Operating Assistance	2,919,615	_	\$ 3,007,203	_	<u> </u>		\$	3,286,052		12.55%
TOTAL OPERATING REVENUE	4,048,160		\$ 4,169,605	\$	<u> </u>	\$ 4,423,534	\$	4,556,240		12.55%
SURPLUS/DEFICIT	0	-	\$0	1	\$0	\$0		\$0	-	0.00%
OPERATING STATISTICS & TRENDS										
Ridership										
Adult Fare	365,018		365,018		365,018	365,018		365,018		0.00%
Senior Citizen	39,343		39,343		39,343	39,343		39,343		0.00%
Half-Fare	0									
Paratransit	803		803		803	803		803		0.00%
Total Passengers	405,164		405,164		405,164	405,164		405,164		0.00%
Total Revenue Vehicle Miles	612,860	1 L	612,860		612,860	612,860		612,860		0.00%
Total Revenue Vehicle Hours	33,462	-	33,462	<u>!</u>	33,462	33,462		33,462	-	0.00%
Passengers/Revenue Vehicle Mile	0.66		0.66	5	0.66	0.66		0.66		0.00%
Passengers/Revenue Vehicle Hour	12.11		12.11		12.11	12.11		12.11		0.00%
Operating Expense per Passenger Trip	\$ 9.99		\$ 10.29	\$	10.60	\$ 10.92	\$	11.25		12.55%
Operating Expense per Revenue Mile	\$ 6.61		\$ 6.80	\$	7.01	\$ 7.22	\$	7.43		12.55%
Operating Expense per Revenue Hour	\$ 120.98		\$ 124.61	\$	128.35	\$ 132.20	\$	136.16		12.55%
Farebox Recovery	27.88%		27.88%	5	27.88%	27.88%		27.88%		0.00%
Operating Ratio	3.59		3.59		3.59	3.59		3.59		0.00%

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

Productivity Trends

	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

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.

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	Conditions and Trends
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Mid Mon Valley Transit				Juna		CIIGO					Cur	rent Year
Authority (MMVTA)	_	V 2010 10	_	V 2010 20		v 2020 21	EV 2024 22		4-year %			2022-23
	_	Y 2018-19		Y 2019-20		Y 2020-21	FY 2021-22		Change		-	2022-23
EXPENSES Operating Expense												
Other Salaries	\$	197,425	\$	195,659		198056	210000		6.37%	-		240,000
Fringe Benefits	\$	79,180	\$	74,712		88497	90000	-	13.67%		<u>}</u>	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	+	277,737	7	230,337		210202	230300	1	#DIV/0!	<u> </u>	,	230,000
Other Materials	\$	10,137	\$	46,336		20012	145000	1	1330.40%	-	•	145,000
Leases & Rentals	\$	15,426	\$	16,263		16407	17000		10.20%	7		18,000
Utilities	\$	47,368	\$	50,186		49701	52000		9.78%	<u>'</u>		53,500
Casualty & Liability	\$	31,807	\$	32,838		34887	35000		10.04%	7		36,000
Taxes	\$	10,612	\$	11,099		3987	4000	-	-62.31%	1		4,200
Purchased Trans. (Fixed Route)	\$	3,113,899	\$			3587085	3841530		23.37%		}	3,941,775
Purchased Trans. (Shared Ride)	+	3,113,033	7	3,200,300		3307003	3041330	-	#DIV/0!			3,341,773
Purchased Trans. (ADA)	\$	7,487	\$	41,853		75336	75000		901.74%		5	77,250
Other Operating Expenses	\$	69,325	\$	59,714		63132	120000		73.10%			49,000
TOTAL EXPENSES	\$	4,130,158	_	4,241,705	\$	4,643,188	\$ 5,132,180		24.26%			5,237,525
REVENUES		, ,	<u> </u>	. ,		, ,						
Non-Subsidy Revenue												
Fixed Route Passenger Fares	\$	597,511	\$	486,382	\$	280,030	\$ 341,500		-42.85%	-	\$	351,745
ADA Fares	\$	704	\$	2,766	\$		\$ 5,483		678.84%			5,647
Advertising	\$	81,835	\$	83,425	\$	96,675	\$ 94,000		14.87%			96,820
Route Guarantee	Ė	,	Ė	,	Ė	,	, , , , , , , , , , , , , , , , , , , ,					,
Interest	\$	469	\$	367	\$	455	\$ 470		0.21%	-	5	484
CNG Fuel Tax Rebate			\$	21,790	Ė		\$ 242,140			-		80,000
Miscellaneous			\$	6,120			,			3		-
Other Sponsors -California University			Ė	,	\$	143,938	\$ 313,000					322,000
Other Non-Subsidy	\$	9,600	\$	6,400	\$		\$ 96,000		900.00%		5	9,600
Total Non-Subsidy Revenue	\$	690,119	-	607,250	H	•	\$ 1,092,593		58.32%		\$	866,297
Operating Assistance		·		<u> </u>		<u> </u>						
Federal Operating Assistance	\$	600,000	\$	563,900	\$	-	\$ 620,000		3.33%	-	5	630,000
Federal CARES/ARPA Operating			\$	275,777	\$	884,262	\$ 945,000				5	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%	5	\$	2,016,077
Total Operating Assistance	\$	4,285,293	\$	4,834,204	\$	5,342,304	\$ 6,055,664		41.31%	9	\$	6,968,077
TOTAL OPERATING REVENUE	\$	4,975,412	\$	5,441,454	\$	5,871,305	\$ 7,148,257		43.67%	9,	\$	7,834,374
SURPLUS/DEFICIT		\$845,254		\$1,199,749		\$1,228,117	\$2,016,077		138.52%			\$2,596,849
OPERATING STATISTICS & TRENDS												
Ridership												
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
Total Passengers		288328		238545		153820	206420		-28.41%			220769
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	\vdash	6.71	\vdash	5.63	_	3.63			-29.63%			5.02
Operating Expense per Passenger Trip	\$	14.32	\$	17.78	\$	30.19			73.57%	-	5	23.72
Operating Expense per Revenue Mile	\$	5.35	\$	5.65	\$		\$ 7.19		34.35%	1		7.33
Operating Expense per Revenue Hour	\$	96.06	\$	100.20	\$		\$ 117.33		22.14%		<u> </u>	119.03
Farebox Recovery	Ť	16.71%	Ť	14.32%	Ť	11.39%	·		27.41%		r'	16.54%
Operating Ratio	\vdash	5.98		6.99		8.78	4.70		-21.51%			6.05
- 1- 3- 3- 3- 3- 3- 3- 3- 3- 3- 3- 3- 3- 3-	<u> </u>	3.30	Ь	0.55	ш	5.70	T., 0					5.05

Mid Mon Valley Transit	
Authority (MMVTA)	

Capacity and Plans

Inflation Factor:

0.03

Current Year % change: FY 2022-2023 FY 2023-24 FY 2024-25 FY 2026-27 FY 2026-25 2023-27 **EXPENSES Operating Expense** 240,000 \$247,200 \$254,616 \$262,254 \$270,122 12.55% Other Salaries 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% \$252,494 **Fuel & Lubricants** \$ 238,000 \$245,140 \$260,069 \$267,871 12.55% Tires & Tubes \$0 \$0 \$0 \$0 145,000 \$149,350 \$17,000 -87.56% \$17,510 \$18,035 Other Materials \$ 18,000 \$18,540 \$19,096 \$19,669 \$20,259 Leases & Rentals \$ Utilities 53,500 \$55,105 \$56,758 \$58,461 \$60,215 12.55% \$ 12.55% Casualty & Liability 36,000 \$37,080 \$38,192 \$39,338 \$40,518 Taxes 4,200 \$4,326 \$4,456 \$4,589 \$4,727 12.55% 3,941,775 \$4,307,284 12.55% Purchased Trans. (Fixed Route) \$4,060,028 \$4,181,829 \$4,436,502 Purchased Trans. (Shared Ride) \$ 12.55% Purchased Trans. (ADA) 77,250 \$79,568 \$81,955 \$84,413 \$86,946 Other Operating Expenses \$ 49,000 \$50,470 \$51,984 \$53,544 \$55,150 12.55% \$ 5,582,250 \$ 5,749,717 9.78% **TOTAL EXPENSES** 5,237,525 \$ 5,394,651 \$ 5,419,660 **REVENUES Non-Subsidy Revenue Fixed Route Passenger Fares** 351,745 \$362,297 \$373,166 \$384,361 \$395,892 12.55% \$ \$5,991 12.55% **ADA Fares** 5,647 \$5,817 \$6,171 \$6,356 \$ 96,820 \$99,725 \$102,716 \$105,798 \$108.972 12.55% Advertising \$0 \$0 **Route Guarantee** \$0 484 \$499 \$514 \$529 \$545 12.55% Interest **CNG Fuel Tax Rebate** \$ 80,000 \$82,400 \$84,872 \$87,418 \$90,041 \$0 \$0 \$0 \$0 Miscellaneous Other Sponsors -California University 322,000 \$331,660 \$341,610 \$351,858 \$362,414 9,600 \$9,600 \$9,600 \$9,600 \$9,600 0.00% Other Non-Subsidy 866,297 \$ 891,997 918,469 945,735 973,820 12.41% Total Non-Subsidy Revenue **Operating Assistance** \$630,000 \$630,000 0.00% 630,000 \$630,000 \$630,000 **Federal Operating Assistance** \$ 959,790 \$959,790 Federal CARES/ARPA Operating State Operating Assistance 3,268,412 \$3,366,465 \$3,467,459 \$3,571,483 \$3,678,627 12.55% 93,798 Local/Non-Federal Operating Assistance \$ \$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% 6,968,077 7,131,302 6,691,752 -3.97% **Total Operating Assistance** 6,339,727 6,513,087 \$ **TOTAL OPERATING REVENUE** 7,834,374 8,023,300 7,258,197 | \$ 7,458,823 | \$ 7,665,571 -2.15% SURPLUS/DEFICIT \$2,596,849 \$2,628,649 \$1,838,537 \$1,876,573 \$1,915,854 -26.22% **OPERATING STATISTICS & TRENDS** Ridership 171200 176,336 181.626 187.075 192.687 12.55% Adult Fare 23005 24,406 12.55% 23,695 25,138 25,892 Senior Citizen 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% **Total Passengers** 220769 227392 234213 241240 248477 12.55% 715000 786500 860500 860500 860500 20.35% **Total Revenue Vehicle Miles** 44000 48400 49500 49500 49500 12.50% **Total Revenue Vehicle Hours** 0.29 Passengers/Revenue Vehicle Mile 0.31 0.27 0.28 0.29 -6.48% 5.02 4.70 4.73 4.87 5.02 0.05% Passengers/Revenue Vehicle Hour \$ Operating Expense per Passenger Trip 23.72 23.72 23.14 \$ 23.14 23.14 -2.46% \$ \$ 6.30 6.49 -8.78% Operating Expense per Revenue Mile 7.33 6.86 \$ \$ 6.68 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

Productivity Trends

	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

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.

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

Conditions and Trends

NEW CASTLE AREA	Comunici	JIIS alla	Tichas			Current Voor
TRANSIT AUTHORITY					4-year %	Current Year
	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Change	FY 2022-23
EXPENSES						
Operating Expense						
Operating Salary & Wages	\$1,602,737	\$1,791,000			22.10%	2,150,318
Other Salaries	\$780,907	\$836,900			33.82%	1,180,709
Fringe Benefits	\$1,913,887	\$2,325,000			37.26%	3,069,369
Services	\$340,065				-8.84%	448,500
Fuel & Lubricants	\$487,075				13.95%	664,500
Tires & Tubes	\$23,910				43.00%	39,000
Other Materials	\$498,858	\$471,500	\$400,302	\$505,000	1.23%	563,500
Leases & Rentals						
Utilities	\$124,558				-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			-30.87%	93,000
Other Operating Expenses	\$50,864		\$38,774		-23.32%	58,900
TOTAL EXPENSES	\$ 6,167,633	\$ 6,742,532	\$ 6,406,163	\$ 7,514,292	21.83%	\$ 8,668,896
REVENUES						
Non-Subsidy Revenue						
Passenger Fares	\$ 658,103		\$ 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
Total Non-Subsidy Revenue	\$ 758,405	\$ 674,600	\$ 280,834	\$ 341,400	-54.98%	\$ 436,200
Operating Assistance						
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			
Total Operating Assistance	\$ 5,409,228	\$ 6,067,932	\$ 6,125,329	\$ 9,009,189	66.55%	\$ 9,558,779
TOTAL OPERATING REVENUE	\$ 6,167,633	\$ 6,742,532	\$ 6,406,163	\$ 9,350,589	51.61%	\$ 9,994,979
SURPLUS/DEFICIT	\$0	\$0	\$0	\$1,836,297		\$1,326,083
OPERATING STATISTICS & TRENDS						
Ridership						
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
Total Passengers	577092	494704	307934	364800	-36.79%	380500
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
B		·		·	22.5.55	
Passengers/Revenue Vehicle Mile	0.54	0.54	0.35		-26.34%	0.41
Passengers/Revenue Vehicle Hour	11.11	10.31	6.29		-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		\$ 130.84	\$ 144.78	21.94%	\$ 166.71
Farebox Recovery	12.30%	10.01%			-63.05%	5.03%
Operating Ratio	8.13	9.99	22.81	22.01	170.65%	19.87

NEW CASTLE AREA TRANSIT AUTHORITY

EXPENSES

Operating Expense

Other Salaries

Fringe Benefits

Fuel & Lubricants

Tires & Tubes

Other Materials

Leases & Rentals

Casualty & Liability

Purchased Trans. (Fixed Route)

Purchased Trans. (Shared Ride)

REVENUES

Purchased Trans. (ADA) Other Operating Expenses

TOTAL EXPENSES

Non-Subsidy Revenue

Area Agency on Aging Other Sponsors

Total Non-Subsidy Revenue

Federal Operating Assistance

Federal Capital for Operating

State Operating Assistance

Other Non-Subsidy

Operating Assistance

Prior Year Carryover

SURPLUS/DEFICIT

Ridership

Adult Fare

Half-Fare

Paratransit Total Passengers

Senior Citizen

Farebox Recovery

Operating Ratio

Total Operating Assistance

TOTAL OPERATING REVENUE

Total Revenue Vehicle Miles

Total Revenue Vehicle Hours

Passengers/Revenue Vehicle Mile

Operating Expense per Passenger Trip

Operating Expense per Revenue Mile

Operating Expense per Revenue Hour

22.78

9.27

166.71

5.03%

19.87

\$

\$

\$

Passenger Fares

ADA Fares

Advertising **Route Guarantee**

Interest

MATP

Services

Utilities

Taxes

Operating Salary & Wages

Capacity and Plans Inflation Factor: 0.03 **Current Year** % change: FY 2022-2023 FY 2023-24 FY 2024-25 FY 2026-25 FY 2026-27 2023-27 2,150,318 \$2,214,828 \$2,281,272 \$2,349,711 \$2,420,202 12.55% \$1,216,130 \$1,290,193 \$1,328,898 1,180,709 \$1,252,614 12.55% 3,069,369 \$3,454,602 \$3,161,450 \$3,256,294 \$3,353,982 12.55% 448,500 \$461,955 \$475,814 \$490,088 \$504,791 12.55% \$684,435 664,500 \$704,968 \$726,117 \$747,901 12.55% \$40,170 39,000 \$41,375 \$42,616 \$43,895 12.55% \$615,752 563,500 \$580,405 \$597,817 \$634,224 12.55% \$0 \$0 \$0 \$0 \$153,091 140,100 \$144,303 \$148,632 \$157,684 12.55% 261,000 \$268,830 \$276,895 \$285,202 \$293,758 12.55% \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$104,672 93,000 \$95,790 \$98,664 \$101,624 12.55% 58,900 \$60,667 \$62,487 \$64,362 \$66,292 12.55% \$ 8,668,896 8,928,963 9,196,832 9,472,737 9,756,919 12.55% 372,000 \$383,160 \$394,655 \$406,494 \$418,689 12.55% 7,200 \$7,416 \$7,638 \$7,868 \$8,104 12.55% 24,000 \$25,462 \$27,012 12.55% \$24,720 \$26,225 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 _ \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 33,000 \$33,990 \$35,010 \$36,060 \$37,142 12.55% 476,648 490,947 12.55% 436,200 449,286 462,765 \$3,914,000 \$4,031,420 \$4,152,363 \$4,276,933 12.55% 3,800,000 \$0 \$0 \$0 \$0 5,476,093 \$5,640,376 \$5,809,587 \$5,983,875 \$6,163,391 12.55% Local/Non-Federal Operating Assistance 282,686 \$291,167 \$299,902 \$308,899 \$318,166 12.55% #DIV/0! 10,758,490 9,558,779 9,845,542 10,140,909 \$ 10,445,136 12.55% \$ 9,994,979 \$ 10,294,828 10,603,673 10,921,783 11,249,437 12.55% 0.00% \$1,326,083 \$1,365,865 \$1,406,841 \$1,449,047 \$1,492,518 **OPERATING STATISTICS & TRENDS** 324,450 344,209 354,535 12.55% 315,000 334,184 67,749 62,000 63,860 65,776 69,782 12.55% 3,500 3,605 3,713 3,825 3,939 12.55% 380500 391915 403672 415783 428256 12.55% 935,000 963,050 991,942 1,021,700 1,052,351 12.55% 52,000 12.55% 53,560 55,167 56,822 58,526 0.41 0.00% 0.41 0.41 0.41 0.41 0.00% Passengers/Revenue Vehicle Hour 7.32 7.32 7.32 7.32 7.32

22.78

9.27

166.71

5.03%

19.87

\$

\$

22.78

9.27

166.71

5.03%

19.87

\$

\$

22.78

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166.71

5.03%

19.87

22.78

9.27

\$

166.71

5.03%

19.87

0.00%

0.00%

0.00% 0.00%

0.00%

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

Productivity Trends

	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.

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 Conditions and Trends County d/b/a Pittsburgh

	CU	nuitions a	IIIU	1 1 1 Ciius									
County d/b/a Pittsburgh										4-year %		Cu	rrent Year FY
Regional Transit		FY 2018-19		FY 2019-20		FY 2020-21		FY 2021-22		Change			2022-23
EXPENSES			l		1				Ī		Ī		
Operating Expense									ŀ		- 1		
Salary & Wages	\$	162,230,726	¢	173,282,306	\$	180,013,821	\$	190,865,089	ŀ	17.65%	- 1	\$	200,129,769
Fringe Benefits	ς .	159,198,686	_	163,598,794	\$	165,638,870	\$	165,909,363	ŀ	4.22%	- 1	\$	176,347,689
Services	ς .	14,939,689	1	14,415,853		13,951,923	·	16,728,100	ŀ	11.97%	- 1	\$	16,999,178
Fuel & Lubricants	ė ·	17,008,201		16,492,419	\$	11,980,515	_	15,745,152	ŀ	-7.43%	ŀ	\$	16,211,828
Tires & Tubes	ç	2,011,784			\$		\$		ŀ	2.21%		\$	
	<u>ې</u>	25,545,026		1,621,077		1,535,744		2,056,200	ŀ	21.37%	ŀ	۶ \$	2,107,610
Other Materials and Supplies	\$ ¢		_	26,356,305	\$	25,646,924		31,003,200	ŀ		ŀ	_	30,917,275
Utilities	\$	7,681,199	_	7,729,831	\$	7,204,632	_	8,569,080	ŀ	11.56%	-	\$	9,093,711
Casualty & Liability	\$	2,853,242	1	1,425,499	1	2,246,741		4,289,000	ŀ	50.32%	-	\$	4,348,725
Purchased Transportation - ACCESS	\$	26,158,452		27,671,291	\$	24,878,539	1	28,807,530	ŀ	10.13%	ŀ	\$	29,527,718
Leases & Rentals	\$	1,809,535		1,536,487	\$	1,952,560	_	2,185,604	ŀ	20.78%	-	\$	2,240,240
Miscellaneous Expense	\$	6,678,888		7,952,928	_	4,988,881		14,586,345		118.39%		\$	13,900,008
TOTAL EXPENSES	\$	426,115,428	Ş	442,082,790	\$	440,039,151	\$	480,744,663		12.82%		\$	501,823,751
REVENUES									ļ		ļ		
Non-Subsidy Operating Revenue							<u> </u>				Ļ		
Passenger Fares	\$	88,789,080	1	87,937,358	1	30,720,420	\$	51,730,145	ļ	-41.74%	L	\$	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	4	746,555		-65.55%		\$	949,507
Total Non-Subsidy Revenue	\$	105,261,794	\$	104,112,920	\$	39,578,287	\$	63,476,124		-39.70%		\$	69,994,690
Operating Assistance													
Federal Operating Assistance (CARES, etc.)	\$	-	\$	-	\$	73,921,916	\$	79,502,532	ľ	#DIV/0!	Ī		106,254,981
Federal Capital for Operating	\$	44,211,408	\$	38,961,176	\$	31,600,118	\$	31,132,334	ľ	-29.58%	Ī		27,142,855
State Capital for Operating	\$	8,079,042	\$	12,240,898	\$	13,083,537	\$	13,961,569		72.81%	Ī		6,820,762
Local Capital for Operating	\$	8,866,008	\$	7,357,130	\$	5,407,380	\$	4,274,839	ľ	-51.78%	Ī		3,290,528
State Operating Assistance	\$	235,628,409	\$	239,334,902	-	245,598,427	\$	249,732,687	ŀ	5.99%	ľ	\$	
Local/Non-Federal Operating Assistance	\$	35,264,780	+	36,727,523	1	36,727,523	\$	38,664,578	ľ	9.64%	Ī	-	38,587,248
Prior Year Carryover Deferred Revenue	\$	-	\$	3,348,241	-	-	\$	-	ľ	#DIV/0!	Ī		-
Total Operating Assistance	\$	332,049,647	\$	337,969,870	-	406,338,900	\$	417,268,539		25.66%		\$	431,829,061
TOTAL OPERATING REVENUE	\$	437,311,442		442,082,790		445,917,187	\$	480,744,663		9.93%		\$	501,823,751
SURPLUS/DEFICIT	i i	\$11,196,014		\$0	•	\$5,878,036		\$0			i	•	\$0
		Ţ , 0,0_ 1		<u> </u>		70,010,000		7-	ŀ		ŀ		7.5
OPERATING STATISTICS & TRENDS													
Ridership									ŀ		ŀ		
Originating		45,411,473		37,033,960		16,444,952		21,209,642	ŀ	-53.29%	- 1		21,220,247
Transfers		1,556,526		1,227,231		823,329		903,734	ŀ	-41.94%	ŀ		904,186
Contracted Services		8,973,169		6,864,210		1,766,670			ŀ	-38.15%			5,553,041
								5,550,266	ŀ		ŀ		
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%	ŀ		850,425
Free Ridership		2,014,557		1,566,397	<u> </u>	183,798	-	185,158		-90.81%	- }		185,251
Total Passengers		64,007,936		51,788,599	<u> </u>	22,674,612	_	31,982,120		-50.03%	\dashv		31,998,111
Total Revenue Vehicle Miles		31,977,220		30,204,206	<u> </u>	26,260,015		26,260,015	ļ	-17.88%			26,273,145
Total Revenue Vehicle Hours		2,384,715		2,277,174	<u> </u>	2,088,408		2,088,408	ļ	-12.43%			2,089,452
Passengers/Revenue Vehicle Mile		2.00		1.71		0.86	l	1.22		-39.16%	ŀ		1.22
Passengers/Revenue Vehicle Hour		26.84		22.74		10.86		15.31	ŀ	-42.94%	ŀ		15.31
Operating Expense per Passenger Trip	\$	6.66	-	8.54		19.41		15.03	ŀ	125.79%	<u> </u>	\$	15.68
Operating Expense per Revenue Mile	\$	13.33		14.64	\$	16.76	_	18.31	ŀ	37.38%	ŀ	\$	19.10
Operating Expense per Revenue Hour	Ġ	178.69		194.14	\$	210.71		230.20	ŀ	28.83%	 	\$	240.17
Farebox Recovery	7	24.70%		23.55%		8.99%	-	13.20%		-46.55%	\dashv	٧	13.95%
•					<u> </u>								13.33/0
Operating Ratio		4.05		4.25		11.12		7.57		87.09%			7.17

Port Authority of		Capacity a	an	d I	Plans			Infl	ation Factor:		0.03	
Allegheny County		irrent Year FY 2022-2023		F	Y 2023-24		FY 2024-25		FY 2026-25	ı	FY 2026-27	% change: 2023-27
EXPENSES												
Operating Expense												
Salary & Wages	\$	200,129,769			\$206,133,662		\$212,317,672		\$218,687,202		\$225,247,818	12.55%
Fringe Benefits	\$	176,347,689			\$181,638,120		\$187,087,263		\$192,699,881		\$198,480,878	12.55%
Services	\$	16,999,178			\$17,509,153		\$18,034,428		\$18,575,461		\$19,132,725	12.55%
Fuel & Lubricants	\$	16,211,828			\$16,698,183		\$17,199,128		\$17,715,102		\$18,246,555	12.55%
Tires & Tubes	\$	2,107,610			\$2,170,838	_	\$2,235,963		\$2,303,042		\$2,372,134	12.55%
Other Materials and Supplies	\$	30,917,275			\$31,844,793	_	\$32,800,137		\$33,784,141		\$34,797,665	12.55%
Utilities	\$	9,093,711			\$9,366,522	_	\$9,647,518		\$9,936,944		\$10,235,052	12.55%
Casualty & Liability	\$	4,348,725			\$4,479,187	_	\$4,613,562		\$4,751,969		\$4,894,528	12.55%
Purchased Transportation - ACCESS	Ś	29,527,718			\$30,413,550	-	\$31,325,956		\$32,265,735		\$33,233,707	12.55%
Leases & Rentals	\$	2,240,240			\$2,307,447	_	\$2,376,671		\$2,447,971		\$2,521,410	12.55%
Miscellaneous Expense	\$	13,900,008			\$14,317,008	_	\$14,746,518		\$15,188,914		\$15,644,581	12.55%
TOTAL EXPENSES	\$	501,823,751		\$	516,878,464	_			548,356,362	\$	564,807,053	12.55%
REVENUES	1	001,010,101		, ,	0_0,0,0,101	*	00_,001,001	Y	0.0,000,000	, ,	001,001,000	
Non-Subsidy Revenue												
Passenger Fares	\$	57,680,310			\$59,410,719		\$61,193,041		\$63,028,832		\$64,919,697	12.55%
State Shared Ride Program	\$	7,800,506			\$8,034,521	_	\$8,275,557		\$8,523,824		\$8,779,538	12.55%
Advertising	\$	2,750,000			\$2,832,500	_	\$2,917,475		\$3,004,999		\$3,095,149	12.55%
Miscellaneous Income	\$	814,367			\$838,798	-	\$863,962		\$889,881		\$916,577	12.55%
Interest Income	\$	949,507			\$977,992	_	\$1,007,332		\$1,037,552		\$1,068,678	12.55%
Total Non-Subsidy Revenue	\$	69,994,690		\$	72,094,531	-		\$	76,485,088	\$	78,779,640	12.55%
Operating Assistance	7	03,334,030		7	72,034,331	7	7 4,237,307	~	70,403,000	~	70,773,040	12.3370
Federal Operating Assistance (CARES, etc.)	\$	106,254,981			\$109,442,630		\$112,725,909		\$116,107,687		\$119,590,917	
Federal Capital for Operating	\$	27,142,855			\$27,957,141	_	\$28,795,855		\$29,659,731		\$30,549,522	12.55%
State Capital for Operating	\$	6,820,762			\$7,025,385	_	\$7,236,146		\$7,453,231		\$7,676,828	12.55%
Local Capital for Operating	ς .	3,290,528			\$3,389,244	_	\$3,490,921		\$3,595,649		\$3,703,518	12.55%
State Operating Assistance	\$	249,732,687			\$257,224,668	-	\$264,941,408		\$272,889,650	_	\$281,076,339	12.55%
Local/Non-Federal Operating Assistance	\$	38,587,248			\$39,744,865	_	\$40,937,211		\$42,165,328	_	\$43,430,288	12.55%
Prior Year Carryover Deferred Revenue	\$	30,307,240			\$39,744,863	_	\$40,937,211		\$42,105,528	_	\$43,430,288	#DIV/0!
Total Operating Assistance		225 574 090		ć		-	<u>'</u>			_	· ·	-
TOTAL OPERATING REVENUE	\$ \$	<i>325,574,080</i> 395,568,770		\$ \$	<i>444,783,933</i> 516,878,464	_		۶ \$	<i>471,871,274</i> 548,356,362	\$ \$	<i>486,027,413</i> 564,807,053	49.28% 42.78%
SURPLUS/DEFICIT	 			<u>ې</u>								42.76%
SURPLUS/DEFICIT		-\$106,254,981			\$0	-	\$0		\$0		\$0	
OPERATING STATISTICS & TRENDS												
OPERATING STATISTICS & TRENDS												
Ridership		21 220 247			21 056 054		22 512 560		22 197 027		22 002 575	12 550/
Originating Transfers		21,220,247			21,856,854		22,512,560		23,187,937		23,883,575	12.55%
		904,186			931,311	-	959,251		988,028		1,017,669	12.55%
Contracted Services		5,553,041			5,719,632		5,891,221		6,067,958		6,249,997	12.55%
Seniors		850,425			875,938	-	902,216		929,282		957,161	12.55%
ACCESS		850,425			875,938		902,216		929,282		957,161	12.55%
Free Ridership		185,251			190,808		196,532		202,428		208,501	12.55%
Total Passengers		29,563,574			30,450,482		31,363,996		32,304,916		33,274,063	12.55%
Total Revenue Vehicle Miles		26,273,145			27,061,339		27,873,180		28,709,375		29,570,656	12.55%
Total Revenue Vehicle Hours		2,089,452			2,152,136		2,216,700		2,283,201		2,351,697	12.55%
Passengers/Revenue Vehicle Mile		1.13			1.13	+	1.13		1.13		1.13	0.00%
Passengers/Revenue Vehicle Hour		14.15			14.15		14.15		14.15		14.15	0.00%
Operating Expense per Passenger Trip	\$	16.97		\$	16.97	\$	16.97	\$	16.97	\$	16.97	0.00%
Operating Expense per Revenue Mile	\$	19.10		\$	19.10	\$	19.10	\$	19.10	\$	19.10	0.00%
Operating Expense per Revenue Hour	\$	240.17		Ś	240.17	\$	240.17	\$	240.17	\$	240.17	0.00%

\$

240.17 \$

13.95% 7.17

240.17

13.95%

7.17

Operating Expense per Revenue Hour

Farebox Recovery

Operating Ratio

240.17 \$

13.95% 7.17 240.17

13.95% 7.17 0.00%

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0.00%

240.17 \$

13.95% 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

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

Productivity Trends

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

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 assosciated 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.

Conditions and Trends

=>.	2040 40	= .	2040.00	=>.	2022 24	=>4			4-year %	Cu	rrent Year F
FY	2018-19	FY	2019-20	FY	2020-21	FY	2021-22		Change	_	2022-23
										_	
										_	
										_	
										_	\$85,48
	\$10,869		\$14,932						-37.57%	_	\$9,49
					\$34,867		\$15,000			_	
	\$15,416		\$2,633		\$960		\$1,000		-93.51%		\$1,00
									0.00%		
	\$1,518		\$1,500		\$11,260		\$11,260		641.77%		\$11,2
	\$137		\$137		\$2,896		\$2,896		2013.87%		\$2,8
	\$349,926		\$324,349		\$153,263		\$68,352		0.00%		\$95,6
	\$468,107		\$354,002		\$92,863		\$158,760		0.00%		\$158,7
	\$3,670		\$4,977		\$19,228		\$10,000		172.48%		\$10,0
\$				\$		\$	335,112		-61.56%		\$374,5
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	153,697		80,251		1,121		11,418		-92.57%	_	15,9
	450.607		00.054		7 707		11 110		02.570/	_	45.0
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										_	183,6
	21,145		11,759		1,859		2,976	L	-85.93%	_	4,1
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		\$10,869 \$15,416 \$1,518 \$137 \$349,926 \$468,107 \$3,670 \$871,801 \$399,819 \$399,819 \$302,925 \$- \$169,057 \$471,982 \$71,801 \$50 153,697 733,343 21,145 0.21 7.27 \$5.67 \$1.19	\$22,158 \$10,869 \$115,416 \$1,518 \$137 \$349,926 \$468,107 \$3,670 \$871,801 \$ \$399,819 \$ \$399,819 \$ \$399,819 \$ \$302,925 \$ \$\$-\$ \$471,982 \$ \$471,982 \$ \$871,801 \$ \$371,801 \$ \$313,697 \$333,343 \$344,343 \$344,343	\$22,158 \$29,863 \$10,869 \$14,932 \$15,416 \$2,633 \$1,518 \$1,500 \$137 \$137 \$349,926 \$324,349 \$468,107 \$354,002 \$3,670 \$4,977 \$ 871,801 \$ 732,393 \$ 399,819 \$ 424,656 \$ 399,819 \$ 424,656 \$ 302,925 \$ 98,800 \$ - \$ 31,200 \$ 169,057 \$ 177,737 \$ 471,982 \$ 307,737 \$ 871,801 \$ 732,393 \$ \$ 0 \$ \$ 0 \$ 153,697 80,251 733,343 398,843 21,145 11,759 0.21 0.20 7.27 6.82 \$ 5.67 \$ 9.13 \$ 1.19 \$ 1.84 \$ 41.23 \$ 62.28 45.86% 57.98%	\$22,158 \$29,863 \$110,869 \$114,932 \$151,416 \$2,633 \$151,518 \$1,500 \$137 \$137 \$137 \$137 \$137 \$137 \$137 \$137	\$22,158 \$29,863 \$115,370 \$10,869 \$14,932 \$57,685 \$34,867 \$34,867 \$315,416 \$2,633 \$960 \$11,260 \$137 \$137 \$2,896 \$324,349 \$153,263 \$468,107 \$354,002 \$92,863 \$3,670 \$4,977 \$19,228 \$871,801 \$732,393 \$488,392 \$399,819 \$424,656 \$98,095 \$302,925 \$98,800 \$181,562 \$302,925 \$98,800 \$181,562 \$169,057 \$177,737 \$14,260 \$137,737 \$15,3697 \$302,925 \$307,737 \$395,529 \$871,801 \$732,393 \$493,624 \$0 \$0 \$0 \$55,232 \$153,697 \$80,251 \$7,727 \$153,697 \$80,251 \$7,727 \$153,697 \$80,251 \$7,727 \$1859 \$0.21 \$0.20 \$0.10 \$7.27 \$6.82 \$4.16 \$5.67 \$9.13 \$63.21 \$1.19 \$1.84 \$6.39 \$41.23 \$62.28 \$262.72 \$45.86% \$7.98% \$20.09%	\$22,158 \$29,863 \$115,370 \$10,869 \$14,932 \$57,685 \$ \$10,869 \$14,932 \$57,685 \$ \$34,867 \$ \$15,416 \$2,633 \$960 \$ \$1,518 \$1,500 \$11,260 \$137 \$2,896 \$ \$349,926 \$324,349 \$153,263 \$468,107 \$354,002 \$92,863 \$3468,107 \$354,002 \$92,863 \$36,670 \$4,977 \$19,228 \$871,801 \$732,393 \$488,392 \$\$ \$ 399,819 \$ 424,656 \$ 98,095 \$ \$ 399,819 \$ 424,656 \$ 98,095 \$ \$ 302,925 \$ 98,800 \$ 181,562 \$ \$ 169,057 \$ 177,737 \$ \$ \$ - \$ 31,200 \$ 213,967 \$ \$ 471,982 \$ 307,737 \$ 395,529 \$ \$ 871,801 \$ 732,393 \$ 493,624 \$ \$ \$ 0 \$0 \$5,232 \$ 153,697 80,251 7,727 \$ 733,343 398,843 76,455 \$ 21,145 11,759 1,859 \$ 0.21 0.20 0.10 \$7.27 6.82 4.16 \$ \$ 5.67 \$ 9.13 \$ 63.21 \$ \$ 1.19 \$ 1.84 \$ 6.39 \$ \$ 41.23 \$ 62.28 \$ 262.72 \$ 45.86% 57.98% 20.09%	\$22,158 \$29,863 \$115,370 \$61,059 \$10,869 \$14,932 \$57,685 \$6,785 \$15,000 \$11,5416 \$2,633 \$960 \$1,000 \$11,260 \$137 \$137 \$2,896 \$2,896 \$2,896 \$349,926 \$324,349 \$153,263 \$68,352 \$468,107 \$354,002 \$92,863 \$158,760 \$3,670 \$4,977 \$19,228 \$10,000 \$\$871,801 \$732,393 \$488,392 \$335,112 \$399,819 \$424,656 \$98,095 \$43,745 \$399,819 \$424,656 \$98,095 \$43,745 \$	\$22,158 \$29,863 \$115,370 \$61,059 \$10,869 \$14,932 \$57,685 \$6,785 \$10,869 \$14,932 \$57,685 \$6,785 \$15,000 \$11,000 \$15,416 \$2,633 \$960 \$1,000 \$1,518 \$1,518 \$1,500 \$11,260 \$11,260 \$137 \$137 \$2,896	FY 2018-19	FY 2018-19 FY 2019-20 FY 2020-21 FY 2021-22 Change S22,158

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

SPC CommuteInfo

Capacity and Plans

Current Year FY

Pandemic Recovery Factor:

Expense Growth 12% Factor:

10%

% change:

		022-2023	F	Y 2023-24	FY 2024-25		FY 2026-25	F۱	Y 2026-27	2023-27
EXPENSES						T				
Operating Expense										
Operating Salary & Wages	\$	-		\$0		\$0	\$0		\$0	
Other Salaries	Ś	85,483		\$95,741	\$105,3	_	\$105,315		\$105,315	23.20%
Fringe Benefits	Ś	9,499		\$10,639	\$11,7	_	\$11,703		\$11,703	23.20%
Services	\$	-		\$0		\$0	\$0		\$0	23,237
Fuel & Lubricants	\$			\$0		\$0	\$0		\$0	
Tires & Tubes	\$			\$0 \$0		\$0	\$0 \$0		\$0 \$0	-
Other Materials	\$	1,000		\$1,120	\$1,2		\$1,232		\$1,232	23.20%
Utilities	ς ς	11,260		\$12,611	\$13,8	_	\$13,872		\$13,872	23.20%
Casualty & Liability	¢	2,896		\$3,244	\$3,5	_	\$3,568		\$3,568	23.20%
Taxes	ć	2,830		\$3,244 \$0		\$0	\$0,508 \$0		\$0,508 \$0	25.2070
Purchased Trans. (Vanpool)	<u>ې</u>	05 603		\$107,176	\$117,8	-+	\$117,894		\$117,894	23.20%
• • •	Ş Ċ	95,693	_			_				
Outreach/Education	\$ ¢	158,760	_	\$166,698		_	\$183,785		\$192,974	21.55%
Other Operating Expenses	\$	10,000	-	\$11,200		_	\$12,320		\$12,320	23.20%
TOTAL EXPENSES	\$	374,590	\$	408,428	\$ 440,93	56	\$ 449,688	\$	458,877	22.50%
REVENUES			_			4				
Non-Subsidy Revenue			_			4				
Passenger Fares	\$	61,243		\$68,592	\$75,4	_	\$82,997		\$92,956	51.78%
Non-transporstation Revenue	\$	-		\$0		\$0	\$0		\$0	
Revenue Replacement	\$	-		\$0		\$0	\$0		\$0	
Agency Funding	\$	-		\$0		\$0	\$0		\$0	
Total Non-Subsidy Revenue	\$	61,243	\$	68,592	\$ 75,45	51	\$ 82,997	\$	92,956	51.78%
Operating Assistance										
Federal Operating Assistance 5307	\$	174,300		\$195,216	\$218,6	42	\$244,879		\$274,264	57.35%
Federal Capital for Operating 5303	\$	233,614		\$261,647	\$293,0	45	\$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	\$	-								
Total Operating Assistance	\$	407,914	\$	456,863	\$ 511,68	37	\$ 573,090	\$	641,860	57.35%
TOTAL OPERATING REVENUE	\$	469,157	\$	525,456	\$ 587,13	38	\$ 656,086	\$	734,816	56.62%
SURPLUS/DEFICIT	\$	94,566.40		\$117,028	\$146,2	02	\$206,398		\$275,940	0.00%
OPERATING STATISTICS & TRENDS										
Ridership										
Originating Passengers Fixed Route		15,985		17,903	20,05	52	22,458		25,153	57.35%
Transfers		-		-	-		-		-	
Total Passengers		11,418		17,903	20,05	52	22,458		25,153	120.29%
Total Revenue Vehicle Miles		131,151		146,889	164,51	_	184,258		206,369	57.35%
Total Revenue Vehicle Hours		2,976		3,333	3,73	_	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	\$ 21.9	_	\$ 20.02	\$	18.24	-44.39%
Operating Expense per Revenue Mile	\$	2.86	\$	2.78		_	\$ 2.44		2.22	-22.15%
Operating Expense per Revevue Hour	\$	125.87	\$	122.54		_	\$ 107.55		97.99	-22.15%
Farebox Recovery	\ \frac{1}{2}	16.35%	—	16.79%	17.13	_	18.46%	7	20.26%	23.90%
Operating Ratio		6.12		5.95	5.8	_	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

Productivity Trends

	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

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) 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

Conditions and Trends

Private Priv	Authority (Town and						Cui	rent Year FY
Cyperting Stamp & Wages S337,482 \$201,902 \$320,902 \$320,903 \$38,814 \$5 \$281,000 \$38,814 \$5 \$281,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$38,814 \$5 \$382,000 \$382,	Country Transit)	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	4-vear % Change	Cui	
Operating Expense 5337.482 5391.902 519.004 520.505 38.81% \$ 525.125 Opurating Paid Absences 5387.482 5391.902 \$192.004 \$305.500 \$80.383.81% \$ 10.500 Other Failaries & Winges 5382.502 \$30.500 \$20.9839 \$13.000 \$80.785.50% \$30.32.40 Other Fail Absences \$108.003 \$77.135 \$34.71 \$11.100 \$33.83% \$13.900 Services \$108.003 \$77.135 \$54.071 \$71.800 \$33.83% \$13.900 Services \$108.003 \$77.135 \$54.071 \$71.800 \$33.83% \$13.900 Services \$108.003 \$71.135 \$54.071 \$71.800 \$33.83% \$13.900 Other Manaria \$56.000 \$9.145 \$59.892 \$11.100 \$7.6934 \$10.914 Lucius S. & Rentuli \$45.000 \$54.800 \$46.200 \$46.00 \$12.200 Lucius S. & Rentuli \$53.234 \$36.700 \$59.00 \$50 \$10.900 \$1.100 Casua		11 2020 20				4 year 70 change		
Operating Salary & Wages \$331/482 \$299,002 \$290,003 \$320,003 \$313,000 mb/WI \$305,250 \$305,830 \$30,003 \$313,000 \$305,830 \$303,200 \$305,830 \$303,200 \$305,830 \$303,200 \$305,830 \$303,200 \$305,830 \$303,200 \$303,830 \$400,000 \$402,000<								
Other Salvafes Nurges \$38,3750 \$367,130 \$252,000 -36,538 \$30,340 \$40,00		\$337,482	\$291,902	\$192,004	\$206,500	-38.81%	\$	258,125
Charle Paid Absences	Operators Paid Absences	\$0	\$0	\$20,893	\$13,000	#DIV/0!	\$	16,250
Services \$108,100 \$229,503 \$137,679 \$111,200 \$33,85% \$133,000 \$355,526 \$500,000 \$74,745 \$546,715 \$546,715 \$734,800 \$33,526 \$58,000 \$500,800 \$74,745 \$74,800 \$74,800 \$7	Other Salaries & Wages	\$398,250	\$367,150	\$280,897	\$252,700	-36.55%	\$	303,240
Services \$108,003 \$74,195 \$34,671 \$71,800 \$-33,52% \$98,750	Other Paid Absences	\$0	\$0	\$39,581	\$41,000	#DIV/0!	\$	49,200
Fuel & Lubricants	Fringe Benefits	\$168,100	\$229,563	\$157,679	\$111,200	-33.85%		139,000
Times Sp. 10 Sp. 145 Sp. 997 Sp. 11,600 Times Sp. 12,130	Services	\$108,003	\$74,195	\$84,671	\$71,800	-33.52%		89,750
Cher Materials	Fuel & Lubricants	\$103,822	\$106,175	\$61,480	\$95,900	-7.63%		105,490
Leases & Rentals								12,180
Second Casualty & Liability S58,224 S68,00 S75,776 S58,700 S59,700 S59,7								
Search S								
Taxes			-					
Purchased Trans. (Fixed Route S0 S0 S0 BDIV/IO S Deurchased Trans. (Shared Ride) S0 S0 S0 S0 BDIV/IO S Deurchased Trans. (ADA) S0 S0 S0 S0 BDIV/IO S Deurchased Trans. (ADA) S0 S0 S0 S0 BDIV/IO S Deurchased Trans. (ADA) S0 S0 S0 S0 BDIV/IO S Deurchased Trans. (ADA) S0 S0 S0 S0 S0 S0 S0 S								61,635
Purchased Trans. (Shared Ride)								-
Purchased Trans. (ADA)	,							
Commons Comm								-
Non-Subsidy Revenue			-	-	·			- 22.225
Non-Subsidy Revenue	<u> </u>							
Passenger Fares \$ 5,7,72 \$ 6,3,88 \$ 2,8,273 \$ 34,500 \$ -39,66% \$ 3,535 \$ 2,000 \$ 7,125 \$ 3,535 \$ 2,000 \$ 3,351 \$ 2,000 \$ 7,125 \$ 3,206 \$ 3,200 \$ 3,200 \$ 3,351 \$ 2,000 \$ 3,200		3 1,295,465	3 1,239,910	3 1,043,699	\$ 984,600	-24.00%	Ş	1,108,475
Passenger Fares							_	
ADA Fires		¢ 57 172	¢ 62.200	¢ 20.272	\$ 24.500	20.66%	ċ	25 525
Route Guarantee	_							
Route Guarantee								2,000
Interest	<u> </u>		-			-100.0070		
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 -54.97% \$ 13,596 Other Sponsors \$ 11,1036 \$ 82,714 \$ 44,477 \$ 55,500 -54.37% \$ 57,165 Other Non-Subsidy Revenue \$ 221,434 \$ 1885,778 \$ 106,303 \$ 109,950 -50.55% \$ 113,249 Operating Assistance \$ 221,434 \$ 1885,778 \$ 106,303 \$ 109,950 -50.55% \$ 113,249 Operating Assistance \$ - \$ 53,259 \$ 788,948 \$ 211,052 #DIV/01 \$ - \$ - \$ 113,249<		·			•			
Area Agency on Aging						-62 47%		3 605
State Operating Assistance								
Other Non-Subsidy								
Total Non-Subsidy Revenue	•	·	· ' ' · · · ·	, ,				
Comparing Assistance	•							
Federal Operating Assistance \$	•	7 ===, 10 1	7 200,010	7 =======	+ =====================================	55.55,75	7	
Federal Capital for Operating S	•	\$ -	\$ 53,259	\$ 788,948	\$ 211,052	#DIV/0!	\$	-
State Operating Assistance						#DIV/0!		-
Local/Non-Federal Operating Assistance	State Operating Assistance		\$ 971,844	\$ -	\$ 977,197	0.11%		724,149
Total Operating Assistance \$ 1,060,047 \$ 1,074,114 \$ 840,410 \$ 1,242,284 17.19% \$ 780,886 \$ 100 17.19% \$ 1,281,481 \$ 1,262,692 \$ 946,713 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 894,135 \$ 1,352,234 5.52% \$ 1,3608 \$ 1,36	Local/Non-Federal Operating Assistance		\$ 49,011	\$ 51,462	\$ 54,035	15.76%	\$	56,737
SURPLUS/DEFICIT -\$13,984 \$22,782 -\$96,986 \$367,634 -2728.96% \$894,135	Prior Year Carryover	\$ 37,262	\$ -	\$ -	\$ -	-100.00%	\$	-
SURPLUS/DEFICIT -\$13,984 \$22,782 -\$96,986 \$367,634 -2728.96% \$ (274,340) OPERATING STATISTICS & TRENDS Ridership	Total Operating Assistance	\$ 1,060,047	\$ 1,074,114	\$ 840,410	\$ 1,242,284	17.19%	\$	780,886
OPERATING STATISTICS & TRENDS Ridership Jay 1 Jay 2 Jay 2 <td>TOTAL OPERATING REVENUE</td> <td>\$ 1,281,481</td> <td>\$ 1,262,692</td> <td>\$ 946,713</td> <td>\$ 1,352,234</td> <td>5.52%</td> <td>\$</td> <td>894,135</td>	TOTAL OPERATING REVENUE	\$ 1,281,481	\$ 1,262,692	\$ 946,713	\$ 1,352,234	5.52%	\$	894,135
Ridership 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 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 Hour 3.87 4.43 2.77 3.33 -13.87% 3.33 Operating Expense per Revenue Mile \$ 19.57 \$ 21.50 \$ 33.59 \$ 29.86 52.56% \$ 34.41 Operating Expense per Revenue Hour \$ 75.69 \$ 95.18 \$ 92.96 \$ 99.45 31.40% \$ 114.59	SURPLUS/DEFICIT	-\$13,984	\$22,782	-\$96,986	\$367,634	-2728.96%	\$	(274,340)
Ridership 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 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 Hour 3.87 4.43 2.77 3.33 -13.87% 3.33 Operating Expense per Revenue Mile \$ 19.57 \$ 21.50 \$ 33.59 \$ 29.86 52.56% \$ 34.41 Operating Expense per Revenue Hour \$ 75.69 \$ 95.18 \$ 92.96 \$ 99.45 31.40% \$ 114.59								
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 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 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	OPERATING STATISTICS & TRENDS							
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 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 Total Revenue Vehicle Miles 326,785 303,062 314,489 222,874 -31.80% 229,560 Passengers/Revenue Vehicle Hours 17,116 13,027 11,228 9,900 -42.16% 10,197 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 Farebox Recovery 17.09% 15.21% 10.19% 11.17% -34.67% 9.69%	•							
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 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 Hours 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 Farebox Recovery 17.09% 15.21% 10.19% 11.17% -34.67% 9.69%			-		•			
Paratransit 23,162 19,000 7,905 9,557 -58.74% 9,844 Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 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%			-	-	•			
Total Passengers 66,183 57,677 31,073 32,971 -50.18% 33,960 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 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%								
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%					-			,
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%	_		•	-				
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%								
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%	Total Revenue Vehicle Hours	17,116	13,027	11,228	9,900	-42.16%		10,197
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%	Passengers/Revenue Vehicle Mile	0.20	0.19	0.10	0.15	-26.96%		0.15
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 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%		\$ 19.57	\$ 21.50	\$ 33.59	\$ 29.86	52.56%	\$	34.41
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%			-					
						31.40%		114.59
Operating Ratio 5.85 6.58 9.82 8.95 53.07% 10.32	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

Mid-County Transit Authority (Town and Country Transit)

EXPENSES

Operating Expense

Operating Ratio

Capacity and Plans Inflation Factor: 0.05 **Current Year FY** % change: 2022-2023 FY 2023-24 FY 2024-25 FY 2026-25 FY 2026-27 2023-27 313,753 21.55% \$19,752 21.55% 368,590 21.55% \$59,803 21.55% 168,955 21.55% 109,092 21.55% 128,224 21.55% \$14,805 21.55% \$53,750 21.55% \$7,293 21.55% \$62,173 21.55% 21.55% \$74,918 \$0 \$0 \$0 \$0 \$39,182 21.55% 22% 420,289 \$43,193 21.55% \$2,504 21.55% #DIV/0! \$0 \$0 \$0 \$4,382 21.55% \$16,526 21.55% 21.55% \$69,484 \$1,566 137,655 21.55% \$0 #DIV/0! \$0 880,208 21.55% \$68,964 21.55% \$0 949,172 21.55% 086,827 21.55% 333,462 21.55% 17,543 21.55% 8,165 21.55% 3,605 21.55% 21.55% 11,965 41,279 21.55% 279,032 21.55% 12,395 21.55% 0.15 0.00% 0.00% 3.33

34.41

114.59 9.69%

10.32

10.32

5.09

0.00%

0.00% 0.00%

0.00%

0.00%

Operating Expense									
Operating Salary & Wages		\$258,125		9	\$271,031		\$284,583	\$298,812	\$3
Operators Paid Absences		\$16,250			\$17,063		\$17,916	\$18,811	. \$
Other Salaries & Wages		\$303,240		5	\$318,402		\$334,322	\$351,038	1
Other Paid Absences		\$49,200	4		\$51,660		\$54,243	\$56,955	
Fringe Benefits		\$139,000	4		\$145,950		\$153,248		+
Services		\$89,750	4		\$94,238		\$98,949		1
Fuel & Lubricants		\$105,490	4		\$110,765		\$116,303		1
Tires & Tubes		\$12,180	1	<u> </u>	\$12,789		\$13,428		1
Other Materials		\$44,220	4	\vdash	\$46,431		\$48,753	\$51,190	1
Leases & Rentals		\$6,000	4	\vdash	\$6,300		\$6,615	\$6,946	1
Utilities		\$51,150	4	\vdash	\$53,708		\$56,393	\$59,213	1
Casualty & Liability		\$61,635	4	\vdash	\$64,717		\$67,953	\$71,350	
Taxes		\$01,035	4	-	\$04,717		\$07,555		1
			4	\vdash	\$0 \$0		\$0 \$0	\$0	
Purchased Trans. (Fixed Route)		\$0 \$0		⊢				·	4
Purchased Trans. (Shared Ride)		\$0	-	\vdash	\$0 \$0		\$0 \$0	\$0	4
Purchased Trans. (ADA)		\$0	1	⊢	\$0		\$0		+
Other Operating Expenses	-	\$32,235		<u> </u>	\$33,847		\$35,539		
TOTAL EXPENSES	\$	1,168,475		\$ 1,	226,899	\$:	1,288,244	\$ 1,352,656	\$ 1,42
REVENUES									
Non-Subsidy Revenue									
Passenger Fares		\$35,535	4		\$37,312		\$39,177	\$41,136	•
ADA Fares		\$2,060			\$2,163		\$2,271	\$2,385	
Advertising		\$0			\$0		\$0	\$0	
Route Guarantee		\$0			\$0		\$0	\$0	
Interest		\$0			\$0		\$0	\$0	
MATP		\$3,605			\$3,785		\$3,975	\$4,173	
Area Agency on Aging		\$13,596			\$14,276		\$14,990	\$15,739	\$
Other Sponsors		\$57,165			\$60,023		\$63,024	\$66,176	\$
Other Non-Subsidy		\$1,288			\$1,352		\$1,420		
Total Non-Subsidy Revenue	\$	113,249		\$	118,911	\$	124,857	\$ 131,100	\$ 1.
Operating Assistance		•			<u> </u>		·		
Federal Operating Assistance		\$0	-		\$0		\$0	\$0	
Federal Capital for Operating		\$0			<u> </u>		<u> </u>		
State Operating Assistance		\$724,149	4		\$760,356		\$798,374		_
Local/Non-Federal Operating Assistance		\$56,737	4	Η,	\$59,574		\$62,553	\$65,680	1
Prior Year Carryover		\$0	4	\vdash	\$0		\$0		
Total Operating Assistance	\$	780,886		\$	819,930	\$	860,927	\$ 903,973	
TOTAL OPERATING REVENUE	\$	894,135		_	938,842	\$	985,784	\$ 1,035,073	\$ 1,08
	1	-\$274,340			\$288,057				
SURPLUS/DEFICIT		-\$274,340	-	 - 3	\$288,057		-\$302,460	-\$317,583	-\$3
OPERATING STATISTICS & TRENDS				<u> </u>					
Ridership									
Adult Fare		14,433			15,155		15,912	16,708	
Senior Citizen		6,717			7,053		7,405	7,776	
Half-Fare		2,966			3,114		3,270	3,434	
Paratransit		9,844			10,336		10,853	11,396	
Total Passengers		33,960			35,658		37,441	39,313	
Total Revenue Vehicle Miles		229,560			241,038		253,090	265,744	2
Total Revenue Vehicle Hours		10,197			10,707		11,242	11,804	:
		·							
Passengers/Revenue Vehicle Mile		0.15	4	⊢–	0.15		0.15	0.15	_
Passengers/Revenue Vehicle Hour	<u> </u>	3.33		<u> </u>	3.33		3.33	3.33	1
Operating Expense per Passenger Trip	\$	34.41		\$	34.41	\$	34.41	\$ 34.41	\$
Operating Expense per Revenue Mile	\$	5.09		\$	5.09	\$	5.09	\$ 5.09	\$
Operating Expense per Revevue Hour	\$	114.59		\$	114.59	\$	114.59	\$ 114.59	\$:
Farebox Recovery		9.69%			9.69%		9.69%	9.69%	

10.32

10.32

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

Productivity Trends

	Originating Passenger	Originating Passengers Per Vehicle	Farebox	Operating
	Trips	Hour	Recovery	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

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

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 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	Current Year
Revenue	FY 11/12	FY 12/13	FY 13/14	FY 14/15	Change over 4 Years	FY 15/16
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
Federal Subtotal	\$ 840,665	\$ 837,067	\$ 1,028,504	1,235,834	16%	1,217,661
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
Program Revenue	\$ 1,801,573	\$ 1,915,007	\$ 2,185,101	2,356,691	10%	\$2,393,246

Expenses	FY 11/12	FY 12/13	FY 13/14	FY 14/15		FY 15/16
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
Program Expenses	\$ 1,915,382	\$ 2,109,958	\$ 2,210,187	2,155,781	4%	2,183,328

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

Financial Capacity Documentation Southwestern Pennsylvania Commission CommuteInfo Program Fiscal Years 2017 – 202

Projected Financial Condition and Capacity

	Current Year	2017 - 2020 TIP						
Revenue	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	Change over 5 Years		
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%		
Federal Subtotal	1,217,661	\$ 1,217,661	\$ 1,217,661	\$ 1,217,661	\$ 1,217,661	0%		
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%		
Program Revenue	2,393,246	\$ 2,420,749	\$ 2,448,231	\$ 2,513,604	\$ 2,581,984	2%		

Expenses	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
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%
Program Expenses	2,183,328	\$ 2,145,756	\$ 2,388,213	\$ 2,510,898	\$ 2,639,020	5%

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

For Reference: Vehicles Operated in Max. Service	58	60	62	64	3%
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Washington County Conditions and Trends Transportation

Transportation							1	woor %	Cı	urrent Year FY	% change since
Authority	FY 2018-19	FY 2019-20	FY 2	020-21	F	Y 2021-22		-year % Change		2022-23	COVID-19
EXPENSES	11101010				Ī			Indinge			COVID-13
Operating Expense											#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!
TOTAL EXPENSES	\$ 6,715,642	\$ 6,264,508	\$	5,585,477	\$	6,537,293		-2.66%	\$	6,960,000	4.35%
REVENUES											
Non-Subsidy Revenue											
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%
Total Non-Subsidy Revenue	\$ 3,089,077	\$ 2,468,175	\$	1,846,957	\$	2,260,505		-26.82%	\$	2,407,500	-8.41%
Operating Assistance											
Federal Operating Assistance		\$ 418,000	\$	1,550,000	\$	1,996,954	- 1	#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%
Total Operating Assistance	\$ 3,651,953	\$ 3,818,799		3,771,488	_	4,310,673		18.04%	\$	4,552,500	12.88%
TOTAL OPERATING REVENUE	\$ 6,741,030	\$ 6,286,974	1	5,618,445		6,571,178		-2.52%	\$	6,960,000	4.52%
SURPLUS/DEFICIT	\$25,388	\$22,466		\$32,968		\$33,885		33.47%		\$0	50.83%
OPERATING STATISTICS & TRENDS									_		
Ridership	72.402	54224		27.457		24 500		F.C. 400/	_	27.000	42.020/
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%
Total Passengers	305,902	248,328		167,528		203,500		-33.48%		233,300	-18.05%
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	<u> </u>	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%

% change

\sim	-:4-1	1
Cal	गास्त्रा	Assistance

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
Total Capital Assistance	1,186,316	1,418,788	1,958,524	928,000

Washington County Transportation

Capacity and Plans

Inflation Factor:

0.04

Transportation	Cur	rent Year FY											% change:
Authority		022-2023		F'	Y 2023-24		FY 2024-25	F	FY 2026-25	F	Y 2026-27		2023-27
EXPENSES						1							
Operating Expense			-										
Operating Salary & Wages	\$	-			\$0		\$0		\$0		\$0		
Other Salaries	\$	-			\$0		\$0		\$0		\$0		
Fringe Benefits	\$	-			\$0		\$0		\$0		\$0		
Services	\$	-			\$0		\$0		\$0		\$0		
Administration	\$	1,150,000			\$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%
TOTAL EXPENSES	\$	6,960,000		\$	7,226,900	\$	7,504,131	\$	7,792,096	\$	8,091,213		16.25%
REVENUES													
Non-Subsidy Revenue			-									_	
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%
Total Non-Subsidy Revenue	\$	2,407,500		\$	2,527,340	\$	2,653,151	\$	2,759,277	\$	2,869,648		19.20%
Operating Assistance												_	
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%
Total Operating Assistance	\$	4,552,500		\$	4,699,560	+			5,032,820		5,221,566		14.70%
TOTAL OPERATING REVENUE	\$	6,960,000		\$	7,226,900	_			7,792,096		8,091,213		16.25%
SURPLUS/DEFICIT	\$	-		\$	-	\$	(0)	\$	0	\$	(0)	-	#DIV/0!
OPERATING STATISTICS & TRENDS			-			-						-	
Ridership		27.000	-		22.252	-	10.700				11.121	-	10.050/
Adult Fare		37,000	-		38,850	-	40,793		42,424		44,121	-	19.25%
Senior Citizen		16,500			17,160	1	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%
Total Passengers		233,300			244,702	-	256,664		266,930		277,607		18.99%
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	+			29.19	\$	29.15		-2.30%
Operating Expense per Revenue Mile	\$	3.81		\$	3.81	\$			3.80	\$	3.79		-0.63%
Operating Expense per Revevue Hour	\$	71.02		\$	70.91	<u> </u>			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

Productivity Trends

		Passengers Per Vehicle		
	Passenger Trips	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

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

Total vehicle revenue hours refer to total hours transit service vehicle are in operation less dead hours in any given year. Vehicle revenue hours divided by total passenger trips shows the level of productivity achieved in any given year, based on number of revenue hours run.

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

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

- Farebox Recovery Decreased an average of 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.

Conditions and Trends

Westmore	land	County
Transit /	Auth	ority

Westinor claim Gounty										C	V FV
Transit Authority	EV 2040 40	_	V 2040 20	_	v 2020 24	_	W 2024 22	4-year %			rent Year FY 2022-23
	FY 2018-19	F	Y 2019-20	F	Y 2020-21	-	Y 2021-22	Change			2022-23
EXPENSES									-		
Operating Expense	¢0		¢2.410.410		¢2 202 052		¢4.062.000		-	<u> </u>	
Operating Salary & Wages Other Salaries	\$0 \$0		\$2,419,110 \$435,618		\$3,382,953 \$673,711		\$4,963,000 \$945,400		-	\$ \$	5,037,445 959,581
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	70		7.5		¥ .00,000		Ψ 100,000		-	<u> </u>	,
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				
TOTAL EXPENSES	\$ 10,801,010	\$	12,062,302	\$	9,741,360	\$	13,384,118	23.92%		\$	13,463,587
REVENUES											
Non-Subsidy Revenue											
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	Ş	310,378		-	\$	315,034
Area Agency on Aging									-	\$	
Other Sponsors									-	\$	
Other Non-Subsidy	\$ 288,286	\$	234,877	\$	33,036	\$	600	-99.79%		\$	609
Total Non-Subsidy Revenue	\$ 6,123,535	\$	6,400,313	\$	3,362,439	\$	4,716,375	-22.98%		\$	6,111,858
Operating Assistance		_		_		_			-		
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	ć 4.677.47F	<u> </u>	5 664 000	<u></u>	C 270 024	<u></u>	0.667.742	05 240/			7 254 720
Total Operating Assistance TOTAL OPERATING REVENUE	\$ 4,677,475 \$ 10,801,010	\$ \$	<i>5,661,989</i> 12,062,302	\$ \$	<i>6,378,921</i> 9,741,360	\$ \$	8,667,743 13,384,118	85.31% 23.92%		\$ \$	7,351,730 13,463,587
				Ą						<u>ې</u>	\$0
SURPLUS/DEFICIT	\$0		\$0		\$0		\$0	#DIV/0!	-		<u> </u>
ODEDATING STATISTICS & TREADS											
OPERATING STATISTICS & TRENDS Ridarship											
Ridership Adult Fare	406744		292220		112070		140006	-63.12%	-		195000
Senior Citizen	406744		292220		113076	-	149996	-03.12%	-		195000
Half-Fare							-		-		
Paratransit	185836		161948		118696		131148	-29.43%	-		168000
Total Passengers	592580		454168		231772		281144	-29.43% -52.56%	-		363000
Total Revenue Vehicle Miles	2802787		2342589		1944376		2099944	-32.36%			2370504
Total Revenue Vehicle Hours	136439		119958		94470		100636	-25.06%	-		111279
Total Nevenue venicle Hours							100030	20.24/0	-		1112/9
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

Westmore	land	County
Trancit	Δuth	ority

Capacity and Plans

Inflation Factor:

0.03

Current Year % change: FY 2022-2023 FY 2023-24 FY 2024-25 FY 2026-25 FY 2026-27 2023-27 **EXPENSES Operating Expense** \$5,037,445 \$5,188,568 \$5,504,552 \$5,669,689 \$5,344,225 **Operating Salary & Wages** 12.6% \$1,048,560 12.6% \$959,581 \$988,368 \$1,018,019 \$1,080,017 Other Salaries \$1,713,802 \$1,765,216 \$1,818,173 \$1,872,718 \$1,928,899 12.6% Fringe Benefits \$306,530 \$315,726 \$325,198 \$334,954 \$345,002 12.6% Services \$1,184,505 \$1,220,040 \$1,256,641 \$1,294,341 \$1,333,173 12.6% **Fuel & Lubricants** Tires & Tubes \$228,375 \$235,226 \$242,283 \$249,552 \$257,038 12.6% \$718,620 \$740,179 \$762,384 \$808,813 12.6% Other Materials \$785,255 \$197,925 \$203,863 \$209,979 \$216,278 \$222,766 12.6% Leases & Rentals \$216,703 \$223,204 \$229,900 \$236,797 \$243,901 12.6% Utilities Casualty & Liability \$456,750 \$470,453 \$484,566 \$499,103 \$514,076 **Taxes** \$0 \$1,247,979 \$1,285,418 \$1,323,981 \$1,363,700 \$1,404,611 12.6% Administrative Expenses (Fixed Route) \$1,195,373 \$1,231,234 \$1,268,171 \$1,306,216 \$1,345,402 12.6% Administrative Expenses (Shared Ride) \$0 Purchased Trans. (Fixed Route) \$0 \$0 \$0 \$0 \$0 Purchased Trans. (Shared Ride) \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 Purchased Trans. (ADA) \$0 \$0 \$0 \$0 Other Operating Expenses \$0 **TOTAL EXPENSES** \$ 13,463,587 \$ 13,867,495 \$ 14,283,520 \$ 14,712,025 \$ 12.6% **REVENUES Non-Subsidy Revenue** \$548,688 \$565,148 \$582,103 \$599,566 \$617,553 12.6% **Passenger Fares** \$5,156,778 \$5,803,999 12.6% Passenger Fares (Shared Ride) \$5,311,481 \$5,470,825 \$5,634,950 12.6% \$90,750 \$93,473 \$96,277 \$99,165 \$102,140 Advertising \$0 **Route Guarantee** \$0 \$0 \$0 \$0 \$0 \$0 Interest \$324,485 \$344,246 **MATP** \$315,034 \$334,219 \$354,573 Area Agency on Aging \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 Other Sponsors \$609 \$627 \$646 \$665 \$685 12.6% Other Non-Subsidy 6,111,858 \$ 6,295,213 6,484,070 6,678,592 6,878,950 12.6% Total Non-Subsidy Revenue \$ **Operating Assistance** \$1,985,543 \$2,045,110 \$2,106,463 \$1,927,712 \$2,169,657 12.6% **Federal Operating Assistance** \$500,000 \$515,000 \$530,450 \$546,364 \$562,754 12.6% Federal Capital for Operating **State Operating Assistance** \$4,481,103 \$4,615,536 \$4,754,002 \$4,896,622 \$5,043,520 12.6% \$442,915 \$456,203 \$469,889 \$483,985 \$498,505 12.6% Local/Non-Federal Operating Assistance Prior Year Carryover \$0 **Total Operating Assistance** 7,351,730 7,572,282 \$ 7,799,450 8,033,434 8,274,437 12.6% \$ \$ 14,283,520 **TOTAL OPERATING REVENUE** 13,463,587 \$ 13,867,495 \$ 14,712,025 \$ 15,153,386 12.6% SURPLUS/DEFICIT 0.0% \$0 \$0 \$0 \$0 \$0 **OPERATING STATISTICS & TRENDS** Ridership Adult Fare 195000 214500 235950 259545 285500 46.4% Senior Citizen 0 Half-Fare 0 184800 203280 223608 245969 168000 46.4% **Paratransit Total Passengers** 363000 399300 439230 483153 531468 46.4% 5.5% **Total Revenue Vehicle Miles** 2370504 2380000 2400000 2450000 2500000 115000 111279 117000 118000 **Total Revenue Vehicle Hours** 116000 6.0% 0.15 0.17 0.18 0.20 0.21 38.8% Passengers/Revenue Vehicle Mile 3.47 3.79 4.13 4.50 38.1% Passengers/Revenue Vehicle Hour 3.26 Operating Expense per Passenger Trip 37.09 \$ 34.73 32.52 30.45 28.51 -23.1% Operating Expense per Revenue Mile 5.68 \$ 5.83 5.95 6.00 6.06 6.7% \$ 120.99 \$ 120.59 \$ 123.13 \$ 125.74 \$ 128.42 6.1% Operating Expense per Revenue Hour 45.40% 45.40% 45.40% 45.40% 45.40% **Farebox Recovery** 0.0% 2.20 2.20 2.20 2.20 2.20 0.0% **Operating Ratio**